

## **Appendix E**

### **Correspondence**



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Missouri Division

*FHWA VISION:*  
"To Create the Best Transportation  
System in the World."

209 Adams Street  
Jefferson City, Missouri 65101  
(573) 636-7104  
Fax (573) 636-9283  
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



February 27, 2003

Iowa Tribe of Kansas and Nebraska  
2340 - 330th Street  
White Cloud, KS 66094

Subject: I-70 Second Tier Studies  
MoDOT Job No. J4I1341  
Invitation for Consultation

Dear Sir:

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact statement (EIS) for this study overall was concluded and approved in December 2001.

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at (573) 638-2620, [peggy.casey@fhwa.dot.gov](mailto:peggy.casey@fhwa.dot.gov), or Bob Reeder at (573) 751-0473, [reeder1@mail.modot.state.mo.us](mailto:reeder1@mail.modot.state.mo.us). Additional information concerning this project is available at [www.ImproveI70.org](http://www.ImproveI70.org).

Sincerely yours,

A handwritten signature in black ink, appearing to read "Allen Masuda".

Allen Masuda, P.E.  
Division Administrator

Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel



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Allen Masuda, Division Administrator



February 27, 2003

Sac & Fox Tribe of the Mississippi in Iowa  
349 Meskwaki Road  
Tama, IA 52339-9629

Subject: I-70 Second Tier Studies  
MoDOT Job No. J411341  
Invitation for Consultation

Dear Sir:

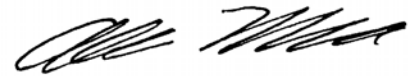
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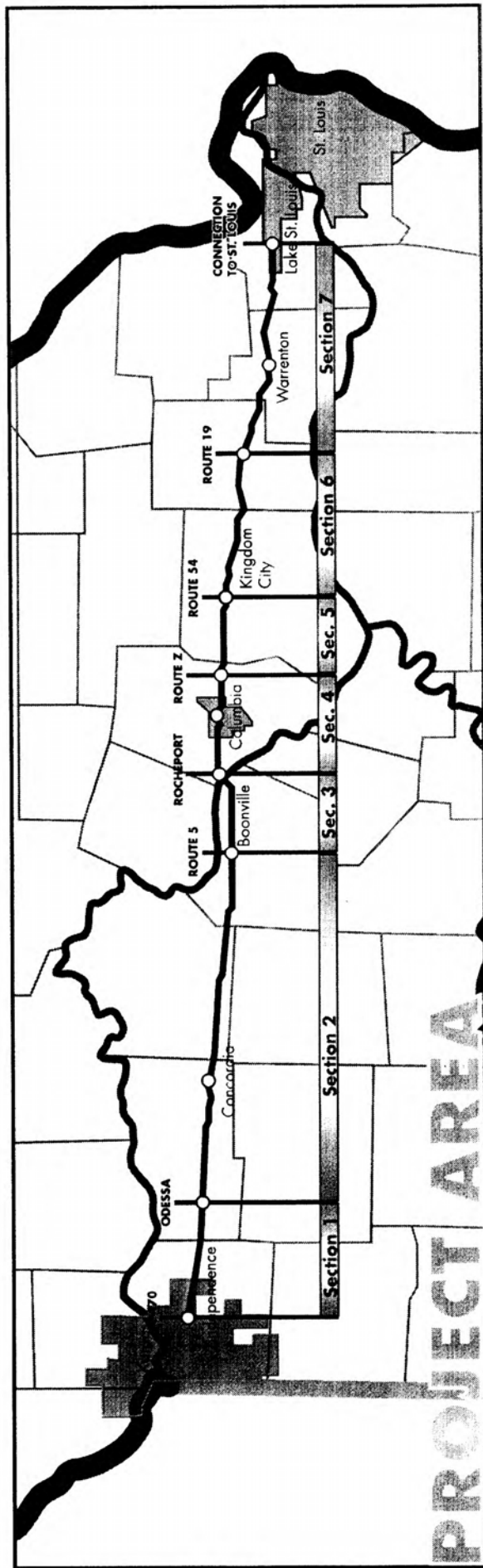
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Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel



# Sections of Independent Utility



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7	35	Route 19 (w/interchange to St. Louis)	EIS	Jacobs Civil

# SAC AND FOX NAGPRA CONFEDERACY



**"MESKWAKI"**

Sac and Fox of the  
Mississippi in Iowa  
349 Meskwaki Rd  
Tama, IA 52339-9629  
641-484-4678  
Fax: 641-484-5424  
Contact:  
Johnathan L. Buffalo



Sac and Fox Nation  
of Missouri  
in Kansas and Nebraska  
305 N Main  
Reserve, KS 66434  
785-742-7471  
Fax: 785-742-2979  
Contact: Deanne Bahr



Sac and Fox Nation of  
Oklahoma  
Rt. 2 Box 246  
Stroud, OK 74079  
918-968-2353  
Fax: 918-968-2353  
Contact: Sandra Massey



May 1, 2003

Bob Reeder  
PO Box 270  
Jefferson City, MO 65102

Dear Mr. Reeder:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Please be advised that the Sac and Fox inhabited this area extensively. Therefore, we will need to be notified immediately should any funerary objects or human remains be unearthed. The main contact group of the Sac and Fox in issues that result in inadvertent finds of human remains or funerary objects pertaining to:

Section 4 thru Section 7, Independent Utility, MoDot Job NO. J411341, Missouri,

will be Deanne Bahr, NAGPRA Coordinator for the Sac and Fox Nation of Missouri. If you have any questions, please call me.

Sincerely,

Deanne Bahr  
Sac and Fox Nation of Missouri  
NAGPRA Contact Representative



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Missouri Division

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Allen Masuda, Division Administrator



February 27, 2003

Sac & Fox Nation of Oklahoma  
Route 2, Box 246  
Stroud, OK 74079

Subject: I-70 Second Tier Studies  
MoDOT Job No. J4I1341  
Invitation for Consultation

Dear Sir:

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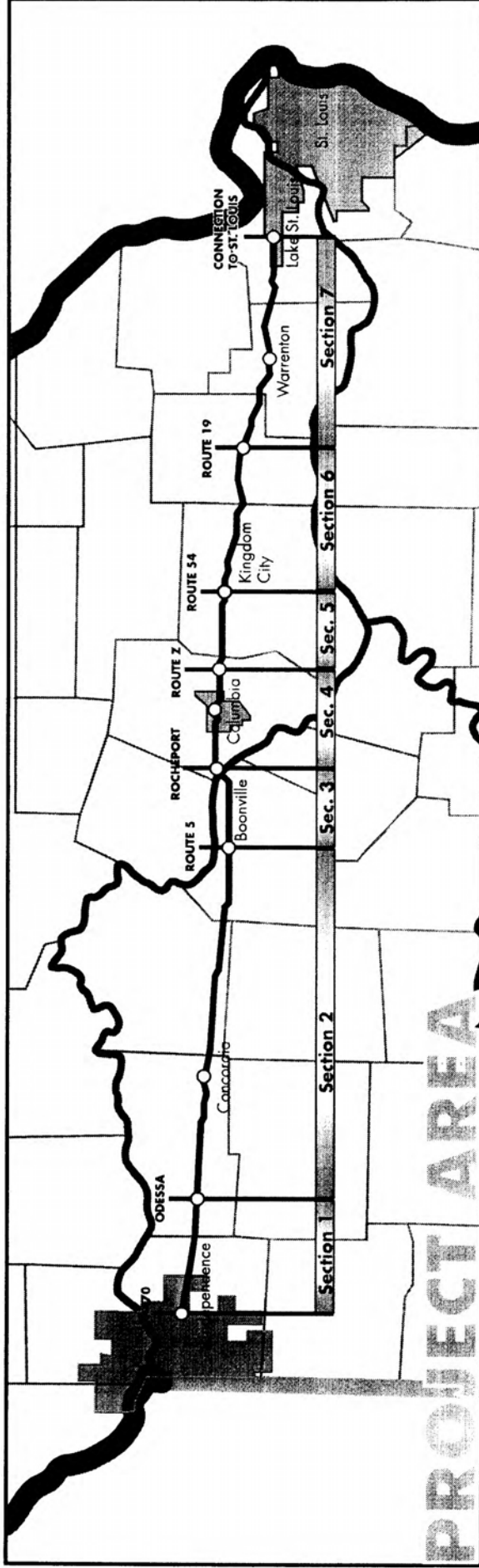
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Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel



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Allen Masuda, Division Administrator



February 27, 2003

Sac & Fox Nation of Missouri in Kansas and Nebraska  
305 North Main Street  
Reserve, KS 66434-9723

Subject: I-70 Second Tier Studies  
MoDOT Job No. J411341  
Invitation for Consultation

Dear Sir:

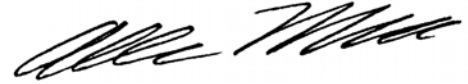
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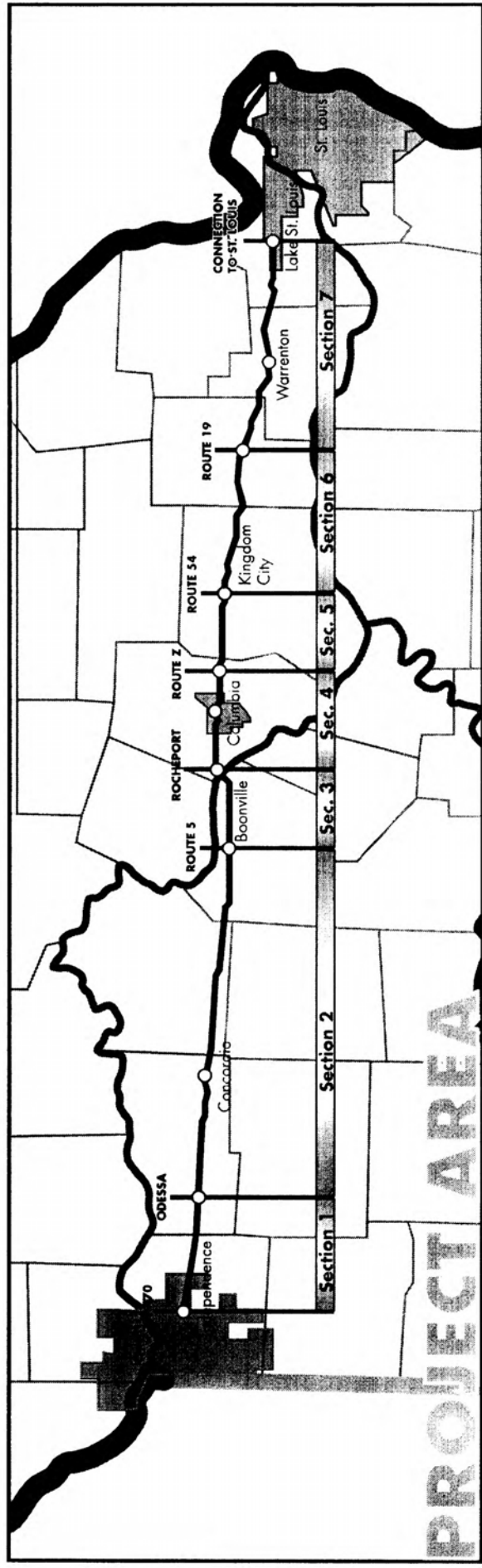
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Allen Masuda, Division Administrator



February 27, 2003

Peoria Tribe of Indians of Oklahoma  
P.O. Box 1527  
Miami, OK 74355

Subject: I-70 Second Tier Studies  
MoDOT Job No. J4I1341  
Invitation for Consultation

Dear Sir:

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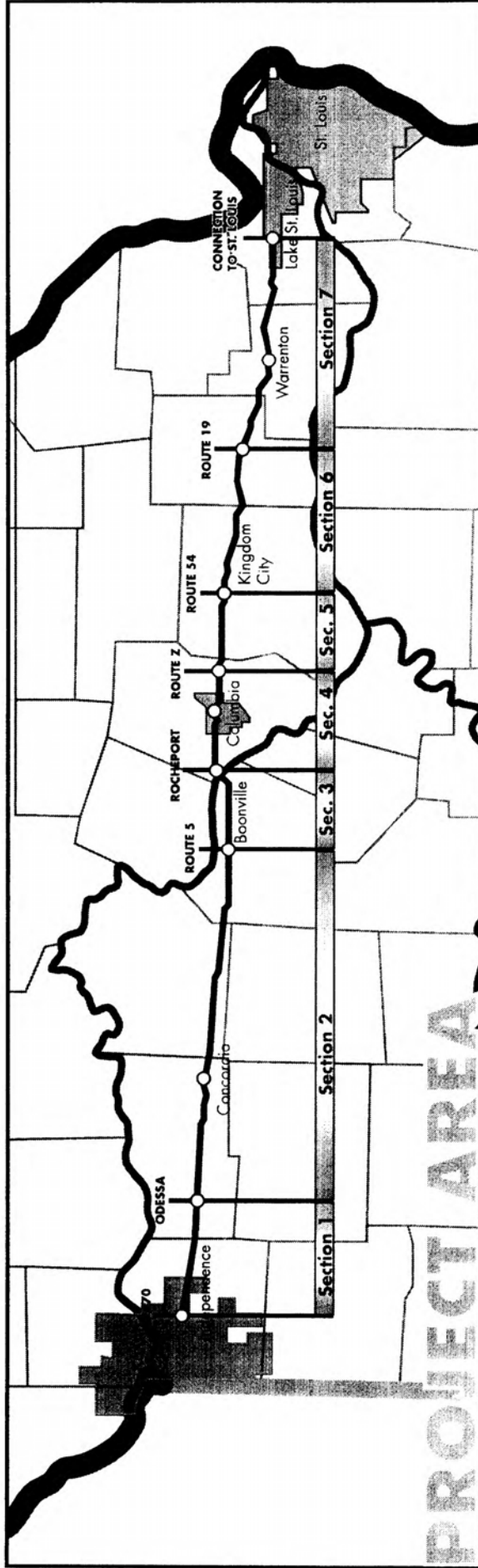
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February 27, 2003

Otoe-Missouria Tribe of Oklahoma  
8151 Highway 77  
Red Rock, OK 74651

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MoDOT Job No. J4I1341  
Invitation for Consultation

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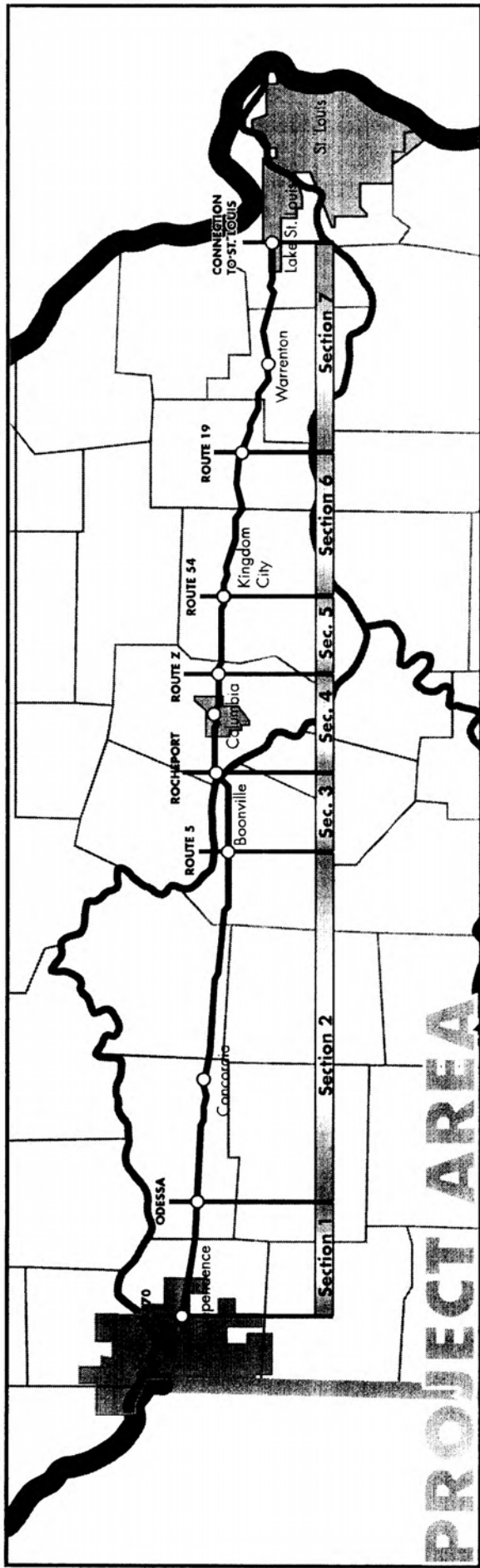
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Allen Masuda, Division Administrator



February 27, 2003

Osage Nation of Oklahoma  
Osage Tribal Council  
813 Grandview, P.O. Box 779  
Pawhuska, OK 74056

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MoDOT Job No. J4I1341  
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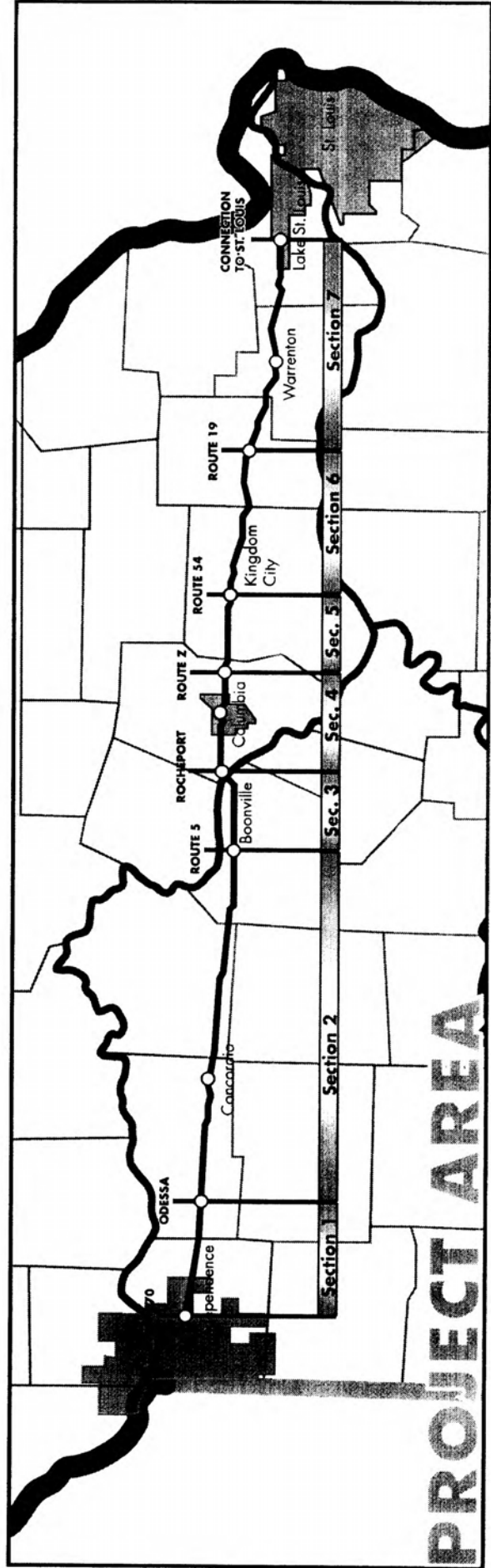
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February 27, 2003

Omaha Tribe of Nebraska  
P.O. Box 368  
Macy, NE 68039

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at (573) 638-2620, [peggy.casey@fhwa.dot.gov](mailto:peggy.casey@fhwa.dot.gov), or Bob Reeder at (573) 751-0473, [reeder1@mail.modot.state.mo.us](mailto:reeder1@mail.modot.state.mo.us). Additional information concerning this project is available at [www.ImproveI70.org](http://www.ImproveI70.org).

Sincerely yours,

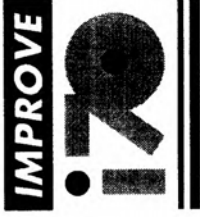


Allen Masuda, P.E.  
Division Administrator

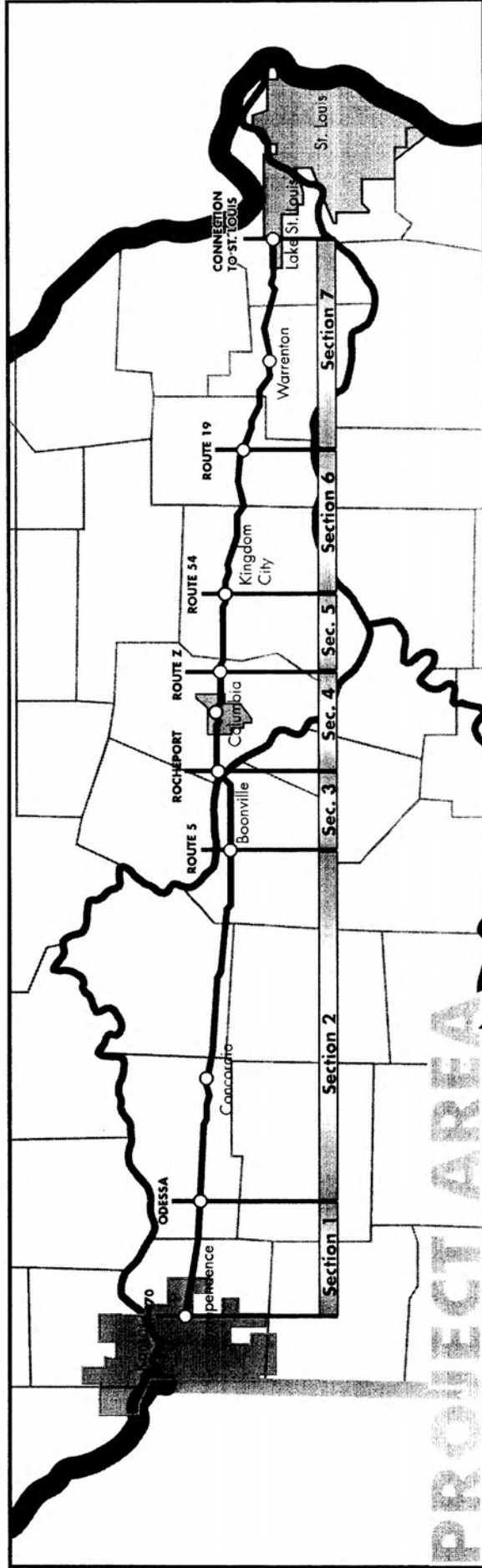
Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel





# Sections of Independent Utility



SIU No.	SIU Length (Miles)	Location	Type of Document	SEC
1	35	I-470 (Kansas City) to Odesa	EA	URS
2	64	Odesa to Route 5	EA	SAIC
3	14	Route 5 (Boonville) to Rocheport	EA	Harding ESE
4	18	Rocheport to Columbia (Route Z)	EIS	CH2M Hill
5	15	Columbia to US 54	CE	Zambrana
6	27	US 54 (Kingdom City) to Route 19	EA	WSA
7	35	Route 19 (w/interchange to St. Louis)	EIS	Jacobs Civil



U.S. Department  
of Transportation  
**Federal Highway  
Administration**  
Missouri Division

*FHWA VISION:*  
"To Create the Best Transportation  
System in the World."

209 Adams Street  
Jefferson City, Missouri 65101  
(573) 636-7104  
Fax (573) 636-9283  
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator



February 27, 2003

Iowa Tribe of Oklahoma  
R.R. 1, Box 721  
Perkins, OK 74059

Subject: I-70 Second Tier Studies  
MoDOT Job No. J4I1341  
Invitation for Consultation

Dear Sir:

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are beginning the second tier environmental studies for reconstruction of 200 miles of I-70 from the eastern limits of Kansas City to the western limits of St. Charles. The first tier environmental impact statement (EIS) for this study overall was concluded and approved in December 2001.

The second tier environmental studies for the 200-mile long corridor will be broken into seven different segments or Sections of Independent Utility (SIU). Enclosed is a map showing the locations of the seven SIUs, their lengths, the types of environmental document that will be prepared for each segment, and the consultant responsible for preparing each SIU's environmental document. The kind of environmental documentation being prepared for a section will be based on the nature of improvements being considered for that particular section. Categorical exclusions (CEs) will be done for those sections (SIUs 1, 2, 3, and 5) where only widening the existing facility is being considered. An Environmental Assessment (EA) will be done for SIU 6 that will consist mostly of widening the existing facility with one segment of possible new alignment. EISs will be conducted for SIUs 4 and 7 where more extensive new alignments will be considered. Regardless of the kind of environmental document being prepared, an archaeological survey will be conducted for all new right of way and all archaeological sites that may be impacted by the proposed improvements will be evaluated, avoided where feasible, or mitigated if necessary.

On behalf of the FHWA, I invite your tribe to participate in these second tier environmental studies. Please respond with your desired type of interest for specific section studies. If you have any questions or need additional information, please contact Peggy Casey

at (573) 638-2620, [peggy.casey@fhwa.dot.gov](mailto:peggy.casey@fhwa.dot.gov), or Bob Reeder at (573) 751-0473, [reeder1@mail.modot.state.mo.us](mailto:reeder1@mail.modot.state.mo.us). Additional information concerning this project is available at [www.ImproveI70.org](http://www.ImproveI70.org).

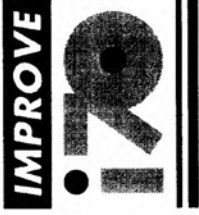
Sincerely yours,



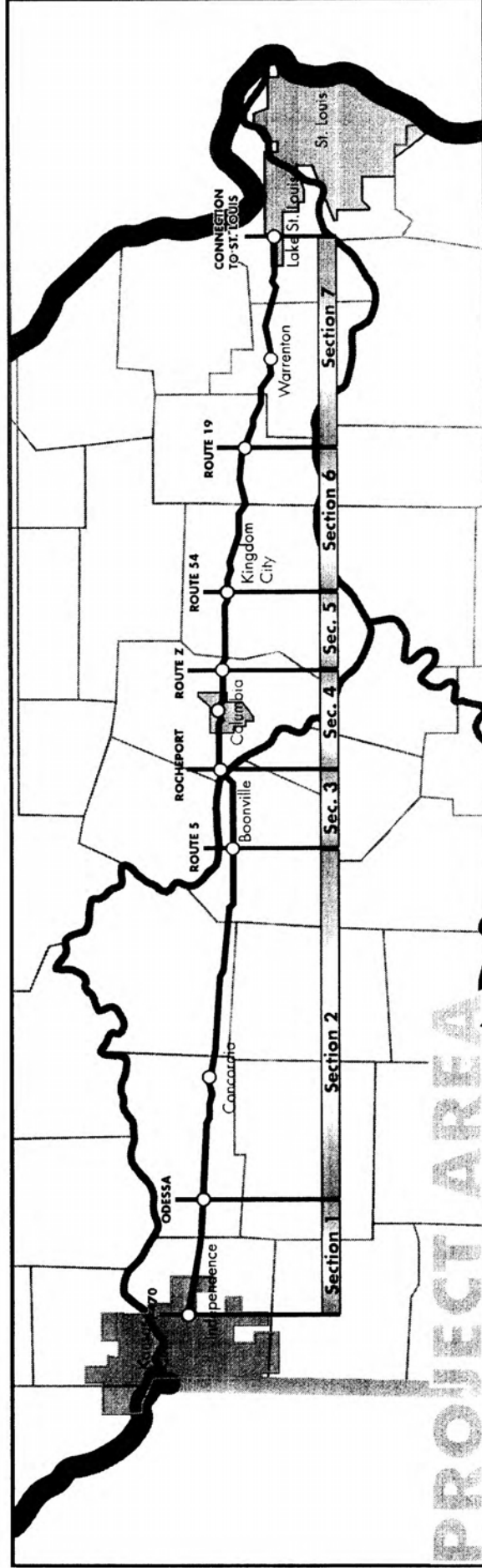
Allen Masuda, P.E.  
Division Administrator

Enclosure

cc: MoDOT/Cultural Resources/Bob Reeder  
MoDOT/Design/Environmental Studies/Kathy Harvey  
HNTB, 715 Kirk Dr., Kansas City MO 64105/Ken Bechtel



# Sections of Independent Utility



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5	15	Columbia to US 54	CE	Zambrana
6	27	US 54 (Kingdom City) to Route 19	EA	WSA
7	35	Route 19 (w/interchange to St. Louis)	EIS	Jacobs Civil

8.9-3

1526.20020503.004



April 30, 2002

Mr. David Gaines  
Superintendent  
National Park Service, Southwest Region  
P.O. Box 728  
Santa Fe, New Mexico 87504

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. David Gaines,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

The purpose of this letter is to provide you or your agency with an early opportunity to comment on the project and provide a process for you or your agency to provide information to be considered in the development of the NEPA document for this SIU.

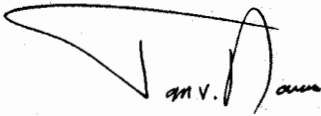
**SAIC**  
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



# IMPROVEMENT STUDY

Figure 1

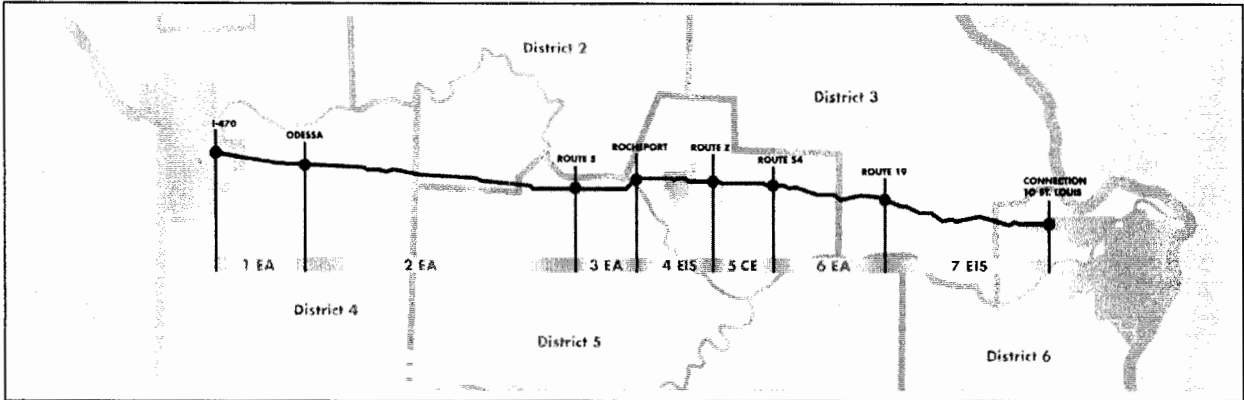
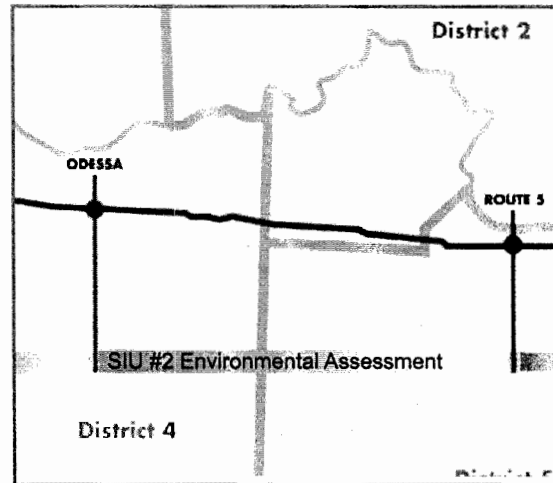


Figure 2



An Employee-Owned Company  
 500 NW Plaza, Suite 1000  
 St. Ann, MO 63074  
 Phone: (314) 770-3000  
 Fax: (314) 344-4349





## United States Department of the Interior

NATIONAL PARK SERVICE  
Long Distance Trails Group Office - Santa Fe  
P.O. Box 728  
Santa Fe, New Mexico 87504-0728

IN REPLY REFER TO:

L7621(SAFE)

June 4, 2002

Mr. Tom V. Daues  
Deputy Project Manager SIU #2  
Engineering and Environmental Management Group  
500 Northwest Plaza, Suite 1000  
St. Ann, Missouri 63074

Dear Mr. Daues:

Thank you for contacting us regarding the project to widen Interstate 70. Please keep us informed as the planning proceeds.

We are not aware of any resources relating to the Santa Fe Trail in the I-70 corridor section between Boonville and Odessa or beyond to the Kansas border. The trail is north of the Missouri River from the Old Franklin site to the site of the Arrow Rock Ferry. From Arrow Rock, the trail stays north of I-70 all the way to Independence. It crosses I-70 south of Independence and then follows Blue Ridge Blvd. The branch of the trail from Westport Landing south to Westport follows Grand and/or Main and would cross I-70 in downtown Kansas City. I am providing a copy of this letter to the president and vice president of the Santa Fe Trail Association. They or other association members will contact you if they know of any trail related resources that might be impacted by this project.

In our phone conversation, you mentioned possible enhancements along the highway corridor. We would be very interested in a partnership with the Missouri Department of Transportation to develop Santa Fe Trail interpretive sites at appropriate locations along the interstate, such as at rest stops and welcome/information centers. The Santa Fe Trail Association and our office are very interested in developing a series of informational/interpretive kiosks along the entire trail.

We would also like to see improved signing along the interstate to national historic trail related sites and facilities, such as the National Frontier Trails Center in Independence or Fort Osage. Currently these sites only have the option of paying for signs as part of the current "attractions" signs at exits, which they have to pay for, instead of the standard brown and white signs. The Federal Highway Administration has committed to support of the National Trails System

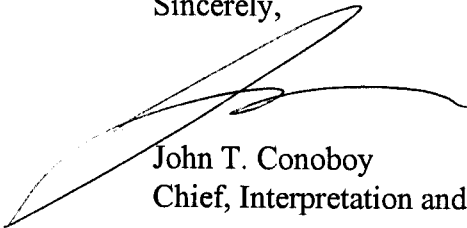


through a national interagency Memorandum of Understanding. The State of Missouri has committed to support of the Santa Fe National Historic Trail through a Memorandum of Understanding with the National Park Service.

It is our understanding that Mr. Jerry Mugg of HNTB is the overall project lead for the entire I-70 corridor widening, and we are providing a copy of this letter to him so that we can be kept informed of the project development from Odessa to the Kansas border. We also request that the Santa Fe Trail Association be added to any project mailing lists.

If we can be of further assistance, please write, call me at 505-988-6733, or contact me by email at [john\\_conoboy@nps.gov](mailto:john_conoboy@nps.gov).

Sincerely,

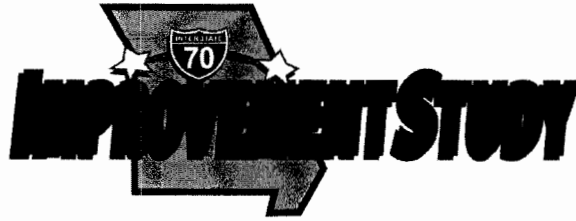


John T. Conoboy  
Chief, Interpretation and Resource Management

cc: Mr. Jerry Mugg  
Associate Vice President  
HNTB  
715 Kirk Drive  
Kansas City, Missouri 64105

Mr. Hal Jackson, President  
Santa Fe Trail Association  
45 Calle del Norte  
Placitas, New Mexico 87043

Ms. Anne Mallinson, Vice President  
Santa Fe Trail Association  
964 NW600  
Centerville, Missouri 64019

The logo features a stylized Interstate 70 shield with the number '70' inside, flanked by two stars. Below the shield, the words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font. The entire logo is set against a dark, textured background.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Richard Williams  
Director  
Lewis and Clark National Historic Trail  
1709 Jackson Street  
Omaha, Nebraska 68102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Richard Williams,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

The purpose of this letter is to provide you or your agency with an early opportunity to comment on the project and provide a process for you or your agency to provide information to be considered in the development of the NEPA document for this SIU.

The SAIC logo consists of the letters 'SAIC' in a bold, italicized, sans-serif font, with horizontal lines through the letters. Below it, the text 'An Employee-Owned Company' is written in a smaller font.

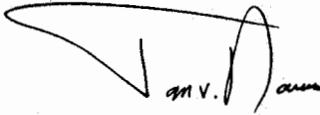
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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

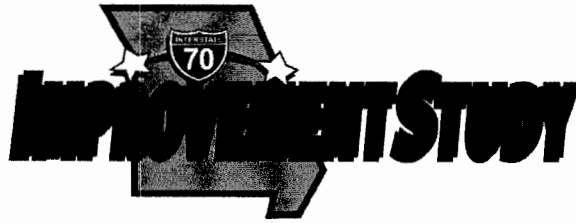
Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure

The logo features a stylized Interstate 70 shield with the number '70' and the word 'INTERSTATE' above it. The shield is set against a background of a road with perspective lines. Below the shield, the words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Joseph O'Hearn  
Director  
U.S. Department of Housing and Urban Development  
Gateway Tower II; 400 State Avenue  
Kansas City, KS 66101-2406

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Joseph O'Hearn,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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The SAIC logo consists of the letters 'SAIC' in a bold, italicized, sans-serif font, with horizontal lines through the letters. Below it is the tagline 'An Employee-Owned Company' and the address: '500 NW Plaza, Suite 1000 St. Ann, MO 63074 Phone: (314) 770-3000 Fax: (314) 344-4349'.

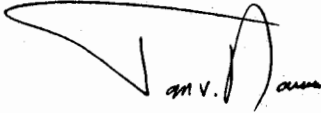
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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company

500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED

The logo features a stylized Interstate 70 shield at the top center, with the word "IMPROVEMENT" in a bold, blocky font to its left and "STUDY" in a similar font to its right. The shield contains the number "70" and the word "INTERSTATE".

# IMPROVEMENT STUDY

---

April 30, 2002

Ms. Maria Z. Navarro  
Director  
Federal Aviation Administration  
601 E. 12th Street  
Kansas City, MO 64106

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Ms. Maria Z. Navarro,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

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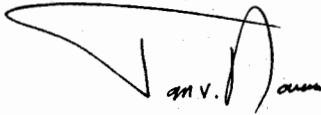
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





NO RESPONSE RECEIVED



April 30, 2002

Mr. Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration  
901 Locust Street; Suite 404  
Kansas City, Missouri 64106

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Mokhtee Ahmad,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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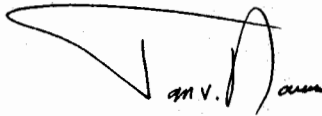
  
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
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Phone: (314) 770-3000  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION VII  
Iowa, Kansas,  
Missouri, Nebraska

901 Locust Street  
Suite 404  
Kansas City, MO 64106  
816-329-3920  
816-329-3921 (fax)

June 4, 2002

Mr. Tom Daues  
Deputy Project Manager  
SAIC500 NW Plaza, Suite 1000  
St. Ann, Missouri 63074

Re: I-70 Improvement Study; Second Tier NEPA  
Environmental Assessment, Section #2

Dear Mr. Daues:

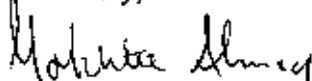
Thank you for your April 10, 2002 request for comments regarding the Second Tier national Environmental Policy Act (NEPA) studies to follow up on the First Tier Environmental Impact Statement (EIS), specifically Section of Independent Utility (SIU) #2.

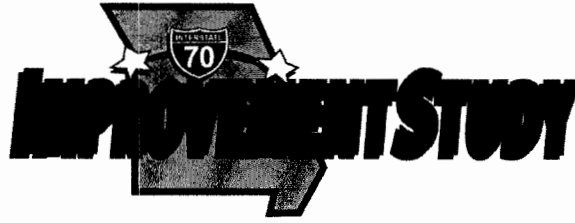
As you discussed with Joan Roeseler of my staff, FTA is interested to insure that public transit providers providing service in the I-70 corridor have the opportunity to comment on project related documentation as it develops. To that end, please add the following to your list of recipients:

Linda Yaeger  
Executive Director  
OATS  
100 East Texas  
Columbia, Missouri 65102

We appreciate the opportunity to provide comments. If you have any questions or need additional information, please contact Joan Roeseler, Director of Planning and Program Development at 816-329-3936.

Sincerely,

  
Mokhtee Ahmad  
Regional Administrator

The logo features a stylized map of Missouri with a shield in the center containing the number 70. The words "IMPROVEMENT STUDY" are written in a bold, blocky font across the map.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Joe Cothern  
NEPA Team Leader  
U.S. Environmental Protection Agency; Region 7 (ENSV/NEPA)  
901 N. 5th St.  
Kansas City, Kansas 66101

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Joe Cothern,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

The purpose of this letter is to provide you or your agency with an early opportunity to comment on the project and provide a process for you or your agency to provide information to be considered in the development of the NEPA document for this SIU.

The SAIC logo consists of the letters "SAIC" in a bold, italicized font with horizontal lines through them.

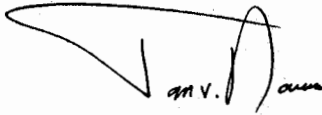
**SAIC**  
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

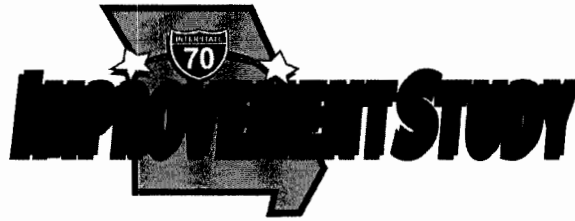
Enclosure



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NO RESPONSE RECEIVED



**IMPROVEMENT STUDY**

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April 30, 2002

Ms. Kay Carder  
Regional Director  
FEMA  
2323 Grand Blvd. Suite 900  
Kansas City, Missouri 64108-2670

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Ms. Kay Carder,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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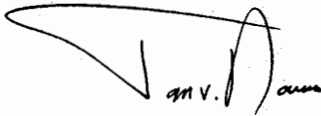




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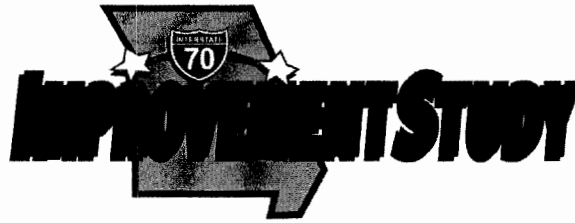


Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure

NO RESPONSE RECEIVED

The logo features a stylized shield with the number 70 inside, topped with a star. Below the shield, the words "IMPROVEMENT STUDY" are written in a large, bold, black, sans-serif font. The shield and text are set against a dark, textured background.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Joe Hughes  
Regulatory OD-RM  
U.S. Army Corps of Engineers  
221 Bolivar St. Suite 103  
Jefferson City, Missouri 65101

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Joe Hughes,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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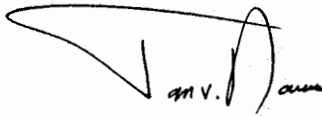
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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St. Ann, MO 63074  
Phone: (314) 770-3000  
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**DEPARTMENT OF THE ARMY**  
KANSAS CITY DISTRICT, CORPS OF ENGINEERS  
STATE REGULATORY PROGRAM OFFICE - MISSOURI  
221 BOLIVAR STREET, SUITE 103  
JEFFERSON CITY, MISSOURI 65101

May 23, 2002

REPLY TO  
ATTENTION OF:

Missouri State Regulatory Office  
(200000774)

Tom V. Daues  
Science Applications International Corporation  
500 NW Plaza, Suite 1000  
St. Ann, Missouri 63074

Dear Mr. Daues:

This is in response to your letter dated April 30, 2002, requesting information to be considered in the development of the Second Tier Environmental Assessment for the Second Section of Independent Utility (SIU) between the Route 5 interchange at Boonville to Odessa for the Interstate 70 Improvement Study.

We suggest that the Second Tier Environmental Assessment for this SIU include specific documentation of the impacts to wetlands and the intermittent and perennial streams, and that a thorough assessment of practicable alternatives be included. The Blackwater River and Lamine River were included in the list of major floodplain crossings and floodplain complexes in the First Tier Environmental Impact Statement. We suggest that these areas as well as Davis Creek and other stream and wetland crossings within this 64-mile SIU be thoroughly documented. Agricultural areas that have been enrolled in the USDA Wetlands Reserve Program (WRP) and Conservation Reserve Program (CRP) within this SIU should also be addressed in the Second Tier Environmental Assessment.

Please refer to our previous comments regarding the SIU's in Appendix H of the First Tier EIS. If you have any questions, please feel free to call me at 573-634-4788.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kenny Pointer".

Kenny Pointer  
Regulatory Project Manager  
Missouri State Regulatory Office



**IMPROVEMENT STUDY**

---

April 30, 2002

Mr. Kenny Pointer  
Regulatory OD-RM  
U.S. Army Corps of Engineers  
221 Bolivar St. Suite 103  
Jefferson City, Missouri 65101

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Kenny Pointer,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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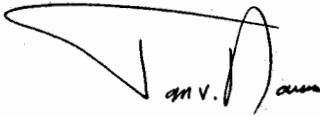
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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**DEPARTMENT OF THE ARMY**  
KANSAS CITY DISTRICT, CORPS OF ENGINEERS  
STATE REGULATORY PROGRAM OFFICE - MISSOURI  
221 BOLIVAR STREET, SUITE 103  
JEFFERSON CITY, MISSOURI 65101

May 23, 2002

REPLY TO  
ATTENTION OF:

Missouri State Regulatory Office  
(200000774)

Tom V. Daues  
Science Applications International Corporation  
500 NW Plaza, Suite 1000  
St. Ann, Missouri 63074

Dear Mr. Daues:

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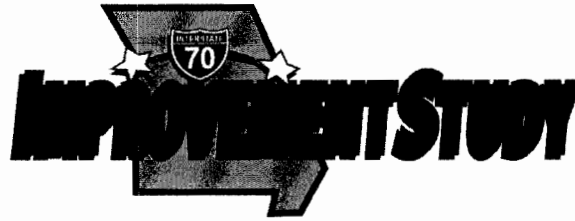
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Sincerely,

A handwritten signature in black ink, appearing to read "Kenny Pointer".

Kenny Pointer  
Regulatory Project Manager  
Missouri State Regulatory Office



The logo features a stylized Interstate 70 shield at the top center, with the number '70' and the word 'INTERSTATE' above it. Below the shield, the words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font. The shield and text are set against a dark, textured background.

# IMPROVEMENT STUDY

April 30, 2002

Ms. Jane Ledwin  
Field Supervisor  
U.S. Fish and Wildlife Service  
608 E. Cherry St.  
Columbia, Missouri 65201

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Ms. Jane Ledwin,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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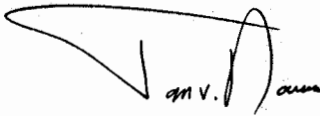
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Columbia Ecological Services Field Office  
101 Park DeVillie Drive, Suite A  
Columbia, Missouri 65203-0007



Phone: (573) 234-2132 Fax: (573) 234-2181

February 5, 2004

Mr. Tom V. Daues  
Deputy Project Manager SIU #2  
Science Applications International Corporation  
500 NW Plaza, Suite 1000  
St. Ann, Missouri 63074

Dear Mr. Daues:

This letter is in reference to your facsimile dated February 4, 2004, requesting input from the U.S. Fish and Wildlife Service (Service) regarding SIU#2 (Sections of Independent Utility number 2) of the Interstate 70 (I-70) Corridor Improvement Study (CIU) between Rocheport and Odessa, Missouri. This correspondence is provided by the Service under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4327), and the Endangered Species Act of 1973 (ESA), (16 U.S.C. 1531-1543).

We have determined that running buffalo clover (*Trifolium stoloniferum*) and Indiana bat (*Myotis sodalis*) could occur within the project corridor. Running buffalo clover is associated with disturbed floodplain habitat. There is a historical record of this species within the Missouri River floodplain near Booneville and it has been discovered in recent years at two river access points along the Gasconade River. *Trifolium stoloniferum* was most recently discovered within disturbed floodplain habitat of the Loutre River adjacent to I-70 in early summer of 2002. These observations suggest that running buffalo clover could occur in similar floodplain habitats within the I-70 corridor between Rocheport and Odessa (e.g., Lamine River, Blackwater River, Davis Creek).

Summering Indiana bats could occur anywhere within the I-70 corridor where there is suitable roosting habitat. Suitable roosting habitat is primarily dead or dying trees >9" dbh (i.e., diameter breast height) that have exfoliating bark but the species will also use live shagbark and shellbark hickories (*Carya ovata* and *C. laciniosa*, respectively) that have a dbh > 9, or live white oak (*Quercus alba*) with a dbh > 20".

Because construction activities may affect rivers and streams within the proposed corridor, we recommend you contact the Regulatory Branch of the Kansas City District, U.S. Army Corps of Engineers, to determine the need for a Clean Water Act Section 404 Permit. We also recommend implementing the enclosed guidelines developed by the Missouri Department of Conservation to reduce impacts of construction projects on streams.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination Section, P.O. Box 180, Jefferson City, Missouri 65102-0180) for information concerning Missouri Communities and Species of Conservation Concern within the proposed project corridor.

It appears the Missouri Department of Conservation's Lamine River Conservation Area is within ~~the proposed project corridor. It should be determined whether this area is subject to 4(f)~~ designation under the National Environmental Protection Act (49 U.S.C. Section 303).

Should you have questions, or if we can be of any further assistance, please contact Dr. Paul McKenzie at (573)234-2132, extension 107.

Sincerely,



Charles M. Scott  
Field Supervisor

Enclosure

cc: MoDOT: Jefferson City, MO (Attn: Alan Leary)  
MDC: Jefferson City, MO (Attn: Janet Sternburg)  
MDC: Jefferson City, MO (Attn: Peggy Horner)  
FHWA: Jefferson City, MO (Attn: Allen Masuda)



## Introduction

The streams and rivers of Missouri support a wide and diverse community of wildlife that includes many species of mammals, birds, fishes, mussels, crayfish, and insects. The continued diversity and health of this community is dependent upon how well Missourians manage and protect this resource. While water quality is essential, maintaining a diverse array of habitat features also is essential for aquatic wildlife to persist. Since implementation of the Clean Water Act, point source pollution has been greatly reduced, but polluted and sediment-laden runoff (non-point source) from rural and urban development is still a serious problem.

There are management practices that can be implemented to prevent degradation of our streams and rivers. By adapting these best management practices we can prevent the loss of species diversity and maintain the quality of our lives as well. Preventative measures may require extra effort initially, but they provide long-term dividends by eliminating costly damage resulting from poor management practices.

## Access and Staging Area Management Recommendations

Staging areas are those short- or long-term sites within a construction or development area where most equipment and materials are stored. These areas often are accessed frequently; and when fuel and oil are stored here, the potential for runoff and erosion in these areas may be high.

- Erosion and sediment controls should be installed and maintained to prevent discharge from the site.
- Staging areas for crew, equipment, and materials should be established well away from streams and rivers or highly erodible soils.
- Stationary fuel and oil storage containers should remain within a staging area or another confined area to avoid accidental spills into the stream systems.
- Excess concrete and wash water from trucks and other concrete mixing equipment should be disposed of where this material cannot enter the stream systems.
- If temporary roadways must be built, ensure that roadways are of low gradient with sufficient roadbed and storm water runoff drains and outlets. Containment basins, silt fences, filter strips, etc. should be included for retention of storm water runoff for reducing sediment introduction into natural waterways.

- Avoid stream crossings. If unavoidable, temporary crossings should be used. Temporary crossings should not restrict or interrupt natural stream flow. If temporary in-channel fill is necessary, culverts of sufficient size should be employed to avoid water impoundment and allow for fish passage.

## Riparian Corridor Management Recommendations

The riparian corridor is the vegetation adjacent to a stream or river. This area is critical to the health and quality of the aquatic environment because of its ability to slow and reduce sediment and chemical runoff into the stream or river channel. A riparian corridor with a minimum width of 100 feet from the edge of the stream or river should be maintained along both sides of streams and rivers.

- Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.
- Heavy equipment use within the riparian corridor should be restricted to minimize vegetation destruction and compaction of soils. Flagging or fencing areas that are not to be disturbed is helpful in alerting construction personnel.
- General application of pesticides, herbicides, or fertilizers within the riparian corridor should be prohibited to avoid water contamination due to overspray or runoff. Fertilizer use or spot application of pesticides and herbicides is acceptable if appropriate non-restricted chemicals are used.
- Riparian areas located down slope of construction zones should be physically screened with sediment controls, such as silt fences or filter strips. Sediment controls should be monitored after rain and maintained for the duration of the project.
- All riparian corridors disturbed by the project should be revegetated immediately following or concurrent with project implementation. Appropriate native bottomland or riparian trees, shrubs, and grasses should be planted to ensure long-term stability in areas where the soil erosion threat is not critical. Annual non-native grasses such as rye or wheat may be planted in conjunction with native species to provide short-term erosion control. Areas judged to be subject to immediate soil loss due to steep slopes or other factors causing critical erosion conditions may be planted with non-native mixtures to assure rapid establishment and erosion control.

→ Post-construction evaluation of vegetation establishment should be conducted at one month intervals for at least three months after completion of the project. Any recommended sediment controls should be inspected at these times. If determined beneficial to soil stability and not adversely impacting site function and/or aesthetics, recommended sediment controls should remain permanent.

→ All temporary erosion and sediment controls should be removed (unless removal would cause further disturbance) and properly disposed of within 30 days after final site stabilization is achieved or after temporary practices are no longer needed.

## Bank and Channel Management Recommendations

→ Bank stabilization is a key feature of a stream or river. It defines and provides stability for the channel.

→ Bank stability will vary depending on height, slope, and soil conditions. Project engineers and hydrologists should thoroughly investigate the physical properties and hydrologic record of the proposed site before construction begins.

→ Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.

→ Projects in which bank alteration is necessary should employ, to the highest degree possible, erosion prevention measures before actual excavation activities begin. These preventative measures should be monitored regularly and maintained for the duration of the project.

→ Use of riprap for stream bank stabilization should be limited to those areas that could experience substantial erosion before adequate vegetation becomes established. The material for the rock blanket should consist of durable stone or broken concrete that is well graded. It is preferable that 40-60 percent of the material be as large as the

of various sizes to fill the larger voids. It should not contain more than 10 percent of earth, sand, shale, and non-durable rock. Bank stabilization materials should allow for continuous passage of fish and other aquatic species.

→ No permanent fill materials, other than design-approved structures and related bank stabilization materials, should be placed in the stream channel. Avoid channelization. Excavated materials should not be stored or stockpiled below the high bank.

→ Work should be conducted during low flow periods when possible.

- Care should be taken to keep machinery out of the waterway as much as possible.
- Do not alter or remove natural stream features, such as riffles and pools.
- Large woody debris is an important habitat component of a stream and should not be removed unless absolutely necessary for construction and maintenance purposes.

## Information Contacts

For further information regarding regulations for development near streams and rivers, contact:

Missouri Department of Conservation  
Policy Coordination Section  
P.O. Box 180  
2901 W. Truman Blvd.  
Jefferson City, MO 65102-0180  
Telephone: 573/526-4149

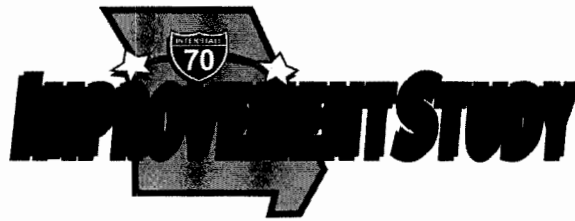
Missouri Department of Natural Resources  
Division of Environmental Quality  
P.O. Box 176  
Jefferson City, MO 65102-0176  
Telephone: 573/526-3315

U.S. Army Corps of Engineers  
Regulatory Branch  
700 Federal Building  
Kansas City, MO 64106-2896  
Telephone: 816/983-3990

U.S. Environmental Protection Agency  
Water, Wetlands, and Pesticides Division  
901 North 5th Street  
Kansas City, KS 66101  
Telephone: 913/551-7307

U.S. Fish and Wildlife Service  
Ecological Services Field Office  
608 E. Cherry Street, Room 200  
Columbia, MO 65201  
Telephone: 573/876-1911

These Best Management Practices were prepared by the Missouri Department of Conservation with assistance from other state agencies, contractors, and others to provide guidance to those people who wish to voluntarily act to protect wildlife and habitat. Compliance with Best Management Practices is not required by the Missouri wildlife and forestry law nor by any regulation of the Missouri Conservation Commission. Other federal, state or local laws may affect construction practices.

The logo features a stylized map of Missouri with a shield in the center containing the number '70' and the word 'INTERSTATE'. The words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font across the map.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Steve Mahfood  
Office of the Director  
Missouri Department of Natural Resources  
P.O. Box 176  
Jefferson City, Missouri 65102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Steve Mahfood,

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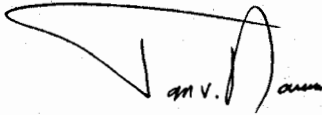
  
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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St. Ann, MO 63074  
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Fax: (314) 344-4349





NO RESPONSE RECEIVED



April 30, 2002

The Honorable Richard Pemberton  
Commissioner, Northern  
Saline County  
Saline County Courthouse; 101 W. Arrow St. Room 101  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Richard Pemberton,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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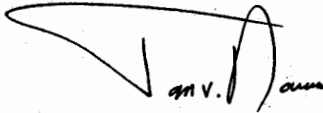
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

The Honorable Mitchell Geisler  
Mayor  
Marshall Missouri  
214 N. Lafayette  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Mitchell Geisler,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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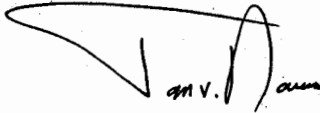
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry - HNTB  
Shane Peck - MoDOT  
Paula Gough - MoDOT

Enclosure

NO RESPONSE RECEIVED



April 30, 2002

Mr. Charlie Tryban  
City Administrator  
City of Marshall  
214 North Lafayette  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Charlie Tryban,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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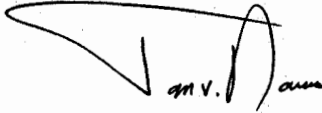




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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

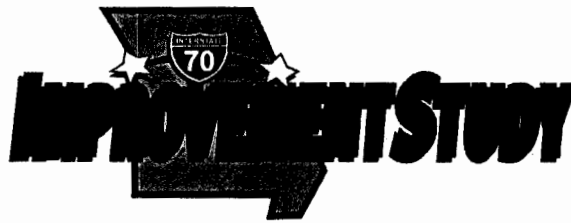
Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
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NO RESPONSE RECEIVED

The logo features a stylized black arrow pointing right, containing a shield with the number 70 and the word 'INTERSTATE'. To the right of the arrow, the words 'IMPROVEMENT STUDY' are written in a bold, black, sans-serif font.

# INTERSTATE 70 IMPROVEMENT STUDY

April 30, 2002

The Honorable Bill Kolas,  
Mayor  
Higginsville Missouri  
1922 Main, P.O. Box 110  
Higginsville, MO 64037

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Bill Kolas, ,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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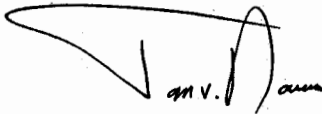
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

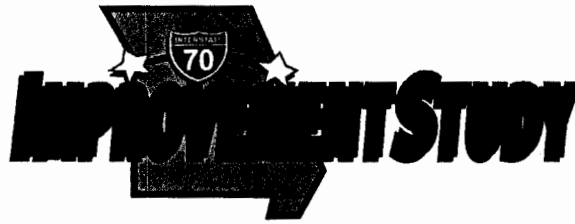
Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

The Honorable Tom Murry  
Mayor  
Odessa Missouri  
125 S. 2nd, P.O. Box 128  
Odessa, MO 64076

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Tom Murry,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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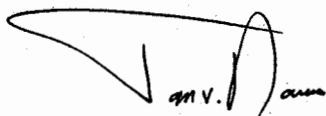
  
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED





# I-70 IMPROVEMENT STUDY

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April 30, 2002

The Honorable Dale Klussman  
Mayor  
Concordia Missouri  
618 S. Main, P.O. Box 847  
Concordia, MO 64020

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Dale Klussman,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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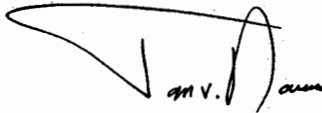
An Employee-Owned Company  
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

Mr. Roy Hunter  
Director  
Marshall-Saline Development Corp  
PO Box 427  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Roy Hunter,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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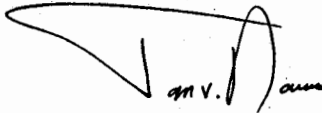
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Tom V. Daues  
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cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
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NO RESPONSE RECEIVED

The logo features a stylized black outline of the state of Missouri. Inside the outline, there is a shield with the number '70' and the text 'I-70' above it. The words 'IMPROVEMENT STUDY' are written in a bold, black, sans-serif font across the bottom of the Missouri outline.

# IMPROVEMENT STUDY

April 30, 2002

The Honorable Charles Lee Schlotzhauer  
Western Commissioner  
Cooper County  
200 Main Street  
Boonville, MO 65233

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Charles Lee Schlotzhauer ,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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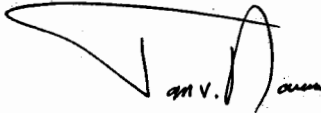
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Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





NO RESPONSE RECEIVED



# IMPACT STUDY

---

April 30, 2002

The Honorable Danielle Blanck  
Mayor  
Boonville  
525 E. Spring Street  
Boonville, MO 65233

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Danielle Blanck,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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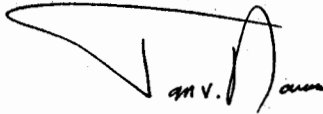
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Deputy Project Manager SIU #2

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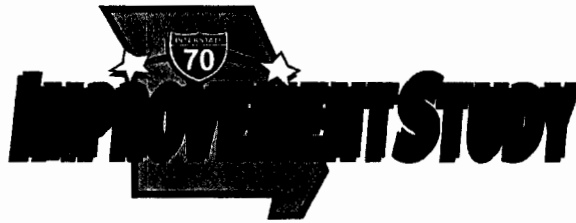


An Employee-Owned Company

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St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED

The logo features a stylized map of Missouri with a shield in the center containing the number 70. The words "IMPROVEMENT STUDY" are written in a bold, blocky font across the map.

# IMPROVEMENT STUDY

April 30, 2002

The Honorable Todd Smith  
Presiding Commissioner  
Pettis County  
415 S. Ohio  
Sedalia, MO 65301

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Todd Smith,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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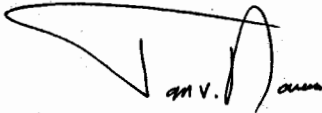
  
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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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NO RESPONSE RECEIVED



April 30, 2002

The Honorable Robert Wasson  
Mayor  
Sedalia Missouri  
2nd & Osage, P.O. Box 1707  
Sedalia, MO 65302

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Robert Wasson,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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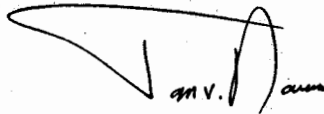




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Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom V. Daues". The signature is stylized with a large, sweeping initial "T" and "D".

Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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St. Ann, MO 63074  
Phone: (314) 770-3000  
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NO RESPONSE RECEIVED

The logo features a stylized '70' shield with 'INTERSTATE' written above it, set against a background of stars and stripes. Below the shield, the words 'IMPROVEMENT STUDY' are written in a large, bold, sans-serif font.

# IMPROVEMENT STUDY

April 30, 2002

The Honorable Eddie Brickner  
Presiding Commissioner  
Cooper County Courthouse  
200 Main Street  
Boonville, MO 65233

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Eddie Brickner,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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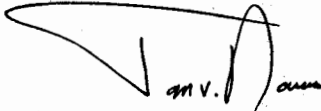
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

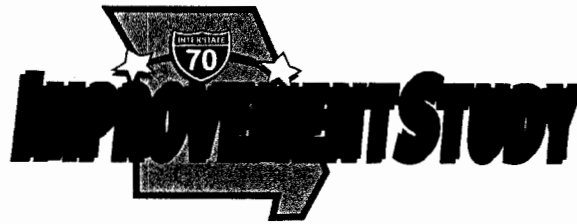
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NO RESPONSE RECEIVED



# IMPROVEMENT STUDY

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April 30, 2002

The Honorable James Strodtman  
Presiding Commissioner  
Lafayette County Courthouse  
1001 Main Street  
Lexington, MO 64067

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable James Strodtman,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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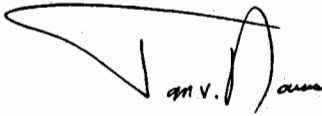
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company

500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED





April 30, 2002

The Honorable Bobby Danner  
Mayor  
Blackwater Missouri  
P.O. Box 1  
Blackwater, MO 65322

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Bobby Danner,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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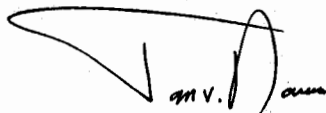
An Employee-Owned Company  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry - HNTB  
Shane Peck - MoDOT  
Paula Gough - MoDOT

Enclosure



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St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

The Honorable Bill Meyer  
Mayor  
Emma Missouri  
P.O. Box 140  
Emma, MO 65327

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Bill Meyer,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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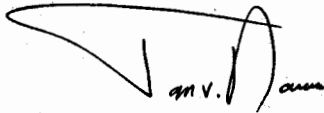
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

Mr. Lindell Boling  
Mayor  
Nelson Missouri  
RR 1, Box 11A  
Nelson, MO 65347

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Lindell Boling,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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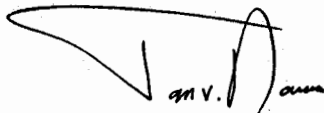
  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





NO RESPONSE RECEIVED

The logo features a stylized arrow pointing right, containing a shield with the number 70 and the word 'INTERSTATE'. Below this, the words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font.

# IMPROVEMENT STUDY

April 30, 2002

Mr. John D. Hoskins  
Director  
Missouri Department of Conservation  
P.O. Box 180  
Jefferson City, Missouri 65102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. John D. Hoskins,

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The SAIC logo consists of the letters 'SAIC' in a bold, italicized, sans-serif font, with horizontal lines through the letters.

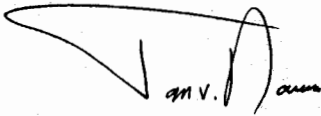
**SAIC**  
An Employee-Owned Company  
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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# MISSOURI DEPARTMENT OF CONSERVATION

## Headquarters

2901 West Truman Boulevard, P.O. Box 180, Jefferson City, Missouri 65102-0180

Telephone: 573/751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

JERRY M. CONLEY, Director

May 30, 2002

Mr. Tom V. Daues  
SAIC  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074

Dear Mr. Daues:

Re: Interstate 70 Improvement Study, Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J411341E

Thank you for your letter of April 30, 2002, inviting the Department to comment on potential impacts that might result from implementation of the above-referenced project.

A review of our records shows that public lands, sensitive species, or communities are known to exist on or near the above-referenced site. Details are provided in the enclosed Heritage Database report which reflects information we currently have in our database. All records which occurred within a one (1) mile of the Section of Independent Utility #2 (SIU #2), part of the proposed I-70 improvement corridor, are included for your evaluation of potential impacts. Please be advised this is **not a site clearance letter**. Rather, this letter provides an indication of whether or not public lands and sensitive resources are known to be (or are likely to be) located close to the proposed project area.

Incorporating information from our Heritage Database into project plans is an important step that can help reduce unnecessary impacts to Missouri's sensitive natural resources. However, the Heritage Database is only one reference that should be used to evaluate potential adverse impacts. Other types of information, such as wetland and soils maps and on-site inspections or surveys, should be considered. Reviewing current landscape and habitat information and species biological characteristics would additionally ensure that species of conservation concern are appropriately identified and addressed.

The SIU #2 crosses many streams and headwater drainages, most of which are tributaries to the Lamine and Blackwater rivers. Crossings of all water features are of concern, but we are particularly apprehensive regarding potential impacts to the Lamine and Blackwater rivers where the I-70 corridor crosses them. The Lamine River has a highly diverse fish population with several dozen species noted. In addition, the Lamine River Valley is perhaps the most scenic stream corridor bisecting SIU #2. One species of Conservation Concern, the ghost shiner (*Notropis buchananii*), is ranked S2; imperiled in the state because of rarity or because of some factor(s) making it very vulnerable to extirpation from the state. Our records indicate

## COMMISSION

STEPHEN C. BRADFORD  
Cape Girardeau

ANITA B. GORMAN  
Kansas City

CYNTHIA METCALFE  
St. Louis

HOWARD L. WOOD  
Boone Terre

Mr. Tom V. Daues  
Page 2  
May 30, 2002

occurrence from only two sites in the Blackwater River in the vicinity of the I-70 study corridor, but it is considered a common inhabitant of low-gradient sections of large prairie creeks and rivers having permanent flow and moderately clear water in central and northeastern Missouri. Therefore, it probably occurs within suitable habitats throughout the Blackwater and Lamine rivers' systems.

As indicated in the attached Heritage Report, the Department's Harriman Hill Access adjoins I-70 on its north side in the Lamine River valley. Likewise, the Maple Leaf Lake Conservation Area abuts the southern limits of the existing I-70 right of way between Odessa and Concordia, Missouri. This 140-acre lake provides prime fishing opportunity in the region; therefore, erosion and sedimentation during construction are prime concerns. Maintaining good access to the lake during road modifications is also a concern. Please note that the de Bourgmont Access, a public boat ramp on the Lamine River adjacent to Route 41, occurs near the proposed improvement corridor. However, it appears unlikely that the de Bourgmont Access would be impacted by the proposed improvements. Any potential impacts to these Department lands will require additional coordination with Department authorities.

The Department continues to be frustrated by MoDOT's inability to accomplish the establishment of effective erosion and siltation control measures during MoDOT construction activities. There are many bad examples of MoDOT's failure to successfully implement siltation and erosion prevention standards stated in their own pollution prevention plan, but one of the worst examples was associated with portions of the Route 13 improvements in Henry and St. Clair Counties. During May and June 2000, the Department received numerous complaints from the public concerning the discharge of heavy silt-laden storm water into Truman Lake from MoDOT's construction corridor. Through the insistence of Missouri Department of Natural Resources (DNR) and Department staff, some inadequacies in the temporary siltation and erosion control measures were corrected, but not until late 2000 and into early 2001. Problems with the establishment of permanent siltation and erosion control measures are still evident within the "improved" sections of Route 13, compounding and extending impacts to water quality in Truman Lake and diminishing fisheries productivity.

Our concerns do not center on the lack of developing appropriate best management practices, but rather the lack of implementing effective best management practices. Our concerns during construction of the proposed improvements to SIU #2 can be summarized as follows: (1) no siltation and erosion control measures will be in place during construction, (2) where measures are in place, there will not be enough siltation and erosion control barriers to effectively control erosion, (3) siltation and erosion control measures are not placed in a timely fashion, and (4) siltation and erosion control barriers are not properly maintained throughout the life of the project. The importance of properly designed, placed, and maintained siltation and erosion control measures in minimizing impacts to water quality cannot be stressed enough.

There are many cost-effective measures for avoiding and minimizing impacts to waters of the United States and their aquatic communities. These methods should be incorporated into MoDOT's project plans and be made conditions of the Section 404 permits under which MoDOT contractors accomplish work. These measures, known as construction special provisions in MoDOT construction contracts, were developed through years of coordination between MoDOT and the Department of Natural Resources, the Department of Conservation, and the U.S. Fish and Wildlife Service. This responsibility is acknowledged by MoDOT in Division 100, Section

Mr. Tom Daues  
Page 3  
May 30, 2002

107, part 107.10, Missouri Standard Specifications for Highway Construction, and MoDOT's Pollution Prevention Plan approved as part of their General State Operating Permit for road construction projects, approved by the Missouri Department of Natural Resources on July 6, 1997.

Impacts to the aquatic environment should be minimal if the following general recommendations for maintaining water quality are followed during project design and construction.

1. Channel modification or stream relocation should not occur unless conditions of the State Channel Modification Guidelines are met.
2. Grade and seed disturbed areas as soon as possible to minimize erosion. Missouri Department of Conservation seeding and planting recommendations can be provided to enhance site conditions.
3. Disturbance to streambanks and riparian areas should be avoided.
4. Stream flows should not be interrupted. All temporary in channel fills that could impound water should be culverted.
5. Avoid work in the channel between March 15 and June 15 to the extent possible.
6. Take all necessary precautions to prevent petroleum products from entering the stream.

In addition, we recommend implementation of the following guidelines to reduce impacts to Missouri's fisheries resource if culvert placement is associated with this project.

1. Culverts should be sized and placed to maintain at least six inches (6") of water during average annual discharges.
2. Culverts should be sized and placed so as not to create water velocities in excess of two feet (2') per second during average annual discharge.
3. A drop between the downstream end of the culverts and the downstream water surface should not occur at any time.

Thank you for the opportunity to review and comment.

Sincerely,

  
GENE GARDNER  
POLICY COORDINATOR

GG:ddl

c/enc: Charles Scott, U.S. Fish and Wildlife Service

Enclosure

The logo features a stylized map of Missouri with a shield in the center containing the number '70'. The words 'IMPROVEMENT STUDY' are written in a bold, blocky font across the map.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Roger Hansen  
Regional Director  
NRCS  
Parkade Center, Suite 250; 601 Business Loop 70 West  
Columbia, Missouri 65203-2546

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Roger Hansen,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

The purpose of this letter is to provide you or your agency with an early opportunity to comment on the project and provide a process for you or your agency to provide information to be considered in the development of the NEPA document for this SIU.



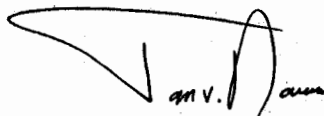
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom V. Daues". The signature is stylized with a large, sweeping initial "T" and "D".

Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry - HNTB  
Shane Peck - MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





Area Office, 1911 Boggs Creek Road, Jefferson City, Missouri 65101

Phone: 573 761-3105 Ext. 5

June 7, 2002

Mr. Tom V. Daues  
Deputy Project Manager SIU#2  
SAIC  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074

Dear Mr. Daues,

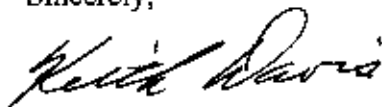
The Natural Resources Conservation Service appreciates the opportunity for technical input on the Second Tier NEPA Environmental Assessment, SIU #2 for the Interstate 70 Improvement Study. I hope that our assistance will help minimize the environmental impact of this project to the soil and water resources of our state.

The Farmland Protection Policy Act (FPPA) (P.L. 97-98), requires assessment of the impact of farmland conversion caused by construction projects using federal funds. This assessment needs to be made on all areas that will be converted from farmland to non-farmland. When applied early in the planning process to alternative routes and construction plans it is a very useful tool in choosing options that will preserve our most productive soils. In order to complete assessments of areas that will be converted, our agency will need construction plans (at a scale of 1:24000) showing the spatial extent of the proposed conversion.

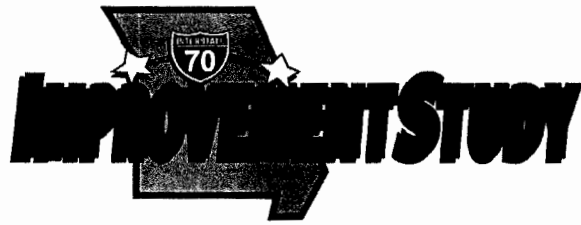
All construction activities have immediate and long-term effects that must be addressed to minimize adverse impact on the environment. Our agency can supply assistance in planning measures to reduce erosion on areas under construction, and to reduce sediment load to surface waters downstream along the route. Expansion of the paved surface area will cause a corresponding increase in rates of stormwater runoff which will affect ephemeral and permanent drainage systems all along the route. Lateral regression of streambanks and resulting sediment load to streams will increase. This effect needs to be evaluated for areas in the corridor and throughout the affected watersheds. Of particular importance are small water-retention structures along the route that will receive increased peak flows as a result of this project, and active sinkholes in karstic areas that will require special protection. Our agency will be available to assist in designing protective strategies and practices for this project.

Thank you for the opportunity to comment on this Second Tier Assessment.

Sincerely,



Keith Davis  
Area Resource Soil Scientist  
Natural Resources Conservation Service  
Cc: Roger Hansen, STC; Leslie Michael, ASTC; Dennis Potter, SSS

The logo features a stylized arrow pointing right, containing a shield with the number 70 and the text 'MISSOURI STATE'. Below the arrow, the words 'IMPROVEMENT STUDY' are written in a bold, blocky font.

# IMPROVEMENT STUDY

April 30, 2002

Mr. George Riedel  
Director  
Missouri State Emergency Management Agency  
2302 Militia Drive  
Jefferson City, Missouri 65101

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. George Riedel,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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The SAIC logo consists of the letters 'SAIC' in a bold, italicized font with horizontal lines through them.

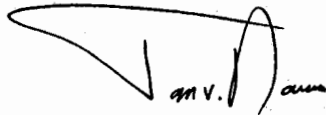
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An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Bob Holden  
Governor

STATE OF MISSOURI

Jerry B. Uhlmann  
Director

## EMERGENCY MANAGEMENT AGENCY



DEPARTMENT OF PUBLIC SAFETY  
OFFICE OF THE ADJUTANT GENERAL

PO Box 116, Jefferson City, Missouri 65102  
Phone: 573/526-9100 Fax: 573/634-7966  
E-mail: mosema@mail.state.mo.us



June 4, 2002

Mr. Tom V. Daues  
Deputy Project Manager SIU #2  
SAIC  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074

**Re: Interstate 70 Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2. MoDOT Project No. J4I1341E**

Dear Mr. Daues:

We very much appreciate your notice for the request for comments, on the environmental assessments, for the above mentioned project.

The State of Missouri is a participant in the National Flood Insurance Program (NFIP). Any development associated with this project located within a special flood hazard area (SFHA), as identified by the Federal Emergency Management Agency (FEMA), must meet the requirements of the State of Missouri Executive Order 98-03. This would require obtaining a floodplain development permit for the proposed project. This permit must be obtained prior to the commencement of any construction/development activities. This permit would be obtained from this agency.

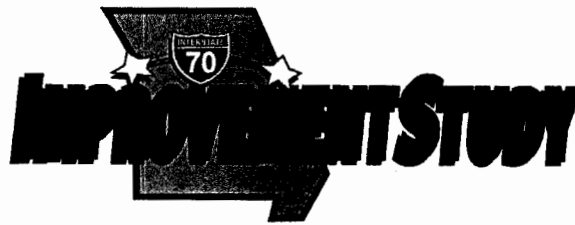
If the proposed development is also located within a regulatory floodway, a "No-Rise" Certificate and statement as to the effects of possible flooding, is required before the development can be permitted. This analysis must be performed by a licensed engineer and to current FEMA standards.

If you have any questions concerning this letter or the requirements of Executive Order 98-03, please feel free to contact me a (573) 526-9119.

Sincerely,

L. Scott Samuels, P.E.  
Floodplain Management Engineer

cc: Tonya Leibold, Mitigation Specialist, FEMA R-VII  
Tom White, Floodplain Administrator, Cooper County  
Lisa Eaton, Floodplain Administrator, Lafayette County  
The Honorable John C. Stouffer, Floodplain Administrator, Saline County  
Cooper, Lafayette, and Saline Counties Community File  
MoDOT File

The logo features a stylized map of Missouri with a shield-shaped highway marker containing the number '70'. Below the map, the words 'IMPROVEMENT STUDY' are written in a large, bold, black, sans-serif font.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Lowell Mohler  
Director  
Department of Agriculture  
P.O. Box 630  
Jefferson City, MO 65102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Lowell Mohler,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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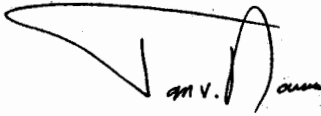
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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry - HNTB  
Shane Peck - MoDOT  
Paula Gough - MoDOT

Enclosure



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NO RESPONSE RECEIVED

The logo features a stylized map of Missouri with a shield in the center containing the number '70'. The words 'IMPROVEMENT STUDY' are written in a bold, blocky font across the map.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Charles R. Jackson  
Director  
Missouri Department of Public Safety  
PO Box 568  
Jefferson City, Missouri 65102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Charles R. Jackson,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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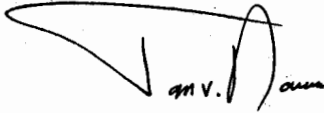




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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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Department of Public Safety  
**MISSOURI STATE HIGHWAY PATROL**  
 Colonel Roger D. Stottlemyre, Superintendent



**Bob Holden**  
 Governor

**Charles R. Jackson**  
 Director

1510 East Elm Street  
 Post Office Box 568  
 Jefferson City, MO 65102-0568  
 Phone: (573) 751-3313 (V/TDD) • FAX: (573) 751-9419

June 5, 2002

Mr. Tom V. Daues  
 Science Applications International Corporation  
 500 NW Plaza, Suite 1000  
 St. Ann, MO 63074

Dear Mr. Daues:

Your letter to the Missouri Department of Public Safety seeking input from agencies potentially impacted by the improvement of Interstate 70 across Missouri has been referred to the Missouri State Highway Patrol for response. As the primary agency charged with the enforcement of traffic laws and investigation of traffic accidents on Interstate 70, the Missouri State Highway Patrol wholeheartedly supports the expansion of the interstate to six lanes, the upgrading of interchanges and the improvement of the outer roads. I am confident when this is accomplished many of the traffic flow problems we routinely deal with will be alleviated. I am sure all Missourians will embrace the completion of this project.

The most significant impact of the Interstate 70 project would appear to be the disruption to traffic flow and subsequent calls for service we anticipate getting while the project is ongoing. Almost all projects which involve re-routing or lane disruption on an interstate roadway necessitate the use of additional officers assigned specifically to assist the construction contractor with traffic issues related to the project. The officers assigned for this function are generally working in an overtime capacity and are compensated by the construction contractor. This allocation of Patrol resources allows the officer regularly assigned in the affected area to perform his normal duties without disruption.

A project of this magnitude presents many challenges, some of which are not foreseeable at this time. As your analysis progresses, please feel free to contact Captain Ronald L. Walker of the Field Operations Bureau at telephone 573-526-3890, to gather specific data which might assist in your endeavors.

Sincerely,

ROGER D. STOTTELMYRE  
 Superintendent





## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

public, but MSHP operations are impacted. The I-70 improvements proposed under the current planning effort would eliminate the need for the cable. The typical urban section (I-470 to Oak Grove, through Columbia and Wright City to Lake St. Louis) will include a tall concrete median barrier. In the remaining rural areas a wide median of approximately 124 feet will be result that will provide ample recovery distance, which should eliminate most crossover crashes.

- The need for coordination on median crossovers was discussed in relation to the median cable and the wide rural median ultimately planned. The median crossovers are important for responding to emergencies and enforcement. MoDOT will be inform the people designing the guard cable of the desire for coordination with MSHP. It will be important that MoDOT coordinate with the MSHP on crossover locations when design of the ultimate I-70 improvements begins.
- A need for wider shoulders on the Missouri River Bridge was expressed. The proposed improvement will provide full shoulders inside and outside across all bridges in the I-70 corridor. At the Missouri River a new bridge will be constructed to carry one of the directions of traffic. This will allow the existing bridge to carry three lanes with shoulders.
- Adding crossover ramps on both sides of the Missouri River was suggested by an MSHP representative. This would allow traffic from one bridge to be diverted to the other bridge in case of a complete bridge closure.
- The biggest current problem is the closeness of the bridge piers to the edge of the roadway. Drivers have limited room to maneuver if the leave the roadway. The proposed improvements will lengthen all cross road bridges providing at least nationally accepted clearzone distances between the roadway edge and the bridge piers.
- The observation was made that more crashes occur from drivers falling asleep than are caused by intoxicated drivers. To mitigate this problem it was suggested that rumble strips be provide on all shoulders. Current MoDOT design practice is to provide rumble strips on mainline shoulders, so improved I-70 should have rumble strips.
- Insufficient truck parking was identified as a problem. The proposed improvements include the consolidation of rest areas, but will provide additional truck parking spaces. The number truck parking spaces at rest areas will nearly double under the recommended plan.
- The opportunity to restrict truck traffic to the two outside lanes was discussed. The MSHP representatives all felt that restricting truck traffic was a good idea that would improve safety.
- It was suggested that call boxes would be a good idea in the rural areas.



## MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

- The MSHP's perception is that the taller concrete median barriers in the urban sections are beneficial. They help reduce the number of people traveling in the other direction that are looking at an incident.
- A drop off between the inside shoulder of I-70 and the median seems to exist following a recent resurfacing project. The general area of the problem was between US 65 and Route 127. MoDOT agreed to report this to representatives at the related Districts to investigate.

Before adjourning the meeting. The MSHP representatives were told that any additional input they may have is more than welcome. They can provide additional input at the project Web site: [www.ImproveI70.org](http://www.ImproveI70.org); via email at: [comments@ImproveI70.org](mailto:comments@ImproveI70.org); or by phone using the project hotline: 1-800-590-0066.

### Action Items

- MoDOT will inform the people designing the median cable of the MSHP's desire to provide input on crossover locations.
- The MoDOT Districts 2 and 5 will be notified of the possible problem with the median drop off.

### Responsibility

Kathy Harvey

Kathy Harvey

### Deadline

Jan. 14<sup>th</sup>

Jan. 14th



# MEETING DOCUMENTATION

**HNTB**  
HNTB Architects Engineers Planners  
715 Kirk Drive  
Kansas City, MO 64105-1310  
phone: (816) 472-1201  
fax: (816) 472-4060

I-70 Highway Patrol 12-Jan-14

Name	Organization	Phone
GREG KENDLE	MSHP	573-526-6145
KEVIN GEIGER	MSHP	314-340-4082
MALIK HENDERSON	MSHP	314-340-4000
DAVE SCHMIDT	MSHP	573-751-1000
SCOTT SIMMONS	MSHP	488 573 751-1000
JERRY ARNOLD	MSHP	573-751-1000
Chuck Miller	HNTB	816 527-2696
Kathy Harvey	MoDOT	573-526-5678
Bob Brendel	MoDOT	573-751-8717
Eirey Smith	MSHP	573-526-6226
JANICE ELLIJS	MSHP	816-622-0800
STEVE FRISBIE	MSHP	816-622-0800
MIKE STEPHENSON	MoDOT	573-751-3738
Jerry Mugg	HNTB	816-527-2424

The logo features a stylized map of Missouri with a shield in the center containing the number '70'. The words 'IMPROVEMENT STUDY' are written in a bold, blocky font across the map.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Joseph L. Driskill  
Director  
Missouri Department of Economic Development  
P.O. Box 1157  
Jefferson City, Missouri 65102

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Joseph L. Driskill,

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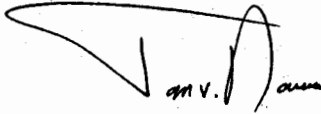
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Phone: (314) 770-3000  
Fax: (314) 344-4349



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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company

500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





NO RESPONSE RECEIVED



April 30, 2002

Mr. Robert Frerking  
City Administrator  
Concordia  
618 Main St. .P.O. Box 847  
Concordia, MO 64020

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Robert Frerking,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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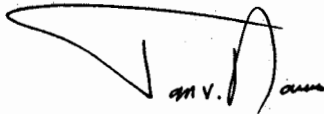
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Sincerely,

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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company

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St. Ann, MO 63074  
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NO RESPONSE RECEIVED

The logo features a stylized '70' shield with 'INTERSTATE' written above it, set against a background of a road and stars. Below the shield, the words 'IMPROVEMENT STUDY' are written in a large, bold, sans-serif font.

# IMPROVEMENT STUDY

April 30, 2002

Mr. Garry Taylor  
Executive Director  
Mid Missouri Regional Planning Commission  
P.O. Box 140  
Ashland, MO 65010

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Garry Taylor,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

The purpose of this letter is to provide you or your agency with an early opportunity to comment on the project and provide a process for you or your agency to provide information to be considered in the development of the NEPA document for this SIU.



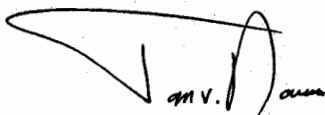
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



Over the next few months, we will be collecting and compiling information to assist with the preparation of the Preliminary Draft EA. It would be mutually beneficial if you or your agency could respond to this letter within 30 days. Additional information about the First Tier EIS, the ongoing Second Tier NEPA process and SIU #2 is available on the Internet at <http://www.i70study.org>. If you have any questions or require additional information, please call me at (314) 770-3024.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom V. Daues". The signature is stylized with a large, sweeping initial "T" and a cursive "D".

Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
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Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

Mr. Norman Brunkhorst  
President  
Concordia Chamber of Commerce  
702 S. Main Street; P.O. Box 143  
Concordia, MO 64020

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Norman Brunkhorst,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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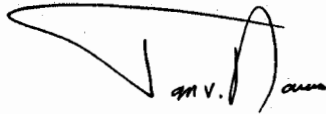




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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

The Honorable Vivian Wiley  
Mayor  
Sweet Springs  
324 South Miller  
Sweet Springs, Missouri 65351

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Vivian Wiley,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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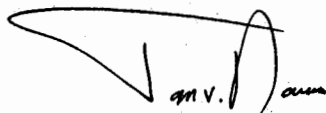
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure

NO RESPONSE RECEIVED



INTERSTATE  
70  
IMPROVEMENT STUDY

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April 30, 2002

Ms. Harriet Beard  
Director  
Missouri Highway Corridor Group  
120 E Washington  
Kirksville, MO 63501

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Ms. Harriet Beard,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

SIU #2 involves I-70 between the Western most Route 5 interchange at Boonville to near the Johnson Street interchange at Odessa or between log miles 99.00 and 39.00 within Cooper, Saline and Lafayette Counties (Figure 2). At this time, MoDOT anticipates that the proposed action and alternatives will not result in significant impacts as defined under NEPA and that a NEPA Environmental Assessment (EA) will be appropriate.

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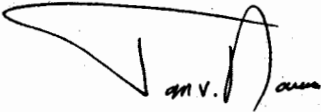
An Employee-Owned Company  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure

  
An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED





April 30, 2002

Mr. Michael Johns  
Executive Director  
Green Hills Regional Planning Commission  
1104 Main Street; P.O. Box 28  
Trenton, MO 64683

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear Mr. Michael Johns,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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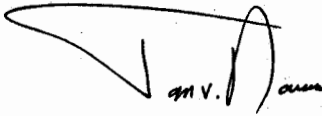
An Employee-Owned Company  
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Thank you for your assistance.

Sincerely,



Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



An Employee-Owned Company  
500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



April 30, 2002

The Honorable Winston Huttzell  
Presiding Commissioner  
Howard County  
1 Courthouse Square  
Fayette, MO 65248

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Winston Huttzell,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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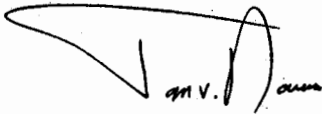
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Thank you for your assistance.

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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure




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St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



# IMPROVEMENT STUDY

---

April 30, 2002

The Honorable Charles Polson  
Sheriff  
Howard County  
1 Courthouse Square  
Fayette, MO 65248

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Charles Polson,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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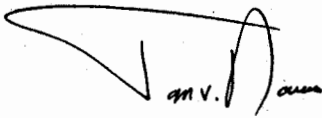
  
An Employee-Owned Company  
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Thank you for your assistance.

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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



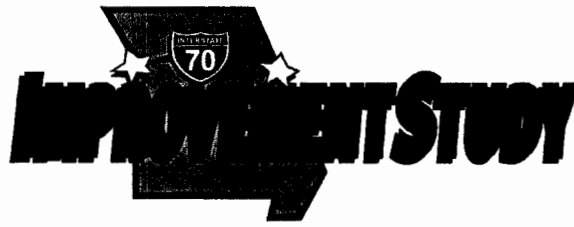
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St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349





NO RESPONSE RECEIVED



April 30, 2002

The Honorable John Stouffer  
Presiding Commissioner  
Saline County  
Saline County Courthouse; 101 W. Arrow St. Room 101  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable John Stouffer,

The Missouri Department of Transportation (MoDOT) in cooperation with the Federal Highway Administration (FHWA) is initiating the Second Tier National Environmental Policy (NEPA) studies to follow-up on the First Tier Environmental Impact Statement (EIS) for Interstate 70 (I-70) from Kansas City to St. Louis. For the Second Tier studies, MoDOT separated the I-70 corridor into seven Sections of Independent Utility (SIU) for further detailed analysis (Figure 1). Science Applications International Corporation (SAIC) is responsible for conducting the second tier studies for SIU #2.

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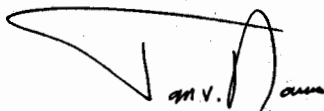
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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500 NW Plaza, Suite 1000  
St. Ann, MO 63074  
Phone: (314) 770-3000  
Fax: (314) 344-4349



NO RESPONSE RECEIVED



# IMPROVEMENT STUDY

---

April 30, 2002

The Honorable Michael Dillon  
Commissioner, Southern  
Saline County  
Saline County Courthouse; 101 W. Arrow St. Room 101  
Marshall, MO 65340

**Subject: Interstate 70 (I-70) Improvement Study: Second Tier NEPA Environmental Assessment, Section of Independent Utility #2, MoDOT Job No. J4I1341E, Request for Information**

Dear The Honorable Michael Dillon,

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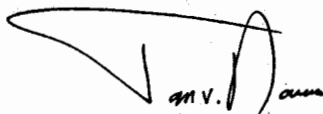
  
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Tom V. Daues  
Deputy Project Manager SIU #2

cc: Betty Burry – HNTB  
Shane Peck – MoDOT  
Paula Gough - MoDOT

Enclosure



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NO RESPONSE RECEIVED