

FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

I-70 Environmental Assessment: I-435 to I-470

Jackson County, Missouri

MoDOT Job No. J4I3195

Federal Aid No. NHPP 70-1(219)

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the environmental assessment referenced above and subsequent agency and public involvement that is summarized in the attached supporting documentation. This information has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, the alternatives considered, and the environmental issues and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the referenced environmental assessment.

Date of Approval

Mr. Scott Stotlemeyer, P.E.

Programs Team Leader/ Bridge
Engineer

FINDING OF NO SIGNIFICANT IMPACT

23 CFR 771.121

MISSOURI DEPARTMENT OF TRANSPORTATION FEDERAL
HIGHWAY ADMINISTRATION

FHWA Division	Federal Aid Number	Project Name Environmental Document Type
Missouri	NHPP 70-1(219)	I-70 Environmental Assessment: I-435 to I-470

INCLUDES PROGRAMMATIC AGREEMENT FOR MITIGATION OF ADVERSE EFFECTS

DECISION

The Federal Highway Administration (FHWA) approved the *I-70: I-435 to I-470 Environmental Assessment*, Federal Aid Number NHPP 70-1(219) on February 9, 2026. Notice of the Environmental Assessment's (EA) availability was sent to agencies, and the document was made available for public review on February 23, 2026. The EA was available on the MoDOT website at <https://www.modot.org/projects/interstate-70-environmental-assessment-jackson-county>.

This Errata documents comments received during the review period of the EA and documents any changes to the project design or analysis, as described in the EA. No public or substantive agency comments were received during the comment period which ended on March 25, 2026, that necessitated changes to any of the alternatives evaluated or in the selection of the Selected Alternative. Additional coordination with agencies and stakeholders provided information critical to addressing certain issues in support of the proposed action and in finalizing the Section 106 processes.

The purpose of the Errata is to respond to comments received and to provide any additions or changes to the EA where necessary. This document, in conjunction with the February 2026, EA document, constitutes the completed National Environmental Policy Act (NEPA) document.

1.0 Summary Changes to the EA

1.1 Errata Sheet - Changes to the EA by Section

To provide relevant context for each edit or change other than the universal changes, the entire Original EA section has been included. The section numbering below corresponds with the same section number in the EA. EA text additions are italicized

EA 4.1.1. Public Meetings

4.2 Public Meetings

The study team completed an in-person public meeting on October 8, 2024 at the Mid-America Carpenters Regional Council located at 8955 E. 38th Terrace, Kansas City, MO 64129. The purpose of this meeting was to introduce the EA, share study area characteristics that were reviewed, detail the noise study process and present the Alternatives being considered. There were 17 attendees.

A virtual component of the public meeting launched on October 8, 2024 and was available until November 4, 2024. As of November 4, the virtual meeting had 32 participants. The virtual public meeting shared the same information as the in-person meeting and was paired with an identical digital comment form. A total of five comments were received during the online comment period.

Between both meetings, a total of six comments were collected. Those comments were:

- Consider locating bus on shoulder to improve transit operations.
- Encourage the extension on the entrance ramp from westbound US 40 to Blue Ridge Cutoff to help traffic going to the Truman Sports Complex keep off the main through lanes.
- Extend the entrance ramp from Blue Ridge Cutoff eastbound extended to Sterling Avenue.
- The I-70/I-470 interchange cloverleaf should be replaced with high-speed flyover ramps.
- Support for Alternative 2 (Add General Capacity Alternative) because it will improve safety, reduce congestion, and improve freight mobility on I-70 from I-435 to I-470.
- This needs to be repaired as soon as possible. The number of ramp lanes need to be increased and signage for I-70 and I-435 is confusing.

The second public meeting was held on Oct. 28, 2025, where nearly 169 attendees participated online or in-person. The purpose of this meeting was to present the preferred alternative for the Environmental Assessment (EA) including potential safety and traffic improvements, and proposed noise wall locations. At this meeting, the study team introduced the Preferred Alternative under consideration, explained the draft Alternative screening criteria, and answered questions from members of the public. Attendees also received information about the noise study results and provided general comments and suggestions at key areas they found important, indicated by marking up a roll plot map of the project area. 44 comments were collected from the in-person and virtual meetings.

A virtual public meeting was posted on the project website (<https://www.modot.org/projects/interstate-70-environmental-assessment-jackson-county>) and social media on February 23, 2026, and was available until March 25, 2026. Notice was given through a press release sent out and published on the MoDOT website on February 22, 2026 in addition to multiple social media posts throughout the comment period. The purpose of this

meeting was to inform the public of the availability to review the draft EA document. A note to request a public hearing was available during this period. There were six views recorded and no comments or requests for a public hearing were received during the online comment period.

EA 4.2 Resource Agency Coordination

4.3 Resource Agency Coordination (section number change only)

1.2 Cultural Resources

FHWA sent the environmental assessment to Tribal Nations for their review. The Osage Nation is the only tribe that responded. The Osage Nation expressed an interest in the project area and asked for a copy of the archaeological survey report. MoDOT will provide a copy of the survey report to the Osage Nation once the survey is complete. The Programmatic Agreement (PA) regarding historic architectural and archaeological resources was executed by the Missouri Highway Transportation Commission, the Missouri State Preservation Officer, and FHWA. A copy of the signed PA is located in **Appendix A**.

2.0 Public and Agency Review/Comments on the EA

A virtual public meeting was posted on the project website on February 23, 2026, and was available until March 25, 2026. Notice was given through a press release sent out and published on the MoDOT website on February 22, 2026. The purpose of this meeting was to inform the public of the availability to review the draft EA document. A note to request a public hearing was available during this period. Six views were recorded and there were no comments or requests for a public hearing received during the online comment period.

Four responses were received from agencies, public groups/organizations or Tribal Nations. The responses did not include any substantive comments. Copies of the actual responses are provided in Finding of No Significant Impact (FONSI) **Appendix B**.

3.0 Selected Alternative

3.1 Summary of Selected Alternative

The Selected Alternative includes the reconstruction of pavement and bridges along the corridor and constructing additional travel lanes to have four through lanes in each direction. The alternative also incorporates additional capacity to improve connections to and from ramps along the corridor, such as auxiliary lanes, which provide a continuous lane of travel between closely spaced interchange entrance ramps and exit ramps and longer acceleration and deceleration lanes to meet modern highway design standards.

The study team has spent considerable time and energy in working with the community, city staff in both Kansas City and Independence, and Mid-America Regional Council (MARC) in understanding the project Purpose & Need, the community goals, and to understand the priorities and importance of the alternatives screening criteria. Based on that engagement and supported by the information and analysis provided in the technical memoranda and the environmental assessment, the study team has identified **Add General Capacity** as the Selected Alternative.

The Selected Alternative conforms to the study's design standards, satisfies the study's Purpose and Need,

fulfills the study's desired goals, and minimizes impacts to the human and natural environment.

Exhibit 1 shows the Selected Alternative within the Study Area.

3.2 Funding Commitment

The initial improvements are focused on safety enhancements and infrastructure upgrades currently programmed in the Statewide Transportation Improvement Program (STIP) and part of the Selected Alternative. Construction of these improvements is anticipated to occur in the late 2020s and early 2030s decade, they include:

- Replacement of median barrier from Manchester Trafficway to Chrysler Avenue. As a result of the Selected Alternative to handle added traffic, added safety, and new lanes, the project will build a taller barrier design to discourage pedestrian crossing and replaces the existing deteriorating segmented barrier, enhancing safety. Letting is scheduled for December 2026 (job number: J4P3323B).
- Replacement of I-70 bridges over Sterling Avenue and US 40. As a result of the Selected Alternative to handle added traffic and new lanes, this project will include the widening between Sterling Avenue and Blue Ridge Boulevard, tying into the new I-70 pavement. Widening from Pittman Road to Blue Ridge Boulevard is being considered. Letting is scheduled for February 2026 (job number: JKU0114).
- Replacement of the Union Pacific Railroad bridge over I-70 in preparation of widening identified as the Selected Alternative. Mainline pavement replacement is anticipated in the vicinity of the bridge, and widening from Blue Ridge Boulevard to Noland Road is being considered. Letting is scheduled for December 2029 (job number: J4I3211).
- Resurfacing of pavement from Manchester Trafficway to I-470. Letting is scheduled for fiscal year 2030 (job number: JKU0284).

4.0 Environmental Commitments

The project's environmental commitments are depicted below. The referenced sections are where the commitments are discussed in the Final EA.

1. If there are changes in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA.
2. **Public Transit (Section 3.4)** – MoDOT, in coordination with the relevant transit agencies, will develop a plan prior to construction to reroute transit services during construction as necessary to maintain connections to community resources and employers.
3. **Right-of-Way and Displacements (Section 3.7)** – MoDOT will follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 for all property acquisitions prior to construction.

4. **Surface Waters and Water Quality (Section 3.9)** – MoDOT will obtain appropriate permits and develop the appropriate plans prior to beginning of construction. MoDOT will follow BMPs and will also follow recommendations set forth in the TMDLs for the Missouri River.
5. **Floodplains (Section 3.10)** – MoDOT will obtain floodplain development permits from SEMA prior to construction.
6. **Floodplains (Section 3.10)** – MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state.
7. **Floodplains (Section 3.10)** – MoDOT will ensure local and regional access to existing rural and urban areas and facilities are maintained during construction.
8. **Floodplains (Section 3.10)** – MoDOT will ensure the floodplain analysis and no-rise certifications comply with floodplain regulations and demonstrate minimal impacts to the floodplains within the project area.
9. **Floodplains (Section 3.10)** – MoDOT will ensure sediment and erosion control best management practices are implemented during construction.
10. **Wildlife and Habitat (Section 3.11)** - Tree clearing will not occur prior to completion of consultation with USFWS and MDC. It is recommended that tree clearing occur in the inactive months, which is October 16 to March 31 in Missouri.
11. **Wildlife and Habitat (Section 3.11)** - MoDOT will be responsible for adhering to the MBTA. If migratory birds are found to be nesting, then a protective JSP will be put in place to avoid conflict with the MBTA and follow up with the MDC will be initiated.
12. **Wildlife and Habitat (Section 3.11)** - If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final.
13. **Geology and Soils (Section 3.12)** – The Contractor and Project Partners will perform geotechnical investigations in later design phases to determine precise bedrock and structural loading requirements.
14. **Hazardous Materials (Section 3.13)** – MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. MoDOT will contact MDNR and EPA for coordination and approval of required activities.

15. **Noise (Section 3.14)** – The MoDOT Noise Policy will be used to address noise impacts. For locations where noise walls are feasible and reasonable, MoDOT will discuss noise wall locations and provide benefited residents an opportunity to vote on whether they would like a noise wall. The noise analysis was performed following MoDOT's current, FHWA approved, noise policy. Final noise barrier decisions will be made during final design. If at that time, a new MoDOT noise policy approved by FHWA is in place, the new noise policy will be used for a new noise analysis and final noise barrier decisions.
16. MoDOT has special provisions for construction, which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers' specifications.
17. **Cultural Resources (Section 3.16)** – MoDOT will comply with the newly executed project specific Programmatic Agreement. Should design modifications and/or construction activities result in impacts to historic properties, MoDOT will coordinate with SHPO related to the Section 106 process.
18. **Cultural Resources (Section 3.16)** – MoDOT will provide a copy of the archaeological survey report to the Osage Nation once the survey is complete.
19. **Construction and Emergency Routes (Section 3.17)** – MoDOT will develop a maintenance of traffic management plan during the construction phase of the project and will comply with all applicable local, state, and federal air pollution regulations during construction.
20. **Construction and Emergency Routes (Section 3.17)** – MoDOT will ensure measures are taken to reduce fugitive dust and other emissions generated during construction. Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations. Materials resulting from construction operations will be removed from the project and disposed of by the contractor. Additionally, burning of construction debris will be prohibited and all materials will be properly disposed of offsite.
21. **Construction and Emergency Routes (Section 3.17)** – MoDOT will ensure that emergency response vehicles have access throughout the corridor during construction. Any detours will be limited in duration to the period of time required to construct project improvements. These detours will be coordinated with emergency services prior to their implementation.
22. **Utilities (Section 3.18)** – MoDOT will coordinate with utility companies during final design and construction to minimize the impact of necessary utility relocations. The responsible party for any relocations will obtain the necessary clearances should they occur outside of the Project Area. All design work, maintenance, and relocation efforts of underground and above-ground electric lines throughout the Project Area shall be designed based on current practices of the power company, the requirements of the electrical code of the local agency having jurisdiction, and the (National Electric Safety Code) NESC.

Each commitment of the phased approach for the Selected Alternative is detailed in **Tables 1a** and **1b**.

Table 1a: Preferred Alternative Commitment Phasing – Programmed Projects

Commitment	4P3323B - Median Barrier	KU0114 - Bridge Replacements and Widening	4I3211 - Union Pacific RR Bridge	KU0284 - Resurfacing
1. If there are changes in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA.	X	X	X	X
2. Public Transit (Section 3.4) – MoDOT, in coordination with the relevant transit agencies, will develop a plan prior to construction to reroute transit services during construction as necessary to maintain connections to community resources and employers.	N/A	X	X	N/A
3. Right-of-Way and Displacements (Section 3.7) – MoDOT will follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 for all property acquisitions prior to construction.	N/A	X	N/A	N/A
4. Surface Waters and Water Quality (Section 3.9) – MoDOT will obtain the appropriate permits and develop the appropriate plans prior to the beginning of construction. MoDOT will follow BMPs and will also follow recommendations set forth in the TMDLs for the Missouri River.	N/A	N/A	N/A	N/A
5. Floodplains (Section 3.10) – MoDOT will obtain floodplain development permits from SEMA prior to construction.	X	X	N/A	X
6. Floodplains (Section 3.10) – MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state.	X	N/A	N/A	X
7. Floodplains (Section 3.10) – MoDOT will ensure local and regional access to existing rural and urban areas and facilities are maintained during construction.	X	N/A	N/A	X
8. Floodplains (Section 3.10) – MoDOT will ensure the floodplain analysis and no-rise certifications comply with floodplain regulations and demonstrate minimal impacts to the floodplains within the project area.	X	N/A	N/A	X
9. Floodplains (Section 3.10) – MoDOT will ensure sediment and erosion control best management practices are implemented during construction.	X	N/A	N/A	X
10. Wildlife and Habitat (Section 3.11) - Tree clearing will not occur prior to completion of consultation with USFWS and MDC. It is recommended that tree clearing occur in the inactive months, which is October 16 to March 31 in Missouri.	N/A	X	X	N/A
11. Wildlife and Habitat (Section 3.11) - MoDOT will be responsible for adhering to the MBTA. If migratory birds are found to be nesting, then a protective JSP will be put in place to avoid conflict with the MBTA and follow up with the MDC will be initiated.	X	X	X	X
12. Wildlife and Habitat (Section 3.11) - If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final.	X	X	X	X
13. Geology and Soils (Section 3.12) – The Contractor and Project Partners will perform geotechnical investigations in later design phases to determine precise bedrock and structural loading requirements.	N/A	X	X	X
14. Hazardous Materials (Section 3.13) – The Contractor will monitor the construction site for hazardous materials during construction. If hazardous materials are encountered during construction, the contractor will cease work at the suspect site immediately. The contractor will contact the appropriate environmental agency, in this case MoDNR, to discuss options for remediation. The MoDNR, EPA, MoDOT, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Hazardous materials consulting, analytical, and	X	X	X	X

Commitment	4P3323B - Median Barrier	KU0114 - Bridge Replacements and Widening	4I3211 - Union Pacific RR Bridge	KU0284 - Resurfacing
remediation services will be obtained if necessary. MoDOT will contact MDNR and EPA for coordination and approval of required activities.				
15. Noise (Section 3.14) – The MoDOT Noise Policy will be used to address noise impacts. For locations where noise walls are feasible and reasonable, MoDOT will discuss noise wall locations and provide benefited residents an opportunity to vote on whether they would like a noise wall. The noise analysis was performed following MoDOT’s current, FHWA approved, noise policy. Final noise barrier decisions will be made during final design. If at that time, a new MoDOT noise policy approved by FHWA is in place, the new noise policy will be used for a new noise analysis and final noise barrier decisions.	N/A	X	X	N/A
16. MoDOT has special provisions for construction, which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers’ specifications.	X	X	X	X
17. Cultural Resources (Section 3.16) – MoDOT will comply with the newly executed project specific Programmatic Agreement. Should design modifications and/or construction activities result in impacts to historic properties, MoDOT will coordinate with SHPO related to the Section 106 process.	X	X	X	X
18. MoDOT will provide a copy of the archaeological survey report to the Osage Nation once the survey is complete.	X	X	X	X
19. Construction and Emergency Routes (Section 3.17) – MoDOT will develop a maintenance of traffic management plan during the construction phase of the project and will comply with all applicable local, state, and federal air pollution regulations during construction.	X	X	X	X
20. Construction and Emergency Routes (Section 3.17) – MoDOT will ensure measures are taken to reduce fugitive dust and other emissions generated during construction. Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations. Materials resulting from construction operations will be removed from the project and disposed of by the contractor. Additionally, burning of construction debris will be prohibited and all materials will be properly disposed of offsite.	X	X	X	X
21. Construction and Emergency Routes (Section 3.17) – MoDOT will ensure that emergency response vehicles have access throughout the corridor during construction. Any detours will be limited in duration to the period of time required to construct project improvements. These detours will be coordinated with emergency services prior to their implementation.	X	X	X	X
22. Utilities (Section 3.18) – MoDOT will coordinate with utility companies during final design and construction to minimize the impact of necessary utility relocations. The responsible party for any relocations will obtain the necessary clearances should they occur outside of the Project Area. All design work, maintenance, and relocation efforts of underground and above-ground electric lines throughout the Project Area shall be designed based on current practices of the power company, the requirements of the electrical code of the local agency having jurisdiction, and the (National Electric Safety Code) NESC.	X	X	X	N/A

Table 1b: Preferred Alternative Commitment Phasing – High Priority Unfunded Needs

Commitment	Widen I-70 EB from Pittman/Blue Ridge-I-470	Ramps - Manchester Trafficway to I-435	I-470 Interchange	Widen I-70 WB from I-470 to Blue Ridge Cutoff	WB C-D Road and Ramps
1. If there are changes in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT must re-evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from FHWA.	X	X	X	X	X
2. Public Transit (Section 3.4) – MoDOT, in coordination with the relevant transit agencies, will develop a plan prior to construction to reroute transit services during construction as necessary to maintain connections to community resources and employers.	X	X	X	X	X
3. Right-of-Way and Displacements (Section 3.7) – MoDOT will follow the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 for all property acquisitions prior to construction.	X	X	X	X	N/A
4. Surface Waters and Water Quality (Section 3.9) – MoDOT will obtain the appropriate permits and develop the appropriate plans prior to the beginning of construction. MoDOT will follow BMPs and will also follow recommendations set forth in the TMDLs for the Missouri River.	X	X	X	X	X
5. Floodplains (Section 3.10) – MoDOT will obtain floodplain development permits from SEMA prior to construction.	X	X	X	X	N/A
6. Floodplains (Section 3.10) – MoDOT will ensure modifications to the functions of the natural floodplain environment are avoided or are maintained as closely as practicable in its natural state.	X	X	X	X	N/A
7. Floodplains (Section 3.10) – MoDOT will ensure local and regional access to existing rural and urban areas and facilities are maintained during construction.	X	X	X	X	N/A
8. Floodplains (Section 3.10) – MoDOT will ensure the floodplain analysis and no-rise certifications comply with floodplain regulations and demonstrate minimal impacts to the floodplains within the project area.	X	X	X	X	N/A
9. Floodplains (Section 3.10) – MoDOT will ensure sediment and erosion control best management practices are implemented during construction.	X	X	X	X	N/A
10. Wildlife and Habitat (Section 3.11) - Tree clearing will not occur prior to completion of consultation with USFWS and MDC. It is recommended that tree clearing occur in the inactive months, which is October 16 to March 31 in Missouri.	X	X	X	X	X
11. Wildlife and Habitat (Section 3.11) - MoDOT will be responsible for adhering to the MBTA. If migratory birds are found to be nesting, then a protective JSP will be put in place to avoid conflict with the MBTA and follow up with the MDC will be initiated.	X	X	X	X	X
12. Wildlife and Habitat (Section 3.11) - If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final.	X	X	X	X	X
13. Geology and Soils (Section 3.12) – The Contractor and Project Partners will perform geotechnical investigations in later design phases to determine precise bedrock and structural loading requirements.	X	X	X	X	X
14. Hazardous Materials (Section 3.13) – The Contractor will monitor the construction site for hazardous materials during construction. If hazardous materials are encountered during construction, the contractor will cease work at the suspect site immediately. The contractor will contact the appropriate environmental agency, in this case MoDNR, to discuss options for remediation. The	X	X	X	X	X

Commitment	Widen I-70 EB from Pittman/Blue Ridge-I-470	Ramps - Manchester Trafficway to I-435	I-470 Interchange	Widen I-70 WB from I-470 to Blue Ridge Cutoff	WB C-D Road and Ramps
MoDNR, EPA, MoDOT, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Hazardous materials consulting, analytical, and remediation services will be obtained if necessary. MoDOT will contact MDNR and EPA for coordination and approval of required activities.					
15. Noise (Section 3.14) – The MoDOT Noise Policy will be used to address noise impacts. For locations where noise walls are feasible and reasonable, MoDOT will discuss noise wall locations and provide benefited residents an opportunity to vote on whether they would like a noise wall. The noise analysis was performed following MoDOT’s current, FHWA approved, noise policy. Final noise barrier decisions will be made during final design. If at that time, a new MoDOT noise policy approved by FHWA is in place, the new noise policy will be used for a new noise analysis and final noise barrier decisions.	X	X	X	X	X
16. MoDOT has special provisions for construction, which require that all contractors comply with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Construction equipment is required to have mufflers installed in accordance with the equipment manufacturers’ specifications.	X	X	X	X	X
17. Cultural Resources (Section 3.16) – MoDOT will comply with the newly executed project specific Programmatic Agreement. Should design modifications and/or construction activities result in impacts to historic properties, MoDOT will coordinate with SHPO related to the Section 106 process.	X	X	X	X	X
18. MoDOT will provide a copy of the archaeological survey report to the Osage Nation once the survey is complete.	X	X	X	X	X
19. Construction and Emergency Routes (Section 3.17) – MoDOT will develop a maintenance of traffic management plan during the construction phase of the project and will comply with all applicable local, state, and federal air pollution regulations during construction.	X	X	X	X	X
20. Construction and Emergency Routes (Section 3.17) – MoDOT will ensure measures are taken to reduce fugitive dust and other emissions generated during construction. Emissions from construction equipment will be controlled in accordance with emission standards prescribed under state and federal regulations. Materials resulting from construction operations will be removed from the project and disposed of by the contractor. Additionally, burning of construction debris will be prohibited and all materials will be properly disposed of offsite.	X	X	X	X	X
21. Construction and Emergency Routes (Section 3.17) – MoDOT will ensure that emergency response vehicles have access throughout the corridor during construction. Any detours will be limited in duration to the period of time required to construct project improvements. These detours will be coordinated with emergency services prior to their implementation.	X	X	X	X	X
22. Utilities (Section 3.18) – MoDOT will coordinate with utility companies during final design and construction to minimize the impact of necessary utility relocations. The responsible party for any relocations will obtain the necessary clearances should they occur outside of the Project Area. All design work, maintenance, and relocation efforts of underground and above-ground electric lines throughout the Project Area shall be designed based on current practices of the power company, the requirements of the electrical code of the local agency having jurisdiction, and the (National Electric Safety Code) NESC.	X	X	X	X	X

Appendix A – Programmatic Agreement

Appendix B – Agency Correspondence