

CHAPTER IV

List of Commitments

This section provides a summary of the commitments and mitigation obligations that are mentioned throughout the DEA. Most of the commitments and mitigation obligations are standard practice obligations that MoDOT will initiate on any major transportation infrastructure improvement project.

Common to all SIUs:

1. MoDOT will comply with the appropriate currently-adopted design criteria and design standards.
2. MoDOT will incorporate suitable and reasonable Intelligent Transportation Systems (ITS) elements into the Improve I-70 program.
3. MoDOT will consult with emergency responder agencies involved in traffic incident management on I-70 in future design and maintenance of traffic plan development as the Improve I-70 program progresses.
4. MoDOT will construct frontage roads for the purposes of maintaining existing local service connections and maintaining existing access to adjacent properties, where warranted. The frontage roads as proposed in the Frontage Road Master Plan may be constructed in the future as needs arise and as funding becomes available. Where reasonably possible, any eight-foot (2.4 meters) paved shoulder along new frontage road construction could serve as a one-way bicycle facility.
5. MoDOT will develop a traffic maintenance plan for the construction phases. Through traffic will be maintained along I-70 and at access points to the interstate from cross roads. It is likely that some interchange ramps and cross roads will be closed and temporary detours required. Construction schedules, road closures and detours will be coordinated with police forces and emergency services to reduce impact to response times of these agencies.
6. MoDOT will coordinate with project area businesses regarding access issues, via direct communication throughout the construction period.
7. MoDOT will coordinate with local public service and utility service providers during the final design phase of the project and during the construction period to minimize infrastructure relocation, modifications and connectivity requirements.
8. During right of way acquisition and relocations, MoDOT will assure that this will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. MoDOT is committed to examining ways to further minimize property impacts throughout the corridor, without compromising the safety of the proposed facility, during subsequent design phases.

9. During construction, MoDOT's standard specifications, Missouri Department of Natural Resources (MDNR) Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed.
10. Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System (NPDES), the control of water pollution will be accomplished. The plan specifies berms, slope drains, ditch checks, sediment basins, silt fences, rapid seeding and mulching and other erosion control devices or methods as needed. In addition, all construction and project activities will comply with all conditions of appropriate U.S. Army Corps of Engineers and Missouri Department of Natural Resources permits and certifications.
11. MoDOT has special provisions for construction which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.
12. MoDOT is committed to minimize lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties.
13. To minimize impacts associated with construction, pollution control measures outlined in the MoDOT Standard Specifications for Highway Construction will be used. These measures pertain to air, noise and water pollution as well as traffic control and safety measures.
14. MoDOT will review the Natural Heritage Database and coordinate with the U.S. Fish and Wildlife Service periodically during the project development process to identify any new locations of threatened and endangered bat activity and for new locations of the running buffalo clover.
15. Landscaping in the right of way will include native plant species and other enhancements in accordance with the statewide I-70 Corridor Enhancement Plan to the maximum extent possible. In accordance with MoDOT standards, new seed mixes, mulch and plant materials will be free of invasive weedy species to the extent possible. Where appropriate, MoDOT will partner with the Missouri Department of Conservation (MDC) Grow Native program and implement the establishment of native vegetation along highway rights of way.
16. MoDOT has developed a Conceptual Wetland Mitigation Plan to compensate for wetland impacts, and appropriate mitigation will be adhered to in accord with the plan. Further coordination with the U.S. Army Corps of Engineers will occur during the final design process to comply with Section 404 of the Clean Water Act.
17. MoDOT will continue to coordinate with the SHPO and comply with the existing executed Programmatic Agreement that complies with the National Historic Preservation Act.

18. When trees are removed, MoDOT will implement the tree replacement policy and plant two trees for every tree removed that has a diameter greater than six inches at breast height.
19. Where feasible, MoDOT's design process will minimize impacts to floodplains. A hydraulic design study that addresses various constructive size alternatives will be completed during final design.
20. Mitigation efforts to prevent the rise in flood elevation of each of the water bodies affected will be employed in an effort to obtain a No-Rise Certification permit from the State Emergency Management Agency (SEMA).
21. MoDOT will continue to coordinate with the Natural Resources Conservation Service (NRCS) to determine appropriate mitigation measures for the loss of Conservation Reserve Program (CRP) and Wetlands Reserve Program (WRP) lands.
22. Plans for suitable pedestrian, bicycle and wheelchair access across I-70 will be developed during the design of the interchanges.
23. The MoDOT Noise Policy will be used to address noise impacts. Where appropriate, possible noise abatement types and locations will be presented and discussed with the benefited residents during the preliminary design phase. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective

SIU 2 Specific Commitments:

1. MoDOT will conduct a field check for the running buffalo clover at least one year prior to construction activities at the Lamine River crossing.
2. MoDOT will continue coordination with the SHPO through the final design process on the one NRHP eligible resource (Marth Barn, 2LF66.1) in SIU 2 that will be adversely affected by implementation of the Preferred Alternative.

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**FINAL SECTION 4(f) EVALUATION FOR THE
MARTH/FISCHER BARN (2LF66.1)**

**INTERSTATE 70 SIU 2
LAFAYETTE COUNTY**

Prepared Pursuant to 23 USC 138 and 49 USC 303

**By the
United States Department of Transportation
Federal Highway Administration
and the
Missouri Department of Transportation**

1/12/06
Date of Approval

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For FHWA
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Title