

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
MISSOURI ROUTE 55, SCOTT COUNTY, MISSOURI  
SCOTT CITY SOUTHERN INTERCHANGE PROJECT  
JOB NUMBER J0I0956

The Federal Highway Administration (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 attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. 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 attached environmental assessment.

10/11/16  
Date

  
Responsible Official

Program Development Team Leader  
Title



## Finding of No Significant Impact

23 CFR 771.121

### Missouri Department of Transportation/Federal Highway Administration

Region	State Project No.	Project Title, Environmental Document Type
Missouri Division	J0I0956	Missouri Interstate 55, Scott County, Missouri Scott City Southern Interchange Environmental Assessment

#### Decision

The Federal Highway Administration (FHWA), Missouri Division, approved the Scott County, Interstate 55 Environmental Assessment (EA) on September 15, 2015. Prior to the holding of a public hearing, notice of the EA's availability was published in the National Register, sent to agencies, and the document was made available at multiple locations in Scott County, the Southeast MoDOT district office in Sikeston, and electronically through the Southeast district website at:  
[http://www.modot.mo.gov/southeast/news\\_and\\_information/public\\_meetings/scottcityinterchange.htm](http://www.modot.mo.gov/southeast/news_and_information/public_meetings/scottcityinterchange.htm).

The Selected Alternative to solve the congestion problems associated with I-55 in the project area is Alternative 3b Modified. The Selected Alternative will address these issues by constructing a new interchange at the location of the existing Route PP overpass and constructing a new outer road. Building this requires that ramps be added and a new wider bridge built at the same location as the existing Route PP Bridge. Approximately 5,000 feet of new Route PP will be built from Route 61 to I-55 on the west side of I-55. Approximately 7,500 feet of outer road will be built and/or rehabilitated to connect the new interchange to County Road 311 on the east side of I-55.

The Selected Alternative was identified through public and agency involvement and assessment of socioeconomic, environmental, and cultural consequences. A public hearing was held on February 11, 2016, in accordance with established MoDOT procedures. The department has considered possible social, economic, cultural, and environmental effects of the proposed improvements and has found no additional impacts beyond those described in the original EA.

## Public and Agency Review/Comment on EA

### *Public Comments*

A public hearing was held on February 11, 2016, for the public to voice any comments or concerns they had with the proposed Selected Alternative, or the anticipated impacts to human or natural resources. The public hearing was also available online for those unable to physically attend. The comments received via the online public hearing, social media, and the comments that were received in person at the public hearing and the 30-day comment period are discussed below along with MoDOT's responses to those comments.

- Commenters stated they liked the interchange and the fact it allows for additional development south of Scott City.

MoDOT appreciates the public's support of this project.

- Commenter expressed concerns the project will create an approximate 2.0-acre uneconomic remnant where the project crosses the Schlosser Family Trust, and asked that MoDOT adjust the alignment to minimize the impact.

The alignment cannot be further modified at this location to change its current path because it aligns with the existing Route PP crossing of I-55. There is not enough distance between the Schlosser Property and the I-55 crossing to change alignment and still meet the geometric requirements for this classification of roadway.

- A commenter stated they like the proposed project and that the existing Scott City Interchange is an "abomination".

The construction of the Selected Alternative will help to relieve the congestion at the existing Scott City interchange by removing traffic only using the interchange to access the interstate.

- A commenter requested the hill be flattened on County Road 312 where it intersects with County Road 311.

The current plans show the hill south of the County Road 312 intersection is to be graded down to provide the needed sight distance for a 35-miles per hour (mph) roadway speed.

- A commenter stated the interchange is warranted, but the County Road 311 realignment and upgrade is not necessary.

Part of the purpose and need is connectivity. The realignment of County Road 311 addresses this need because it provides connectivity to the interstate for both Scott City and Kelso. Without the improvements to the east outer road and County Road 311, the Selected Alternative would not have addressed the need of connectivity.

- Commenters expressed the new interchange will not address the congestion problem at the existing Scott City interchange unless the Route 61 access into Scott City is cut off.

The new interchange will reduce congestion at the existing interchange by detouring Route 61 traffic that now accesses the interstate at the existing K/M/61/55 interchange to the new Route PP/I-55 interchange. Most traffic using Route 61 in this area is traveling to Cape Girardeau. The new interchange will allow easier access for them and help reduce congestion at the existing interchange. MoDOT has explored removing the existing Route 61 Bridge; however, the community's emergency response facilities are just south of this bridge and emergency response times would be adversely impacted. Also, there are many school children who walk across the railroad tracks at this location to access the school. MoDOT's project to replace this structure will also address pedestrian needs in this area.

- Commenter would like to see the connection into Kelso moved further south from the new interchange to avoid cutting off the 4 houses south of city hall from the rest of Kelso.

The connection to Route 61 location was chosen because the roadway already exists and therefore will not require as much grading. The four houses will still have access to Kelso via Route 61.

#### *Ressel Family Concerns*

- During the public hearing held on February 11, 2016, many members of the Ressel family voiced their displeasure at the location of the Selected Alternative. Their dissatisfaction with the Selected Alternative stems from the relative impact of the alternative to the neighboring property (Robert Farm, AR 6), versus the impact to the Ressel property. Specific concerns were expressed about splitting the farmland, the number of acres of impact to the Ressel property and a perception that the relative historical significance of the two properties was not being appropriately considered since the Ressel Farm is a century farm.

Previously in the environmental process, the State Historic Preservation Officer deemed the neighboring property (Robert Farm, AR 6) eligible for listing on the National Register of Historic Places (NRHP). The area of the property determined eligible by the SHPO included the farmstead and the adjacent farm fields to the north (Figure 1). Because of this determination, MoDOT was tasked with designing an alternative that would avoid impacting the area determined eligible for listing in the NRHP. This resulted in the development of the Selected Alternative (3b Modified).

At the public hearing, the Ressel family stated their property was a century farm as old as the neighboring property deemed eligible for listing in the NRHP and did not understand why their farm was not also considered for listing on the NRHP. MoDOT staff agreed to speak with the SHPO to revisit the eligibility of the farm fields of the Robert property.

On February 29, 2016, a MoDOT Historic Preservation Specialist and members of the Southeast District staff met with the Ressel family at their farm. MoDOT informed the Ressel family why the Robert farm, AR 6 had been determined eligible for listing of the NRHP, the boundaries of the NRHP listed property, and the requirements of the National Historic Preservation Act (NHPA). MoDOT explained the area of potential effects (APE) and that the buildings associated with the Ressel farm were not included in the survey because of their location on separate legal parcels, outside of the APE. The architectural APE for the project included all parcels with buildings located within 350 feet of centerline for the realignment. The Ressel agricultural parcel (2) had been surveyed for archaeological resources, but since the buildings historically related to the parcel (located on parcel 2A) were located more than 350 feet from the proposed centerline, and more than 350 feet from the estimated new right of way, they had not been included within the architectural APE. Following the meeting, the MoDOT Historic Preservation Specialist photographed the buildings on the Ressel farm, and took updated photographs of the buildings on the neighboring property (Robert farm, AR 6).

MoDOT staff researched the history of the Ressel property and documented the property history and building description. The earliest building on the Ressel property dates from 1905. Other buildings date from the early to mid-twentieth century. Aerial photographs showed changes in land use associated with the property, including the loss of several agricultural buildings. The extant buildings had been altered with modern materials, affecting their historical integrity.

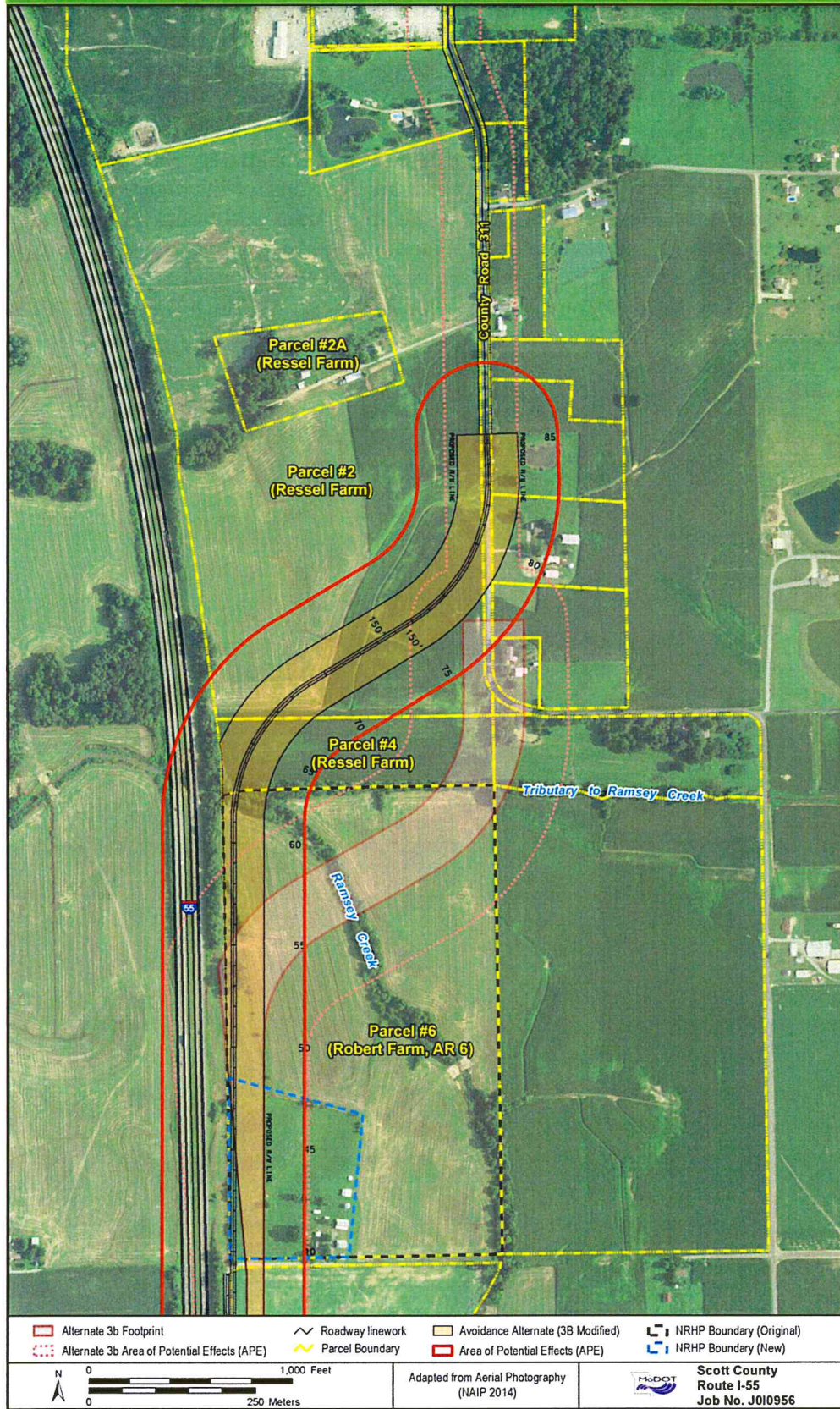
On March 16, 2016, MoDOT met with the SHPO to discuss the project and the two subject properties. Current photographs were presented to the SHPO. MoDOT and the SHPO discussed the NRHP-eligible farmstead (Robert Property), the changes in land use that have been documented since the construction of I-55, including the changes in drainage patterns with the realignment of Ramsey Creek. The SHPO concurred that the original NRHP boundary was drawn too large for the Robert property. MoDOT and the SHPO discussed a revised boundary that would not encompass the buildings and the fields which have changed in use and are not NRHP eligible. The Robert property boundary revision was proposed to allow MoDOT flexibility to consider Alternative 3B as the Preferred Alternative, minimizing impacts to the Ressel farm.

Appropriate changes were made to the map for the NRHP-eligible Robert property and MoDOT made a formal submittal to the SHPO with the recommendation that the Ressel property is not eligible for listing in the NRHP due to the loss of the agricultural outbuildings, changes in land use and loss of historical integrity of the surviving buildings. MoDOT also recommended that the Robert property is eligible based on the boundary that was revised (see Figure 1) on March 16, 2016. On April 8, 2016, the SHPO responded concurring with MoDOT's recommendations.

After the SHPO concurred with the revised boundary, MoDOT gathered additional survey data along Alternative 3B to determine the most economical connection from the existing outer roadway along I-55 to County Road 311. This data was then compared with the same data along Alternative 3B Modified (Selected Alternative).

The connecting roadway can be constructed for approximately \$300,000 less along the proposed Alternative 3B Modified alignment. Reasons for the higher cost and greater impacts to natural resources of Alternative 3B include: additional fill necessary to cross the low lying area between the creeks, having to construct two separate drainage structures rather than one drainage structure, and additional utility relocation costs because of overhead clearance issues. For these reasons, MoDOT believes Alternative 3B Modified best meets the purposed and need.

**Figure 1: NRHP Boundaries**



### *Agency Comment*

The United States Environmental Protection Agency (EPA) Region 7 is the only agency that submitted comments on the EA. Comments were made in a letter dated February 19, 2016. The letter consisted of a single concern listed below:

1. For this project, our most significant concern is the potential for inducing development in the immediate area of the new interchange, along County Road 311 to Scott City, and also in nearby Kelso. The EA acknowledges without characterizing any of these potential impacts.

Interchanges on major routes are ideal for new business growth that would benefit from easy access to an interstate. Construction of the interchange could provide opportunities for business development resulting in the potential for better economic conditions and increased population. The Selected Alternative, which would provide a new interchange and ease of access to I-55, could slowly transform a mostly agricultural area into a more commercial/residential area. However, it is not anticipated to be a significant impact because of the availability of land in the area that could still be used for agriculture. Positive economic effects to the area may be realized because of the potential for job creation, further increasing local spending.

### **Summary of Impacted Resources**

Public and agency comment did not result in a change of impacts to any resources associated with the Selected Alternative. All impacts remain the same for the Preferred/Selected Alternative as what is documented in the EA included with this Finding of No Significant Impact.

### *Consideration of Alternative 3B*

As explained in the “Public and Agency Comment” section, additional analysis was required of Alternative 3B to determine if it was a better option than the Preferred Alternative (Alternative 3B Modified) chosen in the EA.

Alternative 3B (dismissed early in the EA from consideration due to impacts to an NRHP eligible property) was revisited after property owners voiced concerns about impacts to their property versus that of the adjacent property. To determine if Alternative 3B was a viable alternative to consider, impacts to resources were compared to that of Alternative 3B Modified.

The alignment of the connection roadway associated with Alternative 3B would cross a lower area of the Ramsey Creek floodplain requiring a larger amount of fill to be placed in the floodplain. Because of the large amount of fill that would be required, an existing transmission line would need to be raised in order to meet the current vertical clearance standards. In addition, Alternative 3B would require a second drainage structure as the alignment crosses both Ramsey Creek and a tributary to Ramsey Creek impacting both the streams and inducing additional development in the floodplain.

The proposed Alternative 3B Modified alignment would not require the fill associated with Alternative 3B and therefore would not result in the need to raise the existing transmission line. Also, the location of where Alternative 3B Modified crosses Ramsey Creek would require one drainage structure as it is located where the tributary and the creek come together. For these reasons, MoDOT believes Alternative 3B Modified is the most environmentally responsible alternative and best meets the project's purpose and need.

## Commitments

Following is the list of MoDOT's project commitments identified in the Environmental Assessment for the Selected Alternative:

- If changes in design result in changes to impacts from what has been evaluated in this document, MoDOT will reevaluate the NEPA document to ensure the determination remains valid or if further action is required.
- Any project impacts to on-farm investments, such as water diversion systems or terracing, will be minimized as design is further refined.
- Farms with uneconomic remnants (parcels of land that can no longer be farmed) will be offered just compensation by MoDOT based on an appraisal.
- All farm support services are available to the area and will not be negatively impacted by the project.
- Consultation with the USFWS will be conducted and completed prior to federal authorization for construction, and any comments or commitments resulting from that consultation will be reflected in final design plans and construction documents, as applicable.
- Any change in design within property AR 6 (Robert Property), will need to be re-consulted on with the SHPO, by MoDOT, and concurred with before federal construction authorization is approved.
- Proposed changes impacting AR6 property during construction must be re-consulted on with SHPO prior to any work taking place on the property. No work affecting the property aside what has already been determined in the EA will occur without prior approval from MoDOT once SHPO consultation is completed.
- MoDOT will obtain a floodplain development permit prior to authorization for construction.

- The contractor will utilize all applicable Best Management Practices (BMPs), identified on the plans and specifications, to ensure protection to any waterways in the project vicinity.
- All necessary erosion control measures identified on the plans and specifications will be employed by the contractor at all areas of soil disturbance throughout the project.
- Any previously unknown Hazardous Waste sites that are found during project construction will be handled by MoDOT and the contractor in accordance with Federal and State Laws and Regulations.
- A Traffic Management Plan (TMP) will be developed by MoDOT during project design.
- Emissions from construction equipment will be controlled by the contractor in accordance with emission standards prescribed under state and federal regulations.
- Contractors will be required to comply with all federal, state, and local laws and regulations.
- Blasts would be expected to be limited in number and will be scheduled by the contractor for daytime occurrence to avoid disrupting residential night time quiet.



**Appendix A: April 8, 2016 State Historic Preservation Office Letter**



STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

[www.dnr.mo.gov](http://www.dnr.mo.gov)

April 8, 2016

Michael Meinkoth  
Historic Preservation Manager  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: Route I-55, Job No. J010956 (FHWA) Scott County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

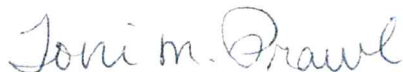
We have reviewed the additional information provided concerning above referenced project. Based on this review, we concur with your recommendation that the agricultural fields associated with Parcel 6 in the north end of the parcel have lost integrity due to ongoing modern agricultural practices, and can no longer be considered as contributing to the Robert rural historic district that has been determined to be eligible for inclusion in the National Register of Historic Places. We also concur that Parcels 2 and 2A are not eligible for the National Register. Therefore, there will be **no adverse effect** and, therefore, we have no objection to the initiation of project activities.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Judith Deel at 573/751-7862. Please be sure to include the SHPO Log Number (012-ST-13) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Toni M. Prawl, Ph.D.  
Director and Deputy State  
Historic Preservation Officer

TMP:jd

c Raegan Ball, FHWA  
Roopa Banerjee, FHWA

*Promoting, Protecting and Enjoying our Natural Resources. Learn more at [dnr.mo.gov](http://dnr.mo.gov)*



**Appendix B: Notice of Availability and Agency Comments  
Received**



## NOTICE OF AVAILABILITY

---

### Environmental Assessment: Route 61 and I-55 Interchange

#### Missouri Route 61 and I-55 Scott County, MO

---

The Missouri Department of Transportation and the Federal Highway Administration are pleased to announce the availability of the *Route 61 and I-55 Interchange, Scott County, Missouri, 2.5 miles South of Scott City, Job Number J010956, Environmental Assessment (EA)*. The EA will be available for public review on January 21, 2016. The EA was prepared in accordance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, 23 CFR 771, and regulations of the Council on Environmental Quality, to provide guidance in determining the appropriate actions needed to address the need of congestion relief at the existing Route K/M/61 Interchange.

**Public Review:** Public involvement is considered to be an important component of a successful planning process. An electronic version of this document can be found on MoDOT's website at [http://www.modot.mo.gov/southeast/news\\_and\\_information/public\\_meetings/scottcityinterchange.htm](http://www.modot.mo.gov/southeast/news_and_information/public_meetings/scottcityinterchange.htm). This site provides access to the EA and related documents on public review. Users of the site are encouraged to submit comments on this document while it is available for public review. Written comments can be mailed to:

**Mr. Patrick McKenna, Director  
Missouri Dept. of Transportation  
P.O. Box 270  
Jefferson City, MO 65102**

Please have all comments submitted no later than **February 21, 2016**.

The EA will be available for review at the Scott City City Hall, Scott City Library, Scott City Post Office, Kelso City Hall, Kelso Post Office, Missouri department of Transportation (2675 North Main Street, Sikeston), and on the world wide web as indicated above. Electronic Copies of the EA are obtainable by request from MoDOT at the address above. If you have any additional questions concerning this announcement, please contact Raegan Ball, Program Development Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, Missouri 65109, or at (573) 638-2620.

#### NOTICE OF PUBLIC HEARING

A public hearing concerning the construction of project J010956 is to be held on February 11, 2016, at Scott City City Hall from 4:00-7:00 p.m. This proposed project includes constructing a new roadway from Route 61 at Kelso to the existing Route PP overpass bridge. Approximately 7,500 feet of new outer road east of Interstate 55 will be needed to connect to County Road 311, as well as improvements to the remaining portion of County Road 311 to Scott City. The Route PP bridge will be replaced with a 3 lane bridge to accommodate turning movements for the new interchange. The hearing will offer an opportunity for citizens to learn more about the proposal and to provide oral and written comments on the project.

Ms. Sara Parker Pauley, Director Missouri Department of Natural Resources P.O. Box 176 Jefferson City, MO 65102	NOA
Mr. Joe Cothorn, Regional Administrator Environmental Protection Agency, Region 7 901 North 5 <sup>th</sup> Street Kansas City, KS 66101	NOA
Mr. Robert L. Ziehmer, Director Missouri Department of Conservation 2901 West Truman Boulevard Jefferson City, Mo 65109	NOA
Mr. Clayton Lee State Soil Scientist Natural Resource Conservation Service 601 Business Loop 70 West Parkade Center, Suite 250 Columbia, MO 65203	NOA
Mr. Randy Scrivner Missouri State Emergency Management Agency 2302 Militia Drive Jefferson City, Mo 65101	NOA
Larry Watson, Regulatory Branch Chief U.S. Army Corps of Engineers, Memphis District Attention: CEMVM-CO-R Clifford Davis Federal Building Room B-202 Memphis, TN 38103-1894	NOA + EA
Ms. Amy Salveter, Field Supervisor U.S. Fish and Wildlife Service Columbia Field Office 101 Park DeVille Drive, Suite A Columbia, Mo 65203	NOA
Federal Assistance Clearinghouse Office of Administration State Capitol Building, Room 125 201 West Capitol Avenue, P.O. Box 809 Jefferson City, MO 65101	NOA
Ms. Tamara Francis NAGPRA Director Delaware Nation of Oklahoma P.O. Box 825 Ahsdarko, Oklahoma 73005	NOA

Ms. Julia Olds  
Cultural Resources Manager  
Miami Tribe of Oklahoma  
P.O. Box 1326  
Miami, OK 74356

NOA

Mr. Ted Isham  
Cultural Resources Manager  
Muscogee Creek Nation  
P.O. Box 580  
Okmulgee, OK 74447

NOA

Dr. Andrea Hunter  
Tribal Historic Preservation Officer  
Osage Nation  
627 Grandview, P.O. Box 779  
Pawhuska, OK 74056

NOA

Mr. John Froman  
Chief  
Peoria Tribe of Oklahoma  
P.O. Box 1527  
Miami, OK 74355

NOA

Ms. Jean Ann Lambert  
Tribal Historic Preservation Officer  
Quapaw Tribe of Indians  
P.O. Box 765  
Quapaw, OK 744363-0765

NOA

Ms. Henrietta Ellis  
Tribal Historic Preservation Officer  
Absentee-Shawnee Tribe of Indians of Oklahoma  
2025 South Gordon Cooper Drive  
Shawnee, Oklahoma 74801

NOA

Ms. Robin Dushane  
Cultural Preservation Director  
Eastern Shawnee Tribe of Oklahoma  
127 West Oneida, P.O. Box 350  
Seneca, Missouri 64865

NOA

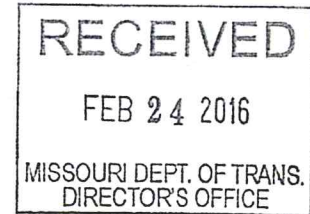


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7

11201 Renner Boulevard  
Lenexa, Kansas 66219

FEB 19 2016



Mr. Patrick McKenna, Director  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Dear Mr. McKenna:

We have reviewed the Environmental Assessment for the proposed Scott City interchange at Interstate 55 and Routes 61 and PP near Kelso, Missouri, announced through your Notice of Availability and provided by email from your Southeast District office. We appreciate your staff's extra effort in making sure we received this material for our review. The proposed interchange would provide access to south Scott City using County Road 311 and to Kelso by Route 61 from Interstate 55. Additionally, the Missouri Department of Transportation intends for the project to relieve congestion at the Route 61/K/M/I-55 interchange north of the project site.

In reviewing EAs, the U.S. Environmental Protection Agency evaluates both for potential project impacts and the possible utility of mitigation for any significant impacts, as well as for document content. Following on from that review, we determine whether the EA sufficiently supports an agency's conclusion that there are no significant impacts warranting the development of an Environmental Impact Statement. A Finding of No Significant Impact is supported by the analysis performed and is reflected in the content of the EA.

We have evaluated the final EA and provide the following observations regarding the content of the final document and MoDOT's possible determination that the project has no significant impacts. By way of these project-specific comments, we also offer recommendations for your consideration in preparing future EAs characterizing the impacts of new highway interchanges.

For this project, our most significant concern is the potential for inducing development in the immediate area of the new interchange, along County Road 311 to Scott City and also in nearby Kelso. The EA acknowledges without characterizing any of these potential impacts (page 40).

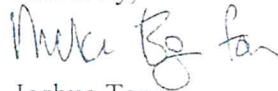
Section 1502.16 of the Council on Environmental Quality regulations regarding National Environmental Policy Act implementation requires a discussion of direct and indirect effects (e.g., induced development) and their significance. As noted in this EA, CEQ regulations at 40 CFR 1508.8 also require that the EA account for "reasonably foreseeable" impacts rather than only those impacts for which plans are known. For this project, an indirect effects analysis might involve evaluating how a given project could influence land use patterns over a 20-to-30-year period. This type of indirect effect typically involves changes in the rate, intensity, location and density of land development linked to the project. Studies have suggested that development effects most often occur up to 1 mile around a freeway interchange and up to 2 to 5 miles along major feeder roads for the interchange. The development of residential, industrial and commercial properties in this area, as a result of the construction of this

interchange, is a reasonably foreseeable indirect effect and the impacts of possible induced development should have been characterized in the EA. Alternatively, a simple baseline analysis, under the 'no action' alternative, might support a conclusion that population growth or development would occur in the area regardless of the construction of the new interchange. The project might, instead, change the magnitude, timing or specific locations of that development. Once these impacts are identified, the EA should determine whether they are 'significant' in the context of NEPA. CEQ regulations at 40 CFR 1508.27 require consideration of both the context and intensity of impacts in determining whether a project has significant impacts warranting an EIS rather than concluding the assessment with a FONSI. The EA lacks a detailed assessment of the type, scope or scale of the impacts of potential development associated with this project and, therefore, provides no support for a determination whether these indirect impacts could be significant.

With regard to future assessments of the impacts of highway or interchange development by MoDOT in compliance with NEPA, CEQ regulations and Federal Highway Administration regulations, we recommend full consideration of direct and indirect effects and, particularly, the potential for induced development associated with a project. As a reminder, an EA can have two purposes. An EA can provide agency compliance with the regulations implementing NEPA, concluding that the project has no significant impacts and ending the process with a FONSI. An EA can also determine that project impacts are significant (40 CFR 1508.27), suggesting that the agency proceed with the development of an EIS instead. If MoDOT intends to conclude its project NEPA compliance with a FONSI, the EA must clearly support MoDOT's determination that either there are no significant impacts associated with the project or that any significant impacts are rendered insignificant through mitigation (i.e., a mitigated FONSI).

We appreciate the opportunity to provide you with comments on this final EA. We also appreciate your staff's extra effort to insure our receipt of the NOA for this EA. Our Regional Office has moved to 11201 Renner Blvd., Lenexa, Kansas, 66219. We would appreciate it if you would ensure that your organizational records and data bases reflect this change of address. If you have any questions regarding these comments, please contact Larry Shepard, of my staff, at (913) 551-7441 or [r7\\_nepa@epa.gov](mailto:r7_nepa@epa.gov).

Sincerely,



Joshua Tapp  
Deputy Director  
Environmental Sciences and Technology Division

cc: Reagan Ball, FHWA Missouri Division, Jefferson City, MO

