

# Highway MM: *Corridor of Opportunity*



**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

US DEPARTMENT OF TRANSPORTATION  
BETTER UTILIZING INVESTMENTS TO LEVERAGE  
DEVELOPMENT (BUILD) 2025



**Freight Connections**



**Pedestrian Safety**

January 30, 2025  
Supporting Documents



**REPUBLIC**  
MISSOURI

**From:** [Peters, Taylor \(FHWA\)](#)  
**To:** [Melissa Scheperle](#)  
**Subject:** RE: Greene Co Route MM 8S0836/B Independent Need Memo  
**Date:** Wednesday, March 24, 2021 7:34:12 AM

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Yes, indeed. Thank you.

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**From:** Melissa Scheperle [mailto:[Melissa.Scheperle@modot.mo.gov](mailto:Melissa.Scheperle@modot.mo.gov)]  
**Sent:** Tuesday, March 23, 2021 2:38 PM  
**To:** Peters, Taylor (FHWA) <[taylor.peters@dot.gov](mailto:taylor.peters@dot.gov)>  
**Subject:** RE: Greene Co Route MM 8S0836/B Independent Need Memo

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Just to clarify – you also agree we can process these as CE2s, worst case. Right? Thanks!

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**From:** Peters, Taylor (FHWA) <[taylor.peters@dot.gov](mailto:taylor.peters@dot.gov)>  
**Sent:** Wednesday, March 17, 2021 3:24 PM  
**To:** Melissa Scheperle <[Melissa.Scheperle@modot.mo.gov](mailto:Melissa.Scheperle@modot.mo.gov)>; michael.latuszek.dot.gov <[michael.latuszek@dot.gov](mailto:michael.latuszek@dot.gov)>  
**Cc:** Stacy Reese <[Stacy.Reese@modot.mo.gov](mailto:Stacy.Reese@modot.mo.gov)>; Warner D. Sherman <[Warner.Sherman@modot.mo.gov](mailto:Warner.Sherman@modot.mo.gov)>; Kyle E. Grayson <[Kyle.Grayson@modot.mo.gov](mailto:Kyle.Grayson@modot.mo.gov)>; Charles Pursley (FHWA Emergency Contact #2) <[charles.pursley@dot.gov](mailto:charles.pursley@dot.gov)>  
**Subject:** RE: Greene Co Route MM 8S0836/B Independent Need Memo

Hello Melissa, FHWA concurs that the projects have independent utility and logical termini and therefore can be processed under two separate NEPA documents. Please let us know if anything changes. Thank you.

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**From:** Melissa Scheperle [mailto:[Melissa.Scheperle@modot.mo.gov](mailto:Melissa.Scheperle@modot.mo.gov)]  
**Sent:** Friday, March 12, 2021 8:42 AM  
**To:** Peters, Taylor (FHWA) <[taylor.peters@dot.gov](mailto:taylor.peters@dot.gov)>; Latuszek, Michael(FHWA) <[michael.latuszek@dot.gov](mailto:michael.latuszek@dot.gov)>  
**Cc:** Stacy Reese <[Stacy.Reese@modot.mo.gov](mailto:Stacy.Reese@modot.mo.gov)>; Warner D. Sherman <[Warner.Sherman@modot.mo.gov](mailto:Warner.Sherman@modot.mo.gov)>; Kyle E. Grayson <[Kyle.Grayson@modot.mo.gov](mailto:Kyle.Grayson@modot.mo.gov)>  
**Subject:** Greene Co Route MM 8S0836/B Independent Need Memo

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Taylor and Mike,

Please find attached the independent need memo for the subject project. For further review and information, there is an RES for each job number and I previously provided the .kmz files.

We recommend the two sections be processed through NEPA separately as CE2s each. Let me know if you have any questions!

Thanks,

*Melissa A. Scheperle*

Environmental Compliance Manager –NEPA, Hazardous Waste

Environmental and Historic Preservation Section

Design Division, MoDOT

Ph: 573-526-6684

Cell: 573-508-2848

[Melissa.scheperle@modot.mo.gov](mailto:Melissa.scheperle@modot.mo.gov)

PROJECT SUMMARY REPORT FOR 8S0836B AS OF Sep 24, 2024

Work District	SOUTHWEST	Status	ONEDOT APPROVED	Version	APPROVED STIP	Project Manager	WARNER SHERMAN	Payment Project	N
Award Month/Award Year	6 / 2025	Letting Date	May 01, 2025	Estimated Submittal Date	Jul 25, 2024	Let by	CENTRAL OFFICE	Letting Exclusion	N

Primary Route	RT MM S	County	GREENE
Description / Location	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic.		
Reason / Remarks	Design, right of way and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban and \$2,872,000 Republic funds.		
District Comments	City requested withdrawal from Cost Share in December 2023. Need to determine if we remove this from STIP. RAISE grant application submitted by OTO.		

Project Amounts	Total Estimated Cost for the Project								8.5% + RW Inc.	12.8%	
Typical Bridge	Major Bridge	Pavement	1708 City	Mobility	Capital 9581	Contingency	Other Non-Contractual	Right of Way 2993	Preliminary Engineering	Construction Engineering	
			1,662 873	407 220	9,740 7,968	236 234 81	505	3,545 568	1,268 840	1,509 229	
Total Bridge			Total Contract Estimate			11,779 11696	Total Construction	12,520 12708	Total Engineering	2,777 1,069	
						Total Right of Way and Construction			16,065 10,315	Total Project	18,842 11,384

Yearly Program Amounts	Amount Programmed by SFY										18478
	Prior to 2025	2025	2026	2027	2028	2029	2030	Future	Program Total	Project Total	
Preliminary Engineering	740	100						0	100	840	
Construction Engineering	0	229						0	229	229	
Right of Way Acquisition	0	568						0	568	568	
Construction	0	9,747						0	9,747	9,747	
Total	740	10,644						0	10,644	11,384	

How the District is Funding the Project										
Funding Category										
Total	0	0	0	0	0	0	0	0	0	0

Funding From Other Sources										
City - Construction	0	2,872	0	0	0	0	0	0	2,872	2,872
Stbg Large Urban - Construction	0	2,296	0	0	0	0	0	0	2,296	2,296
Total	0	5,168	0	0	0	0	0	0	5,168	5,168

Funds Transfer										
2022, Statewide, Cost Share - CN	0	1,146	0	0	0	0	0	0	1,146	1,146
2022, Statewide, Cost Share - RW	0	568	0	0	0	0	0	0	568	568
2023, Statewide, Cost Share - CN	0	1,714	0	0	0	0	0	0	1,714	1,714
2024, Statewide, Cost Share - CN	0	1,719	0	0	0	0	0	0	1,719	1,719
Total	0	5,147	0	0	0	0	0	0	5,147	5,147

Total Right of Way and Construction	0	10,315	0	0	0	0	0	0	10,315	10,315
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Engineering	-113	329	0	0	0	0	0	0	329	216
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Funding From Other Sources - Engineering										
Total	0	0	0	0	0	0	0	0	0	0

Funds Transer - Engineering										
2022, Statewide, Cost Share PE/CE - PE	286	0	0	0	0	0	0	0	0	286
2023, Statewide, Cost Share PE/CE - PE	286	0	0	0	0	0	0	0	0	286
2024, Statewide, Cost Share PE/CE - PE	3	278	0	0	0	0	0	0	278	281
Total	575	278	0	0	0	0	0	0	278	853

Total Engineering	462	607	0	0	0	0	0	0	607	1,069
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Total Project	462	10,922	0	0	0	0	0	0	10,922	11,384
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Bridge Count	0	Railroads Impacted	0	Improvement	Action	Detailed Work	Federal Funds Category	Initiatives
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PROJECT SUMMARY REPORT FOR 8S0836B AS OF Sep 24, 2024

Bridges	CAPITAL IMPROVEMENT	ADD	DRIVING/THRU LANES	AC-STBG	
	MOBILITY	ADD	SIGNALS		
	SAFETY	ADD	BARRIERS		

Route	Begin Log	End Log	Begin County	TMA	Travelway ID	System	Functional Class	NHS	AADT	Conflict of Interest
RT MM S	0.089	1.600	GREENE	Y	2,603	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N
RT MM N	2.350	3.861	GREENE	Y	2,604	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N

Lane Miles	3.221	Centerline Miles	1.511
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TIP Number	RP1703-22A
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Planning Organization	Federal District	Senate District	House District
OTO MPO	7	20	130 131

No ped/bike improvements  
No bridge costs  
Safety includes costs for raised median, pavement marking, signing, & lighting  
No railroad impacts  
RW Inc. = 270  
Utilities = 505

## Assumptions

### J8S0836B, Greene County, Route MM

(All estimate numbers in 1000's: \$100,000 = 100)

**Project Type** (consider the purpose of the project when selecting a category. Generally, you will only use 1 or 2 categories with each project.)

Typical Bridge	Major Bridge	Pavement	Safety*	Mobility	Capital Improvement	Total Contract Est.
0	0	0	1662 1708	407	9710 9581	11779 11696

Reasons for  
change

**30% increase due to estimate refinement and inclusion of raised median costs.**

Give a brief explanation of why the estimate has changed since the last estimate, if a significant increase

**Pavement/Safety/Mobility/Capital Improvement:** This project will widen Rte. MM to 5 lanes between James River Freeway and I-44. Project to include new curb & gutter, drainage structures, signing, lighting, & signals. This package details the total cost for improvements along the entire corridor including raised medians. Mobility costs above include costs associated with signalization. Estimate provided by Olsson 9/18/2024.

**Typical Bridge/Major Bridge:**

**Bridge Split:**

\$ -

Include all bridge pay item cost (removal of BR, BAS, etc)

No bridge costs associated with this project.

### Other Non Contractuals

Utilities	RR Flagging	A+B/LS Incentives	Smoothness Incent	Total
505	0	0	0	505

Utility Costs reflected in estimate obtained from consultant dated 5/19/2023. If Utilities are in contract, the cost needs to be added in under appropriate category above.

### Right of Way Costs

R/W Acquisition
3545 2993

Right of Way Costs reflected from Right of Way estimate dated 9/18/2024. Acquisition ONLY. ROW Incidental included in PE now.

### Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	Design PE	R/W Incidentals
1268	998	270

Design PE estimate provided by consultant 9/18/2024. R/W Incidentals cost reflected from right of way estimate dated 9/18/2024.

### Construction Engineering Costs

Constr. Engr.
1509

CE estimate provided by consultant 9/18/2024.

### \*Safety Features

Total Safety Feature Cost
1662 1708

This box will autosum all the safety features listed on page 2.

### Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

No bike or pedestrian improvements associated with this project.

**RailRoad Impacts**

No railroad impacts associated with this project.

RR Crossing DOT #

RR Crossing DOT #

RR Crossing DOT #

RR Crossing DOT #

**\*Safety Features (All estimate numbers in 1000's: \$100,000 = 100)**

Separate each individual safety feature and information specific to that feature itself(i.e. new rumble strips, guardrail, 2' shoulders w/rumbles, roundabout, interchange, etc). See improvement category guidance on top of page 1.

Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Pavement Marking	32	2	0	0.243
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Lighting	<del>462</del> 507	10	0	0.578
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Signing	<del>45</del> 46	10	0	0.992
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Median Strip	1123	20	0	6.617
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction

Add additional safety features as needed. Make sure the added boxes are summed on the first page.

Orren Ricketts (Olsson)

Estimator

9/24/2024

Date

Sharon Needham

Transportation Project Designer

9/24/2024

Date

Bud Sherman

Project Manager

9/24/2024

Date

## Bid Report

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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## Project Settings

<b>Primary County:</b>	GREENE	<b>Urban / Rural:</b>	URBAN ROUTE
<b>Addl Counties:</b>		<b>Project Type:</b>	GRADING, DRAINAGE & PAVING
<b>District:</b>	Southwest	<b>Work Type:</b>	REHABILITATION
<b>Latitude:</b>	37° 06' 42"	<b>Traffic:</b>	Heavy Traffic (over 1700 DAT)
<b>Longitude:</b>	93° 15' 06"	<b>Estimator:</b>	nmoss@olsson.com
<b>Log Mile:</b>	<b>Beg:</b> 0.078	<b>Constr Eng:</b>	0.00%
	<b>End:</b> 1.666	<b>Priced Date:</b>	8/30/2024
<b>Station:</b>	<b>Beg:</b> 48+58.54	<b>Create Date:</b>	7/22/2024
	<b>End:</b> 28+28.46	<b>Fed Project No:</b>	
<b>Project Length:</b>	1.5810 miles	<b>Mobe Percent:</b>	6.00%
<b>Route:</b>	MM	<b>Survey Percent:</b>	2.00%

## Project Sections

1 ROADWAY ITEMS - J8S0836B	\$4,667,644.14	39.91%
3 ALT B CONCRETE PAVEMENT - J8S0836B	\$3,829,692.00	32.74%
20 Lighting	\$506,560.00	4.33%
30 SIGNAL ITEMS - J8S0836B	\$593,960.00	5.08%
40 SIGNING ITEMS - J8S0836B	\$46,024.50	0.39%
50 DRAINAGE - J8S0836B	\$1,654,686.00	14.15%
51 TCP - J8S0836B	\$305,263.00	2.61%
70 MSE WALL - J8S0836B	\$92,500.00	0.79%
<b>Total</b>	<b>\$11,696,329.64</b>	<b>100.0%</b>

## Major Categories

BRIDGE	\$92,500.00	0.79%
GRADE/DRAIN	\$2,171,254.00	18.56%
MISC.	\$4,794,192.94	40.99%
PAVEMENT/BASE	\$4,638,382.70	39.66%
<b>Total</b>	<b>\$11,696,329.64</b>	<b>100.0%</b>

## STIP Information

Construction Cost	\$11,696,329.64	64.08%
PE (8.54% of construction cost)	\$998,390.41	5.47%
CE (12.90% of construction cost)	\$1,508,670.40	8.27%
R/W	\$2,993,156.40	16.40%
430,978.30 SF NEW R/W @ \$5/SF = \$2,154,892; 70,036.9 SF NEW PERM. ESM'T @ \$3.50/SF = \$245,129.09; 93,135.9 SF TEMP. CONST. ESM'T @ \$1/SF = \$93,135.90; 2 HOUSE TAKINGS @ \$250,000 EACH = 500,00.00		
R/W Incidentals	\$270,000.00	1.48%
\$10,000 PER PARCEL @ 27 PARCELS		
Utilities	\$505,000.00	2.77%
SEE UTILITY ESTIMATE		
Incentive	\$280,000.00	1.53%
MoDOT OVERSIGHT		
<b>Total</b>	<b>\$18,251,546.85</b>	<b>100.0%</b>

## Bid Report

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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## Section: ROADWAY ITEMS - J8S0836B

10	2013000	CLEARING AND GRUBBING	--	2.000	ACRE	3,500.00	7,000.00
20	2022010	REMOVAL OF IMPROVEMENTS	--	1.000	L.S.	180,000.00	180,000.00
30	2027000	DISPOSAL AND PLUGGING OF WELLS	--	1.000	EACH	5,000.00	5,000.00
40	2035000	UNCLASSIFIED EXCAVATION	--	20,946.000	C.Y.	13.50	282,771.00
50	2035500	EMBANKMENT IN PLACE	--	12,421.000	C.Y.	17.00	211,157.00
60	2039907	MISC. {UNDERGRADING}	--	1,022.000	C.Y.	20.00	20,440.00
70	3040504	TYPE 5 AGGREGATE FOR BASE (4 IN. THICK)	--	3,802.000	S.Y.	15.00	57,030.00
80	3040506	TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)	--	50,557.000	S.Y.	10.00	505,570.00
90	3049910	MISC. {PERMANENT AGGREGATE EDGE TREATMENT}	--	285.000	TON	75.00	21,375.00
100	4011209	BITUMINOUS PAVEMENT MIXTURE PG64-22, (BP-1)	--	79.100	TON	115.00	9,096.50
110	4013000	BITUMINOUS PAVEMENT MIXTURE PG64-22 (BASE)	--	159.800	TON	140.00	22,372.00
120	4030103	ASPHALTIC CONCRETE MIXTURE PG 70-22 (SP125C MIX)	--	1,996.300	TON	94.00	187,652.20
130	4071005	TACK COAT	--	1,865.000	GAL	3.00	5,595.00
140	6042010	ADJUSTING MANHOLE	--	1.000	EACH	2,200.00	2,200.00
150	6083008	8 IN. CONCRETE MEDIAN STRIP	--	9,015.000	S.Y.	90.00	811,350.00
160	6085007	PAVED APPROACH, 7 IN.	--	1,470.000	S.Y.	100.00	147,000.00
170	6085008	"PAVED APPROACH, 8 IN."	--	1,590.000	S.Y.	105.00	166,950.00
180	6091011	CONCRETE CURB (OVER 6 IN. HEIGHT) TYPE S	--	305.000	L.F.	50.00	15,250.00
190	6091041	CONCRETE GUTTER TYPE A	--	97.000	L.F.	140.00	13,580.00
200	6091052	CURB AND GUTTER TYPE B	--	15,536.000	L.F.	50.00	776,800.00
210	6181000	MOBILIZATION	--	1.000	L.S.	649,796.09	649,796.09
220	6181020	ADDITIONAL MOBILIZATION FOR SEEDING	--	4.000	EACH	600.00	2,400.00
230	6200015	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. WHITE"	--	351.000	L.F.	24.00	8,424.00
240	6200018	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. YELLOW"	--	102.000	L.F.	20.00	2,040.00
250	6200021	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW"	--	29.000	EACH	275.00	7,975.00
260	6200030	PREFORMED THERMOPLASTIC PAVEMENT MARKING, WORD (ONLY)	--	1.000	EACH	500.00	500.00
270	6200042	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 12 IN WHITE, YIELD LINE TRIANGLES"	--	64.000	EACH	55.00	3,520.00
280	6206000C	4 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	--	10,471.000	L.F.	0.15	1,570.65
290	6206001C	4 IN. YELLOW STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	--	19,117.000	L.F.	0.15	2,867.55
300	6206108A	8 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	--	300.000	L.F.	1.30	390.00

## Bid Report

Date: 12/11/2024

Time: 06:24:26 AM

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
310	6207001	PAVEMENT MARKING REMOVAL	--	150.000	L.F.	1.25	187.50
320	6207002	PAVEMENT MARKING REMOVAL (SYMBOLS)	--	7.000	EACH	150.00	1,050.00
330	6209903	MISC. {WHITE ISLAND MARKINGS}	--	1,493.000	L.F.	0.25	373.25
340	6209903 {1}	MISC. {YELLOW ISLAND MARKINGS}	--	16,377.000	L.F.	0.25	4,094.25
350	6224010	MODIFIED COLDMILLING (DEPTH TRANSITIONS)	--	2,098.400	S.Y.	15.00	31,476.00
360	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	--	1.000	L.S.	216,598.70	216,598.70
370	8025006	MULCHING	--	11.400	ACRE	4,500.00	51,300.00
380	8051000A	SEEDING - COOL SEASON GRASSES	--	10.800	ACRE	6,000.00	64,800.00
390	8061003	SEDIMENT TRAP EXCAVATION	--	15.000	C.Y.	50.00	750.00
400	8061004	SEDIMENT TRAP ROCK	--	15.000	C.Y.	105.00	1,575.00
410	8061006	ALTERNATE DITCH CHECK	--	1,301.000	L.F.	12.00	15,612.00
420	8061007A	CURB INLET CHECK	--	60.000	EACH	175.00	10,500.00
430	8061016	SEDIMENT REMOVAL	--	190.000	C.Y.	26.00	4,940.00
440	8061017	TEMPORARY SEEDING	--	2.700	ACRE	4,000.00	10,800.00
450	8061019	SILT FENCE	--	4,415.000	L.F.	3.75	16,556.25
460	8064130	TYPE 3 TURF REINFORCEMENT MAT	--	4,453.000	S.Y.	5.50	24,491.50
470	8064140	TYPE 3B EROSION CONTROL BLANKET	--	36,899.000	S.Y.	2.30	84,867.70
<b>Category: ROADWAY ITEMS - J8S0836B</b>							<b>\$4,667,644.14</b>

**Section: ALT A ASPHALT PAVEMENT - J8S0836B**

480	4039905	MISC. {ALT A ASPHALT PAVEMENT (11.5 IN. SP125C)}	--	45,055.200	S.Y.	0.00	0.00
<b>Category: ALT A ASPHALT PAVEMENT - J8S0836B</b>							<b>\$0.00</b>

**Section: ALT B CONCRETE PAVEMENT - J8S0836B**

650	4039905 {1}	MISC. {ALT B CONCRETE PAVEMENT (9.5 IN. NON-REINFORCED, 15 FT. JOINTS)}	--	45,055.200	S.Y.	85.00	3,829,692.00
<b>Category: ALT B CONCRETE PAVEMENT - J8S0836B</b>							<b>\$3,829,692.00</b>

**Section: Lighting**

490	9011010	RELOCATED POLE	--	6.000	EACH	2,900.00	17,400.00
500	9011062	"LIGHTING POLE, 45 FT. OR 13.5 M, TYPE AT DESIGN 2"	--	16.000	EACH	5,000.00	80,000.00
510	9011115	"BRACKET ARM, 15 FT. OR 4.6 M"	--	16.000	EACH	1,800.00	28,800.00
520	9011313	LUMINAIRE, LED-C	--	16.000	EACH	900.00	14,400.00
530	9012230	BASE MOUNTED CONTROL STATION 240 VOLT - 4 CIRCUIT	--	5.000	EACH	10,250.00	51,250.00
540	9013004	CONDUIT, 4 IN. RIGID, IN TRENCH	--	179.000	L.F.	25.00	4,475.00

## Bid Report

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
550	9014004	"CONDUIT, 4 IN. RIGID, PUSHED"	--	1,486.000	L.F.	40.00	59,440.00
560	9015020	TRENCHING TYPE II	--	1,815.000	L.F.	7.00	12,705.00
570	9016120	"PULL BOX, CONCRETE, STANDARD"	--	15.000	EACH	3,500.00	52,500.00
580	9016121	PULL BOX, CONCRETE, DOUBLE, TYPE A	--	6.000	EACH	5,000.00	30,000.00
590	9017110	"CABLE, 10 AWG 1 CONDUCTOR, POLE AND BRACKET"	--	3,024.000	L.F.	2.00	6,048.00
600	9017402	"CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 4 AWG"	--	1,238.000	L.F.	9.00	11,142.00
610	9018230	POLE FOUNDATION (30 FT. OR 9.0 M MOUNTING HEIGHT)	--	2.000	EACH	1,800.00	3,600.00
620	9018245	POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGHT)	--	16.000	EACH	2,800.00	44,800.00
630	9018612	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING ONLY	--	4.000	EACH	10,000.00	40,000.00
640	9019901 {1}	MISC. {LIGHTING MODIFICATION, JAMES RIVER FRWY}	--	1.000	L.S.	30,000.00	30,000.00
650	9019901 {2}	MISC. {LIGHTING MODIFICATION, I-44}	--	1.000	L.S.	20,000.00	20,000.00
<b>Category: Lighting</b>							<b>\$506,560.00</b>

**Section: SIGNAL ITEMS - J8S0836B**

660	9018613	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING AND SIGNALS	--	2.000	EACH	15,000.00	30,000.00
670	9020513	"SIGNAL HEAD, TYPE 3B"	--	6.000	EACH	1,500.00	9,000.00
680	9020514	"SIGNAL HEAD, TYPE 4B"	--	1.000	EACH	1,600.00	1,600.00
690	9020833	SH-FLAT SHEET - SIGNAL SIGN	--	32.000	S.F.	35.00	1,120.00
700	9020834	"SIGNAL SIGN, MOUNTING HARDWARE"	--	4.000	EACH	230.00	920.00
710	9023245	"POST, TYPE C, 45 FT. ARM OR 13.7 M ARM"	--	3.000	EACH	18,250.00	54,750.00
720	9024965	"DETECTOR, MICROWAVE"	--	3.000	EACH	7,500.00	22,500.00
730	9025200	"CONDUIT, 2 IN., TRENCH WITH TRACER WIRE"	--	50.000	L.F.	25.00	1,250.00
740	9025300	"CONDUIT, 3 IN., TRENCH WITH TRACER WIRE"	--	100.000	L.F.	35.00	3,500.00
750	9027300	"CONDUIT, 3 IN., PUSHED WITH TRACER WIRE"	--	340.000	L.F.	50.00	17,000.00
760	9028208	CABLE, 8 AWG 1 CONDUCTOR, POWER	--	100.000	L.F.	2.00	200.00
770	9028311	"CABLE, 16 AWG 7 CONDUCTOR"	--	1,140.000	L.F.	4.00	4,560.00
780	9028400	"WIRE, 6 AWG, SOLID NEUTRAL"	--	470.000	L.F.	2.00	940.00
790	9028620	"POWER SUPPLY ASSEMBLY, TYPE 2"	--	1.000	EACH	16,750.00	16,750.00
800	9028811	"PULL BOX, PREFORMED CLASS 2"	--	2.000	EACH	1,500.00	3,000.00
810	9028812	"PULL BOX, PREFORMED CLASS 3"	--	1.000	EACH	3,500.00	3,500.00
820	9028820	"PULL BOX, CONCRETE, STANDARD"	--	2.000	EACH	4,000.00	8,000.00
830	9028821	"PULL BOX, CONCRETE, DOUBLE, TYPE A"	--	1.000	EACH	5,750.00	5,750.00
840	9029100	"BASE, CONCRETE"	--	9.810	C.Y.	2,000.00	19,620.00

## Bid Report

Date: 12/11/2024

Time: 06:24:26 AM

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
850	9029901	MISC. {TRAFFIC SIGNAL MODIFICATION, I-44 EASTBOUND & ROUTE MM}	--	1.000	L.S.	150,000.00	150,000.00
860	9029901 {1}	MISC. {SIGNAL MODIFICATION, JAMES RIVER FRWY}	--	1.000	L.S.	150,000.00	150,000.00
870	9029902	MISC. {UNINTERRUPTIBLE POWER SUPPLY}	--	1.000	EACH	15,000.00	15,000.00
880	9029902 {1}	MISC. {WIRELESS COMMUNICATION SYSTEM, INSTALLED}	--	2.000	EACH	20,000.00	40,000.00
890	9029902 {2}	MISC. {CONTROLLER ASSEMBLY HOUSING, TYPE 2070 CONTROLLER}	--	1.000	EACH	35,000.00	35,000.00

**Category: SIGNAL ITEMS - J8S0836B \$593,960.00**

**Section: SIGNING ITEMS - J8S0836B**

900	9031010	CONCRETE FOOTINGS, EMBEDDED	--	2.900	C.Y.	1,500.00	4,350.00
910	9031210	STRUCTURAL STEEL POSTS	--	730.000	LBS	6.75	4,927.50
920	9031241	BREAKAWAY ASSEMBLY (PERFORATED SQUARE STEEL TUBE)	--	6.000	EACH	275.00	1,650.00
930	9031272A	2.25 IN. PSST POST INSERT (6 FOOT) - 12 GA.	--	2.000	EACH	75.00	150.00
940	9031280	2.5 IN. PSST POST - 12 GA.	--	923.000	L.F.	14.00	12,922.00
950	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	--	58.000	EACH	300.00	17,400.00
960	9035004A	SH-FLAT SHEET	--	185.000	S.F.	20.00	3,700.00
970	9035069A	SHF-FLAT SHEET FLUORESCENT	--	37.000	S.F.	25.00	925.00

**Category: SIGNING ITEMS - J8S0836B \$46,024.50**

**Section: DRAINAGE - J8S0836B**

980	2063000	CLASS 3 EXCAVATION	--	6,961.000	C.Y.	23.00	160,103.00
990	2063300	CLASS 4 EXCAVATION	--	240.000	C.Y.	32.00	7,680.00
1000	6044011	"PIPE COLLAR, TYPE A"	--	3.000	EACH	2,000.00	6,000.00
1010	6051018A	PIPE AGGREGATE PAVEMENT CROSS DRAIN	--	278.000	L.F.	21.00	5,838.00
1020	6054010	GEOCOMPOSITE PAVEMENT EDGE DRAIN	--	6,600.000	L.F.	10.00	66,000.00
1030	6054020	OUTLET PIPES AND SPLASH PADS	--	26.000	EACH	1,500.00	39,000.00
1040	6097000	ROCK LINING	--	157.000	C.Y.	125.00	19,625.00
1050	6143013	"MANHOLE FRAME AND COVER, TYPE 3"	--	62.000	EACH	675.00	41,850.00
1060	7250415	15 IN. PIPE GROUP C	--	45.000	L.F.	95.00	4,275.00
1070	7250418	18 IN. PIPE GROUP C	--	345.000	L.F.	125.00	43,125.00
1080	7261015	15 IN. PIPE GROUP A	--	1,447.000	L.F.	110.00	159,170.00
1090	7261018	18 IN. PIPE GROUP A	--	3,387.000	L.F.	105.00	355,635.00
1100	7261024	24 IN. PIPE GROUP A	--	1,095.000	L.F.	100.00	109,500.00
1110	7261030	30 IN. PIPE GROUP A	--	66.000	L.F.	155.00	10,230.00
1120	7261036	36 IN. PIPE GROUP A	--	85.000	L.F.	200.00	17,000.00

# Bid Report

<b>Project:</b> WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM	<b>Job Number:</b> J8S0836B PRELIM FULL	<b>Bid Date:</b> 01/01/2026	<b>State:</b> MO
<b>Location:</b> ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
1130	7311033	PRECAST CONCRETE DROP INLET 3 FT X 3 FT	--	8.000	L.F.	1,200.00	9,600.00
1140	7311053	PRECAST CONCRETE DROP INLET 5 FT X 3 FT	--	250.000	L.F.	1,700.00	425,000.00
1150	7319902	MISC. {OUTLET STRUCTURE}	--	1.000	EACH	10,000.00	10,000.00
1160	7319902 {1}	MISC. {PRECAST CONCRETE 5'X5' JUNCTION BOX}	--	1.000	EACH	3,000.00	3,000.00
1170	7319902 {1} {3}	MISC. {PRECAST CONCRETE 3'X3' JUNCTION BOX}	--	1.000	EACH	3,000.00	3,000.00
1180	7319902 {2}	MISC. {10 FT. X 3 FT. DROP INLET}	--	2.000	EACH	8,000.00	16,000.00
1190	7319903 {1}	MISC. {(5 FT. X 3 FT.) REINFORCED CONCRETE BOX CULVERT}	--	104.000	L.F.	875.00	91,000.00
1200	7320615A	15 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	1.000	EACH	1,125.00	1,125.00
1210	7320618A	18 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	8.000	EACH	1,350.00	10,800.00
1220	7320624A	24 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	1.000	EACH	750.00	750.00
1230	7320630A	30 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	5.000	EACH	850.00	4,250.00
1240	7320636A	36 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	3.000	EACH	1,400.00	4,200.00
1250	7320815A	15 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	--	6.000	EACH	955.00	5,730.00
1260	7320818A	18 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	--	28.000	EACH	900.00	25,200.00

**Category: DRAINAGE - J8S0836B \$1,654,686.00**

**Section: TCP - J8S0836B**

1270	1041000	TEMPORARY SURFACING	--	1,500.000	C.Y.	75.00	112,500.00
1280	6122012	IMPACT ATTENUATOR 55 MPH (SAND BARREL ARRAY)	--	2.000	EACH	3,000.00	6,000.00
1290	6122020	REPLACEMENT SAND BARREL	--	2.000	EACH	450.00	900.00
1300	6123000A	TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)	--	2.000	EACH	4,000.00	8,000.00
1310	6161005	CONSTRUCTION SIGNS	--	1,380.000	S.F.	8.00	11,040.00
1320	6161008	ADVANCED WARNING RAIL SYSTEM	--	2.000	EACH	86.00	172.00
1330	6161025	CHANNELIZER (TRIM LINE)	--	285.000	EACH	24.00	6,840.00
1340	6161030	TYPE III MOVEABLE BARRICADE	--	20.000	EACH	200.00	4,000.00
1350	6161040	FLASHING ARROW PANEL	--	1.000	EACH	1,600.00	1,600.00
1360	6161099	"CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED"	--	4.000	EACH	5,000.00	20,000.00
1370	6173700B	"TEMPORARY TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED / RETAINED"	--	1,500.000	L.F.	55.00	82,500.00
1380	6191000	PAVEMENT EDGE TREATMENT	--	8,345.000	L.F.	3.80	31,711.00

# Bid Report

Date: 12/11/2024

Time: 06:24:26 AM

<b>Project:</b>	<b>WIDEN ROUTE MM TO 5 LANE SECTION W/C&amp;G AND STORM</b>	<b>Job Number:</b>	<b>J8S0836B PRELIM FULL</b>	<b>Bid Date:</b>	<b>01/01/2026</b>	<b>State:</b>	<b>MO</b>
<b>Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY</b>							

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
1390	6209901	MISC. {TEMP PAVEMENT MARKING}	--	1.000	L.S.	20,000.00	20,000.00
<b>Category: TCP - J8S0836B</b>							<b>\$305,263.00</b>

**Section: MSE WALL - J8S0836B**

1400	7110300	CONCRETE AND MASONRY PROTECTION SYSTEM	--	1.000	L.S.	5,000.00	5,000.00
1410	7110400	SACRIFICIAL GRAFFITI PROTECTION SYSTEM	--	1.000	L.S.	3,500.00	3,500.00
1420	7201000	MECHANICALLY STABILIZED EARTH WALL SYSTEMS	--	700.000	S.F.	120.00	84,000.00
<b>Category: MSE WALL - J8S0836B</b>							<b>\$92,500.00</b>

**Total: \$11,696,329.64**

REPORT PARAMETERS	
Project	J8S0836B PRELIM FULL - WIDEN ROUTE MM TO 5 LANE SECTION W/C&G AND STORM
Comparison	Bid Price

Route MM - Utility Replacements in Easement					
Utility	From Station	To Station	Length (Ft)	Unit Cost	Total Cost
<b>Overhead Power</b>					
Replace Powe Pole & Guy	53+55 Lt.		1	\$13,000.00	\$13,000.00
Power Line	60+25 Rt.	60+50 Rt.	50	\$80.00	\$4,000.00
Power Line	97+00 Rt.	107+60 Rt.	1060	\$80.00	\$84,800.00
<b>Overhead Power Transmission Line</b>					
Power Pole	60+75 Rt.		1	\$100,000.00	\$100,000.00
<b>AT&amp;T</b>					
Utility Cabinets	80+40 Rt.		1	\$200,000.00	\$200,000.00
<b>Water Line</b>					
Fire Hydrant	92+75 Rt		1	\$5,000.00	\$5,000.00
Waterline	98+50 Rt	107+25 Rt.	875	\$100.00	\$87,500.00
Fire Hydrant	99+95 Rt.		1	\$5,000.00	\$5,000.00
<b>Sanitary Sewer</b>					
MH Adjustment	92+80 Rt		1	\$5,000.00	\$5,000.00

\$504,300.00

USE  
\$505,000.00

PROJECT SUMMARY REPORT FOR 8S0836E AS OF Sep 19, 2024

Work District			SOUTHWEST		Status		ONEDOT APPROVED		Version		APPROVED STIP		Project Manager		WARNER SHERMAN		Payment Project		N			
Award Month/Award Year					Letting Date				Estimated Submittal Date		Mar 06, 2024		Let by		CENTRAL OFFICE		Letting Exclusion		N			
Primary Route			RT MM S					County		GREENE												
Description / Location			Scoping for roadway improvements from Rte. 360 to Haile Street in Republic.																			
Reason / Remarks			Project involves bridge A5907.																			
District Comments			Keep 8S0836 number for NEPA purposes.																			
			Use 16%																			
			Use 22%																			
Project Amounts			Total Estimated Cost for the Project																			
Typical Bridge			Major Bridge		Pavement		Safety		Mobility		Capital Improvement		Contingency		Other Non-Contractual		Right of Way Acquisition		Preliminary Engineering		Construction Engineering	
1620 1,200			0		0		310		0 —0		6359 —4,793		166 —126		1400 —1,400		146 —146		1356 —929		1824 —1,199	
Total Bridge			1620 1,200						Total Contract Estimate		8289 —5,993		Total Construction		9855 —7,513				Total Engineering		3180 —2,128	
													Total Right of Way and Construction				10001 —7,659		Total Project		13181 —9,787	
Yearly Program Amounts			Amount Programmed by SFY																			
			Prior to 2025		2025		2026		2027		2028		2029		2030		Future		Program Total		Project Total	
Preliminary Engineering			200		100		100		100		2		2				425		304		929	
Construction Engineering									0								1,199		0		1,199	
Right of Way Acquisition									0								146		0		146	
Construction									0								7,513		0		7,513	
Total			200		100		100		100		2		2				9,283		304		9,787	
			How the District is Funding the Project																			
Funding Category																						
System Improvements - CN			0		0		0		0		0		0		0		7,513		0		7,513	
System Improvements - RW			0		0		0		0		0		0		0		146		0		146	
Total			0		0		0		0		0		0		0		7,659		0		7,659	
Funding From Other Sources																						
Total			0		0		0		0		0		0		0		0		0		0	
Funds Transfer																						
Total			0		0		0		0		0		0		0		0		0		0	
Total Right of Way and Construction			0		0		0		0		0		0		0		7,659		0		7,659	
Engineering			200		100		100		100		2		2		0		1,624		304		2,128	
Funding From Other Sources - Engineering																						
Total			0		0		0		0		0		0		0		0		0		0	
Funds Transter - Engineering																						
Total			0		0		0		0		0		0		0		0		0		0	
Total Engineering			200		100		100		100		2		2		0		1,624		304		2,128	
Total Project			200		100		100		100		2		2		0		9,283		304		9,787	
Bridge Count			1		Railroads Impacted		0		Improvement			Action		Detailed Work			Federal Funds Category		Initiatives			
Bridges									BRIDGE					BRIDGE MISC			STBG					
									CAPITAL IMPROVEMENT			ADD		DRIVING/THRU LANES								
A5907 ,																						
Route		Begin Log	End Log	Begin County	TMA	Travelway ID	System			Functional Class			NHS	AADT	Conflict of Interest		NO RR NO SAFTEY SPLIT YES ADA YES UTILITIES YES R/W					
RT MM S		1.664	2.540	GREENE	Y	2,603	SUPPLEMENTARY			MINOR ARTERIAL			N	6,789	N							
RT MMN		1.410	2.286	GREENE	Y	2,604	SUPPLEMENTARY			MINOR ARTERIAL			N	6,789	N							

## Assumptions

### J8S0836E, Greene County, Route MM

(All estimate numbers in 1000's: \$100,000 = 100)

Typical Bridge	Major Bridge	Pavement	Safety*	Mobility	Capital Improvement	Total Construct Est.
1620	0	0	310	0	6359	8289

Reasons for change

35% increase in bridge estimate, added curb and gutter north of Sawyer Rd on east and west side of MM.

**Pavement/Safety/Mobility/Capital Improvement:** This project will increase capacity by widening the roadway to 4 lanes divided by a 8" raised median, and extend new sidewalk along Rte. MM between the Route 360 interchange, north of bridge A5907, and Haile St. Bid item prices based on historical data at the county, district, & statewide levels.

<b>Typical Bridge/Major Bridge:</b>	<b>Bridge Split:</b>	<b>1620</b>	Include all bridge pay item cost(removal of BR, BAS,etc)
Bridge estimate received 11/06/2024 from Bridge Division. Includes costs associated with widening bridge #A5907 to accommodate additional lanes over James River Freeway (Rte. 360) and to replace approach slabs.			

### Other Non Contractuals

Utilities	RR Flagging	A+B/ LS Incentives	Smoothness Incent	Total
1400	0	0	0	1400

Utility Costs reflected in estimate obtained from Southwest Utilities Department dated 9/17/24.

### Right of Way Costs

R/W Acquisition
146

Right of Way Costs reflected from Right of Way estimate dated 9/19/24. Acquisition ONLY. ROW Incidental included in PE now.

### Preliminary Engineering Costs

Prelim. Eng and	Design PE	R/W Incidentals
1356	1326	30

Design PE Based upon 16% costs associated with a similar type of project as represented in chart/historical data/etc. See District PE CE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 9/19/24.

### Construction Engineering Costs

Constr. Engr.
1824

Based upon the usual 22% of total construction costs. See District PE CE Percentages on Project Development SP.

### \*Safety Features

Total Safety Feature Cost
310

Safety features include replacing existing MGS Guardrail, CETs, bridge approach transitions, striping, and new raised median.

### Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

N/A

### RailRoad Impacts

N/A

RR Crossing DOT #	RR Crossing DOT #	RR Crossing DOT #	RR Crossing DOT #
0	0	0	0

**\*Safety Features (All estimate numbers in 1000's: \$100,000 = 100)**

*Separate each individual safety feature and information specific to that feature itself(i.e. new rumble strips, guardrail, 2' shoulders*

Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Replace Guardrail	56			
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Striping	29			
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Median Island	225			
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction

Add additional safety features as needed. Make sure the added boxes are summed on the first page.

Jonathan Galvez  
\_\_\_\_\_  
**Estimator**

11/25/2024  
\_\_\_\_\_  
**Date**

Sharon Needham  
\_\_\_\_\_  
**Transportation Project Designer**

11/25/2024  
\_\_\_\_\_  
**Date**

Bud Sherman  
\_\_\_\_\_  
**Project Manager**

11/25/2024  
\_\_\_\_\_  
**Date**

## Bid Report

<b>Project:</b> MM Corridor Improvements. Two additional lanes on east side of roadway. Preliminary Plans	<b>Job Number:</b> J8S0836E	<b>Bid Date:</b> 09/09/9999	<b>State:</b> MO
<b>Location:</b> Rte. MM between Haile St. 360 interchange			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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## Project Settings

<b>Primary County:</b>	GREENE	<b>Urban / Rural:</b>	URBAN ROUTE
<b>Addl Counties:</b>		<b>Project Type:</b>	GRADING, DRAINAGE, BRIDGE & PAVING
<b>District:</b>	Southwest	<b>Work Type:</b>	NEW CONSTRUCTION
<b>Latitude:</b>	37° 10' 08"	<b>Traffic:</b>	Heavy Traffic (over 1700 DAT)
<b>Longitude:</b>	93° 25' 26"	<b>Estimator:</b>	Jonathan.galvez@modot.mo.gov
<b>Log Mile:</b>	<b>Beg:</b>	<b>Constr Eng:</b>	0.00%
	<b>End:</b>	<b>Priced Date:</b>	11/28/2023
<b>Station:</b>	<b>Beg:</b> 28+03.57	<b>Create Date:</b>	10/10/2023
	<b>End:</b> 178+00.00	<b>Fed Project No:</b>	
<b>Project Length:</b>	0.8060 miles	<b>Mobe Percent:</b>	6.00%
<b>Route:</b>	MM	<b>Survey Percent:</b>	1.50%

## Project Sections

1 Roadway	\$5,562,215.15	67.11%
10 MGS Guardrail Items	\$56,400.00	0.68%
20 Lighting	\$225,000.00	2.71%
30 Signals	\$725,000.00	8.75%
40 Signing	\$100,000.00	1.21%
70 Bridge or Retaining Wall	\$1,620,000.00	19.54%
<b>Total</b>	<b>\$8,288,615.15</b>	<b>100.0%</b>

## STIP Information

Construction Cost	\$8,288,615.15	63.69%
PE (16.00% of construction cost)	\$1,326,178.42	10.19%
CE (22.00% of construction cost)	\$1,823,495.33	14.01%
R/W	\$146,000.00	1.12%
R/W Incidentals	\$30,000.00	0.23%
Utilities	\$1,400,000.00	10.76%
Incentive	\$0.00	0.00%

## Major Categories

BRIDGE	\$1,693,257.50	20.43%
GRADE/DRAIN	\$1,076,274.75	12.98%
MISC.	\$4,028,784.50	48.61%
PAVEMENT/BASE	\$1,490,298.40	17.98%
<b>Total</b>	<b>\$8,288,615.15</b>	<b>100.0%</b>

<b>Total</b>	<b>\$13,014,288.90</b>	<b>100.0%</b>
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# Bid Report

**Project:** MM Corridor Improvements. Two additional lanes on east side of roadway. Preliminary Plans

**Job Number:** J8S0836E

**Bid Date:** 09/09/9999

**State:** MO

**Location:** Rte. MM between Haile St. 360 interchange

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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**Section:** Roadway

38	2013000	CLEARING AND GRUBBING	--	6.000	ACRE	3,800.00	22,800.00
0	2022010	REMOVAL OF IMPROVEMENTS	--	1.000	L.S.	34,000.00	34,000.00
0	2035000	UNCLASSIFIED EXCAVATION	--	3,471.000	C.Y.	18.00	62,478.00
0	2035500	EMBANKMENT IN PLACE	--	21,177.000	C.Y.	20.00	423,540.00
0	2036000	COMPACTING EMBANKMENT	--	2,670.000	C.Y.	7.00	18,690.00
0	2037075	COMPACTING IN CUT	--	42.600	STA.	1,400.00	59,640.00
0	2071000	LINEAR GRADING CLASS 1	--	121.000	STA.	3,000.00	363,000.00
0	2079903	MISC. {LINEAR GRADING FOR ADA FACILITIES}	--	4,257.000	L.F.	13.75	58,533.75
0	2101006A	SUBGRADE COMPACTION (6-INCH DEPTH)	--	13.000	100FT	600.00	7,800.00
0	2121000A	SUBGRADING AND SHOULDERING CLASS 1	--	9.000	100FT	1,800.00	16,200.00
0	3040506	TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)	--	23,489.000	S.Y.	14.00	328,846.00
0	3105002	GRAVEL (A) OR CRUSHED STONE (B)	--	200.000	TON	45.00	9,000.00
0	4019905	MISC. {OPTIONAL PAVEMENT}	--	13,490.700	S.Y.	77.00	1,038,783.90
0	5041000	CONCRETE APPROACH PAVEMENT	--	688.900	S.Y.	165.00	113,668.50
0	6083008	8 IN. CONCRETE MEDIAN STRIP	--	2,344.900	S.Y.	96.00	225,110.40
0	6085008	"PAVED APPROACH, 8 IN."	--	1,050.000	S.Y.	89.00	93,450.00
0	6091052	CURB AND GUTTER TYPE B	--	29,993.000	L.F.	50.00	1,499,650.00
0	6091060	PAVED DITCH	--	214.000	S.Y.	120.00	25,680.00
0	6096020	FURNISHING TYPE 2 ROCK DITCH LINER	--	269.000	C.Y.	52.00	13,988.00
0	6096042	PLACING TYPE 2 ROCK DITCH LINER	--	269.000	C.Y.	45.00	12,105.00
0	6097000	ROCK LINING	--	32.000	C.Y.	110.00	3,520.00
0	6123001	TRUCK MOUNTED ATTENUATOR (TMA)	--	1.000	L.S.	5,500.00	5,500.00
0	6161005	CONSTRUCTION SIGNS	--	800.000	S.F.	8.00	6,400.00
0	6161008	ADVANCED WARNING RAIL SYSTEM	--	4.000	EACH	85.00	340.00
0	6161025	CHANNELIZER (TRIM LINE)	--	175.000	EACH	25.00	4,375.00
0	6161030	TYPE III MOVEABLE BARRICADE	--	2.000	EACH	220.00	440.00
0	6161040	FLASHING ARROW PANEL	--	1.000	EACH	1,400.00	1,400.00
0	6161099	"CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED"	--	7.000	EACH	4,800.00	33,600.00
0	6162002	TEMPORARY LONG-TERM RUMBLE STRIPS	--	10.000	EACH	1,000.00	10,000.00
0	6169902	MISC. {ADA MOVEABLE BARRICADE}	--	15.000	EACH	100.00	1,500.00
0	6181000	MOBILIZATION	--	1.000	L.S.	462,620.38	462,620.38

# Bid Report

<b>Project:</b> MM Corridor Improvements. Two additional lanes on east side of roadway. Preliminary Plans	<b>Job Number:</b> J8S0836E	<b>Bid Date:</b> 09/09/9999	<b>State:</b> MO
<b>Location:</b> Rte. MM between Haile St. 360 interchange			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
0	6181020	ADDITIONAL MOBILIZATION FOR SEEDING	--	4.000	EACH	600.00	2,400.00
0	6191000	PAVEMENT EDGE TREATMENT	--	10,384.000	L.F.	3.00	31,152.00
0	6200015	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. WHITE"	--	204.000	L.F.	30.00	6,120.00
0	6200018	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. YELLOW"	--	73.000	L.F.	33.50	2,445.50
0	6200021	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW"	--	24.000	EACH	350.00	8,400.00
0	6200030	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, WORD (ONLY)"	--	8.000	EACH	475.00	3,800.00
0	6200042	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 12 IN WHITE, YIELD LINE TRIANGLES"	--	40.000	EACH	57.00	2,280.00
0	6205902A	"6 IN. WHITE HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT, TYPE L BEADS"	--	336.000	L.F.	0.32	107.52
0	6206000C	"4 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS"	--	19,428.000	L.F.	0.20	3,885.60
0	6206001C	"4 IN. YELLOW STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS"	--	10,714.000	L.F.	0.20	2,142.80
0	6240104A	SEPARATION GEOTEXTILE	--	1,250.000	S.Y.	3.50	4,375.00
0	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	--	1.000	L.S.	115,655.10	115,655.10
0	7034041	CLASS B-1 CONCRETE (CULVERTS)	--	38.000	C.Y.	1,600.00	60,800.00
0	7061030	REINFORCING STEEL (CULVERTS)	--	4,530.000	LBS	2.75	12,457.50
0	7250315A	15 IN. PIPE GROUP B	--	33.000	L.F.	80.00	2,640.00
0	7250318A	18 IN. PIPE GROUP B	--	236.000	L.F.	90.00	21,240.00
0	7261054	54 IN. PIPE GROUP A	--	19.000	L.F.	300.00	5,700.00
0	7320018A	18 IN. OR ALLOWED SUBSTITUTE GROUP B FLARED END SECTION	--	4.000	EACH	925.00	3,700.00
0	7320654A	54 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	--	1.000	EACH	3,500.00	3,500.00
0	8032000A	KENTUCKY BLUEGRASS SODDING	--	5,000.000	S.Y.	15.00	75,000.00
0	8051000A	SEEDING - COOL SEASON MIXTURES	--	2.900	ACRE	2,500.00	7,250.00
0	8052000A	SEEDING - WARM SEASON MIXTURES	--	2.900	ACRE	3,500.00	10,150.00
0	8061001	SEDIMENT BASIN EXCAVATION	--	617.000	C.Y.	25.00	15,425.00
0	8061002	SEDIMENT BASIN ROCK	--	617.000	C.Y.	75.00	46,275.00
0	8061003	SEDIMENT TRAP EXCAVATION	--	56.600	C.Y.	32.00	1,811.20
0	8061004	SEDIMENT TRAP ROCK	--	56.600	C.Y.	115.00	6,509.00
0	8061005	ROCK DITCH CHECK	--	2,500.000	L.F.	15.50	38,750.00
0	8061007A	CURB INLET CHECK	--	38.000	EACH	175.00	6,650.00
0	8061016	SEDIMENT REMOVAL	--	690.000	C.Y.	28.00	19,320.00
0	8061017	TEMPORARY SEEDING AND MULCHING	--	2.000	ACRE	1,150.00	2,300.00
0	8061019	SILT FENCE	--	9,500.000	L.F.	3.10	29,450.00

## Bid Report

Date: 11/25/2024

Time: 08:47:15 AM

<b>Project:</b> MM Corridor Improvements. Two additional lanes on east side of roadway. Preliminary Plans	<b>Job Number:</b> J8S0836E	<b>Bid Date:</b> 09/09/9999	<b>State:</b> MO
<b>Location:</b> Rte. MM between Haile St. 360 interchange			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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0	8064133	TYPE 1C EROSION CONTROL BLANKET	--	10,773.000	S.Y.	5.00	53,865.00
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**Category: Roadway \$5,562,215.15**

**Section: MGS Guardrail Items**

0	6061060	MGS GUARDRAIL	--	800.000	L.F.	35.00	28,000.00
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0	6061069	MGS BRIDGE APPROACH TRANSITION SECTION (REGULAR/NO CURB)	--	4.000	EACH	3,600.00	14,400.00
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0	6063014	TYPE A CRASHWORTHY END TERMINAL (MASH)	--	4.000	EACH	3,500.00	14,000.00
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**Category: MGS Guardrail Items \$56,400.00**

**Section: Lighting**

0	9019901	MISC. {LIGHTING}	--	1.000	L.S.	225,000.00	225,000.00
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**Category: Lighting \$225,000.00**

**Section: Signals**

0	9029901	MISC. {SIGNALS}	--	1.000	L.S.	725,000.00	725,000.00
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**Category: Signals \$725,000.00**

**Section: Signing**

0	9039901	MISC. {SIGNING}	--	1.000	L.S.	100,000.00	100,000.00
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**Category: Signing \$100,000.00**

**Section: Bridge or Retaining Wall**

0	7019901	MISC. {NEW BRIDGE}	--	1.000	L.S.	1,620,000.00	1,620,000.00
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**Category: Bridge or Retaining Wall \$1,620,000.00**

**Total: \$8,288,615.15**

REPORT PARAMETERS	
Project	J8S0836E - MM Corridor Improvements. Two additional lanes on east side of roadway. Preliminary Plans
Comparison	Bid Price

# Bid Report

<b>Project:</b> Pedestrian Facilities for J8S0836E	<b>Job Number:</b> J8S0836E-Ped Fac Only	<b>Bid Date:</b> 01/08/2024	<b>State:</b> MO
<b>Location:</b> MM from Carnahan to Haile st.			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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## Project Settings

<b>Primary County:</b>	GREENE	<b>Urban / Rural:</b>	RURAL ROUTE
<b>Addl Counties:</b>		<b>Project Type:</b>	MISCELLANEOUS - NOT INCLUDED IN OTHER
<b>District:</b>	Southwest	<b>Work Type:</b>	
<b>Latitude:</b>	37° 10' 08"	<b>Traffic:</b>	
<b>Longitude:</b>	93° 25' 26"	<b>Estimator:</b>	Jonathan.galvez@modot.mo.gov
<b>Log Mile:</b>	<b>Beg:</b>	<b>Constr Eng:</b>	26.00%
	<b>End:</b>	<b>Priced Date:</b>	1/9/2024
<b>Station:</b>	<b>Beg:</b> 28+03.57	<b>Create Date:</b>	1/8/2024
	<b>End:</b> 178+00.00	<b>Fed Project No:</b>	
<b>Project Length:</b>	0.8060 miles	<b>Mobe Percent:</b>	6.00%
<b>Route:</b>	MM	<b>Survey Percent:</b>	1.50%

## Project Sections

1 Roadway	\$603,243.37	95.79%
30 Signals	\$23,837.00	3.79%
40 Signing	\$2,670.00	0.42%
<b>Total</b>	<b>\$629,750.37</b>	<b>100.0%</b>

## Major Categories

BRIDGE	\$0.00	0.00%
GRADE/DRAIN	\$61,206.25	9.72%
MISC.	\$492,998.12	78.28%
PAVEMENT/BASE	\$75,546.00	12.00%
<b>Total</b>	<b>\$629,750.37</b>	<b>100.0%</b>

## STIP Information

Construction Cost	\$629,750.37	70.81%
PE (33.00% of construction cost)	\$145,192.47	16.33%
CE (26.00% of construction cost)	\$114,394.07	12.86%
R/W	\$0.00	0.00%
R/W Incidentals	\$0.00	0.00%
Utilities	\$0.00	0.00%
Incentive	\$0.00	0.00%
<b>Total</b>	<b>\$889,336.91</b>	<b>100.0%</b>

# Bid Report

<b>Project:</b> Pedestrian Facilities for J8S0836E	<b>Job Number:</b> J8S0836E-Ped Fac Only	<b>Bid Date:</b> 01/08/2024	<b>State:</b> MO
<b>Location:</b> MM from Carnahan to Haile st.			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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**Section: Roadway**

0	2071000	LINEAR GRADING CLASS 1	--	1.500	STA.	4,000.00	6,000.00
0	2079903	MISC. {LINEAR GRADING FOR ADA FACILITIES}	--	4,015.000	L.F.	13.75	55,206.25
0	3040143	TYPE 1 AGGREGATE FOR BASE (4 IN. THICK)	--	4,197.000	S.Y.	18.00	75,546.00
0	6081010	CONCRETE CURB RAMP	--	402.200	S.Y.	200.00	80,440.00
0	6081012	TRUNCATED DOMES	--	168.000	S.F.	37.50	6,300.00
0	6086004	"CONCRETE SIDEWALK, 4 IN."	--	4,197.400	S.Y.	72.00	302,212.80
0	6123001	TRUCK MOUNTED ATTENUATOR (TMA)	--	1.000	L.S.	3,200.00	3,200.00
0	6161005	CONSTRUCTION SIGNS	--	425.000	S.F.	7.50	3,187.50
0	6169902	MISC. {ADA COMPLIANT MOVEABLE BARRICADE}	--	4.000	EACH	100.00	400.00
0	6181000	MOBILIZATION	--	1.000	L.S.	35,148.86	35,148.86
0	6200036	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 30 IN WHITE MIDBLOCK"	--	32.000	EACH	205.00	6,560.00
0	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	--	1.000	L.S.	8,787.21	8,787.21
0	8032000A	KENTUCKY BLUEGRASS SODDING	--	892.000	S.Y.	14.25	12,711.00
0	8061016	SEDIMENT REMOVAL	--	17.000	C.Y.	30.00	510.00
0	8061019	SILT FENCE	--	1,655.000	L.F.	4.25	7,033.75

**Category: Roadway \$603,243.37**

**Section: Signals**

0	9020811	"SIGNAL HEAD, TYPE 1S, PEDESTRIAN"	--	4.000	EACH	650.00	2,600.00
0	9022708	"POST, SIGNAL 8 FT."	--	6.000	EACH	1,125.00	6,750.00
0	9027400	"CONDUIT, 4 IN., PUSHED WITH TRACER WIRE"	--	150.000	L.F.	25.00	3,750.00
0	9028206	"CABLE, 6 AWG 1 CONDUCTOR, POWER"	--	150.000	L.F.	1.70	255.00
0	9028308	"CABLE, 16 AWG 2 CONDUCTOR"	--	600.000	L.F.	1.25	750.00
0	9028310	"CABLE, 16 AWG 5 CONDUCTOR"	--	600.000	L.F.	2.10	1,260.00
0	9029100	"BASE, CONCRETE"	--	2.700	C.Y.	1,360.00	3,672.00
0	9104920	"DETECTOR, PUSH BUTTON, INSTALLED"	--	8.000	EACH	600.00	4,800.00

**Category: Signals \$23,837.00**

**Section: Signing**

0	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	--	4.000	EACH	355.00	1,420.00
0	9035004A	SH-FLAT SHEET	--	50.000	S.F.	25.00	1,250.00

**Category: Signing \$2,670.00**

Bid Report

Project: Pedestrian Facilities for J8S0836E	Job Number: J8S0836E-Ped Fac Only	Bid Date: 01/08/2024	State: MO
Location: MM from Carnahan to Haile st.			

Sort	Pay Item	Description	Count	Quantity	Unit	Unit Price	Extension
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Total:	\$629,750.37
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REPORT PARAMETERS	
Project	J8S0836E-Ped Fac Only - Pedestrian Facilities for J8S0836E
Comparison	Bid Price

## Jonathan Galvez

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**From:** Ted S. Koester  
**Sent:** Wednesday, November 6, 2024 11:11 AM  
**To:** Jonathan Galvez  
**Subject:** RE: 8S0836E Bridge Estimate

Jon,

I calculated the updated scoping estimate for widening the bridge 24' and at \$200 per sq.ft. the estimate is \$1,620,000.

Thanks,

**Ted Koester, P.E.**

*Structural Project Manager*

**Missouri Department of Transportation**

Central Office – Bridge Division  
105 W. Capitol Ave., P.O. Box 270, Jefferson City, MO 65102  
573-751-4229  
Monday – Friday 7:00 a.m. to 3:30 p.m.  
[www.modot.org](http://www.modot.org)

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**From:** Jonathan Galvez <Jonathan.Galvez@modot.mo.gov>  
**Sent:** Monday, November 4, 2024 12:53 PM  
**To:** Ted S. Koester <Ted.Koester@modot.mo.gov>  
**Subject:** 8S0836E Bridge Estimate

Ted,

Can I get an updated bridge estimate for the widening of bridge A5907 on 8S0836E?

Thanks,

**Jon Galvez**

*Transportation Project Designer*

**Missouri Department of Transportation**

Southwest District  
3025 E. Kearney Street, Springfield, MO  
417-829-8019

## Jonathan Galvez

---

**From:** Andy Ellsworth  
**Sent:** Thursday, September 19, 2024 10:08 AM  
**To:** Jonathan Galvez  
**Subject:** FW: 8S0836E RW Estimate

The prior estimate is still good.

**Andrew Ellsworth**  
*Southwest Right of Way Manager*

**Missouri Department of Transportation**  
Southwest District  
3025 East Kearney, Springfield, MO 65803  
o: 417.829.8037  
c: 417.988.7735  
e: [andrew.ellsworth@modot.mo.gov](mailto:andrew.ellsworth@modot.mo.gov)

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**From:** Randi J. Miller <[Randi.Miller@modot.mo.gov](mailto:Randi.Miller@modot.mo.gov)>  
**Sent:** Thursday, September 19, 2024 9:48 AM  
**To:** Andy Ellsworth <[Andrew.Ellsworth@modot.mo.gov](mailto:Andrew.Ellsworth@modot.mo.gov)>  
**Subject:** RE: 8S0836E RW Estimate

After looking at the current listing, I think we are still in the correct range, no update is needed.

*Randi Miller*  
General Appraiser Trainee

**Missouri Department of Transportation**  
Southwest District  
3025 East Kearney, Springfield, MO 65803  
Office: 417-895-7563  
Cell: 970-589-5158  
Email: [miranda.miller@modot.mo.gov](mailto:miranda.miller@modot.mo.gov)

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**From:** Andy Ellsworth <[Andrew.Ellsworth@modot.mo.gov](mailto:Andrew.Ellsworth@modot.mo.gov)>  
**Sent:** Thursday, September 19, 2024 9:43 AM  
**To:** Randi J. Miller <[Randi.Miller@modot.mo.gov](mailto:Randi.Miller@modot.mo.gov)>  
**Subject:** FW: 8S0836E RW Estimate

Do you think this estimate should be increased?

**Andrew Ellsworth**  
*Southwest Right of Way Manager*

**Missouri Department of Transportation**

Southwest District

3025 East Kearney, Springfield, MO 65803

o: 417.829.8037

c: 417.988.7735

e: [andrew.ellsworth@modot.mo.gov](mailto:andrew.ellsworth@modot.mo.gov)

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**From:** Jonathan Galvez <[Jonathan.Galvez@modot.mo.gov](mailto:Jonathan.Galvez@modot.mo.gov)>

**Sent:** Monday, September 16, 2024 1:56 PM

**To:** Andy Ellsworth <[Andrew.Ellsworth@modot.mo.gov](mailto:Andrew.Ellsworth@modot.mo.gov)>

**Subject:** 8S0836E RW Estimate

Andy,

Can I get an updated RW estimate for 8S0836E. I attached the RW estimate from last year. Our RW needed hasn't changed since then, so we should just need an updated price. Let me know if you have any questions.

Thanks,

**Jon Galvez**

Transportation Project Designer

**Missouri Department of Transportation**

Southwest District

3025 E. Kearney Street, Springfield, MO

417-829-8019

## Jonathan Galvez

---

**From:** Jared Z. Williams  
**Sent:** Tuesday, September 17, 2024 8:57 AM  
**To:** Jonathan Galvez  
**Subject:** RE: 8S0836E Utilities Estimate

Stick with the 1400K

### **JARED Z. WILLIAMS**

*District Utilities Coordinator*

### **Missouri Department of Transportation**

Southwest District

3025 E. Kearney, Springfield, MO 65803

o: 417.829.8060

c: 417.343.3751

e: [jared.williams@modot.mo.gov](mailto:jared.williams@modot.mo.gov)

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**From:** Jonathan Galvez <[Jonathan.Galvez@modot.mo.gov](mailto:Jonathan.Galvez@modot.mo.gov)>

**Sent:** Monday, September 16, 2024 2:48 PM

**To:** Jared Z. Williams <[Jared.Williams@modot.mo.gov](mailto:Jared.Williams@modot.mo.gov)>

**Subject:** 8S0836E Utilities Estimate

Jared,

Can I get a utilities estimate for 8S0836E? last year we used \$1,400K. Heres a KMZ of the project. Let me know if you have any questions.

Thanks,

### **Jon Galvez**

*Transportation Project Designer*

### **Missouri Department of Transportation**

Southwest District

3025 E. Kearney Street, Springfield, MO

417-829-8019

Owners along Highway MM Component I & II. Notified of Public Hearing

**PROPERTY OWNER**

M&S PROPERTIES OF SPFD, LLC
LAND SOLUTIONS LLC
AUSTIN, KENNETH W TR
MCGUIRE, HEATHER B
MM FARM LLC
PLAZA SOUTHWEST LLC
BEINE, SUSAN
MONETT APARTMENTS LLC
KDEB PROPERTIES LLC ETAL
MEESE, ELIZABETH E
ASSET HOLDINGS GROUP LLC
AVILA, RAMSES CALEB ETAL VELAZQUEZ, EMMA AVILA ETAL
JENKINS, JAMES W.
OAK FOREST PROPERTIES
OAK FOREST PROP-1384 S HWY MM LLC
GARRETT, LEE TR ETAL GARRETT, MARK ETAL TR
MURFIN INC
RED MONKEY FOODS PROP HOLDINGS
THOMAS, RANDY
STORE MASTER FUNDING XI LLC
MCCALL, VIRGINIA TR ETAL
TCS LAND INVESTMENT LLC
ERWIN, GREGGORY
OLD C-W VENTURES INC ETAL HAMMIT-EOFF PROPERTIES LLC ETAL
HERRMAN REALTY CO
1ST BAPTIST CHURCH OF BROOKLINE
WARD, BRYAN
MARBLE, LARRY L
AMPROD LLC

**PROPERTY OWNER**

PEYTON PAISLEY MO LLC
SAWYER, RUTH DULIN

BROOKLINE CHURCH OF CHRIST INC
REPUBLIC 63 LLC
MAGERS REPUBLIC NO 3C LLC

**NO TAKINGS:**

PSQUAREDSTORAGE LLC
S2J HOLDINGS LLC
MORELOCK FAMILY LIMITED PARTNERSHIP
SRB REAL ESTATE INVESTMENTS LLC
TAYLOR, LINDA KAY
PV II LLC
BROOKLINE DEVELOPMENT LLC

This RES has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 10/23/2024

Completed By: Melissa Scheperle

## Request for Environmental Services

### Form#:2024-12-00467

☐ Alternative Project Delivery Method (such as Design/Build)

#### Project Information

Stage:	Preliminary Plans	Previous RES(s):	2022-02-00657
Job Number (w/o 'J'):	8S0836B	District:	Southwest
		County:	GREENE
TIP Number:		Rte/Street:	RT MM
Letting Date:	05/16/2025	PS&E Due Date:	03/10/2025
Location:	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic.		
TMS Project Description - termini (no stations):	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic.		

These users will receive a notification when Environmental Services completes the current stage, the person who created this form as well as the person who submits it will also receive notification.

Project Manager: Bud Sherman - 417-895-7690

District Contact: Orren Ricketts - 417-895-7673

Contact: None selected

TP Designer: Sharon Needham - 417-829-8038

District Contact: None selected

Date Desired: 01/06/2024

Submit Date: 12/07/2023

Desired A-Date: 10/01/2022

Created By: Bud Sherman - (12/7/2023 5:31:10 AM) - 417-895-7690

Submitted By: Bud Sherman - (12/7/2023 12:00:00 AM) - 417-895-7690

#### Program Year:

Preliminary Engineering: 2023

Right of Way: 2024

Construction: 2025

Has the district documented that each location of the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements?: ☒ Yes ☐ No

Changes to project since last RES submittal? If yes, explain:

Yes, More concise scope of 5-lane corridor, development of slope lines and r/w lines estimate. See attached preliminary plans for more information. Traffic control will be staged with no full closures of existing routes. Access management report attached for more explanation of project. Noise study has been completed and report attached. Letting date will be set for Fall 2024 in combination with 8S0836D.

☐ Design/Build ☐ Alternate Technical Concepts

Cumulative ROW and Easements of all locations (acres): 13.1

Bicycle / Pedestrian Consideration

Pedestrian facilities considered:

Yes

Bicycle facilities considered:

Yes

Traffic Impacts For Locations

Detour > 25 mi rural (including local roads):		Detour > 5 mi urban (including local roads, census defined urban):	
Locations	Answers	Locations	Answers
17820	No	17820	No

Any Public Involvement planned or completed:

Impacted property owners have been notified by City of Republic. Public meeting has been held on February 28, 2022 with the City of Republic and OTO. No comments received that require response.

Project Attachments:

**\*\*NOTE: If making updates to an attachment, please use a different filename than the original.**  
**\*\*The combined size of attachments in one upload must be less than 100MB**

Attachments:

✖

KMZ\_Plan\_J8S0836B\_5\_Lane\_Only.kmz

✖ J8S0836B MoDOT

Conceptual Report.pdf

✖

2024.10.28\_Preliminary\_Plans\_J8S0836B.pdf

✖ J8S0836B Noise Study

Report - Final.pdf

- Required Information to be attached for each RES stage:**
- Loc/Concp.:** Location map (county map) & topographic map or aerial photo showing project limits – pre-plan sheets or other preliminary maps showing alternatives, if available
  - Prel. Plan:** Prel. Plan sheets
  - R/W:** R/W Plan sheets
  - Final Design:** Final Plans (Location map (county map) & topographic map or aerial photo showing project limits if this is first RES submittal

Locations for this Request

Location Information

Location Name:

Previous Location: 8279 -

Describe RES project improvements in full detail:

The Location & Project Description stated above are incorrect....This project's limits will start on the northside of I-44 and end on the northside of James River Freeway (MO-360) in Republic This project involves 5-laning Rte MM and is related to project J8S0836 - the relocation of Route MM south of James River Freeway.

☒ Project breakout from previous or larger project?

If checked explain:

Associated with J8S0836

Stage: Preliminary Plans

County: GREENE

TMS Project Description - termini (no stations):

Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic.

## Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres): 9.9

Temp Easement (acres): 1.8

Permanent Easement (acres): 1.4

State Funding used for ROW Acquisition below \$500K ☐ Yes ☐ No

ROW may be needed, but, not yet determined? Yes

Acres of Tree Clearing: .5 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Is ANY Federally-owned land impacted by the project? ☐ Yes ☒ No

### Land Disturbance / Stormwater:

Will project involve 1 acre of land disturbance: ☒ Yes ☐ No ☐ Unknown

*Projects with one acre or greater land disturbance activities must comply with the Land Disturbance Permit requirements.*

Define project type (see definitions below): ☐ New Development ☒ Redevelopment ☐ Maintenance

**New Development** - Projects (with land disturbance greater than or equal to 1 acre) that are constructed where there was previously no transportation facility.

**Redevelopment** - Non-maintenance work performed to or on an existing public transportation facility which provides for an increased number of thru lanes of travel unless the work can be accommodated without increasing the width of the existing pavement. Widening of an existing road that does not result in an additional thru lane does not constitute redevelopment. Widening to add shoulders does not constitute a thru lane unless the total widening is greater than or equal to 10 feet.

**Maintenance** - Projects that do not meet the criteria of redevelopment or new development.

Was coordination with local counties or cities conducted? ☐ Yes ☒ No

If yes, please provide a short description of the coordination:

### Number of Displacements(do not include partial takes that do not displace):

Residential: ☒ Yes ☐ No

Commercial: ☐ Yes ☒ No

No. of People: 8? Residences: 4

No. of Employees: Businesses:

### Average Daily Traffic:

ADT Construction Year: 10,064 - 2-way 2021

ADT Design Year:

### Traffic Impacts:

Road Closure Planned: ☐ Yes ☒ No

Days/Months Closed:

Bridge Closure Planned: ☐ Yes ☒ No

Detour > 25 mi rural  
(including local roads) ☐ Yes ☒ No

Detour > 5 mi urban  
(including local roads,  
census defined urban) ☐ Yes ☒ No

Detour Info (including use of local roads): If necessary, James River Freeway (MO 360) and I-44 can provide a detour.

### National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

*If checked, give details:*

☒ Is highway improvement located within 4 miles of an existing airport?

Please note that **the District** is responsible for obtaining the necessary permits for the project. See the following [Airport Link](#)

### Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	There is a small playground at the Brookline First Baptist Church on the east side of Rte MM just north of James River Freeway
Wetland/404 Permit:	none
Land Disturbance / Stormwater:	none
Farmland:	Outside of city limits. There is farmland in the area.
Threatened & Endangered Species:	unknown
Migratory Birds: Are there birds nesting on the structure?	
Hazardous Waste:	unknown
Cultural Resources:	unknown

District Comments: This project is related to J8S0836

### Location Attachments:

**\*\*NOTE: If making updates to an attachment, please use a different filename than the original.**

**\*\*The combined size of attachments in one upload must be less than 100MB**

#### Attachments:

**Required Information to be attached for each RES stage:**

- **Loc/Concp.:** Location map (county map) & topographic map or aerial photo showing project limits – pre-plan sheets or other preliminary maps showing alternatives, if available
- **Prel. Plan:** Prel. Plan sheets
- **R/W:** R/W Plan sheets
- **Final Design:** Final Plans [Location map (county map) & topographic map or aerial photo showing project limits if this is first RES submittal]

## RES Environmental Screenings

## Farmland Impact

Status: Cleared

Status Information:

Status Changed By:

Jo Dent

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

12/19/2023

Environmental

Response:

UPDATE 12/19/2023 - NRCS responded that the site contains prime, unique, or statewide important farmland. The environmental specialist completed Parts VI and VII and submitted the completed form to NRCS. The site received less than 160 points. Therefore, the site does not need to be given further consideration for protection and no additional sites need to be evaluated. UPDATE: 12/15/23 - The environmental specialist will submit farmland documentation to NRCS for review and response. INITIAL RESPONSE: (Brandon Baumhoer) New ROW and easements associated with this project will require a farmland impact rating from NRCS.

Environmental Action:

UPDATE: 12/15/23 -The environmental specialist will submit documentation to NRCS for review and response. INITIAL RESPONSE: Complete Farmland Impact Rating once ROW and easement numbers are refined.

District Action:

None

Commitments:

None

Attachments:

✕ [Greene MM 8S0836B NRCS CPA-106 Form\\_12.19.23.pdf](#)

☒ Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: Samantha Sawyer - 12/19/2023 3:23:37 PM*

## Floodplain/Regulatory Floodway

Status: N/A

Status Information:

Status Changed By:

Jo Dent

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental

Response:

Based on the attached FEMA Firmette maps, there are no areas of 100-year floodplain or regulatory floodway in the project limits. Floodplain permitting is not required.

Environmental Action:

None

District Action:

None

Commitments:

None

Attachments:

✕ [FEMA Firmette Map\\_Southern project limits.pdf](#)

✕ [FEMA Firmette Map\\_Mid project area.pdf](#)

✕ [FEMA Firmette Map\\_Northern project limits.pdf](#)

☒ Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: Jo Dent - 12/15/2023 12:25:26 PM*

## › Land Disturbance / Stormwater Status: N/A

Status Information: Status Changed By: Hannah Phelps, Caleb Knerr ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: According to a 2/18/2021 and 2/22/2022 and 12/13/2023 review of MoDOT's MS4 Urban Areas ArcGIS layer, the project is outside the TS4. (This applies regardless of land disturbance acreage).

Environmental Action: None

District Action: None

Commitments:

TS4 Area: ☐ Yes ☒ No Is the project in a TMDL watershed? ☐ Yes ☒ No

### Attachments:

☒ Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*  
*Last Updated: phelph1 - 12/13/2023 1:56:58 PM*

## › FEMA/SEMA Buyout Status: N/A

Status Information: Status Changed By: Jo Dent ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: 12/15/23 - Based on a review of ArcMap GIS FEMA buyout layers, there are no buyout sites anywhere near the project area. The project will not result in development on any FEMA buyout sites. The FEMA Buyout Sites Map is attached.

Environmental Action: None

District Action: None

Commitments: None

### Attachments:

✕ [FEMA Buyout Sites Map.pdf](#)

☒ FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*  
*Last Updated: Jo Dent - 12/15/2023 12:38:12 PM*

## Socioeconomic Impact

Status: Pending

Status Information:

Status Changed By:

Caitie Wiechman

☐ N/A ☒ Pending ☐ Cleared

Comment Date:

Environmental  
Response:

UPDATE (10/23/24): Another review of the project ROW plans indicates that construction will require at least 6 displacements. Additional information on these displacements will be required to continue to assess socioeconomic. UPDATE (2/15/23): It was determined that no residential or commercial displacements will be required for this project. Additionally, the road will remain open to the public during project construction. Traffic control will be staged with no full closures of existing routes. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. UPDATE (2/09/2023): Bud Sherman informed the environmental specialist that no further public meetings will be held for this project. UPDATE (5/02/2022): The Southwest District posted project information at the following website, which lists the project timeline for the Route MM/ZZ Corridor, project displays and maps, and an overview of each individual section of the project. <https://www.modot.org/greene-county-route-mmzz-corridor> On February 28, 2022, the district held a come-and-go style public meeting. This meeting was held from 6-8 p.m. at the Republic Community Center, Rooms A and B (711 E. Miller Rd., Republic, MO). The public meeting did not conduct a formal presentation, but visitors were encouraged to engage with MoDOT and ask questions related to the project. The project location map, alternatives, and the proposed improvements were displayed during this public meeting. A two-week public comment period was offered from February 28 – March 11, 2021. Individuals wishing to provide comments were able to submit them by email, an online form from the public meeting website, or mailed to the Southwest District Office. MoDOT received a total of six email comments about the project. Primary concerns from the public include current and potential flooding impacts, roadway congestion due to road closures, access for emergency personnel during construction, limited community access due to road closures, and concerns over the complexity of the proposed roundabout at the new Route MM and Route ZZ intersection. Overall, the majority of the concerns related to or were about the railroad crossings at Farm Road 93 and Farm Road 170. MoDOT responded that both railroad crossings are still under evaluation to determine the potential traffic impacts associated with closing the road. Currently, it is a possibility that the railroad crossing at Farm Road 93 will be able to remain open due to the built-in safety features, like J-turns and signalization. However, the railroad crossing at Farm Road 170 will require a closure because of safety concerns regarding possible encroachment or backup onto Route MM. To address the congestion concerns, MoDOT has determined that the new roundabout will be the best option to help prevent congestion, especially during weekday mornings and afternoons when school traffic is at peak volumes. INITIAL SCREENING: The project will require two residential displacements and does require new right of way, temporary easements, and permanent easements that are subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. At this time, a road closure is not anticipated during project construction. However, James River Freeway (MO 360) and I-44 can provide a detour, if necessary. Impacted property owners will be notified by letter soon. Public will be engaged through public meetings and feedback will be incorporated into improvements. Additional information about the displacements, road closure, and public involvement will be required to continue to assess socioeconomic impacts.

Environmental Action:

Continue to assess impacts when more information has been provided. COMPLETE: Continue to assess impacts when more information the residential displacements, if a road closure will be required, and the remaining details about public involvement is known.

District Action:

Please provide additional information regarding the displacements for this project. This information needs to include addresses, names of owners, if these individuals have been informed of the project, and information regarding the compensation for the displacements.

Commitments:

Please provide additional information regarding the displacements for this project. This information needs to include addresses, names of owners, if these individuals have been informed of the project, and information regarding the compensation for the displacements.

### Attachments:

☒ Socioeconomic Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Caitlin Wiechman - 10/23/2024 2:22:50 PM

Threatened & Endangered Species

Status: Cleared

Status Information:Status Changed By:Clearance Date:

Hannah Phelps, Caleb Knerr

No Effect

Pending

Cleared

07/25/2022

Environmental Response:

Consultation Code: 03E14000-2021-SLI-0898 February 18, 2021; Code: 2022-0011211, February 22, 2022 Endangered Species Act Species List: Ozark Cavefish; Gray, Indiana, and Northern Long-eared bats, Monarch butterfly (candidate) UPDATE: Project Code: 2024-0026327, December 13, 2023 Endangered Species Act Species List: Gray Bat (Endangered), Indiana Bat (Endangered), Northern long-eared bat (endangered), Tricolored bat (proposed endangered), Ozark cavefish (threatened), Monarch butterfly (candidate) Findings below are based on a review of the Mo Natural Heritage Database (NHD) (June 2023), and MO Speleological Survey (MSS) Database (February 2022) using ArcMap, and Google Earth. Ozark cavefish are found in cave streams and springs and are affected by inputs to groundwater. This project is not within known recharge area for this species and the closest record for this species is 3 miles east of the project area (PFAFF Cave, GRN129). There will be no impacts to caves from this project. This project will have no effect on Ozark cavefish. Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring through fall. A review of the MSS shows no caves in the project area. The project will not impact any known caves. Review of the MDC Heritage Database (updated June 2023) and MSS Cave Database (updated February 2022) show no records for bats near the project location (gray bats >4.5 miles to the south at McElhaney Cave, GRN334. There are several caves 3 miles away from the project area, but there are no bat records associated with these caves. There will be no impacts to foraging habitat. This project will have no effect on gray bats. Indiana and NLEB hibernate in caves during winter and roost in forested habitat in summer where they use trees with suitable characteristics (cracks, crevices, peeling bark) for roosting. The listed bat species use forested riparian corridors for foraging and travel, and they occasionally use bridges for roosting. Review of the MDC Heritage Database (updated June 2023) and MSS Cave Database (February 2022) show no records for bats near the project location (northern long eared at > 10.5 miles to the east at Sequiota Cave, GRN001). There are several caves 3 miles of the project area, but there are no bat records associated with these caves. This project will require tree clearing. However, there will be no impacts to caves. Based on the project limits attached to the RES, all clearing is < 100' from roadway. This project will fall under programmatic informal consultation for Indiana and northern long-eared bats with winter tree clearing of suitable roost trees (pending field visit). UPDATE per NLAA concurrence letter: This project may affect but is not likely to adversely affect the Indiana bat and northern long eared bat. Tri-colored bats were proposed for listing as endangered in Sep 2022. They mainly roost in foliage of live and dead trees in the spring, summer, and fall, and hibernate in caves and other subterranean habitats during the winter. These bats can occasionally be found roosting on bridges and in culverts. Given the extreme losses from white-nose syndrome and impacts of wind industry related mortality, loss of roosting, foraging, and commuting habitat between summer and winter, resource removal can have a large impact depending on timing, location, and extent of removal. The nearest tricolored bat record is 6.6 air miles away. There will be no impacts to caves. This project will require tree clearing. Based on the project limits attached to the RES, all clearing is < 100' from roadway. This project will not jeopardize tricolored bats. Update: Field check on 6-22-2022 showed bat trees in the project area (see KMZ). PA informal consultation completed on 7/11/2022 and 14-day clearance given on 7/25/2022. Bat trees will need to be removed in the winter month. JSP confirmed on 7/27/2022.

Environmental Action:None

District Action:None

Commitments:Remove trees during the winter per JSP.

- Attachments:
- ✕

IPaC\_8S0836B\_20241024.pdf

✕PRE-PRE-

Official\_Species\_List\_8S0836B.pdf

✕PRE-

Official\_Species\_List\_8S0836B\_update.pdf

✕PRE-

JSP\_Tree\_Clearing\_Restriction\_Dates1.doc

✕PRE-NLAA Concurrence

Verification

Letter\_8S0836B.pdf

✕PRE-Bat Trees.kmz

☒ Threatened & Endangered Species Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Amy Clifton - 10/24/2024 12:04:02 PM

## ► Migratory Birds Status: N/A

Status Information: Status Changed By: Hannah Phelps, Caleb Knerr ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: According to a 12/13/2023 review of TMS bridge data layer on ArcGIS, there are no structures within the project limits that could have nesting migratory birds. This project will have no impact on nesting migratory birds.

Environmental Action: None

District Action: None

Commitments:

### Attachments:

☒ Migratory Birds Submitted - Mark submitted when this review is ready to be sent to district staff.  
Last Updated: phelp1 - 12/13/2023 2:05:26 PM

## ► Hazardous Waste Impact Status: Cleared

Status Information: Status Changed By: Ethan Musick ☐ N/A ☐ Pending ☒ Cleared Clearance Date:

Environmental Response: The site location was reviewed utilizing the MDNR Interactive E-Start Map. The map contains information about the following types of sites: Superfund sites, Federal Facilities sites, Resource Conservation and Recovery Act Corrective Action sites, Brownfields/Voluntary Cleanup Program sites, Brownfield Assessments, and Petroleum and Hazardous Substance Storage Tank Facilities. No such sites were found within the project area. The potential to encounter wastes from sites unknown to MoDOT should always be a consideration. Any previously unknown sites that are found during project construction will be handled in accordance with Federal and State Laws and Regulations.

Environmental Action: None

District Action: If a hazardous waste site is encountered during the project, contact Ethan Musick, Hazardous Waste Specialist at (573) 508-6907.

Commitments:

### Attachments:

☒ Hazardous Waste Impact Submitted - Mark submitted when this review is ready to be sent to district staff.  
Last Updated: Ethan Musick - 12/21/2023 3:51:16 PM

## ► Wetland Impact (Section 404/401) Status: N/A

Status Information: Status Changed By: Hannah Phelps, Caleb Knerr ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: On 2/19/2021 and 2/22/2022 and 12/13/2023, MoDOT Environmental staff reviewed ArcGIS USFWS NWI maps; Google Earth aerial imagery and Streetview; and USGS 24K topographic maps (Brookline Quadrangle). According to a review of these resources, the roadway improvement project does not cross any mapped blue-line intermittent stream. There is one ephemeral drainage (not mapped blue line stream) that does not exhibit any characteristics of a jurisdictional stream according to a desktop review. There are some mapped NWI scrub shrub wetlands (PSS1C) near the north end of the project 86' outside of the project limits (SE quadrant of I-44/MM interchange). They are visible on Google Earth aerial imagery but are not adjacent to the roadway or project limits. According to information provided by district, they plan to widen the existing roadway to 5 lanes; however, these improvements will not encroach on the wetland areas. Based on this information, there will be no wetland or stream impacts from this project. No 404-permit required.

Environmental Action: None

District Action: None

Commitments:

Wetland Permit Information:	404 Permit Number	Permit Submitted	Permit Received
	Permit Expiration	Compliance Certification Sent	Compliance Certification Received

### Attachments:

☒ Wetland Impact Submitted - Mark submitted when this review is ready to be sent to district staff.  
Last Updated: phelp1 - 12/13/2023 2:31:01 PM

## ➤ Noise Impact

Status: Cleared

Status Information:

Status Changed By:

Matt Burcham

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

12/27/2023

Environmental Response: UPDATE: Noise study report completed. Because of the addition of interior through lanes, this project qualifies as a Type I Project and therefore requires a noise analysis for potential abatement measures. All areas of the project that included areas considered "Noise Sensitive" by the FHWA Noise Abatement Criteria Table were considered for noise abatement. The study area was relatively small, so the entire project was analyzed as a single Noise-Sensitive Area (NSA). The NSA had receivers impacted by noise and were considered for noise abatement measures. However, noise abatement measures were not considered feasible due to all impacted properties having direct driveway access to Route MM. UPDATE: noise study consultant reports preliminary indications that no noise wall would be feasible or reasonable along this part of the corridor. A noise study report is in progress. INITIAL: This project's improvements of adding capacity, two lanes in each direction, do meet the criteria of a Type I project, which will require a noise analysis. Given the rural nature and scattered noise sensitive receptors in the corridor, there should be few impacts and very little likelihood noise walls would be required.

Environmental Action: Assist with hiring an on-call consultant to conduct a Noise study.

District Action: Assist as needed.

Commitments: Since there are residences in the construction area, the typical construction noise commitment related to normal working hours and equipment muffler compliance should be made.

### Attachments:

☒ Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated:* Matthew Burcham - 12/27/2023 12:15:32 PM

Cultural Resources Impact (Section 106/Historic 4f)

Status: Pending

Section 106 Status: ☒ Pending ☐ Cleared ☐ ROW Cleared

Status Changed By:  
Laura Reed

Section 106 SHPO Submittal Date:

A Date Cleared:

Clearance Date:

Project Specific Agreement Document: ☐ N/A ☐ PA ☐ MOA

Select Programmatic Agreements Used:

First Choice:

-- Select Programmatic Agreement Used --

Second Choice:

-- Select Programmatic Agreement Used --

Third Choice:

-- Select Programmatic Agreement Used --

Built Environment  
Response:

Reviewer:

Review completed for Built Environment ☐

Archaeological  
Response:

Reviewer:

Review completed for Archaeology ☐

Environmental Action: Update 12/28/2023: Project is no longer cleared because of the additional of ROW and easements. Update 3/22/2023: The architectural portion of the survey has received a SHPO concurrence letter dated 3/20/2023. That along with the archaeological portion that was previously cleared on 9/28/2022, this project now has concurrence. Update 11/7/2022: The cultural resources survey has been completed. The archaeological portion was submitted to the SHPO and received a concurrence letter dated 9/28/2022. The architectural portion will be submitted soon. The project is not clear, but that status will be updated once the architectural portion has been submitted and the SHPO response received. Based on the information provided, this project will require a Section 106 submittal. Landowner permission will be needed for a survey to be scheduled. There is one previously recorded archaeological site within the corridor at the Route 360 intersection.

District Action:

Commitments:

Attachments:

✕PRE-J8P3144 J8S0836  
J8S3238 Eastern Shawnee  
No Adverse Effect.pdf

✕PRE-Delaware Tribe of  
Indians Lenape No Impact -  
Pass and Defer J8I3191  
J8I3044 J8S0836-  
J8S0836B.pdf

✕PRE-Section 106 tribal  
notification MoDOT Job  
SU0054, Greene County,  
Route ZZ.pdf

☐ Adverse Effect or Conditional No Adverse Effect

☐ Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by:  on  de minimis  Approved on:

☒ Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: reedl2 - 12/28/2023 1:14:53 PM*

### Public Land Impact (Section 4f/6f)

Status: N/A

Status Information:

Status Changed By:

Caitie Wiechman

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: According to Google Earth imagery and ArcMap GIS Public land layers, there are no Section 4(f) or Section 6(f) resources located in the immediate vicinity of the project area. The project will not result in a use to any Section 4(f) properties and no conversion of any Section 6(f) lands.

Environmental Action: None

District Action: None

Commitments: None

#### Attachments:

☒ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Caitie Wiechman on 12/21/2023

☒ Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: Caitlin Wiechman - 12/21/2023 8:34:10 AM*

### Other

Status: N/A

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: The project is within 4 miles of Springfield Branson Regional Airport an existing public use facility. There are no additional resource impacts associated with this project.

District Action: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>. After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Ensure documentation is uploaded to e-Projects. none

Commitments:

#### Attachments:

☒ Other Screening Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: rogerb1 - 12/7/2023 9:22:03 AM*

### All Commitments

**Endangered Species:** Remove trees during the winter per JSP.

**FEMABuyout:** None

**Farmland Impact:** None

**Floodplain:** None

**Noise Impact:** Since there are residences in the construction area, the typical construction noise commitment related to normal working hours and equipment muffler compliance should be made.

**Public Land Impact:** None

**Socioeconomic Impact:** Please provide additional information regarding the displacements for this project. This information needs to include addresses, names of owners, if these individuals have been informed of the project, and information regarding the compensation for the displacements.

NEPA Classification

Status: Pending

NEPA Right-Of-Way Permission:

Pending

as determined or approved by:

NEPA Approval/Proceed to A-date Request:

Re-evaluation Date:

Final Review Complete:

10/23/2024

NEPA Classification:

CE2

This project qualifies for the programmatic categorical exclusion under Item#:

All Environmental Issues Cleared:

Commitments and/or Comments to District:

CE2 expected. JRF to 44 is a CE2 and JRF to ZZ is separate CE2. Mark Sowers will be the NEPA author for the CE2.

Attach NEPA File(s):

Choose File

No file chosen

Attachments:

Attachments will be saved when you click the save button

Last Submitted: 10/23/2024 by [Melissa Scheperle](#)

# Request for Environmental Services

## Form#:2024-09-00254

☐ Alternative Project Delivery Method (such as Design/Build)

### Project Information

Stage:	Preliminary Plans	Previous RES(s):	2022-04-00904		
Job Number (w/o 'J'):	8S0836E	District:	Southwest	County:	GREENE
TIP Number:		Rte/Street:	RT MM		
Letting Date:		PS&E Due Date:			
Location:	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic.				
TMS Project Description - termini (no stations):	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic.				

These users will receive a notification when Environmental Services completes the current stage, the person who created this form as well as the person who submits it will also receive notification.

Project Manager:	Bud Sherman - 417-895-7690	TP Designer:	None selected
District Contact:	Jonathan Galvez - 417-829-8019	District Contact:	None selected
Contact:	None selected		
Date Desired:	10/26/2023	Submit Date:	09/26/2023
Desired A-Date:	10/01/2022		
Created By:	Jonathan Galvez - (9/26/2023 7:51:54 AM) - 417-829-8019	Submitted By:	Jonathan Galvez - (9/26/2023 12:00:00 AM) - 417-829-8019

#### Program Year:

Preliminary Engineering:	2023	Right of Way:	2024
Construction:	2025		
Has the district documented that each location of the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements?:	<input checked="" type="radio"/> Yes <input type="radio"/> No		

Changes to project since last RES submittal? If yes, explain:	Yes, Previous RES for J8S0836 (entire Rte. MM corridor). This request is for the E project alone. District Contact has been updated. R/W acreage is approximate & easement acreages are currently unknown but likely required. South project limit have been shifted to the north side of Haile St. to line up with 8S0836D.
	<input type="checkbox"/> Design/Build <input type="checkbox"/> Alternate Technical Concepts

Cumulative ROW and Easements of all locations (acres):	.211
--	------

### Bicycle / Pedestrian Consideration

Pedestrian facilities considered:	Yes	Bicycle facilities considered:	Yes
-----------------------------------	-----	--------------------------------	-----

Traffic Impacts For Locations

Detour > 25 mi rural (including local roads):		Detour > 5 mi urban (including local roads, census defined urban):	
Locations	Answers	Locations	Answers
16200	No	16200	No

Any Public Involvement planned or completed:

Presented in public meeting on February 28, 2022 along with J8S0836B, J8S0836C, & J8S0836D. Public comments have been received and responses are recorded.

Project Attachments:

**\*\*NOTE: If making updates to an attachment, please use a different filename than the original.**  
**\*\*The combined size of attachments in one upload must be less than 100MB**

Attachments:

✖

J8S0836E\_Preliminary\_Plans.pdf

✖

J8S0836\_Noise\_Study\_Report\_Final.pdf

✖

J8S0836E\_Plan\_Sheets\_Combined.pdf

- Required Information to be attached for each RES stage:**
- Loc/Concp.:** Location map (county map) & topographic map or aerial photo showing project limits – pre-plan sheets or other preliminary maps showing alternatives, if available
  - Prel. Plan:** Prel. Plan sheets
  - R/W:** R/W Plan sheets
  - Final Design:** Final Plans [Location map (county map) & topographic map or aerial photo showing project limits if this is first RES submittal]

Locations for this Request

Location Information

Location Name:	Previous Location: 8518 -	
Describe RES project improvements in full detail:	Widening of Rte. MM between FR 160 and just north of MO 360 (James River Freeway) in Republic. Project to include intersection improvements at Sawyer Rd. & MO 360 and sidewalk to extend north to Carnahan St. Related to & separated from prior J8S0836 project covering the entire MM corridor.	
<input type="checkbox"/> Project breakout from previous or larger project?	If checked explain:	
Stage:	Preliminary Plans	County: GREENE
TMS Project Description - termini (no stations):	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic.	

## Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres): 1

Temp Easement (acres): 1

Permanent Easement (acres): 1

State Funding used for ROW Acquisition below \$500K ☐ Yes ☐ No

ROW may be needed, but, not yet determined? Yes

Acres of Tree Clearing: 0 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Is ANY Federally-owned land impacted by the project? ☐ Yes ☒ No

### Land Disturbance / Stormwater:

Will project involve 1 acre of land disturbance: ☒ Yes ☐ No ☐ Unknown

Define project type (see definitions below): ☐ New Development ☒ Redevelopment ☐ Maintenance

*Projects with one acre or greater land disturbance activities must comply with the Land Disturbance Permit requirements.*

**New Development** - Projects (with land disturbance greater than or equal to 1 acre) that are constructed where there was previously no transportation facility.

**Redevelopment** - Non-maintenance work performed to or on an existing public transportation facility which provides for an increased number of thru lanes of travel unless the work can be accommodated without increasing the width of the existing pavement. Widening of an existing road that does not result in an additional thru lane does not constitute redevelopment. Widening to add shoulders does not constitute a thru lane unless the total widening is greater than or equal to 10 feet.

**Maintenance** - Projects that do not meet the criteria of redevelopment or new development.

Was coordination with local counties or cities conducted? ☐ Yes ☒ No

If yes, please provide a short description of the coordination:

### Number of Displacements(do not include partial takes that do not displace):

Residential: ☐ Yes ☒ No

Commercial: ☐ Yes ☒ No

No. of People: Residences: 0

No. of Employees: Businesses: 0

### Average Daily Traffic:

ADT Construction Year: 7,901 - 2021

ADT Design Year:

### Traffic Impacts:

Road Closure Planned: ☐ Yes ☒ No

Days/Months Closed:

Bridge Closure Planned: ☐ Yes ☒ No

Detour > 25 mi rural  
(including local roads) ☐ Yes ☒ No

Detour > 5 mi urban  
(including local roads,  
census defined urban) ☐ Yes ☒ No

Detour Info (including use  
of local roads):

### National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

*If checked, give details:*

☒ Is highway improvement located within 4 miles of an existing airport?

Please note that **the District** is responsible for obtaining the necessary permits for the project. See the following [Airport Link](#)

### Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:

Wetland/404 Permit:

Land Disturbance /  
Stormwater:

Farmland:

Threatened &  
Endangered Species:

Migratory Birds: Are there  
birds nesting on the  
structure? Unknown,

Hazardous Waste:

Cultural Resources:

District Comments:

### Location Attachments:

**\*\*NOTE: If making updates to an attachment, please use a different filename than the original.**

**\*\*The combined size of attachments in one upload must be less than 100MB**

#### Attachments:

**Required Information to be attached for each RES stage:**

- **Loc/Concp.:** Location map (county map) & topographic map or aerial photo showing project limits – pre-plan sheets or other preliminary maps showing alternatives, if available
- **Prel. Plan:** Prel. Plan sheets
- **R/W:** R/W Plan sheets
- **Final Design:** Final Plans [Location map (county map) & topographic map or aerial photo showing project limits if this is first RES submittal]

## RES Environmental Screenings

### Farmland Impact

Status: N/A

Status Information:

Status Changed By:

Jo Dent

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: Based on the attached ArcMap Urbanized Area Map, new right of way and easements needed for the project are all in the urbanized area of the city of Republic. There is no potential for conversion of farmland. Therefore, the Farmland Protection Policy Act does not apply.

Environmental Action: None

District Action: None

Commitments: None

Attachments:

✕ [ArcMap - Republic - Urbanized Area.pdf](#)

☒ Farmland Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Jo Dent - 9/28/2023 7:08:20 AM

### Floodplain/Regulatory Floodway

Status: N/A

Status Information:

Status Changed By:

Jo Dent

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: Based on the attached FEMA Firmette maps, there are no areas of 100-year floodplain or regulatory floodway in the project limits. Floodplain permitting is not required.

Environmental Action: None

District Action: None

Commitments: None

Attachments:

✕ [FEMA Firmette\\_3.pdf](#)

✕ [FEMA Firmette\\_2.pdf](#)

✕ [FEMA Firmette 1.pdf](#)

☒ Floodplain/Regulatory Floodway Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Jo Dent - 9/28/2023 7:20:10 AM

### Land Disturbance / Stormwater

Status: N/A

Status Information:

Status Changed By:

Hannah Phelps, Caleb Knerr

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: According to a 5/2/2022 and 10/3/2023 review of MoDOT's MS4 Urban Areas ArcGIS layer, the project is outside the TS4. (This applies regardless of land disturbance acreage).

Environmental Action: None

District Action: None

Commitments:

TS4 Area:

☐ Yes ☒ No ☐ Partial

Is the project in a TMDL watershed?

☐ Yes ☒ No

Attachments:

☒ Land Disturbance / Stormwater Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: phelp1 - 10/4/2023 2:34:14 PM

## FEMA/SEMA Buyout

Status: N/A

Status Information:

Status Changed By:

Brandon Baumhoer

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: Based on a review of ArcMap GIS FEMA buyout layers, no buyout sites were identified anywhere the project limits. The project will not result in development on any FEMA buyout sites.

Environmental Action: None

District Action: None

Commitments: None

### Attachments:

☒ FEMA/SEMA Buyout Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Jo Dent - 9/28/2023 7:40:17 AM

## Socioeconomic Impact

Status: Cleared

Status Information:

Status Changed By:

Caitie Wiechman

☐ N/A ☐ Pending ☒ Cleared

Comment Date:

Environmental Response: UPDATE (5/2/2022): The Southwest District posted project information at the following website, which lists the project timeline for the Route MM/ZZ Corridor, project displays and maps, and an overview of each individual section of the project. <https://www.modot.org/greene-county-route-mmzz-corridor> On February 28, 2022, the district held a come-and-go style public meeting. This meeting was held from 6-8 p.m. at the Republic Community Center, Rooms A and B (711 E. Miller Rd., Republic, MO). The public meeting did not conduct a formal presentation, but visitors were encouraged to engage with MoDOT and ask questions related to the project. The project location map, alternatives, and the proposed improvements were displayed during this public meeting. A two-week public comment period was offered from February 28 – March 11, 2021. Individuals wishing to provide comments were able to submit them by email, an online form from the public meeting website, or mailed to the Southwest District Office. MoDOT received a total of six email comments about the project. Primary concerns from the public include current and potential flooding impacts, roadway congestion due to road closures, access for emergency personnel during construction, limited community access due to road closures, and concerns over the complexity of the proposed roundabout at the new Route MM and Route ZZ intersection. Overall, the majority of the concerns related to or were about the railroad crossings at Farm Road 93 and Farm Road 170. MoDOT responded that both railroad crossings are still under evaluation to determine the potential traffic impacts associated with closing the road. Currently, it is a possibility that the railroad crossing at Farm Road 93 will be able to remain open due to the built-in safety features, like J-turns and signalization. However, the railroad crossing at Farm Road 170 will require a closure because of safety concerns regarding possible encroachment or backup onto Route MM. To address the congestion concerns, MoDOT has determined that the new roundabout will be the best option to help prevent congestion, especially during weekday mornings and afternoons when school traffic is at peak volumes. INITIAL SCREENING: The project does not require commercial or residential displacements, but does require temporary easements that are subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This project was presented in public meeting on February 28, 2022 along with J8S0836B, J8S0836C, & J8S0836D. Public comments have been received and responses are recorded. No information has been provided about road closures and detours. More information will be needed to fully assess the impacts of the project.

Environmental Action: None

District Action: None

Commitments: The district will continue to provide public notice as the project progresses to keep them informed of road closures, delays, etc.

### Attachments:

☒ Socioeconomic Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Caitlin Wiechman - 10/19/2023 4:23:51 PM

## Threatened & Endangered Species

Status: No Effect

Status Information:

Status Changed By:

Hannah Phelps, Caleb Knerr

Clearance Date:

☒ No Effect ☐ Pending

☐ Cleared

Environmental  
Response:

Consultation Code: 03E14000-2021-SLI-0903 February 19, 2021 Consultation Code: 2023-0133340, September 26, 2023  
Endangered Species Act Species List: Ozark Cavefish; Gray, Indiana, Tricolored, and Northern Long-eared bats; Monarch  
Butterfly Findings below are based on a review of the Mo Natural Heritage Database (NHD) (June 2023), and MO  
Speleological Survey (MSS) Database (February 2022) using ArcMap, and Google Earth. Ozark cavefish are found in  
cave streams and springs, and are affected by inputs to groundwater. This project is not within known recharge area for  
this species and the closest record for this species is 3 miles east of the project area (PFAFF Cave, GRN129). There will  
be no impacts to caves from this project. This project will have no effect on Ozark cavefish. Gray bats are cave obligate  
species which congregate in maternity or bachelor colonies in the summer utilizing dome cave and mine habitat, and  
during winter hibernation in vertical or pit-type caves and mines, utilizing mainly stream corridors for foraging spring  
through fall. A review of the MSS shows no caves in the project area. The project will not impact any known caves. A  
review of the MO Heritage Database shows no records in or near the project location. The project will have no effect on  
Gray Bats. Indiana and NLEB hibernate in caves during winter and roost in forested habitat in summer where they use  
trees with suitable characteristics (cracks, crevices, peeling bark) for roosting. The listed bat species use forested riparian  
corridors for foraging and travel, and they occasionally use bridges for roosting. This project will not impact any known  
caves. Based on the project description provided in the RES, there will be no tree removal. There will be no bridge work  
required for this project. A review of the NHD does not show any listed bats within the project area. A review of the MSS  
shows no caves in the project area. The project will not impact any known caves. The project will have no effect on Indiana  
or NLEB. Tri-colored bats were proposed for listing as endangered in Sep 2022. They mainly roost in foliage of live and  
dead trees in the spring, summer, and fall, and hibernate in caves and other subterranean habitats during the winter.  
These bats can occasionally be found roosting on bridges and in culverts. Given the extreme losses from white-nose  
syndrome and impacts of wind industry related mortality, loss of roosting, foraging, and commuting habitat between  
summer and winter, resource removal can have a large impact depending on timing, location, and extent of removal. This  
project will not impact any known caves. Based on the project description provided in the RES, there will be no tree  
removal. There will be no bridge work required for this project. A review of the NHD does not show any listed bats within  
the project area. A review of the MSS shows no caves in the project area. The project will not impact any known caves.  
The project will not jeopardize tricolored bats. Monarch butterflies are candidate species for USFWS federal listing.  
Healthy and abundant milkweed is needed for oviposition and larval consumption. Sufficient quality and quantity of nectar  
from flowers is needed for adult feeding throughout the breeding and migration seasons. Habitat that provides a specific  
roosting microclimate for overwintering: protection from the elements (e.g., rain, wind, hail, excessive radiation) and  
moderate temperatures that are warm enough to prevent freezing yet cool enough to prevent lipid depletion. Nectar and  
clean water sources located near roosting sites. Nectar and milkweed resources along the migration route when butterflies  
are present; the size and spatial arrangement of habitat patches are generally thought to be important aspects, but  
currently unknown. Roosting sites may also be important for monarchs along their fall migration route. Per guidance  
received from USFWS on 1/5/2021, conferencing for monarchs is not required unless MoDOT is receiving funding from the  
USFWS. Since that is not the case with this project, MoDOT has not made an effects determination for this species.

Environmental Action: None

District Action: None

Commitments:

Attachments:

✕

[Official\\_Species\\_List\\_8S0836E\\_Update2.pdf](#)

✕PRE-

[Official\\_Species\\_List\\_8S0836E.pdf](#)

☒ Threatened & Endangered Species Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: phelp1 - 10/4/2023 2:45:42 PM

## ➤Migratory Birds Status: N/A

Status Information: Status Changed By: Hannah Phelps, Caleb Knerr ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: According to a 5/2/2022 and 10/3/2023 review of TMS bridge data layer on ArcGIS, there are structures within the project limits that could have nesting migratory birds. There will likely be no impacts to these structures based on review of KMZ attached. There will be no impact to migratory birds from the project.

Environmental Action: None

District Action: None

Commitments:

### Attachments:

☒ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*  
*Last Updated: phelp1 - 10/4/2023 2:39:08 PM*

## ➤Hazardous Waste Impact Status: Cleared

Status Information: Status Changed By: Ethan Musick ☐ N/A ☐ Pending ☒ Cleared Clearance Date: 10/06/2023

Environmental Response: The site location was reviewed utilizing the MDNR Interactive E-Start Map. The map contains information about the following types of sites: Superfund sites, Federal Facilities sites, Resource Conservation and Recovery Act Corrective Action sites, Brownfields/Voluntary Cleanup Program sites, Brownfield Assessments, and Petroleum and Hazardous Substance Storage Tank Facilities. No such sites were found within the project area. The potential to encounter wastes from sites unknown to MoDOT should always be a consideration. Any previously unknown sites that are found during project construction will be handled in accordance with Federal and State Laws and Regulations.

Environmental Action: None

District Action: If a hazardous waste site is encountered during the project, contact Ethan Musick, Hazardous Waste Specialist at (573) 508-6907.

Commitments:

### Attachments:

☒ Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*  
*Last Updated: Ethan Musick - 10/6/2023 10:48:49 AM*

## ➤Wetland Impact (Section 404/401) Status: N/A

Status Information: Status Changed By: Hannah Phelps, Caleb Knerr ☒ N/A ☐ Pending ☐ Cleared Clearance Date:

Environmental Response: On 5/2/2022 and 10/3/2023, MoDOT Environmental staff reviewed ArcGIS USFWS NWI maps; Google Earth aerial imagery and Streetview; and USGS 24K topographic maps (Brookline Quadrangle). According to a review of these resources, the roadway improvement project crosses one mapped blue-line intermittent stream. There are several ephemeral drainages (not mapped blue line stream) that do not exhibit characteristics of a jurisdictional stream according to a desktop review. There are no mapped NWI wetlands within the project limits. According to information provided by district, widening existing roadway will not impact these features. According to this information, no 404 permit required for this project.

Environmental Action: None

District Action: None

Commitments:

Wetland Permit Information:	404 Permit Number	Permit Submitted	Permit Received
	Permit Expiration	Compliance Certification Sent	Compliance Certification Received

### Attachments:

☒ Wetland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*  
*Last Updated: phelp1 - 10/4/2023 2:41:28 PM*

## ➤ Noise Impact

Status: Cleared

Status Information:

Status Changed By:

Matt Burcham

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

02/27/2024

Environmental  
Response:

UPDATE: Eighteen receivers (22 equivalent receivers) were evaluated for noise impacts along the corridor. By NAC criteria, two were found to be impacted. No receivers were found to have an increase of 15 dBA over existing noise levels. Noise study concluded that no noise wall would be feasible or reasonable. INITIAL: This project's improvements do meet the criteria of a Type I project; therefore, a noise analysis is required.

Environmental Action:

No further action required. Review noise analysis report.

District Action:

No further action required. Assist as necessary.

Commitments:

### Attachments:

☒ Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: Matthew Burcham - 2/27/2024 9:02:33 AM*

## Cultural Resources Impact (Section 106/Historic 4f)

Status: Cleared

Section 106 Status: ☐ Pending ☒ Cleared ☐ ROW Cleared

Status Changed By:  
Laura Reed

Section 106 SHPO Submittal Date:

A Date Cleared:

Clearance Date:  
03/22/2023

Project Specific Agreement Document: ☐ N/A ☐ PA ☐ MOA

Select Programmatic Agreements Used:

First Choice:

-- Select Programmatic Agreement Used --

Second Choice:

-- Select Programmatic Agreement Used --

Third Choice:

-- Select Programmatic Agreement Used --

Built Environment  
Response:

Reviewer:

Review completed for Built Environment ☐

Archaeological  
Response:

Reviewer:

Review completed for Archaeology ☐

Environmental Action: Update 3/22/2023: The architectural portion of the survey has received a SHPO concurrence letter dated 3/20/2023. That along with the archaeological portion that was previously cleared on 9/28/2022, this project now has concurrence. Update 11/7/2022: The cultural resources survey has been completed. The archaeological portion was submitted to the SHPO and received a concurrence letter dated 9/28/2022. The architectural portion will be submitted soon. The project is not clear, but that status will be updated once the architectural portion has been submitted and the SHPO response received. Based on the information provided, this project will require a Section 106 submittal. There is one previously recorded archaeological site within the corridor at the Route 360 intersection.

District Action:

Commitments:

Attachments:

✕PRE-PRE-J8P3144  
J8S0836 J8S3238 Eastern  
Shawnee No Adverse  
Effect.pdf

✕PRE-Delaware Tribe of  
Indians Lenape No Impact -  
Pass and Defer J8I3191  
J8I3044 J8S0836-  
J8S0836B.pdf

✕PRE-Section 106 tribal  
notification MoDOT Job  
SU0054, Greene County,  
Route ZZ.pdf

☐ Adverse Effect or Conditional No Adverse Effect

☐ Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would

preclude the setting of an A-date.

Checked by:  on  de minimis  Approved on:

☒ Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: reedl2 - 10/2/2023 6:38:09 AM*

## Public Land Impact (Section 4f/6f)

Status: N/A

Status Information:

Status Changed By:

Caitie Wiechman

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: UPDATE (03/01/2021): The only construction around Sanford Park will be the removal of the railroad crossing south at this intersection of Route MM/FR 168 and Route M. There should not be any impacts to the property itself for the construction/demolition. No other improvements are planned at this location. In addition, Sanford Park is no longer considered recreational property. Malissa Julien has provided the acquisition deed and plan sheet for when the park area was originally acquired; also the survey and transfer deed when the park was sold to Kum and Go (the reason it says correction deed is due to a fine tuning in the legal description). Lastly, is an assessor's aerial that shows the location in general of Sanford Park. The location of the former Sanford Roadside park is south of the area in question. See the attached files below. INITIAL SCREENING: According to Google Earth imagery and ArcMap GIS public land layers, Sanford Park is located outside of the provided KMZ limits, approximately 0.35-mile southwest of the project area along Route 413. However, at this time, there are no new right of way or easements required for this project and the project will not restrict access to this resource. The project will not result in a use to any Section 4(f) properties and no conversion of any Section 6(f) lands.

Environmental Action: None

District Action: None

Commitments: None

### Attachments:

✕ [PRE-PRE-06 Acquisition deed.pdf](#)

✕ [PRE-PRE-07 plan sheet as acq.pdf](#)

✕ [PRE-PRE-10 recorded survey of Sanford Park.pdf](#)

✕ [PRE-PRE-13 assessor's aerial Sanford and K G.pdf](#)

✕ [PRE-PRE-Corr SWD MHTC to KandG.pdf](#)

☒ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Caitie Wiechman on 10/19/2023

☒ Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

*Last Updated: Caitlin Wiechman - 10/19/2023 4:23:11 PM*

Other Status: N/A

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: The project is within 4 miles of Springfield Branson Regional Airport, and existing public use facility.

District Action: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>. After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Ensure documentation is uploaded to e-Projects.

Commitments:

Attachments:

☒ Other Screening Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: rogerb1 - 9/26/2023 11:02:26 AM

All Commitments

**FEMABuyout:** None

**Farmland Impact:** None

**Floodplain:** None

**Public Land Impact:** None

**Socioeconomic Impact:** The district will continue to provide public notice as the project progresses to keep them informed of road closures, delays, etc.

NEPA Classification Status: Pending

NEPA Right-Of-Way  
Permission:

Pending

as determined or  
approved by:

NEPA Approval/Proceed  
to A-date Request:

Re-evaluation Date:

Final Review Complete:

NEPA Classification: CE2

This project qualifies for  
the programmatic  
categorical exclusion  
under Item#:

All Environmental Issues  
Cleared:

Commitments and/or  
Comments to District: CE2 is needed and will cover the C and D jobs.

Attach NEPA File(s):  No file chosen

Attachments:

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Last Submitted: Unsubmitted



## United States Department of the Interior

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In Reply Refer To:

July 11, 2022

Project code: 2022-0011211

Project Name: 8S0836B Greene County Route MM

Subject: Concurrence verification letter for the '8S0836B Greene County Route MM' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated July 11, 2022 to verify that the **8S0836B Greene County Route MM** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances,

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:** If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Gray Bat *Myotis grisescens* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate
- Ozark Cavefish *Amblyopsis rosae* Threatened

## **Project Description**

The following project name and description was collected in IPaC as part of the endangered species review process.

### ***Name***

8S0836B Greene County Route MM

### ***Description***

Scoping for roadway improvements on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic.

The Location & Project Description stated above are incorrect....This project's limits will start on the northside of I-44 and end on the northside of James River Freeway (MO-360) in Republic This project involves 5-laning Rte MM and is related to project J8S0836 - the relocation of Route MM south of James River Freeway.

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## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

Yes

8. Will the project include *any* type of activity that could impact a **known** hibernaculum<sup>[1]</sup>, or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

9. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

10. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

11. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

12. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

13. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

14. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

*Yes*

15. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*B) During the inactive season*

16. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

17. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

*Yes*

18. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

19. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

*Yes*

20. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

*No*

21. Are *all* trees that are being removed clearly demarcated?  
Yes
22. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
23. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
24. Does the project include slash pile burning?  
No
25. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
No
26. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)  
No
27. Will the project involve the use of **temporary** lighting *during* the active season?  
No
28. Will the project install new or replace existing **permanent** lighting?  
No
29. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?  
No
30. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?  
  
Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.  
Yes
31. Will the project raise the road profile **above the tree canopy**?  
No
-

32. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO*

33. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

34. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

35. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

36. **Hibernacula AMM 1**

Will the project ensure that on-site personnel will use best management practices<sup>[1]</sup>, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula?

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

Yes

37. **Hibernacula AMM 1**

Will the project ensure that, where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography?

Yes

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38. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal<sup>[1]</sup> in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

39. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

40. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres<sup>[1]</sup> of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.5

## Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

### HIBERNACULA AMM 1

For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

### TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

### TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

### TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

### TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

### GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

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## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

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**Lead Agency Contact Information**

Lead Agency: Federal Highway Administration

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