Environmental Impact Statement

EXHIBIT 1a*

Summary of Impacts

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES								
		No-Build	1	2	3	4	5	6	7	8
	North Subcorridor	No-Build	Build	Build	Build	Build	Build	Build	Build	Build
	River Crossing Subcorridor	No-Build	Alt. A	Alt. A	Alt. B-1	Alt. B-1	Alt. B-2	Alt. B-2	Alt. C	Alt. C
	CBD North Loop Subcorridor	No-Build	Alt. A	Alt. B	Alt. A	Alt. B	Alt. A	Alt. B	Alt. A	Alt. B
ENGINEERING & TRAFFIC CONSIDERATIONS										
PROJECT COST										
Roadway Construction Cost Estimate[1]	$ (Million)	$86.4	$158.5	$189.0	$160.4	$190.9	$170.3	$200.8	$170.3	$200.8
River Bridge Construction Cost Estimate[1]	$ (Million)	$13.8	$49.1	$49.1	$54.4	$54.4	$54.4	$54.4	$54.4	$54.4
Right-of-Way and Relocation Cost[1]	$ (Million)	NA	$6.2	$6.2	$6.2	$6.2	$6.5	$6.5	$10.8	$10.8
TOTAL PROJECT COST[1]	$ (Million)	$100.2	$213.8	$244.3	$221.0	$251.5	$231.2	$261.7	$235.5	$266.0
30-Year Operation and Maintenance Costs	$ (Million)	$1.3	$2.4	$2.4	$2.4	$2.4	$2.4	$2.4	$2.4	$2.4
Unique Bridge Additional Cost	$ (Million)	NA	$14.1 to $16.2	$14.1 to $16.2	$3.5 to $39.5	$3.5 to $39.5	$3.5 to $39.5	$3.5 to $39.5	$3.5 to $39.5	$3.5 to $39.5
CONSTRUCTABILITY ISSUES										
Timing/Staging	Rating		○	◒	◒	◒	◒	◒	◒	◒
Difficulty of Construction	Rating		○	◒	◒	◒	◒	◒	◒	◒
Traffic Accommodation During Construction	Rating		◒	◒	◒	◒	◒	◒	◒	◒
Impacts to Adjacent Properties	Rating									
RIVER BRIDGE MAINTENANCE	Rating		◒	◒	○	○	○	○	○	○
RIVER BRIDGE ENHANCEMENT OPPORTUNITY	Rating		◒	◒	○	○	○	○	○	○
RIVER BRIDGE TYPE OPTIONS	Rating		◒	◒	○	○	○	○	○	○
LEVEL OF SERVICE Mainline (2030)	Peak Hour LOS	D-F*	C-D*	C-D*	C-D*	C-D*	C-D*	C-D*	C-D*	C-D*
SAFETY[2]										
Crashes 2030 - (PDO)	Number	708	858	858	892	892	892	892	892	892
Crashes 2030 - (Injury)	Number	2171	405	405	348	348	348	348	348	348
Crashes 2030 - (Fatal)	Number	2	0	0	0	0	0	0	0	0
Crashes 2030 - (Total)	Number	2,881	1,263	1,263	1,240	1,240	1240	1240	1240	1240
Crashes 2030 - (Rate)	Number (HMVMT)	246.1-577.5*	121.6-156.6*	121.6-156.6*	121.6	121.6	121.6	121.6	121.6	121.6
SOCIAL CONSIDERATIONS										
TOTAL ACQUISITIONS										
Single-Family Residential	Dwelling Units	0	0	0	0	0	0	0	0	0
Multi-Family Residential	Dwelling Units	0	0	0	0	0	0	0	0	0
Business	Establishments	0	8	8	8	8	8	8	8	8
Public/Semi-Public Facilities[3]	Buildings	0	0	0	0	0	0	0	0	0
PARTIAL ACQUISITIONS										
Single-Family Residential	Number	0	3	4	3	4	3	4	3	4
Multi-Family Residential	Number	0	1	1	1	1	1	1	1	1
Business	Number	0	26	26	26	26	26	26	26	26
Business	Buildings	0	1	1	1	1	2	2	2	2
Public/Semi-Public Facilities[3]	Number	0	9	9	9	9	8	8	8	8
NEIGHBORHOOD/COMMUNITY COHESION	Rating		◒	○	◒	◒	○	○	◒	○
ECONOMIC CONSIDERATIONS										
ECONOMIC ACCESS[4]	Rating		+-	+	+-	+	+	++	+	++

Rating Scale: ○ Low Impact ◒ Low/Moderate Impact ◒ Moderate Impact ◒ Moderate/High Impact ● High Impact

NOTE: Reasonable Alternatives are defined in Chapter II -- Alternatives. Preferred Alternative shown as shaded. Alternative A or B is the Preferred Alternative for the River Crossing. This means that A, B-1 or B-2 could be selected
The letters and/or numbers with an "*" represent a range for the three subcorridors.

1 Assumes year 2005 dollars. Low End Cost Estimate = utilizing existing bridges at 16th Avenue, Bedford RR tracks, & Front Street RR tracks.

2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Appendix A of the DEIS.

3 Does not include public parks/recreation facilities subject to Section 4(f).

4 Uses Impact Factors Rating Scale: ++ Strong Positive + Positive +- Neutral - Negative -- Strong Negative

*Exhibit S-2a in the DEIS and FEIS

Environmental Impact Statement

EXHIBIT 1b*

Summary of Impacts

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES								
		No-Build	1	2	3	4	5	6	7	8
	North Subcorridor	No-Build	Build	Build	Build	Build	Build	Build	Build	Build
	River Crossing Subcorridor	No-Build	Alt. A	Alt. A	Alt. B-1	Alt. B-1	Alt. B-2	Alt. B-2	Alt. C	Alt. C
	CBD North Loop Subcorridor	No-Build	Alt. A	Alt. B	Alt. A	Alt. B	Alt. A	Alt. B	Alt. A	Alt. B
ENVIRONMENTAL CONSIDERATIONS										
PARKLAND – Section 4(f)/6(f)	Number	0	0	0	0	0	0	0	0	0
Total Permanent Impacts	Acres	0	0	0	0	0	0	0	0	0
RIVERFRONT HERITAGE TRAIL	No. of Crossings	0	1	1	1	1	1	1	1	1
AIR QUALITY	CO Exceedences	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
IMPACTED NOISE RECEPTORS	Dwelling Units	0	106	106	106	106	106	106	106	106
WATER RESOURCES										
Streams	Number	0	3	3	3	3	3	3	3	3
	Linear Feet	0	269	269	269	269	269	269	269	269
Wetlands	Acreage	0	0.08**	0.08**	0.08**	0.08**	0.08**	0.08**	0.08**	0.08**
Ponds	Acreage	0	0.56**	0.56**	0.56**	0.56**	0.56**	0.56**	0.56**	0.56**
FLOODPLAINS	Linear Feet	0	1900	1900	1900	1900	2150	2150	2150	2150
	Acreage	0	1.59	1.59	1.59	1.59	1.88	1.88	1.88	1.88
NATURAL COMMUNITIES										
Upland Forests	Acreage	0	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Riparian Forests	Acreage	0	0.64	0.64	0.64	0.64	0.64	0.64	1.29	1.29
THREATENED & ENDANGERED SPECIES	Number	0	1	1	1	1	1	1	1	1
CULTURAL RESOURCES										
NRHP Listed Historic Properties - Adverse Effect	Number	0	0	0	0	0	0	0	0	0
NRHP Listed Historic Districts - Adverse Effect	Number	0	0	0	0	0	0	0	0	0
NRHP Eligible Architectural Resources - Adverse Effect	Number	0	0	0	0	0	0	0	0	0
NRHP Eligible Historic Districts - Adverse Effect	Number	0	0	0	0	0	0	0	0	0
NRHP Eligible Bridges - Adverse Effect	Number	0	0	0	1	1	1	1	1	1
Historic Archaeological Area of Interest - Adverse Effect	Number	0	0	2	0	2	0	2	0	2
HAZARDOUS WASTE SITES (Hi or Mod. Pot.)	Number	0	1	1	1	1	2	2	2	2
VISUAL QUALITY / AESTHETICS										
Views Of The Road[4]	Rating		-	-	+-	+-	+-	+-	+-	+-
Views From The Road[4]	Rating		+	+	+	+	+	+	+	+

Rating Scale: ○ Low Impact ◔ Low/Moderate Impact ◕ Moderate Impact ● Moderate/High Impact ● High Impact

NOTE: Preferred Alternative shown as shaded. Alternative A or B is the Preferred Alternative for the River Crossing. This means that A, B-1 or B-2 could be selected

1 Assumes year 2005 dollars. Low End Cost Estimate = utilizing existing bridges at 16th Avenue, Bedford RR tracks, & Front Street RR tracks.

2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Apendix A in the DEIS.

3 Does not include public parks/recreation facilities subject to Section 4(f).

4 Uses Impact Factors Rating Scale: ++ Strong Positive + Positive +- Neutral - Negative -- Strong Negative

**Wetlands and pond impacts are non-jurisdictional.

*Exhibit S-2b in the DEIS and FEIS

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES North Subcorridor (Armour Rd. to 14th Ave.) No-Build	Build
ENGINEERING & TRAFFIC CONSIDERATIONS			
PROJECT COST			
Roadway Construction Cost Estimate[1]	$ (Million)	$22.5	$49.7
River Bridge Construction Cost Estimate[1]	$ (Million)	NA	NA
Right-of-Way and Relocation Cost[1]	$ (Million)	NA	$1.4
TOTAL PROJECT COST[1]	$ (Million)	$22.5	$51.1
30-Year Operations and Maintenance[1]	$ (Million)	$0.4	$0.8
Unique Bridge Additional Cost	$ (Million)	NA	NA
CONSTRUCTABILITY ISSUES			
Timing/Staging	Rating	○	●
Difficulty of Construction	Rating	○	●
Traffic Accommodation During Construction	Rating	○	●
Impacts to Adjacent Properties	Rating	○	●
RIVER BRIDGE MAINTENANCE	Rating	NA	NA
RIVER BRIDGE ENHANCEMENT OPPORTUNITY	Rating	NA	NA
RIVER BRIDGE TYPE OPTIONS	Rating	NA	NA
LEVEL OF SERVICE Mainline (2030)	Peak Hour LOS (AM / PM)	E / F	D / D
SAFETY[2]			
Crashes 2030 - (PDO)	Number	176	330
Crashes 2030 - (Injury)	Number	506	130
Crashes 2030 - (Fatal)	Number	0	0
Crashes 2030 - (Total)	Number	682	460
Crashes 2030 - (Rate)	Number (HMVMT)	246.1	121.6
SOCIAL CONSIDERATIONS			
TOTAL ACQUISITIONS			
Single-Family Residential	Dwelling Units	0	0
Multi-Family Residential	Dwelling Units	0	0
Business	Establishments	0	1
Public/Semi-Public Facilities[3]	Buildings	0	0
PARTIAL ACQUISITIONS			
Single-Family Residential	Number	0	0
Multi-Family Residential	Number	0	1
Business	Number	0	6
Business	Buildings	0	0
Public/Semi-Public Facilities[3]	Number	0	2
NEIGHBORHOOD/COMMUNITY COHESION	Rating	○	○
ECONOMIC CONSIDERATIONS			
ECONOMIC ACCESS[4]	Rating	+-	+-

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES North Subcorridor (Armour Rd. to 14th Ave.) No-Build	Build
ENVIRONMENTAL CONSIDERATIONS			
PARKLAND – Section 4(f)/6(f)	Number	0	0
Total Permanent Impacts	Acreage	0	0
RIVERFRONT HERITAGE TRAIL	Crossings	0	0
AIR QUALITY	CO Exceedences	Not Required	Not Required
IMPACTED NOISE RECEPTORS	Dwelling Units	0	28
WATER RESOURCES			
Streams	Number	0	2
	Linear Feet	0	269
Wetlands	Acreage	0	0.08
Ponds	Acreage	0	0.56**
FLOODPLAINS	Linear Feet	0	1780
	Acreage	0	1.39
NATURAL COMMUNITIES			
Upland Forests	Acreage	0	0.04
Riparian Forests	Acreage	0	0.04
THREATENED & ENDANGERED SPECIES	Number	0	0
CULTURAL RESOURCES			
NRHP Listed Historic Properties - Adverse Effect	Number	0	0
NRHP Listed Historic Districts - Adverse Effect	Number	0	0
NRHP Eligible Architectural Resources - Adverse Effect	Number	0	0
NRHP Eligible Historic Districts - Adverse Effect	Number	0	0
NRHP Eligible Bridges - Adverse Effect	Number	0	0
Historic Archaeological Area of Interest - Adverse Effect	Number	0	0
HAZARDOUS WASTE SITES (Hi or Mod. Pot.)	Number	0	0
VISUAL QUALITY / AESTHETICS			
Views Of The Road[4]	Rating	-	+-
Views From The Road[4]	Rating	-	-

Rating Scale: ○ Low Impact ◒ Low/Moderate Impact ◒ Moderate Impact ◒ Moderate/High Impact ● High Impact

NOTE: Preferred Alternative shown as shaded.

1 Assumes year 2005 dollars. Low End Cost Estimate = utilizing existing bridges at 16th Avenue, Bedford RR tracks, & Front Street RR tracks.
2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Appendix A in the DEIS.
3 Does not include public parks/recreation facilities subject to Section 4(f).
4 Uses Impact Factors Rating Scale: ++ Strong Positive + Positive +- Neutral - Negative -- Strong Negative

**Wetlands and pond impacts are non-jurisdictional.

*Exhibit IV-1 in the DEIS and FEIS

Environmental Impact Statement

EXHIBIT 2*

Summary of Impacts - North Subcorridor

Environmental Impact Statement

EXHIBIT 3*

Summary of Impacts - River Crossing Subcorridor

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES – River Crossing Subcorridor (16th Ave. to Dora St.) No-Build	A	B-1	B-2	C
ENGINEERING & TRAFFIC CONSIDERATIONS						
PROJECT COST						
Roadway Construction Cost Estimate[1]	$ (Million)	$23.7	$64.2	$66.1	$76.0	$76.0
River Bridge Construction Cost Estimate[1]	$ (Million)	$13.8	$49.1	$54.4	$54.4	$54.4
Right-of-Way and Relocation Cost[1]	$ (Million)	NA	$3.8	$3.8	$4.1	$8.4
TOTAL PROJECT COST[1]	$ (Million)	$37.5	$117.1	$124.3	$134.5	$138.8
30-Year Operations and Maintenance	$ (Million)	$0.5	$0.9	$0.9	$0.9	$0.9
Unique Bridge Additional Cost	$ (Million)	NA	$14.1 to $16.2	$3.5 to $39.5	$3.5 to $39.5	$3.5 to $39.5
CONSTRUCTABILITY ISSUES						
Timing/Staging	Rating					
Difficulty of Construction	Rating			***	***	***
Traffic Accommodation During Construction	Rating					
Impacts to Adjacent Properties	Rating					
RIVER BRIDGE MAINTENANCE	Rating			***	***	***
RIVER BRIDGE ENHANCEMENT OPPORTUNITY	Rating					
RIVER BRIDGE TYPE OPTIONS	Rating					
LEVEL OF SERVICE Mainline (2030)	Peak Hour LOS (AM / PM)	F / F	D / D	D / D	D / D	D / D
SAFETY[2]						
Crashes 2030 - (PDO)	Number	272	365	399	399	399
Crashes 2030 - (Injury)	Number	837	212	155	155	155
Crashes 2030 - (Fatal)	Number	1	0	0	0	0
Crashes 2030 - (Total)	Number	1,110	577	554	554	554
Crashes 2030 - (Rate)	Number (HMVMT)	333.3	156.6	121.6	121.6	121.6
SOCIAL CONSIDERATIONS						
TOTAL ACQUISITIONS						
Single-Family Residential	Dwelling Units	0	0	0	0	0
Multi-Family Residential	Dwelling Units	0	0	0	0	0
Business	Establishments	0	0	0	0	0
Public/Semi-Public Facilities[3]	Buildings	0	0	0	0	0
PARTIAL ACQUISITIONS						
Single-Family Residential	Number	0	0	0	0	0
Multi-Family Residential	Number	0	0	0	0	0
Business	Number	0	20	20	20	20
Business	Buildings	0	2	2	2	2
Public/Semi-Public Facilities[3]	Number	0	7	7	6	6
NEIGHBORHOOD/COMMUNITY COHESION	Rating					
ECONOMIC CONSIDERATIONS						
ECONOMIC ACCESS[4]	Rating	+-				+-

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES – River Crossing Subcorridor (16th Ave. to Dora St.) No-Build	A	B-1	B-2	C
ENVIRONMENTAL CONSIDERATIONS						
PARKLAND – Section 4(f)/6(f)	Number	0	0	0	0	0
Total Permanent Impacts	Acres	0	0	0	0	0
RIVERFRONT HERITAGE TRAIL	No. of Crossings	0	1	1	1	1
AIR QUALITY	CO Exceedences	Not Required	Not Required	Not Required	Not Required	Not Required
IMPACTED NOISE RECEPTORS	Dwelling Units	0	0	0	0	0
WATER RESOURCES						
Streams	Number	0	1	1	1	1
	Linear Feet	0	0	0	0	0
Wetlands	Acreage	0	0	0	0	0
Ponds	Acreage	0	0	0	0	0
FLOODPLAINS	Linear Feet	0	120	120	370	370
	Acreage	0	0.2	0.2	0.49	0.49
NATURAL COMMUNITIES						
Upland Forests	Acreage	0	0	0	0	0
Riparian Forests	Acreage	0	0.6	0.6	0.6	1.25
THREATENED & ENDANGERED SPECIES	Number	0	1	1	1	1
CULTURAL RESOURCES						
NRHP Listed Historic Properties - Adverse Effect	Number	0	0	0	0	0
NRHP Listed Historic Districts - Adverse Effect	Number	0	0	0	0	0
NRHP Eligible Architectural Resources - Adverse Effect	Number	0	0	0	0	0
NRHP Eligible Historic Districts - Adverse Effect	Number	0	0	0	0	0
NRHP Eligible Bridges - Adverse Effect	Number	0	0	1	1	1
Historic Archaeological Area of Interest - Adverse Effect	Number	0	0	0	0	0
HAZARDOUS WASTE SITES (Hi or Mod. Pot.)	Number	0	1	1	2	2
VISUAL QUALITY / AESTHETICS						
Views Of The Road[4]	Rating	+-	+-	+	+	+
Views From The Road[4]	Rating	+	+	+	+	+

Rating Scale: Low Impact | Low/Moderate Impact | Moderate Impact | Moderate/High Impact | High Impact

NOTE: Preferred Alternative shown as shaded. Alternative A or B is the Preferred Alternative for the River Crossing. This means that A, B-1 or B-2 could be selected.

1 Assumes year 2005 dollars. Low End Cost Estimate = utilizing existing bridges at 16th Avenue, Bedford RR tracks, & Front Street RR tracks.
2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Appendix A in the DEIS.
3 Does not include public parks/recreation facilities subject to Section 4(f).
4 Uses Impact Factors Rating Scale: ++ Strong Positive + Positive +- Neutral - Negative - - Strong Negative

*Exhibit IV-2 in the DEIS and FEIS

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES CBD North Loop Subcorridor (Dora St. to Broadway)		
		No-Build	A	B
ENGINEERING & TRAFFIC CONSIDERATIONS				
PROJECT COST				
Roadway Construction Cost Estimate[1]	$ (Million)	$40.2	$44.6	$75.1
River Bridge Construction Cost Estimate[1]	$ (Million)	NA	NA	NA
Right-of-Way and Relocation Cost[1]	$ (Million)	NA	$1.0	$1.0
TOTAL PROJECT COST[1]	$ (Million)	$40.2	$45.6	$76.1
30-Year Operations and Maintenance Costs	$ (Million)	$0.4	$0.7	$0.7
Unique Bridge Additional Costs	$ (Million)	NA	NA	NA
CONSTRUCTABILITY ISSUES				
Timing/Staging	Rating	○	○	●
Difficulty of Construction	Rating	○	○	●
Traffic Accommodation During Construction	Rating	○	○	●
Impacts to Adjacent Properties	Rating	○	○	○
RIVER BRIDGE MAINTENANCE	Rating	NA	NA	NA
RIVER BRIDGE ENHANCEMENT OPPORTUNITY	Rating	NA	NA	NA
RIVER BRIDGE TYPE OPTIONS	Rating	NA	NA	NA
LEVEL OF SERVICE Mainline (2030)	Peak Hour LOS (AM / PM)	D / D	C / C	C / C
SAFETY[2]				
Crashes 2030 - (PDO)	Number	260	163	163
Crashes 2030 - (Injury)	Number	828	63	63
Crashes 2030 - (Fatal)	Number	1	0	0
Crashes 2030 - (Total)	Number	1,089	226	226
Crashes 2030 - (Rate)	Number (HMVMT)	577.5	121.6	121.6
SOCIAL CONSIDERATIONS				
TOTAL ACQUISITIONS				
Single-Family Residential	Dwelling Units	0	0	0
Multi-Family Residential	Dwelling Units	0	0	0
Business	Establishments	0	7	7
Public/Semi-Public Facilities[3]	Buildings	0	0	0
PARTIAL ACQUISITIONS				
Single-Family Residential	Number	0	3	4
Multi-Family Residential	Number	0	0	0
Business	Number	0	0	0
Business	Buildings	0	0	0
Public/Semi-Public Facilities[3]	Number	0	0	0
NEIGHBORHOOD/COMMUNITY COHESION	Rating	○	○	○
ECONOMIC CONSIDERATIONS				
ECONOMIC ACCESS[4]	Rating	+	+	++

EVALUATION FACTORS	UNITS	PROJECT ALTERNATIVES CBD North Loop Subcorridor (Dora St. to Broadway)		
		No-Build	A	B
ENVIRONMENTAL CONSIDERATIONS				
PARKLAND – Section 4(f)/6(f)	Number	0	0	0
Total Permanent Impacts	Acres	0	0	0
RIVERFRONT HERITAGE TRAIL	No. of Crossings	0	0	0
AIR QUALITY	CO Exceedences	Not Required	Not Required	Not Required
IMPACTED NOISE RECEPTORS	Dwelling Units	0	78	78
WATER RESOURCES				
Streams	Number	0	0	0
	Linear Feet	0	0	0
Wetlands	Acreage	0	0	0
Ponds	Acreage	0	0	0
FLOODPLAINS	Linear Feet	0	0	0
	Acreage	0	0	0
NATURAL COMMUNITIES				
Upland Forests	Acreage	0	0	0
Riparian Forests	Acreage	0	0	0
THREATENED & ENDANGERED SPECIES	Number	0	0	0
CULTURAL RESOURCES				
NRHP Listed Historic Properties - Adverse Effect	Number	0	0	0
NRHP Listed Historic Districts - Adverse Effect	Number	0	0	0
NRHP Eligible Architectural Resources - Adverse Effect	Number	0	0	0
NRHP Eligible Historic Districts - Adverse Effect	Number	0	0	0
NRHP Eligible Bridges - Adverse Effect	Number	0	0	0
Historic Archaeological Area of Interest - Adverse Effect	Number	0	0	2
HAZARDOUS WASTE SITES (Hi or Mod. Pot.)	Number	0	0	0
VISUAL QUALITY / AESTHETICS				
Views Of The Road[4]	Rating	-	-	+
Views From The Road[4]	Rating	+	+	+

Rating Scale: ○ Low Impact ◔ Low/Moderate Impact ◑ Moderate Impact ◕ Moderate/High Impact ● High Impact

NOTE: Preferred Alternative shown as shaded.

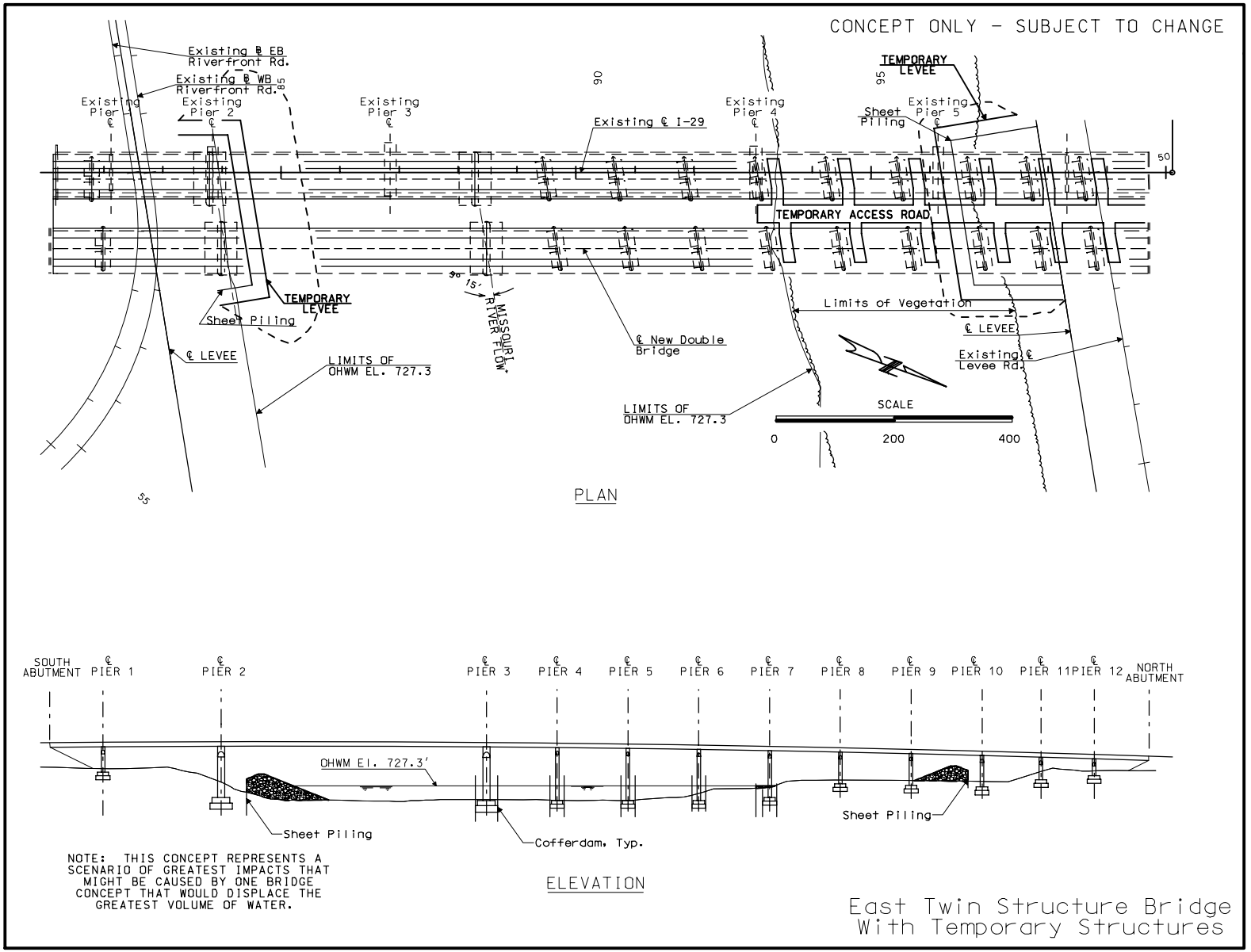
1 Assumes year 2005 dollars. Low End Cost Estimate = utilizing existing bridges at 16th Avenue, Bedford RR tracks, & Front Street RR tracks.
2 Accident statistics and safety data summarized and presented in this table are protected under federal law. See Appendix A in the DEIS.
3 Does not include public parks/recreation facilities subject to Section 4(f).
4 Uses Impact Factors Rating Scale: ++ Strong Positive + Positive +- Neutral - Negative - - Strong Negative

Environmental Impact Statement

EXHIBIT 4*

Summary of Impacts - CBD North Loop Subcorridor

*Exhibit IV-3 in the DEIS and FEIS



NOTE: THIS CONCEPT REPRESENTS A SCENARIO OF GREATEST IMPACTS THAT MIGHT BE CAUSED BY ONE BRIDGE CONCEPT THAT WOULD DISPLACE THE GREATEST VOLUME OF WATER.

East Twin Structure Bridge
With Temporary Structures

Environmental Impact Statement

EXHIBIT 5

Bridge Option B