

Exhibit 2-1: Initial Screening Results

	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to MSP Site	Access to Lincoln University and Jefferson City High School		Built Environment	Natural Areas (Wears Creek)	Tri-Level Interchange	Section 4(f) / 6(f)	Bicycle and Pedestrian Access	Neighborhood Cohesion	Land Use Compatibility	Cost	Reasonable Alternative
No-Build Options															
No-Build	⊖	⊖	⊖	⊖	⊖		1	1	3	1	4	1	1	---	
TSM/TDM and Transit	◐	◐	⊖	⊖	⊖		1	1	3	1	4	4	1	Low	
Build Options															
By-Pass Options															
Concept 1 (North)	◐	◐	⊖	⊖	⊖		2	5	2	---	4	1	3	High	
Concept 2 (South)	◐	◐	⊖	⊖	⊖		5	5	2	---	4	5	5	High	
On Existing Alignment Options															
Concept 3 (Max Lanes)	●	●	●	●	●		5	4	5	4	5	5	2	Low	
Concept 4 (Viaduct)	●	●	●	●	●		4	3	3	2	3	3	3	High	✓
Concept 5 (Parkway)	●	●	●	●	●		3	4	3	2	3	3	3	Med	✓
Concept 6 (Madison Overpass)	●	●	●	●	●		2	2	3	2	2	2	4	Med	✓
MSP Options															
Concept A (Lafayette)	NA	NA	NA	●	●		3	3	NA	5	5	3	3	Med	✓
Concept B (Lafayette and Chestnut)	NA	NA	NA	●	●		4	3	NA	5	5	4	4	High	
Concept C (Clark Realignment)	NA	NA	NA	●	⊖		4	2	NA	---	3	4	5	Med	
Concept D (Lafayette Half Interchange and Clark Realignment)	NA	NA	NA	◐	◐		4	3	NA	---	4	3	4	Med	✓
Concept E (Clark One-Way Pair)	NA	NA	NA	●	⊖		5	2	NA	---	2	5	5	Med	
Concept F (Eastland)	NA	NA	NA	◐	⊖		5	5	NA	---	4	3	5	High	
Concept G (Lafayette Full Interchange and Clark Realignment)	NA	NA	NA	●	●		4	3	NA	---	4	3	4	Med	✓

Rating Symbol	Description	Rating	Description
●	Substantially Addresses Project Needs	1	Project benefits greatly exceed current conditions or impacts are lower relative to other concepts or both.
◐	Moderately Addresses Project Needs	2	Project benefits moderately exceed current condition or impacts are somewhat lower relative to other concepts or both.
⊖	Fails to Address Project Needs	3	Project benefits are equal to current conditions or are neutral in terms of impacts or both.
NA	Not Applicable	4	Project benefits are moderately less than current conditions or have higher impacts relative to other concepts or both.
		5	There are no project benefits or the concept produced impacts that are considered unreasonable or both.
		NA	Not Applicable
		---	Unknown

Preliminary Concepts, May Be Changed, Subject to Further Evaluation, Not For Publication

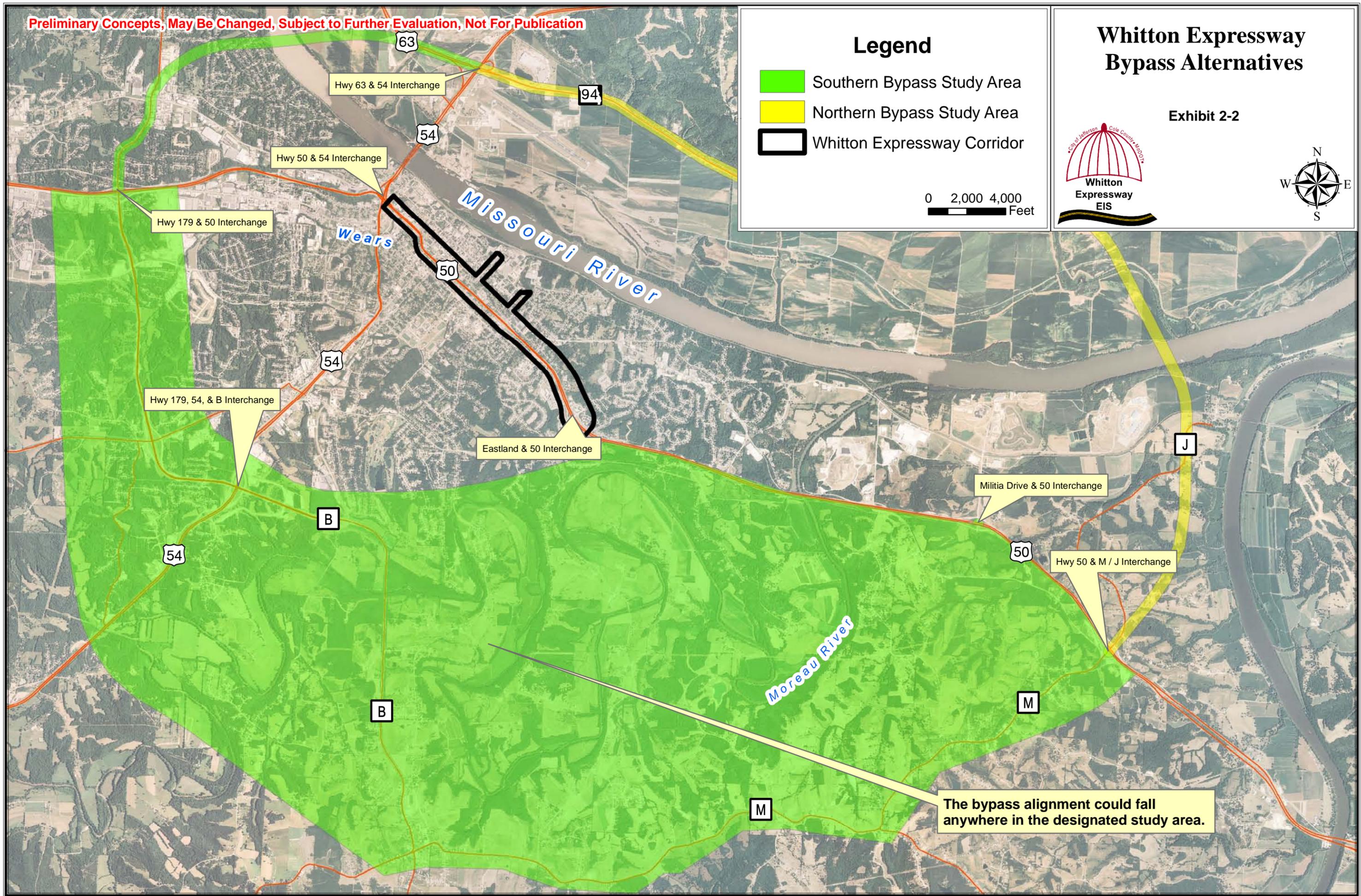
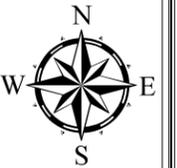
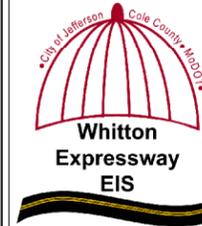
Legend

-  Southern Bypass Study Area
-  Northern Bypass Study Area
-  Whitton Expressway Corridor

0 2,000 4,000 Feet

Whitton Expressway Bypass Alternatives

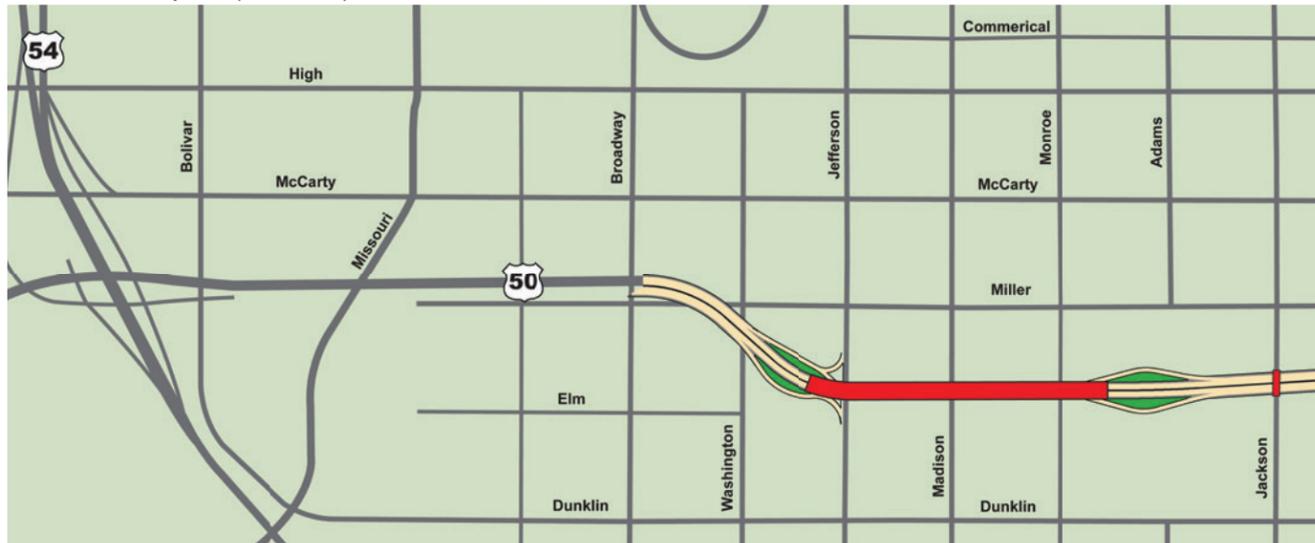
Exhibit 2-2



Build Concept 3 (Max Lanes)*



Build Concept 4 (Viaduct)*



Build Concept 5 (Parkway)



Build Concept 6 (Madison Overpass)



Whitton Expressway

Build Concepts

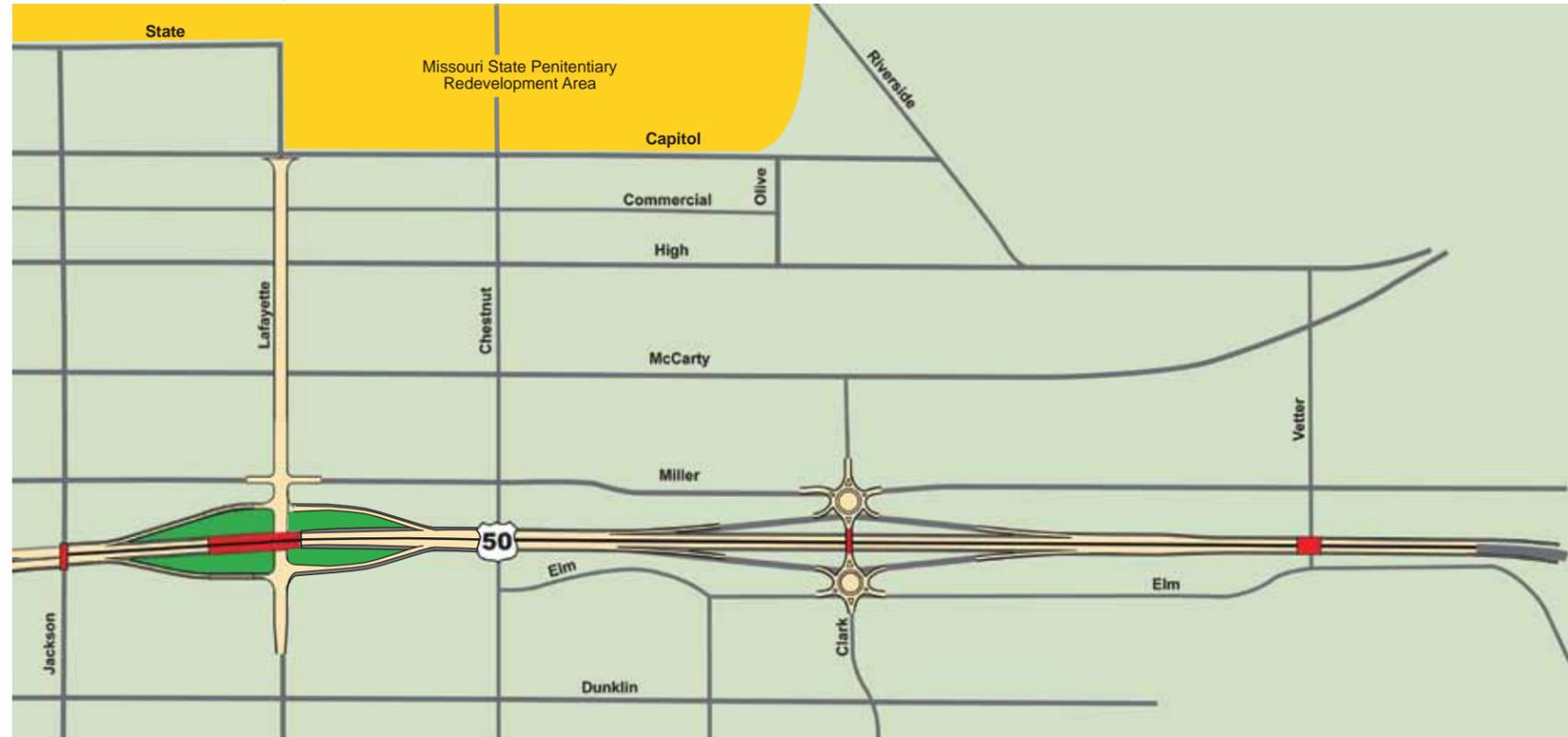
Western Segment - Whitton Mainline

Exhibit 2-3 (A)



* Concept originally identified in the Whitton Problem Definition Study

Build Concept A (Lafayette)



Whitton Expressway Build Concepts Eastern Segment Prison Redevelopment Site Access

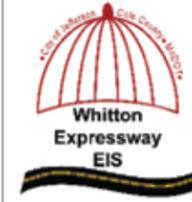


Exhibit 2-3 (B)



Build Concept B (Lafayette and Chestnut)



Build Concept C (Clark Realignment)



Build Concept D (Lafayette Interchange and Clark Realignment)



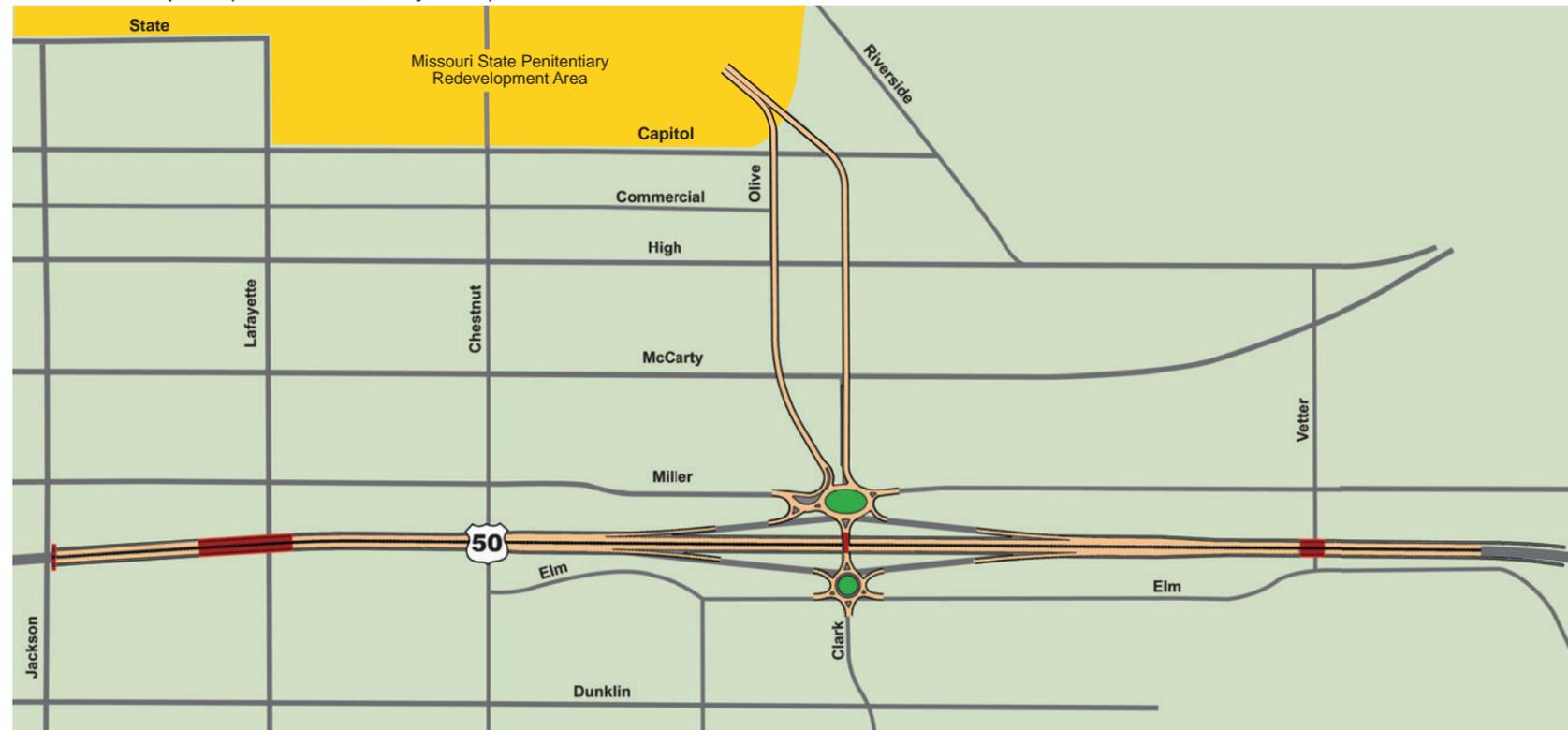
Whitton Expressway
Build Concepts
 Eastern Segment
 Prison Redevelopment Site Access



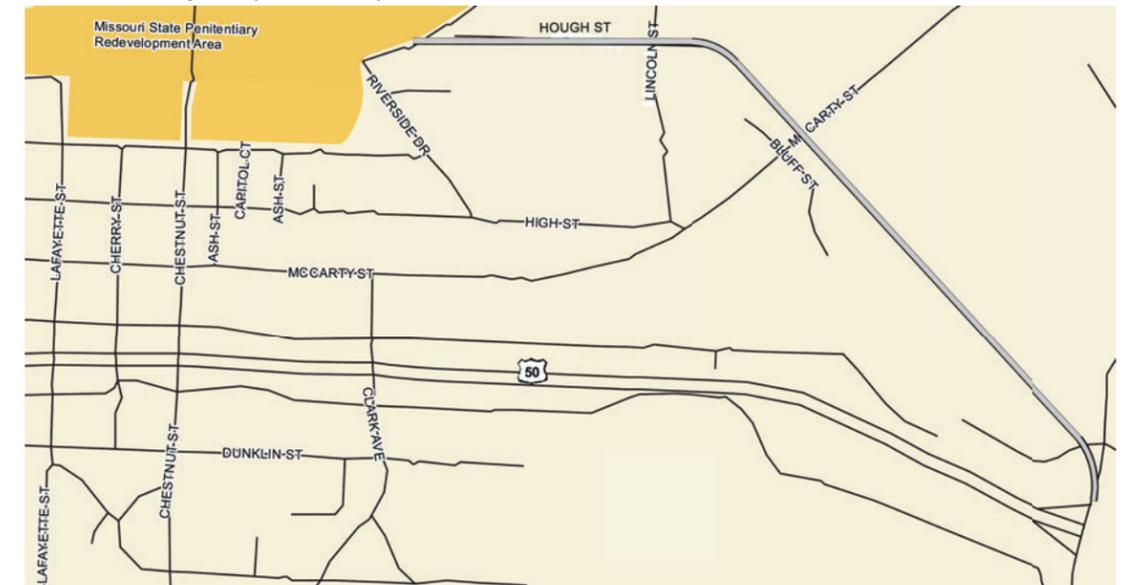
Exhibit 2-3 (C)



Build Concept E (Clark One-Way Pair)



Build Concept F (Eastland)



Build Concept G (Lafayette Full Interchange and Clark Realignment)



Whitton Expressway
Build Concepts
Eastern Segment
Prison Redevelopment Site Access

Exhibit 2-3 (D)

