

Preferred Alternative Impact Summary

IMPACT SUMMARY - PREFERRED ALTERNATIVE (SC-2A/WWA/Ballenger) East Columbia Environmental Impact Statement (MoDOT Job No. J5S0636)	
EVALUATION FACTORS	IMPACT
PURPOSE AND NEED	
1. Address Traffic Congestion and Safety Concerns within the Existing Roadway Network	Achieved
2. Complete the Major Highway Linkages between Eastern Boone County and Columbia	Achieved
3. Achieve Regional/Local Continuity Goals	Achieved
ENVIRONMENTAL IMPACTS	
Wetland Impacts (Based on Wetland Determination)	0.60 Acres
Ponds Impacts	0.99 Acres
Potential Environmental Site Assessment Involvement	2 Sites
Total Stream Encroachments	14,400 Linear Feet
Floodplain Encroachments	12 Acres
Public Land Encroachments	None Expected
Cultural Resources Impacts	None Expected
DISPLACEMENT/ENCROACHMENT IMPACTS	
Total Structure Displacements	37
Commercial/Industrial Structure Displacements	9
Residential Structure Displacements	15
Support and Other Displacements	13
Total Anticipated Right-of-Way Acquisition	275 Acres
Important Community Resource Displacements	Boone County Fire Station 12
SOCIO-ECONOMIC/COMMUNITY IMPACTS	
Potential for Community Service Disruptions	Low (EMS Access Will Be Improved)
Expected Neighborhood/Community Impacts	Low (Encroachments Are Limited)
Expected Travel Pattern Disruptions	Minimal (All Existing Movements Maintained)
Environmental Justice Issues	None Expected
Business Community Impacts	Limited (Few Business Displacements)
Important Continuity Issues	Consistent With CATSO Transportation Plan
ENGINEERING IMPACTS	
Estimated Project Cost	\$132,200,000
Constructability Issues	Will Require Coordination With Proposed Local Projects
Maintenance of Traffic Issues	Normal Construction Detours Can be Expected
Important Drainage Issues	Major Stream Corridor Impacts Limited
Roadway Type Considerations	Phasing of Improvements Possible
Summary of Preferred Alternative	
<p>This table summarizes the impacts associated with the Preferred Alternative. This is the alternative that the project team believes best solves the transportation problems and minimizes impacts. The Preferred Alternative can be summarized as:</p> <ul style="list-style-type: none"> • The extension of Route 740 (Stadium Boulevard) - The Preferred Alternative uses a new alignment from the existing US-63 interchange to the St. Charles interchange at I-70. The Route 740 extension is planned to be an expressway (a limited access, 4-lane divided highway). • The improvement of Broadway (Route WW) - The Preferred Alternative will extend from US-63 to approximately Olivet Road. Route WW is planned to be a major arterial (a multiple-lane roadway with regulated driveway access, at-grade intersections and center median/turn lanes). All existing intersections on Route WW will be maintained. • The probable extension of Ballenger Lane - The Preferred Alternative includes this element that will be processed as a locally sponsored project. The Ballenger Lane extension is planned to be a major arterial. 	

