checker; strigline man on electronic grade control; manhole builder; dynamite man; powder man; welder; tunnel man; waterblaster - 1000 psi or over; asbestos and/or hazardous waste removal and/or disposal

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LABO0660-006 03/01/2023

Lincoln, Montgomery, St Charles and Warren Counties

	Rates	Fringes
LABORER (Common or General).....	$ 36.91	15.62

LABO0662-001 05/01/2023

Callaway, Cole, Miller and Moniteau Counties

	Rates	Fringes
LABORER		
GROUP 1.....	$ 32.98	15.62
GROUP 2.....	$ 32.98	15.62

LABORERS CLASSIFICATIONS

GROUP 1 - General laborer-flagman, carpenter tenders; salamander Tenders; Dump Man; Ticket Takers; loading trucks under bins, hoppers, and conveyors; track man; cement handler; dump man on earth fill; georgie buggie man; material batch hopper man; spreader on asphalt machine; material mixer man (except on manholes); coffer dams; riprap pavers rock, block or brick; scaffolds over ten feet not self-supported from ground up; skip man on concrete paving; wire mesh setters on concrete paving; all work in connection with sewer, water, gas, gasoling, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipe lines; power tool operator; all work in connection with hydraulic or general dredging operations; form setters, puddlers (paving only); straw blower nozzleman; asphalt plant platform man; chuck tender; crusher feeder; men handling creosote ties or creosote materials; men working with and handling epoxy material; topper of standing trees; feeder man on wood pulverizers, board and willow mat weavers and cabelee tiers on river work; deck hands; pile dike and revetment work; all laborers working on underground tunnels less than 25 ft. where compressed air is not used; abutement and pier hole men working six (6) ft. or more below ground; men working in coffer dams for bridge piers and footing in the river; barco tamper;

jackson or any other similar tamp; cutting torch man; liners, curb, gutters, ditch lines; hot mastic kettlemen; hot tar applicator; hand blade operator; mortar men or brick or block manholes; rubbing concrete, air tool operator under 65 lbs.; caulker and lead man; chain or concrete saw under 15 h.p.; signal Gan; Guard rail and sign erectors.

GROUP 2 - Skilled laborers - Vibrator man; asphalt raker; head pipe layer on sewer work; batterboard man on pipe and ditch work; cliff scalers working from bosun's chairs; scaffolds or platforms on dams or power plants over 10 ft. high; air tool operator over 65 lbs.; stringline man on concrete paving; sandblast man; laser beam man; wagon drill; churn drill; air track drill and all other similar type drills, gunite nozzle man; pressure grout man; screed man on asphalt; concrete saw 15 h.p. and over; grade checker; strigline man on electronic grade control; manhole builder; dynamite man; powder man; welder; tunnel man; waterblaster - 1000 psi or over; asbestos and/or hazardous waste removal and/or disposal

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LABO0663-002 04/01/2023

CASS, CLAY, JACKSON, PLATTE AND RAY COUNTIES

	Rates	Fringes
LABORER		
GROUP 1	$ 34.15	17.06
GROUP 2	$ 35.36	17.06

LABORERS CLASSIFICATIONS

GROUP 1: General laborers, Carpenter tenders, salamander tenders, loading trucks under bins, hoppers and conveyors, track men and all other general laborers, air tool operator, cement handler (bulk or sack), chain or concrete saw, deck hands, dump man on earth fill, Georgie Buggies man, material batch hopper man, scale man, material mixer man (except on manholes), coffer dams, abutments and pier hole men working below ground, riprap pavers rock, black or brick, signal man, scaffolds over ten feet not self-supported from ground up, skipman on concrete paving, wire mesh setters on concrete paving, all work in connection with sewer,water, gas, gasoling, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipelines, power tool operator, all work in connection with hydraulic or general dredging operations, straw blower

nozzleman,asphalt plant platform man, chuck tender, crusher feeder, men handling creosote ties on creosote materials, men working with and handling epoxy material or materials (where special protection is required), topper of standing trees, batter board man on pipe and ditch work, feeder man on wood pulverizers, board and willow mat weavers and cable tiers on river work, deck hands, pile dike and revetment work, all laborers working on underground tunnels less than 25 feet where compressed air is not used, abutment and pier hole men working six (6) feet or more below ground, men working in coffer dams for bridge piers and footings in the river, ditchliners, pressure groutmen, caulker and chain or concrete saw, cliffscalers working from scaffolds, bosuns' chairs or platforms on dams or power plants over (10) feet above ground, mortarmen on brick or block manholes, signal man.

GROUP 2: Skilled Laborer - spreader or screed man on asphalt machine, asphalt raker, grade checker, vibrator man, concrete saw over 5 hp., laser beam man, barco tamper, jackson or any other similar tamp, wagon driller, churn drills, air track drills and other similar drills, cutting torch man, form setters, liners and stringline men on concrete paving, curb, gutters and etc., hot mastic kettleman, hot tar applicator, hand blade operators, mortar men on brick or block manholes, sand blasting and gunnite nozzle men, rubbing concrete, air tool operator in tunnels, head pipe layer on sewer work, manhole builder (brick or block), dynamite and powder men.

LABO0840-011 05/01/2023

Crawford, Dent, Franklin, Gasconade, Howell, Maries, Oregon, Osage, Phelps, Pulaski, Shannon and Texas Counties

	Rates	Fringes
LABORER (Crawford, Dent, Gasconade, Howell, Maries, Oregon, Osage, Phelps, Pulaski, Shannon and Texas Counties)		
GROUP 1	$ 32.98	15.62
GROUP 2	$ 32.98	15.62
LABORER (Franklin County)		
GROUP 1	$ 35.44	15.62
GROUP 2	$ 36.04	15.62

LABORERS CLASSIFICATIONS

GROUP 1 - General laborer-flagman, carpenter tenders; salamander Tenders; Dump Man; Ticket Takers; loading trucks under bins, hoppers, and conveyors; track man; cement handler; dump man on earth fill; georgie buggie man; material batch hopper man; spreader on asphalt machine; material mixer man (except on manholes); coffer dams; riprap pavers rock, block or brick; scaffolds over ten feet not self-supported from ground up; skip man on concrete paving; wire mesh setters on concrete paving; all work in connection with sewer, water, gas, gasoling, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipe lines; power tool operator; all work in connection with hydraulic or general dredging operations; form setters, puddlers (paving only); straw blower nozzleman; asphalt plant platform man; chuck tender; crusher feeder; men handling creosote ties or creosote materials; men working with and handling epoxy material; topper of standing trees; feeder man on wood pulverizers, board and willow mat weavers and cabelee tiers on river work; deck hands; pile dike and revetment work; all laborers working on underground tunnels less than 25 ft. where compressed air is not used; abutement and pier hole men working six (6) ft. or more below ground; men working in coffer dams for bridge piers and footing in the river; barco tamper; jackson or any other similar tamp; cutting torch man; liners, curb, gutters, ditch lines; hot mastic kettlemen; hot tar applicator; hand blade operator; mortar men or brick or block manholes; rubbing concrete, air tool operator under 65 lbs.; caulker and lead man; chain or concrete saw under 15 h.p.; signal Gan; Guard rail and sign erectors.

GROUP 2 - Skilled laborers - Vibrator man; asphalt raker; head pipe layer on sewer work; batterboard man on pipe and ditch work; cliff scalers working from bosun's chairs; scaffolds or platforms on dams or power plants over 10 ft. high; air tool operator over 65 lbs.; stringline man on concrete paving; sandblast man; laser beam man; wagon drill; churn drill; air track drill and all other similar type drills, gunite nozzle man; pressure grout man; screed man on asphalt; concrete saw 15 h.p. and over; grade checker; strigline man on electronic grade control; manhole builder; dynamite man; powder man; welder; tunnel man; waterblaster - 1000 psi or over; asbestos and/or hazardous waste removal and/or disposal

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LABO0955-012 05/01/2023

Adair, Audrain, Boone, Chariton, Cooper, Howard, Linn, Macon, Monroe, Putnam, Randolph, Schuyler and Sullivan Counties

	Rates	Fringes
LABORER		
GROUP 1	$ 32.98	15.62
GROUP 2	$ 32.98	15.62

LABORERS CLASSIFICATIONS

GROUP 1 - General laborer-flagman, carpenter tenders; salamander Tenders; Dump Man; Ticket Takers; loading trucks under bins, hoppers, and conveyors; track man; cement handler; dump man on earth fill; georgie buggie man; material batch hopper man; spreader on asphalt machine; material mixer man (except on manholes); coffer dams; riprap pavers rock, block or brick; scaffolds over ten feet not self-supported from ground up; skip man on concrete paving; wire mesh setters on concrete paving; all work in connection with sewer, water, gas, gasoling, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipe lines; power tool operator; all work in connection with hydraulic or general dredging operations; form setters, puddlers (paving only); straw blower nozzleman; asphalt plant platform man; chuck tender; crusher feeder; men handling creosote ties or creosote materials; men working with and handling epoxy material; topper of standing trees; feeder man on wood pulverizers, board and willow mat weavers and cabelee tiers on river work; deck hands; pile dike and revetment work; all laborers working on underground tunnels less than 25 ft. where compressed air is not used; abutement and pier hole men working six (6) ft. or more below ground; men working in coffer dams for bridge piers and footing in the river; barco tamper; jackson or any other similar tamp; cutting torch man; liners, curb, gutters, ditch lines; hot mastic kettlemen; hot tar applicator; hand blade operator; mortar men or brick or block manholes; rubbing concrete, air tool operator under 65 lbs.; caulker and lead man; chain or concrete saw under 15 h.p.; signal Gan; Guard rail and sign erectors.

GROUP 2 - Skilled laborers - Vibrator man; asphalt raker; head pipe layer on sewer work; batterboard man on pipe and ditch work; cliff scalers working from bosun's chairs; scaffolds or platforms on dams or power plants over 10 ft. high; air tool operator over 65 lbs.; stringline man on

concrete paving; sandblast man; laser beam man; wagon drill; churn drill; air track drill and all other similar type drills, gunite nozzle man; pressure grout man; screed man on asphalt; concrete saw 15 h.p. and over; grade checker; strigline man on electronic grade control; manhole builder; dynamite man; powder man; welder; tunnel man; waterblaster - 1000 psi or over; asbestos and/or hazardous waste removal and/or disposal

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LABO1104-005 05/01/2023

Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Pemiscot, Perry, Reynolds, Ripley, Scott, St Francois, Ste Genevieve, Stoddard and Wayne Counties

	Rates	Fringes
LABORER		
GROUP 1	$ 32.98	15.62
GROUP 2	$ 32.98	15.62

LABORERS CLASSIFICATIONS

GROUP 1 - General laborer-flagman, carpenter tenders; salamander Tenders; Dump Man; Ticket Takers; loading trucks under bins, hoppers, and conveyors; track man; cement handler; dump man on earth fill; georgie buggie man; material batch hopper man; spreader on asphalt machine; material mixer man (except on manholes); coffer dams; riprap pavers rock, block or brick; scaffolds over ten feet not self-supported from ground up; skip man on concrete paving; wire mesh setters on concrete paving; all work in connection with sewer, water, gas, gasoling, oil, drainage pipe, conduit pipe, tile and duct lines and all other pipe lines; power tool operator; all work in connection with hydraulic or general dredging operations; form setters, puddlers (paving only); straw blower nozzleman; asphalt plant platform man; chuck tender; crusher feeder; men handling creosote ties or creosote materials; men working with and handling epoxy material; topper of standing trees; feeder man on wood pulverizers, board and willow mat weavers and cabelee tiers on river work; deck hands; pile dike and revetment work; all laborers working on underground tunnels less than 25 ft. where compressed air is not used; abutement and pier hole men working six (6) ft. or more below ground; men working in coffer dams for bridge piers and footing in the river; barco tamper;

jackson or any other similar tamp; cutting torch man; liners, curb, gutters, ditch lines; hot mastic kettlemen; hot tar applicator; hand blade operator; mortar men or brick or block manholes; rubbing concrete, air tool operator under 65 lbs.; caulker and lead man; chain or concrete saw under 15 h.p.; signal Gan; Guard rail and sign erectors.

GROUP 2 - Skilled laborers - Vibrator man; asphalt raker; head pipe layer on sewer work; batterboard man on pipe and ditch work; cliff scalers working from bosun's chairs; scaffolds or platforms on dams or power plants over 10 ft. high; air tool operator over 65 lbs.; stringline man on concrete paving; sandblast man; laser beam man; wagon drill; churn drill; air track drill and all other similar type drills, gunite nozzle man; pressure grout man; screed man on asphalt; concrete saw 15 h.p. and over; grade checker; strigline man on electronic grade control; manhole builder; dynamite man; powder man; welder; tunnel man; waterblaster - 1000 psi or over; asbestos and/or hazardous waste removal and/or disposal

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PAIN0002-002 09/01/2007

CLARK, FRANKLIN, JEFFERSON, LEWIS, LINCOLN, MARION, PIKE, RALLS, ST. CHARLES, ST. LOUIS (CITY & COUNTY), AND WARREN COUNTIES

	Rates	Fringes
Painters:		
Brush and Roller; Taper	$ 28.61	10.24
High work over 60 feet	$ 29.11	10.24
Lead Abatement	$ 29.36	10.24
Pressure Roller; High work under 60 ft	$ 28.86	10.24
Spray & Abrasive Blasting; Water Blasting (Over 5000 PSI)	$ 30.61	10.24
Taper (Ames Tools & Bazooka)	$ 30.21	10.24

PAIN0002-006 04/01/2023

ADAIR, AUDRAIN, BOONE, CALLAWAY, CHARITON, COLE, GASCONADE, HOWARD, KNOX, LINN, MACON, MONROE, MONTGOMERY, OSAGE, PUTNAM, RANDOLPH, SCHUYLER, SCOTLAND, SHELBY AND SULLIVAN COUNTIES and the City of Booneville.

	Rates	Fringes
Painters:		
Bridges, Dams, Locks or Powerhouses	$ 28.49	15.03
Brush and Roll; Taping, Paperhanging	$ 26.49	15.03
Epoxy or Any Two Part Coating; Sandblasting; Stage or other Aerial Work - Platforms over 50 feet high; Lead Abatement	$ 27.49	15.03
Spray; Structural Steel (over 50 feet)	$ 27.49	15.03
Tapers using Ames or Comparable Tools	$ 27.24	15.03

PAIN0003-004 04/01/2019

CASS, CLAY, CLINTON, JACKSON, JOHNSON, LAFAYETTE, PLATTE & RAY COUNTIES

	Rates	Fringes
Painters:		
Bridgeman; Lead Abatement; Sandblast; Storage Bin & Tanks	$ 33.41	17.76
Brush & Roller	$ 30.54	17.76
Drywall	$ 31.74	17.76
Paper Hanger	$ 31.04	17.76
Stageman; Beltman; Steelman; Elevator Shaft; Bazooka, Boxes and Power Sander; Sprayman; Dipping	$ 32.41	17.76
Steeplejack	$ 36.98	17.76

PAIN0003-011 04/01/2019

BATES, BENTON, CALDWELL, CARROLL, COOPER, DAVIESS, GRUNDY, HARRISON, HENRY, LIVINGSTON, MERCER, MONITEAU, MORGAN, PETTIS & SALINE COUNTIES

	Rates	Fringes
Painters:		

Bridgeman; Lead Abatement;
Sandblast; Storage Bin &
Tanks.....$ 26.73 17.76
Brush & Roller.....$ 24.43 17.76
Drywall.....$ 25.39 17.76
Paper Hanger.....$ 24.83 17.76
Stageman; Beltman;
Steelman; Elevator Shaft;
Bazooka, Boxes and Power
Sander; Sprayman; Dipping...$ 26.35 17.76
Steeplejack.....$ 29.58 17.76

PAIN0203-001 04/01/2012

BARRY, BARTON, CEDAR, CHRISTIAN, DADE, DALLAS, DOUGLAS, GREENE, HICKORY, HOWELL, JASPER, LAWRENCE, MCDONALD, NEWTON, OZARK, POLK, ST. CLAIR, STONE, TANEY, VERNON, WEBSTER, and WRIGHT COUNTIES

	Rates	Fringes
Painters:		
Finisher	$ 20.18	11.33
Painter	$ 19.75	11.76
Sandblaster, High Man, Spray Man, Vinyl Hanger, Tool Operator	$ 21.18	11.33

PAIN1185-008 04/01/2023

CAMDEN, CRAWFORD, DENT, LACLEDE, MARIES, MILLER, PHELPS, PULASKI AND TEXAS COUNTIES

	Rates	Fringes
Painters:		
Brush and Roller	$ 31.83	15.13
Floor Work	$ 32.83	15.13
Lead Abatement	$ 32.83	15.13
Spray	$ 32.83	15.13
Structural Steel, Sandblasting and All Tank Work	$ 33.83	15.13
Taping, Paperhanging	$ 32.83	15.13

PAIN1292-002 09/01/2022

BOLLINGER, BUTLER, CAPE GIRARDEAU, CARTER, DUNKLIN,

MISSISSIPPI, NEW MADRID, OREGON, PEMISCOT, PERRY, REYNOLDS, RIPLEY, SCOTT, SHANNON, STODDARD and WAYNE COUNTIES

	Rates	Fringes
Painters:		
Bridges, Stacks & Tanks.....	$ 33.93	15.36
Brush & Roller.....	$ 29.58	15.36
Spray & Abrasive Blasting; Waterblasting (over 5000 PSI).....	$ 31.58	15.36

Height Rates (All Areas):
Over 60 ft. $0.50 per hour.
Under 60 ft. $0.25 per hour.

PAIN1292-003 09/01/2022

IRON, MADISON, ST. FRANCOIS, STE. GENEVIEVE and WASHINGTON COUNTIES

	Rates	Fringes
Painters:		
Bridges, Stacks & Tanks.....	$ 33.93	15.36
Brush & Roller.....	$ 29.58	15.36
Spray & Abrasive Blasting; Waterblasting (Over 5000 PSI).....	$ 31.58	15.36

Height Rates (All Areas):
0ver 60 ft. $0.50 per hour
Under 60 ft. $0.25 per hour.

PAIN2012-001 04/20/2022

ANDREW, ATCHISON, BUCHANAN, DE KALB, GENTRY, HOLT, NODAWAY & WORTH COUNTIES

	Rates	Fringes
Painters:		
Brush & Roller.....	$ 33.35	18.73
Sandblaster.....	$ 37.27	18.73
Steeplejack.....	$ 40.84	18.73

PLAS0518-006 03/01/2023

BARRY, BARTON, CEDAR, CHRISTIAN, DADE, DALLAS, DOUGLAS, GREENE, HICKORY, JASPER, LACLEDE, LAWRENCE, MCDONALD, NEWTON, OZARK, POLK, ST. CLAIR, STONE, TANEY, VERNON, WEBSTER, AND WRIGHT COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	$ 26.57	12.43

PLAS0518-007 04/01/2023

CASS (Richards-Gebaur AFB only), CLAY, JACKSON, PLATTE AND RAY COUNTIES

	Rates	Fringes
Cement Masons:.....	$ 36.57	18.30

PLAS0518-011 04/01/2023

ANDREW, ATCHISON, BATES, BUCHANNAN, CLINTON, DEKALB, GENTRY, HENRY, HOLT, JOHNSON, LAFAYETTE, NODAWAY & WORTH COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	$ 36.03	20.50

PLAS0527-001 04/01/2021

	Rates	Fringes
CEMENT MASON		
FRANKLIN, LINCOLN AND WARREN COUNTIES.....	$ 34.79	19.58
JEFFERSON, ST. CHARLES COUNTIES AND ST.LOUIS (City and County).....	$ 35.96	19.56

PLAS0527-004 06/01/2021

CRAWFORD, DENT, IRON, MADISON, MARION, PHELPS, PIKE, PULASKI, RALLS, REYNOLDS, ST. FRANCOIS, STE. GENEVIEVE, SHANNON, TEXAS, WASHINGTON COUNTIES

	Rates	Fringes
CEMENT MASON.....	$ 30.30	19.48

PLAS0908-001 05/01/2021

BOLLINGER, BUTLER, CAPE GIRARDEAU, CARTER, DUNKLIN, HOWELL, MISSISSIPPI, NEW MADRID, OREGON, PEMISCOT, PERRY, RIPLEY, SCOTT, STODDARD, AND WAYNE COUNTIES

	Rates	Fringes
CEMENT MASON.....	$ 30.30	17.53

PLAS0908-005 05/01/2021

BENTON, CALDWELL, CALLAWAY, CAMDEN, CARROLL, COLE, DAVIESS, GASCONADE, GRUNDY, HARRISON, LIVINGSTON, MACON, MARIES, MERCER, MILLER, MONTGOMERY, MORGAN, OSAGE, PETTIS & SALINE COUNTIES

	Rates	Fringes
CEMENT MASON.....	$ 30.30	17.53

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* PLUM0008-003 06/01/2023

CASS, CLAY, JACKSON, JOHNSON, AND PLATTE COUNTIES

	Rates	Fringes
Plumbers.....	$ 54.28	23.79

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* PLUM0008-017 06/01/2023

BATES, BENTON, CARROLL, HENRY, LAFAYETTE, MORGAN, PETTIS, RAY, ST. CLAIR, SALINE AND VERNON COUNTIES

	Rates	Fringes
Plumbers.....	$ 54.28	23.79

PLUM0045-003 08/01/2022

ANDREW, ATCHISON, BUCHANAN, CALDWELL, CLINTON, DAVIESS, DEKALB, GENTRY, HARRISON, HOLT, NODAWAY AND WORTH COUNTIES

	Rates	Fringes
Plumbers and Pipefitters	$ 41.35	25.45

PLUM0178-003 11/01/2022

BARRY, CEDAR, CHRISTIAN, DADE, DALLAS, DOUGLAS, GREENE, HICKORY, LACLEDE, LAWRENCE, POLK, STONE, TANEY, WEBSTER AND WRIGHT COUNTIES

	Rates	Fringes
Plumbers and Pipefitters	$ 35.75	15.32

PLUM0178-006 11/01/2022

BARTON, JASPER, MCDONALD AND NEWTON COUNTIES

	Rates	Fringes
Plumbers and Pipefitters		
Projects $750,000 & under	$ 32.78	15.32
Projects over $750,000	$ 35.75	15.32

PLUM0533-004 06/01/2023

BATES, BENTON, CARROLL, CASS, CLAY, HENRY, HICKORY, JACKSON, JOHNSON, LAFAYETTE, MORGAN, PETTIS, PLATTE, RAY, SALINE, ST. CLAIR AND VERNON COUNTIES

	Rates	Fringes
Pipefitters	$ 53.56	24.70

PLUM0562-004 07/01/2022

ADAIR, AUDRAIN, BOLLINGER, BOONE, BUTLER, CALLAWAY,CAMDEN, CAPE GIRARDEAU,CARTER, CHARITON, CLARK, COLE, COOPER, CRAWFORD, DENT, DUNKLIN, FRANKLIN, GASCONADE, GRUNDY, HOWARD, HOWELL, IRON, JEFFERSON, KNOX, LEWIS, LINCOLN, LINN, LIVINGSTON, MACON, MADISON, MARIES, MARION, MERCER, MILLER, MISSISSIPPI, MONITEAU, MONROE, MONTGOMERY, NEW MADRID, OREGON, OSAGE, PEMISCOTT, PERRY, PHELPS, PIKE, PULASKI, PUTNAM, RALLS, RANDOLPH, REYNOLDS, RIPLEY, ST. CHARLES, ST.FRANCOIS, STE. GENEVIEVE, ST. LOUIS, SCHUYLER, SCOTLAND, SCOTT, SHANNON, SHELBY, STODDARD, SULLIVAN, TEXAS, WARREN, WASHINGTON,AND WAYNE COUNTIES.

	Rates	Fringes
Plumbers and Pipefitters		
Mechanical Contracts including all piping and temperature control work $7.0 million & under	$ 44.66	21.49
Mechanical Contracts including all piping and temperature control work over $7.0 million	$ 44.66	21.49

PLUM0562-016 07/01/2022

CAMDEN, COLE, CRAWFORD, FRANKLIN, JEFFERSON, MARIES, MILLER, MONITEAU, OSAGE, PHELPS, PULASKI, ST. CHARLES, ST. LOUIS (City and County), WARREN and WASHINGTON COUNTIES

	Rates	Fringes
Plumbers		
Mechanical Contracts including all piping and temperature control work $7.0 million & under	$ 44.66	21.49
Mechanical Contracts including all piping and temperature control work over $7.0 million	$ 44.66	21.49

TEAM0013-001 05/01/2023

	Rates	Fringes
Truck drivers (ADAIR, BUTLER, CLARK, DUNKIN, HOWELL, KNOX, LEWIS, OREGON, PUTNAM, RIPLEY, SCHUYLER AND SCOTLAND COUNTIES)		
GROUP 1	$ 33.04	15.15
GROUP 2	$ 33.19	15.15
GROUP 3	$ 33.31	15.15
GROUP 4	$ 33.20	15.15
Truck drivers (AUDRAIN, BOLLINGER, BOONE, CALLAWAY, CAPE GIRARDEAU, CARTER, COLE, CRAWFORD, DENT, GASCONADE, IRON, MACON, MADISON, MARIES,		

MARION, MILLER, MISSISSIPPI,
MONROE, MONTGOMERY, NEW
MADRID, OSAGE, PEMISCOT,
PERRY, PHELPS, PIKE, PULASKI,
RALLS, REYNOLDS, ST.
FRANCOIS, STE. GENEVIEVE,
SCOTT, SHANNON, SHELBY,
STODDARD, TEXAS, WASHINGTON
AND WAYNE COUNTIES)

GROUP 1	$ 33.77	15.05
GROUP 2	$ 33.93	15.05
GROUP 3	$ 33.92	15.05
GROUP 4	$ 34.04	15.05

Truck drivers (FRANKLIN,
JEFFERSON and ST. CHARLES
COUNTIES)

GROUP 1	$ 36.13	15.15
GROUP 2	$ 36.24	15.15
GROUP 3	$ 36.28	15.15
GROUP 4	$ 36.35	15.15

Truck drivers (LINCOLN and
WARREN COUNTIES)

GROUP 1	$ 34.78	15.15
GROUP 2	$ 34.89	15.15
GROUP 3	$ 35.93	15.15
GROUP 4	$ 35.00	15.15

TRUCK DRIVERS CLASSIFICATIONS:

GROUP 1: Flat Bed Trucks, Single Axle; Station Wagons; Pickup Trucks; Material Trucks, Single Axle; Tank Wagon, Single Axle

GROUP 2: Agitator and Transit Mix Trucks

GROUP 3: Flat Bed Trucks, Tandem Axle; Articulated Dump Trucks; Material Trucks, Tandem Axle; Tank Wagon, Tandem Axle

GROUP 4: Semi and/or Pole Trailers; Winch, Fork & Steel Trucks; Distributor Drivers and Operators; Tank Wagon, Semi-Trailer; Insley Wagons, Dumpsters, Half-Tracks, Speedace, Euclids and other similar equipment; A-Frame and Derrick Trucks; Float or Low Boy

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TEAM0056-001 05/01/2020

	Rates	Fringes

Truck drivers (ANDREW,
BARTON, BATES, BENTON,
CALDWELL, CAMDEN, CARROLL,
CEDAR, CHARITON, CHRISTIAN,
CLINTON, COOPER, DADE,
DALLAS, DAVIESS, DEKALB,
DOUGLAS, GREENE, HENRY,
HICHKORY, HOWARD, JASPER,
LACLEDE, LAWRENCE, LINN,
LIVINGSTON, MONITEAU, MORGAN,
NEWTON, PETTIS, POLK,
RANDOLPH, ST. CLAIR, SALINE,
VERNON, WEBSTER AND WRIGHT
COUNTIES)

GROUP 1	$ 31.37	14.25
GROUP 2	$ 31.53	14.25
GROUP 3	$ 31.52	14.25
GROUP 4	$ 31.64	14.25

Truck drivers: (ATCHISON,
BARRY, GENTRY, GRUNDY,
HARRISON, HOLT, MCDONALD,
MERCER, NODAWAY, OZARK,
STONE, SULLIVAN, TANEY AND
WORTH COUNTIES)

GROUP 1	$ 30.64	14.25
GROUP 2	$ 30.80	14.25
GROUP 3	$ 30.79	14.25
GROUP 4	$ 30.91	14.25

Truck drivers; (BUCHANAN,
JOHNSON AND LAFAYETTE
COUNTIES)

GROUP 1	$ 32.58	14.25
GROUP 2	$ 32.69	14.25
GROUP 3	$ 32.73	14.25
GROUP 4	$ 32.80	14.25

TRUCK DRIVER CLASSIFICATIONS

GROUP 1: Flat bed trucks single axle; station wagons; pickup trucks; material trucks single axle; tank wagons single axle.

GROUP 2: Agitator and transit mix-trucks.

GROUP 3: Flat bed trucks tandem axle; articulated dump trucks; material trucks tandem axle; tank wagons tandem axle.

GROUP 4: Semi and/or pole trailers; winch, fork & steel trucks; distributor drivers & operators; tank wagons semi-

trailer; insley wagons, dumpsters, half-tracks, speedace, euclids & other similar equipment; A-frames and derrick trucks; float or low boy.

TEAM0245-001 03/26/2012

BARRY, BARTON, CAMDEN, CEDAR, CHRISTIAN, DALLAS, DENT, DOUGLAS, GREENE, HICKORY, HOWELL, JASPER, LACLEDE, LAWRENCE, MCDONALD, MILLER, NEWTON, OZARK, PHELPS, POLK, PULASKI, SHANNON, STONE, TANEY, TEXAS, VERNON, WEBSTER AND WRIGHT COUNTIES

	Rates	Fringes
Truck drivers:		
Traffic Control Service Driver	$ 20.45	0.00

PAID HOLIDAYS: New Year's Day, Decoration Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day, employee's birthday and 2 personal days.

TEAM0541-001 04/01/2023

CASS, CLAY, JACKSON, PLATTE AND RAY COUNTIES

	Rates	Fringes
Truck drivers:		
GROUP 1	$ 35.31	17.55
GROUP 2	$ 34.74	17.55
GROUP 3	$ 34.22	17.55

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: Mechanics and Welders, Field; A-Frame Low Boy-Boom ruck Driver.

GROUP 2: Articulated Dump Truck; Insley Wagons: Dump Trucks, Excavating, 5 cu yds and over; Dumpsters; Half-Tracks: Speedace: Euclids & similar excavating equipment Material trucks, Tandem Two teams; Semi-Trailers; Winch trucks-Fork trucks; Distributor Drivers and Operators; Agitator and Transit Mix; Tank Wagon Drivers, Tandem or Semi; One Team; Station Wagons; Pickup Trucks; Material Trucks, Single Axle; Tank Wagon Drivers, Single Axle

GROUP 3: Oilers and Greasers - Field

TEAM0682-002 05/01/2017

ST LOUIS CITY AND COUNTY

	Rates	Fringes
Truck drivers:		
GROUP 1	$ 33.30	13.79+a+b+c+d
GROUP 2	$ 33.50	13.79+a+b+c+d
GROUP 3	$ 33.60	13.79+a+b+c+d

a. PENSION: 5/1/2012 - $182.20 per week.

b. HAZMAT PREMIUM: If Hazmat certification on a job site is required by a state or federal agency or requested by project owner or by the employer, employees on that job site shall receive $1.50 premium pay.

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1 - Pick-up trucks; forklift, single axle; flatbed trucks; job site ambulance, and trucks or trailers of a water level capacity of 11.99 cu. yds. or less

GROUP 2 - Trucks or trailers of a water level capacity of 12.0 cu yds. up to 22.0 cu yds. including euclids, speedace and similar equipment of same capacity and compressors

GROUP 3 - Trucks or trailers of a water level capacity of 22.0 cu. yds & over including euclids, speedace & all floats, flatbed trailers, boom trucks, winch trucks, including small trailers, farm wagons tilt-top trailers, field offices, tool trailers, concrete pumps, concrete conveyors & gasoline tank trailers and truck mounted mobile concrete mixers

FOOTNOTE FOR TRUCK DRIVERS:

c. PAID HOLIDAYS: Christmas Day, Independence Day, Labor Day, Memorial Day, Veterans Day, New Years Day, Thanksgiving Day

d. PAID VACATION: 3 days paid vacation for 600 hours of service in any one contract year; 4 days paid vacation for 800 hours of service in any one contract year; 5 days paid vacation for 1,000 hours of service in any one contract year. When such an employee has completed 3 years of continuous employment with the same employer and then works

the above required number of hours, he shall receive double the number of days of vacation specified above. When such an employee has completed 10 years of continuous employment with the same employer and then works the above required number of hours, he shall receive triple the number of days of vacation specified above. When such an employee has completed 15 years of continuous employment with the same employer and then works the above required number of hours, he shall receive 4 times the number of days of vacation specified above.

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical

order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the

classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator

U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISIO"

FEDERAL AID PROVISIONS

December 1980

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidders attention is called to the "Equal Opportunity Clause" and the Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth therein.

2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

3. Construction contractors which are participating in an approved Hometown Plan (see 41 CFR 60-4.5) are required to comply with the goals of the Hometown Plan with regard to construction work they perform in the area covered by the Hometown Plan. With regard to all their covered construction work, such contractors are required to comply with the following goals:

Goals for Female participation for each trade

AREA COVERED

Goals for women apply nationwide

GOALS AND TIMETABLES

Goals

Timetable	(Percent)
From April 1, 1978 until March 31, 1979	3.1
From April 1, 1979 until March 31, 1980	5.1
From April 1, 1980 until March 31, 1981	6.9

Goals for Minority Participation for Each Trade

County	Goal (Percent)	County	Goal (Percent)
Adair	4	Linn	4
Andrew	3.2	Livingston	10
Atchison	10	McDonald	2.3
Audrain	4	Macon	4
Barry	2.3	Madison	11.4
Barton	2.3	Maries	11.4
Bates	10	Marion	3.1
Benton	10	Mercer	10
Bollinger	11.4	Miller	4
Boone	6.3	Mississippi	11.4
Buchanan	3.2	Moniteau	4
Butler	11.4	Monroe	4
Caldwell	10	Montgomery	11.4
Callaway	4	Morgan	4
Camden	4	New Madrid	26.5
Cape Girardeau	11.4	Newton	2.3
Carroll	10	Nodaway	10

Carter	11.4	Oregon	2.3
Cass	12.7	Osage	4
Cedar	2.3	Ozark	2.3
Chariton	4	Pemiscot	26.5
Christian	2	Perry	11.4
Clark	3.4	Pettis	10
Clay	12.7	Phelps	11.4
Clinton	10	Pike	3.1
Cole	4	Platte	12.7
Cooper	4	Polk	2.3
Crawford	11.4	Pulaski	2.3
Dade	2.3	Putnam	4
Dallas	2.3	Ralls	3.1
Daviess	10	Randolph	4
DeKalb	10	Ray	12.7
Dent	11.4	Reynolds	11.4
Douglas	2.3	Ripley	11.4
Dunklin	26.5	St. Charles	14.7
Franklin	14.7	St. Clair	2.3
Gasconade	11.4	St. Francois	11.4
Gentry	10	Ste. Genevieve	11.4
Greene	2	St. Louis City	14.7
Grundy	10	St. Louis County	14.7
Harrison	10	Saline	10
Henry	10	Schuyler	4
Hickory	2.3	Scotland	4
Holt	10	Scott	11.4
Howard	4	Shannon	2.3
Howell	2.3	Shelby	4
Iron	11.4	Stoddard	11.4
Jackson	12.7	Stone	2.3
Jasper	2.3	Sullivan	4
Jefferson	14.7	Taney	2.3
Johnson	10	Texas	2.3
Knox	4	Vernon	2.3
Laclede	2.3	Warren	11.4
Lafayette	10	Washington	11.4
Lawrence	2.3	Wayne	11.4
Lewis	3.1	Webster	2.3
Lincoln	11.4	Worth	10
		Wright	2.3

These goals are applicable to all of the contractor's construction work (whether or not is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on Its Implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its effort to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority, or female employees or trainees from Contractor to Contractor or from project to project

for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

4. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

5. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" of the county, route and limits described in the proposal for the work.

July 1986

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246

1. As used in these specifications:

   a. "Covered area" means the geographical area described in the solicitation which this contract resulted.

   b. "Director" mean Director, Office of Federal Contract Compliance Programs, United States Department of labor, or any person to who the Director delegates authority;

   c. "Employer Identification Number" means the Federal Social Security number used on the Employer's quarterly Federal Tax Return, U.S. Treasury Department Form 941;

   d. "Minority" includes;

      (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin):
      (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
      (iii) Asian and pacific islander (all persons having origins in any of the original peoples of the Far East, southeast Asia, the Indian Subcontinent, or the Pacific Islands; and
      (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North American and maintain identifiable affiliations through membership and participation or community identifications.

2. Whenever the Contractor, or any Subcontractor at any tier, subcontractors a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contract is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through the association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with the Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligation under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith

performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractors' failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contact resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered Construction contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with who the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours or apprentices and trainees to be counted in meeting the goal, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be used its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

    a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and all facilities at which the Contractor's employees are assigned to work. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

    b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

    c. Maintain a current file or the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred not employed by the contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.

    d. Provide immediate written notification to the Director when the union or unions with which the Contractor has as collective bargaining agreement has not referred to the contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

    e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and

trainee programs relevant of the contractor's employment needs, especially those programs funded or approved by the Department of Labor. The contractor shall provide notice of these programs to the sources complied under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement by publicizing it in the company newspaper, annual report, etc., by specific review of the policy with all management personnel and with all minority and female employees at least one a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as superintendents, General foreman, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, person attending, subject matter discussed, and the disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media and providing written notification to and discussing the contractor's EEO policy with other Contractors and Subcontractors with who the Contractor does or anticipates doing business.

i. Direct is a recruitment effort, both oral and written, to minority female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance or applicants for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and test to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer vacations employment to minority and female youth both on the site and in other areas or contractor's workforce.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc. such opportunities.

m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligation under these specifications are being carried out.

n. Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations or offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor union, contractor community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling anyone or more of its obligations under 7a through 7p of these specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the executive order if a specific minority group of women is underutilized).

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any Subcontract with any person or firm debarred from Government contract pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Direct shall proceed in accordance with 41 CFR 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status, (e.g. mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rat of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

15. Nothing herein provided shall be constructed as a limitation upon the application of other laws which establish different standard of compliance or upon the application of requirements for the hiring of local or other area residents (e.g. those under the Public Works Employment Action of 1977 and the Community Development Block Grant Program.

OPERATING POLICY STATEMENT

The contractor shall accept as his operating policy the following statement, or one of equal coverage, which is designed to further the provision of equal employment opportunity to all persons without regard to their race, color, religion, sex, or national origin, and to promote the full realization of equal employment opportunity through a positive continuing program.

"It is the policy of this company to assure that applicants are employed, and that employees are treated during employment without regard to their race, religion, sex, color, or national origin. Such action shall include: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

SUPPLEMENTAL REPORTING REQUIREMENTS

A. The Contractor will keep such records as are necessary to determine compliance with the contractor's equal employment opportunity obligations. The records kept by the contractor will be designed to indicate the number of minority and non-minority group members and women employed in each work classification on the project.

B. All such records must be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the State Highway Agency and the Federal Highway Administration.

C. The contractor and each covered subcontractor will submit to the State Highway Agency, for the month of July, for the duration of the project, a report (Form PR-1391) "Federal-Aid Highway Construction Contractors Annual EEO Report", indicating the number of minority, women and non-minority group employees currently engaged in each work classification required by the contract work.

NONDISCRIMINATION IN EMPLOYMENT

July 1990

The following provisions are added by the State to the Required Contract Provisions of Federal-Aid Contracts.

The contractor is advised that the exemptions referred to in the Required Contract Provisions, Federal-Aid contracts under Section II, Nondiscrimination, Paragraph 3g, with respect to contracts and subcontracts, are substantial and are to be found in Chapter 60, Office of Federal Contract Compliance, Equal Employment Opportunity, Department of Labor (33 Federal Register 7804-7812, May 28, 1968, effective July 1, 1968, Chapter 60, Title 41, Code of Federal Regulations), by which contracts and subcontracts of $10,000 or less and certain contracts and subcontracts for indefinite quantities are exempt.

The two pertinent exemption clauses are as follows:

60-1.5 Exemptions

(a) General – (1) Transactions of $10,000 or under. Contracts and Subcontractors not exceeding $10,000, other than Government bills of lading, and other than contract and subcontracts with depositories of Federal funds in any amount and with financial institutions which are issuing and paying agents for U.S. savings bonds and savings notes, are exempt from the requirements of the equal opportunity clause. In determining the applicability of this exemption to any federally assisted construction contract, or subcontract thereunder, the amount of such contract or subcontract rather than the amount of the Federal financial assistance shall govern. No agency, contractor, or subcontractor shall procure supplies or services in a manner so as to avoid applicability of the equal opportunity clause: Provided, that where a contractor has contracts or subcontracts with the Government in any 12-month period which have an aggregate total value (or can reasonably be expected to have an aggregate total value) exceeding $10,000,

the $10,000 or under exemption does not apply, and the contracts are subject to the order and the regulation issued pursuant thereto regardless of whether any single contracts exceeds $10,000.

600 Broadway, Suite 200
Kansas City, Missouri 64105-1659

816-474-4240
816-421-7758 FAX
marcinfo@marc.org
www.marc.org

MARC
MID-AMERICA REGIONAL COUNCIL

Date: August 8, 2023

To: MoDOT District Liaison Engineer, Design

SUBJECT: MARC CRRSAA Regional Preventative Maintenance Program
HIP-9901(441)
Utility, Right-of-Way and Railroad - Letter of Certification

LETTER OF CERTIFICATION
UTILITIES, RIGHT-OF-WAY & RAILROAD "STATUS"

This project is scheduled to be let in the latter part of 2023. Scope of work: milling existing asphalt pavement, asphalt pavement, microsurfacing, pavement repairs and pavement markings.

The status of utilities, right-of-way and railroad clearance is as follows:

- **Utilities** – no utility adjustments are required for project work. Contractors will place surfacing material around any existing covers, lids, etc.
- **Right-of-way** – all work is intended to be done within existing public right-of-way. No easements, property acquisitions, or other permissions are anticipated to be required for this work.
- **Railroad** – project work is intended to tie in at edges of any rail right-of-way and not require permitting or detailed coordination with any railroads.

Based on the above information, the road contractors' progress for this project should not be impacted by utility work, right-of-way acquisition, or railroad permitting. We recommend approval of the PS&E on this project.

Darryl E. Fields Principal Planner
MARC Person in Responsible Charge

Chair
Carson Ross
Mayor
Blue Springs, Missouri

1st Vice Chair
Janeé Hanzlick
Commissioner
Johnson County, Kansas

2nd Vice Chair
Beto Lopez
Mayor Pro Tem
Lee's Summit, Missouri

Treasurer
Damien Boley
Mayor
Smithville, Missouri

Secretary
Holly Grummert
Councilmember
Overland Park, Kansas

Executive Director
David A. Warm

This RER has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 06/20/2023
Completed By: Mark Sowers

Request for Environmental Review Form#:2023-03-00172

☐ Alternative Project Delivery Method (such as Design/Build)

Project Information

Prefix:	HIP	Project Number:	9901441	Bridge Number:	
District:	Kansas City	County:	CASS	Sponsor:	MARC
				Sponsor Email:	dfields@MARC.org
TIP Number:		Rte/Street:	Varies		
MoDOT Job Number:		TIGER Grant Funds:		Is this project on or adjacent to MoDOT Right of Way:	No

Location/Stream Crossing : PLATTE, CLAY, JACKSON, & CASS COUNTIES

TMS Project Description - termini (no stations): VARIOUS, VARIOUS; REGIONAL OVERLAY PROJECT WITH MARC

Describe RER project improvements in full detail: This project is for the MARC Regional Pavement Maintenance Program for Cass County. The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected. County Jurisdiction Street Start End Cass Belton E 163 ST HARRIS AVE VICE AVE Cass Cass County E ORIENT CEMETERY RD S OLD TRAIL RD E LINCOLN RD Cass Cass County S ORCHARD RD E ORCHARD PL HWY 7 Cass Harrisonville JEFFERSON PKWY Little Wildcat Park Water Treatment Plant Cass Peculiar W BROADWAY W 1ST ST W 4TH ST Cass Pleasant Hill LEXINGTON RD 163RD ST E STATE ROUTE VV Cass Raymore S PELHAM PATH N HUNTSMAN BLVD S HUNTSMAN BLVD

District Liaison:	Marisela Ward - 816-607-2252	Contact:	Marisela Ward - 816-607-2252
Email:	Marisela.Ward@modot.mo.gov	Email:	Marisela.Ward@modot.mo.gov
Contact:	None selected	Contact:	None selected
Email:		Email:	
Date Desired:	05/05/2023	Submit Date:	04/06/2023
Desired A-Date:			
Responsible Individual:	Nathan Hladky - (3/31/2023 10:26:47 AM) - 816-652-9532	Submitted By:	Nathan Hladky - (4/6/2023 12:00:00 AM) - 816-652-9532

Existing Condition

ADT:		Speed Limit:	
Number of Travel Lanes:		Lane Width:	
Shoulder Width:		Curb and Gutter:	Choose One...
Bridge width, measured from guttlerline to gutterline:		Sidewalks:	Choose One...

Proposed Design Improvement

ADT:	Varies	Speed Limit:	Varies	Design Speed:	Varies
Number of Travel Lanes:	Varies			Lane Width:	Vaires
Shoulder Width:	Varies			Curb and Gutter:	Yes
Bridge width, measured from gutterline to gutterline:	N/A			Sidewalks:	None
Bridge Length:	N/A			Roadway length:	Varies
Railroad Crossing	No			Drainage District (If Applicable):	Choose One...

Program Year:

Preliminary Engineering:	2023	Right of Way:	N/A
Construction:	2023		

Has the sponsor documented that the project has: 1. Independent utility, 2. Logical termini, and 3. ◉ Yes ○ No

Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements?:

☐ Project breakout from previous or larger project? *If checked explain:*

Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres): 0 **Temp Easement (acres):** 0 **Permanent Easement (acres):** 0

ROW may be needed, but, not yet determined? No

Is ANY Federally-owned land impacted by the project? ○ Yes ◉ No

Land Disturbance:

Will project involve 1 acre or more: No

Acres of Tree Clearing: 0.0 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Number of Displacements(do not include partial takes that do not displace):

Residential: ○ Yes ◉ No

Commercial: ○ Yes ◉ No

No. of People:

Residences:

No. of Employees:

Businesses:

Any Public Involvement planned or completed:

No public Involvement Planned.

Average Daily Traffic:

ADT Construction Year: N/A

ADT Design Year: N/A

Traffic Impacts:

Road Closure Planned: ○ Yes ◉ No

Bridge Closure Planned: ○ Yes ◉ No

Days/Months Closed:

Detour > 25 mi rural (including local roads) ○ Yes ◉ No

Detour > 5 mi urban (including local roads, census defined urban) ○ Yes ◉ No

Detour Info: Standard MoDOT Traffic Control Plans for short-term closures to do the microsurfacing/mill and overlay work.

Bicycle / Pedestrian Consideration

Pedestrian facilities considered: Yes

Bicycle facilities considered: Yes

National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project is in a FEMA-identified zone "subject to 100-year flooding": *If so, what zone?:*

Project is in a FEMA-defined "floodway" No

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

If checked, give details:

Is ANY construction taking place on MoDOT owned property under this project?

○ Yes ◉ No

☐ Is highway improvement located within 4 miles of an existing airport?

Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Wetland/404 Permit:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Land Disturbance / Stormwater:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Farmland:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Threatened & Endangered Species:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Migratory Birds: Are there birds nesting on the structure?	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Hazardous Waste:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Cultural Resources:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
LPA Comments:	This is for the CASS COUNTY portion only. There will be three other RER's with this same number for the other counties (Jackson, Platte, Clay). We are hoping for a fairly straight-forward review as this is purely pavement maintenance and does not involve modifying drainage patterns, curb replacement/construction or sidewalk construction. The project locations were carefully selected to ensure that no ADA problems would arise and that all work is done within the existing roadbed.

Project Attachments:

*****NOTE: If making updates to an attachment, please use a different filename than the original.***
*****The combined size of attachments in one upload must be less than 100MB***

Attachments:

- ✖Cass_Co_FDP_MARC_RPMP.pdf
- ✖ OrchardRd_FAA_Determination_Letter.pdf
- ✖Species List_ Missouri Ecological Services Field Office_Cass_County.pdf
- ✖MARC_RPMP_T_E_Species_Cass.pdf
- ✖MARC_RPMP_Migratory Birds.pdf
- ✖MARC_RPMP_Socioeconomic.pdf
- ✖ Natural_Heritage_Review_Report_s_orchard_rd_2_mill_overlay_58464_59822.pdf
- ✖ Natural_Heritage_Review_Report_s_jefferson_pkwy_2_mill_ove_58460_59818.pdf
- ✖ Natural_Heritage_Review_Report_orient_cemetery_rd_2_mill_o_58458_59816.pdf
- ✖ FAA_NoticeCriteria_S_OrchardRd_LawrenceSmithMemorialAirport.pdf
- ✖ FAA_NoticeCriteria_S_JeffersonPkwy_LawrenceSmithMemorialAirport.pdf
- ✖ FAA_NoticeCriteria_OrientCemeteryRd_LawrenceSmithMemorialAirport.pdf
- ✖IPaC_ Cass_County_resources.pdf
- ✖Cass Co Selections.kmz
- ✖MapBook_CassCo_reduced2.pdf
- ✖CASS_RPMP Update for TTPC March 2023.pptx - Read-Only.pdf

Required Information to be attached for each RER stage:

- *Location map (county map, topographic map or aerial map) showing the project limits*
- *plan sheets*
- *KMZ files showing tree clearing limits and/or plans*
- *permits/documentation as required (floodplain, farmland form, NWP, asbestos & lead based paint inspection reports, Section 106 Project Information Form for review, SHPO concurrence letter, USFWS IPac Official Species List, MDC Heritage Review Report, Effects determination)*

RER Environmental Screenings

Farmland Impact

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: The project includes road segments both inside and outside a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. However, the project does not require new right of way or permanent easements. Therefore, the project is not subject to the Farmland Protection Policy Act.

LPA Action: None

Attachments:

☑ Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 11:32:39 AM

Floodplain/Regulatory Floodway

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 06/20/2023

Environmental Response: UPDATE 6/20/23: The consultant provided no-rise certifications and approved floodplain development permits issued by Cass County on June 6, 2023 for the South Orchard Road and Orient Cemetery Road segments. A no-rise certification and approved floodplain development permit issued by the City of Belton on June 15, 2023 for the E 163rd Street segment was also provided. INITIAL: According to the attached FEMA floodplain maps, the South Orchard Road segment crosses the 100-year floodplain and regulatory floodway and Orient Cemetery Road-245th Street crosses the 100-year floodplain in the jurisdiction of Cass County. E 163rd Street crosses the 100-year floodplain and regulatory floodway in the jurisdiction of the City of Belton. According to the attached pages from FEMA's Community Status Book of National Flood Insurance Program (NFIP) memberships, both Cass County and the City of Belton are current members of the NFIP and have adopted floodplain management ordinances including floodplain permitting requirements.

LPA Action: COMPLETE: The sponsor must ensure a licensed engineer prepares a no-rise certification for South Orchard Road and Cass County must issue floodplain development permits for South Orchard Road and Orient Cemetery Road-245th Street. The sponsor must ensure a licensed engineer prepares a no-rise certification and the City of Belton must issue a floodplain development permit for E 163rd Street.

Attachments:

- ✖NFIP_Cass County.pdf
- ✖NFIP_Belton.pdf
- ✖FEMA_S Orchard Road.PNG
- ✖FEMA_Orient Cemetery-245th.PNG
- ✖FEMA_E 163rd St.PNG

☑ Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 6/20/2023 10:20:34 AM

Land Disturbance / Stormwater

Status Information: ◉ N/A ○ Possible Issues Noted

Clearance Date:

Environmental Response: If the project is in a regulated MS4 area, adhere to the MS4 requirements as defined in the MS4 permit specific to that municipality. Stormwater routed into MoDOT's drainage system (e.g., ditches and stormwater conveyance systems) must be treated for water quality and/or quantity before entering the system. Any project with land disturbance of 1-acre or more requires a NDPES land disturbance permit from MDNR.

LPA Action: If the project will disturb 1-acre or more of land, obtain a NPDES land disturbance permit from DNR. The LPA must also implement best management practices in accordance with that permit and the Clean Water Act.

Attachments:

☑ Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 11:33:19 AM

FEMA/SEMA Buyout

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: According to the ArcMap GIS FEMA buyout layer, there are no flood buyout sites in the vicinity of the project area. The project will not result in development on any FEMA buyout properties.

LPA Action: None

Attachments:

☑ FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 12:00:37 PM

Socioeconomic Impact

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 05/31/2023

Environmental Response: UPDATE 5/31/23: The consultant provided information on planned public involvement. The project contract will include a JSP directing the contractor to work with local municipalities to notify neighborhoods of upcoming construction and associated timeframes. The local municipalities will use social media and other means to notify the public of project activities to ensure streets are clear of cars to allow construction to proceed.Additionally, documentation was provided of discussion of the Regional Overlay Project of the Missouri STP Priorities Committee open meeting on January 11, 2022. The agenda and meeting summary are attached. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. INITIAL: The project does not require commercial or residential displacements and no new right of way or easements. Road closures and detours will not be necessary during construction. Standard MoDOT Traffic Control Plans will be used for short-term closures to complete microsurfacing and mill and overlay work. More information is required (see LPA Action).

LPA Action: Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures. Ensure a traffic management control plan is implemented by the contractor during construction which should include how the public will be notified of travel disruptions. COMPLETE: In accordance with the MoDOT EPG, public involvement is required for all projects. Provide information regarding planned public involvement activities, including any planned public meetings, press releases, posts to city/county websites or social media pages, etc.

Attachments:

✖Open Meeting Notice_1-11-22.pdf

☑ Socioeconomic Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 12:51:42 PM

Threatened & Endangered Species

Status Information: ◉ No Effect ○ Pending ○ Cleared

Clearance Date: 05/31/2023

Environmental Response: MoDOT has completed a TE review for the project (effects determination attached). The USFWS IPaC lists the following species for the project area: gray bat, Indiana bat, northern long-eared bat, tricolored bat (proposed endangered), and Mead's milkweed. There are no critical habitats located within the project limits. The consultant had not yet received the follow-up MDC report at the time these determinations were completed. In lieu of the follow-up report, the MoDOT contractor reviewed the NHD for known occurrences of state-listed species and species of conservation concern within 1 mile of project elements. Occurrences of American badger were identified within this distance; impacts to these species are considered here. The NHD also indicated a record of bald eagle, a federally protected (but not listed) species, within 1 mile of the project; impacts to this species are also considered in this evaluation. The project does not involve impacts to caves or other structures, and there will be no tree removal or impacts to prairie habitat types. No disturbance will occur outside the existing roadbed. As the designated non-federal representative of FHWA for USFWS Section 7 ESA requirements, MoDOT has determined the updated project will have No Effect on the gray bat, Indiana bat, northern long-eared bat, and Mead's milkweed. The project will not jeopardize the continued existence of the tricolored bat. The project will have no impact on the bald eagle or American badger. This completes the TE requirements for the project.

LPA Action: COMPLETE 1. Access the US Fish and Wildlife Service (USFWS) IPAC online tool at http://ecos.fws.gov/ipac/ to obtain the official list of species for your county. 2. Access the MO Department of Conservation (MDC) online Natural Heritage Review website at https://naturalheritagereview.mdc.mo.gov/ and generate a report. Contact MDC if the report indicates to do so. Submit the report, and MDC response, if required, to MoDOT. 3. Provide the amount, location, and time of year for tree clearing, or indicate there will be no tree clearing. 4. If there will be tree clearing, photograph the trees so that bark characteristics of the main truck and large branches, along with any cavities, are clearly illustrated. 5. If the project involves bridgework, photograph the undersides of bridges illustrating any bird nests or unusual staining on the substructure or underside of the deck. 6. It is the responsibility of the LPA to make a written determination of their project impacts on each species listed from the IPaC. Further, the LPA must assess effects on any MDC listed species (endangered or species of conservation concern). If no effects are anticipated for a particular species, state the reason(s) why. For example: This project does not involve any tree clearing so there will be no effects on summer roosting habitat for listed bat species or this project does not impact any aquatic habitats so there will be no effects on listed fish or mussel species. 7. Submit the full project limits, easements, access, construction date, and ground disturbance information.

Attachments:

✖HIP-9901(441)_MoDOT Effects Determination_Cass_MARC Regional Overlay_FINAL.pdf

☑ Threatened & Endangered Species Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Kyleen Kelly - 5/31/2023 12:55:40 PM

Migratory Birds

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: UPDATE 5/31/23: The consultant confirmed that no bridges or other structures will be impacted by the project. Therefore, there are no conflicts or concerns regarding the Migratory Bird Treaty Act. INITIAL: Determine whether any bridges/structures could be impacted by the project. If there are no structures involved in the project, notify the MoDOT environmental specialist. If there are structures - Swallows and other bird species protected by the Migratory Bird Treaty Act (MBTA) may be nesting under the structure(s) that will be demolished or otherwise impacted during this project. To comply with the MBTA, nests of protected species cannot be disturbed when active (eggs or young are present). Generally, nests are active between April 1 and July 31, but active nests can be present outside of these dates.

LPA Action: COMPLETE: Confirm that no bridges or other structures (large-diameter culverts, etc.) that could be used for nesting by migratory birds will be impacted by the project.

Attachments:

☑ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 11:44:55 AM

Hazardous Waste Impact

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. There are no hazardous waste site concerns based on this information. However, the potential to encounter hazardous wastes from sites unknown to the LPA and MoDOT should always be a consideration. If there is any hydroblasting, grooving, milling or diamond grinding related to the project, residue and associated water must be prevented from being released to waterways or adjacent wetlands.

LPA Action: Any hazardous waste sites that are found during project construction will be addressed by the LPA sponsor in accordance with Federal and State Laws and Regulations. If any hazardous waste concerns arise, notify MoDOT's environmental specialist as soon as possible.

Attachments:

[x] Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 11:41:11 AM

Wetland Impact (Section 404/401)

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. Based on this information, there will be no impact to wetlands or other waters of the U.S. resulting from the project.

LPA Action: None

Wetland Permit Information:

404 Permit Number	Permit Submitted	Permit Received
Permit Expiration	Compliance Certification Sent	Compliance Certification Received

Attachments:

[x] Wetland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 11:42:18 AM

Noise Impact

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: This is a Type III project and a noise analysis is not required.

LPA Action: None

Attachments:

[x] Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/7/2023 11:39:08 AM

Cultural Resources Impact (Section 106/Historic 4f)

Status Information: ( ) Pending (●) Cleared

Clearance Date: 04/12/2023

Environmental Response: MoDOT has determined that the project is covered by Section IV, Item 5 of the Programmatic Agreement Among the Federal Highway Administration, the Missouri Highway and Transportation Commission, the Advisory Council on Historic Preservation, and the Missouri State Historic Preservation Office for Minor Highway Projects. The project will result in No Historic Properties Affected and no additional Section 106 consultation is required at this time.

LPA Action: No action is needed at this time. Be advised that if changes are made to the project (including but not limited to the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required.

Attachments:

[ ] Adverse Effect or Conditional No Adverse Effect

[x] Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by: Elizabeth Heavrin on 04/12/2023 NA Approved on:

[x] Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: heavre1 - 4/12/2023 1:54:29 PM

Public Land Impact (Section 4f/6f)

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: There are various Section 4(f) resources in the vicinity of roadway segments included in the project. However, project activities will be limited to the existing roadbed; no new right of way or easements will be required and no full road closures will be necessary. The project will not result in a use to any Section 4(f) properties and no conversion of any Section 6(f) lands.

LPA Action: None

Attachments:

☑ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Mark Sowers on 04/11/2023

☑ Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:08:11 PM

Other

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 06/02/2023

Environmental Response: UPDATE 6/2/23: The consultant provided determinations of no hazard to air navigation following aeronautical studies completed by FAA. As conditions of these findings, the South Orchard Road segment of the project must be e-filed using FAA Form 7460-2 within 5 days after construction reaches its greatest height and the manager of the Lawrence Smith Memorial Airport must be notified at least 3 business days prior to temporary structures for construction being erected and again following their removal. Marking and lighting are not required for aviation safety. The determination expires on 11/30/24. UPDATE: The Jefferson Parkway and Orient Cemetery Road segments do not exceed notice criteria. The South Orchard Road segment exceeds notice criteria and it is requested that this portion of the project be filed with the FAA at least 45 days prior to construction. INITIAL: The Jefferson Parkway, Orient Cemetery Road, and S Orchard Road roadway segments are within 4 miles of Lawrence Smith Memorial Airport, an existing public use airport.

LPA Action: Comply with all conditions of FAA's determination, including filing of FAA Form 7460-2 and notification to the manager of Lawrence Smith Memorial Airport. COMPLETE: Access FAA's Notice Criteria Tool at: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Upload all documentation to the RER. This section does not have to be complete to obtain a NEPA date or A-date but must be completed before the environmental specialist issues All Environmental Issues Cleared.

Attachments:

☑ Other Screening Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 6/2/2023 1:55:50 PM

NEPA Classification

NEPA Right-Of-Way Permission: Not Applicable

as determined or approved by: KYLE.GRAYSON@MODOT.MO.GOV

NEPA Approval/Proceed to A-date Request: 05/31/2023

Re-evaluation Date:

NEPA Classification: PCE

This project qualifies for the programmatic categorical exclusion under Item#: 26

All Environmental Issues Cleared: 06/20/2023

Commitments and/or Comments to Sponsor: This project qualifies for a PCE NEPA classification. If there are any changes in the scope of the project, the Environmental Section should review those changes. The sponsor is ultimately responsible for complying with all applicable state and federal laws.

ttachments: ✖PCE NEPA Concurrence_05.31.23.pdf

Last Submitted: 06/20/2023 by Mark Sowers

This RER has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 06/20/2023
Completed By: Mark Sowers

Request for Environmental Review Form#:2023-04-00180

☐ Alternative Project Delivery Method (such as Design/Build)

Project Information

Prefix:	HIP	Project Number:	9901441	Bridge Number:	
District:	Kansas City	County:	CLAY	Sponsor:	MARC
				Sponsor Email:	dfields@MARC.org
TIP Number:		Rte/Street:	Varies		
MoDOT Job Number:		TIGER Grant Funds:		Is this project on or adjacent to MoDOT Right of Way:	No
Location/Stream Crossing :	PLATTE, CLAY, JACKSON, & CASS COUNTIES				
TMS Project Description - termini (no stations):	VARIOUS, VARIOUS; REGIONAL OVERLAY PROJECT WITH MARC				
Describe RER project improvements in full detail:	This project is for the MARC Regional Pavement Maintenance Program for Clay County. The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.				
District Liaison:	Marisela Ward - 816-607-2252			Contact:	Marisela Ward - 816-607-2252
Email:	Marisela.Ward@modot.mo.gov			Email:	Marisela.Ward@modot.mo.gov
Contact:	Marisela Ward - 816-607-2252			Contact:	Marisela Ward - 816-607-2252
Email:	Marisela.Ward@modot.mo.gov			Email:	Marisela.Ward@modot.mo.gov
Date Desired:	05/06/2023			Submit Date:	04/06/2023
Desired A-Date:					
Responsible Individual:	Nathan Hladky - (4/6/2023 11:24:00 AM) - 816-652-9532			Submitted By:	Nathan Hladky - (4/6/2023 12:00:00 AM) - 816-652-9532

Existing Condition

ADT:		Speed Limit:	
Number of Travel Lanes:		Lane Width:	
Shoulder Width:		Curb and Gutter:	Choose One...
Bridge width, measured from guttlerline to gutterline:		Sidewalks:	Choose One...

Proposed Design Improvement

ADT:	Speed Limit:	Design Speed:	
Number of Travel Lanes:		Lane Width:	
Shoulder Width:		Curb and Gutter:	Choose One...
Bridge width, measured from gutterline to gutterline:		Sidewalks:	Choose One...
Bridge Length:		Roadway length:	
Railroad Crossing	Choose One...	Drainage District (If Applicable):	Choose One...

Program Year:

Preliminary Engineering:	N/A	Right of Way:	N/A
Construction:	N/A		
Has the sponsor documented that the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of alternatives for other	◉ Yes ○ No		

reasonably foreseeable transportation improvements?:

☐ Project breakout from previous or larger project? *If checked explain:*

Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres): 0 **Temp Easement (acres):** 0 **Permanent Easement (acres):** 0

ROW may be needed, but, not yet determined? Yes

Is ANY Federally-owned land impacted by the project? ○ Yes ◉ No

Land Disturbance:

Will project involve 1 acre or more: No

Acres of Tree Clearing: 0 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Number of Displacements(do not include partial takes that do not displace):

Residential: ○ Yes ◉ No

Commercial: ○ Yes ◉ No

No. of People:

Residences:

No. of Employees:

Businesses:

Any Public Involvement planned or completed:

No public involvement planned.

Average Daily Traffic:

ADT Construction Year:

ADT Design Year:

Traffic Impacts:

Road Closure Planned: ○ Yes ◉ No

Bridge Closure Planned: ○ Yes ◉ No

Days/Months Closed:

Detour > 25 mi rural (including local roads) ○ Yes ◉ No

Detour > 5 mi urban (including local roads, census defined urban) ○ Yes ◉ No

Detour Info: Standard MoDOT Traffic Control Plans for short-term closures to do the microsurfacing/mill and overlay work.

Bicycle / Pedestrian Consideration

Pedestrian facilities considered: Yes

Bicycle facilities considered: Yes

National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project is in a FEMA-identified zone "subject to 100-year flooding": *If so, what zone?:*

Project is in a FEMA-defined "floodway" No

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

If checked, give details:

Is ANY construction taking place on MoDOT owned property under this project?

○ Yes ◉ No

☐ Is highway improvement located within 4 miles of an existing airport?

Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Wetland/404 Permit:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Land Disturbance / Stormwater:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Farmland:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Threatened & Endangered Species:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Migratory Birds: Are there birds nesting on the structure?	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Hazardous Waste:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Cultural Resources:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
LPA Comments:	This is for the CLAY COUNTY portion only. There will be three other RER's with this same number for the other counties (Jackson, Platte, Clay). We are hoping for a fairly straight-forward review as this is purely pavement maintenance and does not involve modifying drainage patterns, curb replacement/construction or sidewalk construction. The project locations were carefully selected to ensure that no ADA problems would arise and that all work is done within the existing roadbed.

Project Attachments:

*****NOTE: If making updates to an attachment, please use a different filename than the original.***
*****The combined size of attachments in one upload must be less than 100MB***

Attachments:

- ✖NKC Floodplain Development Permit - 23-001.pdf
- ✖Species List_ Missouri Ecological Services Field Office_Clay_County.pdf
- ✖MARC_RPMP_T_E_Species_Clay.pdf
- ✖MARC_RPMP_Socioeconomic.pdf
- ✖MARC_RPMP_Migratory Birds.pdf
- ✖ Natural_Heritage_Review_Report_southbrook_pkwy_2_mill_over_58487_59845.pdf
- ✖ Natural_Heritage_Review_Report_orleans_cir_2_mill_overlay_58479_59837.pdf
- ✖ Natural_Heritage_Review_Report_ne_128th_st_2_mill_overlay_58483_59841.pdf
- ✖ Natural_Heritage_Review_Report_heartland_dr_2_mill_overlay_58489_59847.pdf
- ✖ Natural_Heritage_Review_Report_grand_ave_2_mill_overlay_58481_59839.pdf
- ✖IPaC_ Clay_County_resources.pdf
- ✖ FAA_NoticeCriteria_SouthBrookPkwy_MidwestNationalAirCenter.pdf
- ✖ FAA_NoticeCriteria_OrleansCir_MKC_Airport.pdf
- ✖ FAA_NoticeCriteria_NE128thSt_MidwestNationalAirCenter.pdf
- ✖ FAA_NoticeCriteria_HeartlandDr_Roosterville Airport.pdf
- ✖ FAA_NoticeCriteria_GrandAve_3EX_Airport.pdf
- ✖Clay Co Selections.kmz
- ✖Mapbook_ClayCo_reduced.pdf

Required Information to be attached for each RER stage:

- *Location map (county map, topographic map or aerial map) showing the project limits*
- *plan sheets*
- *KMZ files showing tree clearing limits and/or plans*
- *permits/documentation as required (floodplain, farmland form, NWP, asbestos & lead based paint inspection reports, Section 106 Project Information Form for review, SHPO concurrence letter, USFWS IPac Official Species List, MDC Heritage Review Report, Effects determination)*

RER Environmental Screenings

Farmland Impact

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: The project includes road segments both inside and outside a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. However, the project does not require new right of way or permanent easements. Therefore, the project is not subject to the Farmland Protection Policy Act.

LPA Action: None

Attachments:

Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:00:53 PM

Floodplain/Regulatory Floodway

Status Information: N/A Pending Cleared

Clearance Date: 06/20/2023

Environmental Response: UPDATE 6/20/23: The consultant uploaded an approved floodplain development permit issued by the City of North Kansas City on June 5, 2023, for the Orleans Circle segment of the project. INITIAL: According to the attached FEMA floodplain map, the Orleans Circle roadway segment is located in the 100-year floodplain. This segment is not located in the regulatory floodway. Additionally, according to the attached page from FEMA's Community Status Book of National Flood Insurance Program (NFIP) memberships, the City of North Kansas City is a current member in the NFIP and has adopted a floodplain management ordinance including floodplain permitting requirements.

LPA Action: COMPLETE: The City of North Kansas City must issue a floodplain development permit for this portion of the project. Upload the approved permit once it is available.

Attachments:

NFIP_North Kansas City.pdf

FIRMETTE_Orleans Circle.pdf

Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 6/20/2023 4:54:30 PM

Land Disturbance / Stormwater

Status Information: N/A Possible Issues Noted

Clearance Date:

Environmental Response: If the project is in a regulated MS4 area, adhere to the MS4 requirements as defined in the MS4 permit specific to that municipality. Stormwater routed into MoDOT's drainage system (e.g., ditches and stormwater conveyance systems) must be treated for water quality and/or quantity before entering the system. Any project with land disturbance of 1-acre or more requires a NDPES land disturbance permit from MDNR.

LPA Action: If the project will disturb 1-acre or more of land, obtain a NPDES land disturbance permit from DNR. The LPA must also implement best management practices in accordance with that permit and the Clean Water Act.

Attachments:

Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:01:18 PM

FEMA/SEMA Buyout

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: According to the ArcMap GIS FEMA buyout layer, there are no flood buyout sites in the vicinity of the project area. The project will not result in development on any FEMA buyout properties.

LPA Action: None

Attachments:

FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:33:18 PM

Socioeconomic Impact

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 05/31/2023

Environmental Response: UPDATE 5/31/23: The consultant provided information on planned public involvement. The project contract will include a JSP directing the contractor to work with local municipalities to notify neighborhoods of upcoming construction and associated timeframes. The local municipalities will use social media and other means to notify the public of project activities to ensure streets are clear of cars to allow construction to proceed. Additionally, documentation was provided of discussion of the Regional Overlay Project of the Missouri STP Priorities Committee open meeting on January 11, 2022. The agenda and meeting summary are attached. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. INITIAL: The project does not require commercial or residential displacements and no new right of way or easements. Road closures and detours will not be necessary during construction. Standard MoDOT Traffic Control Plans will be used for short-term closures to complete microsurfacing and mill and overlay work. More information is required (see LPA Action).

LPA Action: Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures. Ensure a traffic management control plan is implemented by the contractor during construction which should include how the public will be notified of travel disruptions. COMPLETE: In accordance with the MoDOT EPG, public involvement is required for all projects. Provide information regarding planned public involvement activities, including any planned public meetings, press releases, posts to city/county websites or social media pages, etc.

Attachments: ✖Open Meeting Notice_1-11-22.pdf

☑ Socioeconomic Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 12:51:06 PM

Threatened & Endangered Species

Status Information: ◉ No Effect ○ Pending ○ Cleared

Clearance Date: 05/31/2023

Environmental Response: MoDOT has completed a TE review for the project (effects determination attached). The USFWS IPaC lists the following species for the project area: gray bat, Indiana bat, northern long-eared bat, tricolored bat (proposed endangered), and pallid sturgeon. There are no critical habitats located within the project limits. The consultant had not yet received the follow-up MDC report at the time these determinations were completed. In lieu of the follow-up report, the MoDOT contractor reviewed the NHD for known occurrences of state-listed species and species of conservation concern within 1 mile of project elements. Occurrences of eastern collared lizard and great plains skink were identified within this distance; impacts to these species are considered here. The project will not involve impacts to caves or other structures, and there is no tree removal or in-stream work. The project does not involve disturbance beyond the existing roadbed. As the designated non-federal representative of FHWA for USFWS Section 7 ESA requirements, MoDOT has determined the updated project will have No Effect on the gray bat, Indiana bat, northern long-eared bat, and pallid sturgeon. The project is not likely to jeopardize the continued existence of the tricolored bat. The project will not impact the Eastern collared lizard, or great plains skink. This completes the TE requirements for the project.

LPA Action: 1. Access the US Fish and Wildlife Service (USFWS) IPAC online tool at http://ecos.fws.gov/ipac/ to obtain the official list of species for your county. 2. Access the MO Department of Conservation (MDC) online Natural Heritage Review website at https://naturalheritagereview.mdc.mo.gov/ and generate a report. Contact MDC if the report indicates to do so. Submit the report, and MDC response, if required, to MoDOT. 3. Provide the amount, location, and time of year for tree clearing, or indicate there will be no tree clearing. 4. If there will be tree clearing, photograph the trees so that bark characteristics of the main truck and large branches, along with any cavities, are clearly illustrated. 5. If the project involves bridgework, photograph the undersides of bridges illustrating any bird nests or unusual staining on the substructure or underside of the deck. 6. It is the responsibility of the LPA to make a written determination of their project impacts on each species listed from the IPaC. Further, the LPA must assess effects on any MDC listed species (endangered or species of conservation concern). If no effects are anticipated for a particular species, state the reason(s) why. For example: This project does not involve any tree clearing so there will be no effects on summer roosting habitat for listed bat species or this project does not impact any aquatic habitats so there will be no effects on listed fish or mussel species. 7. Submit the full project limits, easements, access, construction date, and ground disturbance information.

Attachments: ✖HIP-9901(441)_MoDOT Effects Determination_Clay_MARC Regional Overlay_FINAL.pdf

☑ Threatened & Endangered Species Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Kyleen Kelly - 5/31/2023 12:47:55 PM

Migratory Birds

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: UPDATE 5/31/23: The consultant confirmed that no bridges or other structures will be impacted by the project. Therefore, there are no conflicts or concerns regarding the Migratory Bird Treaty Act. INITIAL: Determine whether any bridges/structures could be impacted by the project. If there are no structures involved in the project, notify the MoDOT environmental specialist. If there are structures - Swallows and other bird species protected by the Migratory Bird Treaty Act (MBTA) may be nesting under the structure(s) that will be demolished or otherwise impacted during this project. To comply with the MBTA, nests of protected species cannot be disturbed when active (eggs or young are present). Generally, nests are active between April 1 and July 31, but active nests can be present outside of these dates.

LPA Action: COMPLETE: Confirm that no bridges or other structures (large-diameter culverts, etc.) that could be used for nesting by migratory birds will be impacted by the project.

Attachments:

☑ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 11:43:39 AM

Hazardous Waste Impact

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. There are no hazardous waste site concerns based on this information. However, the potential to encounter hazardous wastes from sites unknown to the LPA and MoDOT should always be a consideration. If there is any hydroblasting, grooving, milling or diamond grinding related to the project, residue and associated water must be prevented from being released to waterways or adjacent wetlands.

LPA Action: Any hazardous waste sites that are found during project construction will be addressed by the LPA sponsor in accordance with Federal and State Laws and Regulations. If any hazardous waste concerns arise, notify MoDOT's environmental specialist as soon as possible.

Attachments:

Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:03:25 PM

Wetland Impact (Section 404/401)

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. Based on this information, there will be no impact to wetlands or other waters of the U.S. resulting from the project.

LPA Action: None

Wetland Permit Information:

404 Permit Number	Permit Submitted	Permit Received
Permit Expiration	Compliance Certification Sent	Compliance Certification Received

Attachments:

Wetland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:03:53 PM

Noise Impact

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: This is a Type III project and a noise analysis is not required.

LPA Action: None

Attachments:

Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:04:13 PM

Cultural Resources Impact (Section 106/Historic 4f)

Status Information: Pending Cleared

Clearance Date: 04/19/2023

Environmental Response: MoDOT has determined that the project is covered by Section IV, Item 5 of the Programmatic Agreement Among the Federal Highway Administration, the Missouri Highway and Transportation Commission, the Advisory Council on Historic Preservation, and the Missouri State Historic Preservation Office for Minor Highway Projects. The project will result in No Historic Properties Affected and no additional Section 106 consultation is required at this time.

LPA Action: No action is needed at this time. Be advised that if changes are made to the project (including but not limited to the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required.

Attachments:

Adverse Effect or Conditional No Adverse Effect

Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by: Elizabeth Gallow on 04/19/2023 NA Approved on:

Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Elizabeth Gallow - 4/19/2023 2:19:43 PM

Public Land Impact (Section 4f/6f)

Status Information: N/A Pending Cleared

Clearance Date:

Environmental Response: There are various Section 4(f) resources in the vicinity of roadway segments included in the project. However, project activities will be limited to the existing roadbed; no new right of way or easements will be required and no full road closures will be necessary. The project will not result in a use to any Section 4(f) properties and no conversion of any Section 6(f) lands.

LPA Action: None

Attachments:

Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Mark Sowers on 04/11/2023

Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:34:41 PM

Other

Status Information: N/A Pending Cleared

Clearance Date: 05/02/2023

Environmental Response: UPDATE 5/2/23: The consultant uploaded outputs from the Notice Criteria Tool indicating that none of the roadway segments near airports exceed notice criteria. Nothing further required. INITIAL: Four existing public use airports (Charles B. Wheeler Downtown Airport, Airport 3EX (Excelsior Springs), Midwest National Air Center, and Roosterville Airport) are located within 4 miles of roadway segments involved in the project.

LPA Action: COMPLETE: Access FAA's Notice Criteria Tool at: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Upload all documentation to the RER. This section does not have to be complete to obtain a NEPA date or A-date but must be completed before the environmental specialist issues All Environmental Issues Cleared.

Attachments:

Other Screening Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/2/2023 1:44:59 PM

NEPA Classification

NEPA Right-Of-Way Permission: Not Applicable

as determined or approved by: KYLE.GRAYSON@MODOT.MO.GOV

NEPA Approval/Proceed to A-date Request: 05/31/2023

Re-evaluation Date:

NEPA Classification: PCE

This project qualifies for the programmatic categorical exclusion under Item#: 26

All Environmental Issues Cleared: 06/20/2023

Commitments and/or Comments to Sponsor: This project qualifies for a PCE NEPA classification. If there are any changes in the scope of the project, the Environmental Section should review those changes. The sponsor is ultimately responsible for complying with all applicable state and federal laws.

Attachments: PCE NEPA Concurrence_05.31.23.pdf

Last Submitted: 06/20/2023 by Mark Sowers

This RER has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 06/26/2023
Completed By: Mark Sowers

Request for Environmental Review Form#:2023-04-00182

☐ Alternative Project Delivery Method (such as Design/Build)

Project Information

Prefix:	HIP	Project Number:	9901441	Bridge Number:	
District:	Kansas City	County:	PLATTE	Sponsor:	MARC
				Sponsor Email:	dfields@MARC.org
TIP Number:	9701-09	Rte/Street:			
MoDOT Job Number:		TIGER Grant Funds:		Is this project on or adjacent to MoDOT Right of Way:	Unknown
Location/Stream Crossing :	PLATTE, CLAY, JACKSON, & CASS COUNTIES				
TMS Project Description - termini (no stations):	VARIOUS, VARIOUS; REGIONAL OVERLAY PROJECT WITH MARC				
Describe RER project improvements in full detail:	This project is for the MARC Regional Pavement Maintenance Program for Cass County. The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.				
District Liaison:	Marisela Ward - 816-607-2252			Contact:	Marisela Ward - 816-607-2252
Email:	Marisela.Ward@modot.mo.gov			Email:	Marisela.Ward@modot.mo.gov
Contact:	Marisela Ward - 816-607-2252			Contact:	None selected
Email:	Marisela.Ward@modot.mo.gov			Email:	
Date Desired:	05/06/2023			Submit Date:	04/06/2023
Desired A-Date:					
Responsible Individual:	Nathan Hladky - (4/6/2023 2:13:01 PM) - 816-652-9532			Submitted By:	Nathan Hladky - (4/6/2023 12:00:00 AM) - 816-652-9532

Existing Condition

ADT:	Varies	Speed Limit:	Varies
Number of Travel Lanes:	Varies	Lane Width:	Varies
Shoulder Width:	Varies	Curb and Gutter:	Yes
Bridge width, measured from guttlerline to gutterline:	N/A	Sidewalks:	None

Proposed Design Improvement

ADT:	N/A	Speed Limit:	Varies	Design Speed:	Varies
Number of Travel Lanes:	Varies			Lane Width:	Varies
Shoulder Width:	Varies			Curb and Gutter:	Yes
Bridge width, measured from gutterline to gutterline:	N/A			Sidewalks:	None
Bridge Length:	N/A			Roadway length:	Varies
Railroad Crossing	Choose One...			Drainage District (If Applicable):	Choose One...

Program Year:

Preliminary Engineering:	2023	Right of Way:	N/A
Construction:	2023		

Has the sponsor documented that the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of

◉ Yes ○ No

alternatives for other reasonably foreseeable transportation improvements?:

☐ Project breakout from previous or larger project? *If checked explain:*

Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres): 0 **Temp Easement (acres):** 0 **Permanent Easement (acres):** 0

ROW may be needed, but, not yet determined? Yes

Is ANY Federally-owned land impacted by the project? ○ Yes ◉ No

Land Disturbance:

Will project involve 1 acre or more: No

Acres of Tree Clearing: 0 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Number of Displacements(do not include partial takes that do not displace):

Residential: ○ Yes ◉ No Commercial: ○ Yes ◉ No

No. of People: Residences: No. of Employees: Businesses:

Any Public Involvement planned or completed:

No Public Improvement Planned

Average Daily Traffic:

ADT Construction Year: ADT Design Year:

Traffic Impacts:

Road Closure Planned: ○ Yes ◉ No Bridge Closure Planned: ○ Yes ◉ No

Days/Months Closed: Detour > 25 mi rural (including local roads) ○ Yes ◉ No

Detour > 5 mi urban (including local roads, census defined urban) ○ Yes ◉ No

Detour Info: Standard MoDOT Traffic Control Plans for short-term closures to do the microsurfacing/mill and overlay work.

Bicycle / Pedestrian Consideration

Pedestrian facilities considered: Yes Bicycle facilities considered: Yes

National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project is in a FEMA-identified zone "subject to 100-year flooding": *If so, what zone?:*

Project is in a FEMA-defined "floodway" No

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

If checked, give details:

Is ANY construction taking place on MoDOT owned property under this project?

○ Yes ◉ No

☐ Is highway improvement located within 4 miles of an existing airport?

Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Wetland/404 Permit:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
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Threatened & Endangered Species:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Migratory Birds: Are there birds nesting on the structure?	Unknown, None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Hazardous Waste:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
Cultural Resources:	None, The project will include mill & overlay or microsurfacing paving activities, as well as limited pavement markings. No work is anticipated outside of the existing roadbed. No sidewalks or ADA ramps will be affected.
LPA Comments:	This is for the PLATTE COUNTY portion only. There will be three other RER's with this same number for the other counties (Jackson, Cass, Clay). We are hoping for a fairly straight-forward review as this is purely pavement maintenance and does not involve modifying drainage patterns, curb replacement/construction or sidewalk construction. The project locations were carefully selected to ensure that no ADA problems would arise and that all work is done within the existing roadbed.

Project Attachments:

*****NOTE: If making updates to an attachment, please use a different filename than the original.***
*****The combined size of attachments in one upload must be less than 100MB***

Attachments:

- ✖Platte_County_FDP.pdf
- ✖Species List_ Missouri Ecological Services Field Office_Platte_County.pdf
- ✖MARC_RPMP_T_E_Species_Platte.pdf
- ✖MARC_RPMP_Socioeconomic.pdf
- ✖MARC_RPMP_Migratory Birds.pdf
- ✖ Natural_Heritage_Review_Report_hoover_rd_2_mill_overlay_58495_59853.pdf
- ✖ Natural_Heritage_Review_Report_garrison_st_2_mill_overlay_58493_59851.pdf
- ✖ Natural_Heritage_Review_Report_emmy_ln_2_mill_overlay_58491_59849.pdf
- ✖ Natural_Heritage_Review_Report_3rd_st_2_mill_overlay_58497_59855.pdf
- ✖IPaC_ Platte_County_resources.pdf
- ✖ FAA_NoticeCriteria_Hoover_Road_KCI.pdf
- ✖FAA_NoticeCriteria_Garrison Street_KCI_Airport.pdf
- ✖ FAA_NoticeCriteria_Emmy_Lane_KCI.pdf
- ✖FAA_NoticeCriteria_3rd Street_TripleR_Airport.pdf
- ✖Platte Co Selections.kmz
- ✖MapBook_PlatteCo.pdf

Required Information to be attached for each RER stage:

- *Location map (county map, topographic map or aerial map) showing the project limits*
- *plan sheets*
- *KMZ files showing tree clearing limits and/or plans*
- *permits/documentation as required (floodplain, farmland form, NWP, asbestos & lead based paint inspection reports, Section 106 Project Information Form for review, SHPO concurrence letter, USFWS IPac Official Species List, MDC Heritage Review Report, Effects determination)*

RER Environmental Screenings

Farmland Impact

Status Information: N/A ◯ Pending ◯ Cleared

Clearance Date:

Environmental Response: The project includes road segments both inside and outside a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. However, the project does not require new right of way or permanent easements. Therefore, the project is not subject to the Farmland Protection Policy Act.

LPA Action: None

Attachments:

☑ Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:53:05 PM

Floodplain/Regulatory Floodway

Status Information: ◯ N/A ◯ Pending Cleared

Clearance Date: 06/26/2023

Environmental Response: UPDATE 6/26/23: The consultant uploaded approved floodplain development permits for the NW Adrian Ave (City of Houston Lake; 6/23/23) and 1st Street (City of Tracy; 6/7/23) roadway segments. Nothing further required. INITIAL: According to the attached FEMA floodplain maps and the attached pages from FEMA's Community Status Book of National Flood Insurance Program (NFIP) memberships, the following roadway segments are in flood hazard areas located in jurisdictions that have adopted a floodplain management ordinance including floodplain permitting requirements. NW Adrian Ave (100-year floodplain; City of Houston Lake) 1st Street (100-year floodplain, City of Tracy)

LPA Action: The City of Houston Lake must issue a floodplain development permit for the NW Adrian Ave portion of the project. Upload the approved permit once it is available. The City of Tracy must issue a floodplain development permit for the 1st Street portion of the project. Upload the approved permit once it is available.

Attachments:

☑ Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 6/26/2023 8:45:33 AM

Land Disturbance / Stormwater

Status Information: N/A ◯ Possible Issues Noted

Clearance Date:

Environmental Response: If the project is in a regulated MS4 area, adhere to the MS4 requirements as defined in the MS4 permit specific to that municipality. Stormwater routed into MoDOT's drainage system (e.g., ditches and stormwater conveyance systems) must be treated for water quality and/or quantity before entering the system. Any project with land disturbance of 1-acre or more requires a NDPES land disturbance permit from MDNR.

LPA Action: If the project will disturb 1-acre or more of land, obtain a NPDES land disturbance permit from DNR. The LPA must also implement best management practices in accordance with that permit and the Clean Water Act.

Attachments:

☑ Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:54:10 PM

FEMA/SEMA Buyout

Status Information: N/A ◯ Pending ◯ Cleared

Clearance Date:

Environmental Response: According to the ArcMap GIS FEMA buyout layer, there are flood buyout sites in the vicinity of the project area. However, no work is anticipated outside the existing roadbed and no acquisitions will be required. The project will not result in development on any FEMA buyout properties.

LPA Action: None

Attachments:

☑ FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/14/2023 9:25:51 AM

Socioeconomic Impact

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 05/31/2023

Environmental Response: UPDATE 5/31/23: The consultant provided information on planned public involvement. The project contract will include a JSP directing the contractor to work with local municipalities to notify neighborhoods of upcoming construction and associated timeframes. The local municipalities will use social media and other means to notify the public of project activities to ensure streets are clear of cars to allow construction to proceed. Additionally, documentation was provided of discussion of the Regional Overlay Project of the Missouri STP Priorities Committee open meeting on January 11, 2022. The agenda and meeting summary are attached. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. INITIAL: The project does not require commercial or residential displacements and no new right of way or easements. Road closures and detours will not be necessary during construction. Standard MoDOT Traffic Control Plans will be used for short-term closures to complete microsurfacing and mill and overlay work. More information is required (see LPA Action).

LPA Action: Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures. Ensure a traffic management control plan is implemented by the contractor during construction which should include how the public will be notified of travel disruptions. COMPLETE: In accordance with the MoDOT EPG, public involvement is required for all projects. Provide information regarding planned public involvement activities, including any planned public meetings, press releases, posts to city/county websites or social media pages, etc.

Attachments:

✖Open Meeting Notice_1-11-22.pdf

☑ Socioeconomic Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 12:49:34 PM

Threatened & Endangered Species

Status Information: ◉ No Effect ○ Pending ○ Cleared

Clearance Date: 05/31/2023

Environmental Response: MoDOT has completed a TE review for the project (effects determination attached). The USFWS IPaC lists the following species for the project area: gray bat, Indiana bat, northern long-eared bat, tricolored bat (proposed endangered), and pallid sturgeon. There are no critical habitats located within the project limits. The consultant had not yet received the follow-up MDC report at the time these determinations were completed. In lieu of the follow-up report, the MoDOT contractor reviewed the NHD for known occurrences of state-listed species and species of conservation concern within 1 mile of project elements. Occurrences of American badger, Great Plains toad, and rock elm were identified within this distance; impacts to these species are considered here. The NHD also indicated a record of bald eagle, a federally protected (but not listed) species, within 1 mile of the project; impacts to this species were also considered in this evaluation. The project does not involve impacts to caves or structures, and there is no tree clearing or in-stream work. The project will only occur within the existing roadbed and there will be no new ground disturbance. As the designated non-federal representative of FHWA for USFWS Section 7 ESA requirements, MoDOT has determined the updated project will have No Effect on the gray bat, Indiana bat, northern long-eared bat, and pallid sturgeon. The project is not likely to jeopardize the continued existence of the tricolored bat. The project will not impact the bald eagle, American badger, Great Plains toad, or rock elm. This completes the TE requirements for the project.

LPA Action: COMPLETE. 1. Access the US Fish and Wildlife Service (USFWS) IPAC online tool at http://ecos.fws.gov/ipac/ to obtain the official list of species for your county. 2. Access the MO Department of Conservation (MDC) online Natural Heritage Review website at https://naturalheritagereview.mdc.mo.gov/ and generate a report. Contact MDC if the report indicates to do so. Submit the report, and MDC response, if required, to MoDOT. 3. Provide the amount, location, and time of year for tree clearing, or indicate there will be no tree clearing. 4. If there will be tree clearing, photograph the trees so that bark characteristics of the main truck and large branches, along with any cavities, are clearly illustrated. 5. If the project involves bridgework, photograph the undersides of bridges illustrating any bird nests or unusual staining on the substructure or underside of the deck. 6. It is the responsibility of the LPA to make a written determination of their project impacts on each species listed from the IPaC. Further, the LPA must assess effects on any MDC listed species (endangered or species of conservation concern). If no effects are anticipated for a particular species, state the reason(s) why. For example: This project does not involve any tree clearing so there will be no effects on summer roosting habitat for listed bat species or this project does not impact any aquatic habitats so there will be no effects on listed fish or mussel species. 7. Submit the full project limits, easements, access, construction date, and ground disturbance information.

Attachments:

✖HIP-9901(441)_MoDOT Effects Determination_Platte_MARC Regional Overlay_FINAL.pdf

☑ Threatened & Endangered Species Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Kyleen Kelly - 5/31/2023 12:44:48 PM

Migratory Birds

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: UPDATE 5/31/23: The consultant confirmed that no bridges or other structures will be impacted by the project. Therefore, there are no conflicts or concerns regarding the Migratory Bird Treaty Act. INITIAL: Determine whether any bridges/structures could be impacted by the project. If there are no structures involved in the project, notify the MoDOT environmental specialist. If there are structures - Swallows and other bird species protected by the Migratory Bird Treaty Act (MBTA) may be nesting under the structure(s) that will be demolished or otherwise impacted during this project. To comply with the MBTA, nests of protected species cannot be disturbed when active (eggs or young are present). Generally, nests are active between April 1 and July 31, but active nests can be present outside of these dates.

LPA Action: COMPLETE: Confirm that no bridges or other structures (large-diameter culverts, etc.) that could be used for nesting by migratory birds will be impacted by the project.

Attachments:

☑ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/31/2023 11:42:53 AM

Hazardous Waste Impact

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. There are no hazardous waste site concerns based on this information. However, the potential to encounter hazardous wastes from sites unknown to the LPA and MoDOT should always be a consideration. If there is any hydroblasting, grooving, milling or diamond grinding related to the project, residue and associated water must be prevented from being released to waterways or adjacent wetlands.

LPA Action: Any hazardous waste sites that are found during project construction will be addressed by the LPA sponsor in accordance with Federal and State Laws and Regulations. If any hazardous waste concerns arise, notify MoDOT's environmental specialist as soon as possible.

Attachments:

[x] Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:56:00 PM

Wetland Impact (Section 404/401)

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: According to the RER description of the scope of the project, activities will be limited to the existing roadbed. Based on this information, there will be no impact to wetlands or other waters of the U.S. resulting from the project.

LPA Action: None

Wetland Permit Information:

404 Permit Number	Permit Submitted	Permit Received
Permit Expiration	Compliance Certification Sent	Compliance Certification Received

Attachments:

[x] Wetland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:56:25 PM

Noise Impact

Status Information: (●) N/A ( ) Pending ( ) Cleared

Clearance Date:

Environmental Response: This is a Type III project and a noise analysis is not required.

LPA Action: None

Attachments:

[x] Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 3:56:38 PM

Cultural Resources Impact (Section 106/Historic 4f)

Status Information: ( ) Pending (●) Cleared

Clearance Date: 04/19/2023

Environmental Response: MoDOT has determined that the project is covered by Section IV, Item 5 of the Programmatic Agreement Among the Federal Highway Administration, the Missouri Highway and Transportation Commission, the Advisory Council on Historic Preservation, and the Missouri State Historic Preservation Office for Minor Highway Projects. The project will result in No Historic Properties Affected and no additional Section 106 consultation is required at this time.

LPA Action: No action is needed at this time. Be advised that if changes are made to the project (including but not limited to the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required.

Attachments:

[ ] Adverse Effect or Conditional No Adverse Effect

[x] Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by: Elizabeth Gallow on 04/19/2023 NA Approved on:

[x] Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Elizabeth Gallow - 4/19/2023 2:21:11 PM

Public Land Impact (Section 4f/6f)

Status Information: ◉ N/A ○ Pending ○ Cleared

Clearance Date:

Environmental Response: There are various Section 4(f) resources in the vicinity of roadway segments included in the project. However, project activities will be limited to the existing roadbed; no new right of way or easements will be required and no full road closures will be necessary. The project will not result in a use to any Section 4(f) properties and no conversion of any Section 6(f) lands.

LPA Action: None

Attachments:

☑ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Mark Sowers on 04/11/2023

☑ Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 4/11/2023 4:01:28 PM

Other

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 05/02/2023

Environmental Response: UPDATE 5/2/23: The consultant uploaded outputs from the Notice Criteria Tool indicating that none of the roadway segments near airports exceed notice criteria. Nothing further required. INITIAL: Two existing public use airports (Kansas City International Airport and Triple R Airport) are located within 4 miles of roadway segments involved in the project.

LPA Action: COMPLETE: Access FAA's Notice Criteria Tool at: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Upload all documentation to the RER. This section does not have to be complete to obtain a NEPA date or A-date but must be completed before the environmental specialist issues All Environmental Issues Cleared.

Attachments:

☑ Other Screening Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Mark Sowers - 5/2/2023 2:05:50 PM

NEPA Classification

NEPA Right-Of-Way Permission: Not Applicable

as determined or approved by: KYLE.GRAYSON@MODOT.MO.GOV

EPA Approval/Proceed to A-date Request: 05/31/2023

Re-evaluation Date:

NEPA Classification: PCE

his project qualifies for the programmatic categorical exclusion under Item#: 26

All Environmental Issues Cleared: 06/26/2023

Commitments and/or Comments to Sponsor: This project qualifies for a PCE NEPA classification. If there are any changes in the scope of the project, the Environmental Section should review those changes. The sponsor is ultimately responsible for complying with all applicable state and federal laws.

achments: ✖PCE NEPA Concurrence_05.31.23.pdf

Last Submitted: 06/26/2023 by Mark Sowers

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ACE-2497-OE

Issued Date: 05/30/2023

Nathan Hladky
Hg Consult, Inc.
10809 Horton Street
Overland Park, KS 66211

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Public Road S Orchard Road (Northern Extent)
Location:	Harrisonville, MO
Latitude:	38-38-13.62N NAD 83
Longitude:	94-20-34.42W
Heights:	893 feet site elevation (SE)
	0 feet above ground level (AGL)
	893 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This aeronautical study included evaluation of a structure with an above ground level height that would at times be increased by the presence of mobile objects. For the purpose of this aeronautical study, the above ground level height was adjusted upward in accordance with 14 CFR 77.9(c) and the proposal was studied as a traverseway.

This determination expires on 11/30/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-2497-OE.

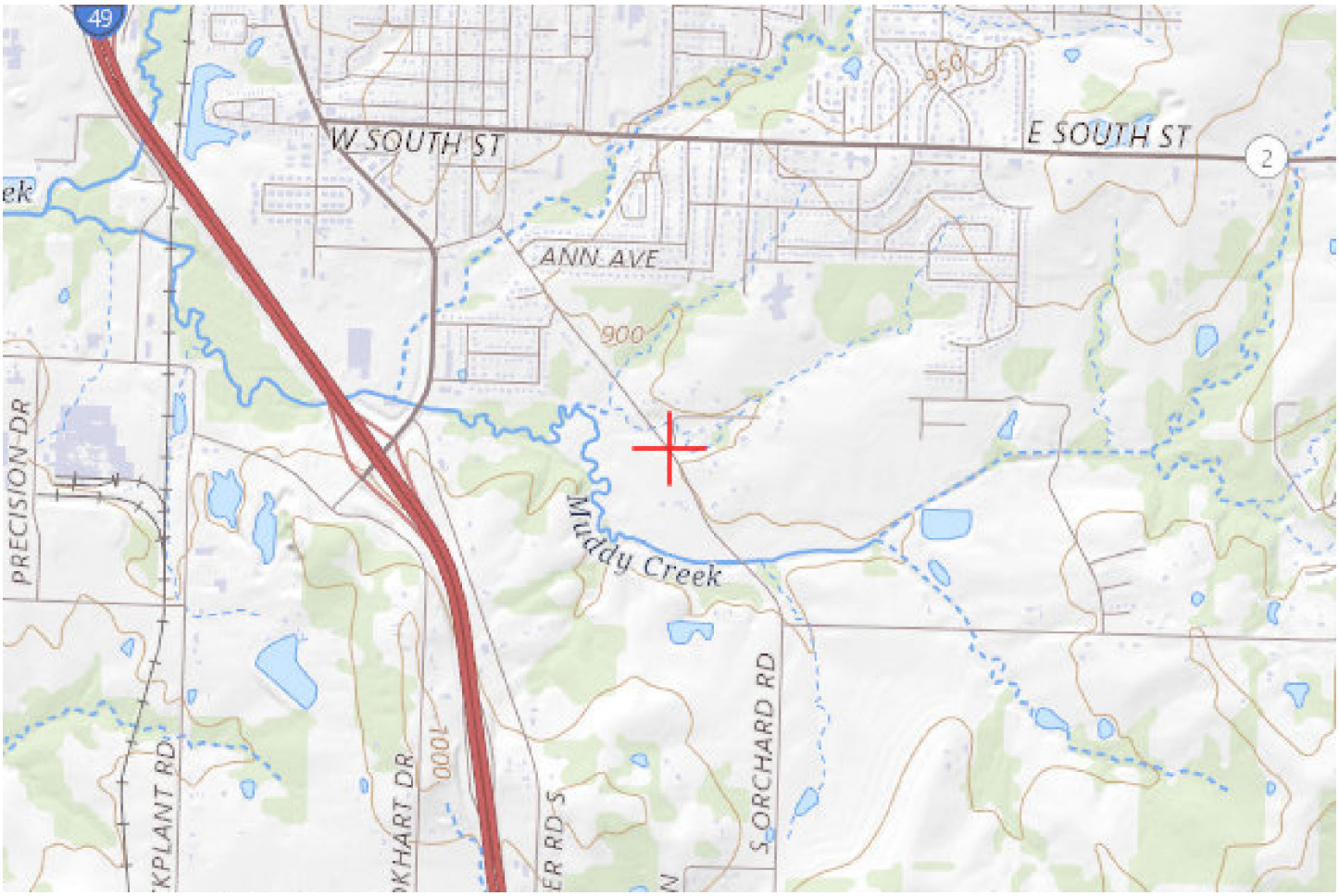
Signature Control No: 583904498-588402914 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

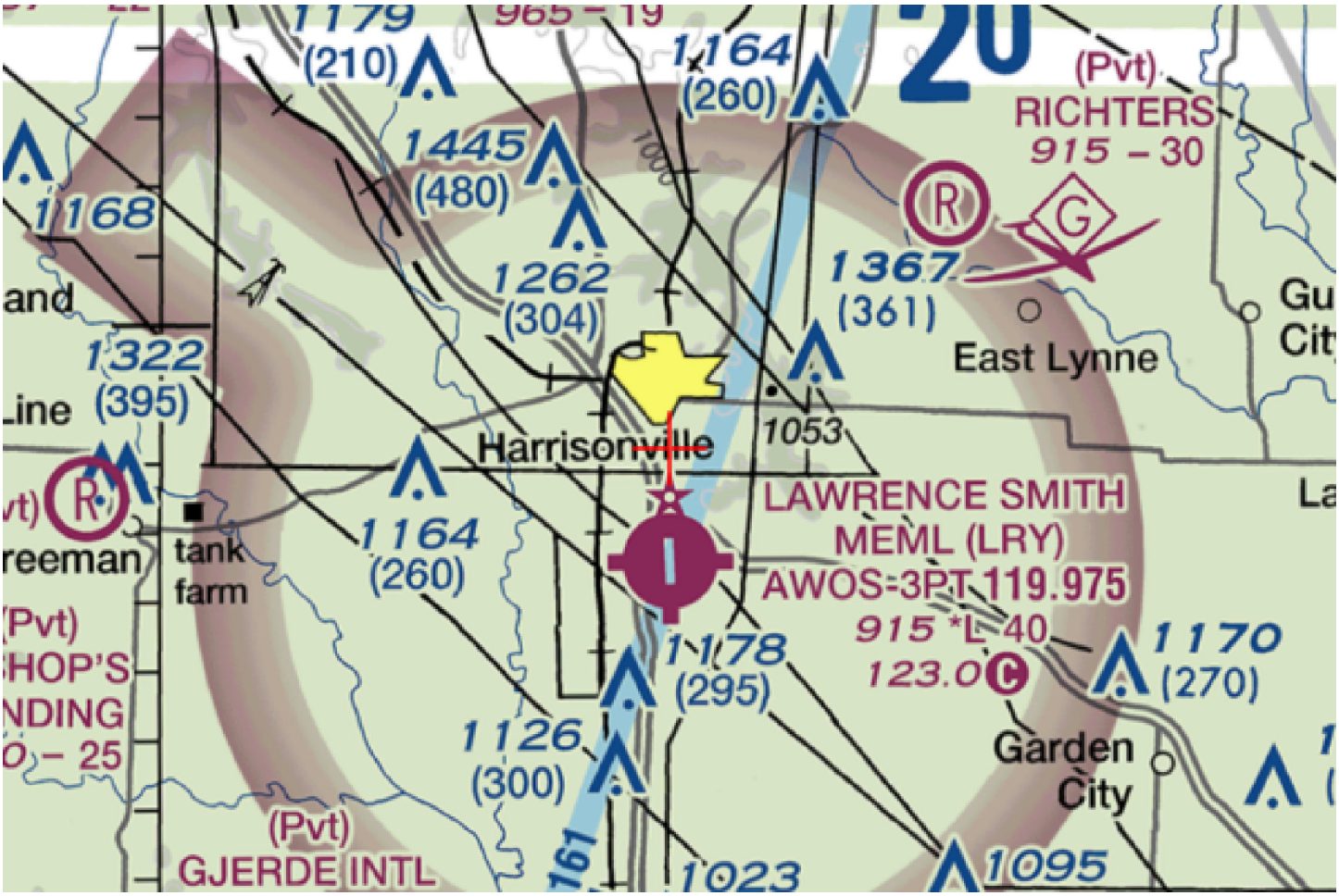
Case Description for ASN 2023-ACE-2497-OE

Mill (Removal) 2" of Asphalt and Overlay (Replace) 2" of Asphalt. No tree clearing and no work outside of public ROW. There is no grade elevation change and that the only "Height" in the area is the temporary construction equipment for asphalt.

TOPO Map for ASN 2023-ACE-2497-OE



Sectional Map for ASN 2023-ACE-2497-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ACE-2311-OE

Issued Date: 05/30/2023

Nathan Hladky
Hg Consult, Inc.
10809 Horton Street
Overland Park, KS 66211

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Public Road S Orchard Road
Location:	Harrisonville, MO
Latitude:	38-37-03.58N NAD 83
Longitude:	94-20-20.09W
Heights:	908 feet site elevation (SE)
	0 feet above ground level (AGL)
	908 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This aeronautical study included evaluation of a structure with an above ground level height that would at times be increased by the presence of mobile objects. For the purpose of this aeronautical study, the above ground level height was adjusted upward in accordance with 14 CFR 77.9(c) and the proposal was studied as a traverseway.

This determination expires on 11/30/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

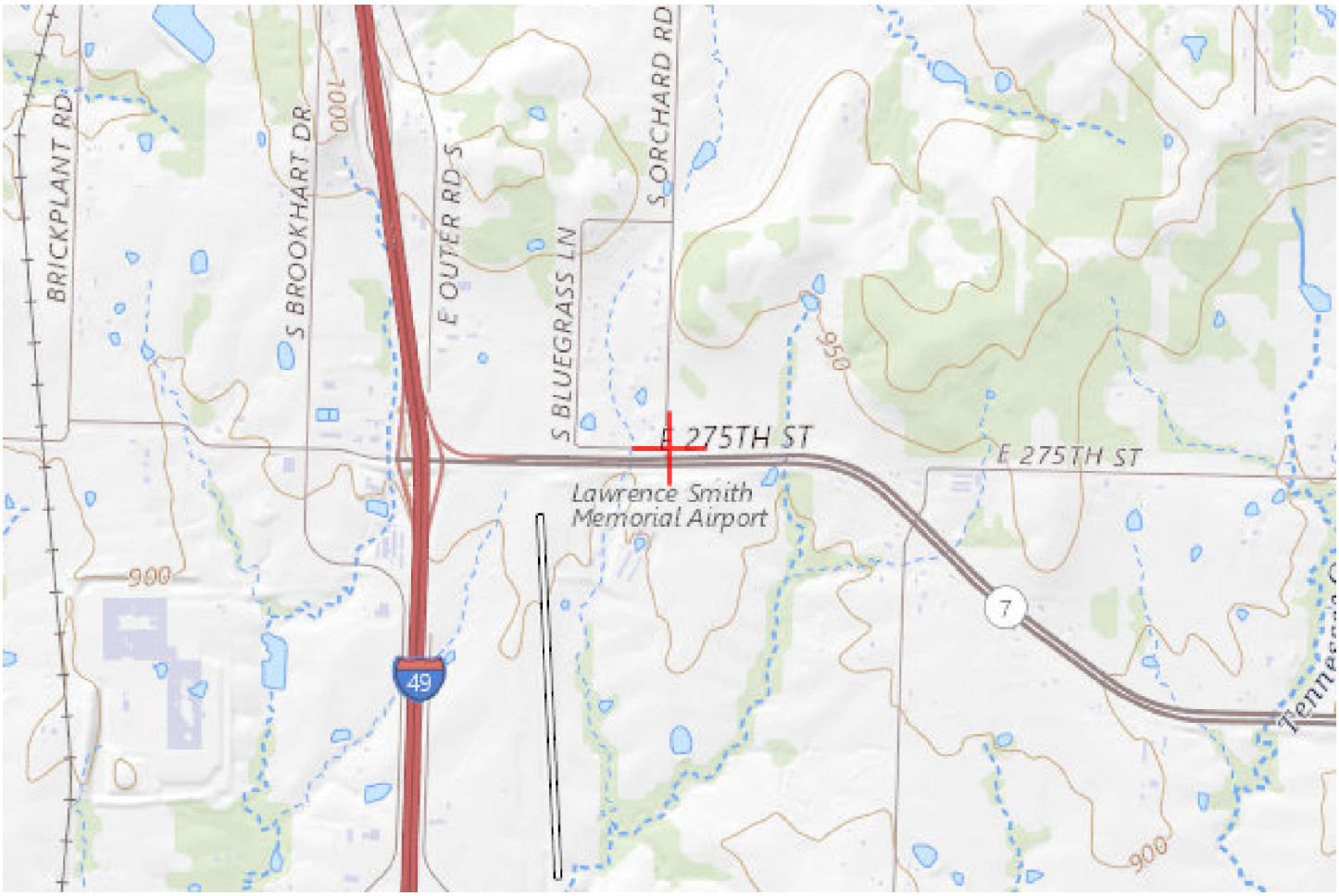
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-2311-OE.

Signature Control No: 582632984-588402915 (DNE)
Andrew Hollie
Specialist

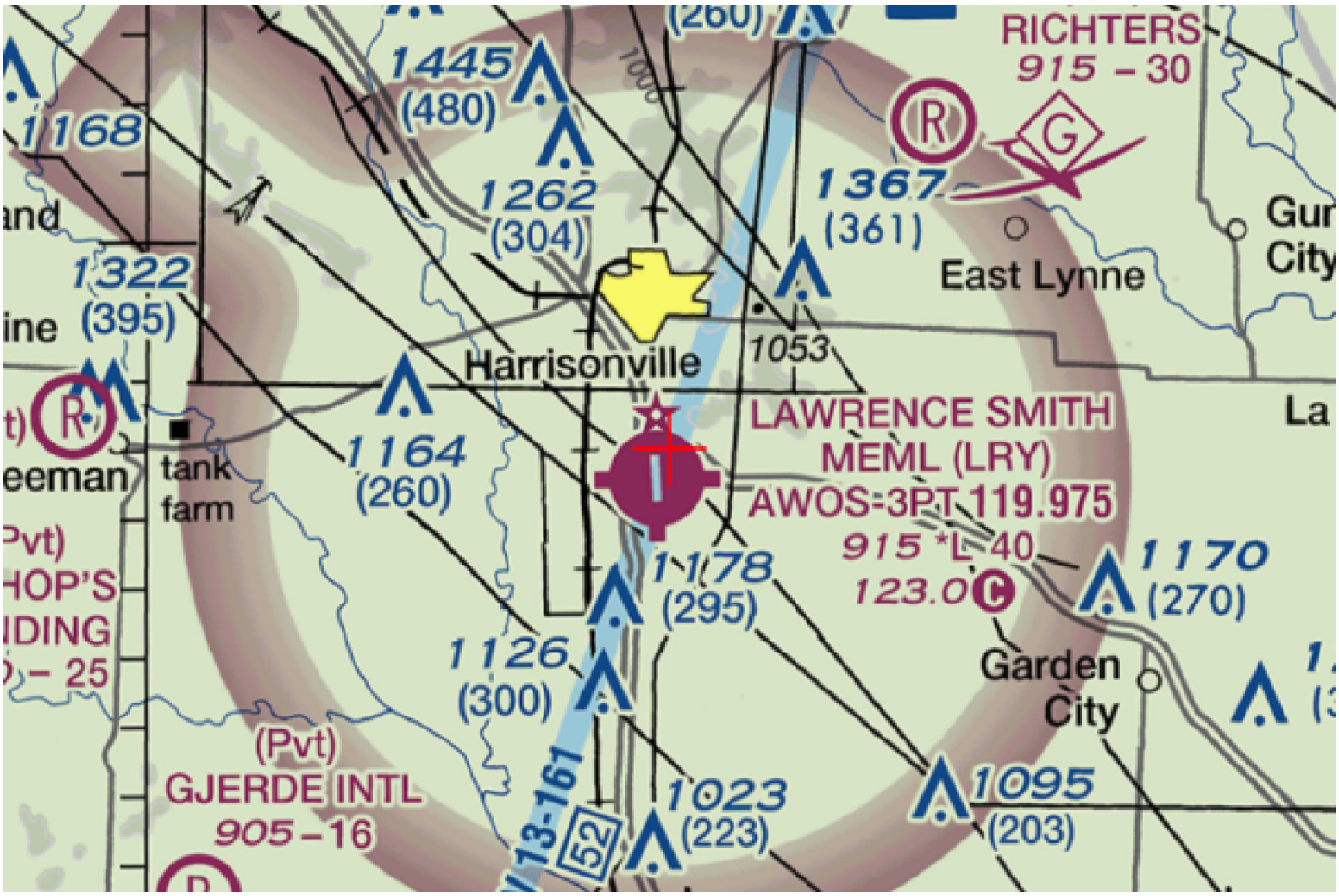
Attachment(s)
Case Description
Map(s)

Mill (Removal) 2" of Asphalt and Overlay (Replace) 2" of Asphalt. No tree clearing and no work outside of public ROW. There is no grade elevation change and that the only "Height" in the area is construction equipment for asphalt.

TOPO Map for ASN 2023-ACE-2311-OE



Sectional Map for ASN 2023-ACE-2311-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ACE-2510-OE

Issued Date: 05/30/2023

Nathan Hladky
Hg Consult, Inc.
10809 Horton Street
Overland Park, KS 66211

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment S Orchard Rd (Northern Extent)
Location:	Harrisonville, MO
Latitude:	38-38-13.62N NAD 83
Longitude:	94-20-34.42W
Heights:	893 feet site elevation (SE)
	20 feet above ground level (AGL)
	913 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-2510-OE

Signature Control No: 584161415-588403080 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2023-ACE-2510-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 20 feet above ground level, 913 feet above mean sea level.

Location: The structure will be located 1.61 nautical miles north of LRY Airport reference point.

Case Description for ASN 2023-ACE-2510-OE

Temporary construction equipment for asphalt.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

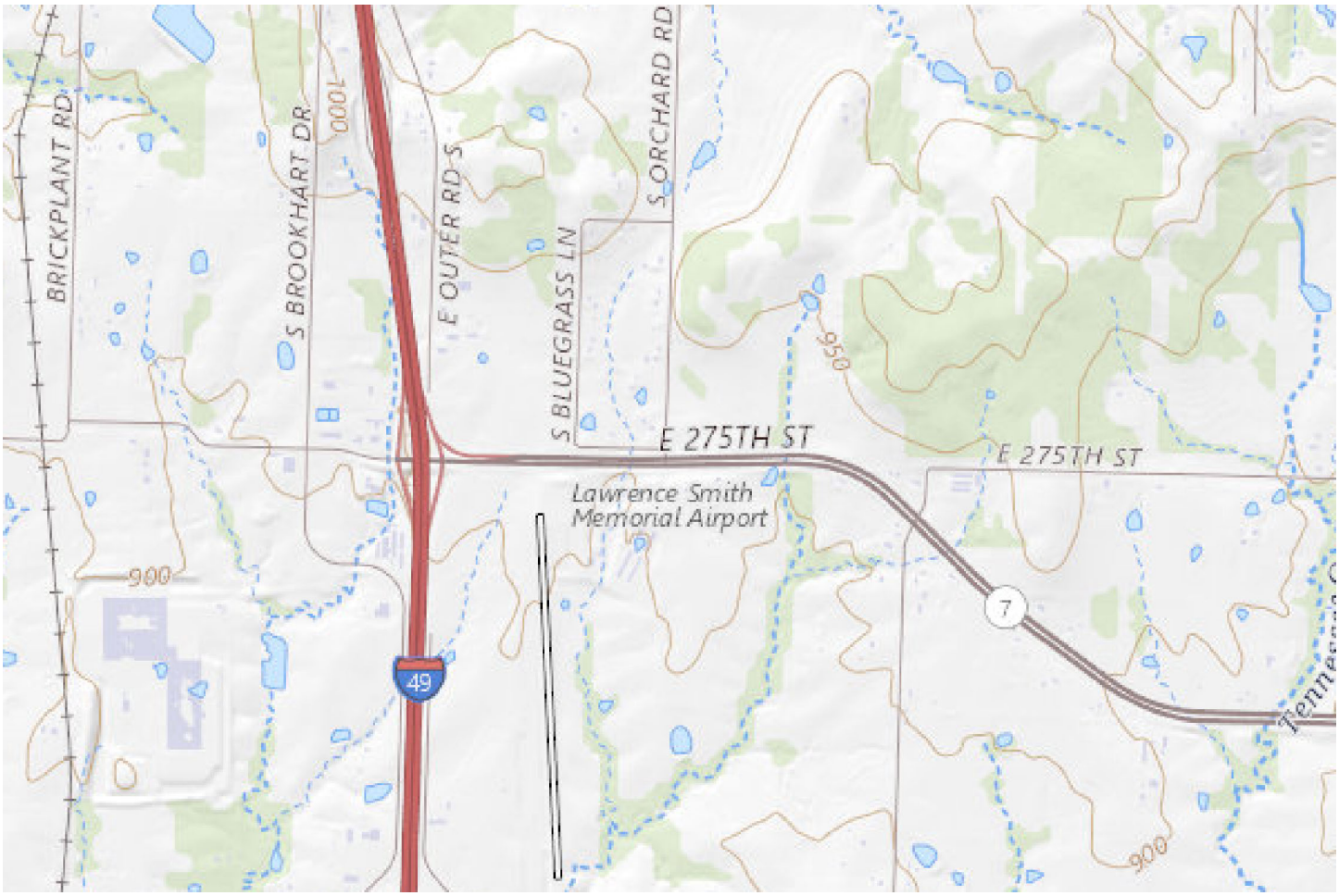
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of LAWRENCE SMITH MEML, (660) 422-2090 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

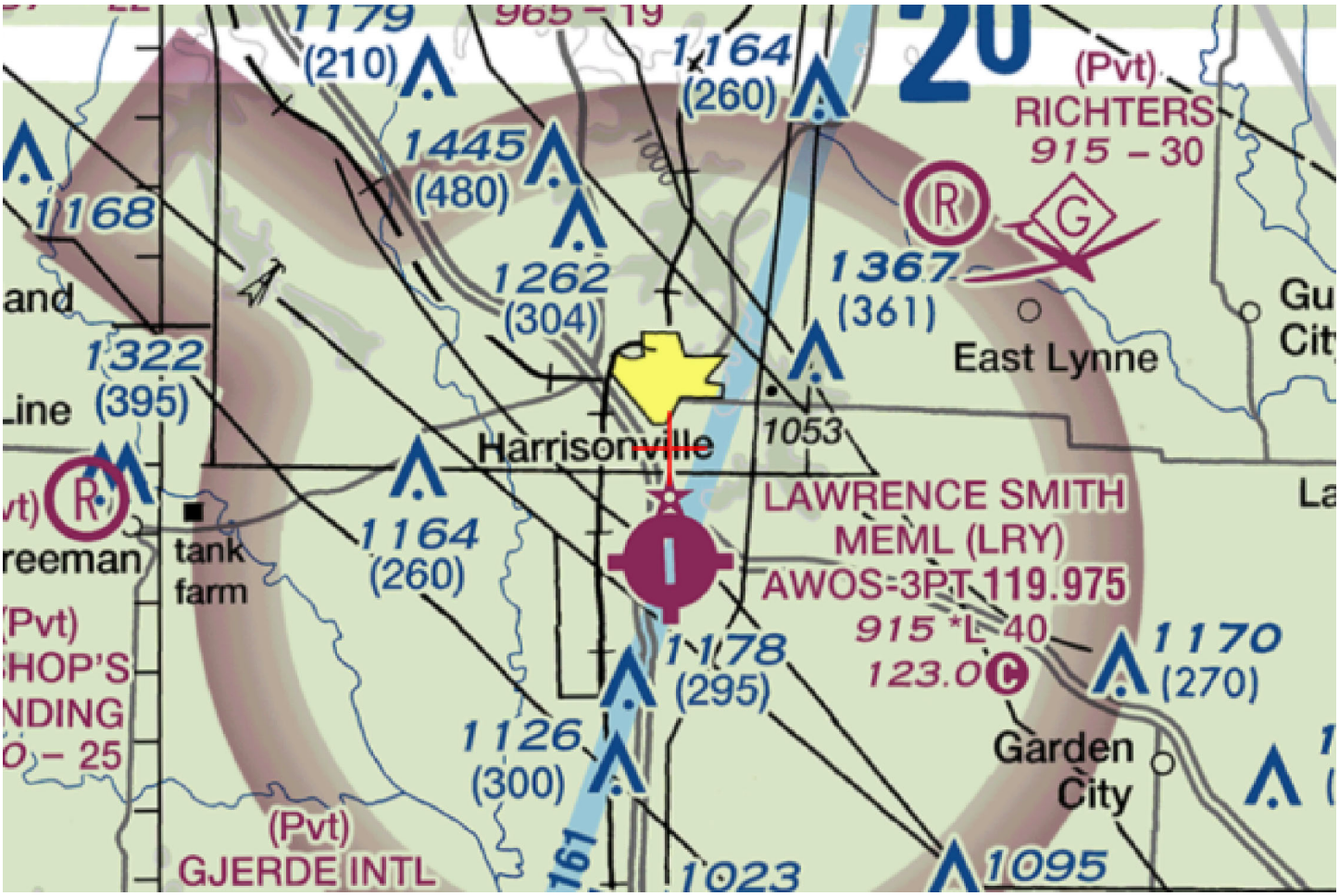
This determination expires on 11/30/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2023-ACE-2510-OE



Sectional Map for ASN 2023-ACE-2510-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ACE-2509-OE

Issued Date: 05/30/2023

Nathan Hladky
Hg Consult, Inc.
10809 Horton Street
Overland Park, KS 66211

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment S Orchard Rd Temp Const
Location:	Harrisonville, MO
Latitude:	38-37-03.58N NAD 83
Longitude:	94-20-20.09W
Heights:	908 feet site elevation (SE) 20 feet above ground level (AGL) 928 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-2509-OE

Signature Control No: 584161414-588403081 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2023-ACE-2509-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 20 feet above ground level, 928 feet above mean sea level.

Location: The structure will be located 0.5 nautical miles northeast of LRY Airport reference point.

Case Description for ASN 2023-ACE-2509-OE

Temporary construction equipment for asphalt.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

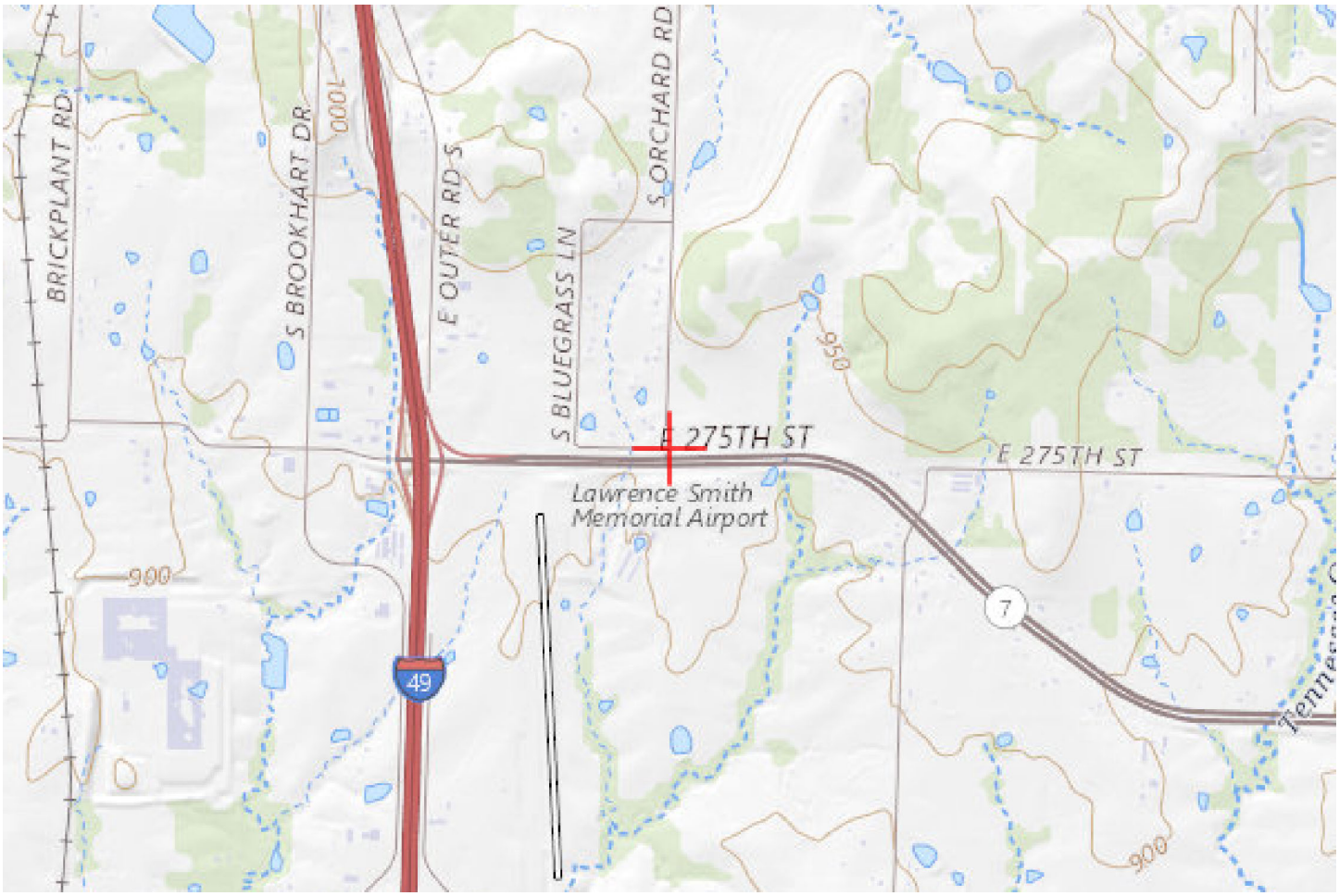
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of LAWRENCE SMITH MEML, (660) 422-2090 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

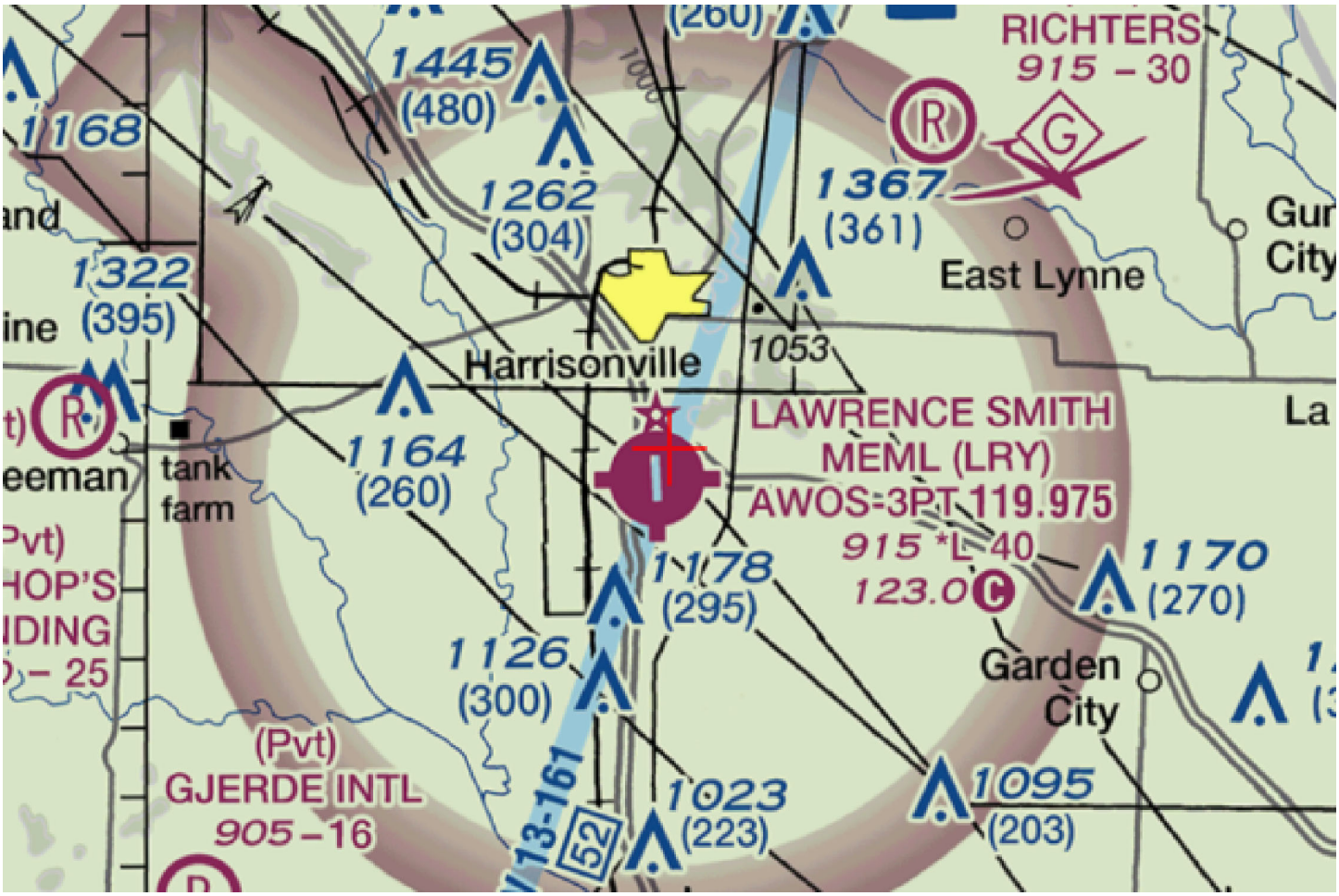
This determination expires on 11/30/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2023-ACE-2509-OE



Sectional Map for ASN 2023-ACE-2509-OE



Hg Consult Inc engineers planners

7733 N. Wallace Avenue | Kansas City, MO 64158 | 816.912.4720 | www.HgCons.com

MoDOT Environmental May 12,2023
Re: MARC Regional Pavement
Maintenance Program – Migratory Birds

Request #'s: 2023-03-00172 – Cass County
2023-04-00180 – Clay County
2023-04-00181 – Jackson County
2023-04-00182 – Platte County

To whom it may concern:

The extent of the MARC Regional Pavement Maintenance Program (RPMP) is to provide pavement maintenance to the various municipalities. With that in mind, the construction activities are limited to milling & overlaying of the existing asphalt or microsurfacing applications. There will be no additional work outside of the existing roadbed. There will be no tree clearing involved, and no bridges/large culverts will be affected. With that said, there are no foreseen impacts to migratory birds with the RPMP project across the four counties.

Sincerely,

Nathan Hladky

Nathan Hladky, PE, PTOE, ENV SP
Hg Consult, Inc.

7733 N. Wallace Avenue | Kansas City, MO 64158 | 816.912.4720 | www.HgCons.com

MoDOT Environmental May 12,2023
Re: MARC Regional Pavement
Maintenance Program – Socio-economic Comments

Request #'s: 2023-03-00172 – Cass County
2023-04-00180 – Clay County
2023-04-00181 – Jackson County
2023-04-00182 – Platte County

To whom it may concern:

The extent of the MARC Regional Pavement Maintenance Program (RPMP) is to provide pavement maintenance to the various municipalities. With that in mind, the construction activities are limited to milling & overlaying of the existing asphalt or microsurfacing applications. There will be no additional work outside of the existing roadbed. No right-of-way will be acquired. Per discussions with Marisela Ward (See comments below), having a job special provision to direct the contractor to work with local municipalities on notifying neighborhoods of the upcoming construction within their associated timeframes. Also, the local municipalities will use social media, and other means to let the public know of the upcoming pavement maintenance activities so that the streets are free from cars parked on the roadway when construction occurs.

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2. All four packages have the comment that MoDOT LPA projects require public involvement.

    a. Can you help us out in what you will accept in terms of Public Involvement? We're adding in provisions to the bid documents that state something like, "Contractor must coordinate with local municipalities and meet all requirements in terms of notifications to local residents about roadway work, street closures, etc…" We assume and will ask the local agencies to post on social media feeds and local media sources that these projects are coming. Would this be sufficient? Since there is not ROW acquisition this plan will be enough.

Sincerely,

Nathan Hladky

Nathan Hladky, PE, PTOE, ENV SP
Hg Consult, Inc.

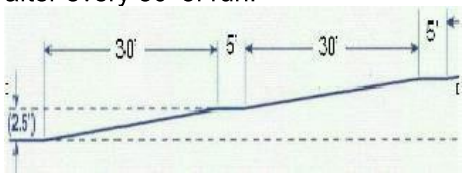
ADA CHECKLIST

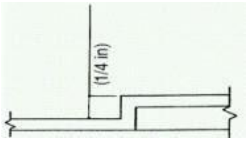
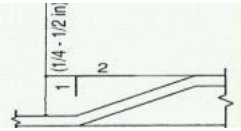
Revised December 22, 2022

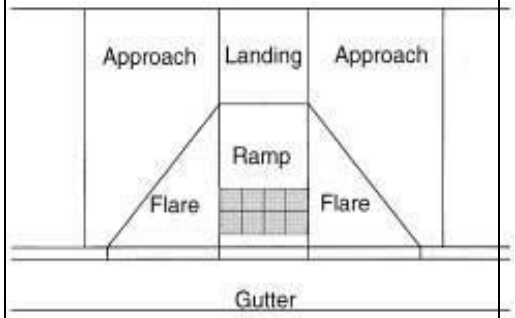
Job No.Route__County.Location _____

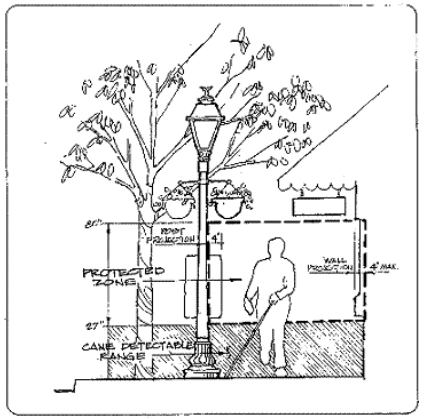
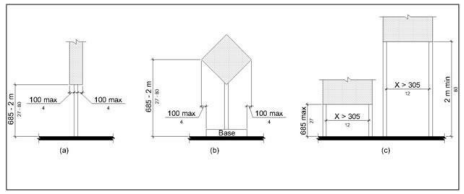
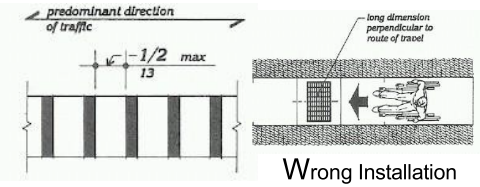
Pedestrian Access Route (PROWAG R204)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
Sidewalk Width 	• The minimum continuous and unobstructed clear width of a pedestrian access route shall be 4.0 feet, exclusive of the width of the curb. • The continuous clear width of pedestrian access routes for medians and pedestrian refuge islands must be 5 feet minimum in order to allow for passing space. • MoDOT Sidewalks shall be 5 feet wide minimum. [2] • MoDOT Sidewalks located within 2 feet of the back of curb are to be constructed 6 feet wide minimum and constructed adjacent to the back of the curb. [2] • Exception: an unaltered, existing sidewalk shall be 3 feet wide minimum and shall provide 5 foot x 5 foot passing spaces at intervals of 200 feet maximum. [2] • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.			
Passing Spaces	• Walkways in pedestrian access routes that are less than 5 feet inclear width shall provide passing spaces at intervals of 200 feet maximum. • Pedestrian access routes at passing spaces shall be 5 feet wide for a distance of 5 feet.			

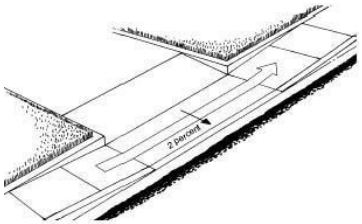
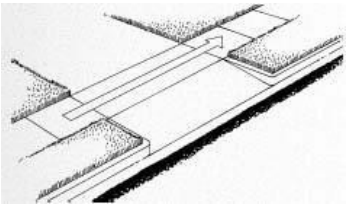
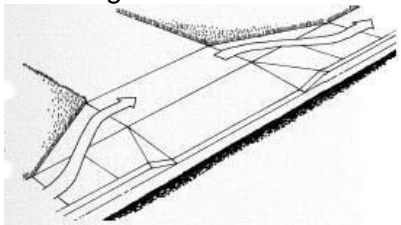
Sidewalk Running Slope The grade that is parallel to the direction of travel, expressed as a ratio of rise to run or as a percent.	• The running slope of a pedestrian access route shall be 5 percent maximum. **Roadway Grade Exception**: Where pedestrian access routes are contained within a street or highway right-of-way, the grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway. • Running Slopes shall be measured using a calibrated 2 foot long digital level.			

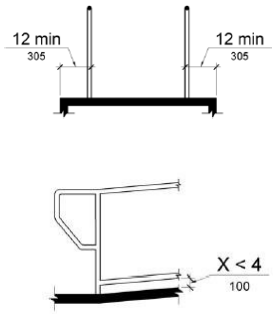
Figures/Examples	Requirements [1]	YES	NO	NA
Sidewalk Cross Slope The grade that is perpendicular to the direction of accessible pedestrian travel, measured perpendicular to the curb line or edge of the street or highway, or measured perpendicular to the running grade.	• The cross slope of the walkway of a pedestrian access route shall be 2 percent maximum. (Roadway Grade Exception may be considered) • 2010 ADA/ABA allows for cross slopes of up to ¼ inch per foot (2.08 percent). • In either case, a cross slope measurement of 2.1percent or greater is not ADA compliant. • Cross Slopes shall be measured using a calibrated 2 foot long digitallevel.			
Sidewalk Ramps For example, a ramp segment with the maximum allowed running slope of 8.33% would require 5' x 5' landing after every 30' of run.  	• A sidewalk segment (not contained within a street or highway border) with a running grade in excess of 5 percent but less than 8.33 percent is by definition a sidewalk ramp. • The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum. • Cross slope of ramp runs shall be 2 percent maximum. • The rise for any ramp run shall be 30 inches maximum. • Ramps shall have landings at the top and the bottom of each ramp run. • Ramp runs with a rise greater than 6 inches shall have handrails. • Handrails shall be provided on both sides of stairs and ramps. • Edge protection shall be provided on each side of ramp runs. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.			

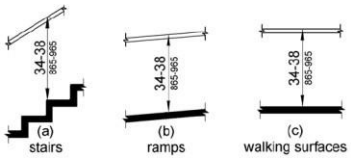
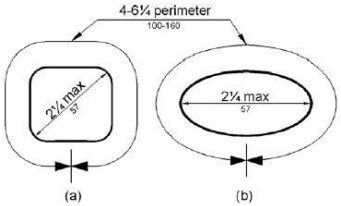
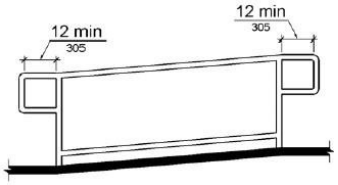
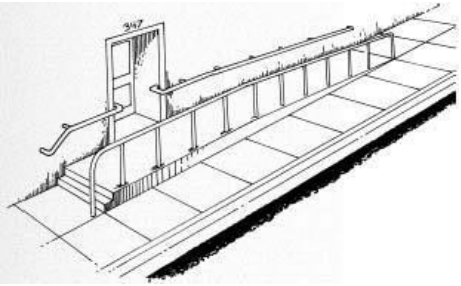
Figures/Examples	Requirements [1]	YES	NO	NA
Vertical Alignment	• Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the pedestrian access route, and within clear spaces required for accessible pedestrian signals, street furniture, and operable parts. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. • Grade breaks shall be flush. • Running Slopes and Cross Slopes shall be measured using a calibrated 2 foot long digital level. • Where the pedestrian access route crosses rail tracks at grade, the surface of the pedestrian access route shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail.			
Changes in Level   	• Changes in level at grade breaks shall be flush. • Changes in level of ¼ inch high maximum shall be permitted to be vertical. • Changes in level between ¼ inch high maximum and ½ inch high maximum shall be beveled with a slope not steeper than 1v:2h. • The bevel shall be applied across the entire level change. • Changes in level greater than ½ inch high shall be ramp grade or flatter, a slope of 8.33 percent or less.			

Figures/Examples	Requirements [1]	YES	NO	NA
Landing A required level space required at both ends of a ramp. An area 5' x 5' with no slope greater than 2 percent. This space can be used as a place to rest, turn or pass another user. Landings that are contained within a street or highway border are permitted to use the Roadway Grade Exception for running slopes or cross slopes in the direction of the roadway travel being matched.  	• The landing clear width shall be at least as wide as the widest ramp run leading to the landing. • The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4 feet minimum. • The landing clear length shall be 5 feet long minimum. • Landing slopes shall be 2 percent maximum. • Changes in level at grade breaks shall be flush. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Detectable warning shall be located on the landing or blended transition at the back of curb. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. **Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade. • Running Slopes and Cross Slopes shall be measured using a calibrated 2 foot long digital level.			

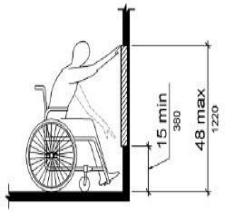
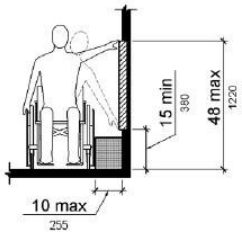
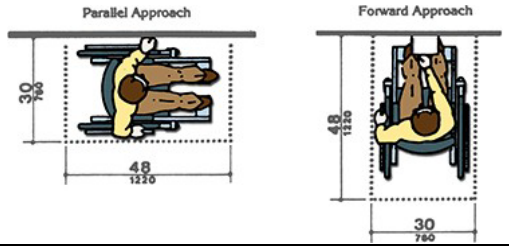
Figures/Examples	Requirements [1]	YES	NO	NA
 	• Protruding objects on sidewalks and other pedestrian circulation paths shall not reduce the clear width required for pedestrian accessible routes. • Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path. • Free-standing objects mounted on posts or pylons shall overhang circulation paths 4 inches maximum measured horizontally from the post or pylon base when located 27 inches minimum and 80 inches maximum above the finish floor or ground. The base dimension shall be 2.5 inches thick minimum. (2011 PROWAG R402.3) • Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground. • Vertical clearance shall be 80 inches high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80 inches high. The leading edge of such guardrail or barrier shall be located 27 inches maximum above the finish floor or ground. • Guardrails or other barriers shall be provided where the vertical clearance is less than 80 inches high. The leading edge of such guardrail or barrier shall be located 27 inches maximum above the finish surface or ground.			
 Wrong Installation	• Openings in floor and ground surfaces shall not allow passage of a sphere more than ½ inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Lift holes for manhole/utility covers shall not have an opening greater than ½ inch. Plugging of holes greater than ½ inch with a material approved by the engineer is acceptable as long as it complies with the changes in level requirements.			

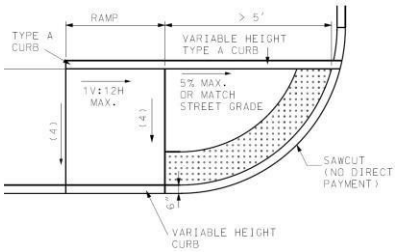
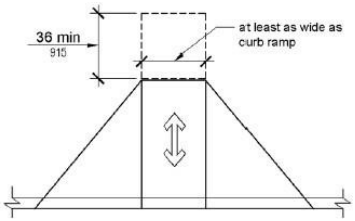
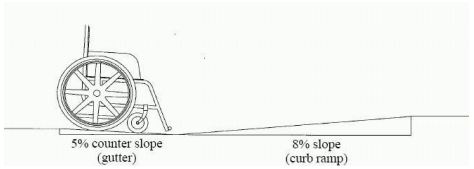
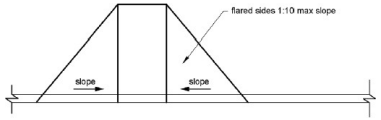
ENTRANCES (PROWAG R301)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
	• The minimum continuous and unobstructed clear width of a pedestrian access route provided across commercial and residential entrances shall be 4 feet minimum. • Cross slope shall be 2 percent maximum. • Be cautious with the transition from the driveway to the roadway to avoid grade combinations that will cause vehicles to bottom out when driving over the transition. [2]   			

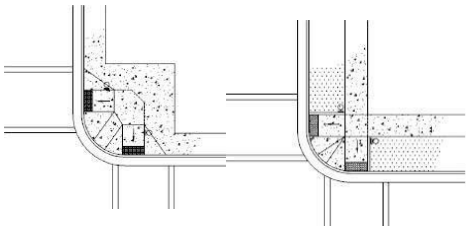
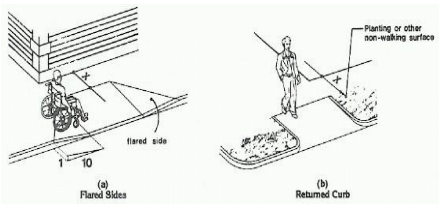
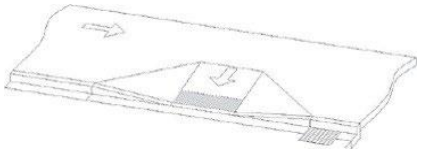
EDGE PROTECTION (PROWAG R406.8)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
	• Edge protection shall be provided on each side of ramp runs and at each side of ramp landings. • A curb or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface. • Edge-protection shall not be required when the floor or ground surface of the ramp run or landing extends 12 inches minimum beyond the inside face of a handrail. • Edge protection shall not be required on curb ramps and their landings. • Edge protection shall not be required on ramps that are not required to have handrails and have flares not steeper than 1:10. • Edge protection shall not be required on the sides of ramp landings having a vertical drop-off of ½ inch maximum within 10 inches horizontally of the minimum landing area.			

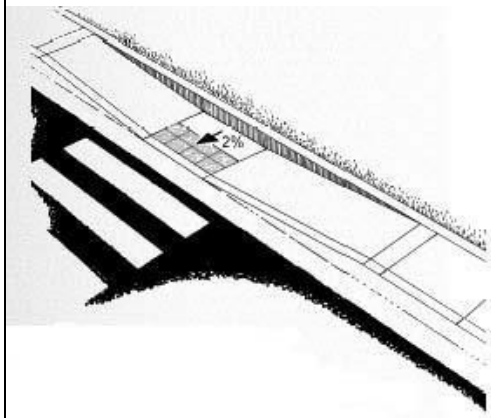
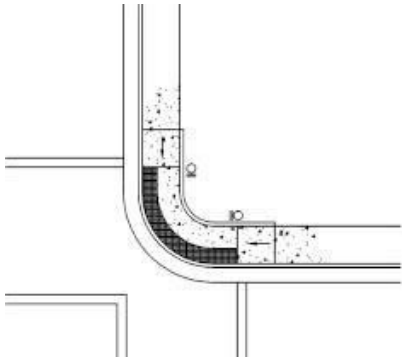
HANDRAIL AND PEDESTRIAN GUARDRAIL (PROWAG R408)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
   	• The clear width of walking surfaces shall be 4.0 feet minimum. • Handrails are required on ramp runs with a rise greater than 6 inches and on certain stairways. Handrails are not required on walking surfaces with running slopes less than 1:20. Where required, handrails shall be provided on both sides of stairs and ramps. • Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs. • Top of gripping surfaces of handrails shall be 34 inches minimum and 38 inches maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces. • Clearance between handrail gripping surfaces and adjacent surfaces shall be 1 1/2 inches minimum. • Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1 1/4 inches minimum and 2 inches maximum. • Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 inches minimum and 6 1/4 inches maximum, and a cross-section dimension of 2 1/4 inches maximum. • Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges. • Handrails shall not rotate within their fittings. • Ramp handrails shall extend horizontally above the landing for 12 inches minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. • At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. • At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. • See Edge Protection section above (also PROWAG 406.8) for additional details.			

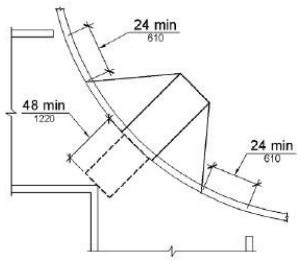
STAIRWAYS (PROWAG R407)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
	• All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches high minimum and 7 inches high maximum. Treads shall be 11 inches deep minimum. • Open risers are not permitted. • The radius of curvature at the leading edge of the tread shall be 1/2 inch maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1 1/2 inches maximum over the tread below. • Stairs shall have handrails complying with PROWAG 2005 R408.			

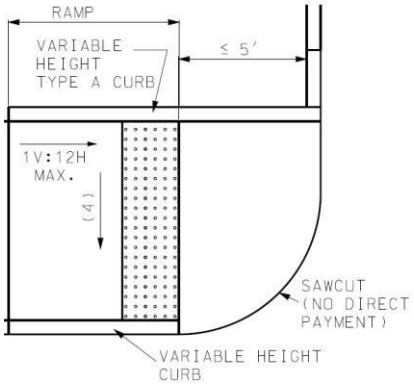
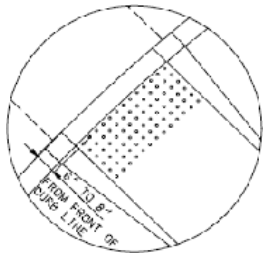
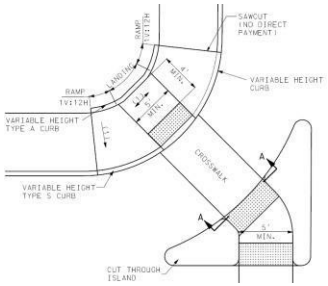
UNOBSTRUCTED REACH RANGES (PROWAG R406)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
 	Forward Reach • Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground. Side Reach • Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground. • EXCEPTION: An obstruction shall be permitted between the clear floor or ground space and the element where the depth of the obstruction is 10 inches maximum. (2011 PROWAG R406.3) 			

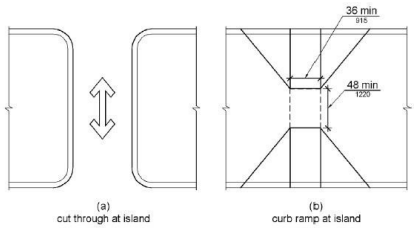
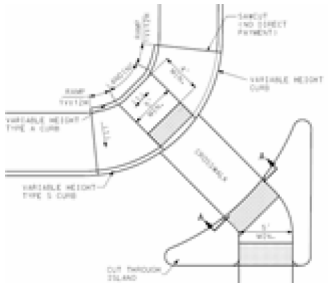
CURB RAMPS (PROWAG R303)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
A curb ramp, blended transition, or a combination of curb ramps and blended transitions shall connect the pedestrian access routes at each pedestrian street crossing.     **<u>15 Foot Rule:</u>** For a compliant curb ramp to exceed 8.33 percent running grade, its constructed length must exceed 15.0 feet.	• The clear width of ramps, excluding the flares, shall be 4.0 feet minimum. • Ramp runs shall have a running slope between 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet. **Exception: <u>15 Foot Rule:</u>** The running slope for a curb ramp is not limited to 8.33 percent maximum if the constructed curb ramp length exceeds 15 feet in length. • Cross slope of ramp runs shall be 2 percent maximum. (Roadway Grade Exception may be considered) • The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade. • Ramps shall have landings at the top and the bottom of each ramp run. - The landing clear width shall be at least as wide as the widest ramp run leading to the landing. - The landing clear length shall be 5.0 feet long minimum. - Ramps that change direction between runs at landings shall have a clear landing 5.0 feet minimum by 5.0 feet minimum. • Handrails and Edge protection shall not be required on curb ramps and their landings. • Curb height = 0 inches within curb ramp spaces. 2 • Curb ramps must be flush with street. • The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum. (R303.3.5) • The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level. • Flared sides with a slope of 10 percent maximum, measured parallel to the curbline, shall be provided where a pedestrian circulation path crosses the curbramp. - In alterations, where there is no landing at the top of curb ramps, curbramp flares shall be provided and shall not be steeper than 1:12. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. • Grade Breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run.			

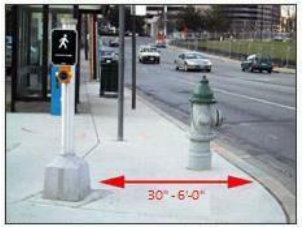
Figures/Examples	Requirements [1]	YES	NO	NA
 Perpendicular Ramps  X = 4'Min. Flared Sides in Pathway Flared Sides Not in Pathway **<u>Roadway Grade Exception:</u>** Where curb ramps, landings and blended transitions are contained within a street or highway right-of-way, the grade of the pedestrian access route is permitted to be modified to equal the general grade established for the adjacent street or highway. 	• Perpendicular curb **ramps** shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles. • The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum. • The running slope shall be 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet. • The cross slope at intersections shall be 2 percent maximum. (Roadway Grade Exception may be considered) • The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade. **<u>Roadway Grade Exception</u>**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade. • A landing 4.0 feet minimum by 4.0 feet minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. • Flared sides with a slope of 10 percent maximum, measured parallel to the curbline, shall be provided where a pedestrian circulation path crosses the curbramp. • If the flared sides are not in the pathway (grass next to ramp), then there is no maximum slope and can be vertical curbs. (See adjacent figure for further explanation.) • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. • Where both ends of the bottom grade break are 5.0 feet or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 5.0 feet from the back of curb, the detectable warning shall be located on the lower landing.			

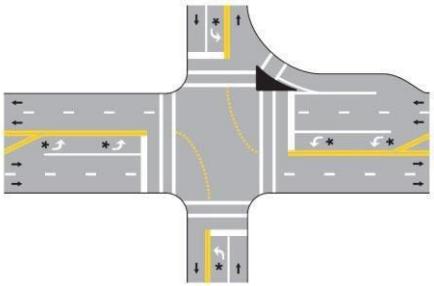
Figures/Examples	Requirements [1]	YES	NO	NA
 Curb Ramps and landings that are contained within a street or highway border may use the Roadway Grade Exception for slopes or cross slopes in the direction of the roadway travel being matched.	• **Parallel curb ramps** shall have a running slope that is in-line with the direction of sidewalk travel. • The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum. • The running slope shall be 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet. • The cross slope shall be 2 percent maximum. (Roadway Grade Exception may be considered) **Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade. • A landing 4.0 feet minimum by 4.0 feet minimum shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear floor or ground space. • Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.			
	• **Blended Transitions** shall have a running slope of 5 percent maximum and cross slope shall be 2 percent maximum. • The clear width blended transitions, excluding flares, shall be 4.0 feet minimum. • Detectable warning surfaces shall be provided where a blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on blended transitions within the pedestrian access route. • Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least oneend of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of blended transitions and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.			

Figures/Examples	Requirements [1]	YES	NO	NA
   	• **Diagonal Curb Ramps or corner type curb ramps are no longer preferred design types. A design that provides individual ramps for each crossing direction is recommended by the US Access Board.** • Diagonal Curb Ramps or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. • The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. • Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. • Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the markedcrossing. **<u>Roadway Grade Exception</u>**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. • Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.			

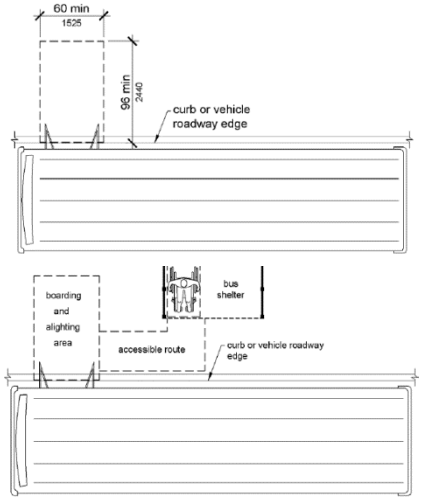
DETECTABLE WARNINGS DEVICES (TRUNCATED DOMES) (PROWAG R304)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to vehicular way.    	• Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern complying with 2010 ADA Standards. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light. • Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. • Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street. • Perpendicular Curb Ramps: Where both ends of the bottom grade break are 5 feet or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 5 feet from the back of curb, the detectable warning shall be located on the lower landing. • Landings and Blended Transitions: The detectable warning shall be located on the landing or blended transition at the back of curb. • Rail Crossings: The detectable warning surface shall be located so that the edge nearest the rail crossing is 6 feet minimum and 15 feet maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel. • Detectable warnings at cut-through islands shall be located at the curb line in-line with the face of curb and shall be separated by a 2.0 foot minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway. • Exception, when detectable warnings are required by a manufacturer's installation specifications to be embedded into concrete with a surrounding edge, domes may be installed at less than the required full width. Under this exception, the detectable warning surface shall never be more than 2 inches from the edge of the curb ramp, the landing, or the blended transition. [2] • Detectable warnings shall not be stamped into concrete.			

ISLANDS AND MEDIANS (PROWAG R305.4)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
 	• Medians and pedestrian refuge islands in crosswalks shall contain a pedestrian access route, including passing space and connecting to each crosswalk. • Raised islands in crossings shall be cut through level with the street or have curb ramps and required landings at both sides. • All median island passage spaces shall provide a clear width of 5 feet minimum. [2] • Medians and pedestrian refuge islands shall be 6.0 feet minimum in length in the direction of pedestrian travel. **<u>Roadway Grade Exception</u>**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade. • Each curb ramp shall have a level area 48 inches long minimum by 36 inches wide minimum at the top of the curb ramp in the part of the island intersected by the crossings. • Each 48 inch minimum by 36 inch minimum area shall be oriented so that the 48 inch minimum length is in the direction of the running slope of the curb ramp it serves. The 48 inch minimum by 36 inch minimum areas and the accessible route shall be permitted to overlap. • Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Medians and pedestrian refuge islands shall have detectable warnings at curb ramps and blended transitions. • Detectable warnings at cut-through islands shall be located at the curb line in-line with the face of curb and shall be separated by a 2.0 foot minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.			

ACCESSIBLE PEDESTRIAN SIGNALS (PUSHBUTTONS) (PROWAG R306 and EPG 902.6.1 – EPG 902.6.15)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
         	• Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal which includes audible and vibrotactile indications of the WALK interval at new signalized intersections and shall be considered at existing intersections being altered or are needing maintenance applications. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal. • Accessible pedestrian signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear floor or ground space that is in line with the crosswalk line adjacent to the vehicle stop line. • Accessible pedestrian pushbuttons shall be located within a reach range complying with EPG 642. • A clear floor or ground space shall be provided at the pushbutton and shall connect to or overlap the pedestrian access route. **<u>Roadway Grade Exception</u>**: Clear spaces required at accessible pedestrian signals and pedestrian pushbuttons and at other accessible elements are permitted to have a running slope or cross slope consistent with the grade of the adjacent pedestrian access route. • Pedestrian signals shall comply with PROWAG 2005 R306 and EPG 902.6.1 through 902.6.15. - Pushbuttons are a minimum 2 inches across in one dimension, raised (not recessed), contrast visually with the housing or mounting, and have a maximum force of 3.5 pounds to activate operable parts. - The control face of the pushbuttons is installed parallel to the direction of the crosswalk it serves. - The location of pushbuttons for new construction are within a longitudinal distance of 5 feet maximum from the crosswalk line, and 30 inches minimum to 6 feet maximum from the curb line. - For audible pedestrian signal devices only, pushbuttons are a minimum 10 feet apart. - Pushbuttons are located at a height of approximately 42 inches, but no higher than 48 inches from the ground and within 10 inch reach from a level paved clear floor or ground space with minimum dimensions of 48 inches x 30 inches positioned for a parallel approach to the pushbutton. For a forward approach space (30 x 48 inches) the allowed reach range is 0 inches. - Where pushbuttons for the visually impaired are installed, tactile signs are to be provided that meet ADA requirements.			

PEDESTRIAN STREET CROSSINGS (PROWAG R305 and EPG 642)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
 	• Crosswalks shall contain a pedestrian access route that connects to departure and arrival walkways through any median or pedestrian refuge island. • Marked crosswalks shall be 6 feet wide minimum. • The grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway, except that where pedestrian access routes are contained within pedestrian street crossings a maximum grade of 5 percent is required. • A 5 percent maximum cross slope is specified for pedestrian access routes contained within pedestrian street crossings without yield or stop control. • Crossings with Stop Control: The cross slope shall be 2 percent maximum. • The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade. • The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crosswalk. • Accessible pedestrian signals and pedestrian pushbuttons provided at pedestrian crossings with pedestrian signals (See EPG 642 for applicability) shall comply with EPG 902.6.8 through 902.6.15. Operable parts shall comply with EPG 902.6.9 – 902.6.15. • Crosswalk pavement marking is 6 inches wide white. • Stop bar is at minimum 4 feet from the crosswalk. • Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides. • Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route. • Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. • Beyond the curb face, a clear space of 4.0 feet minimum by 4.0 feet minimum shall be provided within the width of the crosswalk and wholly outside the parallel vehicle travel lane.			

ALTERNATE CIRCULATION PATH (PROWAG R302)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
	• Alternate circulation paths shall contain a pedestrian access route. • To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route. • Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with MUTCD 6F-58, 6F-63, and 6F-66. • Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see PROWAG 2005 R104.2.4). • A detectable continuous bottom edge shall be provided 2 inches maximum above the ground or walkway surface. • Devices shall provide a continuous surface or upper rail at 3.0 feet minimum above the ground or walkway surface. • Support members shall not protrude into the alternate circulation path.			

BUS BOARDING AND ALIGHTING AREAS (PROWAG R410)				
Figures/Examples	**Requirements [1]**	**YES**	**NO**	**NA**
	• Bus stop boarding and alighting areas shall have a firm, stable surface. • Bus stop boarding and alighting areas shall provide a clear length of 8 feet minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 5 feet minimum, measured parallel to the vehicle roadway. • Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route. • Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than2 percent. • Bus shelters shall provide a minimum 30 inch by 48 inch clear floor or ground space entirely within the shelter. • Bus shelters shall be connected by an accessible route to a boarding and alighting area.			

[1] Any "NO" answer means that location is ADA non-compliant and needs to be corrected before final acceptance of the work, except as follows. Although exceptions listed in the above requirements may not meet MoDOT current policy standards, work that does meet the minimum ADA standards will be accepted as ADA compliant. Where it is technically infeasible to correct deficiencies as part of the current work, those locations will be labeled as non-compliant and marked "NO". These items will be added to the Transition Plan Inventory for correction at a later date. (Guidance is provided in ADA documents and in the EPG on what may be considered as technically infeasible.)

[2] A MoDOT requirement.

Unless otherwise noted, all notes on this form are direct ADA requirements as published in either the PROWAG dated November 23, 2005 or ADA/ABA Standards from 2010.

All exceptions and technically infeasible locations should be discussed with the project manager and/or area engineer prior to acceptance of the work. All exceptions and technically infeasible locations will need to be thoroughly documented by the engineer, and that documentation will be attached to this form and retained as part of the final acceptance records.

All slope and grade measurements for ADA compliance will be made using a calibrated 2 foot long digital level.

US Access Board PROWAG

R202.3.1 Prohibited Reduction in Required Access. An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

Inspector Name: _____ **Inspector Signature:** _____	**Date:**
Contractor Representative Name: _____ **Contractor Representative Signature:**	**Date:**
Resident Engineer or Area Engineer Name: _____ **Resident Engineer or Area Engineer Signature:**	**Date:**
Distribution: ❑ **Project Office** ❑ **District Permit Office**	

SAMPLE

ADA EXCEPTIONS DOCUMENTATION

Job No.Route__County_ Location___

Item	Location	Standard	As Built	Discussion
Sidewalk Width	Third Street Sta 3+00 to 7+00 RT	5' wide	Exist 3' wide	Required 5' x 5' Passing S
Curb Ramp Grade	SE Quad of Main & First	8.33%	11.2%	As-built Curb Ramp is 16.0
Parallel Ramp	Sta 35+20 to 35+25 Rt Rte 14			
Landing running grade (turning space)		2.00%	2.6%	Landing running grade matches existing roadway grade
Sidewalk Grade	Sta 23+45 to 23+52	5.0%	8.4%	Match existing floor at two exist doorways, Straight grade between fixed elevations

Inspector Name: _____

Inspector Signature: _____

Resident Engineer or Area Engineer Name: _____

Resident Engineer or Area Engineer Signature:

Distribution:

- ❑ **Project Office**
- ❑ **District Permit Office**

CONTRACT FORMS

- Contract Agreement
- Contract Bond
- Contractor’s Acknowledgement

CONTRACT AGREEMENT

THIS AGREEMENT, made and entered into by and between the_____,
(Hereinafter referred to as the Owner) and_____
of _____, (herein referred to as the Contractor).

WITNESSETH: That for and in consideration of the acceptance of Contractor's bid and the award of this contract to said Contractor by the Owner and in further consideration of the agreements of the parties herein contained, to be well and truly observed and faithfully kept by them, and each of them, it is agreed between the parties as follows, to wit:

The Contractor at its own expense hereby agrees to do or furnish all labor, materials, and equipment called for in the proposal designated and marked:

_____

HIP-9901(441) Various Locations in Cass, Clay and Platte Counties

_____

Regional Preventative Maintenance Program

_____

and agrees to perform all the work required by the contract as shown on the plans and specifications. The "Notice to Contractor," "Plans," "Proposal," "Contract Bond," "Acknowledgment," “Notice to Proceed”, and all change orders are made a part hereof as fully as set out herein.

It is understood and agreed that, except as may be otherwise provided for by "Job Special Provisions,” “General Provisions," and "Supplemental Specifications," included in the Proposal, the work shall be done in accordance with the most current "Missouri Standard Specifications for Highway Construction" and “Missouri Standard Plans for Highway Construction”, including all revisions to these documents, which are part and parcel of this contract, and are incorporated in this contract as fully and effectively as if set forth in detail herein.

The Contractor further agrees that it is fully informed regarding all of the conditions affecting the work to be done, and labor and materials to be furnished for the completion of this contract, and that its information was secured by personal investigation and research and not from any estimates of the Owner; and that it will make no claim against the Owner by reason of estimates, tests, or representation of any officer, agent, or employees of the Owner.

The said Contractor agrees further to begin work not later than the authorization date in the Notice to

Proceed and to complete the work within the time specified in the proposal or such additional time as may be allowed by the engineer under the contract.

The work shall be done to complete satisfaction of the Engineer of the Owner and, in case the Federal Government or any agency thereof is participating in the payment of the cost of construction of the work, shall also be subject to inspection and approval at all times by the proper agent or agents of such government agency.

The parties hereto agree that this contract in all things shall be governed by the laws of the State of Missouri.

The Contractor agrees that it will comply with all federal and state laws and regulations and local ordinances and that it will comply and cause each of its subcontractors, if any, to comply with all federal and state laws and federal regulations and directives pertaining to nondiscrimination against any person on the ground of race, color, religion, creed, sex, age, ancestry, or national origin in connection with this contract, including procurement of materials and lease of equipment therefore, in accordance with the special provisions on that subject attached hereto, incorporated in and made a part of the contract.

The Contractor expressly warrants that it has employed no third person to solicit or obtain this contract on its behalf, or to cause or procure the same to be obtained upon compensation in any way contingent, in whole or in part, upon such procurement; and that it has not paid, or promised or agreed to pay, to any third person, in consideration of such procurement, or in compensation for services in connection therewith, any brokerage, commission, or percentage upon the amount receivable by it hereunder, and that it has not, in estimating the contract price demanded by it, included any sum by reason of any such brokerage, commission, or percentage, and that all moneys payable to it hereunder are free from obligation to other entities for services rendered, or supposed to have been rendered, in the procurement of this contract. Contractor further agrees that any breach of this warranty shall constitute adequate cause for the annulment of this contract by the Owner, and the Owner may retain to its own use from any sums due or to become due hereunder an amount equal to any brokerage, commission, or percentage so paid, or agreed to be paid.

Under penalty of perjury under the laws of the United States and/or false declaration under the laws of Missouri, and any other applicable state or federal laws, the Contractor Signatory certifies that the Contractor and its officials, agents, and employees have neither directly nor indirectly entered into any agreement, participated in any collusion or otherwise taken any action in restraint of free competitive bidding in connection with this contract, and that the Contractor intends to do the work with its own bonafide employees or subcontractors and did not bid for the benefit of another contractor.

The Owner agrees to pay the Contractor in the manner and in the amount provided in the said Standard Specifications and Proposals.

IN WITNESS WHEREOF, the parties hereunto have hereunto set their hands and affixed their seals, this _____ day of _____, 20___.

Mid – America Regional Council

By _____
David A. Warm, Executive Director

Contractor Business Name

By _____
Authorized Contractor Signature

_____
Printed Name of Signatory

CONTRACT BOND

KNOW ALL BY THESE PRESENTS: That we _____

_____

as principle, and _____

as surety, are held and firmly bound unto the [ ] in the penal sum of: _____

_____

DOLLARS ($) as the same may be increased by any and all changes in or additions to said contract _____

which may hereafter be made, lawful money of the United States, to be paid to the said [ ] or to its certain

agents, attorneys, assigns, or to the [ ], for which sums of money, well and truly to

be paid, we bind ourselves, our heirs, successors, assigns, executors, and administrators, jointly and severally, firmly by these

presents.

SEALED with our seals and dated _____

The condition of this obligation is such that

WHEREAS, the said bounden principal has entered into a certain contract with the [OWNER NAME HERE]

acting by and through the [ ], said contract being marked.

_____

_____

_____

a copy of said contract being hereto attached and made a part hereof and bearing date of _____

_____

NOW, THEREFORE, if the said principal shall comply with and fulfill all the conditions of said contract, including those under which principal agrees to pay the prevailing hourly rate of wages for each craft or type of workman required to execute the contract in the locality as determined by State and Federal authority, as applicable, or by final judicial determination, and properly and promptly complete the work in accordance with the provisions of said contract, plans and specifications without any hidden defects, and furnish all the labor and materials required by said contract, and any and all changes in, or additions to said contract, which may hereafter be made, and shall perform all the undertakings stipulated by said bounden principal to be performed and within the time mentioned in said contract, or within any additional time granted by the [ ], which may be granted without notice to or consent from the surety, and shall pay for all materials, lubricants, fuel, coal and coke, repairs on machinery, groceries and foodstuff, equipment and tools consumed or used in connection with the construction of such work, and all insurance premiums, both compensation, and all other kinds of insurance, on said work, and for all labor performed in such work, whether by subcontractor or claimant in person or by its employee, agent, servant, bailee, or bailor, then this to be void; otherwise it shall be and remain in full force and effect.

ATTEST: (SEAL)

_____ Secretary

_____ Principal

By_____

Title_____

_____ Surety

ATTEST: (SEAL)

By _____

_____

Title_____

_____ Address – Agent or Broker

_____ Street

_____ City

Name and Street Address of Agent to Whom All Correspondence Should be Directed Relating to Contract and Bond.

_____ Name

_____ Street

_____ City, State

CONTRACT BOND

KNOW ALL BY THESE PRESENTS: That we _____

_____

as principle, and _____

as surety, are held and firmly bound unto the Mid-America Regional Council in the penal sum of: _____

_____

DOLLARS ($ _____) as the same may be increased by any and all changes in or additions to said contract

which may hereafter be made, lawful money of the United States, to be paid to the said Mid-America Regional Council or to its certain

agents, attorneys, assigns, or to the Mid-America Regional Council, for which sums of money, well and truly to

be paid, we bind ourselves, our heirs, successors, assigns, executors, and administrators, jointly and severally, firmly by these

presents.

SEALED with our seals and dated _____

The condition of this obligation is such that

WHEREAS, the said bounden principal has entered into a certain contract with the Mid-America Regional Council

acting by and through the Mid-America Regional Council, said contract being marked.

_____

____HIP-9901(441) Various Locations in Cass, Clay and Platte Counties_____

____Regional Preventative Maintenance Program_____

a copy of said contract being hereto attached and made a part hereof and bearing date of _____

_____

NOW, THEREFORE, if the said principal shall comply with and fulfill all the conditions of said contract, including those under which principal agrees to pay the prevailing hourly rate of wages for each craft or type of workman required to execute the contract in the locality as determined by State and Federal authority, as applicable, or by final judicial determination, and properly and promptly complete the work in accordance with the provisions of said contract, plans and specifications without any hidden defects, and furnish all the labor and materials required by said contract, and any and all changes in, or additions to said contract, which may hereafter be made, and shall perform all the undertakings stipulated by said bounden principal to be performed and within the time mentioned in said contract, or within any additional time granted by the Mid-America Regional Council, which may be granted without notice to or consent from the surety, and shall pay for all materials, lubricants, fuel, coal and coke, repairs on machinery, groceries and foodstuff, equipment and tools consumed or used in connection with the construction of such work, and all insurance premiums, both compensation, and all other kinds of insurance, on said work, and for all labor performed in such work, whether by subcontractor or claimant in person or by its employee, agent, servant, bailee, or bailor, then this to be void; otherwise it shall be and remain in full force and effect.

ATTEST: (SEAL)

_____ Secretary

_____ Principal

By_____

Title_____

_____ Surety

ATTEST: (SEAL)

By _____

_____

Title_____

_____ Address – Agent or Broker

_____ Street

_____ City

Name and Street Address of Agent to Whom All Correspondence Should be Directed Relating to Contract and Bond.

_____ Name

_____ Street

_____ City, State

<< INSERT PLAN MAPPING >>