

APPENDIX A

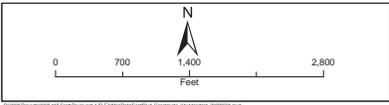
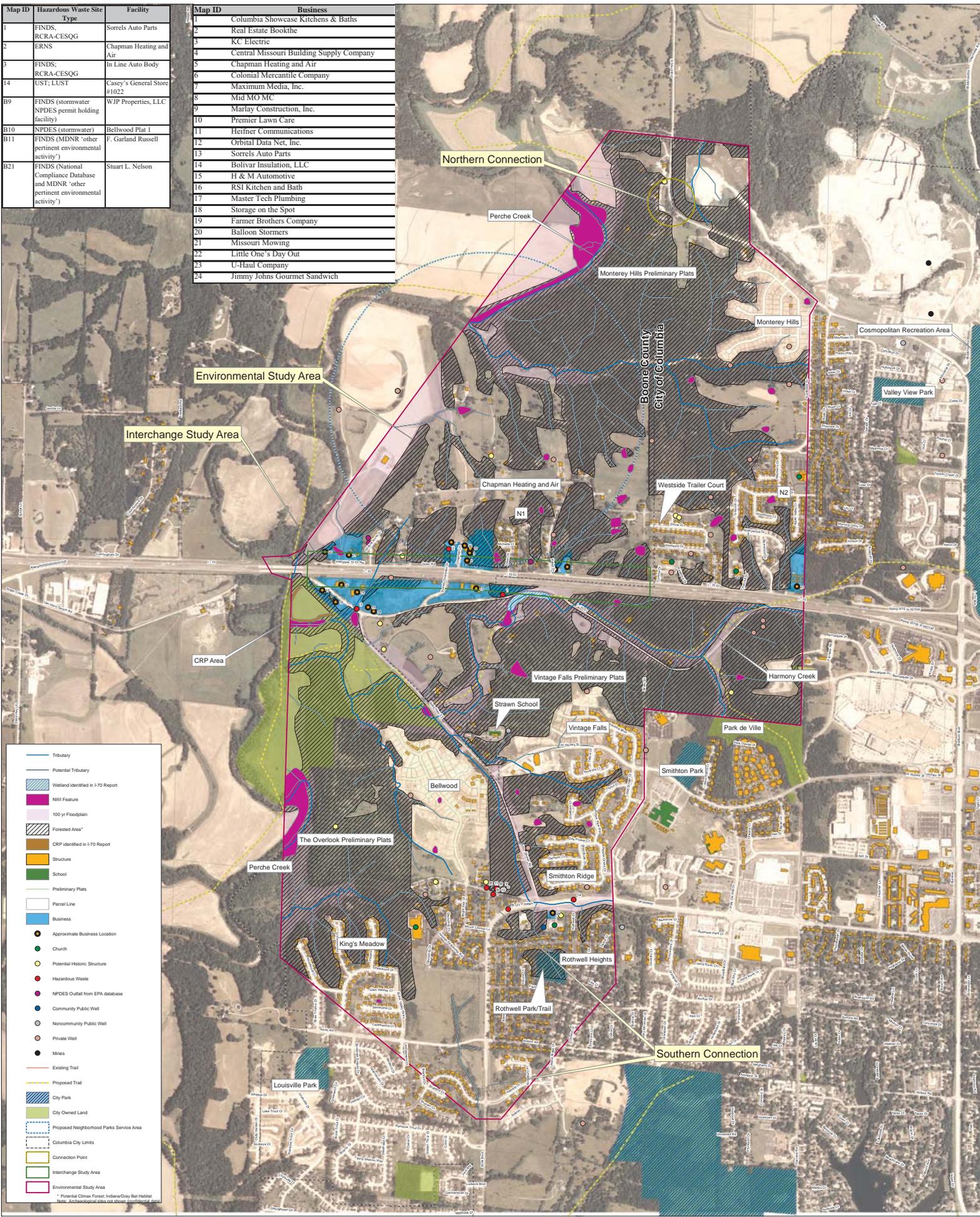
Design Criteria

APPENDIX B

Environmental Constraints Maps

Map ID	Hazardous Waste Site Type	Facility
1	FINDS, RCRA-CESQG	Sorrels Auto Parts
2	ERNS	Chapman Heating and Air
3	FINDS, RCRA-CESQG	In Line Auto Body
14	UST, LUST	Casey's General Store #1022
B9	FINDS (stormwater NPDES permit holding facility)	WJP Properties, LLC
B10	NPDES (stormwater)	Bellwood Plat 1
B11	FINDS (MDNR 'other pertinent environmental activity')	F. Garland Russell
B21	FINDS (National Compliance Database and MDNR 'other pertinent environmental activity')	Stuart L. Nelson

Map ID	Business
1	Columbia Showcase Kitchens & Baths
2	Real Estate Bookthe
3	KC Electric
4	Central Missouri Building Supply Company
5	Chapman Heating and Air
6	Colonial Mercantile Company
7	Maximum Media, Inc.
8	Mid MO MC
9	Marlay Construction, Inc.
10	Premier Lawn Care
11	Helfer Communications
12	Orbital Data Net, Inc.
13	Sorrels Auto Parts
14	Bolivar Insulation, LLC
15	H & M Automotive
16	RSI Kitchen and Bath
17	Master Tech Plumbing
18	Storage on the Spot
19	Farmer Brothers Company
20	Balloon Stormers
21	Missouri Mowing
22	Little One's Day Out
23	U-Haul Company
24	Jimmy Johns Gourmet Sandwich



SCOTT BOULEVARD AJR/EA ENVIRONMENTAL CONSTRAINTS

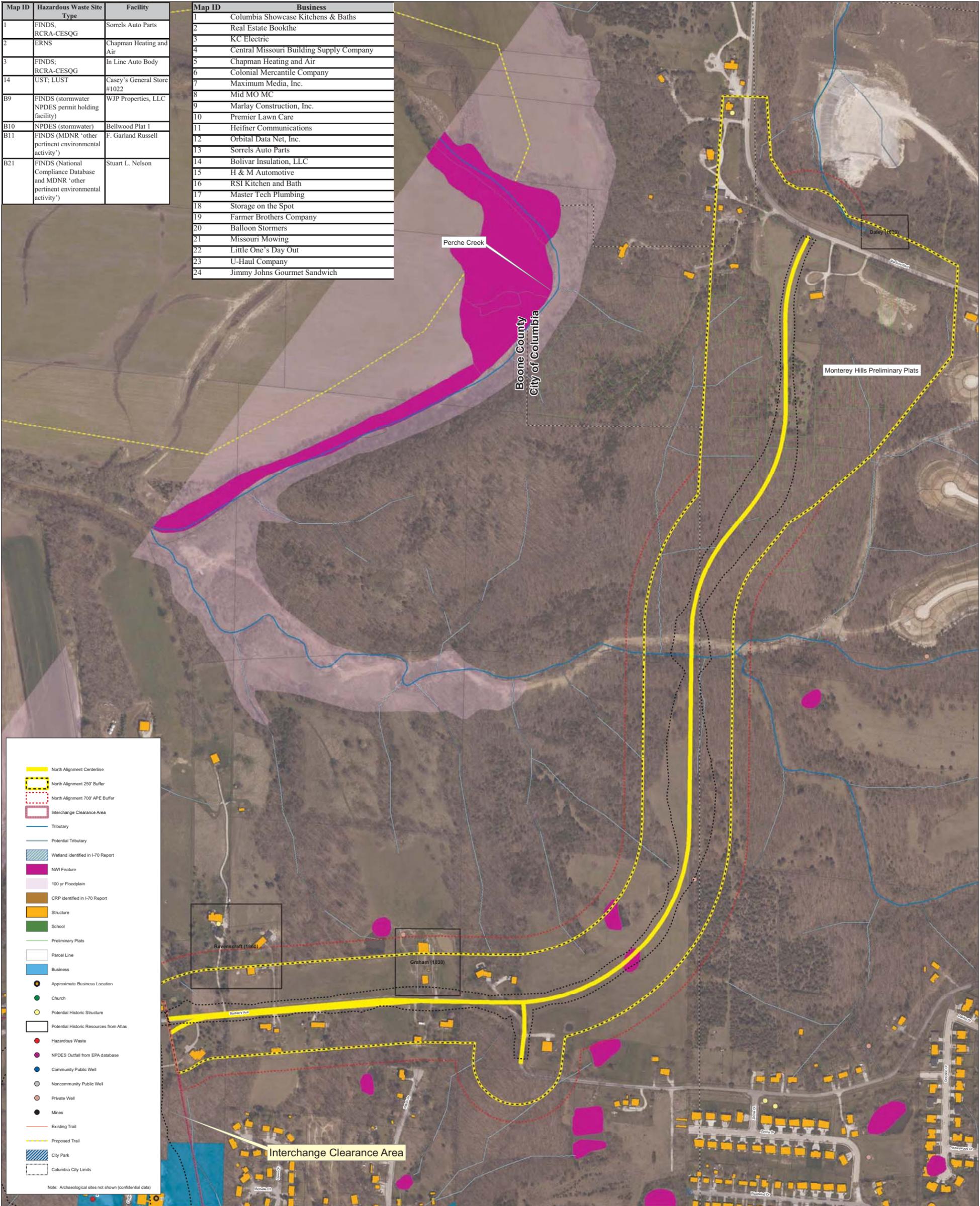
(2007 NAIP aerial photography)

BARTLETT & WEST
ENGINEERS, THE BARTLETT & WEST GROUP

CBB
Crawford, Burke, Deamster
Soils and Transportation Engineers

Map ID	Hazardous Waste Site Type	Facility
1	FINDS, RCRA-CESQG	Sorrels Auto Parts
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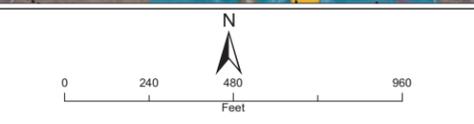
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Legend

- North Alignment Centerline
- North Alignment 250' Buffer
- North Alignment 700' APE Buffer
- Interchange Clearance Area
- Tributary
- Potential Tributary
- Wetland Identified in I-70 Report
- NWI Feature
- 100 yr Floodplain
- CRP Identified in I-70 Report
- Structure
- School
- Preliminary Plats
- Parcel Line
- Business
- Approximate Business Location
- Church
- Potential Historic Structure
- Potential Historic Resources from Atlas
- Hazardous Waste
- NPDES Outfall from EPA database
- Community Public Well
- Noncommunity Public Well
- Private Well
- Mines
- Existing Trail
- Proposed Trail
- City Park
- Columbia City Limits

Note: Archaeological sites not shown (confidential data)



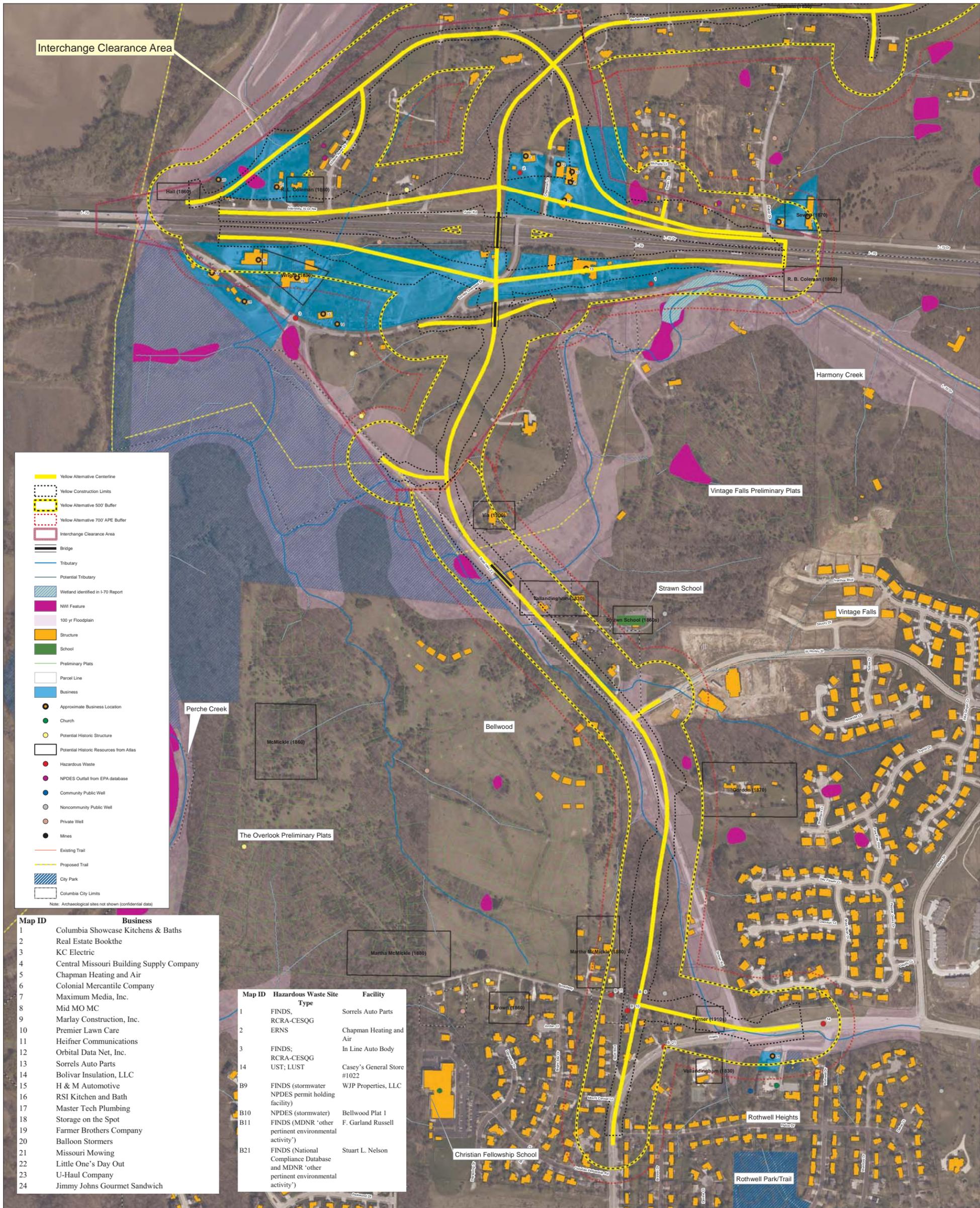
**SCOTT BOULEVARD AJR/EA
ENVIRONMENTAL CONSTRAINTS
NORTH ALIGNMENT**

(2007 NAIP aerial photography)

BARTLETT & WEST
SERVICE. THE BARTLETT & WEST WAY.

CBB
Crowford, Bunte, Brammiller
Traffic and Transportation Engineers

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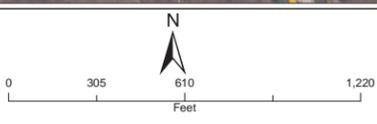


Interchange Clearance Area

- Yellow Alternative Centerline
 - Yellow Construction Limits
 - Yellow Alternative 500' Buffer
 - Yellow Alternative 700' APE Buffer
 - Interchange Clearance Area
 - Bridge
 - Tributary
 - Potential Tributary
 - Wetland Identified in I-70 Report
 - NWI Feature
 - 100 yr Floodplain
 - Structure
 - School
 - Preliminary Plats
 - Parcel Line
 - Business
 - Approximate Business Location
 - Church
 - Potential Historic Structure
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SCOTT BOULEVARD AJR/EA ENVIRONMENTAL CONSTRAINTS YELLOW ALTERNATIVE

(2007 NAIP aerial photography)

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APPENDIX C

June 22, 2009

Public Open House

Materials

Scott Boulevard & I-70 Interchange Location Study

City of Columbia, Missouri



Newsletter 1 - June 2009

The City of Columbia is working together with the Missouri Department of Transportation (MoDOT) and Boone County to improve access to Interstate 70 in western Columbia.

What is the reason for the Interchange Location Study?

Western Columbia is currently served by Stadium Boulevard, which is already congested.

This study is being conducted to identify solutions for improving access to I-70.

Where are we in the process?



We are in the initial stages of the planning process.

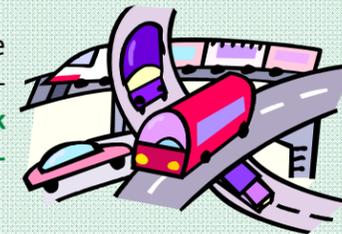
Actual construction would be several years in the future.

No funding has been identified for design or construction.

Where would the interchange be located?

The location has not yet been determined.

The new interchange would be located between Perche Creek and Stadium Boulevard.



It's location must maintain adequate spacing between Stadium Boulevard and Route 40.

The Location Study will . . .

- ◆ Document the purpose and need for the proposed interchange.
- ◆ Select a preferred location & configuration for a new interchange between Perche Creek and Stadium Boulevard.
- ◆ Select a preferred alignment to extend Scott Boulevard from West Broadway to Route E to connect to the proposed I-70 interchange.
- ◆ Complete federally required planning documentation (Environmental Assessment and Access Justification Report).



What critical issues influence the location of a new interchange?

- ◆ Impacts to neighborhoods & businesses;
- ◆ Ability to serve travel demands in the community;
- ◆ Connectivity to the local street system;
- ◆ Spacing between interchanges along I-70;
- ◆ Topography; and
- ◆ Environmental impacts.

Scott Boulevard and I-70 Interchange Location Study
1830 Craig Park Court, Suite 209
Saint Louis, Missouri 63108

Scott Boulevard & I-70 Interchange Location Study

Informational Open House

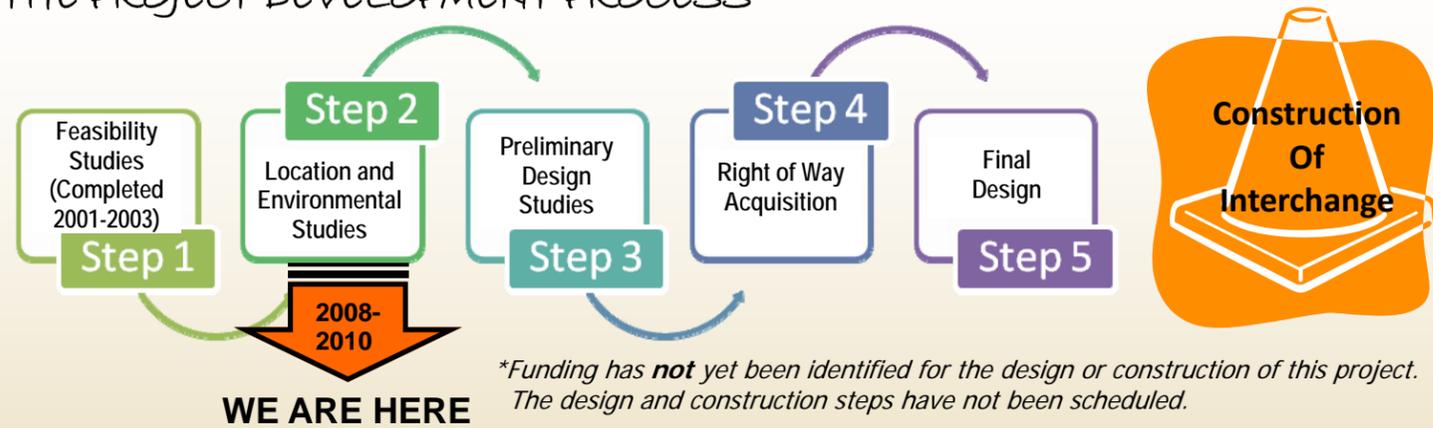
Come share your ideas with us at the Activity Recreational Center (ARC)
701 W. Ash Street



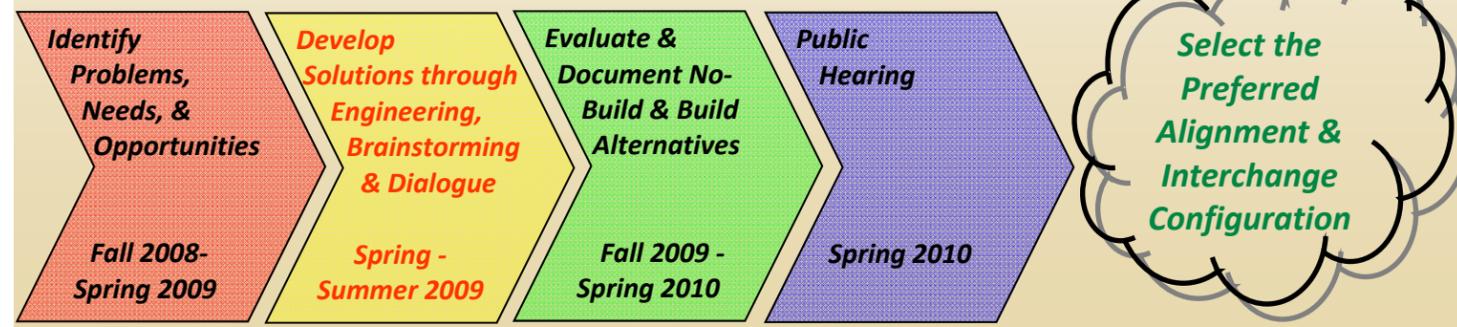
June 22, 2009
4:00 p.m. to 8:00 p.m.

What is the process for building a new interchange? Where are we in the process?

THE PROJECT DEVELOPMENT PROCESS



THE ENVIRONMENTAL STUDIES PROCESS



Related Information

MoDOT's "Improve I-70" Studies

Interstate 70, which bisects the study area, is the primary highway serving the Columbia metropolitan area. Since I-70 connects Kansas City, St. Louis, and Columbia with the national freeway system, it is one of the **most important transportation corridors** in Missouri.

During the past several years, MoDOT has developed plans for the future of **Interstate 70**. You may have heard about MoDOT's long term planning efforts at other public meetings. These plans do not currently include a new interchange at Scott Boulevard. However, MoDOT's studies did find that additional access to I-70 in this area would help **decrease local congestion** and **benefit the local community**. The study concluded that the City could pursue the interchange as a part of its long range plans.



Additional information about MoDOT's Improve I-70 studies can be found at:
<http://www.improvei70.org/>

So WHY do we need another interchange on I-70???

- ❑ The neighborhoods and business community in **western** Columbia are **growing**.
- ❑ This area **does not have adequate access to I-70**. The primary access is at Stadium Boulevard, which is **already congested**.



- ❑ An interchange at I-70/Scott Boulevard will:
 - ◇ Provide travel **options**;
 - ◇ Facilitate **safe and efficient** traffic flow;
 - ◇ Enhance **emergency service** access;
 - ◇ **Relieve congestion** and **improve the level of service** along **West Broadway** and **Stadium Boulevard**; and
 - ◇ Benefit **regional** travel.



What is Next???

Informational Open House Scheduled for: June 22, 2009

The purpose of the open house is to:

- Discuss potential impacts of the proposed interchange and Scott Boulevard extension; and
- Provide an opportunity for the study team and public to share ideas on potential alternatives.

Exhibits and project information will be on display and the public will be provided an opportunity for dialogue and comment.

When: June 22, 2009
4:00 p.m. to 8:00 p.m.

Where: Activity & Recreation Center (ARC)
701 W. Ash Street
Columbia, Missouri

Additional documentation will be available on the City of Columbia's website after the meeting (www.gocolumbiamo.com). If you cannot attend, but would like to submit comments, mail or email them to the address provided below.

Contact Information:

Mailing Address:

Crawford, Bunte, Brammeier
Attn: Scott Boulevard AJR Study
1830 Craig Park Court, Suite 209
Saint Louis, Missouri 63146

E-mail Address:

I70Scott@cbtraffic.com

Phone Number:

1(573)-234-4196 or
Toll Free 1(888) 408-4384



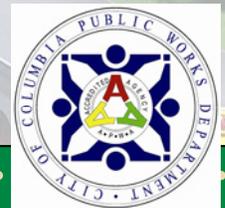
Scott Boulevard & I-70 Interchange Location Study

Informational
Open House
June 22, 2009



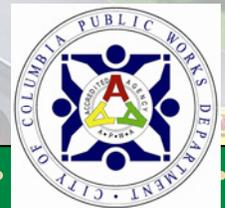
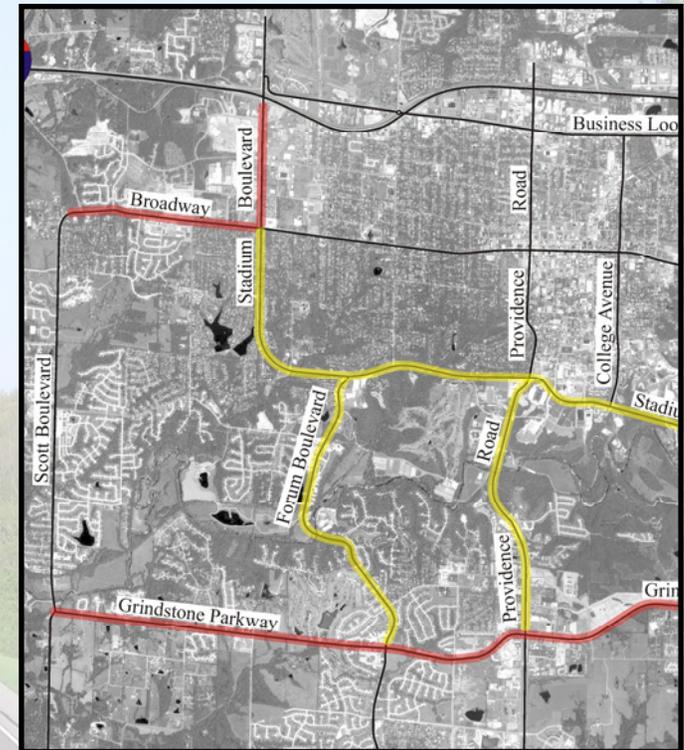
Why are we here tonight?

- **Western Columbia** is currently served by **Stadium Boulevard**, which is already **congested**.
- The City of Columbia is working to **identify solutions** for **improving access** to I-70.
- We are investigating a **new interchange** on I-170 and **extension of Scott Boulevard**.



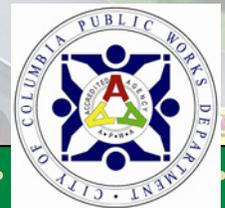
Why do we need another interchange on I-70?

- **Western Columbia's** neighborhoods and business community are **growing**.
- This area **does not have adequate access to I-70**.
- An interchange at I-70/Scott Boulevard **will**:
 - Provide travel **options**;
 - Facilitate **safe and efficient** traffic flow;
 - Enhance **emergency service** access;
 - **Relieve congestion** along West Broadway and Stadium Boulevard; and
 - Benefit **regional** travel
- The Scott Boulevard extension and I-70 interchange were adopted into **CATSO's Major Roadway Plan**.



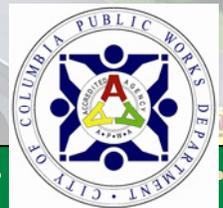
Study Goals

- Document the **purpose and need** for the proposed interchange
- Select a preferred **location & configuration** for a new interchange between Perche Creek and Stadium Boulevard
- Select a **preferred alignment** to extend Scott Boulevard from West Broadway to Route E to connect to the proposed I-70 interchange
- Complete **federally required** planning documentation Environmental Assessment and Access Justification Report



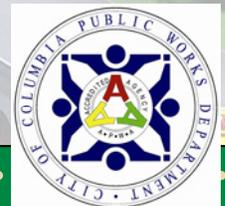
Agencies Involved

City of Columbia
Missouri Department of Transportation
Boone County
Federal Highway Administration



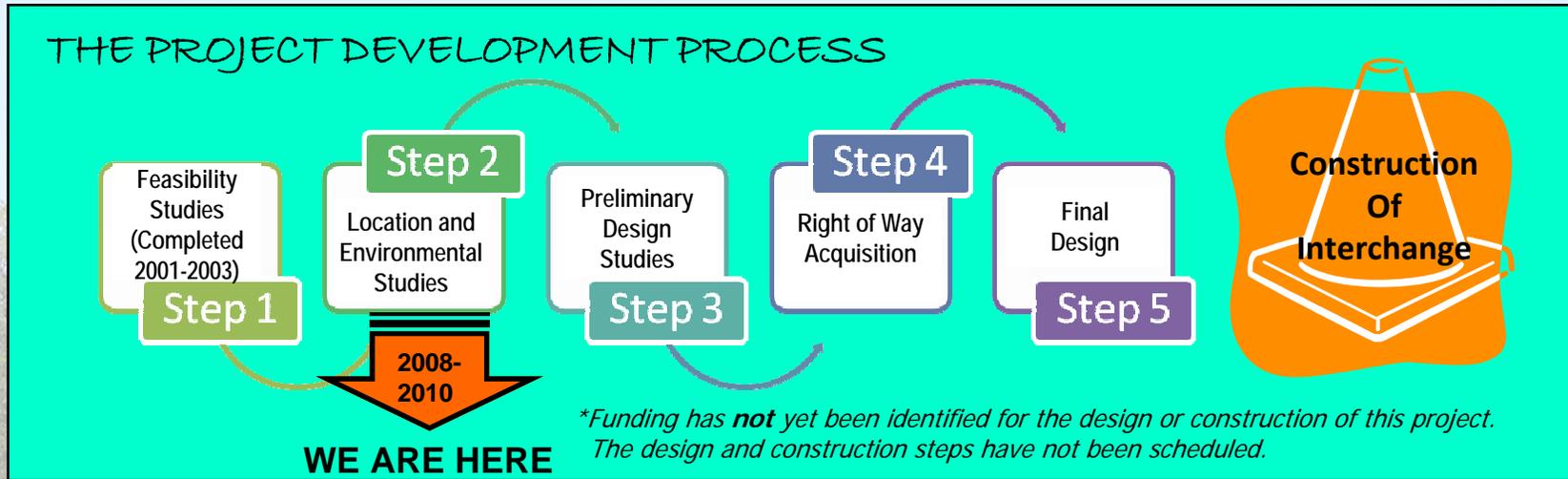
Coordination with Improve I-70

- MoDOT has developed future plans for I-70. The latest plans include truck-only lanes across the state. You may have heard about these plans at other public meetings.
- MoDOT's plans do not include an interchange at Scott Boulevard.
- MoDOT's studies did find that an additional interchange would help **decrease local congestion** and **benefit the local community**
- The study concluded that the City could pursue a new interchange at Scott Boulevard as a part of its long range plans
- **Our team is coordinating with MoDOT**
- Additional information about MoDOT's Improve I-70 studies can be found at: <http://www.improvei70.org/>

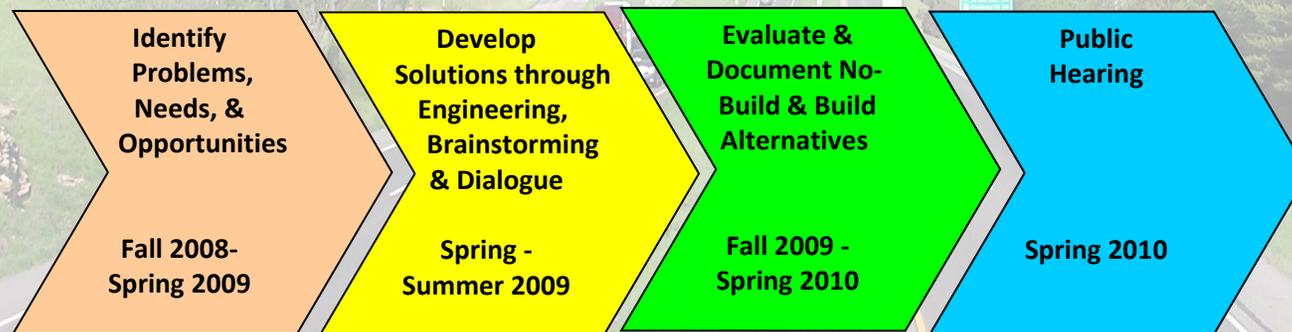


Project Process Map

What is the process for building a new interchange?
Where are we in the process?

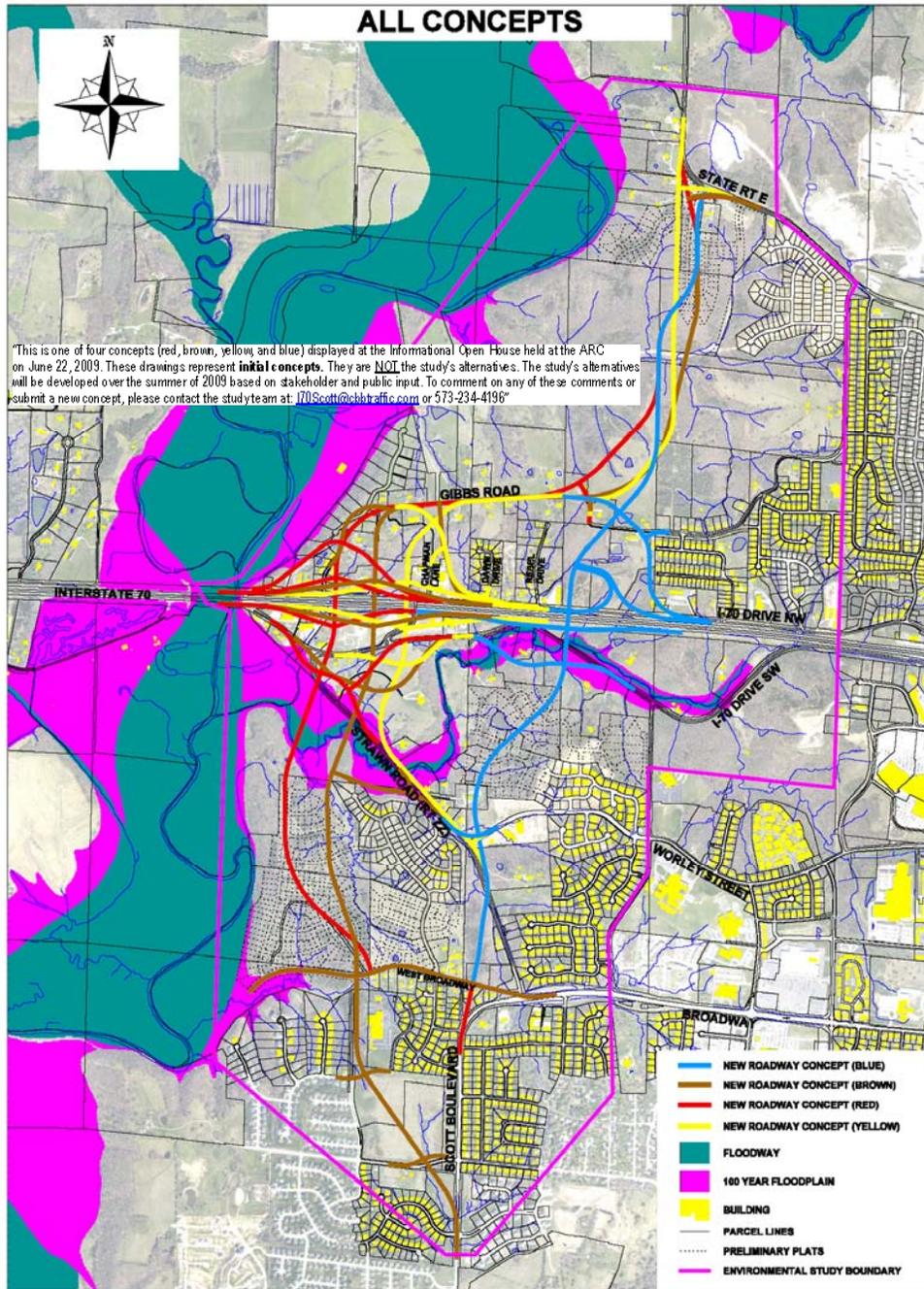


THE ENVIRONMENTAL STUDIES PROCESS



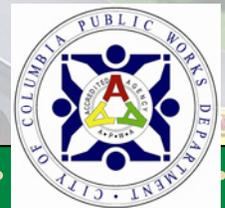
Select the Preferred Alignment & Interchange Configuration





Where are we?

- ✓ Collect background information
- ✓ Evaluate project needs
- ✓ Brainstorm initial concepts
 - Gather input from stakeholders
 - Evaluate and refine concepts
 - Select preferred alternative

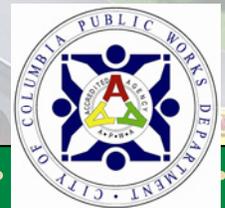


Alignment Challenges

- Impacts to neighborhoods & businesses;
- Ability to serve travel demands in the community;
- Connectivity to the local street system;
- Spacing between interchanges along I-70;
- Topography; and
- Environmental impacts

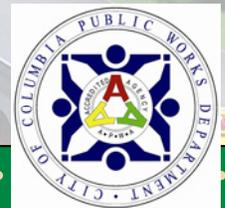


Topography near Blue Interchange Location



When will we build?

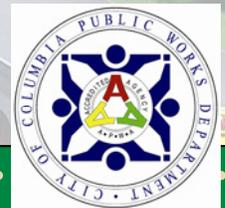
- Construction schedule is undetermined
- There is currently **NO FUNDING** for design, right of way acquisition, or construction
- Timing depends on the availability of funding and the cooperation of the public, elected officials, local businesses, community groups, and involved agencies



Thank You!

Your input will be considered as we further develop
the concepts presented tonight

Please share your thoughts and opinions with us.



Scott Boulevard & I-70 Interchange Location Study
City of Columbia, Missouri

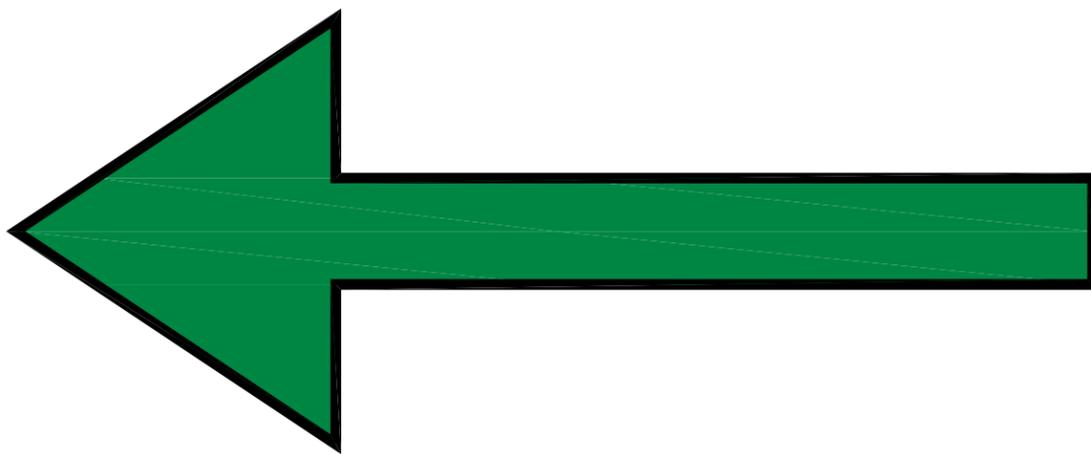


SCOTT BOULEVARD & I-70 INTERCHANGE

INFORMATIONAL OPEN HOUSE

JUNE 22, 2009

4:00 PM - 8:00 PM





Welcome

Please Sign In!



Tonight's Agenda:

- Reason for Interchange Location Study
- Explain Project Development Process
- Critical Issues Influencing the Location
- Feedback on Ideas for Transportation Improvements
- Your Questions and Comments



**Brief formal presentations
will be made at:**

4:30 pm

5:30 pm

6:30 pm

7:30 pm

**Please
do not hesitate
to ask any team
members your
questions!**



Other Agencies Involved



City Of Columbia



Boone County



**Missouri Department
of Transportation (MoDOT)**

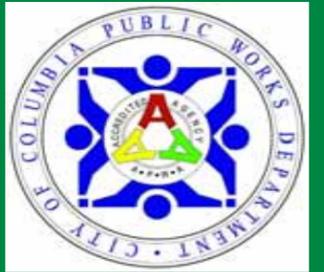


**Federal Highway
Administration (FHWA)**

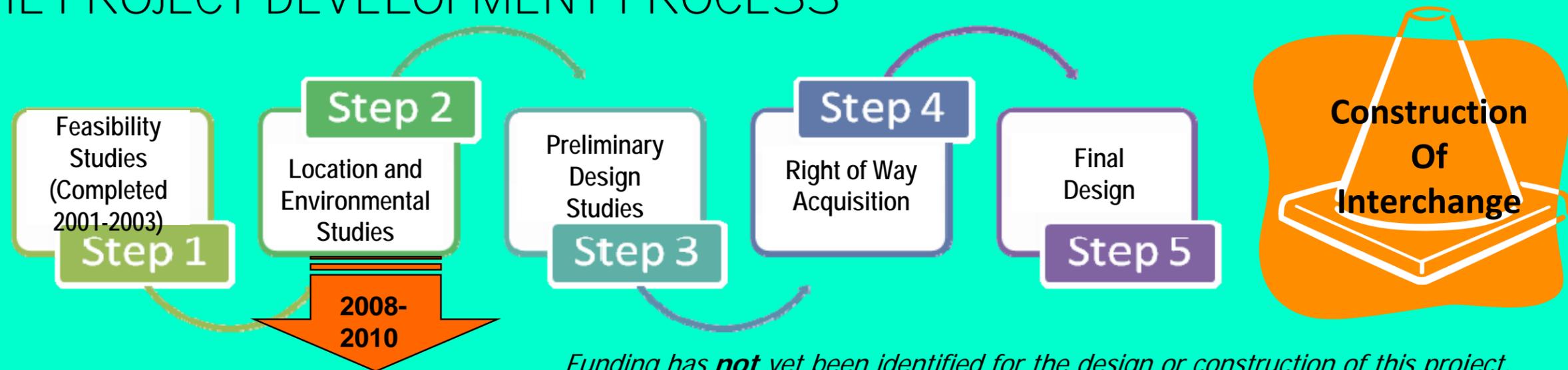


Scott Boulevard & I-70 Interchange Location Study

City of Columbia, Missouri



THE PROJECT DEVELOPMENT PROCESS



WE ARE HERE

*Funding has **not** yet been identified for the design or construction of this project. The design and construction steps have not been scheduled.*

THE ENVIRONMENTAL STUDIES PROCESS





What is the reason for the Interchange Location Study?

- Western Columbia is served by Stadium Boulevard, which is currently congested.
- This study is being conducted to identify solutions for improving access to I-70.
- The Scott Boulevard Extension & Interchange were approved by CATSO as part of the Major Roadway Plan.



The Location Study will...

- Document the Purpose and Need for the proposed interchange.
- Select a preferred location and configuration for a new interchange between Perche Creek and Stadium Boulevard.
- Select a preferred alignment to extend Scott Boulevard from West Broadway to Route E, with a connection to the proposed I-70 interchange.
- Complete federally required planning documentation (Environment Assessment and Access Justification Report).



Why do we need another interchange on I-70?

- The neighborhood and business communities in **western** Columbia are **growing**.
- This area does not have sufficient access to I-70. The primary access is via **Stadium Boulevard**, which is **already congested**.

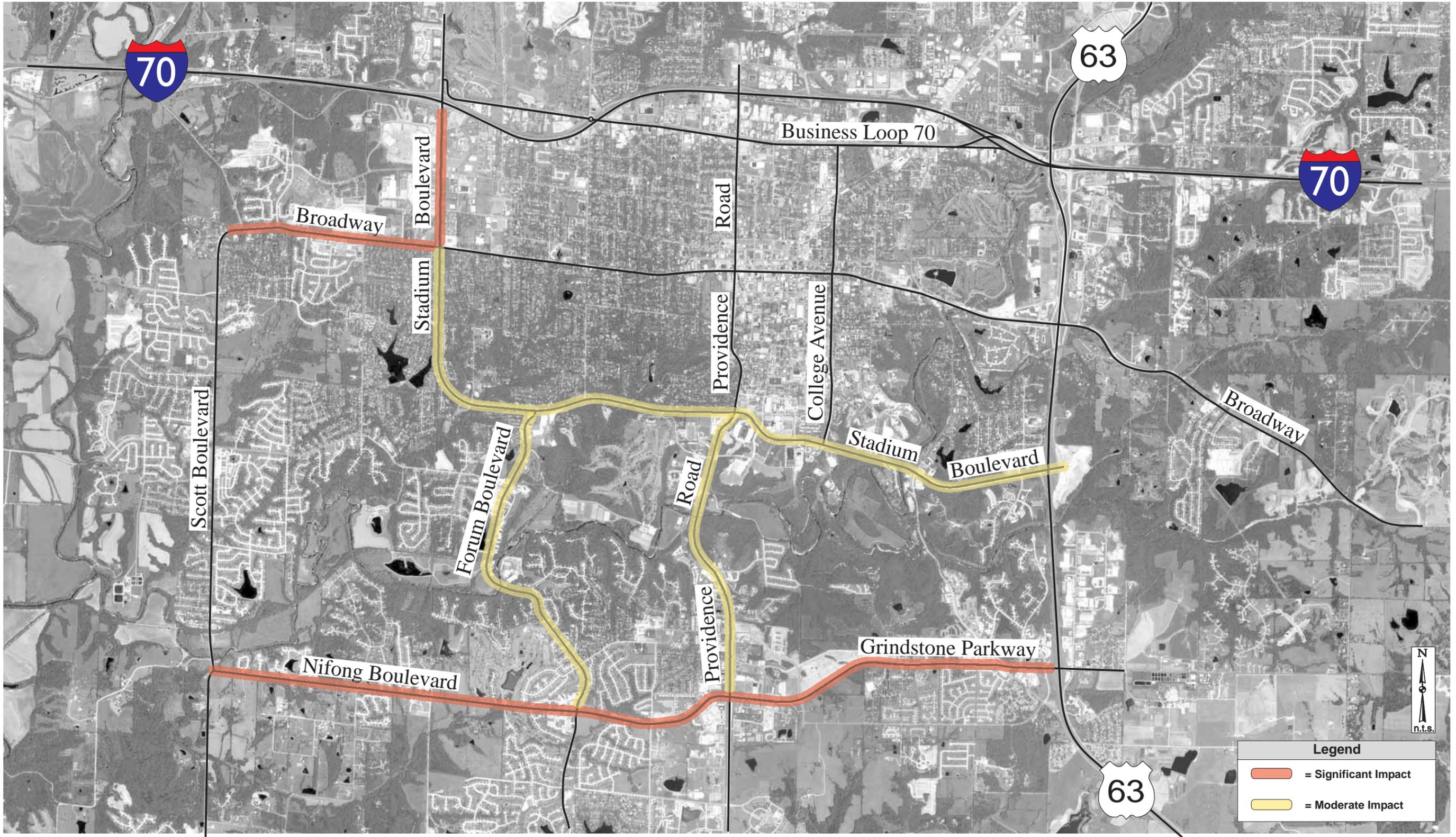


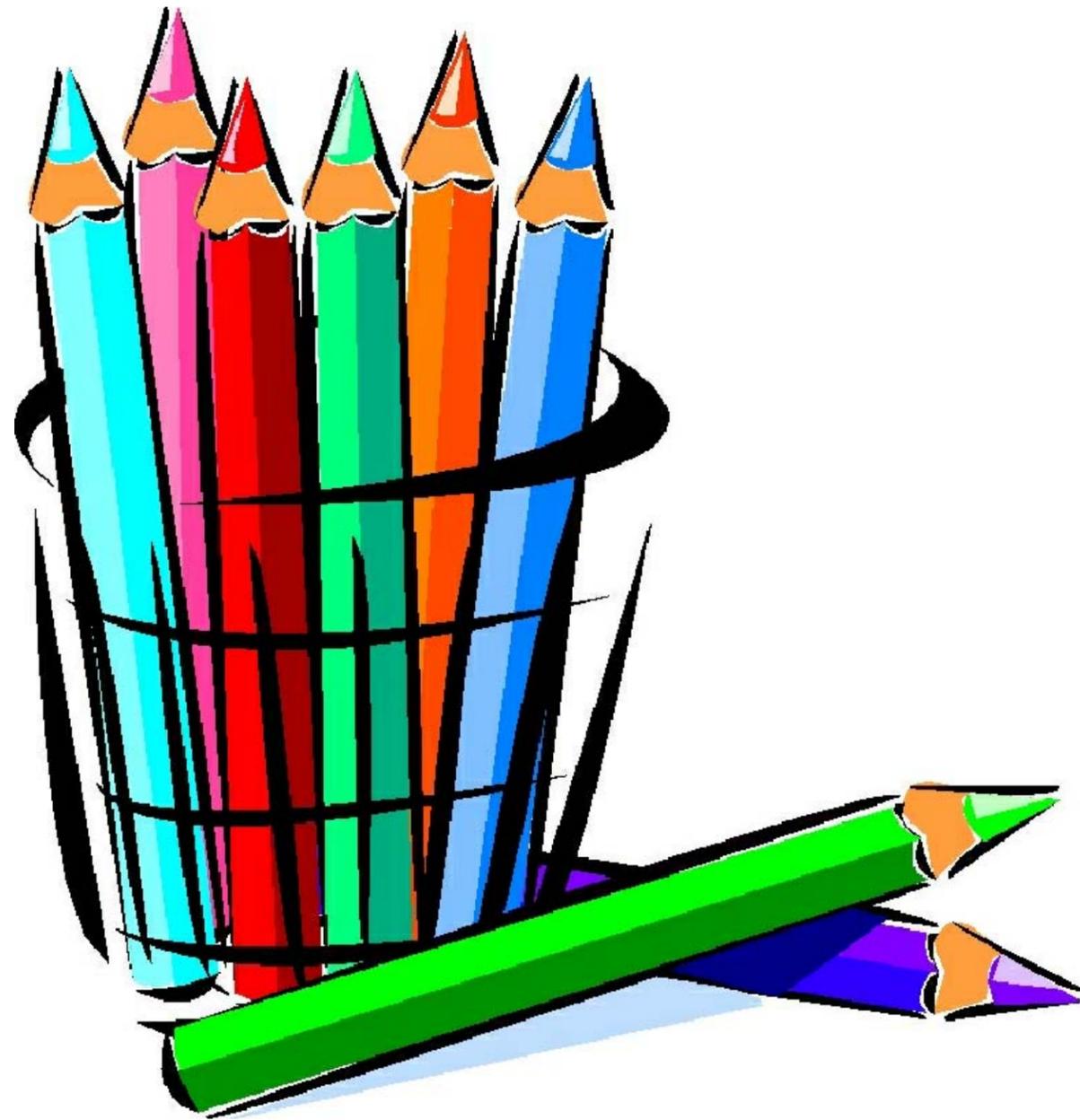
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- Provide travel options;
- Facilitate safe and efficient traffic flow;
- Enhance emergency service access;
- Relieve congestion and improve the level of service along West Broadway and Stadium Boulevard; and
- Benefit regional travel.

Scott Boulevard & I-70 Interchange Location Study

City of Columbia, Missouri

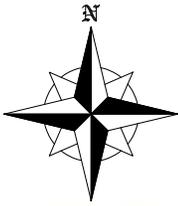




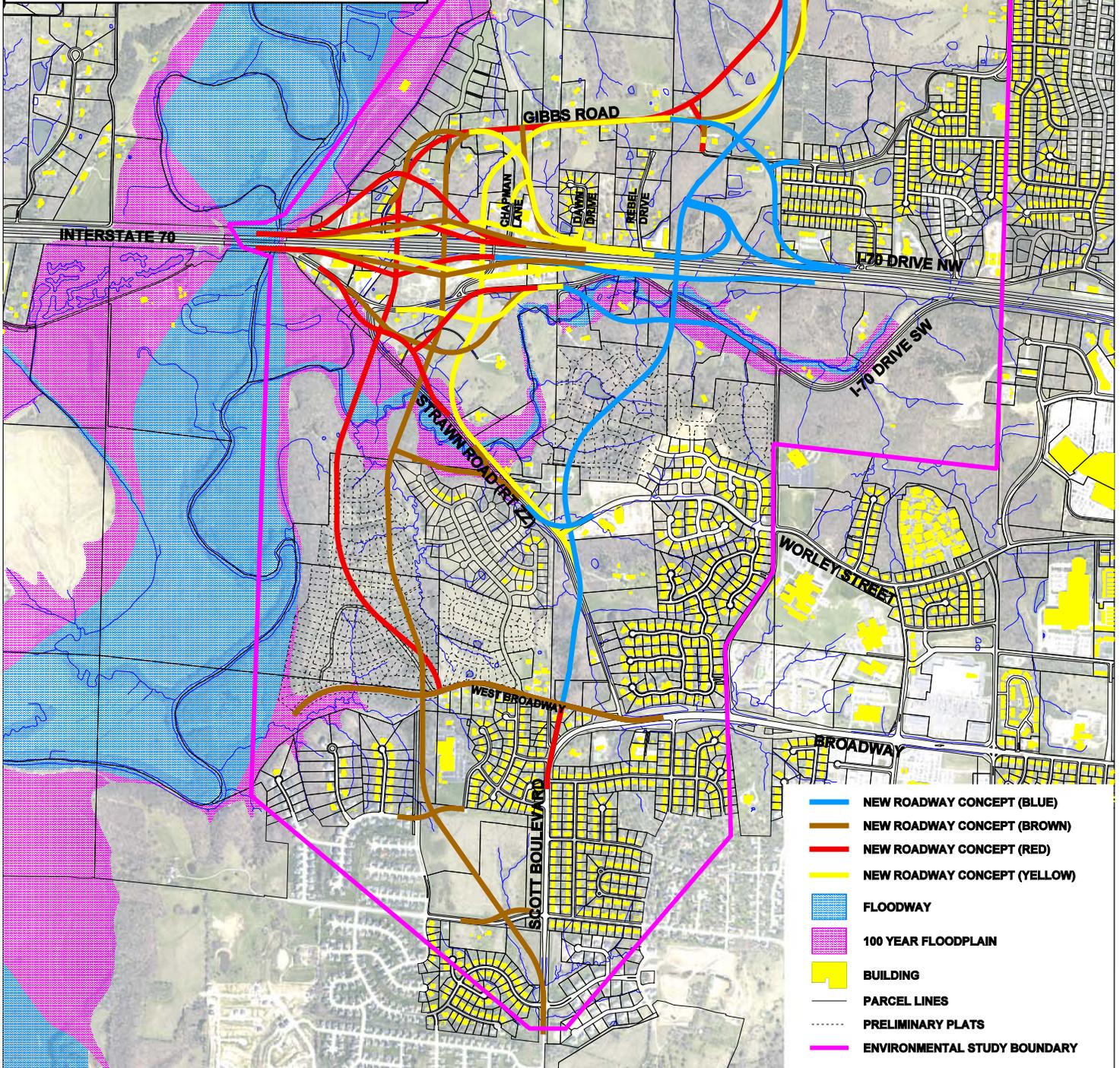
Alternatives Development Workshop



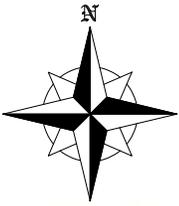
ALL CONCEPTS



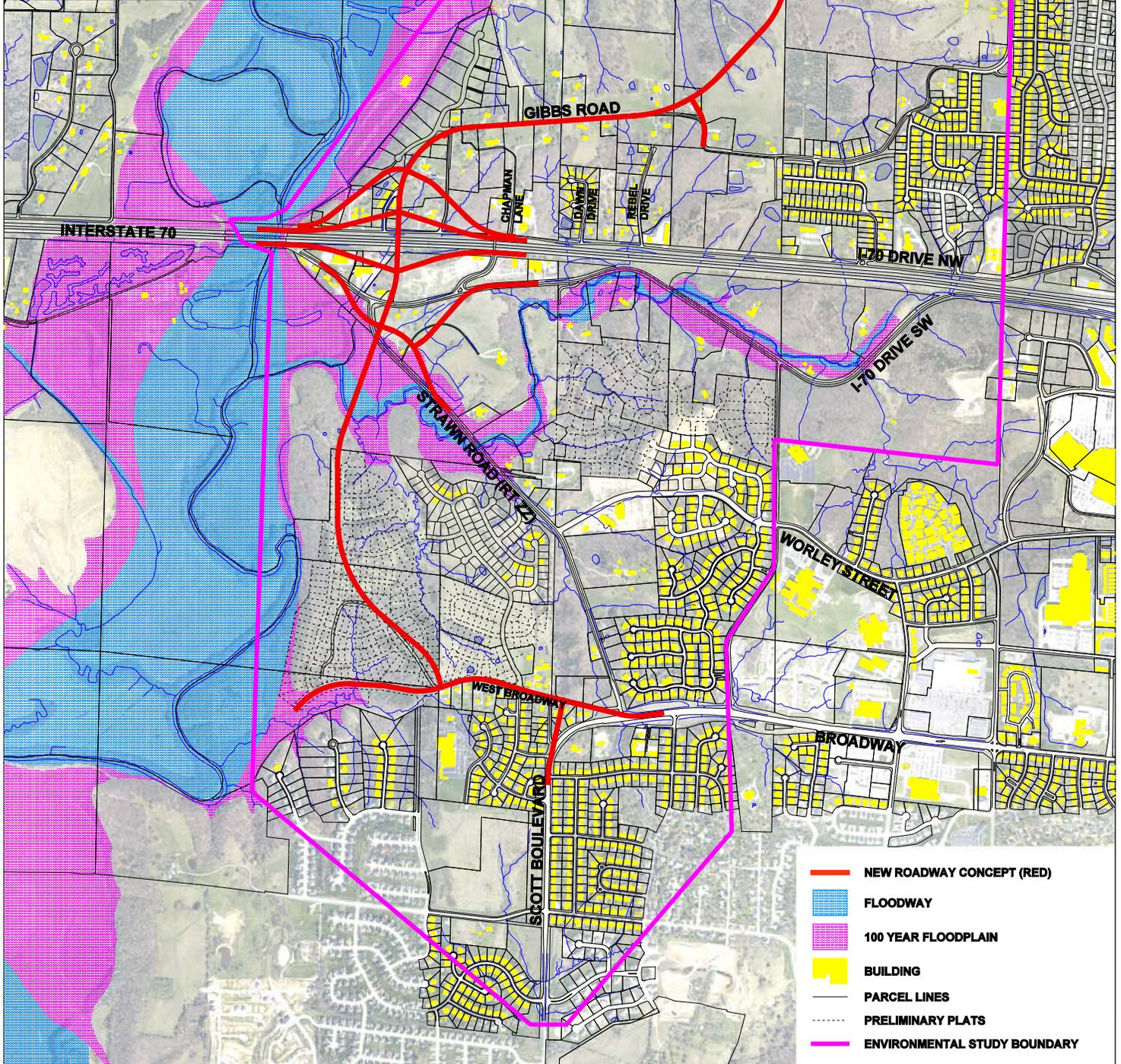
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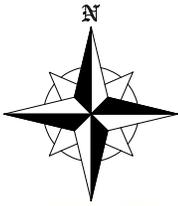
"RED CONCEPT"



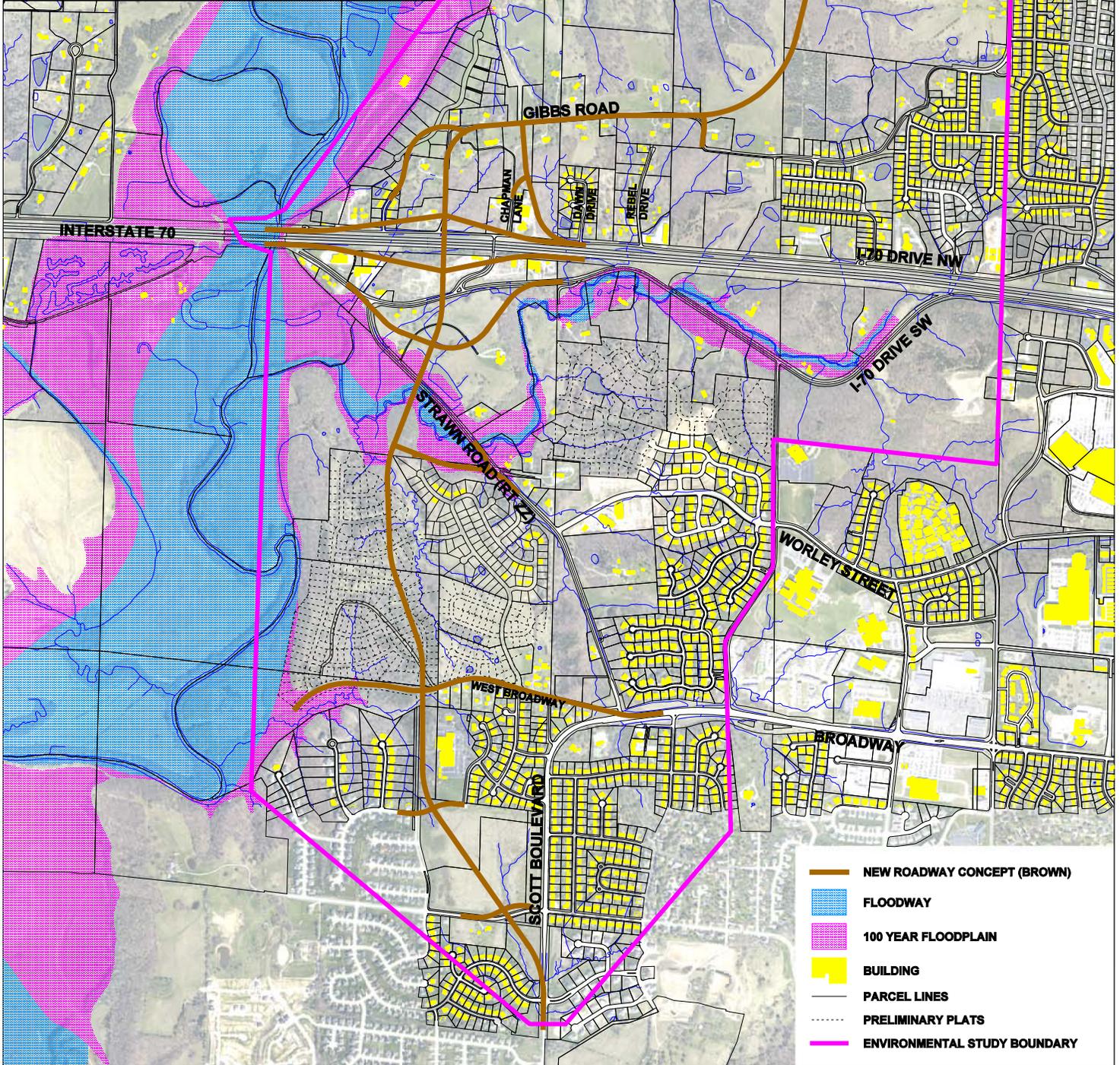
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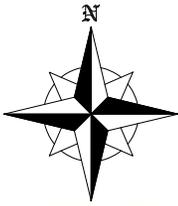
"BROWN CONCEPT"



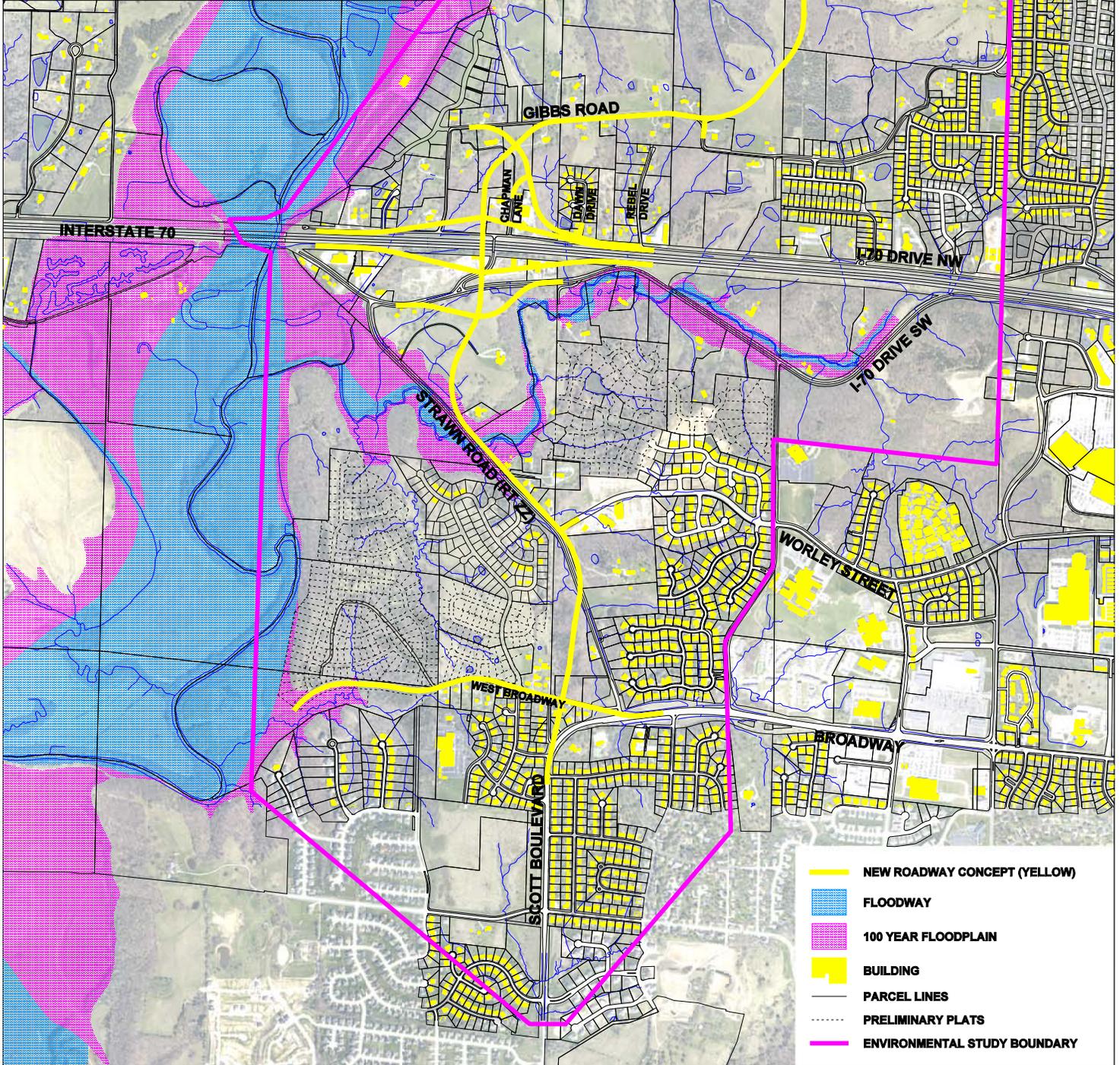
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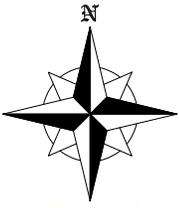
"YELLOW CONCEPT"



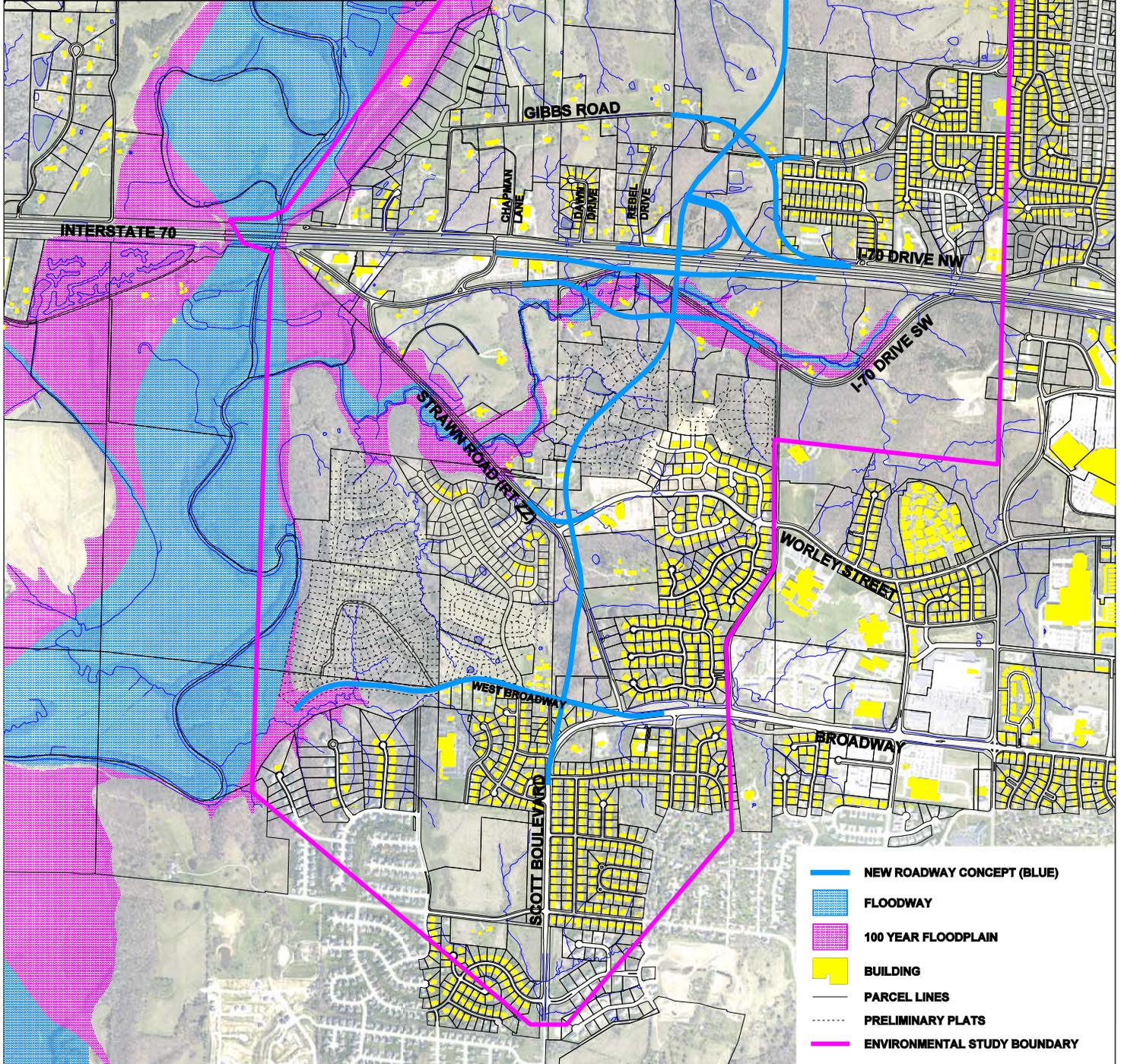
This is one of four concepts (red, brown, yellow, and blue) displayed at the Informational Open House held at the ARC on June 22, 2009. These drawings represent **initial concepts**. They are **NOT** the study's alternatives. The study's alternatives will be developed over the summer of 2009 based on stakeholder and public input. To comment on any of these comments or submit a new concept, please contact the study team at: I70Scott@cbbtraffic.com or 573-234-4196.



"BLUE CONCEPT"

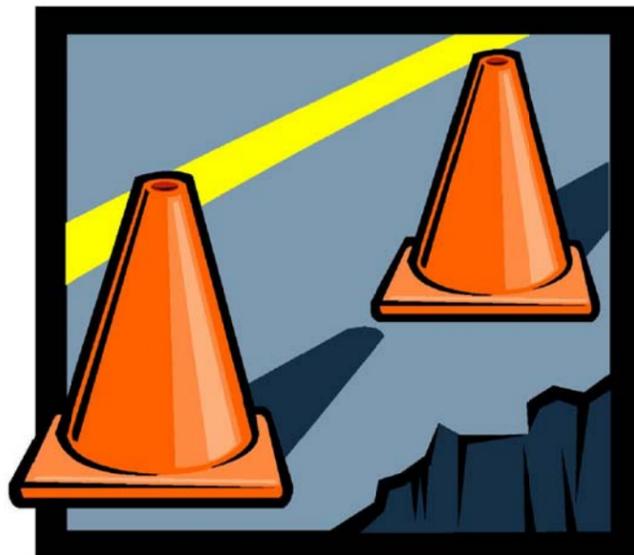


This is one of four concepts (red, brown, yellow, and blue) displayed at the Informational Open House held at the ARC on June 22, 2009. These drawings represent **initial concepts**. They are **NOT** the study's alternatives. The study's alternatives will be developed over the summer of 2009 based on stakeholder and public input. To comment on any of these comments or submit a new concept, please contact the study team at: I70Scott@cbbtraffic.com or 573-234-4196.





Tonight's concepts are not being distributed; final alternatives will be based on your input.



Documentation will be available on the City Of Columbia website after June 22, 2009 at

www.gocolumbiamo.com



What do you think?

Please do one of the following:

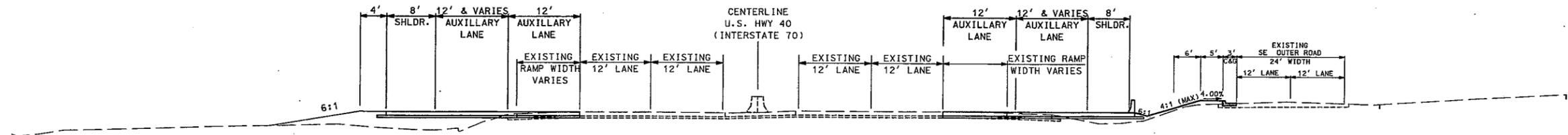
- Talk with a team member tonight.
- Record your oral comments (see any team member).
- Fill out a postage paid comment card.
- Email us at I70Scott@cbbtraffic.com.
- Call us at [573-234-4196](tel:573-234-4196) or [1-888-408-4384](tel:1-888-408-4384).



Thank you for your time and interest!

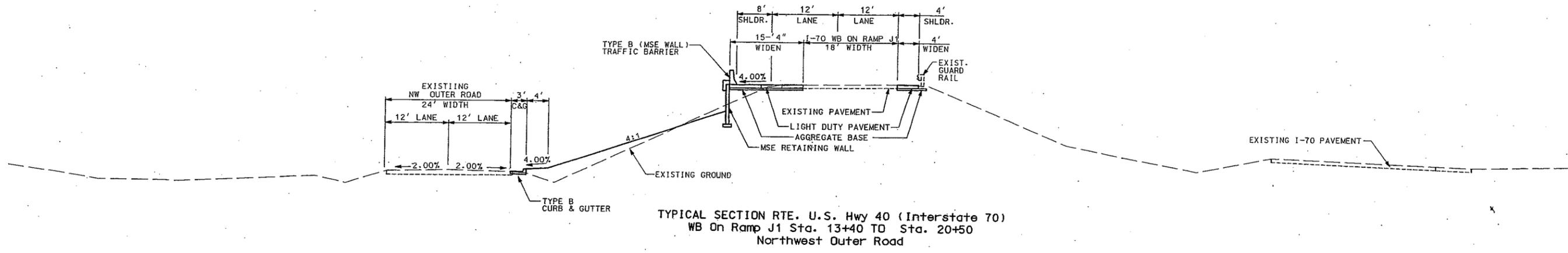
APPENDIX D
Stadium Boulevard
Improvement Plans

ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE			DATE



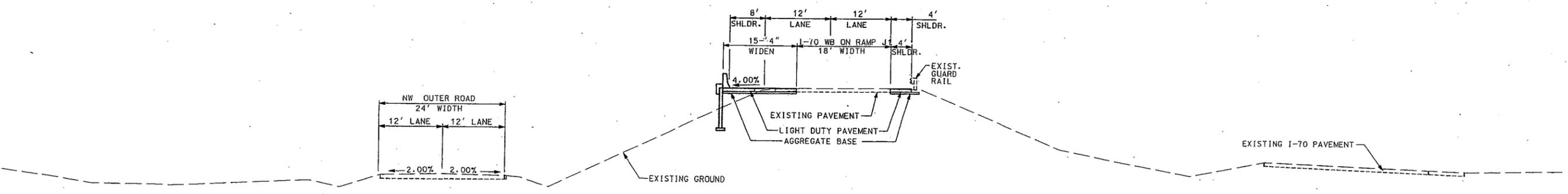
TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
AUXILLARY LANES

ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		DATE



TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
WB On Ramp J1 Sta. 13+40 TO Sta. 20+50
Northwest Outer Road

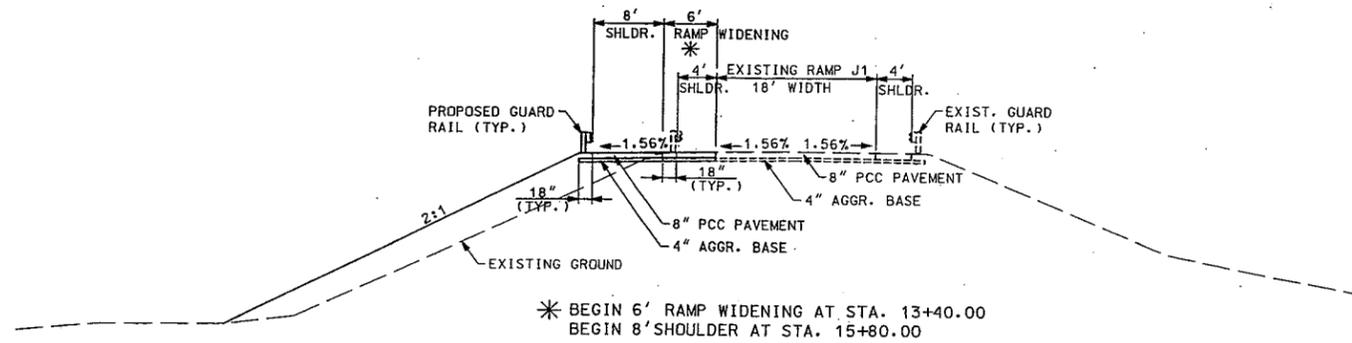
OPTION 1



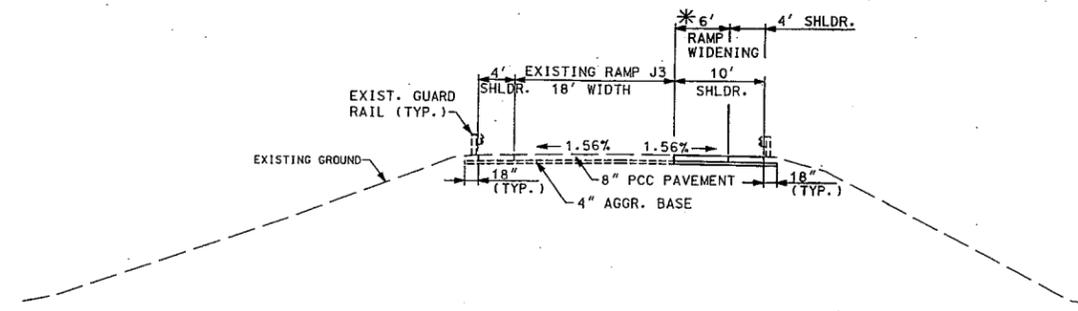
TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
WB On Ramp J1 Sta. 13+40 TO Sta. 20+50
Northwest Outer Road

OPTION 2

ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		



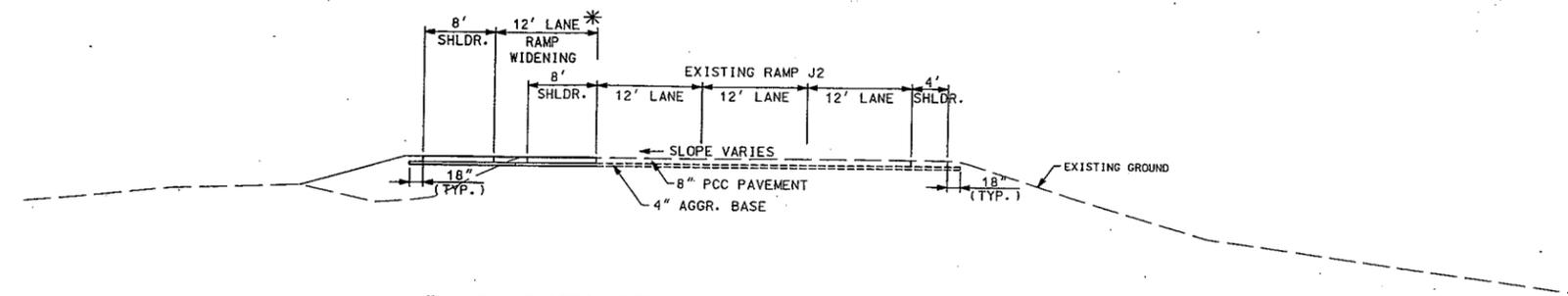
TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
WB On Ramp J1



TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
EB Off Ramp J3

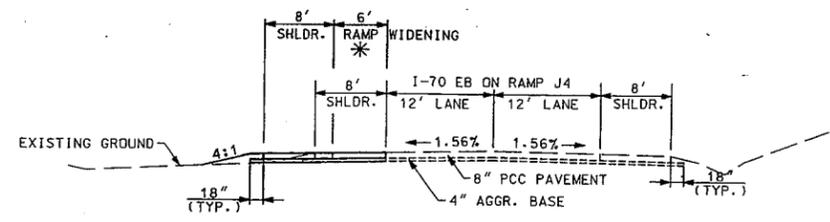
* BEGIN TAPER 0' TO 6' RAMP WIDENING AT STA. 18+63.00
 FULL 6' RAMP WIDENING AT STA. 20+13.00
 TAPER FROM 6' TO 12' RIGHT TURN LANE AT STA. 22+40.70

ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE			DATE



TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
WB Off Ramp J2

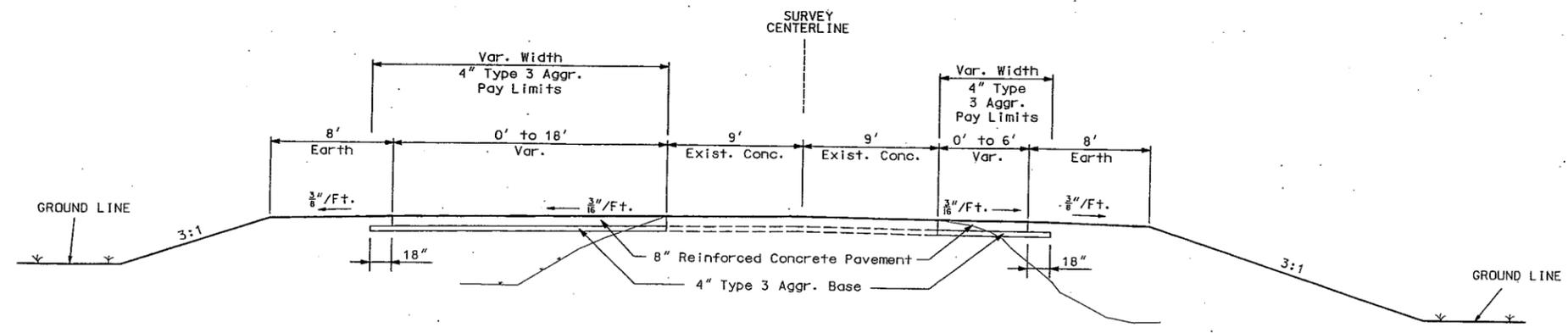
* ADD 12' LANE AND 8' SHOULDER AT STA. 3+00.00
TAPER FROM 4 - 12' LANES TO 3 - 12' LANES
WITH 8' SHOULDER FROM STA. 7+35 TO STA. 10+44.33



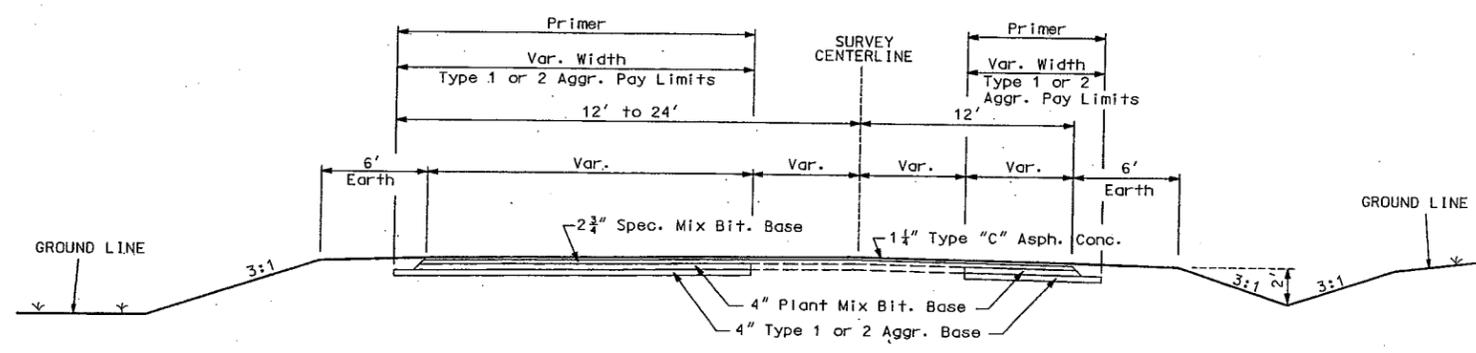
TYPICAL SECTION RTE. U.S. Hwy 40 (Interstate 70)
EB On Ramp J4

* 24' WIDTH AT STA. 5+88.00
TAPER TO ADD 6' LANE WITH 8' SHOULDER
FROM STA. 5+88.00 TO STA. 10+84.77
TO ACCOMMODATE EB AUXILLARY LANES

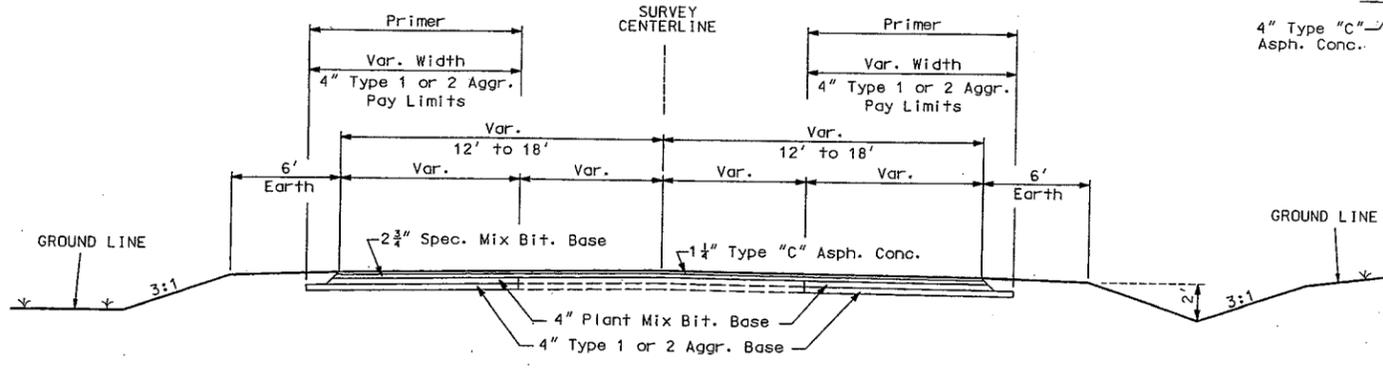
ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		
			DATE



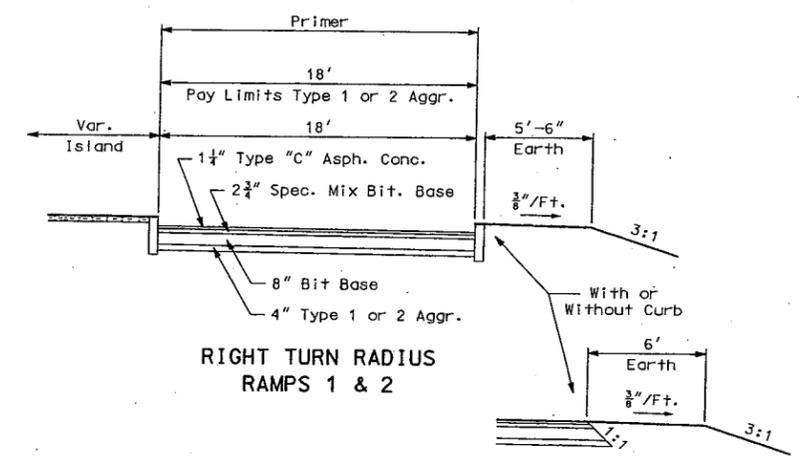
TYPICAL SECTION RAMP WIDENING
 RAMP 2 - STA. 3+40 TO STA. 8+00
 RAMP 3 - STA. 18+63 TO STA. 22+50
 RAMP 4 - STA. 5+00 TO STA. 9+29



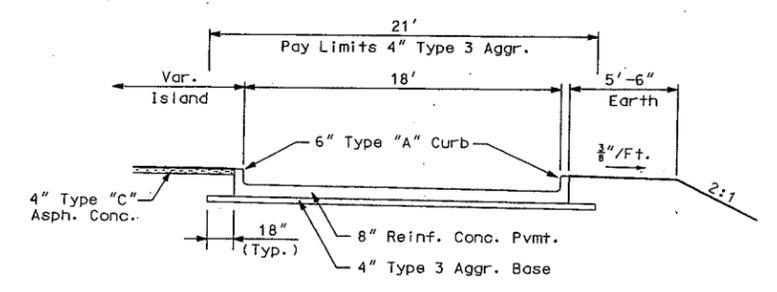
TYPICAL SECTION OUTER ROADWAY
 Lt. & Rt. Sta. 713+22.82 Rte. 740
 STA. 501+74 TO STA. 506+18
 STA. 506+68 TO STA. 508+00



TYPICAL SECTION OUTER ROADWAY
 Lt. & Rt. Sta. 5+75 Rte. 740
 STA. 504+70 TO STA. 506+21.07
 STA. 506+81.07 TO STA. 511+30

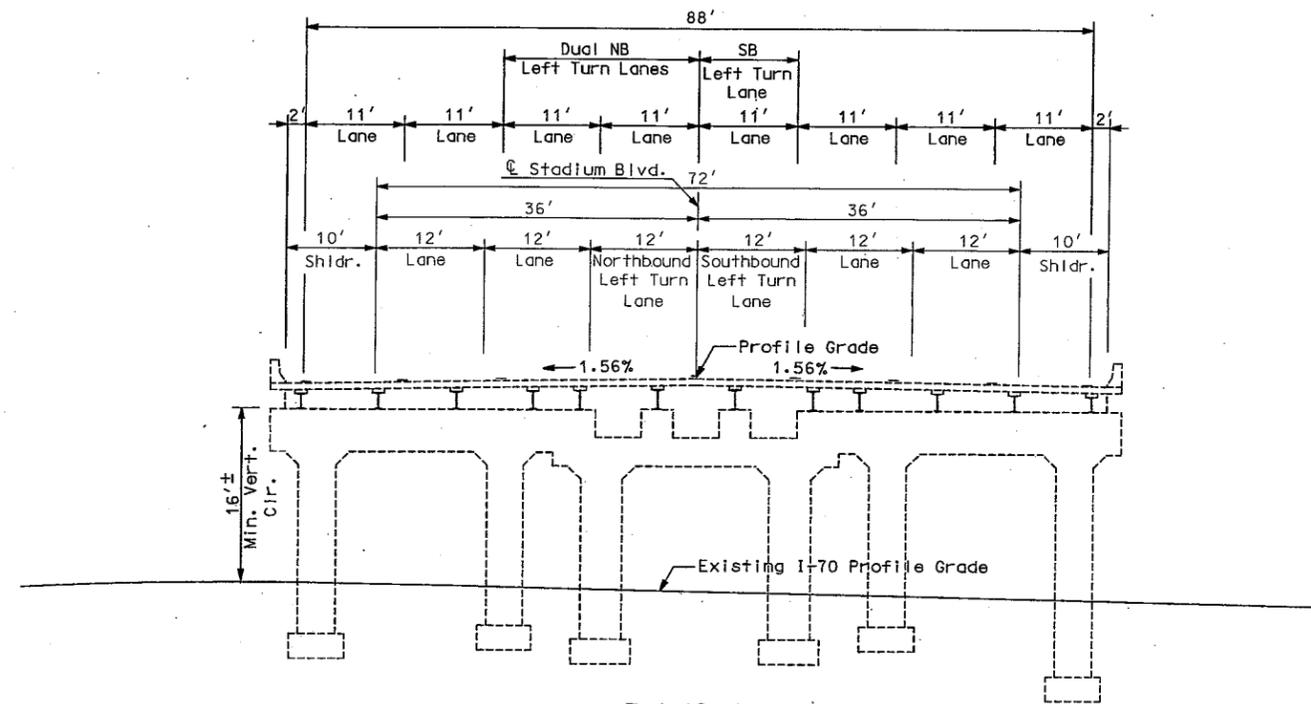


RIGHT TURN RADIUS RAMP 1 & 2



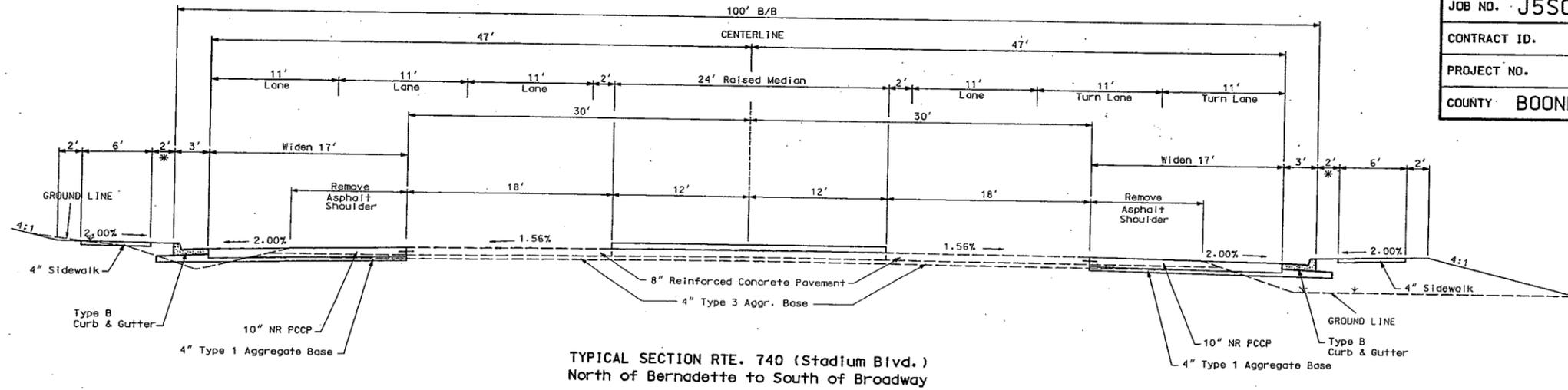
RIGHT TURN RADIUS RAMP 3 & 4

ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		

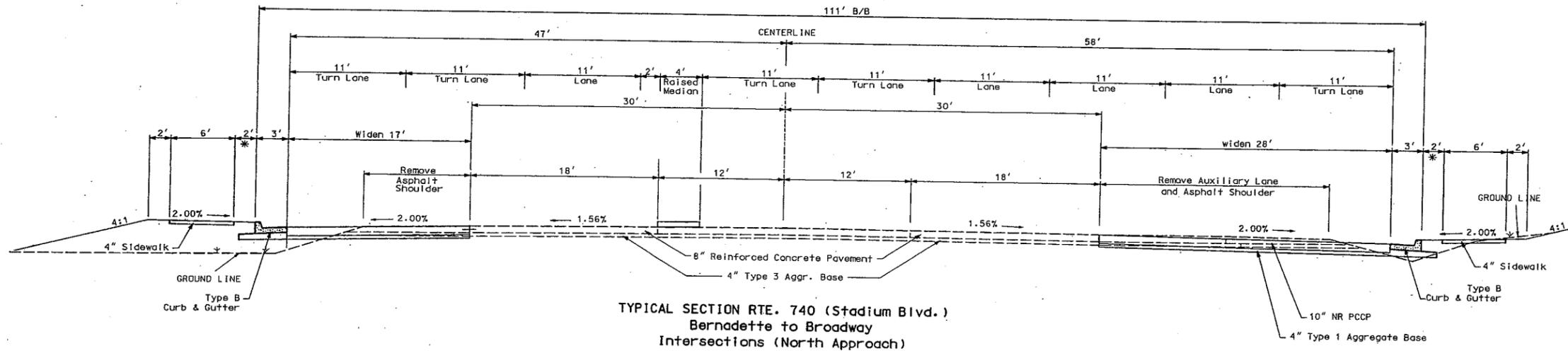


Typical Section
EXISTING Stadium Boulevard Bridge with PROPOSED Lane Reconfiguration

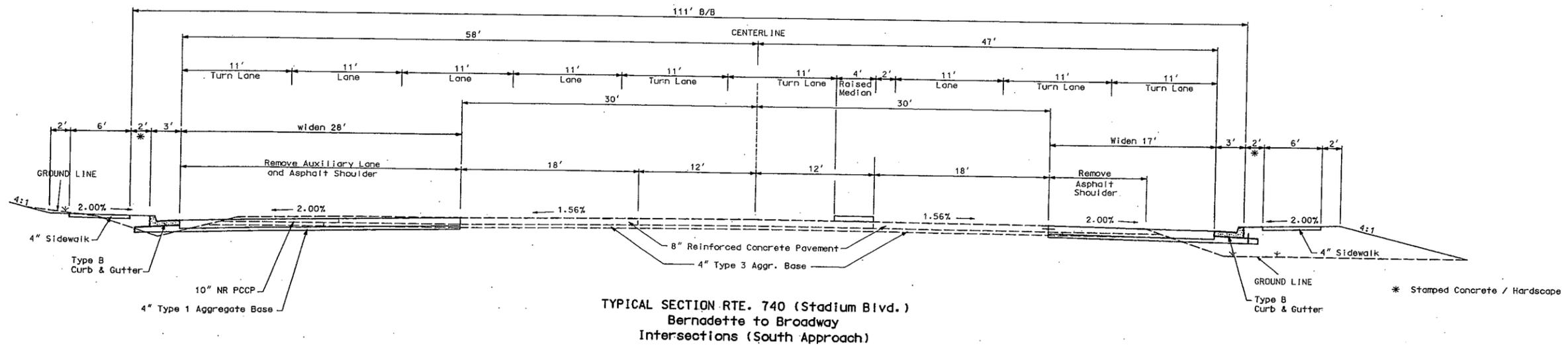
ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE			DATE



TYPICAL SECTION RTE. 740 (Stadium Blvd.)
North of Bernadette to South of Broadway



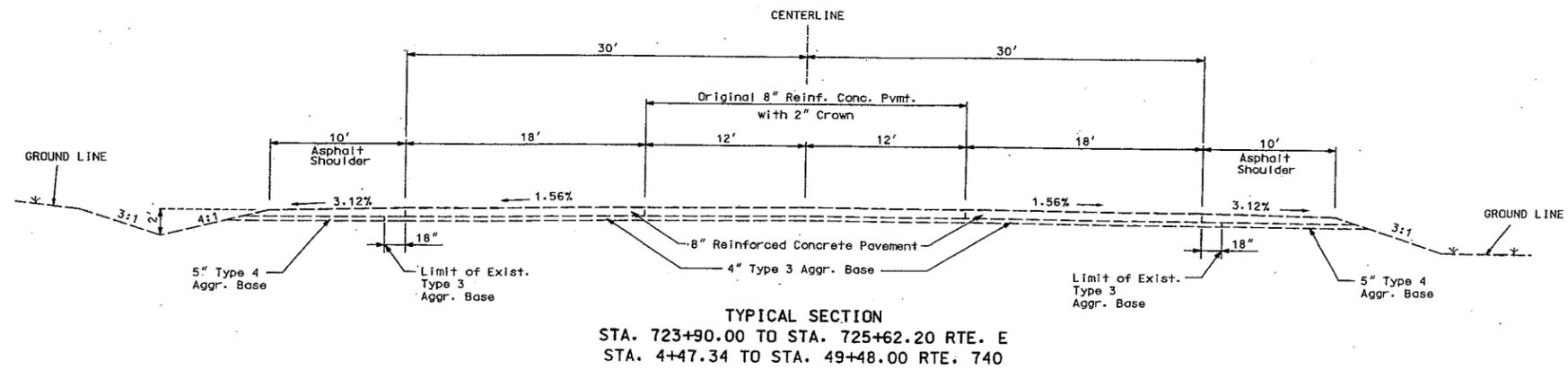
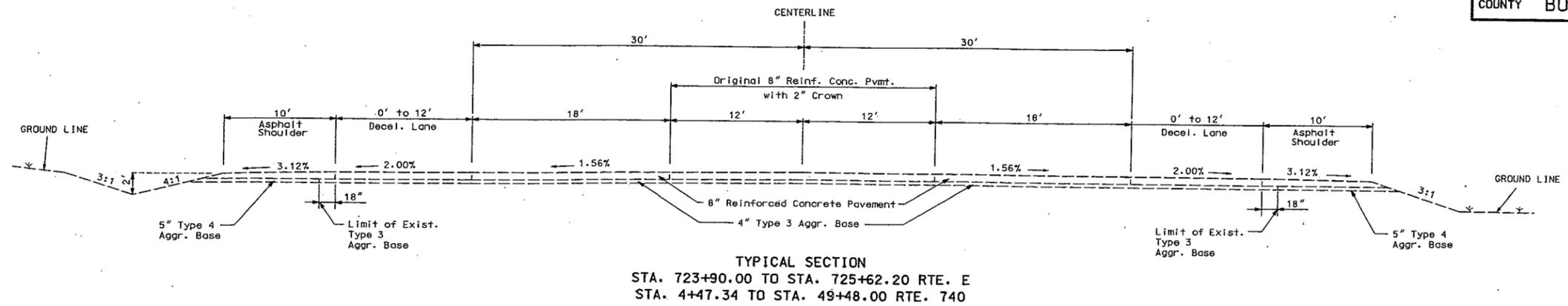
TYPICAL SECTION RTE. 740 (Stadium Blvd.)
Bernadette to Broadway
Intersections (North Approach)



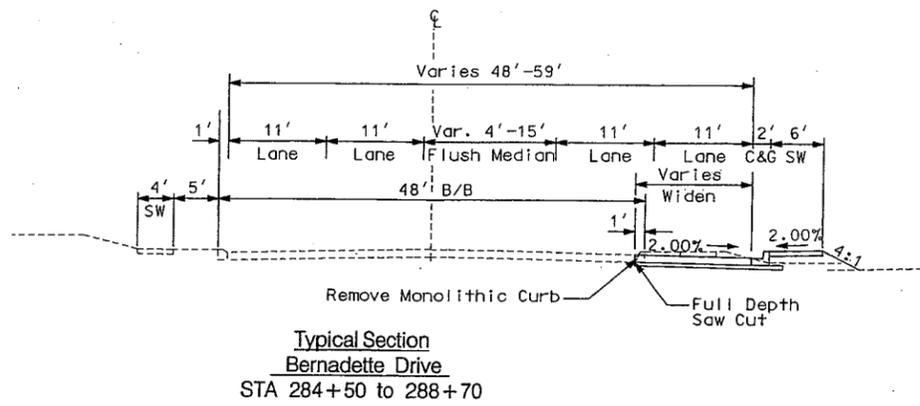
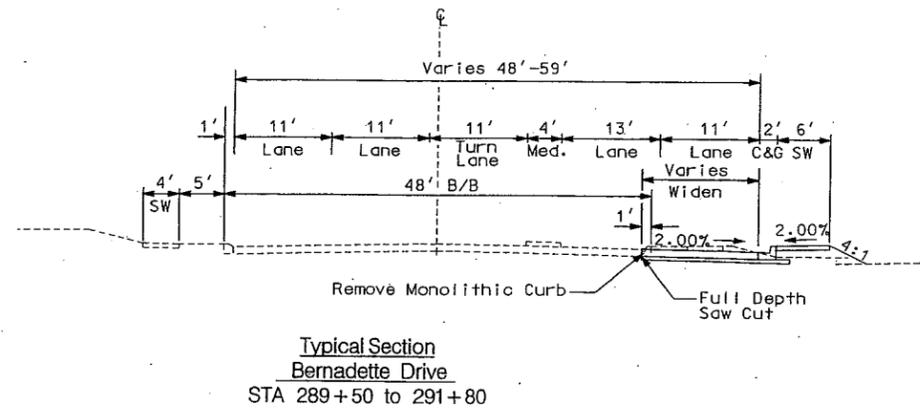
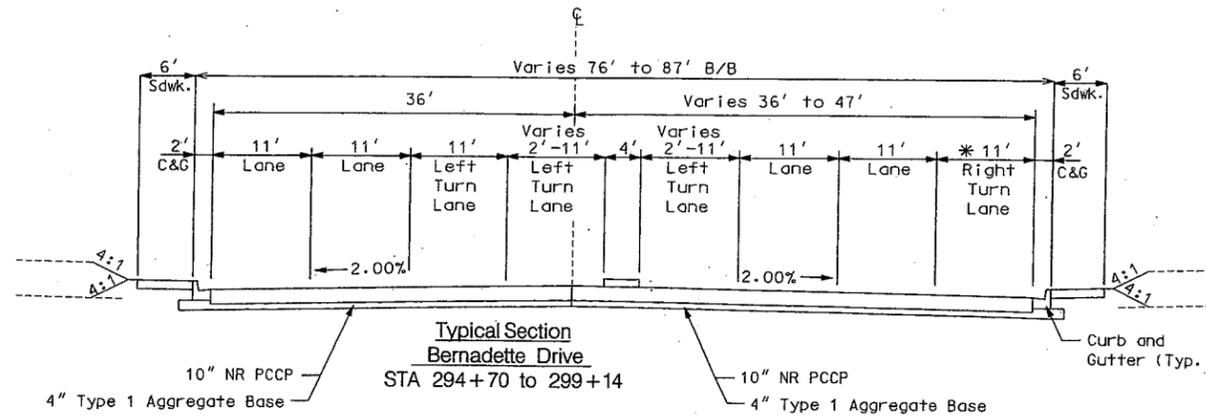
TYPICAL SECTION RTE. 740 (Stadium Blvd.)
Bernadette to Broadway
Intersections (South Approach)

* Stamped Concrete / Hardscape

ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		

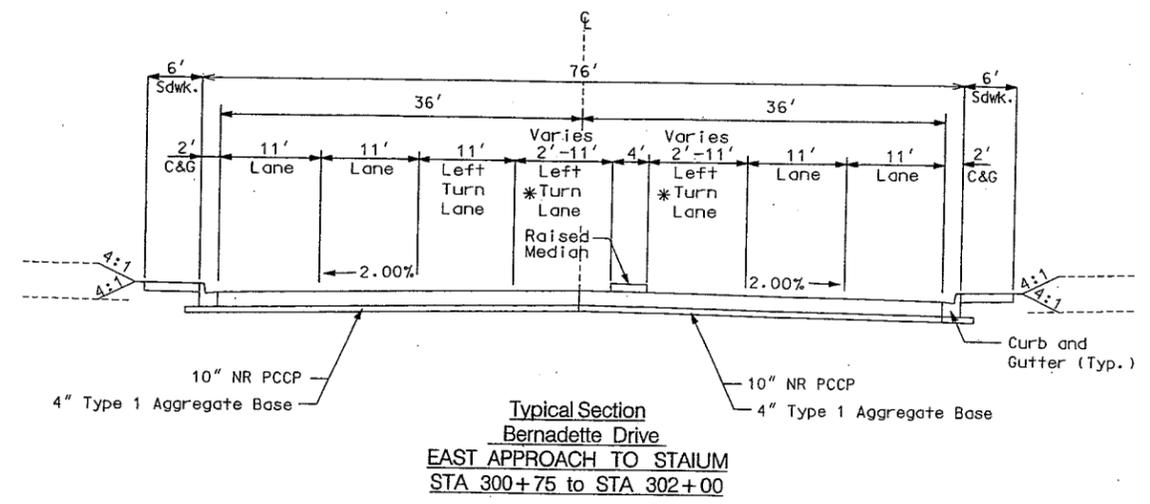


ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		

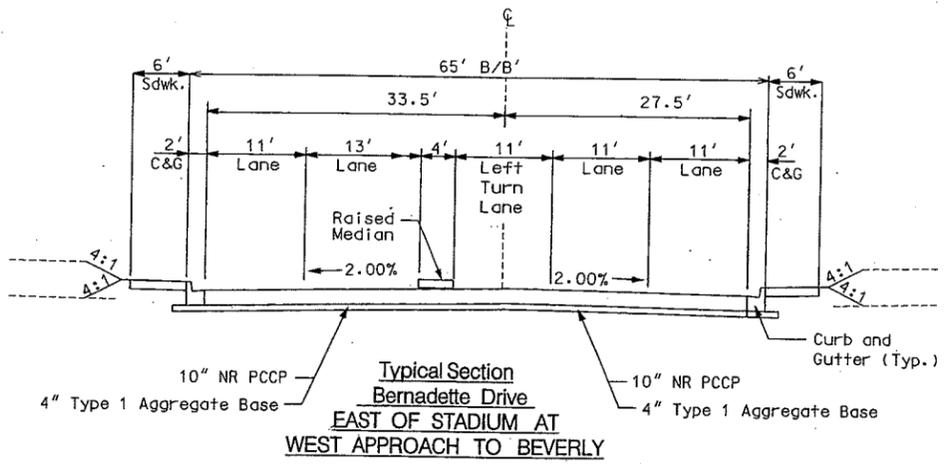
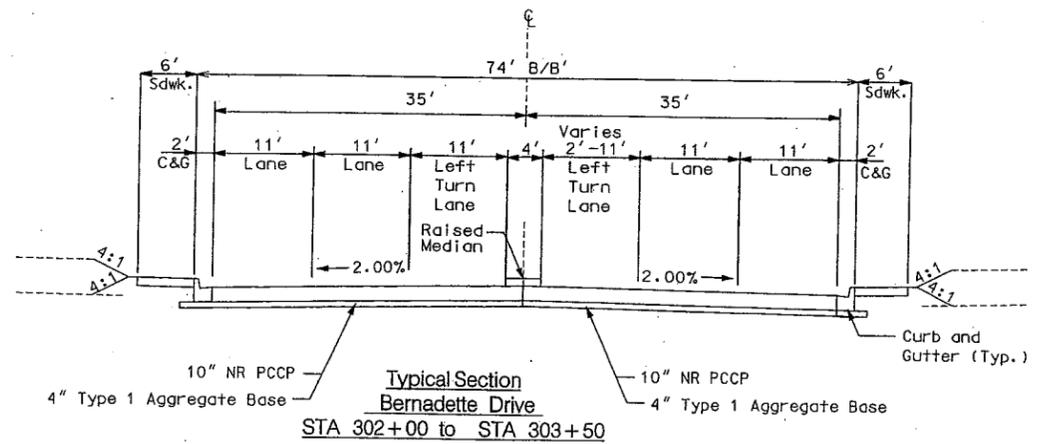


Typical Sections
Bernadette Drive
West of Stadium

ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		
			DATE

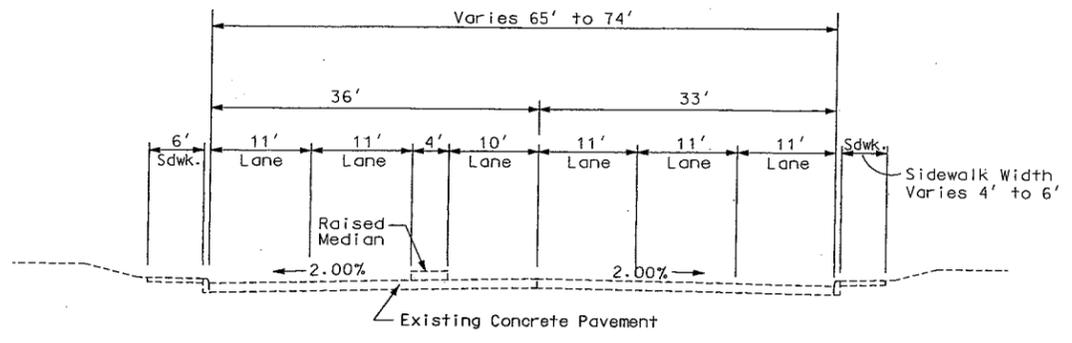


* WHERE LEFT TURN IS NOT PRESENT
PROVIDE 2' OFFSET FROM MEDIAN

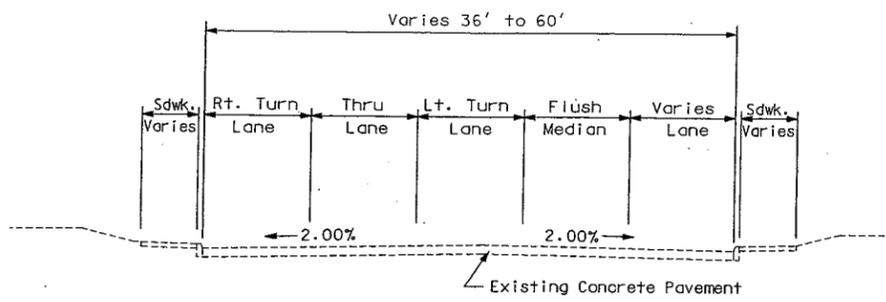


Typical Sections
Bernadette Drive
East of Stadium

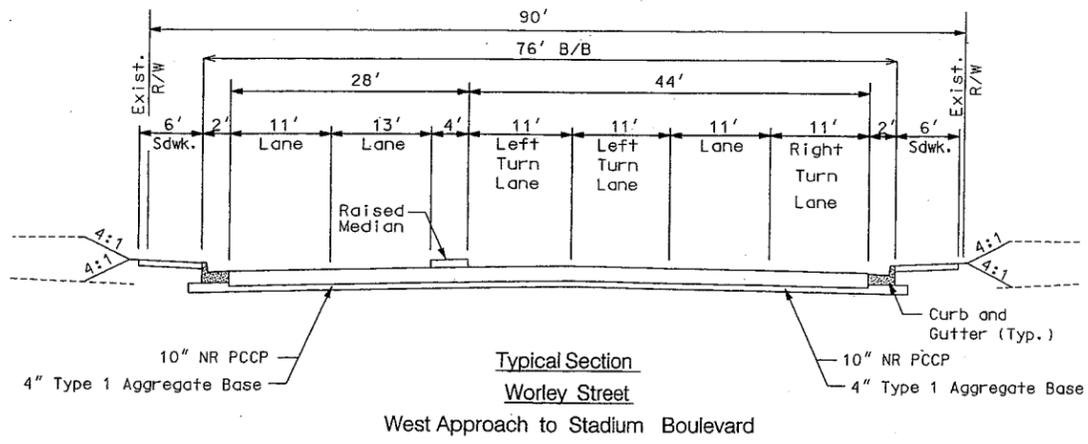
ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE			DATE



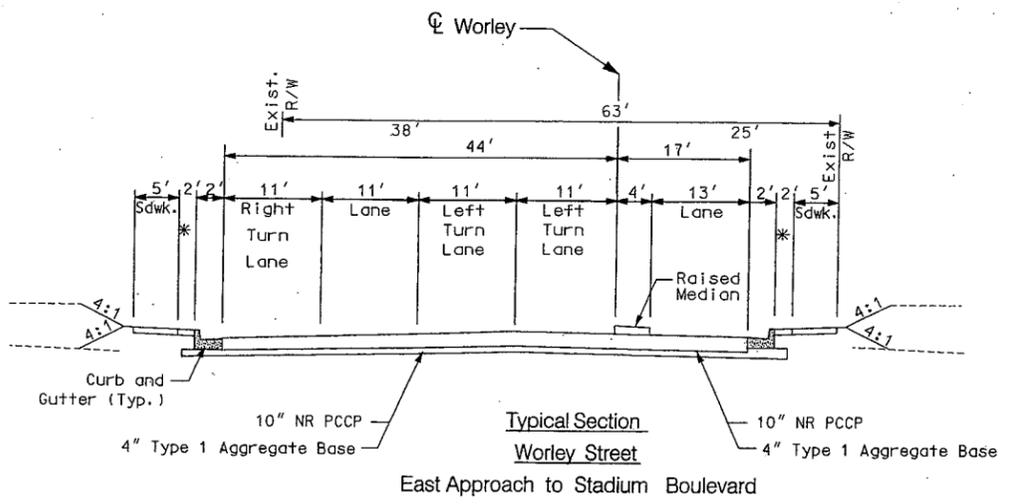
Worley Street EXISTING Typical Section
West of Stadium Boulevard



Worley Street EXISTING Typical Section
East of Stadium Boulevard



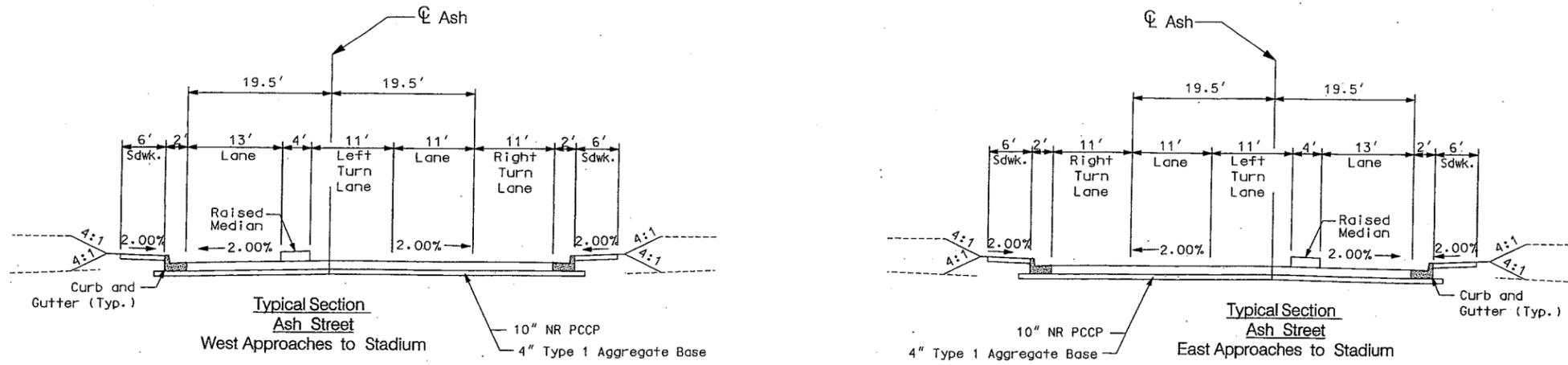
Typical Section
Worley Street
West Approach to Stadium Boulevard



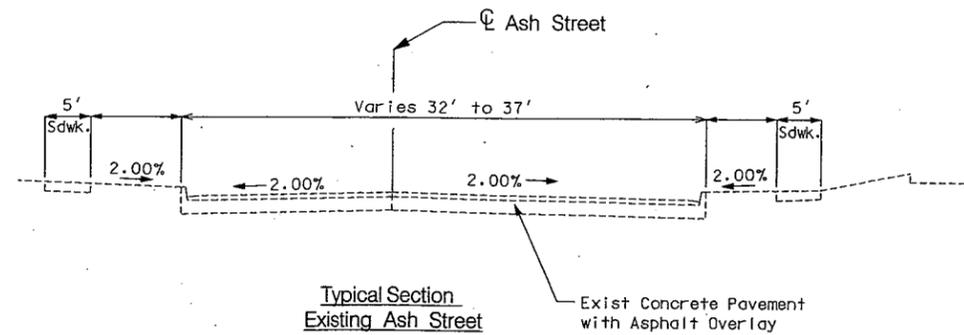
Typical Section
Worley Street
East Approach to Stadium Boulevard

NOTE: TRANSITION TO MATCH EXISTING PAVEMENT BEYOND APPROACHES

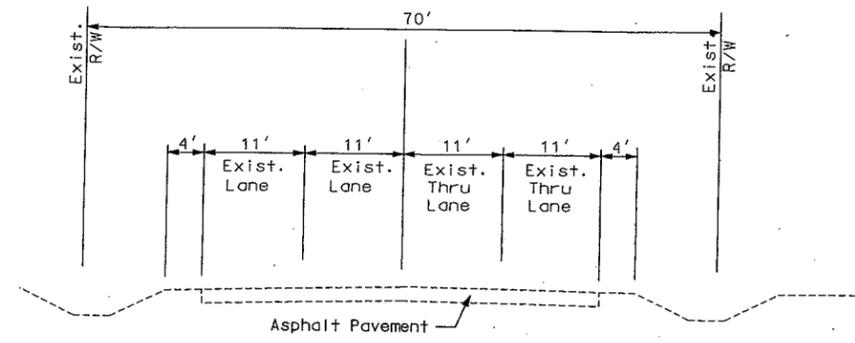
ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE			DATE



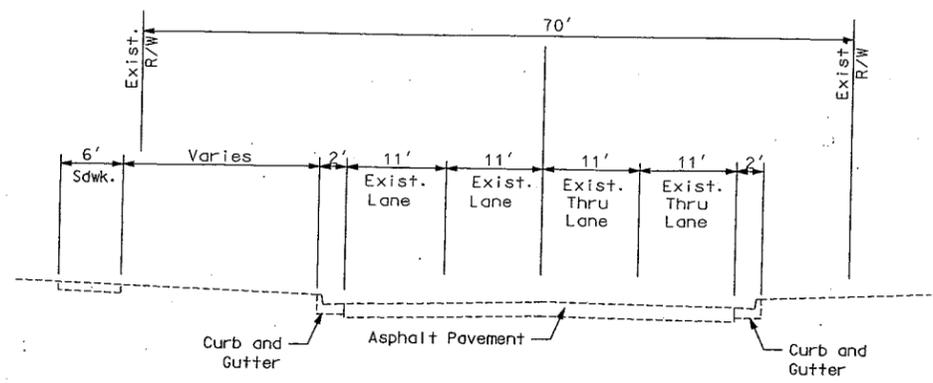
Note: Transition to Match Existing Pavement Beyond Approaches



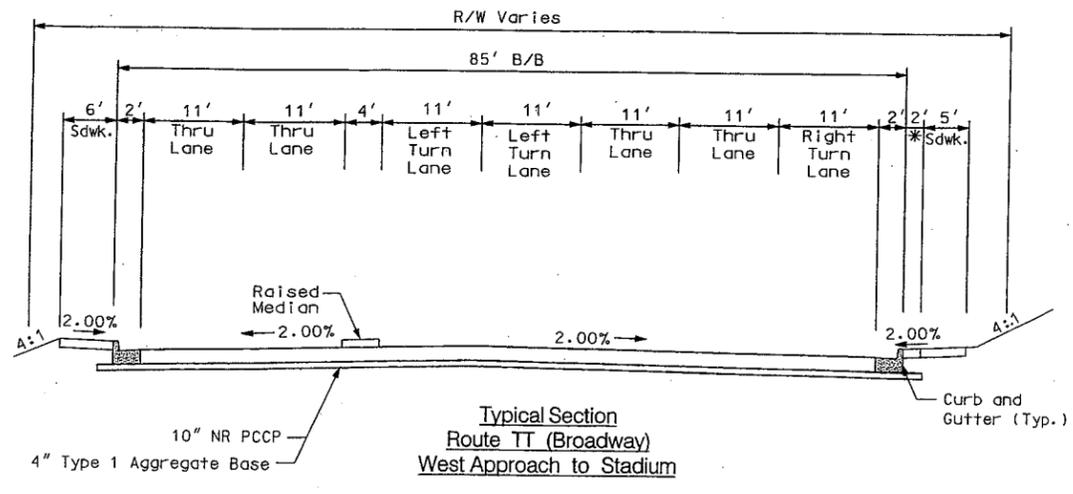
ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		
			DATE



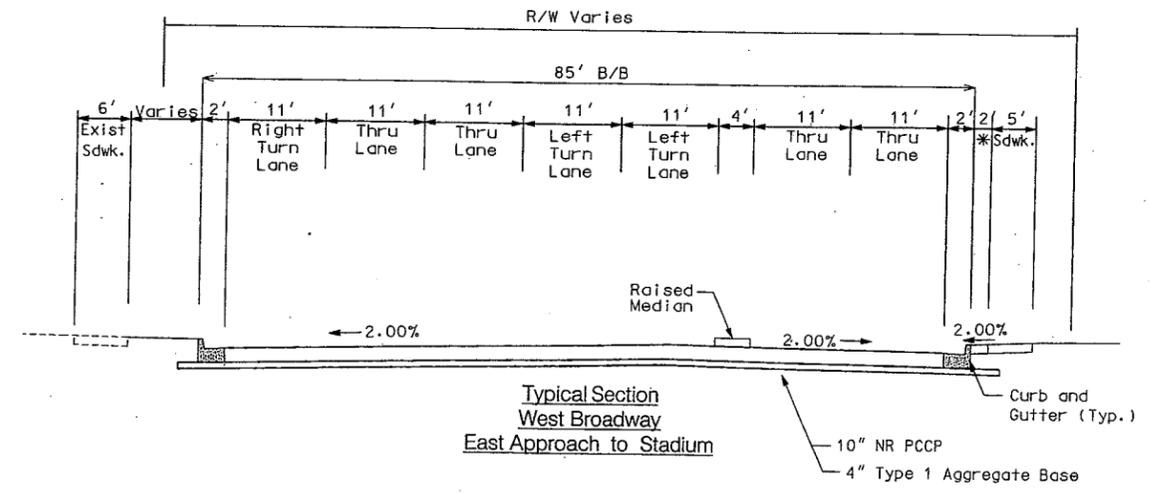
Typical Section
Route TT (Broadway)
West of Stadium



Typical Section
West Broadway
East of Stadium



Typical Section
Route TT (Broadway)
West Approach to Stadium

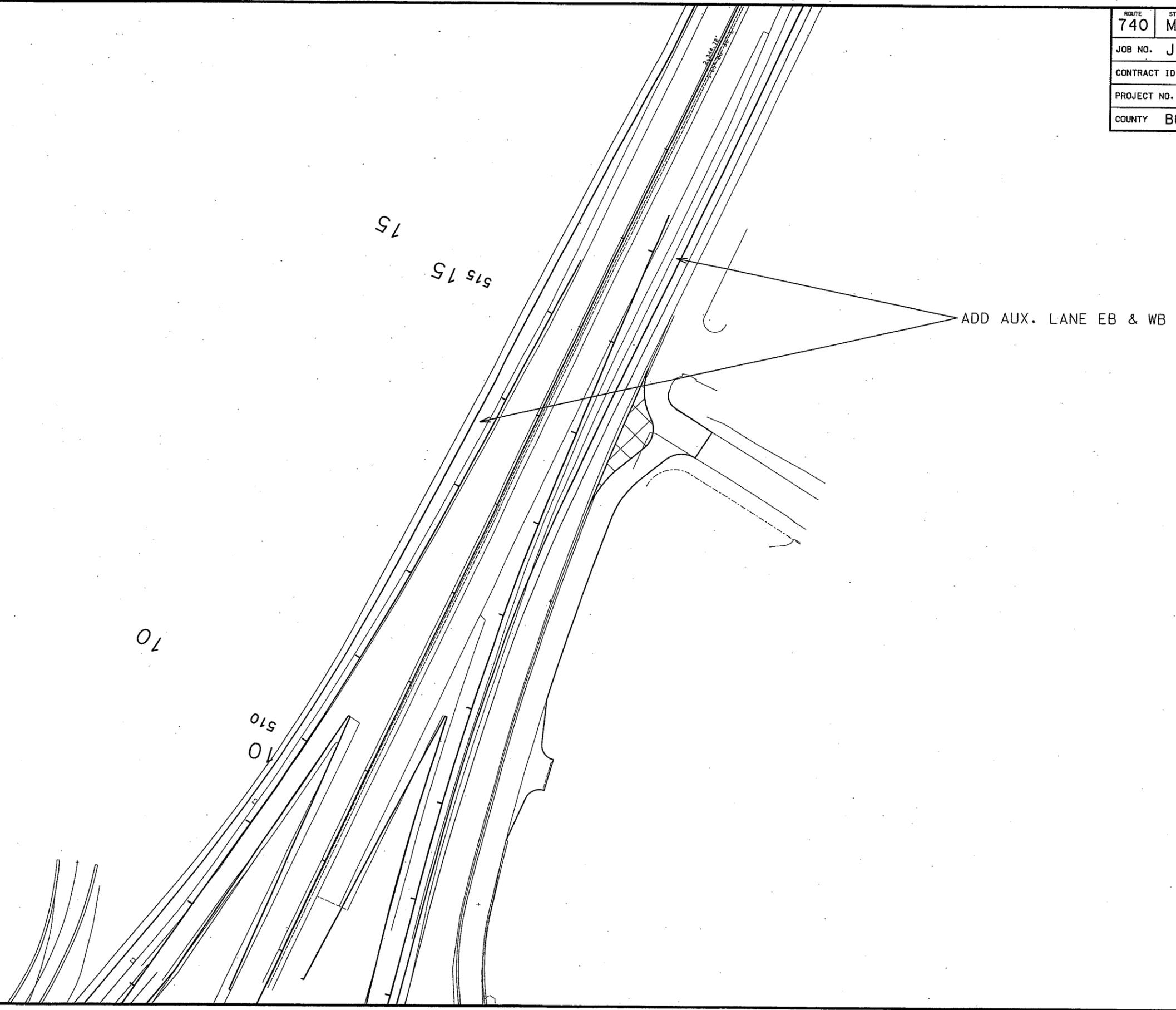


Typical Section
West Broadway
East Approach to Stadium

NOTE: TRANSITION TO MATCH EXISTING PAVEMENT BEYOND APPROACHES

* Stamped Concrete / Hardscape

ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		
			DATE



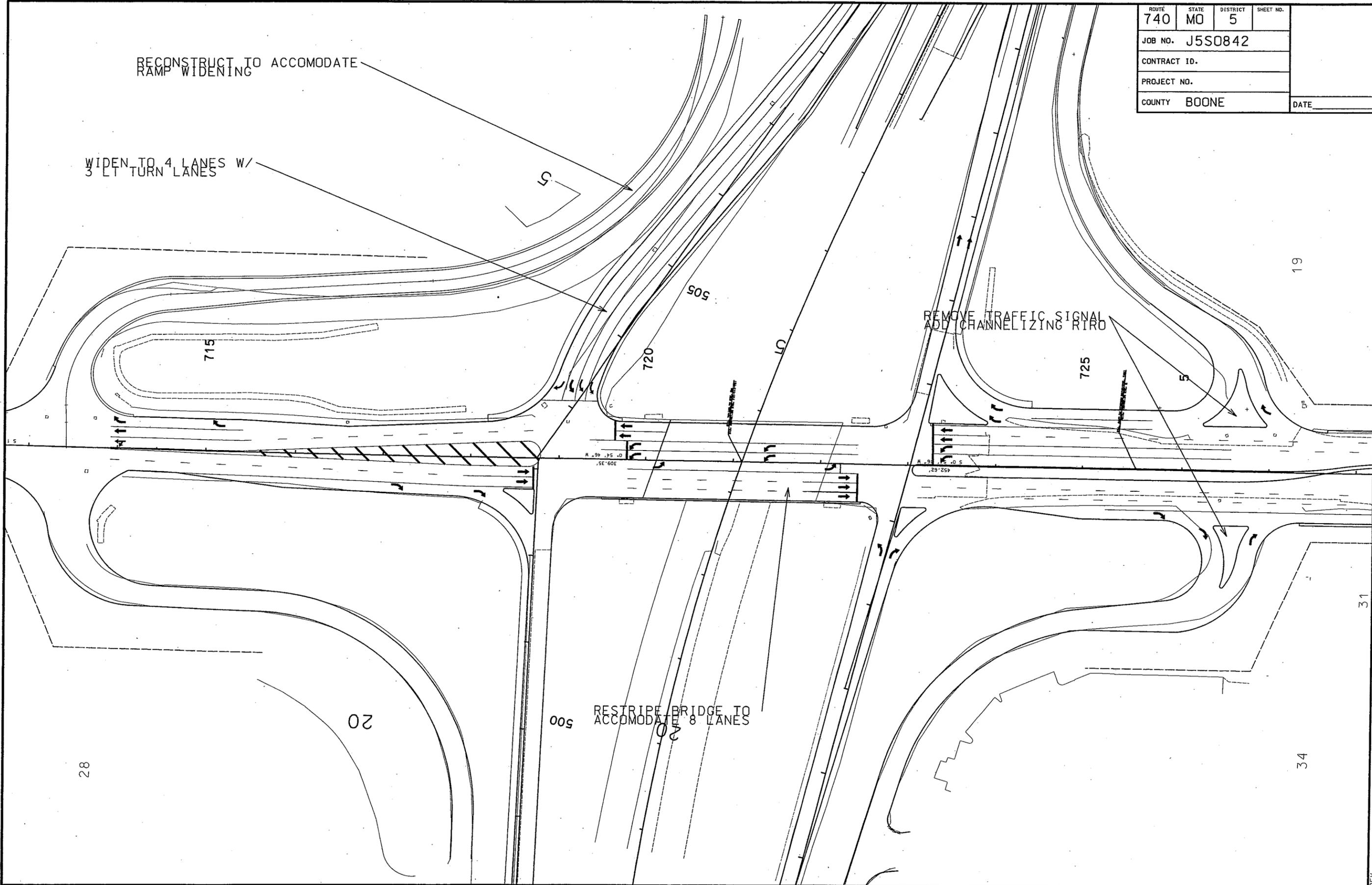
ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		

RECONSTRUCT TO ACCOMODATE
RAMP WIDENING

WIDEN TO 4 LANES W/
3 LT TURN LANES

REMOVE TRAFFIC SIGNAL
ADD CHANNELIZING RIB

RESTRIPE BRIDGE TO
ACCOMODATE 8 LANES



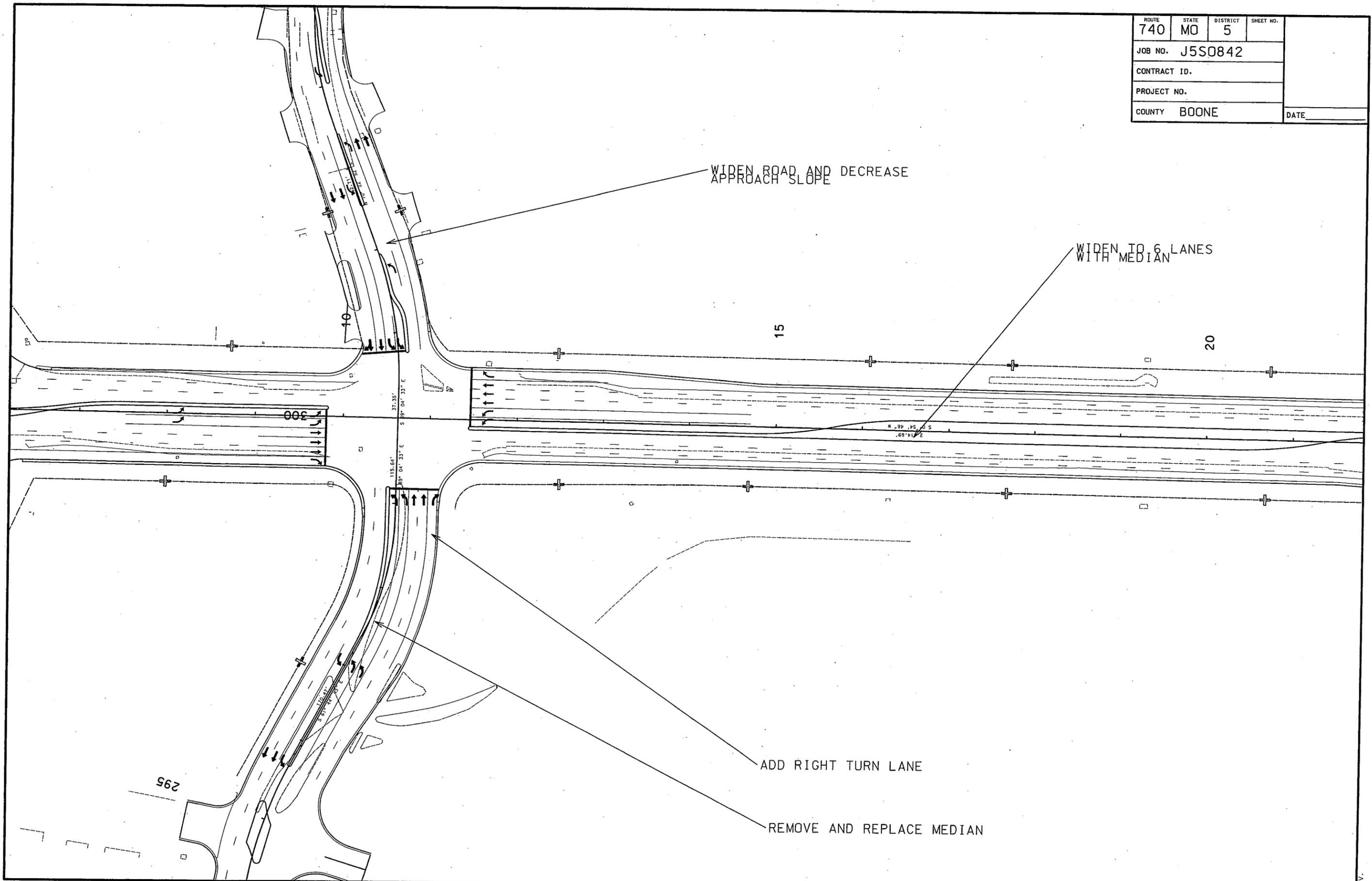
ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE		
			DATE

WIDEN ROAD AND DECREASE
APPROACH SLOPE

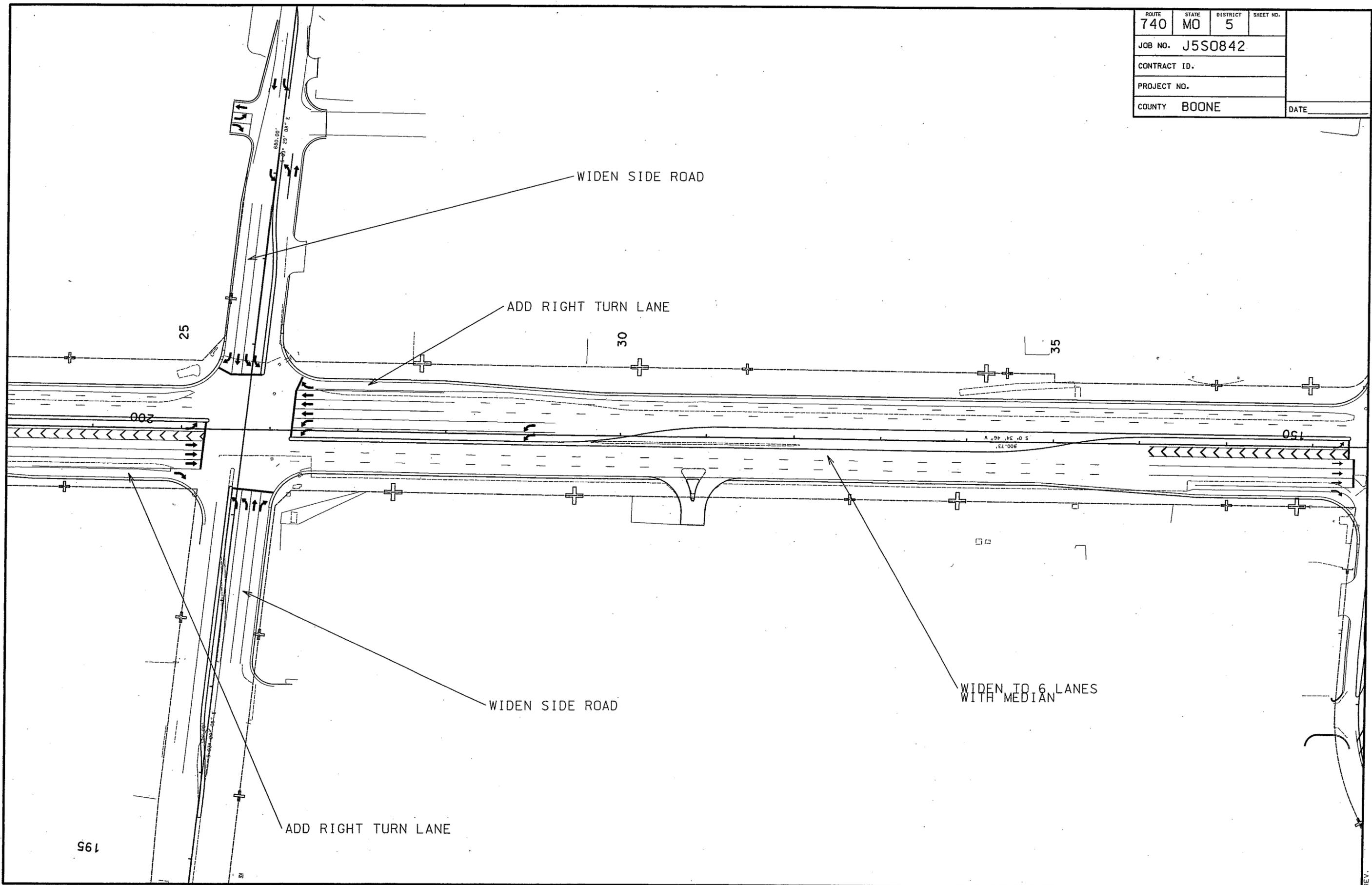
WIDEN TO 6 LANES
WITH MEDIAN

ADD RIGHT TURN LANE

REMOVE AND REPLACE MEDIAN

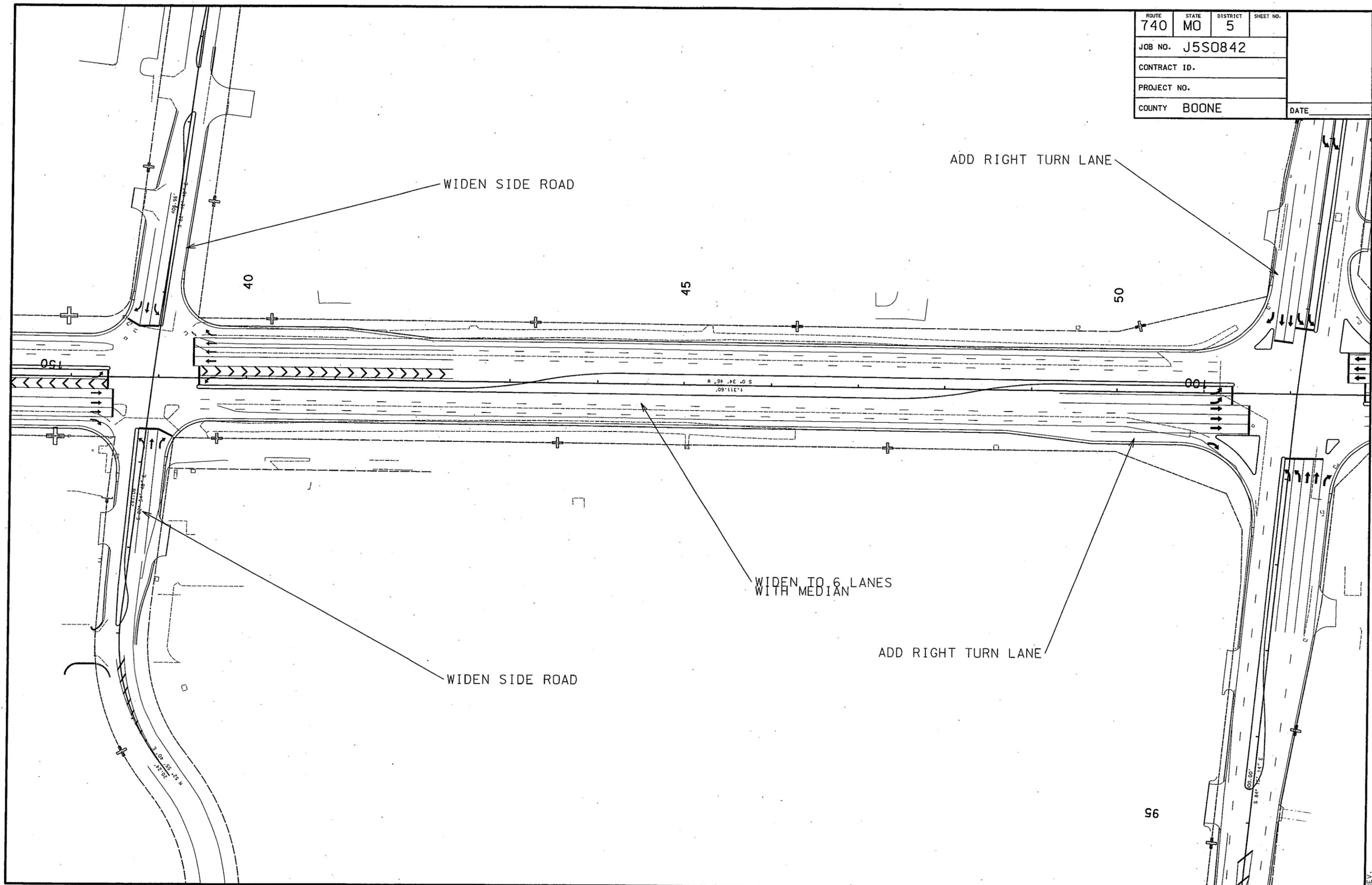


ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE	DATE		

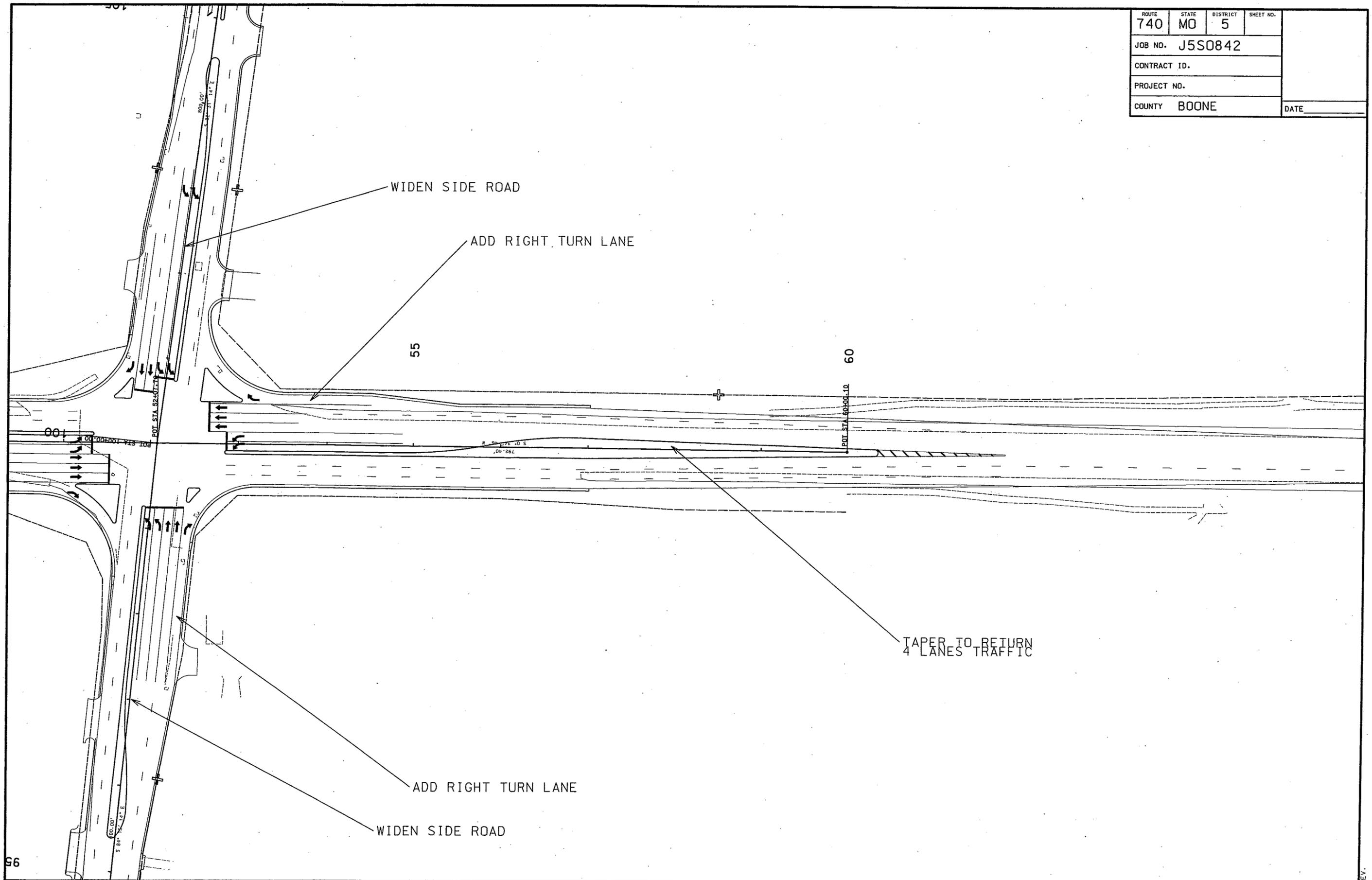


195

ROUTE	STATE	DISTRICT	SHEET NO.
740	MO	5	
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY	BOONE	DATE	



ROUTE 740	STATE MO	DISTRICT 5	SHEET NO.
JOB NO. J5S0842			
CONTRACT ID.			
PROJECT NO.			
COUNTY BOONE		DATE	



APPENDIX E
Core Team Meeting Notes

Meeting Documentation

Project:	Scott Boulevard & I-70 AJR CBB Job No. 105-08		
Meeting Date:	June 26, 2008	Time:	9:00 AM
Location:	MoDOT – District 5 Offices		
Purpose of Meeting:	Review AJR Scope		

Meeting Participants	Representing
Dave Nichols	City of Columbia
Tim Teddy	City of Columbia
Trent Brooks	MoDOT – 5
Kenny Voss	MoDOT – 5
Erik Maninga	MoDOT – 5
Gayle Unruh	MoDOT –Central Office
Bob Reeder	MoDOT –Central Office
Richard Moore	MoDOT –Central Office
Mac Finley	MoDOT –Central Office
Tim Oligschlaeger	MoDOT –Central Office
Peggy Casey	FHWA
Mike McGee	FHWA
Cody Wilbers	FHWA
Ashley Perkins	FHWA
Michelle Hilary	FHWA
Shawn Leight	CBB
Julie Nolfo	CBB
Srinivasa Yanamanamanda	CBB
Bob Gilbert	Bartlett & West
Herb Bailey	Bartlett & West
Steve Parker	Adaptive Ecosystems

Meeting Notes:

- Dave Nichols (City) welcomed everyone for attending the meeting.
- Julie Nolfo (CBB) passed around an attendance sheet. The completed sheet will be emailed to all participants.
- Julie Nolfo explained the dual Project Manager role to all. Shawn Leight from CBB would be the technical lead on the project whereas Julie Nolfo would be managing the coordination, etc.
- Julie Nolfo and Shawn Leight (CBB) provided a brief history of the Scott Boulevard interchange. Various studies of the Stadium Boulevard corridor over the past 6 years have concluded that Stadium Boulevard operates at capacity and no amount of traffic management strategies could accommodate

both the heavy commercial and commuter demands. MoDOT's I-70 Feasibility Study also reiterated the need for access to I-70 west of Stadium Boulevard in order to relieve Stadium Boulevard and its interchange with I-70. To that end, CATSO (Columbia Area Transportation Study Organization) has included the extension of Scott Boulevard in their Long Range Plan as well as the 2025 Transportation Plan.

- Shawn Leight presented three alternatives that had previously been considered by CBB in 2002/2003 as part of the Stadium Boulevard Corridor Study: Split-Diamond, which was very costly and had a negative impact on numerous properties along the north and south outer roads; Diamond in the vicinity of Perche Creek, did not divert enough traffic away from Stadium Boulevard and had significant environmental impacts; and a folded diamond in the vicinity of Silvey Street, which was ultimately recommended.
- Shawn Leight reviewed the purpose of the AJR: to select a preferred location and layout for the proposed Scott Boulevard interchange with I-70, prepare for review by MoDOT and FHWA an AJR and conduct environmental screening necessary to support (future) NEPA efforts.
- Shawn Leight provided a brief overview of the eight criteria per FHWA policy as well as the relationship between FHWA's Eight AJR Policy criteria and the consulting team's study tasks. Matrix depicting this relationship is attached at the end of the minutes.
- Shawn Leight introduced two overarching questions that need to be addressed prior to finalizing the AJR scope: What level of investigation is necessary in conjunction with the local road connection (Scott Boulevard) and to what extent should the Improve I-70 conclusions be included in the AJR.
- Bob Gilbert (B&W) explained that the local road connection is driving the interchange's location more than traffic operations.
- Steve Parker (AE) identified the various environmental constraints within the area and sought input from FHWA regarding the level of environmental clearance that would be required.
- Bob Gilbert identified some possible local road alignments based upon preliminary screening. The City has reserved some ROW along Strawn adjacent to Bellwood and some preliminary engineering has been done that focused in the area of the Sorrels overpass. Bob discussed the availability of the Strawn School for purchase and how, if acquired by the City, may open up some additional routes for consideration.
- Herb Bailey (B&W) outlined some various alternatives for the interchange configuration itself. It was mentioned that Sorrels overpass is on the 800Bridge Safe and Sound Program and is scheduled to be rebuilt by MoDOT. The use of roundabouts coupled with a bridge rebuilt by MoDOT would minimize costs associated with a new interchange. Other alternatives that may be considered are either a traditional diamond or a folded diamond. The consulting team will provide a matrix that evaluates the various alternatives from traffic, environmental and constructability perspectives.
- Peggy Casey (FHWA) indicated that in order to have an approved AJR, the NEPA process must be concluded with an approved environmental document. Without that, FHWA could only grant "conceptual" approval. In her opinion, the local road connection between Scott and Route E must be included in the AJR and she was skeptical that a CE would be sufficient. Most likely, an EA would be required. It was her recommendation (and seconded by Kenny Voss of MoDOT) that the City proceed with the environmental process now and receive final approval for the AJR.
- Steve Parker inquired if screening could be done and more than one alternative be identified in the AJR as preferred, thereby setting the stage for future completion of the EA and approval of the AJR.
- Peggy Casey stated that it is FHWA's process to have only one preferred location/configuration

identified in the AJR.

- Gayle Unruh (MoDOT) reminded everyone that separating the AJR process from the NEPA process can be very frustrating for the public since the process become protracted over several years. Also, allows time for the opposition to build, provide obstacles, etc.
- Dave Nichols inquired as to how wide a corridor would need to be preserved/cleared and did this need to go both north and south of I-70.
- Peggy Casey and Kenny Voss indicated that the corridor should be approximately 300 feet wide, thereby generally defining the route but allowing for some flexibility. Also, the corridor would need to be defined north and south of I-70.
- Bob Reeder (MoDOT) expressed a concern that there may be archeological issues within the area and that screening alone may not reveal.
- Kenny Voss reminded the group that as the City deals with development pressures in the area, a more defined route is easier for development to work around.
- Tim Teddy (City) inquired if the AJR would include the intersection of Scott Boulevard with Broadway, thereby defining what this intersection would look like once Scott Boulevard was extended to the north. He also inquired if the extension of Broadway to Midway would be included in the study area
- Both Julie Nolfo and Shawn Leight answered that the intersection as well as the extension would be included. Shawn Leight indicated that there may be a need to expand the study area beyond the initial definition to pick up some key intersections along Broadway and Route E.
- Shawn Leight broached the subject of how best to include Improve I-70 in the AJR study. As it currently stands, the scope evaluates the proposed Scott Boulevard interchange with and without the Improve I-70 network.
- Kenny Voss stated that the only new consideration with respect to Improve I-70 through the Columbia area was lane utilization with respect to potential truck only lanes. The alignment would remain on the cleared corridor.
- Julie Nolfo raised the issue of the Improve I-70 recommendation for an interchange at Fairview; immediately to the west of Stadium Boulevard. The City of Columbia does not see an interchange at Fairview as a viable solution to serving southwest Columbia since there are environmental issues at Fairview and Worley and ultimately Fairview dumps the traffic back onto Broadway a mere 0.5 mile west of Stadium.
- Kenny Voss stated that Improve I-70 focused on the interstate and did not address more regional issues and needs, such as the Scott Boulevard extension.
- Peggy Casey stated that MoDOT was not bound to building exactly what was in the Record of Decision and if another solution is posed, it could be considered.
- Kenny Voss reiterated that if the AJR can show that the new interchange at Scott Boulevard would preclude the need for an interchange at Fairview, then the Fairview interchange didn't need to be built. However, Kenny also stated that the new Scott Boulevard interchange would not "replace" the Fairview interchange in the Improve I-70; i.e., MoDOT would not take on the responsibility (fiscally or otherwise) of pursuing the new Scott Boulevard interchange.
- Kenny Voss was going to discuss the need to include the Fairview interchange in the AJR study with others at MoDOT and let Julie Nolfo know.

- Shawn Leight outlined the consultant team's approach to inter-agency coordination. The working group would be comprised of the consultant team, City of Columbia, CATSO, MoDOT District 5. The Core Team would include the working group plus MoDOT Central Office and FHWA.
- A file sharing website has been set up for the project at <http://gocolumbiai70ajr.cbbtraffic.com/>. Contact Julie Nolfo or Shawn Leight for User ID and Password.
- Shawn Leight went thru the anticipated meeting schedule. A matrix of this is included at the end of the minutes. All members of the Core Team felt the proposed meeting schedule was reasonable.
- Shawn Leight presented the various documents that would be provided for review throughout the AJR process. The intent is that that key elements of the study (such as existing conditions, traffic forecasts, etc.) would be reviewed while the study was ongoing so that the Draft and Final AJR is essentially a compilation of these pieces. Reduces overall review time.
- Shawn Leight presented the various forms of data that would be sought. A matrix of this is provided at the end of the minutes.
- Shawn Leight initiated the discussing of the scope itself, which was provided to all meeting participants. The emphasis of the discussion was focused on Traffic Operational Analysis, Interchange Layout, and Environmental Screening.
- Shawn Leight reviewed the consultant teams approach to traffic analysis, which includes HCS, Synchro and VISSIM. This was acceptable to all. He also identified LOS D as the acceptable threshold for all intersections and freeway elements. Again, this was acceptable to all participants. The three scenarios that would be included were introduced: committed network only, committed network plus minimal improvements to I-70, and committed network plus Improve I-70. This was acceptable to all participants. The design horizon would be year 2030, AM and PM peak hours of a typical weekday.
- Shawn Leight indicated that it was the consultant's team intent to collect new data unless data within the last 2 years was provided by City or MoDOT. He indicated that in addition to those intersections already included in the scope, the intersection of Scott/Broadway and Route E to the north would be included into the data collection based upon the preceding discussions.
- Kenny Voss asked that the proposed additional lanes on Stadium be included in the "committed" network analysis. Shawn Leight responded that it would be.
- Trent Brooks (MoDOT) asked if the intersection of Broadway and Stadium should be included.
- Discussion amongst many about the merits versus the cost of expanding study along Stadium Boulevard to Broadway. Ultimately, Tim Oligschlaeger (MoDOT) felt that Central Office would want to include the intersection of Broadway and Stadium in study so it, as well as Stadium at Ash, was added to the scope.
- Dave Nichols stated that Cook, Flatt, Stroebel has counts along Stadium Boulevard as part of the work they are doing for improving Stadium. He would request that data from CFS and provide to consultant team.
- Bob Gilbert initiated the discussion regarding the Interchange Layout portion of the scope. Based upon the preceding discussions, the question is what level of effort is necessary: a firm and set layout and location or something more flexible. Answer depends upon whether City pursues concept approval of AJR or whether the entire NEPA process would be concluded and final AJR approval would be granted.
- Bob Gilbert explained that the standards upon which the layout of the interchange would be based

were specified in the scope and that if, after reviewing, there were any edits or omissions, please make the consultant team aware.

- Steve Parker initiated the discussion regarding the Environmental Screening portion of the scope. Given the discussion earlier in the meeting, the scope as it currently stands would result in an informal environmental document relying heavily on screening.
- Peggy Casey reiterated that the approach would result in concept approval only of the Scott Boulevard AJR. A full EA would be necessary for final approval.
- Steve Parker indicated that the study area for environmental studies would be an area bounded by Route E to the north, Broadway to the south, Silvey Street to the east and Perche Creek/Strawn to the west.
- Shawn Leight introduced the proposed project schedule for the Scott Boulevard AJR. Proposed schedule is attached to the back of the minutes. However, the introduction/expansion of the environmental effort to an EA would extend the proposed schedule.
- Trent Brooks inquired as to how roundabouts, if proposed, would be evaluated. Shawn Leight answered with SIDRA and VISSIM. Tim Oligschlaeger indicated that VISSIM would be MoDOT Central Offices preference.
- Kenny Voss inquired if an interchange at Silvey Street was being considered. Both Dave Nichols and Julie Nolfo answered that it was not.
- Kenny Voss inquired if the Kroenke Group would be involved in the AJR effort. Julie Nolfo indicated that they would not be.
- Bob Reeder inquired if time or money were a primary issue with regards to this AJR. If time is the project's major constraint, The City should consider surveying the entire study area up front so as to not have delays later in the process as a result of previously unreported cultural resources. If money is the major constraint, phase the cultural resource investigations so that the survey is for only the preferred alternative (this would save money for the survey) but it could identify new resources late in the process that could require consideration of new alternatives. Dave Nichols indicated that budget would dictate how much the City could pursue at this time.

Meeting Concluded at 11:00 AM.

Action Items:

- Kenny Voss to follow up with MoDOT regarding inclusion of Fairview interchange, as proposed in Improve I-70, in AJR.
- Dave Nichols to request from CFS traffic data along Stadium Boulevard.
- All participants to review the standards, as specified in provided scope, for use in geometric layout of interchange. Please notify Bob Gilbert (bob.gilbert@bartwest.com) if there is a need for additions, edits or omissions.

Postscript:

- Kenny Voss and the City discussed the Fairview interchange and it was decided that it would not be taken into consideration in the AJR given that it would not be in place by Year 2030.
- CFS's data for Stadium Boulevard is from 2004/2005. The consultant team is awaiting input from MoDOT and FHWA as to whether or not this data is acceptable for use in the AJR given its age.

Meeting Minutes Prepared By:	Julie Nolfo	Draft Date:	July 1, 2008
Reviewed By:	Julie Nolfo	FINAL	

<i>Work Plan Study Components</i>	<i>FHWA's Eight Policy Criteria for AJRs</i>							
	Existing Facilities	TSM	Access Connections & Design	Transportation Land Use Plans	Comprehensive Interstate Network Study	Coordination w/ Transportation System Improvements	Status of Planning & NEPA	Operational Analysis
Inter-Agency Coordination								
Traffic Operational Analysis								
Transportation Planning								
Interchange Layout Roadway Design								
Environmental Review								

Anticipated Meeting Schedule

	Consultant Team	City of Columbia	MoDOT D5	MoDOT Central Office	FHWA
Task 2.1: Core Team Meetings					
Project Scoping	X	X	X	X	X
Existing Conditions Analysis	X	X	X	X	X
Alternatives Development	X	X	X	X	X
Traffic Forecasts	X	X	X	X	X
Alternatives Analysis	X	X	X	X	X
Task 2.2: Public Meeting					
Open House	X	X	X	X	X
Task 2.3: Study Working Group (example meeting topics)					
Utility Coordination	X	X	X		
Alternative Development Charette(s)	X	X	X		
Field Check of Proposed Alternatives	X	X	X	X	X
Open House Preparation	X	X	X		

X – Required X – Optional

Data Inventory

	City of Columbia	Boone County	MoDOT	MDNR	Consultant	Others
Task 3.1 Previous Studies						
I-70 Feasibility Study – 1999			X			
I-70 First Tier EIS – 2000-2001			X			
I-70 Second Tier EIS – 2002-2005			X			
Stadium Blvd. Corridor Study 2002					X	
CATSO 2025 Transportation Plan	X					
CATSO Long Range Plan Amendment (2005)	X					
Task 3.2: Land Use/Environmental Data						
Aerial mapping	X					
FEMA Floodplain Maps;	X					
National Wetland Inventory Maps					X	
Existing Cultural Resource and Historic Structures Studies				X		
Existing Natural Resource Inventories				X		
Topographic maps	X	X				
Known developments	X	X				
Roadway projects and right-of-way	X	X	X			
Future zoning and land use plans	X	X				
Utility information	X	X				X
Task 3.3: Traffic Data						
Existing and historical traffic count data	X		X		X	
Signal timing plans	X		X			
CATSO Travel Demand Model Output Data	X					

CBB Tasks	Month									
	1	2	3	4	5	6	7	8	9	10
Inter-Agency Coordination	Scoping Meeting	Existing Conditions Meeting	Traffic Forecasts Meeting	Alternatives Development Meeting	Alternatives Analysis Meeting	Public Open House	Meetings As Needed During Review Process			
Traffic Operational Analysis	Data Collection	Existing Conditions Analysis	Traffic Forecasts	Alternatives Development	Alternatives Analysis	Documentation				
Transportation Planning	Coordination		Documentation							
Interchange Layout Roadway Design	Data Collection	Identify Reasonable Alternatives	Develop Conceptual Roadway Design		Coordinate Design					
Environmental Review	Environmental Screening	Field Studies		Documentation						
Documents Submitted	◆ - Scoping and Assumptions Memo	◆ - Existing Conditions Tech Memo	◆ - Traffic Forecasts Tech Memo	◆ - Alternatives Development Tech Memo	◆ - Alternatives Analysis Tech Memo	◆ - Draft CE/AJR	◆ - Respond to Review Comments	◆ - Final CE/AJR		◆ - Respond to Review Comments
Agency Review							MoDOT D5	MoDOT Central Office	FHWA	

CBB
 Bartlett & West
 Adaptive Ecosystems
 MoDOT
 FHWA

 Project Management Team (City of Columbia, CBB Team)

Meeting Documentation

Project:	Scott Boulevard Extension and I-70 Interchange AJR/EA CBB Job No. 105-08		
Meeting Date:	February 2, 2009	Time:	11:30 AM – 2:00 PM
Location:	City of Columbia City Hall		
Purpose of Meeting:	Review of Environmental Constraints Memo & Purpose and Need Document / Alternatives Development Workshop		

Meeting Participants	Representing
Dave Nichols	City of Columbia
Scott Bitterman	City of Columbia
Tim Teddy	City of Columbia
Mitch Skov	City of Columbia
Michael Dusenber	MoDOT – 5
Matt Myers	MoDOT – 5
Richard Moore	MoDOT – Central Office
Robert Reeder	MoDOT – Central Office
Peggy Casey	FHWA
Mike McGee	FHWA
Brian Nevins	FHWA
Derin Campbell	Boone County
Thaddeus Yonke	Boone County
Shawn Leight	CBB
Srinivas Yanamanamanda	CBB
Julie Nolfo	CBB
Bob Gilbert	Bartlett & West
Herb Bailey	Bartlett & West
Steve Parker	Adaptive Ecosystems
Laura Totten	Adaptive Ecosystems

Meeting Notes:

- Shawn Leight welcomed everyone for and thanked them for attending the meeting.
- Shawn Leight reviewed the conclusions reached at the June 26, 2008 scoping meeting.
 - An EA was necessary;
 - The I-70/Fairview Interchange would NOT be included in the study;
 - Mixed traffic lanes on I-70 (3 lanes in each direction) would be assumed;
 - Defined the study area; and
 - Committed improvements would include the proposed widening of Stadium Boulevard and the extension of Broadway to Midway.

- Shawn Leight reviewed the Purpose & Need document. He stated that the PM peak period proved more problematic than the AM peak, with several locations over 100% capacity.
- Matt Myers suggested that the benefits of the Scott Boulevard interchange with respect to Fairview should be included since it likely that the new interchange would decrease traffic on Fairview. This would be palatable to the surrounding neighborhoods. Shawn Leight concurred.
- Matt Myers stated that MoDOT had concerns that the traffic counts on the west side ramps at the Midway interchange appeared very low. Matt Myers offered to have MoDOT verify the numbers using data provided in conjunction with the bridge replacement project. Matt's primary concern is that MoDOT's current plan is to convert the southbound to eastbound movement from a through movement to a left-turn movement, and Matt wants to be sure that the proposed intersection would have adequate capacity. Srinivas Yanamanamanda offered to revisit the counts as well.
- Scott Bitterman asked that the 3rd Bullet statement on Page 11 of the P&N document be modified to read "extend Broadway to Route UU".
- Brian Nevins asked why the Improve I-70 truck lanes were not taken into consideration. Shawn Leight reiterated that this was a point of discussion at the June 2008 Scoping Meeting but that the direction was the status at that time was too uncertain. Matt Myers suggested that MoDOT go back to Kathy Harvey and discuss the status of the truck lanes. Mike Dusenberg will set up a meeting for attendance by Matt Myers and Shawn Leight. Matt Myers stated that funding is not yet allocated to Improve I-70. Shawn Leight suggested that perhaps the bulk of the alternatives analysis could be conducted using a 6-lane mixed traffic scenario on I-70; and that only the preferred alternative needs to be validated with truck only lanes to ensure that the interchange is compatible. Truck lanes would include 4 vehicle only lanes. Shawn suggested that the study will need to show that the interchange would ultimately work either with or without truck lanes.
- Mitch Skov has not had an opportunity to review the traffic forecasts presented in the P&N as of yet. He will review the week of February 2, 2009.
- Matt Myers suggested that the discussion for the traffic forecasts and the growth chart (Fig. 5) clarify that the growth along I-70 is 60% by the year 2030 and reiterate it assumes 6 lanes on I-70. Shawn suggested that lines showing the freeways' capacity at 4 and 6 lanes could also help illustrate the point that the forecasted growth would not occur unless the freeway is widened.
- Scott Bitterman suggested that the Traffic Forecasts chart be renamed Travel Demand Forecasts.
- Scott Bitterman asked that CBB review the forecasted traffic volumes for Route UU/Midway/40 interchange on I-70 to make sure they correlate with the Improve I-70 traffic forecasts. The CBB forecasts appear low. He was also concerned about the Improve I-70 configuration that would change a free flow movement into a left-turning movement at an intersection. Shawn Leight will contact CH2M Hill and GBA to see if CBB can obtain the traffic forecasts and analysis files for the Midway interchange.
- Matt Myers brought up discussion of North Outer Road over Perche Creek, the lack of a connection there and the local preference for a connection. Thad Yonke stated that construction of the bridge was not an official project for Boone County and funding was not allocated. Peggy Casey pointed out that the original Improve I-70 studies included continuous outer roads largely to reroute traffic during incidents on I-70. However, the new truck-lanes concept may lessen the need for continuous

outer roads for emergency purposes as I-70 mainline traffic could use the truck-only lanes for this purpose. Shawn Leight agreed to add a paragraph to the discussion regarding Committed Network within the P&N document that would acknowledge the local desire for the connection but the lack of funding and/or formalized project.

- Shawn Leight asked that CBB receive all comments on the P&N document by February 6, 2009.
- CBB will complete the MoDOT Programming Data Form and submit it through Dion Knipp at District 5 in order to receive a Federal Project Number and get the project in the system.
- Steve Parker still looking for a response from the EPA on the solicitation letter. Steve will draft a letter to all resource agencies requesting their interest in being a cooperating or participating agency. The USACE has expressed an interest in being a coordinating agency; the MDNR has expressed an interest in being a participating agency.. Richard Moore stated that MoDOT will review the letter and that a formal letter is appropriate. Steve Parker will send a draft letter to MoDOT to review and a list of recipients before the final letter is sent out
- Peggy Casey stated that all Native American contact should be coordinated thru FHWA's nation-to-nation process.
- Steve Parker led the discussion regarding the Environmental Constraints Memo. He provided a summary of the constraints and opportunities (handout) as well as a constraint map. He has not identified any one MAJOR constraint but there are numerous constraints within the study area that will need to be dealt with. The Constraints Memo will be converted to Chapters 3 and 4 of the EA.
- Peggy Casey stated that FHWA had not had the opportunity to review the memo as of yet but will send any comments to Steve Parker.
- Dave Nichols pointed out that the City of Columbia had just acquired another parcel within the study area and will provide the study team with a drawing depicting the parcel. Parcel could be a good mitigation area.
- The group then broke up into the Alternative Development Workshop – where various ideas were considered for the interchange alignment/configuration as well as the alignment of Scott Boulevard north and south of I-70. The following is a sampling of some of the ideas that came out of the workshop and in no way is intended to be a complete history of all discussions that took place:

CONCERNS:

- MoDOT's bridge replacement at Sorrels under the Safe and Sound program would likely replace deck only and not accommodate the future Improve I-70 configuration. The interchange configuration would require geometry for a new bridge with spans appropriately lengthen to accommodate 8 lanes on I-70.
- Connection of the North Outer Road over Perche Creek is a concern but not part of the committed network. Boone County does not have it listed as a priority.
- Boone County Commission may initially be resistant to use of Gibbs for northern alignment of Scott Boulevard but may understand the reasoning behind it when the bigger picture regarding impacts (environmental, neighborhoods north and south of I-70, etc) is explained.
- Boone County also voiced concerns about an alignment near Rebel Drive considering

potential socioeconomic issues.

- Several preliminary plats are missing from the study area constraint map. B&W will work with developer's engineers to obtain preliminary plat files for Vintage Falls, The Overlook, Bellwood and Monterey Hills to incorporate into map.
- Alignment of Scott Boulevard to the south of I-70 is a trade-off of many different considerations. Alignment to the west may avoid some constraints but would traverse through a preliminary plat (The Overlook and Bellwood). The group was undecided as to whether this alignment would be more or less costly than other alignments. On one hand it is less costly to build on undeveloped land. However, it is a significantly longer route.
- The possible historic nature of the Strawn School or parts of that site was discussed. Further historic/cultural investigations on that site will be conducted if a reasonable alternative traverses the site.
- The Broadway extension west to Route UU has a preliminary horizontal alignment on preliminary plats for the Overlook and Bellwood. This should narrow down the Broadway alignment and potential Scott Boulevard intersection locations with Broadway.
- Matt Myers raised concerns with the change and volume of turning movements once Scott Boulevard and Broadway are brought to a four-way signalized intersection. CBB to incorporate study of the volumes at this intersection into study.
- There could be environmental justice concerns along Rebel Drive and any alternative that goes through that neighborhood.
- The team needs to consider stream buffers on alternative layouts.

OPPORTUNITIES:

- There is an opportunity to realign Scott Boulevard away from the Strawn Road alignment and remove that roadway from the floodplain/floodway.
- Removing the curve at Scott/Broadway is a safety enhancement. Fatality accidents have occurred at this location.
- The eastern interchange locations might have a higher demand/draw on traffic. Possibly look at a single point diamond interchange.
- A new alternative north of I-70 north of Gibbs Road was suggested.
- Many in the group concurred that the "yellow" line with the roundabouts at the existing Sorrels overpass appears very viable due to smaller footprint, impact, etc.

Action Items:

- CBB will verify the volumes presented for the Midway interchange.
 - Matt Myers offered to provide CBB with the data used for the bridge replacement project (Nicole Kolb-Hood was the MoDOT District 5 PM).
 - Shawn Leight will contact CH2M Hill and GBA to see if CBB can obtain the traffic forecasts

and/or analysis files for the Midway Interchange.

- Mike Dusenberg will set up a meeting with Kathy Harvey (MoDOT-Central Office) to discuss Improve I-70 and the truck lanes. A determination will be made as to whether and to what extent to account for the truck lanes.
- Mitch Skov will review the traffic forecasts presented in the P&N document and offer comments by 2/9/09.
- Receive all comments from the Core Team by 2/6/09 regarding the P&N document.
- CBB will update the P&N document.
 - Update traffic volume info as it pertains to Midway Interchange, if necessary.
 - Modify the 3rd Bullet statement on Page 11 of the P&N document to read “extend Broadway to Route UU”.
 - Clarify that growth along I-70 is a total increase of 60% by the year 2030 assuming 6 travel lanes.
 - Rename charts from “Traffic Forecasts” to “Travel Demand Forecasts”.
 - Add a paragraph to the Committed Network discussion regarding the local desire for the outer road connection over Perche Creek but the lack of funding and/or formalized project to do so.
- CBB will complete the MoDOT Programming Data Form
- Adaptive will draft agency participation/coordination letter.
- Adaptive will send to Bob Reeder a review list of recipients for agency participation letter.
- FHWA will review the Environmental Constraints Memo.
- Dave Nichols will provide B&W with a drawing depicting the City’s newly acquired parcel (park land) south of I-70.
- CBB to incorporate study of the volumes at this intersection into study.
- CBB will begin drafting Newsletter #1 for public circulation.
- B&W will narrow down the alternatives from the Alternative Development Workshop

Next Steps:

- 1st Newsletter (March/April) and Open House (May/June)
- Core Team Meeting 3 to discuss reasonable alternatives (April/May)
- Preliminary AJR/EA (Fall 2009)

Meeting Minutes Prepared By:	Julie Nolfo	2/10/09
Reviewed By:	S. Parker /B. Gilbert/H. Bailey/S. Yanamanamanda	2/12/09
Finalized By:	Julie Nolfo	2/23/09

Meeting Documentation

Project:	Scott Boulevard Extension and I-70 Interchange AJR/EA CBB Job No. 105-08		
Meeting Date:	June 4, 2009	Time:	1:30 PM – 4:30 PM
Location:	City of Columbia City Hall		
Purpose of Meeting:	Review preliminary analysis of conceptual alternatives Prepare for informational public open house		

Meeting Participants	Representing
Dave Nichols	City of Columbia
Scott Bitterman	City of Columbia
Tim Teddy	City of Columbia
Mitch Skov	City of Columbia
Matt Myers	MoDOT – 5
Bob Brendel	MoDOT – Central
Peggy Casey	FHWA
Mike McGee	FHWA
Brian Nevins	FHWA
Dan Haid	Boone County
Thaddeus Yonke	Boone County
Shawn Leight	CBB
Srinivas Yanamanamanda	CBB
Julie Nolfo	CBB
Bob Gilbert	Bartlett & West
Herb Bailey	Bartlett & West
Steve Parker	Louis Berger Group
Chris Thomas	Louis Berger Group

Meeting Notes:

- Shawn Leight welcomed everyone and thanked them for attending the meeting. He reiterated the accomplishments at the Core Team 1 and Core Team 2 meetings.
- Shawn Leight and Julie Nolfo presented the public outreach schedule for the month of June 2009
 - June 16th Stakeholders Preview Meeting – 5:30 PM to 7:30 PM, 4th Floor Conference Room at City Hall
 - June 22nd Informational Open House – 4:00 PM to 8:00 PM, ARC
 - Core Team would meet again after public comments are gathered with the intent of selecting a set of reasonable alternatives to carry forward for detailed evaluation.
- Bob Gilbert reviewed the origins of the four alignment/interchange concepts from the previous Core Team Meeting. He also stated that all four concepts were similar north of I-70 in how they extended

to Route EE.

- Bob Gilbert introduced the RED concept – provides for an offset intersections along Broadway between Scott from the south and the extension to the north. The alignment would cut through the Overlook and Bellwood subdivision plats, cross Harmony Creek and intersect Strawn, with the South Outer Road connecting into Strawn to the east of the alignment. The interchange would require the widening of the I-70 bridge over Perche Creek to accommodate the auxiliary lanes. The North Outer Road would be realigned but a crossing of Perche Creek would still be feasible.
 - Shawn Leight clarified that it was decided at a previous meeting that the proposed concepts would not preclude an outer road crossing of Perche Creek but that the actual crossing would not be included in the concepts.
 - Peggy Casey inquired if the City owned property properly in the southwest quadrant is “planned” as a park, in which case it would require 4(f). The City responded that it was owned by Parks & Recreation but that there was not a definitive plan for the land’s use.
 - An inquiry was made as to whether specifics were available regarding cultural and historical resources. Steve Parker responded that all of the information of record was included in the constraints mapping but that once a preferred alternative was selected it would be surveyed.
 - Shawn Leight explained that the analysis of traffic signals or roundabouts were interchangeable for all but the BLUE alternative. Matt Myers indicated that MoDOT’s preference would be that roundabouts be considered first. Ultimately, it was decided that neither traffic signals nor roundabouts would be included in the schematics used for the public meetings in June and that traffic simulations would not be shown. There was consensus regarding keeping the public’s attention on the alignments rather than traffic control.
 - Matt Myers inquired about the discrepancy between the alignments shown in the traffic volume exhibits (handouts) and those presented by Bob Gilbert. Shawn Leight explained that the traffic volume exhibits would be modified to match the concepts and that what Bob Gilbert was presenting should be construed as the correct alignment.
 - Mitch Skov mentioned that Stone Valley Parkway was on the City’s Major Thoroughfare Plan and that the City had an agreement with developer of the Overlook subdivision to build it.
 - Bob Brendel and Matt Myers indicated that the I-70 EIS described the proposed I-70 improvements including 10 lanes. Bob Gilbert confirmed for the Core Team that all of the alternative concepts coordinate with the Improve I-70 configuration (10 lanes).
 - Shawn Leight discussed how the Scott AJR/EA consultant team had contacted the Improve I-70 consultant team and obtained files that depicted the Improve I-70 improvements for this section.
- Bob Gilbert introduced the BROWN concept – based upon the Stone Valley Parkway corridor south of Broadway, which is extended across Broadway in an attempt to address the offset intersections shown in the RED alignment. However, this results in a longer roadway than originally contemplated. The BROWN alignment follows the RED alignment towards I-70 but realigns Strawn to intersect the extended Scott Blvd further to the south, which in turn allows the South Outer Road

to be pulled further to the south. Grades are challenging and retaining walls would be required along the creek. A three-lane bridge crossing of I-70 is necessary (with roundabouts). Because of the grades it will likely be necessary to widen the I-70 bridge over Perche Creek to accommodate acceleration and deceleration lanes. However, this widening will not be necessary if a design exception for the ramp grades were ultimately granted allowing the ramps to tie back onto the mainline before the bridge structure. The alternative has an offset intersection with the North Outer Road in order to minimize impacts to existing homes. Tying the outer roads into the ramp terminals via roundabouts was considered but determined infeasible (due to capacity constraints at peak times).

- Bob Gilbert introduced the YELLOW concept – simply extends Scott Boulevard across Broadway and then follows along the existing alignment of Strawn. There would be some displacement impacts and the route is parallel to a tributary of Harmony Creek. Provides a connection to Worley. The alignment turns eastward and provides for an intersection with the South Outer Road south of its existing alignment. Crosses I-70 in the proximity of Sorrels Overpass as a means of capitalizing on the existing grade differences. An issue with this concept is the close spacing of the ramp terminals and the outer roads. Would not impact the I-70 bridge structures over Perche Creek. The North Outer Road to the east of the interchange would connect into Gibbs.
 - Bob Gilbert discussed that the YELLOW interchange option is likely one of the least expensive given the limited rock excavation and fill.
- Bob Gilbert introduced the BLUE concept – alignment is the furthest east out of the four. The intersection of Scott and Broadway is the same as the YELLOW concept but then the BLUE alignment continues straight north, cutting thru Vintage Falls. Strawn and Worley intersect extended Scott opposite one another. Folded ramps were considered at the interchange on the north side and the North Outer Road would connect to Gibbs. A five-lane bridge across I-70 would be necessary and roundabouts are NOT an option with this configuration. The BLUE interchange alternative is the most expensive of the four concepts due to significant grade differences. However, this alternative has the least amount of displacements north and south of I-70.
 - Bob Gilbert speculated that the cost for the BLUE interchange could be double the cost of the all the other options. However, the overall length is the shortest of the four concepts.
- Bob Gilbert handed out the Interchange and Local Road Design Criterion applied to the concepts as well as typical sections for a Major Collector and Major Arterial roadways.
- Peggy Casey expressed concerns regarding the outer roads tying into the existing outer roads rather than the ultimate locations due to the Improve I-70 project. Bob Gilbert responded by stating that if the outer roads were able to tie back to the existing outer roads, he was confident there would be no problem tying into the ultimate locations. Presumably, the EIS would clear the corridor for the outer roads, which would make a connection to the ultimate locations feasible. However, if Scott Interchange comes online first, the tie in to the existing outer roads would be cleared through the Scott Interchange AJR/EA process.
 - Peggy Casey reiterated the need for the Scott AJR/EA and the Improve I-70 studies to be coordinated.
 - Shawn Leight reassured the Core Team that the Consulting Team was making considerable efforts to keep the Improve I-70 team in the loop with the development of the Scott AJR/EA.

- Our materials, including the alternative concepts, were being provided to the Improve I-70 team and feedback was consistently being sought. However, the intent of the Scott AJR/EA was not to include the Improve I-70 improvements but to ensure that the final alternative did not preclude the Improve I-70 improvements. This allowed for flexibility with the Scott Interchange construction (could happen either before or after Improve I-70 was implemented).
- It was suggested that perhaps the alternative comparison matrix could include consistency with Improve I-70.
 - Steve Parker discussed environmental constraints briefly. He handed out an Environmental Constraints map and matrix. A suggestion was offered that a preliminary constraints matrix would be useful and that perhaps a list of the environmental considerations should be included in the public meetings.
 - Srinivas Yanamanamanda made a presentation regarding the traffic operations associated with each alternative. The traffic analysis yielded that offset intersections at Broadway are undesirable. Handouts with the summary analysis for SYNCHRO, SIDRA, HCS, and VISSIM were provided, as well as existing and forecasted traffic volumes for no-build and build alternatives.
 - David Nichols inquired what the impact on this study would be if the Stadium Boulevard TDD improvements do not happen. Julie Nolfo responded with that the lack of an improved Stadium corridor only reinforces the need for a Scott Boulevard interchange.
 - Matt Myers suggested that an exhibit be prepared for the public meetings that depict what corridors within Columbia (Stadium, Providence, Grindstone, Nifong, etc.) would bear the brunt of the impact if Scott Boulevard is not extended and a new interchange at I-70 is not provided.
 - Julie Nolfo reiterated the public meeting schedules.
 - The Information Open House was advertised in the paper 3 weeks in advance and would be advertised again closer to the date.
 - A brief formal presentation would be made hourly during both public open houses.
 - There would be an alternative development workshop where the public could draw up suggested alignments.
 - Public comments could be provided via comment cards, phone, email, or recorded statement.
 - There was an inquiry as to whether there was a large non-english speaking population in the area. The consensus was that there was not.
 - Julie Nolfo distributed a draft of the Newsletter that would be mailed out by June 10th, 2009.
 - Bob Brendel asked that the first sentence of the 3rd paragraph in the Improve I-70 Discussion Box be removed.
 - It was suggested to include public meetings on the time line.
 - Reference "western" Columbia rather than "southwestern".
 - Reference Broadway without the "west".
 - Miscellaneous typos were identified.

- The newsletter would go to nearly 500 addresses. Any property that was adjacent to or touched by an alternative corridor was identified and included. The newsletter would go to the owner of rental properties rather than the tenant. One way around that would be to work with the GIS department to obtain owner and occupant information.
- The newsletter will also be posted on the City's website.
- The City will send out a chain email to various special interest groups with the newsletter to widen its distribution.
- Post public meetings, the Core Team would be brought back together to select 2 to 3 reasonable alternatives for further consideration.
- Julie Nolfo inquired as to who should be the official media contact for the project: the City or the Consultant? Scott Bitterman indicated that he would prefer for it to be the Consultant. Shawn Leight was selected.
- Matt Myers indicated that he was surprised that the cross sections that Bob Gilbert provided did not include a bike lane. There was discussion about bike lanes versus a pedway. Scott Bitterman indicated that at this point in the process that was too finite of a detail and that it could be worked in at a later point. The typical cross sections would not be shown at the June 22nd Public Informational Open House.

Action Items:

- CBB will modify the traffic volume exhibits to coordinate with the alternative concepts.
- CBB will revise and send out the 1st Newsletter by 6/10/09 to no more than 500 addresses.
- City will post 1st Newsletter on City's website
- The Scott AJR/EA team will continue to coordinate and seek input from the Improve I-70 project team.
- Consistency with Improve I-70 will be added to the alternative comparison matrix.
- Access/Safety will be added to the environmental constraints matrix.
- An exhibit will be prepared for the public meetings that depicts the corridors that would be impacted if Scott is not extended to an interchange with I-70.

Next Steps:

- Stakeholder Preview (6/16/09) and Informational Open House (6/22/09)
- Dissemination of public comments reviewed (by mid-July)
- Core Team Meeting 4 to determine reasonable alternatives (July)
- Preliminary AJR/EA (Fall 2009)

Meeting Minutes Prepared By:	Julie Nolfo	6/25/09
Reviewed By:	CBB/B&W/Louis Berger	6/29/09
Finalized By:	Julie Nolfo	

Meeting Documentation

Project:	Scott Boulevard Extension and I-70 Interchange AJR/EA CBB Job No. 105-08		
Meeting Date:	July 13, 2009	Time:	12:00 PM – 2:30 PM
Location:	MoDOT D5 Parrish Room (Jefferson City)		
Purpose of Meeting:	Review outcome from June 22 nd open house Select a suite of “reasonable” alternatives for further review		

Meeting Participants	Representing
Charlie Scott	U.S. Fish and Wildlife Service
Bob Brendel	MoDOT – Central (Improve I-70 Team)
Kevin Nichols	CH2M HILL (Improve I-70 Team)
Dave Nichols	City of Columbia
Michael Dusenberg	MoDOT – 5
Matt Myers	MoDOT – 5
Richard Moore	MoDOT – Central Office
Robert Reeder	MoDOT – Central Office
Peggy Casey	FHWA
Mike McGee	FHWA
Brian Nevins	FHWA
Derin Campbell	Boone County
Dan Haid	Boone County
Thaddeus Yonke	Boone County
Julie Nolfo	CBB
Shawn Leight	CBB
Herb Bailey	Bartlett & West
Bob Gilbert	Bartlett & West
Steve Parker	Louis Berger Group

Meeting Notes:

- Shawn Leight welcomed everyone and thanked them for attending the meeting. He reiterated the accomplishments at the previous Core Team meetings. Introductions were conducted.
- Steve Parker introduced Charlie Scott with the US Fish & Wildlife Service. Based upon input from Steve Parker and Richard Moore, it was decided that it would be beneficial to have Charlie Scott speak at the Core Meeting regarding the Migratory Bird Treaty Act. Richard Moore had been made aware of migratory bird concerns related to the ongoing widening of Scott Blvd to the south of the study area. There had been a concern that the Migratory Bird Treaty Act may have been violated by the removal of some trees for that project. The US Fish & Wildlife Service's opinion is that the Migratory Bird Treaty Act was not violated during that project. However, as a cautious approach, Richard Moore suggested that Charlie Scott come to a Core Team meeting to explain how the Migratory Bird Treaty Act could impact the extension of Scott Boulevard.
- Charlie Scott explained that the Act protects the bird and not its habitat. It applies to anyone –

private or public. It is a Strict Liability Law. No prior knowledge or intent is required for legal action. Any action that injures a migratory bird is technically a violation. However, US Fish and Wildlife has to prioritize their enforcement efforts and is not set up to handle small incidents such as the occasional cutting down of trees, etc. They do not have the resources to follow-up on every alleged violation. However, due to heightened media attention, Mr. Scott suggested that consideration be given now as how to handle this issue within in the NEPA process. It is important to be able to convey a clear message to the public as to how our project will comply.

- US Fish & Wildlife will comment if they have significant concerns and the fact that it is a new road and crossing Perche Creek may be cause for heightened concern. US Fish & Wildlife are also willing to provide advice on seasonal timing of tree removal (outside of the April to June window), etc. Richard Moore inquired if there should be another request from the study group in an effort to solicit another response from US Fish & Wildlife in order to be cautious. Steve Parker, Richard Moore and Charlie Scott will look at what US Fish & Wildlife response to date has been and see if there is a need for further elaboration. Steve Parker will coordinate. Derin Campbell asked if it mattered or helped if the ground in question would be developed regardless of the proposed Scott Boulevard extension. Charlie Scott responded that it only matters who clears the ground first that is who will bear the burden.
- Richard Moore asked if US Fish & Wildlife should be a cooperating agency in this study. Charlie Scott replied that he does not have the staff to be a cooperating agency on this project. Instead he offered to informally participate and review language, draft documents, etc.
- Julie Nolfo provided a summary of the 6/22/09 Public Open House. Approximately 100 people attended the Open House. The original intent was to send about 250 newsletters but ultimately, due to the range of alternatives on the south side, about 500 were sent. As a result of the newsletter and public open house, 44 comments were received and documented (of which 29 were provided via the comment form or email). In general, public comments were in favor of an additional interchange west of Stadium Boulevard. Nearly 80% of those who submitted comments were residents or business owners within the study area. Approximately 62% indicated a need for the interchange; while only 7% indicated that they did not feel there was a need (31% did not indicate a preference). Some common concerns that were relayed where the impact of the proposed extension of Scott Boulevard on the Christian Fellowship School (specifically its playground), the flooding of Strawn Road, and the need to minimize the disruption to existing residents/homes/businesses. 7 comments favored the BROWN alignment, 5 favored the YELLOW alignment, 4 favored the RED alignment, and only 2 favored the BLUE alignment.
- Shawn Leight discussed the suite of concepts in an effort to boil down to reasonable alternatives for further consideration from this point forward. A brief overview was provided for the four original concepts (BLUE, YELLOW, RED, and BROWN).
 - The BLUE interchange concept was coupled with an eastern alignment. This interchange concept was developed with the following goals:
 - Provide an alignment/interchange on the east side of the study area. This route would be the shortest of all conceptual alignments.
 - Make use of the now vacant Strawn School property
 - Make use of the Vintage Falls plat. (Note: it was pointed out at the June 22nd open

- house that Vintage Falls is a final plat when it was previously understood to be a preliminary plat).
- However, there are major issues with this alternative.
 - The interchange has major constructability issues due to existing topography. Because of this the cost of the interchange would be twice that of the others.
 - This interchange location would be too close to the proposed Fairview interchange. The resultant weave on I-70 between the Scott Boulevard and Fairview interchanges would be about 800'. Kevin Nichols (I-70 team) and stated that the BLUE interchange concept would be outside of the Scott Interchange "envelope" previously provided by the Improve I-70 team. Kevin said that the resultant spacing raises operational concerns on mainline I-70 and also at the Stadium and Fairview interchanges.
 - Vintage Falls Phase 1 is a final plat (previously assumed to be a preliminary plat), and is under construction. Homes will be likely built along the proposed BLUE Scott Boulevard extension alignment by the time the AJR/EA is complete and funding is identified for right-of-way acquisition. Therefore, this concept would likely impact existing and established neighborhoods by the time it would be constructed.
 - Only 10% of the public comments supported this alternative
 - The consultant team suggested that because of these issues the BLUE concept should be dropped from further consideration.
 - Peggy Casey suggested that an interchange at Fairview would probably never be built if an interchange were constructed at Scott Boulevard. Kevin Nichols said that the purpose of the proposed Fairview interchange was to relieve traffic on Stadium and was not intended to address the City's desire to have an interchange further to the west.
 - Peggy Casey recommended that the BLUE concept be dropped on its own merits rather than using the Improve I-70 concerns. No objections to this were offered.
 - Shawn Leight discussed the YELLOW interchange concept. This concept was developed with the following goals:
 - Make use of the existing Sorrels overpass
 - Make use of existing Strawn Road
 - The goal to make use of the existing Sorrels Overpass is not feasible due to the future widening of I-70. A new bridge will be required for the interchange.
 - This concept results in substandard spacing between the south ramp terminal intersection and the south outer road (only about 1/3rd of what is suggested in MoDOT's Access Management Guidelines). This spacing is driven by the location of the creek on the south side of I-70. In order to provide for acceptable traffic operations the consultant team had to assume that the South Outer Road crossing Perche Creek would not be built and that development would be limited along the south outer road between the interchange and Perche Creek. The construction of the South Outer Road crossing Perche Creek is a part of the Improve I-70 plan of record. Moreover, future commercial development pressures are

- expected along the south outer road. The PM peak period conflict between the westbound to southbound movement and northbound to westbound movement could result on southbound traffic backing up into the interchange and onto I-70.
- The Team suggested that this interchange concept could be salvaged if it were shifted to the west to improve upon the spacing between the south ramp terminal intersection and the south outer road. Shifting the interchange to the west could still allow a Strawn Road alignment to be used. However the new road would be widened and reconstructed at a higher elevation to alleviate the flooding issue.
 - Approximately 26% of the public comments favored the YELLOW.
 - Thad Yonke expressed his observation that the Scott Boulevard extension and the interchange would have to be “pieced together” and that optimal location for the RED, YELLOW and BROWN interchange concepts appeared to converge into one general location. Shawn Leight agreed.
 - Shawn Leight discussed the RED interchange concept. The RED interchange concept was developed with the goal of avoiding neighborhood impacts by using the “clear” (preliminary platted land) on the western portion of the corridor. It provides an option on the western side of the study area.
 - Like the YELLOW interchange concept, the RED concept also results in substandard spacing between the south ramp terminal intersection and the south outer road (only about 1/2 of what is suggested in MoDOT’s Access Management Guidelines). Again, this spacing is driven by the creek on the south side of I-70. Additionally, the Improve I-70 Team had commented in a June 17th email that they thought that the proposed ramp locations might conflict with the future South Outer Road Perche Creek crossing. However, Kevin Nichols stated that he didn’t think there was as much of a need for continuous outer roads along I-70 with the new truck-only-lanes configuration since one of the purposes for the frontage roads is for incident management. However, I-70 is in an urban section in the Scott I/C area so at least one frontage road needs to cross Perche Creek.
 - The Team suggested that the RED interchange concept could be salvaged if it were shifted to the east to improve upon the outer road spacing and provide more room for a future South Outer Road Perche Creek crossing
 - Shawn Leight discussed the BROWN interchange concept, which has the least conflict with the Improve I-70 plan and garnered the most support in public comments. The “tail” had received a lot of support in some of the public comments but also a lot of opposition in other public comments (primary from the residents along Haywood Court). The BROWN is also the longest alignment. Dave Nichols commented that the BROWN concept moves traffic to the west and may encourage cut thru traffic thru the neighborhoods to the east of existing Scott as motorists work their way downtown, etc. This concern was also heard during the June 22nd open house. This concern would be considered during the next step of the project evaluation.
- Shawn Leight suggested that the following interchange locations be retained:
 - YELLOW (shift to the west),

- BROWN
- RED (shift to the east)
- These interchange locations tend to converge towards the area of the BROWN interchange concept. All three concepts are diamond interchanges which overlap one another. The study team's intent would be to clear the "box" where all three lie. The result would be to clear the combined footprint for the interchange and choose the optimal interchange location based on what is determined to be the preferred Scott Blvd extension alignment. The end result would be one optimized interchange alternative.
- Peggy Casey expressed concern that each alternative needs to be cleared specifically. However, the problem this approach is that the optimal interchange locations need to be determined based on the Scott Boulevard extension alignments. Thad Yonke suggested that we divide the interchange envelope down into three bands. Peggy Casey was okay with this approach. This would avoid it being too broad.
- Bob Gilbert went thru the southern Scott Boulevard conceptual alignments. BROWN/RED, YELLOW, and ORANGE/BLUE. The YELLOW, ORANGE, and BLUE all follow the same alignment north of Scott to Strawn School property before diverging. The BROWN and RED could be combined into one alternative that would include the "tail". Bob Gilbert went thru the thought process of how the roads begin to converge on the interchange envelope. All three alignments tend to end up at the same point.
- The group agreed there are three distinct alternatives alignments for the southern corridor of the Scott extensions; hereafter referred to as the East, Central and West corridors.
- It was suggested that the BLUE concept be dropped from further consideration and "removed from consideration" in "Chapter 2 of the EA". The TEAM will move ahead with three south alignments and three interchange "bands". These bands might tend to overlap.
- Peggy Casey suggested that it would be OK for multiple alternatives to use the same interchange location/band. However, she cautioned that the Team must make a convincing case as to why other locations are ruled out.
- Richard Moore indicated that he was still unclear on how the interchange bands work. The Team said that they would provide a new "study alternative" exhibit for MoDOT's review and approval.
- The Core Group agreed to move forward with this approach. Shawn Leight explained that the Team will be fine tuning the alternatives and the subsequent analysis over the next two to three months.
- With respect to northern corridor of the Scott extension, Bob Gilbert explained that it was feasible to select one optimal alignment based upon south alignment/interchange location. Bob Gilbert went thru some of the specifics of the north side of I-70. Julie Nolfo reiterated that two of the three County commissioners have indicated their support of the use of Gibbs for the northern alignment.
- Bob Gilbert expressed concerns about the large tract of land that most of the options impact south of I-70. The Team indicated they were looking for a venue to interface with the owner since to date the property owners had not participated in any of the public forums or comment avenues. Peggy Casey expressed concern about favoring one landowner over another. Bob Reeder seconded. The Team explained that contacting the land owners directly would not be showing favoritism because the team had already met and offered to meet separately with several other residents along the

corridor. Moreover, they had heard from residents along much of the corridor and this is the only segment on which they had not received any public comment. Specifically, the Team is trying to avoid a situation where the owners of this specific parcel are not informed or involved in the process. The Core Team agreed that it would be appropriate to attempt to contact these owners under this situation.

- Steve Parker discussed the long term intent of the city owned property in the southeast quadrant of Perche Creek and I-70 with regards to a park. Peggy Casey reiterated that if it is not designated as a park there is some discretion as to how impacts to this property are handled in the EA. If there are plans for this property to be a park in the future then a 4f evaluation will be required. Dave Nichols pointed out that this is City land that would be used for a City project and that the land was purchased with City and not Federal funds.

Footnotes:

1. Kevin Nichols had the current I-70 exhibit with the study area shown. One suggestion we received, post meeting, was to look at grade separating Scott Blvd and the south outer road. This concept is a design element of handling the outer road at Stadium on the I-70 SEIS, so there would be continuity. Bob Gilbert noted that extending the outer road under Scott Blvd would alleviate the retaining wall on Harmony Creek and solve the intersection being too close but would add a bridge on Scott Blvd south of the ramp terminal. Bob also noted that this concept could be used on all three south alignments, so further study needed.

Action Items:

- The TEAM will remove the BLUE alternative from further consideration.
- The TEAM will move ahead with three south alignments and two to three interchange “bands” for further analysis.
- The Team would provide a new “study alternative” exhibit for MoDOT’s review and approval detailing the concept.

Next Steps:

- Field survey of reasonable alternatives (LB)
- Further design consideration of reasonable alternatives (B&W)
- Further traffic analysis of reasonable alternatives (CBB)
- Preliminary AJR/EA (Fall 2009)

Meeting Minutes Prepared By:	Julie Nolfo	7/15/09
Reviewed By:	CBB/B&W/Louis Berger	
	Kevin Nichols	7/20/09
Finalized By:	Julie Nolfo	7/29/09

Meeting Documentation

Project:	Scott Boulevard Extension and I-70 Interchange AJR/EA CBB Job No. 105-08		
Meeting Date:	January 21, 2010	Time:	12:30 PM – 2:30 PM
Location:	Bartlett & West Offices, Jefferson City		
Purpose of Meeting:	Selection of Recommended Alternative		

Meeting Participants	Representing
Dave Nichols	City of Columbia
Scott Bitterman	City of Columbia
Tim Teddy	City of Columbia
Mitch Skov	City of Columbia
Matt Myers	MoDOT – 5
Michael Dusenberg	MoDOT – 5
Richard Moore	MoDOT –Central Office
Robert Reeder	MoDOT –Central Office
Bob Brendel	Central (Improve I-70 Team)
Peggy Casey	FHWA
Mike McGee	FHWA
Brian Nevins	FHWA
Derin Campbell	Boone County
Dan Haid	Boone County
Thaddeus Yonk	Boone County
Shawn Leight	CBB
Julie Nolfo	CBB
Bob Gilbert	Bartlett & West
Herb Bailey	Bartlett & West
Todd Kemper	Bartlett & West
Steve Parker	The Louis Berger Group
Laura Totten	The Louis Berger Group
Christopher Thomas	The Louis Berger Group

Meeting Notes:

Shawn Leight explained that the purpose of the meeting was to select a preferred alternative as part of the streamlined Environmental Assessment (EA) process. Steve Parker took the team through the information packets provided. The team then walked through the study parameters used and the features of each alternative.

Alternative Comparison Parameters/Summary

EA Process: A preferred alternative must be advanced in order to complete a stream-lined Environmental Assessment (EA).

Alternatives: Four local road alignments, four interchanges, and one sub-alternative were identified for a total of 5 alternatives under consideration (Brown, Orange, Green, Yellow, Yellow local road/Brown interchange).

Local Roads: The local road alignments north of I-70 are all the same after advancing to the east-west portion of Gibbs Road. The study corridor allows for a broader area of analysis at the northern connection with Route E to provide for flexibility at the tie-in point.

Interchange Clearance Area: The entire area including the limits of the interchange/outer road alternatives will be cleared during the EA process to allow flexibility in the placement and revisions to the final preferred interchange. All interchange alternatives replace (remove) the existing Sorrels overpass. All bridge designs are based on the 10-lane section I-70 improvements.

Alternatives Comparison Methods: The EA considers a 500' study corridor (250' on each side of the centerline). The architectural investigation will include an additional 100 feet on both sides of the environmental study corridor and shall be examined for the corridor's effect on architectural resources due to the proximity of the improvements. This Area of Potential Effect (APE) has not yet been approved by SHPO. For natural resource constraints (wetlands, streams, and protected species habitat) the comparison includes all resources in the environmental study corridor. For historic resources and archaeological resources, the comparison includes all resources in the environmental study corridor and the APE. For residences, businesses, schools, and potential, 4(f) resources we assessed impacts within the construction limits. Potential 4(f) would include parklands and unsurveyed historic structures.

Not included in the Alternatives Comparison:

Noise Study: The majority of the noise impacts occur at the interchange. We anticipate similar impacts for each alternative

Costs Not Included: Detailed right-of-way/relocation, utility relocation, and environmental mitigation

Historic Resources Surveys: The selection of the recommended preferred alternative is based on a drive-by survey for Historic Resources and a literature review for the archaeological resources. A Phase I Survey (Historic and Archaeological) will be completed only on the preferred alternative.

Three key decisions were framed out during the meeting presentation.

Decision 1: Brown Alternative (West of Bellwood):

- Received a number of positive comments during the public meeting; primarily from homes near the intersection of Broadway and Scott Boulevard.
- Solves access for existing duplexes backing-out of driveways onto Scott, just south of Broadway.
- Received a number of negative comments during the public meeting, primarily from the neighborhood west of the church/school.
- Costs \$10-15M more than the other alternatives due to the relocation of Scott Boulevard and Broadway extension
- Originally considered to avoid residential impacts, but impacts almost as many residential structures as the other alternatives and substantially more platted lots.
- Longest alternative
- Most severe habitat impacts
- Highest chances of major archeological impacts.
- Requires 4(f) Evaluation for impacts to City-owned parkland south of the intersection at I-70. While other alternatives have parkland impacts, the Brown alternative bisects the park and has over 15 acres of parkland in the environmental study corridor; the most of any alternative.
- Carries less traffic than other alternatives (some drivers would opt to use Strawn Road instead)
- Study Group Recommendation: Do not recommend the Brown as the preferred
- ***FHWA concurred that the Brown alternative would be difficult to justify as preferred but should be left in the study as a reasonable alternative.***

Decision 2: Orange versus Strawn Road Alignment (Yellow and Green)

- Orange, Yellow, and Green have similar costs, impacts, and benefits
- Consistency with past public policy
 - The Bellwood and Vintage Falls plats show the Scott Blvd. extension using Strawn Road.
 - The City tends to use existing road alignments as much as possible. Using the Strawn Road alignment would be consistent with this practice.
- Using existing Strawn provides greater flexibility in the placement of the I-70 interchange.
- Using existing Strawn Road fixes the existing roadway flooding problems with the road (raising the roadway's elevation).
- More "reuse" of existing roadway is consistent with "Smart Growth" principles.
- The Orange alternative does not provide for continuous outer roads on the north side of I-70
- The Yellow and Green alternatives provide for a grade separated south outer road at the I-70 interchange. This would result in better intersection spacing along Scott Boulevard.
- Study Group Recommendation: Use Strawn Alignment.
- The comment was made that the actual Strawn Road (pavement) would not be used because the road would need to be elevated and rebuilt. However, the new road would follow the general alignment of Strawn Road.
- ***FHWA concurred that it would be reasonable to use the Strawn Alignment.***

Decision 3: Yellow versus Green Interchange Location

- The Yellow and Green alternatives have very similar costs, impacts, and benefits. The team decided that it would NOT recommend the Green alternative for the following reasons.
- The Yellow alternative provides for better spacing between the interchange ramp terminals and the outer road intersections (especially on the north side).
- The Yellow alternative provides for slightly shorter travel distance.
- The Yellow alternative does not require widening of the I-70/Perche creek bridges. The Green alternative requires either widening of these bridges or an acceleration/deceleration lane length design exception.
- Not requiring widening of the Perche Creek/I-70 bridges makes the yellow more constructible than the green if the Scott Boulevard interchange is built before Improve I-70.
- The City would be in favor of an alternative that offers the greatest opportunity for commercial development. However, economic development has not been included in the purpose and need for the EA. While the purpose and need could be updated; the currently stated primary purpose and need for this project is to 1) provide a second point of I-70 access for western Columbia and 2) provide reliever route for Stadium Blvd. Having said that the Yellow alternative has the highest economic development potential.
- Study Group Recommendation: Recommend Yellow Alternative as the Preferred
- ***FHWA concurred that it appeared reasonable to select Yellow as the preferred alternative.***

Route E/Scott Boulevard (North) Connection

- The team decided narrow down the north route to what makes sense environmentally. Route E would be left as is and "T" the Scott extension into the existing roadway at a roundabout. This configuration would maintain better route continuity along the existing state route.

General Traffic Notes

- The interchange would be configured with "turbo roundabouts" at each ramp terminal. A 3-lane bridge would be provided with 2-lanes southbound and 1-lane northbound
- South of the interchange Scott Boulevard would be under signal control (South outer road, Worley, and Broadway).
- North of the interchange Scott Boulevard would be under signal or two-way stop control at the north outer road (terrain makes it hard for roundabout), two way stop control between the north outer road and Route E, and a roundabout at Route E.

Miscellaneous

- There has been discussion at MoDOT to put in an outer road bridge across Perche Creek on the north side of I-70. If this bridge gets put into place, traffic could be routed to the north outer road when I-70 is closed for an incident. This should be considered in future design efforts.

Schedule

- Draft AJR to the City of Columbia –February 2010

- Draft EA to the City of Columbia – May 2010
- Public hearing late summer / early fall (after a signed document)
- Noise study by the time we have a Draft for public comment (noise protocol will be forwarded to FHWA and MoDOT)
- Archaeological and Historic Architecture Phase I Studies. – only doing studies on preferred
- Archaeological Phase I does not have to be done on APE
- In the next month – Bob Reeder, historic resources subconsultant, and LBG will get together with SHPO to approve APE

Meeting Minutes Prepared By:	Chris Thomas, Stephen Parker	February 1, 2010
Finalized By:	Shawn Leight	February 6, 2010

APPENDIX F
4-Lane I-70 Traffic
Operations Evaluation

Appendix F: 4-Lane I-70 Traffic Operations Evaluation

Traffic operations were evaluated to determine the impact of a new interchange at an extended Scott Boulevard if I-70 is not widened. The results show that the construction of the proposed Scott Boulevard interchange will neither create nor relieve traffic congestion on a four-lane I-70. The traffic modeling shows similar levels of interstate queuing and freeway traffic delays for both the Scott Boulevard interchange “build” and “no-build” scenarios. However, the construction of the Scott Boulevard interchange would improve traffic conditions on Stadium Boulevard and thus the overall traffic network; reducing queues, delays, and travel times, and increasing the average speeds.

I-70 Traffic Operations: AM Peak Period

Eastbound I-70, serving commuters from western Columbia into downtown, is the predominant traffic movement during the AM peak period. By 2030, eastbound I-70 will be over-capacity during the morning peak hour if I-70 is not widened. The result would be failing traffic conditions and traffic queuing on the interstate. As shown in **Table E1**, if the Scott Boulevard interchange is not built, eastbound I-70 traffic will back up from Stadium Boulevard and a queue would extend westward about three miles to US 40.

Table E1: 2030 AM Peak Period No Build Network Freeway Analysis Results (VISSIM)

SECTION	DIRECTION	TYPE	AM Peak Hour		
			LOS	Density (pc/mi/ln)*	Avg. Speed (mph)**
West of US 40	EB	Freeway	C	22.4	71.4
I-70 to US 40 Off-ramp	EB	Diverge	C	22.4	71.4
US 40 to I-70 On-ramp	EB	Merge	E	36.1	36.4
Between US 40 and Stadium Blvd	EB	Freeway	F	51.6	36.5
I-70 to Stadium Blvd Off-ramp	EB	Diverge	F	63.5	21.6
Stadium Blvd to I-70 On-ramp	EB	Merge	F	98.9	13.2
East of Stadium Blvd	EB	Freeway	E	35.4	54.8
East of Stadium Blvd	WB	Freeway	D	26.3	61.2
I-70 to Stadium Blvd Off-ramp	WB	Diverge	B	15.2	61.5
Stadium Blvd to I-70 On-ramp	WB	Merge	B	14.1	59.7
Between US 40 and Stadium Blvd	WB	Freeway	C	18.2	69.8
I-70 to US 40 Off-ramp	WB	Diverge	B	18.2	69.8
US 40 to I-70 On-ramp	WB	Merge	B	10.7	69.0
West of US 40	WB	Freeway	B	16.1	69.2

* pc/mi/ln = passenger cars per mile per lane ** mph = miles per hour

Table E2 shows that with the proposed Scott Boulevard interchange in place, similar queuing would occur; starting at the Stadium Boulevard on-ramp, extending to the west through the Scott Boulevard interchange,

and ending near the US 40 interchange. The magnitude of interstate queuing and freeway traffic delays are similar for both the Scott Boulevard interchange “build” and “no-build” scenarios.

Table E2: 2030 AM Peak Period Build Freeway Analysis Results (VISSIM)

SECTION	DIRECTION	TYPE	AM Peak Hour		
			LOS	Density (pc/mi/ln)*	Avg. Speed (mph)**
West of US 40	EB	Freeway	C	23.7	68.0
I-70 to US 40 Off-ramp	EB	Diverge	C	23.7	68.0
US 40 to I-70 On-ramp	EB	Merge	F	51.8	24.5
Between US 40 and Scott Blvd	EB	Freeway	F	53.3	35.1
I-70 to Scott Blvd Off-ramp	EB	Diverge	E	41.7	31.1
Scott Blvd to I-70 On-ramp	EB	Merge	F	72.4	19.7
Between Scott Blvd and Stadium Blvd	EB	Freeway	F	47.7	42.7
I-70 to Stadium Blvd Off-ramp	EB	Diverge	F	46.8	39.2
Stadium Blvd to I-70 On-ramp	EB	Merge	F	62.6	24.0
East of Stadium Blvd	EB	Freeway	E	36.3	55.8
East of Stadium Blvd	WB	Freeway	D	26.2	61.2
I-70 to Stadium Blvd Off-ramp	WB	Diverge	B	19.0	61.5
Stadium Blvd to I-70 On-ramp	WB	Merge	B	15.5	60.1
Between Stadium Blvd and Scott Blvd	WB	Freeway	C	21.1	66.6
I-70 to Scott Blvd Off-ramp	WB	Diverge	B	13.2	70.8
Scott Blvd to I-70 On-ramp	WB	Merge	B	12.5	69.2
Between US 40 and Scott Blvd	WB	Freeway	C	18.3	70.5
I-70 to US 40 Off-ramp	WB	Diverge	B	18.3	70.5
US 40 to I-70 On-ramp	WB	Merge	B	10.9	69.6
West of US 40	WB	Freeway	B	15.9	71.5

* pc/mi/ln = passenger cars per mile per lane ** mph = miles per hour

I-70 Traffic Operations: PM Peak Period

Commuter traffic patterns are reversed in the PM peak period. The heavy traffic flows are on westbound I-70 as traffic moves from downtown back toward western Columbia. Again, six-lanes on I-70 are required to accommodate the projected traffic demand. If only four-lanes are provided, major queuing would likely occur in the downtown area, east of Stadium Boulevard. *In fact, the VISSIM models show that a four-lane I-70 will only be able to accommodate about 80% of the 2030 westbound peak period travel, leaving about 1000 vph of unmet demand that would have to be served on other routes.* As illustrated in Tables E3 and E4 westbound traffic would be metered by upstream capacity constraints, resulting in comparable 2030 peak period interstate freeway queues, delays, and speeds for both the Scott Boulevard interchange “build” and “no-build” scenarios.

Table E3: 2030 PM Peak Period No Build Network Freeway Analysis Results (VISSIM)

SECTION	DIRECTION	TYPE	PM Peak Hour		
			LOS	Density (pc/mi/l _n)*	Avg. Speed (mph)**
West of US 40	EB	Freeway	B	17.9	71.7
I-70 to US 40 Off-ramp	EB	Diverge	B	17.9	71.7
US 40 to I-70 On-ramp	EB	Merge	B	15.4	64.4
Between US 40 and Stadium Blvd	EB	Freeway	C	22.8	65.4
I-70 to Stadium Blvd Off-ramp	EB	Diverge	B	15.9	61.6
Stadium Blvd to I-70 On-ramp	EB	Merge	C	20.4	55.7
East of Stadium Blvd	EB	Freeway	D	28.3	60.2
East of Stadium Blvd	WB	Freeway	E	40.9	49.1
I-70 to Stadium Blvd Off-ramp	WB	Diverge	B	18.8	60.0
Stadium Blvd to I-70 On-ramp	WB	Merge	B	17.7	57.4
Between US 40 and Stadium Blvd	WB	Freeway	C	22.3	68.8
I-70 to US 40 Off-ramp	WB	Diverge	C	22.3	68.8
US 40 to I-70 On-ramp	WB	Merge	B	12.7	68.6
West of US 40	WB	Freeway	C	19.2	68.7

* pc/mi/l_n = passenger cars per mile per lane ** mph = miles per hour

Note – the measures shown in this table assume upstream capacity constraints on westbound I-70 and metered traffic flow

Table E4: 2030 PM Peak Period Build Freeway Analysis Results (VISSIM)

SECTION	DIRECTION	TYPE	PM Peak Hour		
			LOS	Density (pc/mi/l _n)*	Avg. Speed (mph)**
West of US 40	EB	Freeway	B	17.9	71.7
I-70 to US 40 Off-ramp	EB	Diverge	B	17.9	71.7
US 40 to I-70 On-ramp	EB	Merge	B	15.2	65.3
Between US 40 and Scott Blvd	EB	Freeway	C	21.8	68.3
I-70 to Scott Blvd Off-ramp	EB	Diverge	B	14.0	70.6
Scott Blvd to I-70 On-ramp	EB	Merge	B	15.3	68.6
Between Scott Blvd and Stadium Blvd	EB	Freeway	C	23.3	67.6
I-70 to Stadium Blvd Off-ramp	EB	Diverge	C	20.8	61.7
Stadium Blvd to I-70 On-ramp	EB	Merge	C	25.6	49.1
East of Stadium Blvd	EB	Freeway	D	31.2	59.5
East of Stadium Blvd	WB	Freeway	E	39.6	50.6
I-70 to Stadium Blvd Off-ramp	WB	Diverge	C	24.9	60.7
Stadium Blvd to I-70 On-ramp	WB	Merge	C	27.6	47.4
Between Stadium Blvd and Scott Blvd	WB	Freeway	D	31.9	59.3
I-70 to Scott Blvd Off-ramp	WB	Diverge	B	18.8	66.6
Scott Blvd to I-70 On-ramp	WB	Merge	B	16.8	66.0
Between US 40 and Scott Blvd	WB	Freeway	C	24.6	67.5
I-70 to US 40 Off-ramp	WB	Diverge	C	24.6	67.5
US 40 to I-70 On-ramp	WB	Merge	B	13.8	68.4
West of US 40	WB	Freeway	C	20.0	70.9

* pc/mi/l_n = passenger cars per mile per lane ** mph = miles per hour

Note – the measures shown in this table assume upstream capacity constraints on westbound I-70 and metered traffic flow

Stadium Boulevard

As with the six-lane I-70 scenario, the four-lane I-70 analysis shows that the construction of a new interchange at an extended Scott Boulevard greatly improves access to I-70 from western Columbia and is critical for solving congestion problems along Stadium Boulevard. Without the Scott Boulevard interchange in place, northbound Stadium Boulevard would operate at very poor levels of service during the 2030 AM and PM peak periods between I-70 and Worley. During the 2030 PM peak period, southbound Stadium Boulevard would operate at poor levels of service from Broadway to Bernadette. However, these Stadium Boulevard queues are substantially eliminated with construction of the proposed Scott Boulevard interchange. Results from the VISSIM models are shown in **Table E5**. These results show that the construction of an interchange at Scott Boulevard would reduce travel times on northbound Stadium Boulevard for the heavy morning and evening peak hour movements by 31% and 37%, respectively; and on southbound Stadium Boulevard in the evening peak hour by 39%.

Table E5. Stadium Boulevard Travel Time Evaluations with Four-Lane I-70

TRAVEL TIME (seconds)	AM Peak Hour			PM Peak Hour		
	2030 No Build Network	2030 Build Network	% Change	2030 No Build Network	2030 Build Network	% Change
NB Stadium Blvd	270	186	-31%	306	194	-37%
SB Stadium Blvd	246	192	-22%	336	206	-39%

Network Performance

Network Performance measures were recorded to compare the overall efficiency of the 2030 No Build and Build scenarios under a 4-lane I-70 scenario. The results, displayed in **Table E6**, show that overall network performance is enhanced with the addition of a new interchange at Scott Boulevard. The addition of a new interchange at Scott Boulevard results in lower travel times and total delay, and higher average speeds. The improvements are greater in the evening peak hour with a 9% reduction in the travel time, 27% increase in average speed, and 56% decrease in total delay.

Table E6. Four-Lane I-70 Network Performance Measures

NETWORK PERFORMANCE MEASURES	AM Peak Hour			PM Peak Hour		
	2030 No Build Network	2030 Build Network	% Change	2030 No Build Network	2030 Build Network	% Change
Total travel time [hours]	1,810	1,733	-4%	1,878	1,703	-9%
Average speed [mph]	34	40	16%	34	44	27%
Total delay time [hours]	719	482	-33%	707	310	-56%

Conclusion

The construction of the proposed Scott Boulevard interchange will neither create nor relieve traffic congestion on a four-lane I-70. Similar levels of interstate queuing and freeway delays would result from either the Scott Boulevard interchange “build” or “no-build” scenarios. Under either condition, AM

eastbound peak period interstate traffic queues would occur between the Stadium Boulevard and US 40 interchanges. Westbound PM peak period traffic queues would occur in the downtown area, which would act to meter traffic into the study area. The construction of the Scott Boulevard interchange will, however, improve traffic conditions on Stadium Boulevard and the overall traffic network, reducing queues, delays, and travel times, and increasing the average speeds.