

**Exhibit 6-3: Summary Evaluation Matrix with Avoidance Alternative**

Whitton Expressway EIS

Evaluation Factors	Units	No-Build	WEST OF JACKSON			EAST OF JACKSON			Avoidance
			Viaduct	Parkway	Madison	Lafayette	Lafayette Half & Clark	Lafayette Full & Clark	
<b>PURPOSE &amp; NEED</b>									
Does the alternative provide sufficient roadway capacity and improve traffic operations?		No	2	5 (2)*	3	Yes	Yes	Yes	Yes
Does the alternative improve traffic safety?		No	1	1 (1)	2	Yes	Yes	Yes	Yes
Does the alternative address structural and roadway needs		No	1	1 (1)	1	Yes	Yes	Yes	Yes
Does it improve access to major activity centers and encourage development?		No	1	1 (1)	1	Yes	Yes	Yes	Yes
<b>ENGINEERING CONSIDERATIONS</b>									
What are the anticipated construction costs?	\$ (Million)	n.a.	32-36	18-21 (44-49)	16-18	23-26	21-24	23-26	18-20
What is the total amount of right of way needed?	Acres	0	0.7	0.7	0.9	4.7	6.3	7.3	6
What are the estimated right of way costs?	\$ (Million)	n.a.	0.2-0.5	0.2-0.5	0.3-0.6	1.6-3.0	2.2-4.1	2.5-4.8	2.3-3.9
How difficult would it be to construct?	Rating	n.a.	5	3 (4)	2	3	3	3	3
How efficiently can traffic be maintained during construction?	Rating	n.a.	5	2 (3)	2	2	2	2	1
Can the alternative efficiently be implemented in phases?	Rating	n.a.	5	1 (1)	4	4	2	2	4
<b>TRAFFIC &amp; SAFETY CONSIDERATIONS</b>									
What is the expected 2035 level of service on the mainline Whitton?	LOS (AM / PM)	F	B/C	B/C	D/E	C	B	D	--
Does this alternative improve traffic operations through the triplets?	Rating	n.a.	2	4 (2)	4	n.a.	n.a.	n.a.	n.a.
Does the alternative address long-term capacity needs?	Rating	n.a.	2	4 (2)	3	3	2	1	3
Does the alternative create adverse traffic impacts on the secondary street network?	Rating	n.a.	2	4 (2)	4	4	1	1	2
Does this alternative improve accident rates along the corridor?	Rating	n.a.	2	3 (2)	3	3	2	3	3
Does this alternative affect incident management and emergency services?	Rating	n.a.	2	3 (2)	3	2	3	2	2
<b>SOCIAL CONSIDERATIONS</b>									
How many single-family properties will require a total acquisition?	#	0	0	0	2	10	21	22	21
How many single-family properties will require a partial acquisition?	#	0	0	0	0	9	8	12	3
How many multi-family properties will require a total acquisition?	#	0	0	1	0	2	1	1	1
How many multi-family properties will require a partial acquisition?	#	0	0	0	0	3	3	4	1
How many commercial properties will require a total acquisition?	#	0	1	0	0	9	4	4	2
How many commercial properties will require a partial acquisition?	#	0	1	2	3	2	0	1	0
How many institutional properties will require a total acquisition?	#	0	0	0	0	1	0	1	0
How many institutional properties will require a partial acquisition?	#	0	0	0	1	1	2	2	2
How many parking lots will require a total acquisition?	#	0	0	0	0	0	0	0	0
How many parking lots will require a partial acquisition?	#	0	7	7	7	1	1	1	0
What is the population of those blocks that will be impacted by the project?	#	n.a.	108	94	94	734	682	682	671
What is the percentage of minority individuals that live on those blocks that will be impacted by the project?	%	n.a.	31	22	22	37	38	38	32
Will the alternative impact business operations during construction?	Rating	n.a.	5	4	3	n.a.	n.a.	n.a.	n.a.
Will existing on-street parking be impacted?	Rating	n.a.	2	3	3	5	3	3	3
Does this alternative affect the plans for Southside Redevelopment?	Rating	n.a.	2	3 (3)	4	n.a.	n.a.	n.a.	n.a.
How about the Eastside Redevelopment plans?	Rating	n.a.	n.a.	n.a.	n.a.	3	2	2	3
Will the alternative impact Quinn Chapel?	Rating	n.a.	n.a.	n.a.	n.a.	5	3	5	1
Will alternative impact the IC Church?	Rating	n.a.	n.a.	n.a.	n.a.	1	4	4	5
Will bicycle and pedestrian accessibility be improved?	Rating	n.a.	2	3 (3)	2	3	3	3	3
Will access to Lincoln University be improved?	Rating	n.a.	n.a.	n.a.	n.a.	1	2	1	5
How about access to Jefferson City High School?	Rating	n.a.	n.a.	n.a.	n.a.	1	2	1	5
How about access to Central Bank or the Performing Arts Center?	Rating	n.a.	1	3 (3)	5	n.a.	n.a.	n.a.	n.a.
Does it improve access to the Missouri Penitentiary Redevelopment site?	Rating	n.a.	n.a.	n.a.	n.a.	1	2	1	3
How about access to Coca-Cola and Central Dairy?	Rating	n.a.	1	3 (3)	5	n.a.	n.a.	n.a.	n.a.
<b>ENVIRONMENTAL CONSIDERATIONS</b>									
How much parkland is impacted?	Acres	0	0	0	0	0	0.08	0.08	0
Does the alternative impact threatened and endangered species?	#	0	0	0	0	0	0	0	0
How much of the Wears Creek tributary would need to be channelized?	Linear ft.	0	285	1444	192	0	0	0	0
How much floodplain would be impacted? **	Acres	0	3.4	6.8	4.2	0.6	0.6	0.6	0
How many wetland areas are impacted?	#	0	0	0	0	0	0	0	0
Are any natural areas or habitats impacted?	#	0	0	0	0	0	0	0	0
How would the alternative impact the visual aesthetics?	Rating	n.a.	5	5	2	4	4	5	4
Would the region's air quality be adversely affected?		n.a.	No	No	No	No	No	No	No
Are any properties listed on the NRHP impacted?	#	0	0	0	0	3	0	0	0
Are any potentially eligible individual properties impacted?	#	0	1	1	1	1	0	0	0
Are any potentially eligible historic districts?	#	0	0	0	0	1	1	1	0
Are any potentially eligible archaeological sites impacted by the alternative?	#	0	0	0	0	1	1	1	0
Are there any secondary or cumulative impacts associated with the alternative?	Rating	n.a.	1	1	1	1	1	1	1
Are any hazardous waste sites impacted?	#	0	0	0	0	0	0	0	0
How much farmland would be impacted?	#	0	0	0	0	0	0	0	0

Rating Scale - Factors are rated from 1 to 5 with 1 being the best and 5 being the worst. For those factors comparing impacts 1 represents the least impact and 5 represents the greatest impact.

\* The numbers in parentheses reflect the Parkway - Future concept

\*\* Floodplain impacts are based on FEMA floodplain data that does not exclude the existing roadway from the floodplain. Floodplain acreage impacts include existing right-of-way and proposed slope limits.

Note: Institutional properties include school property and churches