

Whitton Expressway EIS



RECORD OF DECISION

FHWA-MO-EIS-09-03-F
Rex Whitton Expressway, U.S. 50/63
Bolivar Street to Eastland Drive
Jefferson City, Cole County, Missouri
Environmental Impact Statement

Approving Official: _____

Kern W. Ward

Date: _____

3/31/11

Division Administrator
Federal Highway Administration

Record of Decision

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Environmental Impact Statement

A. Decision

The Federal Highway Administration (FHWA) approves the selection of the combination of Alternative 6 (the Madison Overpass option), and Alternative G, a new, full-diamond interchange at Lafayette Street and a realigned Clark Avenue as the Selected Alternative for the Whitton Expressway. The study team based their selection on the analysis of its transportation performance and its impacts within the study area, including:

- Superior access to the prison redevelopment site;
- Access to Lincoln University and Jefferson City High School;
- Flexibility in constructing the improvements associated with the alternative;
- Costs to construct compared to transportation performance benefits such as roadway capacity, traffic operations, traffic safety, structural needs, and access requirements, and
- Impacts to the built and social environment.

There are several reasons — traffic operations, constructability, access to the prison redevelopment site and the type of impacts to the study area — that led to the selection of Alternative G as a component of the Selected Alternative. **Exhibit 1** displays the Selected Alternative.

Although each of the Mainline Alternatives do a good job addressing traffic issues on Whitton Expressway, Alternative 6, the Madison Overpass option best balances the need for operation improvements with constructability. The mainline improvements focus on widening Whitton Expressway to six thru lanes from Broadway to Lafayette, resulting in improved traffic flow to and from US 54.

The improvements associated with the Madison Overpass option would be simpler and less disruptive to construct than the other Mainline Alternatives. It would immediately address issues on Jefferson, Madison and Monroe streets. The Madison Overpass option is also less expensive than the other two Mainline Alternatives. The anticipated costs of the Madison Overpass option range from \$14 to 17 million. By comparison, the study team estimates that the full build out of the Viaduct or Parkway alternatives would cost a minimum of \$32 million.

B. Purpose and Need for the Project

The Rex Whitton Expressway is an important roadway for Jefferson City, 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. That is why Jefferson City, Cole County and the Missouri Department of Transportation initiated a project to consider improvements to US 50/63 (Whitton Expressway) and the local street network. The community needs this project to safely and reliably improve personal

and freight mobility, reduce traffic congestion, and enhance access to the Missouri State Penitentiary Redevelopment site, Lincoln University and Jefferson City High School – all while respecting the character of Jefferson City.

The portion of the Whitton Expressway that was studied in this document begins at Bolivar Street moving eastward through the corridor to the Eastland Drive interchange, and from McCarty Street on the north traveling south to a line running parallel 300 feet to the south of the expressway. Access to the prison, which is located to the north of McCarty, will also be examined. The study corridor encompasses those areas that most directly affect downtown Jefferson City and the prison site.

The selective alternative will address several needs including:

- Provide Sufficient Roadway Capacity and Improve Traffic Operations – Whitton Expressway will need to serve the local, regional and national traffic safely. 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.
- Improve Traffic Safety – As traffic increases, Whitton Expressway will need improvements to function safely.
- Address Road and Bridge Deficiencies – There are locations where bridges or other structures need improvement or replacement for better traffic flow and safety.
- Improve Access to the Missouri State Penitentiary and Encourage Development.
- Improve Access to Lincoln University and Jefferson City High School.

C. Alternatives Considered

As discussed in detail in **Chapter 2** of the Final Environmental Impact Statement (FEIS), the Whitton Expressway study process included these steps:

- The alternatives start as preliminary concepts;
- Initial screening identifies those concepts with major concerns;
- Concepts that seem reasonable were developed more fully as alternatives;
- More varied and stringent criteria were used as the alternatives become more developed;
- Public and agency comments were used to refine the concept and alternative development.

The study team followed this process by first identifying a wide range of initial concept alternatives. The study team screened those concepts based on initial criteria related to meeting the purpose and need. From that initial screening of alternatives, a set of “reasonable” alternatives were developed and subjected to a more stringent set of criteria.

The initial concepts considered by the study team included the following:

- No Build;
- Travel Demand Management and Transportation System Management;
- A north and south bypass of Jefferson City;
- Improvements to the expressway;
- Improvements on the local street network for improved access to the prison.

The study team eliminated the following concepts (concepts 1, 2, 3, B, C, E, and F) from consideration because they failed to address the project’s purpose and need:

- No-Build;
- Transportation System Management and Travel Demand Management;
- Two bypasses of Jefferson City, one to the North and one to the South;
- A concept on Whitton Expressway that maximized the total number of lanes available;
- Four prison access concepts, one that utilized Lafayette and Chestnut in tandem, one concept that would realign Clark Avenue to function as a pair of one-way streets, one concept that would realign Clark Avenue to function as the only prison access and one that utilized Eastland.

The concept which would have a realigned Clark Avenue serve as the sole prison access was eliminated upon receipt of comments from the public and various agencies. Once it was determined that access to Lincoln University and Jefferson City High School was a Purpose and Need component, the study team decided that the Clark Avenue option on its own would not meet this.

The study team selected to advance three mainline Whitton Expressway concepts and three prison access concepts as reasonable alternatives as follows:

- Mainline Alternatives:
 - Alternative 4 would construct an elevated viaduct starting just east of Broadway and returning to grade near the Jackson overpass.
 - Alternative 5 would construct a parkway with a wide median and additional travel lanes. If necessary, MoDOT could add an elevated structure to carry through traffic separate from local traffic.
 - Alternative 6 would construct a north-south overpass at Madison Street, widen the expressway to three lanes in each direction from Broadway to Lafayette and add improvements at Jefferson and Monroe.
- Prison Access Alternatives:
 - Alternative A would construct a new half-diamond interchange on Whitton Expressway at Lafayette Street and widen Lafayette to four or five lanes.
 - Alternative D would utilize a new half-diamond interchange at Lafayette and realigned Clark Avenue. This concept would provide for the flexibility to phase the improvements to take place as traffic warrants.
 - Alternative G was an additional alternative that the study team chose to study based on feedback from the public involvement process. This alternative includes 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. Access from Clark Avenue would remain the same.

Although the No-Build Alternative did not satisfy the project's purpose and need, it was carried forward for comparison purposes.

The process continued with the study team using another round of screening to identify a Preferred Alternative. The study team chose the Preferred Alternative by comparing each reasonable alternative's ability to meet the project's purpose and need against any unavoidable impacts to both the natural and social environments. The Preferred Alternative was subject to circulation, coordination and evaluation in a Draft Environmental Impact Statement (DEIS) and a FEIS. At this point, the Preferred Alternative for the Whitton Expressway EIS is now identified as the Selected Alternative.

The Selected Alternative offered flexibility on when to construct improvements. The first phase of construction would include the Lafayette interchange and the additional lane in each direction from Monroe to Lafayette streets, plus the eastbound and westbound auxiliary lanes between Lafayette Street and Clark Avenue. The roundabouts at the Clark Avenue interchange would be the next phase constructed. The additional eastbound and westbound lanes between Missouri Boulevard and Monroe Street would be constructed next. The Madison Overpass option could be constructed separately from the mainline improvements. The Clark Avenue extension would be the last piece of the Selected Alternative that would be constructed if taking a phased approach. Prison site redevelopment, traffic, and access issues would dictate the need and pace for phasing the improvements. Regardless of how it was phased, the Selected Alternative offers the most direct and best access to the prison redevelopment site while also providing access to Lincoln University and Jefferson City High School.

D. Summary of Impacts

Based on the alternatives analysis, as well as agency and public input, the study team chose the Selected Alternative for the Whitton Expressway EIS. The study team based their choice of the Selected Alternative from the analysis of its transportation performance, including:

- Superior access to the prison redevelopment site;
- Access to Lincoln University and Jefferson City High School;
- Flexibility in constructing the improvements associated with the alternative; and,
- Costs to construct compared to transportation performance benefits such as roadway capacity, traffic operations, traffic safety, structural needs, and access requirements.

Chapter 3 of the DEIS and the FEIS provides a detailed discussion of impacts and are also summarized in **Exhibit 2**.

Social Environment and Displacement Impacts

The Selected Alternative is not without potential drawbacks. Most of the drawbacks are associated with social considerations. The full build-out of the Selected Alternative, which includes constructing a new interchange with Whitton Expressway at Lafayette Street, would directly affect historic resources such as the Craftsman/Monastery District and the property of the Lincoln University President's House, would acquire the Quinn Chapel AME church, and would alter access to several downtown businesses and institutions. The combined Lafayette interchange and realigned Clark Avenue would require more property acquisitions than the other Prison Access Alternatives. The full build-out of the Selected Alternative would fully acquire 25 residential properties (both single and multi-family) and 4 business properties, and partially acquire 16 residential properties and 4 business properties.

Natural Environment Impacts

No wetlands occur within the study area, due to the urban nature of the environment. To verify this, correspondence took place with the US Army Corps of Engineers (USACE) regarding wetlands. Wetlands generally include swamps, bogs, and similar areas. Within the study corridor, there are no areas shown on the National Wetland Inventory maps and classified as vegetated wetlands. Through field investigations, it was discovered that one area adjacent to an unnamed tributary of Wears Creek, south of Whitton Expressway between Jefferson and Madison Streets, appeared to have the potential for meeting wetland criteria. However, preliminary fieldwork

indicated that the area did not meet all three of the wetland criteria parameters in order to be a jurisdictional wetland. The USACE will make a final determination. The areas adjacent to the streams in the remainder of the study corridor were also checked for ponding or saturation.

The floodplains in the study area have beneficial values in that they provide temporary water storage during storms or floods, help to remove sediments, and provide erosion control. As this project is located in an urban area with development located within the floodplain, it is especially important that the flood elevations do not increase, as that may have an adverse effect on existing property. The streams within the study corridor that have a designated Federal Emergency Management Agency (FEMA) mapped floodplain include Wears Creek, North Branch Wears Creek, and East Branch Wears Creek as named in the Flood Insurance Rate Maps. The Mainline component of the Selected Alternative would impact 4.2 acres within the designated FEMA floodplain. The Prison Access component of the Selected Alternative would impact 0.6 acres within the designated FEMA floodplain.

The Selected Alternative involves bridge and culvert elevations that are set well above 100-year flood elevations, based on studies prepared by FEMA. The modifications would be designed so as not to redirect or increase the flow. All improvements would be designed to not increase flood elevations, and to maintain the existing conditions. Consequently, risks of flooding to users of the roadway, the potential for property loss and hazard to life due to this project is minimal. The footprint of the roadway fill placed in the floodplain is minimal when compared to the total floodplain area. The proposed bridge and culvert structures will be sized to accommodate the calculated 100-year flows and to maintain floodway crossings free of obstruction. Thus, impacts on natural and beneficial floodplain values are not significant.

The federal Water Pollution Control Act, section 303(d), requires that each state identify those waters that are not meeting the state's water quality standards. There are no Outstanding National or State Resource Waters within the study corridor and none of the streams have been given a "classification" and "use designation" by the MDNR. During construction, the study team will need to comply with the National Pollutant Discharge Elimination System permit, Section 404 permit and specific conditions of Section 401 Water Quality Certification.

The EIS requires a finding for the Selected Alternative's affect on wetlands and floodplains. The EIS refers to this finding as the Only Practicable Alternative Finding. As there are no wetlands in the Whitton EIS study area, this is not an issue.

A summary of other impacts include the following:

- The project would not expose any of the receptors to a substantial noise increase and the study area does not contain any Active Category "A" noise receptors.
- A total of 202 linear feet of stream impacts, equating to less than 0.10 of an acre of impacts.
- The project would not change geology and soil characteristics in the study area.
- The project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has no link with any special Mobile Source Air Toxins.
- The wildlife that occurs in the study area is already adapted to the conditions for the existing expressway and on-going development, and the direct impact on wildlife is not anticipated to be greater than that caused by current land use development.
- The Selected Alternative would not disturb or alter any of the 121 identified sites with the potential for hazardous or solid waste contamination and therefore would have no effects.

Engineering Impacts

The Selected Alternative offered flexibility on when to construct improvements. The scheduling of the individual project elements and phases will occur based on available resources in accordance with the processes outlined in the MoDOT Engineering Policy Guide. This includes the potential for phase construction as noted above in Section C. The public involvement process for the project will continue and will provide the best source for accurate and timely updates regarding the project schedule. Other constructability issues, including typical coordination with local projects and normal construction related detours are discussed in the DEIS and FEIS.

E. Section 4(f)

The Whitton Expressway EIS required a Section 4(f) evaluation. The Section 4(f) legislation, as established under the U. S. Department of Transportation Act of 1966 (49 USC 303, 23 USC 138) provides protection for publicly owned parks, recreation areas, or wildlife and/or waterfowl refuges of national, state or local significance or land of an historic site of national, state, or local significance from conversion to transportation usage. Section 4(f) also applies to all archaeological sites on, or eligible for inclusion on, the National Register of Historic Places (NRHP).

As discussed in **Chapter 6 of the DEIS and FEIS**, the Section 4(f) evaluation process determined that the Selected Alternative for the Whitton Expressway study corridor has implications to historic properties and parkland. The Selected Alternative affects the following Section 4(f) resources:

- One individually listed historic property – a well house and wall associated with the Lincoln University President’s House (Hugh & Bessie Stephens House) property;
- One eligible historic district – Craftsman/Monastery District; and,
- Two public parklands – Park Place and the City’s Greenway Trail.

The historic resources listed above are those that the study team identified from the historic survey as eligible for the NRHP and that the project is anticipated to result in an adverse effect upon. There are no feasible and prudent alternatives to impacting the well house and wall associated with the Lincoln University President’s House and Craftsman/Monastery District, nor are there feasible and prudent alternatives to avoid the impact to Park Place, or the temporary impacts to the City’s Greenway Trail. The next section of this Record of Decision discusses measures available to MoDOT that will minimize the impacts of the project on Section 4(f) resources.

F. Measures to Minimize Harm

Through a comprehensive review of the potentially affected environment and environmental consequences, no known issues were identified that would preclude or prevent the implementation of the Selected Alternative. The commitments put in place and documented in the **Executive Summary of the DEIS and FEIS** remain valid and include the following:

1. Maintenance of traffic and sequence of construction will be programmed to minimize traffic delays throughout the corridor. A traffic management plan will be developed and implemented during future engineering phases to ensure reasonable and convenient access to residences, businesses, community services, and local roads during construction.
2. MoDOT will coordinate construction activities, sequencing, and traffic management plans with local police, fire and emergency services, school district, and appropriate organizations to minimize delays during construction.

3. MoDOT will coordinate with area businesses regarding access issues, via direct communications throughout the construction period.

4. Once the final location of the roadway is established within the corridor and the final grades are established, coordination with the utility companies would be made to ensure utility services to the local area is continued.

5. In the event that the well house and limestone wall on the Lincoln University President's House property is impacted, the well house and remaining stone wall adjacent to it will be relocated and reconstructed.

6. MoDOT will implement all reasonable traffic management alternatives before constructing the Madison Overpass option so that it is not constructed until traffic issues warrant it.

MoDOT and FHWA will take the following steps, once the project has received funding, to mitigate impacts to minority populations through:

7. Expanded assistance in the relocation of any businesses within the project boundaries. MoDOT will assist displaced businesses in the search for a comparable business location.

8. MoDOT will work beyond the Uniform Act in assisting relocated residential tenants to become homeowners, as desired, by providing educational sources of information for preparing to become a homeowner.

9. MoDOT will work with the community to determine aesthetically pleasing treatments to retaining walls, bridge wings and bridge facings.

10. MoDOT will be conducting additional research and providing context on the historical African American community in relation to the Lincoln University President's Home property and the Craftsman/Monastery Historic District per the Memorandum of Agreement signed by MoDOT, FHWA and the Missouri State Historic Preservation Office. The final product will be a report that will be made available to SHPO, Lincoln University and the Missouri River Regional Library. Additional copies shall be provided to the appropriate local historical societies and retained by MoDOT. MoDOT will prepare a pamphlet and presentation based on the Architectural and Archaeological surveys and the report prepared above. These materials can be used by Lincoln University, the Cole County Historical Society, other local organizations and residents in order to preserve and share the history of the area.

11. MoDOT will incorporate an OJT (On the Job Training) program into the construction contract for this project, with a concentration on prompting OJT for African Americans within the project area.

12. MoDOT will take all steps reasonable and necessary to ensure that Quinn Chapel is relocated within this community, as is its desire.

G. Monitoring and Enforcement

The planning, agency coordination, public involvement and impact evaluation for the Whitton Expressway EIS were coordinated in accordance with the National Environmental Policy Act, the Clean Water Act, the Clean Air Act, the Farmland Protection Policy Act, Executive Order 11990 on Wetlands Protection, Executive Order 11988 on Floodplain Protection, the Fish and Wildlife Coordination Act, the Endangered Species Act, the National Historic Preservation Act and other state and federal laws, policies and procedures for environmental impact analyses and preparation of environmental documents.

Monitoring and enforcement programs will ensure that contractors carry out all applicable project construction provisions. The FHWA Missouri Division Office will monitor further project development through its day-to-day administration of the Federal aid program. In addition to the numerous environmental commitments identified in Section F, MoDOT committed itself to obtain, monitor and enforce the necessary permits associated with the construction of the Selected Alternative. Specific monitoring/enforcement actions identified in the EIS include the following:

- MoDOT will ensure that any right of way acquisition and relocations will be accomplished according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation assistance under this program will be made available to all relocated persons without discrimination. MoDOT will examine ways to further minimize property impacts throughout the study area, without compromising the safety of the proposed facility, during subsequent design phases.
- During construction, MoDOT's specifications, Missouri Department of Natural Resources Solid Waste Management Program, and MoDOT's Sediment and Erosion Control Program will all be followed. To minimize impacts associated with construction, pollution control measures outlined in the MoDOT Standard Specifications for Highway Construction will be used. These measures pertain to air, noise and water pollution as well as traffic control and safety measures.
- Through MoDOT's approved Pollution Prevention Plan for the National Pollutant Discharge Elimination System (NPDES), the control of water pollution will be accomplished. All construction and project activities will comply with all conditions of appropriate USACE and Missouri Department of Natural Resources permits and certifications.
- The project construction will incorporate those features necessary to meet National Flood Insurance Program (NFIP) standards, FEMA and SEMA guidelines.
- MoDOT will continue to coordinate with the SHPO and comply with the National Historic Preservation Act.
- Plans for suitable pedestrian and bicycle access upon streets crossing the Whitton Expressway will be considered during the design of interchanges and bridges where warranted by land use. Any accommodations for bicycle/pedestrian access that are a part of this project will comply with the requirements of the American Disabilities Act of 1990.
- The MoDOT Noise Policy will be used to address noise impacts. Where appropriate, possible noise abatement measures will be presented and discussed with the benefited residents during the design phase. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective.

The DEIS and FEIS complied with United States Department of Transportation and FHWA policies to determine whether a proposed project will have disproportionate impact on minority or low-income populations. It meets the requirements of the Presidential Executive Order on Environmental Justice 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.

During the course of the Whitton Expressway EIS process, there was a concerted effort to minimize residential and commercial displacements and to minimize other impacts to adjacent neighborhoods as discussed above. The project will have impacts of a similar nature regardless of the alternative chosen. The minority and low-income populations are similar for each of the alternatives. However, the actual impacts (right of way acquisition and construction) of the project have the potential to impact a population that includes 38 percent minority individuals and take a historic district associated with an area once known as “The Foot”. This area was a traditionally African-American neighborhood centered near Lincoln University. The original construction of the Rex Whitton Expressway divided “The Foot” neighborhood to the north and south of the alignment. These factors have led FHWA to determine that the project has a disproportionately high and adverse effect on minority and low-income populations. FHWA also has acknowledged that due to the nature of this project and its location, other than selecting the No-Build Alternative, there was no possibility of avoiding disproportionately high and adverse effects on minority and low-income populations.

MoDOT and FHWA have looked at opportunities to minimize impacts to the minority populations by evaluating alternate interchange designs at the Lafayette Street location. In the future as the project moves into the design phase, MoDOT and FHWA will look at ways to continue to reduce right of way acquisition.

MoDOT and FHWA will take the following steps, once the project has received funding, to mitigate impacts to minority populations through:

- 1) Expanded assistance in the relocation of any businesses within the project boundaries. MoDOT will assist displaced businesses in the search for a comparable business location.
- 2) MoDOT will work beyond the Uniform Act in assisting relocated residential tenants to become homeowners, as desired, by providing educational sources of information for preparing to become a homeowner.
- 3) MoDOT will work with the community to determine aesthetically pleasing treatments to retaining walls, bridge wings and bridge facings.
- 4) MoDOT will be conducting additional research and providing context on the historical African American community in relation to the Lincoln University President’s Home property and the Craftsman/Monastery Historic District per the Memorandum of Agreement signed by MoDOT, FHWA and the Missouri State Historic Preservation Office. The final product will be a report that will be made available to SHPO, Lincoln University and the Missouri River Regional Library. Additional copies shall be provided to the appropriate local historical societies and retained by MoDOT. MoDOT will prepare a pamphlet and presentation based on the Architectural and Archaeological surveys and the report prepared above. These materials can be used by Lincoln University, the Cole County Historical Society, other local organizations and residents in order to preserve and share the history of the area.

5) MoDOT will incorporate an On the Job Training (OJT) program into the construction contract for this project, with a concentration on prompting OJT for African Americans within the project area.

6) MoDOT will take all steps reasonable and necessary to ensure that Quinn Chapel is relocated within this community, as is its desire.

Relocation Assistance Plans for all potential acquisitions and displacements will require approval prior to implementation. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, provides for payment of just compensation for property acquired for a federal aid project. The relocation program assists displaced persons in finding comparable housing that is decent, safe and sanitary. This applies to businesses, farms, nonprofit organizations and residential properties.

Ongoing coordination with the public, stakeholders, organizations and resource agencies will continue to implement appropriate mitigation measures and commitments as well as project coordination into the future during project design and construction.

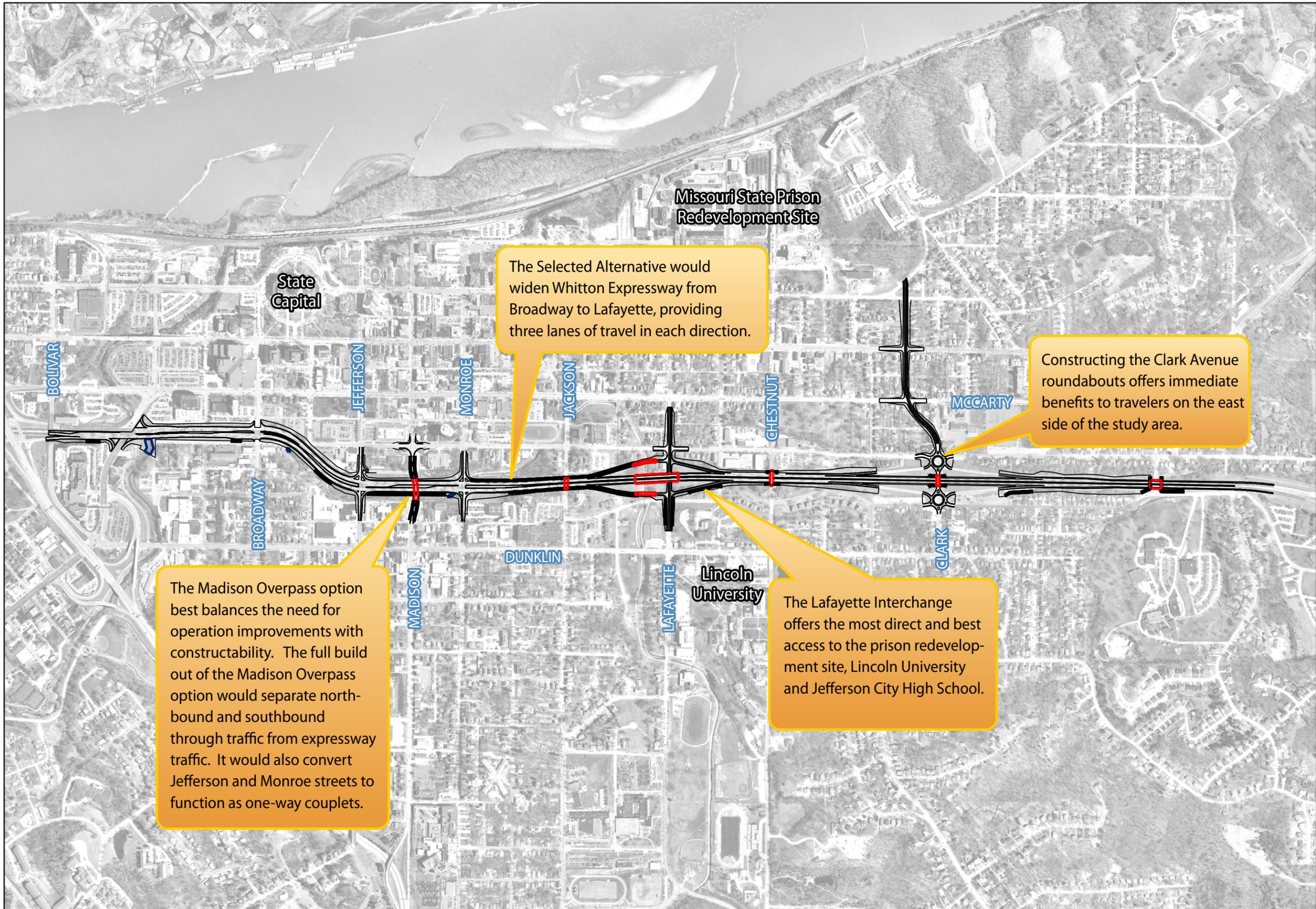
H. Comments on the FEIS

The Federal Register published the notice of availability of the FEIS on January 7, 2011. The public comment period ran through February 7, 2011. Comments on the FEIS were received from multiple sources. The letters/comments received are attached in **Appendix A**. None of the comments received required a response by FHWA.

I. Conclusion

The choice of a Selected Alternative occurred following a collaborative decision-making process that thoroughly considered all social, economic and environmental factors. It included extensive outreach, agency coordination and public involvement. FHWA and MoDOT have worked to avoid, minimize and mitigate impacts throughout the NEPA process. The Final EIS accurately presents the social, economic and environmental consequences associated with its selection.

**Whitton Expressway EIS
Record of Decision
Selected Alternative**



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Exhibit 2: Summary Evaluation Matrix

Whitton Expressway EIS Record of Decision

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

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

* The numbers in parentheses reflect the Parkway - Future concept

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

Note: Institutional properties include school property and churches

Appendix A

Agency and Non-Agency Comments on the Final SEIS

The Final EIS was approved for circulation on December 14, 2010. It was furnished to the agencies and individuals included on the circulation list. The notice of availability was published in the Federal Register on January 7, 2011, and comments were requested by February 7, 2011.

Comments on the Final SEIS were received from the following:

- Department of the Army, Kansas City District, Corps of Engineers – January 6, 2011;
- From an individual, one e-mail dated January 10, 2011; and
- Lincoln University, Office of the President – February 4, 2011.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT CORPS OF ENGINEERS
635 FEDERAL BUILDING
KANSAS CITY, MISSOURI 64106-2896

January 6, 2011

Ms. Kathy Mathis
HNTB Corporation
715 Kirk Drive
Kansas City, Missouri 64105

Dear Ms. Mathis:

We received your package regarding the Whitton Expressway.

I wanted to bring a couple of items to your attention for future correspondence.

1. Our Change of Command was held on July 23, 2010, where Colonel Wilson relinquished command to Colonel Anthony J. Hofmann, who is our current Commander,.
2. In January 2010, we moved to another floor in the Federal Building. Items to the Commander should now be addressed:

Colonel Anthony J. Hofmann
District Commander
Corps of Engineers, Kansas City District
635 Federal Building
601 E. 12th Street
Kansas City, MO 64106-2896
3. Mr. Frazier's first name is Mark not Mike. Mr. Frazier is the Chief of Regulatory in our Operations Division.

Please contact me at 816 389 3202 if I may be of further assistance to you.

Sincerely,

A handwritten signature in cursive script that reads "Deborah A. Taylor".

Deborah A. Taylor
Executive Secretary to the Commander

Enclosures

From: Jennifer L Ranabargar/D5/MODOT
To: Michael W Dusenberg/D5/MODOT@MODOT
Date: 01/10/2011 04:03 PM
Subject: Fw: 11-3-0006/Comments regarding Whitton Expressway Project, Cole County

— Forwarded by Jennifer L Ranabargar/D5/MODOT on 01/10/2011 04:02 PM —

Call Report - 11-3-0006

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

Caller information taken by: Jennifer L Ranabargar

Request taken on: 01/10/2011 at 03:59 PM

Service Request / Information

Problem (in customer's words): Great job of pulling together everyone and getting a consensus. You won't be able to please everyone. The only comment from me concerns Lafayette north and south of the improved expressway. Seems that lots of lanes are needed north to McCarty and south to Dunklin. Otherwise you will have bottlenecks at those intersections that will back traffic up at the new interchange during peak traffic. I would suggest no on-street parking up to High and down to Dunklin. I would also suggest no access to Miller either east or west. Otherwise traffic will back up again. I see that you already intend to block access east and west on Elm. I know the fire department, Transportation Department and Simonsen school may wish to have direct access to their facilities; however, I feel they have alternatives and the bottleneck will do more harm than good. I understand these are interfaces with the City of Jefferson. I would suggest 3 lanes north to McCarty with the inner lane terminating at McCarty as a left turn only, the middle lane traversing across McCarty and the right lane serving both right turn and straight ahead at McCarty. The two lanes that travel north to High will have the left lane terminate at High as a left turn only and the right lane will continue to operate for right turns on High and proceeding up to Capital. I would suggest one lane south from Capital to High with a second lane added to the right at the commercial buildings. This new right lane will allow turns to the right and straight ahead traffic to McCarty. The original lane can proceed to McCarty. A new lane can be added for left turns onto High starting similar to the new right lane. From High the two lanes head to McCarty. The left lane can either turn left on McCarty or continue onto the Expressway. The right lane continues to the expressway and a new right turn only lane is added. The lanes south on Lafayette to Dunklin from the expressway should similarly have quantities as mentioned above north of the expressway. It would be an inefficient waste of taxpayer money to have to fix bottleneck problems after the expressway is built. Lanes would have to be added to the off ramps and under the overpass. Inconvenience would be added. Frustration would mount that after all the time and money the system still doesn't work well. It is imperative that the money be made available to do the job right. I can work out a plan form if you want to bring some clarity to the verbiage. Just let me know. I created a detailed plan of my own when I served on the Central Eastside Redevelopment committee. I presented the basics of those ideas at a public meeting built around our committee meeting and gave the paper drawings to Janice McMillan. Generally, my ideas were disapproved of by the local officials. I would presume the ideas were to comprehensive and expensive and so dismissed. Anyway, please give strong consideration to building adequate lanes at the expressway and Lafayette and work with the City to do the same along Lafayette north and south. Thanks,
Steve Salamone
1310 East High

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

Location:

Assigned to: Michael W Dusenberg

Call Information

Topic: Project Development	Type of Call: Routine
Subcategory: Planning	Type:
Assigned Building: Planning	Action taken: 1/10 - Forwarded to Mike D. for his information. Jennifer
Date of Action: 01/10/2011	Time of action:



LINCOLN UNIVERSITY

820 Chestnut St.
Jefferson City, MO 65102-0029

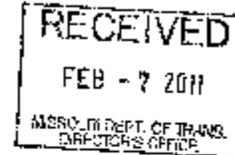
Office of the President

February 4, 2011

Phone: (573) 681-5042
FAX: (573) 681-6074

Ms. Peggy Casey, Program Development Team Leader
Federal Highway Administration
3220 W. Edgewood, Ste. II
Jefferson City, MO 65109

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



**RE: REX WHITTON EXPRESSWAY
FINAL ENVIRONMENTAL IMPACT STATEMENT**

Dear Ms. Casey and Mr. Keith:

Thank you for the opportunity to review the Rex Whitton Expressway Final Environmental Impact Statement (EIS). The format of the document is very clear, concise, and reader friendly.

After reviewing the Final EIS, the University continues 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.

We are pleased to see included in Chapter 6 of the final document the Memorandum of Agreement for Mitigation of Adverse Effects between the Missouri Highways and Transportation Commission, Federal Highway Administration, and Missouri Historic Preservation Office pertaining to the stipulation measures that will be carried out relative to the Lincoln University's President's House and other historic properties affected by the project. Other University concerns addressed in our February 9, 2010, letter to you have also been attended to within the EIS.

Thank you again for providing us the opportunity to stay involved and abreast of this important project. 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

*Founded 1866: 62nd & 65th Colored Infantries
An equal opportunity institution*