



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: August 21, 2017

Re: CATSO Report – Potential Future Stadium Boulevard/Route 740 extension in Long-range Transportation Plan and impacts on St. Charles Road and Grace Lane (Case #17-215)

Executive Summary

This report, provided at Council request, reviews the Stadium Boulevard extension from the present Stadium terminus to the existing St. Charles Road/Interstate 70 interchange and its impacts on existing streets in the planned extension corridor.

Discussion

The Columbia Area Transportation Study Organization (CATSO) 2040 Long-range Transportation Plan (LRTP) includes a future extension of Stadium Boulevard/Route 740 as an “illustrative” project – that is, a need has been demonstrated for the project but no funding is currently available or projected for implementation. The extension, as is the case for existing Stadium Boulevard, is classified as an expressway. The LRTP lists an estimated cost of \$68 million for project construction, which also includes reconstruction of a portion of Route WW.

In December 2009, the East Columbia Environmental Impact Statement (EIS) was completed and approved by the Federal Highway Administration (FHWA) and MoDOT. The EIS was the outcome of a detailed study done to determine the needs and best options for solutions to improving the roadway network in the eastern Columbia area. The EIS includes the selection of a preferred alternative (PA) for a future Stadium extension. A “preferred alternative” is the option that best fulfills the purpose and need of a proposed action, while avoiding, minimizing, or mitigating the impacts to the social and natural environment. The EIS estimated project costs for the Stadium/ 740 PA alone are \$39.8 million, as they do not include the reconstruction costs for Route WW, estimated at \$22 million.

The preferred alternative extends Stadium from its existing terminus near HWY 63 up to the St. Charles Road interchange to access Interstate 70. The study does not specify design for the intersection. Construction would likely result in the existing St. Charles Road/Grace Lane intersection being eliminated as it is located immediately in the proposed extension corridor right-of-way footprint. Consequently, a potential alternative connection between St. Charles and Grace is illustrated in the preferred alternative map (see attached 740 St. Charles Intersection Preferred Alternative Map).

More detailed information about the potential future Stadium Boulevard extension and the impact of project construction on existing land uses in the proposed corridor is available in the attached East Columbia EIS.



Fiscal Impact

Short-Term Impact: None.

Long-Term Impact: None.

Strategic & Comprehensive Plan Impacts

[Strategic Plan Impacts:](#)

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

[Comprehensive Plan Impacts:](#)

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Infrastructure, Tertiary Impact: Tertiary

Legislative History

Date	Action
N/A	N/A

Suggested Council Action

Acceptance of the report.