



Rex Whitton Expressway EIS **Public Involvement Plan**

Introduction

Proactive and early public involvement is an important component of transportation planning. As public trustees, the involved agencies and governments must create a solution that responds to the community's values and priorities. Meaningful public involvement helps guide the technical aspects of the study towards that goal.

Public involvement in the decision making process requires agency leadership and a strategic, creative plan to engage the community in a meaningful and effective manner. This plan outlines the public involvement process for the Rex Whitton Expressway EIS, and is centered on the following goals:

- Educate the public about the EIS process and goals, including the required NEPA planning process for transportation projects that receiving federal funding;
- Secure meaningful public input into the development of purpose and need as well as reasonable alternatives; and
- Create sustainable support for the recommendations and findings in the Final EIS.

Specifically, this plan, in conjunction with the Project Coordination Plan:

- Establishes the overall framework for the public's involvement, including potentially affected property owners, key stakeholders, community organizations, elected officials and members of the general public with an interest in the outcomes and recommendations;
- Details specific issues and public concerns that need to be addressed beyond the study goals;
- Outlines the tools and tactics to be utilized to achieve the goals; and
- Establishes a general calendar of events for public involvement activities.

Project Description and Issues

The Rex Whitton Expressway serves much of Jefferson City's business and industry, from downtown to the Missouri State Penitentiary and to industrial, health care and retail businesses on the south side of the Expressway. Throughout the corridor, homes, businesses and retail developments are built very near the Expressway at many locations, or overlook the Expressway, including public

housing developments. Further, the facility is located near several historic districts and sites, including those at Lincoln University and the Jefferson City National Cemetery.

Already a busy roadway, traffic on Whitton Expressway is expected to further increase due to downtown development and redevelopment of the Missouri State Penitentiary site, adding to capacity and safety concerns.

While these issues have specific impacts on the EIS process, as well as the technical development and evaluation of alternatives, they also play an important role in the public involvement and education program.

Study Area: The EIS Study Area includes the Rex Whitton Expressway, from just east of the US 54/US 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the North, and approximately 300 feet to the south of Whitton Expressway. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary Site.

Situational Assessment

There are some challenges that are common in the development of environmental documentation. A lack of public understanding about the NEPA process is normal and anticipated. This lack of understanding typically carries over to the broader process for developing transportation projects, including advance planning, NEPA approval, design, permitting, funding and construction, and is resolved through clear communication of the process at the outset of the study process.

For this study, there are some unique challenges. The April of 2006 Problem Definition Statement included an initial analysis of the challenges at hand, and also offered several options for future capacity. While that work has laid important groundwork for the EIS process, it has also created some confusion on the part of the public. There is a common perception that Lafayette has already been chosen as the primary connection to the redevelopment at the Penitentiary, and that the “double-decker” solution has been chosen as the solution to future capacity issues. Both propositions have their supporters and detractors, with strong feelings on both sides relating to improvements and or changes along Lafayette. The Problem Definition Study left many with the impression that the planning work was complete and that the next steps would be design and construction. Public involvement activities and core messages, particularly at the outset, will need to address the need for education about the process, and effectively answer the question of “Didn’t we already do this? Why is MoDOT/the City/the County/wasting time and money?”

Further, given the study area’s location within Jefferson City raises specific concerns about cultural resources, particularly historic sites. The team will need to not only perform a robust technical inventory and assessment, but also work with the public to educate them about the nature of cultural resources and

In addition to providing technical and NEPA related information, in discussions with the community, the team has identified a series of common concerns, questions and beliefs that the engagement program will also have to address:

- Public concerns regarding maintaining north-south connectivity over the Expressway.
- Widely held public belief that the Problem Definition Study recommended that Lafayette Street would provide primary connectivity to the Missouri State Prison Redevelopment.
- Concerns about impacts to adjacent properties and neighborhoods.

Addressing these issues and concerns will allow the study team to build a deeper understanding and acceptance of the recommendations in the EIS. The study team will implement an outreach program designed to solicit the necessary input to accomplish this goal. This means more than the requisite public meetings, but a true outreach program that educates the community and key stakeholders about the challenges, provides meaningful community input throughout the development, screening and evaluation of recommendations, environmental impacts and relative costs.

Target Audiences/Key Publics

The community at large has an important stake in the development of the EIS and its recommendations and outcomes. But, because of their proximity, their role in the community or their history, there are several groups or organizations that have been identified as key publics:

- Central Bank
- Chamber of Commerce
- Downtown Business Association
- East End Neighborhood and Development Association
- Jefferson City Housing Authority
- Jefferson City School District
- Lincoln University
- Munichberg Neighborhood
- Quinn Chapel AME
- Southside Business Association

Strategy, Tools & Techniques

The team will utilize a range of tools, strategies, and techniques to achieve the goals of this public involvement program. While the programs and efforts outlined below in many cases support more than one goal, the programs are detailed by the goal they most strongly support.

Goal: Educate the public about the study, including the required planning process for major transportation projects

Media Relations – Media relations efforts will include proactive outreach, including press releases and media briefings immediately prior to the public hearing. In addition, as the study progresses, the team anticipates scheduling briefings with the Jefferson City News Tribune editorial board and with key reporters. Finally, Advisory Committee meetings will be open to the public, and the media notified of the meetings and their agendas.

Web Site – The communications team will make a variety of study and process materials available on MoDOT’s web site, including electronic versions of printed materials, meeting exhibits, presentations, notes, project map(s), FAQs and event announcements. Through the web site, visitors will also be able to participate in a series of on-line surveys, the first relating to the development of the Purpose and Need and the identification of cultural resources. Both the City of Jefferson City and Cole County have also agreed to put links to this information on their respective web sites. The internet address for study information will be included in all printed materials.

Newspaper Inserts – Two weeks prior to each of the three public meetings, the communications team will place a full-page advertisement in the Jefferson City Tribune. The ads content will include the most current information, as well as publicity about the next public meeting time, date and location. They will be designed to be graphically compelling and will include design elements aimed at maximizing public understanding and input into the EIS process. These inserts will be developed in lieu of traditional newsletters, providing a much broader reach than typically achieved with a study-specific mailing list. Additional copies will be printed as hand-outs for public meetings and other community discussions and presentations.

Goals: Secure meaningful public input into the development of reasonable alternatives and create sustainable support for the recommendations and findings in the Final EIS.

Advisory Committee - The EIS team will form a community advisory group, which will meet approximately four times during the development of the EIS, starting with the development of the Purpose and Need, through the development of alternatives, the alternatives evaluation process, and finally to the point of a recommended preferred alternative. This group’s meetings and activities will be open to the public “gallery sessions,” in which non-members may observe (but not participate in) the same information and discussions the advisory group experiences. Study team members will also be available to take questions from observers in short, post-meeting Q&A sessions. This has the added benefit of enabling the team to quickly and directly address anxieties and misunderstandings in a proactive manner.

The committee will include representatives of each of the key stakeholder groups identified:

- Central Bank
- Chamber of Commerce
- Downtown Business Association
- East End Neighborhood and Development Association

- Jefferson City Housing Authority
- Jefferson City School District
- Lincoln University
- Quinn Chapel AME
- Missouri State Penitentiary Development/Federal Courthouse
- Munichberg Neighborhood
- Southside Business Association

Public Meetings – During the development of the EIS, the team will host two public meetings in order to for the public to learn about the process and to be brought along in the determination of alternatives and through the screening process. The meetings will likely be held in an open-house format, and include relevant information, hands-on opportunities to respond or make comments, and a formal comment station. Each group of exhibits will be staffed by a subject-matter expert to answer questions and take comments. This approach is designed to create a meaningful and sustainable dialogue between the study team and the public at large. Each of the public meetings will be publicized in the full-page, paid advertisement, as well as through media relations and outreach via the MoDOT, Jefferson City and Cole County web sites.

Public Hearing – As is appropriate and required in the EIS process, the final public meeting will be a hearing on the Draft EIS document, including the preferred recommended alternative. There will also be information on the issues and alternatives considered throughout the process, along with information about the option of “no-build.” Copies of the Draft EIS will be distributed in the community and the hearing held in the appropriate time frame within the 45-day formal comment period. The availability of the Draft document, along with information about the time, date and location of public hearings will be publicized in the same manner as the public meetings, with the addition of the required legal notices in the local media and *Federal Register*.

Drop-In Centers – In support of the second public meeting and the public hearing, the team will staff drop-in centers. The drop-in centers provide an opportunity to receive the information presented at the meetings for members of the public that might not otherwise be able to attend the public meeting or hearing. These drop-in centers will make available critical information, and participants will have the same opportunities to ask questions, make comments and participate in the process.

Translation Services – During the development of the scope for this study, the team reviewed census bureau data regarding the number of households in the study area and community that might require Limited English Proficient (LEP) services. Based on that data and guidance from the FHWA, the team determined that there is not a sufficient need to offer materials in a second language or to provide interpretation services at public meetings. Should specific requests be made for translation or interpretation, the team will address those appropriately with an eye towards inclusiveness and respect for diversity.

Government Relations

Outreach to local government bodies is always an important part of the EIS process, and key to coming to a broadly supported, sustainable recommendation. The study's location in the state capital and the planned development of a federal courthouse within the Missouri State Penitentiary site means that government relations are especially critical. Tools to make sure that the team's outreach sufficiently includes local leaders include:

- **Jefferson City Council** – Monthly briefings by MoDOT staff, supported by the consultant team at work sessions, except in those months where they receive a formal briefing.
- **Cole County Commission** – Monthly briefings by MoDOT staff, supported by the consultant team at work sessions, except in those months where they receive a formal briefing.
- **State of Missouri Senate and House** – The team will host a briefing for all elected officials prior to the media briefing for public meetings. Representatives of the Jefferson City and Cole County area will receive a special invitation to those briefings, but all representatives will be invited.
- **U.S. Senate and House** – The team will host a briefing for all elected officials prior to the media briefing for public meetings. Representatives of the Jefferson City and Cole County area will receive a special invitation to those briefings.
- **Federal Judiciary** – These officials will also be included in the public official's briefings prior to public hearings. In addition, because the Courthouse will receive significant funding, members of the technical team will meet with the courthouse design team. The community advisory group will include a representative from the development team.

Schedule

The majority of public involvement activities – newspaper ads, public meetings, advisory group meetings, public official's briefing – will be conducted in relationship to three major milestones:

- Development of Purpose and Need/Kick-Off (August, 2007)
- Preliminary, Draft Alternatives (December, 2007)
- Draft EIS (July, 2008)

The advisory group is anticipated to meet twice during the development and screening of alternatives.

Communications/Media Protocol

Media Inquiries

In general all media inquiries should be directed to Kristin Gerber for tracking, research and development of key messages. However, each spokesperson should respond appropriately to basic questions, bearing in mind the following guide-lines:

- Be congenial, but remember that nothing is “off the record.”
- You may (and should) ask the reporter (1) what they need and (2) their deadline. You can call them back once you have had a chance to confer with appropriate team members and clarify your message.
- Do not speculate.
- Answer honestly, accurately and as succinctly as possible. If you do not know the answer, say so. If possible, identify the person who can answer the question.
- If the issue is contentious, only answer the question. Do not offer additional information.
- Do not release the name of accident victims
- Confirm only what is apparent and factual.
- Accommodate the media whenever possible; do not disrupt them unless they are interfering with safety or operations, or if they are exposing themselves to potential hazards.
- Track all media inquiries and forward them to Kristin Gerber.

Spokespersons:

- Mike Dusenberg, MoDOT
- Roger Schwartz, MoDOT
- Larry Benz, Cole County
- Janice McMillan Jefferson City
- Steve Wells, HNTB

Review of Materials for Public Release/Use:

The consultant team will provide draft materials to Kristin Gerber for initial review of at least five business days. Once her comments are incorporated, the team will distribute a second draft to Kristin Gerber, Mike Dusenberg, Larry Benz and Janice McMillan for final review prior to production. They should be provided at least three business days for second draft review.

Resource Agencies

There are a wide range of public agencies whose missions and responsibilities intersect with various components of the Environmental Impact Statement. These organizations will be involved in a scoping meeting and process to ensure appropriate coordination between agencies,

and to set the stage for further involvement, based on the agencies' responsibilities, the need for permits or approvals and the desire for coordination. That involvement, beyond the scoping meeting may include coordination meetings, formal or informal agreements and where appropriate, co-signing the Final EIS document. Please refer to the study Coordination Plan for more details regarding coordination with public agencies.

Summary

Preparation of the Draft and Final EIS will meet all FHWA and NEPA requirements. The study will be completed in close coordination with all appropriate local, state and federal agencies.

This Public Involvement Plan details the activities that will be carried out during the development of the EIS. The activities are consistent with the scope and budget for this study. During the course of the EIS process, flexibility will be a necessary component as new issues, concerns and constituencies are identified. Changes to this plan and its approaches will be agreed upon by the study team.

The plan will be reviewed every three months to ensure progress towards meeting the plan's goals and for the need for revision and/or additions.

APPENDIX

Crises Communication Plan

What is a crisis?

A crisis is any event or emergency that impacts traffic flows, results in a serious injury or fatality, or requires immediate response to media inquiries.

However, not all crises are physical incidents, and in the EIS process, the anticipated crises are more likely to be in the form of misunderstandings about the EIS process, or through opinions or in accusations about the quality or veracity of the process. Some may come in the form of revelations, accurate or not, covered by print or electronic news outlets or other situations that require an immediate response.

In identifying and responding to a crisis, MoDOT, with the help of its consultant team, will determine what actions are reasonable and prudent, including preparation and distribution of statements to the media, press conferences or other steps deemed appropriate to the situation. The consultant team should be prepared to assist with these actions, up to and including answering media requests and appearing at press conferences, as requested by the client team.

Spokespersons:

- Mike Dusenberg, MoDOT
- Roger Schwartz, MoDOT
- Larry Benz, Cole County
- Janice McMillan, Jefferson City
- Steve Wells, HNTB

Consultants Role During a Crisis:

1. The consultant project manager and client project manager will communicate regarding any crises via telephone/pager as soon as possible.
2. They will, with the assistance of team members they have identified:
 - A. Determine what response is appropriate and key messages;
 - B. When appropriate, identify a spokesperson other than Mike Dusenberg, Roger Schwartz, Larry Benz (Cole County), Janice McMillan (Jefferson City) or Steve Wells
 - C. When appropriate, issue a statement to the media;
 - D. When appropriate, set up a press conference.
3. At the direction of the client project manager the consultant project manager will contact appropriate members of the consultant team and direct them to the incident site, press conference site or reporter to provide support and information.

4. The project manager will e-mail a summary of the crises, response and key messages to the entire consultant team.

If a member of the consultant team is on the scene of a physical incident (injury, property damage, etc.) call:

1. 911 for first responders
2. Steve Wells, Consultant Project Manager. Wells will coordinate with MoDOT staff regarding next steps.

The immediate focus of a crisis incident response should be on the safety and well being of those injured or in danger.

Please refer to the media guidelines on page 7.



Whitton Expressway Community Advisory Group Roster

Sam Cook, Chairman
Alternate: Jim Crabtree
Central Bank
238 Madison Street
Jefferson City, MO 65101
(573) 634-1134
james_crabtree@centralbank.net

Randy Allen, President/CEO
Alternate: Mark Mehmert
Chamber of Commerce
213 Adams Street
PO Box 776
Jefferson City, MO 65101
(573) 634-3616
randyallen@jcchamber.org
markmehmert@jcchamber.org

Colleen Taylor, President
Downtown Business Association
c/o Midwest Travel Consultants
207 E. High Street
Jefferson City, Missouri 65101
(573) 635-3995
colleen@midwesttravelconsultants.com

Cathy Bordner
East End Neighborhood and Development Association
927 Fairmount Blvd.
Jefferson City, MO 65101
davecath2@earthlink.net
(573) 893-2729

Allen Pollock, Director
Jefferson City Housing Authority
1040 Myrtle St
Jefferson City, Missouri 65101
Pollocka@mchsi.com
573-635-6163x216

Dr. Bert Kimble, Superintendent
Jefferson City School District
315 East Dunklin Street
Jefferson City, Missouri 65101
(573) 659-3012
bert.kimble@jcps.k12.mo.us

Dr. Carolyn Mahoney, President
Lincoln University
820 Chestnut Street
Jefferson City, Missouri 65101
(573) 681-5042
Mahoney@lincoln.edu

Mr. Charlie Brzuchalski
Missouri State Penitentiary
OA Design & Construction
Harry S. Truman Building, Room 730
301 W. High Street
Jefferson City, MO 65101
(573) 526-7814
Charlie.brzuchalski@oa.mo.gov

Mr. Stan Fast
Old Munichberg Neighborhood Association
630 Broadway
Jefferson City, MO 65101
broadfast@aol.com
(573) 635-6740

Reverend Margaret Redmond
Quinn Chapel AME
529 Lafayette St.
Jefferson City, MO 65101
(573) 635-4421
mredmond@embarqmail.com

John Pelzer
Southside Business Association
Busch's Florist
620 Madison
Jefferson City, MO 65101
jpelzer@buschsflorist.com
573-636-7113

July 20, 2007

Name
Address
City State Zip



Dear Name:

As you know, Whitton Expressway is an important roadway for our community now and in the future. That's why Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) have united to complete an Environmental Impact Statement (EIS). The EIS Study Area includes the Rex Whitton Expressway, from just east of the US 54/US 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the North, and approximately 300 feet to the south of Whitton Expressway. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary Site.

The EIS process will help the local community plan for improvements to Whitton so that it meets future needs for safety and capacity while respecting Jefferson City's unique character. It is imperative that the findings and recommendations in the EIS reflect the values and goals of the local community. To help us achieve that goal, we are forming a community advisory committee, and are asking for your participation.

We hope that you will join us as a member of the Advisory Committee, or designate another representative from your organization. Our first meeting is scheduled for Tuesday, July 31 at 4 p.m. at MoDOT District Five offices at 1511 Missouri Boulevard in Jefferson City. We anticipate being done no later than 6 p.m. that evening, and also anticipate a total of four to six meetings over the next eight to twelve months. We will be looking to you for the following:

- Meeting 1: July, 31 2007 – Input on Purpose and Need and Cultural Resources
- Meeting 2: Fall, 2007 – Input on preliminary alternatives
- Meeting 3: Fall, 2007 – Input on refined alternatives
- Meeting 4: Spring, 2008 – Input on draft recommendations

Please confirm your acceptance of this request to serve on the Advisory Committee and your attendance at the meeting by calling Betty Burry at (816) 527-2679 or e-mailing her at bburry@hntb.com. We look forward to working with you.

On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

July 30, 2007



Media Advisory

For more information, contact:

Michael Dusenberg
MoDOT District Planning Manager,
(573) 751-7699 or Michael.Dusenberg@modot.mo.gov

What: Inaugural meeting for the Whitton Expressway EIS Community Advisory Group

Who: Community stakeholders, MoDOT, City of Jefferson, Cole County

When: 4 p.m. Tuesday, July 31

Where: MoDOT District 5 Offices at 1511 Missouri Blvd.

Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) are planning for the future of Whitton Expressway by conducting and completing an Environmental Impact Statement. To ensure that the EIS – a transportation planning document – reflects area values and priorities, they also have formed a community advisory group of local stakeholders.

The advisory group will meet approximately four times over the next twelve months and provide input into developing and evaluating concepts for improving Whitton Expressway from east of the US 54/US 63 Tri-level interchange to the Eastland Drive interchange. The study area extends north to McCarty Street and south to approximately Dunklin Street. The EIS will also examine how motorists and others will access planned redevelopment at the Missouri State Penitentiary Site.

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Community Advisory Group Meeting Agenda

Date: July 31, 2007

Time: 4 – 6 p.m.

Location: Missouri Department of Transportation – District 5 Offices
1511 Missouri Blvd.
Jefferson City, MO

Agenda

1. Introductions All
2. Project Overview Stephen Wells, HNTB
3. Advisory Group Role and Responsibilities..... Michael Dusenberg, MoDOT
4. Draft Purpose and Need..... Stephen Wells, HNTB
5. Mapping Exercise Mark Pierson, HNTB
 - Community issues and concerns
 - Cultural resources



July 31, 2007

Community Advisory Group

Roles and Responsibilities

- serve as broad-based linkage between study team, steering committee and community
- receive and review detailed information from study team
- comment on the reasonableness of technical methods, assumptions and results
- communicate findings to respective organizations and bring comments back to the study team
- alert the study team of the need for direct meetings with respective organization



MEETING DOCUMENTATION

HNTB
Engineers Architects Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

Date:	July 31, 2007	Time:	4:00 to 5:45 p.m.
Subject:	Community Advisory Group Meeting #1	Location:	MoDOT D5, Parrish Conference Room

Meeting Participants	Representing (Agency or Firm)
Cathy Bordner	East End Neighborhood and Development Association
James Crabtree	Central Bank
Stan Fast	Old Munichberg Neighborhood Association
Dr. Bert Kimble	Jefferson City School District
Dr. Carolyn Mahoney	Lincoln University
Mark Mehmert	Chamber of Commerce
Reverend Margaret Redmond	Quinn Chapel AME
Mike Dusenberg, Karen Daniels, Matt Burcham, Kenny Voss	MoDOT
Larry Benz	Cole County
Janice McMillan	City of Jefferson
Steve Wells, Mark Pierson, Michael DeMent, Betty Burry, Katie Blakemore	HNTB

Discussion/Meeting Goals:

- Welcome and introduction conducted by Mike Dusenberg, Project Manager, MoDOT
- Self-introductions took place by Advisory Group members
- Meeting agenda reviewed by Steve Wells, HTNB Project Manager

Project Overview

HNTB Project Manager Steve Wells provided group members with background on the Whitton EIS, and the Whitton Problem Definition Study that the City, County and MoDOT completed in April 2006. During the discussion, Cathy Bordner said that she had participated in the problem definition study. Cathy then asked why no resource agencies were present at the advisory group meeting. Steve explained that resource agencies would participate in the study, but as a separate group and meetings.

Stan Fast asked if group members could review the problem definition study. Mike Dusenberg replied that electronic copies of the report are available to any group member wanting to review it. Mike then explained how the EIS would assess impacts associated with the state penitentiary redevelopment and improved access from the Whitton Expressway.

Cathy Bordner commented that the problem definition study's summary of traffic and that she found the traffic projections in the Central Eastside Neighborhood Plan surprising. Cathy asked if there were EIS traffic projections that she could review. Steve Wells replied that the Purpose and Need phase of the EIS would address traffic projections. Meanwhile, the City and County are updating their traffic models and the EIS will incorporate those results into the traffic analysis. Steve then asked Cathy how the projections surprised her – was it an issue related to volume or the distribution of the volume. Cathy noted that she assumed traffic was coming from across the Missouri River, but that there was much coming from the east and west on U.S. 50.

Advisory Group Role and Responsibilities

Mike Dusenberg took a moment to explain the study team's vision for the advisory group process. Mike requested that group members assume the following roles and responsibilities in the EIS process:

- Serve as broad-based linkage between study team, steering committee and community,
- Receive and review detailed information from study team and provide input to the study team on issues and concerns,
- Comment on the reasonableness of technical methods, assumptions and results
- Share information with their respective organizations and share their constituents comments with the study team,
- Advise the study team on the need for direct meetings community organizations.

Draft Purpose and Need

Steve Wells led a discussion regarding the project Purpose and Need. Steve noted that the four main components of the Purpose and Need were capacity, safety, deficiencies in the highway's geometrics, and access to the downtown and prison redevelopment.

Carolyn Mahoney asked if the EIS would include a bypass option. Mike Dusenberg replied that there was some logic to a bypass on 179 to Militia Road, but that it would not do enough to address the traffic and capacity issues for what the project would cost. The EIS process will review the issue to confirm that, and the EIS will consider a bypass alternative. Cathy Bordner expressed interest in a bypass as a means for addressing stop and go traffic on Whitton. Mike noted that another issue regarding a 179 bypass is that it would include up to seven crossings of the Moreau River. A U.S. 63 bypass would include an additional Missouri River crossing and the issues and costs associated with a new crossing.

Mapping Exercise and Issues Discussion

Steve Wells next facilitated a discussion of issues in the study corridor. The study team and advisory group utilized a map of the corridor to discuss issues and concerns associated with potential improvements to Whitton. Among the issue discussed were the following:

- Cathy Bordner expressed a need for multiple access routes to the prison redevelopment rather than one major thoroughfare (for instance on Lafayette) through the neighborhood.
- Reverend Margaret Redmond said that her parishioners generally live within a two-mile radius of Quinn Chapel and that they need to maintain access to the chapel. Rev. Redmond noted that her congregation would like to expand their ministry in the

community, but that it is difficult with the uncertainty associated with the potential taking of the church for Whitton improvements. Quinn Chapel has been at its current location for 55 years – construction of the Central Motor Bank caused the relocation of the congregation from the chapel's original location.

- Mark Mehmert stressed the work on the community's greenway trails plan, the redevelopment of the downtown core and gateways on Madison, Monroe and Jefferson streets and now the Southside Redevelopment Plan. Improvements to the Whitton Expressway need to compliment the work associated with these plans and projects.
- Cathy Bordner commented that, as with the projects mentioned by _____, improvements to Whitton should make the city appealing for all. Cathy noted that Habitat for Humanity recently built several homes in the East End Neighborhood and that Whitton improvements should avoid impacts to that part of the neighborhood.
- James Crabtree asked Carolyn Mahoney what Lincoln University's long-term plans were and how changes to the Whitton Expressway could affect the university. Carolyn replied that the university has a goal of 4,000 students by 2010, but that the university currently has issues with accessing Whitton. To reach the university from the expressway, travelers generally utilize Miller and Dunklin streets.
- Bert Kimble stated that the school district is primarily concerned with bus access and the effects on schools near the corridor. Were the study team to recommend widening the expressway, it could affect the district's Miller Performing Arts Center. Bert asked which part of Whitton Expressway the problem definition study identified as area that could utilize an elevated structure to separate regional through and local traffic. Steve Wells replied that an elevated structure could make sense from the tri-level interchange to the Jackson Street overpass.
- Stan Fast noted that underground storage tanks from an old brewery on Dunklin Street in the Old Munichberg Neighborhood likely remained. Stan said that there might still be remnants of trenches dating back to the Civil War and 1864 Price Raids at a fort located along present day Broadway and Dunklin and near St. Mary's Hospital. Stan also mentioned that the Coca-Cola bottling factory could be eligible for the National Register of Historic Places.
- Mark Mehmert explained that the Chamber of Commerce had several priorities related to the Whitton Expressway:
 - Similar to the bicycle and pedestrian links discussed earlier, the Chamber is working to promote access to Adrians Island and to prevent backwater flooding of Wears Creek.
 - Make the downtown more pedestrian and bicycle friendly to promote links between downtown, Old Munichberg, the East End and other neighborhoods.
 - The prison redevelopment is critical to the economic future of Jeff City and access to the site is vital.
- Cathy Bordner commented that the East End Neighborhood Plan showed Lafayette operating as a one-way street and that making it function as a one-way street would prove detrimental to the neighborhood. Cathy also expressed concerns about impacts to the park along Miller Street.
- Reverend Redmond asked what impacts access to the prison redevelopment would have on neighborhoods on the northeast side of town. Mike Dusenberg replied that access to the prison redevelopment would have very little effect on the neighborhoods on the northeast side.

- Mark Mehmert asked if the study corridor avoided the tri-level interchange. Mike Dusenberg replied that the study corridor did not include the interchange.
- Stan Fast noted that truck traffic in Old Munichberg had difficulties negotiating some intersections that require tight 90 degree turns.

Other Discussion

Steve Wells concluded the meeting by thanking advisory group members for participating in the process. Steve noted that the group would meet three more times over the course of the next year. The study team will devote the next meeting to discussing initial alternatives and screening. Carolyn Mahoney asked if the group could receive a preview of the alternatives prior to the next meeting.

The meeting concluded at approximately 5:45 p.m.

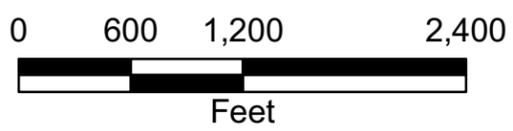
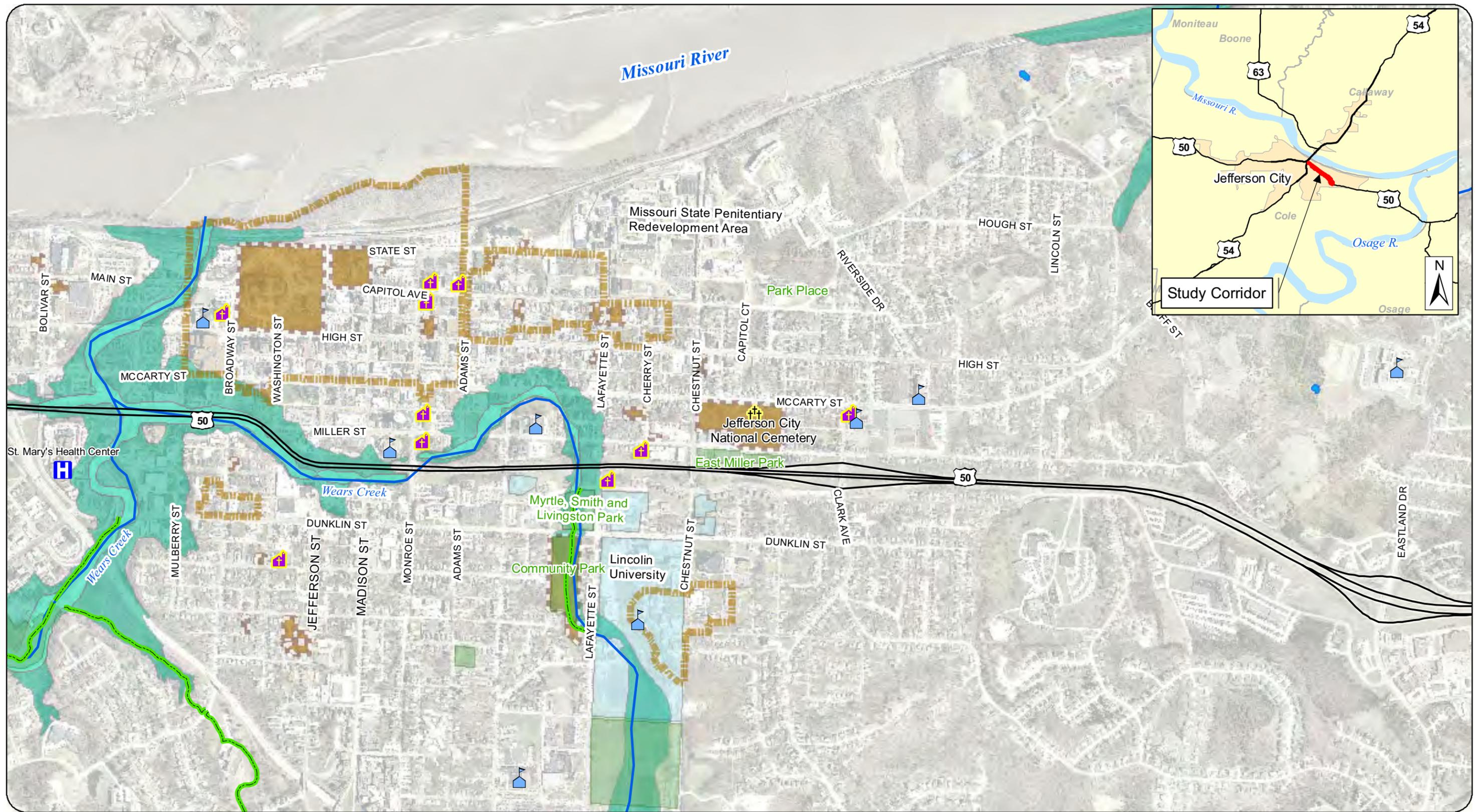
Action Items

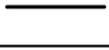
Responsibility Deadline

Provide an electronic copy of the problem definition study to advisory group members.

Make the problem definition study available on the project web site.

Authored by: Mark Pierson, HNTB
File: 070731-Whitton-AdvGrpMtg01-NotesFinal.doc



-  School
-  Church
-  Hospital
-  Cemetery
-  Park
-  Existing Greenway Trail
-  Creek
-  Lake or Pond
-  Floodway
-  100 Year Floodplain
-  NRHP Listed District
-  NRHP Listed Site
-  Lincoln University Campus
-  US 50

Landuse 2003 JCUA Data Center



Environmental Constraints

From: Betty Burry

Sent: Tuesday, October 02, 2007 1:14 PM

To: 'Stan Fast'; 'Allen Pollock'; 'Bert Kimble'; 'Carolyn Mahoney'; 'Cathy Bordner'; 'Charlie Brzuchalski'; 'Colleen Taylor'; 'Jim Crabtree'; 'John Pelzer'; 'Margaret Redmond'; 'Mark Mehmert'

Cc: 'Michael.Dusenberg@modot.mo.gov'; 'Matthew.Burcham@modot.mo.gov'; 'Janice McMillan (jmcmillan@jeffcitymo.org)'; 'Kristin Gerber'; 'Larry Benz (lbenz@colecouny.org)'; Stephen Wells; Jennifer Johnson

Subject: Whitton Expressway EIS - Community Advisory Group Meeting Two

Please mark your calendars for our next Community Advisory Group meeting, scheduled for Tuesday, October 16 from 4 - 6 p.m. Dr. Mahoney has graciously offered meeting space at Memorial Hall (818 Chestnut) at Lincoln University; I will be following up later this week with a parking map. Attached, please find an agenda for our meeting, and please let me know:

1. If you would prefer to receive notices via USPS rather than e-mail,
2. If you will be attending our meeting, and
3. If you have an questions or concerns.

Kind regards,

Betty Burry, AICP

Senior Public Involvement Manager

HNTB Corporation

715 Kirk Drive

Kansas City, MO 64105-1310

(816) 472-1201

Direct (816) 527-2679

Fax (816) 221-9016

E-mail bburry@hntb.com

www.hntb.com

October 9, 2007



Media Advisory

For more information, contact:

Michael Dusenberg
MoDOT District Planning Manager,
(573) 751-3322 or (573) 751-7699 or Michael.Dusenberg@modot.mo.gov

- What:** Second meeting of the Whitton Expressway EIS Community Advisory Group
- Who:** Community Advisory Group members, MoDOT, City of Jefferson, Cole County
- When:** 4 p.m. Tuesday, October 16, 2007
- Where:** Scruggs University Center, 819 Chestnut Street, Lincoln University Campus, Jefferson City, Mo.

Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) are hosting the second Community Advisory Group meeting on the development of the Whitton Expressway Environmental Impact Statement (EIS). The Community Advisory Group was established to ensure that the EIS – a transportation planning document – accurately reflects area values and priorities as they evaluate and make long term plans for the Rex Whitton Expressway and connectivity to the redevelopment at the Missouri State Penitentiary site. The Advisory Group includes representatives from potentially affected properties and neighborhoods, as well as representatives from the business and redevelopment community.

At the October 16 meeting, the Community Advisory Group will meet again with engineers and transportation planners and to discuss how alternatives and options will be screened and evaluated. The Community Advisory Group will also provide input to the development of preliminary concepts to address transportation needs. In their first meeting, the group discussed the purpose and need for the project, and identified locations of historic and other significant sites in the study area.

The Whitton Expressway EIS will help with planning for the future of the expressway, including how best to connect it to the planned redevelopment at the Missouri State Penitentiary Site. The study area includes the Rex Whitton Expressway, from just east of the U.S. 54/U.S. 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the north, and approximately Dunklin Street to the south of the Whitton Expressway.

###



Community Advisory Group Meeting Agenda

Date: October 16, 2007

Time: 4 – 6 p.m.

Location: Memorial Hall

818 Chestnut

Lincoln University

(See map for parking)

Meeting Goals:

- Community Advisory Group consensus on Screening Criteria
- Discussion of preliminary concepts

Agenda

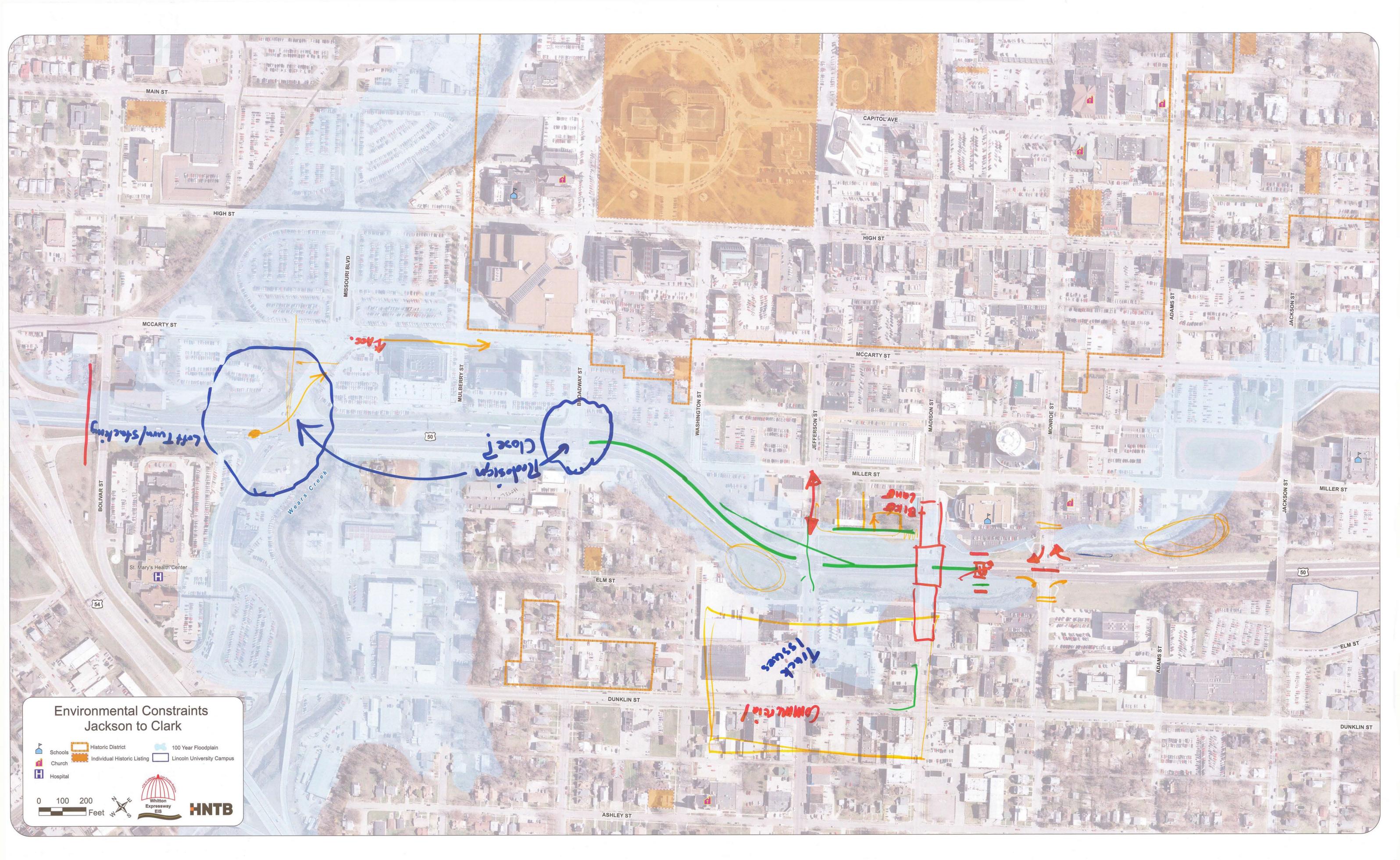
1. Introductions All
2. Purpose and Need Mark Pierson
3. Screening Criteria Review and Discussion..... Steve Wells & Betty Burry
What are the screening criteria? How do they relate to the formal Purpose and Need?
How does the criteria and screening process reflect community values?
 - Sufficient Roadway Capacity
 - Improve Traffic Operations
 - Address Structural and Roadway Needs
 - Access to Major Activity Centers
 - Encourage Development
4. Concept Alternatives Exercise Steve Wells
5. Meeting Recap Betty Burry
6. Next Steps Steve Wells

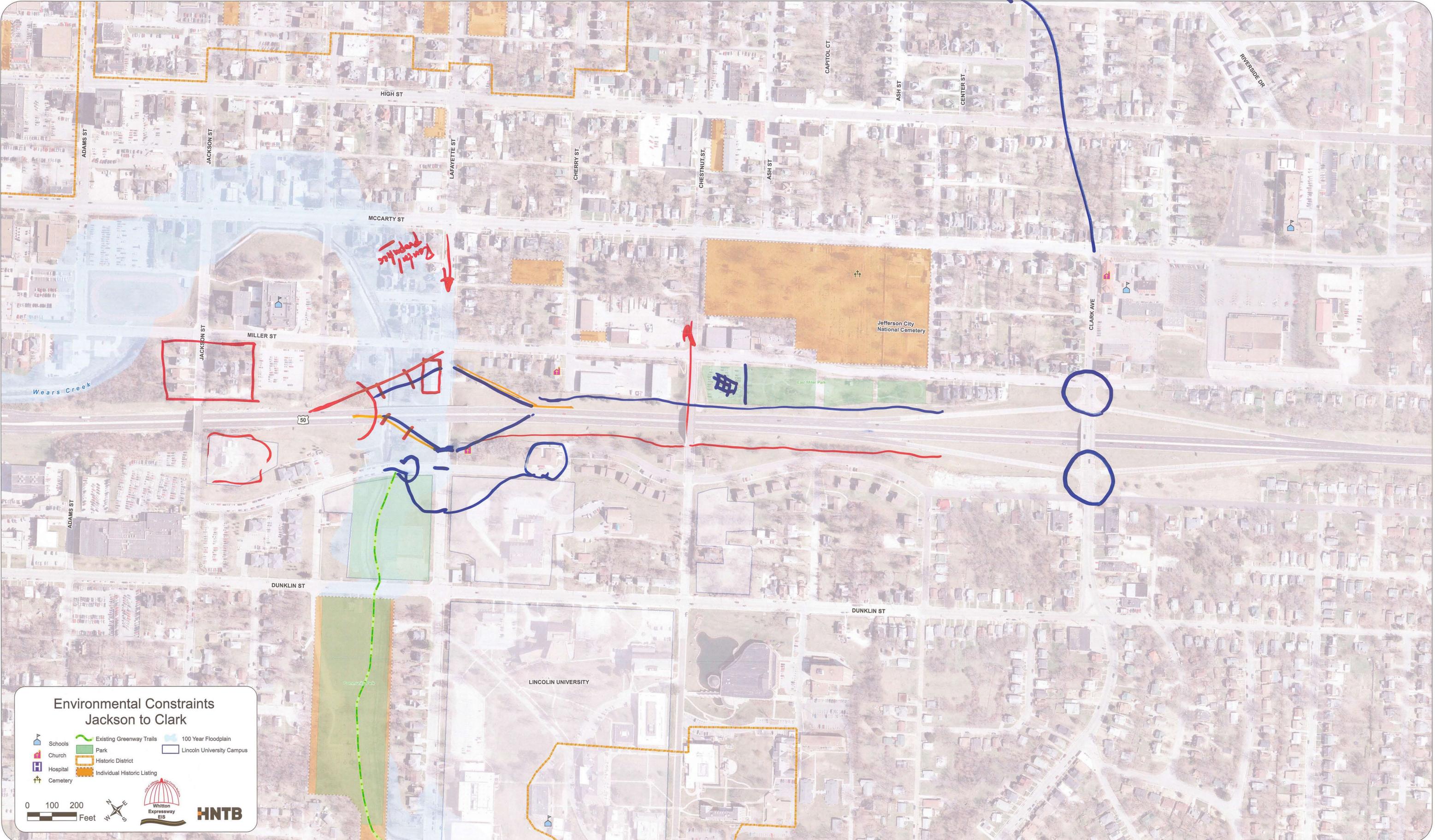
**Environmental Constraints
Jackson to Clark**

-  Schools
-  Church
-  Hospital
-  Historic District
-  Individual Historic Listing
-  100 Year Floodplain
-  Lincoln University Campus

0 100 200 Feet





**Environmental Constraints
Jackson to Clark**

0 100 200 Feet

HNTB

		Most Important	Least Important		Most Important	Least Important
Engineering						
	Improve intersection operations at Mo. Blvd, Broadway, Jefferson, Madison, Monroe					
	Minimize need for structures					
	Improves access management					
	Construction costs					
Transportation						
	Accommodates existing and projected traffic					
	Provides/improves arterial link's) with prison redevelopment and downtown					
	Improves traffic network operations					
	Supports goals of transit plan					
	Promotes transit, bicycle and walking					
Natural Environment						
	Avoids properties with hazardous materials					
	Protects water quality and water resources					
Social Environment						
	Limits residential and commercial takings					
	Promotes & maintains neighborhood cohesion					
	Promotes economic development and redevelopment					
	Promotes traditional neighborhood design					
	Supports goals of neighborhood plans					
	Avoids cultural and historic resources					
	Avoids parks and recreational facilities					
	Accommodates planned development					



Whitton Expressway EIS Community Advisory Group

October 16, 2007

Updated Purpose and Need



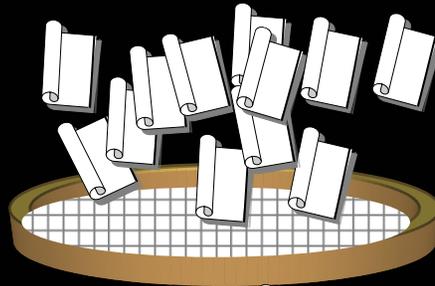
Our community needs to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site.

That is why we are working together to plan for improvements that meet future needs for access, mobility, safety and capacity – all while respecting the character of Jefferson City.

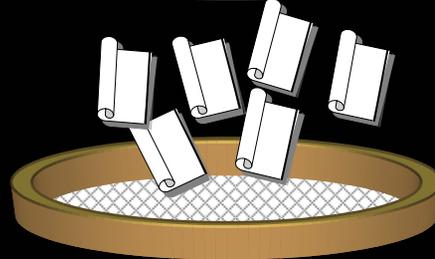
Alternative Development and Screening



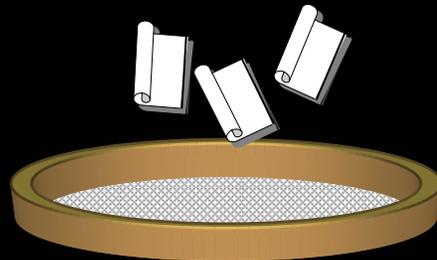
Concepts



Initial Alternatives



Reasonable Alternatives



Preferred Alternative



At each stage of the screening process, alternative concepts become more detailed and the screening criteria are applied more rigorously.

Proposed Screening Criteria



The screening criteria have been designed to reflect the Purpose and Need

	Safety	Personal Mobility	Freight Mobility	Reduce Traffic Congestion	Enhance Access to MSP site	Respecting Character of Jefferson City
Engineering						
Improve intersection operations at Mo. Blvd, Broadway, Jefferson, Madison, Monroe	x	x	x	x		
Minimize need for structures						x
Improves access management	x	x	x	x	x	
Construction costs						x
Transportation						
Accommodates existing and projected traffic	x	x	x	x	x	
Provides/improves arterial link(s) with prison redevelopment and downtown	x	x	x	x	x	x
Improves traffic network operations	x	x	x	x	x	x
Supports goals of transit plan	x	x	x	x		x
Promotes transit, bicycle and walking	x	x			x	x
Natural Environment						
Avoids properties with hazardous materials	x					
Protects water quality and water resources	x					x
Social Environment						
Limits residential and commercial takings						x
Promotes & maintains neighborhood cohesion	x					x
Promotes economic development and redevelopment	x				x	x
Promotes traditional neighborhood design	x					x
Supports goals of neighborhood plans						x
Avoids cultural and historic resources						x
Avoids parks and recreational facilities						x
Accommodates planned development						x



Screening Criteria Review and Discussion

Community Advisory Group
input on criteria specifics
and relative importance.

Potential Screening Criteria



Engineering Criteria

1. Improve intersection operations at Mo. Blvd, Broadway, Jefferson, Madison, Monroe
2. Minimize need for structures
3. Improves access management
4. Construction costs

Potential Screening Criteria



Transportation Criteria

1. Accommodates existing and projected traffic
2. Provides/improves arterial link(s) with prison redevelopment and downtown
3. Improves traffic network operations
4. Supports goals of transit plan
5. Promotes transit, bicycle and walking

Potential Screening Criteria



Natural Environment Criteria

1. Avoids properties with hazardous materials
2. Protects water quality and water resources

Potential Screening Criteria



Social Environment Criteria

1. Limits residential and commercial takings
2. Promotes and maintains neighborhood cohesion
3. Promotes economic development and redevelopment
4. Promotes traditional neighborhood design
5. Supports goals of neighborhood plans
6. Avoids cultural and historic resources
7. Avoids parks and recreational facilities
8. Accommodates planned development



Screening Criteria Ranking Exercise

What specific criteria are most/least important to you?

What larger categories are most/least important to you?



Conceptual Alternatives

Based on screening criteria
and local priorities,
how would you
solve the problem?



What we've heard from you...



Have we missed anything?



Next Steps



MEETING DOCUMENTATION

HNTB
Engineers Architects Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

Date:	October 16, 2007	Time:	4:00 to 6:30 p.m.
Subject:	Community Advisory Group Meeting #2	Location:	Scruggs Hall, Lincoln University, Jefferson City, MO

Meeting Participants	Representing (Agency or Firm)
James Crabtree	Central Bank
Mark Mehmert	Chamber of Commerce
Allan Pollock	Jefferson City Housing Authority
Sheila Gassner, Curtis E. Creagh	Lincoln University
Stan Fast	Old Munichberg Neighborhood Association
Reverend Margaret Redmond	Quinn Chapel AME
John Pelzer	South Side Business Association
Mike Dusenberg, Karen Daniels, Matt Burcham, Kenny Voss, Kristin Gerber	MoDOT
Larry Benz	Cole County
Janice McMillan	City of Jefferson
Steve Wells, Mark Pierson, Betty Burry	HNTB
Bob Watson	Jefferson City News Tribune

Meeting Goals:

- Community Advisory Group Consensus on Screening Criteria
- Discussion of preliminary concepts

Introductions

Steve Wells of HNTB called the meeting to order, and asked participants and observers to introduce themselves. Special thanks to Lincoln University for hosting the meeting.

Purpose and Need

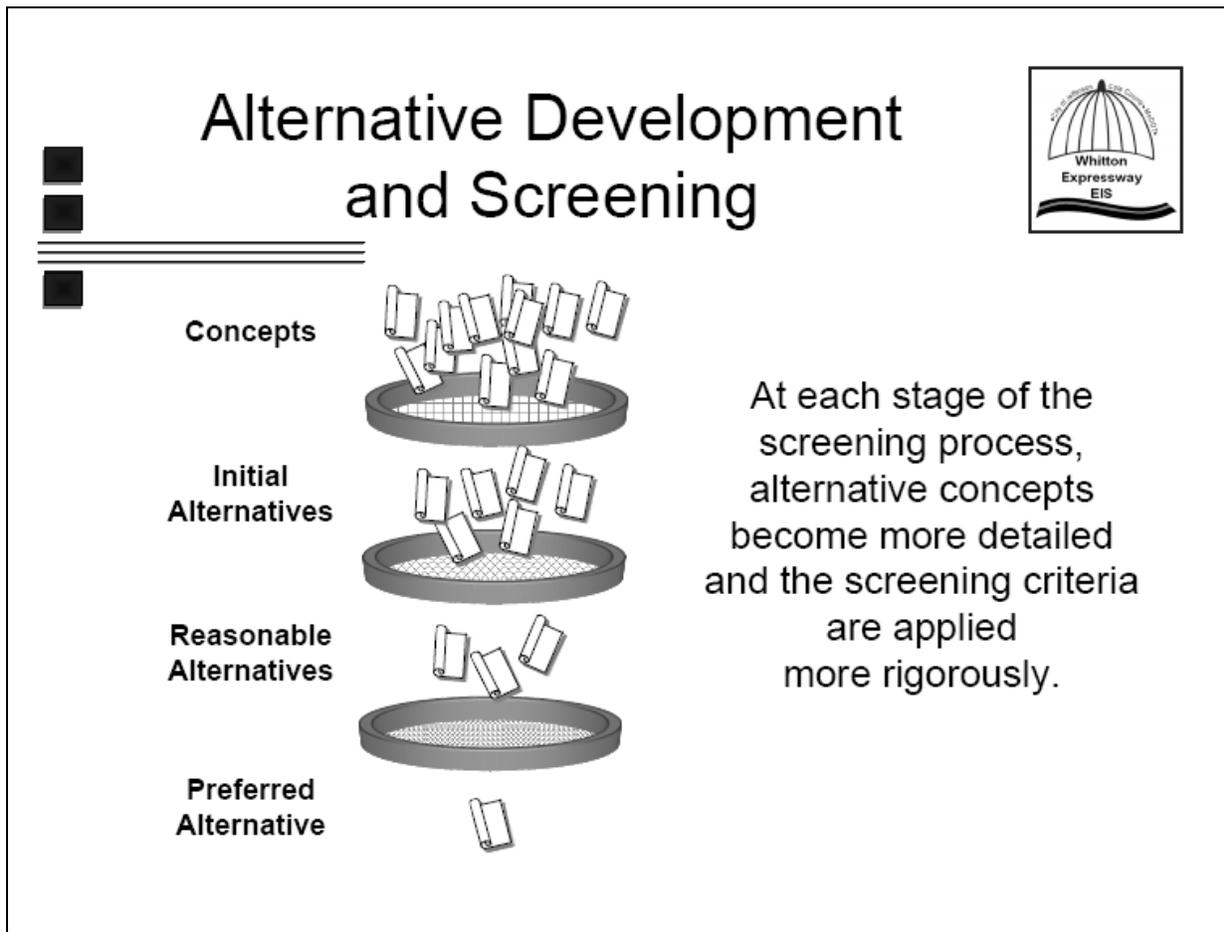
Mark Pierson provided the group with an overview of the revised project Purpose and Need:

“The Jefferson City community needs this project to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site. That is why the study team is working together to plan for improvements that meet future needs for access, mobility, safety and capacity – all while respecting the character of Jefferson City.”

Steve Wells and Mark Pierson led a discussion about the revised Purpose and Need. The advisory group discussed the need to include connectivity or access to Lincoln University, Downtown and the South Side. There was also discussion of providing connectivity generally throughout the corridor. Wells noted to the group that those criteria are included in the screening process. Because of the way the environmental review process is structured, to include those components in the formal Purpose and Need would mean that the preferred alternative would have to do all of those things. There was discussion of how appropriate that might be, and of the possible trade-offs that might be necessary to achieve safety and other goals. The group decided to discuss how the study team builds the screening criteria based on the purpose and need, goals and objectives of the project.

Screening Process and Criteria

Mark Pierson reviewed the overall screening process to the group, noting that the Whitton EIS is still in the very early stages. The screening criteria become more stringent as the study proceeds resulting in a preferred alternative for the project.



The group then began a discussion of the draft screening criteria:

Potential Whitton EIS Screening Criteria

Engineering

- Improve intersection operations at Mo. Blvd, Broadway, Jefferson, Madison, Monroe
- Minimize need for structures
- Improves access management
- Construction costs

Transportation

- Accommodates existing and projected traffic
- Provides/improves arterial link(s) with prison redevelopment and downtown
- Improves traffic network operations
- Supports goals of transit plan
- Promotes transit, bicycle and walking

Natural Environment

- Avoids properties with hazardous materials
- Protects water quality and water resources

Social Environment

- Limits residential and commercial takings
- Promotes & maintains neighborhood cohesion
- Promotes economic development and redevelopment
- Promotes traditional neighborhood design
- Supports goals of neighborhood plans
- Avoids cultural and historic resources
- Avoids parks and recreational facilities
- Accommodates planned development

The community advisory group and team members discussed the following:

In terms of engineering and reducing the number of structures, where there are steep grades, if you limit structures, you might need to take more houses. These are the kinds of trade-offs that will be considered throughout the process. The study team has a criterion regarding minimizing residential and commercial takings under the “Social Environment” header.

There was discussion of the need to provide access at Clark, and perhaps at other intersections.

For the natural environment, Mark Pierson note that although it is normally considered, criteria such as limiting impacts to threatened and endangered species and habitat were not included at this time, due to the urban setting of this corridor. The US Fish and Wildlife Service already commented that based on their data there would be little chance for threatened and endangered species, or their habitat, within the study area. However, the impacts to Wears Creek and other

natural features in the corridor are a very real concern. Wears Creek is a federally regulated stream, which means, among other things, work to improve Whitton Expressway cannot make flooding worse, or significantly change water levels. There was discussion about the causes of flooding along Wears Creek, including backflow from the Missouri River.

The community advisory group felt that safety merited listing prominently as a criterion. The study team noted that safety is one of the most important factors in the development of any alternatives and the identification of a preferred alternative.

The community advisory group added that the project should in enhance the urban corridor, maintain a “sense of place,” and maintain quality of life for those affected by the project. There was also discussion of the importance of remembering bike and pedestrian access both through and across the corridor, along with the development of green space in the area.

There was also discussion about the relocation of utilities and the impacts of that work.

As the discussion of criteria continued, the community advisory group began asking questions about roadway widths and impacts to homes, yards, sidewalks and on-street parking, a particular concern for Quinn Chapel, who has no off-street parking. As the conversation continued, the study team suggested that the group look at maps and begin a discussion of potential alternatives and solutions. Steve Wells asked the group about prioritizing criteria, which led to a brief discussion of the merits of allowing the screening criteria to stand, and that over time, during discussions with the community, the priorities would become clear.

Concept Alternative Exercise

The group discussed a number of issues and alternatives, starting with a discussion of previously proposed solutions. The group discussed connectivity at Clark and Lafayette at length, and how those connections might serve the redevelopment at the Missouri State Penitentiary site. Additionally, the group identified areas that they wanted to avoid, as well as different types of access, interchange and intersection designs, including roundabouts, split diamonds and the need to provide sufficient space between exits and entrances in terms of safety. Another concern or challenge noted is the steep topography in the area.

The group moved from the corridor from Clark Avenue to the west, noting that the area east of Clark would not likely undergo significant changes. At Madison, the group discussed the potential to create a link over the highway that could serve not only vehicles, but also pedestrians and bicyclists. The group noted the importance of connectivity to the south, as was connectivity to downtown to the north. There was discussion of the business community on the side, as well as the need for residential access. The group noted that some downtown workers park on the south side, and that the availability of on-street parking is important in that area, as well.

The group also discussed the greenway along Wears Creek and possible redesign of intersections at Broadway and Missouri. The group noted the potential of McCarty as a major corridor to provide access to downtown and the capital.

Shortly after six p.m., Burry noted that the group was just past its scheduled stopping time. She noted that the group would receive meeting notes and that those members of the advisory group who could not attend the meeting – along with those in attendance – would be given an opportunity to weigh in on the revised Purpose and Need, and to forward any further questions or thoughts about the screening criteria. Several members of the group continued the discussion of possible alternatives, with the meeting ending at approximately 6:35.

Betty Burry

From: Betty Burry
Sent: Tuesday, November 13, 2007 12:35 PM
To: 'president@lincolnu.edu'; Randy Allen; Allen Pollock; Bert Kimble; Charlie Brzuchalski; James Crabtree; John Pelzer; Mahoney Carolyn (mahoneyc@lincoln.edu); Margaret Redmond; Mark Mehmert; Stan Fast; Dave & Cathy Bordner
Cc: 'Matthew.Burcham@modot.mo.gov'; 'Karen Daniels'; 'Michael.Dusenberg@modot.mo.gov'; MoDOT (Gerber; Kristin) ; Mark Pierson; Stephen Wells; Jennifer Johnson
Subject: Next Meeting of the Whitton Expressway EIS Community Advisory Group

All – Please mark your calendars for the next meeting of the Whitton Expressway EIS Community Advisory Group. We will be meeting on Monday, December 10 from 3 to 5 p.m. Mr. Crabtree has graciously arranged for us to meet at the Financial Center at 111 West Miller Street on that date.

An agenda will follow in the next week or so.

Betty Burry, AICP

Senior Public Involvement Manager

HNTB Corporation

715 Kirk Drive
Kansas City, MO 64105-1310

(816) 472-1201

Direct (816) 527-2679

Fax (816) 221-9016

E-mail bburry@hntb.com

www.hntb.com

January 15, 2008



Media Advisory

For more information, contact:

Michael Dusenberg
MoDOT District Planning Manager,
(573) 751-3322 or (573) 751-7699 or Michael.Dusenberg@modot.mo.gov

What: Third meeting of the Whitton Expressway EIS Community Advisory Group
(originally scheduled for December 10, 2007)

**Who: Community Advisory Group members, and the Whitton Expressway EIS Team:
MoDOT, City of Jefferson and Cole County**

When: 12:00 noon, Tuesday, January 22, 2008

Where: Page Library, 720 Lee Street on the campus of Lincoln University

Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) are hosting the third Community Advisory Group meeting on the development of the Whitton Expressway Environmental Impact Statement (EIS). The Community Advisory Group will meet with engineers and transportation planners to discuss the range of reasonable alternatives and how well they achieve the project's goals. Interested members of the public may attend and observe the Community Advisory Group meeting.

The Community Advisory Group was established to ensure community input into the development of the EIS, which will ultimately provide alternatives for long-term transportation improvements for the Rex Whitton Expressway and connectivity to the redevelopment at the Missouri State Penitentiary site. The Advisory Group includes representatives from potentially affected properties and neighborhoods, as well as representatives from the business and redevelopment community.

The Whitton Expressway EIS will provide a framework for the future of the expressway, including how best to connect it to the planned redevelopment at the Missouri State Penitentiary Site. The study area includes the U.S. Route 50/63, known as the Rex Whitton Expressway, from just east of the U.S. Route 54/63 Tri-level interchange, east through Jefferson City to the Eastland Drive Interchange. The study area extends to McCarty Street on the north, and approximately Dunklin Street on the south.

Questions about the meeting or project? Call 888-Ask-MoDOT (275-6636) or log on to www.modot.org/central.

###



Community Advisory Group Meeting Agenda

Date: Tuesday, January 22, 2008

Time: 12:00 noon to 1:30 p.m.

Location: Page Library, 720 Lee Drive (Lincoln University)

Meeting Goal: Advisory Group input on Reasonable Alternatives

Agenda

1. Introductions
2. Project Update & Meeting Goals
3. Purpose and Need & Screening Criteria Update
4. Reasonable Alternatives
5. Next Steps



Whitton Expressway EIS

Alternatives Development and Screening




Agenda

- Screening criteria
- Developed alternatives
 - Bypass alternatives
 - Mainline alternatives
 - Prison access alternatives
- Initial screening of alternatives
- Next steps



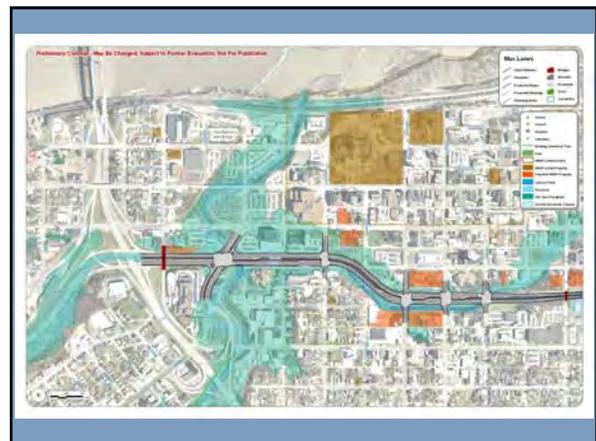

Screening criteria

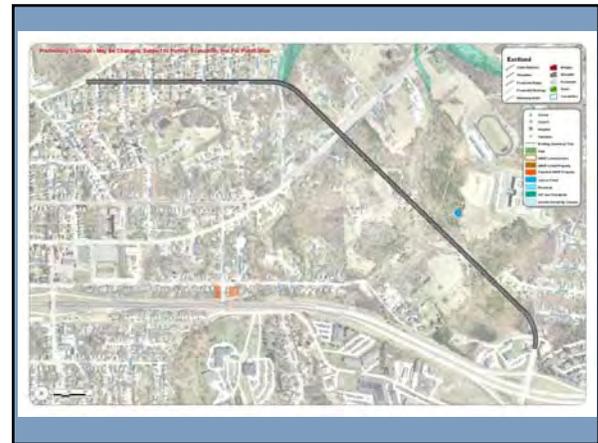
- Purpose and Need
 - Sufficient capacity
 - Improve traffic operations
 - Structural and roadway needs
 - Access to activity centers
- Other Criteria
 - Affect on Wears Creek
 - Affect on Tri-Level Interchange
 - 4(f)/6(f) impacts
 - Bike and pedestrian access
 - Neighborhood Cohesion
 - Compatibility with land use plans
 - Cost




TSM/TDM

- Alternative includes:
 - Right in/Right outs at triplets
 - No left turns on the triplets,
 - One way pairs on triplets,
 - Transit
- Doesn't meet Purpose and Need
 - All interim improvements
 - Help but don't solve capacity and operation issues
 - Don't help prison access issues
- Could include as features of reasonable alternatives



	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to Major Activity Centers
No-Build	⊕	⊕	⊕	⊕
TSM/TDM and Transit	⊖	⊖	⊕	⊕
By-Pass Options				
Concept 1 (North)	⊖	⊖	⊕	⊕
Concept 2 (South)	⊖	⊖	⊕	⊕
On Existing Alignment Options				
Concept 3 (Max Lanes)	●	●	●	●
Concept 4 (Viaduct)	●	●	●	●
Concept 5 (Parkway)	●	●	●	●
Concept 6 (Madison Overpass)	●	●	●	●
Prison Options				
Concept A (Lafayette)	NA	NA	NA	●
Concept B (Lafayette and Chestnut)	NA	NA	NA	●
Concept C (Clark Realignment)	NA	NA	NA	●
Concept D (Lafayette Interchange and Clark Realignment)	NA	NA	NA	●
Concept E (Clark 1-way pair)	NA	NA	NA	●
Concept F (Eastland)	NA	NA	NA	⊖
Description	Rating Symbol			
Substantially addresses project needs	●			
Moderately addresses project needs	⊕			
Fails to address project needs	⊖			
Not Applicable	NA			

	Built Environment	Natural Areas / Water Cross	To-Land Interchange	Section 6(f) / Access	Blaze & Post	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	---
TSM/TDM and Transit	1	1	3	1	4	4	1	Low
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	4	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
Prison Access Impacts								
Concept A (Lafayette)	3	3	NA	5	3	3	3	Med
Concept B (Lafayette and Chestnut)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	---	3	4	5	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	---	4	3	4	Med
Concept E (Clark 1-way pair)	5	2	NA	---	2	5	5	Med
Concept F (Eastland)	5	5	NA	---	4	3	5	High
Description								Rating Symbol
Project impacts are lower relative to other concepts								1
Project impacts are somewhat lower relative to other concepts								2
Project impacts are neutral								3
Project impacts are higher relative to other concepts								4
Project impacts are considered unreasonable								5
Not Applicable								NA
Unknown								---



Next steps

- Upcoming events – Public Meeting #2 – January 29
- Detailed screening of Reasonable Alternatives
- Select a Preferred Alternative
- Prepare a Preliminary Draft EIS



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Bypass alternatives

North Bypass

- New Missouri River Crossing
- Few if any residential acquisitions
- Doesn't address P&N
- Multiple stream crossings
- Adds to out of distance travel

South

- New Missouri River Crossing
- Multiple crossings of the Moreau River
- Doesn't address P&N
- Adds to out of distance travel



HNTB

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Max Lanes

- Maintains all current access
- Minimum maintenance of traffic (MOT) issues during construction
- Low construction cost
- Large roadway footprint (11 and 12 lane sections)
- Significant impacts to properties and Wears Creek
- Unable to construct without improvements to the Tri-Level
- Missouri Boulevard is LOS E with some failing movements.
- Jefferson, Madison, Monroe are LOS C, B, D.



HNTB

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Viaduct

- Unimpeded movement through the corridor after Broadway
- Allows for shoulders to be constructed
- High construction cost
- Significant MOT issues on Whitton during construction of viaduct section
- Significant property impacts
- Able to build retaining walls and stay out of Wears Creek
- Missouri Blvd is LOS F (by 2035).
- Jefferson, Madison and Monroe are LOS D, C, C



HNTB

22



Parkway

- Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe
- Shoulders can be constructed through corridor
- Ability to accommodate future traffic with an elevated section
- Significant impacts to Wears Creek
- Opportunity for aesthetic treatments in the wide median
- Missouri Blvd has LOS F (by 2035).
- Jefferson, Madison, Monroe have LOS F, E and F (by 2035)



HNTB

23



Madison Overpass

- Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe
- Allows North-South movement to bypass Whitton
- Large retaining walls impacts associated with overpass impacting the Performing Arts Center, Central Dairy, Central Bank and the furniture warehouse
- Overpass eliminates possibility of mainline elevated section
- Missouri Blvd has LOS F (by 2035). LOS at Jefferson and Monroe is LOS E and LOS E



HNTB

24



Lafayette Interchange

- Four potentially eligible properties and Quinn Chapel are impacted by interchange
- Five lanes would be needed on Lafayette, two in each direction and one turn lane
- ROW impacts to residences, including possible lost driveway/parking access
- Most direct access to MSP site and Lincoln U.
- Must raise Lafayette St. six feet to stay out of floodplain
- LOS is B/B



25



Lafayette & Chestnut

- Four potentially eligible properties and Quinn Chapel are impacted by interchange
- Impacts properties on Chestnut due to topography, less impacts on Lafayette
- May impact cemetery
- Collector/Distributor roads impact East Miller Park, Elm and Miller streets



26



Clark Realignment

- Residential displacements because of new alignment
- Avoids IC church
- Utilizes existing Clark interchange, but does change operations
- Could easily tie into internal roads at prison site
- LOS is A/B



27



Lafayette Interchange & Clark Realignment

- Four potentially eligible properties are impacted by the Lafayette interchange
- Must raise Lafayette six feet to stay out of floodplain
- Residential displacements on Clark because of new alignment
- Avoids IC church and Quinn Chapel
- Utilizes existing Clark interchange, but does change operations
- Both Lafayette and Clark would be three lanes, one lane in each direction and one turn lane



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Clark One-way Pair

- Residential displacements, but fewer than a realigned Clark
- Avoids IC church
- Utilizes existing Clark interchange, but does change operations
- Could easily tie into internal prison roads
- Problems with topography if extend existing Clark



29

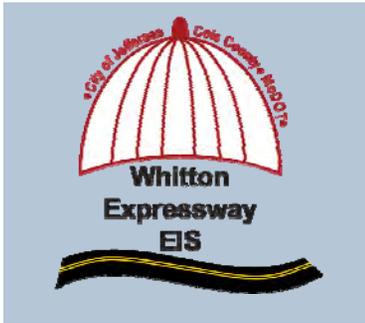


Eastland

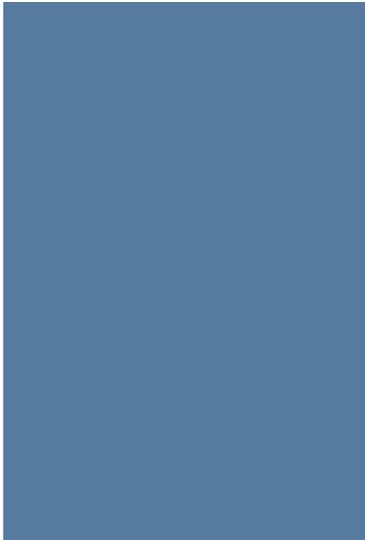
- Does not meet P&N
- Numerous property acquisitions
- Topography issues through this area
- Utilizes existing interchange
- Increases out of distance travel
- Not as direct access to the MSP site



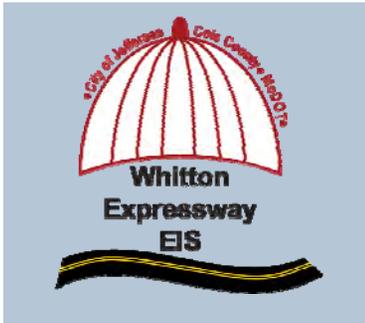
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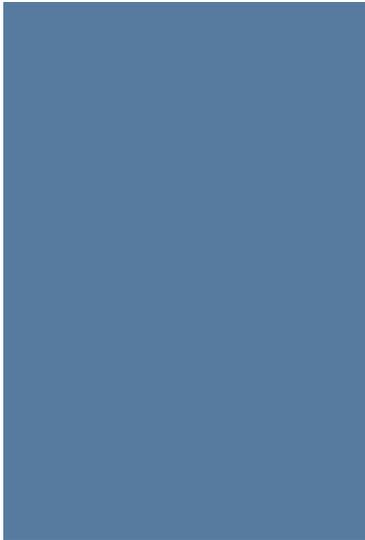
Purpose and need screening



	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to Major Activity Centers
No-Build	⊖	⊖	⊖	⊖
TSM/TDM and Transit	◐	◐	⊖	⊖
By-Pass Options				
Concept 1 (North)	◐	◐	⊖	⊖
Concept 2 (South)	◐	◐	⊖	⊖
On Existing Alignment Options				
Concept 3 (Max Lanes)	●	●	●	●
Concept 4 (Viaduct)	●	●	●	●
Concept 5 (Parkway)	●	●	●	●
Concept 6 (Madison Overpass)	●	●	●	●
Prison Options				
Concept A (Lafayette)	NA	NA	NA	●
Concept B (Lafayette and Chestnut)	NA	NA	NA	●
Concept C (Clark Realignment)	NA	NA	NA	●
Concept D (Lafayette Interchange and Clark Realignment)	NA	NA	NA	●
Concept E (Clark 1-way pair)	NA	NA	NA	●
Concept F (Eastland)	NA	NA	NA	◐
Description	Rating Symbol			
Substantially addresses project needs	●			
Moderately addresses project needs	◐			
Fails to address project needs	⊖			
Not Applicable	NA			



Other screening criteria



	Built Environment	Natural Areas / Wears Creek	Tri-Level Interchange	Section 4(f) / 6(f)	Bike & Ped Access	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	---
TSM/TDM and Transit	1	1	3	1	4	4	1	Low
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								
				Mainline Impacts				
Concept 3 (Max Lanes)	5	4	5	4	5	5	2	Low
Concept 4 (Viaduct)	4	3	3	4	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
Prison Options								
				Prison Access Impacts				
Concept A (Lafayette)	3	3	NA	5	5	3	3	Med
Concept B (Lafayette and Chestnut)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	---	3	4	5	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	---	4	3	4	Med
Concept E (Clark 1-way pair)	5	2	NA	---	2	5	5	Med
Concept F (Eastland)	5	5	NA	---	4	3	5	High
Description				Rating Symbol				
Project impacts are lower relative to other concepts				1				
Project impacts are somewhat lower relative to other concepts				2				
Project impacts are neutral				3				
Project impacts are higher relative to other concepts				4				
Project impacts are considered unreasonable				5				
Not Applicable				NA				
Unknown				---				



MEETING DOCUMENTATION

HNTB
Engineers Architects Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

Date:	January 22, 2008	Time:	12:00 to 1:30 p.m.
Subject:	Community Advisory Group Meeting #3	Location:	Page Library, Lincoln University, Jefferson City, MO

Meeting Participants	Representing (Agency or Firm)
Mark Mehmert, Randy Allen	Chamber of Commerce
Stan Fast	Old Munichberg Neighborhood Association
Reverend Margaret Redmond	Quinn Chapel AME
David Trizner	South Side Business Association
Mike Dusenberg, Karen Daniels, Kristin Gerber	MoDOT
Larry Benz	Cole County
Janice McMillan	City of Jefferson
Steve Wells, Mark Pierson, Betty Burry, Jennifer Johnson	HNTB
Bob Watson	Jefferson City News Tribune

Meeting Goals

- Advisory Group input on Initial Alternatives and recommended Reasonable Alternatives

Introductions

Steve Wells of HNTB called the meeting to order, and asked participants and observers to introduce themselves. He noted special thanks to Lincoln University for hosting the meeting.

Project, Purpose and Need and Screening Criteria Update

Steve Wells and Mark Pierson provided an overview of the project progress so far, noting that since the last meeting, the team has developed a range of initial alternatives and done a preliminary screening of those alternatives, based on (1) the project's formal Purpose and Need and (2) the screening criteria discussed at the last Community Advisory Group meeting.

Wells and Pierson noted that we have:

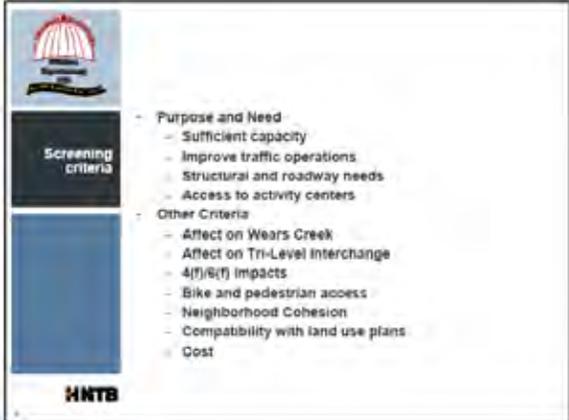
Developed the Purpose and Need

Established Screening Criteria

Developed Initial Alternatives

The task at hand is to get Advisory Group input on the Range of Reasonable Alternatives. Those alternatives will undergo for more detailed screening relative to their likely impacts. The entire screening process will be documented in a Draft EIS, which will include recommendations on Preferred Alternatives. The team anticipates that document will be available for public review in the second quarter of this year. After the public has had a chance to review the Draft EIS, comments will be incorporated, appropriate changes made and the document will be submitted for final approval. The entire process should be completed in the next year.

Maps showing the Initial Alternatives were distributed, and Wells, Pierson and the group discussed the following points:

 <p>Screening criteria</p> <ul style="list-style-type: none"> - Purpose and Need <ul style="list-style-type: none"> - Sufficient capacity - Improve traffic operations - Structural and roadway needs - Access to activity centers - Other Criteria <ul style="list-style-type: none"> - Affect on Wears Creek - Affect on Tri-Level Interchange - 4(f)/6(f) Impacts - Bike and pedestrian access - Neighborhood Cohesion - Compatibility with land use plans - Cost <p>HNTB</p>	<p>The team discussed the key points of the screening criteria, including the formal Purpose and Need and the other criteria. Both sets of criteria were developed with input from the Community Advisory Group and the public.</p>
<p>The team then began a discussion of the Initial Alternatives, and how well each met the screening criteria.</p>	
 <p>TSM/TDM</p> <ul style="list-style-type: none"> - Alternative includes: <ul style="list-style-type: none"> - Right in/Right outs at triplets - No left turns on the triplets - One way pairs on triplets - Transit - Doesn't meet Purpose and Need <ul style="list-style-type: none"> - All interim improvements - Help but don't solve capacity and operation issues - Don't help prison access issues - Could include as features of reasonable alternatives <p>HNTB</p>	<p>TSM/TDM - First, they discussed small-scale improvements that increase safety and enhance operation (Travel Systems Management) and strategies that change when people drive (Travel Demand Management), as well as increased transit.</p> <ul style="list-style-type: none"> • Alternative includes: <ul style="list-style-type: none"> ○ Right in/Right outs at triplets ○ No left turns on the triplets, ○ One way pairs on triplets, ○ Transit <p>Doesn't meet Purpose and Need</p> <ul style="list-style-type: none"> ○ All interim improvements ○ Help but don't solve capacity and operation issues ○ Don't help prison access issues
<ul style="list-style-type: none"> • Could be included as features of reasonable 	

	<p>alternatives</p> <p>Pierson noted that this option was added in response to public input at the August meeting.</p> <p>North Bypass</p> <ul style="list-style-type: none"> • New Missouri River Crossing • Few if any residential acquisitions • Doesn't address P&N • Multiple stream crossings • Adds to out of distance travel <p>South</p> <ul style="list-style-type: none"> • New Missouri River Crossing • Multiple crossings of the Moreau River • Doesn't address P&N • Adds to out of distance travel
<p>Pierson noted that the remaining alternatives are split into two sections, west of Jackson and east of Jackson.</p>	
	<p>Max Lanes</p> <ul style="list-style-type: none"> • Maintains all current access • Minimum maintenance of traffic (MOT) issues during construction • Low construction cost • Large roadway footprint (11 and 12 lane sections) • Significant impacts to properties and Wears Creek • Unable to construct without improvements to the Tri-Level • Missouri Boulevard is LOS E with some failing movements. • Jefferson, Madison, Monroe are LOS C, B, D. <p><i>Discussion:</i></p> <p>Major improvements at Broadway would impact the Tri-Level, so for most alternatives, the concept is to make more modest changes that would give that intersection between ten and twenty years of reasonable service. That would give the community time to evaluate options for the intersection and, concurrently, at the Tri-</p>

	<p>Level.</p> <p>Viaduct</p> <ul style="list-style-type: none"> • Unimpeded movement through the corridor after Broadway • Allows for shoulders to be constructed • High construction cost • Significant issues on Whitton to allow traffic to continue to use the roadway during construction of viaduct section • Significant property impacts • Able to build retaining walls and stay out of Wears Creek • Missouri Blvd is LOS F (by 2035). • Jefferson, Madison and Monroe are LOS D, C, C <p><i>Discussion</i></p> <p>There was discussion on the major impacts of this option, not the least of which is high cost.</p>
	<p>Parkway (Interim and Future)</p> <ul style="list-style-type: none"> • Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe • Shoulders can be constructed through corridor • Ability to accommodate future traffic with an elevated section • Significant impacts to Wears Creek • Opportunity for aesthetic treatments in the wide median • Missouri Blvd has LOS F (by 2035). • Jefferson, Madison, Monroe have LOS F, E and F (by 2035)
	<p><i>Discussion</i></p> <p>Pierson noted that this concept could be phased, with initial improvements serving the community for many years. The elevated section could be constructed as traffic warrants.</p> <p>Members of the group asked for clarification as to whether or not the viaduct would require additional property; Pierson said in this concept,</p>

	<p>once the parkway is established, the viaduct could be constructed within that right-of way.</p>
	<p>Madison Overpass</p> <ul style="list-style-type: none"> • Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe • Allows North-South movement to bypass Whitton • Large retaining walls impacts associated with overpass impacting the Performing Arts Center, Central Dairy, Central Bank and the furniture warehouse • Overpass eliminates possibility of mainline elevated section • Missouri Blvd has LOS F (by 2035). LOS at Jefferson and Monroe is LOS E and LOS E
	<p>Lafayette Interchange</p> <ul style="list-style-type: none"> • Four potentially eligible properties and Quinn Chapel are impacted by interchange • Five lanes would be needed on Lafayette, two in each direction and one turn lane • ROW impacts to residences, including possible lost driveway/parking access • Most direct access to MSP site and Lincoln U. • Must raise Lafayette St. six feet to stay out of floodplain • LOS is B/B <p><i>Discussion</i></p> <p>There was concern about impacts to the neighborhood, historic properties and Quinn Chapel.</p>

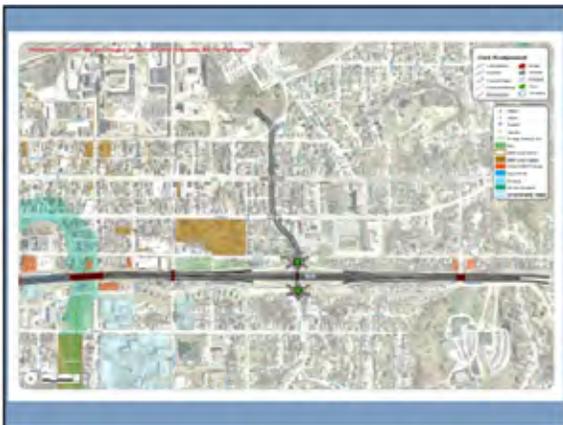


Lafayette & Chestnut

- Four potentially eligible properties and Quinn Chapel are impacted by interchange
- Impacts properties on Chestnut due to topography, less impacts on Lafayette
- May impact cemetery
- Collector/Distributor roads impact East Miller Park, Elm and Miller streets

Discussion

There was further concern about impacts to the neighborhood, historic properties and Quinn Chapel.



Clark Realignment

- Residential displacements because of new alignment
- Avoids IC church
- Utilizes existing Clark interchange, but does change operations
- Could easily tie into internal roads at prison site
- LOS is A/B

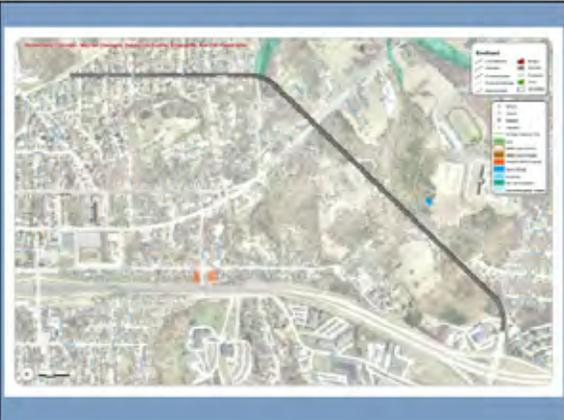
Discussion

There was further concern about impacts to the neighborhood and questions about the street width.



Lafayette Interchange & Clark Realignment

- Four potentially eligible properties are impacted by the Lafayette interchange
- Must raise Lafayette six feet to stay out of floodplain
- Residential displacements on Clark because of new alignment
- Avoids IC church and Quinn Chapel
- Utilizes existing Clark interchange, but does change operations
- Both Lafayette and Clark would be three lanes, one lane in each direction and one turn lane

	<p><i>Discussion</i></p> <p>There was further concern about impacts to access to Quinn Chapel and their on-street parking.</p>
	<p>Clark One-Way Pair</p> <ul style="list-style-type: none"> • Residential displacements, but fewer than a realigned Clark • Avoids IC church • Utilizes existing Clark interchange, but does change operations • Could easily tie into internal prison roads • Problems with topography if extend existing Clark
	<p>Eastland</p> <ul style="list-style-type: none"> • Does not meet P&N • Numerous property acquisitions • Topography issues through this area • Utilizes existing interchange • Increases out of distance travel • Not as direct access to the MSP site
<p>The team then presented matrixes showing the evaluation of the alternatives based on purpose and Need:</p>	



Purpose and need screening

	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to Major Activity Centers
No-Build	○	○	○	○
TSM/TDM and Transit	◐	◐	○	○
By-Pass Options				
Concept 1 (North)	◐	◐	○	○
Concept 2 (South)	◐	◐	○	○
On Existing Alignment Options				
Concept 3 (Max Lanes)	●	●	●	●
Concept 4 (Viaduct)	●	●	●	●
Concept 5 (Parkway)	●	●	●	●
Concept 6 (Madison Overpass)	●	●	●	●
Prison Options				
Concept A (Lafayette)	NA	NA	NA	●
Concept B (Lafayette and Chestnut)	NA	NA	NA	●
Concept C (Clark Realignment)	NA	NA	NA	●
Concept D (Lafayette Interchange and Clark Realignment)	NA	NA	NA	●
Concept E (Clark 1-way pair)	NA	NA	NA	●
Concept F (Eastland)	NA	NA	NA	◐

Description

Substantially addresses project needs ●

Moderately addresses project needs ◐

Fails to address project needs ○

Not Applicable NA



The team also presented the evaluation based on the additional screening criteria:



Other screening criteria



	Soil Environment	Natural Areas / Wetland	Traffic Interference	Section 4(f) / (S)	Bike & Ped Access	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	—
TSM/DM and Transit	1	1	3	1	4	1	1	Low
By-Pass Options								
Concept 1 (North)	2	5	2	—	4	1	3	High
Concept 2 (South)	5	5	3	—	4	5	5	High
On Existing Alignment Options								
Concept 3 (West Lane)	5	4	5	4	5	5	2	Low
Concept 4 (Wood)	4	3	3	4	3	3	3	High
Concept 5 (Palmer)	3	4	3	2	3	3	3	Med
Concept 6 (Madison Overpass)	2	2	3	2	2	2	4	Med
Future Options								
Concept A (Lafayette)	3	3	NA	5	5	3	3	Med
Concept B (Lafayette and Divisadero)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	—	3	4	3	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	—	4	3	4	Med
Concept E (Clark 1 way pair)	5	2	NA	—	2	5	5	Med
Concept F (Eastland)	5	5	NA	—	4	3	5	High

Description

Project impacts are lower relative to other concepts: 1

Project impacts are somewhat lower relative to other concepts: 2

Project impacts are neutral: 3

Project impacts are higher relative to other concepts: 4

Project impacts are considered unacceptable: 5

Not Applicable: NA

Unknown: —

Based on those criteria, the following Initial alternatives are recommended for further study:

West of Jackson

- Viaduct
- Madison Overpass
- Parkway (Interim and Future)

East of Jackson

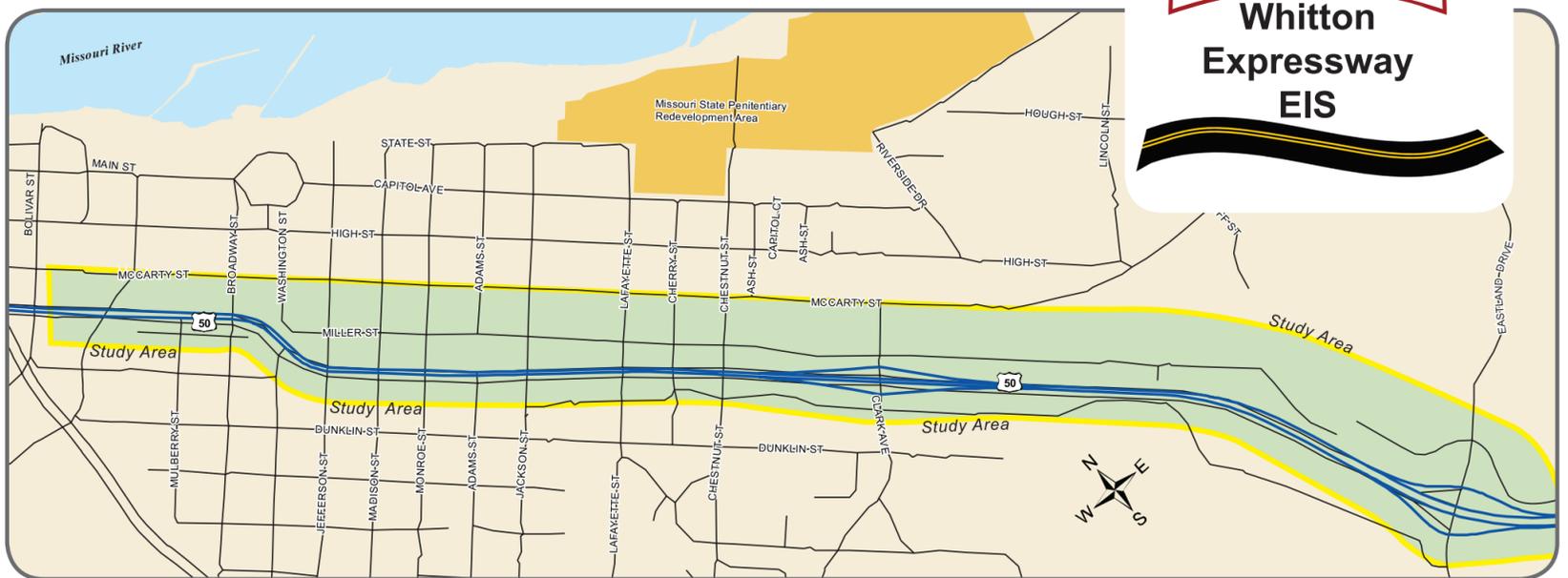
- Lafayette
- Clark Realignment
- Lafayette Interchange and Clark Realignment

Whitton Expressway – Help us Plan for the Future!

Whitton Expressway is an important roadway for our community, and will be more so in the future. The local community, downtown businesses, and through travelers need to be able to travel safely and efficiently even as traffic increases. That's why Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) have united to plan for improvements that meet future needs for safety and capacity – all while respecting the character of Jefferson City.



Whitton Expressway EIS



The Study Area includes the Rex Whitton Expressway, from just east of the US 54/US 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the north, and approximately Dunklin Street to the south of Whitton Expressway. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary site.

Didn't We Already Agree on a Plan?

The April, 2006 Rex Whitton Expressway Problem Definition Study completed one of the first steps in the federally required process. The study identified traffic and safety concerns – both now, and likely in the future. It also outlined some of the challenges to addressing those problems. The Problem Definition Study also determined that the next step in the planning process would be for the community to complete an environmental study in accordance with the National Environmental Policy Act (NEPA) process. Environmental studies look at needs in-depth, propose likely solutions and evaluate how the solutions might impact the community, businesses, homes, historic sites and the environment. With that information, along with general costs, the local community can then identify the best approach to meeting those needs.



Do we need to plan improvements?

The Problem Definition Study answered that question: Yes.

1. Traffic on the Whitton Expressway is expected to double by 2035;
2. There is a need for improved access to the new development at the Missouri State Penitentiary; and
3. Access needs to be improved to help address downtown congestion.

Federally funded transportation projects (or those needing federal permits) must be conducted in accordance with National Environmental Policy Act of 1969 (NEPA). This means that before design and construction, projects must be weighed in terms of impacts to both the natural and man-made environment. The Whitton Environmental Impact Statement (EIS) will provide that evaluation and help the local community and leadership arrive at the best possible solution.



What are the impacts of each possible option?

The Environmental Impact Statement will look at a range of general solutions, including those proposed in the Problem Definition Study. The EIS process will enable MoDOT, Jefferson City and Cole County to answer these important questions:

- *How might the improvements impact the cultural and social environments?* How would different options impact historical or archaeological sites? Would they affect local homes and businesses or split existing neighborhoods? What about public spaces like parks? Would they impact access to jobs, schools or services such as shopping? Would they help or hurt the local economy?
- *How might the improvement impact the natural environment?* Would any of the options change air or water quality? Would they change how much water is in rivers or creeks? Would they impact wetlands or protected species?
- *How would the proposed improvement function?* How much traffic would it need to carry? What kinds of bridges and roadways might be built and where? In general terms, how much would it cost?



The EIS process will identify a "footprint" – the area in which future improvements might be built – and a general idea of what improvements might be constructed. Actual construction cannot begin, however, until funding for both design and construction is identified and secured.



We need your input!



Go to www.modot.org/central to fill out our survey, or join us at our public meeting from 4 to 7 p.m. Tuesday, August 14, at Kertz Hall - Immaculate Conception Church, 1206 East McCarty Street

DRAFT Purpose and Need:

1. **Provide Sufficient Roadway Capacity and Improve Traffic Operations** – Whitton Expressway will need to safely serve local, regional and national traffic. There will also continue to be a need for local north-south connections – connections that will need to allow traffic to move safely and efficiently.
2. **Improve Traffic Safety** – As traffic increases, Rex Whitton will need to be improved to function safely.
3. **Address Road and Bridge Deficiencies** – There are locations where bridges or other structures need to be improved or replaced for better traffic flow and safety.
4. **Improve Access to Major Activity Centers and Encourage Development** – Access needs to be provided to key locations, including downtown and the Missouri State Penitentiary redevelopment.

Cultural Resources:

One of the important things that the EIS process does is collect information about the location of historic homes, archaeological sites and other places of community interest. During the completion of the EIS, the team will examine the project's impact on archaeological sites, buildings, bridges and other structures. The team will also work to avoid or minimize how the project might affect those resources. If you are aware of places, buildings or other resources that the team should be aware of, please let us know! Go to www.MoDOT.org, call 1-888-Ask-MoDOT (275-6636) or write to: Whitton EIS; c/o MoDOT; P.O. Box 718 Jefferson City, MO 65102

We need to hear from you! Join us at our public meeting from 4 to 7 p.m. Tuesday, August 14, at Kertz Hall - Immaculate Conception Church, 1206 East McCarty Street

August 2, 2007

PRESS RELEASE

Michael Dusenberg
MoDOT District Planning Manager,
(573) 751-7699; (573) 751-3322 or Michael.Dusenberg@modot.mo.gov



Public Input Needed to Help Set Priorities for Rex Whitton Expressway's Future

Jefferson City, MO - Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) have united to complete an Environmental Impact Statement (EIS) to plan for the future of Whitton Expressway, including how best to connect it to the planned redevelopment at the Missouri State Penitentiary Site.

To ensure that the EIS reflects the values and priorities of the local community, the three entities will host a public meeting to gather input and information about the study goals and the community's needs. The open house meeting will be held from **4 to 7 p.m. on Tuesday, August 14**, at Kertz Hall at Immaculate Conception Church, 1206 East McCarty Street. The meeting will be held in an open house format, and the public may participate any time between 4 and 7 p.m. Meeting participants will receive an overview of the EIS process and be asked to identify local transportation needs, as well as historic properties or cultural resources within the project area.

The team also is seeking input from the community via an on-line survey about the project's goals and about the location of historic or other culturally important sites. The survey is available at www.modot.org/central.

The EIS Study Area includes the Rex Whitton Expressway, from just east of the US 54/US 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the north, and approximately Dunklin Street to the south of Whitton Expressway. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary Site.

"This meeting is the first of three public sessions to be held during the development of the EIS, a process which will take about two years to complete," said MoDOT District Planning Manager, Michael Dusenberg. "It is an important opportunity for all three governmental bodies to hear what the community has to say about the future of transportation within the study area. We know we need to plan for the future transportation needs in the area and we want to make sure those plans reflect the values and priorities of the community."

Questions about the meeting or project? Call 888-Ask-MoDOT (275-6636) or log on to www.modot.gov/central.

August 2, 2007



Dear Public Official:

As you know, the Whitton Expressway is an important roadway for our Jefferson City community now and in the future.

That's why Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) have united to complete an Environmental Impact Statement (EIS). The EIS process will help the local community plan for improvements to Whitton so that it meets future needs for safety and capacity while respecting Jefferson City's unique character. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary.

The EIS Study Area includes the Rex Whitton Expressway, from just east of the US 54/US 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the north and approximately Dunklin Street to the south of Whitton Expressway. The EIS will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary Site.

We will be hosting a special **public officials briefing** on Monday, **August 13 at 7 p.m.** in the City of Jefferson City Council Chambers at 320 East McCarty Street. We hope that you will be able to join us to learn more about the project and ask questions.

To further ensure that the findings and recommendations in the EIS reflect the values and goals of the local community, we are hosting an **open house public meeting** to gather public input. That meeting will be held from **4 to 7 p.m. Tuesday, August 14**, at Kertz Hall - Immaculate Conception Church, 1206 East McCarty Street. In addition, we have posted an **on-line survey** regarding the project's formal Purpose and Need, as well as an opportunity for the public to identify area Cultural Resources at www.modot.org/central.

Please let your constituents know about the opportunities to give their input into this important project. We have included a copy of the project fact sheet for your further information; please don't hesitate to let me know if you have further questions.

On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation
(816) 472-1201

Public Officials Mailing List.xls

Prefix	First Name	Last Name	Title	Organization	Address
Congressman	Ike	Skelton		U.S. House District 4	1401 Southwest Blvd., Suite 101
Senator	Kit	Bond		U.S. Senate	911 Main, Suite 2224
Senator	Claire	McCaskill		U.S. Senate	915 E. Ash St.
	Kenneth	Furguson	City Council Ward 1	City of Jefferson	340 Tomahawk
	Kevin	Brown	City Council Ward 4	City Hall	2312 Plymouth Rock Road
	Cindy	Layton	City Council Ward 4	City of Jefferson	1923 Bunker Hill Rd.
The Honorable	John	Landwehr	Mayor	City of Jefferson	320 E. McCarty
	Mike	Harvey	City Council Ward 1	City of Jefferson	208 Cherokee Drive
	Rich	Koon	City Council Ward 2	City of Jefferson	1017 Holly Drive
	Jim	Penfold	City Council Ward 2	City of Jefferson	1901 N. Circle Drive
	Brian	Crane	City Council Ward 3	City of Jefferson	619 Belmont Drive
	Jane	Smith	City Council Ward 3	City of Jefferson	119 Forest Hill Ave.
	Daniel	Klindt	City Council Ward 5	City of Jefferson	1711 Sarah Lane
	Ron	Medin	City Council Ward 5	City of Jefferson	1215 Elmerine
	Marc	Ellinger	Presiding Commissioner	Cole County	301 E. High
	Mike	Forck	Eastern Commissioner	Cole County	301 E. High
	Chris	Wrigley	Western Commissioner	Cole County	301 E. High
Senator	Carl	Vogel		Missouri Senate	State Capitol Building, Room 321
Representative	Mark	Bruns	District 113	House of Representatives	201 West Capitol Avenue, Room 206B

Public Officials Mailing List.xls

City	State	Zip	Phone	Email	P/O
Jefferson City	MO	65109	573-635-3499		TRUE
Kansas City	MO	64105			TRUE
Columbia	MO	65201	573-442-7130		TRUE
Jefferson City	MO	65101	573-634-4645		TRUE
Jefferson City	MO	65109	573-634-5171		TRUE
Jefferson City	MO	65109	573-634-2920		TRUE
Jefferson City	MO	65101	573-634-6304		TRUE
Jefferson City	MO	65101	573-634-8741		TRUE
Jefferson City	MO	65109	573-636-5593		TRUE
Jefferson City	MO	65109	573-635-8374		TRUE
Jefferson City	MO	65109	573-680-7440-		TRUE
Jefferson City	MO	65109	573-635-2453		TRUE
Jefferson City	MO	65101	573-893-6838		TRUE
Jefferson City	MO	65101	573-636-3360		TRUE
Jefferson City	MO	65101	573-634-9113		TRUE
Jefferson City	MO	65101	573-634-9112		TRUE
Jefferson City	MO	65101	573-634-9111		TRUE
Jefferson City	MO	65101	573-751-2076		TRUE
Jefferson City	MO	65101	573-751-0665	mark.bruns@house.mo.gov	TRUE

On-Line Survey Questions

Within the EIS process, the first step is to create a formal purpose and need: goals that will direct the rest of the study process. We need your input. What should the Whitton Expressway do? What should it be?

Please rank these draft goals:

1. Provide Sufficient Roadway Capacity and Improve Traffic Operations – As Jefferson City grows, Whitton Expressway will need to safely serve that traffic. Along with local traffic, it will still need to serve two major US routes. At the Triplets (Jefferson, Madison and Monroe Streets) there will continue to be a need for north-south connections – connections that will need to allow traffic to move safely and efficiently.

Very Important

Important

Not Important

Would you change this goal? If so, how?

2. Improve Traffic Safety – As traffic increases, Rex Whitton will need to be improved to function safely.

Very Important

Important

Not Important

Would you change this goal? If so, how?

3. Address Road and Bridge Deficiencies – There are locations where bridges or other structures need to be improved or replaced for better traffic flow and safety.

Very Important

Important

Not Important

Would you change this goal? If so, how?

4. Improve Access to Major Activity Centers and Encourage Development – Access needs to be provided to key locations, including downtown and the Missouri State Penitentiary redevelopment.

Very Important

Important

Not Important

Would you change this goal? If so, how?

6. Do you think there should be other priorities for the project?

If yes, what are they?

7. **Cultural Resources** - One of the important things that the EIS process does is collect information about the location of historic homes, archaeological sites and other places of community interest. Please let us know of places, buildings or other resources that the team should be aware of:



Whitton Expressway EIS

Public Engagement Activities August, 2007

Summary

Open House Public Meeting

Tuesday, August 14, 2007

4 -7 p.m.

Kertz Hall – Immaculate Conception Church
1206 E. McCarty

Attendance: 56 (Sign-in sheets in appendix)

On-Line Survey

Monday, August 13 – Friday, August 31, 2007

www.modot.org/central/index.htm

The City of Jefferson, Cole County, the Missouri Department of Transportation (MoDOT) and the study team hosted an open house public meeting and on-line survey to collect public input on the Draft Purpose and Need and information on Cultural Resources within the project area. To facilitate that discussion, the open house included informational exhibits, stations with maps for hands-on activities and a comment station. The team collected both verbal and written comments for consideration in the screening process.

Meeting Publicity

The meetings were publicized in the following ways:

- Mailed meeting announcement to elected officials representing the area (copy of letter and mailing list in appendix)
- Meeting information posted on the MoDOT and Jefferson City web sites
- News release/advisory (copy in appendix) on August 2, 2007 to:
 - ABC 17/Fox 38 News KMIZ-TV
 - Associated Press
 - Fulton Sun
 - JCTV
 - Jefferson City News Tribune
 - KBIA
 - KCLR
 - KFAL/KKCA
 - KLIK
 - KOMU
 - KOPN
 - KRCG
 - KWOS/KJMO
 - KWWR-KXEO
 - Missouri.net

The meeting was covered by both electronic and print media, including television news coverage by on August 14 by KOMU and several articles in the Jefferson City News Tribune on August 1, 2 and 15.

- Print Advertising (copy in appendix)
 - A full page, color ad in the Jefferson City News Tribune on July 31, 2007

Exhibits

The following exhibits were set up during the public meeting:





Please Sign In!

We're glad you're here!
At tonight's meeting, we need your
input on:
the **Draft Purpose and Need**
and
Cultural Resources in the Study Area

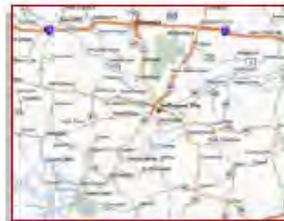
Why Improve Whitton Expressway?



The Whitton Expressway needs to serve:

- **Local** travelers within Jefferson City,
- Travelers to and from the **Missouri State Penitentiary redevelopment**,
- **Regional** travelers to or through Jefferson City, and;
- **Long-distance** travelers to or through Jefferson City.

Traffic is expected to increase, so Jefferson City, Cole County and MoDOT are planning now for the future.

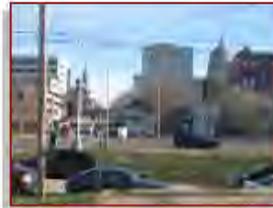


Isn't There Already a Plan?



The April 2006 *Problem Definition Study*:

- Established need for **additional capacity** on the Whitton Expressway in the future as redevelopment at the Missouri State Penitentiary site is completed;
- Outlined the **challenges** and **opportunities** related to those needed improvements; and
- Determined that the community would need to complete federally mandated **environmental study** – specifically an Environmental Impact Statement (EIS) – in accordance with the National Environmental Policy Act of 1969.



Road Map to Improvements



PLAN

1. The planning process often includes an **early analysis** like a feasibility study, or a problem definition study.

Timeline: The *Whitton Expressway Problem Definition Study* Completed in April 2006

2. Highway improvements (like most projects that use federal funds or need federal permits) must be planned in accordance with National Environmental Policy Act of 1969 (NEPA). NEPA requires the completion of an environmental study to help communities identify **the best way to** meet future needs and avoid or minimize negative impacts to both the man-made and natural environment.

Timeline: Summer 2007 – Early 2009



DESIGN

The design phase includes creating **preliminary** and **final designs** and developing detailed construction drawings.

Timeline: Only when funding is secured.

BUILD

Final project plans are completed, land purchased, construction contracts awarded and **construction begins**.

Timeline: Only when funding is secured.

What is an EIS?

(Environmental Impact Statement)



An EIS is one kind of environmental study. It helps agencies and the public make well-informed decisions about investments in their community. The EIS documents the decision-making process and answers the following questions:

- What is the **purpose and need** for the improvement?
- How would the proposed improvement **function**?
- How might improvements impact the **natural environment**?
- How might improvements impact the **cultural and social environment**?
- Which alternative **best meets the purpose and need** while minimizing impacts?



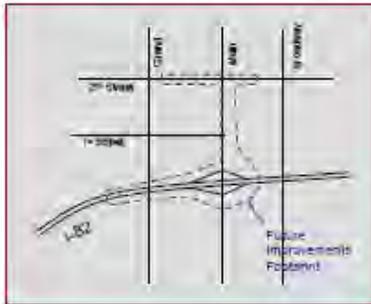
EIS Process



EIS Outcomes

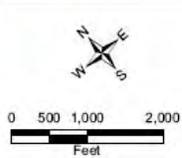
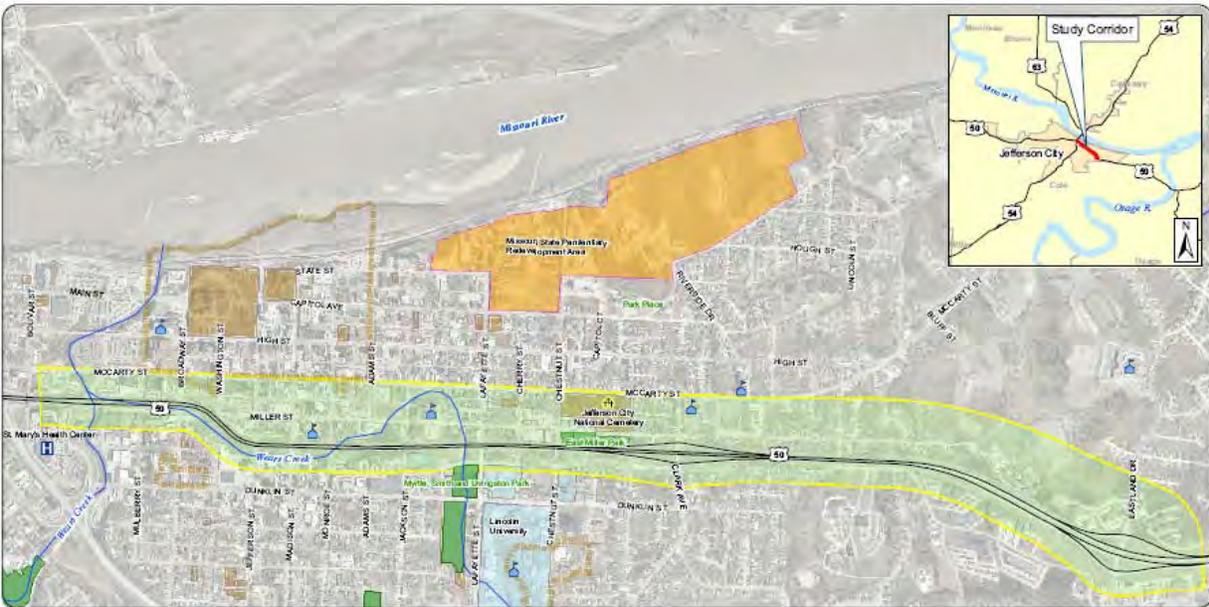


The Whitton EIS process will identify a general idea of what improvements might be built, their impacts and "footprint" – the area in which future improvements might be built.



Typical future improvements footprint.

Actual construction of improvements to the Whitton Expressway cannot begin, however, until funding for design and for construction is identified and secured.



- schools
- Hospital
- Cemetery
- 50 hwy
- creeks
- Corridor Study Area
- Park
- Missouri State Penitentiary Redevelopment Area
- Historic District
- Individual Historic Listing
- Lincoln University Campus



Whitton Expressway EIS Study Area

Cultural Resources



Cultural Resources are one of the many environmental factors that must be considered during the EIS process. Cultural resources are: *Any prehistoric or historic district, site, building, structure or object. We then identify those included – or eligible for inclusion in – the National Register of Historic Places.*

The "Section 106 Process" includes systematic identification of cultural resources, and an analysis of project effects and steps to eliminate or minimize adverse effects.

1 Establish Area of Potential Effect (APE)



Define the geographic area to evaluate possible effects (either direct or indirect) of proposed improvements to historic properties.

2 Identify Resources and their Significance



Work with the State Historic Preservation Office (SHPO) and other consulting parties to identify and document properties and evaluate their significance and integrity.

3 Determination of Effects



Evaluate if improvements might effect historic properties within the APE. Adverse effects can include destruction of a resource or even changes in character or setting.

4 Resolve Adverse Effects



Identify ways to avoid or lessen those effects. That could include changing the location of proposed improvements or otherwise minimizing effects. An agreement between the SHPO and agencies is prepared and becomes part of the study's formal documentation.

Please help us identify area resources on the next map!



Draft Purpose and Need



Within the EIS process, the first step is to create a formal Purpose and Need. When finalized, these goals will direct the rest of the study process.

We need your input on the draft goals for future transportation improvements in the study area.

The Draft Purpose and Need Statement:

- **Provide Sufficient Roadway Capacity and Improve Traffic Operations** - Traffic on the Whitton Expressway is expected to double by 2035, largely due to redevelopment at the Missouri State Penitentiary site.
 - As Jefferson City grows, the Whitton Expressway will need to safely serve local, regional and national traffic.
 - There will also continue to be a need for north-south connections that allow traffic to move safely and efficiently.

Draft Purpose and Need



The Draft Purpose and Need Statement (continued):

- **Improve Traffic Safety**
 - As traffic increases, the Whitton Expressway will need to be improved to function safely.
- **Address Road and Bridge Needs:** The community needs to plan those improvements so that they work together.
 - There are locations where bridges or other structures need to be improved or replaced for better traffic flow and safety.
- **Improve Access to Major Activity Centers and Encourage Development:** This access will help ensure the success of past and future investments and the overall economic health of the community.
 - Access needs to be provided to key locations, including downtown and the Missouri State Penitentiary redevelopment.

Please complete the comment form and let us know your thoughts on the Draft Purpose and Need!



Please fill out a comment form!

Thank you for your time and interest!



Activities

Meeting participants were greeted asked to sign in and invited to view the boards and ask questions of any member of the team. Additionally, maps of the study area were rolled out on tables, staffed by team members. At the maps, the team shared additional information on the study area and process and collected input from members of the community about location-specific concerns. Likewise, a map showing historic and known cultural resources was rolled out on a table and members of the community invited to share information about cultural resources and other areas of concern.

Additionally, the questions posed on the comment forms at the public meeting were also made available in the form of an on-line survey posted to MoDOT's web site. That survey was publicized at the meeting, in paid advertising and via media outreach.

Input and Comments

A total of 41 comments (31 from the web-based survey) were received. Additionally, team members documented verbal comments made during the open house; all comments received prior to September 7 2007, are included in this summary.

1. Draft Purpose and Need/Project Goals

Meeting and on-line survey participants were asked to rank the draft project goals as "Very Important" or

“Important;” there were no rankings of “Not Important.” Following is a breakdown of feedback regarding the draft project goals:

- Provide sufficient roadway capacity and improve traffic operations
 - Very important – 29
 - Important – 8
 - Not important – 4
- Improve traffic safety
 - Very important – 29
 - Important – 10
 - Not important – 0
- Address road and bridge needs
 - Very important – 25
 - Important – 13
 - Not important – 1
- Improve access to major activity centers and encourage development
 - Very important – 18
 - Important – 18
 - Not important – 4

2. Both public meeting and on-line survey participants to say what they would change or add to the Draft Purpose and Need/Project Goals. Their responses follow:

- Multiple comments about the importance of historic sites in the area and consideration of those before final design.
- Cost of various approaches to the penitentiary should be considered.
- Concerned that the road could be expanded to handle the projected traffic needs. The comment also was made that plans should look longer than 20 years.
- This as an opportunity to emphasize those sites for tourism and beautification.
- The beautification of the Jackson Street underpass should be incorporated into this project, including removing the concrete and fence barrier and building a permanent concrete retaining wall.
- Several people said they need to see more before they can comment.
- Make a bypass around Jefferson City by having 63 Highway go down 94 and put in another bridge east of Jefferson City then connect with highway 50
- If you could convince Law Enforcement to actively enforce the traffic and speed laws of vehicles coming into the city from the East. Instead of spending their funds to get passive safety laws

enacted, such as seat belt laws. If they would be as effective with enforcing the law as they are in lobbying there would be no reason for seat belts and channeled highways.

- There is little expansion capability of the Expressway. Even though many businesses will not favor it, the best way to provide roadway capacity and improve traffic operations is a by-pass. 179 should continue to be extended down Route B and connect at Militia. Change that route to the new Highway 50 and let the traffic flow. If the goal is a 4 lane highway 50 from STL to KC, then JC needs not be the bottleneck.
- There would be better way of serving regional and national traffic. A bypass around Jefferson City for those traveling through the area would be a much better option. Most, if not all, improvements to Whitton should be addressed only to local needs and assume that thru traffic will bypass the downtown area completely...
- I consider the regional and national traffic to be more important to this route. Local traffic should be secondary to the others. If MoDOT wants to alleviate pressure on I-70, then upgrade US50 across the state. That improvement would change my route when headed to Kansas City or St. Louis.
- NOT REALLY AN EXPRESSWAY! THE ORIGINAL DESIGN WAYBACK WAS TO HAVE ELEVATED SECTION THROUGH J C. BUT IT WAS SHOT DOWN BY LOCAL MONEY.
- Find alternate routes for a portion of the thru-traffic. Change heavy trucks to bypass the expressway altogether.
- Raised overpasses, without direct access to HWY 50. Leave one or two access points with exit and entrance ramps between Missouri Blvd and Clark Street.
- Look at connecting Lafayette Street with Ellis Blvd. I understand there is an easement already in place starting at Stadium/Leslie to Ellis. This would tie into the new Lafayette inter-change. Then improve Ellis to Highway 54 or to 179.
- Eliminate some access to highway 50 by blocking off all but Moreau and Missouri Blvd.
- By effectively enforcing the current safety laws and not creating unsafe super race tracks which give drivers a false sense of safety so that they can drive faster and get nowhere sooner
- Even though many businesses will not favor it, the best way to provide roadway capacity and improve traffic operations is a by-pass.
- I find it difficult to think that you can combine significant improvements in local access with increased traffic throughput and greatly improve safety. I believe that this overall plan should clearly state which of these, improved local access or traffic throughput, is the primary goal. We could then judge how effective the improvements in safety are...
- Please for the love of God get rid of the stoplights, esp. MO Blvd.
- Completely forget about the Whitton expressway and finish a bypass around the City
- 179 should continue to be extended down Route B and connect at Militia. Change that route to the new Highway 50 and let the traffic flow. If the goal is a 4 lane highway 50 from STL to KC, then JC needs not be the bottleneck.
- There should be a measurable standard to goals.

- This area is already very congested. Developers will continue to invest in the area without encouragement from MoDOT.
- Help access to and from the Capitol building and other state offices in downtown into other parts of the city, esp. out the MO Blvd./Hwy. 50 corridor.
- If people would drive sensible there is ample access to said developments.
- Other than gobbled up by unnecessary state offices (witness DNR's Green Building and the Health Lab), I am not sure that we will ever see any significant commercial development in the prison area, at least during the next several decades. I am beginning to think that this project is all bark and no bite. I would be opposed to the expenditure of tax monies to create major accesses to a pie-in-the-sky venture. And the State should be considering the access they currently have, and not what they think they want or may get, when deciding for the use of the property...
- Access is important, but any access that requires stoplights should be avoided.
- Improve streets that are parallel to the Expressway and encourage the use of these streets to access the sites. Make additional access to downtown using what we already have.
- Although access to these areas are important, it is also important to provide a safe, limited access road to the many cars that just want to go through Jefferson City. Many cities would create a bypass around the city with an access to downtown. This would help preserve the historic, cultural and other unique aspects to Jefferson City.
- This is the major East-West route through Jefferson City. MoDOT needs to provide for the needs of local citizens, commuters from the neighboring counties, visitors to Jefferson City, and through traffic on 50 and 63.

The project in the July letting will help ease congestion just to the East of the study area, but only temporarily. In a few years, development near the eastern city limits will add much traffic from City View all the way to the west end of the study area.

- At what point will you eliminate all the unnecessary stoplights?? Make 2 overpasses and eliminate the stoplights!
- Should improve or complete the 179 loop around town with limited access.
- Even though many businesses will not favor it, the best way to provide roadway capacity and improve traffic operations is a by-pass. 179 should continue to be extended down Route B and connect at Militia. Change that route to the new Highway 50 and let the traffic flow. If the goal is a 4 lane highway 50 from STL to KC, then JC needs not be the bottleneck. Beautification of the Expressway could take place (planters, period signs, period lighting), to improve the image.
- One of the major problems with the areas surrounding the proposed project area is that we have compromised residential and small office qualities in order to provide for more and larger commercial usage. I believe that any improvements to access to commercial areas, especially the prison, should take into consideration the need to preserve what remains of the individual housing and local business, especially when considering more traffic flow through these areas (which could be increased as the result of any access improvement effort)

- Eliminate all stop lights on US50. Drivers constantly run red lights and that creates the biggest safety issue in that area. The standard response is that law enforcement should take care of that. However, they watch and do nothing. Therefore, elimination of the stoplights is the only way to make this stretch of highway safer. My hope is that MoDOT either elevates Rt. 50 or elevates the city streets running north-south. Rt. 50 through Jefferson City should be interstate quality.
- I think the identified goals are going to be very challenging. I'd like to wish you luck but I don't think luck will have anything to do with your success. Instead, I'll wish you perseverance and ingenuity.
- Rather than just focusing on the stretch of 50/63, look at the community as a whole. Create alternate routes, especially for large trucks, so that the only people using the expressway are the people that have to. Please be forward thinking not only about highway usage but also about future commerce and development.
- Restrict at grade access to HWY 50, eliminating traffic lights and improving traffic flow through Jefferson City.
- There needs to be grade separation at Mo Blvd, and at least one other street in addition to the Lafayette location. There should be no on grade intersections on this busy highway.
- A grade separation at Broadway could negate the need for on grade crossings at Madison and Jefferson Streets, thus saving the Central Bank and Coca Cola buildings.
- One of the project priorities should be to utilize the "Central East Side Neighborhood Plan"; prepared by the City of JC, JC Housing Authority, its consultants, & citizen advisory committee (2005). The plan incorporates public opinions as voiced at several public meetings. In particular, recommendations about multiple access routes from Rt. 50 to the former MSP, so a single north-south artery does not bear the load. This one concern was strongly supported by the public from the beginning of the study, had the greatest number of advocates, and was ranked the highest of all other items (27 votes compared to the next highest ranked concern which had 12 votes, see p. 1-12). Of the three Rt. 50/MSP connections previously introduced (Clark, Chestnut, Lafayette), two of the three may be less likely to affect historic properties: Clark; Chestnut. Furthermore, Chestnut would provide central access to the MSP and directly connect with the planned parking garage at MSP (p. 2-3). The study should give every consideration to the existing Rt. 50/Clark Ave. interchange. Rather than create a new bottleneck at Lafayette that would be rather close to Clark, wouldn't extending Clark to the north reduce traffic counts/congestion on 50 by providing an "eastern"; alternate route to MSP?

Another concern I have is the need to limit right of way acquisition on existing streets as much as possible to minimize impacts to historic properties, but also street parking and sidewalks. One goal identified in the city's 2005 study is to plan transportation improvements "within the existing roadway pavement"; (p. 2-3). The public should be informed about the project's area of potential effects (APE) and how historic properties will be evaluated for direct, indirect, secondary, and cumulative project effects.

- Improve/facilitate safety and flexibility of use and access for area pedestrians, cyclists and motorized-wheelchair users. (e.g. - improve crossings, signals, sidewalks and shoulder/bike lane/greenway space access to accommodate 'non-motoring' travelers in the corridor.)

- Entire Stretch through downtown should be limited access with on/off ramps. three or four lanes in either direction

3. At the public meeting and via the on-line survey, the public was asked to identify additional Cultural Resources; input follows:

- Some of the properties in the area typify German architecture from early settler days, and that these homes, in combination with the Old Munichberg area, could help to define a newly restored Jefferson City proper.
- Lincoln University and Quinn Chapel should be considered, as well as the Eastside neighborhood.
- The integrity of the following should be considered: cemetery, Kalben Store building (O'Donahues), Sommerer Bakery building, East side businesses on Lafayette, the neighborhood around the site, Whaleys Pharmacy, the Old Harden grocery, McDuke house, Asel house, Parker house, the old AME church, Dix apartments.
- Clark Avenue could serve as a major North-South distributor, but the safety of the school children at IC and East must be considered.
- Taking out a few old buildings in order to get better access to things like the old prison are definitely worth it.
- Hogwash. Prove that you have COMPLETELY abandoned the idea of access to the old prison using the Clark Ave Access
- If a bypass is in place, there is less need to destroy any historic locations as expansion would not be needed. Beautification could take place (planters, period signs, period lighting), to improve the image.
- None on the East side. Most of interest in the Central area have previously been torn down for state office, Central Bank and Missouri Blvd expansions, however the Central Dairy and Coca Cola buildings are (should be) of some significance and should be kept intact...
- Most of the downtown area is considered historic but many buildings have deteriorated to the point that restoration or rehabilitation are not feasible. These buildings need to be clearly identified as there are those in the community that think any old building MUST be saved, no matter the cost.
- Many of the known historic properties in the project area and vicinity are identified in the project's previous Problem Definition Study, but there are bound to be additional properties eligible for the NRHP. Historic district boundaries may need refining. Bungalows on Lafayette St. and near Lincoln's campus ("under" Rt. 50) may be important for their association with significant individuals (NRHP Criterion B). I'm pleased that MoDOT is seeking public comments regarding cultural resources at this early stage of the project and glad to see so many entities identified as potential consulting parties. How may I keep a copy of this form for my records? Will I be notified that my comments have been received?

4. Meeting participants were asked to provide additional comments about the project. Their responses:

- US 50-63 should become a six-lane from 179 west to Eastland Drive.
- The dilemma of needing expansion to handle projections, but the challenge of the historical surroundings would suggest a different route is needed. Beautify the existing roadway, but to handle future traffic projections, to build a bypass by extending 179 down Route B to Militia.
- Quinn Chapel asked that the organization have the opportunity to have a voice in their relocation.
- Provide clear and more frequent communications about closures and when they will happen.
- Lafayette Street is a good entrance and exit to the penitentiary
- Do not want old neighborhoods around the prison to be negatively affected by street widening.
- Lafayette should not become a one-way street.

Appendix:

1. Letters/postcards, etc. to announce meetings
2. Media releases
3. Media coverage of the meeting
4. Paid advertising
5. Sign in sheets
6. Comment Forms

Whitton Expressway – A Plan for the Future

Traffic on the Whitton Expressway is expected to double by 2035, affecting through and local travelers. To address those needs, and in particular, to address the need for improved connectivity to the Missouri State Penitentiary redevelopment site, Jefferson City, MoDOT and Cole County are working together to plan a future transportation system that is safe, reliable, accessible, and enhances the quality of life in Jefferson City.



We need your input!

Public Meeting
Tuesday, January 29, 2008
4:30 – 7 p.m.
(come and go as your schedule permits)
Kertz Hall
Immaculate Conception Church
1206 E. McCarty Street

Can't join us?
Call 1-888-Ask-MoDOT (275-6636)
write to
Whitton EIS; c/o MoDOT
P.O. Box 718
Jefferson City, MO 65102
or click on
www.modot.org/central

Whitton Expressway EIS

The Whitton Expressway Environmental Impact Statement (EIS) will help Jefferson City choose a plan that meets local transportation needs. The EIS process will:

- Create a range of concepts to improve access between Whitton Expressway and the Missouri State Penitentiary redevelopment site,
- Evaluate how those concepts might impact historic or other cultural sites, as well as neighborhoods and commercial districts,
- Evaluate how those concepts might impact the natural environment, including Wears Creek,
- Identify a preferred alternative, and
- Satisfy requirements to pursue federal funding and necessary permits.

A Plan for Jefferson City

Local input is a critical component of the planning and evaluation process. The study team held a public meeting this past August to hear feedback on the project's formal Purpose and Need and to gather information on other key community concerns. In addition, over the past months, the study team has been meeting with the Whitton Expressway EIS Community Advisory Group, made up of representatives from Jefferson City neighborhoods and businesses located near the Expressway and the Penitentiary site, as well as with the many governmental agencies whose cooperation and input is critical. Based on the input received at and since the first public meeting, the study team has (1) revised the project's formal Purpose and Need, and (2) identified a range of alternative concepts.

Purpose and Need

The updated Purpose and Need states: "The Jefferson City community needs this project to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site. That is why the study team is working together to plan for improvements that meet future needs for access, mobility, safety and capacity – all while respecting the character of Jefferson City."



Range of Reasonable Alternatives

As the team has created alternatives to improve access to the Missouri State Penitentiary Redevelopment site, they have had to consider a range of criteria, including:

- minimizing negative impacts to the neighborhoods between the Rex Whitton Expressway and the Penitentiary site,
- minimizing negative impacts to the businesses, churches, homes and public facilities located on or near Whitton Expressway,
- minimizing negative impacts to the natural environment, including air and water quality,
- providing appropriate pedestrian and bicycle access, and
- respecting the unique character of Jefferson City.

The plan must also be realistic in terms of engineering and costs. As MoDOT and local governments look to maximize taxpayer investments, practicality is critical to securing the necessary funding to move forward with final design and construction.

With these challenging conditions, there are some difficult trade-offs to be evaluated and decisions to be made before identifying a preferred alternative. To begin those discussions, the Whitton Expressway study team has developed a range of alternative concepts. **Each has strengths and weaknesses. Community input will play a significant role in the development and selection of the final alternative.**

To see examples of the alternatives being considered, click on www.modot.org/central

The Whitton Expressway EIS study area includes the U.S. Route 50/63 Rex Whitton Expressway from just east of the U.S. 54/63 Tri-level interchange, east through Jefferson City to the Eastland Drive Interchange. It extends to McCarty Street on the north, and approximately Dunklin Street on the south. The EIS will focus on connectivity between the Rex Whitton Expressway and the planned redevelopment at the Missouri State Penitentiary site.



We need to hear from you!

**Public Meeting
on Future Alternatives
for the
Rex Whitton Expressway**

Date: Tuesday, January 29, 2008

Time: 4:30 to 7 p.m. - You may join us
any time during the informal, open
house session

Location: Kertz Hall
Immaculate Conception Church
1206 East McCarty

Please join representatives from
Jefferson City, MoDOT and
Cole County for our joint public
meeting.

We need your input on alternatives to
improve connectivity to the Missouri
State Penitentiary redevelopment site
and the Rex Whitton Expressway (U.S.
Route 50/63).

*Special needs or questions about the
meeting or project?*

Call 888-Ask-MoDOT (275-6636) or log
on to www.modot.org/central.



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meeting or project?*

Call 888-Ask-MoDOT (275-6636) or log
on to www.modot.org/central.

Rex Whitton Expressway EIS
c/o 715 Kirk Drive
Kansas City, MO 64105



**Please join us for a
public meeting!**
Your input is important!
Tuesday, January 29, 2008

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**Please join us for a
public meeting!**
Your input is important!
Tuesday, January 29, 2008

Prefix	Organization	Last Name	First Name	Title	Address	City	State	Zip
		Adair	Brenda		1200 E. High St	Jefferson City	MO	65101
		Alewel			978 Diamond Rdg	Jefferson City	MO	65101
		Bates	Mike		2500 E. McCarty	Jefferson City	MO	65101
		Baumann	R.		102 N. Taylor	Jefferson City	MO	65101
		Beetem	Jane		1612 Payne	Jefferson City	MO	65101
		Bexten	Norma		600 Clark	Jefferson City	MO	65101
		Blackburn	Olivia		813 Jackson St.	Jefferson City	MO	65101
		Bodysnell	Kenneth		113 E. McCarty	Jefferson City	MO	65101
		Boes	Bill		2628 Jennifer Drive	Jefferson City	MO	65101
		Bollinger	John & Mary		606 Nelson Drive	Jefferson City	MO	65101
		Bonnet	Missy		213 Adams	Jefferson City	MO	65101
		Borgmeyer	Tom		2543 Orchard Lane	Jefferson City	MO	65109
		Brown	Harold		501 Broadway	Jefferson City	MO	65101
		Bruemmer	Herbert		4301 Bald Hill Road	Jefferson City	MO	65101
		Bruemmer	Judy		4611 Bald Hill	Jefferson City	MO	65101
		Burmeister	Tom		3022 Cedar Valley Ct.	Jefferson City	MO	65109
		Calvert	Don & Norma		2211 Rivercrest Ct.	Jefferson City	MO	65101
		Casey	Jim		1112 Moreau	Jefferson City	MO	65101
		Ceglenski	Dennis		210 Lafayette St.	Jefferson City	MO	65101
		Christian	Jeff		908 Monroe	Jefferson City	MO	65101
		Chute	Darrell		1511 Wilmor	Jefferson City	MO	65101
		Collins	Gary		132 E. High	Jefferson City	MO	65101
		Connor	Don & Judy		2509 W. Main	Jefferson City	MO	65109
		Dallmeyer	Dottie		200 Chestnut	Jefferson City	MO	65101
		Debroeck	Albert		1305 Roseview	Jefferson City	MO	65101
		Donehue	Juanita		1707 Engelwood	Jefferson City	MO	65101
		Duncan	Dorothy		2233 Expressview	Jefferson City	MO	65101
		Eichholz	Allen		1310 E. High	Jefferson City	MO	65101
		Fannessey	Tom		2008 Fox Trail	Jefferson City	MO	65101
		Fast	Melva		630 Broadway	Jefferson City	MO	65101
		Fechtel	Bernie		PO Box 104235	Jefferson City	MO	65110
		Feydens	Troy		711 W. McCarty	Jefferson City	MO	65101
		Galloway	Jon		505 Lyon St. #201	Columbia	MO	65201
		Gode	David		243 Brookdale	Jefferson City	MO	65101
		Gromer	Dick		1301 E. High St.	Jefferson City	MO	65101
		Hagan	David		1310 Industrial Dr.	Jefferson City	MO	65101
		Haitta	Ken		324 Willow Creek	Jefferson City	MO	65101
		Happy	Steve		10517 Deer Run Rd	Jefferson City	MO	65101
		Harris	Ann		3228 Moreauview Dr	Jefferson City	MO	65101
		Harris	Mary		1005 Bannister	Jefferson City	MO	65109
		Hentges	Bob		235 Woodridge	Jefferson City	MO	65101
		Hoffmann	Larry		4934 Roling Rd.	Jefferson City	MO	65101
		Holm	Helen		421 Lark	Jefferson City	MO	65101
		Huber	Bob		1119 E. Miller	Jefferson City	MO	65101
		Hughes	Michael & Kathy		312 Benton St.	Jefferson City	MO	65101
		Jaynes	Carl		118 Palisades	Jefferson City	MO	65109
		Johnson	Jill					
		Jones	Bob		1806 Chelle	Jefferson City	MO	65101

		Jones	Tom		3408 Shamrock	Jefferson City	MO	65101
		Kabiri	Mary		1830 Saratoga	Jefferson City	MO	65109
		Kolb	Paul		1714 Engelwood Drive	Jefferson City	MO	65101
		Koon	Eunice					
		Kramel	Jim		224 Stephan St.	Jefferson City	MO	65101
		Kuster	Mark		1115 Eastland	Jefferson City	MO	65101
		Landwehr	Bill & Judy		2038 St. Louis Rd.	Jefferson City	MO	65101
		Lepage	Harold		4105 Schott	Jefferson City	MO	65101
		Lueckenhoff	Al		323 Landwehr Hills	Jefferson City	MO	65101
		Martin	Dean		1060 Roseridge Circle	Jefferson City	MO	65101
		Massie	M.		1107 E. Miller	Jefferson City	MO	65101
		McDowell	Harold		114 Jackson	Jefferson City	MO	65101
			Stewart & Mary					
		Murphy	Ann		1110 Moreau	Jefferson City	MO	65101
		Nelson	Ronald		5109 Rainbow Drive	Jefferson City	MO	65109
		Neutzler	Mary Ann		1103 E Miller	Jefferson City	MO	65101
		Noble	J.E.		514 Jefferson St.	Jefferson City	MO	65101
		Parris	Tom		2018 Nuthatch	Jefferson City	MO	65101
		Payne	Joe & Beth		619 Nelson	Jefferson City	MO	65101
		Peton	Gabrielle		619 Woodlanden #76	Jefferson City	MO	65101
		Prawl	Toni		210 Lafayette St.	Jefferson City	MO	65101
		Prengers	Mike		902 Tanya Lynn	Jefferson City	MO	65109
		Rasp	Melinda & Ed		304 Riverview	Jefferson City	MO	65101
			Ernest & Kathlene					
		Raub			140 Del Mar	Jefferson City	MO	65109
		Roark	J		406 Capital View	Jefferson City	MO	65101
		Robinson	Bernadette		2117 Scenic Drive	Jefferson City	MO	65101
		Robison	Robert		2117 Scenic Drive	Jefferson City	MO	65101
		Rodemann	John		2122 Deer Trail	Jefferson City	MO	65101
		Rosburg	Lyle		3749 Schott Rd	Jefferson City	MO	65101
		Rose	Rich		132 E. High	Jefferson City	MO	65101
		Rycyk	Frank		406 Chestnut	Jefferson City	MO	65101
		Salamone	Steve		1310 E. High	Jefferson City	MO	65101
		Salter	Chris		104-110 Lafayette	Jefferson City	MO	65101
		Samson	Paul		2500 E. McCarty	Jefferson City	MO	65101
		Schaefer	John & Mary		312 Riverview	Jefferson City	MO	65101
		Schmitz	Alfred & Irma		1004 Eastland Drive.	Jefferson City	MO	65101
		Schmitz	James		109 Klebba	Linn	MO	65051
		Schneider	Gene		627 W. McCarty St.	Jefferson City	MO	65101
		Shimmens	John		1001 Nelson Drive	Jefferson City	MO	65101
		Smallwood	David		PO Box 1261	Jefferson City	MO	65102
		Statson	Bob		PO Box 420	Jefferson City	MO	65102
		Stiefermann	Jeff		401 Monroe	Jefferson City	MO	65101
		Stresser	Ed		2108 Deer Trail	Jefferson City	MO	65101
		Vandelicht	Walt		2106 Tower Drive	Jefferson City	MO	65109
		Vanderfeltz	Robert		7640 Algoa	Jefferson City	MO	65101
		Veit	Clarence		1106 Winston Dr.	Jefferson City	MO	65101
		Veit	Linda		1200 E. High St	Jefferson City	MO	65101
		Verlues	Roger & Irma		816 Nelson Dr.	Jefferson City	MO	65101
		Vetter	Louis		1801 E. McCarty St.	Jefferson City	MO	65101

		Vogel	Carl		604 Jefferson	Jefferson City	MO	65101
		Vossen	Barb & James		826 Boonville	Jefferson City	MO	65109
		Vossen	Helen		1014 Carol	Jefferson City	MO	65101
		Vossen	Ron		714 Oak Creek Ct.	Jefferson City	MO	65101
		Wildhaber	Ken & Diane		2018 Bald Hill	Jefferson City	MO	65101
		Williams	Dan & Susan		1919 Seven Hills Road	Jefferson City	MO	65101
		Wilson	Liz		2408 Scenic	Jefferson City	MO	65101
		Wisch	Gary		2612 Jennifer Dr.	Jefferson City	MO	65101
		Yarnell	Chris		1309 Moreau Drive	Jefferson City	MO	65101
	ABC 17/Fox 38 News KMIZ-TV							
	Accents	Bocklage	Becky		615 Jefferson St.	Jefferson City	MO	65101
	Associated Press							
	Bartlett & West	Gilbert	Bob		1719 Southridge Drive	Jefferson City	MO	65101
	Central Bank	Cook	Sam	Chairman	238 Madison Street	Jefferson City	MO	65101
	Central Bank	Crabtree	Jim		238 Madison Street	Jefferson City	MO	65101
	CH2MHill	Desai	Buddy		727 N. First St. Suite 400	St. Louis	MO	63103
	Chamber of Commerce	Allen	Randy	President/CEO	213 Adams Street, PO Box 776	Jefferson City	MO	65101
	Chamber of Commerce	Mehmert	Mark		213 Adams Street, PO Box 776	Jefferson City	MO	65101
	City Hall	Brown	Kevin	City Council Ward 4	2312 Plymouth Rock Road	Jefferson City	MO	65109
	City of Jefferson	Crane	Brian	City Council Ward 3	619 Belmont Drive	Jefferson City	MO	65109
	City of Jefferson	Ferguson	Kenneth	City Council Ward 1	340 Tomahawk	Jefferson City	MO	65101
	City of Jefferson	Harvey	Mike	City Council Ward 1	208 Cherokee Drive	Jefferson City	MO	65101
	City of Jefferson	Klindt	Daniel	City Council Ward 5	1711 Sarah Lane	Jefferson City	MO	65101
	City of Jefferson	Koon	Rich	City Council Ward 2	1017 Holly Drive	Jefferson City	MO	65109
The Honorable	City of Jefferson	Landwehr	John	Mayor	320 E. McCarty	Jefferson City	MO	65101
	City of Jefferson	Layton	Cindy	City Council Ward 4	1923 Bunker Hill Rd.	Jefferson City	MO	65109
	City of Jefferson	McMillan	Janice		320 E. McCarty St.	Jefferson City	MO	65101
	City of Jefferson	Medin	Ron	City Council Ward 5	1215 Elmerine	Jefferson City	MO	65101
	City of Jefferson	Morasch	Matt		320 E. McCarty St.	Jefferson City	MO	65101
	City of Jefferson	Penfold	Jim	City Council Ward 2	1901 N. Circle Drive	Jefferson City	MO	65109
	City of Jefferson	Smith	Jane	City Council Ward 3	119 Forest Hill Ave.	Jefferson City	MO	65109
	City of Jefferson City	Debrine	Daniel		9745 Stage Coach Rd.	Jefferson City	MO	65101
	City of Jefferson City	Morrison	Alan					
	Cole County	Benz	Larry	Department of Public Works	5505 Monticello Rd.	Jefferson City	MO	65109
	Cole County	Ellinger	Marc	Presiding Commissioner	301 E. High	Jefferson City	MO	65101
	Cole County	Forck	Mike	Eastern Commissioner	301 E. High	Jefferson City	MO	65101

	Cole County	Landwehr	Eric	Department of Public Works	5055 Monticello Rd.	Jefferson City	MO	65109
	Cole County	Wrigley	Chris	Western Commissioner	301 E. High	Jefferson City	MO	65101
	Dover Properties	Wright	Randy		PO Box 2284	Jefferson City	MO	65102
	Downtown Business Association	Taylor	Colleen	President	207 E. High Street	Jefferson City	MO	65101
	East End Neighborhood and Development Association	Bordner	Cathy		927 Fairmount Blvd.	Jefferson City	MO	65101
	Edgewood Enterprises	Morrow	Liz		PO Box 2252	Jefferson City	MO	65102
	FHWA	Casey	Peggy		3220 W Edgewood, Suite H	Jefferson City	MO	65109
	FHWA	Ridgeway	Mary		3220 W Edgewood, Suite H	Jefferson City	MO	65109
	Fulton Sun							
	General Services Administration	Rose Augus	Sylvia	Regional Historic Preservation Officer	1500 East Bannister Road, Room 2135	Kansas City	MO	64131
Representative	House of Representatives	Bruns	Mark	District 113	201 West Capitol Avenue, Room 206B	Jefferson City	MO	65101
	Immaculate Conception Church	Bruns	Terry		2017 Scenic Drive	Jefferson City	MO	65101
	Immaculate Conception Church	Dolan	Patricia		1206 E. McCarty	Jefferson City	MO	65101
	Immaculate Conception Church	Flowers	C.		222 Cherokee Dr.	Jefferson City	MO	65101
	Immaculate Conception Church	McGrail	Matt	Facilities Manager	1206 E. McCarty	Jefferson City	MO	65101
	J&D Behe	Meyer	Don		610 Jefferson St	Jefferson City	MO	65101
	JCTV							
	Jefferson City Chamber of Commerce	Sappenfield	S.		213 Adams	Jefferson City	MO	65101
	Jefferson City Housing Authority	Pollock	Allen	Director	1040 Myrtle St	Jefferson City	MO	65101
	Jefferson City News Tribune				P.O. Box 420	Jefferson City	MO	65102
	Jefferson City News Tribune							
	Jefferson City News Tribune	Statson	Bob		210 Monroe, PO Box 420	Jefferson City	MO	
	Jefferson City News Tribune	Watson	Bob		PO Box 420	Jefferson City	MO	65102
Dr.	Jefferson City School District	Kimble	Bert	Superintendent	315 East Dunklin Street	Jefferson City	MO	65101
	KBIA							
	KCLR							
	KFAL/KKCA							
	KLIK							
	KOMU							
	KOPN							
	KRCG							
	KWOS/KJMO	Marsh	John	News Director	3109 S. 10 Mile Drive	Jefferson City	MO	65109
	KWWR-KXEO							
	Lincoln University	Creagh	Curtis		820 Chestnut Street	Jefferson City	MO	65101
	Lincoln University	Gassner	Sheila		820 Chestnut Street	Jefferson City	MO	65101
	Lincoln University	Henderson	Michael		820 Chestnut St.	Jefferson City	MO	65101
Dr.	Lincoln University	Mahoney	Carolyn	President	820 Chestnut Street	Jefferson City	MO	65101
Senator	Missouri Senate	Vogel	Carl		State Capitol Building, Room 321	Jefferson City	MO	65101
	Missouri State Penitentiary	Brzuchalski	Charlie	OA Design & Construction	301 W. High St., Room 730	Jefferson City	MO	65101
Mr.	Missouri State Penitentiary, OA Design & Construction	Brzuchalski	Charlie		Harry S. Truman Building, Room 730, 301 W. High Street	Jefferson City	MO	65101
	Missourinet							
	Old Munichberg Neighborhood Association	Fast	Stan		308 West Dunklin, P.O. Box 105806	Jefferson City	MO	65102

	Omni Construction			913 S. Mary's Blvd, Suite A	Jefferson City	MO	65101
	Quinn Chapel	Bants	Annie	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Burkes	Felicia	116 W. Atchison	Jefferson City	MO	
	Quinn Chapel	Caya	Vivian	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Driver	Annetta	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Driver	Darryl	314 Kent St.	Jefferson City	MO	65101
	Quinn Chapel	Franklin	Chris	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Galbreath	Leslie	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Greer	Sherry	1115 E. High	Jefferson City	MO	65101
	Quinn Chapel	Holman	Anna	529 Lafayette St.	Jefferson City	MO	
	Quinn Chapel	Khaleed	Janet	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Mack	Dora	521 E. Atchison	Jefferson City	MO	
	Quinn Chapel	Overton	Charlotte	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Robinson	Sandra	511 Roland St.	Jefferson City	MO	65101
	Quinn Chapel	Simms	Alfreda	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Troman	Anna	529 Lafayette St.	Jefferson City	MO	65101
	Quinn Chapel	Woodruff	Sherry	529 Lafayette St.	Jefferson City	MO	65101
Reverend	Quinn Chapel AME	Redmond	Margaret	529 Lafayette St.	Jefferson City	MO	65101
	Schrimpf Plumbing	Schmidt	Jim	615 Clark Ave	Jefferson City	MO	65101
	Second Baptist Church	Cook	Nathan	501 Monroe	Jefferson City	MO	65101
	Second Baptist Church	Suddarth	C.	501 Monroe	Jefferson City	MO	65101
	Southside Business Association, St. Peter	Pelzer	John	620 Madison	Jefferson City	MO	65101
	TranSystems	Nagel	Richard	216 Boardway	Jefferson City	MO	65101
	TranSystems	Kiltrell	Kyle				
Congressman	U.S. House District 4	Skelton	Ike	1401 Southwest Blvd., Suite 101	Jefferson City	MO	65109
Senator	U.S. Senate	Bond	Kit	911 Main, Suite 2224	Kansas City	MO	64105
Senator	U.S. Senate	McCaskill	Claire	915 E. Ash St.	Columbia	MO	65201

January 22, 2008

PRESS RELEASE

Michael Dusenberg
MoDOT District Planning Manager,
(573) 751-7699; (573) 751-3322 or Michael.Dusenberg@modot.mo.gov



Public Meeting to Show Range of Alternatives for Future Rex Whitton Expressway and Penitentiary Site Access

Jefferson City, MO – Jefferson City, Cole County and MoDOT are hosting a joint public meeting to gather community input on the reasonable range of alternatives to improve the Rex Whitton Expressway/US Route 50/63 and connectivity to the Missouri State Penitentiary redevelopment site. The open-house meeting will be held from **4:30 to 7 p.m. on Tuesday, January 29th at Kertz Hall at Immaculate Conception Church, 1206 East McCarty Street**. The public may attend the meeting at anytime during the advertised hours. The meeting site is accessible to individuals with disabilities.

Along with showing the reasonable range of alternatives, the meeting will include exhibits and information on the study process and project, as well as project goals. Study team members will be on hand to discuss the alternatives, take comments and answer questions.

“This meeting is a very important opportunity for everyone to see the reasonable range of alternatives, and provide their thoughts and suggestions. We were very pleased to have a great deal of thoughtful public input at our meeting last August, and this is a continuation of that process,” said MoDOT District Planning Manager, Michael Dusenberg. “We know that there will be some challenges and difficult trade-offs. We need to hear from the community so that a final recommendation can be developed that responds to the community's needs and interests. Public input now is very important.”

The study area includes the U.S. Route 50/63, known as the Rex Whitton Expressway, from just east of the U.S. Route 54/63 Tri-level interchange, east through Jefferson City to the Eastland Drive Interchange. The study area extends to McCarty Street on the north, and approximately Dunklin Street on the south.

Questions about the meeting or project? Call 888-Ask-MoDOT (275-6636) or log on to www.modot.org/central.

###



Welcome!

The City of Jefferson
Cole County and the
Missouri Department of
Transportation
Welcome You!



Please Sign In!

We're glad you're here!

At tonight's meeting, we need your input on
a [range of alternatives](#)
that would improve [connectivity](#) to
the [Missouri State Penitentiary](#) redevelopment site,
including possible changes to
U.S. Route 50/63,
known as the [Rex Whitton Expressway](#).

Road Map to Improvements



PLAN

1. The planning process often includes an **early analysis** like a feasibility study, or a problem definition study.

Timeline: The *Whitton Expressway Problem Definition Study* Completed in April 2006

2. Projects that use federal funds or need federal permits, including most major highway projects, must be planned in accordance with National Environmental Policy Act of 1969 (NEPA). Based on federal law, MoDOT, Cole County and Jefferson City are completing an Environmental Impact Statement (EIS) to identify **the best way** to meet future needs and avoid or minimize negative impacts to both the man-made and natural environment.

Timeline: Summer 2007 – Early 2009

We are here

DESIGN

The design phase includes creating **preliminary** and **final designs** and developing detailed construction drawings.

Timeline: Only when funding is secured.

BUILD

Final project plans are completed, land purchased, construction contracts awarded and **construction begins**.

Timeline: Only when funding is secured.

What is an EIS? (Environmental Impact Statement)



An EIS is one kind of environmental study. It helps agencies and the public make well-informed decisions about investments in their community. The EIS documents the decision-making process and answers the following questions:

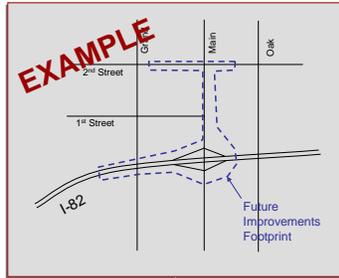
- What is the **purpose and need** for the improvement?
- How would the proposed improvement **function**?
- How might improvements impact the **natural environment**?
- How might improvements impact the **cultural** and **social environment**?
- Which alternative **best meets the purpose and need** while minimizing impacts?



EIS Outcomes



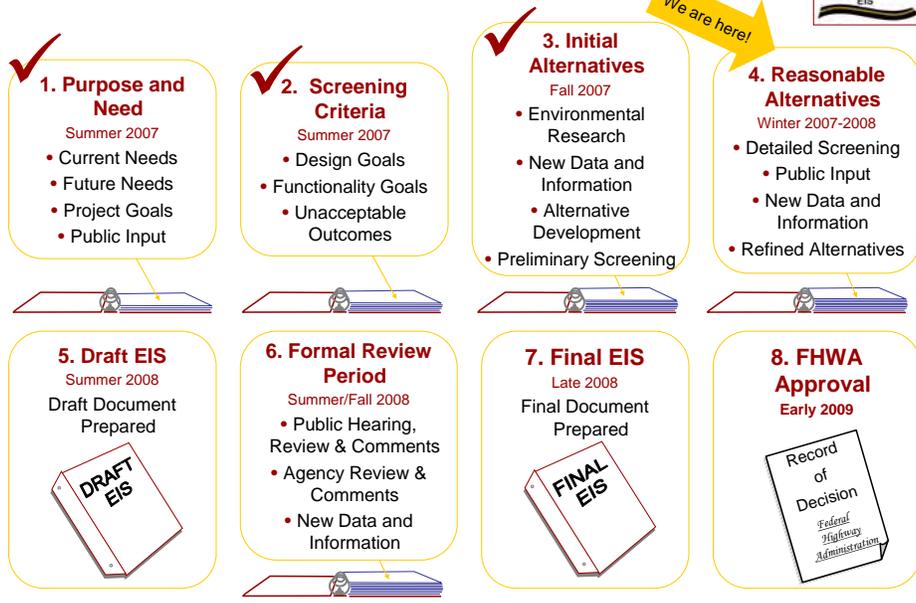
The Rex Whitton EIS process will identify a general idea of what improvements might be built and assess their impacts. It will also establish a “footprint” – the area in which future improvements could be built.



Example future improvements footprint.

Specific, detailed design – and construction – cannot happen until funding can be identified and secured.

EIS Process



- ✓ **1. Purpose and Need**
 Summer 2007
- Current Needs
 - Future Needs
 - Project Goals
 - Public Input

Revised Purpose and Need



Based on community and agency input, the updated Purpose and Need states:



“The Jefferson City community needs this project to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site.

“That is why the study team is working together to plan for improvements that meet future needs for access, mobility, safety and capacity – all while respecting the character of Jefferson City.”

- ✓ **2. Screening Criteria**
 Summer 2007
- Design Goals
 - Functionality Goals
 - Unacceptable Outcomes

Screening Criteria



Based on input from the community, the Citizen’s Advisory Group and agencies, the technical team developed these key criteria:



- minimize negative impacts to the neighborhoods between the Rex Whitton Expressway and the Missouri State Penitentiary redevelopment site
- minimize negative impacts to nearby businesses, churches, homes, historic and public facilities
- minimize negative impacts to the natural environment, including air and water quality
- provide appropriate pedestrian and bicycle access
- respect the unique character of Jefferson City
- be realistic in terms of engineering and costs

Cultural Resources



Cultural Resources are one of the many environmental factors that must be considered during the EIS process. Cultural resources are: **Any prehistoric or historic district, site, building, structure or object. We then identify those included – or eligible for inclusion in – the National Register of Historic Places.**

The "Section 106 Process" includes systematic identification of cultural resources, and an analysis of project effects and steps to eliminate or minimize adverse effects.

1 Establish Area of Potential Effect (APE)



Define the geographic area to evaluate possible effects (either direct or indirect) of proposed improvements to historic properties.

2 Identify Resources and their Significance



Work with the State Historic Preservation Office (SHPO) and other consulting parties to identify and document properties and evaluate their significance and integrity.

3 Determination of Effects



Evaluate if improvements might effect historic properties within the APE. Adverse effects can include destruction of a resource or even changes in character or setting.

4 Resolve Adverse Effects



Identify ways to avoid or lessen those effects. That could include changing the location of proposed improvements or otherwise minimizing effects. An agreement between the SHPO and agencies is prepared and becomes part of the study's formal documentation.

3. Initial Alternatives

Fall 2007

Environmental Research

- New Data and Information
- Alternative Development
- Preliminary Screening



Initial Alternatives



The technical team reviewed prior alternatives and incorporated public input to develop new alternatives.

The Initial Alternatives included:

- no improvements, called "No-Build"
- small-scale improvements that increase safety and enhance operation (Travel Systems Management) and strategies that change when people drive (Travel Demand Management). *Some of these strategies could be combined with other alternatives.*
- bypasses
- additional capacity on the Rex Whitton Expressway
- viaducts
- possible phased improvements
- improvements at or on Madison, Lafayette, Chestnut, Clark and Eastland

Initial Alternatives



Bypasses



✓ Viaduct



Max Lanes



✓ Madison Overpass



✓ These alternatives are being carried forward for further evaluation.

Initial Alternatives



✓ Parkway (Interim)



✓ Lafayette



✓ Parkway (Future)



Lafayette & Chestnut



✓ These alternatives are being carried forward for further evaluation.

Initial Alternatives



✓ Clark Realignment



Clark One-Way Pair



✓ Lafayette Interchange & Clark Realignment



Eastland



✓ These alternatives are being carried forward for further evaluation.

Initial Alternatives Screening



	Initial Screening: Purpose and Need				Initial Screening: Environmental, Community and Cost Criteria								Carried Forward for Further Evaluation in the Range of Reasonable Alternatives
	Sufficient Capacity	Improve Traffic Operations	Structural and Resilience Needs	Serves Major Activity Centers	Build Environment	Natural Areas (Waters Cross)	Traffic Interchange	Seismic (MS, A&S)	Bicycle and Pedestrian Access	Neighborhood Consistency	Land Use Compatibility	Cost	
No-Build Options													
No-Build	G	G	G	G	1	1	3	1	4	1	1	—	
Travel Systems Management (TSM) / Travel Demand Management (TDM) & Transit	—	—	G	G	1	1	3	1	4	4	1	Low	
Build Options													
By-Pass Options													
North	—	—	G	G	2	5	2	—	4	1	3	High	
South	—	—	G	G	5	5	2	—	4	5	5	High	
West of Jackson													
Max Lanes	●	●	●	●	5	4	5	4	5	5	2	Low	
Viaduct	●	●	●	●	4	3	3	2	3	3	3	High	✓
Madison Overpass	●	●	●	●	2	2	3	2	2	2	4	Med	✓
Parkway (Interim & Future)	●	●	●	●	3	4	3	2	3	3	3	Med	✓
East of Jackson													
Lafayette	NA	NA	NA	●	3	3	NA	5	5	3	3	Med	✓
Lafayette and Chestnut	NA	NA	NA	●	4	3	NA	5	5	4	4	High	
Clark Realignment	NA	NA	NA	●	4	2	NA	—	3	4	5	Med	✓
Lafayette Interchange & Clark Realignment	NA	NA	NA	●	4	3	NA	—	4	3	4	Med	✓
Clark One-Way Pair	NA	NA	NA	●	5	2	NA	—	2	5	5	Med	
Eastland	NA	NA	NA	—	5	5	NA	—	4	3	5	High	

Initial Screening: Purpose and Need	
Symbol	Description
●	Substantially Addresses Project Needs
●	Moderately Addresses Project Needs
○	Fails to Address Project Needs
NA	Not Applicable

Initial Screening: Environmental, Community and Cost Criteria	
Rating Symbol	Description
1	Project benefits greatly exceed current conditions and/or impacts are lower relative to other concepts.
2	Project benefits moderately exceed current conditions and/or impacts are somewhat lower relative to other concepts.
3	Project benefits are equal to current conditions and/or are neutral in terms of impacts.
4	Project benefits are moderately less than current conditions and/or have higher impacts relative to other concepts.
5	There are no project benefits and/or the concept produced impacts that are considered unacceptable.
NA	Not Applicable
—	Unknown

4. Reasonable Alternatives

Winter 2007-2008

Detailed Screening

- Public Input
- New Data and Information
- Refined Alternatives



Range of Reasonable Alternatives



1. Each of the Initial Alternatives has gone through a preliminary screening.
2. During the screening process, some alternatives were found to not meet the Purpose and Need, and others found unfeasible.
3. The remaining alternatives now under consideration are known as the “Range of Reasonable Alternatives.”

NOTE: The Rex Whitton Expressway EIS will only outline improvements. Detailed design and construction cannot happen until funding is identified and secured. The recommendations in the EIS will give the community appropriate flexibility to respond to currently unanticipated needs in the final design. Additionally, improvements could be implemented in phases, depending on traffic and development patterns.

4. Reasonable Alternatives

Winter 2007-2008

Detailed Screening

- Public Input
- New Data and Information
- Refined Alternatives



Range of Reasonable Alternatives



Tonight, we need your input on the Range of Reasonable Alternatives.

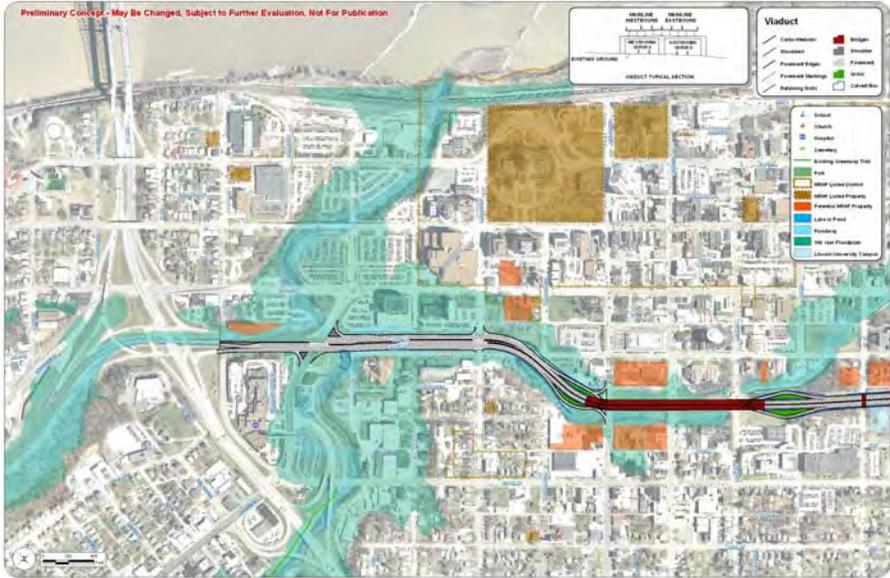
The alternatives will be refined, and draft recommendations made, based on (1) what we hear from the public, and (2) further technical analysis.

Which alternatives make sense to you?

What could we do differently or better?

The exhibits showing the Range of Reasonable Alternatives are divided into two sections, “East of Jackson” and “West of Jackson.” Each East of Jackson alternative can work with any of the West alternatives, and vice versa.

West of Jackson Alternative: Viaduct



West of Jackson Alternative: Madison Overpass



Note: Depending on traffic volumes and other considerations, improvements at Jefferson and Monroe could be configured in three different ways: (1) full access, (2) right-in/right-out only or (3) Jefferson and Monroe could become one-way streets. Please see the next board.

East of Jackson Alternative: Clark Realignment



East of Jackson Alternative Lafayette Interchange & Clark Realignment





Please fill out a comment form!

**Your input will help us develop
a solution that reflects
Jefferson City's unique needs!**

Thank you!



Please fill out a comment form!

**Which alternatives make sense to you?
What could we do differently or better?**

Thank you for your time and interest.





Whitton Expressway EIS

Public Engagement Activities January, 2008

Summary

Open House Public Meeting

Tuesday, January 29, 2007

4:30 -7 p.m.

Kertz Hall – Immaculate Conception Church

1206 E. McCarty

Attendance: 96 (Sign-in sheets in appendix)

Meeting Publicity

The meeting was publicized in the following ways:

- Mailed meeting announcement to previous meeting participants as well as elected officials representing the area
- Meeting information posted on the MoDOT and Jefferson City web sites
- News release/advisory (copy in appendix) on January 4, 2008 to:
 - ABC 17/Fox 38 News KMIZ-TV
 - Associated Press
 - Fulton Sun
 - JCTV
 - Jefferson City News Tribune
 - KBIA
 - KCLR
 - KFAL/KKCA
 - KLIK
 - KOMU
 - KOPN
 - KRCG
 - KWOS/KJMO
 - KWWR-KXEO
 - Missouri.net
- Print Advertising (copy in appendix)
 - A full page, color ad in the Jefferson City News Tribune on January 17, 2008.

Exhibits

Exhibits can be found in the appendix.

Activities

Meeting participants were greeted, asked to sign in and invited to view the boards and ask questions of any member of the team. Additionally, each participant was given a packet of information, including copies of the proposed reasonable alternatives, the full-page advertisement, comment form and study team contact information.

Input and Comments

A total of 22 comments were received. Additionally, team members documented verbal comments made during the open house; all comments received prior to February 15, 2008, are included in this summary.

Meeting participants were asked four questions about the alternatives. The following is the feedback received.

1. Which alternatives make sense to you and why?

The alternative suggested most was the Clark realignment, Lafayette interchange. Most believe this will have the fewest impacts.

- Lafayette makes the most sense. This will make the most difference on Hwy. 50.
- The parkway-interim alternative is my preferred plan. The concept will enhance traffic flow and provide added stacking for traffic turning north or south. The greenway concept will also enhance the aesthetics of the expressway.
- Clark, being able to get on Clark and not wait.
- Parkway Interim, Lafayette interchange and Clark realignment.
- None because they each consider cars first. They do not consider land use of any kind. So we will have a split neighborhood.
- Lafayette interchange, Clark realignment. Process could start at Lafayette, parking could be preserved on at least one side of the street and the Lafayette portion could be started.
- Clark Street with improvement to Lafayette.
- Clark realignment, Madison overpass, Lafayette interchange. Have the fewest properties taken; minimal environmental impact.
- East of Jackson alternative – Lafayette.
- West of Jackson – Parkway and future options. Reasons: provides expandability and ease of construction in relation to existing Hwy. 50. Could also expand to west into the tri-level in the future (with the elevated roadway.)
- Clark realignment, Madison overpass and Lafayette – fewest properties taken and minimal environmental impact.
- Clark realignment and Lafayette interchange.
- Clark realignment. Lafayette interchange is the most direct access to the potentially developed MSD

site. The least impact to the area considering that route has a high number of vacant or abandoned properties.

- Alternatives that remove the multiple stop lights, but do not divide the north and south neighborhoods.
- Madison Street overpass - modest expenses, permits Southside to continue mostly as is. Full access should be permitted, at least to begin with. Clark realignment – least invasive.
- Madison overpass – no one ways on Southside. Clark realignment, Lafayette interchange.
- Clark realignment
- Clark, seemingly not a lot must be displaced.
- Clark Avenue – Lafayette plans

2. What alternatives, if any, should be considered by the study team?

The Lafayette interchange and Clark realignment were suggested twice. Other alternatives suggested to consider include right turns only at Monroe and Broadway and the tri-level.

- Study right turns only at Monroe and Broadway. The tri level exchange of Hwy. 50 and 54 will need to be redesigned. Perhaps that project needs to be completed prior to the finalizations of the Whitton Expressway plans. This study could also consider realignment of Missouri Blvd./Hwy. 50 intersection.
- Parkway Future
- Increased transit. Directional signage. Pedestrian access. On-street parking. Zoning overlay.
- None at this time are feasible.
- East of Jackson – combined Lafayette and Clark interchange improvement. Reason: like the two access options to redevelopment area. Like the expandability allowed – build Clark interchange and connect to site first, then build Lafayette interchange when warranted.
- Not sure of anything else that can be done.
- Bridges across the side streets or the flyover or viaduct with north/south street crossing under.
- Lafayette interchange and Clark realignment.

3. What other comments to you have about the Range of Reasonable Alternatives and/or the evaluation criteria used to narrow the range of alternatives?

Two comments agree that the check marked alternatives are the best, two comments noted concern about the traffic flow and two comments received were to consider the tri-level. Other comments received include concern of the cost and aesthetics, pedestrian access and concern of impact of future development.

- While the elevate sections appear to meet the criteria of moving traffic through this corridor, the

feasibility in terms of cost and aesthetics should eliminate them. Additionally, the impact of a bridge at Madison Street will result in business and use impacts on adjacent properties that need to be addressed.

- Keep traffic moving without stopping on 50. Allow north and south traffic to move freely.
- Complete disregard of the street grid, pedestrian access, transit zoning.
- Cost obviously should be a factor and should be balanced among the alternatives.
- I agree with the check marked alternatives as the best alternatives.
- Seems that correlation to Hwy. 50 west of Broadway and tri-level needs to be considered in study. I understand that the limits of the study do not include the tri-level, but it seems that an elevated roadway solution needs to keep in mind the eventual connection to MO Blvd. and tri-level.
- I think they were good but check marked one are best for minimal environmental impact.
- In your evaluation have you taken into consideration some of the current restoration and development that is consistent with the overall development plan. Revitalization of several properties on the 300 block with Ash. Development of a new restaurant in the area. Others have committed to follow. How can some resources be challenge to future develop that.
- You should have considered the tri-level as an integral part of the planning.
- Traffic flow

4. What additional comments or concerns do you have if, any, that the project team should consider regarding the Whitton Expressway EIS?

The responses to this question were highly varied and included:

- The study team needs to maintain the sense of place expressed in the south side neighborhood and east side neighborhood. Also, note that the Central Bank Motor Bank was designed by SOM IN 1960 and won several International design awards. The adjacent Performing Arts Center is a new community theater, et al that is well used and needs full access.
- I worry about the double decker that you are talking about.
- If it is the Clark Street – [REDACTED] Don't want to live right beside it. It shows my house directly by the road on the map.
- I like the elevated roadway.
- There is little to no traffic in Downtown as it is. If people used the grid, it is quite easy to get around.
- Tri-level interchange alternatives should be a high priority.
- The tri-level needs to be redone.
- Provide assistance to those that are committed to the community and its redevelopment. The plan is usually made, then worked around those communities and plans.
- Severe reduction in funding in the future.

- Concern still exists over the impact to the south side of any of the proposals. Foot traffic to the main streets High, Capitol and McCarthy from the south side needs to be looked at as part of this planning process.
- Do the least destruction of existing older properties, like minimalistic approach.
- Complete 179 to Militia, use as truck bypass.
- Be sure to have another meeting regarding the plan that is chosen.

Other feedback from meeting:

- Thanks MoDOT for listening to Jeff City community concerns. After reviewing the MoDOT's internet map of PROPOSED CLARK STREET roundabouts & picture of street change directing traffic to adjacent street cutting thru residential blocks, IT ALL SEEMS VERY DISRUPTIVE. Concerning the Clark Street phase of development – I vote to extend Clark Street, having it connect to Dawson Street, possibly widening as you go. This seems like the less intrusive plan. A plan that would not destroy/disrupt so much of this historical neighborhood. If Immaculate Conception has concerns with increased traffic and study safety or learning, as they must. I suggest a City Grant possibly to replace glass with thicker glass, etc. Also installing metal railing along Clark Street so children can't get into street. And adding a street crossing guard maybe. The plan with the roundabouts is a bad idea (I feel), because cars will waste gas and time driving in circles and increasing traffic on high traffic days or events. Just imagine Lincoln University having a normal large event. The "NEW" river development at capacity and downtown Jeff city having multiple civic events, for days, weeks, or even months? Not to mention Immaculate Conception mass or student events. Sounds like Los Angeles, Las Vegas, Kansas City or St. Louis. Places for growth. As a property owner [REDACTED] I feel like this has a simple solution, extend Clark Street.

- Please accept this message as our response to the above referenced letter and the chapters enclosed with that letter.

I trust that you have received a copy of our Field Office Director's letter dated September 10, 2007. This letter describes the foci of our review of environmental documents.

On p. 4 of the purpose and need chapter, a reverence is made to the penitentiary redevelopment plan. Is this plan in final form? It would appear to be difficult to write an accurate environmental impact statement without knowing the details of the redevelopment plan and the impact that this interchange will have.

I would like to suggest that paragraph A. Socioeconomic Impact Methodology on p. 1 of the Impact Assessment Methodologies include a specific reference to affordable housing and what, if any, impact this project may have on the availability of affordable housing. On p. 3, Paragraph F on noise impact analysis, there is no quantification of how far into the future the traffic projections will be made. Our guidelines call for 10 years but the FHWA's guidelines may be different.

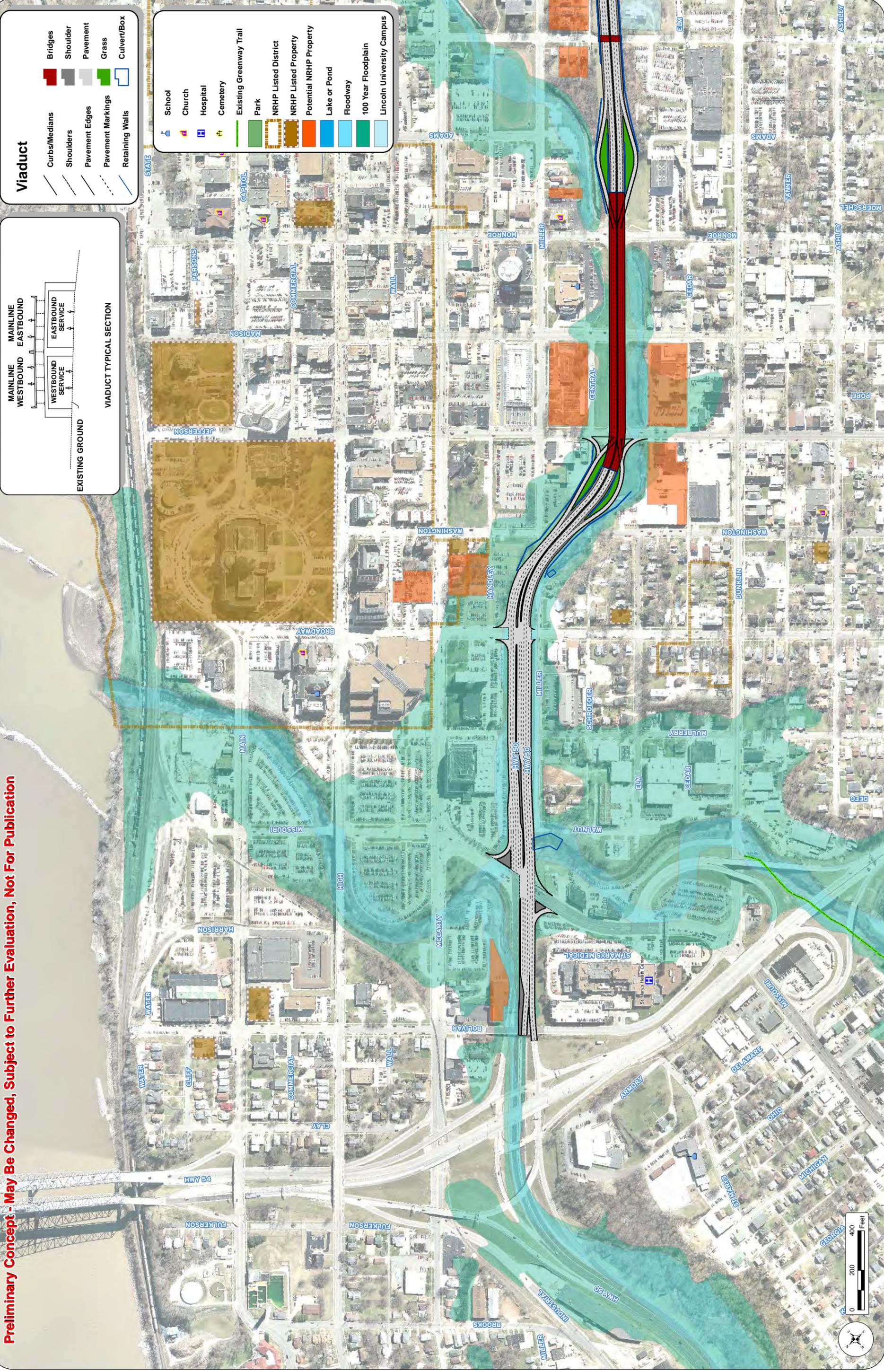
Thank you for the opportunity to comment on these documents. I do apologize that our budget does not allow my on-site participation at the scoping meetings.

- Two additional scanned comments (see appendix)

Appendix:

1. Media releases
2. Exhibits
3. Paid advertising
4. Sign-in sheets
5. Comment Forms

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

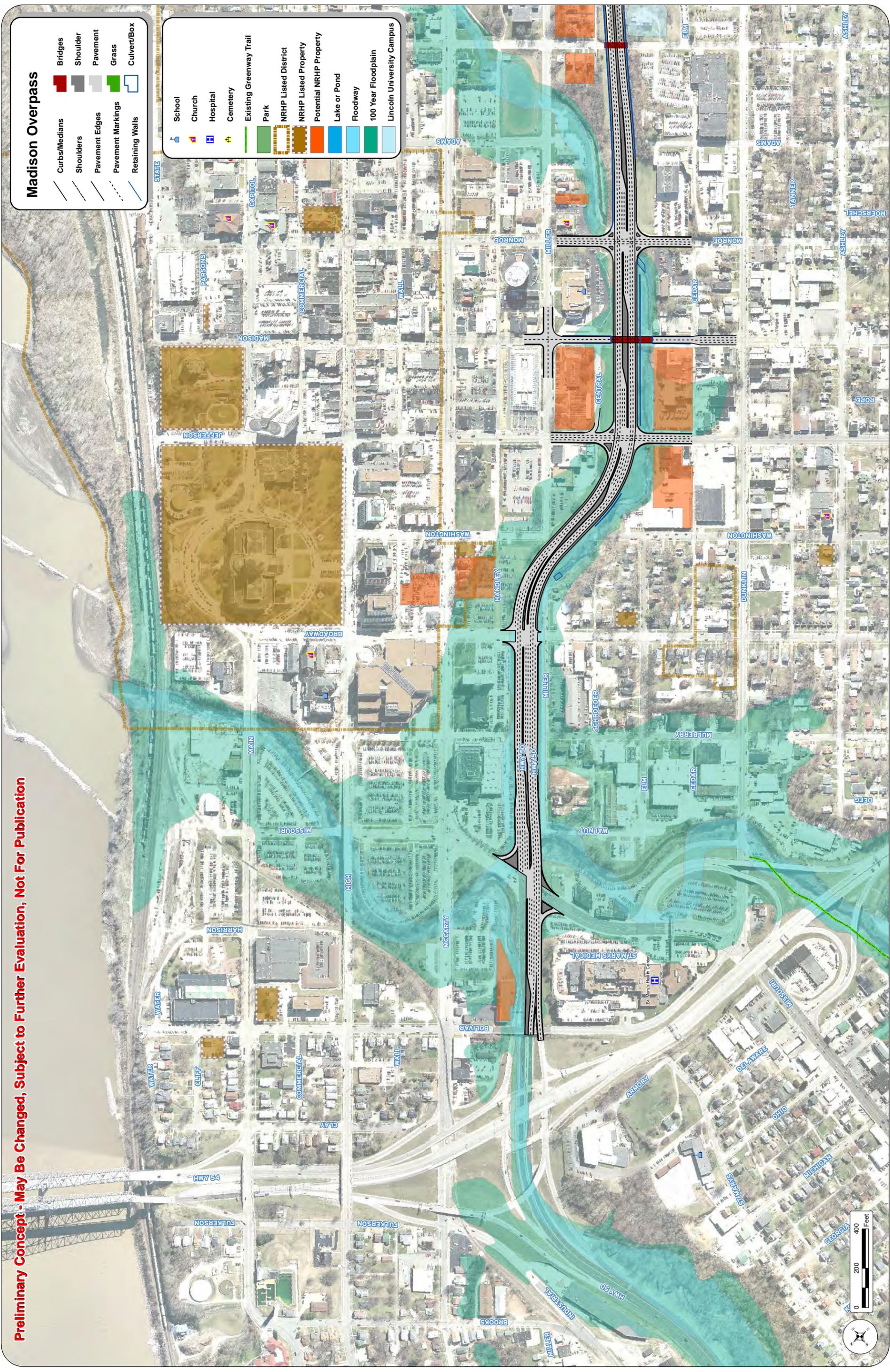


Preliminary Concept - May Be Changed, Subject to Further Evaluation, Not For Publication

Madison Overpass

- Curbs/Medians
- Shoulders
- Pavement Edges
- Pavement Markings
- Retaining Walls
- Bridges
- Shoulder
- Pavement
- Grass
- Culvert/Box

- School
- Church
- Hospital
- Cemetery
- Existing Greenway Trail
- Park
- NRHP Listed District
- NRHP Listed Property
- Potential NRHP Property
- Lake or Pond
- Floodway
- 100 Year Floodplain
- Lincoln University Campus

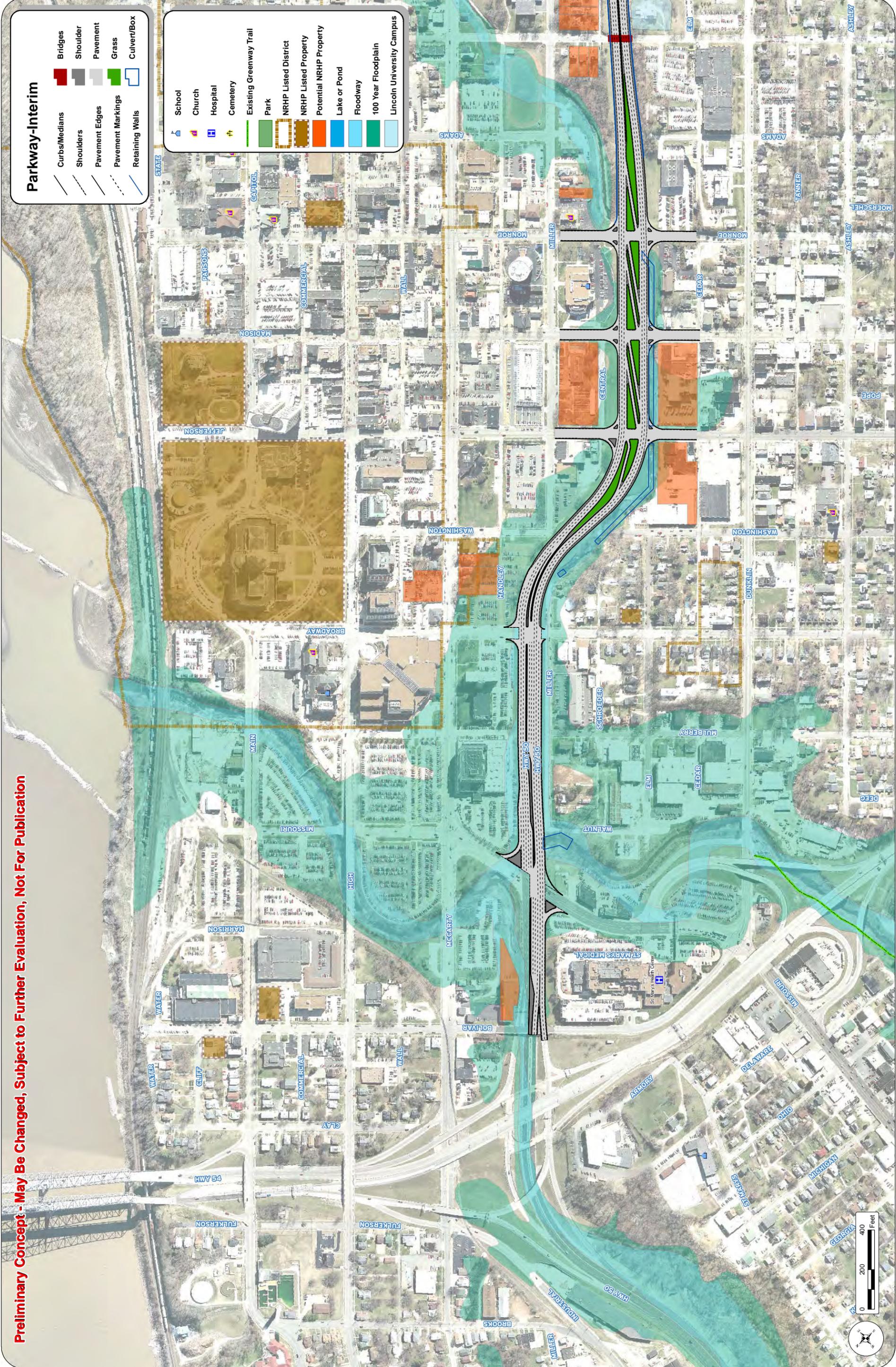


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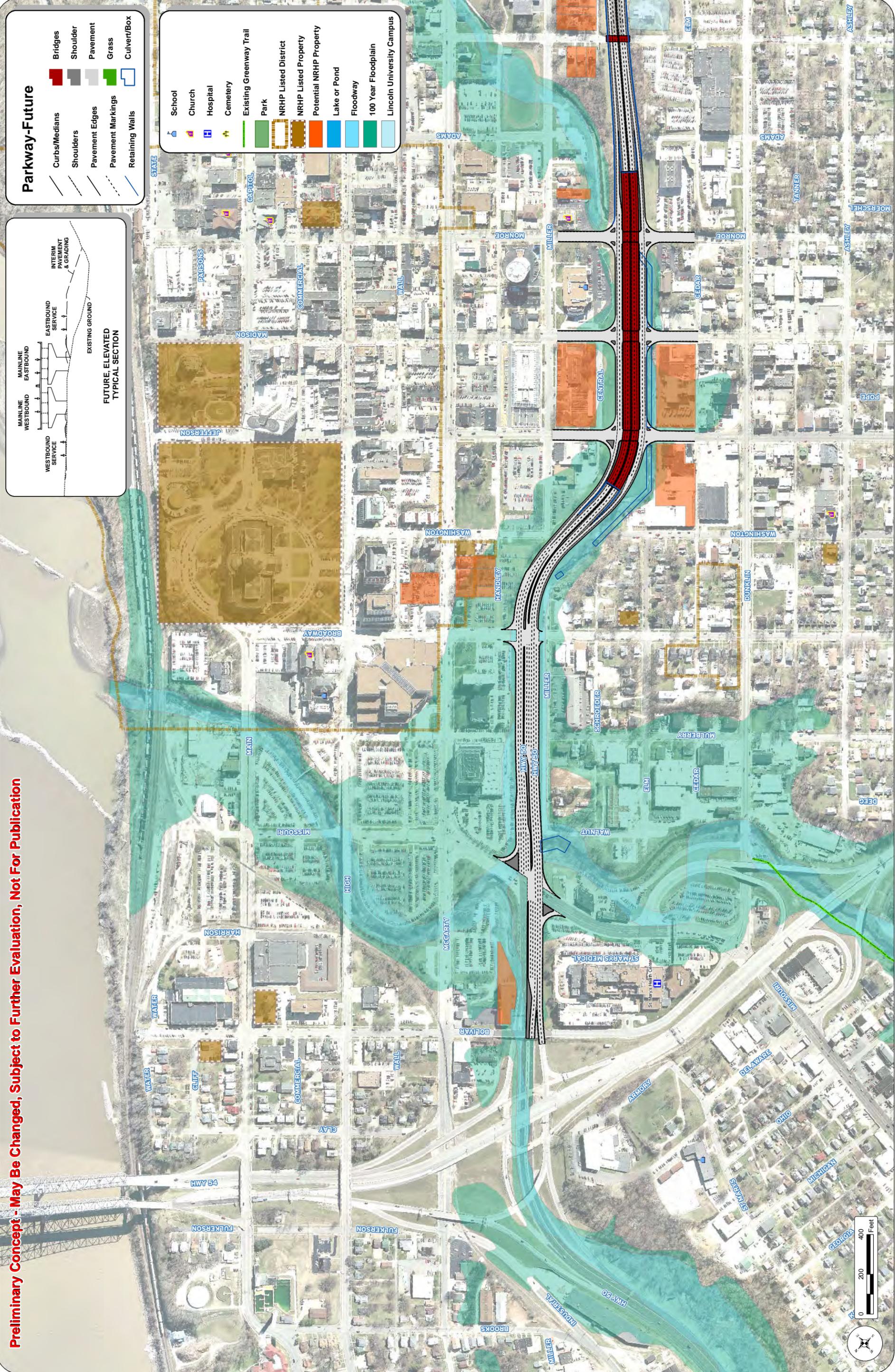
Parkway-Interim

- Curbs/Medians
- Shoulders
- Pavement Edges
- Pavement Markings
- Retaining Walls
- Bridges
- Shoulder
- Pavement
- Grass
- Culvert/Box

- School
- Church
- Hospital
- Cemetery
- Existing Greenway Trail
- Park
- NRHP Listed District
- NRHP Listed Property
- Potential NRHP Property
- Lake or Pond
- Floodway
- 100 Year Floodplain
- Lincoln University Campus



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



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

Lafayette Interchange and Clark Realignment

- Curbs/Medians
- Shoulders
- Pavement Edges
- Pavement Markings
- Retaining Walls
- Bridges
- Shoulder
- Pavement
- Grass
- Culvert/Box

- School
- Church
- Hospital
- Cemetery
- Existing Greenway Trail
- Park
- NRHP Listed District
- NRHP Listed Property
- Potential NRHP Property
- Lake or Pond
- Floodway
- 100 Year Floodplain
- Lincoln University Campus



Cultural Resources – Architectural Report

The Architectural Report identifies those properties eligible for or listed on the National Register of Historic Places because of historical or architectural significance.

To accomplish this, a survey is conducted of all resources constructed before 1967 in the area of potential effects (APE). The survey will identify those properties eligible for or listed on the National Register of Historic Places because of historical or architectural significance. The survey will also identify the characteristics of the properties that make them eligible for listing on the National Register. Consulting parties, like the State Historic Preservation Office, and the public will have the opportunity to provide information on the resources that have been identified, and to make the project team aware of resources that need to be considered further.

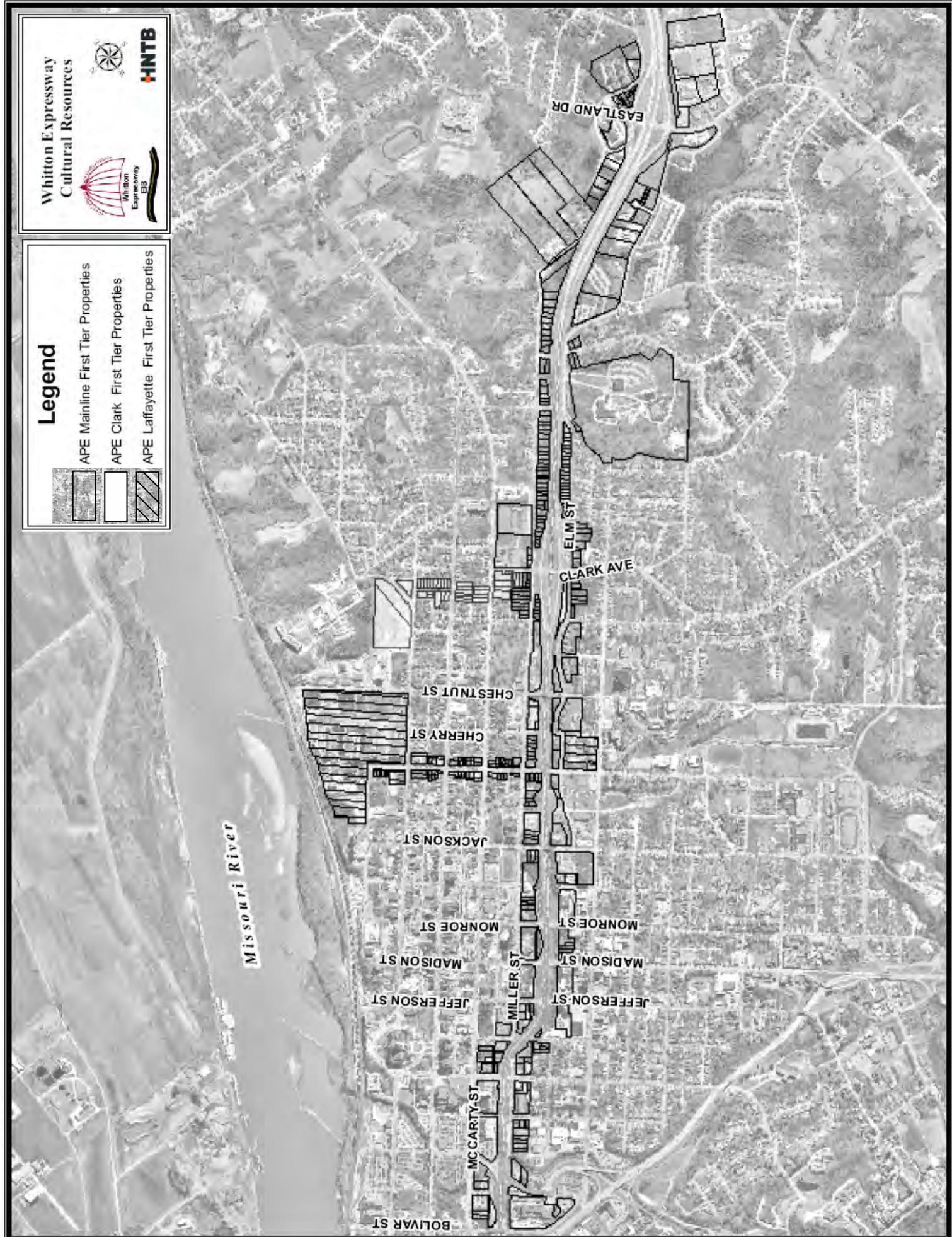
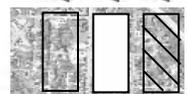
The project team, along with consulting parties and with public input, will consider the effects of each alternate on the character defining features of the properties. Effects such as destruction, changes in setting or property access and introduction of noise or visual intrusions will be considered.

The architectural report will be made available to the public when the Draft Environmental Impact Statement is made available for public comment. The report will be available at the Missouri River Regional Library, and the Missouri Department of Transportation Historic Preservation Section (601 W. Main Street). The report will also be available on the project web site: http://www.modot.mo.gov/central/major_projects/cole.htm#test.



Legend

- APE Mainline First Tier Properties
- APE Clark First Tier Properties
- APE Lafayette First Tier Properties



MINUTES
JEFFERSON CITY
PUBLIC WORKS AND PLANNING COMMITTEE
Boone/Bancroft Room
John G. Christy Municipal Building
320 East McCarty Street
July 24, 2008

Committee Members

Present

Dan Klindt

Cindy Layton

Jim Penfold, Chairman

Attendance

4 of 4

4 of 4

4 of 4

Committee Members

Absent

Mike Harvey, Vice Chairman

Jane Smith

1 of 4

2 of 4

Staff Present

Patrick E. Sullivan, PE, Director of Community Development

Janice McMillan, Deputy Director for Planning and Transportation

Matt Morasch, Deputy Director for Public Works

David Bange, Engineering Division Director

Eric Seaman, Deputy Director for Wastewater Utilities

Don Fontana, Civil Engineer

Britt Smith, Streets/Parking Division Director

Melva Fast, Assistant to the City Administrator

Charles Lansford, Assistant Director of Community Development

Ron Davenport, Building Regulations Division Director

Brenda Wunderlich, Administrative Assistant

Chairman Penfold called the meeting to order at 7:47 a.m. A quorum was present at this time. The following guests were present: Marvin Stuenkel, citizen; Mike Dusenberg, MoDOT District 5; Matt Burcham, MoDOT Central Office; Jason Sommerer, MoDOT District 5; Mark Mehmert, JC Chamber; Steve Albert and Larry Dahl, A & D Development, LLC; David Hagan, Ameren UE; James Stark, Septagon; Alan Mudd, Assoc. RE Group (Old Town Committee); Dan Bernskoetter, Embarq; Phil Freeman, Freeman Mortuary; Jim Wisch, Wavco; and Kris Hilgedick, News Tribune.

1. Introductions

Those present introduced themselves.

2. Approval of the June 19, 2008 Committee meeting minutes

Councilman Klindt moved and Councilwoman Layton second to approve the minutes, motion carried.

3. New Business

1. Permissive Use of Right-of-way at 4715 Scruggs Station Road on Fairgrounds Road (Matt Morasch)

Mr. Morasch explained the request was to locate a private stormwater pipe and inlet extension on City right-of-way. Staff recommends approval of the request with the following conditions:

1. Extend pavement on downstream side of drive 10 ft. and warp to divert stormwater to the curb/ditch line.
2. Seal joint between driveway and pavement on Scruggs Station Road.

Councilman Klindt moved and Councilwoman Layton seconded to refer the Permissive use of right-of-way to the City Council with recommendation to approve, motion carried.

Chairman Penfold explained there is a request from City staff to add an item under New Business to the agenda. Councilwoman Layton moved and Councilman Klindt seconded to amend the agenda to add Item 8 regarding utility easements in support of the vacation of Wall Way, motion carried.

8. Utility Easements in Support of the Vacation of Wall Way

Mr. Morasch explained the utility relocation is a result of the Wall Way vacation. During construction, those utilizing the City parking lot will be allowed to park on the adjacent County grounds and therefore only minor disruption is anticipated for parking customers.

Councilman Klindt moved and Councilwoman Layton seconded to forward this item to City Council with recommendation to approved, motion carried.

2. Lane Striping Modification to Industrial Drive from Dix Road to Highway 179 (Matt Morasch)

Mr. Morasch explained City staff is requesting the Committee review and endorse revising the lane striping on Industrial Drive to a "3-lane" section between Dix Road and Hwy. 179. The request received a favorable recommendation from the Traffic and Transportation Commission at their May meeting.

Councilman Klindt moved and Councilwoman Layton seconded to endorse the lane striping revisions as requested by staff, motion carried.

3. Street and Stormwater Maintenance and Repair Backlog (Matt Morasch)

Mr. Morasch explained the challenges the Street Division is tasked with in maintaining and repairing, street and stormwater failures. He stated the use of in-house crews to clean up and dispose of storm debris from last year's ice storm and a wet spring season has limited staff's ability to begin needed repairs. When the overlay project began staff was then tasked with trucking operations and conducting street repairs in support of the overlay project which stretches the overlay dollars. However this has resulted in a backlog of street repairs. Staff anticipates being able to catch up with most of the repair backlog by late fall by delaying some of the in-house replacement/improvements that were being conducted in the last couple of years.

There was discussion among Committee members and staff regarding sink holes and liability issues.

4. High Street and Madison Street Repair of Settlement Issues (Matt Morasch)

Mr. Morasch explained staff is requesting the Committees concurrence on repairs to the above noted streets, to remedy settlement issues likely caused by settlement of stone fill in utility trenches as a result of the downtown streetscape project. Staff is proposing to have the overly contractor mill a 10-ft. strip out of the middle of the pavement and replace it with asphalt. The cost to complete this work will be approximately \$8,000.00. The work will be done at night so as not to disrupt the downtown merchants.

Councilman Klindt moved and Councilwoman Layton seconded to endorse repairs to High and Madison Street's to remedy settlement issue, motion carried.

5. Whitton Expressway EIS – Mitigation to the Park Place Park (Olive and Park Street) (Matt Morasch)

Mr. Morasch stated staff is requesting the Committee endorse a plan for the mitigation of right-of-way impacts to Park Place Park.

Councilman Klindt moved and Councilwoman Layton seconded endorse the plan for the mitigation of right-of-way impacts to Park Place Park subject to endorsement by the Parks Commission, motion carried.

6. Summary of Existing Building Codes (Pat Sullivan)

Mr. Sullivan gave a presentation of the importance of building codes in existing structures.

There was discussion among Committee members, staff, and the Old Towne Redevelopment Committee members regarding existing building codes, compliance issues, staff enforcement, fire protection requirements, encouraging first time buyers, and protection of public health and safety.

Councilman Klindt requested staff get a copy of the Springfield, Missouri codes pertaining to existing structures, for the Committee to review. Chairman Penfold explained there would be additional discussion on this item at a future Committee meeting.

7. Sewer Master Plan Update and Emerging Issues (Eric Seaman)

Mr. Sullivan gave a presentation explaining the disinfection mandate under the State operating permit and the sewer master plan update needed for the Wastewater system. He also explained the problems of wet weather sewer overflows in the Boggs Creek basin. Staff is requesting the Committee authorize the hiring of consultant to do the user rate study and the master plan update. Funding will be from the Wastewater Fund.

Councilwoman Layton moved and Councilman Klindt seconded to endorse a user rate study contract and the master plan update, motion carried.

* Councilman Klindt left the meeting at this time (9:21 a.m.).

4. Other Business

1. Citizen opportunity to address Council/Staff on Stormwater Issues and Topics (Matt Morasch)

There was no one present regarding discussion of this issue.

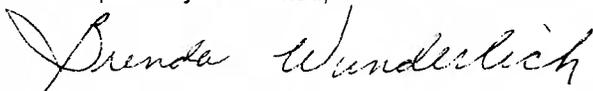
2. Committee Priorities (Councilman Penfold)

- Chairman Penfold requested this item to be continued.

5. Adjournment

Chairman Penfold announced the meeting was adjourned at this time (9:23 a.m.).

Respectfully Submitted,



Brenda Wunderlich
Administrative Assistant



Notice of Meeting and Tentative Agenda

Public Works and Planning Committee

Thursday, July 24, 2008
7:45 a.m.

John G. Christy Municipal Building, 320 East McCarty Street
Boone/Bancroft Room (Upper Level)

TENTATIVE AGENDA

1. Introductions
2. Approval of the June 19, 2008 Committee meeting minutes
3. New Business
 - ✓1. Permissive Use of Right-of-way at 4715 Scruggs Road (Matt Morasch)
 - **2. Lane Striping Modification to Industrial Drive from Dix Road to Highway 179 (Matt Morasch)
 3. Street and Stormwater Maintenance and Repair Backlog (Matt Morasch)
 - **4. High Street and Madison Street Repair of Settlement Issues (Matt Morasch)
 - **5. Whitton Expressway EIS - Mitigation to the Park Place Park (Olive and Park Street) (Matt Morasch)
 6. Summary of Existing Building Codes (Pat Sullivan)
 7. Sewer Master Plan Update and Emerging Issues (Eric Seaman)
4. Other Business
 1. Citizen opportunity to address Council/Staff on Stormwater Issues and Topics (Matt Morasch)
 2. Committee Priorities (Councilman Penfold)
5. Adjournment

✓ next City Council agenda if approved by the Public Works & Planning Committee
* future City Council agenda if approved by the Public Works & Planning Committee
** staff direction requested



**Parks and Recreation Commission Meeting
August 12, 2008
Washington Park Ice Arena
711 Kansas Street, Jefferson City, MO 65101
4:30 p.m.**

AMENDED AGENDA

- I. Call to Order**
- II. Roll Call**
- III. Approval of Agenda**
- IV. Presentations**
 - A. City Council Liaison Comments**
 - B. Environmental Quality Commission Liaison - Marty Miller**
 - C. Whitton Expressway EIS - Mitigation to Park Place Park (Olive & Park Streets) - Michael Dusenberg-MoDOT**
 - D. Immigration Reform Legislation Potential Impact on Parks and Recreation - Drew Hilpert - Assistant City Counselor**
- V. Approval of Minutes**
 - A. Regular Meeting - July 8, 2008**
 - B. Special Commission Meeting - July 29, 2008**
- VI. Staff Reports/Progress Reports**
 - Subject**
 - A. *Director's Report***
 - 1. July Financial Report**
 - 2. 2008-09 Budget Update**
 - 3. Facility Use Agreement with Jefferson City Figure Skating Club**
 - 4. Facility Use Agreement with Jefferson City Youth Hockey Association**
 - 5. Facility Use Agreement with Central Missouri Youth Hockey Association**
 - B. *July Recreation & Support Services Report* *Tina Werner***
 - C. *July Recreation Facilities & Special Services Report* *Phil Stiles***
 - D. *July Resources Report* *J.J. Gates***
- VII. Committee Reports and Actions**
 - A. *Recreation Services Committee* *Steve Duncan***
 - 1. No work session has been held since the last Commission meeting.**
 - 2. Approve Program and Facility Participant Disciplinary and Grievance Procedure.**
 - 3. Next Work Session tentatively scheduled for October 28, 2008 at 7:30 a.m.**
 - B. *Park Resources and Planning Committee***
 - 1. No work session has been held since the last Commission meeting.**
 - 2. Next Work Session tentatively scheduled September 23, 2008 at 7:30 a.m.**

C. *AdHoc Oak Hills Advisory Committee*

Linda McAnany

1. No work session has been held since the last Commission meeting.
2. Next Work Session tentatively scheduled for August 19, 2008 at 5:30 p.m.

VIII. President's Report/Announcements

Steve Duncan

A. 2008-09 Committee Organization

IX. Old/Other Business

X. Adjournment

**Notice of
Public Hearing
Immediately following the Parks and Recreation Commission
Meeting at approximately 5:30 p.m.
Whitton Expressway Environmental Impact Study
as related to Park Place Park**

The Parks and Recreation Commission and MoDOT will jointly host an open house public hearing to solicit and receive public comment regarding the impact of proposed street improvements on Park Place Park.

The Public Hearing will conclude at approximately 6:30 p.m.

**Minutes
City of Jefferson
Parks & Recreation Commission
Meeting
August 12, 2008**

**ROLL CALL
COMMISSION
PRESENT:**

Michael Couty
Steve Duncan
Linda McAnany
Marty Miller
Larry Vincent
Heidi Doerhoff Vollet

**ATTENDANCE
RECORD**

3-3
3-3
3-3
3-3
3-3
3-3

**STAFF
PRESENT:**

Director:
 Bill Lockwood
General Recreation and Support Services
Division Director:
 Tina Werner
Recreation Facilities and Special Services
Division Director:
 Phil Stiles
Park Resources Division Director:
 J.J. Gates
Administrative Assistant:
 Amy Shaw

ABSENT:

Gart Pollard
Dr. Bryan Pope
Edith Vogel

2-3
2-3
2-3

CITY COUNCIL LIAISON:

None

Press: Kris Hilgedick, News Tribune

Guests: Steve Rasmussen-City Administrator; Drew Hilpert-Law Department; City Councilwoman Anita Randolph; Michael Dusenberg-MoDOT; Kristy Rydman-JCFSC

CALL TO ORDER

The meeting was called to order by President Duncan at 4:40 p.m. in the Multipurpose Room of the Washington Park Ice Arena, 711 Kansas Street, Jefferson City, MO 65101.

APPROVAL OF AGENDA

President Duncan asked for approval of the agenda as presented. Commissioner McAnany made a motion to approve the agenda. The motion was seconded by Commissioner Vollet. The motion passed with all voting in favor.

PRESENTATIONS

CITY COUNCIL LIAISON COMMENTS

President Duncan welcomed Councilwoman Randolph to the meeting and reported that she will likely be appointed to the Commission as City Council Liaison. Councilwoman Randolph stated she would be pleased if the City Council appoints her to the Commission as she has been a longtime advocate of Parks and Recreation and feels they offer many benefits to the community.

ENVIRONMENTAL QUALITY COMMISSION

Commissioner Miller reported that no meeting has been held since the last Commission meeting. The next meeting is scheduled for August 21, 2008.

WHITTON EXPRESSWAY EIS - MITIGATION TO PARK PLACE PARK (OLIVE & PARK STREETS)

Director Lockwood introduced Michael Dusenberg of the Missouri Highway and Transportation Department (MoDOT). Lockwood stated he has had the opportunity to work with Dusenberg on the

CAMPO Technical Committee and Dusenberg serves as the Planning Manager for MoDOT District 5. Lockwood reported there has been a long-term study relative to what should be done with Highway 50 East through Jefferson City in relation to the Prison Redevelopment Site. Lockwood stated that Dusenberg would provide an update and request support of a plan that MoDOT hopes to put in place.

Dusenberg stated that MoDOT and Cole County began a partnership a little over a year ago to perform an environmental impact statement and determine the impact that would be caused by the Prison Redevelopment Site in relation to Whitton Expressway. Dusenberg stated that MoDOT is now working on the "draft" environmental document and MoDOT feels that the best alternative involves a two-pronged approach that would include a full interchange at Lafayette Street and would also leave Lafayette Street as a three-lane roadway. As a part of the two-pronged approach, MoDOT is also looking at the access of Lafayette Street that would create an extension of Clark Avenue. Dusenberg stated that Commissioners would see in the handouts provided what the access would look like at Clark Avenue and how it would affect Park Place Park by seven hundredths of an acre. What MoDOT is seeking from the Commission is support of the proposal so that when MoDOT goes through two necessary adjacent properties to the south of the park, MoDOT would acquire those entire properties and trade off the access right-of-way for the area of the park that is affected.

Following a brief discussion of the Commission, **Commissioner Vincent made a motion to endorse the conceptual proposal as presented by MoDOT. The motion was seconded by Commissioner McAnany. The motion passed with all voting in favor.**

IMMIGRATION REFORM LEGISLATION POTENTIAL IMPACT ON PARKS AND RECREATION

Drew Hilpert of the City's Law Department spoke briefly updating Commissioners on some state legislation passed recently that will have impact on City contracts exceeding \$5,000. He reported that contractors will have to sign an affidavit stating they will participate in a federal work authorization program that will verify that all employees are lawfully able to be in the United States. Secondly, the contractor will have to sign an affidavit that they do not knowingly employ unauthorized aliens and any contractor will now have to provide ten hours of OSHA training to all employees working on each job. Additionally, Hilpert stated that all City employees will now have to go through the e-verify process as there is also a requirement that no person can receive health insurance or insurance benefits without being verified.

APPROVAL OF MINUTES

REGULAR MEETING - JULY 8, 2008 & SPECIAL MEETING - JULY 29, 2008

Commissioner McAnany made a motion to approve the meeting minutes of the July 8, 2008 Regular meeting and the July 29, 2008 Special meeting. The motion was seconded by Commissioner Miller. The motion passed with all voting in favor.

STAFF REPORTS/PROGRESS REPORTS

DIRECTOR'S REPORT

JULY FINANCIAL REPORT

Director Lockwood stated he had nothing particular to note other than the summer months are the heaviest expenditure time and overall it appears that the department will be coming in under budget. Lockwood stated that last month he reported there was a 1.8% increase in the Local Parks Sales Tax collection, but he received an updated report last week from the Finance Department showing it is up from 1.8% to 2.6%. He was unsure if the increase would remain the same through the rest of the year, but the collection was better news than was previously reported.

2008-2009 BUDGET

Director Lockwood updated Commissioners on the budget status since the last work session. He stated that the City Council held a special meeting August 11th wherein the Mayor introduced the budget to the Council. The only change that was relative to Parks and Recreation to bring the general fund into balance was that the Mayor cut \$22,500 from the \$45,000 allotted to Parks and Recreation from the Operating Reserves to maintain street trees. Lockwood stated that currently staff is spending more than \$45,000 and he would have to monitor and clarify any workload responsibilities to assure we are in compliance with the City ordinance relative to street trees.

FACILITY USE AGREEMENT WITH JEFFERSON CITY FIGURE SKATING CLUB; FACILITY USE AGREEMENT WITH JEFFERSON CITY YOUTH HOCKEY ASSOCIATION and FACILITY USE AGREEMENT WITH CENTRAL MISSOURI YOUTH HOCKEY ASSOCIATION

Director Lockwood stated that one of the goals in working through all of the special meetings, hearings, and sub-committee meetings with issues related to the ice arena was to get back into the practice of entering into formal written agreements with the major user groups. In the past, agreements were similar to what is included in the meeting packet. Lockwood stated that Drew Hilpert of the City's Law Department, Phil Stiles and Missy Morarity have spent a lot of time going through the three agreements for the user groups. Lockwood stated that the agreements have not been presented to any of the groups yet because contracts are first approved by the Commission before submitting them to the user groups for execution.

Commissioner Vollet asked how the hourly rates are figured for each group. Lockwood stated that staff tries to set fees according to the Cost Recovery and Philosophy Policy to be a break-even operation. He stated that several years ago we did a market analysis with other rinks to come up with a reasonable hourly rate.

Following further discussion, **Commissioner Miller made a motion to approve the Facility Use Agreement with Jefferson City Figure Skating Club, Jefferson City Youth Hockey Association and Central Missouri Youth Hockey Association subject to approved wording changes outlined by Drew Hilpert of the City's Law Department. The motion was seconded by Commissioner McAnany. The motion passed with all voting in favor.**

JUNE GENERAL RECREATION & SUPPORT SERVICES REPORT

Tina Werner, General Recreation and Support Services Division Director, reported that the youth baseball and softball leagues are finished, but there were some teams that were not able to play their last two or three games due to rainouts. Staff is working to determine whether credits should be issued.

Werner reported that an end of the summer softball meeting is scheduled for August 23rd to evaluate the youth softball program and invited Commissioners to attend. She stated that Angie Toebben would be sending notice of this meeting to all parents involved in the summer softball programs.

Werner reported that registration ended on August 11th for the NFL Flag Football program. This program is for kids in grades 1-4.

In adult sports, Werner reported that the summer softball program will end this week and the fall league starts the week of August 18th. Volleyball registration ended on August 11th and there are 32 teams registered.

In golf, Werner stated that play is down by 700 rounds year-to-date and approximately \$5,000 in revenue.

JUNE RECREATION FACILITIES & SPECIAL SERVICES REPORT

Phil Stiles, Recreation Facilities and Special Services Division Director, reported that Ellis Porter Pool closed Sunday, August 10th and Memorial Park Family Aquatic Center closes on August 17th with the Hot Dippity Dog Event.

Stiles reported that movie nights on the Capitol lawn co-sponsored by the Missouri River Regional Library, Downtown Association, U.S. Cellular and Parks and Recreation went well. The last movie of the season was held on August 8th with approximately 1,300 people attending.

The Washington Park Ice Arena opened for the season on August 1st. A Hockey camp was held last week and public sessions are being held throughout the week.

In closing, Stiles reported that the fall/winter Program Guide was published on August 3rd and was distributed through the News Tribune. Copies are also available at the Parks office.

JUNE PARK RESOURCES REPORT

J.J. Gates, Park Resources Division Director, reported the two new holes at the Golf Course will be opened for the Mayor's Cup and will be open to the general public on Saturday, August 16th.

Gates reported that the greenway extension through County Park is about 50% complete.

Gates stated that staff is working to increase space at the Park Maintenance Center now that the roof has been installed on the new expansion.

In closing, Gates reported that work continues on the Washington Park Recreation Center as staff works to replace some concrete and asphalt in the parking lot and finish the interior of the building.

COMMITTEE REPORTS AND ACTIONS

A. RECREATION SERVICES COMMITTEE

Director Lockwood once again presented the Program and Facility Participant Disciplinary and Grievance Procedure to Commissioners for their review. Lockwood stated that he made an insert in wording to further clarify the procedure.

Following minimal discussion, **Commissioner Vollet made a motion to approve the Program and Facility Participant Disciplinary And Grievance Procedure. The motion was seconded by Commissioner McAnany. The motion passed with all voting in favor.**

The next work session is tentatively scheduled for October 28, 2008 at 7:30 a.m.

B. PARK RESOURCES AND PLANNING COMMITTEE

No work session has been held since the last Commission Meeting. The next work session is tentatively scheduled for September 23, 2008 at 7:30 a.m.

C. AdHoc OAK HILLS ADVISORY COMMITTEE

No work session has been held since the last Commission Meeting. The next work session is tentatively scheduled for August 19, 2008 at 5:30 p.m .

PRESIDENT'S REPORT/ANNOUNCEMENTS

President Duncan called attention to information at each member's seat. He stated that these names are citizens in the community, who have in the past, volunteered for one of the three committees. He reported that he and Director Lockwood would work to finalize the committee structure within the upcoming week.

OTHER BUSINESS

None.

ADJOURNMENT

The regular meeting adjourned at 6:10 p.m.

January 18, 2010

Mr. Randy Allen, President/CEO
Chamber of Commerce
213 Adams Street
P.O. Box 776
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Allen:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

Please confirm your attendance at the meeting by calling Betty Burry at (816) 527-2679 or e-mailing her at bburry@hntb.com. We look forward to seeing you again.

On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Ms. Cathy Bordner
East End Neighborhood and Development Association
927 Fairmount Blvd.
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Ms. Bordner:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Charlie Brzuchalski
Missouri State Penitentiary, OA Design & Construction
Harry S. Truman Building, Room 730
301 W. High Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Brzuchalski:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Sam Cook, Chairman
Central Bank
238 Madison Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Cook:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Jim Crabtree
Central Bank
238 Madison Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Crabtree:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Stan Fast
Old Munichberg Neighborhood Association
308 West Dunklin
P.O. Box 105806
Jefferson City, MO 65102



Re: Advisory Group Meeting

Dear Mr. Fast:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Dr. Carolyn Mahoney, President
Lincoln University
820 Chestnut Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Dr. Mahoney:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Mark Mehmert
Chamber of Commerce
213 Adams Street
P.O. Box 776
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Mehmert:

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On behalf of the City of Jefferson City, Cole County and MoDOT,

Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Dr. Brian Mitchell, Superintendent
Jefferson City School District
315 East Dunklin Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Dr. Mitchell:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. John Pelzer
Southside Business Association
620 Madison
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Pelzer:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Mr. Allen Pollock, Director
Jefferson City Housing Authority
1040 Myrtle St
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Mr. Pollock:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Reverend Margaret Redmond
Quinn Chapel AME
529 Lafayette St.
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Reverend Redmond:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

January 18, 2010

Ms. Colleen Taylor, President
Downtown Business Association
207 E. High Street
Jefferson City, MO 65101



Re: Advisory Group Meeting

Dear Ms. Taylor:

As you know, we have completed the Draft Whitton Expressway Environmental Impact Statement. You should have received a CD copy of the Draft document earlier this month.

We will be hosting an Advisory Group meeting to brief you on the document at **4:00 p.m. on Tuesday, January 26**. The meeting will be held in the Teleconference Room of the Page Library on the campus of Lincoln University (712 Lee Drive). A parking permit is enclosed; you will need to display it on your dashboard to park in the lot at the library.

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On behalf of the City of Jefferson City, Cole County and MoDOT,

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Stephen Wells, Associate Vice President
Whitton Expressway EIS Project Manager
HNTB Corporation

Betty Burry

From: Holly.Dentner@modot.mo.gov
Sent: Friday, January 22, 2010 3:27 PM
Subject: Media Advisory: Whitton Expressway EIS Community Advisory Group to Meet on Jan. 26, 2010

n e w s
Missouri Department of Transportation

For more information, contact Michael Dusenberg, MoDOT District Planning Manager, at (573) 751-7699 or Michael.Dusenberg@modot.mo.gov.

Prepared by Community Relations, (573) 751-3322.

January 22, 2010

Volume 14, Number 13

Media Advisory

What: Meeting of the Whitton Expressway EIS Community Advisory Group
Who: Community Advisory Group members, MoDOT, City of Jefferson, Cole County
When: 4 p.m. Tuesday, Jan. 26, 2010
Where: Page Library, Teleconference Room, Lincoln University Campus, Jefferson City, Mo.

JEFFERSON CITY -- The City of Jefferson, Cole County and the Missouri Department of Transportation are hosting a meeting of the Whitton Expressway Environmental Impact Statement (EIS) Community Advisory Group on Jan. 26 at 4 p.m. to discuss the recommendations in the Draft EIS. The meeting will take place at the Page Library, Teleconference Room on the Lincoln University Campus in Jefferson City.

The Community Advisory Group was established to ensure that the EIS – a transportation planning document – accurately reflects area values and priorities as they evaluate and make long term plans for the Rex Whitton Expressway. The Advisory Group includes representatives from potentially affected properties and neighborhoods, as well as representatives from the

business and redevelopment community. At the Jan. 26 meeting, the Community Advisory Group will meet again with engineers and transportation planners to discuss the identified preferred alternative, how it could resolve long-term transportation challenges and the potential impacts of those improvements.

When finalized as anticipated later this year, the Whitton Expressway EIS will identify transportation improvements that could reduce congestion and improve safety as well as access to key Jefferson City locations, including the Missouri State Penitentiary site, Lincoln University and Jefferson City High School.

“We’re looking at these options as a long-term solution to some of the area’s toughest transportation challenges,” said MoDOT District Planning Manager Mike Dusenberg. “Design and construction of some phases may be several years out. While there is no funding to build any of these improvements yet, we want to have a solid plan to help the community travel safely and to ensure its economic vitality.”

The Community Advisory Group will hear a brief presentation on the study and its draft recommendations, followed by the opportunity for Advisory Group members to ask questions and make comments on those recommendations. Interested members of the public may attend and observe the meeting. Any comments by the public will be addressed following the meeting.

A public hearing for the Whitton Expressway EIS will take place on Feb. 2 from 4:30 p.m. to 7:30 p.m. in Kertz Hall, Immaculate Conception Church, 1206 East McCarty Street.

The study area includes the Rex Whitton Expressway, from just east of the U.S. 54/U.S. 63 Tri-level interchange, east to the Eastland Drive interchange. It extends to McCarty Street on the north, and approximately Dunklin Street to the south of the Whitton Expressway.

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dentnh1/10news/14-13



Whitton Expressway DEIS

Draft Recommendations



Study Area





Public Engagement

Public Meetings:

- August, 2007
(Purpose and Need)
- January, 2008
(Preliminary Alternatives)
- August, 2008
(Park Impacts)
- February 2, 2010
(Draft Recommendations)

Advisory Group:

- September, 2007
(Purpose and Need)
- October, 2007
(Screening Criteria)
- March, 2008
(Reasonable Alternatives)
- January 26, 2010
(Draft Recommendations)

Whitton Expressway – A Plan for the Future

Traffic on the Whitton Expressway is expected to double by 2031, affecting through and local travelers. To address these needs, and to provide the access and mobility needed to support the Missouri State Parkway redevelopment site, Jefferson City, MO DOT and Cole County are working together to plan a future transportation system that will enhance, access, and enhance the quality of life in Jefferson City.

We need your input!
Public Meeting
Tuesday, January 29, 2008
4:30 – 7 p.m.
(arrive and get in your vehicle's parking)
Kortz Hall
Immaculate Conception Church
1206 E. McCarty Street

Call 1-888-846-MoDOT (275-6636) or write to **Whitton EIS, c/o MoDOT**, P.O. Box 718, Jefferson City, MO 65102 or click on www.modot.org/central

Whitton Expressway EIS
 The Whitton Expressway Environmental Impact Statement (EIS) will help Jefferson City create a plan that meets local transportation needs. The EIS process will:
 • Create a range of concepts to improve access
 • Evaluate how these concepts might impact historic or other cultural sites, as well as neighborhoods and commercial districts.
 • Evaluate how these concepts might impact the natural environment, including Three Rivers.
 • Identify potential alternatives, and
 • Identify opportunities to pursue historic funding and remaining projects.

Purpose and Need
 The updated Purpose and Need statement for the Jefferson City community needs the project to safely and reliably improve regional and local mobility, reduce traffic congestion, and enhance access to the urban redevelopment site. This is why the study team is working together to plan for transportation that meets future needs for access, mobility, safety and quality of life with respect to the character of Jefferson City.

A Plan for Jefferson City
 Local input is a critical component of the planning and evaluation process. The study team held a public meeting this past August and will have another on the same format Purpose and Need and to gather information on other key community concerns. In addition, over the past months, the study team has been meeting with the Whitton Expressway EIS Community Advisory Group, made up of representatives from Jefferson City neighborhoods and business leaders from the Jefferson and the Parkways area, as well as with the many governmental agencies whose cooperation and input is critical. Based on the input received at and since the first public meeting, the study team has (1) revised the project's Purpose and Need, and (2) identified a range of alternative concepts.

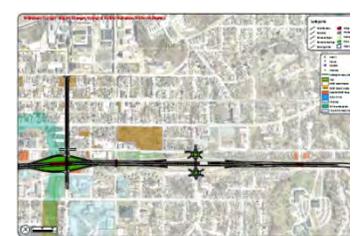
Range of Reasonable Alternatives
 As the team has created alternatives to improve access to the Missouri State Parkway redevelopment site, they have had to consider a range of options, including:
 • Introducing separate lanes to the neighborhood between the New Missouri Expressway and the Parkway area,
 • Introducing separate lanes to the business, churches, homes and public facilities located on or near Whitton Expressway,
 • Introducing separate lanes to the neighborhood, including all well-served streets,
 • Introducing separate lanes to the business, churches, homes and public facilities located on or near Whitton Expressway,
 • Introducing separate lanes to the neighborhood, including all well-served streets,
 • Introducing separate lanes to the business, churches, homes and public facilities located on or near Whitton Expressway,
 • Introducing separate lanes to the neighborhood, including all well-served streets, and
 • Introducing separate lanes to the business, churches, homes and public facilities located on or near Whitton Expressway.

The plan must also be realistic in terms of engineering and cost. As MoDOT and the government's task to maintain long-term investments, particularly in light of existing the necessary funding to meet forecast with long-range and construction.

With these challenging conditions, there are some difficult trade-offs to be evaluated and decisions to be made. Public input is a critical component. To help these decisions, the Whitton Expressway EIS study team is working to create a range of alternatives. Community input will play a significant role in the development and selection of the final alternative.

To see examples of the alternatives being considered, click on www.modot.org/central

The Whitton Expressway EIS study area includes the U.S. Route 60/63 New Whitton Expressway from just east of the U.S. 60/63 interchange through Jefferson City to the Three Rivers Interchange. A portion of McCarty Street on the north, and approximately Jordan Street on the south. The EIS will focus on connectivity between the New Missouri Expressway and the planned redevelopment of the Missouri State Parkway area.





Purpose and Need

Reduce **traffic** congestion to serve:

- Local, regional and national traffic
- North-south connections

Improve **safety**:

- As traffic increases on Whitton Expressway
- Replace or improve some bridges and structures

Improve **access** to:

- Missouri State Penitentiary
- Lincoln University and Jefferson City High School





Reasonable Alternatives

- Six of the 17 initial concepts met the Purpose and Need
- Three for west of Jackson and three east of Jackson:
 - West of Jackson
 - Concept 4 (Viaduct improvements on Whitton)
 - Concept 5 (Parkway improvements on Whitton)
 - Concept 6 (An overpass on Madison)
 - East of Jackson
 - Concept A (a new interchange at Lafayette)
 - Concept D (a half interchange at Lafayette and a realigned Clark)
 - Concept G (a full interchange at Lafayette and a realigned Clark)
- Concepts were developed more fully as reasonable alternatives
- Alternatives could combine for a study area-wide improvement





Reasonable Alternatives

Six of the 17 initial concepts met the Purpose and Need and the initial screening criteria:

West of Jackson:



East of Jackson:





Screening Criteria for Identified Preferred

- How well does it meet **Purpose and Need**?
- How does it affect **safety**?
- How does it change **travel** in the area?
- How much **land** would take?
- What would it **cost**?
- How would it **affect**:



Air quality?

Bike and pedestrian access?

Businesses?

Churches and cemeteries?

Ecosystems?

Geology and soils?

Historic sites and structures?

Homes?

Neighborhoods?

Noise?

Parks?

The local economy?

Wetlands and wildlife?

Schools?





Identified Preferred Alternative

Benefits Provided:

- Prison redevelopment site access;
- Lincoln University and Jefferson City High School access;
- Improved traffic operations and safety
- Construction flexibility; and
- Construction efficiencies and cost savings.



Key Impacts of Full Build-Out:

- Impacts to historic resources;
- Would require acquisition of the Quinn Chapel AME church;
- Would alter access to several downtown businesses and institutions; and
- Right of Way requirements:
 - Full acquisition
 - 25 residential properties (both single and multi-family)
 - Quinn Chapel AME church
 - 4 business properties
 - Partial acquisition
 - 16 residential properties and
 - 4 business properties





Identified Preferred Alternative



The Identified Preferred Alternative is a combination of Alternatives 6 and G.



Key Commitments

Commitments made by MoDOT to the community include the following:

Businesses – coordination on access and relocation assistance.

Residents – relocation assistance and special assistance for affected renters to become home-owners.

Pedestrians and bicyclists – suitable access across Whitton Expressway.

Quinn Chapel – relocation within the community.

Lincoln University President's Home – relocation of historic structures as needed.

Historic African American Community – additional research and documentation of the history at Lincoln University President's home and the Craftsman/Monastery Historic District.





Next Steps

To Finalize Recommendation

- Public hearing on February 2, 2010 from 4:30 to 7:30 (open house) at Kertz Hall, Immaculate Conception Church, 1206 E. McCarty Street.
- Public comments documented and reviewed by Jefferson City, Cole County, MoDOT and FHWA.
- Comments addressed and recommendations adjusted as necessary.
- Final approval by FHWA.

Before Construction

- Funding Identified and secured
- Continuing discussions with impacted property owners
- Design
- Right of way acquired
- Utilities relocated

Important: The identified preferred alternative may be built in phases, depending on the speed of development in Jefferson City and increases in traffic.



MEETING DOCUMENTATION

HNTB
Engineers Architects Planners
715 Kirk Drive
Kansas City, MO 64105-1310
phone: (816) 472-1201
fax: (816) 472-4086

Date:	January 25, 2010	Time:	4:00 to 6:00 p.m.
Subject:	Community Advisory Group Meeting #4	Location:	Page Library, Lincoln University, Jefferson City, MO

Meeting Participants	Representing (Agency or Firm)
Stan Fast	Old Munichberg Neighborhood Association
Reverend Margaret Redmond	Quinn Chapel AME
John Pelzer	South Side Business Association
Charlie Brzuchalski	Missouri State Penitentiary
Dr. Brian Mitchell	Jefferson City School District
Cathy Bordner	East End Neighborhood and Development Association
Jim Crabtree	Central Bank
Mike Dusenberg, Matt Burcham, Kristin Gerber, Alan Trampe	MoDOT
Larry Benz	Cole County
Janice McMillan	City of Jefferson
Mark Pierson	HNTB
Bob Watson	Jefferson City News Tribune

Meeting Goals

Advisory Group input on the Draft EIS and the Identified Preferred Alternative

Introductions

Mike Dusenberg of MoDOT District 5 called the meeting to order, and asked participants and observers to introduce themselves. He noted special thanks to Lincoln University for hosting the meeting.

Draft DEIS and Recommendations Update

Mike Dusenberg provided an overview of the project progress to date, noting that since the last meeting, the team had conducted the environmental investigations, screened the reasonable alternatives, identified a preferred alternative and prepared and released the Draft EIS for public review and comment.

A roll plan displaying the recommended preferred alternative and its impacts was available as a reference during the presentation and discussion. Mike Dusenberg began the presentation with an overview of the following:

- The limits of the study;

- Public involvement activities conducted to date;
- The project's Purpose and Need; and
- The process the study team followed for screening the original concepts and identifying reasonable alternatives.

 <p>Study Area</p>	 <p>Public Engagement</p> <table border="0"> <tr> <td>Public Meetings:</td> <td>Advisory Group:</td> </tr> <tr> <td> <ul style="list-style-type: none"> • August, 2007 (Purpose and Need) • January, 2008 (Preliminary Alternatives) • August, 2008 (Park Impacts) • February 2, 2010 (Draft Recommendations) </td> <td> <ul style="list-style-type: none"> • September, 2007 (Purpose and Need) • October, 2007 (Screening Criteria) • March, 2008 (Reasonable Alternatives) • January 26, 2010 (Draft Recommendations) </td> </tr> </table> 	Public Meetings:	Advisory Group:	<ul style="list-style-type: none"> • August, 2007 (Purpose and Need) • January, 2008 (Preliminary Alternatives) • August, 2008 (Park Impacts) • February 2, 2010 (Draft Recommendations) 	<ul style="list-style-type: none"> • September, 2007 (Purpose and Need) • October, 2007 (Screening Criteria) • March, 2008 (Reasonable Alternatives) • January 26, 2010 (Draft Recommendations)
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 <p>Purpose and Need</p> <p>Reduce traffic congestion to serve:</p> <ul style="list-style-type: none"> – Local, regional and national traffic – North-south connections <p>Improve safety:</p> <ul style="list-style-type: none"> – As traffic increases on Whitton Expressway – Replace or improve some bridges and structures <p>Improve access to:</p> <ul style="list-style-type: none"> – Missouri State Penitentiary – Lincoln University and Jefferson City High School 	 <p>Reasonable Alternatives</p> <ul style="list-style-type: none"> • Six of the 17 initial concepts met the Purpose and Need • Three for west of Jackson and three east of Jackson: <ul style="list-style-type: none"> – West of Jackson <ul style="list-style-type: none"> • Concept 4 (Viaduct improvements on Whitton) • Concept 5 (Parkway improvements on Whitton) • Concept 6 (An overpass on Madison) – East of Jackson <ul style="list-style-type: none"> • Concept A (a new interchange at Lafayette) • Concept D (a half interchange at Lafayette and a realigned Clark) • Concept G (a full interchange at Lafayette and a realigned Clark) • Concepts were developed more fully as reasonable alternatives • Alternatives could combine for a study area-wide improvement 				

Mike Dusenberg then walked the advisory group through the six reasonable alternatives. There are three alternatives for improvements on Whitton that are located west of the Jackson Street overpass. East of the overpass are three alternatives for improvements to the expressway as well as access to the prison redevelopment site, Lincoln University and the high school. Mike noted that the east and west improvements could be joined in various combinations to provide one overall alternative for the study area.

Mike summarized how the study team evaluated the different alternatives to arrive on a recommendation for a preferred alternative.

In order to identify a preferred alternative, the study team assessed how well each reasonable alternative addressed purpose and need, provided benefit to the study area, and how each alternative affected the study area's natural and social environment.



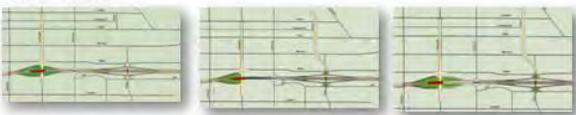
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- How does it change **travel** in the area?
- How much **land** would take?
- What would it **cost**?
- How would it **affect**:

Air quality?	Geology and soils?	Parks?
Bike and pedestrian access?	Historic sites and structures?	The local economy?
Businesses?	Homes?	Wetlands and wildlife?
Churches and cemeteries?	Neighborhoods?	Schools?
Ecosystems?	Noise?	



Mike then explained that the study team identified a Preferred Alternative that combined:

- Reasonable Alternative 6 – improvements to Whitton and a new overpass for Madison Street; and
- Reasonable Alternative G – a new full diamond interchange at Lafayette Street, new roundabouts at the Clark interchange’s ramp intersections, and a new realigned Clark Street that provides new access to the prison.



Identified Preferred Alternative



The Identified Preferred Alternative is a combination of Alternatives 6 and G.



Identified Preferred Alternative

Benefits Provided:

- Prison redevelopment site access;
- Lincoln University and Jefferson City High School access;
- Improved traffic operations and safety
- Construction flexibility; and
- Construction efficiencies and cost savings.

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- Would require acquisition of the Quinn Chapel AME church;
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Pedestrians and bicyclists – suitable access across Whitton Expressway.

Quinn Chapel – relocation within the community.

Lincoln University President’s Home – relocation of historic structures as needed.

Historic African American Community – additional research and documentation of the history at Lincoln University President’s home and the Craftsman/Monastery Historic District.

As Mike summarized the potential benefits and impacts of the identified Preferred Alternative, he invited questions from the advisory group members.

Questions and discussion quickly focused on the Madison Street Overpass. There were several concerns expressed by members of the group, including potential impacts to the Performing Arts Center, Central Bank's motor bank, and Southside businesses such as Busch's Florist and Central Dairy.

Specific comments regarding the overpass included:

- Jim Crabtree from Central Bank expressed concern regarding how the overpass would impede access and egress from Madison Street to the motor bank. He also expressed concern about the potential impact an overpass would have to Central Dairy's delivery trucks and to its storefront operations. Jim also commented that he preferred an alternative for that area that provided a better balance of operations, access and encouraged a safe interaction of pedestrian, bicycle and vehicular traffic.
- John Pelzer noted that there was a great deal of new investment going into the area and expressed concern that an overpass would have the effect of reducing available parking and access to businesses on the south side. John also commented that he was concerned with what an overpass would do to the intersection of Dunklin and Monroe.
- Brian Mitchell commented that the overpass would eliminate street access to the front door of the performing arts center and would also impede existing street access to the center. He also stated that he had an issue with the overpass from an aesthetic standpoint as it would disrupt the view from and of the performing arts center.
- Several group members suggested that an overpass might better be located at the intersection of Whitton and Monroe. They felt an overpass there would have less impact on Southside businesses and that it would allow emergency vehicles to move less impeded through the downtown and to points south.

Mike Dusenberg noted that the main reason for identifying the Madison Overpass was that it provided better operations through that area, by removing one of the conflict points on Whitton Expressway and by separating north/south traffic moving between the downtown and the southern side of Jefferson City. Mike also noted that all of the alternatives were very conceptual at this stage of the process. Many of the issues regarding access to businesses, parking availability, traffic operations and any necessary mitigation would be discussed and resolved during future design phases.

During the course of the discussion Mike explained that improvements could be phased over time and that any improvements were very dependent on how quickly the Prison Redevelopment Site developed. The construction phasing could occur in several stages including:

- Adding new through and turning lanes on the expressway;
- Lafayette interchange;
- Roundabouts at the Clark Street interchange;
- Realigned Clark Street with new access to the prison redevelopment site; and
- Madison Overpass.

Discussion then moved to improvements east of Jackson and the proposed interchange at Lafayette. Mike Dusenberg noted that the interchange provided the best direct access to the Prison Redevelopment site as well as improved access to Lincoln University and the high school.

The group discussed impacts to historic resources and to Quinn Chapel. Mike stated that MoDOT had been working closely with Quinn Chapel to identify potential relocation sites within the area.

Cathy Bordner asked if it was too late to provide comment regarding historic properties and the Section 106 process. In particular, she was concerned with the potential eligibility of some homes on School Street. This also led to the group to ask if properties on the National Historic Register were afforded more protection than properties that were recognized by the City as historic. Matt Burcham and Mark Pierson replied to the group that sites on the national register are afforded more protection via Section 106. They also replied to Cathy that the Section 106 process was ongoing and that it was a perfect time to ask questions and raise issues and concerns. Matt promised to have Karen Daniels contact Cathy to discuss the Section 106 process and any questions she might have regarding protection of properties and mitigation of any potential impacts.

Cathy also commented that she liked the roundabouts proposed for the ramp intersections at the Clark Street. Other group members agreed with Cathy that they liked the realignment of Clark Street and the roundabouts. Brian Mitchell stated that he liked the improvements to the east of Jackson, but not those to the west.

Charlie Brzuchalski asked how the realigned Clark would tie into Prison Redevelopment site's new parkway. Mike Dusenberg replied that study team only took the development of the concept to the prison property – how it would tie into the parkway would be determined during the design phase.

Conclusion

Mike Dusenberg concluded the meeting by thanking the advisory group members for attending and invited them to the public hearing scheduled for February 2. The meeting concluded at approximately 6:00 p.m.

 <h3 style="text-align: center;">Next Steps</h3> <table border="0"> <tr> <td style="vertical-align: top;"> <p>To Finalize Recommendation</p> <ul style="list-style-type: none"> • Public hearing on February 2, 2010 from 4:30 to 7:30 (open house) at Kertz Hall, Immaculate Conception Church, 1206 E. McCarty Street. • Public comments documented and reviewed by Jefferson City, Cole County, MoDOT and FHWA. • Comments addressed and recommendations adjusted as necessary. • Final approval by FHWA. </td> <td style="vertical-align: top;"> <p>Before Construction</p> <ul style="list-style-type: none"> • Funding Identified and secured • Continuing discussions with impacted property owners • Design • Right of way acquired • Utilities relocated <div style="border: 1px solid red; padding: 5px; margin-top: 10px;"> <p>Important: The identified preferred alternative may be built in phases, depending on the speed of development in Jefferson City and increases in traffic.</p> </div> </td> </tr> </table> 	<p>To Finalize Recommendation</p> <ul style="list-style-type: none"> • Public hearing on February 2, 2010 from 4:30 to 7:30 (open house) at Kertz Hall, Immaculate Conception Church, 1206 E. McCarty Street. • Public comments documented and reviewed by Jefferson City, Cole County, MoDOT and FHWA. • Comments addressed and recommendations adjusted as necessary. • Final approval by FHWA. 	<p>Before Construction</p> <ul style="list-style-type: none"> • Funding Identified and secured • Continuing discussions with impacted property owners • Design • Right of way acquired • Utilities relocated <div style="border: 1px solid red; padding: 5px; margin-top: 10px;"> <p>Important: The identified preferred alternative may be built in phases, depending on the speed of development in Jefferson City and increases in traffic.</p> </div>	
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Rex Whitton Expressway Environmental Impact Statement (EIS)

Public Hearing Executive Summary

In compliance with federal and state guidelines regarding public participation and feedback on the draft Environmental Impact Statement (EIS), the study team circulated the draft document and hosted a public hearing to gather public feedback. The comment period began January 8, 2010 and continued through February 22, 2010.

The traditional, open-house public hearing was held from in Jefferson City, Mo. on Tuesday, February 2, 2010 from 4:30 to 7:30 p.m. at Kertz Hall at Immaculate Conception Church, 1206 E. McCarty Street. Approximately 150 people attended the open-house hearings.

In addition, the team hosted an online public hearing. The online hearing information was posted on the MoDOT district web site.

Topics Covered

The public hearings and online hearing were held in order for people to review and comment on the Draft EIS, focuses on relieving congestion, improving safety and connectivity between the Rex Whitton Expressway and key local sites, including the Missouri State Penitentiary redevelopment site, Lincoln University and Jefferson City High School. The study area includes U.S. Route 50/63 Rex Whitton Expressway from just east of the U.S. 50/54/63 Tri-level interchange, east through Jefferson City to the Eastland Drive Interchange. It extends to McCarty Street to the north, and approximately Dunklin Street on the south.

Copies of exhibits content are included in the appendix. Topics covered included:

- Study area
- Road map to improvements
- What is an EIS?
- EIS Process
- Purpose and Need
- Initial screening criteria
- Initial alternatives
- Range of alternatives
- Evaluation criteria
- Preferred alternative

- Map – overview
- Traffic model
- Community commitments
- Next steps

Public Input and Comments

Themes, questions and concerns expressed at the hearing included:

- Concerns about impacts caused by the Madison overpass to adjacent businesses, in particular to the Miller Performing Arts Center and Central Bank
- Concerns about specific property impacts
- Questions about construction phasing
- General support for improvements at Lafayette and Clark
- City Council support for the parkway concept in lieu of the identified preferred alternative
- Suggestions for a bypass in lieu of local improvements
- Concerns about further impacts to the historic area known as “The Foot” and to Lincoln University property
- Concerns about neighborhood impacts near Lafayette and Clark
- Concerns about segmentation of the study area; particularly the area near Lafayette and Clark

Project Information Handout



Rex Whitton Expressway Draft Environmental Impact Statement (Draft EIS)

The Rex Whitton Expressway Draft EIS focuses on relieving congestion, as well as improving safety and access between the Rex Whitton Expressway and key local sites, including the Missouri State Penitentiary redevelopment site, Lincoln University and Jefferson City High School.

Public Hearing

4:30 to 7:30 p.m. - Tuesday, Feb. 2, 2010 - Kertz Hall at Immaculate Conception Church, 1206 E. McCarty St., Jefferson City, Mo. or, starting February 3, see exhibits and comment online at www.modot.org/central

Why are Improvements Needed?

The Rex Whitton Expressway is an important roadway for the Jefferson City region, and it will be more so in the future as traffic increases. The goals for improvements are to:

- Reduce traffic congestion;
- Improve safety; and
- Enhance access from Rex Whitton Expressway to key locations such as the Missouri State Penitentiary redevelopment site, Lincoln University and Jefferson City High School.

Study Area

The study area includes the U.S. Route 50/63 Rex Whitton Expressway from just east of the U.S. 50/54/63 Tri-level interchange, east through Jefferson City to the Eastland Drive Interchange. It extends to McCarty Street to the north, and approximately to Dunklin Street on the south, including those areas that link to downtown Jefferson City and the prison site.



The Draft EIS

The Draft EIS includes detailed information about the concepts and their potential impacts. It is available in several locations in Jefferson City, including:

- MoDOT Central District Office, 1511 Missouri Blvd.
- Missouri River Regional Library, 214 Adams St.
- City of Jefferson City, Missouri City Hall, City Clerk's Office, 320 E. McCarty St.
- Cole County Courthouse, County Clerk's Office, 301 E. High St.
- Lincoln University, Page Library, 820 Chestnut St.

The document is also available online at: www.modot.org/central.

Submitting Comments

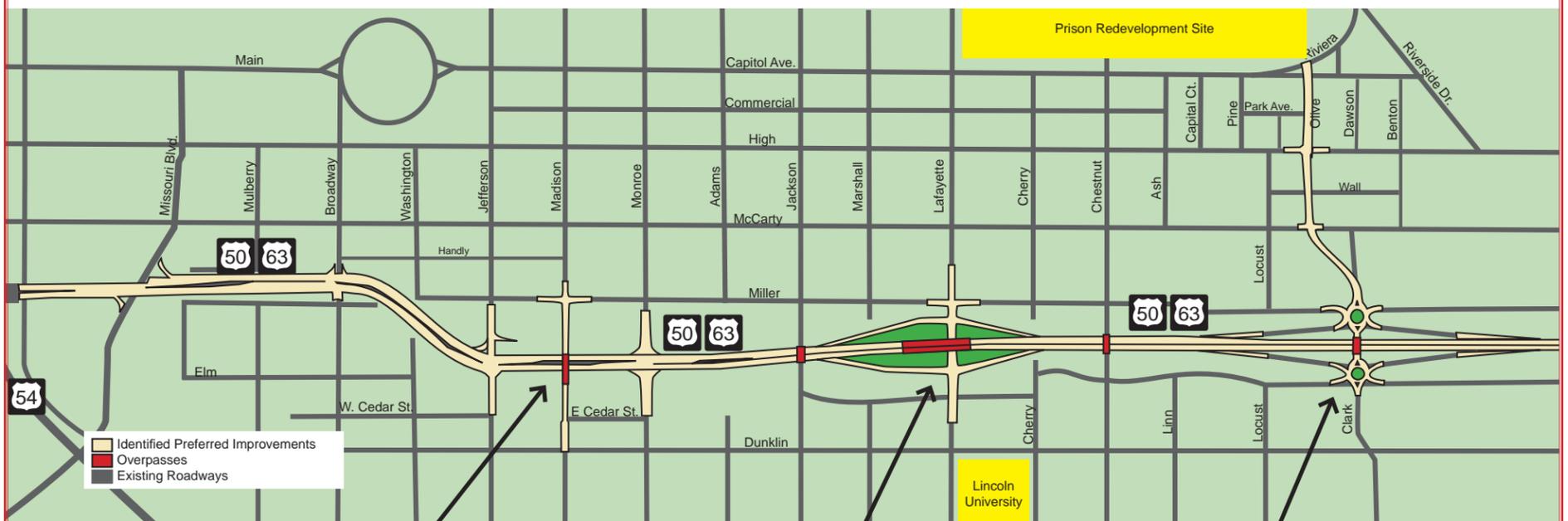
A final decision on recommendations will include a review of public and agency comments. **The comment period ends February 22, 2010.** To make a comment, you may:

1. Submit a written or verbal comment at the public hearing from 4:30 to 7:30 p.m. Tuesday, Feb. 2, at Kertz Hall at Immaculate Conception Church, 1206 E. McCarty St.; or
2. Submit a written comment to: Whitton Draft EIS, c/o MoDOT, P.O. Box 718, Jefferson City, MO 65102; or
3. Click on "Contact Us" at: www.modot.org/central.

Finding a Solution

The City of Jefferson City, Cole County and MoDOT have worked together on a long-term plan for improvements. They started with a wide range of ideas - more than 17 initial concepts. After reviewing the ideas and talking with the community, the team identified six of the ideas for further study. Those six concepts were evaluated to see how well they could meet the community's transportation needs and how they would affect neighborhoods, buildings, businesses, historic sites and the environment. The study team also gathered feedback from property owners, community leaders and public agencies like the local State Historic Preservation Office. Based on the evaluation documented in the Draft EIS and community input, the identified preferred alternative is shown below. The alternative is a combination of two earlier concepts, and provides:

- Reduced congestion and greater safety;
- Access to the prison redevelopment site — which may create significant traffic in the future;
- Access to Lincoln University and Jefferson City High School — current sources of significant traffic; and
- Construction flexibility — improvements could be built in phases as traffic increases and funding becomes available.



A Madison Street overpass would separate north- and south-bound traffic from the expressway. Monroe and Jefferson would continue to provide access to the Rex Whitton Expressway.

A full-diamond interchange at Lafayette would impact several properties, but would also reduce congestion and improve safety and access in the corridor.

Constructing roundabouts at Clark Avenue offers travelers on the east side of the study area increased safety and improved traffic flow.

Property Impacts

The Study Team understands that the potential for impacts is a serious concern for property owners. As a part of the Draft EIS, the Study Team has made specific commitments to the community to help address project impacts.

MoDOT staff specializing in helping property owners through the property acquisition process will be at the public hearing to answer questions. If you cannot attend the hearing and have questions, call MoDOT at 1-888-Ask-MoDOT (275-6636).

Construction Schedule

The Draft EIS lays out a long-term strategy for future improvements. No design or construction can begin until funding has been identified and secured. It is likely that some parts will be built before others. Improvements may occur first at Lafayette and Clark, along with improvements to Rex Whitton Expressway between Jackson and Clark. Other improvements outlined in the Draft EIS — including improvements at Madison and an extension of Clark Avenue — will occur when traffic in the area increases and as funding becomes available.



The “Foot” area—so called due to its location below Lincoln University at the foot of Lafayette Street—served as the historic heart of the African American community during the late nineteenth through the mid-twentieth centuries. The Foot consisted of a business district and residential neighborhood where African Americans from all walks of life lived and worked. It was home to famous professors such as Lorenzo Greene and Cecil Blue for a time during their tenure at Lincoln University, and served as inspiration for the poetry of professor Sterling Brown. It was the neighborhood that inspired the artwork of resident Renaissance man and barber, Ulysses S. Grant Tayes and provided the backdrop for colorful community fixtures such as the Booker T. Washington Hotel, the “greasy spoon,” and the Green Onion. It was home to businessmen and prominent community leaders, such as Duke Diggs and his wife, Estella. It was home to countless families and ordinary men and women who went about their everyday lives on Lafayette Street.

Beginning in the late 1950s and continuing through the early 1960s, the Campus View Urban Renewal Project and subsequent construction of U.S. Highway 50 (Rex Whitton Expressway) physically divided the vibrant community at the Foot. Today, the proposed Lafayette Street interchange associated with the Rex Whitton Expressway Project will affect the 500 Block of Lafayette Street of the Foot neighborhood. Section 106 of the National Historic Preservation Act of 1966 requires that MoDOT consider the potential impacts that any federally funded or permitted project may pose to significant cultural resources. Cultural resources include archaeological sites, buildings, structures (e.g., bridges), objects, or districts.

As such, MoDOT’s Historic Preservation section is interested in speaking to anyone with documents, photographs, or personal remembrances of the businesses, homes, and people who lived and worked in this block of the “Foot.” The area of interest is located directly across Lafayette Street from the Quinn Chapel A.M.E. Church, beginning immediately east of Elm Street, passing beneath the Rex Whitton (Highway 50) overpass, and ending at East Miller Street. MoDOT is particularly interested in any information relating to the homes and businesses of Duke and Estella Diggs and Ulysses S. Grant Tayes, which used to be located at 526 and 528 Lafayette Street. The 500 Block of Lafayette Street contains significant architectural resources, and has the potential to contain significant archaeological resources that could provide important information that will add to our understanding of the lifestyles and livelihoods of the people that lived in the Foot neighborhood between the late 19th and mid-20th centuries. Your personal input into the history of the Foot will help to fill in the story of a neighborhood that was once the heart of Jefferson City’s African American community.



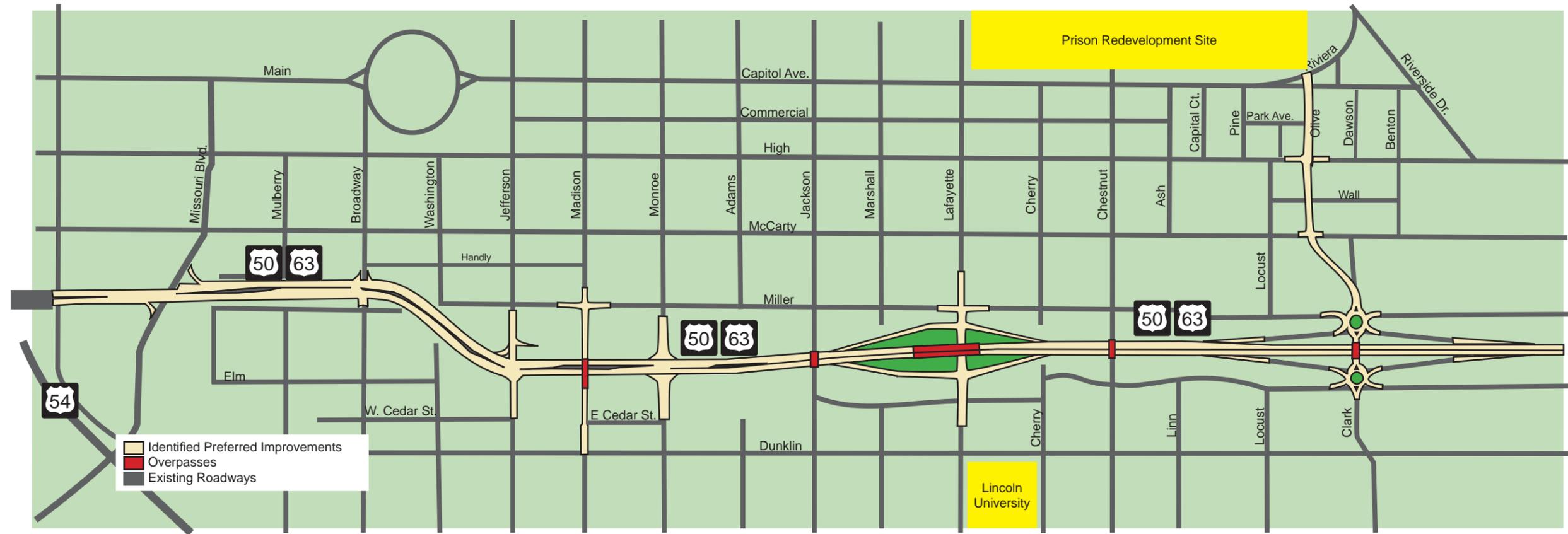
Contact: Jane Lee, Historian
MoDOT Historic Preservation
P.O. Box 270, Jefferson City, MO 65109
(573) 522-9695 / Jane.Lee@modot.mo.gov

MoDOT Customer Service: 1-888-ASK- MoDOT

Historic Preservation: <http://www.modot.mo.gov/ehp/HistoricPreservation.htm>



Location Maps



Exhibits Used



Welcome!

The City of Jefferson
Cole County
and the
Missouri Department of Transportation
welcome you!





Please Sign In!

We're glad you're here!

At tonight's meeting, we need your input on the **identified preferred alternative** for long-term plans for improvements to the Rex Whitton Corridor in Jefferson City.

Your input will help the City of Jefferson, Cole County, MoDOT and the Federal Highway Administration make a decision about **long-term plans** for improvements.

Study Area



Road Map to Improvements



Plan

- 1. Feasibility Studies:** The planning process often includes an **early analysis** process. The *Whitton Expressway Problem Definition Study* provided an early evaluation of needs and issues.
Timeline: Completed in April 2006

- 2. Environmental Studies:** Projects that use federal funds or need federal permits, including most major highway projects, must be planned in accordance with National Environmental Policy Act of 1969 (NEPA). Based on federal law, MoDOT, Cole County and the City of Jefferson are completing an Environmental Impact Statement (EIS) to identify **the best way to** meet future needs and avoid or minimize negative impacts to both the man-made and natural environment.
Timeline: Summer 2007 – 2010



DESIGN

- Design:** The design phase includes creating **preliminary** and **final designs** and developing detailed construction drawings.
Timeline: Only when funding is secured.

BUILD

- Construction:** Final project plans are completed, land purchased, construction contracts awarded and **construction begins**.
Timeline: Only when funding is secured.

What is an EIS?

(Environmental Impact Statement)



An EIS is one kind of environmental study. It helps government agencies and the public make well-informed decisions about the best way to meet future needs making investments in their community. The EIS documents the decision-making process and answers the following questions:

- What is the **purpose and need** for the improvement?
- How would the proposed improvement **function**?
- How might improvements affect the **natural environment**?
- How might improvements change the **cultural** and **social environment**?
- Which alternative **best meets the Purpose and Need** while minimizing impacts?



EIS Process

✓ **1. Purpose and Need**
 Summer 2007

- Current needs
- Future needs
- Project goals
- Public input



✓ **2. Screening Criteria**
 Summer 2007

- Design goals
- Functionality goals
- Unacceptable outcomes



✓ **3. Initial Alternatives**
 Fall 2007

- Environmental research
- New data and information
- Alternative development
- Preliminary screening



✓ **4. Reasonable Alternatives**
 Winter 2007-2008

- Detailed screening
 - Public input
- New data and information
- Refined alternatives



We are here!

✓ **5. Draft EIS**
 Early 2010

- Draft document prepared for public review and comment



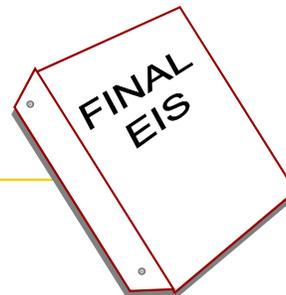
6. Formal Review Period
 Early 2010

- Public hearing, review and comments
 - Agency review and comments
- New data and information

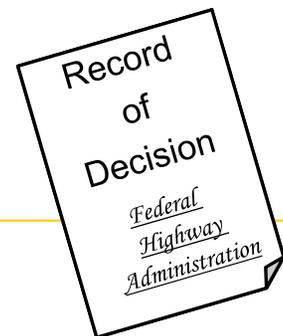


7. Final EIS
 Spring 2010

- Final document prepared



8. FHWA Approval
 Late 2010



1. Purpose and Need

Summer 2007

- Current needs
- Future needs
- Project goals
- Public input

Revised Purpose and Need



Based on community and agency input, the Draft EIS Purpose and Need states:

The community needs this project to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access along the Whitton Expressway corridor. The proposed improvements need to:

Reduce traffic congestion:

- Whitton will need to serve local, regional and national traffic. There will also continue to be a need for north-south connections.

Improve safety:

- As traffic increases, Whitton Expressway will need improvements to function safely; and
- There are locations where bridges and other structures need improvement or replacement for better traffic flow and safety.

Improve access:

- To the Missouri State Penitentiary redevelopment site; and,
- To Lincoln University and Jefferson City High School.



Initial Screening Criteria



2. Screening Criteria

Summer 2007

- Design goals
- Functionality goals
- Unacceptable outcomes

Based on input from the community, the Citizen's Advisory Group and agencies, the technical team developed these key criteria:

- Minimize negative impacts to **neighborhoods** in the study area;
- Minimize negative impacts to nearby **businesses, churches, homes, historic and public facilities**;
- Minimize negative impacts to the **natural environment**, including air and water quality;
- Provide appropriate **pedestrian** and **bicycle access**;
- Respect the **unique character of Jefferson City**; and,
- Be **realistic** in terms of engineering and costs.





3. Initial Alternatives

Fall 2007

- Environmental research
- New data and information
- Alternative development
- Preliminary screening



Initial Alternatives

The teams started with 17 different ideas for improvements including stand-alone ideas and combinations of the following:

- **Small-scale improvements** that increase safety and enhance operation (Travel Systems Management) and strategies that change when people drive (Travel Demand Management);
- **Bypasses**;
- Additional **capacity** on the Rex Whitton Expressway;
- **Viaducts**;
- Possible **phased** improvements; and/or,
- Improvements at or on **Madison, Lafayette, Chestnut, Clark and Eastland.**

Each idea was compared to constructing no new improvements, called the “No-Build” option.

✓ 4. Reasonable Alternatives

Winter 2007-2008

- Detailed screening
 - Public input
- New data and information
- Refined alternatives

Range of Reasonable Alternatives



1. Each of the 17 initial Alternatives went through a **preliminary screening**.
2. During the screening process, some alternatives were found **unfeasible** and others did not meet the **Purpose and Need**.
3. The remaining alternatives (below) were known as the **“Range of Reasonable Alternatives”** and shared with the public in early 2008.

West of Jackson



East of Jackson





5. Draft EIS

Early 2010

- Draft document prepared for public review and comment



Draft Environmental Impact Statement

✓ 5. Draft EIS

Early 2010

- Draft document prepared for public review and comment



Evaluation Criteria for Identified Preferred



How well does it meet **Purpose and Need**?

How does it affect **safety**?

How does it change **travel** in the area?

How much **land** would it take?

What would it **cost**?

How would it **affect**:

- Air quality?
- Bike and pedestrian access?
- Businesses?
- Churches and cemeteries?
- Ecosystems?
- Geology and soils?
- Historic sites and structures?
- Homes?
- Neighborhoods?
- Noise?
- Parks?
- The surrounding community?
- The local economy?
- Wetlands and wildlife?
- Schools?



✓ 5. Draft EIS

Early 2010

- Draft document prepared for public review and comment



Identified Preferred Alternative



Provides:

- **Reduced congestion;**
- **Greater safety;**
- **Access** to the prison redevelopment site which may generate significant traffic in the future;
- **Access** to Lincoln University and Jefferson City High School, both current generators of significant traffic; and
- **Construction flexibility** - improvements could be built in phases as traffic increases, especially traffic to and from the prison redevelopment site.



Key Impacts of Full Build-Out:

- Requires acquisition of the **Quinn Chapel AME Church**;
- Impacts **historic resources** such as the Craftsman/Monastery District and the property of the Lincoln University President's House;
- **Alters access** to several downtown businesses and institutions; and,
- Requires **full acquisition** of 25 residential properties (both single and multi-family) and four business properties; and **partial acquisition** of 16 residential properties and four business properties.



5. Draft EIS

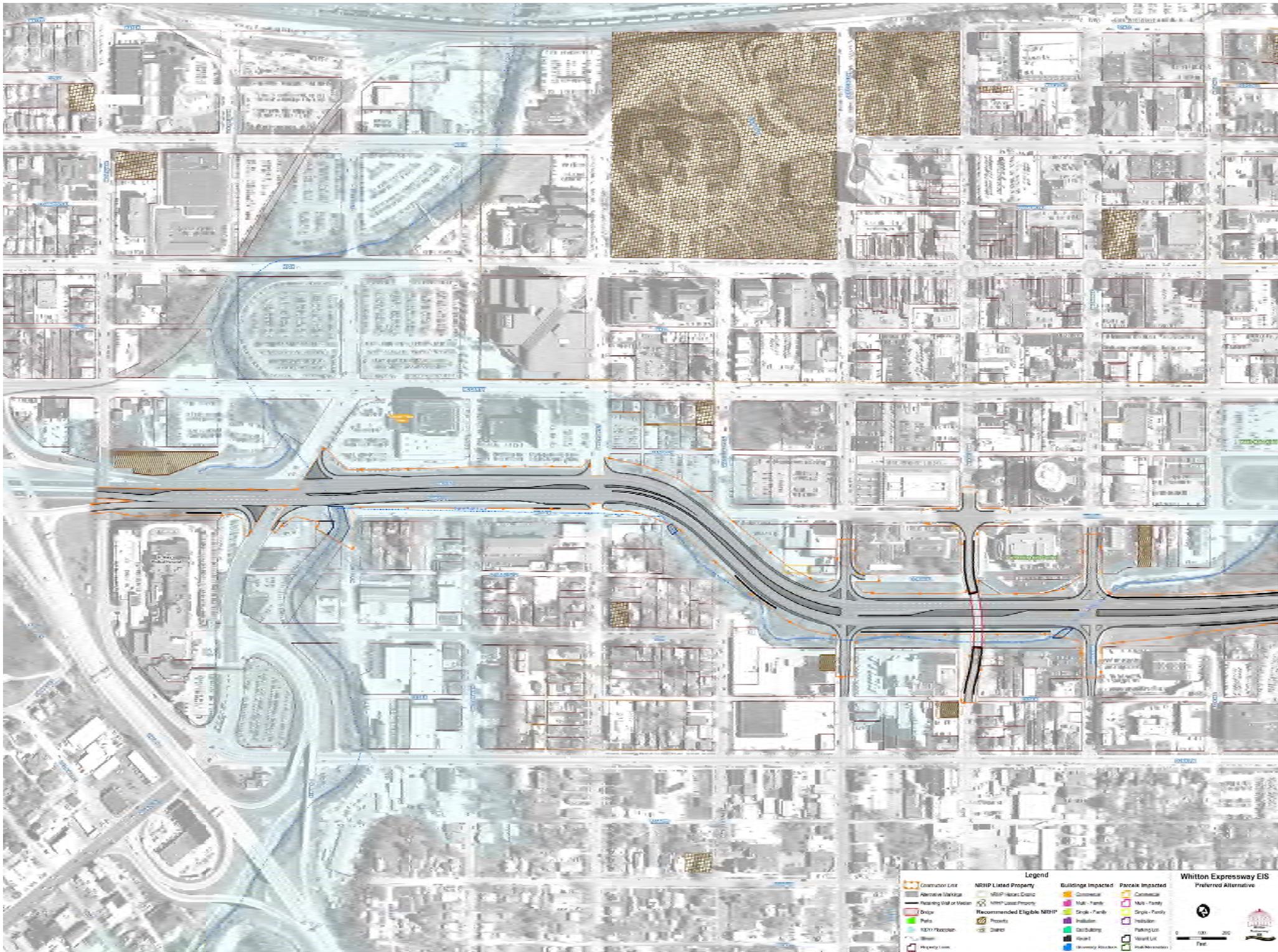
Early 2010

- Draft document prepared for public review and comment



Identified Preferred Alternative

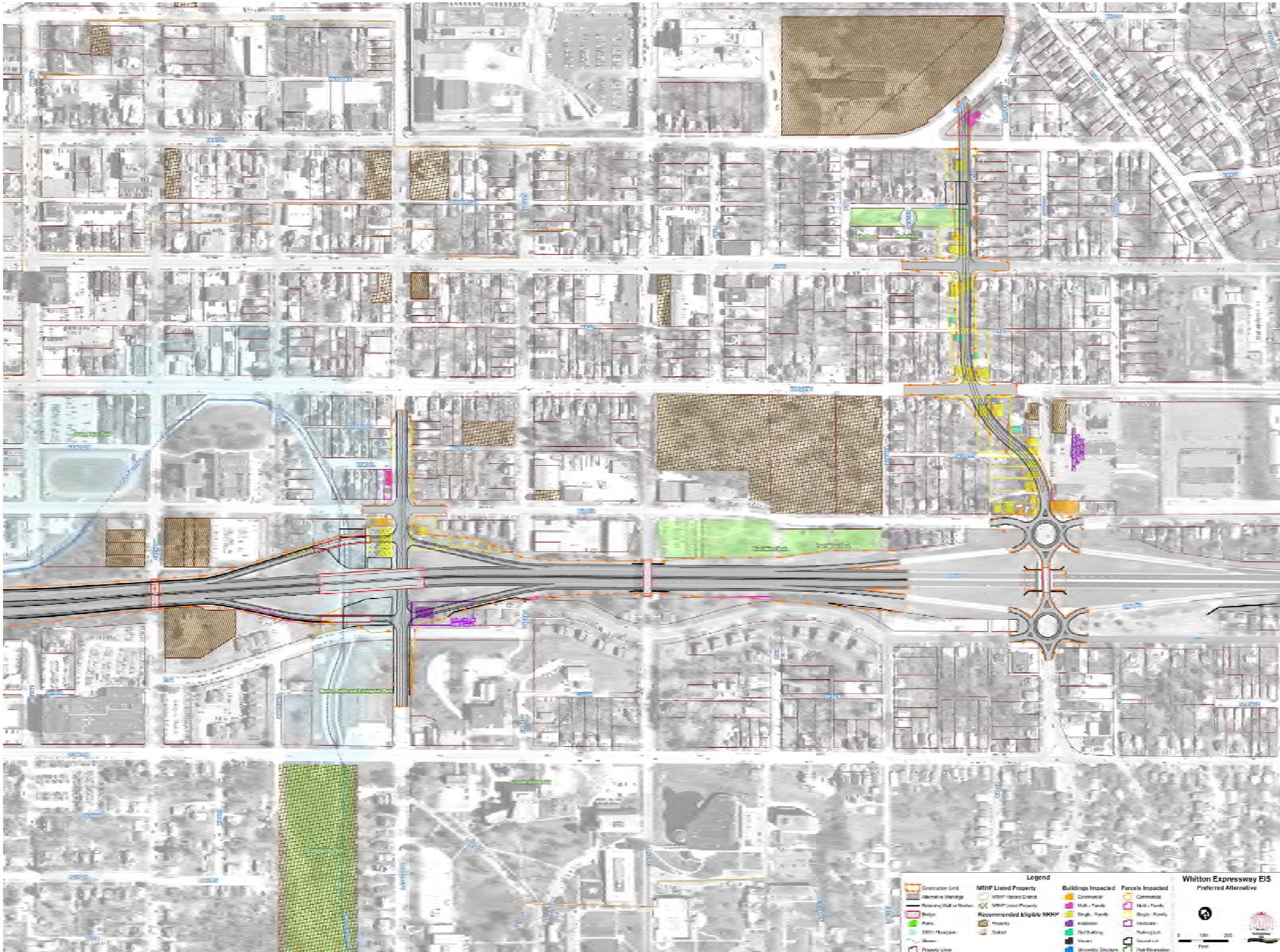




Whitton Expressway EIS Preferred Alternative

Construction Line	NRHP Listed Property	Buildings Impacted	Parcels Impacted
Alternative Corridor	Historic District	Single-Family	Commercial
Proposed Road or Street	Individual Property	Multi-Family	Multi-Family
Drainage	Recommended Eligible NRHP	Single-Family	Single-Family
Park	Precinct	Institution	Institution
RSTY Allocation	District	Civic Building	Parking Lot
Water		Health	Mixed-Use
Priority Lane		University/Research	

0 100 200 Feet



Legend

Construction Limit	NRHP Listed Property	Buildings Impacted	Parcels Impacted
Alternative Alignment	NRHP Historic District	Commercial	Commercial
Boundary of Study or Median	NRHP Listed Property	Multi-Family	Multi-Family
Bike	Recommended Eligible NRHP	Single-Family	Single-Family
Park	Priority	Industrial	Industrial
SR20/Recreation	School	City/County	Public Lot
Stream		University Structures	Public Recreation
Priority Lines		Viewed	

Whitton Expressway EIS Preferred Alternative

0 100 200 Feet



5. Draft EIS

Early 2010

- Draft document prepared for public review and comment



Animated Traffic Models

How would traffic flow when all proposed long-term improvements are built?

Key Commitments to the Community



✓ 5. Draft EIS

Early 2010

- Draft document prepared for public review and comment



Commitments made by MoDOT to the community include the following:

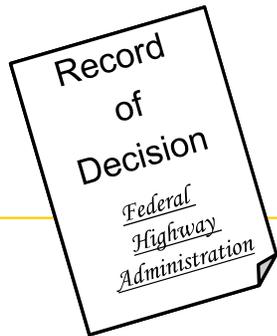
- **Businesses** – relocation assistance and coordination on access to businesses.
- **Residents** – relocation assistance and special assistance for affected renters to become home-owners.
- **Pedestrians and bicyclists** – evaluate suitable north-south access across Whitton Expressway.
- **Quinn Chapel** – relocation within the community.
- **Lincoln University President's House** – relocation of historic structures as needed.
- **Historic African American Community** – additional research and documentation of the history at Lincoln University President's home and the Craftsman/Monastery Historic District.





8. FHWA Approval

Mid 2010



Next Steps

To Finalize Recommendation:

1. Public comment period ends **February 22, 2010**.
2. Public comments will be **documented and reviewed** by the City of Jefferson, Cole County, MoDOT and FHWA.
3. Substantive comments will be **addressed and recommendations adjusted** as necessary.
4. Final **approval** by FHWA.

Steps to Construction:

1. Funding Identified and secured;
2. Continuing discussions with impacted property owners;
3. Design occurs;
4. Right of way acquired; and
5. Utilities relocated.

Important: The identified preferred alternative may be built in phases, depending on the speed of development in Jefferson City, increases in traffic and available funding.



Property Impacts

**Information about the property
acquisition process**



Please let us know what you think!

You may:

Leave a completed comment form here,

Make a verbal statement using the tape recorder,

Take a comment form and mail it to the address on the back by Feb. 22, or

E-mail your comments to comments@modot.mo.gov.

Thank you!

Information Available to the Public Prior to the Hearing

The draft EIS document was available for public inspection and copying at the Missouri Department of Transportation Central District Office, 1511 Missouri Blvd, Jefferson City, Missouri. Additionally, the document was available at the following locations from January 8 through February 22, 2010:

- Missouri River Regional Library, 214 Adams Street, Jefferson City, MO 65102
- City of Jefferson, Missouri, City Hall – John G. Christy Municipal Building, 320 E. McCarty, Jefferson City, MO 65101
- Cole County Courthouse, 301 E. High Street, Jefferson City, MO 65101
- Lincoln University, Page Library, 820 Chestnut Street, Jefferson City, MO 65102
- www.modot.org/central

Written Comments

December 22, 2009

Mr. Roger Schwartz, Central District Engineer
Missouri Department of Transportation
1511 Missouri Blvd.
Jefferson City, MO 65109

Dear Mr. Schwartz:

As a member of the Community Advisory Group for the Whitton EIS, the news article in the December 18, 2009 News Tribune was read with interest and a sense of accomplishment. The Whitton Expressway is in need of significant modifications to safely and reliably improve traffic flow, reduce traffic congestion and enhance access to the prison re-development area as well as downtown Jefferson City and the Southside business area. The Community Advisory Group worked deliberately to meet this broad goal all while respecting the character of Jefferson City.

I was somewhat surprised, and dismayed, to read the inclusion of “a Madison Street overpass replacing the current grade-level crossing.” My personal recollection is that several Advisory Group participants expressed concern with this proposal. The reasons expressed included the following:

1. The design criteria would require the construction of ramps to elevate Madison Street above the Whitton Expressway. Assuming the minimum vertical clearance of 16 feet, plus the depth of the structure, and a maximum grade of 8.3% the ramps will need to extend over 220 feet from the proposed shoulders of the expressway.
2. The proposed ramp would have a major impact on access to adjacent business properties including the Performing Arts Center, Central Bank’s Motor Bank, Central Dairy and Bush’s Florist.
 - a. Performing Arts Center – access into the parking lot front entry drop-off lane would be eliminated from Madison Street.
 - b. The Motor Bank would eliminate the access from Madison Street for the drive-up lanes and the lobby parking. This Central Bank facility served 31,871 teller transactions and additional 12,318 ATM transactions in 2008.

This facility is by far the most used branch bank in the City of Jefferson. Additionally, Central Bank invested over \$1 million dollars upgrading the site conditions and traffic flow at this facility in 2008 to better accommodate customer parking and traffic flow.

- c. Central Dairy is a regional landmark that experiences tremendous local and tourist use. Any modification that would negatively impact access or parking would result in a loss to the community.
- d. Busch's Florist, like Central Dairy, is one of the oldest businesses in Jefferson City. Access to the business as well as visibility would be negatively impacted by the proposed ramp and overpass.

As an alternate, it was suggested that an overpass be constructed at Monroe Street. The advantages include:

- 1. Less impact on adjacent properties as Second Baptist Church and the Performing Arts Center offer alternate access and have less demand on these adjacent parcels.
- 2. Emergency Police vehicles from Cole County and the City of Jefferson originate from locations on Monroe Street. Emergency calls to southern locations will be less impeded through the downtown and Southside business areas.
- 3. The traffic signal serving Monroe and the Whitton Expressway would be eliminated. This would allow westbound traffic on Whitton Expressway a safer stopping distance.
- 4. The grades along the southern portion of Monroe Street would be much more accommodating for a ramp and overpass.

Thank you for the opportunity to forward these comments. I trust that they will be incorporated into the environmental review process. This is a highly complex project that is very much needed. I am confident the needs of the City, County and State can be achieved while preserving the character and commerce of Jefferson City.

Sincerely,

James Crabtree
Central Bank
238 Madison Street
Jefferson City, MO 65101

JC:jv

From: Michael.Dusenberg@modot.mo.gov
Sent: Friday, January 22, 2010 8:10 AM
To: Jennifer Johnson; Mark Pierson; Betty Burry
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: 10-4-0036/Whitton Expressway Comments

FYI. Here is an e-mail comment.

Michael Dusenberg, P.E.
 District Planning Manager
 MoDOT - District 5
 (573) 751-7699 fax: (573) 751-8267
 e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 01/22/2010 08:09 AM -----

Jennifer L Ranabargar/D5/MODOT

To Michael W Dusenberg/D5/MODOT@MODOT

cc

01/22/2010 07:51 AM

Subject Fw: 10-4-0036/Whitton Expressway Comments

----- Forwarded by Jennifer L Ranabargar/D5/MODOT on 01/22/2010 07:51 AM -----

Call Report - 10-4-0036

For all information, follow link to original Call Report -->[Link](#)

Caller Information taken by: Jennifer L Ranabargar

Request taken on: 01/22/2010 at 07:30 AM

Service Request / Information

Problem (in customer's words): E-Mail: Comments: Re the 1-19-2010 JCNT Draft EIS; well-written & informative. Eliminating Rt 50 access @ Madison St may cause congestion @ Jefferson & Monroe Sts while improving flow on Rt 50. For future, consider extending Rt 179 as a bypass before Rt 50 is 4-laned-will relieve traffic pressure on downtown JC excellent worry on the existing 179 road.

District: D5 **County:** Cole **Route:** Whitton Expressway project **Direction:**

Location:

Assigned to: Michael W Dusenberg

Call Information

Topic: Project Development	Type of Call: Routine
Subcategory: Planning	Type:
Assigned Building: Planning	Action taken: 1/22 - Forwarded to Mike Dusenberg for his information, Jennifer I went ahead and closed.
Date of Action: 01/22/2010	Time of action :

Customer requests call back: No

Target Date: 01/29/2010

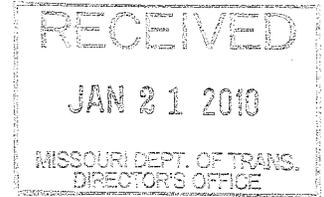
Customer	Information
Name:	Charles Gaskin
Comp./Business:	
Address:	2604 Twin Hills Rd. JEFFERSON CITY Missouri
Phone No.:	573-893-4596
Backup Phone No.:	
Fax No.:	chuck4me@mchsi.com
E-Mail Address:	

Additional Information:



DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
STATE REGULATORY PROGRAM OFFICE - MISSOURI
221 BOLIVAR STREET, SUITE 103
JEFFERSON CITY, MISSOURI 65101

January 19, 2010



REPLY TO
ATTENTION OF:

Missouri State Regulatory Office
(2007-01635)

Ms. Peggy Casey, Environmental Engineer
Federal Highway Administration
3220 W. Edgewood, Ste. H
Jefferson City, Missouri 65109

And

Mr. Kevin Keith, Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Casey and Mr. Keith:

This letter is in response as a cooperating agency concerning the "Draft" Environmental Impact Statement (EIS) submitted for proposed modification of the Rex Whitton Expressway in Jefferson City, Missouri. We initially commented on March 10, 2008, to Mr. Michael Dusenberg, Missouri Department of Transportation (MODOT), concerning the purpose and need statement for this EIS.

Based on our review of the EIS document we agree with the assessment that adequate consideration of practicable alternatives has been addressed in the document. The selected project alternatives meet the requirements set-forth by 404 (b)(1) guidelines, which is that no discharge will be permitted if there is a practicable alternative to the discharge which would have less adverse impact to the aquatic ecosystem. The EIS meets Corps' NEPA regulations that only reasonable alternatives need to be considered in detail.

In summary, we are in agreement with the contents of the "Draft" EIS. Thank you for allowing us to participate in the review of your document. If you have any questions or need further assistance you may contact me at (573) 634-2248.

Sincerely,

A handwritten signature in cursive script that reads "James A. Ptacek".

James A. Ptacek
Regulatory Project Manager
Missouri State Regulatory Office

Cara Skillman

From: Michael.Dusenberg@modot.mo.gov
Sent: Monday, February 01, 2010 7:41 AM
To: Mark Pierson; Jennifer Johnson; Stephen Wells; Betty Burry
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: overpass ad-on

FYI, here is an e-mail comment that was sent to the News Tribune in response to yesterday's article. Please include this with our other comments.

Thanks,

Michael Dusenberg, P.E.
District Planning Manager
MoDOT - District 5
(573) 751-7699 fax: (573) 751-8267
e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 02/01/2010 07:35 AM -----

"Bob Watson" <bwatson@newstribune.com>

To <roger.schwartz@modot.mo.gov>

cc <michael.dusenberg@modot.mo.gov>

01/31/2010 10:08 PM

Subject FW: overpass ad-on

GENTLEMEN -- --

This e-mail came to me tonight, apparently in response to the stories in Sunday's newspaper.

I pass it on to you for whatever use you can make of it.

Bob Watson
JC News Tribune
1-31-2010
10:10 p.m.

-----Original Message-----

From: adamsfamily@socket.net [<mailto:adamsfamily@socket.net>]

Sent: Sun 1/31/2010 9:34 PM

To: Bob Watson

Subject: overpass ad-on

We definately do not need a new major add on inter. at that local just for the use of college folks to save 5-6 min. by using the Clark ave. exit.
FIX THE ROADS WE HAVE DO NOT ADD MORE TO MAINTAIN LATER.....Thanks Mr. Watson

JEFFERSON CITY PUBLIC SCHOOLS

ESTABLISHED IN 1838

315 EAST DUNKLIN STREET
JEFFERSON CITY, MISSOURI 65101

OFFICE OF THE
SUPERINTENDENT OF SCHOOLS

BRIAN C. MITCHELL, Ed.D.

January 27, 2010

Mr. Mike Dusenberg
District 5
MODOT
P.O. Box 718
Jefferson City, MO 65102



Re: Whitten Expressway EIS

Dear Mr. Dusenberg:

Thank you for the opportunity to participate on the Whitten Expressway Advisory Committee. I appreciated having an opportunity to learn more about the project. The Jefferson City Public School District is excited about the proposed plan regarding the access at Lafayette and we look forward to hearing more related to the timelines involved in the completion of that project.

The District is, however, very opposed to the proposed changes for the overpass at Madison and Highway 50. We believe this proposal will create tremendous ingress/egress issues for the Miller Performing Arts Center and will make access for the community, parents, and staff very difficult when trying to enjoy more and more productions at the Center. We are also very concerned about the impact the proposed changes will have on the aesthetics of that facility as an overpass will certainly impair not only the visibility of the Performing Arts Center, but also will certainly provide a less than desirable view when looking out from the atrium of the facility.

Please do not hesitate to contact me should you wish to discuss these projects further. You can reach me at 573-659-3012. Thank you, once again, for the opportunity to participate in this study.

Sincerely,

A handwritten signature in cursive that reads "Brian C. Mitchell".

Brian C. Mitchell, Ed.D.
Superintendent

BCM/cb

Cara Skillman

From: Michael.Dusenberg@modot.mo.gov
Sent: Tuesday, February 02, 2010 10:50 AM
To: Jennifer Johnson; Betty Burry; Stephen Wells
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: Rex Whitton Expressway

FYI, here is another public comment via e-mail.

Michael Dusenberg, P.E.
District Planning Manager
MoDOT - District 5
(573) 751-7699 fax: (573) 751-8267
e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 02/02/2010 10:48 AM -----

Jennifer L Ranabargar/D5/MODOT

To Michael W Dusenberg/D5/MODOT@MODOT

cc

02/02/2010 08:29 AM

Subject Fw: Rex Whitton Expressway

For your information.

Jennifer Ranabargar
Sr. Customer Service Representative, Community Relations
MoDOT Central District - Jefferson City
1-888-ASK-MoDOT (275-6636), www.modot.org

[Subscribe](#) to local project information
[Subscribe](#) to MoDOT's electronic newsletter
[Take a short survey](#) on our service
www.modot.org

----- Forwarded by Jennifer L Ranabargar/D5/MODOT on 02/02/2010 08:29 AM -----

To: [<comments@modot.mo.gov>](mailto:comments@modot.mo.gov)
cc:

Subject: Rex Whitton Expressway

Any plan that does not eliminate all stoplights along Highway 50 in Jefferson City is shortsighted. Highway 50 will continue to become a major east-west corridor in Missouri, with major east-west traffic, and stoplights anywhere along the route will be congestive – exacerbated by local rush hour traffic.

Bradley Scroggs

3621 Darren Court
Jefferson City, MO 65109-6815
(573) 893-5806 home
(573) 619-3493 cell

bscroggs@mchsi.com



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

I HAVE A PERSONAL INTEREST
IN COMPLETION OF THE TWO ROUND
ABOUT @ CLARK AVENUE BEING A MEMBER
OF IMMACULATE CATHOLIC CHURCH. THIS HAS
AN IMPACT ON TWO SCHOOLS AND OUR
CHILDRENS SAFETY ALSO LANE VOLUMES OF
TRAFFIC. ON THE EAST END OF JC
FOR THE GOOD OF THE CHURCH IN HELPING
TO ELIMINATE POTENTIAL FUTURE PROBLEMS IN THE
AREA OF THE OLD DEBROCK STORE THIS SITE
SHOULD BE CLEARED. WITH A PROPER ROUND ABOUT
IT WOULD BE ENOUGH TO PROPERLY ACCOMMODATE

Name: BERNARD GREENE "DUBOIS"

Organization: JC CHURCH MEMBER

Address: 415 SHAGBARK RD JEFFERSON CITY MO

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.

PROPER TRAFFIC FLOW THIS ELIMINATION
WOULD BE IN ORDER.

THE ENTIRE PROJECT APPEARS TO BE
WELL THOUGHT OUT AND WOULD BE A GREAT
BENEFIT TO THE CITIZENS OF JEFFERSON
AND VISITORS TO OUR CITY

Fold here

Stamp
Here

Whitton Expressway EIS
MoDOT Central District Office
P.O. Box 718
Jefferson City, MO 65102

Fold here



If Mailing, Seal
with Tape





Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

From Missouri Blvd to as far east as possible
put in a third lane. Any money left put into Bridges
and road-abouts. This will make getting on and off
the Rex Whitton Expressway alot easier. You
dont need the Madison Street overpass. Save the
Lafayette exchange until last.

Name:

David W. Gode

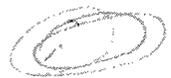
Organization:

Retired Teacher

Address:

243 Brookdale Dr J.C. MO 65701-3977

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

I RECOMMEND THAT THE FIRST PRIORITY
 BE ON THE CONSTRUCTION OF THE ROUND
 A-PARTS AT CLARK AND THE CONNECTOR
 ROAD DOWN TO MSP.

THE EXCHANGE AT LEFAYETTE TO
 BE DELAYED UNTIL AFTER COMPLETION OF THE
 CLARK AVE CONNECTOR.

Name: Bob Hedges
 Organization: _____
 Address: 735 Woodbridge JC MO 65701

Please leave your comments tonight, or return them to the address on reverse by
 February 22, 2010.



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

... buildings to be removed.
No overpass on Madison St.
No Diamond on Lafayette St.
Doesn't do any good to Lincoln,
on bottleneck traffic more.
On the roundabout on
Clark is going to get use to
but don't take any buildings out.
Any improvement to help the
community. But take your time
at it.

Name: Mrs. Gladys V. Looten

Organization: _____

Address: 212 Pierce St.

Jeff. City Mo. 65101-4236

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

AS USUAL THE ACTUAL PROBLEM OF THE EXPRESSWAY (5 STOP LIGHTS FROM MO. BLVD TO MONROE) IS NOT BEING ADDRESSED. INSTEAD WE ARE GETTING ALL FLUFF FOR CLARK, LAFAYETTE + MADISON STREETS.

LET'S SPEND MONEY ON NOT SOLVING THE PROBLEMS ON 50/63. ~~\$~~

BUILD OVERPASSES OR RAISE 50/63 OVER THE CROSS STREETS SO THERE ARE NO STOPS ON 50/63. TOPEKA, KANSAS DID IT WHY CAN'T JEFF. CITY.

SAM COOK SHOULD BE PAYING FOR PART OF THIS AS HE IS PERSONALLY RESPONSIBLE FOR THE MESS WE HAVE HERE AS HE DIDN'T WANT INTERCHANGES SO DRIVERS COULD HURRY THROUGH JEFF.

WELL IT'S TIME TO GET RID OF 5 STOPLIGHTS ON 50/63 WHITTON EXPRESSWAY - THAT WILL SOLVE THE PROBLEM.

Name: DAVID SMALLWOOD

Organization: RESIDENT OF JEFF. CITY

Address: Box 1261, JEFFERSON CITY MO 65102

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

I believe that there needs to be a fairly definite division between what the state will be responsible for and what projects Jefferson City looks to take on. My fear is that the Clark extension will come quicker than anticipated, because Jefferson City will foot the bill once modot provides the Clark Roundabouts, in order that they might drive development and increase Jefferson City's Tax Base. Who will be purchasing what properties, which parts of the project are eligible for federal funding?

Name: Gregory Medlin

Organization: Home Owner

Address: 1115 E. McCarty

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



Your input is important.

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1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

- The improvements @ Clark and Lafayette are a tremendous improvement

- There are concerns regarding an overpass and retaining wall on Madison, north of Whitton Parkway. The Miller Performing Arts Center is there, and the Madison St retaining wall would block the handicapped and fire access to the front entrance, as well as badly blocking the visual access to the building when approaching from the west on Hwy 50

Name: _____

Organization: _____

Address: _____

Please leave your comments tonight, or return them to the address on reverse by February 22, 2010.



Your input is important.

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2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

I'm not sure an overpass would be the best location at Madison but don't have any suggestions for one at any other intersection.

The Clark Avenue seems to be a good way into the prison redevelopment site.

Since state offices have been built past surplus property sites and the intersection of Riverside and Riviera continues to be a site problem if you are going west on Riverside making a right turn.

Suggestions would be to close that short section of Riviera and traffic would still have capital avenue to Riverside unless Riviera were to be made a straight through street and eliminate the curve.

In the beginning the Lafayette entrance seemed logical but with many historic places the Clark Avenue entrance to the site would seem to be a better way.

Name: Jan Quirk

Organization: _____

Address: 104 N. Taylor St., Jefferson City, Mo. 65101

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



Your input is important.

You can submit comments by:

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3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.

IF REX WHITTON WOULD HAVE
DONA THE EXPRESSWAY THE RIGHT
WAY INSTEAD OF LISTING TO
SAM COOK OF CENTRAL TRUST BANK
THIS PROJECT WOULD HAVE SAVED
AT LEAST 40 LIVES AND 300 MILLION
DOLLARS IN TAX PAYER SAVING INCLUDING
ANOTHER \$250,000.00 IN REMODELING
THE PRESIDENTS HOUSE BUT MONEY
INFLUENCE OF THE NEW CENTRAL
MOTOR BANK AT THAT TIME COST
US ALL AT LEAST 45 YEARS OLD
DIS CONTINUED IN TRAFFIC FLOW
AND ACCIDENTS NOW I SUGGEST
THAT WITH THIS PROJECT IS
COMPLETE WE RENAME THE
EXPRESSWAY TO OUR ^{505th} ~~505th~~ HIGHWAY
AFTER REX WHITTON AND SAM COOK

Name: LEONARD STRINMAN

Organization: I SAY IT AS I SEE IT

Address: 110 W LINCOLN J.C. MO 6510

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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The diagram on the large handout is my preference,

JC needs a Weems Creek Walkway hooked into Adams' Island & rest of JC Parkway.

JC needs a convention center at Broadway so that needs to be "blocked" for easy access from Mo Blvd & from Jefferson St. exits.

JC needs all improvements & increased marketing for attracting tourists off I-70 & stay in 2 nights.

FYI - if a tax is necessary along this strategy - then ask for it. - even during this depression. "Sleepers" will die & I want JC to live into the 21st Century!

Name: Terry Toler

Organization:

Address: 1417 Wilcox, K

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February 22, 2010.



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1) PRESIDENT'S HOUSE LV. FEDERAL LAND GRANT
IT TAKES AN ACT OF U.S. CONGRESS TO MOVE IT

2) TOO MUCH HWY TRAFFIC NEAR TENNIS
AND BASEBALL/SOFTBALL FIELD.

3) WHAT IS WRONG WITH ESTABLISHING A J.C.I.
BI PASS TO 179 GING WEST ON (FIFTY) 50 HWY.
OR

3a) RAMP / BRIDGE OVER SAME 50-63-54
TO DIMINISH HIGHWAY TRAFFIC.

3b) BI PASS OVER CITY CURVE THROUGH
TO PRYSON INTER AND EXIT ONLY.

3c) BI PASS OVER RAILS TO 63 NORTH / 54 EAST

3d) BI PASS ACROSS RIVER NORTH OUTSIDE
OSAGE CITY BETWEEN MO. ST HP AND OSAGE
CITY.

Name: _____

Organization: _____

Address: _____

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February 22, 2010.



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4. E-mailing comments to comments@modot.mo.gov.

① Madison Overpass Not Acceptable as designed.
For Access to the Miller Performing Arts Center.
Approx. \$6 million dollars was donated to renovate
this facility. If the overpass is constructed,
both the use and ~~use~~ lack of sight of
the facility from the west side will be gone.
PLEASE LOOK at other options!

② The Lafayette Access will be a great
improvement for JC Public Schools/ High School.

Name:

BOB WEBER, Director of Facilities

Organization:

Jefferson City Public Schools

Address:

315 E. Durkin St., JC MO 65101

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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In general the plan is well developed
& planned. The overpass at Madison St.
will be a very interesting political
battle ground. Keep up the good
work and best of luck—

Name: John Schimmens

Organization: _____

Address: 1001 Nelson Dr. J.C., Mo. 65101

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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4. E-mailing comments to comments@modot.mo.gov.

I definitely think we need the 2 Roundabouts at Clark + make it big enough. It is a real problem regardless of all the other work.

They need to take the De Busch Bldg.

Lived on the East Side since 1964 and active at I.C. Church on Dream Team + see all the Block Plant Truck + etc.

The De Busch Bldg need to go.
Top Priority

Name: Ramon W. Patten - Retired

Organization: _____

Address: 1918 Timber Timber Rd. Jefferson City, MO 65101

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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4. E-mailing comments to comments@modot.mo.gov.

Looks pretty good overall but for the access into the
Miller Performing Arts Center off of Monroe + Madison

Name:

Steve Newman

Organization:

Monroe Street LLC

Address:

601 Monroe Street, Ste 301, JC, MO 65101

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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4. E-mailing comments to comments@modot.mo.gov.

(1)

The Lafayette St. entrance to the Federal Court House should reflect the importance of the Federal and State buildings. It is the only place between St. Louis and Kansas City where 140 acres of Urban property located on the banks of the Missouri River can be developed. It should be a "grand" entrance for that property. It will cause early and active development. Also, Lincoln University has the greatest opportunity since its founding in the 1860's to benefit and relieve overcrowding at other state schools of higher education.

Name: _____
Organization: _____
Address: _____

NICHOLAS MANACCO
LAWYER
1122 Moreau Dr

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.



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4. E-mailing comments to comments@modot.mo.gov.

2

The acquisition of sufficient property to highlight the new government complex will cause people to become attracted to Jefferson City as the Capitol of Missouri and the location of the 1803 Louisiana Purchase. As the United States was expanded at that time the State of Missouri can become the important center of the country. The development of ROADS, BRIDGES and important BUILDINGS should be reflective of future opportunities. Please acquire a sufficient amount of land area to make

Name: _____
Organization: a statement that will attract not
Address: restrict. ~~restrict~~ The entrance to all

Please leave your comments tonight, or return them to the address on reverse by

February 22, 2010

significant buildings should be inspiring not just another "entrance" or "exit"



Your input is important.

You can submit comments by:

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4. E-mailing comments to comments@modot.mo.gov.

(3)

Lafayette St should be a "PARKWAY"
not just another street. It starts with
the work to be done at the Ry/Whitton
Expressway. The spaciousness and
ambiance of that roadcut will set
the tone for the entire development.

The Clark Street project should
be planned to complement not compete
with Lafayette St. That can happen if the
unsightly buildings are removed so that
an open complimentary "entrance" is
designed. This area can again be the
"center of town" for a once in a

Name: _____

Organization: _____

Address: _____

Please leave your comments tonight, or return them to the address on reverse by
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4. E-mailing comments to comments@modot.mo.gov.

Appreciate the work trying to improve the circulation of the City. Have heard considerable concern regarding pedestrian experience, Miller Performing Arts Center Access, Miller & Dunklin Intersections.

Strongly support Lafayette improvements to benefit L.U.D./CHS/Trinity Lutheran, Helix High School Prison Redevelopment. All these entities will gain access directly to Hwy 50.

Good visuals provided. Thank you.

P.S Private donations from Community were given to realize the Miller Performing Arts Center. Access for vehicles and pedestrians should try to enhance this facility as a successful public/private partnership.

Name: Cary Gampher
Organization: The Architects Alliance, Inc.
Address: 631 West Main Street

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.

Cara Skillman

From: Michael.Dusenberg@modot.mo.gov
Sent: Wednesday, February 03, 2010 12:36 PM
To: Stephen Wells; Jennifer Johnson; Betty Burry
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: Whitton comments

FYI. Here is a comment I received this morning.

Thanks,

Michael Dusenberg, P.E.
District Planning Manager
MoDOT - District 5
(573) 751-7699 fax: (573) 751-8267
e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 02/03/2010 12:35 PM -----

Jennifer L Ranabargar/D5/MODOT

To Michael W Dusenberg/D5/MODOT@MODOT

cc

02/03/2010 10:01 AM

Subject Fw: Whitton comments

----- Forwarded by Jennifer L Ranabargar/D5/MODOT on 02/03/2010 10:01 AM -----

To: comments@modot.mo.gov

cc:

Subject: Whitton comments

Dear D5 Personnel,

Thanks for your hospitality at the open house regarding the Whitton Expressway improvement plans tonight. Since MoDOT is well-known for careful study, I will accept as true that your study determined that a Hwy 50 bypass would not address our current congestion. I strongly endorse any separate grade facilities that may be built to provide additional safety for all road users.

I highly recommend that as more-detailed plans are created, pedestrian accommodations are included. Jefferson City is unfortunately bisected by Hwy 50, presenting a barrier to pedestrians who park on one side and walk to work on the other side, or attempt to walk from home. In addition, we have a high school and a university located close to the Hwy 50 right of way, with many generators and destinations on either side of the highway. At every intersection, we need median pedestrian refuges and cut-throughs for those using wheelchairs. Signals must be times to allow a minimum of a 3.5 feet per second walking speed--with a 2.7 walking speed even better. Roundabouts are an excellent way of addressing congestion. OPf course, I ask that pedestrian accommodations be included on these as well.

Many thanks for the opportunity to comment. I am interested in having my input included regarding every D5 improvement to insure that bicyclist and pedestrian needs are appropriately addressed. Please feel free to contact me!

Sincerely, Caryn Giarratano

Caryn Giarratano, Ph.D., WBE
573-680-5105 (cell)
Nonmotorized Solutions Consulting
www.nonmotorizedsolutions.org
POB 104731, Jefferson City, MO 65110-4731

Cara Skillman

From: Michael.Dusenberg@modot.mo.gov
Sent: Thursday, February 04, 2010 8:21 AM
To: Jennifer Johnson; Betty Burry; Stephen Wells; Mark Pierson
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: Rex Whitton Expressway Draft EIS

FYI, another public comment.

Michael Dusenberg, P.E.
District Planning Manager
MoDOT - District 5
(573) 751-7699 fax: (573) 751-8267
e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 02/04/2010 08:20 AM -----

Jennifer L Ranabargar/D5/MODOT

To Michael W Dusenberg/D5/MODOT@MODOT

cc

02/03/2010 03:57 PM

Subject Fw: Rex Whitton Expressway Draft EIS

----- Forwarded by Jennifer L Ranabargar/D5/MODOT on 02/03/2010 03:55 PM -----

To: "comments@modot.mo.gov" <comments@modot.mo.gov>
cc:

Subject: Rex Whitton Expressway Draft EIS

I am sending this email to express my concerns on the area on the Rex Whitton Expressway in Jefferson City, which involves the Madison and Jefferson Streets.

The proposal restricts/eliminates many current traffic options that will seriously disrupt traffic flow to the downtown business area.

- 1) Traffic on Jefferson Street will not be allowed to proceed north across Hwy 50/63, but must turn right and go to Monroe street to proceed North to the downtown area.
- 2) Traffic traveling East on Hwy50/63, will not be able to turn left on Jefferson Street and Madison Street to access the downtown area, it will have to turn North on Monroe Street to reach the downtown area.
- 3) Traffic on Hwy 50/63 will not be able to go North or South on Madison Street since there will be not ramps.
- 4) Business Traffic from the Central Motor Bank Drive Thru and DU ATM areas will not be able to exit on Madison to proceed North/South by using Central Ct Street (since that will be closed)or unable to go South on Jefferson Street- therefore the only way out of that area is to go North, turn on Miller to go to Madison to proceed south or if you want to proceed on Hwy 50/63 you will have to make a right and turn around or proceed to Monroe/Broadway Streets.

This proposal will greatly reduce access to the downtown, confuse persons from out of town while making it a maze for Central Motor Bank Customers wishing to utilize that Branch while hurting a very supportive Community Bank.

 **Ralph H. Schroeder** | Retail Branch Operations | **Central Bancompany, Inc.**
111 E. Miller Street | Jefferson City, MO 65101 | 573.634.1215 | ralph_schroeder@centralbank.net
Strong roots. Endless possibilities.

Note:

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Cara Skillman

From: no-reply@modot.mo.gov
Sent: Sunday, February 07, 2010 2:50 PM
Subject: Whitton Expressway DEIS Public Hearing

Comments: I think that the Madison St overpass is a great idea. The Jackson St. overpass, and the Clark Ave. overpass would have to be rebuilt to accommodate the extra lane of traffic in each direction. I think the traffic flow pattern will evolve once all of the construction is complete. I still think there is a need for a MO 179 bypass considering the detour currently in place if the Missouri River floods portions of US 50/63 in the downtown area. This bypass itself would alleviate a lot of the traffic congestion within the Study Area. On a whole, job well done in planning and getting ready to move forward.

Name: Ronald Howell

Organization: Missouri Taxpayer

Address: 2208 Weathered Rock Rd. Apt. 5

City: Jefferson City

State: MO

Zip: 65101

Email Address: n2u_99@yahoo.com

Cara Skillman

From: Michael.Dusenberg@modot.mo.gov
Sent: Monday, February 08, 2010 12:29 PM
To: Jennifer Johnson; Mark Pierson; Stephen Wells; Betty Burry
Cc: Kristin.Gerber@modot.mo.gov; Matthew.Burcham@modot.mo.gov
Subject: Fw: Whitton Expressway Improvements
Attachments: Public comment (Michael Denney).pdf; Public comment #2..pdf

Attached are three written comments I received by mail last week. Also attached below is an e-mail comment we received. If you have questions just let me know.

Michael Dusenberg, P.E.
District Planning Manager
MoDOT - District 5
(573) 751-7699 fax: (573) 751-8267
e-mail: michael.dusenberg@modot.mo.gov

----- Forwarded by Michael W Dusenberg/D5/MODOT on 02/08/2010 12:26 PM -----

Jennifer L Ranabargar/D5/MODOT

To Michael W Dusenberg/D5/MODOT@MODOT

cc

02/04/2010 03:08 PM

Subject Fw: Whitton Expressway Improvements

Jennifer Ranabargar
Sr. Customer Service Representative, Community Relations
MoDOT Central District - Jefferson City
1-888-ASK-MoDOT (275-6636), www.modot.org

[Subscribe](#) to local project information
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www.modot.org

----- Forwarded by Jennifer L Ranabargar/D5/MODOT on 02/04/2010 03:08 PM -----

To: "comments@modot.mo.gov" <comments@modot.mo.gov>

cc:

Subject: Whitton Expressway Improvements

I am excited about the improvements to the Whitton Expressway, specifically the Lafayette and Clark Lane modifications. However, I am concerned about the Madison St overpass and the changes to Jefferson St.

In December 2009, the Central Motor Bank had 11,319 (an average of 377 for a 7 day week) cars through its ATMS and averaged 600 cars per day (5 day work week) through its drive teller lanes. Moreover, our lobby traffic with parking access only from Miller St in the proposed plan, brings and addition 400 cars a day. In the proposed plan, these cars would no longer be able to exit onto Madison street, and only be allowed a right turn on Jefferson Street. Typically headed for the expressway, these cars would be funneled back to McCarty St (or possibly Miller) and on to either Broadway or Monroe.

I would encourage the engineers of this plan to do a traffic study around the Central Motor Bank including Miller St., Central St., and the current flow to Madison, Jefferson and the Expressway.

I know there are several other issues with Madison Businesses, downtown access and the Performing Arts Center but I am you are receiving those comments elsewhere.

Again, I am excited about the improvements to our City's main artery and the potential economic impact it can bring.

Thank you

Dan Westhues
Senior Vice President, Consumer Banking
Central Bank
(573) 634-1281

Note:

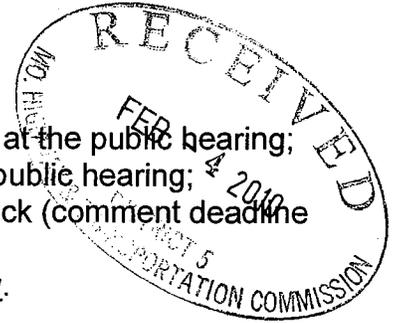
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4. E-mailing comments to comments@modot.mo.gov.



Thank you for the opportunity to comment.

What I liked:

I like the fact that the county, city & State are working together to find a good solution.

I like the overpass at Madison.

I like the extra lanes on 50/63 and the round-a-bouts on Clark.

What I'm unsure on:

I'm not sure the diamond interchange at Lafayette is worth the expense. West bound traffic merging onto 50/63 will have a challenge to get up to speed to merge into traffic before having to slow or stop at Monroe.

What I don't like:

I don't like that traffic still stops on 50/63. There will still be 4 stop lights on the expressway and I think that is very bad.

I also don't like that all traffic is still funneled to the expressway. I think the City is missing a grand opportunity

Name: Michael Denney

Organization: _____

Address: 3453 Hobbs Ln. JC MO. 65109

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.

If Mailing, Seal
With Tape

to increase traffic on other downtown streets, which would
enhance commercial property. I'm not referring to the prism
site but McCarty, Dunkin & others.
Overall, this is the plan and I can live with it but I feel
it could have been better.

Fold here

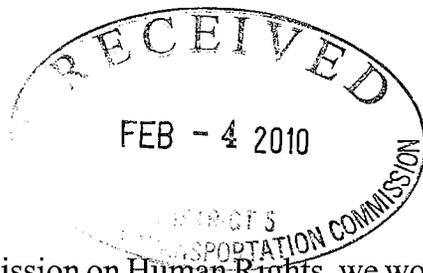
ES10280718 B050

Whitton Expressway EIS
MODOT Central District Office
P.O. Box 718
Jefferson City, MO 65102



MID-MISSOURI POST
NO 62 17
03 FEB 2010 08

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To Whom it May Concern:

As the first Chairman of the Mayor's Commission on Human Rights, we worked with the members of the Jefferson City community to open all businesses and services to African Americans. The purpose was to decrease the concentration of African Americans at "The Foot" which was becoming a community dilemma. Its buildings were not maintained and the people loitered in the area causing a disservice to the entrance to Lincoln University. "The Foot" has historical value but most of what was there has been removed so that it is an area dedicated to education and sports activities. I was also on the Board of the group that oversaw the tennis courts and the surrounding areas to encourage use and participation by the entire community. More recently, the walking "Greenway" leading to the area has invited use and upgrading for safety and pleasure, including the student body at Lincoln University.

The Lafayette diamond interchange can continue the prominence of the area formerly referred to as "The Foot." We can carry on the traditions that some consider important nostalgia, as well as carefully creating a notably pleasing grand entrance to:

The only Missouri historically African American University which is now an integral part of the State's system of higher education for everyone;

The entrance to the historic first penitentiary, parts of which are being preserved;

The new Federal Courthouse on the banks of the Missouri River;

The "House on Hobo Hill," Simonsen Ninth Grade Center, with its rich tradition of public education; and

Jefferson City High School, and other significant structures including:

The Dwight T. Reed Stadium (Lincoln University) used for many "statewide" events;

The "Home of the Jays," Pete Atkins Stadium (Jefferson City High School) where one of the nation's longest winning football series is located; and

The Prison Redevelopment, which can be a significant center for government offices and services.

By restricting the Lafayette Interchange to become subject to nostalgic remembrances of "The Foot" would be a disservice to the Capital City and inconsistent with the spirit of remedial legislation supporting use of significant historical points of interest by a diversified populace.



Your input is important.

You can submit comments by:

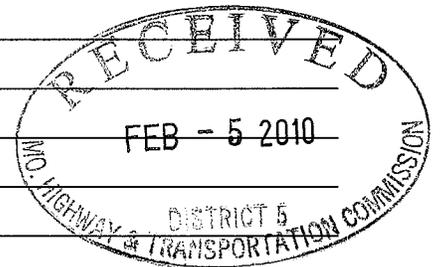
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4. E-mailing comments to comments@modot.mo.gov.

Plan looks good with one exception: —

Madison overpass not needed.

That street is main route to

- 1 Downtown
- 2 Governor's Mansion
- 3 Miskel Performing Arts Center
- 4 Regions Financial
- 5 Central Motor Corp
- 6 Central Financial Center
- 7 Hawthorne Bank
- 8 Central Dairy - Prairie Farms
- 9 Busch Florist
- 10 Southside Area
- 11 Home Savings Bank
- 12 Church at Madison + McCarty



Quite a number of trucks turn south on Madison to 54.

Name: Albert De Broeck
Organization: _____
Address: 1305 Roseview Dr.

Please leave your comments tonight, or return them to the address on reverse by
February 22, 2010.

Cara Skillman

From: no-reply@modot.mo.gov
Sent: Tuesday, February 09, 2010 12:08 PM
Subject: Whitton Expressway DEIS Public Hearing

Comments: I am shocked that you are contemplating revamping the Clark Avenue exchange; especially that you deem a roundabout would be an answer to an area that experiences very minimal traffic delays. For one thing, I think that if an interchange is developed at Lafayette that will enable traffic to flow more freely, but even if that is not completed a roundabout at Clark Ave. is completely unwarranted. That is a very old method of dealing with traffic, as they were doing them in New Jersey before I was born in the 50's. I rarely go to the East End Walmart as I detest that roundabout situation. It is time consuming, makes me feel like I have driven out of my way and is flat out dangerous. Another thing is I feel the neighborhood I am in, for the most part, is a nice one with no traffic problems, is culturally diverse, which is one thing I enjoy about it- and has the wonderful IC school and National Cemetery as anchors. I cannot even fathom a desire to move the highway closer to the IC playground! This is very ill-advised of MoDot and the city of Jefferson. I did not manage to attend the most recent public hearing, but I would be happy to participate in future ones. Never in my wildest dreams did I envision that this project would endanger my neighborhood!!! I hope that nothing rash like this project is allowed to proceed. Not unlike the trash situation I feel this is another attempt to exert the city's will on people who do not have the resources to fight back.

Name: Christina Oliver

Organization: * no value given *

Address: 1212 E. Miller St.

City: Jefferson City

State: MO

Zip: 65101

Email Address: hannibalchica@yahoo.com

Cara Skillman

From: no-reply@modot.mo.gov
Sent: Monday, February 15, 2010 5:02 PM
Subject: Whitton Expressway DEIS Public Hearing

Comments: In regard to suggested improvements for US 50/63 through Jefferson City, I think MoDOT has some great plans. I agree with all the plans, including the roundabouts at the tops of the ramps for US 50 and Clark Avenue, the diamond interchange at US 50 and Lafayette Street, and the overpass at Madison Street. The roundabouts at Clark Avenue are the most practical solution to the four streets that intersect near each other at Clark, the US 50 ramps and Elm Street.

I know there has been some discussion regarding the AME Church on Lafayette Street, but this interchange is the most practical solution to making easy and efficient access to the Prison redevelopment site and Lincoln University.

There may also be resistance with the idea of an overpass at Madison Street. However, this was a great idea put forth by MoDOT. I have watched the traffic patterns, and as you know there is a great deal of traffic that either comes from US 54 headed to downtown, or the reverse. The overpass would be a solution to move that traffic, that sometimes backs up for blocks, from one side of 50 to the other, and allow US 50 to move more efficiently. As for the performing arts center, it could still be accessed from Monroe or Jefferson. The same is true for other businesses in the area. We need to be more forward thinking and look for the overall good, instead of being narrowly focused on just one or two businesses. The overpass would not put anyone out of business. Just change traffic patterns.

Thank you for your work on this project.

Name: Mike Meyer

Organization: * no value given *

Address: 4024 Oxford Road

City: Jefferson City

State: MO

Zip: 65109

Email Address: mshp875@yahoo.com

Cara Skillman

From: no-reply@modot.mo.gov
Sent: Wednesday, February 17, 2010 10:17 AM
Subject: Whitton Expressway DEIS Public Hearing

Comments: Looks like to me that there will be a lot of money spent and the problem with the traffic backing up in the section of highway will still not be resolved. I agree with the City Council that there needs to be elevated lanes so that you can bypass the downtown traffic all together, anything less than this and we will be revisting this issue again several years from now.

Name: Darice Stark

Organization: * no value given *

Address: 2012 Rt Z

City: Centertown

State: MO

Zip: 65023

Email Address: daricevstark@aol.com

City of Jefferson

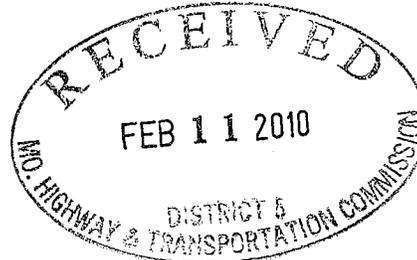
Department of Parks, Recreation and Forestry
427 Monroe Street
Jefferson City, Missouri 65101



John Landwehr
Mayor

William M. Lockwood, CPRP; Director
Phone: (573) 634-6482
Fax: (573) 634-6489

February 10, 2010



Mr. Michael Dusenberg, P.E.
District Planning Manager
MoDOT Central District
P.O. Box 718
Jefferson City, MO 65102

Dear Mr. Dusenberg:

This is to advise you that the City of Jefferson Parks and Recreation Commission meeting in official session on Tuesday, February 09, 2010, voted to support the preferred alternative identified in the Highway 50 Environmental Impact Study as it relates to the three park properties located in the study area. Those properties are the greenway at Wear's Creek and East Miller Street, the East Miller Street Neighborhood Park and the Park Place Neighborhood Park. The project as proposed will have either beneficial impacts or no impacts upon park facilities except for potential short term disruptions of greenway usage during the construction process. The Commission requests that MoDOT take reasonable measures to keep the East Branch Greenway in public use as much as possible during construction while giving consideration to the safety of trail users.

The Parks and Recreation Commission has neither the responsibility nor authority to offer its support to the entire Highway 50 EIS which is the responsibility of the City Council and thus has confined remarks to park facilities under the jurisdiction of the Commission.

If I may provide additional information, please do not hesitate to contact me.

Sincerely,

William M. Lockwood
Director of Parks, Recreation & Forestry

WML:als



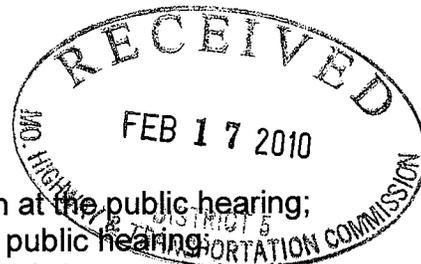
"We've Always Got It Going On!"



Your input is important.

You can submit comments by:

1. Making a verbal statement at the comment station at the public hearing;
2. Filling out this comment form and leaving it at the public hearing;
3. Mailing written comments to the address on the back (comment deadline is February 22, 2010); or
4. E-mailing comments to comments@modot.mo.gov.



Entirely too expensive as there is no apparent funding for this plan.

The Monroe St. overpass is "way out of line". Neighbouring businesses will suffer.

How long has the Missouri State Penitentiary site been vacant -- and how much redevelopment has taken place in that time ?? Perhaps that development, when and if it occurs, should bear a large amount of the cost for "The Rex Whitton Expressway" proposal.

Perhaps "peter load excesses" in relation to Jefferson St., Radnor St., and Monroe St. would fit into this proposal. I do agree the three stoplights at these intersections are too close together to handle the volume of traffic projected.

Name: ROBERT M. HILTMAN
Organization: RETIRED EDUCATOR
Address: 3709 Twin Hills Rd., Jeff. City, Mo. 65109

Please leave your comments tonight, or return them to the address on reverse by February 22, 2010.

To whom it may concern at the Missouri Department of Transportation:

MODOT;



I am a life long Jefferson City resident. My childhood home is where the Boy's and Girls club currently stands. I am concerned about the Whitton Expressway project for the following reasons:

1) I would hate to see this area of town turn into a spaghetti bowl of fragmented streets and construction wrapped around an old section of town. Although the construction may be built with good intentions, the research for the project is not thorough which down grades the area. Wasn't there already an exit and an entrance at Cherry Street but it was ruled unsafe? But this gave access to Lafayette Street and business to a gas station that had to close a few years after that. This was taken out by the highway department?

2) This area of Jefferson City is where the annual Homecoming activities are held and where people congregate during that time. Will Lincoln University still be able have its annual Homecoming parade route? This route was changed 6 -8 years ago because it crossed Whitten Expressway and if the route were to continue going into that direction, wouldn't this new approach hinder the parade route?

I think that the most useful route to the penitentiary would be the Clark Avenue exit. There are entrance and exit ramps already available on both sides and with widening the street and putting traffic lights instead of a round about, it would make that route leading to the new development just as efficient without disturbing the community. This would not disturb any of the historical buildings in the area except the shoe factory which could be maneuvered around. I expressed this option at the previous highway meeting and was told that the terrain was too rough but I think this could be a better option than disturbing the Lafayette area.

During the urban renewal period of our nation, many promises were made to businesses that were not kept. And as I view the area now, it has not been renovated as was once promised many years ago. The park that was built is Myrtle Livingston Park can not even be considered a real park and the governing parties involved in that transition should be ashamed of themselves. What once had a basketball court, seating, benches and bleachers is now a parking lot for Lincoln University. There is no adequate bathroom, running water or a drinking fountain. This has caused people in the area to use the buildings in the area to relieve themselves and to get drinks from the water from the hoses of the church buildings close by.

I also believe that there should be some provision made to secure the history of this community and the Community Center should be designated as the location for a local museum. Blood, sweat and tears have been placed into this community by citizens that invested their time and money into the Community Center project many years ago. This building is in the center of the black community and needs to be renovated. It sits on property that was donated by Mr. Duke

Diggs, a prominent black entrepreneur, who owned many businesses in this area. The building was erected by people in the community and supplies were purchased by families who lived there. I was told that families donated \$20.00 per family or sweat equity to help erect this building.

My final comment is that so much history has been taken away from the black community in Jefferson City. It is almost as if it never existed. The latest talk is about putting money into Adrian Island. I have heard of burning money but this is a new term; "floating money down the river". My last suggestion is as follows; instead of floating that money down the river, why not invest it into something that will raise awareness, and pride in a community that seems to be forgotten? Is there a way that we can preserve the memories of the past for future generations? I believe a museum would be the best way to accomplish this. I also believe that the groups that caused the detriment to this area have the biggest responsibility and opportunity to heal some of the hurt that was caused. The question is; will they step up?

Thank you for your time and consideration,

Michael Ferguson
151 Dogwood
Holts Summit, MO
65043



LINCOLN UNIVERSITY

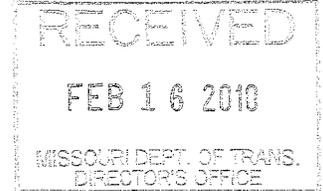
820 Chestnut St.
Jefferson City, MO 65102-0029

Office of the President

Phone: (573) 681-5042
FAX: (573) 681-6074

February 9, 2010

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 W. Edgewood, Ste. H
Jefferson City, MO 65109



Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

**RE: REX WHITTON EXPRESSWAY
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Dear Ms. Casey and Mr. Keith:

Thank you for the opportunity to review the Whitton Expressway DRAFT Environmental Impact Statement (EIS).

As a participating agency of the Advisory Group, Lincoln University appreciates the opportunity to examine potential impacts to the alternatives considered and provide comments on the preferred alternative; thereby having input into the decision making process.

After reviewing the draft EIS, we continue to support the Identified Preferred Alternative relative to a full diamond interchange at Whitton Expressway and Lafayette Street. This direct access will greatly enhance vehicle traffic to Lincoln University, Jefferson City High School, and the prison redevelopment site.

As noted in Chapter 3 under the Effects of Alternatives and Chapter 6 – Section 4(f) Evaluation, the Lincoln University President's House, which is listed on the National Register of Historic Places, will be impacted by the widening of lanes and/or construction of the interchange. It is our understanding from the EIS that in the event the well house and stone wall are impacted due to construction, the well house and remaining stone wall adjacent to it **will be reconstructed**. It is also our understanding this means the cost to reconstruct the well house and stone wall will be included as part of the project and will be paid for by MODOT funding. This is a commitment made by MODOT as noted on page 8 of the Executive Summary. We support this solution.

Page 2
February 9, 2010

We also understand various properties once part of "The Foot" neighborhood, a traditionally African-American neighborhood centered near Lincoln University will also be affected by the Whitton/Lafayette interchange. MODOT is also committing to conduct additional research and providing context on the homes and businesses that will be affected, documenting all of the research and providing a final report to Lincoln University and other entities in order to preserve and share the history of the area. MODOT will also take reasonable and necessary steps to ensure Quinn Chapel is relocated within this community, as it desires.

Thank you again for allowing us the opportunity to respond to the DRAFT EIS. Should you wish to discuss our comments further, please do not hesitate to give me a call at 573-681-5042.

Sincerely,


Carolyn R. Mahoney, Ph. D.
President

cc: Mr. Curtis E. Creagh
Ms. Sheila Gassner

February 18, 2010

Whitton Expressway EIS
MoDOT Central District Office
P.O. Box 718
Jefferson City, MO 65102

Dear Whitton Expressway EIS Study Team:

Thank you for inviting public comments on the proposed Rex Whitton Environmental Impact Statement (EIS) and Preferred Alternative presented at the public meeting on February 2, 2010. We had the opportunity to speak with many team members that evening, and we are continuing that communication with written comments. This letter supplements previous correspondence we provided after the first public meeting in August 2007 (via the project's on-line survey) and the second public meeting held on January 28, 2008 (see enclosed). We believe many of our earlier comments are still relevant, especially as they relate to the project area in our neighborhood. Our concerns are not captured in the "Input and Comments" section of the "Public Engagement Activities January 2008 Summary" in the EIS or the project's website and we question if our comments (mailed prior to February 14, 2008) were among the 22 reviewed and counted. We offer the following remarks about the study and the Preferred Alternative, conceived in part to provide better access to the Missouri State Penitentiary (MSP) redevelopment site. As the study states, "The [MSP] redevelopment plan provided the impetus for the study team to consider Prison Access Alternatives as part of this project (p. 3-6)."

Multiple Access Points to the MSP

We are pleased to see the study team recommend a Preferred Alternative that includes more than one route between the Rex Whitton Expressway and the MSP. As mentioned in our previous correspondence, multiple-access points to the MSP are fundamental to the city's Central East Side Neighborhood Plan (CESNP), and the concept of three access roads to the MSP had the greatest support of all the concerns identified during that study. While the EIS recommends two entrances to the MSP—both the Lafayette Street and Clark Avenue realignment—it gives considerably more attention to the Lafayette entrance. The document emphasizes the importance of improving Lafayette Street, with the proposed full-diamond interchange to offer "the most direct and best access to the MSP (p. 5-3)." In contrast to the discussions supporting Lafayette Street, there appears to be less value placed on the role the Clark Avenue realignment would have in serving the MSP and Whitton Expressway. One may conclude that while both entrances comprise the Preferred Alternative and are proposed in tandem, as paired entrances working together in fulfillment of the multiple access objectives, the priority is Lafayette. Thus, as a result, Clark is secondary and overshadowed by the Lafayette component. If only the Lafayette MSP connector is built as the Preferred Alternative, it will limit expressway access to the MSP and provide only one point of entry/exit to the MSP. This restricted access is expected to be inadequate for the volume of traffic anticipated as the MSP master plan is further implemented and ultimately fulfilled. Advocating Clark more and focusing on Lafayette less would help balance the MSP access discussion, in turn justifying the selection of the Preferred Alternative for its multiple access characteristics.

Project Phasing

Phasing flexibility is identified as one of the advantages of the Preferred Alternative, yet it can be problematic also. If together, all these parts comprise the Preferred Alternative and not individual

projects, they should ideally illustrate this by being built at the same time to fulfill the project's purpose and need. What happens if only one component of the project, such as the Lafayette interchange, is built? What would the effects of no further construction be? It is our concern that only select components of the Preferred Alternative will be chosen (funded) and therefore, some may never be realized, or there may be a significant distance in time between the projects. For example, if the Lafayette Street interchange is constructed first, will Clark Avenue still be realigned? And if not, what is the basis for selecting so many components as one preferred alternative? Without a definite construction sequence and a potential time lag between project components, how does one determine when the Preferred Alternative has been fully implemented and accomplishes its purpose and need? What prevents the project from developing into several individual projects that satisfy only some needs, which in turn create unanticipated problems? This approach may promote project segmentation whereby the individual Preferred Alternative that is comprised of multiple components is divided into segments and a portion of the project is treated as if it were independent of the whole complex of interdependent constituents. Such segmentation might easily compromise the stated purpose and need of the original project.

Projected traffic counts for the year 2035 are provided for Lafayette Street, with and without the proposed interchange. Does this mean that the study team believes it will be 25 years before the interchange is constructed, although it is selected for the first phase of construction? How would the roundabouts at Clark Avenue and/or realigned Clark Avenue influence these projections? If these Clark Avenue components are part of the Preferred Alternative, why aren't traffic figures taken into account for them? According to the data on page 3-3, the southbound traffic in our block without the Lafayette Street interchange would be 315 vehicles at peak afternoon hours (4:30-5:30 p.m.) in 2035. With the interchange, the traffic increases to 1,811 vehicles. No current traffic counts are provided for comparison of today's traffic to the future traffic of 2035, nor are the effects of building or not building the other Preferred Alternative components explained. These traffic figures are important (but missing) elements of an inclusive and well-rounded discussion of the Preferred Alternative as a whole.

In contrast to the construction sequence suggested in the document, we offer an alternative sequence for components of the eastern build concept:

- Build the roundabouts at Clark first instead of third. They are one of the most necessary components of the project, included in every eastern segment alternative, take advantage of the existing intersection/interchange site, cost a fraction of a Lafayette full diamond interchange, and will not impact any historic properties. We state "fraction" of the cost because the roundabout estimates are lumped together with the Lafayette interchange and auxiliary road components in Appendix K; the price of these individual Preferred Alternative components is not provided.
- Next, continue utilizing the Clark/Whitton intersection by realigning Clark Avenue to secure another access point to the MSP. This provides a direct route that leads to a planned MSP parking facility which is expected to be a future destination for many motorists traveling on Rex Whitton. This option costs \$3.1-4.2 million instead of \$25-26 million for the Lafayette interchange "package" (see above) and includes a replacement Clark Avenue Bridge.
- Build the most expensive part of the project, the Lafayette Street interchange, last rather than first to postpone impacting the concentration of historic properties as long as possible and to better understand and integrate the benefits of the Clark Avenue improvements which will already be in place.

Identification of Historic Properties

The EIS minimizes the presence of some historic properties in the study area, especially in Table 3-11 (p.3-25) and project maps.

- The table is titled “Effects of Build Alternatives on Historic Properties in the Study Area,” but it is not inclusive. Historic properties north of McCarty Street to MSP are identified (End End Drugs, Warden’s House, Parker House, etc.) and the table includes historic districts (the Craftsman/Monastery District), yet it excludes the Capitol Avenue Historic District which also is located in the study area. The Capitol Avenue Historic District needs to be added to this table.
- Several maps are provided in Chapter 3 to identify the location of certain resources and environmentally sensitive places in the project area such as Population & Minorities, Public Parks & Public Facilities, Noise Receivers & Barriers, and Water Resources. All these maps identify these features as they relate to the study area (including Lafayette Street and Clark Street north of McCarty to the MSP). Why doesn’t a similar map depict the location of historic properties?
- The Preferred Alternative aerials in Chapter 5 depict each individually NRHP eligible and listed property with heavy, dark brown lines covering each parcel in its entirety, whereas only a very fine line is used to trace historic district boundaries (plates 2 and 6). As a result, the numerous historic properties within historic districts are not readily visible like those that are individually listed or considered individually eligible for the NRHP. We think all the parcels with historic properties--whether individually eligible, listed, or within a district--should be identified similarly (i.e., filled with brown lines) because they all have the same status and protection under the law (National Historic Preservation Act and Department of Transportation Act) and deserve the same level of attention.

Project Description/Project Area/Logical Termini

As we commented previously, we find the project area (and now the Preferred Alternative), to be confusing because they are inconsistently represented by their descriptions and accompanying graphics. According to the project description in the draft EIS, our neighborhood is located within the project area, in “the portion of the study corridor looking at access to the MSP site . . . between McCarty Street and the prison (p. 1-1),” yet the document is silent about the proposed project improvements for this area. The scope of the environmental analysis includes this two block portion of the project--the 300 and 200 blocks of Lafayette Street--which is a critical link for access and connectivity to the MSP.

- All the aerial exhibits in Chapter 3 illustrate the study corridor extending finger-like projections to the MSP in two areas--both Lafayette Street and Clark Avenue.
- All the reasonable alternatives/build concepts involving Lafayette Street extend fully to the MSP. They do not terminate before reaching the MSP. These build concepts are illustrated in Chapter 2: Build Concept A (Lafayette), B (Lafayette and Chestnut), D (Lafayette Interchange and Clark Realignment), and G (Lafayette Full Interchange and Clark Realignment), and all come in direct contact with the MSP.
- Concept G, a new alternative that was only developed during the draft EIS (unlike all the reasonable alternatives that advanced from the full range of preliminary or initial alternatives) is represented like all the other Lafayette Street alternatives, i.e. it extends completely to the MSP (Exhibit 2-3). Furthermore, it is described on pp. 2-8 to 2-9, as a

- “slight permutation of Alternative D. The difference between the two is that Alternative G would construct a full diamond interchange at Lafayette, instead of the half diamond interchange.” This description, found in the “Prison Access Alternatives” discussion, makes no mention of stopping two blocks before reaching the MSP.
- The Preferred Alternative is described as a combination of several alternatives, including Concept G that goes all the way to the MSP. While Concept G does not terminate two blocks short of achieving connectivity to the MSP, the Preferred Alternative does.
 - The Preferred Alternative discussion in Chapter 5 does not identify McCarty Street as its northern terminus or explain why it ends there, yet the accompanying graphics show no improvements on Lafayette, north beyond McCarty.
 - How does the Preferred Alternative fulfill its MSP connectivity role if project improvements on Lafayette Street end two blocks south of the MSP site? In contrast to this two-block “disconnect” on Lafayette, the Clark Avenue realignment is identified as part of the Preferred Alternative in its entirety, from Whitton to the MSP. If the Preferred Alternative must end two blocks south of the MSP on Lafayette because the city has jurisdiction of the street, why doesn’t it also terminate two blocks south of the MSP on Clark? The Clark realignment joins the existing Olive street alignment within two blocks of the MSP.
 - If this portion of Lafayette Street is not necessary for the project, why did *all* the Lafayette alternatives extend that far north, including Concept G, specifically developed as a new alternative after the 2008 public meeting?
 - The handout distributed at the public meeting on 02/02/2010 illustrates the Preferred Alternative on Lafayette Street, but stops about one-half block south of McCarty Street. Why does it end just south of the Lafayette/McCarty Street intersection? Are no improvements planned for the intersection?
 - The EIS claims it gives “special focus” north to the prison redevelopment site, “where the Whitton Expressway transitions between roadway types, leading to operational deficiencies and congestion.” The document states, “Focusing on improvements in this area will help with these issues,” yet the EIS fails to address any such transitions on Lafayette Street involving McCarty and north of McCarty to the MSP. How do the “focus areas” relate to the Preferred Alternative?

Project Coordination

Although this project is a cooperative effort between the city, county, state, and federal agencies, the document does not explain how these entities coordinate improvements for the portion of the project area located in the 200 and 300 blocks of Lafayette Street. According to the city and county engineers we spoke to at the public meeting, improvements planned north of McCarty Street in the 200 and 300 blocks of Lafayette are needed and would be a continuation of those proposed for the south end of the street (south of McCarty). This would involve widening the existing two-lane street to accommodate three lanes, removing sidewalks and stone curbs, eliminating some street parking, relocating utilities, etc.—all “seamless” transitional improvements in relation to those proposed for the south end of the street. As a completed construction project, one would not be able to detect where the improvements or funding sources meet. According to city representatives, the right-of-way necessary for these improvements and related property impacts are not certain at this time; however, construction in this area could begin as early as this summer (2010). There are at least six historic buildings, including three that

feature stone retaining walls bordering Lafayette Street, in this two-block area. How will these proposed improvements affect these historic properties and other resources? Shouldn't these apparently foreseeable, similar improvements be disclosed and evaluated in the EIS? According to 40 CFR1502.4[a], "Proposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement."

The \$71 million federal courthouse presently under construction on the MSP grounds abuts the 100 block of Lafayette Street and is immediately north of the roughly estimated \$47 million Whitton Expressway project. While the document "focuses" on access to the MSP and acknowledges, "Planning and construction of the MSP site within the study area has provided impetus for the proposed project, due to the need to provide access and connectivity for this new development (p. 3-32)," it does not identify what is planned for the three blocks in the midst of these two major federal projects and how project effects are being considered. Two of these three blocks have been part of the Whitton EIS since its inception, yet it appears they are now being eliminated from the study as the project enters the final document stage. This represents "a problem of 'segmentation' . . . where a transportation need extends throughout an entire corridor but environmental issues and transportation need are inappropriately discussed for only a segment of the corridor (<http://www.fhwa.dot.gov/environment/alts.htm>)." It also makes the project appear to have fewer impacts than were the sum of the project pieces (i.e., the 200 and 300 blocks of Lafayette) and their consequences considered as a whole.

It is our opinion that the improvements planned for Lafayette Street represent interrelated actions that help define the full context of the project, the "big picture." These actions are connected, cumulative, and similar and they warrant further consideration. If segmentation is an objective of the study so the direct effects of the northern Lafayette Street improvements to historic properties can be ignored, then certainly predictable secondary and cumulative effects of the project on this area's resources need to be factored into NEPA decision-making and fully disclosed to the public in the NEPA process. We raise these concerns with the hope that the full range of issues related to the proposed actions, especially those involving historic properties, are identified. *For all these reasons, we believe the Lafayette Street component of the project should be examined in the EIS to its rational end point identified by the reasonable alternatives all along, the MSP.* Thank you for considering our views. Please feel free to contact us if you have questions about our concerns. We can be reached via our home mailing address at the bottom of the page, by phone (573) 893-5152, or through e-mail at denton@socket.net. We respectfully request a response addressing our comments, questions, and concerns.

Sincerely,

Dennis Ceglenski

Toni Prawl

Copies:

City of Jefferson-David Bange/Janice McMillan

Cole County-Eric Landwehr/Larry Benz

DNR/SHPO-Jane Beetem/Mark Miles

FHWA-Peggy Casey

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Public input needed on Whitton Expressway draft plan

BY BOB WATSON
BWATSON@NEWSTRIBUNE.COM

Published: Sunday, January 31, 2010 6:12 AM CST

Should U.S. 50/63 get more lanes through Jefferson City's downtown area? Should the Missouri Department of Transportation build a new interchange between the Expressway and Lafayette Street?

Should Madison Street's intersection with the highway be replaced with a bridge? Should Clark Avenue be re-routed and extended northward, to connect with the Missouri State Penitentiary Redevelopment project?

MoDOT planners, along with Jefferson City and Cole County officials, want to know what the public thinks of those proposals -- and others -- contained in the draft version of the Whitton Expressway Environmental Impact Statement.

And they're hosting a public open house Tuesday at Immaculate Conception Church's Kertz Hall from 4:30-7:30 p.m.



The grassy area in the foreground is the location of a proposed exit ramp to connect eastbound U.S. 50/63 with Lafayette Street. The Quinn Chapel AME Church, seen in the upper right portion of the photo, is where the eastbound on-ramp would be located. (Julie Smith/News Tribune photo)



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"It's a study process, so nothing's been finalized yet," said Mike Dusenberg, MoDOT's planning engineer for the project. "We'll gather all the comments that we receive from the hearing (and) then we'll do a little further study."

The study began more than two years ago.

It was intended to determine what, if any, changes or improvements could be made to the 3-mile section of U.S. 50/63 from the tri-level (U.S. 54) interchange east to Eastland Drive.

Read the full article in our newspaper or e-Edition for Sunday, Jan. 31, 2010.

 [Click Here to view the latest daily edition from the News Tribune.](#)

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[Congregation may be forced to relocate](#)

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Before commenting read the News Tribune Forum's [policies and procedures](#). Thanks.

boscoe wrote on Feb 11, 2010 4:29 PM:
" Any renovation of US 50/63 would be grossly incomplete without also replacing the Tri-Level too. "

[Report Abuse](#)

gofish wrote on Feb 10, 2010 2:10 PM:
" Should U.S. 50/63 get more lanes through Jefferson City's downtown area? ABSOLUTELY YES!

Should the Missouri Department of Transportation build a new interchange between the Expressway and Lafayette Street? ABSOLUTELY YES!

And the city should install roundabouts at E. Elm and Clark and Dunklin and Clark to make the new interchange more effective by diverting some of the traffic from Hwy 50 to the outer roads, East on Miller and East on Dunklin.

"That's my story and I'm stickin to it" "

[Report Abuse](#)

limerick54 wrote on Feb 10, 2010 11:09 AM:
" Let's see: we should keep slummy housing at the expense of sensible travel improvement? And then the same people complain that the city is getting slummier when there is a way to get RID of the slums? Typical. Of course, the 'housing' in

[Public Whitton plan](#)

[Expressway materials online](#)

[Study redevelopment expressway](#)

[Obama handling](#)

[U.S. 63 still available](#)

[Obama financial They have as TBI](#)

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direct proximity to the old prison is a fine example of the type of homes that should be preserved, right? Tear them down! Columbia has plenty of dilapidated housing to move to! "

Report Abuse

cherchante wrote on Feb 5, 2010 9:35 PM:

" Yes, like it is really crucial to the survival of the city to determine if people should be allowed to park on particular streets and, if so, on which side! "

Report Abuse

boscoe wrote on Feb 5, 2010 8:44 PM:

" Kind of a three-way good ol boys club, and they make the council think they are actually doing important work all the while... "

Report Abuse

cherchante wrote on Feb 5, 2010 8:12 PM:

" Boscoe, don't forget the role of the city counselor! Nor should it be underestimated! "

Report Abuse

qtpieblonde wrote on Feb 2, 2010 4:59 AM:

" I still giggle because it's called Whitton "Expressway" but you have to wait on red lights ever block. Has anyone considered an "upper" and "lower" deck for that highway. The lower to get you uptown or downtown and the upper deck to keep traffic moving if you do not plan on stopping? "

Report Abuse

boscoe wrote on Feb 1, 2010 4:41 PM:

" Cherchante, don't forget the reams of information and reports from paid consultants that our tax dollars pay these consultants to tell the city council exactly what the mayor and city administrator want to hear. "

Report Abuse

cherchante wrote on Feb 1, 2010 4:31 PM:

" I am beginning to believe the city council of the city of jefferson dances more to the unaccountable-to-the-voter career bureaucrats than they do to their constituents. That the heavily paid special interest lobbyists are taken as the bearers of the gospel of truth and so why waste our time when minds are made up when the gavel opening the public city council meetings is banged? "

Report Abuse

cherchante wrote on Feb 1, 2010 4:27 PM:

" And why would anyone think comments were relayed to Council? Because city staffers are paid to paint rosy pictures on projects popular today. Has city staff ever pointed out ALL known strings and negatives in the various federal money schemes they unearth? I was blown away when one stated seriously "the federal government would like to see us replace the bus barn" and LO! The money is voted to be spent! because this same staffer got up and told the council that if they voted to NOT fund this study, they wouldn't get more federal money. That same staffer was involved in authoring a 102 page detailed Jefferson City Area Greenway Master Plan during 2007. There is no mention of the strings. "

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Report Abuse

cherchante wrote on Feb 1, 2010 4:20 PM:

' Thanks for the encouragement to participate in civil affairs, Mike, but having seen the trash debacle inflicted on us in spite of strident opposition, and to probably experience the same again with adrain island, can you understand we the people feel somebody has lost touch? City council remains under the influence of hours and hours of propaganda prepared and presented by hugely paid city staff, studies by well funded special interest individuals and groups and We the People are given only 5 minute to even begin to state opposition!
Did you hear comments from the "Open Houses" on the adrain island issue? That is to say, did city staff pass along comments, observations ,etc?
No. You probably did NOT! "

Report Abuse

Councilman Harvey wrote on Feb 1, 2010 1:11 PM:

' pioneers: You are correct. This is a good venue to express ideas and concerns, but I don't know if the folks from MO-DOT pay much attention here. Please go to the meetings and online and express yourselves. This is your City! "

Report Abuse

melbrooks wrote on Feb 1, 2010 11:19 AM:

' I believe the nice interchanges in the Chesterfield bottoms are Transportation Development Districts (TDDs). The reason they are so nice is due to the extra dollars which come from the retail development which benefits from the interchange. "

Report Abuse

pioneers wrote on Feb 1, 2010 11:02 AM:

' A previous task force that looked at the Central Eastside and the impact of the MSP development on the neighborhood did not want one major access road to MSP. For example they were opposed to turning Lafayette into a four lane street to MSP. They wanted 2 access roads. This plan provides two access roads: Lafayette and the Clark St. realignment. Lafayette will need some improvements, but it will not become a 4lane expressway.

But the down side of that is that the Clark St. realignment does cut through existing neighborhoods. So this is the time for the public to look at that concept. Look at the properties that will be demolished, Decide whether you think it's acceptable and tell MoDot. "

Report Abuse

boscoe wrote on Feb 1, 2010 11:02 AM:

' Luckily most of these areas are not very nice anyway, and the affected houses are in poor shape. Some development and new roads (with proper trees and landscaping, and nice overpasses like Mo-DOT did for Chesterfield in Bumbo Bottoms) would improve these areas greatly.

'I'm kind of looking forward to some more progress for Jefferson City. Hopefully Mo-DOT will clean up that area along Rex Whitton and make our city look more attractive by covering that ugly creek, getting rid of some of those dumpy houses, and generally making it look nicer. "

Report Abuse

pioneers wrote on Feb 1, 2010 10:58 AM:

' Councilman Harvey, you're right this could be far off in the future. However, if money became available (who knows, maybe there will be future stimulus packages for road/highway work), this could happen in the next 5 to 10 years.

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So we need to state our concerns. "

Report Abuse

pioneers wrote on Feb 1, 2010 10:50 AM:

" mrh, you are right, if the public does not speak up, then they won't be heard. Also, it takes saying what you want over and over, to get your point through to MoDot.

Boscoe, I think they really want input on this. I went to the MoDot website, and looked at the Whitton Expressway Environmental Impact Study (EIS) and I saw that they are accepting comments until 2/22/10. I also believe that the public should attend the open house tomorrow, state their opinions AND take a comment sheet (MoDot will hand those out) home, write out your thoughts and send it in. "

Report Abuse

tommyj wrote on Feb 1, 2010 10:41 AM:

" City could pass an ambulance tax and use it for this too. "

Report Abuse

mrh wrote on Feb 1, 2010 10:35 AM:

" Once a route is established then government has all the justification needed to take additional properties for expansion. For countless examples of this you only have to look at the major new highways in and around Kansas City and St. Louis. Columbia has several examples. Want a new super center? The new Wal-Mart provides an example of how to expand w/o interfering. Hotels? There is a reason that they get built on highways and major streets. The PRC has their collective head in a place that lacks the sunshine of Jefferson City. Bring a flashlight to the meeting and help light the way for MODOT in Our Town so they dont get stuck in the same place. "

Report Abuse

mrh wrote on Feb 1, 2010 10:26 AM:

" As Mr. Harvey noted, Just look at how many homes and business were lost when 50/63 cut through our town. This is a lesson learned. Look at 63-N and Moberly, Cairo & Jacksonville. What about the new section of 54 through Osage Beach, the new section of MO-5 through Camdenton. What about the planning for 63-S through Freeburg, Vienna, Vichy & Westphalia? MODOT listens to citizens with legitimate input but will fall back to government entity and fat cat input in a vacuum. Make your voice heard, save our established neighborhoods! "

Report Abuse

Councilman Harvey wrote on Feb 1, 2010 9:47 AM:

" When MODOT presented their plans to the City Council, we were told the the Clark Ave intersection is a very very long range plan only to be considered if the Lafayette interchange becomes too congested. Based on the fact that the MSP project, not only won't be started for many years, let alone completed. I see no need to worry about the Clark Ave interchange in many of our lifetimes. Progress sometimes lets no man stand in the way. Just look at how many homes and business were lost when 50/63 cut through our town. "

Report Abuse

boscoe wrote on Feb 1, 2010 9:03 AM:

" Does MO-DOT want input on what the public wants for these projects, or are they just holding the forums to expalin the projects? I read the full article and the other ones, and it seemed to me they had already made up their minds and have done the planning already. "

Report Abuse

pioneers wrote on Feb 1, 2010 7:35 AM:

" If you go to the open house they can show you where they considered putting bypasses (around Jefferson City). They can explain why they decided not to do that.

Also, this material is all available on the MoDot web site. Go to the website and enter Whitton Expressway into the search and you'll get to this Environmental Impact Study (EIS). There is a lot of information there, all available at your fingertips.

Also, staff from MoDot have in the past agreed to talk to community groups about these plans. So if you have a group impacted by these plans, for example a church, a community group, a neighborhood, you should contact MoDot and see if they will come and address your group. "

Report Abuse

Jigger wrote on Feb 1, 2010 6:49 AM:

" The reality is something has to be done at all locations. Whitton Expressway needs more lanes. Something needs to be done at Monroe, Madison, Jefferson and MO Blvd. It would be nice to be able to make a left turn on to 50 without the light being green long enough for one car to make the turn. The prison development needs access and Lafayette is more logical. Maybe hwy 50 should by-pass the jefferson city completely. "

Report Abuse

mrh wrote on Feb 1, 2010 2:10 AM:

" Don't just look at the plans for Clark. Go back and look at the plans for the prison site itself. These plans, made several years ago with no public input, just a few politicians from City, County and State agreeing how good it is with no guidance from their constituents . Shame on them. Shame on us for letting it happen. "

Report Abuse

mrh wrote on Feb 1, 2010 2:03 AM:

" This is the third public comment period that I know of, the second at IC. After the last input periods Clark access discussions died down. Now they are back again. This is driven by the PRC who mapped out a major redevelopment road through the properties with NO outside input. This road only works well if the Clark connection is included as part of the project. I have not seen recent traffic estimates but think it is reasonable to expect at least a doubling of traffic using Clark access to 50-63. These peaks during times when small children are going to and from school at IC and East and having to cross the new throughway to get to their final destination. "

Report Abuse

pioneers wrote on Jan 31, 2010 8:29 PM:

" The article mentions an open house on Tuesday, 2/2/10, at IC Church's Kertz Hall from 4:30-7:30 pm. This is a chance for the public to ask questions and give input. The article quotes an employee of MODot as saying, "We'll gather all the comments that we receive from the hearing (and) then we'll do a little further study."

So anyone who has concerns should plan on attending. This is an open house format, do drop in any time between 4:30 and 7:30, and see the maps and ask questions. There will be staff from MODot who can explain the plans and you can explain your concerns. "

Report Abuse

workingdad wrote on Jan 31, 2010 8:03 PM:

" MRH - what grade school are you talking about that will be affected? I have seen the

proposal and the only elementary school's in the area are Simonsen (west of Lafayette) East School (east of Clark) and I C (which would BENEFIT) from a traffic change. Do you use Clark during 7-8 am and 3-4 pm? If you do, then you realize that something MUST be done to ease the congestion, and keep people from blocking lanes. I use that interchange daily and would volunteer my labor to get that project done just as soon as possible. Besides, Lafayette is most likely to be the primary interchange for PR site. "

Report Abuse

mrh wrote on Jan 31, 2010 4:30 PM:

" Now it is time for Mike Harvey to step up and support his First Ward residents by rejecting these changes to the neighborhood. How about it Mike? "

Report Abuse

mrh wrote on Jan 31, 2010 4:26 PM:

" The Clark Ave. interchange keeps coming back due to the lack of foresight on the part of the Prison Redevelopment Commission without any input from the surrounding neighborhoods. The PRC developed their master plan in a manner that requires specific access routes built from 50-63 at Lafayette and Clark. Our City Council has accepted these proposals also without public input. As many as 26 properties will be affected by the Clark access and a major grade change must be overcome. Over half of the properties to be demolished for the new roads are occupied by low income renters and a small park is also affected. This will also dramatically increase traffic next to a grade school. "

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Congregation may be forced to relocate

By **Michelle Brooks**
mbrooks@newstribune.com

Published: Sunday, January 31, 2010 6:12 AM CST

The 100 block of Miller Street once was lined with a little neighborhood anchored by churches, a parsonage and a grocery store.

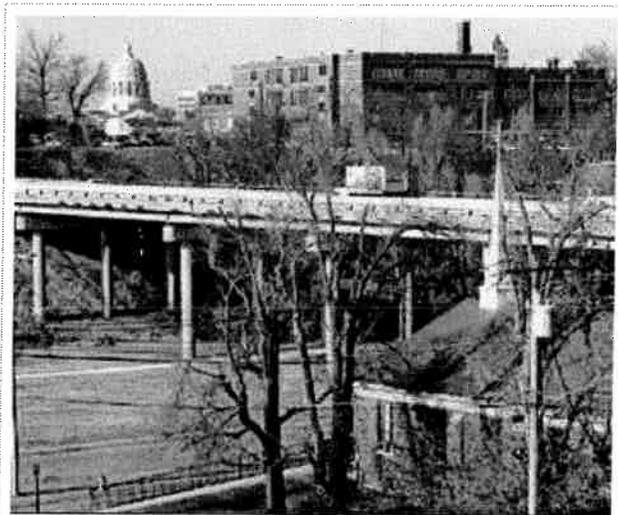
The 600 block of Lafayette Street was once the booming commercial center for the black community during segregation.

While both of these areas are but a historic memory, one fixture they have had in common is Quinn Chapel A.M.E. Church, which formed in 1852.

Since discussions began several years ago about creating an interchange between Lafayette Street and Whitton Expressway, the members of Quinn Chapel have awaited a repeat fate.

When Quinn Chapel left its original location on Miller Street in 1955, its attendance was nearly 200. But not everyone followed the move.

The same may happen if the congregation moves again as the result of their Lafayette Street property being



Its location next to the Lafayette Street overpass is why the Quinn AME Chapel may be forced to move again to make way for a new interchange with U.S. 50/63. (Stephen Brooks/News Tribune photo)



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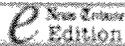
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acquired for the interchange, as is denoted in the Missouri Department of Transportation's Whitton Expressway Environmental Impact Study.

Read the full feature article in our newspaper or e-Edition for Sunday, Jan. 31, 2010.

 [Click Here](#) to view the latest daily edition from the **News Tribune**.

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Public input needed on Whitton Expressway draft plan

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Former Fulton mayor, coach dies

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Before commenting read the [News Tribune Forum's policies and procedures](#). Thanks.

misshoneybee wrote on Feb 2, 2010 6:29 PM:
 " melbrooks--I don't think that this will be the first time that Quinn AME Chapel has been relocated. I think they were moved before. "

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misshoneybee wrote on Feb 2, 2010 6:26 PM:
 " Yes mariab, you are correct in your thinking. The businesses were black owned, the real estate was white owned. It is my understanding that the real estate owners had no intention of ever rebuilding after urban renewal made it's way through JC. The only black business owner that actually purchased land in the area in question during urban renewal was Mr. Johnson, the original owner of Johnson's Barber and Beauty. The shop, now owned and operated by his daughter, is open and still going strong at it's original location. Who knows how long the shop and the church will remain at their current location. "

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<p>melbrooks wrote on Feb 1, 2010 7:49 AM:</p> <p>' I have heard from several individuals that some of the Quinn AME Chapel's physical plant is in rough shape (specifically the basement & foundation), and that MoDOT's proposed purchase of the property would actually be a windfall to the congregation. I am curious to know if that is the case.</p> <p>According to Midmogis.com, the 504 Lafayette property was built in 1925. I drive by it on my way to work each morning. From the outside, all of those row houses on the west side of Lafayette between the 50 overpass and East Miller St. seem to be in a very distressed condition. "</p>
Report Abuse
<p>pioneers wrote on Jan 31, 2010 9:18 PM:</p> <p>' Sorry, my previous post should have said "racism and segregation that new Lincoln University professors encountered." "</p>
Report Abuse
<p>pioneers wrote on Jan 31, 2010 5:34 PM:</p> <p>' Online-ed, I don't know how far back you can go in your archives, but Gary Kramer wrote an article in the 12-6-98 News Tribune called, "Lorenzo J. Greene, Cecil A. Blue, The 'Color Boys' and 'The Monastery'" that your readers may find interesting. It's not about Quinn Chapel, but it does talk about some history about "The Foot" and racism and integration that new Lincoln University professors encountered in the 1930s and how they reacted to it. "</p>
Report Abuse
<p>pioneers wrote on Jan 31, 2010 4:41 PM:</p> <p>' Thanks online-ed for posting the link to that article. Another building that will probably not survive this project is "The Monastery," 504 Lafayette. Although it looks like it is in bad condition, it is potentially eligible for nomination to the National Register of Historic Places because of the people that lived there, Lorenzo J. Greene and Cecile A. Blue, both important to the history of Lincoln University.</p> <p>However, I suspect that unless someone wants to see it continue to exist, it will be history.</p> <p>Boscoe, I doubt people are suggesting the business that were wiped out by urban renewal be restarted. We simply do not want a repeat of what happened in the 60s - the promise of help that never happened. "</p>
Report Abuse
<p>jack deeken wrote on Jan 31, 2010 3:52 PM:</p> <p>' A business will thrive if a need exists.The only involvement for the government is to keep the TAX STRUCTURE LOW ENOUGH so a profit can be made and people hired.Jack Deeken "</p>
Report Abuse
<p>boscoe wrote on Jan 31, 2010 3:41 PM:</p> <p>' Do you think that the city should try to bring back these businesses? "</p>
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<p>mariab wrote on Jan 31, 2010 3:36 PM:</p>

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" Thanks, editor, that was helpful. And, Miss HB, I look forward to seeing what you find out on Monday. "

Report Abuse

jack deeken wrote on Jan 31, 2010 3:12 PM:

" From my understanding, most of the buildings were being RENTED by the different businesses. After the properties were bought through the urban renewal project, the LAND OWNERS took the money and didn't rebuild.The business owners, having received little or no money, were not able to start over.With this town having a long history of segregation,(by custom not law) little was done to help them .Jack Deeken "

Report Abuse

online_editor wrote on Jan 31, 2010 2:58 PM:

" This may help, from 2006:

The Foot: Only memories of the old Lafayette area remain

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misshoneybee wrote on Jan 31, 2010 1:33 PM:

" mariab--I'm glad you're a historian...That means that you know what I know about this particular area of town. This area was a prominent black owned business area that thrived before intergration. It suffered and declined after intergration. I dino't believe any promises made were kept. I know someone that would know the answer to your question and I will inquire on Monday and get back to you. "

Report Abuse

mariab wrote on Jan 31, 2010 6:48 AM:

" I'd always heard that when businesses in this neighborhood had to relocate years ago for similar reasons, promises were made to help the relocated businesses - and the neighborhood - recover from the moves. But that these promises were not kept.

For this historians among us, is this accurate or no? "

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Forget the overpass

By Rosa Ruiz rosa@newstribune.com

Published: Tuesday, February 16, 2010 12:56 AM CST

Advertisement

The Jefferson City Council adopted a resolution Monday night endorsing a MoDOT plan for the expansion of the Whitton Expressway - with the exception of the proposed overpass on Madison Street.

Instead the council recommended a parkway alternative that would widen the existing lanes on the expressway with a wider median between Monroe Street and Broadway. It would also allow for the construction of elevated lanes that would avoid the downtown traffic altogether.

The purpose of the expressway expansion is to provide better access to the Missouri State Penitentiary redevelopment site as well as the new federal courthouse, Lincoln University and Jefferson City High School.

Everything looks good from Jackson Street east to Clark Avenue, the council agreed.

MoDOT's preferred alternative plan from Jackson Street east to Clark Avenue includes a full diamond interchange at Lafayette Street as well as roundabouts on Clark Avenue/East Miller Street and Clark Avenue/East Elm Street.

MoDOT presented that plan, which include the widening of lanes after Monroe Street and an overpass on Madison Street, to the public on Feb. 2 at an open house at Immaculate Conception Church's Kertz Hall.

It was the Madison Street overpass element that drew community and business members to the City Hall chambers Monday night to endorse the council's plan to suggest an alternative approach.



How do you feel about the following?
Olympic in Vancouver

- I'm not sure
- I'm for it
- I'm against it
- I'm not paying attention
- I have no opinion

Related

Forget

MoDOT officials have stated the overpass would be one of the final stages of its plan. Madison Street was chosen particularly because it has direct access to U.S. 54 South and because it would help alleviate highway congestion, MoDOT officials have said.

Among residents endorsing the council alternative was Jim Crabtree with Central Bank who is also a part of the advisory committee since 2007.

Crabtree says he understands modifications must be made, but he is concerned with the idea of an overpass that would replace the current grade-level crossing on Madison Street.

Developer Steve Rollins said he "wholeheartedly approves the plan with the exception of the Madison Street overpass."

Rollins and partner Lawrence Kolb of Dunklin Street Properties LLC have revitalized the blighted 100 block of East Dunklin Street. His group is re-establishing retail stores, restaurants and living quarters in eight loft-style apartments as part of a Tax Increment District.

The city will pass its resolution along to MoDOT, which is currently taking public input until Feb. 22.

In other news, the council approved the ordinance that would prohibit the distribution of unsolicited documents and amended the two-hour time limit on portions of East Dunklin Street (across from the Employment Security building).

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@da'lake wrote on Feb 17, 2010 7:45 AM: " You don't think the building of highways, congestion, air pollution, road chemicals

and run off doesn't "disturb" the environment of a wetland? Wow..... "	escali (15)
Report Abuse	Scien probl
<p>@da'lake wrote on Feb 17, 2010 7:44 AM:</p> <p>" MoDOT suggests an overpass at Madison to ease congestion on the 50/63 corridor through JC. Yet the city "leaders" in their infinite "wisdom" think they are smarter and instead propose WIDENING the entire cluster"mess" that is 50/63 in JC?? Are you SERIOUS??? I'm not usually a big fan of MoDOT, but in this issue I'll take MoDOT hands down over city "leaders". Making people sit at stop lights and keeping them tied up in traffic will NOT influence people to spend \$\$ in your town....it just makes them want to get the heck out of there that much sooner. Cluelessness continues in our capital city..... "</p>	Local
Report Abuse	Forge An ac
<p>Councilman Harvey wrote on Feb 16, 2010 9:16 PM:</p> <p>" rgecke: I guess I was not clear in what I was saying. I was not talking about the congestion of St. Louis highways. I spent the first 35 years of my life there, so I know. What I wanted to convey was that raised highways can be built over wet lands, residential areas, rough terrains , rivers and flood basins without a great deal of land acquisition or disturbance to the environment. This type of project would still cost a ton. "</p>	Troop Stude Progr
Report Abuse	Lawrr limits fund
<p>Councilman Harvey wrote on Feb 16, 2010 9:04 PM:</p> <p>" Byron W: I am a glass half full kind of guy. Our sucesses are no less sucessful as those in KC or STL. Nor are our failures. It is our duty to see to it that our representation sees it the same way. To fight the battle as though they represented big city interests. We are the State Capitol and as such, we should settle for no less than the others. So to answer your question, Yes I do believe it. "</p>	What jail?
Report Abuse	Scout
<p>rgecke wrote on Feb 16, 2010 7:17 PM:</p> <p>" St Louis and KC roadworks seem impressive until you're on them at 7:30 or 4:30 and then their limitations pop out. Not enough lanes, tight ramps, and they don't go right where you want to go. Scale does a lot to make an empty highway look futuristic, but load it up and it's wall-to-wall pointless. And I think you'd find that most of the low land impact bridgework is to untangle the web, not protect the land. A few St Louis and KC highway projects displaced tens of thousands of people, so only history will judge their merit. And as for big and little dogs, we're all pups in Missouri. I'm glad of it. "</p>	Skelte 'truly
Report Abuse	Crash buggy
<p>Byron W. wrote on Feb 16, 2010 7:10 PM:</p> <p>" Councilman Harvey "...I believe we are just as important as the "Big Dog" cities to the east and west."</p>	Claws super Eagle
Really? You believe that? "	New i on ex
Report Abuse	Takin study Jeffer Schoo
<p>Councilman Harvey wrote on Feb 16, 2010 5:56 PM:</p> <p>" I was in St Louis Sunday and happened to use the innerbelt from the airport to the new Hwy 40. That intersection is fantastic. There, along with the junctions of 40 and 270, and 70 and 270, it's amazing to see that much concrete in the air with little impact to the earth below. I am sure cost is high, but land acq. would be lower and I believe we are just as important as the "Big Dog" cities to the east and west. "</p>	Schoo Tuesc
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Report Abuse

oytotheworld wrote on Feb 16, 2010 4:06 PM:
" I'm in your corner Mr. Harvey. That's all I meant. :) "

Report Abuse

pioneers wrote on Feb 16, 2010 3:38 PM:
" Is anyone interested in seeing the several options considered by MoDot? I suspect, based on the comments, that some are already familiar with them. You may have seen them at a public meeting or on the internet. Others may not have had the chance to look at them. They've done a great job of explaining the options, what they would cost and what they would or would not accomplish.

If you're interested google Missouri department of transportation. Click on "search" in the bottom left corner. Search for "Whitton Expressway Draft Environmental Impact Study."

Councilman Harvey, please mention to Councilman Scrivner that the cost estimates are there for all of the different options. He asked about that at the council meeting last night. "

Report Abuse

rgecke wrote on Feb 16, 2010 2:30 PM:
" Cool, a visionary on our little city council . . . :)
Crossing the Moreau twice would impact a lot of land since it's a fairly large flood basin. Big environmental impact. It could be justified and done, but if you think getting a Madison st bridge past Crabtree, Rollins & Kolb was hard, just try and grab enough land in the Moreau bottoms to mitigate a four lane by-pass from the landed gentry out southeast of downtown . . . it'll make whining about seven acres for Wal-Mart seem like a book club meet. "

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poscoe wrote on Feb 16, 2010 1:53 PM:
" Perhaps Dunlin and Atchison could be made into one-way parkways to help facilitate traffic east/west and relieve some of the expressway traffic for getting across town.

There are lots of things that can be done that can help our city grow and improve, but our present city leaders mostly think about building monuments on sandbars, navigation on Wears Creek, and saving a bunch of rundown shacks and industrial buildings in the deteriorating inner core of our city. "

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poscoe wrote on Feb 16, 2010 1:50 PM:
" Mo-DOT has no problems coming up with huge amounts of money to build in St. Louis, KC, and to put in super highways around and through the mountains at Branson. It doesn't seem to be much of a stretch to think they couldn't build a few bridges near the Capital City too. "

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poscoe wrote on Feb 16, 2010 1:49 PM:
" Coucilman Harvey, I like your ideas. Capitalizing on 179 and finishing the job makes a whole lot of sense. Folks worried about losing business downtown need to realize that there will be new business opportunities and growth along 179 and expecially at the major intersections. We've proven time and time again that if good roads are built, the growth will soon follow.

We probably need the Eastland Dr/ Deer Trail/ Schott road extension soon, so it ought to become a priority. That will also make quite a bit of land available and accessible for development too. "

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Councilman Harvey wrote on Feb 16, 2010 1:45 PM:

" Not being an engineer, just a visionary, it seems to me that with the "Magic Money" MODOT seems to come up with every so often, a couple of bridges would be no big deal to extend 179 and clean up the mess created years ago.
oytotheworld: I'm not sure how to take your comment, but I will take it either way. I have broad shoulders. "

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rgecke wrote on Feb 16, 2010 1:41 PM:

" SillyRabbit you're talking about a city with no weekend/holiday/after6 bus routes, so don't expect to see enough mass transit to make cars obsolete. And if you mean we'll all have flying cars, no matter how skinny we get or how light our cars get, flying just takes too much energy. "

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sillyrabbit wrote on Feb 16, 2010 1:27 PM:

" I doubt we even have vehicles that require roads 30 years from now so I think we're all just wasting our breath. "

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rgecke wrote on Feb 16, 2010 1:24 PM:

" A couple of points Councilman Harvey:

Taking 179 to Militia Dr would involve two Moreau river crossings and might make it too expensive. However, since the city is looking at running a route from Eastland to Wal-Mart, it might make sense to run 179 around via either a short route to Wal-Mart, or an even longer run down Rt B, then Rt M to 50/63 at Taos.

And 30 years from now, just the traffic coming to work downtown will require the type of expansion being implemented now, so both a by-pass and through-town expansion will be needed.

Having said that, I've been here since 1980 and there hasn't been THAT much traffic growth . . . what's another 30 years? "

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oytotheworld wrote on Feb 16, 2010 1:01 PM:

" Yea, common sense doesn't seem to be a strongpoint of our council. I applaud your efforts Mr. Harvey. "

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Councilman Harvey wrote on Feb 16, 2010 12:42 PM:

" My thinking for a 30 year plan would be to extend 179 all the way to Militia Dr., Remove the expressway designation from Whitton, and make it a Blvd through the corridor. The continued butchering of Hwy 50 from the Tri-level to Clark will eventually be the death sentence to the downtown and near southside area. Those who have no intention of stopping in JC should be allowed to by-pass all together.
The MODOT plans are multi fold. When phase one is full, we go to phase two, then three then four and so on. I will not be alive in 30 years, but what a mess this will be if allowed to keep building upon itself. "

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boscoe wrote on Feb 16, 2010 11:39 AM:

' As for the fliers, are they going to start sticking and gluing them to the vehicles? I sure don't want that. "

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boscoe wrote on Feb 16, 2010 11:38 AM:

' Such short-sightedness from the city council. The work Mo-DOT is doing to upgrade the expressway is going to have to serve our needs for the next 30 years. It isn't just for the needs of here and now.

The council is going to make us live with something that will be near obsolete as soon as it finished being built.

Take off the short-term blinders and think about the needs of the next 30 years. Think about what kind of city you want your grandchildren to live in.

This town is its own worst enemy. "

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cherchante wrote on Feb 16, 2010 9:13 AM:

' This statement, as reported, is FALSE: "the council approved the ordinance that would prohibit the distribution of unsolicited documents"

The ordinance will prohibit the distribution of flyers or advertising on property or vehicles unless they are delivered in a way that prevents the item from blowing off the property or vehicle.

City Counselor, Nathan Nickolaus, admirably went to great length to explain clearly how this ordinance will NOT infringe on our Constitutional rights as well as other approaches to addressing the littering problem that were considered. "

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Rockyv wrote on Feb 16, 2010 8:55 AM:

' Just what we need an expressway to the ghetto lol! "

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oytotheworld wrote on Feb 16, 2010 8:28 AM:

' But somehow we have to direct all the traffic that will be coming to Penfold Island!!!!!!

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Businesses oppose plan

By Rosa Ruiz
rosa@newstribune.com

Published: Sunday, February 21, 2010 6:20 AM CST

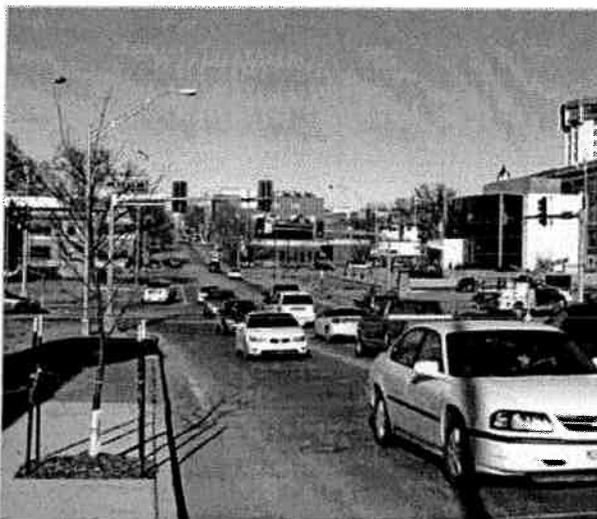
Some community members hope the Missouri Department of Transportation bypasses the plan to build an overpass on Madison Street over the Whitton Expressway.

MoDOT reviewed six different options as a part of an Environmental Impact Statement (EIS) from the tri-level area to Eastland Drive and, on Feb. 2, unveiled to the public the one that includes the overpass as one of the final steps of the development.

Although not expected to be completed for another decade, the idea of the overpass has sparked debate among business members and community leaders who say they do not want to step in the way of progress, but see the addition west of Jackson Street devastating for their businesses.

Developer Steve Rollins said an overpass will reverse what he and his team are trying to develop -- a pedestrian-friendly neighborhood.

Read the full article in our newspaper or e-Edition for Sunday, Feb. 21, 2010.



Shown above is the Madison Street and U.S. 50/63 (Whitton Expressway) intersection, looking northward. Businesses in the area are concerned how a proposed overpass at this location would affect their access. (Julie Smith/News Tribune photo)

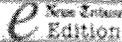
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Thanks.

overqualified wrote on Feb 22, 2010 2:54 PM:
" I hate the idea of an overpass here and can't imagine it's a good idea. That said, it's not now nor will it ever be 'pedestrian friendly' at 8 a.m. or 5 p.m. I drive it twice a day at that time, and I sure as heck wouldn't want to walk it. I see people cross occasionally...with the look of frightened deer lol. "

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boscoe wrote on Feb 21, 2010 2:07 PM:
" Nope, no shortsightedness and greed here. "

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