

Hello,

The latest NEPA Environmental Assessment (EA) Re-evaluation of the Kingdom City interchange under SIU 6 of the I-70 corridor was approved on August 4, 2022. The project involves reconstructing the Kingdom City interchange where US 54 crosses I-70. The design of the interchange has been modified from the last re-evaluation, with details provided below.

Project Change:

The existing US 54 voided slab bridges over I-70 will be replaced, with the new bridges being constructed adjacent to the existing bridges. This will allow them to be constructed offline, reducing adverse travel, and increasing safety. The new bridges will meet the 16-foot 6-inch vertical clearance over I-70 with span lengths that will accommodate future shoulder widening on I-70.

A new roundabout interchange will be constructed to replace the existing diamond interchange. The 2022 Re-evaluation proposed a diverging diamond interchange, but the change to a roundabout was the result of innovation through the design-build process in which cost-efficiency is also a factor in addition to the goals of increasing safety and providing reliability for all motorists, including freight. The roundabout will include bypass lanes for the right turns from US 54 to the entrance ramps and from the exit ramps to US 54. The roundabout approach angles will be constructed to reduce speeds while accommodating the WB-67 design vehicle. Two WB-67 trucks will be able to drive side-by-side along US 54 through the interchange and around the roundabout. The traffic signals at the existing ramp terminals will be eliminated to improve truck operations by allowing them to yield and continue moving through the roundabout interchange. The four ramps will have their acceleration and deceleration lanes extended to provide standard lengths and prevent queuing onto mainline I-70. Lighting will be upgraded by providing 24 new services to fully illuminate the interchange. This change from a diverging diamond interchange to a roundabout interchange will be contained within the existing footprint of I-70 and the Kingdom City interchange and will not have additional impacts beyond those identified in the 2022 Re-evaluation.

The 2022 Re-evaluation proposed no changes to the US 54 and Dunn Drive intersection north of I-70 and intersection modifications to the US 54 and Janice Avenue intersection south of I-70. The modified design now includes a right-in/right-out at the US 54 and Dunn Drive intersection and no improvements at the US 54 and Janice Avenue intersection. The change at Dunn Drive would result in access changes to vehicles accessing those businesses. The project team will continue to look at ways to mitigate and/or minimize the impacts resulting from these changes.

One design exception is necessary related to the widths of the shoulders along I-70 through the interchange. A seven foot inside shoulder will be constructed between the ramp gores with the bridges and outer roads to be used in place, while five foot inside shoulders will be provided through the remainder of SIU 5.

Public and Agency Coordination

On September 13, 2023, notices were sent to local, state, and federal agencies describing the proposed actions and seeking comments relative to the interests of each agency. Comments were requested by October 25, 2023. The Missouri State Historic Preservation Office (SHPO) responded on October 4, 2023, that they have no comments at this time. The Missouri Federal Assistance Clearinghouse responded on

September 26, 2023, that none of the agencies involved in the review had comments or recommendations at this time. The Missouri Department of Natural Resources responded on October 5, 2023, and provided information on several natural resources throughout the study area.

MoDOT hosted two public hearings regarding the first project in the Improve I-70 Program (Columbia to Kingdom City). One meeting was held in Columbia, MO on Wednesday, May 1, 2024, and the second was held in Kingdom City, MO on Thursday, May 2, 2024. Approximately 200 people attended these meetings leaving approximately 91 comments both online and in-person. Comments where specific questions were asked were replied to via e-mail.

Socioeconomic/Community Impacts: No additional impacts.

Farmland: No additional impacts.

Section 404: No additional impacts.

Stormwater/Land Disturbance: No additional impacts.

Floodplain/Regulatory Floodway: No additional impacts.

FEMA Buyout Sites: No additional impacts.

Noise: No additional impacts.

Cultural Resources/Section 4(f) Historic Sites: No additional impacts.

Public Lands – Section 4(f) and Section 6(f) Resources: No additional impacts.

Threatened and Endangered Species: No additional impacts.

Hazardous Waste: No additional impacts.

Impacts to socioeconomic and environmental resources resulting from the design changes will remain the same as those identified in the previous re-evaluation. We request your concurrence that the project remains consistent with the previously approved re-evaluation of the SIU 6 EA and a supplemental study is not necessary.

Existing Commitments from the 2005 FONSI Common to all SIUs

1. MoDOT will comply with the appropriate currently adopted design criteria and design standards. (Applicable to Project ST0021 originally covered by J5P3417)
2. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems elements into the Improve I-70 program. (Applicable to Project ST0021 originally covered by J5P3417)
3. MoDOT will consult with emergency responder agencies involved in traffic incident management on I-70 in future design and maintenance of traffic plan development as the Improve I-70 program progresses. (Applicable to Project ST0021 originally covered by J5P3417)
4. MoDOT will develop a maintenance of traffic plan for the construction phases. Through traffic will be maintained along I-70 and at access points to the interstate from crossroads. It is likely that some interchange ramps and crossroads will be closed, and temporary detours required. Construction

schedules, road closures and detours will be coordinated with police forces and emergency services to reduce impact to response times of these agencies. (Applicable to Project ST0021 originally covered by J5P3417)

5. MoDOT will coordinate with project area businesses regarding access issues, via direct communication throughout the construction period. (Applicable to Project ST0021 originally covered by J5P3417)

6. MoDOT will coordinate with local public service and utility service providers during the final design phase of the project and during the construction period to minimize infrastructure relocation, modifications, and connectivity requirements. (Applicable to Project ST0021 originally covered by J5P3417)

7. During right of way acquisition and relocations, MoDOT will assure that this will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. MoDOT is committed to examining ways to further minimize property impacts throughout the corridor, without compromising the safety of the proposed facility, during subsequent design phases. (Applicable to Project ST0021 originally covered by J5P3417)

8. During construction, MoDOT's standard specifications, MDNR Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed. (Applicable to Project ST0021 originally covered by J5P3417)

9. Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System, the control of water pollution will be accomplished. The plan specifies berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching and other erosion control devices or methods as needed. In addition, all construction and project activities will comply with all conditions of appropriate US Army Corps of Engineers (USACE) and MDNR permits and certifications. (Applicable to Project ST0021 originally covered by J5P3417)

- To minimize potential soil erosion during construction activities, MoDOT's Sediment and Erosion Control Program would be followed and measures described in the approved Pollution Prevention Plan developed by the design-build contractor, such as the utilization of berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching, and other erosion control devices or methods would be implemented as needed. The design-build contractor will also be responsible for obtaining the 402 permit. (SIU 6 EA Re-evaluation)

10. MoDOT has special provisions for construction, which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications. (Applicable to Project ST0021 originally covered by J5P3417)

11. MoDOT is committed to minimize lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties. (Applicable to Project ST0021 originally covered by J5P3417)

12. To minimize impacts associated with construction, pollution control measures outlined in the MoDOT Standard Specifications for Highway Construction will be used. These measures pertain to air,

noise and water pollution as well as traffic control and safety measures. (Applicable to Project ST0021 originally covered by J5P3417)

13. MoDOT will review the Natural Heritage Database and coordinate as necessary with the USFWS periodically during the project development process to identify any new locations of threatened and endangered bat activity and to ensure that any newly listed or proposed listed species are addressed. MoDOT will ensure that there will be no tree clearing beyond 100 feet from the existing roadway north of I-70 and beyond 50 feet from the existing roadway south of I-70, and that clearing of suitable roost trees for Indiana and northern long-eared bats will occur during the inactive season (November 1-March 31). (Applicable to Project ST0021 originally covered by J5P3417)

14. Landscaping in the right of way will include native plant species and other enhancements in accordance with the statewide I-70 Corridor Enhancement Plan to the maximum extent possible. In accordance with MoDOT standards, new seed mixes, mulch and plant materials will be free of invasive weedy species to the extent possible. Where appropriate, MoDOT will partner with the MDC Grow Native program and implement the establishment of native vegetation along highway rights of way. (Applicable to Project ST0021 originally covered by J5P3417)

- MoDOT will follow standard policy of planting cool season grasses adjacent to right of way and plant warm season natives outside of the 30-foot clear zone since the current project improvements are not requiring new right of way. (SIU 6 EA Re-evaluation)

15. MoDOT has developed a Conceptual Wetland Mitigation Plan to compensate for wetland impacts, and appropriate mitigation will be adhered to in accordance with the plan. (Applicable to Project ST0021 originally covered by J5P3417)

- If mitigation is required, MoDOT will mitigate stream impacts with an in-lieu fee provider, and wetland impacts will be mitigated either at a MoDOT bank outside the service area at a higher ratio, or by purchase of credits from an outside bank in the service area. (SIU 6 EA Re-evaluation)

16. MoDOT will continue to coordinate with the SHPO and comply with the existing executed Programmatic Agreement that complies with the National Historic Preservation Act. (Not applicable to Project ST0021 originally covered by J5P3417)

- The Programmatic Agreement has expired. MoDOT will coordinate with SHPO related to the Section 106 process should design modifications and/or construction activities result in impacts to historic properties. (SIU 6 EA Re-evaluation) **Revised: A new Programmatic Agreement was executed December 4, 2023.**

17. When trees are removed, MoDOT will implement the tree replacement policy and plant two trees for every tree removed that has a diameter greater than six inches at breast height. (Not applicable to Project ST0021 originally covered by J5P3417)

- MoDOT no longer has a tree replacement policy in place. Trees will only be removed from the area required for the expanded I-70, including the US54 and I-70 interchange (if applicable) and no open space for planting will be created. As a result, MoDOT will not implement replacement of removed trees. (SIU 6 EA Re-evaluation)

18. Where feasible, MoDOT's design process will minimize impacts to floodplains. (Not applicable to Project ST0021 originally covered by J5P3417)

19. Mitigation efforts to prevent the rise in flood elevation of each of the water bodies affected will be employed in an effort to obtain a No-Rise Certification permit from SEMA. (Not applicable to Project ST0021 originally covered by J5P3417)

20. MoDOT will continue to coordinate with the NRCS to determine appropriate mitigation measures for the loss of Conservation Reserve Program and Wetlands Reserve Program lands. (Not applicable to Project ST0021 originally covered by J5P3417)

21. Plans for suitable pedestrian, bicycle and wheelchair access across I-70 will be developed during the design of the interchanges. (Not applicable to Project ST0021 originally covered by J5P3417)

22. MoDOT will not construct the directional ramps at Kingdom City until such time that traffic volumes degrade the operation of the interchange to an unacceptable level and not until such time as a re-evaluation of the need has been completed. **Revised: (Not Applicable to Project ST0021 originally covered by J5P3417)**

23. Any impacted well will be avoided if possible and if not they will appropriately closed and sealed to prevent any contamination of groundwater. (Applicable to Project ST0021 originally covered by J5P3417)

Additional SIU 6 EA Re-evaluation Commitments

24. If there are changes in the project scope, project limits, existing conditions, pertinent regulations or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA.

25. Any previously unknown hazardous waste sites that are found during project construction will be handled in accordance with Federal and State Laws and Regulations. (Responsible Party – MoDOT/Contractor)

26. The Contractor shall not disturb the groundline around or any trees marked by Do Not Disturb on the plans during construction.

27. MoDOT will ensure that there will be no tree clearing beyond 100 feet from the existing roadway north of I-70 and beyond 50 feet from the existing roadway south of I-70, and that clearing of suitable roost trees for Indiana and northern long-eared bats will occur during the inactive season (October 16-March 31).

28. The Contractor shall not disturb any wetlands or streams marked by Do Not Disturb on the plans during construction. The contractor shall use appropriate BMPs to prevent silt, sediment, and construction materials from entering streams and wetlands. If mitigation is required, MoDOT will mitigate stream impacts with an in-lieu fee provider, and wetland impacts will be mitigated either at a MoDOT mitigation bank outside the service area at a higher ratio, or through the purchase of credits from an outside mitigation bank in the service area.

29. The contractor shall follow EPG Section 127.22 for Offsite Borrow. MoDOT shall review and document the contractor's compliance with state and federal laws concerning offsite activities in the project file.

30. MoDOT will construct frontage roads for the purposes of maintaining existing local service connections and maintaining existing access to adjacent properties, where warranted. The frontage roads as proposed in the Frontage Road Master Plan may be constructed in the future as needs arise and as funding becomes available. Where reasonably possible, the eight-foot (2.4 meters) paved shoulder along new frontage road construction could serve as a one-way bicycle facility.

31. The MoDOT Noise Policy will be used to address noise impacts. Where appropriate, possible noise abatement types and locations will be presented and discussed with the benefited residents during the design phase. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective.

32. The Southwestern Bell Repeater Station will not be adversely impacted.