

Republic, Missouri



US Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) FY 2026 Route MM Widening Project Supporting Documents February 24, 2026





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FROM: Jo Dent, MoDOT Senior Environmental Specialist

DATE: January 21, 2026

SUBJECT: Design, Environmental Studies
Greene County
Route MM
Job No. J8S0836B
Categorical Exclusion (CE) Environmental Classification

Enclosed is documentation to support a Categorical Exclusion (CE) classification for the subject project.

MoDOT plans to improve the Route MM corridor and provide increased capacity through widening the existing Route MM from the south side of I-44 to the north side of Route 360. The new configuration is planned as a 4-lane divided roadway with a raised concrete median. Median openings with left turn lanes will be associated with intersections along the project route. Intersections and entrances along the project route will be reconstructed to tie into the expanded Route MM. Associated improvements include stormwater infrastructure, utilities, and lighting.

The project would require 9.869 acres of new right of way to accommodate new lanes and widening of Route MM; 1.608 acres of permanent easements for the new utilities and stormwater infrastructure located outside of the current MoDOT right of way; and 2.106 acres of temporary construction easements.

The project is programmed for construction in the 2026-2030 Statewide Transportation Improvement Program.

MoDOT requests FHWA concurrence with the CE determination for this project.

Enclosure



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.

**CATEGORICAL EXCLUSION DETERMINATION
[Per 23 CFR771.117(d)]**

Job Number: J8S0836B

Route: Route MM

County: Greene County

Project Termini and Length: From the south side of Interstate 44 (I-44) to the north side of Route 360 (James River Freeway) in Republic, approximately 1.6 miles. The project area is shown in the attached *Project Location Map*.

Existing Conditions: Route MM is a two-lane, minor arterial roadway that runs 3.95 miles north/south from I-44 in the north through Route 360 to US 60 in the south, providing access to major east-west routes between Republic, Springfield, and surrounding areas. The 2024 average daily traffic (ADT) along Route MM between I-44 and Route 360 was approximately 11,240 vehicles per day. The typical section consists of either a 2-lane (undivided) or 3-lane (two-way, left turn lane divided) section.

Traffic on this segment of Route MM is largely development and commuter traffic, with heavier northbound traffic in the morning and largely southbound traffic later in the day. Nearly 350 acres of future development is anticipated to occur in the area surrounding this segment, which will utilize Route MM as the primary access corridor. Projected 2045 traffic volume for Route MM between I-44 and Route 360 exceeds 30,000. MoDOT recommends the use of raised medians where current and projected traffic volume is greater than 28,000 average annual daily traffic (AADT), particularly in the presence of a high density of commercial driveways (EPG 940.8). To balance the needs of transportation users with the needs of development, both increased capacity and appropriate access management are important considerations for the corridor.

Proposed Improvements: MoDOT plans to improve the Route MM corridor and provide increased capacity through widening the existing Route MM from the south side of I-44 to the north side of Route 360. The new configuration will consist of a 4-lane divided roadway with a raised concrete median. Median openings with left turn lanes will be associated with intersections along the project route. Intersections and entrances along the project route will be reconstructed to tie into the expanded Route MM. Associated improvements include stormwater infrastructure, utilities, and lighting.

The proposed typical section with a raised median balances the need to increase the capacity of Route MM to meet projected traffic volumes with recommended access management practices and safety concerns on high-volume, developed routes. A five-line section with two-way left-turn lane (TWLTL) configuration is not recommended on urban routes with an annual ADT of over 28,000 and/or a high commercial driveway density, as crash rates have been shown to increase significantly under these conditions. Meanwhile, a divided roadway with a raised median has been found to be at least 25 percent safer than multilane undivided sections and 15 percent safer than a TWLTL configuration.

This project (J8S0836B) is the northern extent of proposed improvements to the Route MM/ZZ corridor. Continuing south, the other proposed improvements include widening Route MM between Route 360 and Haile Street (J8S0836E), widening and realigning Route MM between Haile Street and US Route 60 (J8S0836D), and extending Route ZZ between Route 60 and the existing Route ZZ/Route M intersection (J8S0836C).

Current ADT (2024): 11,240

Future ADT (2045): 31,330

Right-of-Way Required (Acres):

New Right-of-Way-----9.872
Permanent Easements-----1.608
Temporary Easements-----2.212

Displacements (Type and Number):

Residential—2

Commercial— 0

Socioeconomic/Community Impacts: *On January 20, 2025, President Trump signed Executive Order (E.O.) 14154 – Unleashing American Energy. The E.O. revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). As a result of E.O. 14154 and 14173, all federal environmental justice requirements are revoked and no longer applicable to the environmental review process.*

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance.

➤ *Title VI – Minority Populations & Limited English Proficiency*

MoDOT’s environmental specialist assessed the project area for minority and Limited English Proficiency (LEP) populations using the U.S. Census Bureau’s most recent American Community Survey (ACS) 5-Year Estimates (2023). Data was reviewed for the State of Missouri, Greene County, the City of Republic, and census tract (CT) block groups (BG) surrounding the project area.

➤ *Minority Populations*

Minority persons report as non-white and/or Hispanic/Latino. The percentage of minority populations within the census tract block groups surrounding the project area range from less than 4 percent to nearly 23 percent. CT 48.05 BG 1, which has the lowest percentage of minority populations of all jurisdictions evaluated, is on the west side of the project route and is primarily rural, with scattered residences and a concentration of industrial development along the project route. The east side of the project route falls within CT 48.05 BG 2, which has an increased density of residences in its eastern half as it approaches the western edge of the City of Springfield. The area immediately adjacent to the project is composed primarily of agricultural fields and pasture, with some residences and commercial development along Route MM. CT 49 BG 1 is on the north side of I-44, north of the project’s northern terminus, with an increased density of residences toward the north end of the block group. Based on the distribution of higher density residential areas, the bulk of the minority populations noted in CT 48.05 BG 2 and CT 49 BG 1 are likely concentrated in areas to the north and east of the project. Though higher than CT 48.05 BG 1 and the City of Republic, the percentage of minority populations in CT 48.05 BG 2 and CT 49 BG 1 are in line with the percentages for Greene County and the State of Missouri, respectively.

➤ *Limited English Proficiency (LEP)*

Limited English Proficiency (LEP) refers to any person aged 5 years and older who speak English less than very well, as classified by the U.S. Census Bureau. No LEP populations were identified in CT 48.05 BG 2 or CT 49 BG 1. The percentage of LEP populations in CT 48.05 BG is approximately 2 percent, which does not differ substantially from the percentages for the State of Missouri, Greene County, or the City of Republic. The identified LEP persons were recorded as Spanish speaking aged 5 to 17 years. The LEP population does not exceed 5 percent of the county population, nor is it greater than or equal to 1,000 persons; therefore, translation services were not required in public involvement materials ([MoDOT EPG 129.5.1](#)).

See the *Title VI Populations* table on the following page, which summarizes the information above.

TITLE VI POPULATIONS						
	Missouri	Greene County	Republic	Census Tract 48.05		Census Tract 49
				BG 1	BG 2	BG 1
Total Population:	6,168,181	301,121	19,233	929	2,820	1,326
* %Minority	23.2	15.3	12.1	3.8	15.0	22.8
* %LEP	2.2	1.5	1.6	2.0	0.0	0.0
*Non-white and/or Hispanic or Latino						
**Limited English Proficiency						

Acquisitions

The project would require 9.869 acres of new right of way to accommodate new lanes and widening of Route MM; 1.608 acres of permanent easements for the new utilities and stormwater infrastructure located outside of the current MoDOT right of way; and 2.106 acres of temporary construction easements.

See the *Summary of Property Acquisitions* table below for more detail.

SUMMARY OF PROPERTY ACQUISITIONS (acres)					
Parcel No.	Property Owner	New ROW	Permanent Easements	Temporary Easements	TOTAL
1	Kenneth W. Austin Trust	0.999			0.999
2	Heather B. McGuire	0.333	0.137	0.219	0.689
3	MM Farm, LLC	0.294	0.110		0.405
4	Plaza Southwest LLC	0.505	0.189		0.694
5	Susan Beine	0.173		0.027	0.199
6	Monett Apartments LLC	0.474	0.178	0.056	0.708
7	KDEB Properties LLC et al	0.378		0.049	0.427
8	Elizabeth E. Meese	0.079		0.026	0.106
9	Asset Holdings Group LLC	0.739	0.266	0.123	1.128
10	Avila et al; Velazquez et al	0.070		0.080	0.150
11	Oak Forest Properties – 1306 S MM Hwy LLC	0.123		0.101	0.224
12	Oak Forest Properties	0.062		0.021	0.083
13	Oak Forest Prop 1384 S Hwy MM LLC	0.246		0.172	0.418
14	Lee Garret Trust et al	0.702			0.702
15	Murfin Inc	1.035		1.035	2.070
16	Red Monkey Foods Prop Holdings	0.289	0.189	0.028	0.506
17	Randy Thomas	0.522		0.007	0.529
18	Store Master Funding Xi LLC	0.302	0.183	0.009	0.494
19	Virginia McCall Trust et al	1.065		0.007	1.072
20	TCS Land Investment LLC	1.092	0.356	0.012	1.459
21	Greggory Erwin	0.147			0.147
22	Old C-W Ventures Inc et al; Hammit-Eoff Properties LLC et al	0.049		0.027	0.076
23	Herrman Realty Co	0.049			0.049
24	1 st Baptist Church Brookline	0.145		0.122	0.267
25	Bryan Ward			0.034	0.034
26	Larry L. Marble			0.034	0.034
27	Amprod LLC			0.023	0.023
TOTALS:		9.872	1.608	2.212	13.692

MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (known as the Uniform Act). The Uniform Act and state laws require just compensation be paid to owners of private property taken for public use. The Uniform Act is carried out in compliance with Title IV (Civil Rights Act of 1964) and the Americans with Disabilities Act.

- **Commitment:** MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (referred to as the Uniform Act).

The project would require the displacement of two occupied, single-family residences located within the northern half of the project corridor. Both residences are within the same tax parcel totaling 10.9 acres. The northernmost residence is located at 1362 South State Hwy MM, Springfield, MO 65802 and the second residence is located at 1388 S State Hwy MM, Springfield, MO 65802. These residences are rental properties and currently occupied by tenants. The western sides of both houses are approximately 45 feet from the edge of South State Highway MM pavement. Due to the layouts of the existing buildings in proximity to the proposed roadway widening, it would be impossible to avoid construction within the footprint of each house. A total of 10,725 square feet (SF) of new right of way would be required from the property, and MoDOT would acquire a temporary construction easement of approximately 7,495 SF to demolish each building, leaving the remainder of the parcel intact and under the ownership of Oak Forest Properties 1384 S Hwy MM, LLC. MoDOT right of way staff have not approached the property owner to discuss compensation for each displacement. All compensation discussions will be completed after the project has received NEPA approval and the right of way plans are approved.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, ensures that MoDOT provides fair and equitable treatment for people displaced by federally funded projects. Specifically, MoDOT will be required to provide the following:

- relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses, and
 - payments for the added cost of renting or purchasing comparable replacement housing.
- **Commitment:** MoDOT will provide fair and equitable treatment for people displaced by the project in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, including:
 - Relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses,
 - payments for the added cost of renting or purchasing comparable replacement housing.

Public Involvement

Project information is maintained by MoDOT's Southwest District at the following project website:

<https://www.modot.org/projects/route-mm-roadway-widening-greene-county>

The project website includes information about the widening of Route MM between I-44 and Haile Street in Brookline, which are included in J8S0836B and J8S0836E, the project scope and specific improvements, a tentative timeline for construction, and project displays and maps.

On February 28, 2022, the district held an open house-style public meeting from 6:00 p.m. to 8:00 p.m., at the Republic Community Center, 711 E. Miller Road, in Republic. This meeting included discussion of planned improvements for the entire corridor, including J8S0836B (the subject of this document), J8S0836C, J8S0836D, and J8S0836E. MoDOT did not conduct a formal presentation but engaged with the public and encouraged questions related to the project. MoDOT displayed a project location map, the alternatives considered, and the proposed improvements. The district offered a two-week public comment period from February 28 – March 11, 2022, for individuals wishing to provide comments by email, via an online form from the public meeting website, or by mail to the MoDOT Southwest District Office. MoDOT received a total of six comments about the project, all by email.

The concerns expressed in the public comments were primarily focused on other proposed projects along the Route MM/ZZ corridor, namely the relocation of Route MM south of Brookline (J8S0836D) and the work proposed for Route ZZ south of Route 60 (J8S0836C). No comments were specifically related to this project (J8S0836B), aside from a suggestion to lower the speed limit along the entirety of Route MM. Attached is the public involvement documentation for this meeting, including the social media posts advertising the meeting (Facebook, Twitter, and Instagram), and submitted comments and responses.

MoDOT's Southwest District held an additional public meeting in December 2024. The district notified the public of the meeting using the project website, social media posts, and press releases. The press release for the public meeting was published on the MoDOT website December 3, 2024. Social media posts were shared via the Southwest District's social media pages across Facebook, X (Twitter), and Instagram on various dates between December 3 – December 17, 2024. The project website includes a description of the proposed project, project progress updates/milestones, traffic impact information, and information on the public involvement opportunities. Public involvement documents include an online comment/question form, project Frequently Asked Questions (FAQs), project news/updates, and a project information fact sheet.

The open house-style public meeting was held on Tuesday, December 17, at the City of Republic BUILDS Building at 4221 South Wilson's Creek Blvd, in Republic. Attendees had the opportunity to view the proposed design, ask questions of the project team, and submit comments between 4:30 p.m. and 6 p.m. This meeting included discussion of planned improvements for this project as well as the proposed widening of Route MM continuing from Route 360 south to Haile Street in Republic (J8S0836E). A total of 65 individuals attended the public meeting. A two-week public comment period was offered from December 17 – December 31, 2025, for individuals wishing to provide comments by email, via the online form from the public meeting website, or by mail to the MoDOT Southwest District Office. Documentation for this meeting is included as an attachment, including the news release, social media posts, exhibit, fact sheet, attendance list, and comments and responses.

MoDOT received a total of 34 comments following the public meeting, including one comment unrelated to this project and double submissions by two individuals. MoDOT responded in writing to all submissions except the comment that was unrelated to the project. A total of 29 responses were provided to 33 comments – one response was sent to each unique e-mail address that was provided. Documentation of comments received and MoDOT responses is included as an attachment. Most of the comments related to the project (a total of 30) were concerns related to the construction of a raised median along the project route.

General concerns included accessibility for businesses along Route MM, that residents would be provided only one direction to turn out of driveways, potentially increased response times of emergency vehicles, and that all of these scenarios could potentially require a U-turn at the nearest opening in the median. MoDOT responded to these comments that the construction of a raised median is justified for this corridor based on traffic volume forecasts from previous studies of the corridor. Use of raised medians is recommended where traffic volumes are projected to exceed 28,000 average annual daily traffic (AADT). All segments of Route MM between I-44 and Route 360 are projected to exceed 30,000 AADT by 2045. With commercial density expected to increase along the corridor resulting from proposed development, the district determined that a raised median would provide the most effective and safe access management strategy for an expanded Route MM. Roadways with raised medians have been documented as 25 percent safer than multilane undivided sections in similar situations with high traffic volume. Based on the current design plans, all five existing intersections along the project route would be accommodated by a median opening, allowing full access for traffic movement (see following paragraphs for information on specific changes). Left turning movements would still be restricted for driveways along the corridor for residents, business employees, and emergency vehicles; in some cases, this would require U-turns at the proposed median openings to reach the intended destination. The maximum distance between proposed median openings is approximately 0.5-mile, limiting the distance that members of the public and emergency vehicles would need to travel out of their way to reach their destinations.

Twenty-two comments were specifically related to the intersection at Carnahan Street, and more specifically, access to the First Baptist Church of Brookline. Project plans for widening Route MM would encroach onto the existing church entrance and parking lot. This acquisition of new right of way from the church property and the relocation of the church entrance north to the Carnahan Street intersection appear to have general support, but church members raised objections to plans for a raised median in front of the proposed new church entrance, which would not allow traffic leaving the church to make a left, or southbound turn onto Route MM or to cross Route MM to continue west on Carnahan Street. Several commenters voiced safety concerns about southbound traffic leaving the church and having to go north and make a U-turn to continue on their intended route. These comments requested consideration of opening the median for traffic to turn in both directions leaving the church and possibly signaling the Carnahan Street intersection. MoDOT further evaluated these concerns and agreed that the intersection of Carnahan Street and Route MM should have full access and not be blocked by the median. A stub-out would be constructed on the east side of Route MM to accommodate the new church entrance and to make a future drive and/or road connection possible by others. MoDOT responded to these comments and directed the commenters to the project website including a new exhibit showing the changes proposed to the Carnahan Street intersection based on the comments received.

Six comments were related to the raised median at Farm Road (FR) 140 and consequent access issues. The existing intersection at FR 140 does not provide adequate separation distance from the I-44 interchange ramps to comply with MoDOT access management guidance and policy. A future MoDOT project for this interchange plans to relocate this intersection approximately 820 feet south of its current location. Additional road connectivity would be constructed to give FR 140 full access to this intersection and to Route MM. In the interim, MoDOT adjusted the design of this project in response to the comments received to allow FR 140 to retain full access to Route MM until the future project is constructed.

Three comments questioned why no J-turns were proposed along the project route to allow members of the traveling public to reverse direction along Route MM without completing U-turns. MoDOT responded that the use of J-turns would not be practical based on the density of driveways and road intersections along the project corridor, and for that reason are not being considered.

MoDOT will continue to issue press releases and public project notifications on the project website through the life of the project.

- **Commitment:** MoDOT will continue to provide public project notifications on the dedicated project website and via other appropriate methods.

Traffic Impacts

The proposed work to widen Route MM and install the concrete raised median is not anticipated to require any complete road closures during construction. Phased lane closures will be implemented to accommodate the construction of new travel lanes and the reconstruction of the existing pavement. The proposed construction sequencing is as follows:

- Phase 1
 1. Maintain one lane of traffic in each direction on the existing Route MM pavement.
 2. Construct outside lanes, stormwater, and other improvements on the outside of the existing roadway.
 3. Full access will be maintained at all streets and driveways at all times.
- Phase 2
 1. Close existing lanes of Route MM for pavement reconstruction.
 2. Route one lane of southbound traffic on the west side of the newly constructed Route MM pavement and route one lane of northbound traffic on the east side of the newly constructed Route MM pavement.
 3. Maintain full access at I-44, Farm Road 140, Farm Road 144, Carnahan Street, and Route 360 at all times.
 4. Restrict all other intermediate streets and private access points to right in/right out.
- General note: Intersection and driveway tie-ins will be constructed at night under flagger operations.

MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.

- **Commitment:** MoDOT will allow for continuous traffic flow and accessibility to all nearby properties during construction by using phased lane closures on Route MM during construction. MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.
- **Commitment:** MoDOT will ensure a Traffic Management Plan (TMP) is included in the construction contract to respond to temporary disruptions in travel patterns and travel time. Once developed, MoDOT will assess the impacts of the TMP within the framework of NEPA. If the TMP could result in impacts that were not previously reviewed under NEPA—such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT’s environmental section will review these impacts prior to implementing the TMP.

Farmland: *The Farmland Protection Policy Act (FPPA) mandates that agencies identify and consider adverse effects of federal projects on farmland. In cooperation with the local Natural Resources Conservation Service (NRCS) office, the act requires an assessment for potential conversion of farmland to non-farming purposes, for all federally funded projects.*

According to the 2020 Census Bureau Urban Area Reference Map, the entire project limits are outside of a designated urbanized area, and the project requires new right of way and permanent easements. There is the potential for conversion of farmland that could be considered as prime, unique, statewide, or locally important farmland. Therefore, the project is subject to the FPPA.

On December 15, 2023, MoDOT's environmental specialist submitted the Farmland Conversion Impact Rating Form CPA-106 for corridor-type projects to the NRCS for review and response. The NRCS responded that the project site contains prime, unique, statewide, or locally important farmland. As a result, the environmental specialist completed Parts VI and VII of the evaluation and submitted the form to NRCS. The site received 153 total points, less than the 160-point threshold. Therefore, the site did not need to be given further consideration for protection and no other sites needed to be evaluated. The completed *CPA-106 Form* was submitted to the NRCS for their records and is attached.

Proposed new right of way and permanent easements have been further refined since the original submission to NRCS, with a slight increase (approximately 0.18-acre) in the total acres to be converted. However, based on 658.4(h) of the FPPA, "once a federal agency has performed an analysis under the FPPA for the conversion of a site, that agency's or a second Federal agency's determination with regard to additional assistance or actions on the same site do not require additional redundant FPPA analysis." Therefore, nothing further is required.

Section 401/404 - Wetlands and Streams: *Wetlands are defined (Federal Register, 1982) as "Those areas inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil condition." Recognizing the variety of beneficial functions of wetlands, Executive Order (E.O.) 11990 (Wetlands Protection) mandates consideration of wetland impacts, as does Missouri's E.O. 96-03. Further, E.O. 11990 mandates a no-net-loss-of-national-wetlands policy. Section 404 of the Clean Water Act of 1977 authorizes the U.S. Army Corps of Engineers (USACE) to regulate the discharge of dredged or fill material in all waters of the United States, including jurisdictional wetlands.*

On February 19, 2021, February 22, 2022, December 13, 2023, and July 22, 2025, MoDOT Environmental staff reviewed ArcGIS USFWS NWI maps, Google Earth aerial imagery and Streetview, and USGS 24K topographic maps (Brookline Quadrangle). According to review of these resources, the project does not cross any mapped blue-line streams. There is one ephemeral drainage, which is not mapped as a blue-line stream, and does not exhibit any characteristics of a jurisdictional stream. The NWI map depicts scrub-shrub wetlands (PSS1C) approximately 86 feet outside the project limits near the northern end of the project (southeast quadrant of the I-44/Route MM interchange). These wetland features are visible on aerial imagery but are not directly adjacent to the existing roadway or the project limits. The proposed project improvements will not encroach on these wetlands. Based on this information, there will be no wetland or stream impacts resulting from the project. See the attached *NWI Map*. Therefore, a Section 404 permit is not required. See the attached *NWI Map*.

Stormwater/Land Disturbance:

Section 402 NPDES - Transportation Separate Storm Sewer System (TS4) Permit

The Federal Water Pollution Control Act under authority granted to the State of Missouri compliant with Missouri State Law, State Operating Permit MO-0137910 allows MoDOT to discharge stormwater from its TS4 system. MoDOT must develop and implement a comprehensive program to prevent pollution of surface waters from stormwater runoff in regulated municipal separate storm sewer system (MS4) areas, watersheds subject to an approved and effective Total Maximum Daily Load, and Outstanding Nation and State Resource Waters in the state.

According to MoDOT's MS4 Urban Areas ArcGIS layer, this project is outside the TS4. Requirements of MO State Operating Permit MO-0137910 do not apply.

Section 402 NPDES (Land Disturbance Permit)

MoDOT must adhere to its statewide Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions for construction projects with land disturbance greater than or equal to one-acre and projects disturbing less than one acre when part of a common plan of development or sale causing land disturbance of one acre or more. MoDOT's Operating Permit requires MoDOT implement an on-site Storm Water Pollution Prevention Plan (SWPPP) to prevent or minimize adverse impacts to streams in and adjacent to a project area. The plan describes best management practices and procedures to minimize pollution, suspended solids, turbidity, and downstream sedimentation that may degrade water quality and adversely impact aquatic life. Stormwater compliance requirements are in the supplemental revisions in every MoDOT construction contract.

This project will disturb over 1-acre of land; therefore, MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.

- **Commitment:** MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.

Floodplain/Regulatory Floodway: *Executive Order 11988—Floodplain Management and subsequent federal floodplain management guidelines mandate evaluation of floodplain impacts. When available, flood hazard boundary maps from the Federal Emergency Management Agency (FEMA) and flood insurance studies prepared for the National Flood Insurance Program are used to determine limits of the base floodplain, also known as the one-percent and 100-year floodplain, and the extent of encroachment.*

FEMA and FHWA guidelines at 23 CFR 650 identify base flood as the flood having a one-percent probability of being equaled or exceeded in any given year. The base flood is the area of one-percent flood hazard in a county or community. Regulatory floodway is the channel of a stream including any adjacent floodplain areas that must be kept free of encroachment so the one-percent flood discharge can be conveyed without increasing the base flood elevation more than a specified amount. FEMA mandates projects cause no-rise in the regulatory floodway and a maximum of one-foot cumulative rise for all projects in the base floodplain.

If an action results in development in a floodplain or floodway, agencies are required to minimize potential harm to persons, property, and natural and beneficial floodplain values. FHWA requirements for compliance are outlined in 23 CFR Section 650, Subpart A and are applicable to this project.

According to the attached *FEMA Flood Insurance Rate Map (FIRM)* for the project area—FIRM Panels #29077C0308F and #29077C0316F, effective September 19, 2025, one area of 100-year floodplain is mapped on the east side of Route MM south of Farm Road 140 and is subject to State Emergency Management Agency (SEMA) floodplain permitting requirements. The project is not mapped within the regulatory floodway; therefore, a hydraulic analysis is not required to prove a no-rise condition. However, because the project would cause development in the 100-year floodplain, compliance with 23 CFR Section 50, Subpart A is required. See the attached *FHWA Technical Memorandum*, which includes the following commitments.

➤ **Commitment:** MoDOT will ensure that:

- local and regional access to existing rural and agricultural areas and facilities are maintained during and after construction and ensure the proposed project would not create new access to undeveloped lands.
- sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values.

MoDOT will obtain a floodplain development permit from SEMA prior to FHWA authorization for construction. Temporary soil disturbance would occur during construction; therefore, MoDOT will ensure sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values. This is not considered significant floodplain encroachment and improvements would not support incompatible floodplain development. The project would not result in significant potential for interruption or termination of this transportation facility which is needed for emergency vehicles or as a community's only evacuation route. It also would not result in a significant risk or potential for loss of life or property or substantial adverse impact on natural and beneficial floodplain values. This highway improvement project would maintain local and regional access to existing rural and agricultural areas, and surrounding communities throughout construction.

➤ **Commitment:** MoDOT will:

- obtain a floodplain development permit for the project from SEMA prior to FHWA authorization for construction;
- avoid modification to the functions of the natural floodplain environment or will maintain it as closely as practicable in its natural state;
- allow for continuous traffic flow, particularly for emergency response vehicles, as no road closures will be required during project construction.

Federal Emergency Management Agency (FEMA) Buyout Sites: *The Flood Disaster Protection Act of 1973, as amended by the Disaster Relief and Emergency Assistance Act of 1988 (the Stafford Act), identified use of disaster relief funds under Section 404 of the Hazard Mitigation Grant Program (HMGP), including the acquisition and relocation of flood-damaged property. The Volkmer Bill further expanded the HMGP funds under Section 404 to “buy out” flood-damaged property affected by the Great Flood of 1993. There are numerous restrictions on these FEMA buyout properties and processing an exemption from FEMA to use a parcel can require two to three years.*

According to the attached *ArcGIS FEMA Buyout Map* there are no FEMA buyout sites in the vicinity of the project limits. The project would not result in development on any FEMA buyout sites.

Air Quality: *The Clean Air Act (CAA) requires adoption of air quality standards, quality control regions, and state implementation plans. The federal government created the National Ambient Air Quality Standards (NAAQS) to protect public health, safety, and welfare from known or anticipated effects of sulfur dioxide, particulate matter, carbon monoxide, nitrogen dioxide, ozone, and lead. Missouri added criteria for hydrogen sulfide and sulfuric acid. Transportation can contribute to four of six NAAQS pollutants: ozone, carbon monoxide, particulate matter, and nitrogen dioxide. Transportation conformity with the NAAQS ensures federally funded or approved transportation plans, programs, and projects conform to air quality objectives established in State Implementation Plans. MoDOT is responsible for implementing the conformity regulation in nonattainment and maintenance areas.*

The project is in a non-classified area defined by the EPA through the CAA. Therefore, conformity requirements of 40 CFR Part 93 do not apply and no further action is necessary. The project is not expected to generate large and permanent quantities of air pollutants. Dust and emissions from construction vehicles and equipment will be minor and temporary.

Noise: *The 1972 Federal-aid Highway Act required FHWA develop a noise standard for new Federal-aid highway projects. FHWA Noise Standards give highway agencies flexibility to conform to national requirements. MoDOT's noise policy on highway traffic noise and construction noise is in the Engineering Policy Guide at 127.13. It describes MoDOT's implementation of the requirements of the FHWA Noise Standard at 23 CFR Part 772. MoDOT developed the policy approved by FHWA.*

Based on 23 CFR Part 772 and MoDOT's Noise Policy (EPG 127.13), MoDOT's noise specialist determined this project as designed meets the criteria to designate it as a Type I project based on the addition of through-traffic lanes along Route MM. Therefore, a noise analysis was performed. In 2023, Merge Midwest Engineering on behalf of MoDOT prepared a Noise Technical Analysis based on the evaluation of traffic noise for the proposed project improvements. The Noise Study Report is available upon request.

The FHWA Traffic Noise Model (TNM) 2.5 was used to predict existing and future traffic noise impacts at noise sensitive land uses throughout the analysis area, and any potential noise abatement measures. The project area is in a rural part of Greene County with both industrial and residential land uses along the project corridor. Sixteen receivers (eighteen equivalent receivers) were evaluated for noise impacts along the project corridor. Based on the Noise Abatement Criteria (NAC), eight noise receivers would be impacted. See the attached *Receiver Map* that was included within the Noise Study Report. No receivers were found to have an increase of 15 dBA over existing noise levels. For noise abatement measures to be considered feasible, MoDOT requires at least a 5 dBA insertion loss for a minimum of two first row, impacted receptors. Feasibility also refers to the engineering limitations, including the physical constraints and other constructability constraint limits such as maintenance, drainage, safety, etc. For this study, noise abatement measures were not considered feasible because all impacted properties have direct driveway access to Route MM. Any barrier used to reduce noise levels would have a limited benefit due to openings in the barrier for driveways at each property. Based on the results of the noise analysis, noise abatement was determined not feasible and reasonable; therefore, abatement is unlikely.

However, MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

- **Commitment:** MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

As required by 23 CFR 772.19, MoDOT considered the temporary increase in noise from construction. Temporary noise impacts will occur in the immediate vicinity of the construction area and generally limited to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts. With residences and businesses near the construction area, interference with speech communication for those passing by, working, or living nearby is to be expected.

- **Commitment:** MoDOT will ensure construction is limited generally to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts.

Cultural Resources/Section 4(f) Historic Sites:

Section 106

Efforts to identify historic properties and assess potential adverse effects have been implemented pursuant to 36 CFR Part 800, Protection of Historic Properties, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470).

Architecture

MoDOT Historic Preservation (HP) staff conducted a survey of built environment resources along the Route MM/Route ZZ corridor across seven separate visits from December 2021 to July 2022. The area of potential effects (APE) was defined as the project footprint, including existing and new right of way, and proposed easements, for the consideration of direct effects due to construction-related ground disturbing activities. For the consideration of direct effects from auditory, vibration, visual, or atmospheric effects caused by the project, an offset buffer was applied around new ROW and extends 100 feet beyond these areas.

MoDOT HP staff reviewed aerial photographs and property records to identify buildings within the APE and establish original construction dates. Buildings within the APE constructed prior to 1978 (i.e., 45 years or older) were evaluated in the survey. Photographs were taken from existing right of way and on properties where permission for access was granted to Historic Preservation staff.

There are 34 parcels within the project limits. Seven of these parcels contain buildings outside the APE, four parcels have buildings within the APE that are modern (i.e., constructed after 1978), and eight parcels have no buildings. The fifteen remaining parcels were determined to have resources constructed prior to 1977. No resources on these parcels are recommended as eligible for listing in the NRHP.

On February 23, 2023, MoDOT's Historic Preservation Manager submitted the Section 106 Survey Memo to the State Historic Preservation Office (SHPO) detailing the results of the built environment survey and indicating that no buildings within the APE are recommended as eligible for listing in the NRHP. Therefore, no historic properties would be directly or indirectly affected by the project. SHPO concurred with MoDOT's findings of no historic properties affected in a letter dated March 20, 2023, indicating that they had no objections to the proposed project activities. MoDOT's letter to the SHPO and the SHPO's response letter are included as attachments.

MoDOT HP staff completed additional cultural resources survey work in the project area on July 1, 2025, for additional easements on the parcel designated as B17 in the original cultural resources survey. These easements are needed to remove two houses that could not be avoided. These two architectural resources (B-AR 17.1 and B-AR 17.6) were determined not eligible for the NRHP following the original built environment survey. There was no change to MoDOT's previous recommendation that all structures within the project APE are not eligible for the NRHP, to which SHPO provided concurrence on March 20, 2023. MoDOT's submission of the Section 106 Survey Memo Addendum to SHPO on November 5, 2025, noted that there was no change to the previous recommendation.

Archaeology

MoDOT Historic Preservation staff conducted an archaeological resources survey along the Route MM/ZZ Corridor in March, April, May, and July of 2022. The area of potential effects (APE) was defined as existing MoDOT and county rights of way and all proposed new right of way and easements. The total width of Route MM following widening is anticipated to be less than 40 meters. However, to accommodate any possible design changes, an area larger than the current APE was surveyed. The total area surveyed was approximately 65 meters wide along the portion of Route MM that would be widened. The archaeological survey consisted of shovel testing at 15-meter intervals and a pedestrian survey at 10-meter intervals along the project route. Manicured lawns and other areas that were clearly disturbed were not shovel tested, but were visually inspected, and existing state or county rights of way were not shovel tested unless it was obvious that the ground was not disturbed. An area on the west side of Route MM and north of Kings Street was shovel tested at 30-meter intervals because the area was a large, manicured lawn that appeared to have been disturbed.

One historical archaeological site, 23GR2108, was identified within the survey area, to the east of Route MM and approximately halfway between Route 360 and I-44. Window glass and three pieces of ironstone ceramics were found in two shovel tests. Background research indicates the artifacts may have come from two buildings previously located near the site shown on the 1936 topographic map, or could be historical scatter from activities associated with the farmstead. The family of the current property owner has owned the farm since the 1940s. The survey report recommends that the site should be considered potentially eligible for listing in the NRHP. A road has existed within the current footprint of Route MM since the 1860s. Based on the location of the buildings in the 1936 topographic map, the area of the site within the APE would have been in the front yard area of the property and any potential impacts to the site would be extremely minor. The report concluded that the site would not be adversely affected by the project.

On September 1, 2022, MoDOT's Historic Preservation Manager submitted the Section 106 Survey Memo to the State Historic Preservation Office (SHPO) detailing the results of the archaeological survey and indicating that no archaeological features or materials would be adversely affected by the project. SHPO concurred with MoDOT's findings in a letter dated September 28, 2022, and that they had no objections to the proposed project activities. MoDOT's cover letter to SHPO and the SHPO response letter are included as attachments.

MoDOT completed an addendum to the previous archaeological survey in July 2025. This purpose of this additional survey was to address two easements added to the parcel designated as B17 in the previous cultural resources survey for the removal of two houses on the property (B-AR 17.1 and B-AR 17.6). Though both architectural resources had been determined not eligible for the NRHP, additional research of the house designated as B-AR 17.6 and the surrounding area revealed that the area surrounding the house had the potential to contain intact archaeological deposits.

On July 1, 2025, MoDOT Historic Preservation staff completed a pedestrian survey around B-AR 17.1. Nothing beyond modern trash was observed, and it was determined that this location is unlikely to have associated deep archaeological features around or near this resource.

The owner of the property denied MoDOT to access the property for archaeological testing that involved invasive ground disturbing activities. Access was granted when MoDOT suggested the use of ground-penetrating radar (GPR). MoDOT staff used the GPR extensively within the temporary easement associated with B-AR 17.6 and no anomalies were observed that would indicate intact cultural features within the proposed easement. Ground visibility both inside and outside the temporary easement was between 25 and 50 percent, and the area was walked thoroughly with numerous artifacts observed. All artifacts were left in the location they were observed. Based on the history of this location, the artifacts observed, and anomalies outside the boundaries of the proposed easement that could not be explained with the GPR, MoDOT determined the area to be an archaeological site. The area was assigned as Site 23GR2127 by the SHPO. MoDOT does not believe any potential archaeological deposits would be disturbed by removing the house. Though the boundaries of Site 23GR2127 extend into the proposed temporary easement, the results of MoDOT's survey indicate that the portion of the site within the temporary easement does not contribute to the potential eligibility of the site; the remainder of the site is considered unevaluated.

The Section 106 Survey Memo addendum was submitted to SHPO on November 5, 2025, detailing the results of the additional survey and providing a proposed JSP including measures to protect the site during demolition of the house, and monitoring of the demolition by MoDOT Historic Preservation staff. Based on the findings of the survey and the implementation of the JSP, MoDOT's submission indicated that no historic properties would be adversely affected by the project. In a letter dated November 12, 2025, the SHPO concurred with MoDOT's determination of no adverse effects based on the implementation of the JSP. MoDOT's cover letter to SHPO and the SHPO response letter are included as attachments.

- **Commitment:** MoDOT will ensure that all measures included in the JSP to protect archaeological site 23GR2127 during demolition of the nearby house are implemented during construction. The JSP will be included in contract documents.

Tribal Consultation

FHWA must consult with any Native American Indian tribe that may attach religious and cultural significance to historic properties that could be affected by project undertakings.

On April 16, 2021, FHWA initiated consultation with the following tribes who have expressed an interest in federally funded undertakings in Greene County: Cherokee Nation, Delaware Nation, Delaware Tribe of Indians, Eastern Shawnee Tribe of Oklahoma, Kickapoo Tribe in Kansas, Kickapoo Tribe of Oklahoma, Osage Nation, Shawnee Tribe, and the United Keetoowah Band of Cherokee Indians in Oklahoma. A description of the undertaking was provided, along with a map and figures indicating the location of the project and known prehistoric and historical resources. FHWA's email notification is attached.

On April 21, 2021, FHWA and MoDOT received the attached response from the Delaware Tribe Historic Preservation Office. The Tribe's review indicated that there were no culturally significant sites in the project area. As a result, the Tribe deferred comment but requested a copy of the cultural resources survey report. The Tribe also requested that in the event human remains are accidentally unearthed during the project, construction will immediately cease, and the Tribe will be informed of the discovery. The original cultural resources survey and the addendum were provided to the Delaware Tribe via the attached email on January 8, 2026.

On March 14, 2022, FHWA and MoDOT received the attached response from the Eastern Shawnee Tribe of Oklahoma indicating that the project is anticipated to have No Adverse Effect to known sites of interest to the Tribe. The Tribe requested notification within 24 hours if the project inadvertently uncovered an archaeological site or potential culturally significant objects and that all ground disturbing activity cease until consultation is completed. Additional consultation is requested if there are any changes to the project in the future.

FHWA and MoDOT have an agreement with the Osage Nation that all archaeological reports will be sent to the Osage Nation upon completion. The addendum to the cultural resources survey was provided to the Osage Nation via the attached email on November 13, 2025.

- **Commitment:** MoDOT will consult with interested tribes if there are any changes to the project that expand outside the area that was originally submitted to them.

MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinstate consultation with the Eastern Shawnee Tribe of Oklahoma, the Delaware Nation, and other interested tribes.

- **Commitment:** MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinstate consultation with the Eastern Shawnee Tribe of Oklahoma, the Delaware Nation, and other interested tribes.

Section 4(f) Historic Sites

Section 4(f) is part of the Department of Transportation Act of 1966 designed in part to preserve privately or publicly owned historic sites. A historic site is protected under Section 4(f) only if it is on or eligible for the National Register of Historic Places. Federally funded actions cannot result in a use to Section 4(f) eligible sites unless there is no feasible and prudent avoidance alternative to the use of the land and the proposed action includes all possible planning to minimize harm to the property resulting from such use, or FHWA determines the use of the property will have a de minimis impact.

There are no Section 4(f) historic sites involved in this project.

Public Lands – Section 4(f) and Section 6(f):

Section 4(f)

Section 4(f) is part of the Department of Transportation Act of 1966, designed to preserve publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Federally funded actions cannot impact Section 4(f) eligible sites unless there is no feasible and prudent avoidance alternative to the use of the land and the proposed action includes all possible planning to minimize harm to the property resulting from such use.

According to Google Earth imagery and MoDOT's ArcMap GIS public lands layers, there are no Section 4(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.

Section 6(f)

Section 6(f) is part of the Land and Water Conservation (LWCF) Act, designed to provide restrictions for public recreation facilities funded with LWCF money. The LWCF Act provides funds for the acquisition and development of public outdoor recreation facilities that could include community, county, and state parks, trails, fairgrounds, conservation areas, boat ramps, shooting ranges, etc. Facilities that are LWCF-assisted must be maintained for outdoor recreation in perpetuity and therefore require mitigations that includes replacement land of at least equal value and recreation utility.

MoDOT's environmental specialist reviewed Google Earth imagery and the Missouri State Parks LWCF website, which lists LWCF-funded projects by county:

[Land and Water Conservation Fund Projects by County | Missouri State Parks.](#) [Land and Water Conservation Fund Projects by County | Missouri State Parks.](#) There are no properties within or around the project limits that were assisted with LWCF program funds. The project will not result in conversion of any Section 6(f) lands.

Threatened and Endangered Species: *The Endangered Species Act (ESA) provides for the protection of threatened and endangered species, both plants and animals, and the habitats that are considered critical to the survival of these species e.g., breeding, nesting, roosting, and foraging areas. The ESA requires MoDOT to consult with the U.S. Fish and Wildlife Services (USFWS) regarding their projects and measures that can be implemented to minimize or eliminate project impacts to these species.*

Projects must also address potential impacts to state listed species. The State of Missouri maintains endangered species legislation that protects these species (state ESA). The state ESA and the Missouri Wildlife Code protect state listed species. The Missouri Cave Resources Act protects caves from trespass, vandalism, contamination, and destruction. The Missouri Department of Conservation (MDC) is the administrative, regulatory, and enforcement agency for state sensitive species. Missouri's Wildlife Code provides the regulatory authority to MDC for administering state regulations.

MoDOT's threatened and endangered species biologist submitted the project to the USFWS Information, Planning and Conservation System (IPaC) online screening tool to obtain the attached USFWS IPaC Official Species List (Project Code: 2025-0010568 October 24, 2024; updated April 30, 2025, and December 15, 2025). The MDC Natural Heritage Database (NHD; current to November 2025) and Missouri Speleological Society (MSS) Cave Database (current to September 2025) were also reviewed for additional natural resource information in and around the project area.

The following species are listed as potentially occurring within the project area: gray bat, Indiana bat, tricolored bat, Ozark cavefish, monarch butterfly, and western regal fritillary. According to the IPaC, no federally designated critical habitats are within the project area.

Federally Listed/Proposed Species

Gray Bats (Endangered)

Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer, using dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines. Gray bats use stream corridors for foraging spring through fall.

Review of the NHD and MSS Cave Database showed no records of gray bats within 4 miles of the project area, and no known caves are identified within the project area. There are seven known caves within 3 miles of the project area; all these caves are at least 1.5 miles from the project area. None of the nearby known caves are associated with records of listed bat species, and none are designated as bat hibernacula. No caves or foraging habitat will be impacted by the project. Based on the distance to the nearest record of gray bat and the nearest known caves, MoDOT determined the project would have No Effect on gray bats.

Indiana Bats (Endangered) and Tricolored Bats (Proposed Endangered)

Indiana bats hibernate in caves during the winter and roost in trees containing suitable characteristics during the summer. Suitable roost trees are those that contain loose and peeling bark, snags, and cavities where bats can shelter. These species use forested riparian corridors for foraging and travel, and they occasionally use bridges for roosting. In September 2022, tricolored bats were proposed for listing as endangered. 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. The primary threat to this species is white nose syndrome (WNS), which typically afflicts bats during hibernation. Given the extreme losses from WNS and impact of wind industry related mortality- loss of roosting, foraging, and commuting habitat (forested habitat) between summer and winter can have a large impact, depending on timing, location, and extent of removal.

Review of the NHD and MSS Cave Database showed no records of Indiana bats within 45 miles and no records of tricolored bat within 6 miles of the project area. None of the nearby known caves are associated with records of listed bat species, and none are designated as bat hibernacula. As indicated above, no caves will be impacted by this project. Up to 0.5-acre of tree clearing may be required for the project. Based on the project limits provided by the District, all required tree clearing would occur within 100 feet of existing roadway surfaces. The project qualifies for programmatic informal consultation under the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana Bat, Northern Long-Eared Bat, Tricolored Bat and MoDOT will adhere to seasonal clearing restrictions for removal of any trees.

MoDOT determined this project May Affect, but is Not Likely to Adversely Affect Indiana and tricolored bats. Informal programmatic consultation was completed with the attached concurrence verification letter generated on April 30, 2025. USFWS clearance was considered official on May 15, 2025, after no notification was received from USFWS during the 14-day verification period. The District will adhere to seasonal tree clearing restrictions, removing trees and limbs greater than three inches in diameter only between October 16 and March 31 and will limit tree clearing to only what is necessary to complete the project as specified in the attached tree clearing JSP.

- **Commitment:** MoDOT will adhere to the seasonal clearing restrictions, removing all trees/limbs greater than three (3) inches in diameter only between October 16-March 31 and will limit tree clearing to only what is necessary to complete the project. The seasonal tree clearing JSP will be included in the contract documents.

Ozark Cavefish (Threatened)

Ozark cavefish inhabit cave streams and springs with a gravel bottom, or occasionally in pools over silt and sand bottoms. They are restricted to areas of limestone and dolomite bedrock containing caves, sinkholes, and spring in southwest Missouri.

The project is not within a mapped recharge area for Ozark cavefish, the nearest of which is approximately 2.5 miles northeast of the project limits. There are records in the NHD for Ozark cavefish to the north, east, and southwest of the project area; all records are more than 3 miles from the project area. The most recent record is from 2006 and associated with a cave approximately 3.75 miles southwest of the project area on the edge of a mapped recharge area. The project will not impact any known caves and is not in a mapped recharge area. Based on this information, the project will have No Effect on the Ozark cavefish.

Several mapped sinkholes are in and around the project area, particularly at the north end of the project limits on the south side of I-44. Though the project area is well outside the nearest delineated recharge area for Ozark cavefish, these sinkholes are an indication of karst topography and there may be a hydrologic connection to the recharge area or other nearby caves and streams. Out of an abundance of caution, MoDOT will implement the attached JSP for protective measures for sinkholes to prevent impacts to sinkholes from construction activities and resulting negative impacts to water quality. Debris and construction materials will be prevented from entering sinkholes on or near the project route. Any debris or materials that enter sinkholes will be removed if deemed necessary by the engineer of MoDOT environmental staff.

- **Commitment:** MoDOT will implement a JSP and include it in the contract to provide protective measures for sinkholes. Construction debris and materials will be prevented from entering sinkholes; any debris or materials that enter sinkholes will be removed as deemed necessary.

Monarch Butterfly (Proposed Threatened)

Monarch butterfly was proposed for listing as threatened in December 2024. Two monarch butterfly populations exist in North America east and west of the Rocky Mountains. They migrate to/from overwintering sites in California and Mexico and are found in various habitats in Missouri including roadsides, wetlands, and urban areas with milkweed and flowering plants. Milkweed is an obligate host plant for eggs and larvae, and adult butterflies require blooming nectar sources during breeding and migration. Conversion of native and naturalized milkweed and nectar plant habitats could negatively impact monarch butterfly at an individual and population level.

Occurrences of the monarch butterfly are not tracked in the NHD, but this species may occur statewide in Missouri. The project area contains previously disturbed and maintained vegetation, including existing right of way and lawns, as well as agricultural fields, pastures, and small wooded areas. Some of these areas could contain plant species that would make habitat suitable for monarch butterflies. However, any conversion of areas of native or naturalized vegetation will be minimal and this project will not jeopardize the existence of Monarch butterfly. If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate additional conservation or mitigation measures.

- **Commitment:** If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate the need for additional conservation or mitigation measures.

Western Regal Fritillary (Proposed Threatened)

The western regal fritillary was proposed for listing as threatened on August 6, 2024. This species requires large, contiguous blocks of native grassland with shelter and nectar sources for adults. Violets are the only food source for larvae, and an abundance is required to support populations. This insect is locally common within tallgrass prairies in western Missouri and are less common in northeastern Missouri. It is in decline from the disappearance of prairie habitat and the vulnerability of the species habitat disturbance.

According to the NHD, nearest occurrences of western regal fritillary are more than 20 miles from the project area. The project area and vicinity do not contain native grassland or prairie. Vegetated areas outside right of way include maintained lawns, agricultural fields, and pasture. Based on the lack of impact to suitable habitat, MoDOT determined the project will not jeopardize the continued existence of the proposed western regal fritillary.

State Species of Conservation Concern

There are no records in the NHD for state-listed species or state-ranked species of conservation concern within 1 mile of the project area.

Migratory Birds

The Migratory Bird Treaty Act of 1918 (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. "Take" refers to killing adults, eggs, or young of the bird species protected by the act. MoDOT conducts field checks for the presence of nesting birds for projects that involve impacts to the underside of bridge decks and the substructure. If birds are found to be nesting on a structure, MoDOT assesses and applies a job special provision, if necessary, to protect against disturbance or harm to any nests or birds during the active breeding season.

On December 13, 2023, and July 22, 2025, MoDOT's biologist reviewed MoDOT's Bridge database in ArcGIS and did not identify any structures within the project limits that could be used for nesting by migratory birds. Therefore, MoDOT determined there are no conflicts or concerns regarding the Migratory Bird Treaty Act.

Hazardous Waste Sites: *Goals for addressing hazardous and solid wastes are to avoid unacceptable cleanup costs and legal liability and to comply with federal and state laws and regulations regarding cleanup.*

On December 21, 2023 and August 5, 2025, MoDOT's hazardous waste specialist reviewed the project limits using the Missouri Department of Natural Resources (MDNR) online interactive Environmental Site Tracking and Research Tool (E-START) to determine if any of the following sites exist within or directly adjacent to the project corridor: Superfund sites; Federal Facilities; Resource Conservation and Recovery Act Corrective Action sites; Brownfields/Voluntary Cleanup Program sites; Brownfield Assessments; and Petroleum and Hazardous Substance Storage Tank Facilities. The E-START tool identified one facility—Brookline Total in the southeast quadrant of the intersection of Route MM with Farm Road 140. The facility is classified as a former underground storage tank facility that was closed prior to the implementation of the 2004 Tanks RBCA and received a No Further Action (NFA) letter on April 30, 2002. The E-START map and NFA letter are included as attachments. No other facilities are identified within or adjacent to the project corridor; therefore, the likelihood of encountering contaminated soils or groundwater in the project limits is low.

The potential to encounter hazardous wastes from sites unknown to MoDOT should always be a consideration. MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.

Because the project will require the demolition of two houses, MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during the inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.

- **Commitment:** MoDOT will ensure any unknown hazardous waste sites found during project construction are handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.

- **Commitment:** MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to be demolished to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition work. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.

Environmental Commitments:

1. MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (referred to as the Uniform Act).
2. MoDOT will provide fair and equitable treatment for people displaced by the project in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, including:
 - Relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses,
 - payments for the added cost of renting or purchasing comparable replacement housing.
3. MoDOT will continue to provide public project notifications on the dedicated project website.
4. MoDOT will allow for continuous traffic flow and accessibility to all nearby properties during construction by using phased lane closures on Route MM during construction. MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.
5. MoDOT will ensure a Traffic Management Plan (TMP) is included in the construction contract to respond to temporary disruptions in travel patterns and travel time. Once developed, MoDOT will assess the impacts of the TMP within the framework of NEPA. If the TMP could result in impacts that were not previously reviewed under NEPA—such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT’s environmental section will review these impacts prior to implementing the TMP.
6. MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.
7. MoDOT will ensure that:
 - local and regional access to existing rural and agricultural areas and facilities are maintained during and after construction and ensure the proposed project would not create new access to undeveloped lands.
 - sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values.
8. MoDOT will:
 - obtain a floodplain development permit for the project from SEMA prior to FHWA authorization for construction;
 - avoid modification to the functions of the natural floodplain environment or will maintain it as closely as practicable in its natural state;
 - allow for continuous traffic flow, particularly for emergency response vehicles, as no road closures will be required during project construction.
9. MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

10. MoDOT will ensure construction is limited generally to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts.
11. MoDOT will ensure that all measures included in the JSP to protect archaeological site 23GR2127 during demolition of the nearby house are implemented during construction. The JSP will be included in contract documents.
12. MoDOT will consult with interested tribes if there are any changes to the project that expand outside the area that was originally submitted to them.
13. MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinitiate consultation with Osage Nation and other interested tribes.
14. MoDOT will adhere to the seasonal clearing restrictions, removing all trees/limbs greater than three (3) inches in diameter only between October 16-March 31 and will limit tree clearing to only what is necessary to complete the project. The seasonal tree clearing JSP will be included in the contract documents.
15. MoDOT will implement a JSP and include it in the contract to provide protective measures for sinkholes. Construction debris and materials will be prevented from entering sinkholes; any debris or materials that enter sinkholes will be removed as deemed necessary.
16. If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate the need for additional conservation or mitigation measures.
17. MoDOT will ensure any unknown hazardous waste sites found during project construction are handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.
18. MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to be demolished to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition work. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.
19. If there is a change in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT Southwest District staff will contact MoDOT Environmental staff to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration.

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

Date Completed: 08/05/2025
Completed By: Rockie Crane

Request for Environmental Services Form#:2026-07-00049

Alternative Project Delivery Method (such as Design/Build)

Project Information

Stage: Preliminary Plans Previous RES(s): 2024-12-00467
Job Number (w/o 'J'): 8S0836B District: Southwest County: GREENE
TIP Number: Rte/Street: RT MM
Letting Date: 03/01/2027 PS&E Due Date: 12/24/2026
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 TP Designer: Sharon Needham - 417-829-8038
District Contact: Orren Ricketts - 417-895-7673 District Contact: None selected
Contact: None selected
Date Desired: 08/09/2025 Submit Date: 07/10/2025

Desired A-Date: 10/01/2022
Created By: Bud Sherman - (7/10/2025 10:27:01 AM) - 417-895-7690 Submitted By: Bud Sherman - (7/10/2025 12:00:00 AM) - 417-895-7690

Program Year:

Preliminary Engineering: 2023 Right of Way: 2026
Construction: 2027

Has the district documented that each location of the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration for other 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. NEW 7/10/2025: Letting is extended to March 2027, and not in combination. R/W amounts have been revised. Latest preliminary plans attached dated 12/11/2024.

Design/Build Alternate Technical Concepts

Cumulative ROW and Easements of all 13.64

locations (acres):

Bicycle / Pedestrian Consideration

Pedestrian facilities considered: Yes

Bicycle facilities considered: Yes

Traffic Impacts For Locations

Detour > 25 mi rural (including local roads):	Answers	Detour > 5 mi urban (including local roads, census defined urban):	Answers
Locations		Locations	
Northside of I-44 to northside of James River Freeway (MO 360)	No	Northside of I-44 to northside of James River Freeway (MO 360)	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:

[J8S0836B_Noise_Study_Report_Final.pdf](#)

[J8S0836B_Conceptual_Report.pdf](#)

[KMZ_Plan_J8S0836B_5_Lane_Only.kmz](#)

[J8S0836B_Preliminary_Plans.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 Northside of I-44 to northside of James River Freeway (MO 360)

Location Name: Northside of I-44 to northside of James River Freeway (MO 360)

Previous Location: No Location Selected

Describe RES project improvements in full detail:

Project breakout from previous or larger project? *If checked explain:*

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): 9.30

Temp Easement (acres): 2.14

Permanent Easement (acres): 2.20

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

ROW may be needed, but, not yet determined? Yes No

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

Acres of Tree Clearing: 0 acres

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

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: Residences: 2

No. of Employees: Businesses:

Average Daily Traffic:

ADT Construction Year: 11240

ADT Design Year: 31330

Traffic Impacts:

Road Closure Planned: Yes No

Bridge Closure Planned: Yes No

Days/Months Closed:

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?

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?

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: Unsubmitted

Status Information: Status Changed By: Logan Leamons N/A Pending Cleared Clearance Date: 01/09/2026

Environmental Response: UPDATE 1/9/26: NRCS responded that the project area contains prime farmland on 1/6/26. This prompted the environmental specialist to complete the remainder of the form CPA-106. The site scored 143 points, which is lower than the threshold of 160 points. Therefore, it was not required to consider any alternative sites for this project. A copy of this evaluation was returned to NRCS for their records. UPDATE 1/2/26: Farmland evaluation submitted to NRCS to initiate review. INITIAL RESPONSE: According to review of the City layer on ArcGIS, the northernmost portion of the project is located outside of a designated urban area. Therefore, this project is subject to the Farmland Protection Policy Act. The Environmental Specialist will submit Form CPA-106 and complete a farmland evaluation in coordination with NRCS.

Environmental Action: COMPLETE: 1/2/26: Wait for NRCS correspondence COMPLETE: Submit Form CPA-106 to NRCS for evaluation of farmland.

District Action: None

Commitments:

Attachments:

[NRCS Correspondence.pdf](#)

[Greene Co 8S0836B Farmland Evaluation Final Submittal to NRCS.pdf](#)

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

Last Updated: Logan Leamons - 1/9/2026 1:54:25 PM

Floodplain/Regulatory Floodway

Status: Pending

Status Information: Status Changed By: Logan Leamons N/A Pending Cleared Clearance Date:

Environmental Response: UPDATE 1/12/26: According to review of the preliminary plans (profile sheet 2-4, approximate floodplain location), it appears improvements will occur below the provided base flood elevation of 1255.2 ft. Therefore, it will be necessary to obtain a floodplain development permit from SEMA for this project. UPDATE 10/16/25: According to the attached FEMA FIRMette Map (New FIRM effective 9/9/2025), there is one area of 100-year floodplain located within project limits. This project is adding additional lanes between I-44 and James River Freeway, therefore, a floodplain development permit will need to be obtained from SEMA for the development to be completed within the mapped area of 100-year floodplain. Refer to the attached FEMA FIRMette Map and FIRM. Obtain floodplain development permit from SEMA and provide to the environmental specialist. INITIAL RESPONSE: According to review of Special Flood Hazard Area layers on ArcGIS, there are no areas of 100-year floodplain or regulatory floodway within limits. Therefore, floodplain permitting is not required for this project.

Environmental Action: None

District Action: Refer to the attached FEMA FIRMette Map and FIRM. Obtain floodplain development permit from SEMA and provide to the environmental specialist.

Commitments: Refer to the attached FEMA FIRMette Map and FIRM. Obtain floodplain development permit from SEMA and provide to the environmental specialist.

Attachments:

[Full_FIRM_8S0836B_North.pdf](#)

[FEMA FIRMette Map 1 - 100-year floodplain.pdf](#)

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

Last Updated: Logan Leamons - 1/12/2026 10:40:33 AM

› Land Disturbance / Stormwater

Status: N/A

Status Information:

Status Changed By:
Amy Clifton

N/A Pending Cleared

Clearance Date:

Environmental Response: According to a 7/11/2025 review of the stormwater resources, this project does not fall within a TS4 area. No BMPs are required. Projects with one acre or greater land disturbance activities must comply with the Land Disturbance Permit requirements.

Environmental Action: None

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

Commitments:

Yes No Partial

TS4 Area:

Yes No

Is the project in a TMDL watershed?

Attachments:

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

Last Updated: Amy Clifton - 7/22/2025 7:59:33 AM

› FEMA/SEMA Buyout

Status: N/A

Status Information:

Status Changed By:
Logan Leamons

N/A Pending Cleared

Clearance Date:

Environmental Response: According to review of FEMA/SEMA buyout layers on ArcGIS, there are no buyout sites located near project limits. Therefore, there is no potential for development on any FEMA/SEMA buyout sites.

Environmental Action: None

District Action: None

Commitments:

Attachments:

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

Last Updated: Logan Leamons - 7/10/2025 2:54:54 PM

Socioeconomic Impact

Status: Cleared

Status Information:

Status Changed By:
Caitie Wiechman

N/A Pending Cleared

Comment Date:
08/14/2025

Environmental
Response:

UPDATE (8/14/2025): There are only two displacements involved, and both of these have a common ownership under Parcel 13. MoDOT ROW staff have not approached the landowner (James Jenkins) with discussion of compensation, since we don't have NEPA yet and thus the ROW plans have not been approved yet to seek a formal A-date for acquisition. UPDATE (8/04/2025): An email was sent to the district asking for clarification on the displacement information. UPDATE (5/18/2025): Attached are the Public Response Documentation (from December 17, 2024) and email responses. MoDOT will require a total of 2 displacements on the project – Parcels 11 and 13, both owned by a rental property agency. 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 Roue 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:

COMPLETE: Continue to assess impacts when more information has been provided, per the email sent on 8/04/25. COMPLETE: Continue to assess impacts when more information the residential displacements, if a road closure will be required, and the remaining detail about public involvement is known.

District Action:

Conduct the acquisition of affected properties in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures.

Commitments:

The district will conduct the acquisition of affected properties in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The district will provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures.

Attachments:

[J8S0836B_Public_Email_Responses.pdf](#)

[J8S0836B_J8S0836E_Public_Comment_Response_Document.xlsx](#)

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

Checked by: Caitlin Wiechman on 8/14/2025 8:30:02 AM

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

Last Updated: Caitlin Wiechman - 11/19/2025 10:46:53 AM

Threatened & Endangered Species

Status: No Effect

Status Information:

Status Changed By:
Amy Clifton

Clearance Date:

No Effect Pending
 Cleared

Environmental Response: Project Code: 2025-0120519 8S0836B 7/22/2025 ENDANGERED: Gray and Indiana bats THREATENED: Ozark Cavefish PROPOSED: Tricolored Bats, Western Regal Fritillary, & Monarch Butterfly Findings below are based on a review of the Mo Natural Heritage Database (NHD) (May 2025), and MO Speleological Survey (MSS) Database (January 2025) 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. Since there are several sinkholes on the north end of this project and there are Ozark Cavefish recharge areas within 2 miles of this project, a JSP to avoid impacts to the sinkholes is included. 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 May 2025) and MSS Cave Database (updated January 2024) 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 bats 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 May 2025) and MSS Cave Database (January 2024) show no records for bats near the project location. There are several caves 3 miles of the project area, but there are no bat records associated with these caves. RES does not list tree clearing. From construction extent of project plans, there may be single trees to be removed. There will be no impacts to caves. Informal consultation for this project indicates it will NLAA Indiana bats. 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. RES does not list tree clearing. From construction extent of project plans, there may be single trees to be removed. There will be no impacts to caves. Informal consultation for this project indicates it will NLAA tricolored bats. Structures: 12/18/2025 There are 2 occupied structures within the project footprint that will be demolished prior to construction activities. A 12/18/2025 phone conversation with Vona Kuczynska indicates that occupied structures are not considered suitable roosting habitat for T & E bat species. The demolition of these 2 houses will have no effect on Gray, Indiana or tricolored bats. Monarch butterfly was proposed for listing as threatened in December 2024. Two Monarch butterfly populations exist in North America, east and west of the Rocky Mountains. They migrate to overwintering sites in California and the country of Mexico. Milkweed is an obligate host plant for eggs and larvae, and adult butterflies require a variety of blooming nectar sources during breeding and migration. Conversion of native and naturalized milkweed and nectar plant habitats could negatively impact Monarchs at an individual and population level. Project location has previously disturbed and maintained vegetation, wooded areas that will be removed, and a local intermittent stream. There will be minimal if any removal of naturalized native plant areas and this project will not jeopardize the existence of Monarch butterfly. If the project has not progressed to construction by the time Monarch Butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate additional conservation or mitigation measures. Commitment: If the project has not progressed to construction by the time Monarch Butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate additional conservation or mitigation measures. Western regal fritillary was proposed for listing as threatened in August 2024. The species can be found in native grasslands. They need violets to support larval growth, nectar sources that sustain breeding into the fall, and tall vegetation that provides shelter. The closest record for this species is over 26 miles to the west of the project. According to RES details, there is no vegetation removal associated with this project. This project will have no effect on the Western regal fritillary.

Environmental Action: None

District Action: Include winter tree clearing and sink hole JSP in contract.

Commitments: Include winter tree clearing and sink hole JSP in contract.

Attachments:

[JSP_Tree_Clearing_Restriction_Dates_2025.doc](#)

[JSP_Protective_Measures_near_Sinkholes_8S0836B.doc](#)

[District_commitment_tree_clearing_winter_J8S0836B.pdf](#)

[20250430 NLAA
Concurrence Verification
FWWABats_v3.pdf](#)

[IPaC_8S0836B_20250711.pdf](#)

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

Checked by: Amy Clifton on 12/18/2025 10:01:02 AM

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

Last Updated: Amy Clifton - 12/18/2025 10:00:57 AM

›Migratory Birds

Status: N/A

Status Information: Status Changed By: Amy Clifton Clearance Date: N/A Pending Cleared

Environmental Response: According to a 7/22/2025 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: Amy Clifton - 7/22/2025 8:29:41 AM

›Hazardous Waste Impact

Status: N/A

Status Information: Status Changed By: Ethan Musick Clearance Date: 08/05/2025 N/A Pending Cleared

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:

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

Checked by: Ethan Musick on 8/5/2025 12:29:13 PM

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

Last Updated: Ethan Musick - 8/5/2025 12:29:13 PM

Wetland Impact (Section 404/401)

Status: N/A

Status Information: Status Changed By: Amy Clifton N/A Pending Cleared Clearance Date:

Environmental Response: On 7/22/2025, 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: Amy Clifton - 7/22/2025 8:31:20 AM

Noise Impact

Status: Cleared

Status Information: Status Changed By: Matt Burcham N/A Pending Cleared Clearance Date: 08/04/2025

Environmental Response: This project is located on Route MM in Greene County, Missouri. The limits of the project are from Interstate 44 to Route 360. 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.

Environmental Action: No further action is needed.

District Action: No further action is needed.

Commitments:

Attachments:

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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

Last Updated: Matthew Burcham - 8/4/2025 7:44:51 AM

Cultural Resources Impact (Section 106/Historic 4f)

Status: Cleared

Section 106 Status: Pending Cleared ROW Cleared

Status Changed By:
Aaron Anglen

Section 106 SHPO Submittal Date:
11/05/2025

A Date Cleared:

Clearance Date:
11/12/2025

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:

MoDOT received SHPO concurrence for the project for a "no adverse effects" determination for the project. Quote from SHPO letter SHPO number 040-GR-22: Although the entirety of Site 23GR2127 is unevaluated, SHPO concurs that, archaeologically, there will be no adverse effects if the JSP is implemented. We continue to concur that architectural resource B-AR 17.6 (house) is not eligible for the NRHP. AAA 11/12/2025

Reviewer: Aaron Anglen

Review completed for Built Environment

Archaeological
Response:

MoDOT received SHPO concurrence for the project for a "no adverse effects" determination for the project. Quote from SHPO letter SHPO number 040-GR-22: Although the entirety of Site 23GR2127 is unevaluated, SHPO concurs that, archaeologically, there will be no adverse effects if the JSP is implemented. We continue to concur that architectural resource B-AR 17.6 (house) is not eligible for the NRHP. AAA 11/12/2025

Reviewer: Aaron Anglen

Review completed for Archaeology

Environmental Action:

District Action:

Commitments: Make sure JSP and DND makes the contract and the Project Plans. JSP is attached to this RES. AAA 11/5/2025

Attachments:

MoDOT Delaware_Report Sent_Environmental Action Section 106 submittal to Tribes Project No. J8S0836, Greene County, Route MM.pdf

MoDOT_Osage_Report Sent_11-13-2025_Environmental Action Section 106 submittal to Tribes Project No. J8S0836B, Greene County, Route MM.pdf

MoDOT_Osage_Report Sent_11-13-2025_Environmental Action Section 106 submittal to Tribes Project No. J8S0836B, Greene County, R.pdf

040-GR-22A 0327 nae.pdf

[Appendix_4_JSP_J8S0836B_23GR2127_House_DEMO.docx](#)

Adverse Effect or Conditional No Adverse Effect

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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 Approved on:

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

Last Updated: Keitly Duran Alicea - 1/12/2026 7:34:22 AM

Public Land Impact (Section 4f/6f)

Status: N/A

Status Information: Status Changed By: N/A Pending Cleared Clearance Date:
Caitie Wiechman

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:

Attachments:

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

Checked by: Caitlin Wiechman on 8/4/2025 12:53:19 PM

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: on

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

Last Updated: Caitlin Wiechman - 8/4/2025 12:53:19 PM

Other

Status: N/A

Status Information: Clearance Date:
 N/A Pending Cleared

Environmental Response: There are no additional resource impacts associated with this project.

District Action: none

Commitments:

Attachments:

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

Last Updated: Rockie Crane - 7/10/2025 11:26:41 AM

➤ All Commitments

Cultural Resources Impact: Make sure JSP and DND makes the contract and the Project Plans. JSP is attached to this RES. AAA 11/5/2025

Endangered Species: Include winter tree clearing and sink hole JSP in contract.

Floodplain: Refer to the attached FEMA FIRMette Map and FIRM. Obtain floodplain development permit from SEMA and provide to the environmental specialist.

Socioeconomic Impact: The district will conduct the acquisition of affected properties in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The district will provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures.

➤ NEPA Classification

Status: Cleared

NEPA Right-Of-Way Permission:	Can Proceed to Buy R/W	as determined or approved by:	Rebecca.Rost@dot.gov
NEPA Approval/Proceed to A-date Request:	2/9/2026	Re-evaluation Date:	
NEPA Classification:	CE2	Final Review Complete:	08/05/2025
This project qualifies for the programmatic categorical exclusion under Item#:		All Environmental Issues Cleared:	
Commitments and/or Comments to District:	2/9/26: FHWA concurred w/ MoDOT and approved the attached CE2. 2/3/26: Comments from FHWA and revisions back to FHWA. 1/21/26: Jo submitted the CE2 to FHWA for review and approval. CE2 is expected for this project based on ROW amounts and increased capacity. Mark Sowers is writing.		
Attach NEPA File(s):	<input type="button" value="Choose File"/> No file chosen	Attachments:	Approved CE2_Greene Co_Rt MM_J8S0836B_2-3-26.pdf
<i>Attachments will be saved when you click the save button</i>			
Last Submitted: 08/05/2025 by Rockie Crane			

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

Date Completed: 05/19/2025
Completed By: Rockie Crane

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?: Yes 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.

Design/Build 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):

Locations	Answers
16200	No

Detour > 5 mi urban (including local roads, census defined urban):

Locations	Answers
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.

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

Bridge Closure Planned: Yes No

Days/Months Closed:

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?

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:

Yes No Partial

TS4 Area: Yes No

Is the project in a TMDL watershed?

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 (5/18/2025): Attached are the Public Response Documentation (from December 17, 2024) and email responses. 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 Roue 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:

[J8S0836B_Public_Email_Responses \(1\).pdf](#)

[J8S0836B_J8S0836E_Public_Comment_Response_Document \(1\).xlsx](#)

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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

Last Updated: Caitlin Wiechman - 5/18/2025 9:41:05 AM

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](#)

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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

Last Updated: phelph1 - 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:

Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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	<input checked="" type="radio"/> N/A <input type="radio"/> Pending <input type="radio"/> 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: phelph1 - 10/4/2023 2:41:28 PM

Noise Impact

Status: Cleared

Status Information:	Status Changed By: Matt Burcham	<input type="radio"/> N/A <input type="radio"/> Pending <input checked="" type="radio"/> 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:

- Based on review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

- 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:

[Empty text box for Built Environment Response]

Reviewer:

[Empty text box for Reviewer]

Review completed for Built Environment

Archaeological
Response:

[Empty text box for Archaeological Response]

Reviewer:

[Empty text box for 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 review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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 review of the project location and description, there are no known risks identified to acquiring right of way with state funds.

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: 05/18/2025

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. Mark is writing the CE2.

Attach NEPA File(s): No file chosen

Attachments:

Attachments will be saved when you click the save button

Last Submitted: 05/19/2025 by [Rockie Crane](#)

4/2027

3/2027

PROJECT SUMMARY REPORT FOR 8S0836B AS OF Dec 3, 2025

Work District	SOUTHWEST	Status	ONEDOT APPROVED	Version	APPROVED STIP	Project Manager	WARNER SHERMAN	Payment Project	N
Award Month/Award Year	4/2027	Letting Date	Mar 01, 2027	Estimated Submittal Date	Jan 29, 2025	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.			

PE 8.37% plus R/W
Incidentals plus
MoDOT Oversight

Project Amounts	Total Estimated Cost									
Typical Bridge	Major Bridge	Pavement	Safety	Mobility	Capital Improvement	Const. Contingency 2% plus 6% Inflation	Other Non-Contractual	Right of Way Acquisition	Preliminary Engineering	Construction Expenditures
			306	486	9804	914	505	2990	1445	1352
Total Bridge				Total Contract Estimate	10596	Total Construction	12015	15005	Total engineering	2797
						Total Right of Way	12015	15005	Total Project	17802

Yearly Program Amounts	Amount Programmed by SFY									
	Prior to 2026	2026	2027	2028	2029	2030	2031	Future	Program Total	Project Total
Preliminary Engineering	840	100	100					0	200	1,040
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	840	668	10,076					0	10,744	11,584

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	0	2,872	0	0	0	0	0	2,872	2,872
Stbg Large Urban - Construction	0	0	2,296	0	0	0	0	0	2,296	2,296
Total	0	0	5,168	0	0	0	0	0	5,168	5,168

Funds Transfer										
2022, Statewide, Cost Share - CN	0	0	1,146	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	0	1,714	0	0	0	0	0	1,714	1,714
2024, Statewide, Cost Share - CN	0	0	1,719	0	0	0	0	0	1,719	1,719
Total	0	568	4,579	0	0	0	0	0	5,147	5,147

Total Right of Way and Construction	0	568	9,747	0	0	0	0	0	10,315	10,315
Engineering	-13	100	329	0	0	0	0	0	429	416

Funding From Other Sources - Engineering										
Total	0	0	0	0	0	0	0	0	0	0

Funds Transfer - 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	281	0	0	0	0	0	0	0	0	281
Total	853	0	0	0	0	0	0	0	0	853

Total Engineering	840	100	329	0	0	0	0	0	429	1,269
Total Project	840	668	10,076	0	0	0	0	0	10,744	11,584

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 Dec 3, 2025

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 pavement marking, signing and lighting. Median cost included under JSU0370.
 No railroad impacts
 R/W Incidentals = 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	306	486	9804	10596

Reasons for change

Increase due to estimate refinement, ~~shifted FR 140 connection and inclusion of raised median costs.~~ Increase due to median lighting costs.

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. Costs associated with JSU0370 has been removed from this worksheet, but included in total project estimate.

Typical Bridge/Major Bridge: **Bridge Split:** Include all bridge pay item cost (removal of BR, BAS, etc) Is bridge work on a Major Bridge or typical bridge? Bridge Costs reflected in estimate from Bridge Division dated X/XX/20XX. State type of bridge work - rehab, replacement, painting, curb blockouts, etc. List bridge numbers involved in project. If no bridge, state N/A.

Other Non Contractuals

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

Utility Costs reflected in estimate based upon 10% costs associated with a similar type of project. Utility cost reflected from estimate dated 10/01/25. If Utilities are in contract, the cost needs to be added in under appropriate category above.

Right of Way Costs

R/W Acquisition
2990

Right of Way Costs reflected from Right of Way estimate dated 10/01/25. Acquisition ONLY. ROW Incidental included in PE now.

Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	Design PE	R/W Incidentals
1445	1175	270

Design PE Based upon 8.45% costs associated with a similar type of project as represented in chart/historical data/etc. The PE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the PE/CE percentage for the appropriate project type. See District PE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 10/01/2025.

Construction Engineering Costs

Constr. Engr.
1352

Based upon the usual 12.76% of total contract costs. The CE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the CE percentage for the appropriate project type. See District PE CE Percentages on Project Development SP.

*Safety Features

Total Safety Feature Cost
306

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

Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

Describe Bike/Ped Improvements. These may be ADA transition plan improvements (existing) or new locations

RailRoad Impacts

List locations of all crossings on the project. Describe involvement anticipated- JSP only, agreements needed, etc.

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	84	2		
Lighting	187	10		
Signing	35	10		

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

Jonathan Peitz (Olsson)

 Estimator

12/9/2025

 Date

 Transportation Project Designer

12/9/2025

 Date

 Project Manager

12/9/2025

 Date

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Project Settings

Primary County: GREENE	Urban / Rural: URBAN ROUTE
Addl Counties:	Project Type: GRADING, DRAINAGE & PAVING
District: Southwest	Work Type: REHABILITATION
Latitude: 37° 06' 42"	Traffic: Heavy Traffic (over 1700 DAT)
Longitude: 93° 15' 06"	Estimator: nmoss@olsson.com
Log Mile: Beg: 0.078	Constr Eng: 0.00%
End: 1.666	Priced Date: 8/30/2024
Station: Beg: 48+58.54	Create Date: 12/1/2025
End: 28+28.46	Fed Project No:
Project Length: 1.5810 miles	Mobe Percent: 6.00%
Route: MM	Survey Percent: 2.00%

Project Sections

1 ROADWAY ITEMS - J8S0836B	\$3,933,276.13	37.12%
3 ALT B CONCRETE PAVEMENT - J8S0836B	\$3,829,692.00	36.14%
20 Lighting	\$186,497.00	1.76%
30 SIGNAL ITEMS - J8S0836B	\$486,090.00	4.59%
40 SIGNING ITEMS - J8S0836B	\$35,793.50	0.34%
50 DRAINAGE - J8S0836B	\$1,726,546.00	16.29%
51 TCP - J8S0836B	\$305,263.00	2.88%
70 MSE WALL - J8S0836B	\$92,500.00	0.87%
Total	\$10,595,657.63	100.0%

STIP Information

Construction Cost	\$10,595,657.63	60.24%
PE (8.37% of construction cost)	\$894,964.77	5.09%
CE (12.66% of construction cost)	\$1,352,491.56	7.69%
R/W	\$2,990,372.50	17.00%
429,903 SF NEW R/W @ \$5/SF = \$2,149,515; 70,037 SF NEW PERM. ESM'T @ \$3.50/SF = \$245,129.50; 95,728 SF TEMP. CONST. ESM'T @ \$1/SF = \$95,728; 2 HOUSE TAKINGS @ \$250,000 EACH = 500,00.00		
R/W Incidentals	\$270,000.00	1.53%
\$10,000 PER PARCEL @ 27 PARCELS		
Utilities	\$505,000.00	2.87%
SEE UTILITY ESTIMATE		
Incentive	\$981,780.00	5.58%
MoDOT OVERSIGHT \$280,000.00 PLUS 6% FOR INFLATION (1.5 YEARS) \$701,780.00		
Total	\$17,590,266.46	100.0%

Major Categories

BRIDGE	\$92,500.00	0.87%
GRADE/DRAIN	\$2,243,114.00	21.17%
MISC.	\$3,656,191.93	34.51%
PAVEMENT/BASE	\$4,603,851.70	43.45%
Total	\$10,595,657.63	100.0%

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	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)	4,827.000	S.Y.	15.00	72,405.00
80	3040506	TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)	45,557.000	S.Y.	10.00	455,570.00
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)	1,997.300	TON	94.00	187,746.20
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	414.000	S.Y.	90.00	37,260.00
160	6085007	PAVED APPROACH, 7 IN.	1,696.000	S.Y.	100.00	169,600.00
170	6085008	"PAVED APPROACH, 8 IN."	2,369.000	S.Y.	105.00	248,745.00
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.	588,647.65	588,647.65
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"	655.000	L.F.	20.00	13,100.00
250	6200021	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW"	195.000	EACH	275.00	53,625.00
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"	61.000	EACH	55.00	3,355.00
280	6206000C	4 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	15,020.000	L.F.	0.15	2,253.00
290	6206001C	4 IN. YELLOW STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	15,853.000	L.F.	0.15	2,377.95
300	6206108A	8 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	305.000	L.F.	1.30	396.50
310	6207001	PAVEMENT MARKING REMOVAL	150.000	L.F.	1.25	187.50

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
320	6209903	MISC. {WHITE ISLAND MARKINGS}	650.000	L.F.	0.25	162.50
330	6209903 {1}	MISC. {YELLOW ISLAND MARKINGS}	0.000	L.F.	0.25	0.00
340	6224010	MODIFIED COLDMILLING (DEPTH TRANSITIONS)	2,098.400	S.Y.	15.00	31,476.00
350	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	1.000	L.S.	196,215.88	196,215.88
360	8025006	MULCHING	11.400	ACRE	4,500.00	51,300.00
370	8051000A	SEEDING - COOL SEASON GRASSES	10.800	ACRE	6,000.00	64,800.00
380	8061003	SEDIMENT TRAP EXCAVATION	15.000	C.Y.	50.00	750.00
390	8061004	SEDIMENT TRAP ROCK	15.000	C.Y.	105.00	1,575.00
400	8061006	ALTERNATE DITCH CHECK	1,301.000	L.F.	12.00	15,612.00
410	8061007A	CURB INLET CHECK	60.000	EACH	175.00	10,500.00
420	8061016	SEDIMENT REMOVAL	190.000	C.Y.	26.00	4,940.00
430	8061017	TEMPORARY SEEDING	2.700	ACRE	4,000.00	10,800.00
440	8061019	SILT FENCE	4,415.000	L.F.	3.75	16,556.25
450	8064130	TYPE 3 TURF REINFORCEMENT MAT	4,453.000	S.Y.	5.50	24,491.50
460	8064140	TYPE 3B EROSION CONTROL BLANKET	36,899.000	S.Y.	2.30	84,867.70

Category: ROADWAY ITEMS - J8S0836B \$3,933,276.13

Section: ALT A ASPHALT PAVEMENT - J8S0836B

470	4039905	MISC. {ALT A ASPHALT PAVEMENT (11.5 IN. SP125C)}	45,055.200	S.Y.	0.00	0.00
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Category: ALT A ASPHALT PAVEMENT - J8S0836B \$0.00

Section: ALT B CONCRETE PAVEMENT - J8S0836B

480	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
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Category: ALT B CONCRETE PAVEMENT - J8S0836B \$3,829,692.00

Section: Lighting

490	9011010	RELOCATED POLE	1.000	EACH	2,900.00	2,900.00
500	9011062	"LIGHTING POLE, 45 FT. OR 13.5 M, TYPE AT DESIGN 2"	5.000	EACH	5,000.00	25,000.00
510	9011115	"BRACKET ARM, 15 FT. OR 4.6 M"	5.000	EACH	1,800.00	9,000.00
520	9011313	LUMINAIRE, LED-C	5.000	EACH	900.00	4,500.00
530	9012230	BASE MOUNTED CONTROL STATION 240 VOLT - 4 CIRCUIT	2.000	EACH	10,250.00	20,500.00
540	9013004	CONDUIT, 4 IN. RIGID, IN TRENCH	90.000	L.F.	25.00	2,250.00
550	9014004	"CONDUIT, 4 IN. RIGID, PUSHED"	524.000	L.F.	40.00	20,960.00
560	9015020	TRENCHING TYPE II	1,850.000	L.F.	7.00	12,950.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
570	9016120	"PULL BOX, CONCRETE, STANDARD"	0.000	EACH	3,500.00	0.00
580	9016121	PULL BOX, CONCRETE, DOUBLE, TYPE A	2.000	EACH	5,000.00	10,000.00
590	9017002	CABLE, 2 AWG 1 CONDUCTOR	828.000	L.F.	6.00	4,968.00
600	9017110	"CABLE, 10 AWG 1 CONDUCTOR, POLE AND BRACKET"	374.000	L.F.	2.00	748.00
610	9017402	"CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 4 AWG"	569.000	L.F.	9.00	5,121.00
620	9018230	POLE FOUNDATION (30 FT. OR 9.0 M MOUNTING HEIGHT)	2.000	EACH	1,800.00	3,600.00
630	9018245	POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGHT)	5.000	EACH	2,800.00	14,000.00
640	9018612	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING ONLY	2.000	EACH	10,000.00	20,000.00
650	9019901 {1}	MISC. {LIGHTING MODIFICATION, JAMES RIVER FRWY}	1.000	L.S.	30,000.00	30,000.00

Category: Lighting \$186,497.00

Section: SIGNAL ITEMS - J8S0836B

660	9018613	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING AND SIGNALS	1.000	EACH	15,000.00	15,000.00
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"	70.000	L.F.	25.00	1,750.00
740	9025300	"CONDUIT, 3 IN., TRENCH WITH TRACER WIRE"	290.000	L.F.	35.00	10,150.00
750	9027300	"CONDUIT, 3 IN., PUSHED WITH TRACER WIRE"	140.000	L.F.	50.00	7,000.00
760	9028208	CABLE, 8 AWG 1 CONDUCTOR, POWER	200.000	L.F.	2.00	400.00
770	9028311	"CABLE, 16 AWG 7 CONDUCTOR"	1,140.000	L.F.	4.00	4,560.00
780	9028400	"WIRE, 6 AWG, SOLID NEUTRAL"	360.000	L.F.	2.00	720.00
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
850	9029901	MISC. {TRAFFIC SIGNAL MODIFICATION, I-44 EASTBOUND & ROUTE MM}	1.000	L.S.	60,000.00	60,000.00
860	9029901 {1}	MISC. {SIGNAL MODIFICATION, JAMES RIVER FRWY}	1.000	L.S.	150,000.00	150,000.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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						\$486,090.00

Section: SIGNING ITEMS - J8S0836B

900	9031010	CONCRETE FOOTINGS, EMBEDDED	0.600	C.Y.	1,500.00	900.00
910	9031210	STRUCTURAL STEEL POSTS	730.000	LBS	6.75	4,927.50
920	9031241	BREAKAWAY ASSEMBLY (PERFORATED SQUARE STEEL TUBE)	5.000	EACH	275.00	1,375.00
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.	544.000	L.F.	14.00	7,616.00
950	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	30.000	EACH	300.00	9,000.00
960	9035004A	SH-FLAT SHEET	185.000	S.F.	20.00	3,700.00
970	9035069A	SHF-FLAT SHEET FLUORESCENT	325.000	S.F.	25.00	8,125.00
Category: SIGNING ITEMS - J8S0836B						\$35,793.50

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	7250418	18 IN. PIPE GROUP C	512.000	L.F.	125.00	64,000.00
1070	7261015	15 IN. PIPE GROUP A	902.000	L.F.	110.00	99,220.00
1080	7261018	18 IN. PIPE GROUP A	3,262.000	L.F.	105.00	342,510.00
1090	7261024	24 IN. PIPE GROUP A	1,447.000	L.F.	100.00	144,700.00
1100	7261030	30 IN. PIPE GROUP A	314.000	L.F.	155.00	48,670.00
1110	7261036	36 IN. PIPE GROUP A	107.000	L.F.	200.00	21,400.00
1120	7311033	PRECAST CONCRETE DROP INLET 3 FT X 3 FT	8.000	L.F.	1,200.00	9,600.00
1130	7311053	PRECAST CONCRETE DROP INLET 5 FT X 3 FT	286.000	L.F.	1,700.00	486,200.00
1140	7319902	MISC. {OUTLET STRUCTURE}	1.000	EACH	10,000.00	10,000.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
1150	7319902 {1}	MISC. {PRECAST CONCRETE 5'X5' JUNCTION BOX}	1.000	EACH	3,000.00	3,000.00
1160	7319902 {1} {3}	MISC. {PRECAST CONCRETE 3'X3' JUNCTION BOX}	1.000	EACH	3,000.00	3,000.00
1170	7319902 {2}	MISC. {10 FT. X 3 FT. DROP INLET}	2.000	EACH	8,000.00	16,000.00
1180	7319903 {1}	MISC. {(5 FT. X 3 FT.) REINFORCED CONCRETE BOX CULVERT}	104.000	L.F.	875.00	91,000.00
1190	7320615A	15 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	6.000	EACH	1,125.00	6,750.00
1200	7320618A	18 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	7.000	EACH	1,350.00	9,450.00
1210	7320630A	30 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	3.000	EACH	850.00	2,550.00
1220	7320636A	36 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	3.000	EACH	1,400.00	4,200.00
1230	7320818A	18 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	18.000	EACH	900.00	16,200.00
1240	7320836A	36 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	2.000	EACH	1,000.00	2,000.00
Category: DRAINAGE - J8S0836B						\$1,726,546.00

Section: TCP - J8S0836B

1250	1041000	TEMPORARY SURFACING	1,500.000	C.Y.	75.00	112,500.00
1260	6122012	IMPACT ATTENUATOR 55 MPH (SAND BARREL ARRAY)	2.000	EACH	3,000.00	6,000.00
1270	6122020	REPLACEMENT SAND BARREL	2.000	EACH	450.00	900.00
1280	6123000A	TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)	2.000	EACH	4,000.00	8,000.00
1290	6161005	CONSTRUCTION SIGNS	1,380.000	S.F.	8.00	11,040.00
1300	6161008	ADVANCED WARNING RAIL SYSTEM	2.000	EACH	86.00	172.00
1310	6161025	CHANNELIZER (TRIM LINE)	285.000	EACH	24.00	6,840.00
1320	6161030	TYPE III MOVEABLE BARRICADE	20.000	EACH	200.00	4,000.00
1330	6161040	FLASHING ARROW PANEL	1.000	EACH	1,600.00	1,600.00
1340	6161099	"CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED"	4.000	EACH	5,000.00	20,000.00
1350	6173700B	"TEMPORARY TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED / RETAINED"	1,500.000	L.F.	55.00	82,500.00
1360	6191000	PAVEMENT EDGE TREATMENT	8,345.000	L.F.	3.80	31,711.00
1370	6209901	MISC. {TEMP PAVEMENT MARKING}	1.000	L.S.	20,000.00	20,000.00
Category: TCP - J8S0836B						\$305,263.00

Section: MSE WALL - J8S0836B

1380	7110300	CONCRETE AND MASONRY PROTECTION SYSTEM	1.000	L.S.	5,000.00	5,000.00
1390	7110400	SACRIFICIAL GRAFFITI PROTECTION SYSTEM	1.000	L.S.	3,500.00	3,500.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
1400	7201000	MECHANICALLY STABILIZED EARTH WALL SYSTEMS	700.000	S.F.	120.00	84,000.00
Category: MSE WALL - J8S0836B						\$92,500.00

Total:	\$10,595,657.63
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REPORT PARAMETERS	
Project	J8S0836B PRELIM (NO MEDIANS) - WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)
Comparison	Bid Price

Route MM - Utility Replacements in Easement					
Utility	From Station	To Station	Length (Ft)	Unit Cost	Total Cost
Overhead Power					
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
Overhead Power Transmission Line					
Power Pole	60+75 Rt.		1	\$100,000.00	\$100,000.00
AT&T					
Utility Cabinets	80+40 Rt.		1	\$200,000.00	\$200,000.00
Water Line					
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
Sanitary Sewer					
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 Dec 1, 2025

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 14, 2025	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.		

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	
2228 1,620			625 310	64 0	5559 6,359	170 166	1,400	248 146	1301 1,356	1526 1,824	
Total Bridge	1,620		Total Contract Estimate		8476 8,289	Total Construction	10,046 9,855		Total Engineering	2827 3,180	
						Total Right of Way and Construction	10,294 10,001		Total Project	13,121 13,181	

Yearly Program Amounts	Amount Programmed by SFY									
	Prior to 2026	2026	2027	2028	2029	2030	2031	Future	Program Total	Project Total
Preliminary Engineering	300	50	50	50	50	50		806	250	1,356
Construction Engineering								1,824	0	1,824
Right of Way Acquisition								146	0	146
Construction								9,855	0	9,855
Total	300	50	50	50	50	50		12,631	250	13,181

How the District is Funding the Project										
Funding Category										
System Improvements - CN	0	0	0	0	0	0	0	9,855	0	9,855
System Improvements - RW	0	0	0	0	0	0	0	146	0	146
Total	0	0	0	0	0	0	0	10,001	0	10,001

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	10,001	0	10,001
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Engineering	300	50	50	50	50	50	0	2,630	250	3,180
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Funding From Other Sources - Engineering										
Total	0	0	0	0	0	0	0	0	0	0

Funds Transfer - Engineering										
Total	0	0	0	0	0	0	0	0	0	0

Total Engineering	300	50	50	50	50	50	0	2,630	250	3,180
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Total Project	300	50	50	50	50	50	0	12,631	250	13,181
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Bridge Count	1	Railroads Impacted	0	Improvement	Action	Detailed Work	Federal Funds Category	Initiatives	
Bridges			BRIDGE		BRIDGE MISC	AC-STBG			
			CAPITAL IMPROVEMENT	ADD	DRIVING/THRU LANES				
			SAFETY	REPLACE	BARRIERS				
A5907 ,									

Route	Begin Log	End Log	Begin County	TMA	Travelway ID	System	Functional Class	NHS	AADT	Conflict of Interest
RT MM S	1.664	2.540	GREENE	Y	2,603	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N

Ped improvements: \$64k
 Utilities: \$140k
 R/W Inc.: \$30k

PROJECT SUMMARY REPORT FOR 8S0836E AS OF Dec 1, 2025

Route	Begin Log	End Log	Begin County	TMA	Travelway ID	System	Functional Class	NHS	AADT	Conflict of Interest
RT MM N	1.410	2.286	GREENE	Y	2,604	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N

Lane Miles	2.163	Centerline Miles	0.876
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TIP Number	
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Planning Organization	Federal District	Senate District	House District
OTO MPO	7	20	130

Assumptions

J8S0836E, 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.
2228	0	0	625	64	5559	8476

Reasons for change 2.3% increase due to bid item price review.

Pavement/Safety/Mobility/Capital Improvement: This project will construct capacity improvements on Route MM from north of Rte. 360 to Haile Street in Brookline. Improvements to include widening the existing roadway to 4 lanes with a raised median & improved intersections at Sawyer Road/FR 156 and MO 360. Bid item prices based on historical data the county, district, & statewide levels.

Typical Bridge/Major Bridge: Bridge Split: \$ 2,228,000.00 Include all bridge pay item cost (removal of BR, BAS, etc) Bridge work to include widening the existing structure #A5907 by 30' to allow addition of new lanes, sidewalk, & barrier over James River Freeway and to replace approach slabs. Estimate received 11/19/2025.

Other Non Contractuals

Utilities 1400	RR Flagging 0	A+B/ LS Incentives 0	Smoothness Incent 0	Total 1400
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Utility Costs reflected in estimate obtained from Southwest Utilities Department dated 12/1/2025. If Utilities are in contract, the cost needs to be added in under appropriate category above.

Right of Way Costs

R/W Acquisition
248

Right of Way Costs reflected from Right of Way estimate dated 11/24/2025. Acquisition ONLY. ROW Incidental included in PE now.

Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	15%	Design PE	R/W Incidentals
1301		1271	30

Design PE Based upon 15% costs associated with a similar type of project as represented in chart/historical data/etc. The PE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the PE/CE percentage for the appropriate project type. See District PE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 11/24/2025.

Construction Engineering Costs

Constr. Engr.	18%
1526	

Based upon the usual 18% of total contract costs. The CE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the CE percentage for the appropriate project type. See District PE CE Percentages on Project Development SP.

***Safety Features**

Total Safety Feature Cost
625

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

Bike/Pedestrian Improvements

Total Bike/Ped Imp
64

Pedestrian improvements include grading for future installation of sidewalk along the east side of Route MM between Haile & Carnahan St.

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
Replace existing GR	58	10	0	0
Pavement marking	31	2	0.049	0.049
Signing	100	10	0.246	0.246
Lighting	225	10	0.246	0
Raised median	211	20	0	1.968

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

Orren Ricketts

Estimator

12/1/2025

Date

Sharon Needham

Transportation Project Designer

12/1/2025

Date

Bud Sherman

Project Manager

12/1/2025

Date

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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Project Settings

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

Project Sections

1 Roadway	\$5,140,417.46	60.64%
10 MGS Guardrail Items	\$58,000.00	0.68%
20 Lighting	\$225,000.00	2.65%
30 Signals	\$725,000.00	8.55%
40 Signing	\$100,000.00	1.18%
70 Bridge or Retaining Wall	\$2,228,000.00	26.28%
Total	\$8,476,417.46	100.0%

STIP Information

Construction Cost	\$8,476,417.46	65.97%
PE (15.00% of construction cost)	\$1,271,462.62	9.89%
CE (18.00% of construction cost)	\$1,525,755.14	11.87%
R/W	\$140,000.00	1.14%
R/W Incidentals	\$30,000.00	0.23%
Utilities	\$1,400,000.00	10.90%
Incentive	\$0.00	0.00%
Total	\$12,849,635.22	100.0%

Major Categories

BRIDGE	\$2,305,057.50	27.19%
GRADE/DRAIN	\$752,379.00	8.88%
MISC.	\$3,967,771.56	46.81%
PAVEMENT/BASE	\$1,451,209.40	17.12%
Total	\$8,476,417.46	100.0%

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
Section: Roadway							
38	2013000	CLEARING AND GRUBBING	--	6.000	ACRE	6,500.00	39,000.00
0	2022010	REMOVAL OF IMPROVEMENTS	--	1.000	L.S.	34,000.00	34,000.00
0	2035000	UNCLASSIFIED EXCAVATION	--	4,083.000	C.Y.	14.00	57,162.00
0	2035500	EMBANKMENT IN PLACE	--	31,501.000	C.Y.	16.00	504,016.00
0	2036000	COMPACTING EMBANKMENT	--	3,403.000	C.Y.	7.00	23,821.00
0	2071000	LINEAR GRADING CLASS 1	--	3.200	100FT	1,200.00	3,840.00
0	2079903	MISC. {LINEAR GRADING FOR ADA FACILITIES}	--	4,257.000	L.F.	15.00	63,855.00
0	2101006A	SUBGRADE COMPACTION (6-INCH DEPTH)	--	13.000	100FT	750.00	9,750.00
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.	12.00	281,868.00
0	3105002	GRAVEL (A) OR CRUSHED STONE (B)	--	200.000	TON	50.00	10,000.00
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.	175.00	120,557.50
0	6083008	8 IN. CONCRETE MEDIAN STRIP	--	2,344.900	S.Y.	90.00	211,041.00
0	6085008	"PAVED APPROACH, 8 IN."	--	1,050.000	S.Y.	115.00	120,750.00
0	6091052	CURB AND GUTTER TYPE B	--	29,993.000	L.F.	46.00	1,379,678.00
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.	55.00	14,795.00
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.	200.00	6,400.00
0	6123001	TRUCK MOUNTED ATTENUATOR (TMA)	--	1.000	L.S.	5,500.00	5,500.00
0	6161005	CONSTRUCTION SIGNS	--	800.000	S.F.	7.00	5,600.00
0	6161025	CHANNELIZER (TRIM LINE)	--	175.000	EACH	23.00	4,025.00
0	6161030	TYPE III MOVEABLE BARRICADE	--	2.000	EACH	220.00	440.00
0	6161040	FLASHING ARROW PANEL	--	1.000	EACH	2,000.00	2,000.00
0	6161099	"CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED"	--	7.000	EACH	5,200.00	36,400.00
0	6162002	TEMPORARY LONG-TERM RUMBLE STRIPS	--	10.000	EACH	1,400.00	14,000.00
0	6169902	MISC. {ADA MOVEABLE BARRICADE}	--	15.000	EACH	110.00	1,650.00
0	6181000	MOBILIZATION	--	1.000	L.S.	473,102.37	473,102.37
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

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
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.	28.00	2,044.00
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	500.00	4,000.00
0	6200042A	PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. X 36 IN., YIELD LINE TRIANGLE	--	40.000	EACH	70.00	2,800.00
0	6205902B	6 IN. WHITE CLASS 2 PAVEMENT MARKING PAINT (25-MIL, TYPE L BEADS)	--	336.000	L.F.	0.35	117.60
0	6206000D	4 IN. WHITE CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)	--	19,428.000	L.F.	0.25	4,857.00
0	6206001D	4 IN. YELLOW CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)	--	10,714.000	L.F.	0.25	2,678.50
0	6240104A	SEPARATION GEOTEXTILE	--	1,250.000	S.Y.	3.85	4,812.50
0	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	--	1.000	L.S.	118,275.59	118,275.59
0	7034041	CLASS B-1 CONCRETE (CULVERTS)	--	38.000	C.Y.	1,700.00	64,600.00
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.	75.00	2,475.00
0	7250318A	18 IN. PIPE GROUP B	--	236.000	L.F.	85.00	20,060.00
0	7261054	54 IN. PIPE GROUP A	--	19.000	L.F.	400.00	7,600.00
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	6,600.00	6,600.00
0	8032000A	KENTUCKY BLUEGRASS SODDING	--	5,000.000	S.Y.	15.00	75,000.00
0	8051000A	SEEDING - COOL SEASON MIXTURES	--	2.900	ACRE	3,300.00	9,570.00
0	8052000A	SEEDING - WARM SEASON MIXTURES	--	2.900	ACRE	3,300.00	9,570.00
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.	40.00	2,264.00
0	8061004	SEDIMENT TRAP ROCK	--	56.600	C.Y.	115.00	6,509.00
0	8061005	ROCK DITCH CHECK	--	2,500.000	L.F.	15.00	37,500.00
0	8061007A	CURB INLET CHECK	--	38.000	EACH	140.00	5,320.00
0	8061016	SEDIMENT REMOVAL	--	690.000	C.Y.	30.00	20,700.00
0	8061017	TEMPORARY SEEDING AND MULCHING	--	2.000	ACRE	2,000.00	4,000.00
0	8061019	SILT FENCE	--	9,500.000	L.F.	3.50	33,250.00
0	8064133	TYPE 1C EROSION CONTROL BLANKET	--	10,773.000	S.Y.	5.00	53,865.00

Category: Roadway \$5,140,417.46

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: MGS Guardrail Items

0	6061060	MGS GUARDRAIL	--	800.000	L.F.	35.00	28,000.00
0	6061069	MGS BRIDGE APPROACH TRANSITION SECTION (REGULAR/NO CURB)	--	4.000	EACH	4,000.00	16,000.00
0	6063014	TYPE A CRASHWORTHY END TERMINAL (MASH)	--	4.000	EACH	3,500.00	14,000.00
Category: MGS Guardrail Items							\$58,000.00

Section: Lighting

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

Section: Signals

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

Section: Signing

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

Section: Bridge or Retaining Wall

0	7019901	MISC. {NEW BRIDGE}	--	1.000	L.S.	2,228,000.00	2,228,000.00
Category: Bridge or Retaining Wall							\$2,228,000.00

Total: \$8,476,417.46

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

Right of Way Cost Estimate Worksheet

County: Greene County
 Route: Route MM
 Project: J8S0836E
 Date: 11/24/2025

Fed. Project: _____
 Alternate: _____
 Termini: _____
 Preparer: Lisa Hofschulte

See EPG 236.3.3.3, Preparation of Right of Way Cost Estimate Forms. Each District shall maintain records sufficient to document all estimated costs.

Use this form at the following stages: Project Initialization, Conceptual Plan/Location Study, Preliminary Plan and Right of Way Plan Complete.

1. Land, improvements, Rights and Damages:

a. Land

Use	<u>New Right of Way</u>	Area	<u>6,534</u>	<input checked="" type="checkbox"/> sf	<input type="checkbox"/> ac	<input checked="" type="checkbox"/> X	Estimated Unit value	\$	<u>3.75/sf</u>	\$	<u>24,503</u>
Use	_____	Area	_____	<input type="checkbox"/> sf	<input type="checkbox"/> ac	<input checked="" type="checkbox"/> X	Estimated Unit value	\$	_____	\$	_____
Use	_____	Area	_____	<input type="checkbox"/> sf	<input type="checkbox"/> ac	<input checked="" type="checkbox"/> X	Estimated Unit value	\$	_____	\$	_____
											<u>25,000</u>

b. Improvements to be acquired:

Attach list of improvements including billboards, and individual estimated values or show calculations if average value is estimated.

Number of improvements _____	Estimated Value	\$	_____
Fencing _____ l.f.	X \$ _____ Per l.f.	\$	_____
			Total Improvement Value
			\$ _____
			Subtotal of Land and Improvement Value
			\$ <u>25,000</u>

c. Property Rights and Damages:

Use % calculation or attach list of damaged improvements including billboards and their individual estimated damages.

Access Rights, Easements and Consequential Damages

50	%	<input checked="" type="checkbox"/> X	Subtotal of Land and Improvement Value	\$	<u>25,000</u>	\$	<u>12,500</u>
			Misc Potential Damages (Proximity, Controlled Use, Etc.)		<u>100,000</u>		<u>100,000</u>

Subtotal of Land, Improvements, Rights and Damages: \$ 137,500

2. Administrative Settlements:

<u>50</u>	%	<input checked="" type="checkbox"/> X	Subtotal of Land, Improvements, Rights and Damages:	\$	<u>137,500</u>	\$	<u>68,750</u>
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3. Condemnation (including legal settlements):

<u>30</u>	%	<input checked="" type="checkbox"/> X	Subtotal of Land, Improvements, Rights and Damages:	\$	<u>137,500</u>	\$	<u>41,250</u>
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4. Relocation Assistance:

Number of relocation parcels _____	X	Average payment per parcel	\$	_____
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Alternate:
 Total estimated relocation per attached list: \$ _____

Estimated Right of Way Acquisition Costs: \$ 247,500

5. Incidental Costs:

_____ %	X	Subtotal of Right of Way Acquisition Costs	\$ _____	\$ _____
Alternate:				
Number of parcels	_____ 3 _____	X	Incidental cost per parcel	\$ _____ 10,000 _____
Total Right of Way Cost Estimate:				\$ <u><u>277,500</u></u>

Assumptions and Comments:

According to design, a total of 0.15 acres, or 6,534 sf, is needed for this project. All right of way needed has a commercial highest and best use. Based on research of sales and listings, the estimated market value for commercial land in that neighborhood is \$3.75/sf. Research was done through the SOMOMLS and by interviewing various realtors and developers. The Total Land Value is rounded up to \$25,000. No improvements are noted in the new Right of Way area.

Miscellaneous damages are estimated to be \$100,000. Based on prior projects in this area, potential damages could incur due to proximity, controlled access, etc.

Percentages of administrative settlements and potential condemnation are also reflective of prior projects in the Route MM corridor.

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

From: Jonathan Galvez <Jonathan.Galvez@modot.mo.gov>

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

To: Jared Z. Williams <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

From: [Ted S. Koester](#)
To: [Orren B. Ricketts](#)
Cc: [Sharon Needham](#); [Jonathan Galvez](#)
Subject: RE: J8S0836E A5907 Estimate Request
Date: Wednesday, November 19, 2025 1:54:18 PM
Attachments: [image001.png](#)

Orren,

I calculated the updated scoping estimate for a 30' widening of the bridge at \$220/sq.ft. and came up with \$2,228,000 for the estimate.

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

From: Orren B. Ricketts <Orren.Ricketts@modot.mo.gov>
Sent: Wednesday, November 19, 2025 11:35 AM
To: Ted S. Koester <Ted.Koester@modot.mo.gov>
Cc: Sharon Needham <Sharon.Needham@modot.mo.gov>; Jonathan Galvez <Jonathan.Galvez@modot.mo.gov>
Subject: J8S0836E A5907 Estimate Request

Ted,

Would you like to adjust the current estimate for widening A5907 with project J8S0836E (Rte. MM widening between Haile St & MO 360)?

Based on the current plans, it looks like the proposed widening is actually **30'** to account for additional space for sidewalk & barrier (attached), not 24'.

Below is the previous estimate.

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

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

Thanks,

ORREN B. RICKETTS, P.E.

Senior Highway Designer

Missouri Department of Transportation

Southwest District
3025 E Kearney St, Springfield, MO 65803
(417) 895-7673
Monday – Thursday 6:30 a.m. to 5:00 p.m.
www.modot.org/sw

New Project Summary

Project Manager:	WARNER SHERMAN				
Transportation Project Designer:	PEITZ JONATHAN (OLSSON)				
Award Month:	APRIL	Award Year:	2027	SFY:	2027
Let in Combination with (Job No's.):	J8S0836B				
Route Name	Begin Log	End Log	Begin County	TMA	TWAY ID
RT MM S	0.089	1.6	GREENE	Y	2603
RT MM N	2.35	3.861	GREENE	Y	2604
<i>insert additional rows for locations if needed</i>					
Bridge Numbers					
<i>insert additional rows for bridges if needed</i>					
Detailed Description	Add medians, lighting, signing and striping for additional lanes along Route MM From I-44 to Rte 360 in				
Location	Republic, Greene County				
Reason and Remarks	Construction cost for installation of medians along Route MM from I-44 to Rte 360.				
Detailed Scope Comments	Design costs for roadway improvements included with J8S0936B.				

Project Budget (based on Purpose) (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.
	\$ -	\$ -	\$ -	\$ 1,225	\$ -	\$ -	\$ 1,225
	Total Bridge					CN Conting.	
	\$ -					\$ 25	
	Bridge Split					Other Non Contractual	Total Const
						\$ -	\$ 1,250
	R/W Acquisition					Total ROW & Const	
	\$ -					\$ 1,250	
	Prelim. Eng. & ROW Inc.	Constr. Engr.	Total Engineering			Total Project Cost	
	\$ 103	\$ 156	\$ 259			\$ 1,509	

*Safety Features	
Dollar amount	See Assumption Sheet for list of Safety Features
Feature (shoulders, guardrail, etc.)	See Assumption Sheet for list of Safety Features
Calculated Safety Benefit (\$)	See Assumption Sheet for list of Safety Features

Bike/Ped/ADA	
Bike Lane/Multi-Use/Cycle Track - Yes or No	
Ped/ADA(Multi-Use or Sidewalk) - Yes or No	
Dollar amount	<i>This amount should be included in the Mobility estimate</i>
Feature (curb ramps, sidewalk, etc.)	

Railroad Impacts	
Yes or No	

Assumptions

JSU0370, Grenne 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	1225	0	0	1225

Reasons for change

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 add medians associated with the widening of Rte. MM to 5 lanes between James River Freeway and I-44. Widening of Route MM is associated with project J8S0836B. This project includes cost associated with installation of raised medians, including lighting, signing and striping.

Typical Bridge/Major Bridge: Bridge Split: Include all bridge pay item cost (removal of BR, BAS, etc) Is bridge work on a Major Bridge or typical bridge? Bridge Costs reflected in estimate from Bridge Division dated X/XX/20XX. State type of bridge work - rehab, replacement, painting, curb blockouts, etc. List bridge numbers involved in project. If no bridge, state N/A.

Other Non Contractuals

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

Utility Costs reflected in estimate obtained from Southwest Utilities Department dated X/XX/20XX. If Utilities are in contract, the cost needs to be added in under appropriate category above.

Right of Way Costs

R/W Acquisition
0

Right of Way Costs reflected from Right of Way estimate dated 10/01/2025. Acquisition ONLY. ROW Incidental included in PE now.

Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	Design PE	R/W Incidentals
103	103	0

Design PE Based upon 8.45% costs associated with a similar type of project as represented in chart/historical data/etc. The PE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the PE/CE percentage for the appropriate project type. See District PE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 10/01/2025.

Construction Engineering Costs

Constr. Engr.
156

Based upon the usual 12.76% of total contract costs. The CE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the CE percentage for the appropriate project type. See District PE CE Percentages on Project Development SP.

*Safety Features

Total Safety Feature Cost
1225

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

Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

Describe Bike/Ped Improvements. These may be ADA transition plan improvements (existing) or new locations

RailRoad Impacts

List locations of all crossings on the project. Describe involvement anticipated- JSP only, agreements needed, etc.

<u>RR Crossing DOT #</u>	<u>RR Crossing DOT #</u>	<u>RR Crossing DOT #</u>	<u>RR Crossing DOT #</u>

***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
Medians	830	20		
Lighting	370	10		
21	21	10		
Pavement Marking	4	2		

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

Jonathan Peitz (Olsson)
Estimator

12/1/2025
Date

Transportation Project Designer

12/1/2025
Date

Project Manager

12/1/2025
Date

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Project Settings

Primary County: GREENE	Urban / Rural: RURAL ROUTE
Addl Counties:	Project Type: GRADING, DRAINAGE & PAVING
District: Southwest	Work Type: REHABILITATION
Latitude: 37° 06' 42"	Traffic: Heavy Traffic (over 1700 DAT)
Longitude: 93° 15' 06"	Estimator: nmoss@olsson.com
Log Mile: Beg: 0.078	Constr Eng: 0.00%
End: 1.666	Priced Date: 8/30/2024
Station: Beg: 48+58.54	Create Date: 9/18/2024
End: 28+28.46	Fed Project No:
Project Length: 1.5810 miles	Mobe Percent: 6.00%
Route: MM	Survey Percent: 2.00%

Project Sections

1 ROADWAY ITEMS - J8S0836B	\$834,013.10	68.11%
20 Lighting	\$369,905.00	30.21%
40 SIGNING ITEMS - J8S0836B	\$20,550.00	1.68%
Total	\$1,224,468.10	100.0%

STIP Information

Construction Cost	\$1,224,468.10	82.51%
PE (8.45% of construction cost)	\$103,425.64	6.97%
CE (12.76% of construction cost)	\$156,178.84	10.52%
R/W	\$0.00	0.00%
R/W Incidentals	\$0.00	0.00%
Utilities	\$0.00	0.00%
Incentive	\$0.00	0.00%
Total	\$1,484,072.58	100.0%

Major Categories

BRIDGE	\$0.00	0.00%
GRADE/DRAIN	\$0.00	0.00%
MISC.	\$1,224,468.10	100.00%
PAVEMENT/BASE	\$0.00	0.00%
Total	\$1,224,468.10	100.0%

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

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

10	6083008	8 IN. CONCRETE MEDIAN STRIP	8,219.000	S.Y.	90.00	739,710.00
20	6181000	MOBILIZATION	1.000	L.S.	68,026.01	68,026.00
30	6209903	MISC. {YELLOW ISLAND MARKINGS}	14,407.000	L.F.	0.25	3,601.75
40	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	1.000	L.S.	22,675.34	22,675.34

Category: ROADWAY ITEMS - J8S0836B \$834,013.09

Section: Lighting

50	9011010	RELOCATED POLE	4.000	EACH	2,900.00	11,600.00
60	9011062	"LIGHTING POLE, 45 FT. OR 13.5 M, TYPE AT DESIGN 2"	9.000	EACH	5,000.00	45,000.00
70	9011115	"BRACKET ARM, 15 FT. OR 4.6 M"	9.000	EACH	1,800.00	16,200.00
90	9011313	LUMINAIRE, LED-C	9.000	EACH	900.00	8,100.00
100	9012230	BASE MOUNTED CONTROL STATION 240 VOLT - 4 CIRCUIT	4.000	EACH	10,250.00	41,000.00
110	9013004	CONDUIT, 4 IN. RIGID, IN TRENCH	209.000	L.F.	25.00	5,225.00
120	9014004	"CONDUIT, 4 IN. RIGID, PUSHED"	1,137.000	L.F.	40.00	45,480.00
130	9015020	TRENCHING TYPE II	3,780.000	L.F.	7.00	26,460.00
140	9016120	"PULL BOX, CONCRETE, STANDARD"	17.000	EACH	3,500.00	59,500.00
150	9016121	PULL BOX, CONCRETE, DOUBLE, TYPE A	5.000	EACH	5,000.00	25,000.00
160	9017110	"CABLE, 10 AWG 1 CONDUCTOR, POLE AND BRACKET"	1,390.000	L.F.	2.00	2,780.00
170	9017402	"CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 4 AWG"	2,040.000	L.F.	9.00	18,360.00
190	9018245	POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGHT)	9.000	EACH	2,800.00	25,200.00
200	9018612	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING ONLY	4.000	EACH	10,000.00	40,000.00

Category: Lighting \$369,905.00

Section: SIGNING ITEMS - J8S0836B

210	9031010	CONCRETE FOOTINGS, EMBEDDED	2.300	C.Y.	1,500.00	3,450.00
220	9031280	2.5 IN. PSST POST - 12 GA.	400.000	L.F.	14.00	5,600.00
230	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	29.000	EACH	300.00	8,700.00
240	9035004A	SH-FLAT SHEET	140.000	S.F.	20.00	2,800.00

Category: SIGNING ITEMS - J8S0836B \$20,550.00

Total: \$1,224,468.09

REPORT PARAMETERS	
Project	J8S0836B PRELIM MEDIAN ESTIMATE - ROUTE MM PRELIM MEDIAN ESTIMATE

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Comparison	Bid Price
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