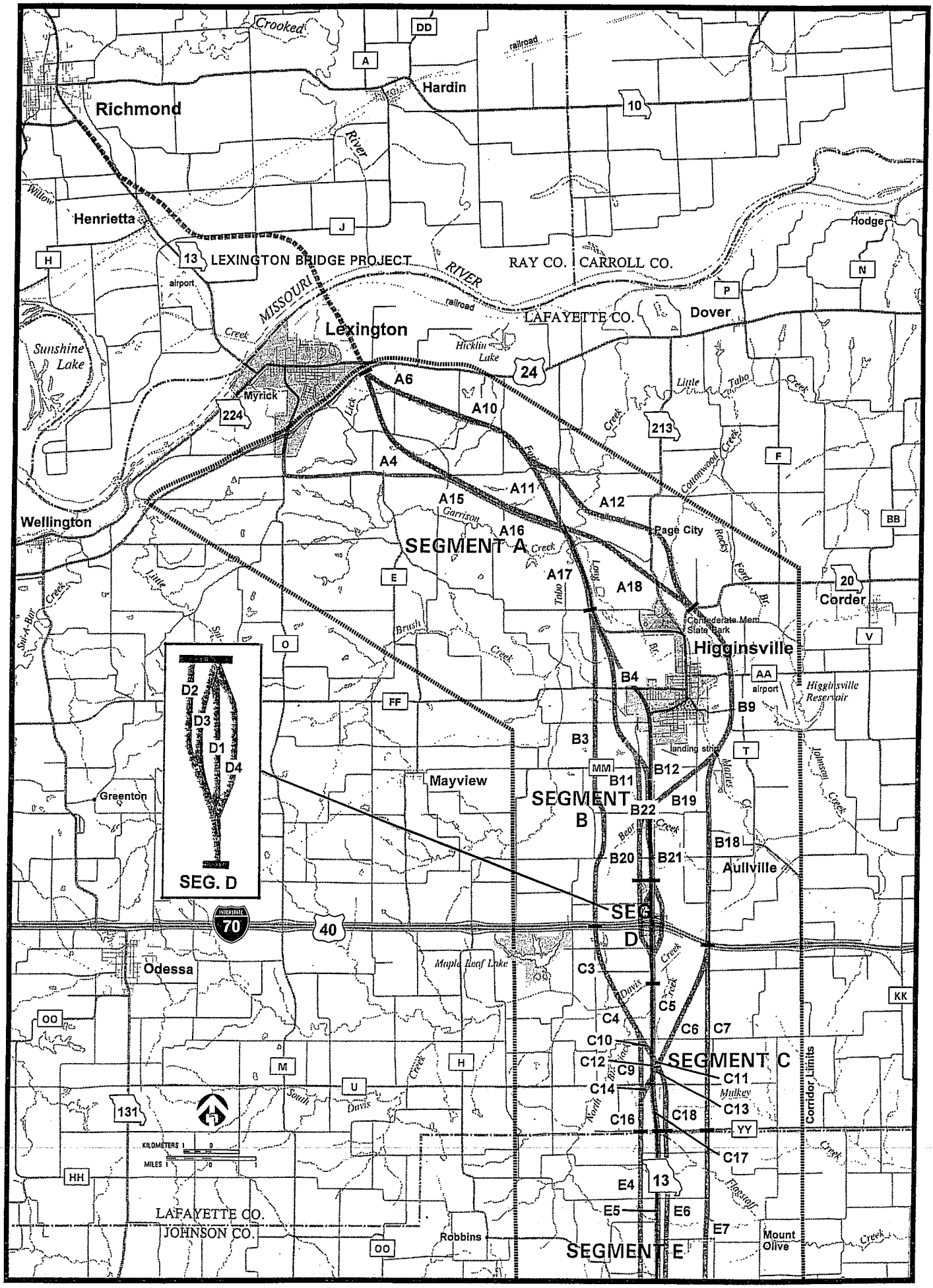

EXHIBIT B-1 Alternatives Considered in Evaluation - Lafayette Co.

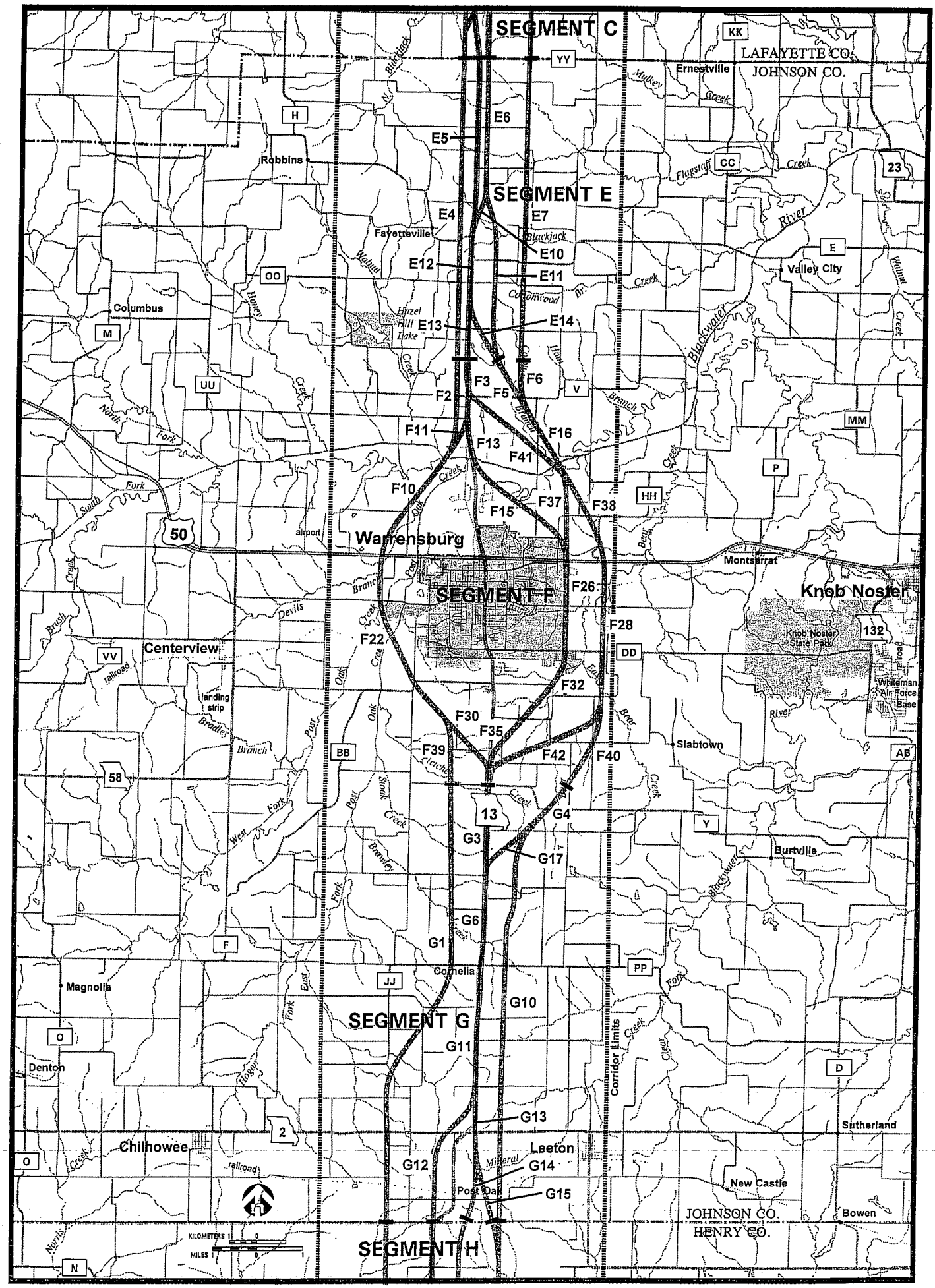

EXHIBIT B-2 Alternatives Considered in Evaluation - Johnson Co.

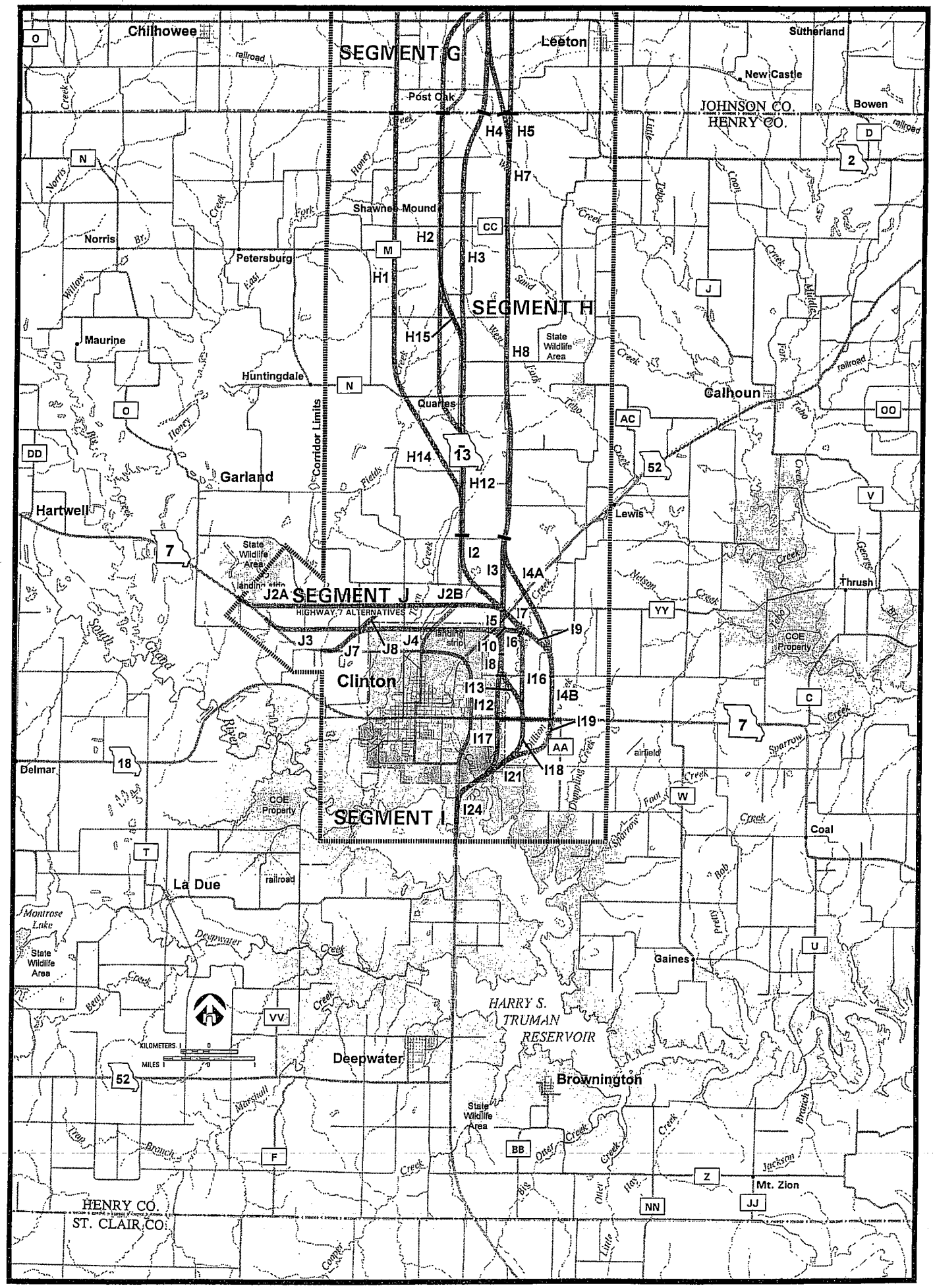

EXHIBIT B-3 Alternatives Considered in Evaluation - Henry Co.

Table B-1
Definition of Alignments for Evaluation in DEIS[1]

ALTERNATIVE NO.	LINKS
Lafayette County	
Alternative L-1	A4-A15-A16-A17-B3-C3-C4-C10-C12-C17
Alternative L-2	A4-A15-A16-A17-B4-B12-B21-D1-C5-C12-C17
Alternative L-3	A6-A10-A11-A17-B3-C3-C4-C10-C12-C17
Alternative L-4	A6-A10-A11-A17-B4-B12-B21-D1-C5-C12-C17
Alternative L-5	A4-A15-A16-A18-B9-B19-B21-D1-C5-C12-C17
Alternative L-6	A4-A15-A16-A18-B9-B18-C6-C13-C17
Alternative L-7	A4-A15-A16-A18-B9-B18-C7
Alternative L-8	A6-A10-A12-B9-B19-B21-D1-C5-C12-C17
Alternative L-9	A6-A10-A12-B9-B18-C6-C13-C17
Alternative L-10	A6-A10-A12-B9-B18-C7
Johnson County	
Alternative J-1	E4-F2-F10-F22-F39-G1
Alternative J-2	E4-F2-F10-F22-F30-G3-G6-G11-G12
Alternative J-3	E5-E12-E13-F3-F11-F10-F22-F39-G1
Alternative J-4	E5-E12-E13-F3-F11-F10-F22-F30-G3-G6-G11-G12
Alternative J-5	E5-E12-E13-F3-F13-F15-F26-F32-F35-G3-G6-G11-G12
Alternative J-6	E5-E12-E14-F5-F16-F37-F26-F32-F35-G3-G6-G11-G12
Alternative J-7	E5-E12-E14-F5-F16-F38-F28-F40-G4-G17-G6-G11-G12
Alternative J-8	E5-E12-E14-F5-F16-F38-F28-F40-G4-G10
Alternative J-9	E7-F6-F16-F37-F26-F32-F35-G3-G6-G11-G12
Alternative J-10	E7-F6-F16-F38-F28-F40-G4-G17-G6-G11-G12
Alternative J-11	E7-F6-F16-F38-F28-F40-G4-G10
Henry County	
Alternative H-1	H1-H14-I2-I5-I10-I8-I12-I17-I24
Alternative H-2	H1-H14-I2-I7-I16-I18-I21-I24
Alternative H-3	H1-H14-I2-I7-I9-I4B-I19-I21-I24
Alternative H-4	H2-H12-I2-I5-I10-I8-I12-I17-I24
Alternative H-5	H2-H12-I2-I7-I16-I18-I21-I24
Alternative H-6	H2-H12-I2-I7-I9-I4B-I19-I21-I24
Alternative H-7	H3-H12-I2-I5-I10-I8-I12-I17-I24
Alternative H-8	H3-H12-I2-I7-I16-I18-I21-I24
Alternative H-9	H3-H12-I2-I7-I9-I4B-I19-I21-I24
Alternative H-10	H5-H7-H8-I3-I5-I10-I8-I12-I17-I24
Alternative H-11	H5-H7-H8-I3-I7-I16-I18-I21-I24
Alternative H-12	H5-H7-H8-I4A&B-I19-I21-I24
Alternative S-1	J2A-J2B
Alternative S-2	J3-J4
Alternative S-3	J3-J8-J2B
Alternative S-4	J7-J8-J2B
Alternative S-5	J7-J4

[1] Note: Definition of alignments as used in DEIS evaluation. This appendix does not reflect the evaluation of minor alignment changes resulting from public comments. See text in Chapter II.G.

ROUTE 13 CORRIDOR STUDY		LAFAYETTE COUNTY ----- ALIGNMENTS																					
	Alignment	L1		L2		L3		L4		L5		L6		L7		L8		L9		L10		L11 (#)	
	Units																						
ENGINEERING																							
Alignment Length	Miles	19.97		19.95		19.92		19.90		22.24		21.84		21.57		22.26		21.84		21.59		19.95	
Project Cost																							
Construction	$	$78,954,980		$86,525,890		$79,468,220		$88,521,690		$87,872,100		$92,979,970		$88,331,930		$86,144,960		$94,239,020		$87,369,160		$71,022,660	
Right-of-Way	$	$4,195,630		$4,391,170		$4,872,990		$4,581,680		$4,607,460		$3,787,490		$3,566,710		$4,707,200		$3,884,590		$3,666,620		$4,583,660	
Total Project Cost	$	$83,150,600	1	$90,917,100	4	$84,341,200	2	$93,103,400	8	$92,479,600	7	$96,767,500	9	$91,898,600	6	$90,852,200	3	$98,123,600	10	$91,035,800	5	$75,606,300	1
Compatibility with Staged Construction	Rating	5	5	1	1	8	8	2	2	3	3	6	6	6	6	4	4	9	9	10	10	1	1
TRAFFIC																							
Projected Traffic, Year 2022																							
Vehicle Miles of Travel Reduced	Miles/Year	12,104,750	2	6,927,773	7	9,116,970	6	6,249,019	8	4,508,225	10	10,216,642	5	11,391,540	4	5,400,139	9	11,805,779	3	12,581,842	1	6,927,773	7
Vehicle Hours of Travel Reduced	Hours/Day	2,861	3	4,657	1	2,721	4	4,591	2	1,331	10	1,525	8	1,565	7	1,368	9	1,599	6	1,634	5	4,657	1
Projected Reduction in Accidents, Year 2022																							
Fatal Accidents	Number	1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0	
Personal Injury Accidents	Number	34.9		34.0		33.8		33.3		33.0		34.2		34.5		33.2		34.8		35.1		34.0	
Property Damage Only Accidents	Number	211.5	2	212.5	3	208.5	1	209.0	1	209.5	1	209.5	1	209.5	1	210.0	1	211.0	2	211.7	2	212.5	3
ENVIRONMENTAL																							
Parks and Wildlife Areas	Number	0		0		0		0		0		0		0		0		0		0		0	
Wetlands Areas (*)	Number	7/135/33/50	1	8/137/31/43	1	16/218/34/41.5	4	17/219/29/31.5	4	16/204/33/47.5	3	18/219/40/60	7	17/209/34/50.5	6	26/443/29/34	8	28/458/36/46.5	10	27/448/30/40	9	8/136/27/39	1
Flood Plains (100 Year)	Acres	38.1	4	40.5	5	70.6	6	73	7	33	1	32	1	33.5	1	77.6	9	76.6	8	78.1	10	40.5	5
Major Stream Crossings	Length	660	5	460	1	710	6	510	3	460	1	845	7	845	7	550	4	935	9	935	9	460	1
Threatened and Endangered Species	Number	0		0		0		0		0		0		0		0		0		0		0	
Natural Communities (Woodlands, etc.)	Number	0		0		0		0		0		0		0		0		0		0		0	
Prime Farmland Soils	Acres	779	1	819	4	787	2	827	5	875	8	848	6	798	3	945	10	918	9	868	7	819	4
Visual and Aesthetic Considerations	Rating	5	5	1	1	9	9	3	3	2	2	6	6	7	7	4	4	8	8	9	9	1	1
Noise Sensitive Receptors	Number	0		0		1	1	1	1	0		0		0		1	1	1	1	1	1	0	
Cultural Resources																							
Archeological Sites	Number	0		0		0		0		0		0		0		0		0		0		0	
Predictive Archeological Model	Rating	1	1	3	3	2	2	6	6	7	7	4	4	4	4	10	10	8	8	8	8	3	3
Architectural Sites / Bridges	Number	51/0	7	60/7	10	45/1	3	54/8	9	42/5	4	45/3	5	46/6	8	35/8	1	38/6	2	39/9	5	60/7	10
Hazardous Waste Sites																							
High Potential Sites	Number	1	1	0		1	1	0		0		0		0		0		0		0		0	
Moderate Potential Sites	Number	2	2	5	5	2	2	5	5	4	4	3	3	2	2	4	4	3	3	2	2	5	5
ECONOMIC (Social)																							
Displacements																							
Permanent Residence (By Class)	Number	19	5	22	9	19	5	22	9	19	5	15	1	15	1	20	8	16	3	16	3	22	9
Mobile Homes (By Class)	Number	2		2		2		2		2		2		2		2		2		2		2	
Business (By Class):																							
Commercial	Number	2	2	4	4	2	2	4	4	3	3	1	1	0		3	3	1	1	0		4	4
Agricultural (Parcels / Acres)	Number / Acres	57/726.2	1	73/725.5	5	60/724.2	2	71/723.6	4	85/808.7	10	69/794.2	8	67/784.3	5	70/809.5	9	61/794.1	7	54/785.2	3	73/725.5	5
Public Use Facility	Number	0		2	2	0		2	2	1	1	0		0		1	1	0		0		2	2
Consistency w/ Current and Future Land Use	Rating	4	4	1	1	6	6	5	5	3	3	3	3	2	2	4	4	4	4	3	3	1	1
Economic Considerations																							
Highway User Cost Savings	$ Million	127.5	3	154.1	1	115.1	4	150.1	2	69.2	10	90.6	8	95.0	7	72.8	9	97.2	6	100.4	5	154.1	1
Economic Development Potential	$ Million	113.8	3	129.8	1	102.6	4	127.9	2	52.7	10	80.4	7	84.6	6	59.3	9	79.0	8	87.1	5	129.8	1
Removal of Farmland from Production	$ Million	0.69	1	0.73	3	0.79	8	0.73	3	0.77	7	0.80	9	0.70	2	0.74	6	0.88	11	0.82	10	0.73	3
Benefit to Cost Ratio	Ratio	1.37	1	1.35	2	1.23	4	1.30	3	0.59	10	0.83	8	0.92	6	0.62	9	0.88	7	0.98	5	1.65	1
SUMMATION of RANKINGS		60	1	74	2	92	3	98	5	120	8	113	6	91	3	135	9	135	9	117	7	70	2

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Alternative L11 represents the staged construction of the ultimate expressway using existing Route 13 as directional lanes wherever possible.

Note: Alternative A is the same as Alignment L2.
Alternative B most closely approximates Alignment L1.

Table B-2

ROUTE 13 CORRIDOR STUDY	Alignment	J1		J2		J3		J4		J5		J6		J7		J8		J9		J10		J11		J12#	
	Units																								
ENGINEERING																									
Alignment Length	Miles	27.12		27.41		27.15		27.66		27.66		27.29		28.05		27.36		26.94		27.67		26.99		27.29	
Project Cost																									
Construction	$	$122,680,990		$122,182,600		$120,368,640		$122,495,070		$129,219,510		$124,911,160		$126,754,020		$119,440,670		$119,157,710		$125,794,720		$116,927,930		$115,467,840	
Right-of-Way	$	$5,683,700		$8,246,730		$6,174,830		$8,758,030		$10,058,020		$8,754,760		$6,096,980		$4,374,650		$7,942,500		$5,086,390		$3,559,590		$7,270,300	
Total Project Cost	$	$128,364,700	5	$130,429,300	6	$126,543,500	3	$131,253,100	8	$139,277,500	11	$133,665,900	10	$132,851,000	9	$123,815,300	2	$127,100,200	4	$130,881,100	7	$120,487,500	1	$122,738,100	2
Compatibility with Staged Construction	Rating	10	10	5	5	7	7	1	1	1	1	3	3	4	4	9	9	6	6	8	8	10	10	3	3
TRAFFIC																									
Projected Traffic, Year 2022																									
Vehicle Miles of Travel Reduced	Miles/Year	(2,575,075)	6	(7,556,491)	11	(7,190,403)	10	(5,906,935)	8	(2,487,733)	5	(6,524,578)	9	200,676	4	6,783,616	2	(3,091,363)	7	3,661,923	3	11,368,025	1	(6,524,578)	9
Vehicle Hours of Travel Reduced.	Hours/Day	2,575	7	2,721	4	2,390	10	2,462	9	2,910	1	2,685	5	2,331	11	2,629	6	2,853	3	2,519	8	2,884	2	2,685	5
Projected Reduction in Accidents, Year 2022																									
Fatal Accidents	Number	2.9	4	2.8	9	2.8	9	2.9	4	3.0	2	2.9	4	2.9	4	3.2	1	2.9	4	3.0	2	2.8	9	2.9	4
Personal Injury Accidents	Number	98.6	7	95.2	10	95.6	9	99.7	5	101.1	3	99.0	6	98.3	8	109.8	1	99.8	4	103.6	2	94.4	11	99.0	6
Property Damage Only Accidents	Number	650.1	7	635.0	10	636.1	9	658.2	5	666.2	3	658.7	4	645.9	8	702.1	1	656.2	6	670.9	2	608.9	11	658.7	4
ENVIRONMENTAL																									
Parks and Wildlife Areas	Number	0		0		0		0		0		0		0		0		0		0		0		0	
Wetlands Areas (*)	Number	22/257/48/47.5	10	19/204/53/71	5	22/263/46/59.5	11	19/210/51/69	6	16/147/58/75	3	18/121/62/98	1	22/135/51/79	3	20/143/38/52	2	21/140/63/91	7	25/154/54/65	9	24/158/40/57.5	8	17/125/63/93.5	1
Flood Plains (100 Year)	Acres	124.5	8	105.7	4	129.1	11	110.3	5	76	3	55.3	1	114.1	7	113.9	6	68.5	2	127.3	9	127.1	9	55.3	1
Major Stream Crossings	Length	1210	10	1090	6	1110	7	990	4	640	1	660	2	1110	7	1030	5	785	3	1235	11	1155	9	660	2
Threatened and Endangered Species	Number	0		0		0		0		2	2	2	2	1	1	1	1	2	2	1	1	1	1	2	2
Natural Communities (Woodlands, etc.)	Number	1	1	2	3	1	1	2	3	3	8	4	9	4	9	4	9	2	3	2	3	2	3	4	9
Prime Farmland Soils	Acres	915	6	942	9	906	3	933	8	931	7	887	1	907	3	1023	10	888	1	908	3	1024	10	887	1
Visual and Aesthetic Considerations	Rating	11	11	9	9	10	10	8	8	1	1	2	2	4	4	5	5	3	3	6	6	7	7	2	2
Noise Sensitive Receptors	Number	0		0		0		0		1	1	1	1	0		0		2	2	1	1	1	1	1	1
Cultural Resources																									
Archeological Sites	Number	0		0		0		0		0		0		0		0		0		0		0		0	
Predictive Archeological Model	Rating	4	4	1	1	3	3	5	5	10	10	8	8	6	6	2	2	9	9	7	7	4	4	8	8
Architectural Sites / Bridges	Number	0/0	1	38/5	6	6/2	3	44/7	9	44/10	10	54/10	11	42/7	8	14/3	4	40/8	7	30/5	5	2/1	2	54/10	11
Hazardous Waste Sites																									
High Potential Sites	Number	0		1	1	0		1	1	2	2	1	1	0		0		1	1	0		0		1	1
Moderate Potential Sites	Number	1	1	2	2	2	2	3	3	2	2	0		0		0		0		0		0		0	
ECONOMIC (Social)																									
Displacements																									
Permanent Residence (By Class)	Number	32	5	58	10	31	4	57	9	63	11	55	8	33	6	16	2	48	7	24	3	9	1	55	8
Mobile Homes (By Class)	Number	0	1	0	1	6	7	6	7	16	10	13	9	1	3	1	3	16	10	4	5	4	5	13	9
Business (By Class):																									
Commercial	Number	0		0		2	2	2	2	4	4	3	3	1	1	1	1	1	1	0		0		3	3
Agricultural (Parcels / Acres)	Number / Acres	89/986.0	2	111/996.8	9	100/987.4	5	122/1006.0	11	119/1006.0	10	104/992.2	6	95/1020.0	8	80/995.1	3	106/979.8	4	97/1006.3	7	82/981.6	1	104/992.2	6
Public Use Facility	Number	0		2	2	3	3	5	5	7	7	4	4	0		0		4	4	0		0		4	4
Consistency w/ Current and Future Land Use	Rating	3	4	3	4	3	4	2	2	1	1	4	7	2	2	7	11	5	8	6	9	6	9	4	7
Economic Considerations																									
Highway User Cost Savings	$ Million	142.0	9	160.1	6	131.8	11	139.4	10	162.2	5	150.0	8	167.2	4	174.6	1	159.5	7	171.7	3	182.1	2	150.0	8
Economic Development Potential	$ Million	88.3	9	112.5	5	78.8	11	83.1	10	108.4	6	95.3	8	117.5	4	133.2	1	105.2	7	122.0	3	148.8	2	95.3	8
Removal of Farmland Production	$ Million	0.43	2	0.44	3	0.42	1	0.44	3	0.44	3	0.42	1	0.42	1	0.45	4	0.42	1	0.43	2	0.48	4	0.42	1
Benefit to Cost Ratio	Ratio	1.05	9	1.10	7	0.99	11	1.01	10	1.11	6	1.07	8	1.19	4	1.30	1	1.19	4	1.21	3	1.42	2	1.07	8
SUMMATION of RANKINGS		139	6	148	9	167	11	161	10	139	6	142	8	129	5	93	1	127	4	122	2	125	3	134	5

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Alternative J12 represents the staged construction of the ultimate expressway using existing Route 13 as directional lanes wherever possible.

Alternative J12 utilizes the Far East (W6) bypass of Warrensburg.

Note: Alternative B-West is the same as Alignment J2.
Alternative A-West is the same as Alignment J4.

Alternative A-Near East is similar to Alignment J6 except that Link F41 is used to cross Blackwater River.
Alternative A-Far East is similar to Alignment J7 except that Link F41 is used to cross Blackwater River.
Alternative B-Far East is similar to Alignment J8 except that Link E4 is used north of Warrensburg.

Table B-3

ROUTE 13 CORRIDOR STUDY	JOHNSON COUNTY ----- ALIGNMENTS									
	Alignment	A WEST		B WEST		A NEAR EAST		A FAR EAST		B FAR EAST	
	Units										
ENGINEERING											
Alignment Length	Miles	27.66		27.25		27.65		28.51		27.36	
Project Cost											
Construction	$	$122,495,070		$124,639,500		$118,723,706		$124,327,856		$119,440,670	
Right-of-Way	$	$8,758,030		$8,431,010		$10,706,210		$7,467,410		$4,374,650	
Total Project Cost	$	$131,253,100	3	$133,070,510	5	$129,429,916	2	$131,795,266	4	$123,815,300	1
Compatibility with Staged Construction	Rating	1	1	4	4	2	2	3	3	5	5
TRAFFIC											
Projected Traffic, Year 2022											
Vehicle Miles of Travel Reduced	Miles/Year	(5,906,935)	4	(7,556,491)	5	(4,506,150)	3	200,676	2	6,783,616	1
Vehicle Hours of Travel Reduced	Hours/Day	2,462	4	2,721	2	2,798	1	2,331	5	2,629	3
Projected Reduction In Accidents, Year 2022											
Fatal Accidents	Number	2.9	3	2.8	5	3.0	2	2.9	3	3.2	1
Personal Injury Accidents	Number	99.7	3	95.2	5	100.0	2	98.3	4	109.8	1
Property Damage Only Accidents	Number	658.2	3	635.0	5	660.0	2	645.9	4	702.1	1
ENVIRONMENTAL											
Parks and Wildlife Areas	Number	0		0		0		0		0	
Wetlands Areas	Number	19/210/51/69	5	19/204/53/71	4	18/121/62/99	3	22/135/51/80	2	20/143/38/52	1
Flood Plains (100 Year)	Acres	110.3	3	105.7	2	66	1	114.1	5	113.9	4
Major Stream Crossings	Length	990	2	1090	4	650	1	1110	5	1030	3
Threatened and Endangered Species	Number	0		0		0		0		0	
Natural Communities (Woodlands, etc.)	Number	2		2		3		3		3	
Prime Farmland Soils	Acres	933	2	942	3	923	1	945	4	1003	5
Visual and Aesthetic Considerations	Rating	4	4	5	5	1	1	2	2	3	3
Noise Sensitive Receptors	Number	0		0		1		0		0	
Cultural Resources											
Archeological Sites	Number	0		0		0		0		0	
Predictive Archeological Model	Rating	3	3	1	1	5	5	4	4	2	2
Architectural Sites / Bridges	Number	44/7	4	38/5	2	54/10	5	42/7	3	14/3	1
Hazardous Waste Sites											
High Potential Sites	Number	1		1		1		0		0	
Moderate Potential Sites	Number	4	5	1	3	1	3	1	2	0	1
ECONOMIC (Social)											
Displacements											
Permanent Residence (By Class)	Number	57	3	58	4	63	5	48	2	16	1
Mobile Homes (By Class)	Number	6	3	0	1	16	4	16	4	1	2
Business (By Class):											
Commercial	Number	2	4	0	1	4	5	1	2	1	2
Agricultural (Parcels / Acres)	Number / Acres	122/1006.0	5	111/996.8	3	119/1006	4	106/980	2	80/995.1	1
Public Use Facility	Number	5	4	2	2	7	5	4	3	0	1
Consistency w/ Current and Future Land Use	Rating	2	2	3	3	1	1	4	4	5	5
Economic Considerations											
Highway User Cost Savings	$ Million	139.4	5	160.1	2	156.0	4	159.5	3	174.6	1
Economic Development Potentia	$ Million	83.1	5	112.5	2	101.5	4	105.2	3	133.2	1
Removal of Farmland from Produc	$ Million	0.44	3	0.44	3	0.43	2	0.42	1	0.45	5
Benefit to Cost Ratio	Ratio	1.01	5	1.10	3	1.09	4	1.19	2	1.30	1
SUMMATION of RANKINGS		88	5	79	4	72	2	78	3	53	1

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Note: Alternative B-West is the same as Alignment J2.
Alternative A-West is the same as Alignment J4.
Alternative A-Near East is similar to Alignment J6 except that Link F41 is used to cross Blackwater River.
Alternative A-Far East is similar to Alignment J7 except that Link F41 is used to cross Blackwater River.
Alternative B-Far East is similar to Alignment J8 except that Link E4 is used north of Warrensburg.

Table B-4

ROUTE 13 CORRIDOR STUDY	Alignment	H1		H2		H3		H4		H5		H6		H7		H8		H9		H10		H11		H12		H13 (#)	
		HENRY COUNTY ---- ALIGNMENTS																									
	Units																										
ENGINEERING																											
Alignment Length	Miles	16.94		17.42		18.24		16.71		17.18		18.06		16.74		17.18		17.99		16.20		16.63		17.29		17.29	
Project Cost																											
Construction	$	$69,108,750		$66,145,170		$72,389,200		$71,708,420		$64,269,870		$65,641,180		$66,848,020		$64,470,490		$70,795,650		$66,275,860		$68,037,570		$73,285,530		$56,197,300	
Right-of-Way	$	$2,478,830		$2,816,730		$2,796,590		$2,749,580		$3,086,490		$3,072,860		$3,045,290		$3,378,910		$3,358,760		$3,384,310		$3,717,210		$3,779,560		$2,901,830	
Total Project Cost	$	$71,587,600	7	$68,961,900	4	$75,185,800	11	$74,458,000	10	$67,356,400	1	$68,714,000	3	$69,893,300	6	$67,849,400	2	$74,154,400	9	$69,660,200	5	$71,754,800	8	$77,065,100	12	$59,099,100	1
Compatibility with Staged Construction	Rating	7	7	7	7	7	7	1	1	1	1	1	1	4	4	4	4	4	4	10	10	10	10	10	10	1	1
TRAFFIC																											
Projected Traffic, Year 2022																											
Vehicle Miles of Travel Reduced	Miles/Year	(2,098,247)	10	(2,496,456)	11	(5,541,609)	12	1,990,976	6	1,592,765	7	(1,452,388)	9	2,438,842	3	2,040,634	5	(1,004,520)	8	4,331,213	1	3,933,005	2	2,233,223	4	1,816,700	6
Vehicle Hours of Travel Reduced	Hours/Day	4,588	2	4,581	2	4,222	3	4,828	1	4,825	1	4,466	2	4,849	1	4,846	1	4,487	2	4,935	1	4,932	1	4,828	1	4,835	1
Projected Reduction in Accidents, Year 2022																											
Fatal Accidents	Number	1.4		1.4		1.4		1.5		1.5		1.4		1.5		1.5		1.4		1.5		1.5		1.5		1.5	
Personal Injury Accidents	Number	47.5		47.3		46.3		49.8		49.6		48.5		49.9		49.7		48.6		50.2		50.1		51.8		49.6	
Property Damage Only Accidents	Number	314.3		313.9		311.3		323.2		322.9		320.2		323.3		322.9		320.2		323.0		322.6		336.4		322.9	
ENVIRONMENTAL																											
Parks and Wildlife Areas	Number	3		4		4		3		4		4		3		4		4		3		4		4		4	
Wetlands Areas (*)	Number	24/275/44/77	12	20/185/50/98	7	24/216/46/82	11	18/235/40/69	8	10/83/27/54	2	18/176/42/74	5	16/225/36/58	5	8/73/20/40	1	16/167/38/63	3	19/242/52/95	10	11/87/36/77	4	20/189/59/106	9	13/139/43/81	2
Flood Plains (100 Year)	Acres	131.1	12	81.7	4	111.5	8	129.7	11	80.3	3	110.1	7	124.1	10	74.7	2	104.5	6	116	9	66.6	1	96.4	5	74.7	2
Major Stream Crossings	Length	880	3	780	1	1080	9	880	3	780	1	880	3	880	3	780	1	1160	10	1010	8	910	7	1190	11	780	1
Threatened and Endangered Species	Number	0		0		0		0		0		0		0		0		0		0		0		0		0	
Natural Communities (Woodlands, etc.)	Number	0		1	1	1	1	0		1	1	1	1	0		0		1	1	1	1	2	2	2	2	1	1
Prime Farmland Soils	Acres	1105	2	1167	5	1211	8	1173	6	1235	11	1279	12	1119	3	1181	7	1225	9	1064	1	1126	4	1258	12	1,233	10
Visual and Aesthetic Considerations	Rating	9	9	8	8	7	7	3	3	2	2	1	1	6	6	5	5	4	4	12	12	11	11	10	10	2	2
Noise Sensitive Receptors	Number	1		1		1		1		1		1		1		1		1		1		1		1		1	
Cultural Resources																											
Archeological Sites	Number	4	4	0		0		4	4	0		0		4	4	0		0		0		0		0		0	
Predictive Archeological Model	Rating	10	10	8	8	11	11	3	3	1	1	4	4	5	5	2	2	6	6	9	9	7	7	12	12	13	13
Architectural Sites / Bridges	Number	0/0		0/0		0/0		5/0	5	5/0	5	5/0	5	0/0		0/0		0/0		0/0		0/0		5/0	5	6/0	6
Hazardous Waste Sites																											
High Potential Sites	Number	0		0		0		0		0		0		0		0		0		0		0		0		0	
Moderate Potential Sites	Number	0		0		0		1	1	1	1	1	1	0		0		0		0		0		0		1	1
ECONOMIC (Social)																											
Displacements																											
Permanent Residence (By Class)	Number	9	1	12	3	11	2	12	3	15	7	14	6	15	7	18	10	17	9	19	11	22	12	22	12	13	5
Mobile Homes (By Class)	Number	0		0		0		0		0		0		0		0		0		0		0		0		0	
Business (By Class):																											
Commercial	Number	0		0		0		0		0		0		0		0		0		0		0		0		0	
Agricultural (Parcels / Acres)	Number / Acres	57/615.9	4	58/633.4	8	66/663.1	11	57/607.5	3	58/624.6	6	66/656.9	10	67/608.0	7	68/624.6	9	76/654.3	12	42/589.2	1	43/604.7	2	56/628.7	5	59/628.6	7
Public Use Facility	Number	0		0		0		0		0		0		0		0		0		0		0		0		0	
Consistency w/ Current and Future Land Use	Rating	2	2	2	2	3	3	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Economic Considerations																											
Highway User Cost Savings	$ Million	134.1	11	132.7	12	114.9	13	153.4	6	152.0	8	134.2	10	155.3	4	153.9	5	136.0	9	163.0	1	161.7	2	161.7	2	152.8	7
Economic Development Potential	$ Million	126.8	9	125.2	11	105.1	12	147.5	7	148.1	5	126.0	10	149.6	4	148.2	5	128.2	8	158.4	1	156.9	2	156.9	2	148.1	5
Removal of Farmland from Production	$ Million	0.48	4	0.50	6	0.52	9	0.51	7	0.53	10	0.55	11	0.48	4	0.51	7	0.60	12	0.36	1	0.39	2	0.44	3	0.52	9
Benefit to Cost Ratio	Ratio	1.20	11	1.21	10	0.99	13	1.34	8	1.42	4	1.23	9	1.41	6	1.43	3	1.19	12	1.49	1	1.45	2	1.37	7	1.42	4
SUMMATION of RANKINGS		120	9	110	7	151	12	98	6	78	2	112	7	83	4	70	1	125	10	84	5	80	3	125	10	85	5

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Alternative H13 represents the staged construction of the ultimate expressway using existing Route 13 as directional lanes wherever possible.

Note: Alternative A most closely approximates Alignment H5.
Alternative A (East Option) most closely approximates Alignment H8.
Alternative B is the same as Alignment H11.

Table B-5

ROUTE 13 CORRIDOR STUDY	Link No.	S1		S2		S3		S4		S5	
	Units	HENRY COUNTY ----- ROUTE 7 ALIGNMENTS									
ENGINEERING											
Alignment Length	Miles(Feet)	6.20		5.62		5.89		4.59		4.21	
Project Cost											
Construction	$	36,142,960		$30,297,720		$31,552,920		$25,110,490		$20,701,820	
Right-of-Way	$	1,009,090		$1,700,940		$1,076,510		$1,246,890		$1,568,240	
Total Project Cost	$	37,152,100	5	$31,998,700	3	$32,629,400	4	$26,357,400	2	$22,270,100	1
Compatibility with Staged Construction	Rating										
Highway Miles added to State System	Miles		5		3		4		2		1
TRAFFIC											
Projected Traffic, Year 2022											
Vehicle Miles of Travel Reduced	Miles/Year	1,393,935	2	1,692,870	1	1,273,120	3	(1,091,715)	5	(507,715)	4
Vehicle Hours of Travel Reduced	Hours/Day	4,806	2	4,851	1	4,791	3	4,521	5	4,584	4
Projected Reduction in Accidents, Year 2022											
Fatal Accidents	Number	1.4		1.4		1.4		1.4		1.4	
Personal Injury Accidents	Number	48.0		48.0		48.0		47.0		47.0	
Property Damage Only Accidents	Number	316.0		316.0		316.0		313.0		314.0	
ENVIRONMENTAL											
Parks and Wildlife Areas	Number	2	2	1	1	1	1	1	1	1	1
Wetlands Areas	Number	4/62/22/39	4	5/54/7/19	4	4/51/9/21	3	3/16/6/9	1	4/19/4/7	2
Flood Plains (100 Year)	Acres	31.0	4	27	3	40	5	19.7	2	6.7	1
Major Stream Crossings	Length	400	3	450	5	400	3	100	1	150	2
Threatened and Endangered Species	Number	0		0		0		0		0	
Natural Communities (Woodlands, etc.)	Number	0		0		0		0		0	
Prime Farmland Soils	Acres	328	3	347	5	335	4	302	1	314	2
Visual and Aesthetic Considerations	Rating	5	5	4	4	3	3	1	1	2	2
Noise Sensitive Receptors	Number	1	2	0	1	0	1	0	1	0	1
Cultural Resources											
Archeological Sites	Number	0		0		0		0		0	
Predictive Archeological Model	Rating										
Architectural Sites / Bridges	Number	3/0	2	0/1	1	3/1	4	6/1	5	3/0	2
Hazardous Waste Sites											
High Potential Sites	Number	0		0		0		0		0	
Moderate Potential Sites	Number	0	1	0	1	0	1	1	4	1	4
ECONOMIC(Social)											
Displacements											
Permanent Residence(By Class)	Number	4	1	6	4	5	3	5	1	7	5
Mobile Homes(By Class)	Number	1	1	23	5	1	1	1	1	23	5
Business(By Class):											
Commercial	Number	0		0		0		0		0	
Agricultural	Number	225.6	5	204.2	3	210.3	4	167.1	2	161.1	1
Public Use Facility	Number	0	1	0	1	0	1	1	2	1	2
Consistency w/ Current and Future Land Use	Rating	5	5	3	4	4	3	2	1	1	2
Economic Considerations											
Highway User Cost Savings	$ Million	259.1	2	261.0	1	258.3	3	244.7	5	247.9	4
Economic Development Potential	$ Million	177.6	2	179.1	1	173.8	3	166.8	5	169.4	4
Removal of Farmland from Product	$ Million										
Benefit to Cost Ratio	Ratio	1.88	4	1.90	1	1.90	1	1.86	5	1.88	3
SUMMATION of RANKINGS		61	5	53	1	58	4	53	1	53	1

LEGEND

Wetlands 1/2/3/4 where 1 = number of streams 2 = acres of streams 3 = number of ponds 4 = acres of ponds

Note: The preferred alternative is alignment S-5

Table B-6