



ENVIRONMENTAL IMPACT SUMMARY FOR THE REASONABLE ALTERNATIVES
I-270 North Environmental Assessment
Map Areas 1 and 2: I-70 to Hanley Road/Graham Road

AREA 1: I-70 TO MCDONNELL BOULEVARD

ALTERNATIVE	REASONABLE ALTERNATIVE DESCRIPTION	PRELIMINARY STRUCTURE ACQUISITION ESTIMATES	PRELIMINARY PROPERTY ACQUISITION ESTIMATES	PARKS AND RECREATION IMPACTS	ENVIRONMENTAL JUSTICE IMPACTS	WATERWAY IMPACTS	BIKE/PED IMPACTS	TRAFFIC NOISE IMPACTS
ST. CHARLES ROCK ROAD								
Alternative 1	Diverging Diamond Interchange	None	Less than 1 acre	No property acquisition from Carrollton Disc Park; operational impacts are not expected.	Diverging Diamond Interchanges can limit some transit bus and EMS operations.	Nearly Identical Cowmire Creek Crossings	Depending on design, Diverging Diamond Interchanges can require pedestrians to cross free-flowing traffic.	Existing traffic noise levels at Carrollton Apartments will require investigation of noise barriers; relative to traffic noise the alternatives are roughly equivalent.
Alternative 2	Diamond Interchange	None	Less than 1 acre		Alternative maintains existing roadway configuration.		-	

MCDONNELL BOULEVARD

Alternative 1	Diverging Diamond Interchange	None	Less than 1 acre	None	Diverging Diamond Interchanges can limit some transit bus and EMS operations.	None	Depending on design, Diverging Diamond Interchanges can require pedestrians to cross free-flowing traffic.	Relative to noise sensitive land uses in this area, the major difference amongst the alternatives is the use of an outer road between Missouri Bottom Road to McDonnell Boulevard.
Alternative 2	Partial Cloverleaf Interchange	- 3 single family residences east of Missouri Bottom Road (Villa Teresa). - Arby's and Auto World, inc. in the northeast quadrant of McDonnell Boulevard.	+/- 5 acres	None	Frontage Road between Missouri Bottom Road to McDonnell Boulevard (and Anglum Road connection) may improve neighborhood connectivity.	Larger footprint within Route 370 interchange will increase work within Cowmire Creek.	1) Possible Park and Ride lot at Missouri Bottom Road may increase bike/ped opportunities. 2) Possible bike/ped connection at Anglum Road. 3) Frontage Road proposed adjacent to Garrett Elementary School.	

AREA 2: EAST OF MCDONNELL BOULEVARD TO HANLEY ROAD/GRAHAM ROAD

ALTERNATIVE	REASONABLE ALTERNATIVE DESCRIPTION	STRUCTURE ACQUISITIONS	PROPERTY ACQUISITION	PARKS AND RECREATION IMPACTS	ENVIRONMENTAL JUSTICE IMPACTS	WATERWAY IMPACTS	BIKE/PED IMPACTS	TRAFFIC NOISE IMPACTS
LINDBERGH BOULEVARD								
Alternative 1	Partial Cloverleaf Interchange	None	+/- 4 acres	No property acquisition from Brookes Park; but trees within right-of-way may be removed.	Improved interchange will benefit local users.	None	Direct Dunn Road connection through Lindbergh Interchange should improve bike/ped operations.	Existing traffic noise levels in Brookes Park area will require investigation of noise barriers.