



The Future of Route 63

Finding the Preferred Alternative

How Does MoDOT Evaluate the Range of Alternatives?

In May 2007, the study team presented a preliminary range of alternative alignments to address the purpose and need of the Route 63 study. In order to narrow the preliminary range to a "reasonable" range of alignments, the team used public input and technical, cultural and environmental data. The following criteria were used in that evaluation.

Public Input

- Comments Submitted from Public
- Coordination with Local, State and Federal Agencies

Engineering Considerations

- | | |
|-------------------------|-----------------------------------|
| New Alignment Length | Number of Creek/Stream Crossings |
| Travel Time | Number of Bridges/River Crossings |
| Accident Rating | Ruggedness of Terrain Rating |
| Constructability Rating | Local Road Access Points |

Right of Way Impacts

- | | |
|---------------------|-----------------------|
| Parcels Impacted | Displacements |
| Residential Impacts | New Right of Way |
| Commercial Impacts | Existing Right of Way |

Environmental Impacts

- | | |
|-----------------------|--|
| Impact to Communities | Recreational Use Facilities, Privately Owned |
| Parklands | Threatened and Endangered Species |
| Wetlands | Hazardous Waste Locations |
| Floodplain | Other Publicly Noted (Potential) |
| Airports | Environmental Constraints |

Cultural Resources Impacts

- Cemeteries
- Registered Historic Properties (NRHP)
- Other Publicly Noted (Potential) Cultural Constraints

What Comes Next?

The study team will continue incorporating the evaluation criteria with the additional public comments gathered at these meetings to narrow the reasonable range of alternatives to one "preferred" alternative alignment, which will be presented in Fall 2008.