

FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

US 412 CORRIDOR PROJECT

Dunklin County, Missouri
MoDOT Job Number: J0P2272
FEDERAL AID NO. NHPP-412-1(20)

The Federal Highway Administration (FHWA) has determined that the proposed US 412 Corridor Project in Dunklin County, Missouri will not have a significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA), dated February 2026, associated technical studies, and subsequent public and agency coordination.

FHWA has independently evaluated the Environmental Assessment and determined it adequately and accurately discusses the project purpose and need, alternatives considered, environmental impacts, and appropriate avoidance, minimization, and mitigation measures. The Environmental Assessment provides sufficient evidence and analysis to determine that preparation of an Environmental Impact Statement (EIS) is not required.

FHWA takes full responsibility for the accuracy, scope, and content of the referenced Environmental Assessment.

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FINDING OF NO SIGNIFICANT IMPACT

23 CFR 771.121

MISSOURI DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION	STATE PROJECT NO.	PROJECT TITLE/ENVIRONMENTAL DOCUMENT TYPE
Missouri Division	J0P2272	U.S. Route 412, Dunklin County, Missouri US 412 Corridor Project Environmental Assessment

DECISION

The Federal Highway Administration (FHWA), Missouri Division, approved the *U.S. Route 412 Corridor Project – Dunklin County Environmental Assessment* (EA) on February 6, 2026, for Missouri Department of Transportation (MoDOT) Job Number J0P2272.

Notice of the EA's availability was provided to federal, state, and local agencies and the public. The document was made available for review at the MoDOT Southeast District Office, 2675 N. Main Street, Sikeston, Missouri; and electronically at www.modot.org/412. The public review period provided an opportunity for agencies, stakeholders, and the public to submit comments.

No substantive comments were received that required changes to the alternatives evaluated or the selection of the Selected Alternative.

Based on the evaluation presented in the EA and consideration of public and agency input, FHWA selects Alternative B (Four-Lane Undivided Highway with Flush Median) as the Selected Alternative.

FHWA has determined that the Selected Alternative will not result in significant impacts to the human or natural environment. Therefore, preparation of an Environmental Impact Statement is not required.

1. SUMMARY OF UPDATES SINCE EA CIRCULATION

The following activities and coordination occurred following circulation of the Environmental Assessment:

- A public hearing was conducted on March 31, 2026.
- Public comments were accepted through April 21, 2026.
- The MoDOT Southeast District made the Environmental Assessment available for review by the public beginning March 11, 2026 through April 21, 2026.
- Additional agency and Tribal coordination was completed.
- A Programmatic Agreement addressing Section 106 compliance was fully executed among FHWA, the Missouri State Historic Preservation Officer (SHPO), the Osage Nation, and the Missouri Highways and Transportation Commission.
- Environmental commitments were refined and finalized.

No substantive comments or information were received requiring reevaluation of alternatives or modification of the Selected Alternative.

2. REVIEW / COMMENT ON THE EA

A public hearing was held on Tuesday, March 31, 2026, from 4:00 p.m. to 6:00 p.m. at Senath-Hornersville High School, 803 South State Street, Senath, Missouri. Approximately 58 residents, business representatives, elected officials, stakeholders, property owners, and other interested parties attended the hearing. A virtual public hearing component was also made available at modot.org/412.

The purpose of the hearing was to provide the public and agencies with an opportunity to review the Selected Alternative and provide comments regarding the project. Comment forms were available for attendees to provide written feedback. Public and local stakeholders submitted comments through the in-person hearing, the virtual component, and the online comment form at modot.org/412.

Public comments were accepted through April 21, 2026.

2.1 PUBLIC HEARING COMMENTS

2.1.1 Project Support and General Improvements

General support was expressed for improvements to the US 412 corridor, particularly improvements associated with traffic safety, agricultural mobility, operational efficiency, and intersection improvements.

Response: The Selected Alternative directly addresses the documented operational and safety deficiencies identified during preparation of the Environmental Assessment.

2.1.2 Right-of-Way and Agricultural Operations

Questions and comments were received regarding strip acquisitions, property impacts, irrigation systems, and field access associated with agricultural operations.

Response: During final design and right-of-way acquisition, MoDOT shall continue to coordinate individually with affected property owners and agricultural operators to minimize impacts to irrigation systems and agricultural access.

2.1.3 Limited English Proficiency Community

No requests for translation services were received at the public hearing or by telephone.

Response: MoDOT conducted outreach efforts intended to engage minority and Spanish-speaking populations through bilingual materials, community outreach, and availability of Spanish-speaking staff. The proposed improvements are expected to benefit all community members, including minority and low-income populations.

2.1.4 Traffic Safety and Intersection Improvements

Support was expressed for proposed intersection realignments intended to improve sight distance and roadway safety.

Response: The Selected Alternative includes improvements to 11 side-road intersections to improve approach geometry, traffic operations, sight distance and safety.

2.2 AGENCY AND TRIBAL COMMENTS

The Environmental Assessment was provided to Federal and State Agencies, and appropriate Tribes for comment on June 30, 2026. After Agency/Tribe reviews, no comments were received. Agencies and Tribes receiving a copy of the Environmental Assessment is listed in Appendix C along with a sample letter used to invite comments.

3. SELECTED ALTERNATIVE

Alternative B (Four-Lane Undivided Highway with Flush Median) has been identified as the Selected Alternative for the US 412 Corridor Project.

The Selected Alternative will provide a flush center median (8-foot to 14-foot in width) and two additional through lanes (each 12 feet wide) in each direction within the study area. Intersections of US 412 and state routes in the project limits would be reconstructed to accomplish side road intersection angles of 20 degrees or less.

Alternative B satisfies the project Purpose and Need by achieving travel efficiency and mobility, and correcting deficient intersection geometry.

The Selected Alternative was identified based on engineering considerations, environmental impacts, cost, and public and stakeholder input. The alternative minimizes impacts to right-of-way, farmland, wetlands, and other environmental resources while providing long-term transportation benefits within the corridor.

Funding for right-of-way acquisition and construction of the project has not yet been secured. The portion of the corridor from Route AC to the Kinnemore Ditch crossing (near Missouri Route 164) has been included in MoDOT's 2027-2031 Statewide Transportation Improvement Plan for scoping. Scoping includes completing preliminary engineering

(including design) for this segment.

4. SUMMARY OF IMPACTED RESOURCES

4.1 SOCIOECONOMIC AND COMMUNITY IMPACTS

The Selected Alternative will require strip acquisitions of right-of-way associated with roadway widening and intersection improvements.

No residential or business displacements are anticipated at the current level of design. Any individual property impacts identified during final design will be addressed with affected owners in accordance with applicable right-of-way regulations.

The project is expected to have beneficial socioeconomic impacts by improving travel efficiency, reducing crash rates, and supporting the regional agricultural economy.

4.2 CULTURAL RESOURCES

A Phase I cultural resource survey was conducted in October 2023 within the project corridor. The Phase I survey identified two previously unreported archaeological sites (23DU1611 and 23DU1612) within the project corridor, both consisting of low-to-moderate scatters of historic household waste associated with nearby homesteads. Neither site was recommended as eligible for the National Register of Historic Places (NRHP). No architectural resources within the APE were recommended as individually eligible for NRHP listing.

Additional subsurface testing is required under the Programmatic Agreement for five previously identified archaeological sites (23DU15, 23DU47, 23DU362, 23DU363, and 23DU481) prior to construction. Areas inaccessible during the initial cultural resource investigations shall be surveyed as access becomes available during final design and right-of-way acquisition, in accordance with the Programmatic Agreement.

A Programmatic Agreement was fully executed among FHWA, the Missouri SHPO, the Osage Nation, and the Missouri Highways and Transportation Commission in April 2026.

4.3 THREATENED AND ENDANGERED SPECIES

The project corridor passes through the flat agricultural landscape of the Missouri Bootheel, an area extensively drained and converted to row crop agriculture. Coordination with the U.S. Fish and Wildlife Service was conducted regarding Federally listed threatened and endangered species. No Biological Opinion or Incidental Take Statement is anticipated to be required based on the nature and location of the proposed improvements. Standard best management practices for erosion control, stormwater management, and vegetation will be implemented during construction.

4.4 WETLANDS AND WATERS OF THE UNITED STATES

Potential impacts to wetlands, streams, and other waters of the United States were evaluated during preparation of the Environmental Assessment.

The Selected Alternative includes construction of new bridges at stream crossings and improvements to stormwater conveyance features. The project will require authorization by a Section 404 Clean Water Act Permit from the U.S. Army Corps of Engineers, Memphis District. MoDOT will compensate for permanent impacts to wetlands resulting from this project through standard mitigation practices.

Impacts to waters and wetlands have been minimized to the extent practicable.

4.5 SECTION 4(F) RESOURCES

FHWA has determined that the Selected Alternative will not result in the use of publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic properties protected under Section 4(f).

4.6 OTHER RESOURCES

Considering all public comments, agency coordination, and technical evaluations, the impacts and commitments associated with the following resources have not substantially changed since approval of the EA:

- Land Use and Prime and Unique Farmland;
- Traffic and Transportation;
- Right-of-Way Acquisitions and Easements
- Air Quality and Noise;
- Hazardous Materials;
- Construction Impacts;
- Other Reasonably Foreseeable Effects.

5. ENVIRONMENTAL COMMITMENTS

1. MoDOT will amend or update the phasing and implementation document as necessary to reflect programming of projects resulting from this environmental document. **(Construction Phasing –Environmental Assessment Section 3.4.3)**

2. MoDOT's Statewide Transportation Improvement Program (STIP) will be revised as specific phases of projects are funded, designed, and constructed. **(Construction Phasing – Environmental Assessment Section 3.4.3)**

3. MoDOT shall ensure that if revisions to the design or construction result in changes in impacts that were not evaluated in this document, the NEPA analyses and determinations will be re-evaluated to ensure the commitments remain valid. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. **(General – Environmental Assessment Section 4.0)**

4. MoDOT shall ensure that, prior to construction, Phase I Environmental Site Assessments are conducted, as appropriate. **(Hazardous Materials – Environmental Assessment Section 4.2.3)**

5. If hazardous materials are encountered during construction, MoDOT shall ensure that inspection personnel/project managers will direct the contractor to cease work at that location. MoDOT personnel, an environmental specialist, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical, and remediation services will be contracted if necessary. MDNR and EPA shall be contacted for coordination and approval of required activities. **(Hazardous Materials – Environmental Assessment Section 4.2.3)**

6. MoDOT shall ensure that all needed demolition notices, abatements notices, and project notifications to MDNR will be submitted, prior to the commencement of demolition activities. Asbestos containing material and demolition debris will be disposed of according to state and federal regulations. **(Hazardous Materials – Environmental Assessment Section 4.2.3)**

7. MoDOT shall include standard specifications in the construction contract requiring all contractors to comply with applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. If meeting the project schedule requires that earth removal, grading, hauling, and/or paving must occur during evening, nighttime, and/or weekend hours in the vicinity of residences, the Contractor shall notify MoDOT as soon as possible. In such instances, all reasonable attempts shall be made to notify and make appropriate arrangements for the mitigation of the predicted construction noise impacts upon the affected property owners and/or residents. Construction projects lasting longer than two years that are known to cause impacts must also incorporate mitigation measures. **(Noise – Environmental Assessment Section 4.3.7)**

8. Low-cost and easily implemented construction noise control measures will be incorporated into the project plans and specifications to the extent possible. These measures include, but are not limited to, limiting construction to Monday through Friday (to the extent possible), equipment condition and exhaust muffler requirements, haul-road locations, elimination of “tail gate banging,” ambient-sensitive backup alarms, construction noise complaint mechanisms, and consistent and transparent community communication. **(Noise – Environmental Assessment Section 4.3.7)**

9. MoDOT, as the designated non-federal representative for FHWA, will complete coordination for compliance with Section 7 of the Endangered Species Act and with the Missouri Endangered Species Act. Consultation will be completed prior to construction or before any federal funds are obligated. **(Endangered Species – Environmental Assessment Section 4.5)**

10. MoDOT will continue to coordinate with USFWS on the status of tricolored bats and, if required, additional consultation will be initiated. **(Endangered Species – Section 4.5)**

11. If necessary, MoDOT will ensure any mitigation requirements to offset adverse effects to bats are completed. **(Endangered Species – Environmental Assessment Section 4.5)**

12. MoDOT will commit to the PA for federally listed bats and will complete consultation with the USFWS and/or MDC before construction. To avoid negative impacts to roosting Indiana and northern long-eared bats, as well as habitat generalist tricolored bats,

MoDOT will remove any trees/limbs greater than three (3) inches in diameter between October 16 and March 31. **(Endangered Species – Environmental Assessment Section 4.5)**

13. Tree clearing will not occur prior to the completion of consultation with USFWS and MDC. **(Endangered Species – Environmental Assessment Section 4.5)**

14. If abandoned structures are slated to be demolished and could provide roosting habitat for bats, these structures will be evaluated for bat use as needed before demolition. **(Endangered Species – Environmental Assessment Section 4.5)**

15. If the project has not progressed to construction by the time Monarch Butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate additional conservation or mitigation measures. **(Endangered Species – Environmental Assessment Section 4.5)**

16. MoDOT will ensure the contractor abides by the Migratory Bird Job Special Provision. **(Migratory Birds – Environmental Assessment Section 4.6.2)**

17. MoDOT shall ensure that the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, be carried out without discrimination based on race, color, national origin, religion, and age and in compliance with Title VI (the Civil Rights Act of 1964) and the Americans with Disabilities Act. In accordance with the Uniform Act and the states' relocation programs, fair market compensation shall be provided to property owners who are affected by this project. **(Right-of-Way/Property Acquisition – Environmental Assessment Section 4.9.3)**

18. MoDOT will obtain floodplain development permit(s) from SEMA prior to FHWA authorization for construction within the 100-year floodplain. **(Floodplains – Environmental Assessment Section 4.10)**

19. MoDOT will conduct an engineering analysis the floodplain crossings prior to submission of the floodplain development permit application(s) to SEMA **(Floodplains – Environmental Assessment Section 4.10)**

20. MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state **(Floodplains Environmental Assessment Section 4.10)**

21. Bridges and culverts will be designed to provide sufficient waterway openings to ensure upstream flood levels do not increase more than one foot **(Floodplains – Environmental Assessment Section 4.10)**

22. MoDOT shall follow the FHWA policies and procedures for the location and hydraulic design of highway encroachments on floodplains (23 CFR 650A) **(Floodplains – Environmental Assessment Section 4.10)**

23. MoDOT shall ensure that for impacts to waters or wetlands for this project, the appropriate Section 404 permit and/or Section 401 certification will be acquired prior to construction, and all conditions and requirements outlined in the permit and/or certification will be followed. MoDOT will fulfill any compensatory mitigation requirements through an approved mitigation bank, or other USACE-approved method. **(Section 404 Resources – Environmental Assessment Section 4.12.3)**

24. MoDOT shall ensure that the project will operate under the provisions of the general TS4 state operating permit (MO-0137910) issued by the Missouri Department of Natural Resources. **(Stormwater – Environmental Assessment Section 4.14.1)**
25. Red Devil Ditch, Kinnemore Slough, Honey Cypress Ditch, Pole Cat Slough, and Ragland Slough are under the jurisdiction of Consolidated Drainage District No. 2, and any alterations to these streams will be coordinated with this drainage district, as required. **(Stormwater – Environmental Assessment Section 4.14.2)**
26. Custom temporary and permanent erosion control plans will be developed during final design of the project and included within the contract specifications. Standards in MoDOT's Standard Specifications Book for Highway Construction (2023) will also be followed **(Stormwater – Environmental Assessment Section 4.14.2)**
27. MoDOT shall ensure that its Stormwater Pollution Prevention Plan (SWPPP) is implemented with appropriate erosion and sediment control BMPs implemented during construction and disturbed areas seeded following construction. Selection and incorporation of the BMPs shall consider the type of work activity undertaken and site conditions, such as soils, topography, and seasonal rainfall. **(Stormwater – Environmental Assessment Section 4.14.2)**
28. MoDOT will adhere to all stipulations in the executed Section 106 Programmatic Agreement. **(Cultural Resources – Environmental Assessment Section 4.15.1)**
29. MoDOT shall ensure that contractors' operations do not result in dust and suspended particulates migrating across active lanes of traffic which would cause diminished visibility for vehicle operators, and that fugitive dust does not migrate off the limits of the project corridor. **(Construction – Environmental Assessment - Section 4.19)**
30. Contractors will be required to comply with all applicable local, state, and federal regulations regarding removal of improvements associated with adjacent properties such as wells, septic tanks, and structures that may contain lead and asbestos. **(Construction Environmental Assessment – Section 4.19)**
31. MoDOT shall ensure details of utility disposition are determined during project design. Agreements with utilities shall be negotiated and executed prior to seeking project federal authorization for construction. MoDOT's utility engineers and representatives of the various utilities shall plan the details of utility adjustments on an individual basis. **(Construction – Environmental Assessment Section 4.19)**
32. MoDOT shall ensure that careful refueling practices are employed to limit spills of gasoline and diesel fuels. **(Construction – Environmental Assessment Section 4.19)**
33. MoDOT will ensure local and regional access to existing rural and urban areas and facilities are maintained during construction **(Construction – Environmental Assessment Section 4.19.1)**
34. MoDOT shall ensure that the construction contract includes a Traffic Management Plan to provide response to temporary disruptions in travel patterns and travel time. The Traffic Management Plan will be developed during project design as part of the final design process. **(Construction – Environmental Assessment Section 4.19.1)**
35. MoDOT's project development process is dedicated to maintaining an open dialog

with stakeholders, including the farm community, in order to understand their needs and arrive at design solutions that will allow critical farm operations during construction. **(Public Involvement – Environmental Assessment Section 5.1)**

6. REQUIRED PERMITS

The following permits and approvals are anticipated:

1. MoDOT will obtain authorization by an Individual or Nationwide Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, Memphis District, including Section 401 Water Quality Certification from MDNR.
2. MoDOT will develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to comply with the Missouri State Operating Permit and applicable NPDES permit requirements.
3. MoDOT will obtain any required floodplain development permits from the Missouri State Emergency Management Agency and applicable local floodplain administrators, including any required no-rise certifications.
4. MoDOT will obtain applicable permits for work within stream channels from the U.S. Army Corps of Engineers and the Missouri Department of Natural Resources.
5. Additional permits or approvals identified during final design.

APPENDIX A

PROGRAMMATIC AGREEMENT

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
THE OSAGE NATION,
AND
THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
REGARDING MODOT JOB J0P2272
US 412 CORRIDOR-KENNETT TO ARKANSAS STATE LINE
DUNKLIN COUNTY, MISSOURI**

UNDERTAKING The Missouri Department of Transportation (MoDOT) will use federal funding from the Federal Highway Administration (FHWA) to improve the U.S. Route 412 corridor in Dunklin County, Missouri (J0P2272). MODOT is performing an Environmental Assessment (EA) for the National Environmental Policy Act (NEPA) for improvements for the proposed project. The portion of roadway in the NEPA study area is a two-lane facility and is the last segment that has not been upgraded to multiple lanes (four or more) between Paragould, Arkansas and Jackson, Tennessee. The current undertaking encompasses approximately twenty (20) miles beginning just southwest of Kennett at Dunklin County Route Y and stops at the Arkansas state line east of Paragould, AR at Dunklin County Route AC. All work for this undertaking is within the State of Missouri. Further improvements include grading operations and the addition of paving materials to provide two lanes of roadway in each direction, realignment of intersecting roadways to improve their access to Route 412, construction of new bridges at stream crossings, and improvement of stormwater conveyance features along the corridor. The map in Attachment A provides the APE limits of this study.

STATE: Missouri

AGENCY: Federal Highway Administration

WHEREAS, the Federal Highway Administration (FHWA) Missouri Division is the federal agency responsible for ensuring the undertaking complies with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) codified in its implementing regulations 36 CFR Part 800, *Protection of Historic Properties*; and

WHEREAS, the duties of the Missouri State Historic Preservation Officer (SHPO) pursuant to Section 106 of the NHPA (54 U.S.C. § 306108) and 36 CFR Part 800 include responsibilities to advise, assist, review, and consult with Federal agencies as they carry out their historic preservation responsibilities and to respond to Federal agencies' requests within a specified period of time; and

WHEREAS, the Missouri Highways and Transportation Commission (MHTC) is the board that governs MoDOT, appoints the Director and authorizes the Statewide Transportation Improvement Program, and, acting by and through MoDOT, has participated in the consultation and has been invited to be an invited signatory to this Agreement; and

WHEREAS, MoDOT is acting on behalf of the FHWA, as stipulated under the *Missouri Minor Highway Projects* Programmatic Agreement executed in 2014, and extended in 2019, 2020, 2021, 2022, and 2023; and

WHEREAS, MoDOT has determined that the undertaking's area of potential effects (APE), as defined at 36 CFR Part 800.16(d), has been identified as the project footprint, including existing right of way (ROW) and new ROW, including permanent and temporary easements, for the consideration of direct effects per 36 CFR Part 800.16(d), and considered the dimensional aspects of the APE including height and depth as well as length and width. The APE is further described and mapped in Attachment B to this Programmatic Agreement (PA), along with corresponding mapping that depicts the APE; and

WHEREAS, the FHWA has notified the Advisory Council on Historic Preservation (Council) of the development of this PA on January 17, 2024, and the Council has chosen not to participate as notified on January 26, 2024; and

WHEREAS, the FHWA recognizes that the Eastern Shawnee Tribe, The Osage Nation, the Quapaw Nation, and the Shawnee Tribe ("Tribal Nations"), have an interest in the undertaking area, and has consulted with them on a government-to-government basis on November 29, 2022; and,

WHEREAS, the Eastern Shawnee Tribe found the proposed project to have no adverse effect or endangerment to known sites and had no objections to the project as planned by letter dated January 3, 2023; and

WHEREAS, The Osage Nation has requested an archaeological survey conducted with shovel testing occur in the APE; has requested to be consulted on all stages of the project; and has requested and has been approved to be a consulting party on all stages of this project and an invited signatory for programmatic agreement by letter dated January 19, 2023; and

WHEREAS, MoDOT provided The Osage Nation with a copy of the archaeological survey report on August 27, 2024, and has consulted with The Osage Nation about the project, and FHWA has included The Osage Nation as an invited signatory for this programmatic agreement; and

WHEREAS, the Quapaw Nation has requested a copy of full cultural reconnaissance survey for the project by letter dated April 12, 2023; and

WHEREAS, MoDOT provided the Quapaw Nation with a copy of the archaeological survey report on August 21, 2024 and the Quapaw Nation responded that the project will have no adverse effect on historic resources, but recommended conditions be implemented to avoid any impacts on Site 23DU47 in a letter dated August 26, 2024; and

WHEREAS, MoDOT will consider effects to archaeological site 23DU47 as defined in Stipulation IV.E below; and

WHEREAS, the Shawnee Tribe did not provide a response; and

WHEREAS, the Federal Emergency Management Agency; Missouri Department of Conservation; Missouri Department of Natural Resources; Missouri Emergency Management; Missouri Office of Administration-EClearinghouse; Missouri State Historic Preservation Office; National Park Service; U.S. Army Corps of Engineers Memphis District; U.S. Department of Agriculture; U.S. Department Environmental Protection Agency; U.S. Fish and Wildlife Services have been notified of undertaking and have been invited to participate in consultation on November 1, 2022; and

WHEREAS, MoDOT received no responses or comments to this invitation from the above agencies and organizations; and

WHEREAS, public involvement for this undertaking will be handled in accordance with the MoDOT *Engineering Policy Guide*, Chapter 129: Public Involvement; and

WHEREAS, 36 CFR Part 800.11(c) provides for the confidentiality of archaeologically sensitive information where appropriate, and FHWA has accordingly modified the role of public involvement required by 36 CFR Part 800.2(d); and

WHEREAS, this PA is necessary because MoDOT has been denied access to certain parcels within this project area by current landowners and has not been able to assess the entire APE to determine the presence or absence of historic properties; and

WHEREAS, MoDOT acknowledges that once the properties are acquired, a cultural resource survey with shovel testing will be conducted to identify National Register of Historic Places (NRHP) eligible properties and determine if the project will adversely affect historic properties; and

NOW, THEREFORE, the FHWA, The Osage Nation, MHTC, and the SHPO agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA, with the assistance of MoDOT, shall ensure that the following measures are carried out by, or under the direction of, a professional who meets the Professional Qualification Standards set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716):

I. CONSULTATION AND PUBLIC INVOLVEMENT

- A. The FHWA, assisted by MoDOT, shall consult with federally recognized Tribal Nations with ancestral, historic, and ceded land connections to Missouri and that may attach religious and/or cultural significance to historic properties in the county with the project and invite them to participate in Section 106 consultation per 36 CFR Part 800.2(c)(2).
- B. The FHWA and MoDOT, in consultation with the SHPO, shall work to identify other consulting parties to notify of the project and invite to participate in consultation per 36 CFR Part 800.2(c)(3) and 800.2(c)(5). These parties shall include, at a minimum:
 - 1. The local elected official(s) with jurisdiction over the project area.
 - 2. If communities in the project area have been designated Certified Local Governments (CLG) under the program jointly administered by the National Park Service and SHPO, the CLG point of contact.¹
 - 3. Local historical societies serving the project area.²
 - 4. Local preservation organizations.
 - 5. Bridge preservation groups.
 - 6. Communities participating in the Main Street Program in the project area.³

¹ Missouri Certified Local Government Program, List of Missouri CLG:
https://mostateparks.com/sites/mostateparks/files/CLG_PrimaryContactList.pdf

² State Historical Society of Missouri, Society Directory: <https://shsmo.org/local-societies/directory>

³ Missouri Main Street Connection, Participating Communities: <https://www.momainstreet.org/participating-communities/>

- C. Consultation shall occur at major milestones in the Section 106 process and shall also be timed to allow the consulting parties the opportunity to have input into the project through timing of the National Environmental Policy Act (NEPA) documentation. Consultation shall occur at:
 - 1. Project Kickoff—project notification and invitation to consult; and
 - 2. Development of Purpose and Need and Initial Range of Alternatives/Development of APE and discussion of field methods to be employed; and
 - 3. Narrowing of Range of Alternative—Results of Background (Archival) Survey; preliminary discussion of results of built environment results; and
 - 4. Selection of Preferred Alternative—
 - a. effects of the preferred alternative on built environment resources
 - b. preliminary archaeological results
 - c. resolution of adverse effects, including appropriate mitigation measures for adversely affected properties.
- D. The public shall be kept informed of the status of the Section 106 process and informed of how to request consulting party status through the project website (if one is developed for the project), project publications, and through public meetings held for the project, which will include displays on the Section 106 process and handouts explaining the Section 106 process and how to request consulting party status for the project.
 - 1. Any substantive comments about historic properties or Section 106 concerns received from the public will be shared with the consulting parties and will be addressed in the Section 106 consultation process and the resolution discussed in the project documentation for NEPA.
 - 2. Consulting parties will be informed of substantive comments received from the public concerning Section 106 and historic properties and how they will be addressed.
- E. Any requests for consulting party status that are received shall be considered by FHWA, MoDOT, and the SHPO.

II. QUALIFICATION STANDARDS

- A. MoDOT shall ensure that actions prescribed by this PA that involve the identification, evaluation, recording, treatment, monitoring, or disposition of historic properties, or that involve the reporting or documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meets the Secretary of the Interior's

Professional Qualifications Standards (SOI) (published in 48 FR 44738-44739) for the resource being considered.

III. AREA OF POTENTIAL EFFECTS

- A. FHWA and MoDOT shall consult with SHPO, Tribal Nations, and consulting parties to determine the APE for the project, with the understanding that the APE will be three dimensions (i.e., having height and depth as well as length and width), encompass the full range of alternatives and will be refined as alternatives are added and eliminated throughout the study (see Attachment B). The APE shall consider:
1. Direct effects from construction-related activities, including ground disturbance, demolition of resources, visual, auditory, vibration, and atmospheric effects; and
 2. Proposed construction impacts, ground-disturbing and non-ground-disturbing, to justify the types and level of investigative effort to identify historic properties; and
 3. The APE may contract over time as alternatives are eliminated. Tribal Nations, SHPO, and other consulting parties will be consulted as this occurs and provided thirty (30) days to review and comment on the newly proposed APE; and

IV. IDENTIFICATION OF RESOURCES

- A. MoDOT shall ensure that the Built Environment investigations are conducted in a manner consistent with MoDOT's *Built Environment Resource Methods (2017)*.
- B. MoDOT shall ensure that the archaeological investigations are conducted in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and MO SHPO's Guidelines for Phase I Archaeological Surveys and Reports.
1. MoDOT shall ensure that the southwest portion of the APE will be surveyed utilizing shovel testing. Shovel tests will occur at 15-meter intervals within this area. See Appendix D for the portion of the APE to which this requirement applies.
- C. Reporting
1. The results of the Built Environment and Archaeological surveys shall be reported in a single, comprehensive report. The report shall include:

- a. Background Research Results, including previous surveys, the NRHP listed and determined eligible properties, previously reported sites, appropriate prehistoric and historic context, and historic mapping to understand the APE; and
 - b. Field Survey Results will be reported on the MoDOT Section 106 Survey Memo, which meets the standards set by the Missouri SHPO for surveys done in Missouri. Any properties where access was denied or where a survey was not possible for any reason shall be clearly identified on mapping and in the report text; and
 - c. Determinations made through consultation between MoDOT, FHWA, SHPO, the Tribal Nations, and other consulting and interested parties shall be included in the Report; and
 - d. The report shall be shared with FHWA, SHPO, the Tribal Nations, and consulting parties. SHPO, the Tribal Nations, and the consulting parties shall have thirty (30) days to comment on the results and findings of the report. The results and findings shall be the topics of meetings between MoDOT, FHWA, SHPO, the Tribal Nations, and the consulting parties as needed.
- D. Properties that could not be accessed for survey during the Phase I investigations shall be surveyed, in accordance with Stipulations IV. A-C or an Archaeological Research Design developed for the project in consultation with the Tribes and SHPO (and located in Attachment C), as design proceeds and property is acquired.
- E. MoDOT will also require additional work on archaeological sites not investigated during the initial Phase I Survey. These archaeological sites consist of 23DU15, 23DU47, 23DU362, 23DU363, 23DU481.
1. The additional work will consist of subsurface testing to determine presence or absence within the APE
 2. A determination of eligibility for each of the sites.
 3. If a determination of eligibility cannot be made from the additional Phase I testing, a plan will be presented as to additional testing needed in order to make the eligibility determination.
 4. The results of this additional testing will be presented in accordance with Stipulations IV. A-C.

V. NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY EVALUATION

- A. MoDOT, in consultation with FHWA, SHPO, Tribal Nations, and other consulting and interested parties, shall apply the NRHP criteria (36 CFR Part 63), and applicable guidance issued by the Keeper of the National Register, to each property identified in the field survey or through consultation to determine if the property is eligible for listing in the NRHP (a historic property).
- B. MoDOT will, in consultation with FHWA and SHPO, determine the eligibility for each resource identified as eligible for listing in the NRHP.
- C. MoDOT will seek the concurrence of Tribal Nations and other consulting parties, on eligibility for each resource identified as eligible for listing in the NRHP.
- D. Properties that are eligible for listing in the NRHP shall have the following addressed in the report: the NRHP criteria under which the property is eligible for listing under; area(s) of significance, characteristics that qualify the property for inclusion in the NRHP, contributing and non-contributing elements, period(s) of significance, and boundary of the historic property.

VI. ASSESSMENT OF EFFECTS

- A. MoDOT, on behalf of FHWA, shall apply the criteria of adverse effects (36 CFR Part 800.5) to each property listed in or eligible for listing in the NRHP, for each alternative under consideration. FHWA and MoDOT shall consult with the SHPO, Tribal Nations, and other consulting parties about the effects of the various alternatives on historic properties.
- B. If FHWA finds that project activities have adverse effects on properties eligible for the NRHP, they shall consult with MoDOT, SHPO, Tribal Nations, and other consulting parties to resolve the adverse effects, consistent with guidance provided in 36 CFR Part 800.6. This consultation shall include efforts to develop and evaluate alternatives or modifications to the undertaking that could avoid or minimize the adverse effects on said historic properties.

VII. RESOLUTION OF ADVERSE EFFECTS

- A. If FHWA finds project activities have adverse effects on historic properties, they will consult with MoDOT, SHPO, Tribal Nations, and other interested parties to resolve the adverse effects, consistent with guidance provided in 36 CFR Part 800.6, through the implementation of a Mitigation Plan for Built Environment Resources or an Archaeological Data Recovery Plan(s).

- B. Mitigation measures that benefit and engage the public shall be developed to the extent practical. Public benefit mitigation measures may be used as a substitute for traditional mitigation measures in some cases.
- C. All mitigation measures shall be memorialized in a Mitigation Plan, which shall be developed and will contain all agreed upon mitigation measures.

VIII. TREATMENT OF HUMAN REMAINS

- A. The FHWA recognizes that any human remains (other than from a crime scene or covered under Missouri's Cemeteries Law, Title XII, Chapter 214 of the Revised Statutes of Missouri (RSMo), that may be discovered during project activities and are located on non-federal land are subject to the immediate jurisdiction of the SHPO, albeit FHWA or its delegate is responsible to have a professional archaeologist analyze the remains and advise SHPO of the physical location and cultural and biological characteristics, and if SHPO determines, as per the consultation conducted under Section 106, excavation is warranted such remains will be handled pursuant to the Missouri Unmarked Human Burial Sites Act, §§ 194.400 – 194.410, RSMo. All discoveries of human remains shall be treated as sensitive information and shall not be made available to the public.
- B. The United States Department of Transportation (USDOT) is a signatory to the Memorandum of Understanding Regarding Interagency Coordination and Collaboration for the Protection of Indigenous Sacred Sites to affirm their commitment to improve the protection of, and access to, Indigenous sacred sites through enhanced and improved interdepartmental coordination, collaboration, and action and to demonstrate their commitment through the early consideration of the protection and access to Indigenous sacred sites in agency decision-making and regulatory processes.
- C. If human remains are encountered during archaeological investigations:
 - 1. The archaeologists shall immediately stop all work within a one-hundred (100) meter (approximately 330-foot) radius of the remains and shall not resume without specific authorization from either the SHPO or the local law enforcement officer, or if on federal land the land management agency, whichever party has jurisdiction over and responsibility for such remains.
 - 2. MoDOT HP staff will notify the local law enforcement (to ensure that it is not a crime scene) and the SHPO as per the Missouri Unmarked Human Burial Sites Act and contact FHWA and Tribes that have expressed interest in Section 106 undertakings in the County the remains were found in, within twenty-four (24) hours of the discovery.

3. FHWA shall seek consensus and incorporate identifications, recommendations, and Native American traditional knowledge to the maximum extent possible regarding treatment of the remains and proposed actions, and then direct MoDOT HP to carry-out the appropriate actions in consultation with the SHPO and Tribes within forty-eight (48) hours of the determination.
4. Should, through consultation with Tribes, excavation be determined necessary, MoDOT, under FHWA oversight, shall monitor the archaeological data recovery and handling of any such human remains and associated or unassociated funerary objects, sacred objects, or objects of cultural patrimony, to assure that these are handled, excavated, or processed in accordance with the Missouri Unmarked Human Burials Sites Act.
5. MoDOT will provide notification within twenty-four (24) hours to affiliated Tribes when physically transferring possession of ancestors or cultural items to SHPO for storage and continued consultation. Prior to transferring to SHPO, FHWA/MoDOT will not allow further research or analysis to be performed on the human remains unless agreed to by all claimant Tribal Nations.
6. At no time shall human remains be allowed to be viewed or photographed by the public or project contractors, or excavated, collected, or removed (except by County coroner and/or law enforcement) without approval from the SHPO and FHWA; and, in the event that human remains are determined to be Native American, in consultation with Consulting Tribes, FHWA/MoDOT will request the coroner and/or law enforcement to destroy all photographs immediately following identification.
7. Contractors, or their agents, representatives, and subcontractors, shall not contact or interact with members of the print, broadcast, digital, or other media or post, upload, or otherwise communicate via digital or social media matters or details concerning human graves or locations containing, or that are likely to contain, human graves and/or remains absent prior coordination and in consultation and concurrence with the SHPO and Consulting Tribes. Access to these areas by unapproved visitors and the media will not be permitted.
8. Further steps and/or additional guidelines for the treatment of Native American human remains and associated grave materials will be established in consultation and concurrence with Consulting Tribes and pursuant to laws and statutes pertaining to cemetery and burial sites and the handling of archaeological sites in the state of Missouri, and all other

relevant federal, state, and local laws, the terms of this PA notwithstanding. Neither Contractor, FHWA, nor MoDOT employees will conduct excavation, handling, or removal of any Native American human remains without consultation and concurrence from the Consulting Tribes.

D. If human remains are encountered during construction:

1. The contractor shall immediately stop all work within a 100-meter (approximately 330 feet) radius of the remains and shall not resume without specific authorization from either the SHPO or the local law enforcement officer, or if on federal land the land management agency, whichever party has jurisdiction over and responsibility for such remains.
2. The contractor shall notify the MoDOT Construction Inspector and/or Resident Engineer who will contact the MoDOT HP section immediately.
3. MoDOT HP staff will immediately notify the local law enforcement, or if on federal land the land management agency, (to ensure that it is not a crime scene) and the SHPO as per the Missouri Unmarked Human Burial Sites Act or to notify SHPO what has occurred and that it is covered by Missouri's Cemeteries Law, Title XII, Chapter 214 of the Revised Statutes of Missouri (RSMo).
4. MoDOT HP staff will notify FHWA that human remains have been encountered within twenty-four (24) hours of being notified of the find.
5. If, within twenty-four (24) hours, the contractor is unable to contact appropriate MoDOT staff, the contractor shall initiate the involvement by local law enforcement and the SHPO. A description of the contractor's actions will be promptly made to MoDOT (203.4.8.1 Missouri Standard Specifications for Highway Construction 2024). Tribes and SHPO will be notified immediately once information is communicated to MoDOT.
6. FHWA will notify any Tribe that might attach cultural affiliation to the identified remains immediately upon being notified of the find.
7. FHWA shall, to the maximum extent possible, seek consensus and incorporate identifications, recommendations, and Native American traditional knowledge regarding treatment of the remains and proposed actions.
8. Should, through consultation with Tribes, excavation be determined necessary, MoDOT, under FHWA oversight, shall monitor the handling of any such human remains and associated funerary objects, sacred objects,

or objects of cultural patrimony in accordance with the Missouri Unmarked Human Burial Sites Act.

9. MoDOT will provide notification within twenty-four (24) hours to affiliated Tribes when physically transferring possession of ancestors or cultural items to SHPO for storage and continued consultation. Prior to transferring to SHPO, FHWA/MoDOT will not allow further research or analysis to be performed on the human remains unless agreed to by all claimant Tribal Nations.
10. At no time shall human remains be allowed to be viewed or photographed by the public or project contractors, or excavated, collected, or removed (except by County coroner and/or law enforcement) without approval from the SHPO and FHWA; and, in the event that human remains are determined to be Native American, in consultation with Consulting Tribes, FHWA will request the coroner and/or law enforcement to destroy all photographs immediately following identification.
11. Contractors, or their agents, representatives, and subcontractors, shall not contact or interact with members of the print, broadcast, digital, or other media or post, upload, or otherwise communicate via digital or social media matters or details concerning human graves or locations containing, or that are likely to contain, human graves and/or remains absent prior coordination and in consultation and concurrence with the SHPO and Consulting Tribes. Access to these areas by unapproved visitors and media will not be permitted.
12. Further steps and/or additional guidelines for the treatment of Native American human remains and associated grave materials will be established in consultation and concurrence with Consulting Tribes and pursuant to laws and statutes pertaining to cemetery and burial sites and the handling of archaeological sites in the state of Missouri, and all other relevant federal, state, and local laws, the terms of this PA notwithstanding. Neither Contractor, FHWA, nor MoDOT employees will conduct excavation, handling, or removal of any Native American human remains without consultation and concurrence from the Consulting Tribes.

IX. POST-REVIEW DISCOVERIES

A. Planning for Subsequent Discoveries

MoDOT shall include in any environmental document, contract, and specifications a plan for post-review discovery of historic properties. Implementation of the plan as originally proposed or modified as necessary owing

to the nature and extent of the properties discovered, will be in accordance with 36 CFR Part 800.4-6.

B. If cultural resources are encountered during construction:

1. The contractor shall immediately stop all work within a hundred (100)-meter (approximately 330-foot) radius around the limits of the resource and shall not resume work without specific authorization from the SOI Qualified MoDOT Historic Preservation Manager.
2. The contractor shall notify the MoDOT Resident Engineer or Construction Inspector, who shall contact the MoDOT Historic Preservation (HP) section within twenty-four (24) hours of the discovery.
3. MoDOT HP shall contact FHWA, Tribes, and SHPO within twenty-four (24) hours of learning of the discovery to report the discovery after a preliminary evaluation of the resource and reasonable efforts to see if it can be avoided.
4. FHWA shall make an eligibility and effects determination based upon the preliminary evaluation and consult with MoDOT, Tribes, and SHPO to minimize or mitigate any adverse effect.
5. FHWA shall take into account Tribal recommendations regarding the eligibility of the property and proposed actions, and direct MoDOT to carry out the appropriate actions. The Council does not need to be notified if the SHPO, Tribes, and other parties agree to a treatment plan.
6. MoDOT shall provide FHWA and SHPO with a report of the actions when they are completed.
7. Upon receipt, FHWA shall provide this report to the Tribes.
8. MoDOT, in coordination with FHWA, will make this report available to the public and other consulting parties, if it is not limited by the requirements for confidentiality, as identified in Stipulation X.

C. If the discovery is not limited by the confidentiality requirements of Section 304 of the NHPA and Stipulation X of this PA, the public shall be notified of the late discovery, in the following manner:

1. Information on the discovery shall be posted to the MoDOT website associated with the project, if one exists. This information will include the nature of the discovery, how it is being treated, and the evaluation of it. The website will include information on how to contact the project

manager or the MoDOT HP Section with comments or concerns about the discovery.

2. MoDOT will issue a press release about the discovery. The press release will include the nature of the discovery, how it is being treated, and the evaluation. The press release will include a way for the public to contact the project manager or the MoDOT HP Section with comments or concerns about the discovery.

X. CONFIDENTIALITY

All parties to this PA acknowledge that information about historic properties or potential historic properties is or may be subject to the provisions of Section 304 of NHPA. Section 304 allows FHWA to withhold from disclosure to the public, information about the location, character, or ownership of a historic resource if the signatories and invited signatories determine that disclosure may: 1) cause a significant invasion of privacy; 2) risk harm to the historic resource; or 3) impede the use of a traditional religious site by practitioners. Having so acknowledged, all parties to this PA will ensure that all actions and documentation prescribed by this PA are, where necessary, consistent with the requirements of Section 304 of the NHPA.

XI. DURATION

This PA shall remain in effect for a period of ten (10) years after the date it takes effect, unless it is terminated prior to that time. No later than six (6) months prior to the conclusion of the ten (10)-year period, MoDOT will notify all parties in writing if an extension is needed. The PA may be extended for an additional term, the length of which will be agreed to by the signatories and invited signatories. The extension will be codified through an amendment of the PA in accordance with Stipulation XIV. If any party objects to extending the PA, or proposes amendments, MoDOT will consult with the parties to consider amendments or other actions to avoid termination.

XII. REPORTING

MoDOT, acting on behalf of FHWA, shall, at the end of each calendar year following the execution of this PA, provide to all signatories and invited signatories a written report regarding the actions taken to fulfill the terms of the PA, and shall file a copy with the Council per 36 CFR Part 800.6(b)(iv). The report shall include the following information:

- A. Any stipulations completed during the calendar year;
- B. Work done toward completion of any stipulations during the calendar year;
- C. Any consultation done regarding any of the stipulations during the calendar year, the subject of the consultation, and parties consulted with; and

- D. The status of the project, including tasks that remain outstanding.

XIII. DISPUTE RESOLUTION

- A. Should any signatory object in writing to FHWA regarding the manner in which the terms of this Agreement are carried out, FHWA will immediately notify the other signatory parties of the objection and proceed to consult with the objecting party to resolve the objection. FHWA will honor the request of any signatory party to participate in the consultation and will take any comments provided by such parties into account. The FHWA shall establish a reasonable time frame for such consultations.
- B. Should any signatory party object to a MoDOT or FHWA determination of eligibility, FHWA will submit the determination to the Keeper of the NRHP for resolution.
- C. If the objection is resolved through consultation, FHWA may authorize the disputed action to proceed in accordance with the terms of such resolution.
- D. If after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP and other signatories and invited signatories, including FHWA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, ACHP shall exercise one of the following options:
1. Advise FHWA that ACHP concurs in FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or
 2. Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4) and proceed to refer the objection and comment. In this event, FHWA shall ensure that the Agency Official is prepared to take the resulting comments into account in accordance with 36 CFR 800.7(a)(4).
- E. Should ACHP not exercise one of the foregoing options within thirty (30) days after receipt of all pertinent documentation, FHWA may assume ACHP's concurrence in its proposed response to the objection.

- F. FHWA shall consider any ACHP recommendation or comment and any comments from the other signatories and invited signatories to this Agreement in reaching a final decision regarding the objection. FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.
- G. FHWA shall provide all other signatories and invited signatories to this Agreement with a written copy of its final decision regarding any objection addressed pursuant to this Stipulation.
- H. FHWA may authorize any action subject to objection under this Stipulation to proceed, provided the objection has been resolved in accordance with the terms of this Stipulation.
- I. At any time during implementation of this PA, should any member of the public, consulting party, or Tribe raise an objection in writing pertaining to such implementation to any signatory or invited signatory to this PA, that signatory or invited signatory shall immediately notify FHWA. FHWA shall immediately notify the other signatories and invited signatories in writing of the objection. Any signatory or invited signatory may choose to comment on the objection to FHWA. FHWA shall establish a reasonable time frame for this comment period. FHWA shall consider the objection, and in reaching its decision, FHWA will take all comments from the other parties into account. Within fifteen (15) days following closure of the comment period, FHWA will render a decision regarding the objection and respond to the objecting party. FHWA will promptly notify the other parties of its decision in writing, including a copy of the response to the objecting party. FHWA's decision regarding resolution of the objection will be final. Following the issuance of its final decision, FHWA may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

XIV. AMENDMENTS

Any signatory or invited signatory to this PA may at any time propose amendments, whereupon all signatories and invited signatories shall consult to consider such amendment. This PA may be amended only upon the written concurrence of all signatories and invited signatories. The amendment will be effective on the date a copy signed by all of the signatories and invited signatories is filed with the Council.

XV. TERMINATION

- A. Any signatory or invited signatory may terminate this agreement. If this Agreement is not amended as provided for in Stipulation XI, or if any signatory or invited signatory proposes termination of this Agreement for other reasons, the party proposing termination shall notify the other signatory or invited signatories

in writing, explain the reasons for proposing termination, and consult with the other parties for no more than thirty (30) days to seek alternatives to termination.

- B. Should such consultation result in an agreement on an alternative to termination, the signatories and invited signatories shall proceed in accordance with that agreement.
- C. Should such consultation fail, the signatory or invited signatory proposing termination may terminate this Agreement by promptly notifying the other signatories and invited signatories in writing.
- D. Should this Agreement be terminated, FHWA would carry out the requirements of 36 C.F.R. 800 for individual undertakings. Beginning with the date of termination, FHWA shall ensure that until and unless a new Agreement is executed for the actions covered by this Agreement, such undertakings shall be reviewed individually in accordance with 36 C.F.R. 800.4-800.6.

XVI. EXECUTION

Execution of this PA by the FHWA, the SHPO, the MHTC, and The Osage Nation, and the implementation of its terms, evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the Council an opportunity to comment. A copy of the executed PA shall be provided by FHWA to the Council for their records.

- A. This PA may be executed in counterparts, with a separate page for each signature.
- B. This PA shall become effective within the applicable state on the date of signature, whichever is later, by the MHTC, The Osage Nation, FHWA, or SHPO.
- C. The MHTC shall ensure each consulting party is provided with a complete copy of the final PA and that the final PA and any amendments are filed with the ACHP.

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**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
THE OSAGE NATION,
AND
THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
REGARDING MODOT JOB J0P2272
US 412 CORRIDOR-KENNETT TO ARKANSAS STATE LINE
DUNKLIN COUNTY, MISSOURI**

Signatory:

Federal Highway Administration

By: Rebecca Rost

Date: 4-6-2026

Rebecca Rost
Environmental Protection Specialist

FHWA
Missouri, Dunklin County
Improvements to U.S.412, MoDOT Job No. J0P2272

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
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REGARDING MODOT JOB J0P2272
US 412 CORRIDOR-KENNETT TO ARKANSAS STATE LINE
DUNKLIN COUNTY, MISSOURI**

Signatory:

State Historic Preservation Officer

By:  Date: 4.6.26

Laura Hendrickson
Director, Division of State Parks and Deputy Missouri
State Historic Preservation Officer

FHWA
Missouri, Dunklin County
Improvements to U.S.412, MoDOT Job No. J0P2272

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
THE OSAGE NATION,
AND
THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
REGARDING MODOT JOB J0P2272
US 412 CORRIDOR-KENNETT TO ARKANSAS STATE LINE
DUNKLIN COUNTY, MISSOURI**

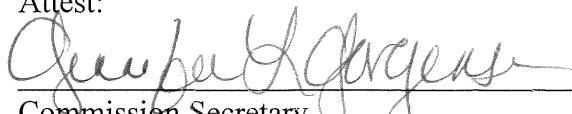
Invited Signatory:

Missouri Highways and Transportation Commission:

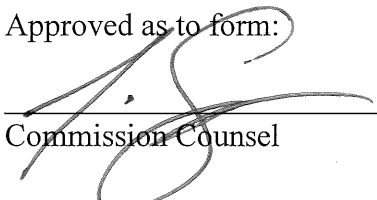
By:  Date: 3-27-20

Title: Assistant Chief Engineer

Attest:


Commission Secretary

Approved as to form:

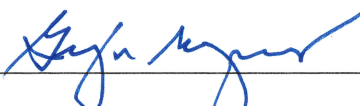

Commission Counsel

FHWA
Missouri, Dunklin County
Improvements to U.S.412, MoDOT Job No. J0P2272

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI STATE HISTORIC PRESERVATION OFFICER,
THE OSAGE NATION,
AND
THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
REGARDING MODOT JOB J0P2272
US 412 CORRIDOR-KENNETT TO ARKANSAS STATE LINE
DUNKLIN COUNTY, MISSOURI**

Invited Signatory:

The Osage Nation:

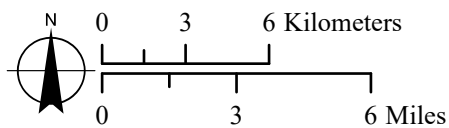
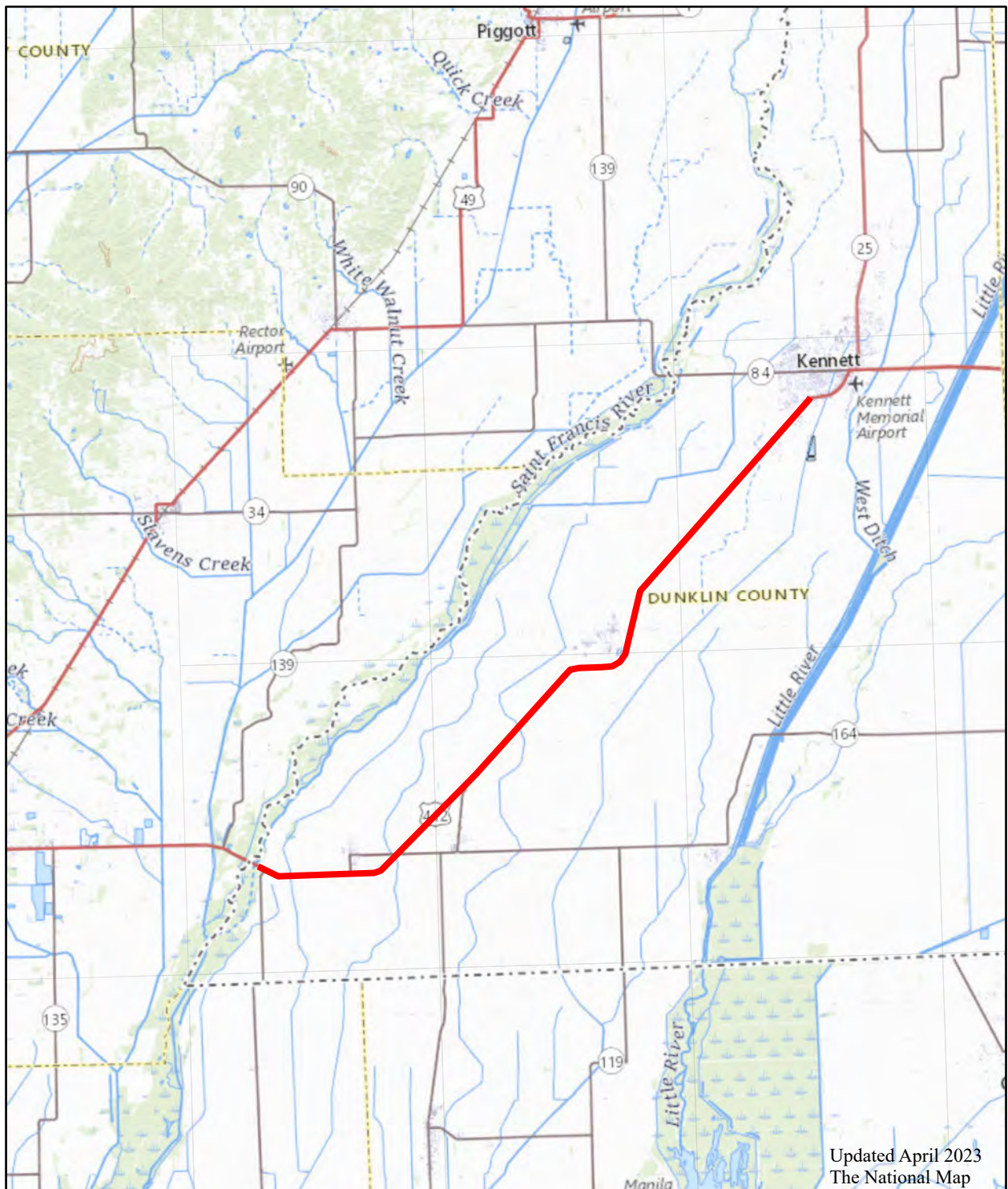
By:  Date: 3-25-26

Geoffrey M. Standing Bear
Principal Chief

APPENDIX A: MAPS

APE Map

Dunklin County, Route 412, MoDOT Job No. J0P2272



- Archaeology Sites
- Archaeology Surveys
- APE

Figure 2: Map of the project location



LEGEND

412 Route State Plane	NEPA Footprint
APE Limit	Property Lines
	Additional Parcels

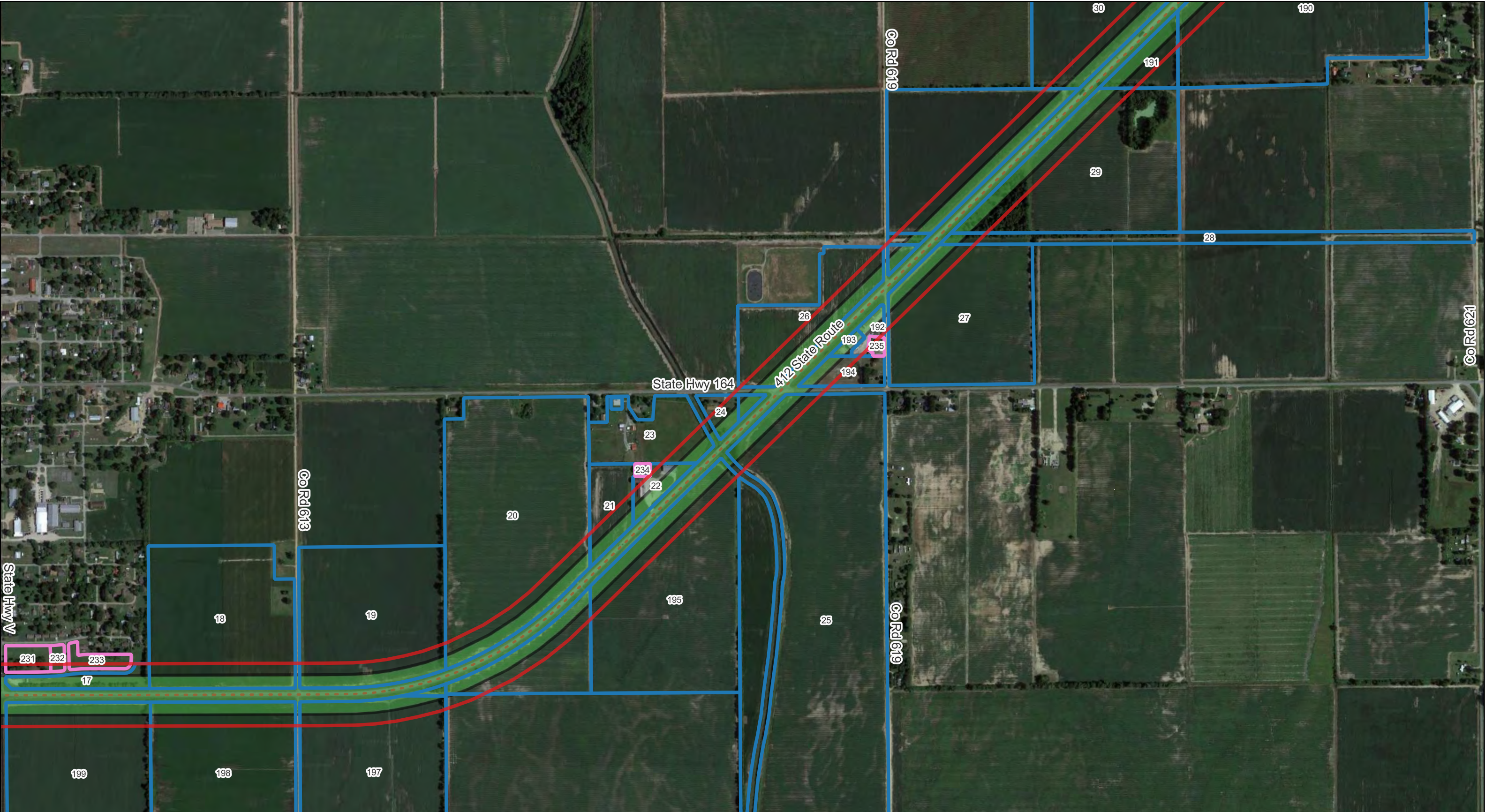
0 1,000 2,000 ft

1 inch : 1017 feet

NEPA and APE Limits - 1		
MODOT 412 Dunklin County, MO		
Project Number: 22228	Drafted/Checked: HK/SC	Date: 2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane	NEPA Footprint
APE Limit	Property Lines
	Additional Parcels

0 800 1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 2		
MODOT 412 Dunklin County, MO		
Project Number: 22228	Drafted/Checked: HK/SC	Date: 2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane	NEPA Footprint
APE Limit	Property Lines
	Additional Parcels

0 800 1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 3		
MODOT 412 Dunklin County, MO		
Project Number: 22228	Drafted/Checked: HK/SC	Date: 2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane

APE Limit

NEPA Footprint

Property Lines

Additional Parcels

0

800

1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 4

MODOT 412
Dunklin County, MO

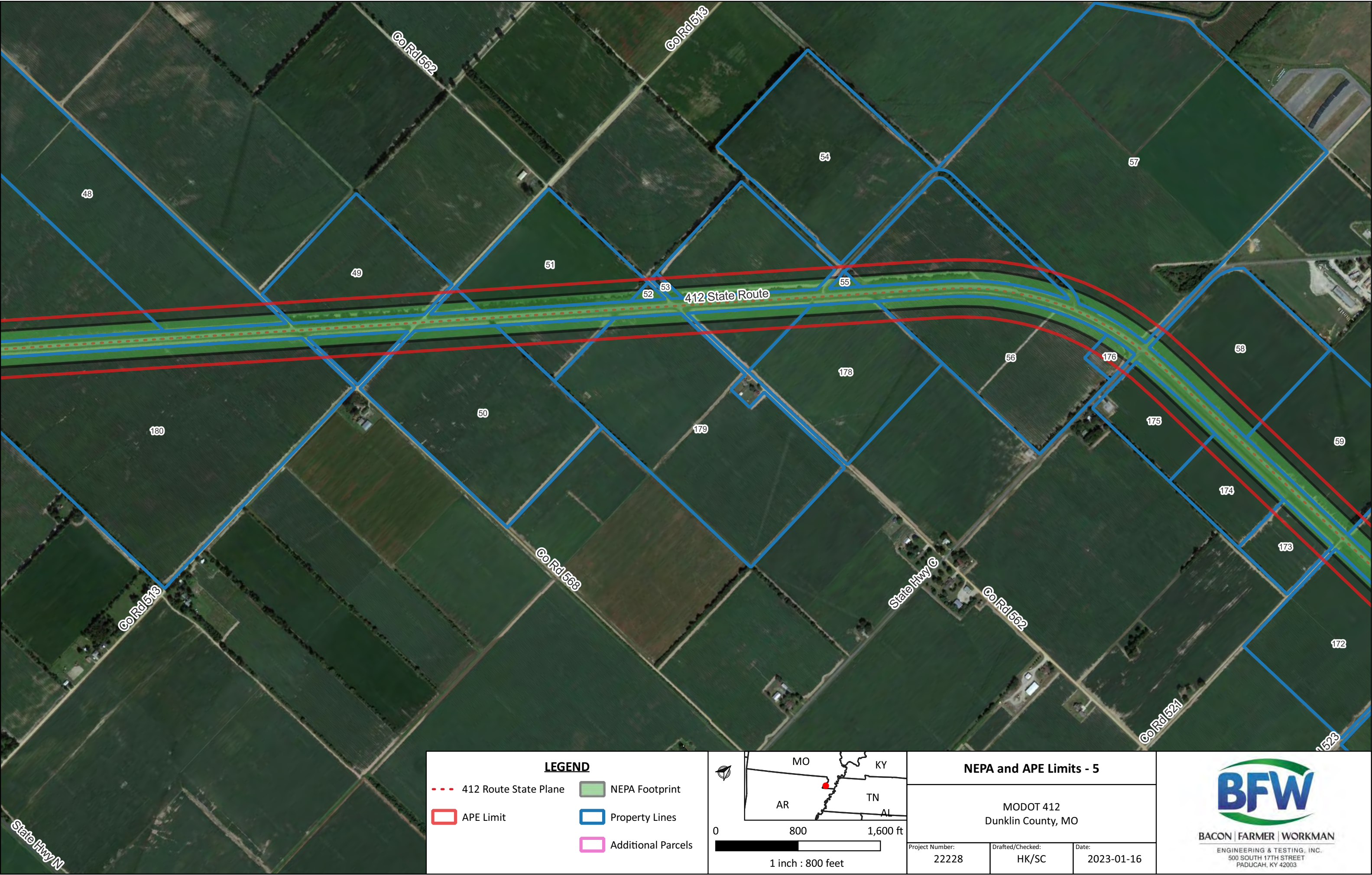
Project Number:
22228

Drafted/Checked:
HK/SC

Date:
2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane	NEPA Footprint
APE Limit	Property Lines
	Additional Parcels

0 800 1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 5		
MODOT 412 Dunklin County, MO		
Project Number: 22228	Drafted/Checked: HK/SC	Date: 2023-01-16

BFW

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane	NEPA Footprint
APE Limit	Property Lines
	Additional Parcels

0 800 1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 6		
MODOT 412 Dunklin County, MO		
Project Number: 22228	Drafted/Checked: HK/SC	Date: 2023-01-16

BFW

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003



LEGEND

412 Route State Plane

APE Limit

NEPA Footprint

Property Lines

Additional Parcels

0

800

1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 7

MODOT 412

Dunklin County, MO

Project Number:

22228

Drafted/Checked:

HK/SC

Date:

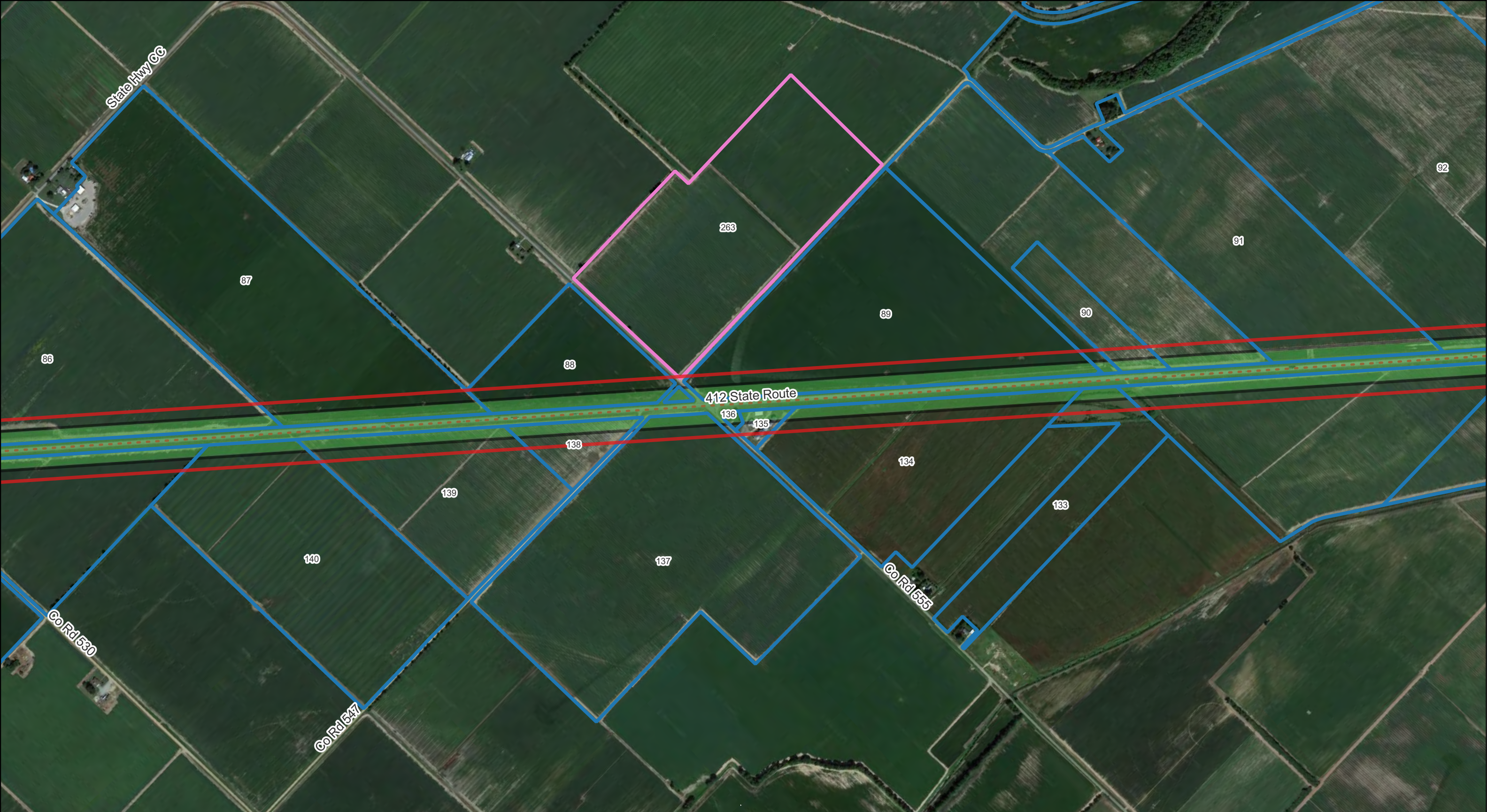
2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.

500 SOUTH 17TH STREET

PADUCAH, KY 42003



LEGEND

412 Route State Plane

APE Limit

NEPA Footprint

Property Lines

Additional Parcels

0

800

1,600 ft

1 inch : 800 feet

NEPA and APE Limits - 8

MODOT 412

Dunklin County, MO

Project Number:

22228

Drafted/Checked:

HK/SC

Date:

2023-01-16

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.

500 SOUTH 17TH STREET

PADUCAH, KY 42003



LEGEND

412 Route State Plane

APE Limit

NEPA Footprint

Property Lines

Additional Parcels

MO

AR

KY

TN

0

1,000

2,000 ft

1 inch : 1000 feet

NEPA and APE Limits - 9

MODOT 412
Dunklin County, MO

Project Number:
22228

Drafted/Checked:
HK/SC

Date:
2023-01-16

BFW

BACON | FARMER | WORKMAN

ENGINEERING & TESTING, INC.
500 SOUTH 17TH STREET
PADUCAH, KY 42003

APPENDIX B: APE DEFINITION

AREA OF POTENTIAL EFFECTS (APE) DEFINITION

The Route 412 project corridor primarily passes through rural farmland along relatively flat terrain. Three cities are located along or adjacent to the corridor: Kennett, Senath, and Cardwell. The road is a two-lane asphalt roadway with limited gravel shoulders. The average width of right of way for the corridor (outside of intersections) is 140 feet wide. On the north side of Route 412, along the old St. Louis and San Francisco RR, which is about 80% of the corridor, the right of way is eighty feet wide on the north side and sixty feet wide on the south side opposite the railroad. Between Cardwell and the Arkansas state line, where the road does not parallel the old roadway, the average right of way is seventy feet wide left and right of centerline.

The area of potential effects (APE) includes consideration of all areas subject to potential direct impacts from the Project, including temporary easements, existing right of way and new right of way. For this project, an APE of 275' on either side of the centerline of Route 412 was established for consideration of direct effects from construction as well as indirect effects from vibration, noise, and visual changes. The built environment survey was conducted in areas with anticipated new right of way and anticipated permanent easements, these areas are shown on the maps in **Appendix A**. This also took into consideration the maximum footprint of all alternates being considered.

APPENDIX C: SUMMARY of FINDINGS

RECOMMENDATIONS

During October 2023, a Phase I cultural resource survey was carried out for approximately 22 miles of 100' (30m) corridor in Dunklin County, Missouri. The corridor is the location of a proposed roadway upgrade project for Route 412.

The records and literature review determined that there are no NRHP properties located within or near the project. One previously recorded archaeological site appears to be located within the project at the southwest portion of the corridor. The site, 23DU15, was reported in the 1940s by the Archaeological Survey in the Lower Mississippi Alluvial Valley, 1940-1947. There were four total previously recorded archaeological sites within one mile of the project area and three Phase I surveys adjacent to or intersecting the corridor.

Surface visibility was generally good in a cultivated setting along much of the project corridor. Some areas under cultivation produced excellent visibility conditions. A few areas along the corridor required shovel testing due to low to zero visibility. Additionally, some areas were visibly disturbed, and a visual inspection was used to assess these. The field work took place over a one week period of time by field crew of five.

Two previously unreported archaeological sites (23DU1611 and 23DU1612) were identified within the project corridor by the field investigation. The historic sites consisted of low to moderate scatters of household waste possibly associated with nearby homesteads.

All of the sites, as observed, do not appear to qualify as eligible for listing under the NRHP and the current project as designed is unlikely to affect significant cultural resources. 23DU15 was not revisited during this survey and it is recommended that a revisit be made prior to any construction within the bounds of this potentially eligible site. Additionally, it is beyond the scope of this investigation to comment or make recommendations on the areas within the corridor where the survey crew was not permitted. With those caveats in place, it is the opinion of the investigator that the project as designed will have no adverse effect on historic properties and clearance is recommended for the areas surveyed.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The survey identified 257 parcels which were located along Route 412. Of the 257 parcels, 104 fell within the APE but only sixty had identified resources that were more than forty years ago.

None of the architectural resources surveyed are recommended as individually eligible for listing on the NRHP. The residential examples of Gable Front, I-House, Pyramidal, and Ranch architecture are very common architectural types and the examples surveyed do not represent the works of masters and do not possess high artistic value. They also do not retain sufficient historical integrity to embody the distinct characteristics of a type, period, and method of construction to make them eligible for listing on the NRHP under Criterion C. In addition, there are no apparent associations with historical events or persons to make them eligible for listing under Criteria A or B.

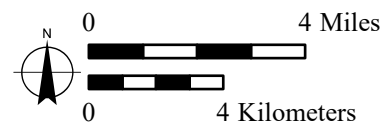
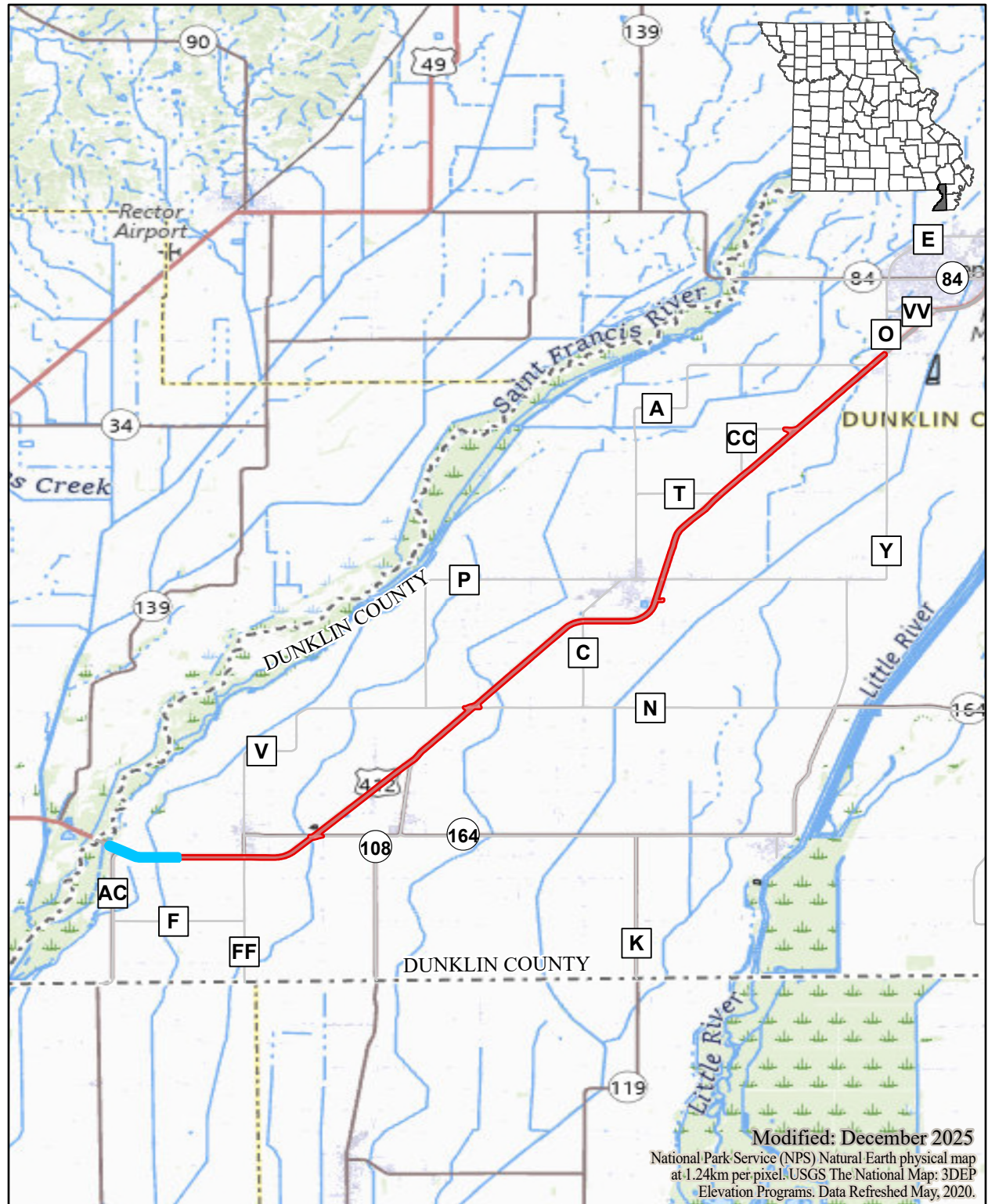
A windshield survey examined four Post-War II Subdivisions (1946-1975) along the Route 412 corridor that have resources within the APE. These resources were constructed between 1950-1978 and primarily represent the Ranch Style home. It was determined that many of the homes do not retain sufficient integrity and no cohesive landscape or small-scale features were identified to recommend listing as an eligible collection or subdivision to the NRHP under Criterion C.

Due to the rural nature of the project corridor, the survey also took into consideration the agricultural architecture within the APE and the rural landscapes. None of the individual architectural resources or landscapes surveyed are recommended as individually eligible for listing on the NRHP nor do they retain sufficient integrity or a cohesive landscape to be recommended as a district to make them eligible for listing on the NRHP under Criterion C. In addition, there are no apparent associations with historical events or persons to make them eligible for listing under Criteria A or B.

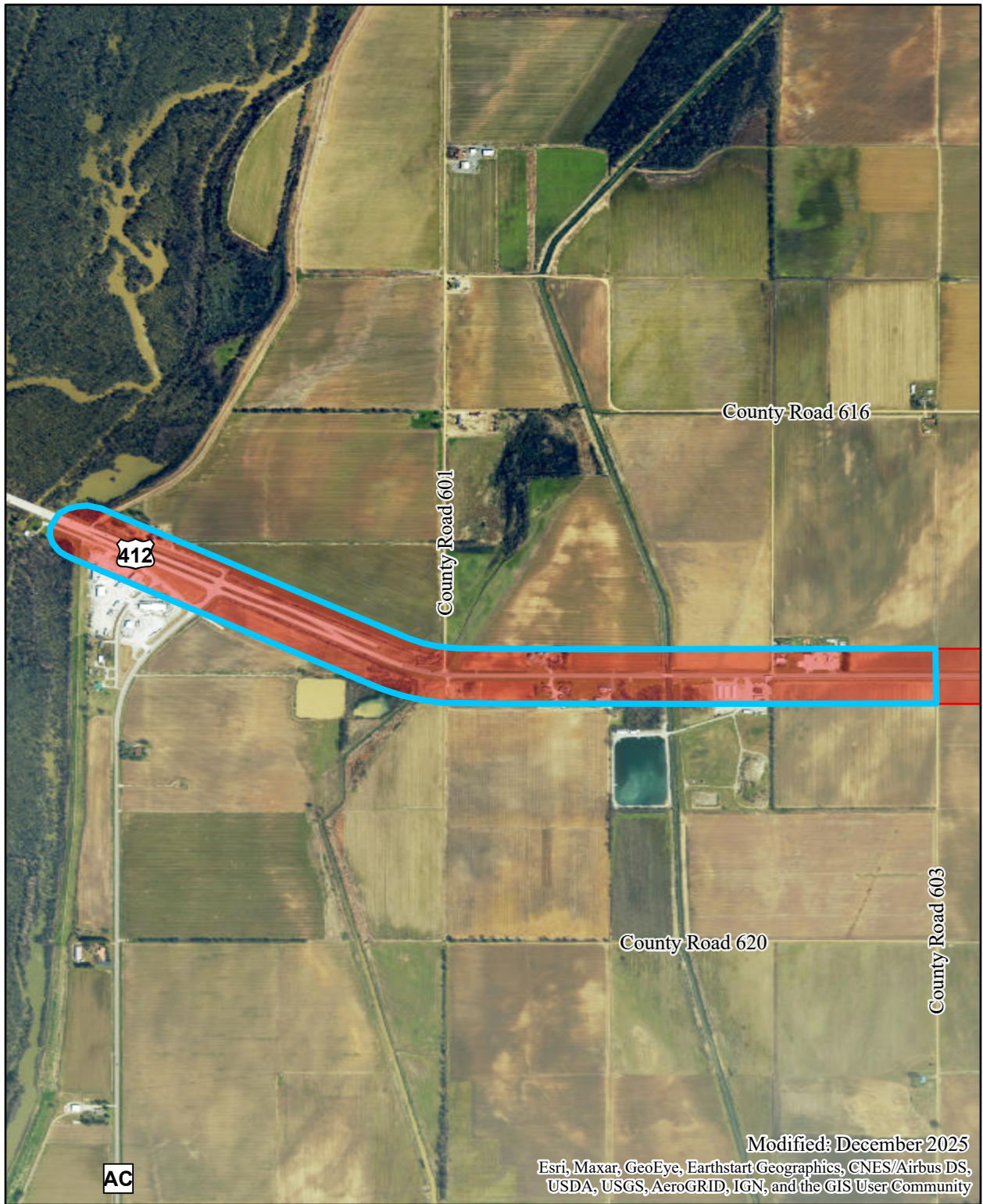
APPENDIX D: MAPS FOR THE REQUIRED
15-METER INTERVAL SHOVEL TESTS AREA

Stipulation IV.B.1 – 15 Meter Shovel Test Intervals

In fulfillment of Stipulation IV.B.1 the blue areas in the APE on the following maps must be shovel tested utilizing 15-meter intervals throughout the entire highlighted area.



APE █
 15-meter Shovel Testing Required █



APE ■

15-meter Shovel Testing Required ■

APPENDIX B

Public Hearing Transcript

US 412 Corridor Project - Dunklin County

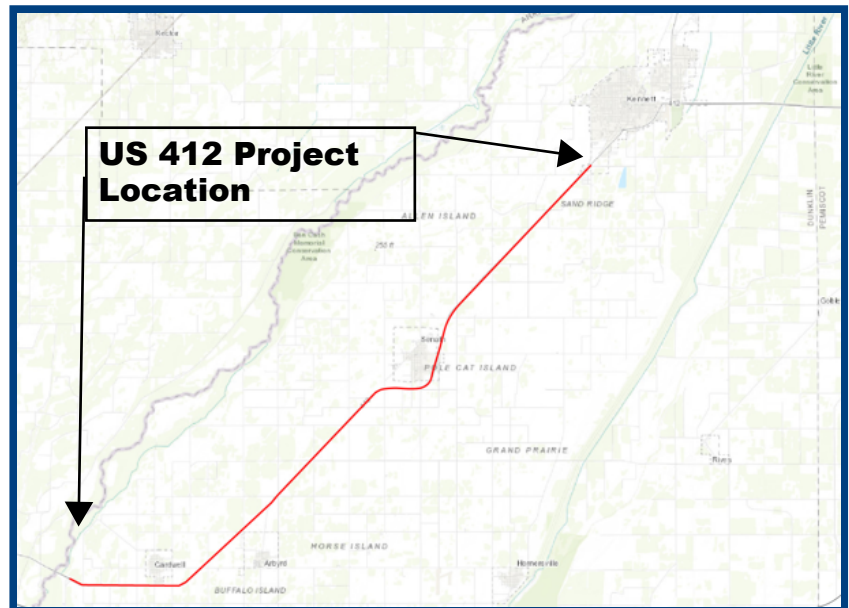
MoDOT Project Number: J0P2272

Public Hearing Transcript

March 31, 2026

Missouri Department of Transportation

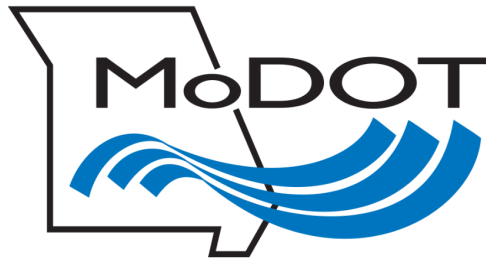
Southeast District Office
2675 N. Main St.
Sikeston, MO 63801
573-473-5333



CONSULTING ENGINEER

Bacon Farmer Workman Engineering &
Testing, Inc. 3437 William Street
Cape Girardeau, Missouri 63701
573-222-5632
bhorst@bfwengineers.com





PUBLIC HEARING TRANSCRIPT

US 412 Corridor Project

Environmental Assessment

JOB NO.: J0P2272

DUNKLIN COUNTY

DATE OF PUBLIC HEARING:

Tuesday, March 31, 2026

Prepared for:

The Missouri Department of Transportation

Prepared by:

Bacon Farmer Workman Engineering & Testing, Inc. (BFW)

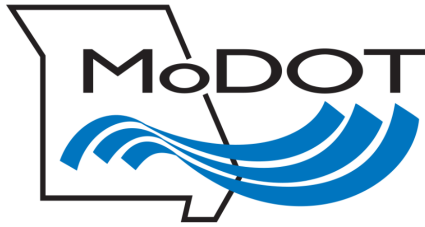




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SECTION 2.....	Public Hearing Exhibits
SECTION 3.....	Public Hearing Handouts
SECTION 4.....	Outreach & Inclusion
SECTION 5.....	Engagement & Public Comments





SECTION 1:

EXECUTIVE SUMMARY

US 412 Corridor Project
Environmental Assessment

JOB NO.: J0P2272

DUNKLIN COUNTY





Executive Summary

This project is located along US 412 in Dunklin County, Missouri. The limits of the project start near the Arkansas state line and span 20 miles northeast before ending at Route Y, near the city of Kennett.

The purpose of the project is to:

- Improve interactions of large agricultural vehicles, commercial, and commuter traffic while reducing conflicts caused by speed differentials
- Improve travel efficiency and mobility by reducing delays for commercial and commuter traffic
- Correct deficient intersection geometry to improve sight distance and roadway safety
- Improve existing facility to provide two lanes of travel in each direction

The US 412 corridor is experiencing operational difficulties throughout the study area due to speed differentials between commercial and commuter traffic and large agricultural vehicles. Peaks in concentration for large agricultural vehicles occur during spring planting season and fall harvest but are present throughout the year and operate at substantially slower speeds than commuter and commercial vehicles. This speed disparity gives rise to operational concerns in terms of efficiency, safety and delays to commuter and commercial vehicles. The number and size of farm vehicles utilizing this corridor are forecasted to increase due to ongoing agricultural developments. The existing roadway within the study area meets current design standards in terms of alignment and lane/shoulder width but includes multiple side road intersections with excessive approach angles (approximately 45 degrees).





The main objectives of this project are:

- to provide an additional travel lane in each direction to provide safe passing opportunities for commercial and commuter vehicles when they encounter large agricultural vehicles
- to improve roadside geometry and improve sight distance so that vehicles approaching US 412 intersect at more favorable angles (70 to 90 degrees).

Original construction of the corridor included acquisition of limited access right of way, which allowed for orderly development of adjacent land and minimization of conflict points caused by entering and exiting vehicles. Additional access points are not envisioned as part of this project.

Public Outreach

- A legal notice announcing the public hearing was published in the *Delta Dunklin Democrat* on March 11 and March 21, 2026.
- An announcement of the public hearing was placed on MoDOT's website. The [project webpage](#) received 680 views from 512 users.
- The news release was distributed to 769 subscribers via MoDOT's e-update system. This targeted individuals interested in the Dunklin County and the 412 corridor. Local media and legislators were included in the email distribution list.
 - The news release was sent out 3 times to those subscribers: March 11, March 24 and March 31, 2026
- The public hearing information was posted on MoDOT's Southeast District's social media accounts—Facebook and Twitter.
 - The top post on Facebook reached 29,932 people.
- The City of Kennett also helped publicize the upcoming hearing via their Facebook page.





While Dunklin County, Missouri is primarily comprised of White (Non-Hispanic) residents, the project team made efforts to ensure the county’s Hispanic population was included in the conversation. The U.S. Census Bureau estimates approximately 8.2% of Dunklin County’s population is Hispanic or Latino, as of July 1, 2025.

Students at Senath-Hornersville C-8

The student body at the schools served by Senath-Hornersville C-8 is 57.3% white, 1.3% Black, 0% Asian or Asian/Pacific Islander, 38.9% Hispanic/Latino, 0% American Indian or Alaska Native, and 0% Native Hawaiian or other Pacific Islander. In addition, 2.5% of students are two or more races, and 0% have not specified their race or ethnicity.

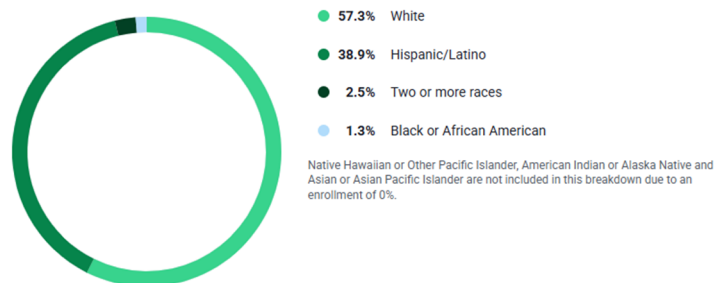
Also, 51% of students are female, and 49% of students are male. At schools in Senath-Hornersville C-8, 70.4% of students are eligible to participate in the federal free and reduced price meal.

School information is provided by the government.

Enrollment by Gender



Enrollment by Diversity

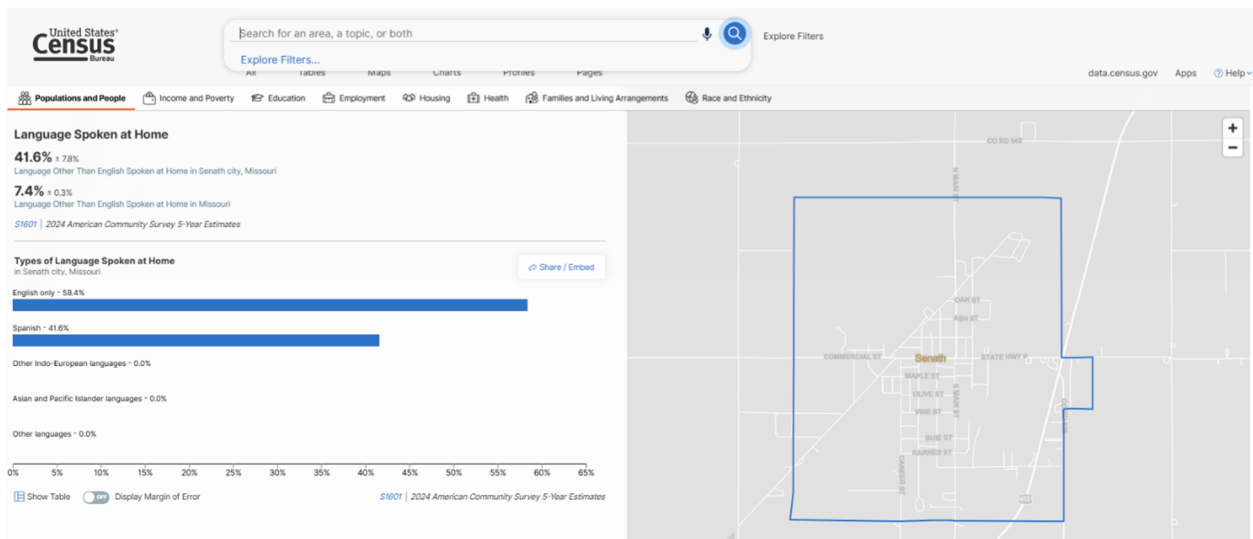


Dunklin County relies heavily on migrant labor for its agricultural sector. With the Bootheel’s agricultural opportunities and the ability to work up to 10 months a year farming, the area attracts migrants—mostly Hispanic—and many even choose to permanently live in Southeast Missouri.





Over the past two decades, the Hispanic population has increased with areas like Senath seeing high percentages of Hispanic students. Based on the 2020 Decennial Census, Senath, Missouri (one of the cities along the U.S. 412 corridor in Dunklin County) has 510 Hispanic or Latino residents out of their total population of 1,593 people. According to the 2024 American Community Survey 5-Year Estimates, 41.6% of households in Senath, Missouri speak a language other than English. The breakdown of the types of languages confirms that 41.6% residents speak Spanish at home.



All Topics	Dunklin County, Missouri
Population estimates, July 1, 2025, (V2025)	26,855
PEOPLE	
Population	
Population estimates, July 1, 2025, (V2025)	26,855
Population estimates, July 1, 2024, (V2024)	27,002
Population estimates base, April 1, 2020, (V2025)	28,292
Population estimates base, April 1, 2020, (V2024)	28,283
Population, percent change - April 1, 2020 (estimates base) to July 1, 2025, (V2025)	-5.1%
Population, percent change - April 1, 2020 (estimates base) to July 1, 2024, (V2024)	-4.5%
Population, Census, April 1, 2020	28,283
Population, Census, April 1, 2010	31,953
Age and Sex	
Persons under 5 years, percent	6.7%
Persons under 18 years, percent	26.1%
Persons 65 years and over, percent	19.2%
Female persons, percent	51.8%
Race and Hispanic Origin	
White alone, percent	84.7%
Black alone, percent (a)	11.0%
American Indian and Alaska Native alone, percent (a)	0.7%
Asian alone, percent (a)	0.9%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.2%
Two or More Races, percent	2.6%
Hispanic or Latino, percent (b)	8.2%
White alone, not Hispanic or Latino, percent	77.4%
Population Characteristics	
Veterans, 2020-2024	1,394
Foreign-born persons, percent, 2020-2024	2.9%





To include Spanish-speaking individuals, the project team utilized local outreach and several different platforms, such as:

- Juan Toscano, who was representing the Hispanic community, received communications to join the Community Advisory Group.
 - This didn't fit his schedule, but he was provided with information throughout the CAG process.
- Spanish was included in the news release sent to e-update subscribers to offer accommodations/a Spanish translator.
 - We did not receive any requests for accommodations or a translator at the public hearing.
- The social media post included a portion in Spanish to offer accommodations.
- The online comment form included a portion in Spanish, along with field placeholders in Spanish. This was made available on the project webpage during the comment period.
- MoDOT's Southeast District worked with an employee who is fluent in Spanish to confirm the accuracy of the translations.
- A MoDOT employee who is fluent in Spanish agreed to assist with phone calls received that required translation, as needed.
 - No phone calls were received that required translation.





Public Hearing

A public hearing was held on Tuesday, March 31, 2026, from 4:00 P.M. to 6:00 P.M. at Senath Public High School located at 803 State Street in Senath, Missouri. This venue was chosen for its generally centralized location with respect to the project corridor and because it provides efficient space to hold the capacity of crowd that was expected to attend. Approximately 58 residents, business representatives, elected officials, stakeholders, property owners, and other interested parties attended the public hearing. The public hearing was conducted in an open house format.



Figure 1: Photo from the Public Hearing

Public Hearing Objectives:

- Present the current project design and share project-specific information with the public.
- Be available to answer questions to those in attendance.
- Solicit project-related feedback from the public based on material presented.
- Begin a three-week period during which those who did not attend the public hearing could provide their comments via the virtual public hearing.



Inside the meeting room, the following stations were available for the public to participate:

- Welcome/sign in table- Provided a central greeting area for guests, where they signed in and were given a project fact sheet and a public comment form.
- Project exhibit boards – 2 sets of 6 boards with a strip map illustrating the proposed improvements.
- Additional boards:
 - 1 board describing the project corridor with traffic volume, accident history, and a description of the NEPA process and key elements of a NEPA document
 - 1 board describing typical roadway sections of preferred alternatives
 - 1 board showing improved field of vision with proposed intersection geometry
 - Monitors playing [simulation](#) to show improved traffic functions
- Tables with pens and comment sheets
- A location with a voice recording device was provided to capture any verbal comments that may be provided in lieu of written comments.

Public Hearing Results & Comments:

Public comments were solicited, and responses were received in several ways during the comment period:

- MoDOT website
- Comment Sheet (provided at public hearings)
- Voice recorder (provided at public hearings)

The information for MoDOT's improvements was available on the project's virtual public hearing website at:

modot.org/412





MoDOT accepted comments by way of their online comment platform administered through MoDOT's website until April 21, 2026.

There were 58 in-person visitors at the Senath High School public hearing, 3 paper comment sheets turned in the night of the public hearing, 680 views of the MoDOT project website from 512 users, and 10 comments received on the project website for a total engagement of 570 individuals. This total does not include engagement from social media posts.

General Themes of Public Comments:

- General support for MoDOT's plan to expand US 412 to improve safety, operations, and accommodate increased traffic
- Recognition of safety and operational concerns, including platooning, slow-moving agricultural vehicles, queuing, and intersection sight distance
- Support for intersection realignments to improve approach angles and visibility
- Questions and discussions regarding right-of-way strip acquisitions, property impacts, and compensation, with most property owners expressing satisfaction after discussion
- Interest in minimizing impacts to agricultural operations, including irrigation equipment
- Acknowledgment of long-standing funding challenges and concerns with securing funds for multiple sections of the corridor
- Emphasis on the importance of US 412 for regional connectivity, commuting, agriculture, and emergency services
- Appreciation for MoDOT's outreach, project visuals, and coordination with local officials, agencies, and utility providers





Conclusion:

This public hearing effectively communicated MoDOT's planning for future improvements along the US 412 corridor in Dunklin County. This public hearing was the culmination of extensive outreach to the public and stakeholders throughout the study process. MoDOT proactively engaged the public during the study which resulted in excellent turnout for this public hearing. Feedback received at the public hearing and comments received after, via online venues, strengthens MoDOT collaboration with the public and helps inform project development decisions as corridor improvement moves into the design phase.

In summary, the US 412 corridor study aims to improve safety and traffic operations for the diverse users who rely on this roadway each day, including agricultural, commercial and commuter interests who travel daily between communities in Southeast Missouri and Northeast Arkansas. The corridor currently experiences traffic delays and inefficient intersection operations that affect daily commutes, commercial movement, and farm operations alike. This study also seeks to support the region's strong agricultural base by providing improved accommodation for large agricultural vehicles and ensuring that farmers and rural businesses can continue to operate efficiently and safely as the regional economy and cross-state commerce continue to grow.





SECTION 2: PUBLIC HEARING EXHIBITS

**US 412 Corridor Project
Environmental Assessment
JOB NO.: J0P2272
DUNKLIN COUNTY**



US 412 PREFERRED ALTERNATE

Extend 4-Lane Divided Highway with Grass Median to CRD 603
4-Lane Undivided Highway with Flush Median from CRD 603 to Rt Y



Exhibit 1 - Preliminary Design
State Route AC to County Road 603

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



Exhibit 2 - Preliminary Design
CRD 603 To State Hwy F

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median

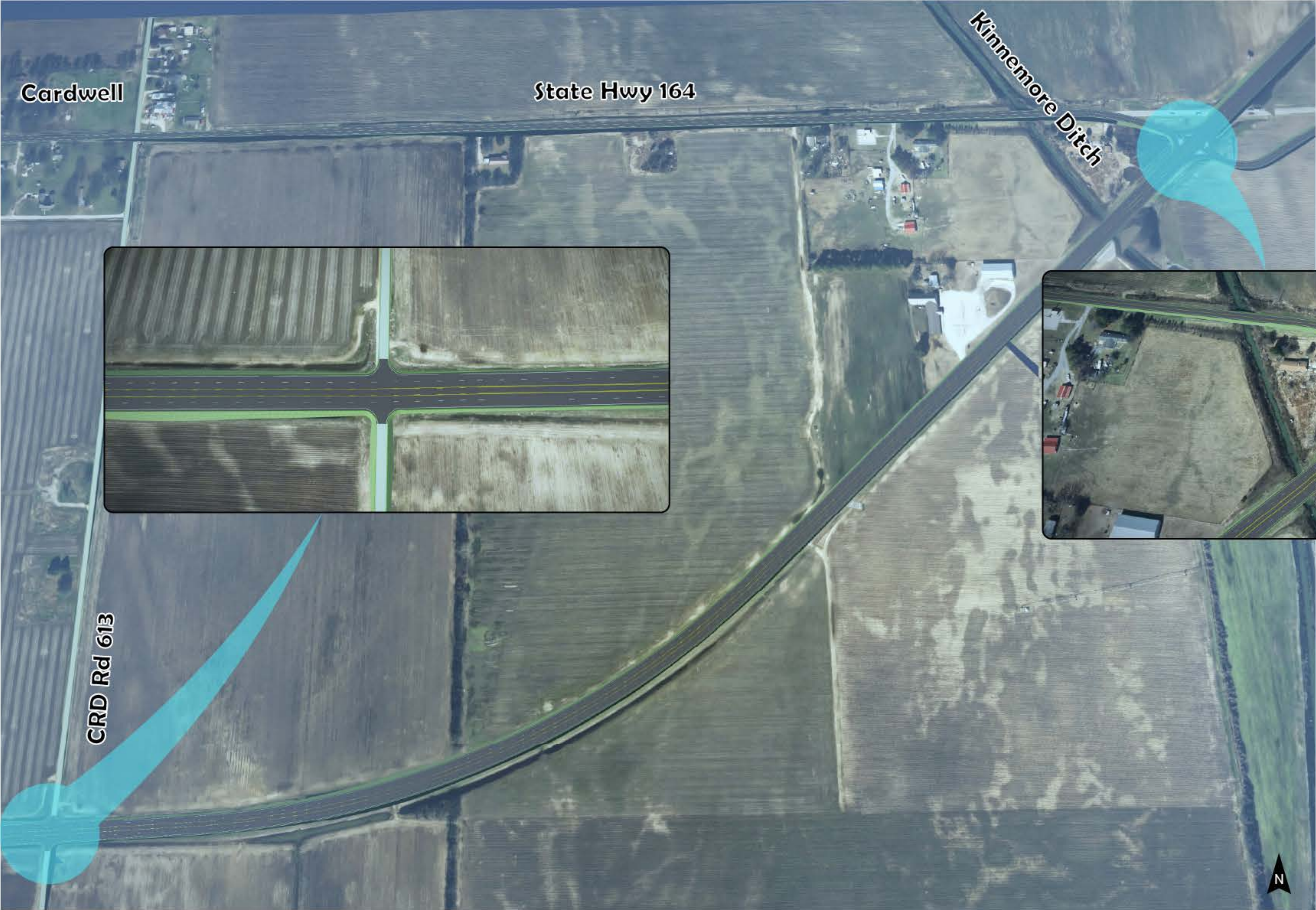


Exhibit 3 - Preliminary Design
CRD 613 To State Hwy 164

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



Exhibit 4 - Preliminary Design
CRD 619 To CRD 621

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median

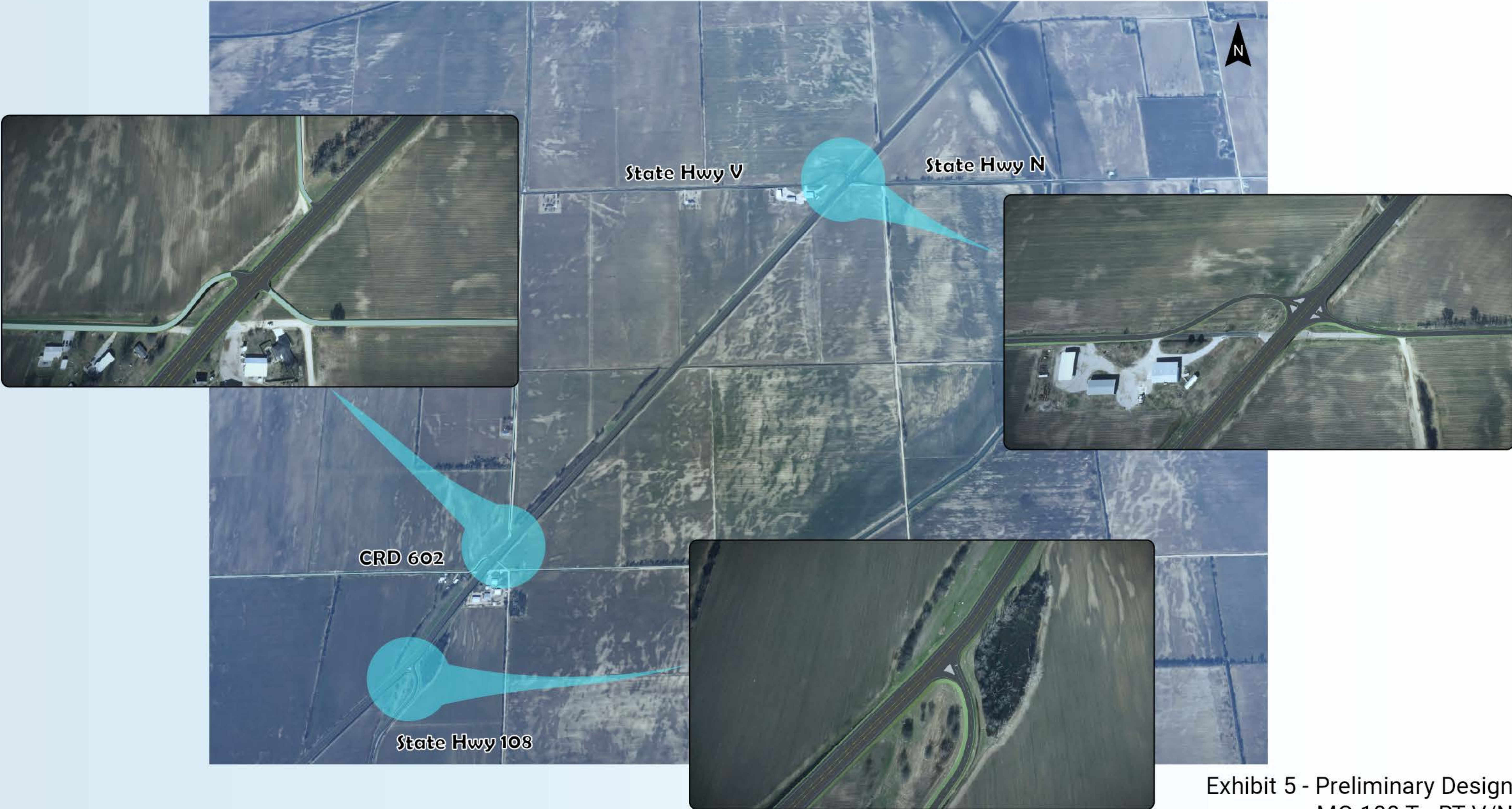


Exhibit 5 - Preliminary Design
MO 108 To RT V/N

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



Exhibit 6 - Preliminary Design
CRD 513 - CRD 521

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



Exhibit 7 - Preliminary Design
S Main St. - State Hwy P

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



Exhibit 8 - Preliminary Design
Senath - CRD 531

US 412 PREFERRED ALTERNATE

4-Lane Undivided Highway with Flush Median



US 412 PREFERRED ALTERNATE

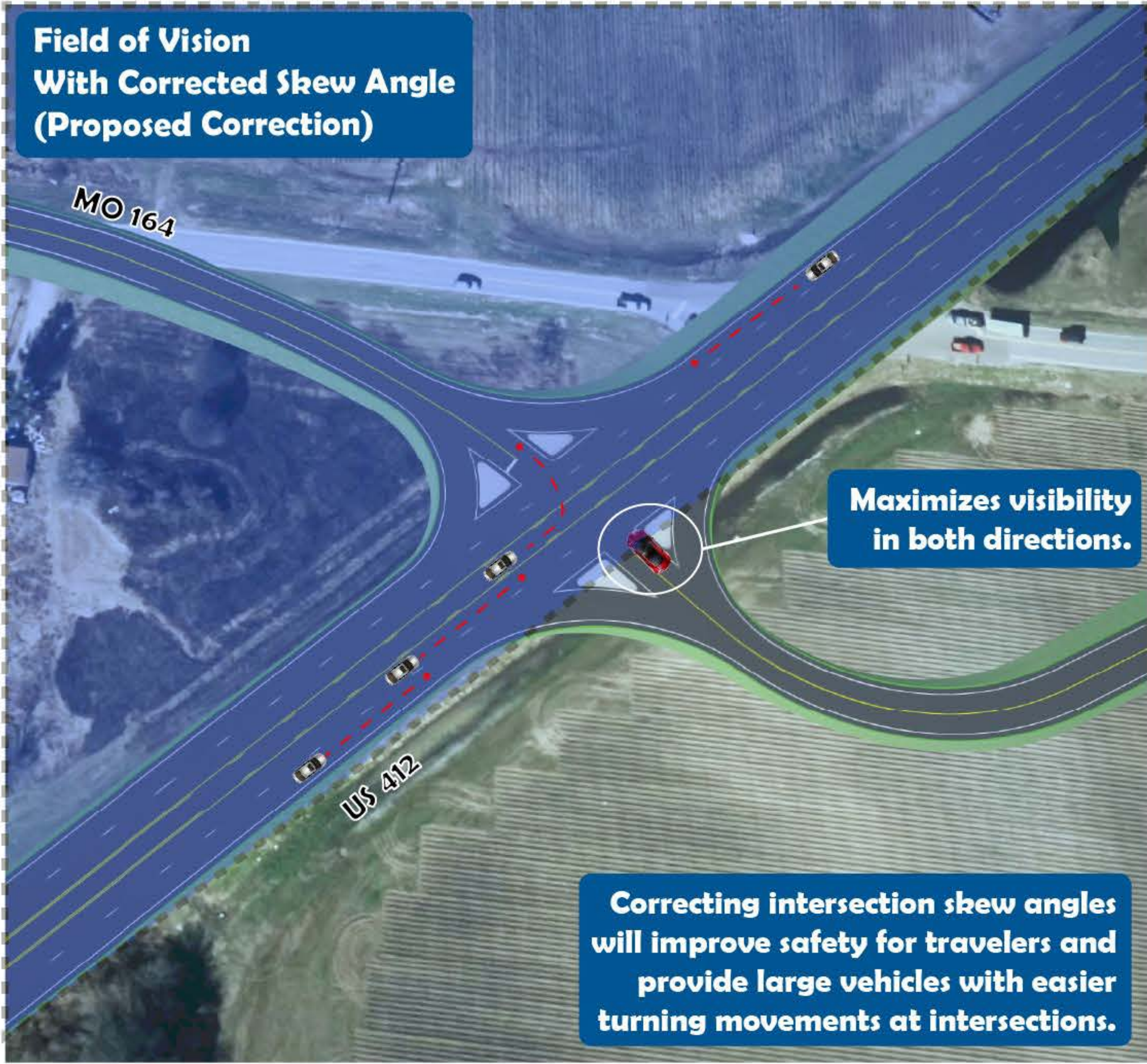
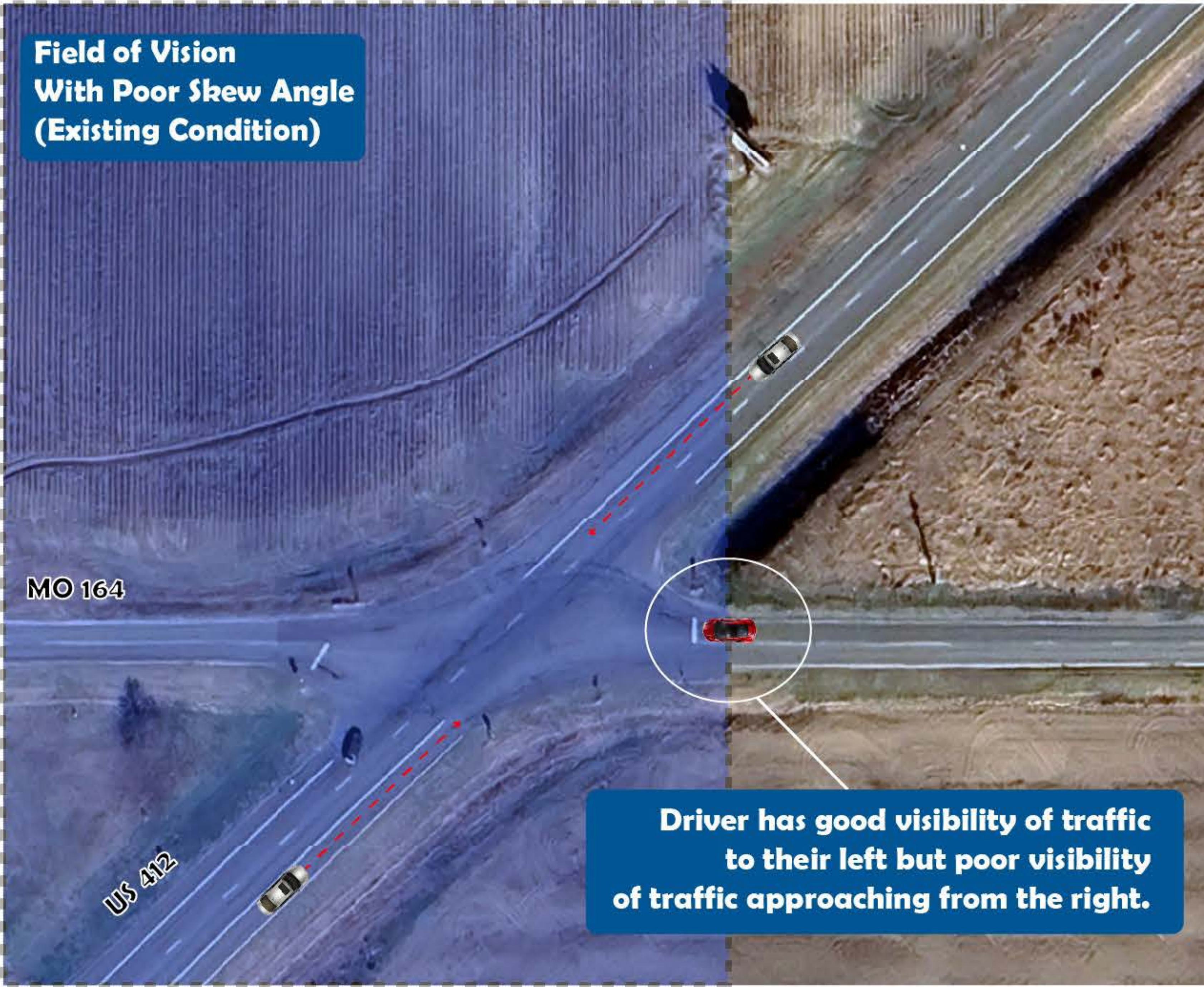
4-Lane Undivided Highway with Flush Median



Exhibit 10 - Preliminary Design
State Hwy CC - State Hwy Y

US 412 Traffic

Correct Intersection Geometry



US 412 NEPA



U.S. Route 412 ENVIRONMENTAL STUDY

Northern Section

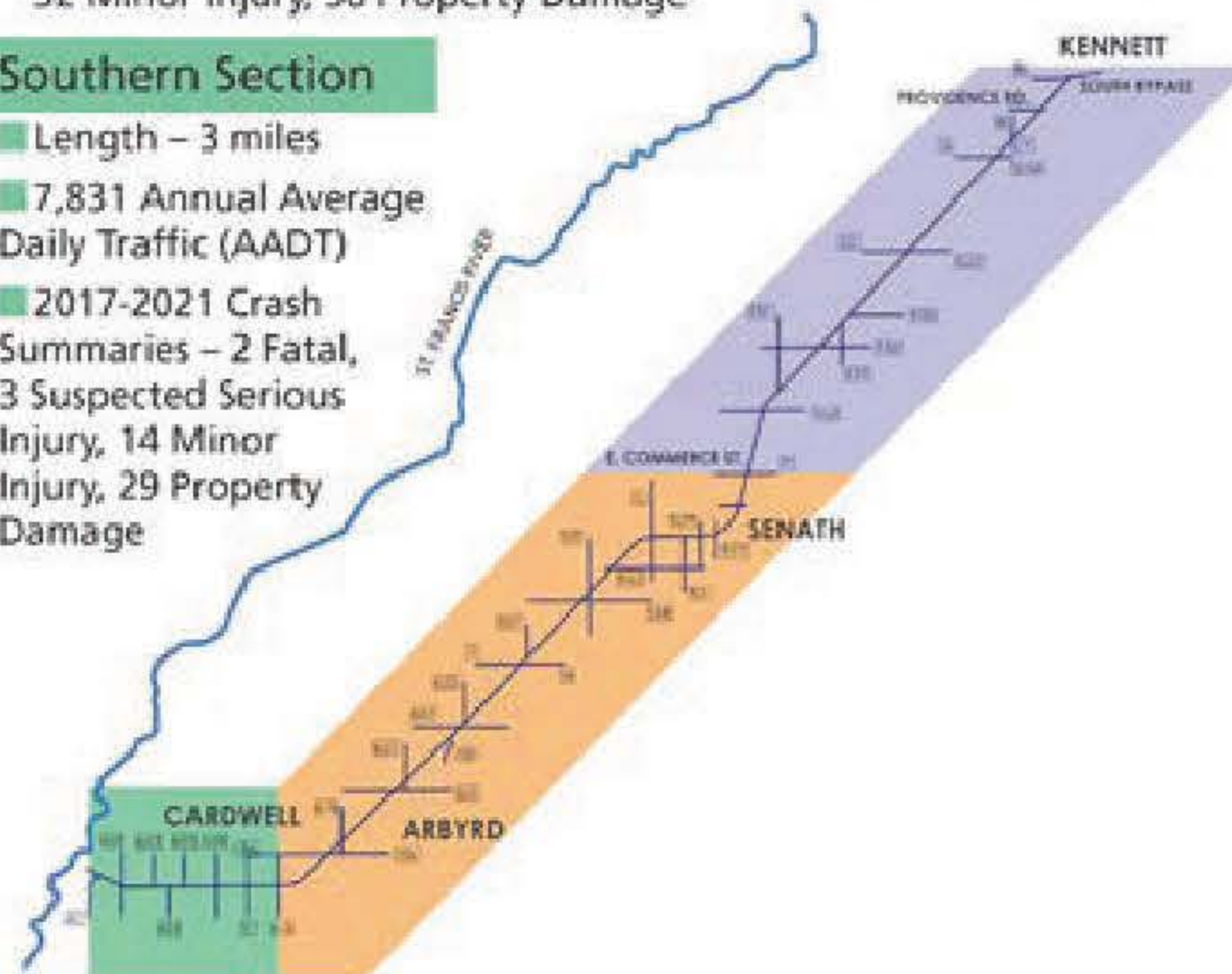
- Length – 7 miles
- 6,193 Annual Average Daily Traffic (AADT)
- 2017-2021 Crash Summaries – 1 Fatal, 1 Suspected Serious Injury, 19 Minor Injury, 28 Property Damage

Central Section

- Length – 10 miles
- 6,073 Annual Average Daily Traffic (AADT)
- 2017-2021 Crash Summaries – 1 Fatal, 5 Suspected Serious Injury, 32 Minor Injury, 38 Property Damage

Southern Section

- Length – 3 miles
- 7,831 Annual Average Daily Traffic (AADT)
- 2017-2021 Crash Summaries – 2 Fatal, 3 Suspected Serious Injury, 14 Minor Injury, 29 Property Damage



U.S. Route 412 ENVIRONMENTAL STUDY

WHAT IS NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)?

- Signed into law in 1970
- Applies to all major federal actions, including awarding funds to applicants for federal assistance
- Requires that agencies prepare a detailed statement of the environmental impacts of any major federal action significantly affecting the quality of the human environment
- Intended to help maintain conditions under which man and nature can exist in productive harmony
- Labeled by the courts as an environmental full disclosure law
- Directs federal agencies to use a systematic, interdisciplinary approach during the planning process whenever federal actions have a potential impact on the environment
- Involves widespread coordination, review, and public disclosure
- Requires that federal agencies (Federal Highway Administration [FHWA], Federal Aviation Administration [FAA], Federal Transit Administration [FTA], among others) administer their programs (i.e., major decisions) in accordance with NEPA



U.S. Route 412 ENVIRONMENTAL STUDY

KEY ELEMENTS OF A NEPA DOCUMENT



Preliminary Study Needs

Why is the project being done?



Alternatives

What are the possible solutions that address the study needs?

- Conceptual Alternatives
- Reasonable Alternatives
- Preferred Alternative
- Selected Alternative



Environmental Impacts

How could this project impact people, land, and the environment?



Public Involvement

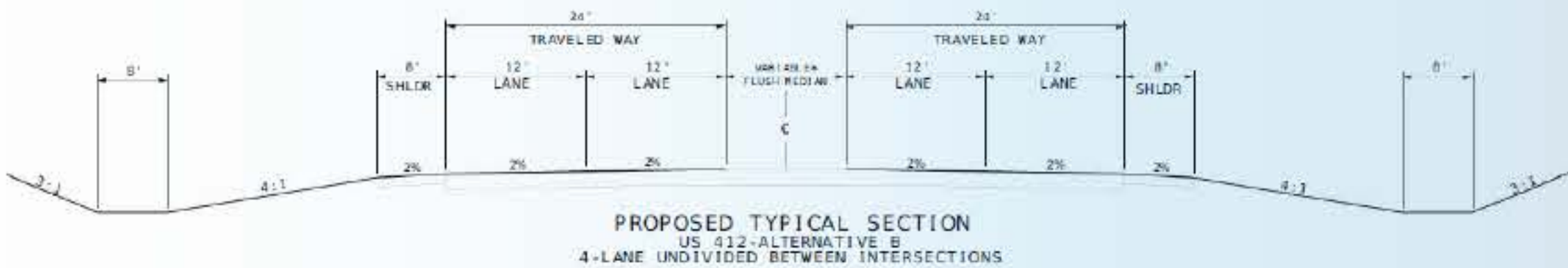
What does the community think about potential improvements?

US 412 Preferred Alternate

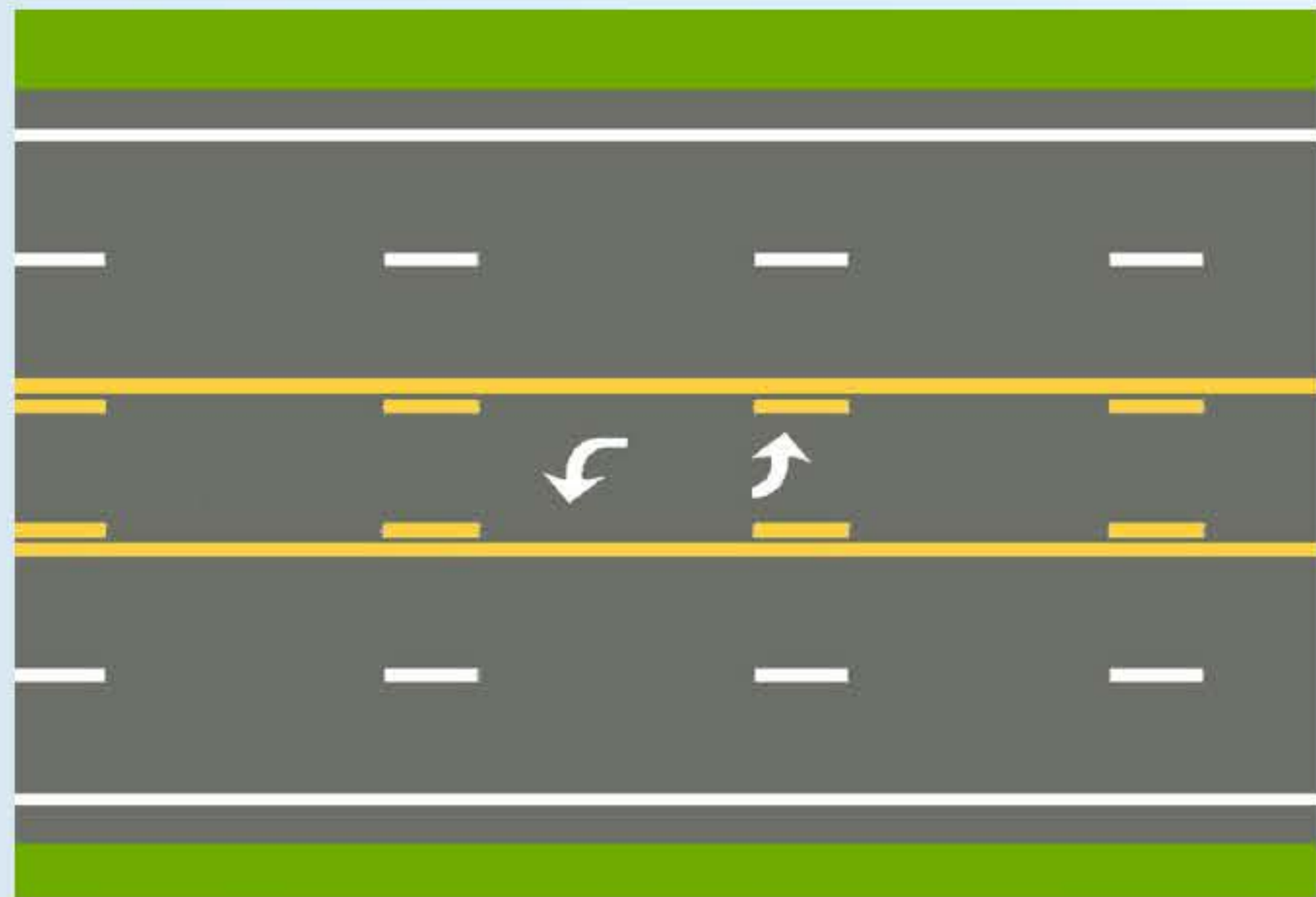
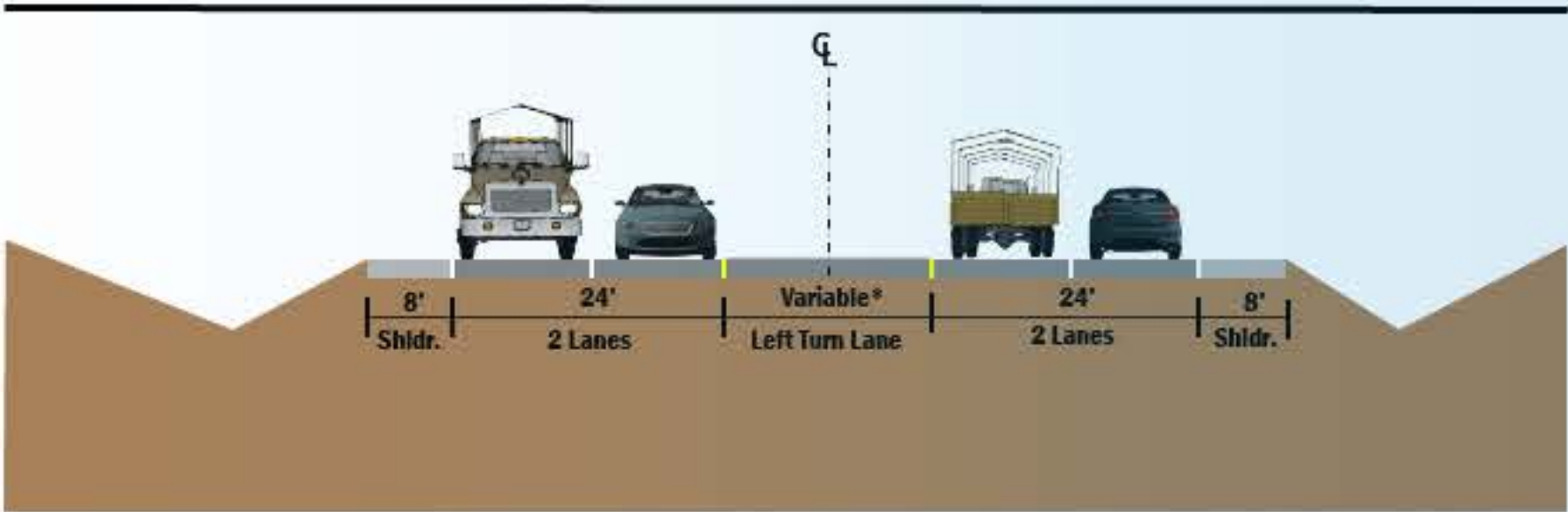
4-Lane Undivided Highway with Flush Median



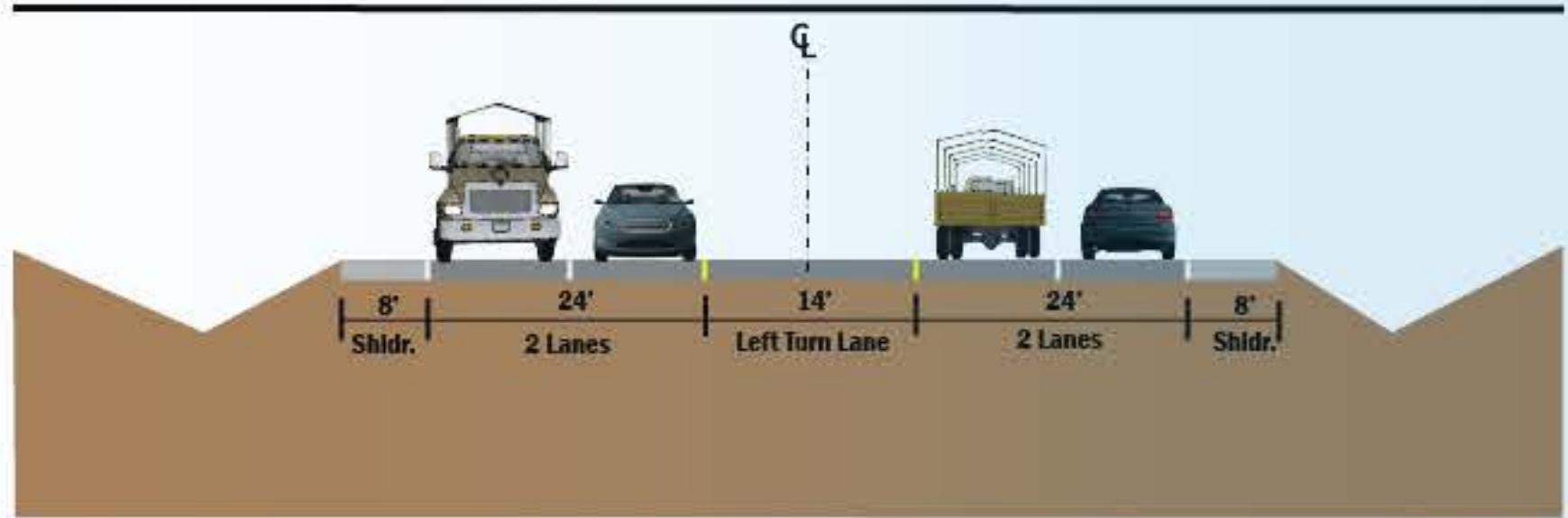
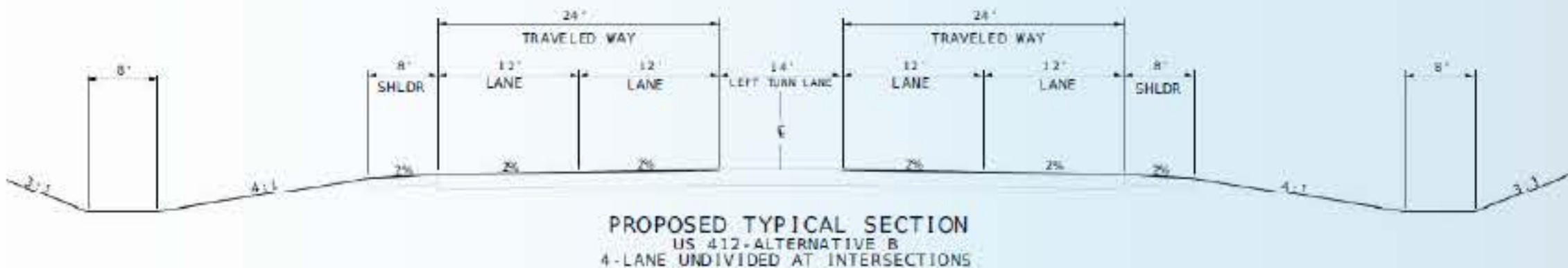
BETWEEN INTERSECTIONS
Provides buffer space between opposing lanes of travel.



*WIDTH DETERMINED DURING DESIGN PHASE. STRIPING TO INCLUDE DOUBLE YELLOW LINES AND RUMBLE STRIPS TO DISCOURAGE USE OF FLUSH MEDIAN AS A DRIVING OR BREAK DOWN LANE.



AT INTERSECTIONS
Provides a lane for turning vehicles at intersections.





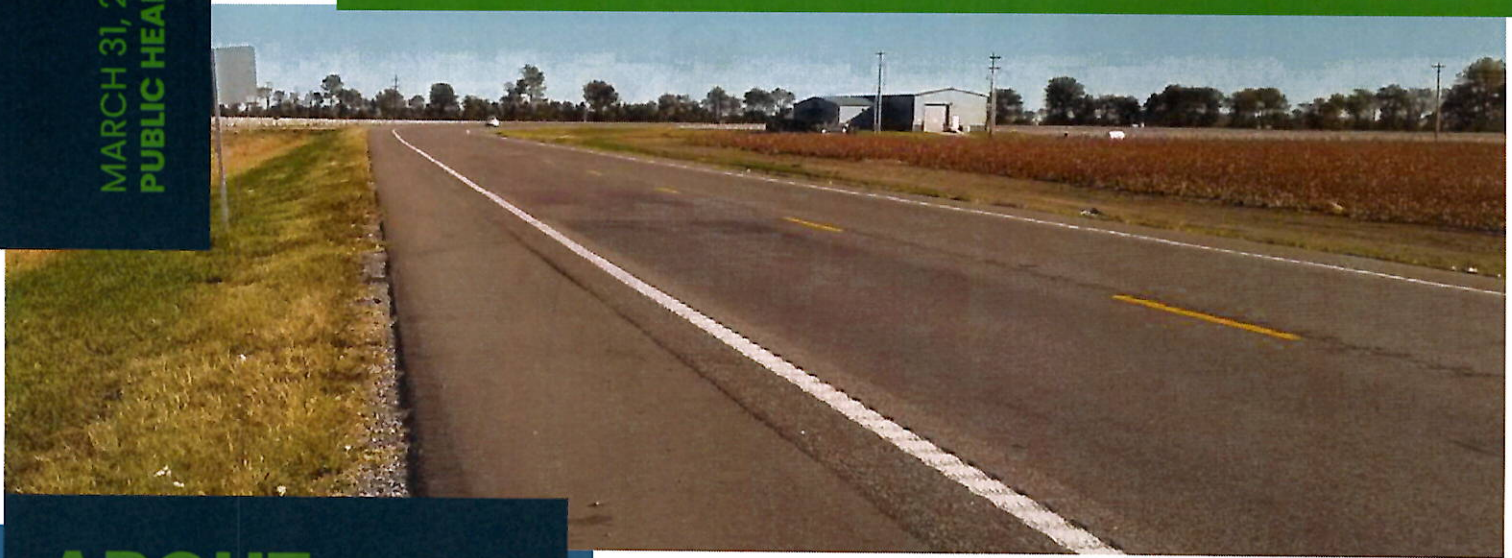
SECTION 3:
PUBLIC HEARING HANDOUTS

US 412 Corridor Project
Environmental Assessment
JOB NO.: J0P2272
DUNKLIN COUNTY



ENVIRONMENTAL ASSESSEMENT U.S. 412 IN DUNKLIN COUNTY

MARCH 31, 2026
PUBLIC HEARING



ABOUT

To plan for future capacity improvements, MoDOT launched an Environmental Study for U.S. 412. The 20-mile section extends from Route AC near the Arkansas border to just east of Route Y near Kennett, Missouri. The Dunklin County Commission contributed \$500,000 toward the completion of the environmental work.

What is an Environmental Study?

An Environmental Assessment (EA) under the National Environmental Policy Act (NEPA), evaluates potential impacts proposed transportation improvements could have on the project area's natural and manmade environment.

The study for U.S. 412 began with collecting data in fall 2022 and gathering public input, including public meetings in December 2022 and June 2023. This identified potential project challenges, assessed needs along the corridor and gauged public sentiment.

During the extensive review, two alternatives for increasing capacity on U.S. 412 were developed. MoDOT worked to ensure the study balances the need to improve the roadway with several community goals.

This public hearing marks one of the final steps of the study, with the EA including the preferred alternative now available for review at modot.org/412.

What is the NEPA Process?

- Gathers information on existing environmental conditions
- Considers alternatives/options
- Assesses potential environmental impacts and mitigations
- Documents the findings
- The NEPA process also documents potential impacts to public parks and recreational areas and historic sites under Section 4(f) of the Department of Transportation Act.



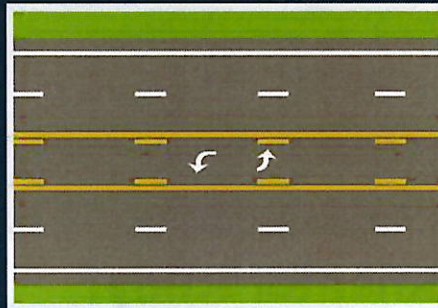
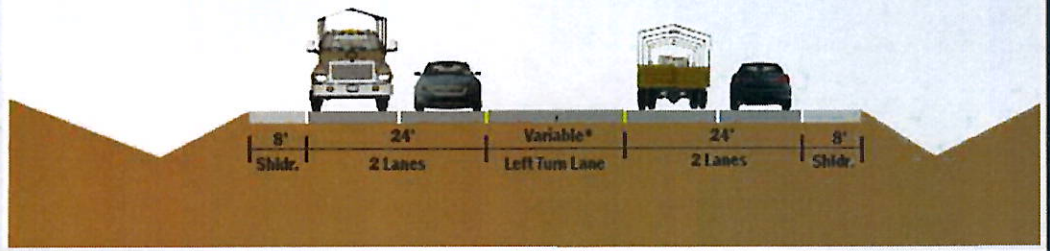
Missouri Department of Transportation | Southeast District
1-888-ASK MODOT (275-6636) | 2675 N. Main St. Sikeston MO | www.modot.org/southeast

PREFERRED ALTERNATIVE

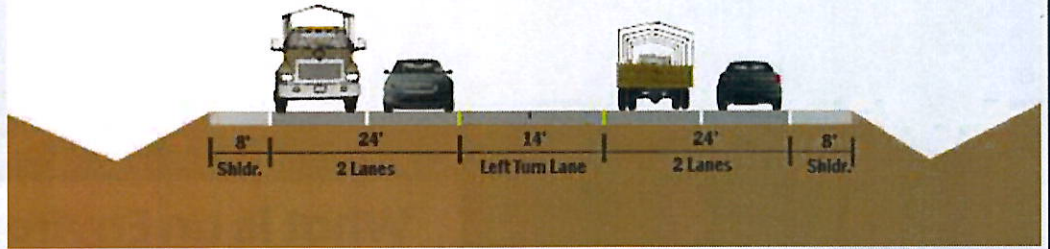
Four-Lane Undivided Highway with a Flush Median



Between Intersections Provides Buffer Space between Opposing Lanes of Travel



At Intersections Provides a Lane for Turning Vehicles at Intersections



What are the next steps?

The goal of the study was to perform an alternatives analysis and develop an environmental document. If additional funding becomes available, the completed environmental work allows MoDOT to move forward quickly instead of waiting to initiate the multi-year environmental process.

Although funding has not been secured for future construction, a section of U.S. 412 from Route AC to Kinnemore Slough is included in the draft 2027-2031 Statewide Transportation Improvement Plan for scoping. Scoping includes completing preliminary engineering (including design) for this segment.

The current estimate for the preferred alternative is approximately \$100M. The Bootheel Regional Planning Commission has designated this as an unfunded transportation need.

Who do I contact for more information?

Please contact MoDOT Project Manager Seiji Shimbo at (573) 472-5389 or visit the project webpage at modot.org/412.

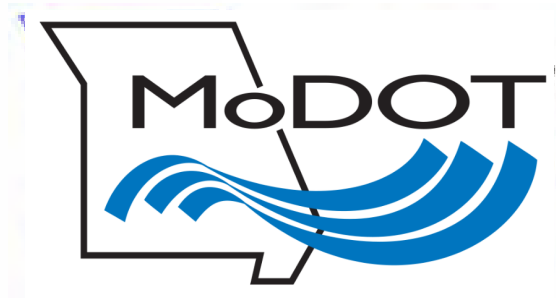
What is the preferred alternative?

After extensive review, the preferred alternative was determined to be a four-lane undivided highway with a flush median. The preferred alternative includes an additional lane for turning traffic at intersections (5-lane with two-way left turn lane at intersections).

Potential Benefits:

- **Traffic Efficiency & Mobility:** The mixture of agricultural traffic and passenger vehicles results in a disparity in travel speeds and creates delays. Additionally, passing opportunities are reduced when drivers have limited sight distance of opposing traffic due to large agricultural equipment.
- **Improved Intersection Geometry:** Correcting intersection skew angles will improve visibility for drivers and make turning movements easier for large vehicles. The current environmental work proposes improving geometry at 11 intersections.
- **Safety Improvement Project:** This alternative will provide some separation between opposing directions of traffic, while mobility patterns would remain very similar to today.





SECTION 4: OUTREACH & INCLUSION

**US 412 Corridor Project
Environmental Assessment
JOB NO.: J0P2272
DUNKLIN COUNTY**



AFFIDAVIT OF PUBLICATION

STATE OF MISSOURI}

COUNTY OF DUNKLIN} SS.

I, **Sherry Cole**, being duly sworn according to law, states that she is **Bookkeeper** of the **Delta Dunklin Democrat**, a twice a week publication newspaper of general circulation in the County of Dunklin, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Kennett, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of three years and has a list of bona fide subscribers, voluntarily engaged as such who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2004, and Section 59.310, Revised Statutes of Missouri 2004. The affixed notice appeared in said newspaper in the following consecutive issues:

3/11/2026, 3/21/2026

Sherry Cole

Subscribed and sworn to me this 23 Mar 2026 *

Tonja Hemphill
Notary Public, State of Missouri

Qualified and commissioned for a term expiring

October 12, 2029

Publication Fee: \$239.26

Kennett, MO

Delta Dunklin Democrat



**NOTICE OF OPEN HOUSE PUBLIC HEARING
ON
U.S. ROUTE 412 ENVIRONMENTAL STUDY IN
DUNKLIN COUNTY**

Notice is hereby given to all interested persons that a public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri on Tuesday, March 31, 2026, between the hours of 4:00 p.m. and 6:00 p.m.

All interested persons will be given an opportunity to be heard concerning their views on the design and construction of upgrading U.S. 412 in Dunklin County with reference to the economic and social effects of such design, its impact on the environment, and its consistency with the goals and objectives of the community. An open-house format will be used, and persons may discuss the project and offer comments at any time between the prescribed hours. The presently contemplated improvements are as follows:

The Environmental Study examined options for increasing capacity, as well as the impact of those options, for the 20-mile section of U.S. 412 extending from Route AC near the Arkansas border to just east of Route Y near Kennett, Missouri.

After extensive review, two alternatives for increasing capacity were identified. During the public hearing, the preferred alternative of a four-lane undivided highway with a flush median will be shared. The preferred alternative includes an additional lane for turning traffic at intersections (3-lane with two-way left turn lane at intersections). Funding has not been secured for construction at this time.

Maps, plats, and other detail information prepared by the Missouri Department of Transportation, or interested agency, will be available for public inspection and copying at the office of the Southeast District Engineer of the Missouri Department of Transportation at 2675 North Main Street, Sikeston, Missouri, 63801. Written statements and exhibits as well as oral statements will be received at the hearing. Written statements and exhibits will be made a part of the public hearing transcript. Comments will be accepted in the form of writing or providing a recorded statement through Tuesday, April 21, 2026.

MoDOT is committed to providing equal access to this event for all participants. People who require special services or accommodations at the public hearing should notify MoDOT Project Manager Seiji Shimbo by Wednesday, March 25, 2026 at (573) 472-5389 or MoDOT's Customer Service at 1-888-ASK-MODOT (275-6636) so arrangements for those services can be made.

**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

BY: Donnie Brown, P.E.
District Engineer
(March 11, 21, 2026)

**NOTICE OF OPEN HOUSE PUBLIC HEARING
ON
U.S. ROUTE 412 ENVIRONMENTAL STUDY IN
DUNKLIN COUNTY**

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**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

BY: Donnie Brown, P.E.
District Engineer
(March 11, 21, 2026)



MoDOT Southeast District

Published by Marissa Van Robey Johnson · March 11 ·

...

MoDOT will hold a public hearing from 4 to 6 p.m. Tuesday, March 31 to share findings from the Environmental Assessment (EA) for U.S. Route 412 in Dunklin County. The public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri.

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The EA under the National Environmental Policy Act (NEPA), evaluated potential impacts the proposed transportation improvements could have on the project area. The study balances the need to improve the roadway with several community goals. **The EA is now available for review on the project webpage:** www.modot.org/412. An online comment form is also available via the project webpage. **Comments will be accepted through Tuesday, April 21, 2026.**

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modot.org/412

ROUTE 412 IN DUNKLIN COUNTY

PUBLIC HEARING

Open House
from
4-6 PMTuesday
March 31Senath-
Hornersville
High School

MoDOT to Host Public Hearing for U.S. 412 Environmental Study in Dunklin County

Online Comment Period Underway for Environmental Assessment: March 11-April 21, 2026

SIKESTON—The Missouri Department of Transportation will hold a public hearing from 4 to 6 p.m. Tuesday, March 31 to share findings from the Environmental Assessment (EA) for U.S. Route 412 in Dunklin County. The public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri.

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MoDOT is committed to providing equal access to this event for all participants. People who require special services or accommodations at the public hearing should notify MoDOT Project Manager Seiji Shimbo by Wednesday, March 25, 2026 at (573) 472-5389 or MoDOT's Customer Service at 1-888-ASK MODOT (275-6636) so arrangements for those services can be made.

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The public hearing will be open-house style, and visitors can stop by anytime between 4 and 6 p.m.

For more information, please contact MoDOT Project Manager Seiji Shimbo at (573) 472-5389 or MoDOT's Customer Service Center toll-free at 1-888-ASK MODOT (275-6636).

MODOT NEWSROOM

The newsroom is a one-stop shop for media partners to find their local and statewide communications contacts and news releases, as well as download department leadership portraits and other media.

[Visit the Newsroom](#)

REAL TIME TRAFFIC

Monitor real time traffic with our [online traffic map](#).



CONNECT WITH US



SHARE YOUR THOUGHTS!

U.S. 412 Environmental Assessment and Public Hearing

Please share your thoughts by submitting the form below by **April 21, 2026**. Your comments will be sent directly to the project team.

MoDOT se compromete a brindar igualdad de acceso a este evento a todos los participantes. Quienes requieran servicios o adaptaciones especiales durante la audiencia pública deben notificar al gerente de proyectos de MoDOT Seiji Shimbo al (573) 472-5389, al servicio de atención al cliente de MoDOT al 1-888-ASK MODOT (275-6636) o mediante el formulario de comentarios en línea a continuación. Por favor, comuníquese antes del miércoles 25 de marzo de 2026 para que se puedan coordinar dichos servicios.

Los comentarios sobre la evaluación ambiental y la información de la audiencia pública se aceptarán hasta el martes 21 de abril de 2026.

Your Name*

Nombre

Your Email*

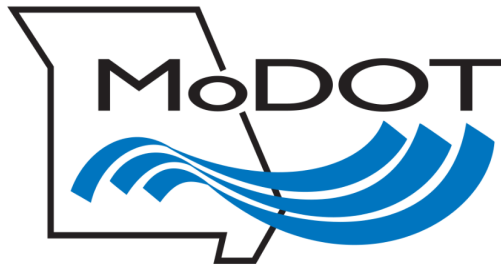
Tu correo electrónico

Please Share Your Thoughts!*

¡Por favor comparte tus pensamientos!

Please refrain from including URLs and/or links within your comment. The inclusion of links may result in the message being incorrectly marked as spam and undeliverable to the intended recipients.

SEND MESSAGE



SECTION 5:
ENGAGEMENT &
PUBLIC COMMENTS

US 412 Corridor Project
Environmental Assessment
JOB NO.: J0P2272
DUNKLIN COUNTY





SIGN-IN SHEET

U.S. 412 Public Hearing
Dunklin County
March 31, 2026

Southeast District
2675 North Main Street
Sikeston, MO 63801
1-888 ASK MoDOT (275-6636)
www.modot.org

PLEASE PRINT

Name	Address	Email	Phone Number
John Neighbors	1401 Ronnie Dr Kennett	neighbors52@yahoo.com	573-344-8740
Dan Neighbors	1009 S Jackson	Neighbors1945@gmail	573-717-303F
Alejandra Hernandez	KAIT	news@kait8.com	870-919-7167
JAMES ESTES	3937 CR 609 CANNONVILLE, MO Senath, MO	estesfarm5@sbcbglobal.net	
Irene Jordan	12215 State Hwy CC	ijordan@me.com	
Patsy Hanners	114 Shultz	hannerspatsy@gmail.com	573-238-2205
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Joe Lane	Senath	Joe.Lane38@yahoo	573-344-232
Patrick McHale	Dunklin County	mchalefarm5@sbcbglobal.net	870 740 0450
Cindy Wilkins	1203 Mallard Cr Kennett	Cindy@4waygini.com	573-888-7393



SIGN-IN SHEET

U.S. 412 Public Hearing
Dunklin County
March 31, 2026

Southeast District
2675 North Main Street
Sikeston, MO 63801
1-888 ASK MoDOT (275-6636)
www.modot.org

PLEASE PRINT

Name	Address	Email	Phone Number
LADONNA WATSON	12024 CR 562, Senath		
THOMAS Scales	1112 Kenwood Kennett		
Lois H. Johnson	9727 CR 549A Kennett		
SCOTT STOTEMER	Sc, MO		
Ester Walter	Senath, MO		
JV			
Dana Autry	Senath MO		
Eddie R. Long	Senath MO		
Gareth Mercer			
Roy W. Highland Station, Hufferd	Cardwell MO		
Robert Craig	Kennett/Senath		
Phil Gurlley			



SIGN-IN SHEET

U.S. 412 Public Hearing
Dunklin County
March 31, 2026

Southeast District
2675 North Main Street
Sikeston, MO 63801
1-888 ASK MoDOT (275-6636)
www.modot.org

PLEASE PRINT

Name	Address	Email	Phone Number
Patti Jones	14102 St Hwy Senath		
Susan Abmeyer	13599 St Hwy P Senath		
Mark Preyer	205 Clurden Kennett Mo	mpreyer58@gmail.com	573-344-1277
Jan McElwath	City of Kennett		573-888-9001
Melissa Combs	714 E Picky Rd Kennett, MO 63857	mcombs@cityofkennettmo.com	573-344-6162
Bree McFarland	Honnersville, MO	bmcFarland463@gmail.com	573 717-0492
Chuck & Judy Ernest	307 Homecrest Kennett		
Jim Grebing	BR PL	jgrebing@aboutrp.com	573-614-5178
Morgan Johnson	KFVS 12		702-324-7011
Ellis Crozero	103 Rose St. Senath		573-344-7594
Max Mobley	16293 CA. 547 Kennett	mmobley111@gmail.com	(573) 344.3449
Ch Wills	12024 CR 562 Senath		



SIGN-IN SHEET

U.S. 412 Public Hearing
Dunklin County
March 31, 2026

Southeast District
2675 North Main Street
Sikeston, MO 63801
1-888 ASK MoDOT (275-6636)
www.modot.org

PLEASE PRINT

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Libby Mobley	306 W. Washington Kennett	libbymobley@yahoo.com	573 757-5325
Janet Wallace	9227 CR 524 Senath		573 898-7396
Danny Sawyer	308 N. Main St Senath	—	—
Matt Wilkerson	MoDOT		
Donnie Brewer	MoDOT		
Katy Bower	MoDOT		
Justin Chailland	10884 County Rd 534 Senath MO	ChaillandsDemo@outlook.com	573 919 8150
Joe Churchill	16802 STATE HWY Senath P	Churchill @ yahoo.com	573 -752-0112
DAVID WYMAN	22469 CR 732 Dexb MO	david.wyman@cityofdexb.org	573-421-0323
FLOYD BRITTON	2848 US Hwy 412	floydbrifton@gmail.com	573 717 5296
Jake McBarity	10343 St Hwy Y	mcbarity96@gmail.com	573-601-0527



SIGN-IN SHEET

U.S. 412 Public Hearing
Dunklin County
March 31, 2026

Southeast District
2675 North Main Street
Sikeston, MO 63801
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PLEASE PRINT

Name	Address	Email	Phone Number
Tierney Sabo	BFW Engineering	tsabod@bfiengineers.com	573-622-
Mike Schoelhamer Congressman Smith	2725 N Westwood Blvd Poplar Bluff mo	mike.schoelhamer@ mail.house.gov	573-609-2996
Pam Masterson	MoDOT		
Gerold Max	Kennett Street Dept	RSD@CityofKennett.com	573-752-9013
Tim Pickett	SE - MoDOT	Timothy.Pickett@modot. mo.gov	573-472-9003
Hunter Sutton	RSD	HSutton@DunklinCounty.gov	573-888-2424
Darrell Watson	Kennett	Darrell.Watson@att.net	(760) 207-4280
Brandie Gipson	Senath Street		573-717-5424
Johnny Bowler	Senath mo		573-559-5284
Catherine Coates	Senath street		
Chad Morgan	Hornersville		573-344-9767
DON COLLINS	1417 Nadeen Pelts KNT	n173lw@gmail.com	573 888 7100

FACEBOOK POST:**MoDOT Southeast District**

Published by Marissa Van Robey Johnson · March 11 ·

MoDOT will hold a public hearing from 4 to 6 p.m. Tuesday, March 31 to share findings from the Environmental Assessment (EA) for U.S. Route 412 in Dunklin County. The public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri.

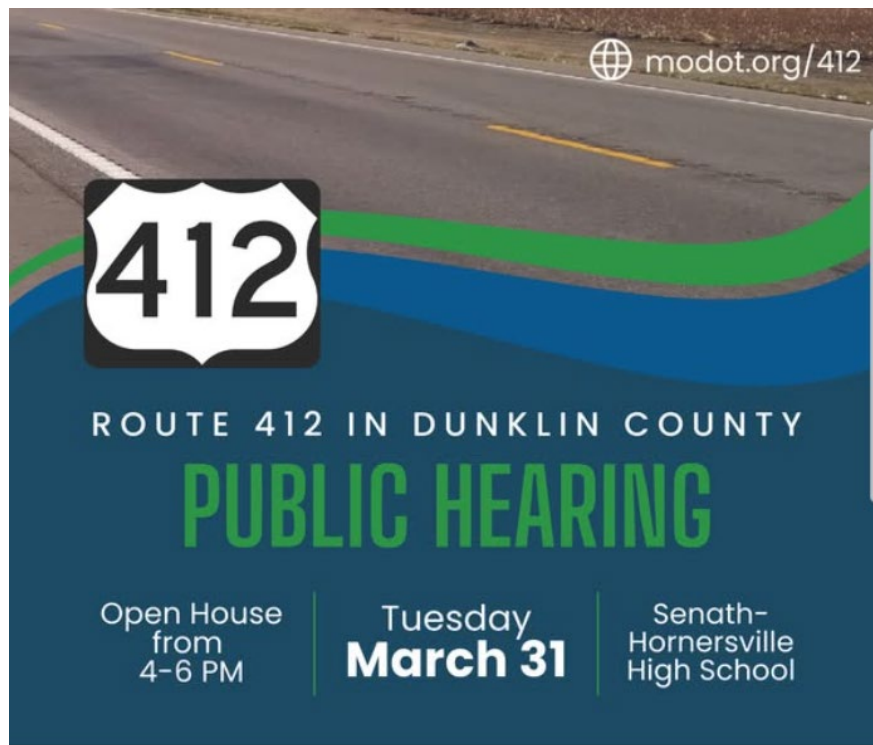
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FACEBOOK POST DETAILS: *March 11, 2026*

- **29,932 People Reached**
- **84 Shares**
- **4 Comments**
- **128 Reactions**
 - 126 likes
 - 2 loves

COMMENTS:

[Danny Ray](#): This is something that has needed to be done for a long time. The traffic has increased and I feel once Interstate 67 in Arkansas is completed, HWY 412 will see an increase also making a major shift for traffic to Nashville, Tn from an alternate route.

Tennessee has done their part. Arkansas has done their part. Now it is time for Missouri to finish what they started!!

[Blake Williams](#): [Tommi](#)

[Tommi Faulkner](#): [Blake Williams](#) I actually read this yesterday. Something definitely needs to be done to help with traffic flow

[Blake Williams](#): I agree 🙏

FACEBOOK POST:**MoDOT Southeast District**

Published by Marissa Van Robey Johnson · March 24 at 1:18 PM ·

MoDOT will hold a public hearing from 4 to 6 p.m. Tuesday, March 31 to share findings from the Environmental Assessment (EA) for U.S. Route 412 in Dunklin County. The public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri.

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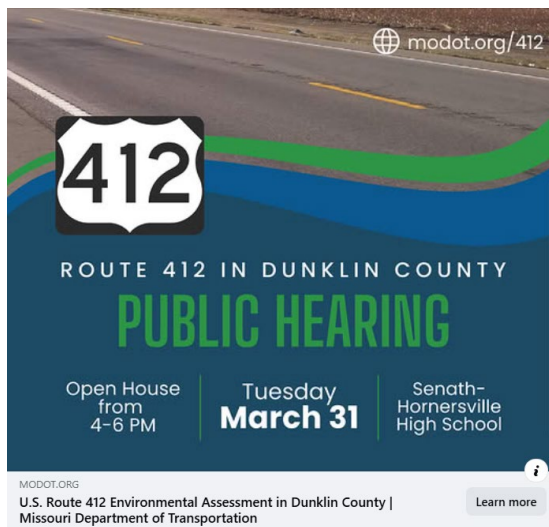
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MoDOT se compromete a brindar igualdad de acceso a este evento a todos los participantes. Quienes requieran servicios o adaptaciones especiales durante la audiencia pública deben notificar al gerente de proyectos de MoDOT Seiji Shimbo al (573) 472-5389, al servicio de atención al cliente de MoDOT al 1-888-ASK MODOT (275-6636) o a través del formulario de comentarios en línea en modot.org/412.

Por favor, comuníquese antes del miércoles 25 de marzo de 2026 para que se puedan coordinar dichos servicios.

**FACEBOOK POST DETAILS:** *March 24, 2026*

- **5,943 People Reached**
- **9 Shares**
- **0 Comments**
- **17 Reactions**
 - 16 likes
 - 1 love

FACEBOOK POST:

MoDOT Southeast District
Published by Marissa Van Robey Johnson · March 31 at 12:22 PM ·

Join us today (3/31)! MoDOT will hold a public hearing from 4 to 6 p.m. Tuesday, March 31 to share findings from the Environmental Assessment for U.S. Route 412 in Dunklin County. The public hearing will be held at the gym of Senath-Hornersville High School, located at 803 South State St. in Senath, Missouri.

The public hearing materials (handout, exhibits and video simulation) are also available online: www.modot.org/412.

The environmental study examined options for increasing capacity, as well as the impact of those options, for the 20-mile section of U.S. 412 extending from Route AC near the Arkansas border to just east of Route Y near Kennett, Missouri. After extensive review, two alternatives for increasing capacity were identified. During the public hearing, the preferred alternative of a four-lane undivided highway with a flush median will be shared. The preferred alternative includes an additional lane for turning traffic at intersections (5-lane with two-way left turn lane at intersections). Funding has not been secured for construction at this time.

📺 https://www.youtube.com/watch?v=NJ1ESlv8_EU

ABOUT
To plan for future capacity improvements, MoDOT launched an Environmental Study for U.S. 412. The 20-mile section extends from Route AC near the Arkansas border to just east of Route Y near Kennett, Missouri. The Dunklin County Commission contributed \$500,000 toward the completion of the environmental work.

What is an Environmental Study?
An Environmental Assessment (EA) under the National Environmental Policy Act (NEPA), evaluates potential impacts proposed transportation improvements could have on the project area's natural and manmade environment.
The study for U.S. 412 began with collecting data in fall 2022 and gathering public input, including public meetings in December 2022 and June 2023. This identified potential project challenges, assessed needs along the corridor and gauged public sentiment.
During the extensive review, two alternatives for increasing capacity on U.S. 412 were developed. MoDOT worked to ensure the study balances the need to improve the roadway with several community goals.
This public hearing marks one of the final steps of the study, with the EA including the preferred alternative now available for review at modot.org/412.

What is the NEPA Process?
• Gathers information on existing environmental conditions
• Considers alternatives/options
• Assesses potential environmental impacts and mitigations
• Documents the findings
• The NEPA process also documents potential impacts to

What are the next steps?
The goal of the study was to perform an alternatives analysis and develop an environmental document. If additional funding becomes available, the completed environmental work allows MoDOT to move forward quickly instead of waiting to initiate the multi-year environmental process.
Although funding has not been secured for future construction, a section of U.S. 412 from Route AC to Keeneyville Slough is included in the draft 2027-2031 Statewide Transportation Improvement Plan for scoping. Scoping includes completing preliminary engineering (including design) for this segment.
The current estimate for the preferred alternative is approximately \$100M. The Bootheel Regional Planning Commission has designated this as an unmet transportation need.

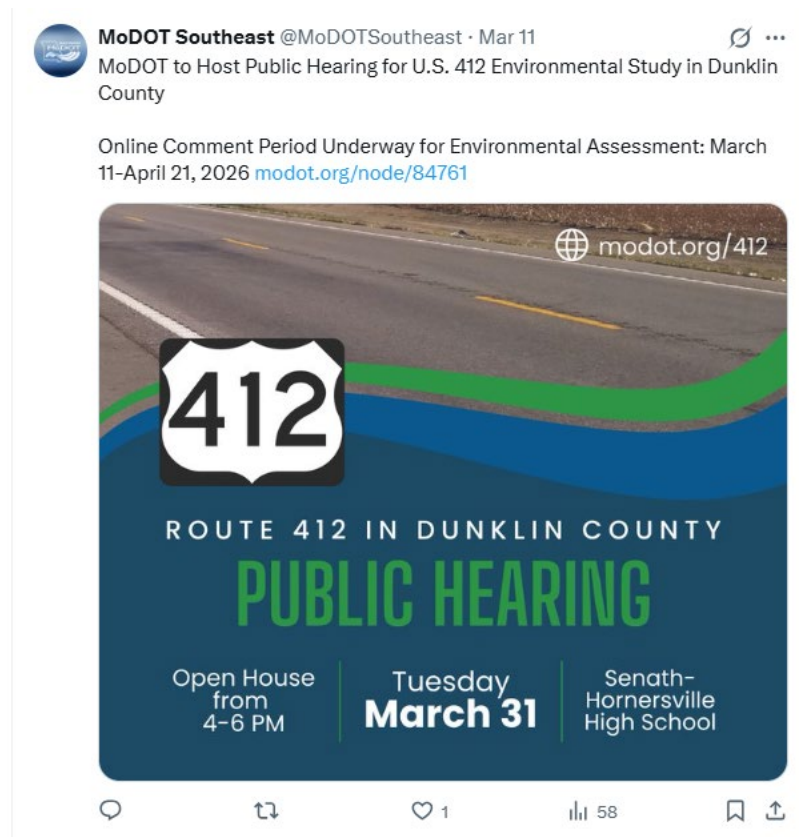
Who do I contact for more information?
@sevendot MoDOT Project Manager

What is the preferred alternative?
After extensive review, the preferred alternative was determined to be a four-lane undivided highway with a flush median. The preferred alternative includes an additional lane for turning traffic at intersections (5-lane with two-way left turn lane at intersections).

Potential Benefits:
➤ **Traffic Efficiency & Mobility:** The mixture of agricultural traffic and passenger vehicles results in a disparity in travel speeds and creates delays. Additionally, passing opportunities are reduced when drivers have limited sight distance of opposing traffic due to large agricultural equipment.
➤ **Improved Intersection Geometry:** Correcting intersection skew angles will improve visibility for drivers and make turning movements easier for large vehicles. The current environmental work proposes improving geometry at 11 intersections.
➤ **Safety Improvement Project:** This alternative will

FACEBOOK POST DETAILS: March 31, 2026

- 7,795 People Reached
- 5 Shares
- 0 Comments
- 15 Reactions
 - 13 likes
 - 2 loves

X/TWITTER POSTS:

MoDOT Southeast @MoDOTSoutheast · Mar 31

TODAY (3/31)-MoDOT to Host Public Hearing for U.S. 412 Environmental Study in Dunklin County

Tuesday, March 31

4 to 6 pm

Gym of Senath-Hornersville High School

modot.org/412

Two-lane undivided highway with a flush median

Between-Intersection (Btwn) provides buffer space between opposing lanes of travel

All Intersections provides a lane for turning vehicles at intersections

What are the next steps?

The goal of the study was to perform an alternative analysis and develop an environmental document. If additional funding becomes available, the completed environmental work allows MoDOT to move forward quickly, instead of waiting to restart the study once environmental permits are secured.

Although funding has not been secured for future construction, a decision of U.S. 412 from Route AC to downtown through is included in the 2022-2023 Regional Transportation Improvement Plan for funding. Funding includes completing preliminary engineering (including design) for the segment.

The current estimate for the preferred alternative is approximately \$10M. The Regional Regional Planning Commission has designated this as an urban arterial transportation need.

Who do I contact for more information?

Please contact MoDOT Project Manager Reginald at (513) 412-5264 or visit the project webpage at modot.org/412.

What is the preferred alternative?

After extensive review, the preferred alternative was determined to be a four-lane undivided highway with a flush median. The preferred alternative includes an additional lane for turning traffic at intersections (3-lane with two-way left turn lane at intersections).

Potential Benefits:

- Traffic Efficiency & Mobility:** The mixture of agricultural traffic and passenger vehicles results in a disparity in travel speeds and creates delays. Additionally, passing opportunities are reduced when drivers have limited sight distance of opposing traffic due to large agricultural equipment.
- Improved Intersection Geometry:** Connecting intersection skew angles will improve visibility for drivers and make turning movements easier for large vehicles. The current environmental work proposes improving geometry of 3 intersections.
- Safety Improvement Project:** This alternative will provide some separation between opposing directions of traffic, while mobility patterns would remain very similar to today.

ABOUT

To plan for future capacity improvements, MoDOT launched an Environmental Study for U.S. 412. The 20-mile section extends from Route AC near the Arkansas border to just west of Route 1 near Kennett, Missouri. The Dunklin County Commission contributed \$100,000 toward the completion of the environmental work.

What is an Environmental Study?

An Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) evaluates potential impacts proposed transportation improvements could have on the project area's natural and manmade environment.

The study for U.S. 412 began with collecting data in fall 2022 and gathering public input, including public meetings in December 2022 and June 2023. This identified potential project challenges, development along the corridor and gauged public sentiment. During the extensive review, two alternatives for increasing capacity on U.S. 412 were developed. MoDOT worked to ensure the study balances the need to improve the roadway with overall community growth.

This public hearing marks one of the final steps of the study, with the EA including the preferred alternative now available for review at modot.org/412.

What is the NEPA Process?

- Gathers information on existing environmental conditions
- Considers alternative(s) options
- Assesses potential environmental impacts and mitigations
- Documents the findings
- The NEPA process also documents potential impacts to public lands and international areas and forests also under federal 401 of the Department of Transportation Act

NEWS RELEASES:

[TODAY \(3/31\)-MoDOT to Host Public Hearing for U.S. 412 Environmental Study in Dunklin County:](#) 03/31/2026

[MoDOT to Host Public Hearing for U.S. 412 Environmental Study in Dunklin County:](#) 03/24/2026

[MoDOT to Host Public Hearing for U.S. 412 Environmental Study in Dunklin County:](#) 03/11/2026

We want to know.

Please share your comments regarding U.S. 412 in Dunklin County and the environmental work.
Please mail your comments no later than April 21, 2026. Thank you for your input.

Name: Melissa Combs Phone: 573-344-6162

Address: 714 E Ricky Rd Kennett, Mo 63857

Email Address: ~~mcombs@cityadmin@cityofkennettmo.com~~ cityadmin@cityofkennettmo.com

Did you attend the public hearing on March 31, 2026? yes

Comments may also be submitted online at: modot.org/412



Comments:

I am thankful to see the improved design of this corridor. 412 from AR state line to Kennett is the most economically important stretch of highway in Dunklin County. The highest sales tax generating businesses sit on this stretch. It is also surrounded by valuable agricultural land & traffic. Safety will also be greatly improved. The current design is cumbersome to travelers who need to pass. Many serious + fatal accidents can be reduced with additional lanes added to the highway.

(additional space on reverse side)



We want to know.

Please share your comments regarding U.S. 412 in Dunklin County and the environmental work.
Please mail your comments no later than April 21, 2026. Thank you for your input.

Name: CHARLES EARNEST Phone: 573-717-0197

Address: 307 HOMECREST, KENNETT MO 63857

Email Address: CEARNEST@DOLPHIN1899.COM

Did you attend the public hearing on March 31, 2026? YES

Comments may also be submitted online at: modot.org/412



Comments: EVERY BODY HERE KNOWS SOMEONE
WHO HAS BEEN INJURED OR KILLED.
PUBLISH A LIST OF NAMES TO ILLUSTRATE
THE PROBLEM.
THANKS

Charles Earnest

(additional space on reverse side)



We want to know.

Please share your comments regarding U.S. 412 in Dunklin County and the environmental work.
Please mail your comments no later than April 21, 2026. Thank you for your input.

Name: Judy Earnest Phone: 573-888 7306

Address: 307 Homestead Kennett, Mo. 63857

Email Address: jse@dolphin1899.com

Did you attend the public hearing on March 31, 2026? no

Comments may also be submitted online at: modot.org/412



Comments:

- 1) Mr. T. intersection - confusing - problem of a Mr. T's alcohol & ~~marijuana~~ grass
- 2) ^{need} spot sign intersection at Senath
- 3) have more police supervision of area - road
- 4) have signs for keeping off phones -
- 5) some stop signs - on road - just to get off phone -

(additional space on reverse side)



Feedback from visitors of the MODOT online comment form



Created	Your Name	Your Email	Please share your thoughts!	MoDOT Response	Response Date
3/11/2026 19:41	Carlene Horton	carhorton@att.net	I would love to see 412 made into 4 lanes, from Dunklin County ti Arkansas line. The extension from Paragould to Walnut Ridge is wonderful for traffic control and makes an easy drive. Which laid expect the extension to do so in Dunklin Co. thank you		
3/12/2026 4:15	Dennis Simpson	drsyaktex@gmail.com	Please do make these improvements the freight traffic has been increasing by a noticeable volume and will only grow with the planned improvements on the Arkansas side from Black Rock to the border.		
3/12/2026 5:02	Mr. Rene Thibodeaux	info@futureinterstatecorridors.com	Will U.S. 412 be upgraded to a four-lane divided highway from I-55/I-155 to Future I-57 in Arkansas. Has anyone in Congress or the state governments in Missouri and Arkansas proposed or studied the possibility of extending Future I-42 from I-49 in Arkansas to I-55 in Missouri.	Thank you for the comments regarding the Environmental Assessment on Dunklin County US412 corridor project. During the environmental assessment study, 2 reasonable alternatives to improve corridor capacity were developed; Alternative A: 4 lane divided highway, Alternative B: 4 lane undivided highwa with flush median - (Preferred alterntieve). After the study, public involvement, and assessment of impacts of each alternative, alternative B was selected as preferred alternative. I have not heard anything about Future I-42 in Missouri. Missouri has no plans to study the US412 corridor for upgrades to interstate standards.	3/12/2026
3/16/2026 14:59	Renda Wilfong	rendawilfong@gmail.com	I fully support Hwy 412 from Kennett to Arkansas being made 4 lanes.		
3/31/2026 10:12	Mandy Lewis	mandyleecossey1978@gmail.com	I believe this expansion of 412 would be a great asset to Dunklin County and the Missouri bootheel.		
4/1/2026 9:29	Charles A. Long Jr.	chklong@hotmail.com	As quickly as possible. I commuted from Kennett to Jonesboro 3-4 days a week. And still go to healthcare visits there. 412 being such a dangerous 2 lane road is part of the reason I retired early. Just do it.		
4/1/2026 13:19	Lavonda Swindle	lavondaswindle95@gmail.com	Is there any plans for the intersection on 412 at Senath. Would a round about be considered?	Thank you for your comment regarding the intersection of U.S. 412 at Senath. At this time, there are no plans to construct a roundabout at that location. The current U.S. 412 project proposes adding lanes, and as the design progresses we may be able to evaluate potential improvements such as turn lanes. However, the construction of project is not yet funded, and we do not have a timeline for when construction may occur. We appreciate your input as we continue the project development.	4/1/2026
4/2/2026 9:18	Phyllis Parker	tgrfan1_1999@yahoo.com	The access curve at Octa is extremely dangerous. Having traveled 412 for 50+ years I have had to pull off the highway numerous times to avoid head-on collision s because you cannot see oncoming traffic. I have written the highway department asking for a no-passing line to be painted on the road after a near accident there but no one responded! If I am trying to access 412 from Highway T, I often have to wait for 15 to 20 cars to pass.	Thank you for the comment. I will have our Traffic team look into the area of concern.	4/2/2026
4/17/2026 11:19	Susan Abmeyer	susanabmeyer@gmail.com	Like the plan overall. 1. Have you thought about a round a bout at Senath at P Highway junction? It would slow traffic down but keep it moving. See so much here with people stopping when the shouldn't when they shouldn't and not looking at all 2. Have you thought about a round a bout at Cardwell at with Highway F? Slow traffic down but keep moving? 3. Something at Riverside. People coming from the South just don't stop at the stop sign. Rumble strips Flashing stop sign. This is nothing new here watched it for years.	Thank you for your comment. At this time, there are no plans for a roundabout at those locations. The current U.S. 412 project includes proposed lane additions, and as the design progresses, we may be able to evaluate potential improvements such as turn lanes. However, construction for this project is not yet funded, and we do not currently have a timeline for when it may begin. We appreciate your input as we continue project development. I will share your concerns about the Riverside intersection with our traffic team for further review.	4/17/2026
4/20/2026 19:23	Jessica Shands	shandsj@outlook.com	My name is Jessica Shands. I have called my current house "home" since 1999, when I was 5-years-old. I am currently 32 with 3 children of my own. My husband, Dallas Shands, and I have lived here since my mother moved in 2019. This property has been in my family since the 70's. I am an elementary school teacher and one of my personal and professional purposes in life is to be a child advocate. Living next to 412 already posses a risk to the safety of my family, especially my children, as we love to be outside. When my mother lived here, a truck ran off the road and into our field area/propane tanks. The police came out to look but because they had already towed their vehicle before anyone got home, nothing could be done. The leaders to an electrical pole also had to be replaced by the electrical company at that time. With an expanding highway, and increase in traffic and speeds, my fear is that we will no longer be safe to play in our own yard/home, if we even have one. We are, and will be, unable to move our house in any direction since it there is an add-on onto the trailer. Because of that, I'm also afraid we are going to lose our field access that we have at the front of our property. We use this daily to get to and from our field and behind our house. We were told that we could not have a driveway to the field added due to 412 being a limited access highway. I am not a fan of change. I know this is a changing and growing world and that we live on an United States Highway. We are fortunate enough to live surrounded by commercial farm land. Which leads me to the fact that our family will have to be uprooted from our lives if we have to move. Farmers don't have to move their family if their property is taken. They will just buy more acres to farm, no skin off of their backs. We will be left with nothing but memories of our home and my family far into debt. I know what is going to happen will happen, but please take these statements into consideration. My family will not be the only ones affected by the decisions.	Thank you for sharing your concerns. Although a section of US412 from Route AC to Kinnemore Slough near Caldwell is included in the statewide transportation improvement plan for preliminary engineering and design, the construction of the project is not funded, and detailed design work has not begun. When funding becomes available and design begins, we will identify any impacts and will contact affected property owners directly. If right of way or access changes are needed, those would be discussed with you individually. Your comments will be included in the project record, and we appreciate you taking the time to share them.	5/4/2026



<i>Agency Contact</i>	<i>Agency</i>	<i>Comment/Feedback</i>
Edward Hubert, Regional Environmental Officer	Federal Emergency Management Agency	None
Jorge Lugo-Camacho, State Soil Scientist	United States Department of Agriculture	None
John Weber, Field Supervisor	United States Fish and Wildlife Service	None
Amy Bhesania Tapp, NEPA Program Director	United States Environmental Protection Agency	None
Stephanie Stephens, Acting Regional Director	National Park Service	None
Roger Allen, Chief, Regulatory Branch	United States Army Corps of Engineers	None
Tamra Wilson	Office of Administration (State of Missouri)	None
Jordan Meyer, Policy Coordinator	Missouri Department of Conservation	None
James Remillard, Director	State Emergency Management Agency (State of Missouri)	None
Rachel Bruemmer, Planning Coordinator	Missouri Department of Natural Resources	None
Dawn Scott, State Historic Preservation Program Director	Missouri Department of Natural Resources State Historic Preservation Office	None

<i>Tribal Office Location</i>	<i>Tribe</i>	<i>Comment/Feedback</i>
Pawhuska, Oklahoma	Osage	None
Quapaw, Oklahoma	Quapaw	None
Wyandotte, Oklahoma	Eastern Shawnee	None



Missouri Department of Transportation
Ed Hassinger, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

July 31, 2026

To Whom It May Concern
Quapaw Nation
P.O. Box 765
5681 S. 630 Rd.
Quapaw, Oklahoma 74363

RE: US 412 Environmental Assessment (EA): Route Y to Route AC, Dunklin County, Missouri

To Whom It May Concern:

The Federal Highway Administration (FHWA), in cooperation with the Missouri Department of Transportation (MoDOT) and the Dunklin County, Missouri Commission, has prepared an Environmental Assessment (EA) to consider a range of alternatives, including the No Build alternative for US 412 in Dunklin County. The project study area extends from Route Y, near Kennett, Missouri, to Route AC, near the Missouri/Arkansas border.

The EA has considered a four-lane undivided highway alternative and a four-lane undivided highway in addition to the No Build alternative. The impacts in the study area were evaluated for each of the reasonable alternatives and through that process and public input, a Preferred Alternative has been identified. The approved EA is available for review and comment.

The EA and its appendices can be found here: (<https://www.modot.org/412>). Any comments or questions can be direct to me; I can be contacted at (573) 380-9765 or by email at **Seiji.Shimbo@modot.mo.gov**.

Sincerely,

Seiji Shimbo, PE
MoDOT Project Manager