






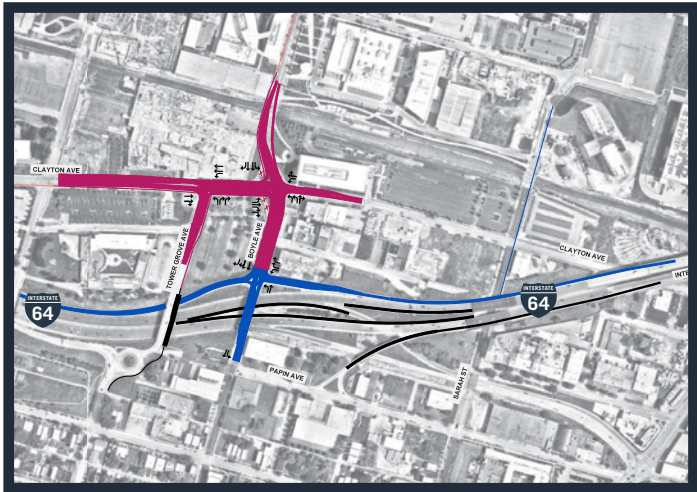
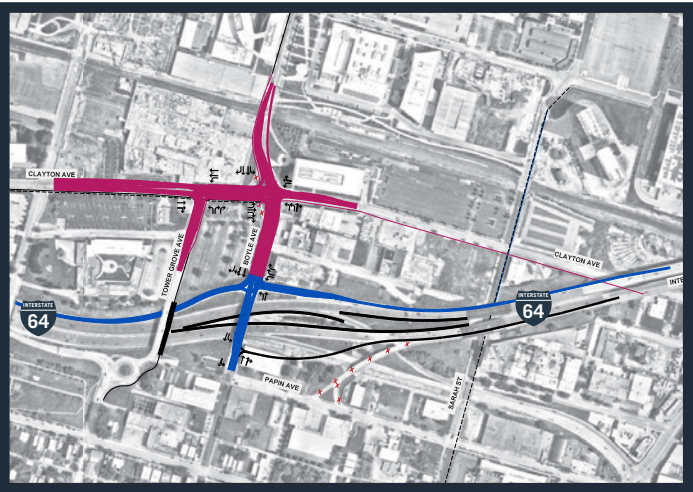
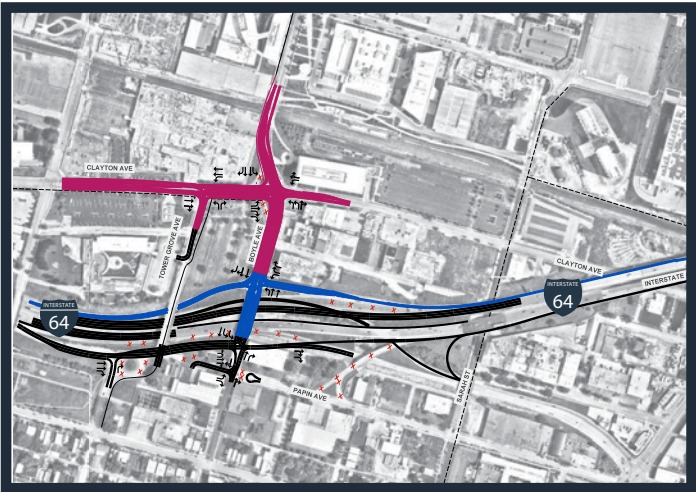





# Project A: I-64 WB Ramps at Boyle Ave. and Clayton Ave. Intersections with Tower Grove Ave. and Boyle Ave.

► 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.



<div>Ability to Meet Project Needs</div> <div><div><div>Increase safety for All Users</div><div>Intuitive Navigation</div><div>Improve Bridge Conditions</div><div>Maintain Interstate Function</div></div></div>	<div>Map Legend</div> <div><div>MoDOT Project Improvements</div><div>Local Agency Improvements</div><div>Overall Alternative</div></div>		
			
	Alternative #1	Alternative #2	Alternative #3
	Multiple improvements include: Westbound I-64 on-ramp is widened to two lanes. Westbound I-64 off-ramp deceleration lane is lengthened, and the ramp is widened to allow for an additional right-turn lane. The Boyle Ave. overpass is widened from the westbound I-64 ramp intersection to Papin St., including the bridge carrying Boyle Ave. over I-64. Improvements to the local road network by adding capacity to Clayton Ave. intersections with Tower Grove Ave. and Boyle Ave. bicycle and pedestrian facilities that are separated from traffic are added to Tower Grove and Boyle Ave.		
Project Description	Missouri Department of Transportation and the City of St. Louis		
Owner / Partner	Missouri Department of Transportation and the City of St. Louis		
Funding Sources	<div><div>Cost Share</div><div>STP</div><div>CMAQ</div></div>		
Cost (millions, 2022)	MoDOT: \$19.7Local: \$4.8	MoDOT: \$19.7Local: \$6.2	MoDOT: \$20.4Local: \$4.8
Alternative Variations	Boyle Bridge over I-64 widened to four lanes.	Boyle Bridge over I-64 widened to four lanes. Improved pedestrian facilities extending down Clayton Ave. to Vandeventer Ave. and Sarpy Ave.	Boyle Bridge over I-64 widened to six lanes.
Benefits	<ul style="list-style-type: none"><li>Improved deceleration length and capacity for I-64 WB exit at Boyle, reducing crashes by 27%</li><li>Improved traffic operations at Clayton Ave. intersections with Tower Grove Ave. and Boyle Ave.</li><li>Adds separated bike/pedestrian facilities to Boyle bridge, improved crossings at intersections meeting best practices</li></ul>	<ul style="list-style-type: none"><li>Improved deceleration length and capacity for I-64 WB exit at Boyle, reducing crashes by 27%</li><li>Improved traffic operations at Clayton Ave. intersections with Tower Grove Ave. and Boyle Ave.</li><li>Adds separated bike/pedestrian facilities along Boyle and Tower Grove, and Clayton Aves. Improved crossings at intersections meeting best practices</li><li>Clayton Ave. calm street improvements slow motor vehicle traffic and reduce the potential for severe injury crashes</li></ul>	<ul style="list-style-type: none"><li>Improved deceleration length and capacity for I-64 WB exit at Boyle, reducing crashes by 27%</li><li>Improved traffic operations at Clayton Ave. intersections with Tower Grove Ave. and Boyle Ave.</li><li>Adds separated bike/pedestrian facilities to Boyle bridge, improved crossings at intersections meeting best practices</li></ul>
Impacts, Considerations	<ul style="list-style-type: none"><li>Large intersection footprints at Clayton with Tower Grove and Boyle are a concern for some stakeholders/public</li><li>Capacity of the Boyle NB approach to Clayton for I-64 WB exit operations</li><li>Minor right-of-way acquisition needed for improvements</li></ul>	<ul style="list-style-type: none"><li>Large intersection footprints at Clayton with Tower Grove and Boyle are a concern for some stakeholders/public</li><li>Capacity of the Boyle NB approach to Clayton for I-64 WB exit operations</li><li>Minor right-of-way acquisition needed for improvements</li></ul>	<ul style="list-style-type: none"><li>Large intersection footprints at Clayton with Tower Grove and Boyle are a concern for some stakeholders/public</li><li>Capacity of the Boyle NB approach to Clayton for I-64 WB exit operations</li><li>Minor right-of-way acquisition needed for improvements</li></ul>
Further Analysis Needed	<ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersections of Clayton Ave. with Boyle Ave. and Tower Grove Ave. to reduce footprint.</li><li>Advancement to NEPA and AJR</li></ul>	<ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersections of Clayton Ave. with Boyle Ave. and Tower Grove Ave. to reduce footprint.</li><li>Advancement to NEPA and AJR</li></ul>	<ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersections of Clayton Ave. with Boyle Ave. and Tower Grove Ave. to reduce footprint.</li><li>Advancement to NEPA and AJR</li></ul>



# 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.

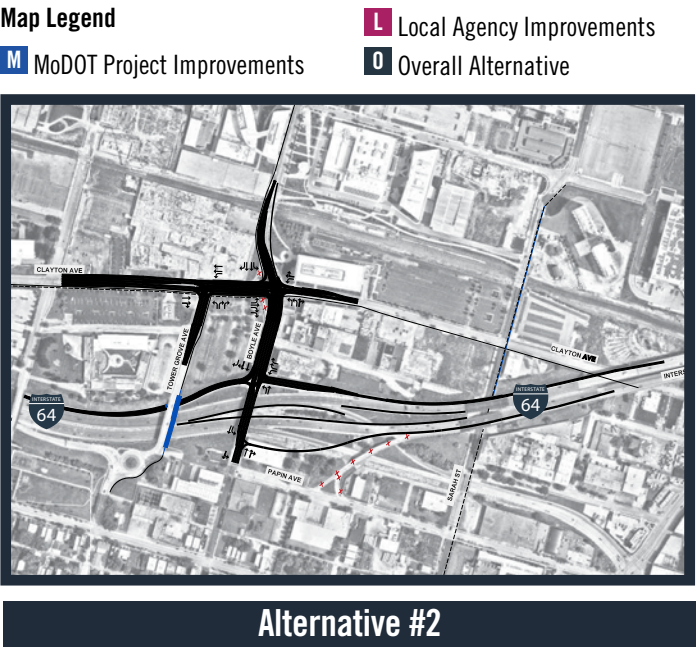
Ability to Meet Project Needs			
	<div><div><div><div></div><div>Increase safety for All Users</div></div><div><div></div><div>Maintain Interstate Function</div></div></div></div>		
Project Description	Widening of the I-64 westbound and eastbound inside shoulder to ten feet from approximately Tower Grove Ave. to the Sarah St. Bridge.		
	Missouri Department of Transportation		
	MoDOT Formula and Safety Funds		
	MoDOT: \$1.0Local: 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.		
Benefits	<ul style="list-style-type: none"><li>Improved inside shoulder widths would reduce fatal and injury crashes by 8% and property damage only crashes by 6%</li><li>Provides continuity in corridor for standard inside shoulder width</li></ul>		
	<ul style="list-style-type: none"><li>Improved inside shoulder widths would reduce fatal and injury crashes by 8% and property damage only crashes by 6%</li><li>Provides continuity in corridor for standard inside shoulder width</li></ul>		
Impacts, Considerations	<ul style="list-style-type: none"><li>none</li></ul>		
	<ul style="list-style-type: none"><li>none</li></ul>		
Further Analysis Needed	Detailed Highway Safety Manual analysis of improvements		
	Detailed Highway Safety Manual analysis of improvements		

# Project C: Tower Grove Bridge Multimodal Improvements

► 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		
<div><div> Increase safety for All Users</div><div> Reduce Barrier Effect</div></div>		
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><div>● RAISE</div><div>● INFRA</div><div>● SS4A</div><div>● RCP</div><div>● Cost Share</div><div>● STP</div><div>● CMAQ</div><div>● TAP</div></div>	
Cost (millions, 2022)	MoDOT: \$1.6Local: n/a	
Alternative Variations	No variation	
Benefits	<ul style="list-style-type: none"><li>Separated facilities across the Tower Grove Ave. bridge increase separation and safety for non-motorized users</li><li>Add bicycle facility to Tower Grove bridge</li></ul>	
Impacts, Considerations	<ul style="list-style-type: none"><li>none</li></ul>	
Further Analysis Needed	<ul style="list-style-type: none"><li>Connections to facilities north and south of bridge including crossing of intersections</li><li>Determine type of separated bicycle and pedestrian facility</li><li>Evaluate bridge widening vs. stand alone bridge</li></ul>	






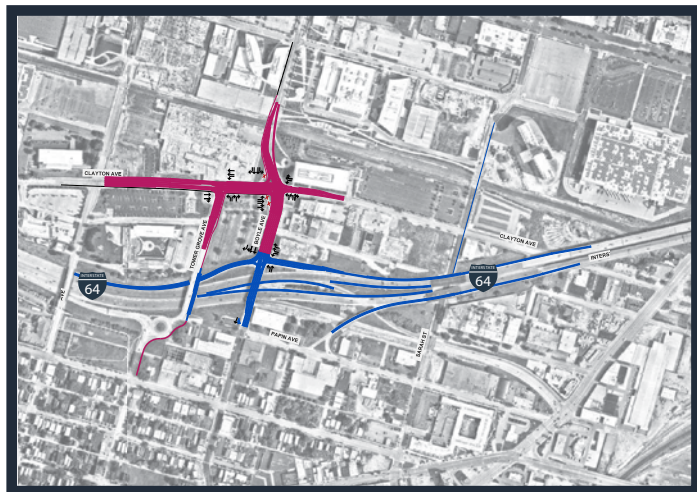



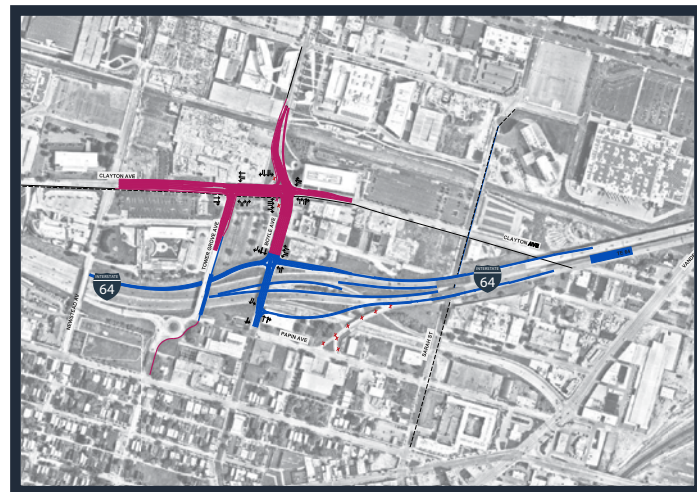
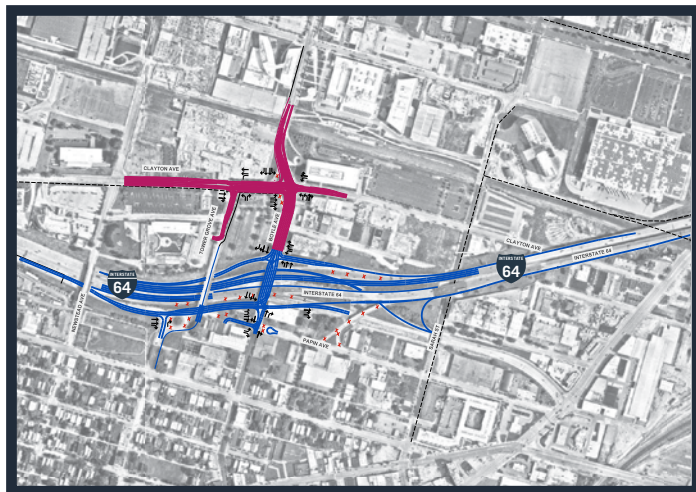




# Project D: Entire Interchange Improvements at West Interchange

## ► MoDOT & Local

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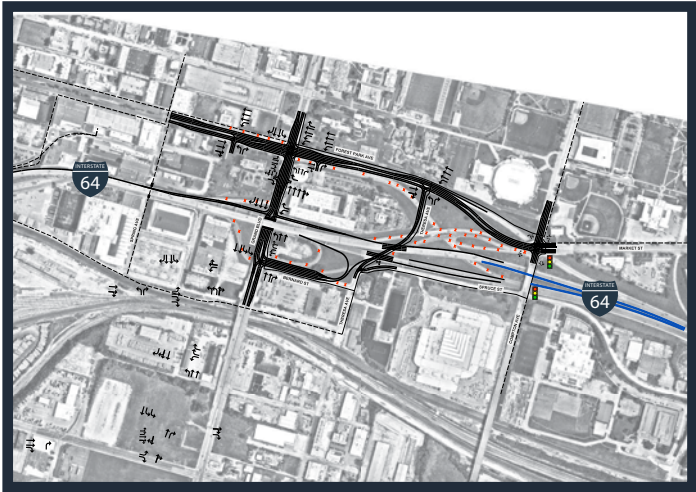
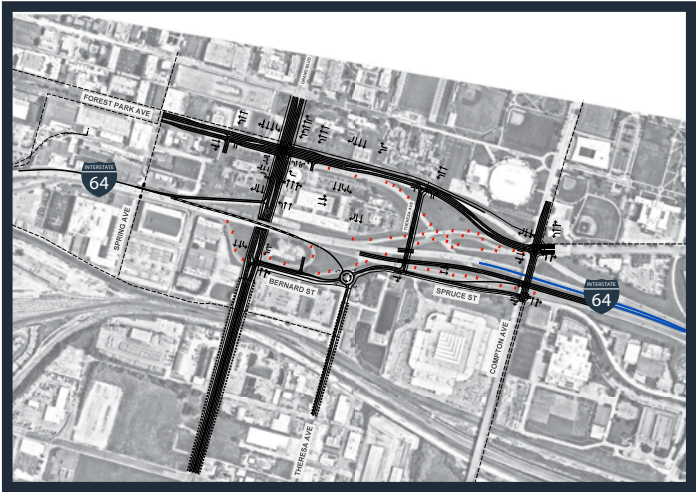
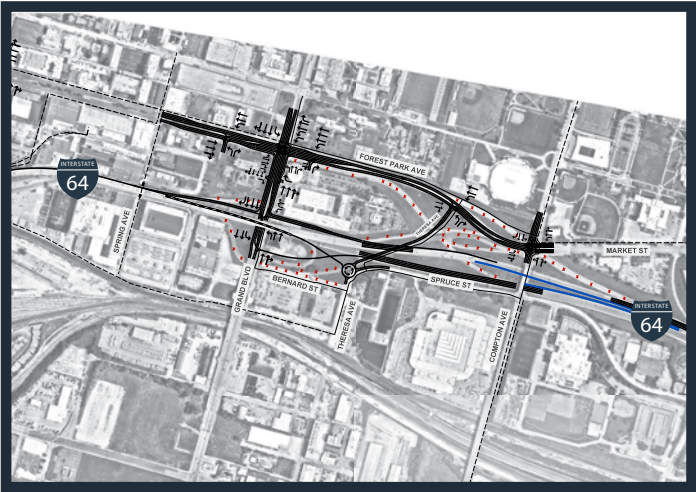
<div>Ability to Meet Project Needs</div> <div><div><div>Increase safety for All Users</div></div><div><div>Intuitive Navigation</div></div><div><div>Reduce Barrier Effect</div></div><div><div>Improve Bridge Conditions</div></div><div><div>Maintain Interstate Function</div></div></div>	<div></div> <div>Alternative #1</div>	<div><div>Map Legend</div><div><div> MoDOT Project Improvements</div><div> Local Agency Improvements</div><div> Overall Alternative</div></div><div></div><div>Alternative #2</div></div>	<div></div> <div>Alternative #3</div>			
	Project involves advancement of the entire interchange improvement.					
	Missouri Department of Transportation and the City of St. Louis					
	<div><div>RAISE</div><div>INFRA</div><div>SS4A</div><div>RCP</div><div>Cost Share</div><div>STP</div><div>CMAQ</div><div>TAP</div></div>					
	Cost (millions, 2022)	MoDOT: \$24.0Local: \$6.1		MoDOT: \$20.2Local: \$6.2		MoDOT: \$63.3Local: \$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"><li>Improved ramp operations and extended acceleration and deceleration lengths provide crash reduction</li><li>Improved shoulders provide crash reduction and continuity in corridor</li><li>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</li></ul>		<ul style="list-style-type: none"><li>Benefits same as Alt 1</li><li>Consolidates full access to and from I-64 to Boyle Ave.</li></ul>		<ul style="list-style-type: none"><li>Benefits same as Alt 1 and 2</li><li>Grade-separated crossing on Tower Grove Ave. at I-64 south outer road/exit ramps replaces roundabout and eliminates conflicts with motor vehicles</li><li>Conversion of Tower Grove Ave. Bridge over I-64 eliminates conflicts with motor vehicles</li><li>Removes left hand entrance to I-64 WB from Vandeventer improving continuity in corridor and improvements for freight carriers</li><li>Consolidates access from I-64 WB to a single ramp for Boyle and Vandeventer</li><li>Added I-64 EB on-ramp from Vandeventer provides improved operations on local road network and improves connection for freight carriers</li></ul>	
Impacts, Considerations	<ul style="list-style-type: none"><li>Large intersection footprints at Clayton with Tower Grove and Boyle are a concern for some stakeholders/public</li><li>Capacity of the Boyle NB approach to Clayton for I-64 WB exit operations</li><li>Minor right-of-way acquisition needed for improvements</li></ul>		<ul style="list-style-type: none"><li>Impacts/Considerations same as Alt 1</li><li>Additional right-of-way acquisition needed include one commercial property relocation</li></ul>		<ul style="list-style-type: none"><li>Removal of local vehicular traffic from Tower Grove Ave. overpass disrupts neighborhood grid</li><li>I-64 WB off-ramp consolidation creates a large footprint, and potential issues in off-peak period is a concern for public</li></ul>	
Further Analysis Needed	<ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersections of Clayton with Boyle and Tower Grove to reduce footprint</li><li>Advancement to NEPA and AJR to select Preferred Alternative for interchange</li><li>Evaluate bridge widening vs. stand alone bridge for multimodal facilities</li></ul>		<ul style="list-style-type: none"><li>Further Analysis Needed is same as Alt 1</li></ul>		<ul style="list-style-type: none"><li>Further Analysis Needed is same as Alt 1 &amp; 2</li><li>Evaluate without the removal of the left hand entrance for I-64 on-ramp from Vandeventer</li></ul>	



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

► MoDOT Only





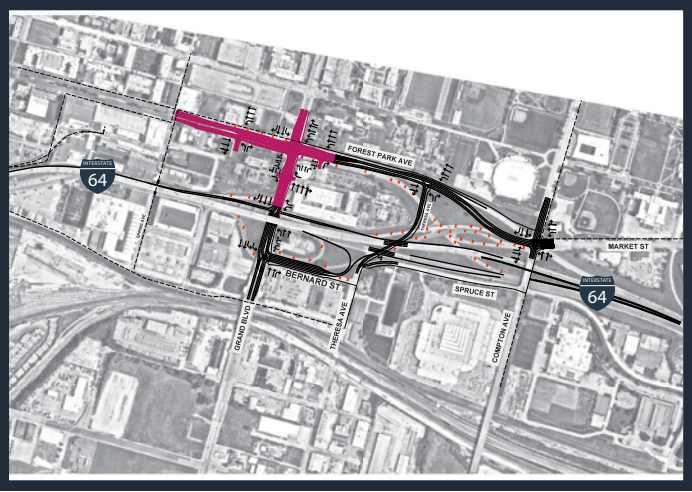
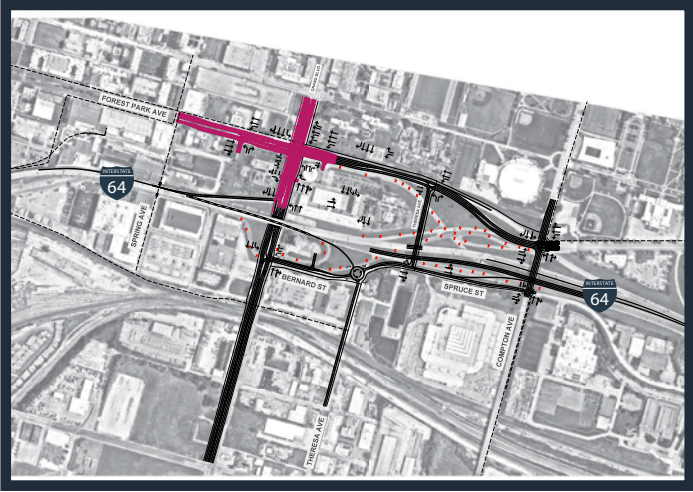
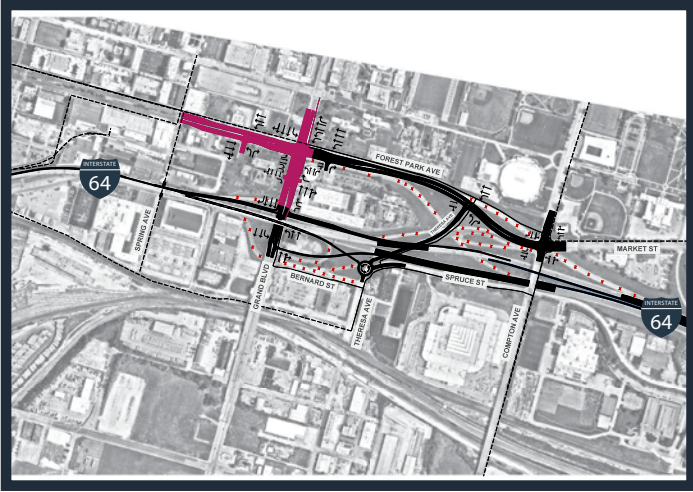
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

<div>Ability to Meet Project Needs</div> <div><div> Increase safety for All Users</div><div> Maintain Interstate Function</div></div>	<div>Map Legend</div> <div><div> MoDOT Project Improvements</div><div> Local Agency Improvements</div><div> Overall Alternative</div></div>		
			
	Alternative #1	Alternative #2	Alternative #3
	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.		
Project Description	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.		
Owner / Partner	Missouri Department of Transportation		
Funding Sources	MoDOT Formula and Safety Funds		
Cost (millions, 2022)	MoDOT: \$2.0Local: n/a	MoDOT: \$0.8Local: n/a	MoDOT: \$2.1Local: n/a
Alternative Variations	No variation	There is less shoulder widening included due to reconstruction of I-64 mainline, which would include standard shoulders.	Slightly longer limits of shoulder widening than Alt 1.
Benefits	<ul style="list-style-type: none"><li>Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9%</li><li>Provides continuity in corridor for standard inside shoulder width</li></ul>	<ul style="list-style-type: none"><li>Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9%</li><li>Provides continuity in corridor for standard inside shoulder width</li></ul>	<ul style="list-style-type: none"><li>Improved inside shoulder widths would reduce fatal and injury crashes by 10% and property damage only crashes by 9%</li><li>Provides continuity in corridor for standard inside shoulder width</li></ul>
Impacts, Considerations	<ul style="list-style-type: none"><li>none</li></ul>	<ul style="list-style-type: none"><li>none</li></ul>	<ul style="list-style-type: none"><li>none</li></ul>
Further Analysis Needed	<ul style="list-style-type: none"><li>Detailed Highway Safety Manual analysis of improvements</li></ul>	<ul style="list-style-type: none"><li>Detailed Highway Safety Manual analysis of improvements</li></ul>	<ul style="list-style-type: none"><li>Detailed Highway Safety Manual analysis of improvements</li></ul>

# 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.




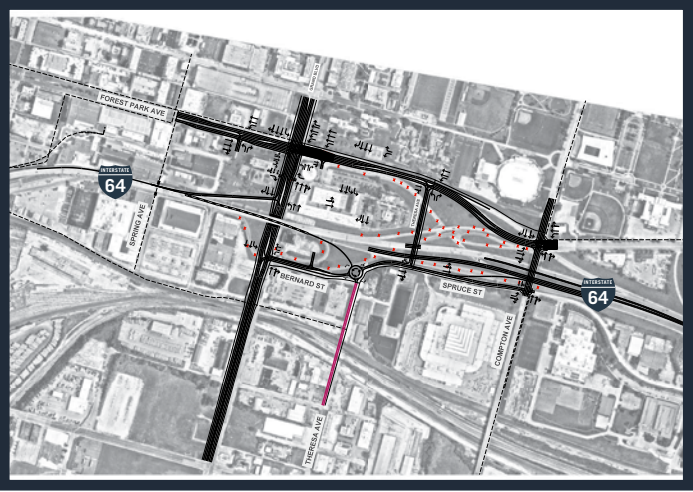
<div>Ability to Meet Project Needs</div> <div><div><div>Increase safety for All Users</div><div>Intuitive Navigation</div><div>Reduce Barrier Effect</div><div>Improve Bridge Conditions</div></div></div>	<div>Map Legend</div> <div><div><div>M</div>MoDOT Project Improvements</div><div><div>L</div>Local Agency Improvements</div><div><div>O</div>Overall Alternative</div></div>		
	<div><div></div><div>Alternative #1</div></div>		
	<div><div></div><div>Alternative #2</div></div>		
	<div><div></div><div>Alternative #3</div></div>		
Project Description	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.		
Owner / Partner	City of St. Louis		
Funding Sources	<div><div>RAISE</div><div>RCP</div><div>Cost Share</div><div>STP</div></div>		
Cost (millions, 2022)	<div>MoDOT: n/aLocal: \$9.2</div> <div>MoDOT: n/aLocal: \$10.1</div> <div>MoDOT: n/aLocal: \$9.2</div>		
Alternative Variations	<div>Lane configurations at the four intersection approaches</div> <div>Lane configurations at the four intersection approaches. Provides accommodation for bus only lanes to the south of intersection.</div> <div>Lane configurations at the four intersection approaches</div>		
Benefits	<div><ul style="list-style-type: none"><li>Conversion to at-grade intersection improves intuitive navigation</li><li>Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave.</li><li>Removes an existing bridge structure</li><li>Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56%</li><li>Improves bicycle and pedestrian crossing of intersection to meet best practices</li></ul></div> <div><ul style="list-style-type: none"><li>Conversion to at-grade intersection improves intuitive navigation</li><li>Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave.</li><li>Removes an existing bridge structure</li><li>Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56%</li><li>Improves bicycle and pedestrian crossing of intersection to meet best practices</li></ul></div> <div><ul style="list-style-type: none"><li>Conversion to at-grade intersection improves intuitive navigation</li><li>Conversion to at-grade intersection reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave.</li><li>Removes an existing bridge structure</li><li>Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes by 56%</li><li>Improves bicycle and pedestrian crossing of intersection to meet best practices</li></ul></div>		
Impacts, Considerations	<div><ul style="list-style-type: none"><li>Minor right-of-way acquisition needed for improvements</li><li>Large intersection footprint is a concern for some stakeholders/public</li><li>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.</li></ul></div> <div><ul style="list-style-type: none"><li>Minor right-of-way acquisition needed for improvements</li><li>Large intersection footprint is a concern for some stakeholders/public</li><li>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</li><li>Intersection Configuration will need to accommodate bus only lanes.</li></ul></div> <div><ul style="list-style-type: none"><li>Minor right-of-way acquisition needed for improvements</li><li>Large intersection footprint is a concern for some stakeholders/public</li><li>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</li></ul></div>		
Further Analysis Needed	<div><ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersection to reduce footprint.</li><li>Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative</li></ul></div> <div><ul style="list-style-type: none"><li>Lane configuration at all four legs needs to be analyzed further to find the right balance between vehicle and non-vehicle users.</li><li>Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative which includes bus only lanes.</li></ul></div> <div><ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for intersection to reduce footprint.</li><li>Evaluation of intersection to consider existing Grand Blvd. interchange configuration as well as proposed alternative</li></ul></div>		



# Project G: Theresa Avenue Extension South with Grade-Separated Railroad Crossing (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.

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

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

► MoDOT & Local

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

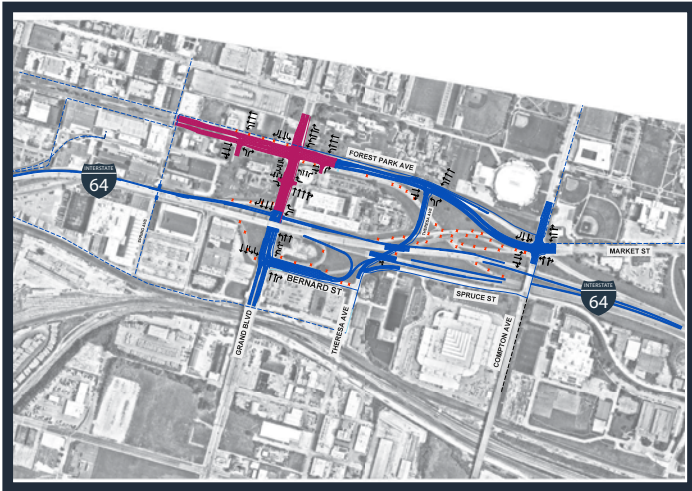
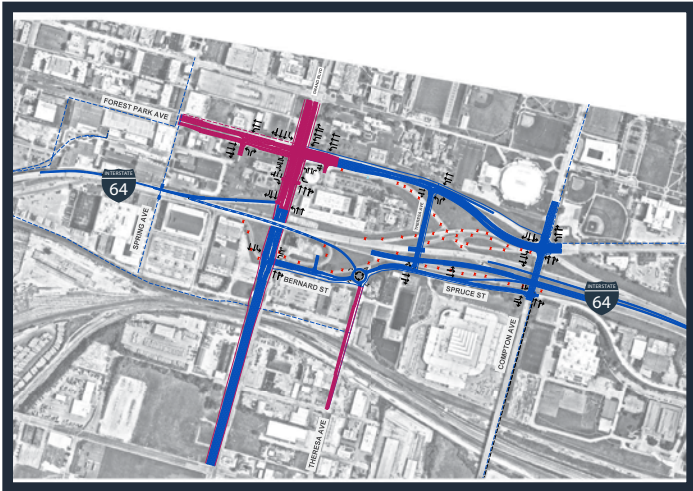
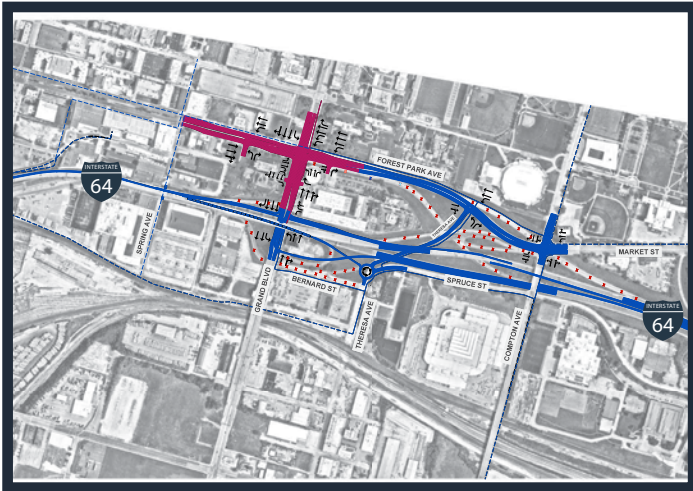
Ability to Meet Project Needs	<div>Map Legend</div> <div><div>M</div> MoDOT Project Improvements</div> <div><div>L</div> Local Agency Improvements</div> <div><div>O</div> Overall Alternative</div>	
	<div></div> <div>Alternative #2</div>	
Project Description	Multiple improvements include: Addition of 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	<div><div>RAISE</div><div>INFRA</div><div>SS4A</div><div>RCP</div><div>Cost Share</div><div>STP</div><div>CMAQ</div><div>TAP</div></div>	
Cost (millions, 2022)	MoDOT: \$2.0Local: \$11.4	
Alternative Variations	No variation	
Benefits	<ul style="list-style-type: none"><li>Transit performance would improve due to decreased travel time and increased reliability</li><li>Bus only lanes would also benefit ambulances and other emergency vehicles by providing additional space to avoid congestion and stopped vehicles.</li><li>New bus and separating bicycle and pedestrian facilities from traffic on Grand Blvd. provide an opportunity for a “complete street” design.</li><li>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.</li><li>Offers increased potential for land use re-development</li></ul>	
Impacts, Considerations	<ul style="list-style-type: none"><li>New structures would be needed to carry bicycles and pedestrians along Grand for future maintenance</li><li>May require minor right-of-way acquisition</li></ul>	
Further Analysis Needed	<ul style="list-style-type: none"><li>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.</li><li>Coordination is needed with Grand Ave. and Forest Park Ave. intersection to accommodate bus lanes.</li><li>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.</li></ul>	



# Project I: Entire Interchange Improvements at East Interchange

## MoDOT & Local









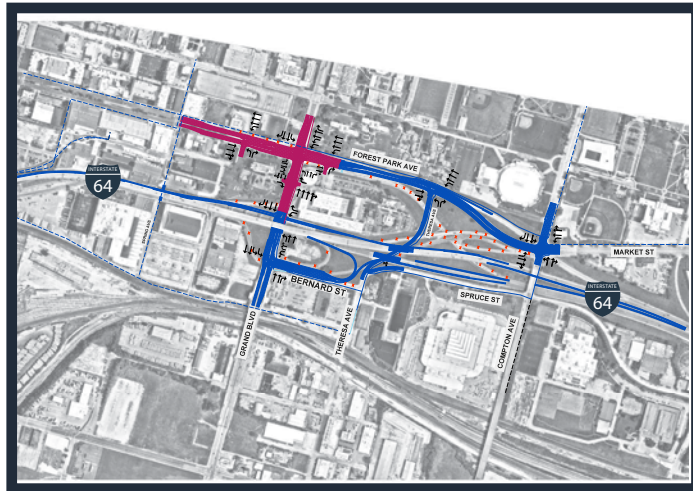
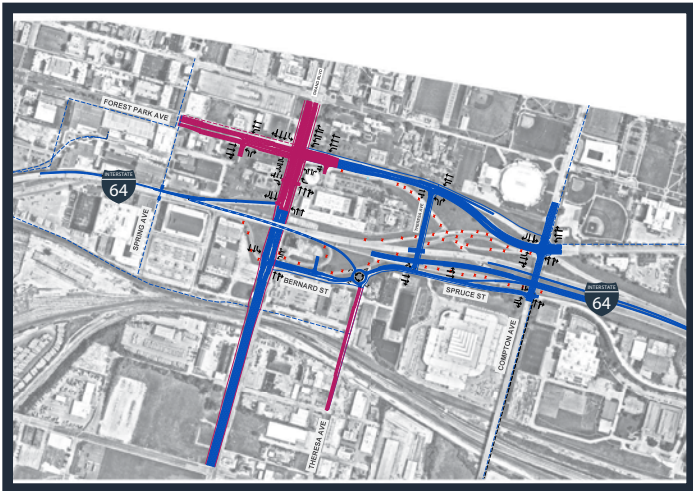
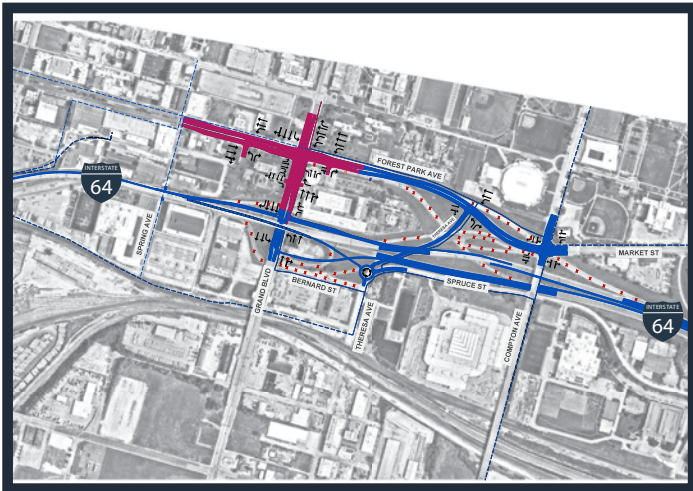
The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

<div>Ability to Meet Project Needs</div> <div><div><div> Increase safety for All Users</div><div> Intuitive Navigation</div><div> Reduce Barrier Effect</div><div> Improve Bridge Conditions</div><div> Maintain Interstate Function</div></div></div>	<div>Map Legend</div> <div><div>M</div> MoDOT Project Improvements</div> <div><div>L</div> Local Agency Improvements</div> <div><div>O</div> Overall Alternative</div>		
	<div><div></div><div>Alternative #1</div></div>		
	<div><div></div><div>Alternative #2</div></div>		
	<div><div></div><div>Alternative #3</div></div>		
	<div>Project Description</div>	<div>Project involves advancement of the entire interchange improveme</div>	
<div>Owner / Partner</div>	<div>Missouri Department of Transportation and the City of St. Louis</div>		
<div>Funding Sources</div>	<div><div>RAISE</div><div>INFRA</div><div>SS4A</div><div>RCP</div><div>Cost Share</div><div>STP</div><div>CMAQ</div><div>TAP</div></div>		
<div>Cost (millions, 2022)</div>	<div>MoDOT: \$58.7Local: \$11.1</div>		
<div>Alternative Variations</div>	<div>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.</div>		
<div>Benefits</div>	<div><div><ul style="list-style-type: none"><li>Consolidation of access to a single interchange that would be signed as “Grand Ave”</li><li>Existing left-hand entrance to I-64 EB from Forest Park Ave. is removed improving continuity in corridor and improvements for freight carriers</li><li>Conversion to at-grade intersection at Grand and Forest Park Ave reduces barriers for bicyclists and pedestrians particularly to and from Forest Park Ave.</li><li>Replacing the signal on Grand Blvd. at Council Plaza with right-in/right-out access is anticipated to reduce crashes.</li><li>Improved ramp operations and extended acceleration and deceleration lengths provide crash reduction</li><li>Improved shoulders provide crash reduction and continuity in corridor</li><li>Theresa extension provides a new local roadway and low stress bicycle and pedestrian connection across I-64 and to Grand MetroLink station</li><li>Theresa extension offers opportunity for new and re-development of land use</li><li>I-64 ramps configured in same order as local roads</li><li>3 existing bridges replaced, 4 removed</li></ul></div><div><ul style="list-style-type: none"><li>Benefits same as Alt 1</li><li>2 existing bridges replaced, 5 Removed</li><li>Maintains access billboard property in south east quadrant.</li><li>Bus only lanes improves transit operations and access for emergency vehicles.</li><li>Creates opportunity to enhance land redevelopment east of Grand Blvd. and south of railroad tracks</li></ul></div><div><ul style="list-style-type: none"><li>Benefits same as Alt 1</li><li>3 existing bridges replaced, 4 removed</li><li>Configuration of Theresa extension provides greats potential for development and re-development opportunities</li><li>Eliminates I-64 WB exit to Forest Park Ave</li></ul></div></div>		

Project I: Entire Interchange Improvements at East Interchange, CONTINUED

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.

<div>Ability to Meet Project Needs</div> <div><div><div> Increase safety for All Users</div><div> Intuitive Navigation</div><div> Reduce Barrier Effect</div><div> Improve Bridge Conditions</div><div> Maintain Interstate Function</div></div></div>		<div>Map Legend</div> <div><div> MoDOT Project Improvements</div><div> Local Agency Improvements</div><div> Overall Alternative</div></div>				
				Alternative #1		
				Alternative #2		
				Alternative #3		
Impacts, Considerations		<ul style="list-style-type: none"><li>Right-of-way acquisition needed including relocation of one commercial property.</li><li>Large intersection footprint at Grand and Forest Park Ave. is a concern for some stakeholders/public</li><li>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.</li></ul>		<ul style="list-style-type: none"><li>Impacts/Considerations related to Alt 1 for Intersection of Grand and Forest Park</li><li>Reduced access to Bi-State Maintenance facility with a portion of Spruce converted to 1-way traffic.</li><li>Minor right-of-way acquisition may be needed for parallel ped/bike structures along Grand</li><li>Requires potential bridge work on mainline I-64 for proposed alignment of Theresa extension</li><li>Connections from Scott Ave and Atlantic St. to Theresa Ave will be eliminated</li></ul>		
Further Analysis Needed		<ul style="list-style-type: none"><li>Coordination with City of St. Louis on acceptable operational thresholds for Grand and Forest Park Ave intersection to reduce footprint.</li><li>Alignment of Theresa Ave across I-64 to north in order to maximize land available development or re-development</li><li>Advancement to NEPA and AJR to select Preferred Alternative for interchange</li></ul>		<ul style="list-style-type: none"><li>Further Analysis Needed is same as Alt 1</li><li>May require additional environmental survey since extends south of current study environmental limits including evaluation of historic buildings near improvement</li><li>Further evaluation to determine grade-separation as underpass or overpass.</li><li>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.</li></ul>		
				<ul style="list-style-type: none"><li>Impacts/Considerations related to Alt 1 for Intersection of Grand Ave. and Forest Park Ave.</li><li>Creates out of direction travel including emergency services</li><li>Right-of-way acquisition needed including relocation of one commercial property.</li></ul>		
				<ul style="list-style-type: none"><li>Further Analysis Needed is same as Alt 1</li></ul>		