

Western Portion of Project Area: MO Rt. BB to Stadium Interchange

| IMPACT CATEGORY | MEASUREMENT | Rt. J/O Interchange (Mile Markers 115 to 120) | US-40 Interchange (Mile Markers 120 to 124) | |
|--|---------------|---|---|--|
| | | Reasonable Alt. #1: Rt.J/B Diamond Interchange | Reasonable Alt. #1: Enhanced Diamond Interchange | Reasonable Alt. #2: Diamond Interchange with NW Loop Ramp |
| RIGHT OF WAY IMPACTS | | | | |
| Residential | acres | 14 | 8 | 7 |
| Commercial | acres | 2 | 8 | 9 |
| Industrial | acres | 0 | 1 | 2 |
| Agricultural | acres | 62 | 43 | 56 |
| Public (Parks and other publicly owned parcels) | acres | 3 | 0 | 1 |
| Other (e.g. utilities, institutional, fraternal organizations) | acres | 0 | 1 | 1 |
| Total Right of Way Required | acres | 81 | 61 | 76 |
| ENVIRONMENTAL IMPACTS | | | | |
| Wetland Impacts | acres | 0 | 4.3 | 4.3 |
| Non-Wetland Pond Impacts | acres | 0.2 | 0.2 | 0.2 |
| 100-Year Floodplain Impacts | acres | 6 | 43 | 40 |
| Stream Crossings | # | 9 | 12 | 12 |
| Natural Community Impacts | acres | 41 | 22 | 24 |
| Potential Threatened/Endangered Species Impacts | yes/no | No | No | No |
| Prime Farmland Impacts | acres | 187 | 134 | 162 |
| Number of Sites Requiring Additional Hazardous Material Assessment | # | 0 | 3 | 3 |
| Secondary and Cumulative Impacts | rating | 0 | + | - |
| Visual Impacts - Proposed vs. Existing | rating | Neutral | Positive | Positive |
| COMMUNITY IMPACTS | | | | |
| National Register of Historic Places Impacted | # | 0 | 0 | 0 |
| Important Community Resources - Displacement of Structures | # | 0 | 0 | 0 |
| Important Community Resources - Property Acquisition | acres | 0 | 0.2 acres (CPS Services Building) | 0.3 acres (CPS Services Building) |
| Potential Impacts to Low Income or Minority Populations (EJ) | rating | 0 | 0 | 0 |
| Potential for Noise Walls | yes/no | No | No | No |
| DISPLACEMENT IMPACTS | | | | |
| Residential Impacts (Displacement of Dwelling Units) | # | 5 | 4 | 5 |
| Residential Impacts (Number of Residential Parcels within Footprint) | # | 16 | 40 | 42 |
| Business Impacts (Displacement of at Least One Structure) | # | 1 | 5 | 7 |
| Business Impacts (Number of Commercial/Industrial Parcels within Footprint) | # | 10 | 26 | 34 |
| ENGINEERING ISSUES | | | | |
| Comply with MoDOT Access Management Criteria | rating | N/A | 0 | 0 |
| Construction Staging | rating | N/A | + | + |
| Maintenance of Traffic | rating | N/A | + | + |
| Phased Implementation of Full Build | rating | N/A | N/A | N/A |
| Total Cost | rating | | | |
| New Construction Cost | rating | N/A | + | - |
| Right of Way Cost, including displacements | rating | N/A | + | - |
| Maintain Existing Travel Patterns | rating | N/A | + | + |
| Ability to Accommodate Future Expansion | rating | N/A | + | - |
| Compatibility with Columbia Area Transportation Study Organization Priorities | | | | |
| Conformance with Adopted Local Plans | rating | | | |
| Impact on Local Street System | rating | | | |
| Impact on Land Use Patterns | rating | | | |
| Impact on Neighborhood Stability | rating | | | |

| RATING SYSTEM | |
|---|---|
| Positive Impact/Performs Better than other Alternatives | + |
| Neutral Impact/No Differentiator | 0 |
| Negative Impact/Performs Poorer than other Alternatives | - |

Recommended Preferred Alternative

