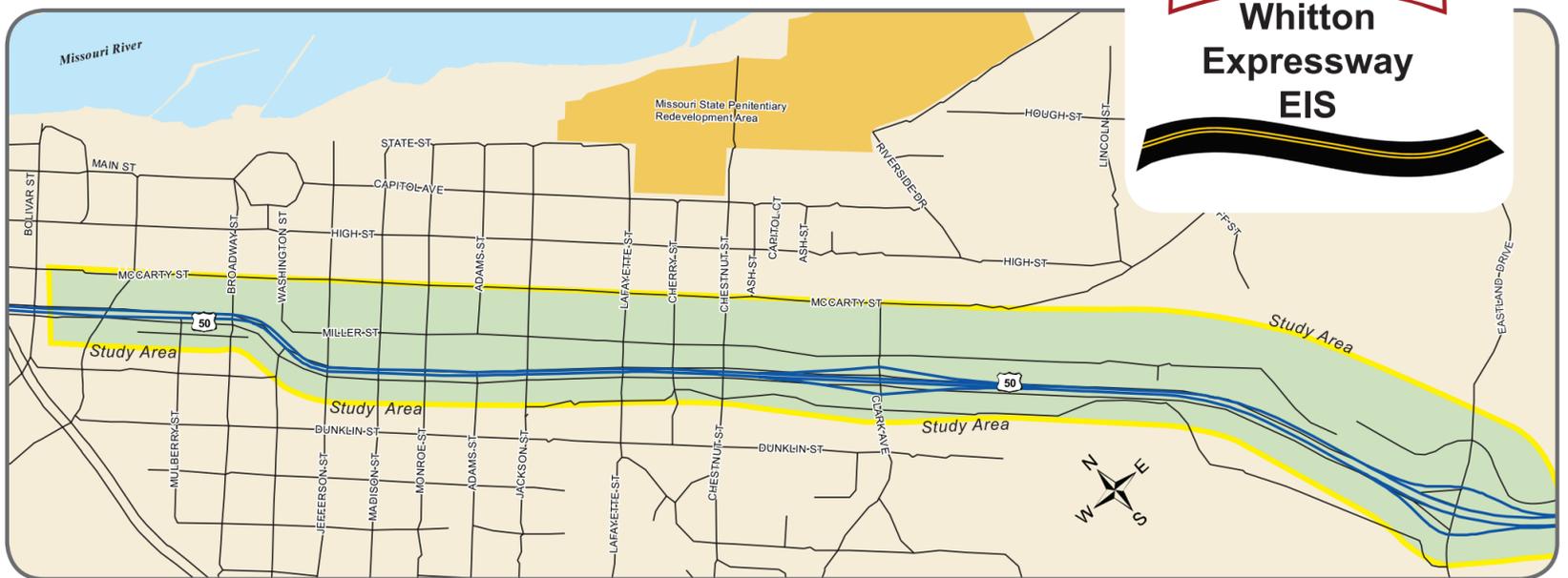


Whitton Expressway – Help us Plan for the Future!

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
 - MissouriNet

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.

We are here

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?



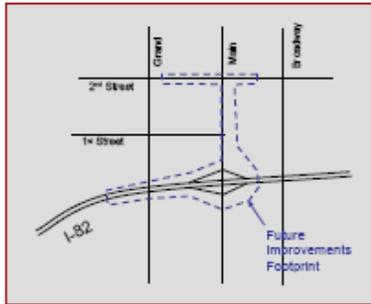
EIS Process



EIS Outcomes

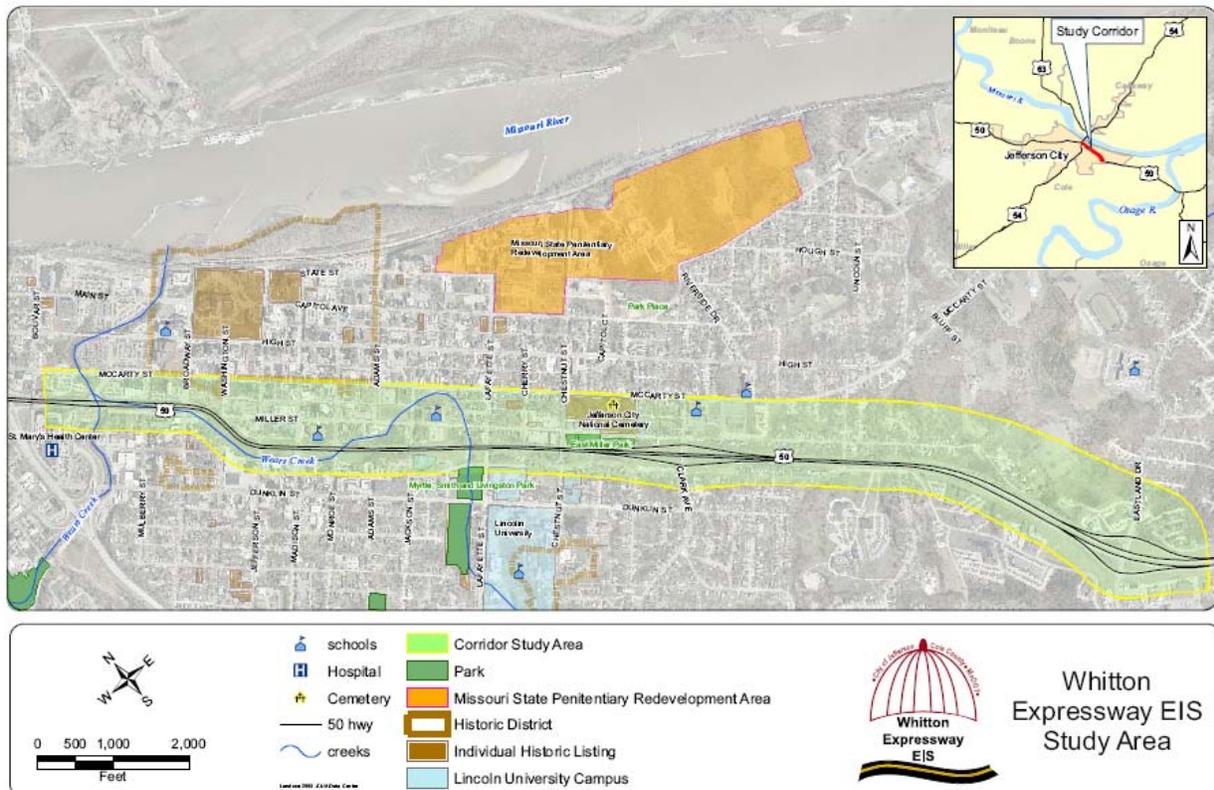


The Whitton EIS process will identify a general idea of what improvements might be built, their impacts and “footprint” – the area in which future improvements might be built.



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.



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!



0 600 1,200 2,400 Feet		School	Park	Creek	NSRP Listed District
		Church	Existing Greenway Trail	Lake or Pond	NSRP Listed Site
		Hospital	Roadway	100 Year Floodplain	Lincoln University Campus
		Cemetery			US 50

Environmental Constraints

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.



We need to hear from you!

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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

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



**Please join us for a
public meeting!**
Your input is important!
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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

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	Kathlene		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
		Strosser	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
		Verslues	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:

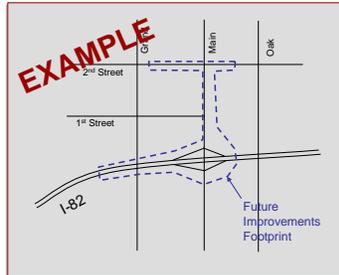
- What is the **purpose and need** for the improvement?
- How would the proposed improvement **function**?
- How might improvements impact the **natural environment**?
- How might improvements impact the **cultural** and **social environment**?
- Which alternative **best meets the purpose and need**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



EIS Outcomes



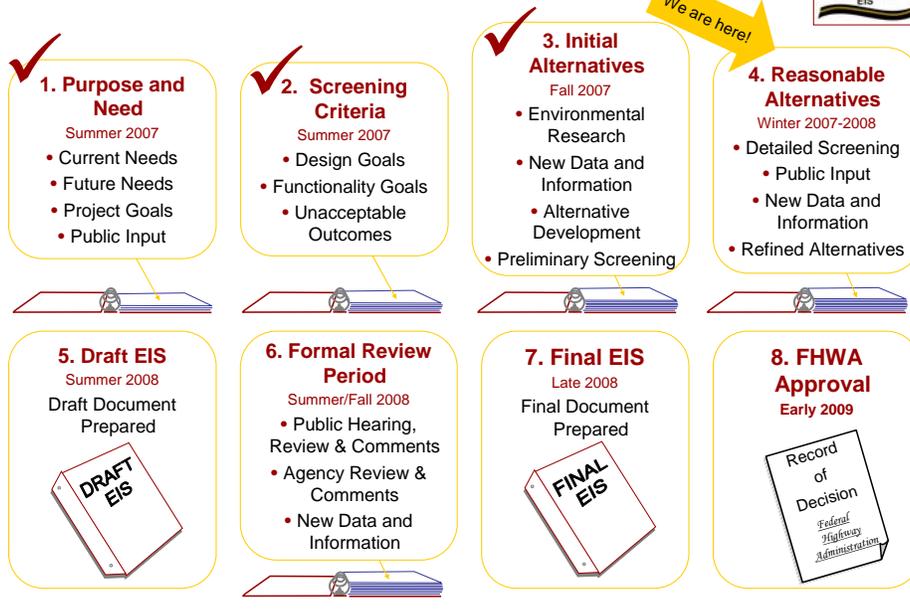
The Rex Whitton EIS process will identify a general idea of what improvements might be built and assess their impacts. It will also establish a “footprint” – the area in which future improvements could be built.



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 Operation	Structural and Resilient Needs	Serves Major Activity Centers	Built Environment	Natural Areas (Where Critical)	Traffic Interchange	Section 4(f), AFD	Bicycle and Pedestrian Access	Neighborhood Consistency	Land Use Compatibility	Cost	
No-Build Options													
No-Build	⊖	⊖	⊖	⊖	1	1	3	1	4	1	1	—	
Travel Systems Management (TSM)/Travel Demand Management (TDM) & Transit	⊖	⊖	⊖	⊖	1	1	3	1	4	4	1	Low	
Build Options													
Bypass Options													
North	⊖	⊖	⊖	⊖	2	5	2	—	4	1	3	High	
South	⊖	⊖	⊖	⊖	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	

Symbol	Description
●	Substantially Addresses Project Needs
⊖	Moderately Addresses Project Needs
⊕	Fails to Address Project Needs
NA	Not Applicable

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 unreasonable.
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.

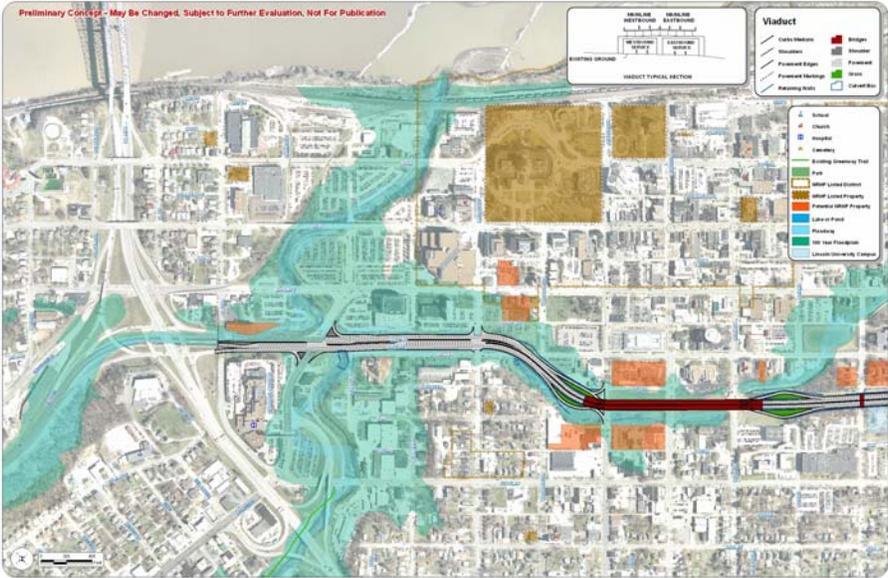
The alternatives will be refined, and draft recommendations made, based on (1) what we hear from the public, and (2) further technical analysis.

Which alternatives make sense to you?

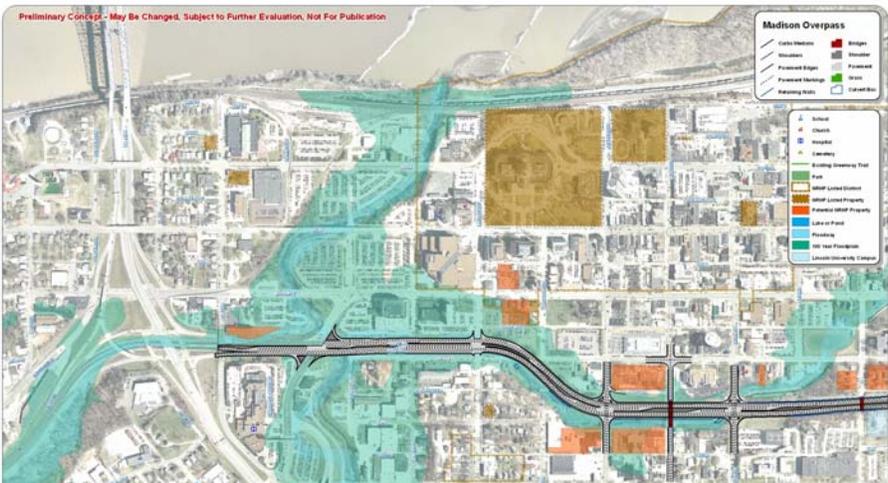
What could we do differently or better?

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

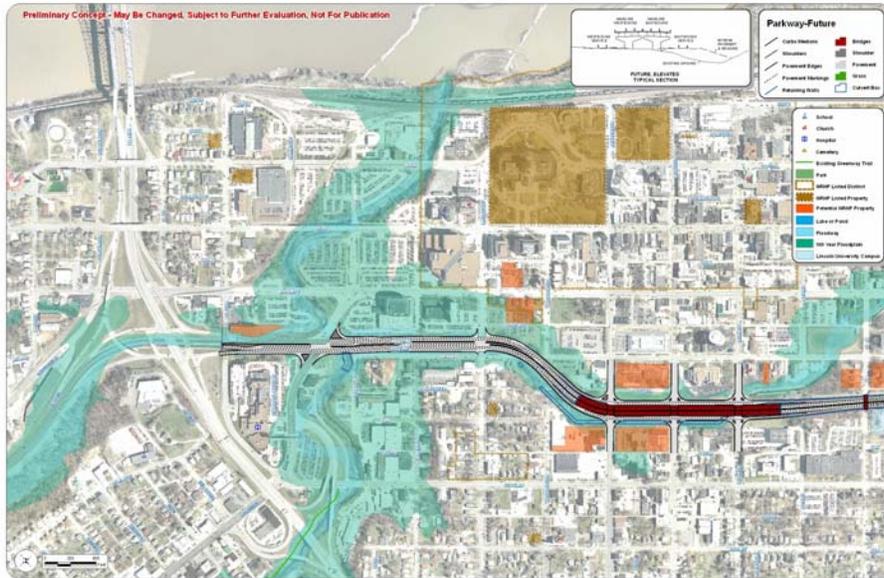


West of Jackson Alternative: Madison Overpass



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.

West of Jackson Alternative: Parkway (Future)



East of Jackson Alternative: Lafayette





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:

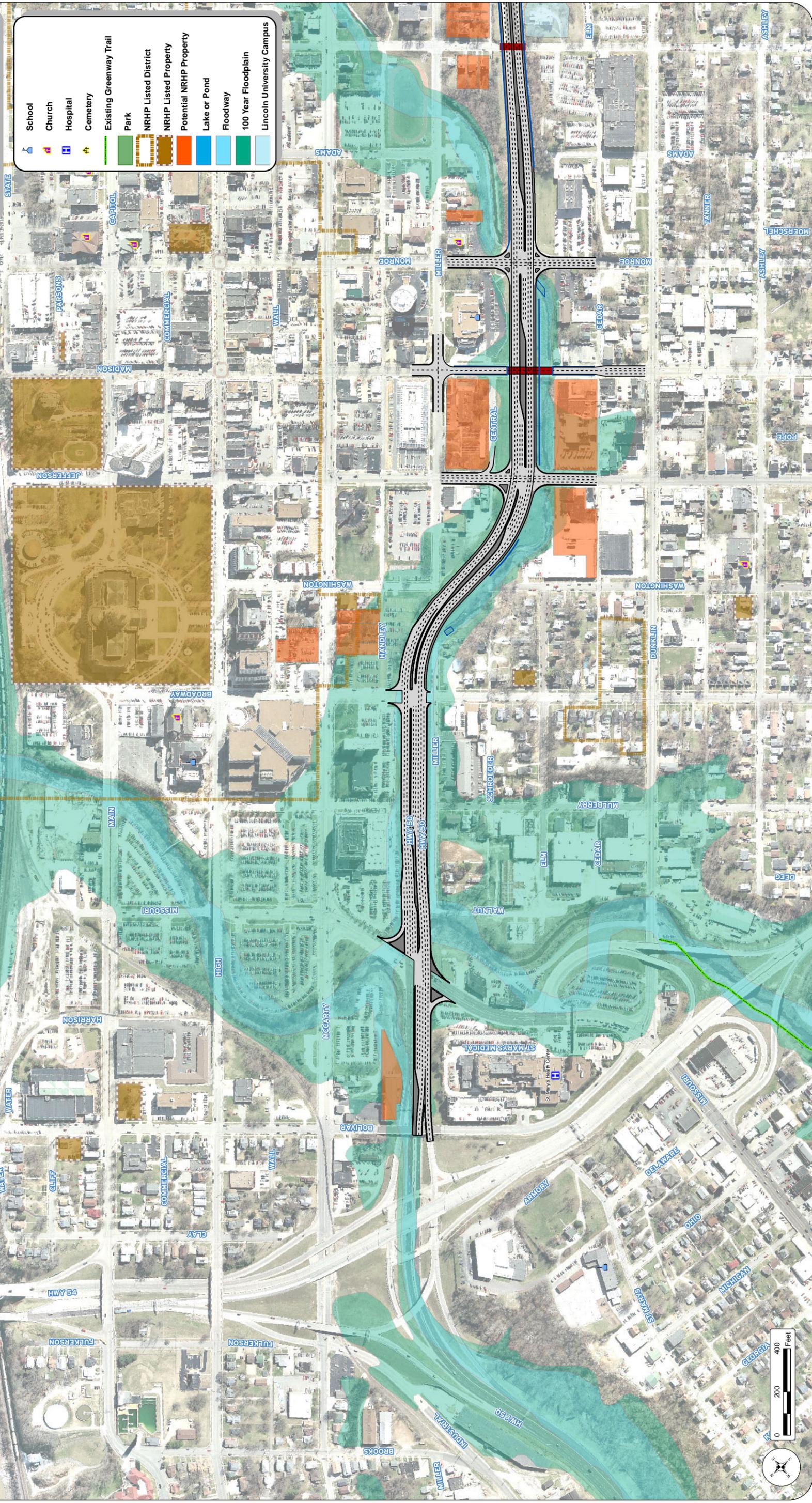
1. Media releases
2. Exhibits
3. Paid advertising
4. Sign-in sheets
5. Comment Forms

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

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

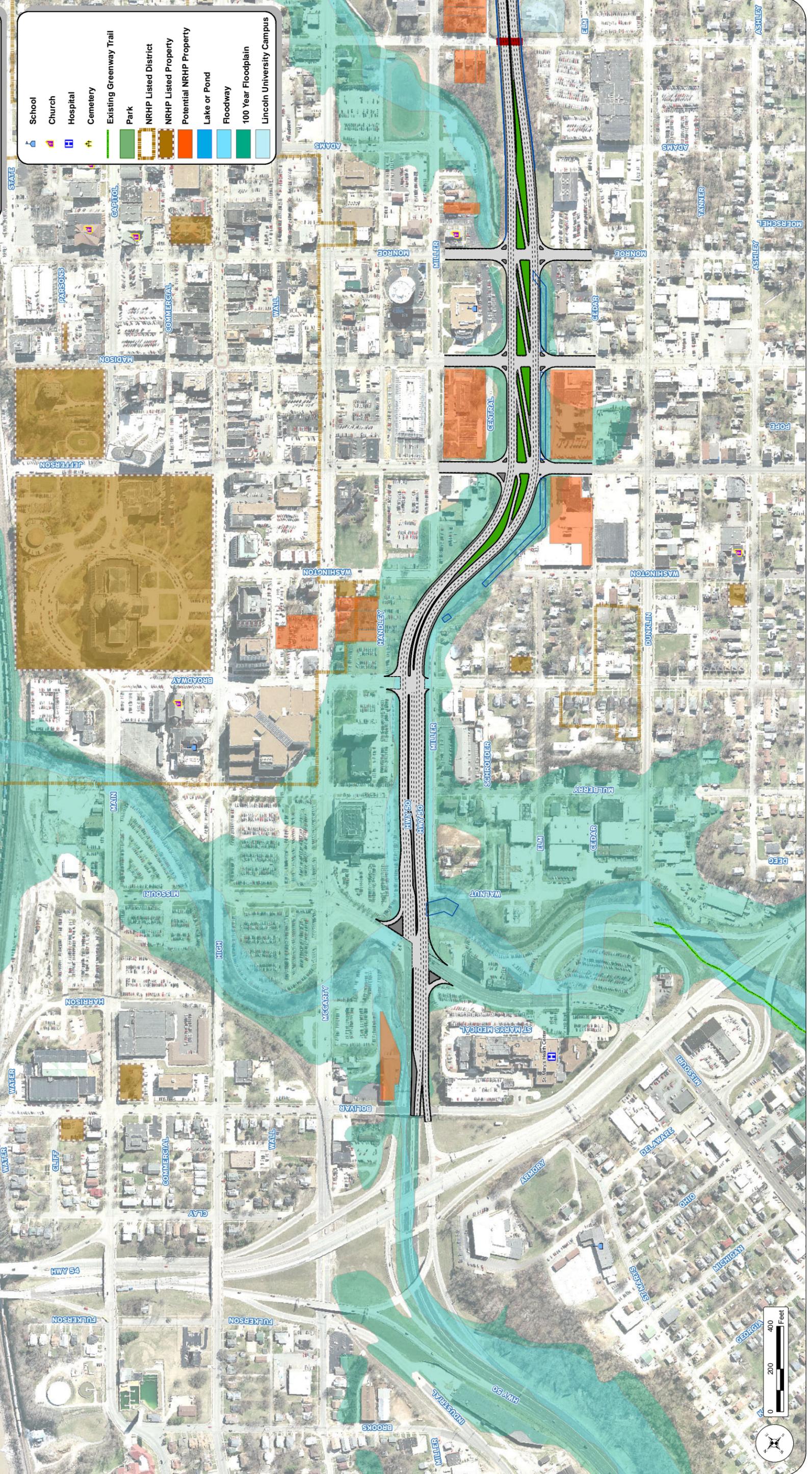


Preliminary Concept - May Be Changed, Subject to Further Evaluation, Not For Publication

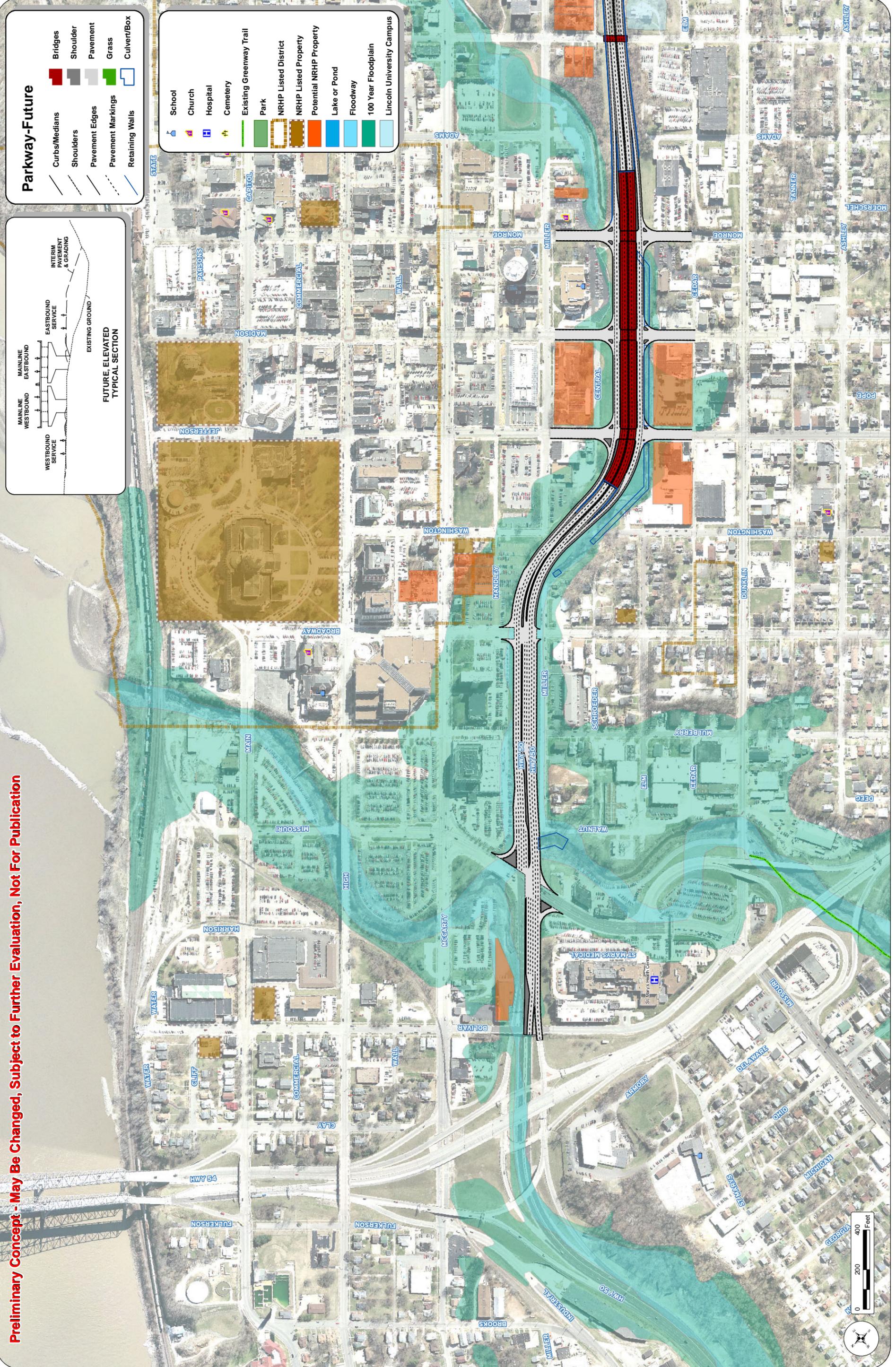
Parkway-Interim

- 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

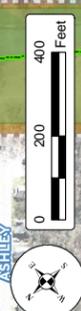


Preliminary Concept - May Be Changed, Subject to Further Evaluation, Not For Publication

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

