

Project B: I-64 Inside Shoulder Improvements near West Interchange

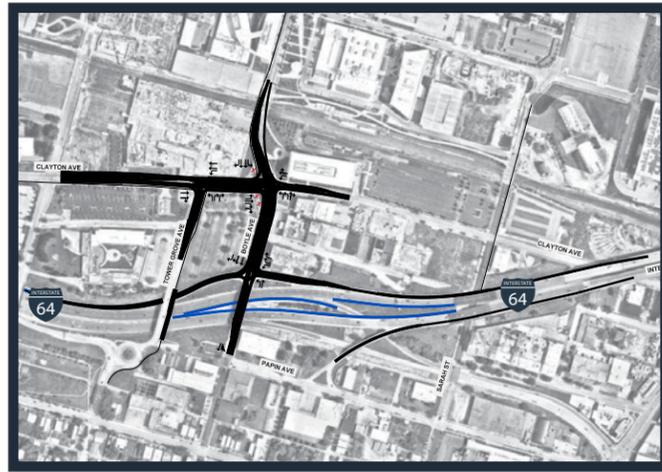
► MoDOT Only

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Ability to Meet Project Needs

Increase safety for All Users

Maintain Interstate Function



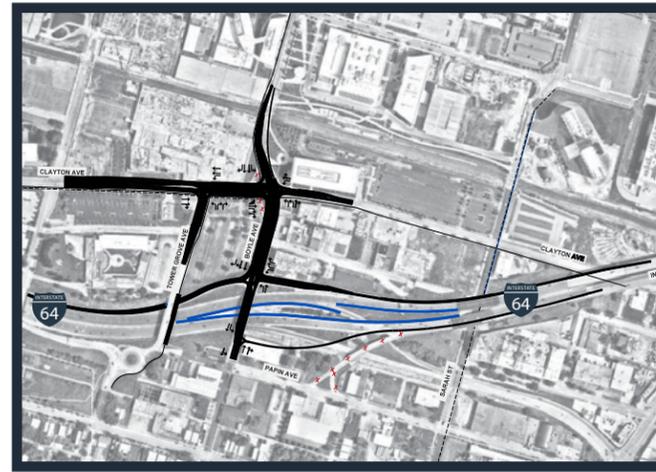
Alternative #1

Map Legend

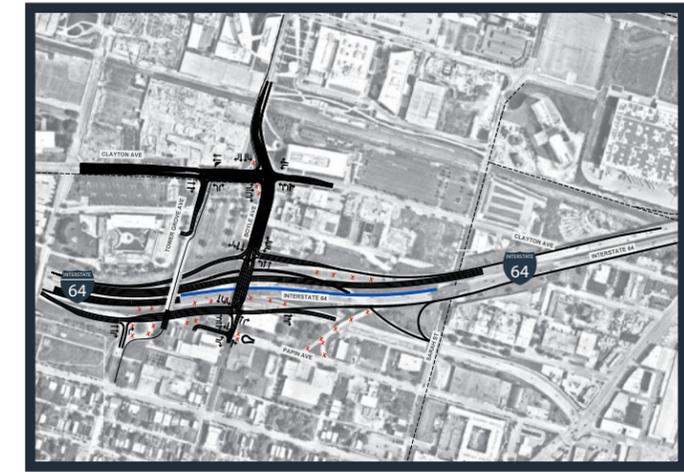
M MoDOT Project Improvements

L Local Agency Improvements

O Overall Alternative



Alternative #2



Alternative #3

Project Description	Widening of the I-64 westbound and eastbound inside shoulder to ten feet from approximately Tower Grove Ave. to the Sarah St. Bridge.					
Owner / Partner	Missouri Department of Transportation					
Funding Sources	MoDOT Formula and Safety Funds					
Cost (millions, 2022)	MoDOT: \$1.0	Local: n/a	MoDOT: \$1.0	Local: n/a	MoDOT: \$1.0	Local: n/a
Alternative Variations	Includes widening of inside shoulder on the I-64 westbound on-ramp from Vandeventer Ave.		Includes widening of inside shoulder on the I-64 westbound on-ramp from Vandeventer Ave.		Widening of westbound shoulder and on-ramp from Vandeventer Ave. not needed due to relocation of mainline lanes and ramp.	
Benefits	<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 8% and property damage only crashes by 6% Provides continuity in corridor for standard inside shoulder width 		<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 8% and property damage only crashes by 6% Provides continuity in corridor for standard inside shoulder width 		<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 8% and property damage only crashes by 6% Provides continuity in corridor for standard inside shoulder width 	
Impacts, Considerations	<ul style="list-style-type: none"> none 		<ul style="list-style-type: none"> none 		<ul style="list-style-type: none"> none 	
Further Analysis Needed	<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements 		<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements 		<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements 	

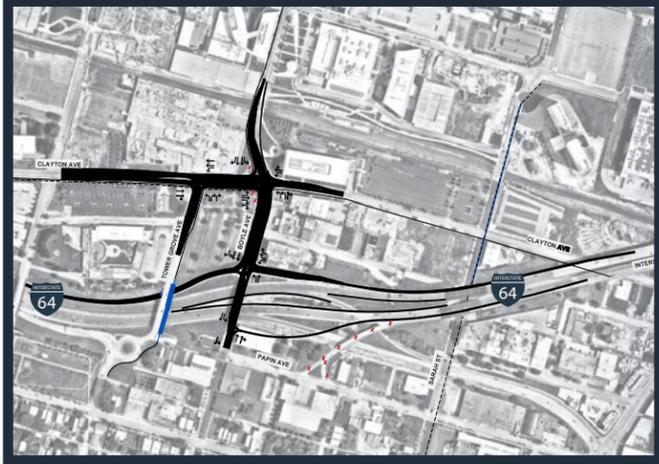
For Planning Use Only

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Project C: Tower Grove Bridge Multimodal Improvements

MoDOT Only

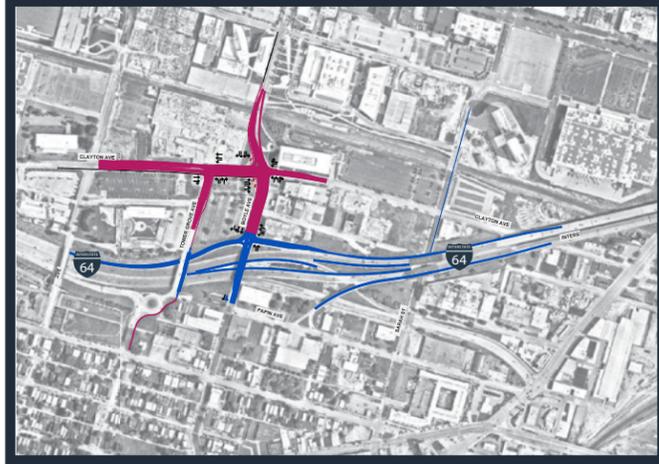
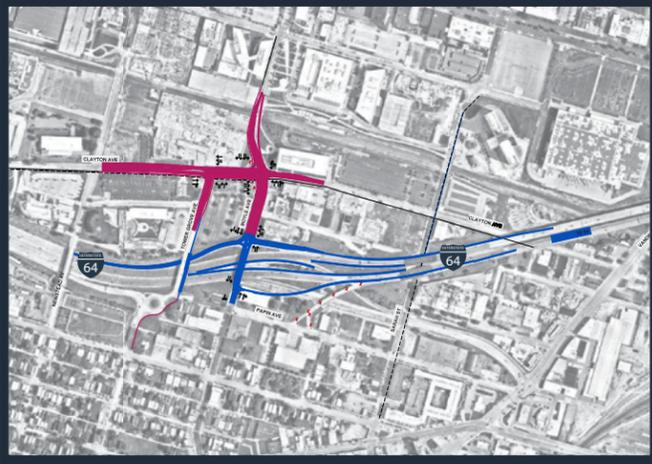
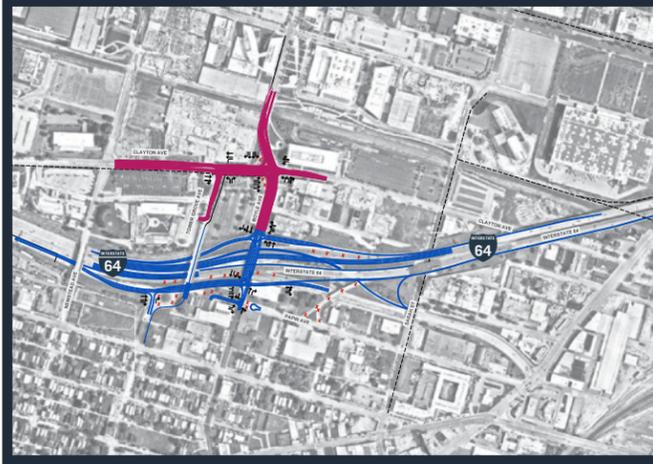
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Ability to Meet Project Needs		
 Increase safety for All Users  Reduce Barrier Effect	 <p style="text-align: center;">Alternative #1</p>	<p>Map Legend</p> <ul style="list-style-type: none"> M MoDOT Project Improvements L Local Agency Improvements O Overall Alternative  <p style="text-align: center;">Alternative #2</p>
Project Description	Improves the multimodal facilities across I-64 along Tower Grove Ave. Bridge. This may include widening the existing bridge or adding a stand-alone bridge to provide either a shared-use path or cycle track separated from traffic.	
Owner / Partner	Missouri Department of Transportation	
Funding Sources	<div style="display: flex; justify-content: space-around; align-items: center;"> ● RAISE ● INFRA ● SS4A ● RCP ● Cost Share ● STP ● CMAQ ● TAP </div>	
Cost (millions, 2022)	MoDOT: \$1.6 Local: n/a	MoDOT: \$1.6 Local: n/a
Alternative Variations	No variation	No variation
Benefits	<ul style="list-style-type: none"> Separated facilities across the Tower Grove Ave. bridge increase separation and safety for non-motorized users Add bicycle facility to Tower Grove bridge 	<ul style="list-style-type: none"> Separated facilities across the Tower Grove Ave. bridge increase separation and safety for non-motorized users Add bicycle facility to Tower Grove bridge
Impacts, Considerations	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none
Further Analysis Needed	<ul style="list-style-type: none"> Connections to facilities north and south of bridge including crossing of intersections Determine type of separated bicycle and pedestrian facility Evaluate bridge widening vs. stand alone bridge 	<ul style="list-style-type: none"> Connections to facilities north and south of bridge including crossing of intersections Determine type of separated bicycle and pedestrian facility Evaluate bridge widening vs. stand alone bridge

Project D: Entire Interchange Improvements at West Interchange

MoDOT & Local

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Ability to Meet Project Needs			
<ul style="list-style-type: none">  Increase Safety for All Users  Intuitive Navigation  Reduce Barrier Effect  Improve Bridge Conditions  Maintain Interstate Function 	 <p style="text-align: center;">Alternative #1</p>	 <p style="text-align: center;">Alternative #2</p>	 <p style="text-align: center;">Alternative #3</p>
Project Description	Project involves advancement of the entire interchange improvement.		
Owner / Partner	Missouri Department of Transportation and the City of St. Louis		
Funding Sources	<div style="display: flex; justify-content: space-around; align-items: center;">  RAISE  INFRA  SS4A  RCP  Cost Share  STP  CMAQ  TAP </div>		
Cost (millions, 2022)	MoDOT: \$24.0 Local: \$6.1	MoDOT: \$20.2 Local: \$6.2	MoDOT: \$63.3 Local: \$6.1
Alternative Variations	Includes improvements for I-64 WB ramps at Boyle, local intersections along Clayton Avenue (Proj. A), I-64 inside shoulder widening (Proj. B), and Tower Grove bridge multimodal improvements (Proj. C)	Includes improvements for I-64 WB ramps at Boyle, local intersections along Clayton Avenue (Proj. A), I-64 inside shoulder widening (Proj. B), and Tower Grove bridge multimodal improvements (Proj. C), and relocates I-64 EB on-ramp to Boyle from Papin	Includes improvements for I-64 WB ramps at Boyle, local intersections along Clayton Ave (Proj. A). Major modification of interchange configuration including: Consolidating I-64 EB off-ramp for Boyle and Vandeventer; Relocates I-64 EB on-ramp to Boyle from Papin; Adds I-64 EB access directly from Vandeventer; Removes I-64 WB left hand entrance from Vandeventer; Eliminates vehicular traffic on Tower Grove over I-64 and provides grade separation from I-64 EB exit.
Benefits	<ul style="list-style-type: none"> • Improved ramp operations and extended acceleration and deceleration lengths provide crash reduction • Improved shoulders provide crash reduction and continuity in corridor • Separated facilities across the Tower Grove and Boyle bridges increase separation and safety for non-motorized users, provides improved crossings at intersections meeting best practices 	<ul style="list-style-type: none"> • Benefits same as Alt 1 • Consolidates full access to and from I-64 to Boyle Ave. 	<ul style="list-style-type: none"> • Benefits same as Alt 1 and 2 • Grade-separated crossing on Tower Grove Ave. at I-64 south outer road/exit ramps replaces roundabout and eliminates conflicts with motor vehicles • Conversion of Tower Grove Ave. Bridge over I-64 eliminates conflicts with motor vehicles • Removes left hand entrance to I-64 WB from Vandeventer improving continuity in corridor and improvements for freight carriers • Consolidates access from I-64 WB to a single ramp for Boyle and Vandeventer • Added I-64 EB on-ramp from Vandeventer provides improved operations on local road network and improves connection for freight carriers
Impacts, Considerations	<ul style="list-style-type: none"> • Large intersection footprints at Clayton with Tower Grove and Boyle are a concern for some stakeholders/public • Capacity of the Boyle NB approach to Clayton for I-64 WB exit operations • Minor right-of-way acquisition needed for improvements 	<ul style="list-style-type: none"> • Impacts/Considerations same as Alt 1 • Additional right-of-way acquisition needed include one commercial property relocation 	<ul style="list-style-type: none"> • Removal of local vehicular traffic from Tower Grove Ave. overpass disrupts neighborhood grid • I-64 WB off-ramp consolidation creates a large footprint, and potential issues in off-peak period is a concern for public
Further Analysis Needed	<ul style="list-style-type: none"> • Coordination with City of St. Louis on acceptable operational thresholds for intersections of Clayton with Boyle and Tower Grove to reduce footprint • Advancement to NEPA and AJR to select Preferred Alternative for interchange • Evaluate bridge widening vs. stand alone bridge for multimodal facilities 	<ul style="list-style-type: none"> • Further Analysis Needed is same as Alt 1 	<ul style="list-style-type: none"> • Further Analysis Needed is same as Alt 1 & 2 • Evaluate without the removal of the left hand entrance for I-64 on-ramp from Vandeventer

For Planning Use Only

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Project E: I-64 Inside Shoulder Improvements near East Interchange

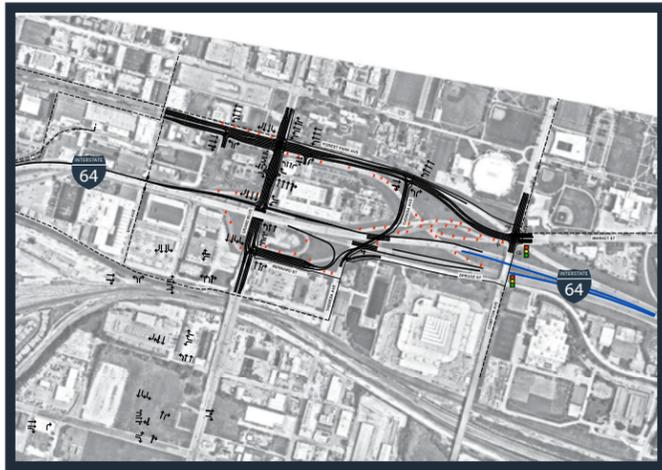
► MoDOT Only

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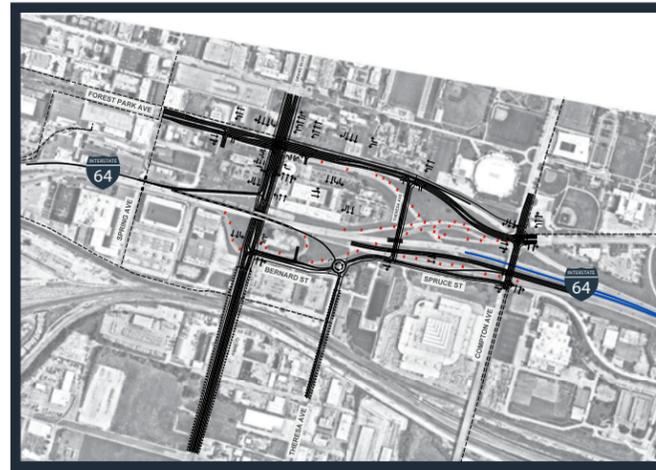
<p>Ability to Meet Project Needs</p>			
<p>Increase safety for All Users</p> <p>Maintain Interstate Function</p>			
<p>Project Description</p>	<p>Widening of the I-64 eastbound inside shoulder to ten feet from west of Compton Ave. to just east of Ewing Ave. and widening of I-64 westbound inside shoulder to ten feet from west of Compton Ave. to just east of Ewing Ave.</p>		
<p>Owner / Partner</p>	<p>Missouri Department of Transportation</p>		
<p>Funding Sources</p>	<p>MoDOT Formula and Safety Funds</p>		
<p>Cost (millions, 2022)</p>	<p>MoDOT: \$2.0</p> <p>Local: n/a</p>	<p>MoDOT: \$0.8</p> <p>Local: n/a</p>	<p>MoDOT: \$2.1</p> <p>Local: n/a</p>
<p>Alternative Variations</p>	<p>No variation</p>	<p>There is less shoulder widening included due to reconstruction of I-64 mainline, which would include standard shoulders.</p>	<p>Slightly longer limits of shoulder widening than Alt 1.</p>
<p>Benefits</p>	<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9% Provides continuity in corridor for standard inside shoulder width 	<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9% Provides continuity in corridor for standard inside shoulder width 	<ul style="list-style-type: none"> Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9% Provides continuity in corridor for standard inside shoulder width
<p>Impacts, Considerations</p>	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none
<p>Further Analysis Needed</p>	<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements 	<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements 	<ul style="list-style-type: none"> Detailed Highway Safety Manual analysis of improvements

Map Legend

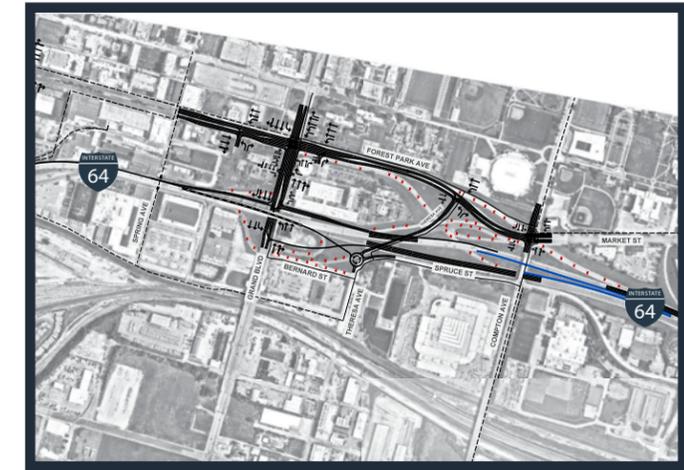
- M MoDOT Project Improvements
- L Local Agency Improvements
- O Overall Alternative



Alternative #1



Alternative #2

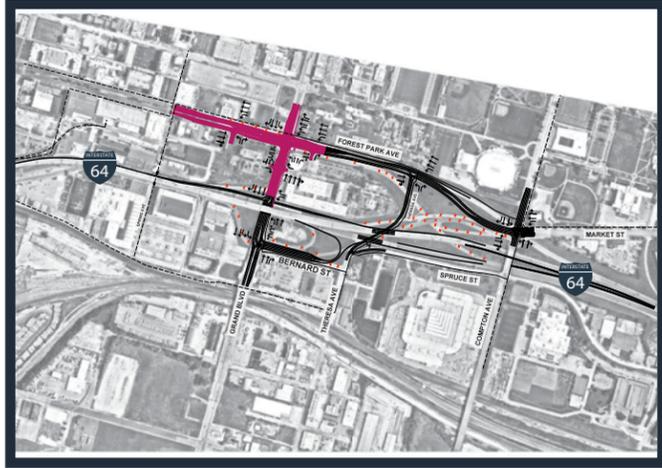
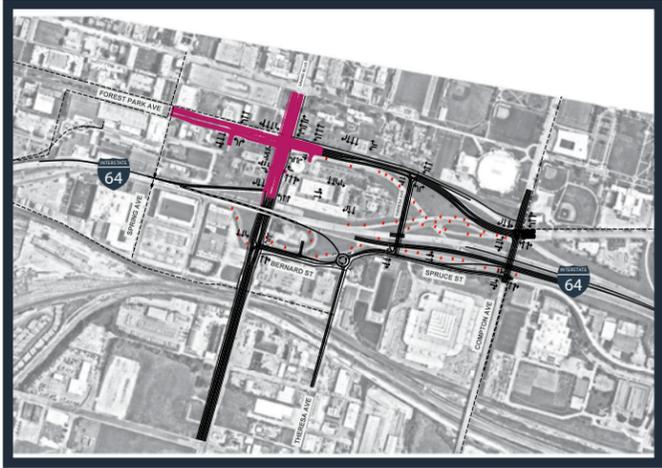
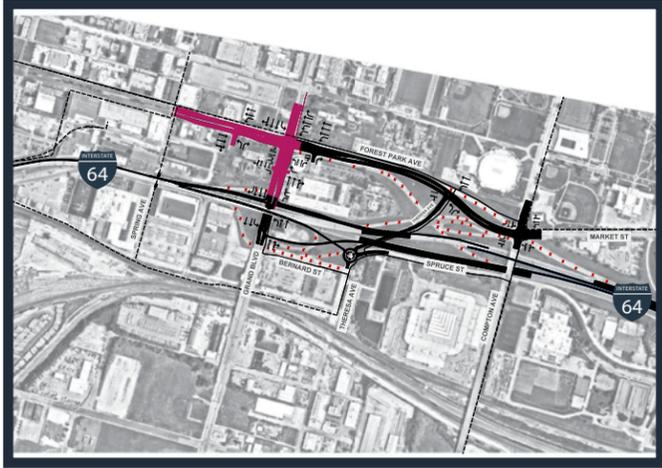


Alternative #3

Project F: Forest Park Ave. and Grand Blvd. Intersection (Local Network)

Local Only

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Ability to Meet Project Needs			
<ul style="list-style-type: none">  Increase safety for All Users  Intuitive Navigation  Reduce Barrier Effect  Improve Bridge Conditions 	 <p style="text-align: center;">Alternative #1</p>	 <p style="text-align: center;">Alternative #2</p>	 <p style="text-align: center;">Alternative #3</p>
Project Description	<p>Reconstruction of the grade separated intersection of Forest Park Ave. with Grand Blvd. to an at-grade signalized intersection. Bicycle and pedestrian facilities separated from traffic are added to Grand Blvd., as well as improved crossings through the intersection. Adds access to commercial property in southeast quadrant of intersection. Converts intersection of Grand Blvd and Council Plaza to right-in/right-out access.</p>		
Owner / Partner	<p>City of St. Louis</p>		
Funding Sources	<p> ● RAISE ● RCP ● Cost Share ● STP </p>		
Cost (millions, 2022)	<p>MoDOT: n/a Local: \$9.2</p>	<p>MoDOT: n/a Local: \$10.1</p>	<p>MoDOT: n/a Local: \$9.2</p>
Alternative Variations	<p>Lane configurations at the four intersection approaches</p>	<p>Lane configurations at the four intersection approaches. Provides accommodation for bus only lanes to the south of intersection.</p>	<p>Lane configurations at the four intersection approaches</p>
Benefits	<ul style="list-style-type: none"> Conversion to at-grade intersection improves intuitive navigation Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave. Removes an existing bridge structure Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56% Improves bicycle and pedestrian crossing of intersection to meet best practices 	<ul style="list-style-type: none"> Conversion to at-grade intersection improves intuitive navigation Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave. Removes an existing bridge structure Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56% Improves bicycle and pedestrian crossing of intersection to meet best practices 	<ul style="list-style-type: none"> Conversion to at-grade intersection improves intuitive navigation Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave. Removes an existing bridge structure Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56% Improves bicycle and pedestrian crossing of intersection to meet best practices
Impacts, Considerations	<ul style="list-style-type: none"> Minor right-of-way acquisition needed for improvements Large intersection footprint is a concern for some stakeholders/public Reconfiguration of the Forest Park Ave./Grand Blvd. intersection increases bicycle and pedestrian exposure to motor vehicle traffic and potential conflict points between motor vehicles and non-motorized users due to increased turning movements. 	<ul style="list-style-type: none"> Minor right-of-way acquisition needed for improvements Large intersection footprint is a concern for some stakeholders/public Reconfiguration of the Forest Park Ave./Grand Blvd. intersection increases bicycle and pedestrian exposure to motor vehicle traffic and potential conflict points between motor vehicles and non-motorized users due to increased turning movements Intersection Configuration will need to accommodate bus only lanes. 	<ul style="list-style-type: none"> Minor right-of-way acquisition needed for improvements Large intersection footprint is a concern for some stakeholders/public Reconfiguration of the Forest Park Ave./Grand Blvd. intersection increases bicycle and pedestrian exposure to motor vehicle traffic and potential conflict points between motor vehicles and non-motorized users due to increased turning movements
Further Analysis Needed	<ul style="list-style-type: none"> Coordination with City of St. Louis on acceptable operational thresholds for intersection to reduce footprint. Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative 	<ul style="list-style-type: none"> Lane configuration at all four legs needs to be analyzed further to find the right balance between vehicle and non-vehicle users. Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative which includes bus only lanes. 	<ul style="list-style-type: none"> Coordination with City of St. Louis on acceptable operational thresholds for intersection to reduce footprint. Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative

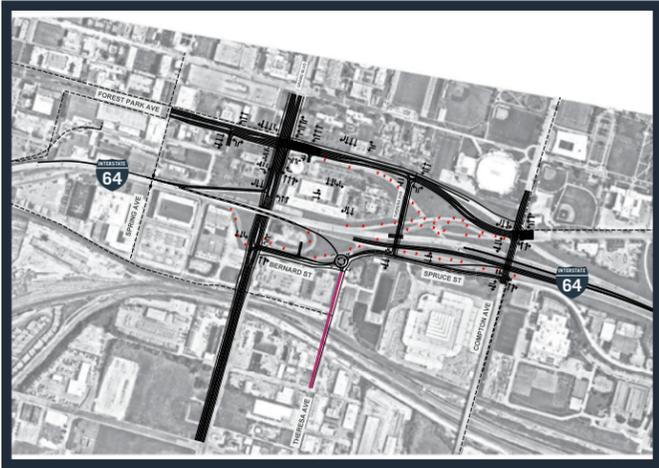
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Project G: Theresa Avenue Extension South with Grade-Separated Railroad Crossing (Local Network)

Local Only

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<p>Ability to Meet Project Needs</p> <ul style="list-style-type: none"> Increase safety for All Users Intuitive Navigation Reduce Barrier Effect 	<p>Map Legend</p> <ul style="list-style-type: none"> M MoDOT Project Improvements L Local Agency Improvements O Overall Alternative  <p>Alternative #2</p>
<p>Project Description</p>	<p>Construction of a grade-separated crossing over the railroad tracks to allow Theresa Ave. to connect the two existing segments of Theresa Ave. that are currently separated by the railroad tracks</p>
<p>Owner / Partner</p>	<p>City of St. Louis</p>
<p>Funding Sources</p>	<p>RAISE INFRA RCP Cost Share STP CMAQ</p>
<p>Cost (millions, 2022)</p>	<p>MoDOT: n/a Local: \$7.8</p>
<p>Alternative Variations</p>	<p>No variation</p>
<p>Benefits</p>	<ul style="list-style-type: none"> The addition of the Theresa Ave. connection between Forest Park Ave. and Chouteau Ave. improves traffic operations along Grand Blvd. as it provides an alternate route to Grand Blvd. Grade-separated crossing of railroads with bicycle and pedestrian facilities that are separated from traffic safe connection for all users across railroad tracks Provides a local roadway and low stress bicycle and pedestrian connection from the south to Grand MetroLink station Creates opportunity to enhance land redevelopment east of Grand Blvd. and south of railroad tracks Widely supported by the public
<p>Impacts, Considerations</p>	<ul style="list-style-type: none"> Connections from Scott Ave and Atlantic St. to Theresa Ave will be eliminated Additional bridge structure and retaining walls for future maintenance
<p>Further Analysis Needed</p>	<ul style="list-style-type: none"> Planning and coordination with the City of St. Louis, multiple rail owners, and other stakeholders are needed to advance project and permitting. May require additional environmental survey since extends south of current study environmental limits including evaluation of historic buildings near improvement Further evaluation to determine grade-separation as underpass or overpass.

For Planning Use Only

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Project H: Bus-Only Lanes, Bicycle, and Pedestrian Expansion on Grand Blvd. (Local Network)

MoDOT & Local

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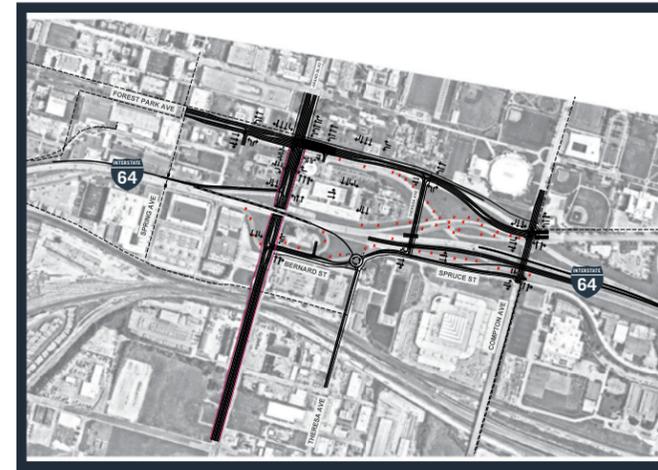
Ability to Meet Project Needs		
 Increase safety for All Users  Reduce Barrier Effect		
Project Description	Multiple improvements include: Addition of bus-only lanes along Grand Ave. between Forest Park Ave. and Route 100/Chouteau Ave. A widened bridge carrying Grand Ave. over EB I-64 for additional bus lanes. Relocation of the existing bridge safety barrier on the Grand Ave. viaduct bridge over the railroad tracts to utilize the existing bridge deck currently used for pedestrians for the added bus-only lanes. Construction of new pedestrian and bicycle facilities that are separated from traffic within the limits of the bus-only lanes. This likely involves new stand-alone bridge structures that run parallel on each side of Grand Ave.	
Owner / Partner	Missouri Department of Transportation and the City of St. Louis	
Funding Sources	 RAISE  INFRA  SS4A  RCP  Cost Share  STP  CMAQ  TAP	
Cost (millions, 2022)	MoDOT: \$2.0 Local: \$11.4	
Alternative Variations	No variation	
Benefits	<ul style="list-style-type: none"> • Transit performance would improve due to decreased travel time and increased reliability • Bus only lanes would also benefit ambulances and other emergency vehicles by providing additional space to avoid congestion and stopped vehicles. • New bus and separating bicycle and pedestrian facilities from traffic on Grand Blvd. provide an opportunity for a “complete street” design. • Provision of Bus-Only Lane accommodations along both sides of Grand Blvd. between Forest Park Ave. and Chouteau Ave. to allow for potential future enhanced bus service along the 70 Grand MetroBus line. • Offers increased potential for land use re-development 	
Impacts, Considerations	<ul style="list-style-type: none"> • New structures would be needed to carry bicycles and pedestrians along Grand for future maintenance • May require minor right-of-way acquisition 	
Further Analysis Needed	<ul style="list-style-type: none"> • Additional coordination with the City of St. Louis, Metro, and stakeholders to determine if there is support to pursue enhanced bus service on the entire 70 Grand MetroBus line. • Coordination is needed with Grand Ave. and Forest Park Ave. intersection to accommodate bus lanes. • Before MoDOT advances planning and design to replace the Grand Blvd. Bridge over eastbound I-64, a decision needs to be made about the bridge size and cross sections that could be affected should the region pursue enhanced bus service along Grand Ave. 	

Map Legend

 MoDOT Project Improvements

 Local Agency Improvements

 Overall Alternative



Alternative #2

Project I: Entire Interchange Improvements at East Interchange

MoDOT & Local

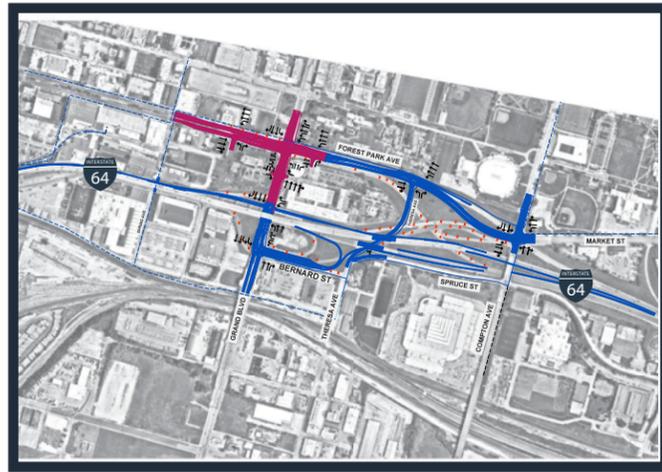
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Ability to Meet Project Needs

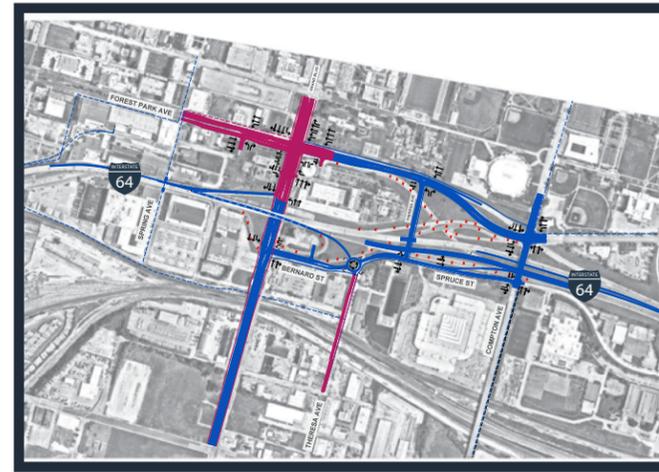
-  Increase safety for All Users
-  Intuitive Navigation
-  Reduce Barrier Effect
-  Improve Bridge Conditions
-  Maintain Interstate Function

Map Legend

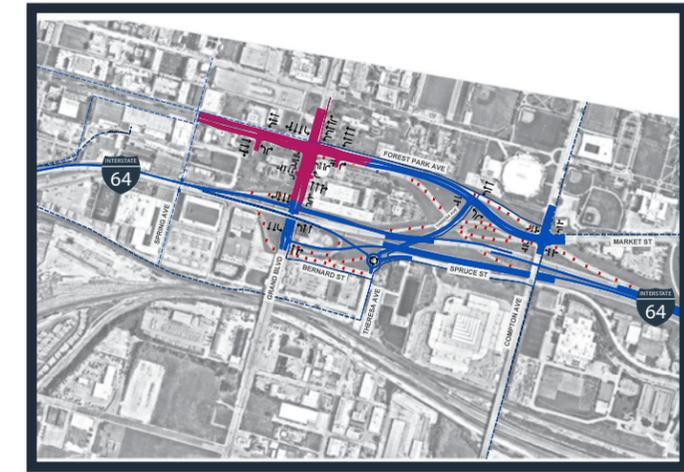
- M MoDOT Project Improvements
- L Local Agency Improvements
- O Overall Alternative



Alternative #1



Alternative #2



Alternative #3

Project Description

Project involves advancement of the entire interchange improve

Owner / Partner

Missouri Department of Transportation and the City of St. Louis

Funding Sources

- RAISE
- INFRA
- SS4A
- RCP
- Cost Share
- STP
- CMAQ
- TAP

Cost (millions, 2022)

MoDOT: \$58.7 Local: \$11.1 MoDOT: \$62.1 Local: \$34.3 MoDOT: \$69.3 Local: \$14.3

Alternative Variations

Direct access to Grand from both eastbound and westbound I-64. South east quadrant has folded diamond ramps with no access from Grand to the Street Grid south of I-64.

Bus only lanes on Grand. Grade separated Theresa Ave crossing at railroad tracks. EB I-64 accessed via slip ramp. Requires realignment of eastbound I-64 between Grand and Compton, Utilizes existing I-64 EB on ramp from Grand.

Removal of I-64 WB off ramp to Forest Park Ave. Braided eastbound I-64 ramps to Grand Ave.

Benefits

- Consolidation of access to a single interchange that would be signed as "Grand Ave"
- Existing left-hand entrance to I-64 EB from Forest Park Ave. is removed improving continuity in corridor and improvements for freight carriers
- Conversion to at-grade intersection at Grand and Forest Park Ave reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave.
- Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes.
- Improved ramp operations and extended acceleration and deceleration lengths provide crash reduction
- Improved shoulders provide crash reduction and continuity in corridor
- Theresa extension provides a new local roadway and low stress bicycle and pedestrian connection across I-64 and to Grand MetroLink station
- Theresa extension offers opportunity for new and re-development of land use
- I-64 ramps configured in same order as local roads
- 3 existing bridges replaced, 4 removed

- Benefits same as Alt 1
- 2 existing bridges replaced, 5 Removed
- Maintains access billboard property in south east quadrant.
- Bus only lanes improves transit operations and access for emergency vehicles.
- Creates opportunity to enhance land redevelopment east of Grand Blvd. and south of railroad tracks

- Benefits same as Alt 1
- 3 existing bridges replaced, 4 removed
- Configuration of Theresa extension provides great potential for development and re-development opportunities
- Eliminates I-64 WB exit to Forest Park Ave

Project I: Entire Interchange Improvements at East Interchange, CONTINUED

MoDOT & Local

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Ability to Meet Project Needs

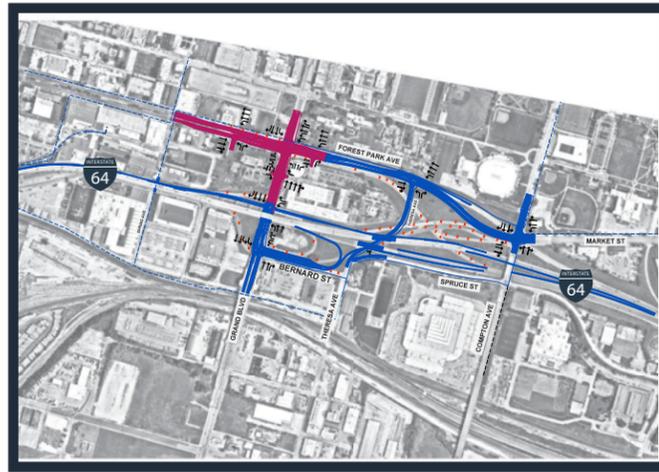
Increase safety for All Users

Intuitive Navigation

Reduce Barrier Effect

Improve Bridge Conditions

Maintain Interstate Function



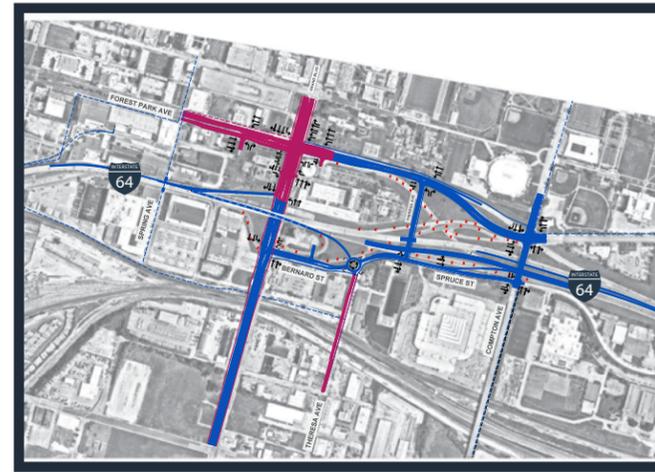
Alternative #1

Map Legend

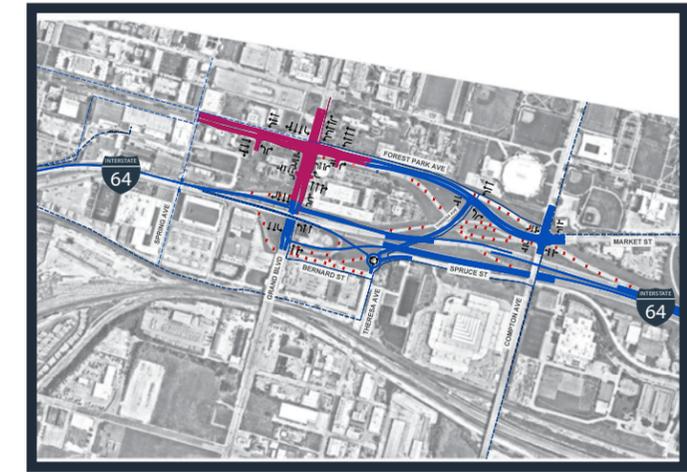
M MoDOT Project Improvements

L Local Agency Improvements

O Overall Alternative



Alternative #2



Alternative #3

Impacts, Considerations

- Right-of-way acquisition needed including relocation of one commercial property.
- Large intersection footprint at Grand and Forest Park Ave. is a concern for some stakeholders/public
- Reconfiguration of the Forest Park Ave./Grand Blvd. intersection increases bicycle and pedestrian exposure to motor vehicle traffic and potential conflict points between motor vehicles and non-motorized users due to increased turning movements.

- Impacts/Considerations related to Alt 1 for Intersection of Grand and Forest Park
- Reduced access to Bi-State Maintenance facility with a portion of Spruce converted to 1-way traffic.
- Minor right-of-way acquisition may be needed for parallel ped/bike structures along Grand
- Requires potential bridge work on mainline I-64 for proposed alignment of Theresa extension
- Connections from Scott Ave and Atlantic St. to Theresa Ave will be eliminated

- Impacts/Considerations related to Alt 1 for Intersection of Grand Ave. and Forest Park Ave.
- Creates out of direction travel including emergency services
- Right-of-way acquisition needed including relocation of one commercial property.

Further Analysis Needed

- Coordination with City of St. Louis on acceptable operational thresholds for Grand and Forest Park Ave intersection to reduce footprint.
- Alignment of Theresa Ave across I-64 to north in order to maximize land available development or re-development
- Advancement to NEPA and AJR to select Preferred Alternative for interchange

- Further Analysis Needed is same as Alt 1
- May require additional environmental survey since extends south of current study environmental limits including evaluation of historic buildings near improvement
- Further evaluation to determine grade-separation as underpass or overpass.
- Before MoDOT advances planning and design to replace the Grand Blvd. Bridge over eastbound I-64, a decision needs to be made about the bridge size and cross sections that could be affected should the region pursue enhanced bus service along Grand Ave.

- Further Analysis Needed is same as Alt 1