Appendix III-A

Summary of Improve I-70 Business Survey

APPENDIX III-A
Business Survey

A. Purpose of Survey

The purpose of the survey was to engage businesses within the immediate vicinity of the anticipated I-70 improvements, in order to gather basic information about the businesses most likely to be directly impacted by the project and to investigate their anticipated response to the disruptions typically associated with a large scale highway improvement project. The pool of businesses targeted included all operations within the footprint of all alternatives under consideration in September 2003. The survey was intended to support a better understanding of the types of businesses along the I-70 corridor, their siting preferences and locational requirements. Specific attention was paid to the "relocation strategies" that businesses may follow if faced with displacement. The survey was also intended to assist in the affected environment characterization and impact assessment process. Through discussions with businesses, it was anticipated that the survey could assist the project team in defining the types of business impacts and identifying potential impact avoidance and mitigation measures.

B. Survey Form

The structured interview survey was organized into a format that could be easily followed by both the interviewer and interviewee. The signed cover letter contained a description of the purpose of the survey, directions for completing it, and a short explanation of why the respondent's participation was vital for the study.

The survey includes a defined set of closed and open-ended questions to interview business owners/representatives. The survey questions were grouped into the following topics:

- Background of business. This subsection characterized the type of business, size of facility, principal operations or products of the business firm, ownership vs. renter, parking needs and the contact information for the company representative.

- Locational and site selection issues. This sub-section focused on the length of time the business had been at its current location, the criteria used to select their present site, their customer service area, and dependency on access to I-70. Questions also focused on the business' probable interest in relocating within the City of Columbia or Boone County vis-à-vis not relocating or relocating in another region. The section also asked firms to explore their siting preferences for selection of future sites, should they be displaced.

- Employment. This subsection identified the number, occupation and characteristics of employees at the firms. This data was intended to help determine if any disadvantaged populations would be adversely impacted and provided input for an assessment of the impacts to the local employment base and local economy.

C. Survey Process

The survey process involved the following major steps:

- **Identification of Business Pool (parcels within footprint of emerging alternatives).** The existing alignment alternatives were used to identify all business that could be impacted by either a displacement or a partial taking. The comprehensive list included businesses impacted from all of the alignment options being considered. Using local telephone directory, phone and mailing addresses were added to database.

- **Survey Approval by Project Team and Comments from Advisory Group.** Comments from the Project Team and Advisory Group regarding the draft sampling plan/survey instrument were received and incorporated. The instrument was pilot-tested on forums. After pilot testing, revisions and/or rewording took place to streamline the instrument and maximize its effectiveness. Comments of the Advisory Group were memorialized and changes made to the survey instrument and cover letter due to these comments identified. A record of these changes was forwarded to CH2M Hill and the Osprey Group for use in the October Advisory Group meeting.

- **Identification of Appropriate Recipient/Scheduling interviews.** An initial screening interviewer contacted the list of affected business establishments and identified the contact person with knowledge of the business's operations and the authority to make decisions for the business, or speak to the business's siting preferences and intentions. Following this screening call, several steps were taken to complete surveys:

  - **Independent Completion of Survey Form**– After explaining the purpose of the call, the screener was given a contact name to whom the survey should be sent. The screener identified firm name and arranged for mailing, faxing or emailing of the survey. If desired, the recipient could complete the survey unassisted.

  - **Telephone Interview**- During the initial contact call by screener, or following a fax or email survey, or after a follow-up call following a mailing of the survey form:

    - The screener reached the survey respondent who was generally encouraging, allowing the screener to set a pre-determined date/ time for a follow-up telephone interview.

    - The screener completed their effort by preparing an email to the selected interviewer indicating the date/time for telephone interview or, alternatively, transferring call to interviewer.

- **Face-to-Face Interviewer**- The screener determined through contact with survey respondent that a face-to-face interview was possible, an interview time was established and the interview was conducted at the business location.

D. Data Entry/Analysis

A computer template was created for data entry. The template was used to enter the coding information and resembled the survey structure. Open-ended questions were reviewed for summary characterization where appropriate.

The survey was analyzed with simple frequencies and cross-tabulations.

E. Role of Survey in Alternatives Development and Impact Assessment

The business survey has played an important role in alternatives evaluation, public outreach and impact assessment:

- **Data to Project Team Has Assisted in Refinement of Emerging Alternatives.** The results were presented graphically in charts and tables, created in PowerPoint, as appropriate. The data was summarized for Advisory Group meetings and public information workshops. Survey results for specific parcels were aggregated to characterize business impacts by location as appropriate. These items were submitted to MoDOT and other involved agencies and partners on several occasions to support public involvement and Advisory Group processes. This data was analyzed and the findings incorporated into this report explaining overall themes and conclusions.

- **Survey Findings Support Evaluation of Whether Businesses Will Relocate in Region.** A core question is whether, or to what extent, the project would have irretrievable losses to the economic base in Columbia-Boone County. Survey results were used to analyze the type and size of businesses being impacted and their propensity to relocate in the Columbia-Boone County area. The results of discussions of relocation needs and preferences were shared with personnel with MODOT Right of Way, City of Columbia, and Boone County's Economic Development Agency for planning purposes. The survey data was transmitted to the City as part initial input for a separate study of the economic and fiscal impacts of the Improve I-70 project.

- **Support a Visible Public Involvement process.** The survey fostered an additional means of public involvement with affected parties. Coordination with the public involvement team took place during the planning and implementation stages.

F. Summary of Survey Findings

1. Sample Size

An initial list of 326 businesses within the impact footprint was compiled through GIS mapping and analysis in September and October 2003. After examining the potentially impacted area, 235 businesses were deemed close enough to proposed improvements to be included within

the survey area. It was necessary to make close to 1,400 phone calls to identify key contact persons and set up interviews conducted in November and December of 2003 that yielded 116 completed business surveys by the cut-off date for inclusion in the database analysis. Interim and final survey results were presented in November and mid-December Advisory Group meetings. Of the 116 surveys conducted, 68 were done with the owner of the responding firm.

- Business properties started with 326
- Business owners receiving surveys 235
- Telephone contacts made 1,395
- Face-to-face contacts/visits 80
- Actual business owners interviewed 68
- Surveys analyzed (12/01/03) 116
- Surveys analyzed from "clean data" (3/04/04) 116

2. Background of Business

A series of frequencies was run on the survey respondents to determine the demographic composition of the responding firms

a. Type of Facility

The majority of businesses surveyed were single location firms (a business with only one outlet or facility), however, fully one-fourth were branch outlets of firms that had outlets or facilities in multiple locations (Table III-A-1).

Table III-A-1: Type of Facility

Single Location	59%
Branch Outlet	27%
Headquarters	10%
Other	4%

N=109
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

b. Type of Business

Highway-dependent businesses within the corridor were prevalent in the sample population with retail trade, hotels and lodging places and eating and drinking places comprising 43 percent of all responding firms (see Table III-A-2). Business types that are not typically *interstate* highway-dependent (e.g. Construction/Maintenance, Automotive Sales and Rental, Personal and Health Services) were also a significant portion of those surveyed, indicating that in the case of displacement, there is a potential sub-area of the establishments that may be favorable to sites not directly visible or adjacent to the interstate (see Table III-A-2).[1]

[1]Specific survey questions ask firms to consider their critical site preferences.

Table III-A-2: Type of Business

Retail Trade	23%
Business Services	13%
Auto Repair and Services	11%
Hotels and Lodging	13%
Automotive Sales and Rental	12%
Construction and Maintenance	10%
Eating and Drinking Places	9%
Personal and Health Services	9%
Manufacturing/Warehousing/Wholesale/Distribution	10%

N=113
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

c. Business Size

The majority of the surveyed firms had 10 or less full time employees (Table III-A-3). When looking at part-time employment, an overwhelming majority of businesses (87%) had less than ten part time employees.

Table III-A-3: Number of Employees

	Full-Time	Part-Time
Ten or Less Employees	57%	87%
11 to 25 Employees	23%	4%
25 to 100 Employees	15%	9%
More than 100 Employees	4%	1%

N=112
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

d. Present Site Selection

Prior to asking firms to assess how they would respond in the face of potential displacement, the survey sought to understand why businesses chose their present location. Firms were given a list of potential site selection factors to consider and rank in terms of their relative importance to their business. A majority of responding firms indicated that proximity to the interstate was a major factor in choosing their current location. The top five factors for current site selection were (in order of importance):

- Proximity to Local Residents and Consumers
- Proximity to Interstate to Draw Customers
- Facility and Site is Suitable Size
- Visibility from Interstate

- Access to Interstate 70 for Business Operations

In aggregate, affected businesses tended to embrace the site selection factors suggesting a firm focus on serving consumer markets rather than satisfying producer requirements. Factors that were generally not considered as important included: proximity to suppliers or the University; low utility costs/taxes; service or delivery truck accessibility; proximity to rail lines; a quality, affordable labor supply; and service or delivery truck accessibility.

The core preferences of businesses that are situated along the I-70 corridor and the extent to which some – but not all businesses – are highly dependent on the highway was examined more carefully by cross-tabulating business siting preferences by industry type. “Proximity to the interstate to draw customers” is ranked very high for retail trade, hotels and lodging places, automotive sales and rentals, and eating and drinking places.

Interest in proximity to the interstate *to draw customers* was not shared by construction and maintenance, business services, personal and health services, and manufacturing/warehousing and wholesale distribution. In the case of manufacturing/warehousing and construction and maintenance, the interstate remained important to provide *access for business operations.* This latter group also placed higher importance on finding sites and facilities of suitable size. Truck accessibility was particularly important to manufacturing/wholesale and distribution but was not important for nearly all other business types. Similarly, having “room for expansion” ranked highly for manufacturing and wholesale/distribution firms but not for other business types.

“Visibility to the interstate” was of particularly high importance to hotels and lodging places, automotive sales and rentals, personal and health services, and retail trade.

Particularly interesting but yet not surprising is the importance placed on “proximity to local residents and consumers”. Despite the variability in business customer markets, this factor ranked very highly for nearly every industry. It was the most important factor for eating and drinking places and auto repair and services and ranked second in importance for construction and maintenance, business, personal and health services, and retail trade. This high ranking confirms the fact that capturing local demand is integral to success for these businesses and, perhaps, suggests the possibility that near-interstate locations may serve as competitive substitutes, provided that other local conditions are present (e.g., access to business operations). Still, this factor was ranked less important to hotels and lodging places — an industry that often caters to non-local markets – and was less important for automotive sales and rentals, and manufacturers and wholesale/distribution establishments which can often draw their customers from non-local markets. The rankings of various business siting preferences by industry type are presented in Table III-A-4.

Table III-A-4: Site Preference Factors Ranked by Business Type

Preferences	Construction and Maintenance	Business Service	Personal and Health Service	Manufacturing/ Warehousing/ Wholesale/ Distribution	Retail Trade	Automotive Sales and Rentals	Auto Repair and Services	Eating and Drinking Places	Hotels and Lodging Places
Proximity to suppliers	10	***15***	13	9	15	14	4	12	13
Proximity to local residents and consumers	2	4	2	5	2	6	1	1	10
Proximity to University (labor,research facilities, customers)	11	***16***	14	11	14	15	15	4	3
Facility and size is suitable size	4	1	1	1	5	3	3	7	7
Good building/equipment/layout	3	2	10	8	7	10	2	8	6
Low purchase/lease cost for facility	8	3	4	13	3	5	6	9	8
Parking	13	5	8	12	8	7	7	3	12
Room for expansion	9	8	11	3	9	11	8	13	11
Low Utility costs/taxes	14	13	15	***15***	11	12	12	14	9
Quality labor supply/Affordable Supply	***15***	14	***16***	***16***	***16***	***16***	***16***	***15***	14
Proximity to interstate to draw customers	***16***	6	6	6	1	1	5	2	1
Access to interstate for business operations	1	9	7	2	6	4	10	5	4
Proximity to rail lines	***17***	***17***	***17***	***17***	***17***	***17***	***17***	***16***	***15***
Industrial location	5	12	12	14	***18***	***18***	14	11	***16***
Service or delivery truck accessibility	12	11	***18***	4	12	13	***18***	***17***	***17***
Access to frontage roads	7	10	9	10	10	8	11	10	5
Visibility from interstate	6	7	3	7	4	2	9	6	2
Other criteria not identified	18	18	5	18	13	9	13	18	18

Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

Table III-A-5: Customer Service Area by Business Type

Customer Service Area	Construction and Maintenance	Business Service	Personal and Health Service	Manufacturing/ Warehousing/ Wholesale/ Distribution	Retail Trade	Automotive Sales and Rentals	Auto Repair and Services	Eating and Drinking Places	Hotels and Lodging Places	Total
Surrounding Neighborhoods	5%	16%	27%	5%	15%	10%	16%	15%	0%	13%
City of Columbia	62%	30%	44%	24%	38%	38%	52%	37%	5%	37%
Rest of Boone County	18%	12%	16%	25%	20%	19%	20%	15%	4%	17%
Surrounding Counties	8%	11%	2%	19%	12%	16%	10%	8%	3%	11%
Rest of Missouri	6%	17%	7%	18%	9%	13%	2%	10%	57%	14%
National	2%	13%	4%	9%	7%	3%	1%	11%	29%	8%
Other	0%	0%	0%	1%	0%	0%	0%	4%	2%	1%
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

e. Customer Service Area

The survey asked businesses to identify the customer service area or market area from which their sales are drawn. Consistent with the siting question regarding the importance of proximity to local residents and consumers, this question makes clear that the businesses most reliant upon regional markets (i.e., areas outside Boone County) tended to be hotels and lodging places, manufacturing/warehousing/distribution, business services, and automotive sales and rentals.

Surveyed businesses that reported the most local draw for business (i.e., surrounding neighborhoods and City of Columbia) were construction and maintenance, personal and health services, auto repairs, eating and drinking places, and retail trade.

Eating and drinking places and business services reported patterns that were in some cases intensely local-serving while in other cases more regional in orientation toward customer services. The differences between business types and their customer service areas are highlighted in Table III-A-5.

Businesses were also asked to identify the percentage of sales that were attributable to the visibility afforded by I-70 or from customer appreciation of the fact that the business was close to I-70 (Table III-A-6). By this measure, hotels and lodging places and automotive sales and rentals were the two types of businesses most dependent on I-70. By contrast, construction and maintenance, auto repairs and services, business services and personal and health services exhibited less dependency on the interstate for drawing customers.

Table III-A-6: Percentage of Sales Due to Visibility or Proximity to I-70 by Business Type

Business	Percent
Construction	9%
Business	14%
Personal and Health	21%
Manufacturing/Warehousing/Wholesale/Distributing	25%
Retail	42%
Automotive Sales	47%
Auto Repair	12%
Eating and Drinking	28%
Hotels and Lodging	63%
Total	31%
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.	

According to the businesses surveyed, nearly all customers reach the corridor area businesses by automobile. Less than five percent of customers were believed to arrive via bus, walking or bicycling.

f. Length of Business Tenure

The survey results reflected that the businesses within the study area were close to evenly distributed in terms of the amount of time they had been in their present location (Table III-A-7). Thirty percent of businesses had been located relatively recently (five or fewer years) at their current site. Just over one-half of responding businesses had been located at their current site for more than 10 years, revealing a sub-area of corridor businesses that may be potentially less familiar with the suitability and availability of alternate sites.

Table III-A-7: Business Tenure

5 or fewer years	30%
6 to 10 years	20%
11 to 20 years	25%
More than 20 years	25%
N=115 *Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.*	

g. Journey to Work and Mode of Transportation

Businesses were asked to identify the residential location from which their employees were drawn to their current work site (Table III-A-8). Employers estimated that approximately 18 percent were drawn from the surrounding area of within one to three miles and the rest of City of Columbia accounted for around 46 percent of employees. Approximately 13 percent were drawn from a commuter shed outside of Boone County.

With few exceptions, employers indicated that nearly all employees arrived at work by automobile. Approximately three to five percent of employees arrived via bus, bicycle, walking or other means.

Table III-A-8: Residential Location of Employees

Surrounding Neighborhood	18%
City of Columbia	46%
Rest of Boone County	23%
Surrounding Counties	13%
Total	100%
N=116 *Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.*	

3. Business Response to Displacement

One of the survey's overall goals was to assess the reaction of the business community to the impacts associated with typical highway construction and displacement resulting from the proposed improvement project. If displaced, the preference for relocation was

to move to a site as close as possible to respondent's current location. Very few firms believed that they would relocate outside the City of Columbia. However, 11 percent of businesses responded that if fully displaced, they would not reopen, while 25 percent responded that they did not know what their reaction to displacement would be (see Table III-A-9).

Table III-A-9: Business Response to Displacement/Right of Way Acquisition

Relocate as close as possible to current locale	27%
Relocate to available parcel near I-70	16%
Relocate to available parcel in Columbia	15%
Relocate Outside Columbia	4%
Probably not reopen	11%
Other/Don't Know/Non-Response	25%
N=108 *Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.*	

a. Future Site Selection

Firms were asked if they anticipated difficulty in finding a suitable site for relocation in the event of complete displacement. While an overwhelming majority (75%) said that they anticipated this being difficult, 12 percent of respondents were unable to definitively answer this question (see Table III-A-10).

Table III-A-10: Do you anticipate difficulty in finding a suitable site for relocation?

Yes	75%
No	12%
Don't Know	12%
N=105 *Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.*	

When asked to prioritize criteria for future site selections if they were displaced, firms affirmed the importance of proximity to local residents and consumers and the proximity to the interstate to draw customers but the desire for a suitably sized facility and site was also a major factor (see Table III-A-11).

Table III-A-11: Future Site Selection -Top 5 Factors

Rank	Factor
1st	Proximity to local residents and consumers
2nd	Proximity to interstate to draw customers and, Facility and site must be suitably sized
3rd	Visibility from interstate
4th	Access to Interstate for business operations and, Good building/equipment/layout
5th	Parking
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.	

b. Analysis of Future Site Selection Responses by Length of Tenure

Businesses were asked if they thought it would be difficult to find a suitable relocation site if fully displaced by the "Improve I-70" project. When these responses were compared with the length of time the business had been in its current location, it was shown that regardless of length of tenure, businesses exhibited concern about finding a suitable site for relocation (see Table III-A-12). Firms that had been at their current location for more than 20 years exhibited a somewhat greater concern.

Table III-A-12: Difficulty Finding a Suitable Relocation Site by Length of Tenure

	Less than 5 years	6-10 years	11-20 years	More than 20 years
Yes	65%	61%	72%	79%
No	15%	17%	10%	7%
Don't Know	18%	13%	3%	10%
# of Respondents	34	23	29	29
N=115				
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.				

In comparing the length of tenure with responding firms' view of their response to potential impacts and displacements, a majority of all firms expressed a desire to be as close as possible to their current location. Only among businesses with over 10 years in their current location was there a perception of not reopening if displaced; however, all businesses planning to reopen wished to do so within the City of Columbia (see Table III-A-13).

Table III-A-13: Responses to Potential Impacts by Tenure

	Less than 5 years	6-10 years	11-20 years	More than 20 years
Relocate as close as possible to current locale	41%	26%	21%	24%
Relocate to available parcel near I-70	18%	17%	21%	7%
Relocate to available parcel in Columbia	21%	13%	19%	10%
Probably not reopen	9%	13%	10%	17%
Other/Don't Know	9%	17%	21%	24%
# of Respondents	34	23	29	29
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.				

c. Analysis of Future Site Selection Responses by Employee Size

As discussed above, firms were asked if they anticipated difficulty in finding a suitable site. When responses were compared with the firm's employment size, it was observed in Table IIA-14 that:

- Regardless of employee size, businesses anticipate difficulty finding a suitable site for relocation.
- Businesses with more than 100 employees registered the highest levels of concern over relocation, although there were not many 100+ employee firms in the sample population.

Table III-A-14: Relocation Response by Employee Size

	Less than 10 Employees	11-25 Employees	26-100 Employees	More than 100 Employees
Yes	57%	83%	70%	88%
No	16%	10%	10%	-
Don't Know	20%	7%	9%	-
# of Respondents	51	30	25	6
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.				

Also, it was noted that smaller businesses exhibit a greater desire to remain as close as possible to their current location, while virtually all responding firms except those who did not believe they would reopen (or were not sure) wished to remain in the City of Columbia if they anticipated relocating (see Table III-A-15).

Table III-A-15: Response to Total Displacement by Employee Size

	Less than 10 Employees	11-25 Employees	26-100 Employees	More than 100 Employees
Relocate as close as possible to current locale	33%	30%	28%	0%
Relocate to available parcel near I-70	14%	10%	24%	17%
Relocate to available parcel in Columbia	12%	20%	24%	17%
Probably not reopen	12%	13%	8%	17%
Other/Don't Know	22%	17%	4%	17%
# of Respondents	51	30	25	6

N=112

Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

d. Analysis of Survey Responses by Business Type

Comparing firms surveyed by their principal operations or type, nearly all industries expressed concern over finding suitable alternative sites. Retail trade, automotive sales and rentals, hotels and lodging and construction and maintenance were among the industries that expressed the greatest concern (see Table III-A-16).

Table III-A-16: If You Will Need to Relocate, Do You Anticipate Difficulty Finding a Suitable Site?

	Construction and Maintenance	Business Services	Personal and Health Services	Manufacturing/ Warehousing/ Wholesale/ Distribution	Retail Trade	Automotive Sales and Rentals	Auto Repair and Services	Eating and Drinking Places	Hotels and Lodging
Yes	80%	38%	67%	60%	88%	80%	67%	56%	75%
No	20%	31%	22%	-	7%	-	25%	11%	-
Don't Know	-	31%	11%	30%	-	20%	8%	11%	8%
Non-Responses	-	-	-	1	1	-	-	2	2
Frequency	10	13	9	10	26	10	12	9	12

Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.

e. Analysis of Survey Responses by Type of Ownership

Two types of business owners were identified in the survey; those who own the parcel on which their business is located and those who rent their property. Of the 116 businesses surveyed, 60% (71 firms) owned the property where the business was located. The attitudes of these two populations towards displacement and/or relocation were deemed vital to analyzing the potential impact of the highway improvement project on the community. The composition and stability of the local tax and employment bases is of particular interest to the governments of both Columbia and Boone County.

Businesses were asked to describe their relocation strategies in the face of total displacement; 28% of owners and 30% of renters indicated a preference to relocate as

close as possible to their current location. However, given the option of relocating to an available parcel within Columbia, but not necessarily within the I-70 corridor, renters showed a greater flexibility, with 24% of them saying that this would be an acceptable alternative, whereas only 10% of owners saw this type of relocation strategy as viable. Perhaps most significantly, renters displayed a greater likelihood of simply closing their operation if forced to relocate, with 15% responding that this would be their only option, while only 10% of owners chose this option. However, as was borne out in analyzing the majority of the survey responses, there were a significant number of owners (20%) and renters (13%) who were unable to predict their reaction to displacement. There were several surveys that did not answer this question at all (see Table III-A-17).

Table III-A-17: Relocation Strategies if Displaced, Owners vs. Renters

	Own	Rent
As Close as Possible to Current Location	28%	30%
Within the I-70 Corridor	17%	13%
To a Parcel within Columbia	10%	24%
Parcel outside Columbia but within Boone County	7%	-
Outside Boone County but in Missouri	-	2%
Will Probably not Reopen this Business	10%	15%
Don't Know	20%	13%
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.		

There is a sense in Columbia that displacements would either not happen or that the respondents' business would somehow not be affected. Pessimism over the financial ability of MODOT to accomplish the improvement project is a large factor. The other main factor contributing to this attitude and to these "Don't Know" and blank responses is the perception on the part of business owners that "This can't happen to me."

When future site selection criteria is analyzed utilizing the renter/owner distinction as a comparison point, owners indicated that proximity to I-70 was extremely important to attract customers, for visibility and for ease of access for business operations. Renters placed increased emphasis on proximity to local residents and consumers and quality, abundant parking for the selection of a post-displacement business site as a much higher priority than actual proximity to the interstate (see Table III-A-18).

Table III-A-18: Future Site Selection Criteria by Ownership/Renter Status

Priority	Owners	Renters
1st	Proximity to Interstate to Draw Customers	Proximity to Local Residents and Consumers
2nd	Facility and Site Must Be Suitably Sized	Facility and Site Must Be Suitably Sized
3rd	Proximity to Local Residents and Consumers	Proximity to Interstate to Draw Customers
4th	Access to Interstate for Business Operations	Low Purchase/Lease Cost for Facility
5th	Visibility from Interstate	Good Building Equipment/Layout
Source: Improve I-70 Business Survey, The Louis Berger Group, 2003.		

f. Perception of the Need for I-70 Improvements

Responding firms were asked if, on balance, the "Improve I- 70" project would be good for the Columbia/Boone County economy; 56% replied in the affirmative that I-70 was in need of improvement and that in the long run, it would benefit the local economy. Approximately one-quarter of respondents left this question blank or replied "Don't Know."

While many businesses exhibited concern over their ability to continue to thrive in the face of displacements and construction associated disruption, the community recognizes that there is a potential for growth in Columbia, and that improved infrastructure is necessary to foster, stimulate and absorb that growth. (See Table III-A-19 for a sample of responses).

Of 116 businesses surveyed, only 47 chose to "provide any (final) comments on the 'Improve I-70' project." These comments ranged from caveats like "My business can't survive without at least as much display space as I have…" and "I don't like that (the project) because it's going to hurt my business. I may lose it…" to the complimentary ("Keep up the good work"). It is significant that a majority of those surveyed chose not to respond to this question, indicating that the community is not sure how to respond to the project.

When asked to consider other alternatives or actions MoDOT could take to "…avoid, minimize or mitigate the "Improve I-70" impacts to your business…", 35 respondents did not answer; and 14 businesses responded "no." Other comments were subjective, indicating the preferences and/or prejudices of the respondent to MoDOT.

Table III-A-19: *Final Comments:* Do you think on balance that the "Improve I-70" Project will be good for the Columbia/Boone County economy? Why?

Yes	No
Yes, needs improvement because it is becoming a safety issue.	No MoDOT has recent poor history of wasting tax $ and is inefficient. This project could shut down several businesses since our customers/clients will go elsewhere for service during the construction phases.
It has to be done to keep good roads coming into Columbia. We are a trading center for Central and Northern Missouri. Yes, Improved road & traffic flow will create more traffic & that creates more business & growth.	I don't think "Improve I-70" will be good for the Columbia-Boone County Economy. People get laid off from their jobs, People need jobs, people need money to get what they want.
Will benefit economy, because traffic flow needs to be improved especially at 63 intersection	No-disruption of many businesses reduction tax revenues – sales/real est./hotels, etc.
Needs to be improved. Widening is called for. Too much varied traffic on antiquated infrastructure	No-if the existing road was in better condition maybe that would be improvement enough. When has a road expansion NOT had a negative impact on local business? It will be messy, inconvenient and expensive.
Yes, traffic flow in Columbia is snarled when even slightly disturbed.	No, anytime you purchase existing buildings w/businesses already in then you disturb their profits.
Yes, the better access to Columbia will help all businesses.	No-Tax revenues will be lost with disruption of so many businesses.
Yes, Improved road & traffic flow will create more traffic & that creates more business & growth.	No-because if they plan to come to Columbia, they will regardless of traffic.
Yes, in the long run – but will destroy a lot of businesses in the process.	No, too many businesses and residential units taken out

g. Businesses Responding that They Would Probably Not Reopen

A closer examination of a sub-sample of businesses was conducted of firms who indicated that they would probably not reopen if confronted by displacement (13 respondents) (Table III-A-20). This small sub-sample was slightly more comprised of firms that were more than 20 years in their current location. The sub-sample included several hotel and lodging places.

Most respondents in the sub-sample worked for firms of 25 or fewer employees. However, one firm reported more than 100 employees.

Table III-A-20: Characteristics of Businesses Indicating They Would Probably Not Reopen

How many years has your business operated at this location? 23% 5 or Fewer Years 23% 6 or Fewer Years 23% 11 to 20 Years 31% More than 20 years *N=13 respondents*
What are the principal operations, products or services? 4 Hotels and Lodging 2 Retail Trade 2 Auto Repair and Services 1 Automotive Sales and Rentals 1 Eating and Drinking Places 1 Personal and Health Services 1 Manufacturing/Warehousing/Distribution/Wholesale 0 Construction and Maintenance 0 Business Services *N=12 respondents*
Employment Size at Facility? 6 – Ten or Less Employees 4 – 11 to 25 Employees 2 – 25 to 100 Employees 1 – More than 100 Employees *N=13 respondents*

G. Comparison of Survey Population with Impacted Businesses

The business survey was administered in the autumn of 2003 during the alternatives development stage to a target population within a footprint area considered to have encompassed all areas businesses that may be affected by the reasonable alternatives. This wider area of sampling was defined prior to the formulation of the “reasonable” or “preferred alternatives”. The survey was intended, in part, to inform the development of feasible alternatives.

Table III-A-21 identifies the types of businesses that were surveyed by sections of the project corridor. Additionally, the table identifies the total number of businesses within each section that would be displaced by the reasonable alternatives. The table also reports the percentage of the total prospective displaced businesses that were surveyed.

Table III-A-21: Summary of Business Impacts and Profile of Business Surveyed by Section and Alternative

					Business Survey Respondents																							
						Business Types													Relocation Response									
Section (Exits)	Alternatives	Total Number of Businesses affected by Takings	Number of Impacted Businesses Surveyed	Percent of Impacted Businesses Surveyed	Total Number of Employees in Impacted Firms Surveyed	Auto Repair and Services	Automotive Sales and Rental	Business Services	Construction and Maintenance	Eating and Drinking Places	Hotels and Lodging Places	Manufacturing/Wholesale/Warehousing/ Distribution	Personal and Health Services	Retail Trade	Unclassified	TOTAL	Percentage		Close to Current Location	Within I-70 Corridor	Within Columbia	Outside Columbia within Boone County	Rest of Missouri	Will Not Reopen	Other/Dont Know	TOTAL
Section 1 (Exits 115-117)		0	0	0																							
Section 2 (Exits 117-121)			0	0	0									2		2	1.7%								2	2
	J/O Diamond	1																									
TOTAL		1																									
Section 3 (Exits 121-124)			4	36%	22	1		2	3		2	1	1	3		13	11.2%		3	1	2			3	4	13
	US-40 Enhanced Diamond	5																									
	US-40 SW Loop	7																									
	Stadium NW Loop	6																									
	Stadium Tight Diamond	4																									
	Stadium SPUI																										
	Stadium Split Diamond	4																									
TOTAL		11																									
Section 4 (Exits 124-125)			4	29%	26	3	1	5	2	2	3	1	5	7	1	30	25.9%		8	3	4			5	10	30
	Stadium NW Loop	13																									
	Stadium Tight Diamond	8																									
	Stadium SPUI																										
	Stadium Split Diamond	12																									
	I-70 (W) Business Loop	1																									
TOTAL		14																									
Section 5 (Exits 125-126)			1	33%	1	1	2	2	1	1	1	1		1	1	11	9.5%		3		4	2			2	11
	I-70 (W) Business Loop	1																									
	163/763/BL(E) One-Way Triplet	2																									
	163/763/BL(E) CD System	2																									
TOTAL		3																									
Section 6 (Exits 126-127)			5	71%	147	4	2	1	2	1	3	2				15	12.9%		5	2	2	1		1	4	15
	163/763/BL(E) One-Way Triplet	7																									
	163/763/BL(E) CD System	6																									
TOTAL		7																									
Section 7 (Exits 127-128)			4	40%	266	1	1	2	1	2		1	1	4		13	11.2%		4	1	5	1			2	13
	163/763/BL(E) One-Way Triplet	10																									
	163/763/BL(E) CD System	10																									
TOTAL		10																									
Section 8 (Exits 128-128A)			0	0%	0						1		1			2	1.7%		1	1						2
	Four System Interchange	4																									
TOTAL		4																									
Section 9 (Exits 128A-131)			3	100%	24	1	2	1	1	3	3	2	1	4	1	19	16.4%		5	8		1	1	1	3	19
	St.Charles Diamond	1																									
	St. Charles Offset Diamond	2																									
TOTAL		2																									
Section 10 (Exits 131-133)			5	50%	53		2					1		5		8	6.9%		2	2	1			2	1	8
	St. Charles Offset Diamond	2																									
	MO-Z Diamond	8																									
	MO-Z NW Loop	6																									
TOTAL		10																									
Section 11 (Exits 133-134)			1	100%	27		2					1				3	2.6%							2	1	3
	MO-Z NW Loop	1																									
Total		1																									
Total of All Sections		63	27	43%	566	11	12	13	10	9	13	10	9	26	3	116	100.0%		31	18	18	5	1	14	27	114
Percentage						9.5%	10.3%	11.2%	8.6%	7.8%	11.2%	8.6%	7.8%	22.4%	2.6%	100.0%			27.2%	15.8%	15.8%	4.4%	0.9%	12.3%	23.7%	100.0%
Source: The Louis Berger Group, 2004.																											

Appendix III-B

Possible Structure Displacements Associated with Reasonable Alternatives

Appendix III-B

Improve I-70: Columbia Area (SIU 4)

Possible Structure Displacements Associated with Reasonable Alternatives

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	Structure ID Number (see Exhibit III-3)	Building Type	Parcel ID Number	Business or Facility Name	Business Operations	Total Estimated Number of Dwelling Units
MO -J/O Diamond Interchange*	1328	sf	15300110001000			1
MO -J/O Diamond Interchange*	1331	gar	15300110000404			
MO -J/O Diamond Interchange*	1332	mh	15300110001000			1
MO -J/O Diamond Interchange*	1378	sf	15200090100100			1
MO -J/O Diamond Interchange*	1381	sf	15200090000800			1
MO -J/O Diamond Interchange*	1382	com	15200090000600	apple/fruit stand	1	
MO -J/O Diamond Interchange*	1417	pub	15200100000201	Missouri Department of Transportation		
MO -J/O Diamond Interchange*	1420	gar	15200090000100			
MO -J/O Diamond Interchange*	1421	mh	15200090000100			1
MO -J/O Diamond Interchange*	1425	pub	15200100000201	Missouri Department of Transportation		
MO -J/O Diamond Interchange*	1428	pub	15200100000201	Missouri Department of Transportation		
	11				1	5
US-40: Enhanced Diamond*	1037	gar	16103070200900			
US-40: Enhanced Diamond*	1055	gar	16103070200900			
US-40: Enhanced Diamond*	1057	gar	16103070200900			
US-40: Enhanced Diamond*	1061	gar	16103070200900			
US-40: Enhanced Diamond*	1064	ag	16103070200900			
US-40: Enhanced Diamond*	1071	gar	16103070200900			
US-40: Enhanced Diamond*	1126	mh	16203000400200			1
US-40: Enhanced Diamond*	1182	com	16104080001200	garage	1	
US-40: Enhanced Diamond*	1192	com	16104080002100	Sorrels Used Auto Parts	1	
US-40: Enhanced Diamond*	1196	com	16104080001200	garage		
US-40: Enhanced Diamond*	1235	sf	16201000000600			1
US-40: Enhanced Diamond*	1300	com	16201040300800	CMSI Controls	1	
US-40: Enhanced Diamond*	1307	gar	16103070000600			
US-40: Enhanced Diamond*	1311	mh	16103070000600			1
US-40: Enhanced Diamond*	1314	mh	16103070000600			1
US-40: Enhanced Diamond*	1325	com	16201040300800	Sapp Electrical, Look'n Good Flea Market & More	2	
US-40: Enhanced Diamond*	1462	com	16104080002200	Sorrels Used Auto Parts		
	17				5	4
US-40: Diamond w/ SW Loop	1037	gar	16103070200900			
US-40: Diamond w/ SW Loop	1055	gar	16103070200900			
US-40: Diamond w/ SW Loop	1057	gar	16103070200900			
US-40: Diamond w/ SW Loop	1061	gar	16103070200900			
US-40: Diamond w/ SW Loop	1064	ag	16103070200900			
US-40: Diamond w/ SW Loop	1071	gar	16103070200900			
US-40: Diamond w/ SW Loop	1126	mh	16203000400200			1
US-40: Diamond w/ SW Loop	1182	com	16104080001200	garage	1	
US-40: Diamond w/ SW Loop	1192	com	16104080002100	Sorrels Used Auto Parts	1	
US-40: Diamond w/ SW Loop	1196	com	16104080001200	garage		
US-40: Diamond w/ SW Loop	1235	sf	16201000000600			1
US-40: Diamond w/ SW Loop	1300	com	16201040300800	CMSI Controls	1	
US-40: Diamond w/ SW Loop	1307	gar	16103070000600			
US-40: Diamond w/ SW Loop	1311	mh	16103070000600			1
US-40: Diamond w/ SW Loop	1314	mh	16103070000600			1
US-40: Diamond w/ SW Loop	1325	com	16201040300800	Sapp Electrical, Look'n Good Flea Market & More	2	
US-40: Diamond w/ SW Loop	1374	com	16101060001800	Missouri Pork Producers Association	1	
US-40: Diamond w/ SW Loop	1389	com	16101060001800	Missouri Pork Producers Association		
US-40: Diamond w/ SW Loop	1449	sf	16101060100200			1
US-40: Diamond w/ SW Loop	1462	com	16104080002200	Sorrels Used Auto Parts		

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	Structure ID Number (see Exhibit III-3)	Building Type	Parcel ID Number	Business or Facility Name	Business Operations	Total Estimated Number of Dwelling Units
US-40: Diamond w/ SW Loop	1464	ind	16101060001600	Rust & Martin Interiors	1	
	21				7	5
Stadium w/ NW Loop Ramp	754	com	16216000600300	Texaco	1	
Stadium w/ NW Loop Ramp	768	com	16216000700100	Tokyo Spa	1	
Stadium w/ NW Loop Ramp	769	com	16216000106000	Columbia Compressed Air	1	
Stadium w/ NW Loop Ramp	780	com/res	16313000700100	West Village Manor		120
Stadium w/ NW Loop Ramp	782	com	16216000106000	Perche Creek Duckboats, Midwest Lube Equipment (strip mall)	2	
Stadium w/ NW Loop Ramp	840	mh	16216000001100			1
Stadium w/ NW Loop Ramp	841	mh	16216000001100			1
Stadium w/ NW Loop Ramp	868	mh	16216000001100			1
Stadium w/ NW Loop Ramp	875	com	16216000001000	Creative Surroundings (strip mall)	1	
Stadium w/ NW Loop Ramp	877	mh	16216000001100			1
Stadium w/ NW Loop Ramp	881	mh	16216000001100			1
Stadium w/ NW Loop Ramp	884	gar	16216000001200			
Stadium w/ NW Loop Ramp	890	mh	16216000001100			1
Stadium w/ NW Loop Ramp	895	gar	16216000001200			
Stadium w/ NW Loop Ramp	922	sf	16216000001200			1
Stadium w/ NW Loop Ramp	935	com	16216000001300	German Import Service		
Stadium w/ NW Loop Ramp	952	com	16216000001500	German Import Service		
Stadium w/ NW Loop Ramp	987	com	16216000001600	Extended Stay America	1	
Stadium w/ NW Loop Ramp	998	com	16204000100800	Baymont Inn	1	
Stadium w/ NW Loop Ramp	1128	com	16211000000400	Lanier, American Heart Association (strip mall)	2	
Stadium w/ NW Loop Ramp	1130	ind	16211000000300	Teel Insulation Co.	1	
Stadium w/ NW Loop Ramp	1131	com	16211000100301	Columbia Board of Realtors	1	
Stadium w/ NW Loop Ramp	1163	com	16201000600100	Northwest Self Storage	1	
Stadium w/ NW Loop Ramp	1204	sf	16201000203300			1
Stadium w/ NW Loop Ramp	1222	sf	16201000203100			1
Stadium w/ NW Loop Ramp	1230	sf	16201000203400			1
Stadium w/ NW Loop Ramp	1236	sf	16201000203200			1
Stadium w/ NW Loop Ramp	1275	pub	16211000100400	Boone County Fire Protection District		
Stadium w/ NW Loop Ramp	1456	mh	16216000001100			1
Stadium w/ NW Loop Ramp	1457	mh	16216000001100			1
Stadium w/ NW Loop Ramp	1458	mh	16216000001100			1
Stadium w/ NW Loop Ramp	1459	mh	16216000001100			1
Stadium w/ NW Loop Ramp	1460	com	16216000001400	German Import Service	1	
	33				14	135
Stadium w/ Tight Diamond or SUPI*	754	com	16216000600300	Texaco	1	
Stadium w/ Tight Diamond or SUPI*	768	com	16216000700100	Tokyo Spa	1	
Stadium w/ Tight Diamond or SUPI*	769	com	16216000106000	Columbia Compressed Air	1	
Stadium w/ Tight Diamond or SUPI*	780	com/res	16313000700100	West Village Manor		120
Stadium w/ Tight Diamond or SUPI*	782	com	16216000106000	Perche Creek Duckboats, Midwest Lube Equipment (strip mall)	2	
Stadium w/ Tight Diamond or SUPI*	840	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	841	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	868	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	875	com	16216000001000	Creative Surroundings (strip mall)	1	
Stadium w/ Tight Diamond or SUPI*	877	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	881	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	884	gar	16216000001200			
Stadium w/ Tight Diamond or SUPI*	890	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	895	gar	16216000001200			
Stadium w/ Tight Diamond or SUPI*	922	sf	16216000001200			1
Stadium w/ Tight Diamond or SUPI*	935	com	16216000001300	German Import Service		
Stadium w/ Tight Diamond or SUPI*	952	com	16216000001500	German Import Service		
Stadium w/ Tight Diamond or SUPI*	987	com	16216000001600	Extended Stay America	1	
Stadium w/ Tight Diamond or SUPI*	998	com	16204000100800	Baymont Inn	1	

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	Structure ID Number (see Exhibit III-3)	Building Type	Parcel ID Number	Business or Facility Name	Business Operations	Total Estimated Number of Dwelling Units
Stadium w/ Tight Diamond or SUPI*	1128	com	16211000000400	Lanier, American Heart Association (strip mall)	2	
Stadium w/ Tight Diamond or SUPI*	1130	ind	16211000000300	Teel Insulation Co.	1	
Stadium w/ Tight Diamond or SUPI*	1163	com	16201000600100	Northwest Self Storage	1	
Stadium w/ Tight Diamond or SUPI*	1204	sf	16201000203300			1
Stadium w/ Tight Diamond or SUPI*	1222	sf	16201000203100			1
Stadium w/ Tight Diamond or SUPI*	1230	sf	16201000203400			1
Stadium w/ Tight Diamond or SUPI*	1236	sf	16201000203200			1
Stadium w/ Tight Diamond or SUPI*	1456	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	1457	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	1458	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	1459	mh	16216000001100			1
Stadium w/ Tight Diamond or SUPI*	1460	com	16216000001400	German Import Service	1	
	31				13	135
Stadium w/ Split Diamond	754	com	16216000600300	Texaco	1	
Stadium w/ Split Diamond	768	com	16216000700100	Tokyo Spa	1	
Stadium w/ Split Diamond	769	com	16216000106000	Columbia Compressed Air	1	
Stadium w/ Split Diamond	780	com/res	16313000700100	West Village Manor		120
Stadium w/ Split Diamond	782	com	16216000106000	Perche Creek Duckboats, Midwest Lube Equipment (strip mall)	2	
Stadium w/ Split Diamond	840	mh	16216000001100			1
Stadium w/ Split Diamond	841	mh	16216000001100			1
Stadium w/ Split Diamond	868	mh	16216000001100			1
Stadium w/ Split Diamond	875	com	16216000001000	Creative Surroundings (strip mall)	1	
Stadium w/ Split Diamond	877	mh	16216000001100			1
Stadium w/ Split Diamond	881	mh	16216000001100			1
Stadium w/ Split Diamond	884	gar	16216000001200			
Stadium w/ Split Diamond	890	mh	16216000001100			1
Stadium w/ Split Diamond	895	gar	16216000001200			
Stadium w/ Split Diamond	922	sf	16216000001200			1
Stadium w/ Split Diamond	935	com	16216000001300	German Import Service		
Stadium w/ Split Diamond	952	com	16216000001500	German Import Service		
Stadium w/ Split Diamond	987	com	16216000001600	Extended Stay America	1	
Stadium w/ Split Diamond	1128	com	16211000000400	Lanier, American Heart Association (strip mall)	2	
Stadium w/ Split Diamond	1130	ind	16211000000300	Teel Insulation Co.	1	
Stadium w/ Split Diamond	1163	com	16201000600100	Northwest Self Storage	1	
Stadium w/ Split Diamond	1204	sf	16201000203300			1
Stadium w/ Split Diamond	1222	sf	16201000203100			1
Stadium w/ Split Diamond	1230	sf	16201000203400			1
Stadium w/ Split Diamond	1236	sf	16201000203200			1
Stadium w/ Split Diamond	1456	mh	16216000001100			1
Stadium w/ Split Diamond	1457	mh	16216000001100			1
Stadium w/ Split Diamond	1458	mh	16216000001100			1
Stadium w/ Split Diamond	1459	mh	16216000001100			1
Stadium w/ Split Diamond	1460	com	16216000001400	German Import Service	1	
Stadium w/ Split Diamond	1467	com	16216000106200	Kitchen Craft	1	
	31				13	135
I-70 Bus.Loop (West): Two-Point Interchange*	746	com	16313000600400	The Market Place (Antique Gifts)	2	
I-70 Bus.Loop (West): Two-Point Interchange*	777	co m	16314001400300	Conoco	1	
I-70 Bus.Loop (West): Two-Point Interchange*	784	com	16314002100100	Ryan's Steak House	1	
I-70 Bus.Loop (West): Two-Point Interchange*	792	com/res	16313000100200	The Terrace Senior Living		128
I-70 Bus.Loop (West): Two-Point Interchange*	795	com	16313000600400	The Market Place (Antique Gifts)		
I-70 Bus.Loop (West): Two-Point Interchange*	831	com	16310000000601	Auto Deal	1	
I-70 Bus.Loop (West): Two-Point Interchange*	839	com	16310000000601	Auto Deal		
	7				5	128
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	704	com	17110000601101	Jack's Restaurant	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	748	com	17110000601100	Military Surplus, Hair Essentials, Sofas Plus, Splasher's Laundry, Fabric John Crafts (strip mall)	5	

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	Structure ID Number (see Exhibit III-3)	Building Type	Parcel ID Number	Business or Facility Name	Business Operations	Total Estimated Number of Dwelling Units
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	761	com	17110000600900	D & H Pharmacy	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	871	com	17110000600600	Captain D's	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	873	com	17110000600500	New Horizons	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	970	com	17110000400600	Columbia Insurance Group	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	971	fra	17109000111000	VFW Post 280		
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	979	sf	17109000104900			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	989	sf	17109000104800			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	992	gar	17109000104900			
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	994	com	17109000111200	Ficsher's Align A Wheel	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	997	com	16312000000900	Everett's	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1000	fra	17109000111000	VFW Post 280		
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1004	gar	16312000000900			
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1017	com	17110001200100	Crane & Nichols Auto Service (strip mall)	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1025	com	17110001200100	Pro-Tech Consultant, Insurance Reclamation Outlet (strip mall)	2	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1033	gar	16312000000900			
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1036	gar	16312000000900			
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1050	gar	16312000000900			
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1054	sf	17110000201200			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1056	sf	17110000201100			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1059	sf	17110000201000			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1086	com	16311000400600	Perry Nissan-warehouse	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1090	sf	16310000300100			1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1119	pub	17109000900400	Parole Board, Children Services, & Social Services (&17109000900500 & 17109000900300'		
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1120	com	17109000900700	new construction (unknown)	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1134	ind	16312000800200	Rudd Star Heating & Air Conditioning	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1146	com	16311000500100	vacant	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1149	com	16312000700100	Travel Lodge	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1151	ind	16312000800101	Butler Supply	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1155	com	16311000400100	Oats Inc.	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1157	com	16311000000700	vacant	1	
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1208	ind	16312000800100	USDA Wildlife Services, Xpedx, Heil Heating & Cooling (strip mall)	3	
	33				26	6
MO-163, 763 and Bus Loop (E): Collector/Distributor	704	com	17110000601101	Jack's Restaurant	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	748	com	17110000601100	Military Surplus, Hair Essentials, Sofas Plus, Splasher's Laundry, Fabric John Crafts (strip mall)	5	
MO-163, 763 and Bus Loop (E): Collector/Distributor	761	com	17110000600900	D & H Pharmacy	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	871	com	17110000600600	Captain D's	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	873	com	17110000600500	New Horizons	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	970	com	17110000400600	Columbia Insurance Group	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	971	fra	17109000111000	VFW Post 280		
MO-163, 763 and Bus Loop (E): Collector/Distributor	975	mf	17109000200100			5
MO-163, 763 and Bus Loop (E): Collector/Distributor	976	mf	17109000200100			5
MO-163, 763 and Bus Loop (E): Collector/Distributor	977	mf	17109000200100			5
MO-163, 763 and Bus Loop (E): Collector/Distributor	978	mf	17109000200100			5
MO-163, 763 and Bus Loop (E): Collector/Distributor	979	sf	17109000104900			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	989	sf	17109000104800			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	992	gar	17109000104900			
MO-163, 763 and Bus Loop (E): Collector/Distributor	994	com	17109000111200	Ficsher's Align A Wheel	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	997	com	16312000000900	Everett's	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1000	fra	17109000111000	VFW Post 280		
MO-163, 763 and Bus Loop (E): Collector/Distributor	1004	gar	16312000000900			
MO-163, 763 and Bus Loop (E): Collector/Distributor	1017	com	17110001200100	Crane & Nichols Auto Service (strip mall)	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1025	com	17110001200100	Pro-Tech Consultant, Insurance Reclamation Outlet (strip mall)	2	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1033	gar	16312000000900			
MO-163, 763 and Bus Loop (E): Collector/Distributor	1036	gar	16312000000900			
MO-163, 763 and Bus Loop (E): Collector/Distributor	1050	gar	16312000000900			

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	Structure ID Number (see Exhibit III-3)	Building Type	Parcel ID Number	Business or Facility Name	Business Operations	Total Estimated Number of Dwelling Units
MO-163, 763 and Bus Loop (E): Collector/Distributor	1054	sf	17110000201200			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	1056	sf	17110000201100			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	1059	sf	17110000201000			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	1086	com	16311000400600	Perry Nissan-warehouse	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1090	sf	16310000300100			1
MO-163, 763 and Bus Loop (E): Collector/Distributor	1119	pub	17109000900400	Parole Board, Children Services, & Social Services (&17109000900500 & 17109000900300'		
MO-163, 763 and Bus Loop (E): Collector/Distributor	1120	com	17109000900700	new construction (unknown)	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1134	ind	16312000800200	Rudd Star Heating & Air Conditioning	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1145	com	17109000700100	Harley Davidson	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1146	com	16311000500100	vacant	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1151	ind	16312000800101	Butler Supply	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1155	com	16311000400100	Oats Inc.	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1157	com	16311000000700	vacant	1	
MO-163, 763 and Bus Loop (E): Collector/Distributor	1171	com	17109000700100	Harley Davidson		
MO-163, 763 and Bus Loop (E): Collector/Distributor	1208	ind	16312000800100	USDA Wildlife Services, Xpedx, Heil Heating & Cooling (strip mall)	3	
	38				26	26
US-63 Tight Right-of-Way Interchange*	61	ag	17116000000901			
US-63 Tight Right-of-Way Interchange*	71	sf	17116000000800			1
US-63 Tight Right-of-Way Interchange*	83	sf	17116000000700			1
US-63 Tight Right-of-Way Interchange*	117	com	17116000600100	Break Time	1	
US-63 Tight Right-of-Way Interchange*	121	com	17116000600100	Break Time		
US-63 Tight Right-of-Way Interchange*	125	com	17116000600100	Break Time		
US-63 Tight Right-of-Way Interchange*	130	com	17115000100200	Comfort Inn	1	
US-63 Tight Right-of-Way Interchange*	150	com	17213000001000	Bourn Feed and Supply	1	
US-63 Tight Right-of-Way Interchange*	155	com	17213000001100	Bourn Feed and Supply		
US-63 Tight Right-of-Way Interchange*	158	com	17213000001000	Bourn Feed and Supply		
US-63 Tight Right-of-Way Interchange*	163	com	17213000001000	Bourn Feed and Supply		
US-63 Tight Right-of-Way Interchange*	194	com	17115000100200	Comfort Inn		
US-63 Tight Right-of-Way Interchange*	646	util	17115000000401	Union Electric	1	
US-63 Tight Right-of-Way Interchange*	711	mf	17111000900100			8
US-63 Tight Right-of-Way Interchange*	719	com	17111000000100	Pathology Lab Incorporated	1	
US-63 Tight Right-of-Way Interchange*	738	sf	17111000900400			1
US-63 Tight Right-of-Way Interchange*	857	sf	17110000501300			1
US-63 Tight Right-of-Way Interchange*	867	sf	17110000501400			1
US-63 Tight Right-of-Way Interchange*	887	mf	17110000501500			4
US-63 Tight Right-of-Way Interchange*	1455	gar	17111000900400			
	20				5	17
St.Charles: Diamond Interchange*	29	com	17204100200100	Steamatic (car wash)	1	
St.Charles: Diamond Interchange*	81	sf	17204000001100			1
St.Charles: Diamond Interchange*	143	util	17204100000100	Boone Co. Regional Sewer Line Structure		
St.Charles: Diamond Interchange*	204	gar	17203000100900			
St.Charles: Diamond Interchange*	629	mh	17204000000400			1
	5				1	2
St.Charles Offset Diamond Interchange	23	gar	17204100003800	Private Storage		
St.Charles Offset Diamond Interchange	29	com	17204100200100	Steamatic (car wash)	1	
St.Charles Offset Diamond Interchange	34	com	17204100200200	Lake of the Woods Little General Food Market	1	
St.Charles Offset Diamond Interchange	80	gar	17204000001100			
St.Charles Offset Diamond Interchange	81	sf	17204000001100			1
St.Charles Offset Diamond Interchange	87	sf	17204000001100			1
St.Charles Offset Diamond Interchange	90	sf	17204100003600			1
St.Charles Offset Diamond Interchange	143	util	17204100000100	Boone Co. Regional Sewer Line Structure		
St.Charles Offset Diamond Interchange	145	util	17204100000100	Boone Co. Regional Sewer Line Structure		
St.Charles Offset Diamond Interchange	204	gar	17203000100900			
St.Charles Offset Diamond Interchange	218	com	17204100800100	Boone County National Bank, Columbia Toursim and Visitor's Center (strip mall)	2	
St.Charles Offset Diamond Interchange	629	mh	17204000000400			1

Reasonable Alternative Segment (* = Part of Recommended Preferred Alternative)	**Structure ID Number (see Exhibit III-3)**	**Building Type**	**Parcel ID Number**	**Business or Facility Name**	**Business Operations**	**Total Estimated Number of Dwelling Units**
	12				4	4
MO-Z Diamond Interchange*	1	ag	18103070000402			
MO-Z Diamond Interchange*	2	ag	18103070300100			
MO-Z Diamond Interchange*	31	com	18103070000800	The Home Store - Furniture	1	
MO-Z Diamond Interchange*	32	com	18103070000800	The Home Store - Furniture		
MO-Z Diamond Interchange*	33	com	18103070000800	The Home Store - Furniture		
MO-Z Diamond Interchange*	39	com	18103070000801	Slumberland Furniture	1	
MO-Z Diamond Interchange*	73	com	17315120108001	Home Store	1	
MO-Z Diamond Interchange*	96	com	17315120103700	Twin Woods Cottage Pre-school & Daycare	1	
MO-Z Diamond Interchange*	100	sf	17316120000200			1
MO-Z Diamond Interchange*	104	gar	17314110001200			
MO-Z Diamond Interchange*	108	sf	17314110001200			1
MO-Z Diamond Interchange*	109	com	17315120103600	Diamond Furniture	1	
MO-Z Diamond Interchange*	110	com	17314110001000	Central Missouri Equipment	1	
MO-Z Diamond Interchange*	111	com	17314110001100	Furniture Surplus Outfit	1	
MO-Z Diamond Interchange*	113	util	17315120100101	Century Tel	1	
MO-Z Diamond Interchange*	152	gar	17315120000300			
MO-Z Diamond Interchange*	197	ind	17314110000100	ABC Laboratories	1	
MO-Z Diamond Interchange*	1454	util	17315120000200	AT&T	1	
	18				10	2
MO-Z Diamond Interchange w/ NW Loop Ramp	41	com	17316120000800	G M Supply	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	73	com	17315120108001	Home Store	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	96	com	17315120103700	Twin Woods Cottage Pre-school & Daycare	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	100	sf	17316120000200			1
MO-Z Diamond Interchange w/ NW Loop Ramp	104	gar	17314110001200			
MO-Z Diamond Interchange w/ NW Loop Ramp	108	sf	17314110001200			1
MO-Z Diamond Interchange w/ NW Loop Ramp	109	com	17315120103600	Diamond Furniture	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	110	com	17314110001000	Central Missouri Equipment	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	111	com	17314110001100	Furniture Surplus Outfit	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	113	util	17315120100101	Century Tel	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	114	ag	17316120000300	vacant		
MO-Z Diamond Interchange w/ NW Loop Ramp	152	gar	17315120000300			
MO-Z Diamond Interchange w/ NW Loop Ramp	197	ind	17314110000100	ABC Laboratories	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	422	com	18103070000600	Loveall's RV	1	
MO-Z Diamond Interchange w/ NW Loop Ramp	500	com	18103070000600	Loveall's RV		
MO-Z Diamond Interchange w/ NW Loop Ramp	1454	util	17315120000200	AT&T	1	
	16				10	2
Recommended Preferred Alternative	142				66	299

Appendix III-C

Possible Land Acquisition Associated with Reasonable Alternatives

Appendix III-C

Improve I-70: Columbia Area (SIU 4)

Possible Land Acquisitions Associated with Reasonable Alternatives

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
MO -J/O Diamond Interchange*	1510008000010001	129,404	F	804	19,127	15%	No
MO -J/O Diamond Interchange*	1510008000010201	2,627,309	F	804	103,973	4%	No
MO -J/O Diamond Interchange*	1510008000010201	352,127	F	804	22,991	7%	No
MO -J/O Diamond Interchange*	1510008000020101	393,358	F	850	30,281	8%	No
MO -J/O Diamond Interchange*	1510008000130001	613,638	F	804	100,144	16%	No
MO -J/O Diamond Interchange*	1520003000070001	4,928,120	F	823	121,710	2%	No
MO -J/O Diamond Interchange*	1520003000070201	1,001,843	C	422	26,385	3%	No
MO -J/O Diamond Interchange*	1520003000070201		C	422	3,266	0%	No
MO -J/O Diamond Interchange*	1520004000140001	1,725,576	X	620	2,453	0%	No
MO -J/O Diamond Interchange*	1520004000150001	110,360	R	101	26,709	24%	No
MO -J/O Diamond Interchange*	1520004000160001	956,650	F	823	704	0%	No
MO -J/O Diamond Interchange*	1520004000160001		F	823	46,354	5%	No
MO -J/O Diamond Interchange*	1520004000160001		F	823	1,170	0%	No
MO -J/O Diamond Interchange*	1520004000160001		F	823	90,138	9%	No
MO -J/O Diamond Interchange*	1520004000180001	532,820	F	810	72,893	14%	No
MO -J/O Diamond Interchange*	1520004000190001	116,773	R	101	318	0%	No
MO -J/O Diamond Interchange*	1520009000010001	113,963	R	108	1,332	1%	No
MO -J/O Diamond Interchange*	1520009000010001		R	108	83,232	73%	No
MO -J/O Diamond Interchange*	1520009000010001	49,577	R	108	25,388	51%	No
MO -J/O Diamond Interchange*	1520009000020001	135,825	F	804	14,472	11%	No
MO -J/O Diamond Interchange*	1520009000030001	2,409,298	F	804	123,712	5%	No
MO -J/O Diamond Interchange*	1520009000030001	138,208	F	804	7,893	6%	No
MO -J/O Diamond Interchange*	1520009000050001	1,389,598	F	804	77,775	6%	No
MO -J/O Diamond Interchange*	1520009000050001	90,874	F	804	11,591	13%	No
MO -J/O Diamond Interchange*	1520009000060001	80,182	C	411	24,399	30%	No
MO -J/O Diamond Interchange*	1520009000070001	1,304,452	F	804	55,386	4%	No
MO -J/O Diamond Interchange*	1520009000070001	92,375	F	804	12,235	13%	No
MO -J/O Diamond Interchange*	1520009000080001	84,616	R	101	17,879	21%	**Yes**[1]
MO -J/O Diamond Interchange*	1520009000090001	147,387	R	101	31,310	21%	No
MO -J/O Diamond Interchange*	1520009000100001	91,561	R	101	3,905	4%	No
MO -J/O Diamond Interchange*	1520009000100001		R	101	7,069	8%	No
MO -J/O Diamond Interchange*	1520009000110001	8,253,677	F	802	154,773	2%	No
MO -J/O Diamond Interchange*	1520009000110001		F	802	1,805	0%	No
MO -J/O Diamond Interchange*	1520009000110001	87,194	F	802	9,559	11%	No
MO -J/O Diamond Interchange*	1520009000110001	2,150	F	802	246	11%	**Yes**
MO -J/O Diamond Interchange*	1520009000110001		F	802	1,811	2%	No
MO -J/O Diamond Interchange*	1520009000200001	711,347	F	804	490	0%	No
MO -J/O Diamond Interchange*	1520009000200001		F	804	180,725	25%	No
MO -J/O Diamond Interchange*	1520009000210001	539,909	C	414	49,071	9%	No
MO -J/O Diamond Interchange*	1520009000210001		C	414	150	0%	No
MO -J/O Diamond Interchange*	1520009000210001		C	414	69,644	13%	No
MO -J/O Diamond Interchange*	1520009010010001	111,222	R	101	24,956	22%	**Yes**[1]
MO -J/O Diamond Interchange*	1520009030010001	227,328	F	850	25,318	11%	No
MO -J/O Diamond Interchange*	1520010000010001	318,500	F	823	2,762	1%	No
MO -J/O Diamond Interchange*	1520010000010101	768,817	F	823	14,669	2%	No
MO -J/O Diamond Interchange*	1520010000020001	678,095	C	395	94,522	14%	No
MO -J/O Diamond Interchange*	1520010000020001		C	395	28,832	4%	No
MO -J/O Diamond Interchange*	1520010000020101	276,456	X	600	128	0%	No
MO -J/O Diamond Interchange*	1520010000020101		X	600	106,054	38%	No
MO -J/O Diamond Interchange*	1520010000030001	128,666	C	353	2,090	2%	No
MO -J/O Diamond Interchange*	1520010000030001		C	353	65,691	51%	No
MO -J/O Diamond Interchange*	1520010000030101	261,793	F	804	80,900	31%	No
MO -J/O Diamond Interchange*	1520010000040201	1,233,031	F	804	90,557	7%	No
MO -J/O Diamond Interchange*	1520010000040701	236,953	F	810	15,366	6%	No
MO -J/O Diamond Interchange*	1520010000060001	750,763	F	823	66,775	9%	No
MO -J/O Diamond Interchange*	1520010000170001	616,159	F	810	24,461	4%	No
MO -J/O Diamond Interchange*	1520010000180001	128,890	R	101	22,993	18%	No
MO -J/O Diamond Interchange*	1520010000190001	776,945	F	810	1,240	0%	No
MO -J/O Diamond Interchange*	1520010000210001	128,414	R	101	6,720	5%	No
MO -J/O Diamond Interchange*	1520010000220001	265,272	F	810	8,982	3%	No
MO -J/O Diamond Interchange*	1530011000010001	763,018	F	804	24,256	3%	No
MO -J/O Diamond Interchange*	1530011000020001	267,352	F	810	12,914	5%	No
MO -J/O Diamond Interchange*	1530011000030201	229,258	R	850	21,613	9%	No
MO -J/O Diamond Interchange*	1530011000040001	214,675	F	815	22,990	11%	No
MO -J/O Diamond Interchange*	1530011000040201	212,838	F	815	21,644	10%	No
MO -J/O Diamond Interchange*	1530011000040301	232,684	F	804	39,712	17%	No
MO -J/O Diamond Interchange*	1530011000040401	680,592	F	815	103,902	15%	No
MO -J/O Diamond Interchange*	1530011000040501	237,023	F	804	236,878	100%	**Yes**
MO -J/O Diamond Interchange*	1530011000090001	9,782,975	F	804	274,237	3%	No
MO -J/O Diamond Interchange*	1530011000100001	871,101	F	830	189,533	22%	**Yes**[1]
MO -J/O Diamond Interchange*	1530011000100101	438,262	F	810	77,625	18%	No
MO -J/O Diamond Interchange*	1530012000050001	27,795	F	830	498	2%	No
MO -J/O Diamond Interchange*	1530012000050001	730,717	F	830	2,331	0%	No
MO -J/O Diamond Interchange*	1530012000050001		F	830	10,402	1%	No
MO -J/O Diamond Interchange*	1530012000060001	312,312	R	130	31,462	10%	No
MO -J/O Diamond Interchange*	1530012000060001		R	130	106,189	34%	No
MO -J/O Diamond Interchange*	1530012000070001	1,471,012	F	804	3,569	0%	No
MO -J/O Diamond Interchange*	1530012000070001		F	804	1,295	0%	No
MO -J/O Diamond Interchange*	1530012000070101	745,236	F	810	8,534	1%	No
MO -J/O Diamond Interchange*	1531112010140001	221,905	R	101	11,570	5%	No
MO -J/O Diamond Interchange*	153000800013000 1	6,605,132	F	804	100,137	2%	No
	64	60,161,367			3,618,771	6%	5
US-40: Enhanced Diamond*	1530012000010001	669,852	C	300	32,372	5%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
US-40: Enhanced Diamond*	1530012000020001	160,401	R	850	109,218	68%	No
US-40: Enhanced Diamond*	1530012000030101	1,897,471	F	810	13,965	1%	No
US-40: Enhanced Diamond*	1530012000030201	564,480	F	823	931	0%	No
US-40: Enhanced Diamond*	1530012000050001	730,717	F	830	0	0%	No
US-40: Enhanced Diamond*	1530012000050001	27,795	F	830	1,546	6%	No
US-40: Enhanced Diamond*	1530012000050001	730,717	F	830	38,531	5%	No
US-40: Enhanced Diamond*	1530012000050001		F	830	103,811	14%	No
US-40: Enhanced Diamond*	1530012000090001	4,515,730	F	804	0	0%	No
US-40: Enhanced Diamond*	1530012000090001		F	804	26	0%	No
US-40: Enhanced Diamond*	1530012000090001		F	804	3,748	0%	No
US-40: Enhanced Diamond*	1530012000090001		F	804	36	0%	No
US-40: Enhanced Diamond*	1530012010020001	141,830	R	100	379	0%	No
US-40: Enhanced Diamond*	1530012010040001	165,978	R	101	1,345	1%	No
US-40: Enhanced Diamond*	1531112010150001	37,106	R	825	5,062	14%	No
US-40: Enhanced Diamond*	1610106000110001	1,878,171	F	804	20,077	1%	No
US-40: Enhanced Diamond*	1610106000150001	368,649	F	500	47,912	13%	No
US-40: Enhanced Diamond*	1610106000160001	1,746,152	C	414	10,440	1%	No
US-40: Enhanced Diamond*	1610106000160001		C	414	81,191	5%	No
US-40: Enhanced Diamond*	1610106000180001	66,946	X	353	1,943	3%	No
US-40: Enhanced Diamond*	1610106000280001	429,504	F	810	44,236	10%	No
US-40: Enhanced Diamond*	1610106020090001	113,562	R	101	27,286	24%	No
US-40: Enhanced Diamond*	1610205000110001	1,020,294	F	810	137,863	14%	No
US-40: Enhanced Diamond*	1610205000150001	15,506	R	100	3,438	22%	No
US-40: Enhanced Diamond*	1610205000160001	148,118	R	101	20,639	14%	No
US-40: Enhanced Diamond*	1610205000160101	88,627	R	100	8,792	10%	No
US-40: Enhanced Diamond*	1610205000200001	386,202	F	810	27,614	7%	No
US-40: Enhanced Diamond*	1610205000210001	571,965	F	804	3,393	1%	No
US-40: Enhanced Diamond*	1610205000210001		F	804	54,532	10%	No
US-40: Enhanced Diamond*	1610205000210101	306,226	C	397	38,897	13%	No
US-40: Enhanced Diamond*	1610205000210401	103,771	C	373	0	0%	No
US-40: Enhanced Diamond*	1610205000210401		C	373	26,328	25%	No
US-40: Enhanced Diamond*	1610205000240001	5,474,594	F	815	32,069	1%	No
US-40: Enhanced Diamond*	1610205020010001	56,807	R	101	23,912	42%	No
US-40: Enhanced Diamond*	1610205030040001	13,179	R	100	10,176	77%	**Yes**
US-40: Enhanced Diamond*	1610307000010001	56,126	R	825	14,375	26%	No
US-40: Enhanced Diamond*	1610307000020001	113,982	R	101	29,109	26%	No
US-40: Enhanced Diamond*	1610307000030001	178,926	F	804	22,840	13%	No
US-40: Enhanced Diamond*	1610307000050001	417,093	C	393	47,802	11%	No
US-40: Enhanced Diamond*	1610307000060001	84,762	R	108	84,711	100%	**YES**
US-40: Enhanced Diamond*	1610307000070001	384,516	F	810	7,400	2%	No
US-40: Enhanced Diamond*	1610307000080001	65,965	R	103	5,274	8%	No
US-40: Enhanced Diamond*	1610307000090001	91,874	R	130	6,590	7%	No
US-40: Enhanced Diamond*	1610307000100001	79,105	R	101	910	1%	No
US-40: Enhanced Diamond*	1610307000100001		R	101	750	1%	No
US-40: Enhanced Diamond*	1610307000110001	43,788	R	101	1,522	3%	No
US-40: Enhanced Diamond*	1610307000120001	636,255	F	810	181	0%	No
US-40: Enhanced Diamond*	1610307000140001	2,776,119	C	340	202,500	7%	No
US-40: Enhanced Diamond*	1610307000220001	8,390,007	C	398	152,198	2%	No
US-40: Enhanced Diamond*	1610307000220101	109,130	X	613	13,543	12%	No
US-40: Enhanced Diamond*	1610307000230001	769,586	F	810	2,054	0%	No
US-40: Enhanced Diamond*	1610307000230001		F	810	260	0%	No
US-40: Enhanced Diamond*	1610307000240001	69,868	F	804	1,596	2%	No
US-40: Enhanced Diamond*	1610307000240001		F	804	62	0%	No
US-40: Enhanced Diamond*	1610307000240101	56,194	C	397	1,347	2%	No
US-40: Enhanced Diamond*	1610307000250001	89,324	F	804	1,736	2%	No
US-40: Enhanced Diamond*	1610307000250001		F	804	2,097	2%	No
US-40: Enhanced Diamond*	1610307000250101	188,872	X	612	4,010	2%	No
US-40: Enhanced Diamond*	1610307000250101		X	612	1,681	1%	No
US-40: Enhanced Diamond*	1610307000260001	534,471	F	500	9,441	2%	No
US-40: Enhanced Diamond*	1610307000260001		F	500	11,890	2%	No
US-40: Enhanced Diamond*	1610307000270001	294,048	R	101	6,274	2%	No
US-40: Enhanced Diamond*	1610307000270001		R	101	563	0%	No
US-40: Enhanced Diamond*	1610307000280001	1,706,637	F	804	71,510	4%	No
US-40: Enhanced Diamond*	1610307020010001	31,082	R	100	6,561	21%	No
US-40: Enhanced Diamond*	1610307020050001	98,787	R	101	0	0%	No
US-40: Enhanced Diamond*	1610307020050001		R	101	1,592	2%	No
US-40: Enhanced Diamond*	1610307020080001	151,835	R	101	38,601	25%	No
US-40: Enhanced Diamond*	1610307020090001	263,460	R	101	262,742	100%	**YES**
US-40: Enhanced Diamond*	1610408000010001	5,750	R	108	5,746	100%	**YES**
US-40: Enhanced Diamond*	1610408000040001	3,390,245	F	319	159,137	5%	No
US-40: Enhanced Diamond*	1610408000110001	1,292,068	F	804	29,572	2%	No
US-40: Enhanced Diamond*	1610408000120001	34,894	C	397	5,124	15%	No
US-40: Enhanced Diamond*	1610408000140001	105,518	R	101	1,040	1%	No
US-40: Enhanced Diamond*	1610408000150001	2,023,572	F	801	182	0%	No
US-40: Enhanced Diamond*	1610408000210001	82,586	C	340	2,326	3%	No
US-40: Enhanced Diamond*	1610408000210001		C	340	3,177	4%	No
US-40: Enhanced Diamond*	1610408000220001	555,105	C	332	2,541	0%	No
US-40: Enhanced Diamond*	1610408000220001		C	332	10,014	2%	No
US-40: Enhanced Diamond*	1610408000220001	142,883	C	332	20,913	15%	No
US-40: Enhanced Diamond*	1610408000220001		C	332	6,843	5%	No
US-40: Enhanced Diamond*	1610408000220001	555,105	C	332	12,726	2%	No
US-40: Enhanced Diamond*	1610408000220001		C	332	723	0%	No
US-40: Enhanced Diamond*	1610408000220101	14,560	C	332	1,950	13%	**YES**
US-40: Enhanced Diamond*	1610408020010001	55,407	C	398	1,198	2%	No
US-40: Enhanced Diamond*	1610408020020001	111,521	C	413	1,831	2%	No
US-40: Enhanced Diamond*	1610408020020001		C	413	674	1%	No
US-40: Enhanced Diamond*	1610408020020001		C	413	4,710	4%	No
US-40: Enhanced Diamond*	1610408020030001	74,379	C	397	1,910	3%	No
US-40: Enhanced Diamond*	1610408020040001	14,788	F	804	197	1%	No
US-40: Enhanced Diamond*	1620100000050001	16,526	R	101	1	0%	No
US-40: Enhanced Diamond*	1620100000060001	18,658	R	102	17,508	94%	**Yes**[1]
US-40: Enhanced Diamond*	1620100000090001	19,741	R	102	3,597	18%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
US-40: Enhanced Diamond*	1620100000100001	114,228	R	101	18,537	16%	No
US-40: Enhanced Diamond*	1620100030010001	172,241	X	620	35,959	21%	No
US-40: Enhanced Diamond*	1620104000080001	163,973	R	101	8,321	5%	No
US-40: Enhanced Diamond*	1620104000090001	13,841	X	600	6,240	45%	No
US-40: Enhanced Diamond*	1620104000100001	589,723	F	823	33,264	6%	No
US-40: Enhanced Diamond*	1620104000110001	673,302	R	213	35,616	5%	No
US-40: Enhanced Diamond*	1620104000120001	213,354	R	101	48,283	23%	No
US-40: Enhanced Diamond*	1620104010010001	30,021	R	101	6,858	23%	No
US-40: Enhanced Diamond*	1620104010260001	11,383	R	102	4,306	38%	No
US-40: Enhanced Diamond*	1620104030070001	57,699	R	130	17,798	31%	No
US-40: Enhanced Diamond*	1620104030080001	81,891	C	397	27,715	34%	No
US-40: Enhanced Diamond*	1620300000050001	696,344	F	810	6,071	1%	No
US-40: Enhanced Diamond*	1620300000050001		F	810	24,224	3%	No
US-40: Enhanced Diamond*	1620300000070001	77,819	R	100	325	0%	No
US-40: Enhanced Diamond*	1620300000070001		R	100	28,847	37%	No
US-40: Enhanced Diamond*	1620300020010001	283,088	R	101	4,321	2%	No
US-40: Enhanced Diamond*	1620300030020001	947,584	F	810	42,314	4%	No
US-40: Enhanced Diamond*	1620300030020001		F	810	16,717	2%	No
US-40: Enhanced Diamond*	1620300040020001	682,043	F	810	93,982	14%	No
	88	53,433,998			2,698,768	5%	6
US-40: Diamond w/ SW Loop	1530012000010001	669,852	C	300	32,241	5%	No
US-40: Diamond w/ SW Loop	1530012000020001	160,401	R	850	109,196	68%	No
US-40: Diamond w/ SW Loop	1530012000030101	1,897,471	F	810	13,950	1%	No
US-40: Diamond w/ SW Loop	1530012000030201	564,480	F	823	918	0%	No
US-40: Diamond w/ SW Loop	1530012000050001	27,795	F	830	1,587	6%	No
US-40: Diamond w/ SW Loop	1530012000050001	730,717	F	830	38,391	5%	No
US-40: Diamond w/ SW Loop	1530012000050001		F	830	103,948	14%	No
US-40: Diamond w/ SW Loop	1530012000090001	4,515,730	F	804	27	0%	No
US-40: Diamond w/ SW Loop	1530012000090001		F	804	3,774	0%	No
US-40: Diamond w/ SW Loop	1530012000090001		F	804	39	0%	No
US-40: Diamond w/ SW Loop	1530012010010001	65,154	R	101	0	0%	No
US-40: Diamond w/ SW Loop	1530012010020001	141,830	R	100	443	0%	No
US-40: Diamond w/ SW Loop	1530012010040001	165,978	R	101	1,424	1%	No
US-40: Diamond w/ SW Loop	1531112010150001	37,106	R	825	4,986	13%	No
US-40: Diamond w/ SW Loop	1610106000110001	1,878,171	F	804	638	0%	No
US-40: Diamond w/ SW Loop	1610106000110001		F	804	123,728	7%	No
US-40: Diamond w/ SW Loop	1610106000140001	815,050	C	373	812	0%	No
US-40: Diamond w/ SW Loop	1610106000150001	368,649	F	500	40,301	11%	No
US-40: Diamond w/ SW Loop	1610106000150001		F	500	79,515	22%	No
US-40: Diamond w/ SW Loop	1610106000160001	1,746,152	C	414	101,403	6%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	11,395	1%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	38,370	2%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	60,265	3%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	0	0%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	18,706	1%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	40,946	2%	No
US-40: Diamond w/ SW Loop	1610106000160001		C	414	203,127	12%	No
US-40: Diamond w/ SW Loop	1610106000170001	2,452,633	F	105	205,053	8%	No
US-40: Diamond w/ SW Loop	1610106000180001	66,946	X	353	60,368	90%	**Yes**
US-40: Diamond w/ SW Loop	1610106000190001	19,909	U	704	1,015	5%	No
US-40: Diamond w/ SW Loop	1610106000200001	3,427,282	F	804	0	0%	No
US-40: Diamond w/ SW Loop	1610106000200001		F	804	41,768	1%	No
US-40: Diamond w/ SW Loop	1610106000200001		F	804	11,874	0%	No
US-40: Diamond w/ SW Loop	1610106000280001	429,504	F	810	35,548	8%	No
US-40: Diamond w/ SW Loop	1610106010020001	80,072	R	103	21,560	27%	**Yes**[1]
US-40: Diamond w/ SW Loop	1610106010030001	60,299	F	823	3,763	6%	No
US-40: Diamond w/ SW Loop	1610106010030001		F	823	8,046	13%	No
US-40: Diamond w/ SW Loop	1610106010030001		F	823	0	0%	No
US-40: Diamond w/ SW Loop	1610106020090001	113,562	R	101	24,684	22%	No
US-40: Diamond w/ SW Loop	1610205000110001	1,020,294	F	810	136,137	13%	No
US-40: Diamond w/ SW Loop	1610205000150001	15,506	R	100	3,426	22%	No
US-40: Diamond w/ SW Loop	1610205000160001	148,118	R	101	20,600	14%	No
US-40: Diamond w/ SW Loop	1610205000160101	88,627	R	100	8,769	10%	No
US-40: Diamond w/ SW Loop	1610205000200001	386,202	F	810	27,581	7%	No
US-40: Diamond w/ SW Loop	1610205000210001	571,965	F	804	3,388	1%	No
US-40: Diamond w/ SW Loop	1610205000210001		F	804	54,455	10%	No
US-40: Diamond w/ SW Loop	1610205000210101	306,226	C	397	38,843	13%	No
US-40: Diamond w/ SW Loop	1610205000210401	103,771	C	373	26,282	25%	No
US-40: Diamond w/ SW Loop	1610205000240001	5,474,594	F	815	32,034	1%	No
US-40: Diamond w/ SW Loop	1610205020010001	56,807	R	101	23,880	42%	No
US-40: Diamond w/ SW Loop	1610205030040001	13,179	R	100	10,160	77%	**Yes**
US-40: Diamond w/ SW Loop	1610307000010001	56,126	R	825	7,538	13%	No
US-40: Diamond w/ SW Loop	1610307000020001	113,982	R	101	15,236	13%	No
US-40: Diamond w/ SW Loop	1610307000030001	178,926	F	804	107,673	60%	No
US-40: Diamond w/ SW Loop	1610307000050001	417,093	C	393	49,195	12%	No
US-40: Diamond w/ SW Loop	1610307000060001	84,762	R	108	84,711	100%	**Yes**
US-40: Diamond w/ SW Loop	1610307000070001	384,516	F	810	8,756	2%	No
US-40: Diamond w/ SW Loop	1610307000080001	65,965	R	103	6,916	10%	No
US-40: Diamond w/ SW Loop	1610307000090001	91,874	R	130	190	0%	No
US-40: Diamond w/ SW Loop	1610307000090001		R	130	2,745	3%	No
US-40: Diamond w/ SW Loop	1610307000100001	79,105	R	101	20	0%	No
US-40: Diamond w/ SW Loop	1610307000110001	43,788	R	101	684	2%	No
US-40: Diamond w/ SW Loop	1610307000120001	636,255	F	810	225	0%	No
US-40: Diamond w/ SW Loop	1610307000140001	2,776,119	C	340	268,675	10%	No
US-40: Diamond w/ SW Loop	1610307000220001	8,390,007	C	398	3,130	0%	No
US-40: Diamond w/ SW Loop	1610307000220001		C	398	33,016	0%	No
US-40: Diamond w/ SW Loop	1610307000220101	109,130	X	613	13,269	12%	No
US-40: Diamond w/ SW Loop	1610307000230001	769,586	F	810	2,060	0%	No
US-40: Diamond w/ SW Loop	1610307000230001		F	810	545	0%	No
US-40: Diamond w/ SW Loop	1610307000240001	69,868	F	804	6,400	9%	No
US-40: Diamond w/ SW Loop	1610307000240001		F	804	5,266	8%	No
US-40: Diamond w/ SW Loop	1610307000240101	56,194	C	397	358	1%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
US-40: Diamond w/ SW Loop	1610307000240101		C	397	6,658	12%	No
US-40: Diamond w/ SW Loop	1610307000250001	89,324	F	804	2,363	3%	No
US-40: Diamond w/ SW Loop	1610307000250001		F	804	3,626	4%	No
US-40: Diamond w/ SW Loop	1610307000250101	188,872	X	612	7,975	4%	No
US-40: Diamond w/ SW Loop	1610307000250101		X	612	7,653	4%	No
US-40: Diamond w/ SW Loop	1610307000260001	534,471	F	500	9,953	2%	No
US-40: Diamond w/ SW Loop	1610307000260001		F	500	4,392	1%	No
US-40: Diamond w/ SW Loop	1610307000270001	294,048	R	101	6,252	2%	No
US-40: Diamond w/ SW Loop	1610307000270001		R	101	80	0%	No
US-40: Diamond w/ SW Loop	1610307000280001	1,706,637	F	804	71,535	4%	No
US-40: Diamond w/ SW Loop	1610307020010001	31,082	R	100	6,593	21%	No
US-40: Diamond w/ SW Loop	1610307020050001	98,787	R	101	0	0%	No
US-40: Diamond w/ SW Loop	1610307020050001		R	101	1,398	1%	No
US-40: Diamond w/ SW Loop	1610307020080001	151,835	R	101	14,733	10%	No
US-40: Diamond w/ SW Loop	1610307020090001	263,460	R	101	228,430	87%	No
US-40: Diamond w/ SW Loop	1610408000010001	5,750	R	108	5,746	100%	**Yes**
US-40: Diamond w/ SW Loop	1610408000040001	3,390,245	F	319	159,292	5%	No
US-40: Diamond w/ SW Loop	1610408000110001	1,292,068	F	804	29,611	2%	No
US-40: Diamond w/ SW Loop	1610408000120001	34,894	C	397	5,147	15%	No
US-40: Diamond w/ SW Loop	1610408000140001	105,518	R	101	1,061	1%	No
US-40: Diamond w/ SW Loop	1610408000150001	2,023,572	F	801	214	0%	No
US-40: Diamond w/ SW Loop	1610408000210001	82,586	C	340	2,270	3%	No
US-40: Diamond w/ SW Loop	1610408000210001		C	340	3,225	4%	No
US-40: Diamond w/ SW Loop	1610408000220001	555,105	C	332	2,562	0%	No
US-40: Diamond w/ SW Loop	1610408000220001		C	332	9,952	2%	No
US-40: Diamond w/ SW Loop	1610408000220001	142,883	C	332	20,833	15%	No
US-40: Diamond w/ SW Loop	1610408000220001		C	332	6,920	5%	No
US-40: Diamond w/ SW Loop	1610408000220001	555,105	C	332	12,660	2%	No
US-40: Diamond w/ SW Loop	1610408000220001		C	332	779	0%	No
US-40: Diamond w/ SW Loop	1610408000220101	14,560	C	332	1,960	13%	No
US-40: Diamond w/ SW Loop	1610408020010001	55,407	C	398	1,248	2%	No
US-40: Diamond w/ SW Loop	1610408020020001	111,521	C	413	1,809	2%	No
US-40: Diamond w/ SW Loop	1610408020020001		C	413	736	1%	No
US-40: Diamond w/ SW Loop	1610408020020001		C	413	4,720	4%	No
US-40: Diamond w/ SW Loop	1610408020030001	74,379	C	397	1,921	3%	No
US-40: Diamond w/ SW Loop	1610408020040001	14,788	F	804	205	1%	No
US-40: Diamond w/ SW Loop	1620100000050001	16,526	R	101	0	0%	No
US-40: Diamond w/ SW Loop	1620100000060001	18,658	R	102	17,490	94%	**Yes**[1]
US-40: Diamond w/ SW Loop	1620100000090001	19,741	R	102	3,591	18%	No
US-40: Diamond w/ SW Loop	1620100000100001	114,228	R	101	18,545	16%	No
US-40: Diamond w/ SW Loop	1620100030010001	172,241	X	620	35,927	21%	No
US-40: Diamond w/ SW Loop	1620104000080001	163,973	R	101	8,302	5%	No
US-40: Diamond w/ SW Loop	1620104000090001	13,841	X	600	6,226	45%	**Yes**
US-40: Diamond w/ SW Loop	1620104000100001	589,723	F	823	33,220	6%	No
US-40: Diamond w/ SW Loop	1620104000110001	673,302	R	213	35,562	5%	No
US-40: Diamond w/ SW Loop	1620104000120001	213,354	R	101	48,233	23%	No
US-40: Diamond w/ SW Loop	1620104010010001	30,021	R	101	6,842	23%	No
US-40: Diamond w/ SW Loop	1620104010260001	11,383	R	102	4,296	38%	**Yes**
US-40: Diamond w/ SW Loop	1620104030070001	57,699	R	130	17,759	31%	No
US-40: Diamond w/ SW Loop	1620104030080001	81,891	C	397	27,681	34%	No
US-40: Diamond w/ SW Loop	1620300000050001	696,344	F	810	6,098	1%	No
US-40: Diamond w/ SW Loop	1620300000050001		F	810	24,286	3%	No
US-40: Diamond w/ SW Loop	1620300000070001	77,819	R	100	307	0%	No
US-40: Diamond w/ SW Loop	1620300000070001		R	100	28,861	37%	No
US-40: Diamond w/ SW Loop	1620300020010001	283,088	R	101	4,361	2%	No
US-40: Diamond w/ SW Loop	1620300030020001	947,584	F	810	42,285	4%	No
US-40: Diamond w/ SW Loop	1620300030020001		F	810	16,803	2%	No
US-40: Diamond w/ SW Loop	1620300040020001	682,043	F	810	0	0%	No
US-40: Diamond w/ SW Loop	1620300040020001		F	810	94,134	14%	No
	94	59,623,680			3,571,292	6%	8
Stadium w/ NW Loop Ramp	1620100000100001	114,228	R	101	10,949	10%	No
Stadium w/ NW Loop Ramp	1620100000110001	212,830	X	620	38,485	18%	No
Stadium w/ NW Loop Ramp	1620100000120001	429,715	R	100	40,064	9%	No
Stadium w/ NW Loop Ramp	1620100000130001	70,052			23,162	33%	No
Stadium w/ NW Loop Ramp	1620100020310001	12,155	R	105	7,046	58%	**Yes**[1]
Stadium w/ NW Loop Ramp	1620100020320001	9,447	R	101	5,513	58%	**Yes**[1]
Stadium w/ NW Loop Ramp	1620100020330001	14,558	R	101	14,549	100%	**Yes**[1]
Stadium w/ NW Loop Ramp	1620100020340001	13,601	R	101	4,877	36%	**Yes**[1]
Stadium w/ NW Loop Ramp	1620100060010001	93,314			28,754	31%	No
Stadium w/ NW Loop Ramp	1620200000010001	12,575,103	X	610	328	0%	No
Stadium w/ NW Loop Ramp	1620200000010001		X	610	273	0%	No
Stadium w/ NW Loop Ramp	1620200000010001		X	610	107	0%	No
Stadium w/ NW Loop Ramp	1620200000010001		X	610	771	0%	No
Stadium w/ NW Loop Ramp	1620200000010001		X	610	2,815	0%	No
Stadium w/ NW Loop Ramp	1620300000010001	3,314,266	F	823	154,848	5%	No
Stadium w/ NW Loop Ramp	1620300000190001	729,791	X	600	36,259	5%	No
Stadium w/ NW Loop Ramp	1620300030020001	947,584	F	810	21,606	2%	No
Stadium w/ NW Loop Ramp	1620300030020001		F	810	5,267	1%	No
Stadium w/ NW Loop Ramp	1620300030030001	389,157	F	810	69,746	18%	No
Stadium w/ NW Loop Ramp	1620400000060001	463,447	F	500	17,641	4%	No
Stadium w/ NW Loop Ramp	1620400000060001	397,371	F	500	34,557	9%	No
Stadium w/ NW Loop Ramp	1620400000060001		F	500	1,865	0%	No
Stadium w/ NW Loop Ramp	1620400000060001	6,425	F	500	6,421	100%	**Yes**
Stadium w/ NW Loop Ramp	1620400000060001		F	500	4,054	1%	No
Stadium w/ NW Loop Ramp	1620400000060101	8,846	F	500	8,840	100%	**Yes**
Stadium w/ NW Loop Ramp	1620400000070101	77,106	R	100	6,358	8%	No
Stadium w/ NW Loop Ramp	1620400010010001	41,163	C	353	432	1%	No
Stadium w/ NW Loop Ramp	1620400010020001	28,736	C	321	1,535	5%	No
Stadium w/ NW Loop Ramp	1620400010020101	40,773	C	314	545	1%	No
Stadium w/ NW Loop Ramp	1620400010060001	387,407	C	314	11,225	3%	No
Stadium w/ NW Loop Ramp	1620400010080001	88,172	C	315	18,180	21%	No
Stadium w/ NW Loop Ramp	1620400010120001	67,132	C	353	16,828	25%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
Stadium w/ NW Loop Ramp	1620400010130001	47,274	F	500	20,429	43%	No
Stadium w/ NW Loop Ramp	1620400010140001	43,574	F	500	30,455	70%	No
Stadium w/ NW Loop Ramp	1620400010150001	43,569	F	500	42,481	98%	**Yes**
Stadium w/ NW Loop Ramp	1620400010160001	41,936	F	500	41,911	100%	**Yes**
Stadium w/ NW Loop Ramp	1620400010170001	84,488	F	500	84,437	100%	**Yes**
Stadium w/ NW Loop Ramp	1620400010180001	88,120	F	500	11,379	13%	No
Stadium w/ NW Loop Ramp	1620400010190001	41,806	F	500	1,576	4%	No
Stadium w/ NW Loop Ramp	1620400010200001	28,622	F	500	1,327	5%	No
Stadium w/ NW Loop Ramp	1620400010210001	23,404	C	332	1,260	5%	No
Stadium w/ NW Loop Ramp	1620400010210101	21,828	F	500	1,257	6%	No
Stadium w/ NW Loop Ramp	1620400010210201	41,158	C	362	289	1%	No
Stadium w/ NW Loop Ramp	1620400010220001	42,003	F	500	6,350	15%	No
Stadium w/ NW Loop Ramp	1620400010230001	39,750	F	500	8,129	20%	No
Stadium w/ NW Loop Ramp	1620400010240001	39,895	F	500	21,055	53%	No
Stadium w/ NW Loop Ramp	1620400010260001	63,797	F	500	4,038	6%	No
Stadium w/ NW Loop Ramp	1620400090010001	17,258	C	341	1,434	8%	No
Stadium w/ NW Loop Ramp	1620400090010001	1,224,878	C	341	35,094	3%	No
Stadium w/ NW Loop Ramp	1620400090010001		C	341	1,219	0%	No
Stadium w/ NW Loop Ramp	1620400090020001	752	C	339	110	15%	**Yes**
Stadium w/ NW Loop Ramp	1620400090030001	14,854	F	500	14,845	100%	**Yes**
Stadium w/ NW Loop Ramp	1620400090040001	391,192	C	342	2,810	1%	No
Stadium w/ NW Loop Ramp	1620400090070001	297,954	C	341	7	0%	No
Stadium w/ NW Loop Ramp	1620400090080001	33,958	C	325	1,469	4%	No
Stadium w/ NW Loop Ramp	1620400110010001	1,292,333	C	397	60,695	5%	No
Stadium w/ NW Loop Ramp	1621100000030001	5,926	C	398	2,846	48%	**Yes**
Stadium w/ NW Loop Ramp	1621100000030001		C	398	870	15%	No
Stadium w/ NW Loop Ramp	1621100000040001	132,098	X	605	41,810	32%	No
Stadium w/ NW Loop Ramp	1621100000040001		X	605	64,813	49%	No
Stadium w/ NW Loop Ramp	1621100010010001	358,427	C	353	62,432	17%	No
Stadium w/ NW Loop Ramp	1621100010020101	114,589	F	100	8,829	8%	No
Stadium w/ NW Loop Ramp	1621100010020101		F	100	5,534	5%	No
Stadium w/ NW Loop Ramp	1621100010030001	319,697	C	373	96,993	30%	No
Stadium w/ NW Loop Ramp	1621100010030001		C	373	39,010	12%	No
Stadium w/ NW Loop Ramp	1621100010030101	62,954	C	353	62,917	100%	**Yes**
Stadium w/ NW Loop Ramp	1621100010040001	300,494	X	605	172,942	58%	No
Stadium w/ NW Loop Ramp	1621100010050001	22,073	C	349	6,748	31%	No
Stadium w/ NW Loop Ramp	1621100010060001	691,050	R	100	146,436	21%	No
Stadium w/ NW Loop Ramp	1621100010070001	31,542	R	100	7,501	24%	No
Stadium w/ NW Loop Ramp	1621100030010001	62,432	R	101	9,758	16%	No
Stadium w/ NW Loop Ramp	1621100040060001	20,014	R	100	11,055	55%	**Yes**
Stadium w/ NW Loop Ramp	1621100040070001	17,674	R	100	7,728	44%	**Yes**
Stadium w/ NW Loop Ramp	1621100040080001	16,439	R	100	12,744	78%	**Yes**
Stadium w/ NW Loop Ramp	1621100040090001	15,514	R	100	3,184	21%	No
Stadium w/ NW Loop Ramp	1621100050010001	16,805	R	101	1,429	9%	No
Stadium w/ NW Loop Ramp	1621100070010001	36,579	F	100	11,742	32%	No
Stadium w/ NW Loop Ramp	1621100070020001	7,615	R	100	7,611	100%	**Yes**
Stadium w/ NW Loop Ramp	1621100070030001	7,064	R	100	7,060	100%	**Yes**
Stadium w/ NW Loop Ramp	1621100070040001	41,558	R	100	33,987	82%	**Yes**
Stadium w/ NW Loop Ramp	1621600000090001	245,307	F	500	65,970	27%	No
Stadium w/ NW Loop Ramp	1621600000100001	49,900	C	397	12,701	25%	No
Stadium w/ NW Loop Ramp	1621600000110001	85,598	C	319	29,670	35%	No
Stadium w/ NW Loop Ramp	1621600000120001	65,980	R	301	32,770	50%	**Yes**[1]
Stadium w/ NW Loop Ramp	1621600000130001	17,734	C	332	2,705	15%	No
Stadium w/ NW Loop Ramp	1621600000140001	13,974	C	398	13,966	100%	**Yes**
Stadium w/ NW Loop Ramp	1621600000150001	22,863	C	332	16,607	73%	**Yes**
Stadium w/ NW Loop Ramp	1621600000160001	83,207	C	300	73,617	88%	**Yes**
Stadium w/ NW Loop Ramp	1621600010600001	28,630	C	397	26,435	92%	**Yes**
Stadium w/ NW Loop Ramp	1621600010620001	15,486	C	397	727	5%	No
Stadium w/ NW Loop Ramp	1621600050020001	503,760	X	620	891	0%	No
Stadium w/ NW Loop Ramp	1621600060030001	23,290	C	348	6,832	29%	No
Stadium w/ NW Loop Ramp	1621600070010001	75,110	F	500	44,492	59%	No
Stadium w/ NW Loop Ramp	1621600080010001	269,442	C	345	5,491	2%	No
Stadium w/ NW Loop Ramp	1621600080010001		C	345	15	0%	No
Stadium w/ NW Loop Ramp	1621600080010001		C	345	402	0%	No
Stadium w/ NW Loop Ramp	1621600080010001		C	345	1,198	0%	No
Stadium w/ NW Loop Ramp	1621600080020001	46,160	C	321	14,236	31%	No
Stadium w/ NW Loop Ramp	1621600080030001	28,749	C	325	3,451	12%	No
Stadium w/ NW Loop Ramp	1621600080030001		C	325	52	0%	No
Stadium w/ NW Loop Ramp	1621600090010001	36,659	C	321	1,575	4%	No
Stadium w/ NW Loop Ramp	1621600090020001	119,317	C	351	1,586	1%	No
Stadium w/ NW Loop Ramp	1621800000030001	62,283	F	810	2,677	4%	No
Stadium w/ NW Loop Ramp	1621800000030001		F	810	2,219	4%	No
Stadium w/ NW Loop Ramp	1621800000030001	12,160	F	810	12,153	100%	**Yes**
Stadium w/ NW Loop Ramp	1621800010610001	18,257	X	600	356	2%	No
Stadium w/ NW Loop Ramp	1631300010020001	353,882	R	316	74,898	21%	No
Stadium w/ NW Loop Ramp	1631300070010001	171,425	R	316	89,253	52%	No
	91	29,126,494			2,350,883	8%	25
Stadium w/ Tight Diamond* or SPUI	1620100000100001	114,228	R	101	10,949	10%	No
Stadium w/ Tight Diamond* or SPUI	1620100000110001	212,830	X	620	38,933	18%	No
Stadium w/ Tight Diamond* or SPUI	1620100000120001	429,715	R	100	42,550	10%	No
Stadium w/ Tight Diamond* or SPUI	1620100000130001	70,052			23,162	33%	No
Stadium w/ Tight Diamond* or SPUI	1620100020310001	12,155	R	105	7,045	58%	**Yes**[1]
Stadium w/ Tight Diamond* or SPUI	1620100020320001	9,447	R	101	5,513	58%	**Yes**[1]
Stadium w/ Tight Diamond* or SPUI	1620100020330001	14,558	R	101	14,549	100%	**Yes**[1]
Stadium w/ Tight Diamond* or SPUI	1620100020340001	13,601	R	101	4,876	36%	**Yes**[1]
Stadium w/ Tight Diamond* or SPUI	1620100060010001	93,314			28,754	31%	No
Stadium w/ Tight Diamond* or SPUI	1620200000010001	12,575,103	X	610	328	0%	No
Stadium w/ Tight Diamond* or SPUI	1620200000010001		X	610	273	0%	No
Stadium w/ Tight Diamond* or SPUI	1620200000010001		X	610	107	0%	No
Stadium w/ Tight Diamond* or SPUI	1620200000010001		X	610	369	0%	No
Stadium w/ Tight Diamond* or SPUI	1620300000010001	3,314,266	F	823	154,832	5%	No
Stadium w/ Tight Diamond* or SPUI	1620300000190001	729,791	X	600	36,259	5%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
Stadium w/ Tight Diamond* or SPUI	1620300030020001	947,584	F	810	21,606	2%	No
Stadium w/ Tight Diamond* or SPUI	1620300030020001		F	810	5,267	1%	No
Stadium w/ Tight Diamond* or SPUI	1620300030030001	389,157	F	810	69,746	18%	No
Stadium w/ Tight Diamond* or SPUI	1620400000060001	463,447	F	500	17,641	4%	No
Stadium w/ Tight Diamond* or SPUI	1620400000060001	397,371	F	500	34,557	9%	No
Stadium w/ Tight Diamond* or SPUI	1620400000060001		F	500	1,865	0%	No
Stadium w/ Tight Diamond* or SPUI	1620400000060001	6,425	F	500	6,421	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400000060001		F	500	4,054	1%	No
Stadium w/ Tight Diamond* or SPUI	1620400000060101	8,846	F	500	8,840	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400000070101	77,106	R	100	6,358	8%	No
Stadium w/ Tight Diamond* or SPUI	1620400010010001	41,163	C	353	429	1%	No
Stadium w/ Tight Diamond* or SPUI	1620400010020001	28,736	C	321	1,516	5%	No
Stadium w/ Tight Diamond* or SPUI	1620400010020101	40,773	C	314	524	1%	No
Stadium w/ Tight Diamond* or SPUI	1620400010060001	387,407	C	314	11,207	3%	No
Stadium w/ Tight Diamond* or SPUI	1620400010080001	88,172	C	315	18,174	21%	No
Stadium w/ Tight Diamond* or SPUI	1620400010120001	67,132	C	353	16,827	25%	No
Stadium w/ Tight Diamond* or SPUI	1620400010130001	47,274	F	500	20,436	43%	No
Stadium w/ Tight Diamond* or SPUI	1620400010140001	43,574	F	500	30,464	70%	No
Stadium w/ Tight Diamond* or SPUI	1620400010150001	43,569	F	500	42,483	98%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400010160001	41,936	F	500	41,911	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400010170001	84,488	F	500	84,437	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400010180001	88,120	F	500	11,365	13%	No
Stadium w/ Tight Diamond* or SPUI	1620400010190001	41,806	F	500	1,576	4%	No
Stadium w/ Tight Diamond* or SPUI	1620400010200001	28,622	F	500	1,327	5%	No
Stadium w/ Tight Diamond* or SPUI	1620400010210001	23,404	C	332	1,260	5%	No
Stadium w/ Tight Diamond* or SPUI	1620400010210101	21,828	F	500	1,257	6%	No
Stadium w/ Tight Diamond* or SPUI	1620400010210201	41,158	C	362	289	1%	No
Stadium w/ Tight Diamond* or SPUI	1620400010220001	42,003	F	500	6,350	15%	No
Stadium w/ Tight Diamond* or SPUI	1620400010230001	39,750	F	500	8,129	20%	No
Stadium w/ Tight Diamond* or SPUI	1620400010240001	39,895	F	500	21,054	53%	No
Stadium w/ Tight Diamond* or SPUI	1620400010260001	63,797	F	500	4,037	6%	No
Stadium w/ Tight Diamond* or SPUI	1620400090010001	17,258	C	341	1,422	8%	No
Stadium w/ Tight Diamond* or SPUI	1620400090010001	1,224,878	C	341	35,094	3%	No
Stadium w/ Tight Diamond* or SPUI	1620400090010001		C	341	1,219	0%	No
Stadium w/ Tight Diamond* or SPUI	1620400090020001	752	C	339	108	14%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400090030001	14,854	F	500	14,845	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1620400090040001	391,192	C	342	2,800	1%	No
Stadium w/ Tight Diamond* or SPUI	1620400090070001	297,954	C	341	7	0%	No
Stadium w/ Tight Diamond* or SPUI	1620400090080001	33,958	C	325	1,454	4%	No
Stadium w/ Tight Diamond* or SPUI	1620400110010001	1,292,333	C	397	60,695	5%	No
Stadium w/ Tight Diamond* or SPUI	1621100000030001	5,926	C	398	5,922	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621100000040001	132,098	X	605	132,020	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621100010020101	114,589	F	100	3,087	3%	No
Stadium w/ Tight Diamond* or SPUI	1621100010030001	319,697	C	373	3,121	1%	No
Stadium w/ Tight Diamond* or SPUI	1621100010030001		C	373	6,757	2%	No
Stadium w/ Tight Diamond* or SPUI	1621100010030101	62,954	C	353	30,992	49%	No
Stadium w/ Tight Diamond* or SPUI	1621100010040001	300,494	X	605	33,295	11%	No
Stadium w/ Tight Diamond* or SPUI	1621100040060001	20,014	R	100	11,055	55%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621100040070001	17,674	R	100	7,729	44%	No
Stadium w/ Tight Diamond* or SPUI	1621100040080001	16,439	R	100	12,744	78%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621100040090001	15,514	R	100	5,236	34%	No
Stadium w/ Tight Diamond* or SPUI	1621100040100001	20,110	R	101	2,356	12%	No
Stadium w/ Tight Diamond* or SPUI	1621100040110001	21,714	R	101	2,071	10%	No
Stadium w/ Tight Diamond* or SPUI	1621100040120001	19,359	R	101	2,021	10%	No
Stadium w/ Tight Diamond* or SPUI	1621100040120101	14,719	R	101	1,692	11%	No
Stadium w/ Tight Diamond* or SPUI	1621100050010001	16,805	R	101	1,702	10%	No
Stadium w/ Tight Diamond* or SPUI	1621600000090001	245,307	F	500	67,942	28%	No
Stadium w/ Tight Diamond* or SPUI	1621600000100001	49,900	C	397	13,662	27%	No
Stadium w/ Tight Diamond* or SPUI	1621600000110001	85,598	C	319	30,947	36%	No
Stadium w/ Tight Diamond* or SPUI	1621600000120001	65,980	R	301	33,534	51%	**Yes**[1]
Stadium w/ Tight Diamond* or SPUI	1621600000130001	17,734	C	332	2,861	16%	No
Stadium w/ Tight Diamond* or SPUI	1621600000140001	13,974	C	398	13,966	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621600000150001	22,863	C	332	16,526	72%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621600000160001	83,207	C	300	70,110	84%	No
Stadium w/ Tight Diamond* or SPUI	1621600010600001	28,630	C	397	26,435	92%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621600010620001	15,486	C	397	727	5%	No
Stadium w/ Tight Diamond* or SPUI	1621600050020001	503,760	X	620	886	0%	No
Stadium w/ Tight Diamond* or SPUI	1621600060030001	23,290	C	348	6,850	29%	No
Stadium w/ Tight Diamond* or SPUI	1621600070010001	75,110	F	500	44,492	59%	No
Stadium w/ Tight Diamond* or SPUI	1621600080010001	269,442	C	345	5,499	2%	No
Stadium w/ Tight Diamond* or SPUI	1621600080010001		C	345	17	0%	No
Stadium w/ Tight Diamond* or SPUI	1621600080010001		C	345	396	0%	No
Stadium w/ Tight Diamond* or SPUI	1621600080010001		C	345	1,203	0%	No
Stadium w/ Tight Diamond* or SPUI	1621600080020001	46,160	C	321	14,275	31%	No
Stadium w/ Tight Diamond* or SPUI	1621600080030001	28,749	C	325	3,451	12%	No
Stadium w/ Tight Diamond* or SPUI	1621600080030001		C	325	59	0%	No
Stadium w/ Tight Diamond* or SPUI	1621600090010001	36,659	C	321	1,599	4%	No
Stadium w/ Tight Diamond* or SPUI	1621600090020001	119,317	C	351	1,593	1%	No
Stadium w/ Tight Diamond* or SPUI	1621800000030001	62,283	F	810	2,677	4%	No
Stadium w/ Tight Diamond* or SPUI	1621800000030001		F	810	2,219	4%	No
Stadium w/ Tight Diamond* or SPUI	1621800000030001	12,160	F	810	12,153	100%	**Yes**
Stadium w/ Tight Diamond* or SPUI	1621800010610001	18,257	X	600	356	2%	No
Stadium w/ Tight Diamond* or SPUI	1631300010020001	353,882	R	316	74,898	21%	No
Stadium w/ Tight Diamond* or SPUI	1631300070010001	171,425	R	316	89,253	52%	No
	86	27,944,057			1,787,939	6%	20
Stadium w/ Split Diamond	1620100000100001	114,228	R	101	10,949	10%	No
Stadium w/ Split Diamond	1620100000110001	212,830	X	620	38,485	18%	No
Stadium w/ Split Diamond	1620100000120001	429,715	R	100	40,064	9%	No
Stadium w/ Split Diamond	1620100000130001	70,052			23,162	33%	No
Stadium w/ Split Diamond	1620100020310001	12,155	R	105	7,046	58%	**Yes**[1]
Stadium w/ Split Diamond	1620100020320001	9,447	R	101	5,513	58%	**Yes**[1]
Stadium w/ Split Diamond	1620100020330001	14,558	R	101	14,549	100%	**Yes**[1]

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
Stadium w/ Split Diamond	1620100020340001	13,601	R	101	4,877	36%	**Yes**[1]
Stadium w/ Split Diamond	1620100060010001	93,314			28,754	31%	No
Stadium w/ Split Diamond	1620200000010001	12,575,103	X	610	328	0%	No
Stadium w/ Split Diamond	1620200000010001		X	610	273	0%	No
Stadium w/ Split Diamond	1620200000010001		X	610	107	0%	No
Stadium w/ Split Diamond	1620200000010001		X	610	370	0%	No
Stadium w/ Split Diamond	1620300000010001	3,314,266	F	823	262,125	8%	No
Stadium w/ Split Diamond	1620300000190001	729,791	X	600	36,259	5%	No
Stadium w/ Split Diamond	1620300030020001	947,584	F	810	21,606	2%	No
Stadium w/ Split Diamond	1620300030020001		F	810	5,267	1%	No
Stadium w/ Split Diamond	1620300030030001	389,157	F	810	69,746	18%	No
Stadium w/ Split Diamond	1620400000060001	463,447	F	500	17,641	4%	No
Stadium w/ Split Diamond	1620400000060001	397,371	F	500	34,557	9%	No
Stadium w/ Split Diamond	1620400000060001		F	500	1,865	0%	No
Stadium w/ Split Diamond	1620400000060001	6,425	F	500	6,421	100%	**Yes**
Stadium w/ Split Diamond	1620400000060001		F	500	8,761	2%	No
Stadium w/ Split Diamond	1620400000060101	8,846	F	500	8,840	100%	**Yes**
Stadium w/ Split Diamond	1620400000070101	77,106	R	100	6,358	8%	No
Stadium w/ Split Diamond	1620400010010001	41,163	C	353	226	1%	No
Stadium w/ Split Diamond	1620400010020001	28,736	C	321	1,535	5%	No
Stadium w/ Split Diamond	1620400010020101	40,773	C	314	545	1%	No
Stadium w/ Split Diamond	1620400010060001	387,407	C	314	32	0%	No
Stadium w/ Split Diamond	1620400010060001		C	314	2,346	1%	No
Stadium w/ Split Diamond	1620400010080001	88,172	C	315	15,026	17%	No
Stadium w/ Split Diamond	1620400010120001	67,132	C	353	12,799	19%	No
Stadium w/ Split Diamond	1620400010130001	47,274	F	500	10,118	21%	No
Stadium w/ Split Diamond	1620400010140001	43,574	F	500	9,889	23%	No
Stadium w/ Split Diamond	1620400010150001	43,569	F	500	32,995	76%	No
Stadium w/ Split Diamond	1620400010160001	41,936	F	500	15,728	38%	No
Stadium w/ Split Diamond	1620400010170001	84,488	F	500	33,776	40%	No
Stadium w/ Split Diamond	1620400010180001	88,120	F	500	28,508	32%	No
Stadium w/ Split Diamond	1620400010190001	41,806	F	500	1,597	4%	No
Stadium w/ Split Diamond	1620400010200001	28,622	F	500	1,914	7%	No
Stadium w/ Split Diamond	1620400010200001		F	500	1,341	5%	No
Stadium w/ Split Diamond	1620400010210001	23,404	C	332	16,552	71%	**Yes**
Stadium w/ Split Diamond	1620400010210101	21,828	F	500	20,178	92%	**Yes**
Stadium w/ Split Diamond	1620400010210201	41,158	C	362	22,892	56%	No
Stadium w/ Split Diamond	1620400010220001	42,003	F	500	6,350	15%	No
Stadium w/ Split Diamond	1620400010230001	39,750	F	500	8,129	20%	No
Stadium w/ Split Diamond	1620400010240001	39,895	F	500	21,055	53%	No
Stadium w/ Split Diamond	1620400010260001	63,797	F	500	4,038	6%	No
Stadium w/ Split Diamond	1620400090010001	17,258	C	341	1,434	8%	No
Stadium w/ Split Diamond	1620400090010001	1,224,878	C	341	35,094	3%	No
Stadium w/ Split Diamond	1620400090010001		C	341	1,219	0%	No
Stadium w/ Split Diamond	1620400090020001	752	C	339	110	15%	**Yes**
Stadium w/ Split Diamond	1620400090030001	14,854	F	500	14,845	100%	**Yes**
Stadium w/ Split Diamond	1620400090040001	391,192	C	342	2,811	1%	No
Stadium w/ Split Diamond	1620400090070001	297,954	C	341	7	0%	No
Stadium w/ Split Diamond	1620400090080001	33,958	C	325	1,469	4%	No
Stadium w/ Split Diamond	1620400110010001	1,292,333	C	397	60,695	5%	No
Stadium w/ Split Diamond	1621100000030001	5,926	C	398	5,922	100%	**Yes**
Stadium w/ Split Diamond	1621100000040001	132,098	X	605	116,000	88%	No
Stadium w/ Split Diamond	1621100010020101	114,589	F	100	73,912	65%	No
Stadium w/ Split Diamond	1621100010030001	319,697	C	373	764	0%	No
Stadium w/ Split Diamond	1621100010030001		C	373	4,956	2%	No
Stadium w/ Split Diamond	1621100010030001		C	373	52,303	16%	No
Stadium w/ Split Diamond	1621100010030101	62,954	C	353	18,899	30%	No
Stadium w/ Split Diamond	1621100010040001	300,494	X	605	32,116	11%	No
Stadium w/ Split Diamond	1621100010040001		X	605	15,646	5%	No
Stadium w/ Split Diamond	1621100010050001	22,073	C	349	451	2%	No
Stadium w/ Split Diamond	1621100010050001		C	349	554	3%	No
Stadium w/ Split Diamond	1621100010060001	691,050	R	100	99,729	14%	No
Stadium w/ Split Diamond	1621100030010001	62,432	R	101	9,758	16%	No
Stadium w/ Split Diamond	1621100040060001	20,014	R	100	11,055	55%	No
Stadium w/ Split Diamond	1621100040070001	17,674	R	100	7,728	44%	No
Stadium w/ Split Diamond	1621100040080001	16,439	R	100	12,744	78%	**Yes**
Stadium w/ Split Diamond	1621100040090001	15,514	R	100	3,184	21%	No
Stadium w/ Split Diamond	1621100050010001	16,805	R	101	1,429	9%	No
Stadium w/ Split Diamond	1621100070010001	36,579	F	100	11,742	32%	No
Stadium w/ Split Diamond	1621100070020001	7,615	R	100	7,611	100%	**Yes**
Stadium w/ Split Diamond	1621100070030001	7,064	R	100	7,060	100%	**Yes**
Stadium w/ Split Diamond	1621100070040001	41,558	R	100	33,987	82%	**Yes**
Stadium w/ Split Diamond	1621600000090001	245,307	F	500	65,967	27%	No
Stadium w/ Split Diamond	1621600000100001	49,900	C	397	12,699	25%	No
Stadium w/ Split Diamond	1621600000110001	85,598	C	319	29,662	35%	No
Stadium w/ Split Diamond	1621600000120001	65,980	R	301	32,756	50%	**Yes**[1]
Stadium w/ Split Diamond	1621600000130001	17,734	C	332	2,695	15%	No
Stadium w/ Split Diamond	1621600000140001	13,974	C	398	13,966	100%	**Yes**
Stadium w/ Split Diamond	1621600000150001	22,863	C	332	16,602	73%	**Yes**
Stadium w/ Split Diamond	1621600000160001	83,207	C	300	73,617	88%	**Yes**
Stadium w/ Split Diamond	1621600010600001	28,630	C	397	26,430	92%	**Yes**
Stadium w/ Split Diamond	1621600010620001	15,486	C	397	724	5%	No
Stadium w/ Split Diamond	1621600050020001	503,760	X	620	819	0%	No
Stadium w/ Split Diamond	1621600060030001	23,290	C	348	5,755	25%	No
Stadium w/ Split Diamond	1621600070010001	75,110	F	500	44,482	59%	No
Stadium w/ Split Diamond	1621600080010001	269,442	C	345	1,355	1%	No
Stadium w/ Split Diamond	1621600080010001		C	345	21	0%	No
Stadium w/ Split Diamond	1621600080010001		C	345	402	0%	No
Stadium w/ Split Diamond	1621600080010001		C	345	1,198	0%	No
Stadium w/ Split Diamond	1621600080020001	46,160	C	321	14,244	31%	No
Stadium w/ Split Diamond	1621600080030001	28,749	C	325	2,076	7%	No
Stadium w/ Split Diamond	1621600080030001		C	325	86	0%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
Stadium w/ Split Diamond	1621600090010001	36,659	C	321	1,572	4%	No
Stadium w/ Split Diamond	1621600090020001	119,317	C	351	1,486	1%	No
Stadium w/ Split Diamond	1621800000030001	62,283	F	810	2,677	4%	No
Stadium w/ Split Diamond	1621800000030001		F	810	2,219	4%	No
Stadium w/ Split Diamond	1621800000030001	12,160	F	810	12,153	100%	**Yes**
Stadium w/ Split Diamond	1621800010610001	18,257	X	600	356	2%	No
Stadium w/ Split Diamond	1631300010020001	353,882	R	316	74,906	21%	No
Stadium w/ Split Diamond	1631300070010001	171,425	R	316	89,254	52%	No
	89	28,736,526			2,096,907	7%	21
I-70 Bus.Loop (West): Two-Point Interchange*	1630100000080001	438,496	C	695	16,526	4%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1630100010040001	617,920	X	695	2,675	0%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000020001	41,085	C	397	310	1%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000030001	59,533	C	373	1,153	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000030001		C	373	797	1%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000060001	15,949	C	321	383	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000060101	12,349	C	333	11,246	91%	**Yes**
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000070001	66,853	R	101	143	0%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000070001		R	101	57	0%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000090001	166,379	C	347	2,762	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000000110001	198,160	C	339	11,086	6%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010280001	33,483	R	100	819	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010290001	15,848	R	100	585	4%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010300001	14,073	R	101	483	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010310001	14,466	R	101	476	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010320001	14,675	R	101	486	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000010330001	16,202	R	101	271	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021530001	21,314	R	102	322	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021540001	13,559	R	102	425	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021550001	11,132	R	102	268	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021560001	10,102	R	102	237	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021570001	10,436	R	102	309	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021580001	10,319	R	102	299	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021590001	10,555	R	102	601	6%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021600001	13,141	R	102	853	6%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000021610001	13,204	R	101	94	1%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022020001	20,340	R	101	655	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022030001	1,775	R	109	97	5%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022040001	10,773	R	101	531	5%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022050001	8,366	R	101	278	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022060001	8,442	R	101	371	4%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022070001	8,471	R	101	446	5%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022080001	8,590	R	101	549	6%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000022090001	11,704	R	101	199	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631000030130001	637,432	C	343	17,703	3%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300000010001	237,096	X	612	71,645	30%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300010020001	353,882	R	316	52,782	15%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300060010001	23,466	C	348	1,348	6%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300060040001	391,709	C	373	186,157	48%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300060040001		C	373	6,578	2%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300060050001	53,168	C	343	585	1%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300100030001	92,255	C	321	422	0%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631300100030201	28,524	C	333	145	1%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400020100001	6,521		000	354	5%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400140030001	25,156	C	348	4,130	16%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400180010001	118,272	C	397	251	0%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400190020001	148,231	C	315	7,779	5%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400210010001	92,597	C	321	10,051	11%	No
I-70 Bus.Loop (West): Two-Point Interchange*	1631400210020001	70,369	C	321	4,779	7%	No
	46	4,196,376			421,503	10%	1
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631000010330001	16,202	R	101	13	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631000030010001	11,069	R	104	8,042	73%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631000030130001	637,432	C	343	5,727	1%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100000010001	125,395	C	331	68	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100000060001	1,613,784	X	640	69,242	4%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100000070001	27,730	C	334	14,653	53%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100000080001	45,945	C	321	970	2%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020610001	17,031	R	102	6,529	38%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020620001	16,713	R	101	5,484	33%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020630001	15,158	R	101	4,039	27%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020640001	14,768	R	101	2,975	20%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020650001	14,454	R	101	2,107	15%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020660001	14,360	R	101	1,158	8%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100020670001	13,569	R	101	284	2%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040010001	59,087	X	353	40,592	69%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040030001	15,763	X	605	5,429	34%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040040001	32,882	X	620	7,951	24%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040050001	26,830	X	339	26,815	100%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040060001	126,204	C	398	32,201	26%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040060101	1,872	C	339	1,871	100%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040510001	67,651	C	373	4,586	7%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040520001	242,234	C	401	41,851	17%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100040540001	28,080	R	100	22,832	81%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631100050010001	36,137	C	321	32,697	90%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000010001	37,112	F	500	423	1%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000020001	53,185	F	500	1,012	2%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000060001	265,468	C	315	72,794	27%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000070001	31,599	C	348	20	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000080001	31,519	C	333	13,633	43%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200000090001	638,424	C	321	383,786	60%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200010050001	76,795	C	373	40,620	53%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200020030001	212,746	C	381	3,062	1%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200070010001	182,721	C	315	35,052	19%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200070010001		C	315	489	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200080010001	106,175	C	374	33,716	32%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200080010101	72,700	C	397	48,752	67%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1631200080020001	63,346	C	398	50,609	80%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900000010001	323,801	F	500	38,643	12%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900000010101	222,506	F	500	27,322	12%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900000030001	532,838	C	315	49,798	9%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900000070001	106,859	R	123	105,626	99%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010010001	292,490	F	500	162,295	55%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010080001	65,087	C	374	27,491	42%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010100001	59,914	F	500	526	1%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010480001	8,232	R	101	5,975	73%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010490001	11,667	R	101	8,926	77%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010510001	16,047	C	393	4,202	26%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900010970001	1,110,205	X	703	4,260	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900011080001	1,274,735	F	810	282,465	22%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900011100001	119,965	X	367	83,234	69%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900011110001	100,936	T	702	71,655	71%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900011120001	16,877	C	397	11,671	69%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900011130001	110,449	X	600	73,296	66%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900020010001	32,478	R	211	880	3%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900020050001	27,017	X	600	2,179	8%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900050010001	247,373	C	331	34,640	14%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900070010001	59,920	C	373	14	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900070010001		C	373	213	0%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090010001	23,434	C	300	14,373	61%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090020001	22,808	C	353	14,482	63%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090030001	21,982		000	14,447	66%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090040001	20,987		000	13,499	64%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090050001	21,162		000	12,645	60%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090060001	31,357		000	19,219	61%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090070001	45,701	C	300	31,644	69%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1710900090080001	112,649	C	300	64,138	57%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000000060101	1,310	C	339	1,309	100%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000000080001	125,734	C	353	56,037	45%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000000140001	108,850	X	705	36,967	34%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000020080001	11,014	R	100	8,403	76%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000020090001	11,402	R	100	11,395	100%	**Yes**
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000020100001	12,483	R	101	12,476	100%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000020110001	14,315	R	101	12,650	88%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000020120001	16,928	R	101	11,735	69%	**Yes**[1]
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000040050001	27,690	C	325	4,062	15%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000040060001	225,530	C	353	8,115	4%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060030001	25,674	C	353	5,290	21%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060040001	29,828	C	397	7,859	26%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060050001	33,938	C	353	9,792	29%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060060001	23,727	C	325	8,291	35%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060070001	45,973	C	351	2,329	5%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060080001	17,192	C	339	1,276	7%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060090001	39,218	C	373	14,982	38%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060110001	122,911	C	374	52,343	43%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000060110101	44,269	C	321	11,073	25%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000120010001	94,731	C	397	43,537	46%	No
MO-163, 763 and Bus Loop (E): One-Way Frontage Rd*	1711000150010001	109,004	C	413	39,738	36%	No
	85	11,173,337			2,561,503	23%	20
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631000010330001	16,202	R	101	26	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631000030010001	11,069	R	104	4,984	45%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631000030130001	637,432	C	343	4,939	1%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100000010001	125,395	C	331	47	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100000060001	1,613,784	X	640	50,462	3%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100000070001	27,730	C	334	14,356	52%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100000080001	45,945	C	321	744	2%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020610001	17,031	R	102	6,435	38%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020620001	16,713	R	101	5,388	32%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020630001	15,158	R	101	3,948	26%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020640001	14,768	R	101	2,885	20%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020650001	14,454	R	101	2,014	14%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020660001	14,360	R	101	1,066	7%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100020670001	13,569	R	101	212	2%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040010001	59,087	X	353	40,221	68%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040030001	15,763	X	605	5,305	34%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040040001	32,882	X	620	7,708	23%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040050001	26,830	X	339	26,815	100%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040060001	126,204	C	398	32,487	26%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040060101	1,872	C	339	1,871	100%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040510001	67,651	C	373	4,198	6%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040520001	242,234	C	401	42,181	17%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100040540001	28,080	R	100	23,052	82%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631100050010001	36,137	C	321	32,598	90%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000010001	37,112	F	500	439	1%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000020001	53,185	F	500	1,181	2%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000060001	265,468	C	315	69,090	26%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000070001	31,599	C	348	225	1%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000080001	31,519	C	333	13,281	42%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200000090001	638,424	C	321	359,902	56%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200010050001	76,795	C	373	46,729	61%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200020030001	212,746	C	381	3,461	2%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200070010001	182,721	C	315	24,259	13%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200070010001		C	315	304	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200080010001	106,175	C	374	26,852	25%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200080010101	72,700	C	397	54,260	75%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
MO-163, 763 and Bus Loop (E): Collector/Distributor	1631200080020001	63,346	C	398	56,711	90%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900000010001	323,801	F	500	38,728	12%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900000010101	222,506	F	500	27,522	12%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900000030001	532,838	C	315	66,261	12%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900000070001	106,859	R	123	106,796	100%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010010001	292,490	F	500	162,682	56%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010080001	65,087	C	374	17,778	27%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010100001	59,914	F	500	235	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010470001	6,830	R	101	448	7%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010480001	8,232	R	101	5,033	61%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010490001	11,667	R	101	5,327	46%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010510001	16,047	C	393	3,117	19%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900010970001	1,110,205	X	703	3,007	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900011080001	1,274,735	F	810	283,568	22%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900011100001	119,965	X	367	79,595	66%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900011110001	100,936	T	702	62,363	62%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900011120001	16,877	C	397	10,398	62%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900011130001	110,449	X	600	66,383	60%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900020010001	32,478	R	211	19,098	59%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900020050001	27,017	X	600	10,002	37%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900050010001	247,373	C	331	38,551	16%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900070010001	59,920	C	373	27,192	45%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900070010001		C	373	246	0%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090010001	23,434	C	300	14,551	62%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090020001	22,808	C	353	14,661	64%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090030001	21,982		000	14,624	67%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090040001	20,987		000	14,465	69%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090050001	21,162		000	15,140	72%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090060001	31,357		000	23,196	74%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090070001	45,701	C	300	37,535	82%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1710900090080001	112,649	C	300	76,688	68%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000000060101	1,310	C	339	1,309	100%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000000080001	125,734	C	353	56,326	45%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000000140001	108,850	X	705	36,410	33%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000020080001	11,014	R	100	8,400	76%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000020090001	11,402	R	100	11,395	100%	**Yes**
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000020100001	12,483	R	101	12,476	100%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000020110001	14,315	R	101	12,603	88%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000020120001	16,928	R	101	11,687	69%	**Yes**[1]
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000040050001	27,690	C	325	4,047	15%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000040060001	225,530	C	353	8,073	4%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060030001	25,674	C	353	5,283	21%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060040001	29,828	C	397	7,891	26%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060050001	33,938	C	353	9,892	29%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060060001	23,727	C	325	8,371	35%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060070001	45,973	C	351	2,657	6%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060080001	17,192	C	339	1,351	8%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060090001	39,218	C	373	15,333	39%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060110001	122,911	C	374	52,425	43%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000060110101	44,269	C	321	11,326	26%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000120010001	94,731	C	397	43,325	46%	No
MO-163, 763 and Bus Loop (E): Collector/Distributor	1711000150010001	109,004	C	413	39,904	37%	No
	86	11,180,167			2,576,312	23%	23
US-63 Tight Right-of-Way Interchange*	1710200000030001	1,112,421	R	213	44,952	4%	No
US-63 Tight Right-of-Way Interchange*	1710200000030201	468,911	X	600	1,174	0%	No
US-63 Tight Right-of-Way Interchange*	1710200000030301	340,880	X	600	15,095	4%	No
US-63 Tight Right-of-Way Interchange*	1710200000030301		X	600	645	0%	No
US-63 Tight Right-of-Way Interchange*	1710200000030301		X	600	9,449	3%	No
US-63 Tight Right-of-Way Interchange*	1710400010090001	289,487	C	349	726	0%	No
US-63 Tight Right-of-Way Interchange*	1711000040060001	225,530	C	353	7,587	3%	No
US-63 Tight Right-of-Way Interchange*	1711000050070001	9,005	R	102	25	0%	No
US-63 Tight Right-of-Way Interchange*	1711000050080001	11,410	R	102	426	4%	No
US-63 Tight Right-of-Way Interchange*	1711000050130001	11,348	R	101	2,406	21%	**Yes**[1]
US-63 Tight Right-of-Way Interchange*	1711000050140001	9,994	R	101	3,349	34%	**Yes**[1]
US-63 Tight Right-of-Way Interchange*	1711000050150001	15,937	R	104	8,857	56%	**Yes**[1]
US-63 Tight Right-of-Way Interchange*	1711000050160001	442	R	100	442	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711000050180001	10,820	R	102	1,120	10%	No
US-63 Tight Right-of-Way Interchange*	1711000060010001	456,479	C	397	70,435	15%	No
US-63 Tight Right-of-Way Interchange*	1711000060030001	25,674	C	353	1,930	8%	No
US-63 Tight Right-of-Way Interchange*	1711000070010001	13,560	R	102	859	6%	No
US-63 Tight Right-of-Way Interchange*	1711000070020001	9,422	R	102	1,006	11%	No
US-63 Tight Right-of-Way Interchange*	1711000110010001	235,184	R	211	77	0%	No
US-63 Tight Right-of-Way Interchange*	1711100000010001	400,461	C	349	101,766	25%	No
US-63 Tight Right-of-Way Interchange*	1711100000020001	190,167	R	101	49,866	26%	No
US-63 Tight Right-of-Way Interchange*	1711100070070001	22,176	R	101	2,791	13%	No
US-63 Tight Right-of-Way Interchange*	1711100070080001	15,144	R	101	1,045	7%	No
US-63 Tight Right-of-Way Interchange*	1711100070090001	15,860	R	101	1,079	7%	No
US-63 Tight Right-of-Way Interchange*	1711100080060001	11,731	R	102	602	5%	No
US-63 Tight Right-of-Way Interchange*	1711100080070001	16,221	R	101	634	4%	No
US-63 Tight Right-of-Way Interchange*	1711100090010001	465,070	R	211	13,880	3%	No
US-63 Tight Right-of-Way Interchange*	1711100090020001	140,440	R	211	355	0%	No
US-63 Tight Right-of-Way Interchange*	1711100090040001	7,277	R	101	5,765	79%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711100090050001	10,878	R	102	2,931	27%	No
US-63 Tight Right-of-Way Interchange*	1711100090060001	14,358	R	101	2,868	20%	No
US-63 Tight Right-of-Way Interchange*	1711100090070001	16,217	R	101	3,076	19%	No
US-63 Tight Right-of-Way Interchange*	1711400010010001	312,319	C	801	7,508	2%	No
US-63 Tight Right-of-Way Interchange*	1711400010020001	110,471	C	373	2,781	3%	No
US-63 Tight Right-of-Way Interchange*	1711400010030001	180,973	C	315	3,327	2%	No
US-63 Tight Right-of-Way Interchange*	1711400010040001	93,098	C	327	1,245	1%	No
US-63 Tight Right-of-Way Interchange*	1711500000030001	587	X	600	587	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711500000040001	83,471	X	600	83,423	100%	**Yes**

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
US-63 Tight Right-of-Way Interchange*	1711500000040101	20,030	T	702	20,019	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711500000060001	2,747,482	R	389	145,607	5%	No
US-63 Tight Right-of-Way Interchange*	1711500010020001	101,739	C	315	101,680	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711500010040001	182,944	R	101	6,741	4%	No
US-63 Tight Right-of-Way Interchange*	1711500010050001	818,397	X	605	72,869	9%	No
US-63 Tight Right-of-Way Interchange*	1711500020060001	24,124	R	100	16,960	70%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711500040010001	10,136	C	362	2,203	22%	No
US-63 Tight Right-of-Way Interchange*	1711500040020001	233,623	C	397	9,466	4%	No
US-63 Tight Right-of-Way Interchange*	1711500050010001	23,394	R	211	557	2%	No
US-63 Tight Right-of-Way Interchange*	1711500050180001	20,838	R	211	3,796	18%	No
US-63 Tight Right-of-Way Interchange*	1711500060010001	61,123	C	315	6,045	10%	No
US-63 Tight Right-of-Way Interchange*	1711500060010001		C	315	245	0%	No
US-63 Tight Right-of-Way Interchange*	1711600000010001	611,809	F	823	39,835	7%	No
US-63 Tight Right-of-Way Interchange*	1711600000030001	72,732	C	325	1	0%	No
US-63 Tight Right-of-Way Interchange*	1711600000050001	1,159	C	339	403	35%	No
US-63 Tight Right-of-Way Interchange*	1711600000070001	14,319	R	101	14,310	100%	**Yes**[1]
US-63 Tight Right-of-Way Interchange*	1711600000080001	9,240	R	101	9,235	100%	**Yes**[1]
US-63 Tight Right-of-Way Interchange*	1711600000090001	7,761	X	600	7,756	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711600000090101	7,822	X	600	7,818	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711600000100001	148,129	C	347	889	1%	No
US-63 Tight Right-of-Way Interchange*	1711600010040001	37,563	C	332	0	0%	No
US-63 Tight Right-of-Way Interchange*	1711600020010001	180,614	C	315	6,175	3%	No
US-63 Tight Right-of-Way Interchange*	1711600020070001	1,378	C	339	1,377	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711600030050001	43,033	X	367	6,932	16%	No
US-63 Tight Right-of-Way Interchange*	1711600040010001	105,950	F	500	6,111	6%	No
US-63 Tight Right-of-Way Interchange*	1711600040020001	83,829	C	374	7,680	9%	No
US-63 Tight Right-of-Way Interchange*	1711600040040001	16,901	C	353	1,270	8%	No
US-63 Tight Right-of-Way Interchange*	1711600040040101	33,839	C	353	608	2%	No
US-63 Tight Right-of-Way Interchange*	1711600060010001	26,687	C	348	26,672	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711600060020001	28,770	F	500	28,754	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1711600070010001	71,093	C	315	4,182	6%	No
US-63 Tight Right-of-Way Interchange*	1711600070020001	99,201	C	823	2,838	3%	No
US-63 Tight Right-of-Way Interchange*	1711600080010001	29,158	C	373	5,108	18%	No
US-63 Tight Right-of-Way Interchange*	1711600090020001	75,715	C	325	4,908	6%	No
US-63 Tight Right-of-Way Interchange*	1711600090030001	166,525	C	315	17,627	11%	No
US-63 Tight Right-of-Way Interchange*	1711600100010001	39,974	C	325	3,954	10%	No
US-63 Tight Right-of-Way Interchange*	1711900080010001	1,039,955	C	345	478	0%	No
US-63 Tight Right-of-Way Interchange*	1711900090010001	718,149	C	345	280	0%	No
US-63 Tight Right-of-Way Interchange*	1711900090010101	125,688	C	373	2,416	2%	No
US-63 Tight Right-of-Way Interchange*	1720300000150001	13,088	R	100	33	0%	No
US-63 Tight Right-of-Way Interchange*	1720300020010001	85,418	R	100	158	0%	No
US-63 Tight Right-of-Way Interchange*	1720300040040001	231,133	C	397	123	0%	No
US-63 Tight Right-of-Way Interchange*	1720300080020001	949,320	X	605	3,640	0%	No
US-63 Tight Right-of-Way Interchange*	1720300100010001	110,405	X	620	831	1%	No
US-63 Tight Right-of-Way Interchange*	1720300100020001	91,727	C	398	1	0%	No
US-63 Tight Right-of-Way Interchange*	1721300000020001	893,630	R	213	19,713	2%	No
US-63 Tight Right-of-Way Interchange*	1721300000040001	968,815	F	810	30,986	3%	No
US-63 Tight Right-of-Way Interchange*	1721300000070001	88,248	R	101	155	0%	No
US-63 Tight Right-of-Way Interchange*	1721300000070001		R	101	297	0%	No
US-63 Tight Right-of-Way Interchange*	1721300000100001	84,941	C	800	4,287	5%	No
US-63 Tight Right-of-Way Interchange*	1721300000100001		C	800	10,814	13%	No
US-63 Tight Right-of-Way Interchange*	1721300000110001	20,586	C	300	20,574	100%	**Yes**
US-63 Tight Right-of-Way Interchange*	1721300010010001	101,055	C	300	7,038	7%	No
US-63 Tight Right-of-Way Interchange*	1721300020010001	163,288	C	422	134	0%	No
US-63 Tight Right-of-Way Interchange*	1721300020010001		C	422	3,002	2%	No
US-63 Tight Right-of-Way Interchange*	1721300030010001	83,336	C	300	1,268	2%	No
US-63 Tight Right-of-Way Interchange*	1721300040010001	95,728	C	332	4,151	4%	No
US-63 Tight Right-of-Way Interchange*	1721300040050001	182,524	R	823	631	0%	No
US-63 Tight Right-of-Way Interchange*	1721300050010001	49,890	C	353	2,721	5%	No
US-63 Tight Right-of-Way Interchange*	1721300050020001	45,916	C	353	3,331	7%	No
US-63 Tight Right-of-Way Interchange*	1721300050030001	73,964	F	500	5,364	7%	No
US-63 Tight Right-of-Way Interchange*	1721300060010001	194,834	C	332	762	0%	No
US-63 Tight Right-of-Way Interchange*	1721300060020001	56,971	C	610	1,838	3%	No
US-63 Tight Right-of-Way Interchange*	1721300060130001	112,674	X	600	4,122	4%	No
	96	18,091,743			1,175,865	6%	18
St.Charles: Diamond Interchange*	1720200000010001	1,385,257	F	820	7,695	1%	No
St.Charles: Diamond Interchange*	1720200000010201	1,235,496	F	823	3,805	0%	No
St.Charles: Diamond Interchange*	1720200000010201		F	823	10,901	1%	No
St.Charles: Diamond Interchange*	1720200000020001	82,382	R	101	4,572	6%	No
St.Charles: Diamond Interchange*	1720200000030001	81,610	R	100	4,483	5%	No
St.Charles: Diamond Interchange*	1720200010010001	13,820	R	102	650	5%	No
St.Charles: Diamond Interchange*	1720200010020001	10,421	R	102	371	4%	No
St.Charles: Diamond Interchange*	1720200010030001	10,088	R	102	16	0%	No
St.Charles: Diamond Interchange*	1720300000010001	963,311	F	823	0	0%	No
St.Charles: Diamond Interchange*	1720300000010001		F	823	47,238	5%	No
St.Charles: Diamond Interchange*	1720300000020101	14,629	C	397	556	4%	No
St.Charles: Diamond Interchange*	1720300000030001	139,483	F	823	13,412	10%	No
St.Charles: Diamond Interchange*	1720300000040001	1,019,455	F	823	18,093	2%	No
St.Charles: Diamond Interchange*	1720300000040001		F	823	88	0%	No
St.Charles: Diamond Interchange*	1720300000040001		F	823	55,097	5%	No
St.Charles: Diamond Interchange*	1720300010010001	15,570	R	101	431	3%	No
St.Charles: Diamond Interchange*	1720300010090001	14,966	R	101	2,979	20%	No
St.Charles: Diamond Interchange*	1720300020010001	85,418	R	100	106	0%	No
St.Charles: Diamond Interchange*	1720300040020001	203,160	C	397	1,990	1%	No
St.Charles: Diamond Interchange*	1720300040040001	231,133	C	397	287	0%	No
St.Charles: Diamond Interchange*	1720300050010001	35,401	C	374	1,067	3%	No
St.Charles: Diamond Interchange*	1720300050020001	42,666	C	373	1,034	2%	No
St.Charles: Diamond Interchange*	1720300050030001	811,898	F	823	13,304	2%	No
St.Charles: Diamond Interchange*	1720300050030101	45,435	R	100	1,181	3%	No
St.Charles: Diamond Interchange*	1720300080020001	949,320	X	605	14,369	2%	No
St.Charles: Diamond Interchange*	1720300080020001		X	605	7,391	1%	No
St.Charles: Diamond Interchange*	1720300110010001	45,088	C	364	1,856	4%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
St.Charles: Diamond Interchange*	1720400000010001	506,784	F	823	12,726	3%	No
St.Charles: Diamond Interchange*	1720400000010001		F	823	26,653	5%	No
St.Charles: Diamond Interchange*	1720400000020001	311,170	F	823	2,501	1%	No
St.Charles: Diamond Interchange*	1720400000030001	26,462	R	101	6,601	25%	No
St.Charles: Diamond Interchange*	1720400000040001	24,715	R	108	6,036	24%	No
St.Charles: Diamond Interchange*	1720400000050001	30,126	R	101	7,337	24%	No
St.Charles: Diamond Interchange*	1720400000060001	1,268,849	F	823	43,026	3%	No
St.Charles: Diamond Interchange*	1720400000060001		F	823	67,639	5%	No
St.Charles: Diamond Interchange*	1720400000070001	89,541	R	100	74,895	84%	No
St.Charles: Diamond Interchange*	1720400000080001	37,091	F	823	9,113	25%	No
St.Charles: Diamond Interchange*	1720400000080001	134,367	F	823	54,841	41%	No
St.Charles: Diamond Interchange*	1720400000090001	116,280	R	101	32,277	28%	No
St.Charles: Diamond Interchange*	1720400000100001	46,203	R	100	13,900	30%	No
St.Charles: Diamond Interchange*	1720400000110001	85,405	R	101	325	0%	No
St.Charles: Diamond Interchange*	1720400000110001		R	101	43,468	51%	Yes[1]
St.Charles: Diamond Interchange*	1720400000120001	311,146	F	823	8,478	3%	No
St.Charles: Diamond Interchange*	1720400000120001		F	823	13,088	4%	No
St.Charles: Diamond Interchange*	1720400000170001	1,624,945	F	804	6,387	0%	No
St.Charles: Diamond Interchange*	1720400000180001	417,080	R	100	34,451	8%	No
St.Charles: Diamond Interchange*	1720400000190001	160,795	C	300	16,691	10%	No
St.Charles: Diamond Interchange*	1720400030070001	74,402	F	804	12	0%	No
St.Charles: Diamond Interchange*	1720400030080001	60,312	F	804	15,195	25%	No
St.Charles: Diamond Interchange*	1720400040010001	130,910	C	361	25,566	20%	No
St.Charles: Diamond Interchange*	1720400040020001	60,660	C	361	17,592	29%	No
St.Charles: Diamond Interchange*	1720410000020101	746,437	F	319	15,184	2%	No
St.Charles: Diamond Interchange*	1720410000020101		F	319	38,818	5%	No
St.Charles: Diamond Interchange*	1720410000350001	145,021	R	100	55,694	38%	No
St.Charles: Diamond Interchange*	1720410000360001	43,147	R	101	439	1%	No
St.Charles: Diamond Interchange*	1720410000370101	72,073	R	100	1,198	2%	No
St.Charles: Diamond Interchange*	1720410000380001	125,683	R	850	415	0%	No
St.Charles: Diamond Interchange*	1720410000380001		R	850	17,086	14%	No
St.Charles: Diamond Interchange*	1720410000410001	128,339		000	343	0%	No
St.Charles: Diamond Interchange*	1720410000420001	36,076	C	374	3,962	11%	No
St.Charles: Diamond Interchange*	1720410020010001	56,272	C	397	23,609	42%	No
St.Charles: Diamond Interchange*	1720410020020001	56,009	C	348	15,533	28%	No
St.Charles: Diamond Interchange*	1721000000350001	183,092	X	660	4,492	2%	No
St.Charles: Diamond Interchange*	1721000000370001	373,362	R	823	7,034	2%	No
St.Charles: Diamond Interchange*	1721203000030001	487,959	F	385	17,051	3%	No
St.Charles: Diamond Interchange*	1721203000030001		F	385	0	0%	No
St.Charles: Diamond Interchange*	1721203000040001	45,398	R	101	5,584	12%	No
St.Charles: Diamond Interchange*	1721203000050001	45,350	R	101	6,026	13%	No
St.Charles: Diamond Interchange*	1721203000060001	32,677	R	101	3,189	10%	No
St.Charles: Diamond Interchange*	1721203000070001	33,673	R	101	3,271	10%	No
St.Charles: Diamond Interchange*	1721203000080001	33,414	R	105	3,178	10%	No
St.Charles: Diamond Interchange*	1721203011180001	13,018	R	106	55	0%	No
St.Charles: Diamond Interchange*	1721203011190001	40,656	C	348	3,286	8%	No
St.Charles: Diamond Interchange*	1731300000010001	3,543,939	F	801	111,077	3%	No
St.Charles: Diamond Interchange*	1731311011440001	75,289	X	140	749	1%	No
St.Charles: Diamond Interchange*	1731311011490001	10,331	R	102	342	3%	No
St.Charles: Diamond Interchange*	1731311011500001	11,110	R	102	288	3%	No
St.Charles: Diamond Interchange*	1731311011510001	10,982	R	104	255	2%	No
St.Charles: Diamond Interchange*	1731311011520001	11,449	R	104	254	2%	No
St.Charles: Diamond Interchange*	1731311011530001	11,112	R	104	247	2%	No
St.Charles: Diamond Interchange*	1731311011540001	11,238	R	104	295	3%	No
St.Charles: Diamond Interchange*	1731311011550001	11,203	R	104	316	3%	No
St.Charles: Diamond Interchange*	1731311011560001	11,238	R	104	360	3%	No
St.Charles: Diamond Interchange*	1731311011570001	11,325	R	104	444	4%	No
St.Charles: Diamond Interchange*	1731311011580001	11,402	R	104	549	5%	No
St.Charles: Diamond Interchange*	1731311011590001	11,531	R	104	649	6%	No
St.Charles: Diamond Interchange*	1731311011600001	11,374	R	104	718	6%	No
St.Charles: Diamond Interchange*	1731311011610001	11,307	R	104	648	6%	No
St.Charles: Diamond Interchange*	1731311011630001	10,641	R	104	21	0%	No
St.Charles: Diamond Interchange*	1731311011640001	11,034	R	104	809	7%	No
St.Charles: Diamond Interchange*	1731311011650001	11,360	R	104	1,070	9%	No
St.Charles: Diamond Interchange*	1731311011660001	11,233	R	100	961	9%	No
St.Charles: Diamond Interchange*	1731311011670001	11,108	R	104	898	8%	No
St.Charles: Diamond Interchange*	1731311011680001	11,209	R	104	873	8%	No
St.Charles: Diamond Interchange*	1731311011690001	11,324	R	104	876	8%	No
St.Charles: Diamond Interchange*	1731311011700001	11,089	R	104	851	8%	No
St.Charles: Diamond Interchange*	1731311011710001	11,199	R	104	819	7%	No
St.Charles: Diamond Interchange*	1731311011720001	11,088	R	104	781	7%	No
St.Charles: Diamond Interchange*	1731311011730001	11,287	R	104	793	7%	No
St.Charles: Diamond Interchange*	1731311011740001	13,943	R	100	1,095	8%	No
St.Charles: Diamond Interchange*	1731311011750001	84,952	X	140	3,820	4%	No
St.Charles: Diamond Interchange*	1731411000010001	2,463,142	C	405	3,417	0%	No
St.Charles: Diamond Interchange*	1731411000030001	611,410	F	830	14,378	2%	No
	91	22,711,758			1,125,865	5%	1
St.Charles Offset Diamond Interchange	1720200000010001	1,385,257	F	820	7,726	1%	No
St.Charles Offset Diamond Interchange	1720200000010201	1,235,496	F	823	3,840	0%	No
St.Charles Offset Diamond Interchange	1720200000010201		F	823	10,939	1%	No
St.Charles Offset Diamond Interchange	1720200000020001	82,382	R	101	4,590	6%	No
St.Charles Offset Diamond Interchange	1720200000030001	81,610	R	100	4,499	6%	No
St.Charles Offset Diamond Interchange	1720200010010001	13,820	R	102	652	5%	No
St.Charles Offset Diamond Interchange	1720200010020001	10,421	R	102	374	4%	No
St.Charles Offset Diamond Interchange	1720200010030001	10,088	R	102	17	0%	No
St.Charles Offset Diamond Interchange	1720300000010001	963,311	F	823	44,956	5%	No
St.Charles Offset Diamond Interchange	1720300000020101	14,629	C	397	563	4%	No
St.Charles Offset Diamond Interchange	1720300000030001	139,483	F	823	12,604	9%	No
St.Charles Offset Diamond Interchange	1720300000040001	1,019,455	F	823	16,745	2%	No
St.Charles Offset Diamond Interchange	1720300000040001		F	823	55,057	5%	No
St.Charles Offset Diamond Interchange	1720300010010001	15,570	R	101	427	3%	No
St.Charles Offset Diamond Interchange	1720300010090001	14,966	R	101	2,971	20%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
St.Charles Offset Diamond Interchange	1720300020010001	85,418	R	100	137	0%	No
St.Charles Offset Diamond Interchange	1720300040020001	203,160	C	397	2,038	1%	No
St.Charles Offset Diamond Interchange	1720300040040001	231,133	C	397	313	0%	No
St.Charles Offset Diamond Interchange	1720300050010001	35,401	C	374	1,080	3%	No
St.Charles Offset Diamond Interchange	1720300050020001	42,666	C	373	1,048	2%	No
St.Charles Offset Diamond Interchange	1720300050030001	811,898	F	823	11,823	1%	No
St.Charles Offset Diamond Interchange	1720300050030101	45,435	R	100	1,991	4%	No
St.Charles Offset Diamond Interchange	1720300050040001	91,436	R	100	1,018	1%	No
St.Charles Offset Diamond Interchange	1720300080020001	949,320	X	605	14,339	2%	No
St.Charles Offset Diamond Interchange	1720300080020001		X	605	7,368	1%	No
St.Charles Offset Diamond Interchange	1720300110010001	45,088	C	364	1,901	4%	No
St.Charles Offset Diamond Interchange	1720400000010001	506,784	F	823	12,525	2%	No
St.Charles Offset Diamond Interchange	1720400000010001		F	823	26,633	5%	No
St.Charles Offset Diamond Interchange	1720400000020001	311,170	F	823	2,500	1%	No
St.Charles Offset Diamond Interchange	1720400000030001	26,462	R	101	6,597	25%	No
St.Charles Offset Diamond Interchange	1720400000040001	24,715	R	108	6,032	24%	No
St.Charles Offset Diamond Interchange	1720400000050001	30,126	R	101	7,332	24%	No
St.Charles Offset Diamond Interchange	1720400000060001	1,268,849	F	823	41,010	3%	No
St.Charles Offset Diamond Interchange	1720400000060001		F	823	67,586	5%	No
St.Charles Offset Diamond Interchange	1720400000070001	89,541	R	100	71,662	80%	No
St.Charles Offset Diamond Interchange	1720400000080001	37,091	F	823	9,122	25%	No
St.Charles Offset Diamond Interchange	1720400000080001	134,367	F	823	53,374	40%	No
St.Charles Offset Diamond Interchange	1720400000090001	116,280	R	101	32,425	28%	No
St.Charles Offset Diamond Interchange	1720400000100001	46,203	R	100	19,679	43%	No
St.Charles Offset Diamond Interchange	1720400000110001	85,405	R	101	76,656	90%	**Yes[1]**
St.Charles Offset Diamond Interchange	1720400000120001	311,146	F	823	9,302	3%	No
St.Charles Offset Diamond Interchange	1720400000120001		F	823	13,079	4%	No
St.Charles Offset Diamond Interchange	1720400000170001	1,624,945	F	804	71,009	4%	No
St.Charles Offset Diamond Interchange	1720400000170001		F	804	37,352	2%	No
St.Charles Offset Diamond Interchange	1720400000180001	417,080	R	100	209,041	50%	No
St.Charles Offset Diamond Interchange	1720400000190001	160,795	C	300	30,445	19%	No
St.Charles Offset Diamond Interchange	1720400030010001	67,119	F	804	62,429	93%	**Yes**
St.Charles Offset Diamond Interchange	1720400030020001	41,417	F	804	41,393	100%	**Yes**
St.Charles Offset Diamond Interchange	1720400030030001	68,453	F	804	44,491	65%	No
St.Charles Offset Diamond Interchange	1720400030040001	62,789	F	804	4,609	7%	No
St.Charles Offset Diamond Interchange	1720400030040001		F	804	4,706	7%	No
St.Charles Offset Diamond Interchange	1720400030050001	55,323	F	804	9,475	17%	No
St.Charles Offset Diamond Interchange	1720400030050001		F	804	1,235	2%	No
St.Charles Offset Diamond Interchange	1720400030070001	74,402	F	804	11,918	16%	No
St.Charles Offset Diamond Interchange	1720400030080001	60,312	F	804	18,088	30%	No
St.Charles Offset Diamond Interchange	1720400040010001	130,910	C	361	27,632	21%	No
St.Charles Offset Diamond Interchange	1720400040020001	60,660	C	361	16,234	27%	No
St.Charles Offset Diamond Interchange	1720410000020101	746,437	F	319	17,007	2%	No
St.Charles Offset Diamond Interchange	1720410000020101		F	319	38,786	5%	No
St.Charles Offset Diamond Interchange	1720410000280101	39,187	C	397	466	1%	No
St.Charles Offset Diamond Interchange	1720410000350001	145,021	R	100	320	0%	No
St.Charles Offset Diamond Interchange	1720410000350001		R	100	67,486	47%	No
St.Charles Offset Diamond Interchange	1720410000360001	43,147	R	101	39,587	92%	**Yes[1]**
St.Charles Offset Diamond Interchange	1720410000370001	39,272	R	100	39,250	100%	**Yes**
St.Charles Offset Diamond Interchange	1720410000370101	72,073	R	100	3,873	5%	No
St.Charles Offset Diamond Interchange	1720410000370101		R	100	13,418	19%	No
St.Charles Offset Diamond Interchange	1720410000380001	125,683	R	850	1,986	2%	No
St.Charles Offset Diamond Interchange	1720410000380001		R	850	2,089	2%	No
St.Charles Offset Diamond Interchange	1720410000380001		R	850	23,466	19%	No
St.Charles Offset Diamond Interchange	1720410000380101	9,665	R	850	1,389	14%	No
St.Charles Offset Diamond Interchange	1720410000400001	9,042	C	397	1,402	16%	No
St.Charles Offset Diamond Interchange	1720410000410001	128,339		000	4,814	4%	No
St.Charles Offset Diamond Interchange	1720410000420001	36,076	C	374	2,802	8%	No
St.Charles Offset Diamond Interchange	1720410020010001	56,272	C	397	0	0%	No
St.Charles Offset Diamond Interchange	1720410020010001		C	397	27,205	48%	No
St.Charles Offset Diamond Interchange	1720410020020001	56,009	C	348	24,692	44%	No
St.Charles Offset Diamond Interchange	1721000000350001	183,092	X	660	4,518	2%	No
St.Charles Offset Diamond Interchange	1721000000370001	373,362	R	823	7,068	2%	No
St.Charles Offset Diamond Interchange	1721203000030001	487,959	F	385	16,032	3%	No
St.Charles Offset Diamond Interchange	1721203000040001	45,398	R	101	5,589	12%	No
St.Charles Offset Diamond Interchange	1721203000050001	45,350	R	101	6,032	13%	No
St.Charles Offset Diamond Interchange	1721203000060001	32,677	R	101	3,191	10%	No
St.Charles Offset Diamond Interchange	1721203000070001	33,673	R	101	3,274	10%	No
St.Charles Offset Diamond Interchange	1721203000080001	33,414	R	105	3,181	10%	No
St.Charles Offset Diamond Interchange	1721203011190001	40,656	C	348	3,371	8%	No
St.Charles Offset Diamond Interchange	1731300000010001	3,543,939	F	801	119,354	3%	No
St.Charles Offset Diamond Interchange	1731311011440001	75,289	X	140	1,641	2%	No
St.Charles Offset Diamond Interchange	1731311011490001	10,331	R	102	749	7%	No
St.Charles Offset Diamond Interchange	1731311011500001	11,110	R	102	690	6%	No
St.Charles Offset Diamond Interchange	1731311011510001	10,982	R	104	641	6%	No
St.Charles Offset Diamond Interchange	1731311011520001	11,449	R	104	664	6%	No
St.Charles Offset Diamond Interchange	1731311011530001	11,112	R	104	632	6%	No
St.Charles Offset Diamond Interchange	1731311011540001	11,238	R	104	691	6%	No
St.Charles Offset Diamond Interchange	1731311011550001	11,203	R	104	700	6%	No
St.Charles Offset Diamond Interchange	1731311011560001	11,238	R	104	749	7%	No
St.Charles Offset Diamond Interchange	1731311011570001	11,325	R	104	835	7%	No
St.Charles Offset Diamond Interchange	1731311011580001	11,402	R	104	939	8%	No
St.Charles Offset Diamond Interchange	1731311011590001	11,531	R	104	1,041	9%	No
St.Charles Offset Diamond Interchange	1731311011600001	11,374	R	104	1,102	10%	No
St.Charles Offset Diamond Interchange	1731311011610001	11,307	R	104	1,019	9%	No
St.Charles Offset Diamond Interchange	1731311011620001	10,422	R	104	326	3%	No
St.Charles Offset Diamond Interchange	1731311011630001	10,641	R	104	410	4%	No
St.Charles Offset Diamond Interchange	1731311011640001	11,034	R	104	1,188	11%	No
St.Charles Offset Diamond Interchange	1731311011650001	11,360	R	104	1,459	13%	No
St.Charles Offset Diamond Interchange	1731311011660001	11,233	R	100	1,348	12%	No
St.Charles Offset Diamond Interchange	1731311011670001	11,108	R	104	1,284	12%	No
St.Charles Offset Diamond Interchange	1731311011680001	11,209	R	104	1,262	11%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
St.Charles Offset Diamond Interchange	1731311011690001	11,324	R	104	1,272	11%	No
St.Charles Offset Diamond Interchange	1731311011700001	11,089	R	104	1,240	11%	No
St.Charles Offset Diamond Interchange	1731311011710001	11,199	R	104	1,212	11%	No
St.Charles Offset Diamond Interchange	1731311011720001	11,088	R	104	1,167	11%	No
St.Charles Offset Diamond Interchange	1731311011730001	11,287	R	104	1,182	10%	No
St.Charles Offset Diamond Interchange	1731311011740001	13,943	R	100	1,618	12%	No
St.Charles Offset Diamond Interchange	1731311011750001	84,952	X	140	5,633	7%	No
St.Charles Offset Diamond Interchange	1731411000010001	2,463,142	C	405	4,330	0%	No
St.Charles Offset Diamond Interchange	1731411000030001	611,410	F	830	14,503	2%	No
	101	23,192,866			1,787,765	8%	5
MO-Z Diamond Interchange*	1730102000030001	3,287,669	X	600	1,527	0%	No
MO-Z Diamond Interchange*	1730102000040001	2,722,507	F	804	20,852	1%	No
MO-Z Diamond Interchange*	1730902000010001	2,853,101	X	610	2,002	0%	No
MO-Z Diamond Interchange*	1731311010010001	9,961	R	104	0	0%	No
MO-Z Diamond Interchange*	1731411000010001	2,463,142	C	405	323,107	13%	No
MO-Z Diamond Interchange*	1731411000040001	60,877	R	101	3,379	6%	No
MO-Z Diamond Interchange*	1731411000050001	57,878	R	101	8,016	14%	No
MO-Z Diamond Interchange*	1731411000090001	224,128	R	101	29,526	13%	No
MO-Z Diamond Interchange*	1731411000100001	168,223	C	332	24,517	15%	No
MO-Z Diamond Interchange*	1731411000110001	764,991	F	319	21,971	3%	No
MO-Z Diamond Interchange*	1731411000120001	56,161	R	101	27,709	49%	**Yes**[1]
MO-Z Diamond Interchange*	1731411010030001	22,635	R	101	2,556	11%	No
MO-Z Diamond Interchange*	1731411010560001	8,297	R	101	566	7%	No
MO-Z Diamond Interchange*	1731512000020001	15,800	T	704	12,128	77%	**Yes**
MO-Z Diamond Interchange*	1731512000030001	2,404,351	R	108	63,944	3%	No
MO-Z Diamond Interchange*	1731512000030001		R	108	40,919	2%	No
MO-Z Diamond Interchange*	1731512000030001		R	108	69,412	3%	No
MO-Z Diamond Interchange*	1731512010010001	91,391	R	140	1,990	2%	No
MO-Z Diamond Interchange*	1731512010010101	19,050	U	704	19,039	100%	**Yes**
MO-Z Diamond Interchange*	1731512010360001	180,836	C	397	77,833	43%	No
MO-Z Diamond Interchange*	1731512010370001	45,773	R	102	29,827	65%	No
MO-Z Diamond Interchange*	1731512010570001	81,621	R	101	10,367	13%	No
MO-Z Diamond Interchange*	1731512010580001	45,915	R	101	10,362	23%	No
MO-Z Diamond Interchange*	1731512010600001	33,730	R	101	8,188	24%	No
MO-Z Diamond Interchange*	1731512010800101	29,084	C	374	9,103	31%	No
MO-Z Diamond Interchange*	1731512010810001	61,591	R	140	10,109	16%	No
MO-Z Diamond Interchange*	1731512010820001	41,689	C	397	7,818	19%	No
MO-Z Diamond Interchange*	1731512020010001	119,066	R	102	17,380	15%	No
MO-Z Diamond Interchange*	1731512020020001	128,857	R	101	17,735	14%	No
MO-Z Diamond Interchange*	1731612000010001	2,542,027	F	815	195,112	8%	No
MO-Z Diamond Interchange*	1731612000020001	42,678	R	101	18,730	44%	**Yes**[1]
MO-Z Diamond Interchange*	1731612000030001	970,583	F	801	72,766	7%	No
MO-Z Diamond Interchange*	1731612000050001	322,950	C	373	9,059	3%	No
MO-Z Diamond Interchange*	1731612000050101	329,357	C	373	11,501	3%	No
MO-Z Diamond Interchange*	1731612000060001	980,671	F	804	70,494	7%	No
MO-Z Diamond Interchange*	1731612000070001	45,085	C	300	1,332	3%	No
MO-Z Diamond Interchange*	1731612000080001	156,672	C	397	8,611	5%	No
MO-Z Diamond Interchange*	1731612010010001	147,790	X	620	17,154	12%	No
MO-Z Diamond Interchange*	1731612010200001	38,427	R	101	7,843	20%	No
MO-Z Diamond Interchange*	1731612020010001	130,766	C	395	9,739	7%	No
MO-Z Diamond Interchange*	1810106000160201	1,569,789	F	804	42,137	3%	No
MO-Z Diamond Interchange*	1810106000280001	9,168,734	F	102	174,233	2%	No
MO-Z Diamond Interchange*	1810307000010201	435,077	X	605	2,388	1%	No
MO-Z Diamond Interchange*	1810307000020001	519,236	F	823	25,464	5%	No
MO-Z Diamond Interchange*	1810307000020001		F	823	8	0%	No
MO-Z Diamond Interchange*	1810307000030001	212,327	F	810	37,780	18%	No
MO-Z Diamond Interchange*	1810307000040101	88,401	C	397	973	1%	No
MO-Z Diamond Interchange*	1810307000040201	526,965			56	0%	No
MO-Z Diamond Interchange*	1810307000040201				67,816	13%	No
MO-Z Diamond Interchange*	1810307000050001	527,753	C	373	5,498	1%	No
MO-Z Diamond Interchange*	1810307000050001		C	373	81,881	16%	No
MO-Z Diamond Interchange*	1810307000060001	1,437,000	C	331	72,507	5%	No
MO-Z Diamond Interchange*	1810307000060001		C	331	19,197	1%	No
MO-Z Diamond Interchange*	1810307000060001		C	331	48,437	3%	No
MO-Z Diamond Interchange*	1810307000060101	217,791	C	353	13,237	6%	No
MO-Z Diamond Interchange*	1810307000070001	1,581,683	F	804	611,769	39%	No
MO-Z Diamond Interchange*	1810307000080001	540,477	C	373	199,571	37%	No
MO-Z Diamond Interchange*	1810307000080101	414,336	C	373	70,808	17%	No
MO-Z Diamond Interchange*	1810307000110001	770,892	C	339	40,891	5%	No
MO-Z Diamond Interchange*	1810307000210001	4,531,604	F	804	819,026	18%	No
MO-Z Diamond Interchange*	1810307000220001	2,579,152	F	820	103,525	4%	No
MO-Z Diamond Interchange*	1810307030010001	156,739			67,519	43%	No
MO-Z Diamond Interchange*	1810307050010001	99,337	C	300	73,032	74%	No
	56	47,082,623			3,871,977	8%	4
MO-Z Diamond Interchange w/ NW Loop Ramp	1810106000280000	9,168,734	F	102	32,053	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000030000	212,327	F	810	1,352	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1730102000030001	3,287,669	X	600	1,595	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1730102000040001	2,722,507	F	804	20,134	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1730902000010001	2,853,101	X	610	2,055	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000010001	2,463,142	C	405	323,854	13%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000040001	60,877	R	101	3,325	5%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000050001	57,878	R	101	7,963	14%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000090001	224,128	R	101	29,470	13%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000100001	168,223	C	332	24,469	15%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000110001	764,991	F	319	21,916	3%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411000120001	56,161	R	101	27,626	49%	**Yes**[1]
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411010030001	22,635	R	101	2,533	11%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731411010560001	8,297	R	101	545	7%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512000020001	15,800	T	704	12,233	77%	**Yes**
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512000030001	2,404,351	R	108	64,783	3%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512000030001		R	108	41,334	2%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512000030001		R	108	69,890	3%	No

Reasonable Alternative Segment*	Parcel Number	Total Area(sq.ft) of Effected Parcel**	CLASS	USE CODE	Project-Related Acquisition (sq.ft)	Percent of Total Parcel Aquired	Anticipated Total Parcel Take (Yes/No)
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010010001	91,391	R	140	1,907	2%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010010101	19,050	U	704	19,039	100%	**Yes**
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010360001	180,836	C	397	77,391	43%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010370001	45,773	R	102	29,605	65%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010570001	81,621	R	101	10,198	12%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010580001	45,915	R	101	10,195	22%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010600001	33,730	R	101	8,043	24%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010800101	29,084	C	374	8,933	31%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010810001	61,591	R	140	9,906	16%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512010820001	41,689	C	397	7,664	18%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512020010001	119,066	R	102	17,593	15%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731512020020001	128,857	R	101	17,949	14%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000010001	2,542,027	F	815	162,996	6%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000020001	42,678	R	101	18,962	44%	**Yes**[1]
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000030001	970,583	F	801	73,620	8%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000050001	322,950	C	373	15,393	5%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000050101	329,357	C	373	22,916	7%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000060001	980,671	F	804	76,098	8%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000070001	45,085	C	300	1,296	3%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612000080001	156,672	C	397	13,628	9%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612010010001	147,790	X	620	16,744	11%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612010200001	38,427	R	101	7,684	20%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1731612020010001	130,766	C	395	13,162	10%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810106000160201	1,569,789	F	804	38,621	2%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810106000280001	9,168,734	F	102	32,053	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000010201	435,077	X	605	859	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000020001	519,236	F	823	5,619	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000030001	212,327	F	810	1,352	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000040101	88,401	C	397	2,299	3%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000040201	526,965			707	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000050001	527,753	C	373	5,986	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000060001	1,437,000	C	331	45	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000060001		C	331	114,033	8%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000060101	217,791	C	353	6,437	3%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000070001	1,581,683	F	804	693,431	44%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000080001	540,477	C	373	56,456	10%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000080001		C	373	7,324	1%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000080101	414,336	C	373	24,294	6%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000110001	770,892	C	339	141	0%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000210001	4,531,604	F	804	775,887	17%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307000220001	2,579,152	F	820	102,460	4%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307030010001	156,739			3,065	2%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307030010001	156,817			3,065	2%	No
MO-Z Diamond Interchange w/ NW Loop Ramp	1810307050010001	99,337	C	300	70,286	71%	No
	58	56,610,540			3,272,474	6%	4
* Components of the Recommended Preferred Alternative							
** Blanks indicate that parcel is impacted in more than one area							
[1] Total take resulting from acquisition of non-mobile residence							

Appendix III-D

Farmland Protection Policy Act Coordination

Improve I-70 NPDES Permit

Cooperative Agreement on Farmlands

United States Department of Agriculture

USDA

NRCS Natural Resources Conservation Service

Area Office, 1911 Boggs Creek Road, Jefferson City, Missouri 65101 Phone: 573 761-3105 Ext. 5

August 14, 2003

Mr. Rob Miller
CH2M Hill
Rea Building, Suite 190
5775 Perimeter Drive
Dublin, OH 43017

Dear Mr. Miller,

Attached is the completed AD-1006 form per your request for a Farmland Conversion Impact Rating for the Improve I-70 Project, SIU #4 – exit 115 thru 133 in Boone County. The acreage calculations were made in ArcView using my estimations of corridor width. My estimate differed somewhat from the acreage indicated on the 1006 form, probably because FPPA applies only to acreages outside of incorporated areas. Based on calculations of those areas only, the Relative Value indicated in part V should be entirely valid. After you complete the form, please return one copy for our records.

Please feel free to contact me if I can be of further assistance.

Keith Davis

Keith Davis
Area Resource Soil Scientist

Cc: Bob Hagedorn, District Conservationist, Columbia

STATE OF MISSOURI

DEPARTMENT OF NATURAL RESOURCES

MISSOURI CLEAN WATER COMMISSION

MISSOURI STATE OPERATING PERMIT
WATER POLLUTION CONTROL PROGRAM

General Operating Permit

In compliance with the Missouri Clean Water Law, (chapter 644 R.S. Mo. as amended, hereinafter, the Law), and the Federal Water Pollution Control Act (Public Law 92-500, 92nd Congress) as amended,

Permit No.:	MO-R100007
Owner:	MODOT
Address:	PO Box 270 Jefferson City, MO 65102
Continuing Authority:	Same Same
Facility Name:	MODOT, Road Construction Projects
Facility Address:	Statewide,
Legal Description:	Various throughout the state, Statewide County
Receiving Stream:	Various throughout the state
First Classified Stream	Various throughout the state

is authorized to discharge from the facility described herein, in accordance with the effluent limitations and monitoring requirements as set forth herein.

FACILITY DESCRIPTION All Outfalls, SIC 1629

Construction or land disturbance activity (e.g., clearing, grubbing, excavating, grading, and other activity that results in the destruction of the root zone) that are performed by or under contract to a city, county, or other governmental jurisdiction that has a storm water control program for land disturbance activities that has been approved by the Missouri Department of Natural Resources.

This permit authorizes only wastewater, including storm waters, discharges under the Missouri Clean Water Law and the National Pollutant Discharge Elimination System, it does not apply to other regulated areas. This permit may be appealed in accordance with Section 644.051.6 of the Law

April 19, 2002
Effective date

April 11, 2003
Issue date

PS

Stephen M. Mahfood, Director, Department of Natural Resources
Executive Secretary, Clean Water Commission

April 18, 2007
Expiration date

Jim Hull
Director of Staff, Clean Water Commission

MO 780-1481 (7-94)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: 7-15-03
Name Of Project: Improve I-70 (SIU #4)	Federal Agency Involved: Federal Highway Administration
Proposed Land Use: Transportation Corridor - Highway	County And State: Boone County, MO
PART II *(To be completed by SCS)*	Date Request Received By SCS: 7/28/03 KD

Does the site contain prime, unique, statewide or local important farmland? Yes ☒ No ☐
(If no, the FPPA does not apply – do not complete additional parts of this form).

Acres Irrigated	Average Farm Size
	204

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
Corn (For index)	Acres: 357,631 % 80.9	Acres: 346,244 % 78.3
Name Of Land Evaluation System Used: LESA	Name Of Local Site Assessment System: Boone County	Date Land Evaluation Returned By SCS: 8/14/03

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	1514 acres			
B. Total Acres To Be Converted Indirectly	0 acres			
C. Total Acres In Site	2074 acres			
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	572			
B. Total Acres Statewide And Local Important Farmland	634			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.35			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	44			
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	56			
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points			
1. Area In Nonurban Use	15	15		
2. Perimeter In Nonurban Use	10	5		
3. Percent Of Site Being Farmed	20	3		
4. Protection Provided By State And Local Government	20	10		
5. Distance From Urban Builtup Area	—	—		
6. Distance To Urban Support Services	—	—		
7. Size Of Present Farm Unit Compared To Average	10	2		
8. Creation Of Nonfarmable Farmland	25	0		
9. Availability Of Farm Support Services	5	5		
10. On-Farm Investments	20	5		
11. Effects Of Conversion On Farm Support Services	25	0		
12. Compatibility With Existing Agricultural Use	10	5		
TOTAL SITE ASSESSMENT POINTS	160	50		
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland *(From Part V)*	100	56		
Total Site Assessment *(From Part VI above or a local site assessment)*	160	50		
TOTAL POINTS *(Total of above 2 lines)*	260	106		

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

Missouri I-70 Corridor
Interagency Cooperative Agreement
Agricultural Lands

The Federal Highway Administration – Missouri Division (FHWA), the United States Department of Agriculture – Natural Resources Conservation Service – Columbia Office (NRCS), the Farm Service Agency – Columbia Office (FSA), and the Missouri Department of Transportation – Headquarters Office (MoDOT), (the "Agencies") are committed to facilitate the working relationship and the coordination process as it relates to: Wetland Reserve Program (WRP) Lands; Conservation Reserve Program (CRP) Lands; and, Prime and Unique Farmlands. This cooperative process directly relates to the processing of environmental documentation for the seven sections of independent utility (SIUs) which comprise the 200 mile I-70 Corridor in Missouri. The seven SIUs will be processed with two environmental impact statements, four environmental assessments, and one categorical exclusion.

The common goal of the agencies involved in this agreement is:

- To identify, as early as practicable, in the project development process, WRP, CRP, and Prime and Unique Farmlands that may be impacted by proposed project alternatives.
- To share pertinent WRP, CRP, and Prime and Unique Farmland, and proposed project alternative location information (mapping etc.).
- To work cooperatively in processing WRP and/or CRP easement modifications, when applicable.
- To continue to use the following individuals as points of contact among the agencies.

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FHWA – Peggy Casey
FSA – Gerald Hrdina
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The role of the General Engineering Consultant (GEC) contact is to coordinate the day-to-day project development activities between the NRCS and the seven Section Engineering Consultants (SECs). Contact with MoDOT will be for Department policy and guidance interpretation.

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Federal Highway Administration	2/19/04 Date
Natural Resources Conservation Service	10/27/03 Date
Missouri Department of Transportation	02-19-04 Date
Farm Service Agency	11/6/03 Date

United States Department of Agriculture

USDA

NRCS Natural Resources Conservation Service

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August 14, 2003

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Area Resource Soil Scientist

Cc: Bob Hagedorn, District Conservationist, Columbia

STATE OF MISSOURI

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MISSOURI STATE OPERATING PERMIT
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General Operating Permit

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April 19, 2002
Effective date

April 11, 2003
Issue date

PS

Stephen M. Mahfood, Director, Department of Natural Resources
Executive Secretary, Clean Water Commission

April 18, 2007
Expiration date

Jim Hull
Director of Staff, Clean Water Commission

MO 780-1481 (7-94)

U.S. Department of Agriculture

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Proposed Land Use: Transportation Corridor - Highway	County And State: Boone County, MO
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3. Percent Of Site Being Farmed	20	3		
4. Protection Provided By State And Local Government	20	10		
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6. Distance To Urban Support Services	—	—		
7. Size Of Present Farm Unit Compared To Average	10	2		
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- Recognize and incorporate public outreach and input as essential parts of the decision making process.

Federal Highway Administration	2/19/04 Date
Natural Resources Conservation Service	10/27/03 Date
Missouri Department of Transportation	02-19-04 Date
Farm Service Agency	11/6/03 Date

Appendix III-E

Interstate 70 History
and
Memorandum of Understanding

APPENDIX III-E

Interstate 70 History and Memorandum of Understanding

A. Background

As early as 1938 consideration was given by the federal government to an interstate highway network. A report resulting from the Federal Highway Act of that year recommended construction of a 26,000-mile (41,843 km) inter-regional system consisting of two- or four-lane highways, some with controlled access. The plan remained dormant until the Federal Highway Act of 1944 authorized the designation of select existing highways as part of an interstate system. The act called for improvement of these designated roads, but made no provision for increased federal funding. Lack of money and lack of uniform design standards slowed progress on the project over the following years. Although funding increased with the Federal Highway Act of 1952, only 6,000 miles (9,656 km) of highway had been completed by 1953.

In an address prepared for a governors conference in 1954, President Dwight Eisenhower declared that the highway system then in place was totally inadequate, causing needless death and injury, creating delay in the transportation of goods, and placing the nation at risk in the event of major disaster or war. He called for federal and state cooperation in the creation of a modern interstate network, paid for by a revamped system of financing that would avoid debt.

The Federal Highway Act of 1956 substantially enacted Eisenhower's proposal and initiated the current interstate highway system. The act instituted construction on a network 39,000 miles (63,730 km) in extent and authorized $25 billion for the project, to be spent over the period 1957 to 1969. Existing toll roads meeting system standards could be integrated into the interstate system. Inherent in the terms of the act was the idea that the interstate system should evolve and improve over time and that initial construction would be altered or replaced in the future as need arose. The original act permitted two-lane interstate segments with at-grade intersections in low traffic rural areas, but called for the adoption of minimum standards aimed at the eventual elimination of these segments. Legislation passed in 1966 ultimately did require all interstates to be at least four lanes and have no at-grade intersections. According to the 1956 act, interstates were to be constructed according to standards accommodating traffic forecasted for 1975. Subsequent legislation amended this requirement so that highway design would tolerate traffic estimates for a maximum of 20 years.

The 1956 act started a public works project that was the most expensive and wide-scale in United States history, surpassing any program undertaken during the New Deal era, with approximately 75 percent of the new interstate system constructed on new right of way. Initial construction of the interstate system was greeted with wide-ranging support. It was not until the 1960s that significant opposition to the program mounted, with criticisms centering on the displacement of residents and the destruction of urban neighborhoods caused by highway construction.

When finished, I-70 extended from Baltimore, Maryland, through the Alleghenies of Pennsylvania, and across the Ohio River at Wheeling, West Virginia. From there it passed through Indianapolis, St. Louis and Kansas City, toward its original western terminus at Denver. In 1957 it was decided to extend I-70 west from Denver to a junction of I-15 in south central Utah.

As one of the interstates built in the immediate aftermath of the Federal Highway Act of 1956, I-70 was designated by federal legislation in 1990 as part of the Dwight D. Eisenhower System of Interstate and Defense Highways. In February, 1994, this system was named by the American Society of Civil Engineers as one of the "Seven Wonders of the United States," along with other notable engineering accomplishments including the Golden Gate Bridge, the Panama Canal and Hoover Dam.

B. Missouri Interstate 70 MOU

Missouri is sometimes credited as the first state to initiate interstate highway construction, breaking ground on a 2.6 mile (4.2 km) section of Interstate 70 in St. Charles County, after the state signed the first contracts under the new interstate program on August 2, 1956. Beginning in 1956, construction of I-70 across Missouri took nine years to complete. Work on the last sections, in Jackson and Lafayette counties, was completed in August of 1965. Extending 251 miles (403.9 km), the Missouri section of I-70 was designed to meet the 20 year tolerance standard established by federal legislation.

During the First Tier Study, discussions began with the Historic Preservation Program (HPP) office, which houses the Missouri State Historic Preservation Office (SHPO), within the Missouri Department of Natural Resources (MDNR), and the Federal Highway Administration (FHWA). These discussions were regarding the potential historic significance of I-70 in view of the National Historic Preservation Act of 1966 and its possible eligibility for the National Register of Historic Places. The interstate system is approaching the 50 year old threshold for consideration of eligibility, and as a result, the national interstate system is currently being studied by a national task force including representatives of the National Conference of State Historic Preservation Officers, the FHWA, select state Departments of Transportation, the Advisory Council on Historic Preservation, the National Register and other interested parties. The discussions within Missouri led to the development of a memorandum of understanding (MOU) that outlines a course of action to be followed with regard to I-70. The agreed action is the following:

1. A formal assessment of the eligibility of the section of Interstate 70 addressed in the First Tier EIS and in the Second Tier environmental documents will be prepared by the Federal Highway Administration at such time that the interstate has reached 50 years of age, or the national task force has reached an opinion regarding the eligibility of the interstate system.

2. In the interim, the FHWA and MoDOT will proceed in good faith to gather documentation on the history and development of this important interstate highway (Interstate 70) in Missouri.

3. Should Interstate 70 or any part thereof be determined eligible at a later date, the FHWA and MoDOT shall enter into consultation with the MoSHPO and the ACHP pursuant to 36 CFR 800.

The MOU has been signed by the FHWA, MoDOT, and MDNR. The signed MOU is also included in this Appendix.

MEMORANDUM OF UNDERSTANDING
Missouri Interstate 70

WHEREAS, the Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) have completed the Interstate 70 First Tier Environmental Impact Statement (EIS), and are now preparing the Second Tier environmental studies for seven sections of independent utility on I-70, with the ultimate goal of widening the existing interstate across much of Missouri; and

WHEREAS, the FHWA and MoDOT have begun consultation with the Missouri Department of Natural Resources State Historic Preservation Office (MOSHPO), as required by Section 106 of the National Historic Preservation Act and 36 CFR 800, the implementing regulations of the Advisory Council on Historic Preservation (ACHP); and

WHEREAS, the interstate was completed in August, 1965, and so is not yet 50 years of age, and determining its eligibility for the National Register of Historic Places presents a challenge in terms of assessment of integrity, as the interstate has continued to evolve over time through reconstruction, maintenance and improvements; and

WHEREAS, the National Register eligibility of the national interstate system is currently being studied by a national task force including representatives of the National Conference of State Historic Preservation Officers, the Federal Highway Administration, the Advisory Council on Historic Preservation and other interested parties;

NOW THEREFORE, the FHWA, MoDOT and the MOSHPO agree to the following:

1. A formal assessment of the eligibility of the section of Interstate 70 addressed in the First Tier EIS and in the Second Tier environmental documents will be prepared by the Federal Highway Administration at such time that the interstate has reached 50 years of age, or the national task force has reached an opinion regarding eligibility of the interstate system.

2. In the interim, the FHWA and MoDOT will proceed in good faith to gather documentation on the history and development of this important interstate highway (Interstate 70) in Missouri.

3. Should Interstate 70 or any part thereof be determined eligible at a later date, the FHWA and MoDOT shall enter into consultation with the MOSHPO and the ACHP pursuant to 36 CFR 800.

Federal Highway Administration

By: _____ Date: 3-18-03

Missouri Department of Transportation

By: _____ Date: 3/14/03

Missouri Department of Natural Resources

By: _____ Date: 3/3/03