



Rex Whitton Expressway EIS **Public Involvement Plan**

Introduction

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

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

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

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

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

Project Description and Issues

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

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

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

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

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

Situational Assessment

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

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

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

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

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

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

Target Audiences/Key Publics

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

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

Strategy, Tools & Techniques

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Relations

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

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

Schedule

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

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

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

Communications/Media Protocol

Media Inquiries

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

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

Spokespersons:

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

Review of Materials for Public Release/Use:

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

Resource Agencies

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

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

Summary

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

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

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

APPENDIX

Crises Communication Plan

What is a crisis?

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

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

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

Spokespersons:

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

Consultants Role During a Crisis:

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

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

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

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

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

Please refer to the media guidelines on page 7.



Whitton Expressway Community Advisory Group Roster

Sam Cook, Chairman
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July 20, 2007

Name
Address
City State Zip



Dear Name:

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

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

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

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

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

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

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

July 30, 2007



Media Advisory

For more information, contact:

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

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

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

When: 4 p.m. Tuesday, July 31

Where: MoDOT District 5 Offices at 1511 Missouri Blvd.

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

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

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Community Advisory Group Meeting Agenda

Date: July 31, 2007

Time: 4 – 6 p.m.

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

Agenda

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



July 31, 2007

Community Advisory Group

Roles and Responsibilities

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



MEETING DOCUMENTATION

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

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

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

Discussion/Meeting Goals:

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

Project Overview

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

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

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

Advisory Group Role and Responsibilities

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

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

Draft Purpose and Need

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

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

Mapping Exercise and Issues Discussion

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

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

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

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

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

Other Discussion

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

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

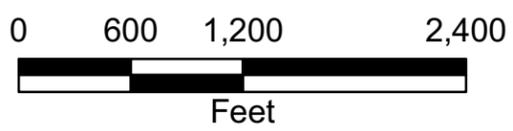
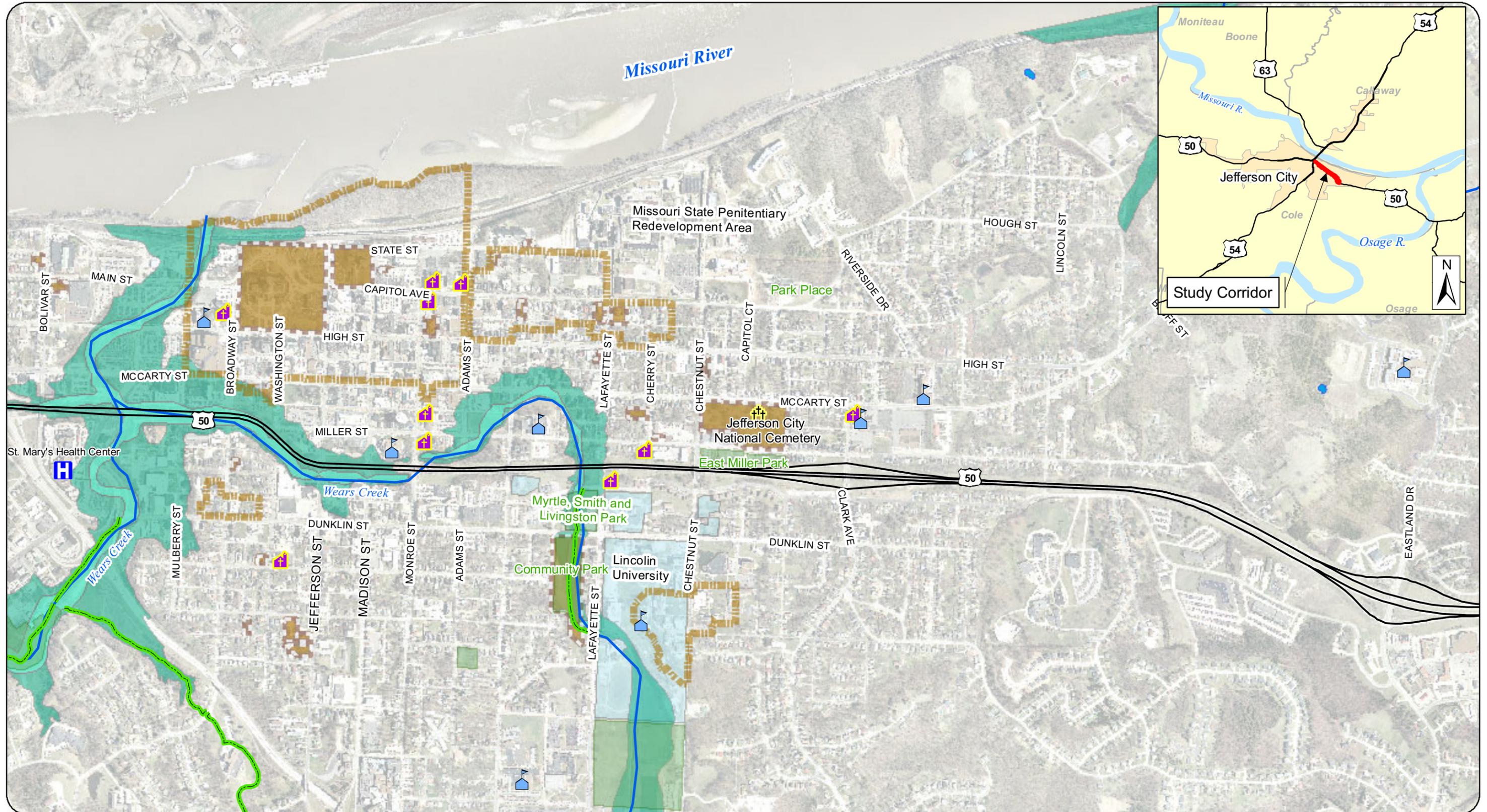
Action Items

Responsibility Deadline

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

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

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



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

Landuse 2003 JCUA Data Center



Environmental Constraints

From: Betty Burry

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

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

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

Subject: Whitton Expressway EIS - Community Advisory Group Meeting Two

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

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

Kind regards,

Betty Burry, AICP

Senior Public Involvement Manager

HNTB Corporation

715 Kirk Drive

Kansas City, MO 64105-1310

(816) 472-1201

Direct (816) 527-2679

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E-mail bburry@hntb.com

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October 9, 2007



Media Advisory

For more information, contact:

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

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

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

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

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

###



Community Advisory Group Meeting Agenda

Date: October 16, 2007

Time: 4 – 6 p.m.

Location: Memorial Hall

818 Chestnut

Lincoln University

(See map for parking)

Meeting Goals:

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

Agenda

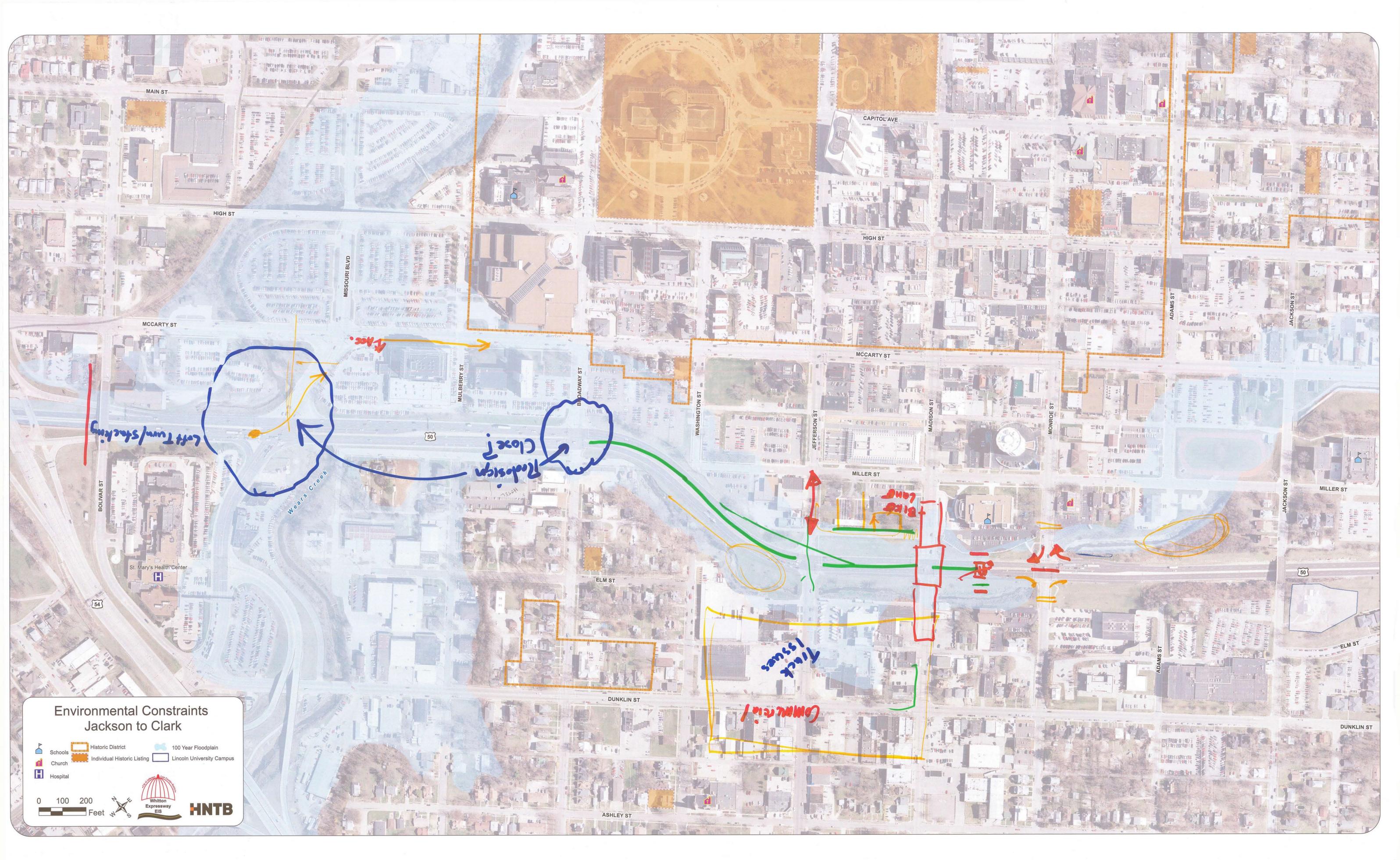
1. Introductions All
2. Purpose and Need Mark Pierson
3. Screening Criteria Review and Discussion..... Steve Wells & Betty Burry
What are the screening criteria? How do they relate to the formal Purpose and Need?
How does the criteria and screening process reflect community values?
 - Sufficient Roadway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

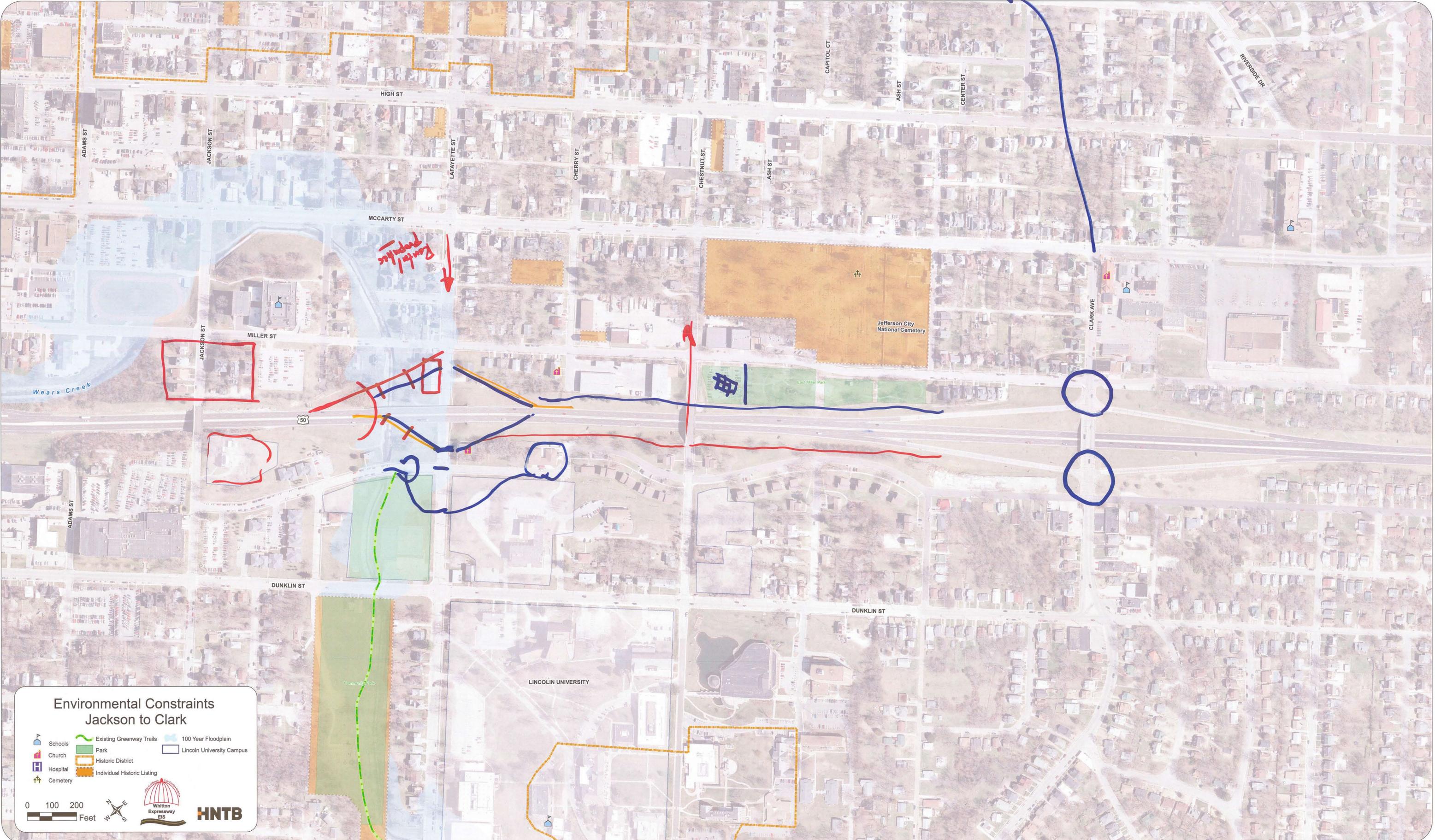
**Environmental Constraints
Jackson to Clark**

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

0 100 200 Feet





**Environmental Constraints
Jackson to Clark**

0 100 200 Feet

HNTB

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



Whitton Expressway EIS Community Advisory Group

October 16, 2007

Updated Purpose and Need



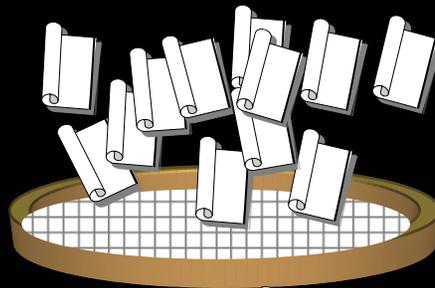
Our community needs to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site.

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

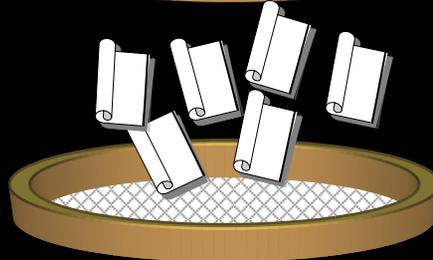
Alternative Development and Screening



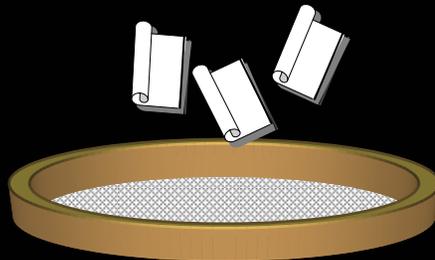
Concepts



**Initial
Alternatives**



**Reasonable
Alternatives**



**Preferred
Alternative**



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



Proposed Screening Criteria

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

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



Screening Criteria Review and Discussion

Community Advisory Group
input on criteria specifics
and relative importance.

Potential Screening Criteria



Engineering Criteria

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

Potential Screening Criteria



Transportation Criteria

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

Potential Screening Criteria



Natural Environment Criteria

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

Potential Screening Criteria



Social Environment Criteria

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



Screening Criteria Ranking Exercise

What specific criteria are most/least important to you?

What larger categories are most/least important to you?



Conceptual Alternatives

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



What we've heard from you...



Have we missed anything?



Next Steps



MEETING DOCUMENTATION

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

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

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

Meeting Goals:

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

Introductions

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

Purpose and Need

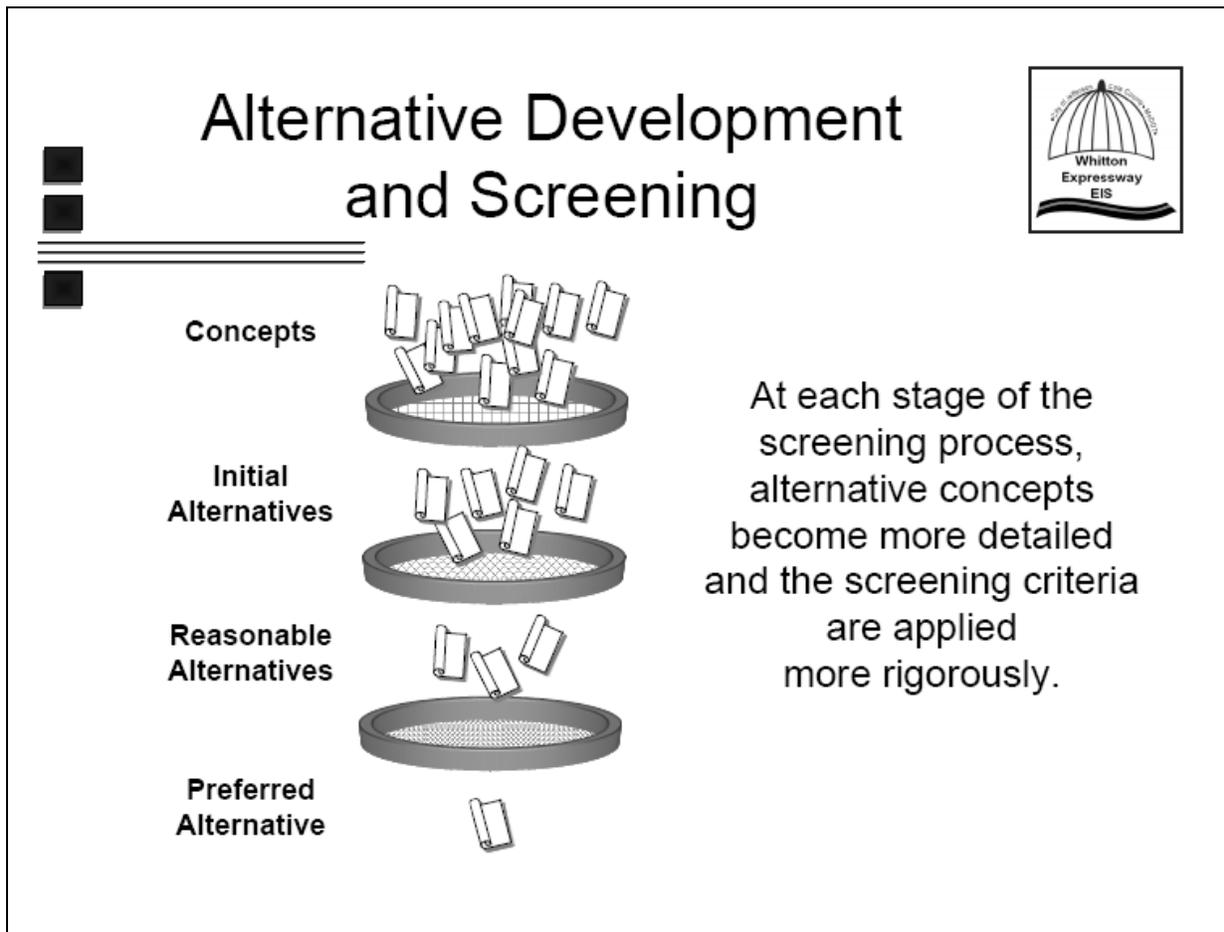
Mark Pierson provided the group with an overview of the revised project Purpose and Need:

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

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

Screening Process and Criteria

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



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

Potential Whitton EIS Screening Criteria

Engineering

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

Transportation

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

Natural Environment

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

Social Environment

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

The community advisory group and team members discussed the following:

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

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

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

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

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

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

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

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

Concept Alternative Exercise

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

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

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

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

Betty Burry

From: Betty Burry

Sent: Tuesday, November 13, 2007 12:35 PM

To: 'president@lincolnu.edu'; Randy Allen; Allen Pollock; Bert Kimble; Charlie Brzuchalski; James Crabtree; John Pelzer; Mahoney Carolyn (mahoneyc@lincoln.edu); Margaret Redmond; Mark Mehmert; Stan Fast; Dave & Cathy Bordner

Cc: 'Matthew.Burcham@modot.mo.gov'; 'Karen Daniels'; 'Michael.Dusenberg@modot.mo.gov'; MoDOT (Gerber; Kristin) ; Mark Pierson; Stephen Wells; Jennifer Johnson

Subject: Next Meeting of the Whitton Expressway EIS Community Advisory Group

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

An agenda will follow in the next week or so.

Betty Burry, AICP

Senior Public Involvement Manager

HNTB Corporation

715 Kirk Drive

Kansas City, MO 64105-1310

(816) 472-1201

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E-mail bburry@hntb.com

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January 15, 2008



Media Advisory

For more information, contact:

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

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

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

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

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

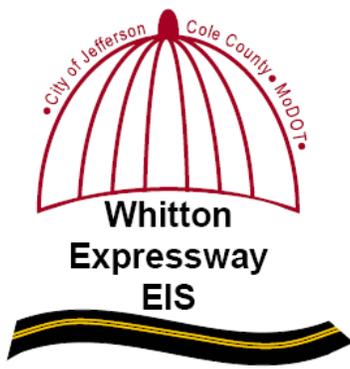
Jefferson City, Cole County and the Missouri Department of Transportation (MoDOT) are hosting the third Community Advisory Group meeting on the development of the Whitton Expressway Environmental Impact Statement (EIS). The Community Advisory Group will meet with engineers and transportation planners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

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

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

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

###



Community Advisory Group Meeting Agenda

Date: Tuesday, January 22, 2008

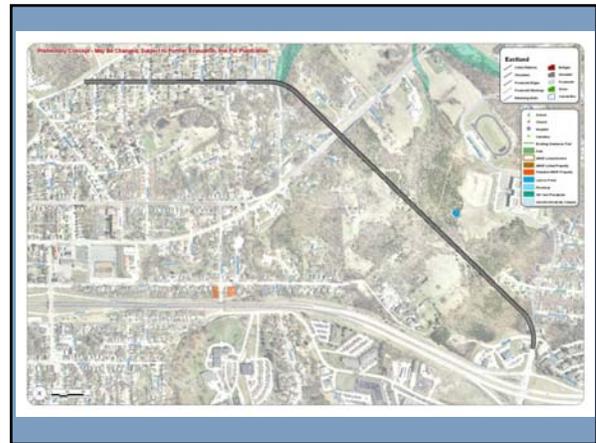
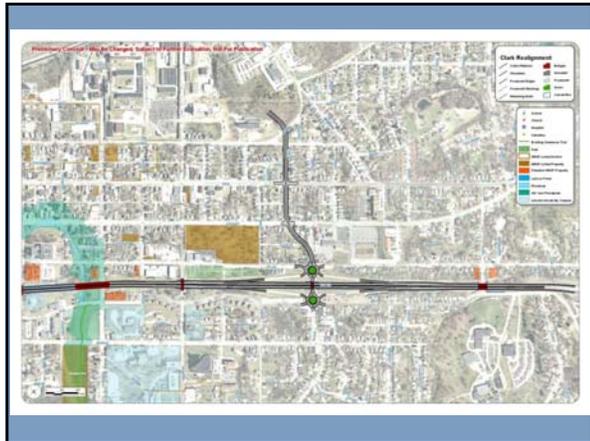
Time: 12:00 noon to 1:30 p.m.

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

Meeting Goal: Advisory Group input on Reasonable Alternatives

Agenda

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



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

	Built Environment	Natural Areas / Wetland	To-Local Interchange	Section 4(f) Access	Blaze & Post	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	—
TSM/TDM and Transit	1	1	3	1	4	4	1	Low
By-Pass Options								
Concept 1 (North)	2	5	2	—	4	1	3	High
Concept 2 (South)	5	5	2	—	4	5	5	High
On Existing Alignment Options								
Concept 3 (Max Lanes)	5	4	5	4	5	5	2	Low
Concept 4 (Viaduct)	4	3	3	4	3	3	3	High
Concept 5 (Parkway)	3	4	3	2	3	3	3	Med
Concept 6 (Madison Overpass)	2	2	3	2	2	2	4	Med
Prison Access Impacts								
Concept A (Lafayette)	3	3	NA	5	3	3	3	Med
Concept B (Lafayette and Chestnut)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	—	3	4	5	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	—	4	3	4	Med
Concept E (Clark 1-way pair)	5	2	NA	—	2	5	5	Med
Concept F (Eastland)	5	5	NA	—	4	3	5	High
Description								Rating Symbol
Project impacts are lower relative to other concepts								1
Project impacts are somewhat lower relative to other concepts								2
Project impacts are neutral								3
Project impacts are higher relative to other concepts								4
Project impacts are considered unreasonable								5
Not Applicable								NA
Unknown								—



Next steps

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



19



Bypass alternatives

North Bypass

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

South

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



20



Max Lanes

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



21



Viaduct

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



22



Parkway

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



23



Madison Overpass

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



24



Lafayette Interchange

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



25



Lafayette & Chestnut

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



26



Clark Realignment

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



27



Lafayette Interchange & Clark Realignment

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



28



Clark One-way Pair

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



29

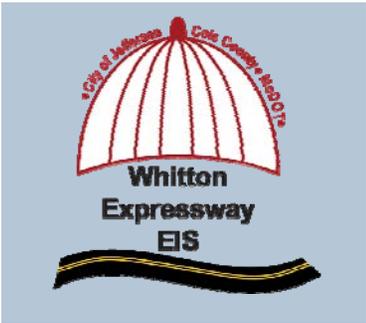


Eastland

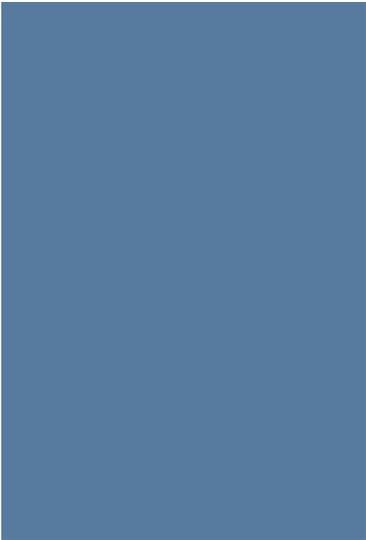
- Does not meet P&N
- Numerous property acquisitions
- Topography issues through this area
- Utilizes existing interchange
- Increases out of distance travel
- Not as direct access to the MSP site



30

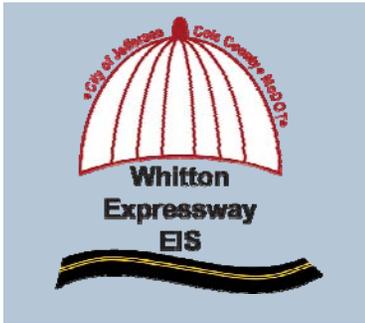


Purpose and need screening



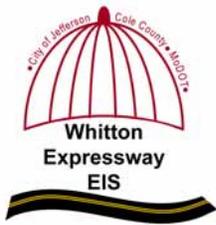
	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to Major Activity Centers
No-Build	⊘	⊘	⊘	⊘
TSM/TDM and Transit	◐	◐	⊘	⊘
By-Pass Options				
Concept 1 (North)	◐	◐	⊘	⊘
Concept 2 (South)	◐	◐	⊘	⊘
On Existing Alignment Options				
Concept 3 (Max Lanes)	●	●	●	●
Concept 4 (Viaduct)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





Other screening criteria

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



MEETING DOCUMENTATION

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

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

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

Meeting Goals

- Advisory Group input on Initial Alternatives and recommended Reasonable Alternatives

Introductions

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

Project, Purpose and Need and Screening Criteria Update

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

Wells and Pierson noted that we have:

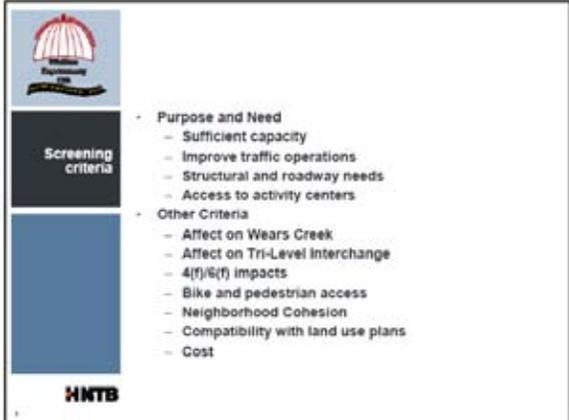
Developed the Purpose and Need

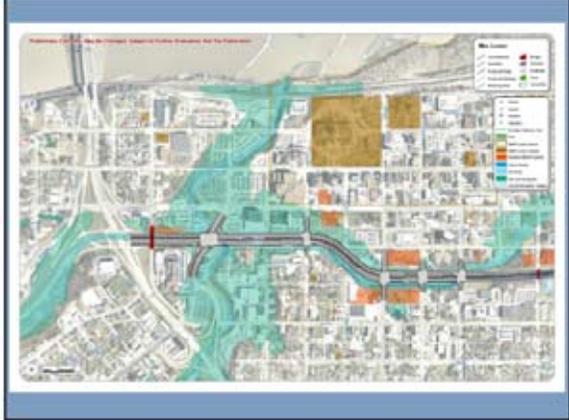
Established Screening Criteria

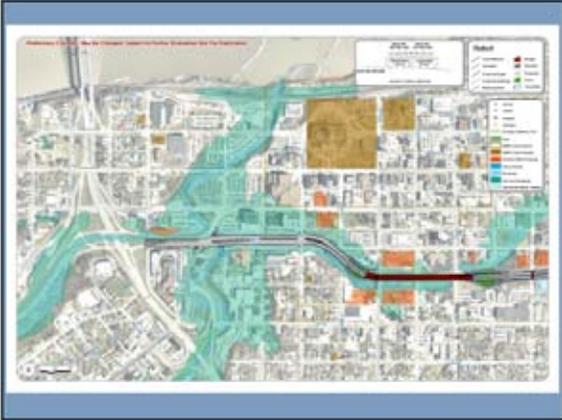
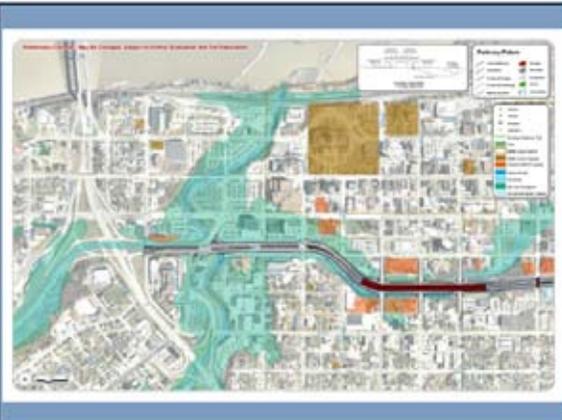
Developed Initial Alternatives

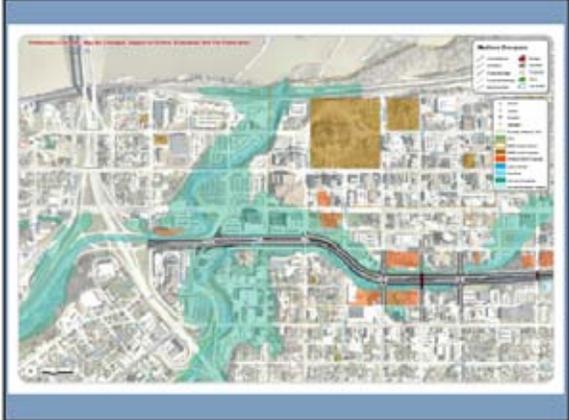
The task at hand is to get Advisory Group input on the Range of Reasonable Alternatives. Those alternatives will undergo for more detailed screening relative to their likely impacts. The entire screening process will be documented in a Draft EIS, which will include recommendations on Preferred Alternatives.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

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

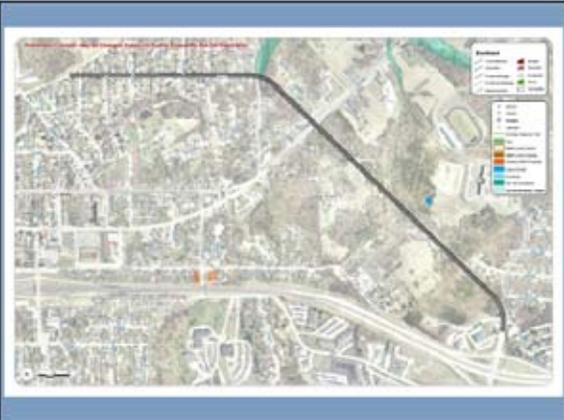
 <p>Screening criteria</p> <ul style="list-style-type: none"> • Purpose and Need <ul style="list-style-type: none"> - Sufficient capacity - Improve traffic operations - Structural and roadway needs - Access to activity centers • Other Criteria <ul style="list-style-type: none"> - Affect on Wears Creek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

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

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

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

	<p>Lafayette & Chestnut</p> <ul style="list-style-type: none"> • Four potentially eligible properties and Quinn Chapel are impacted by interchange • Impacts properties on Chestnut due to topography, less impacts on Lafayette • May impact cemetery • Collector/Distributor roads impact East Miller Park, Elm and Miller streets <p><i>Discussion</i></p> <p>There was further concern about impacts to the neighborhood, historic properties and Quinn Chapel.</p>
	<p>Clark Realignment</p> <ul style="list-style-type: none"> • Residential displacements because of new alignment • Avoids IC church • Utilizes existing Clark interchange, but does change operations • Could easily tie into internal roads at prison site • LOS is A/B <p><i>Discussion</i></p> <p>There was further concern about impacts to the neighborhood and questions about the street width.</p>
	<p>Lafayette Interchange & Clark Realignment</p> <ul style="list-style-type: none"> • Four potentially eligible properties are impacted by the Lafayette interchange • Must raise Lafayette six feet to stay out of floodplain • Residential displacements on Clark because of new alignment • Avoids IC church and Quinn Chapel • Utilizes existing Clark interchange, but does change operations • Both Lafayette and Clark would be three lanes, one lane in each direction and one turn lane

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



Other
screening
criteria



	Built Environment	Natural Areas / Weave Creek	Tri-Level Interchange	Section 4(f) / 6(f)	Bike & Ped Access	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	---
TSM/TCM and Transit	1	1	3	1	4	4	1	Low
By-Pass Options								
Concept 1 (Viaduct)	2	5	2	---	4	1	3	High
Concept 2 (South)	5	5	2	---	4	5	5	High
On Existing Alignment Options								
				Multiple Impacts				
Concept 3 (Mix Lanes)	5	4	5	4	5	5	2	Low
Concept 4 (Viaduct)	4	3	3	4	3	3	3	High
Concept 5 (Parkway)	3	4	3	2	3	3	3	Med
Concept 6 (Madison Overpass)	2	2	3	2	2	2	4	Med
Pileos Options								
				Private Access Impacts				
Concept A (Lafayette)	3	3	NA	5	5	3	3	Med
Concept B (Lafayette and Chestnut)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	---	3	4	5	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	---	4	3	4	Med
Concept E (Clark 1-way pair)	5	2	NA	---	2	5	5	Med
Concept F (Eastland)	5	5	NA	---	4	3	5	High

Description	Rating Symbol
Project impacts are lower relative to other concepts	1
Project impacts are somewhat lower relative to other concepts	2
Project impacts are neutral	3
Project impacts are higher relative to other concepts	4
Project impacts are considered unreasonable	5
Not Applicable	NA
Unknown	---

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

West of Jackson

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

East of Jackson

- Lafayette
- Clark Realignment
- Lafayette Interchange and Clark Realignment