



## Chapter 5 - Preferred Alternative

### What is in Chapter 5?

Chapter 5 explains which alternative the study team prefers and the key reasons for that preference.

### Which alternative does the study team prefer?

In June 2008, the study team identified the Preferred Alternative for the Whitton Expressway EIS. The Preferred Alternative consists of a combination of Alternative 6, the Madison Street Overpass option, and Alternative G, a new full-diamond interchange at Lafayette Street and a realigned Clark Avenue. The study team based their identification of the Preferred Alternative from the analysis of its transportation performance and its impacts within the study area, including:

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

### What are the key reasons for identifying this alternative?

There are several reasons — traffic operations, constructability, access to the prison redevelopment site and the type of impacts to the study area — that the study team identified Alternatives 6 and G as the Preferred Alternative. **Exhibit 5-1** displays the Preferred Alternative.

Although each of the Mainline Alternatives do a good job addressing traffic issues on Whitton Ex-

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#### Key Finding

The study team proposed a Preferred Alternative that combines Alternative 6, the Madison Overpass, and Alternative G, a new full-diamond interchange at Lafayette and a realigned Clark Avenue.

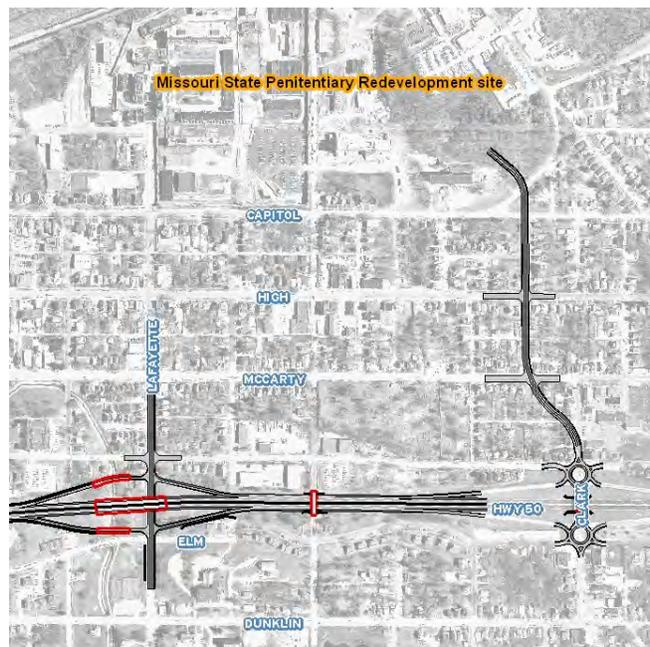
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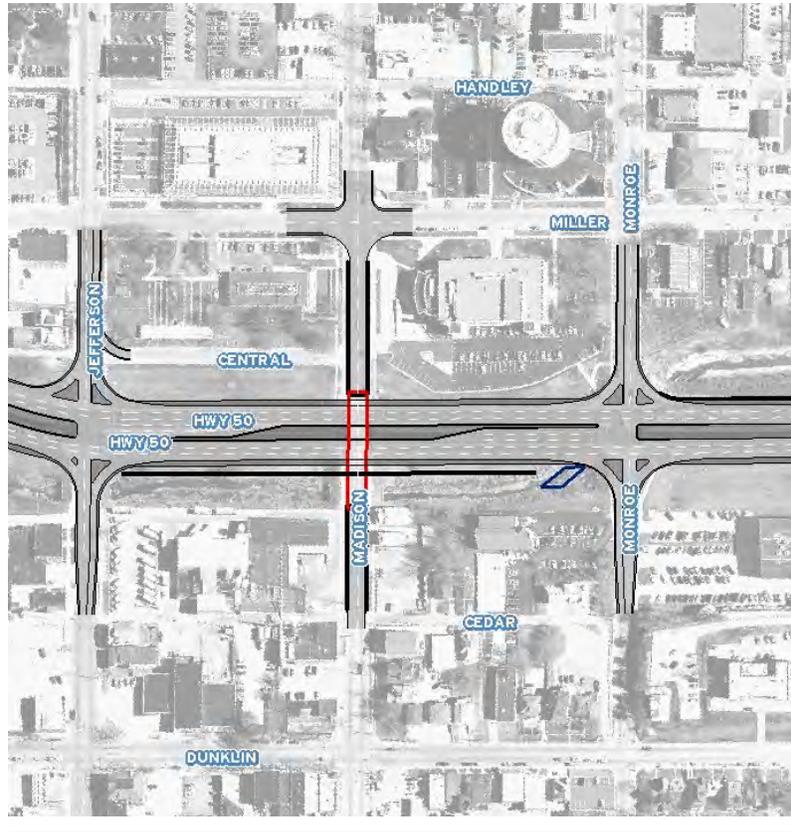
#### Clark Avenue roundabouts

Constructing the Clark Avenue roundabouts offers immediate benefits to travelers on the east side of the study area.

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The full build out of the Madison Overpass would separate northbound and southbound through traffic from expressway traffic. It would also convert Jefferson and Monroe streets to function as one-way couplets.



pressway, the **Madison Overpass** option best balances the need for **operation improvements with constructability**. The mainline improvements focus on widening Whitton Expressway to six thru lanes, resulting in improved traffic flow to and from US 54.

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

**The Preferred Alternative offers flexibility on when to construct the improvements.** The first phase of construction would include the Lafayette interchange and the additional lane in each direction from Monroe to Lafayette streets, plus the eastbound and westbound auxiliary lanes between Lafayette Street and Clark Avenue. The roundabouts at the Clark Avenue interchange would be the next phase constructed.

From a traffic perspective, improvements on Jefferson and Monroe may also be phased. The additional eastbound and westbound lanes between Missouri Boulevard and Monroe Street would be constructed next. The Madison Overpass could be constructed separately from the mainline improvements. However, MoDOT will implement all reasonable traffic management alternatives before constructing the Madison Overpass so that it is not constructed until traffic issues warrant it. With the Madison Overpass option, Jefferson and Monroe streets could continue to function as separate two-way streets until such time that operations begin to fail. At that point, the streets could be converted to function as a one-way couplet. Traffic forecasts indicate that doing so would help Whitton Expressway's intersections with Jefferson and Monroe function at an acceptable level of service B and D respectively during the afternoon rush hour.

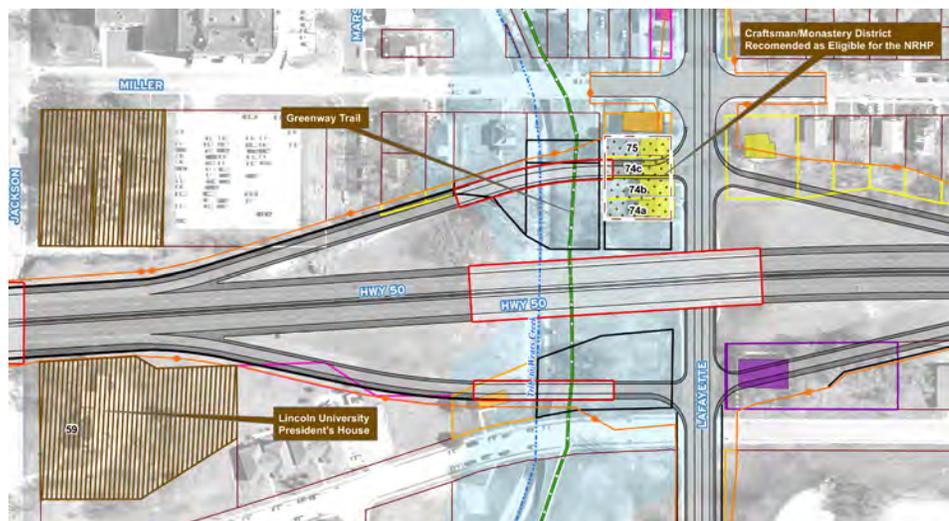
The Clark Avenue extension would be the last piece of the Preferred Alternative that would be constructed if taking a phased approach. Prison site redevelopment, traffic, and access issues would dictate the need and pace for phasing the improvements. Information on the cost of phasing the project can be found in **Appendix K**.

**The Preferred Alternative offers the most direct and best access to the prison redevelopment site,** Lincoln University and Jefferson City High School compared to the other Prison Access Alternatives. The Prison Redevelopment Authority considers Lafayette Street to be the site's front entrance and the realigned Clark Avenue would tie in with the site's internal street system at the southeast corner. The extra benefit of the Lafayette interchange is that it provides direct access from Whitton Expressway to the campus of Lincoln University and Jefferson City High School as well as the MSP site.

The Preferred Alternative is most compatible with local planning efforts such as the Central East Side and MSP Redevelopment's Framework Plan. It provides the most direct access to the prison redevelopment site. The Lafayette Interchange is supportive of the new infrastructure identified in the Central East Side Plan. It also supports the neighborhood plan's recommendation for addressing the traffic capacity and operational concerns of Whitton Expressway as they relate to traffic operations throughout the neighborhood. The Central East Side Plan has also identified some of the impacted properties for redevelopment and the Preferred Alternative fits within these plans. These potential improvements were expected to not only satisfy the demands of neighborhood traffic, but also to manage the traffic volumes associated with the proposed prison redevelopment project located adjacent to the northeast side of the Central East Side Neighborhood.

**The Preferred Alternative considers the various impacts to the built and social environment.** As with all projects there is a balancing of the various impacts. Because the types of properties impacted by the various alternatives are similar in nature, other factors had to be considered. Although

The full-diamond interchange at Lafayette would require the acquisition of a potentially eligible historic district and a well house that contributes to the NRHP eligibility of the Lincoln University President's House property. Construction of the interchange would temporarily affect the East Branch Greenway Trail. The Lincoln University President's House property, Greenway trail and historic district are Section 4(f) resources. The interchange would also acquire the Quinn Chapel AME Church property.



the Preferred Alternative requires the acquisition of more properties than the other alternatives, the Preferred avoids taking additional historic Section 4(f) properties which would need to be acquired with other Prison Access alternatives. The Preferred Alternative also avoids taking additional neighborhood businesses that would be impacted by some of the other Prison Access alternatives. Both of these impacts factor into the project's effects on the Central East Side Neighborhood and its residents.

## What are the potential drawbacks of the preferred alternative?

Identifying Alternatives 6 and G as the preferred is not without potential drawbacks. Most of the drawbacks are associated with social considerations. The full build out of the Preferred Alternative, which includes constructing a new interchange with Whitton Expressway at Lafayette Street, would directly affect historic resources such as the remnants of the historic Foot Neighborhood and the Lincoln University President's House property. It would require acquisition of the Quinn Chapel AME church property, would require the most full and partial acquisition of properties, and would alter access to several downtown businesses and institutions.

As mentioned above, the combined Lafayette interchange and realigned Clark Avenue would require more property acquisitions than the other Prison Access Alternatives. The Preferred Alternative would fully acquire 23 residential properties (22 single-family and 1 multi-family) and 4 business properties.

The Preferred Alternative would partially acquire 16 residential properties (12 single-family and 4 multi-family) and 4 business properties.

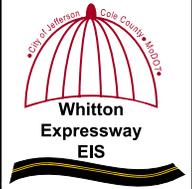
The retaining walls associated with the Madison Overpass option would alter access to the Performing Arts Center, Central Bank, the Central Dairy, and two multi-family residences, as well as alter traffic patterns and the availability of on-street parking on Jefferson and Monroe. The retaining wall would require the Performing Arts Center to reconfigure access to its main entrance by eliminating access from Madison. Likewise the retaining walls would eliminate access to Central Bank from Madison. Central Bank patrons would only be permitted to turn right onto northbound Jefferson Street—left turns would not be permitted. The Preferred Alternative could also affect internal circulation for vehicles at Central Dairy.

As summarized in **Chapter 3**, building a full-diamond interchange at Lafayette Street would affect the most cultural resources. Neither the No-Build nor the Mainline Alternatives would have an effect on cultural resources. The Lafayette Interchange would affect one eligible district and several individually listed or eligible properties. The Craftsman/Monastery District includes four homes on Lafayette Street, immediately north of Whitton Expressway. It would also impact a well house located on the Lincoln University President's House property, but a portion of the property falls within MoDOT right of way. The Preferred Alternative's implication to these and other Section 4(f) resources is discussed in **Chapter 6**.

**DISCLAIMER:**

Preliminary- May Be Changed, Subject to Further Evaluation

Data represented on these plates was derived from a variety of sources and is subject to the accuracy of the original sources



**Legend**

-  Construction Limit
-  Alternative Markings
-  Retaining Wall or Median
-  Bridge
-  Property Lines
-  NRHP Historic District
-  NRHP Listed Property

**Recommended Eligible NRHP**

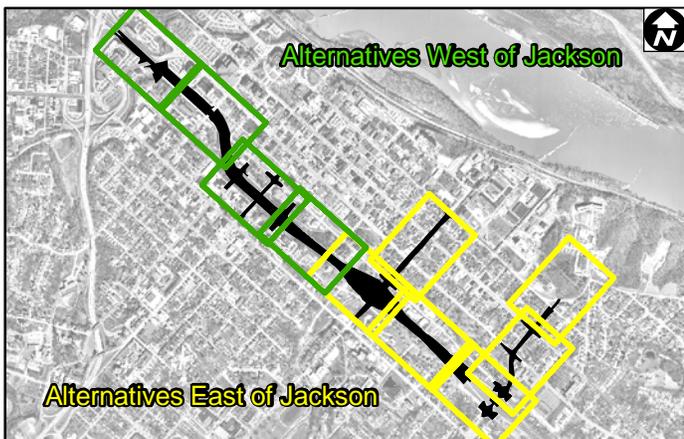
-  Property
-  District
-  Parks
-  100Yr Floodplain
-  Stream

**Buildings Impacted**

-  Commercial
-  Multi - Family
-  Single - Family
-  Institution
-  Out Building
-  Vacant

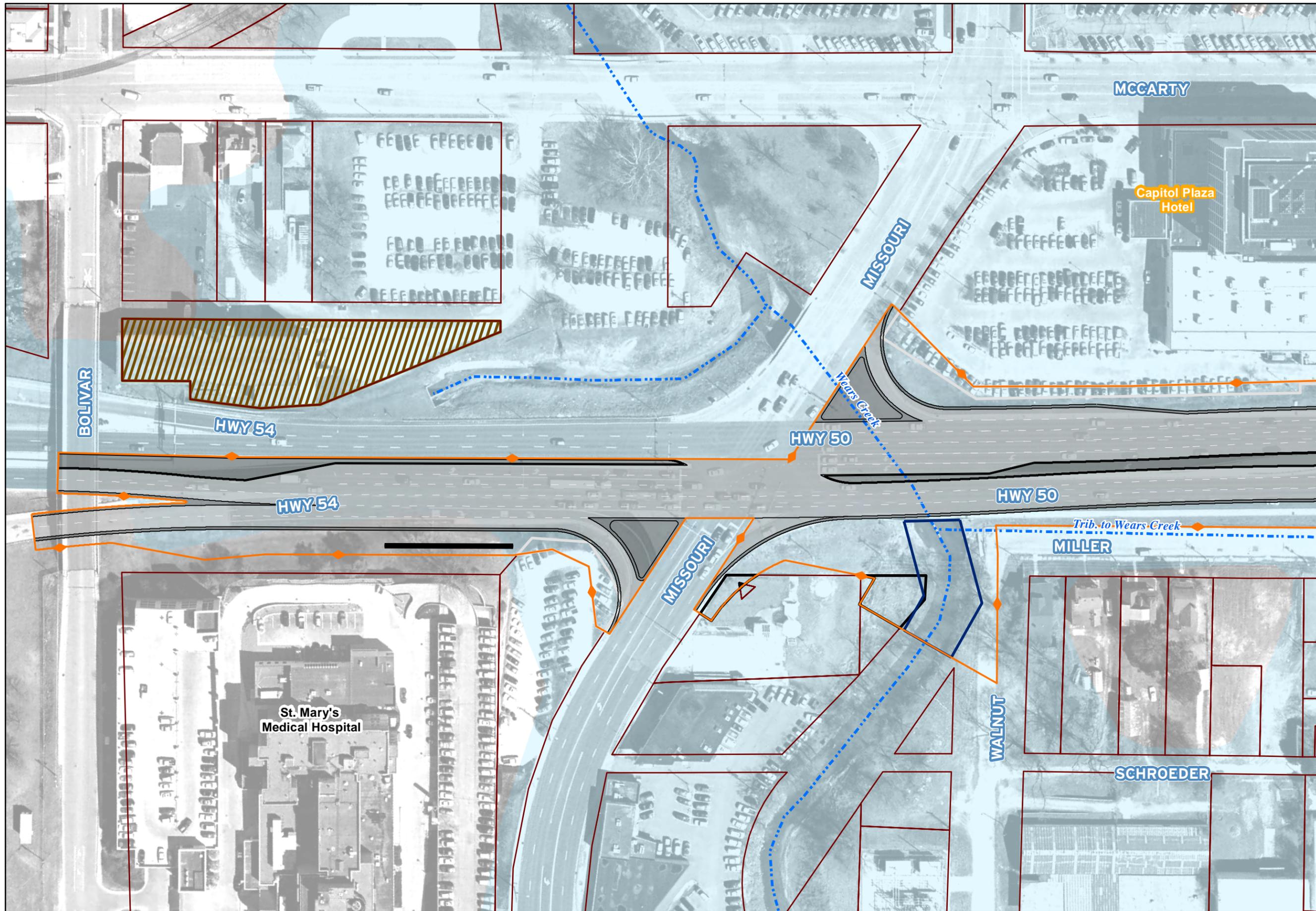
**Parcels Impacted**

-  Commercial
-  Multi - Family
-  Single - Family
-  Institution
-  Parking Lot
-  Vacant Lot
-  Park/Recreation

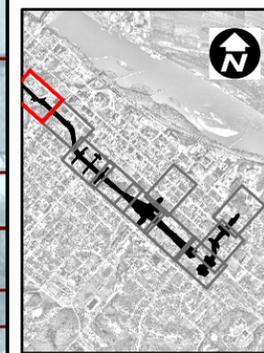
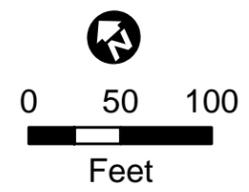


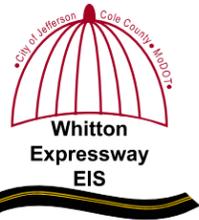
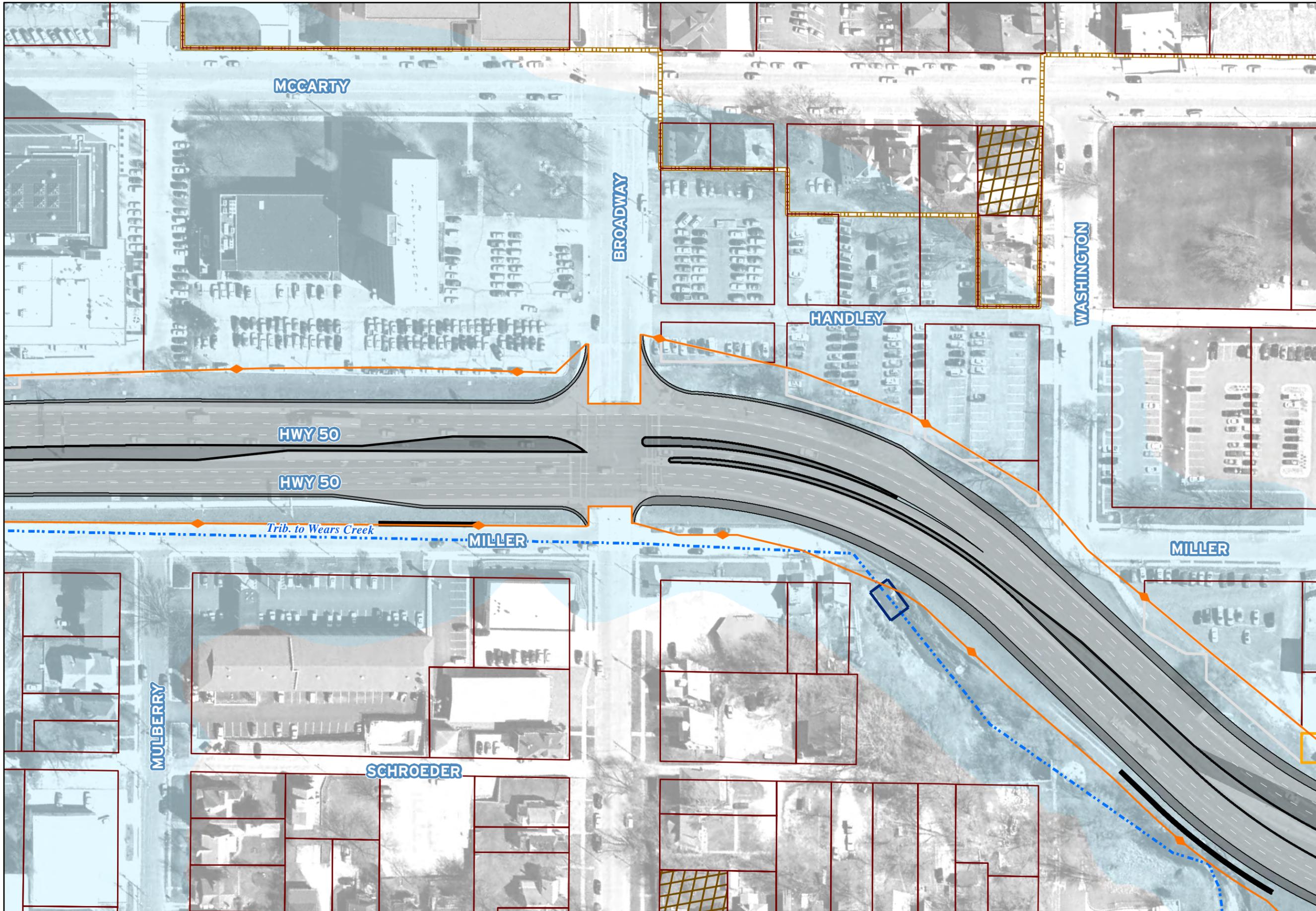
**Whitton Expressway  
 Environmental Impact Statement  
 ALTERNATIVE PLATES**

**Exhibit 5-1  
 Legend**

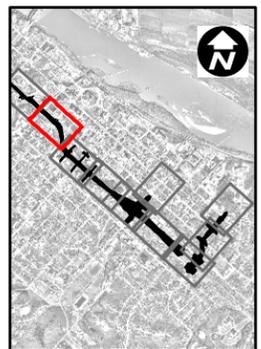
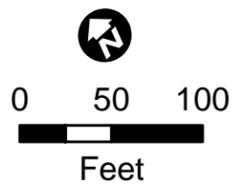


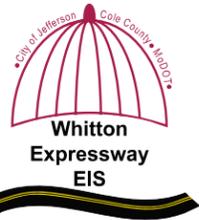
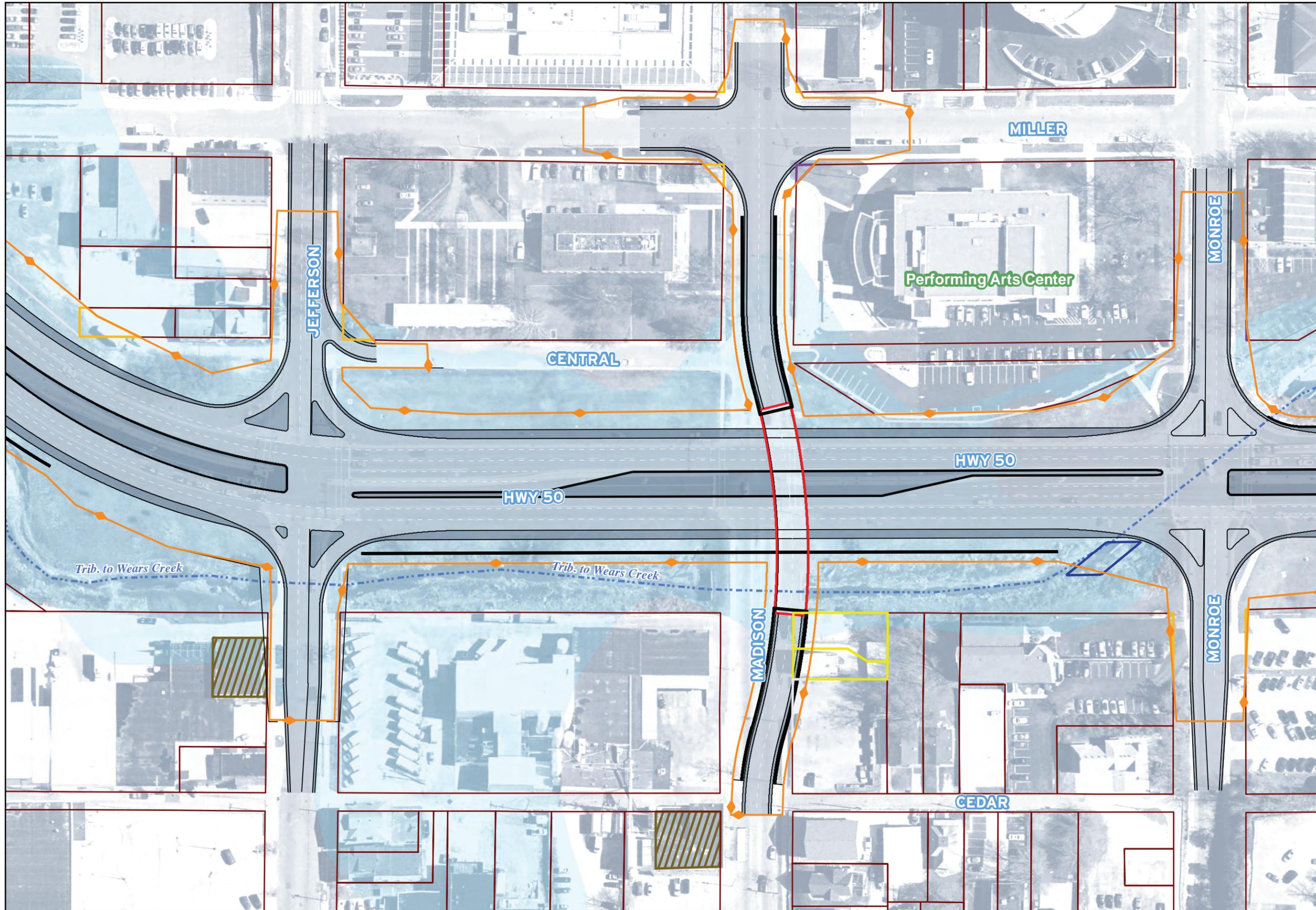
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**Preferred Alternative**



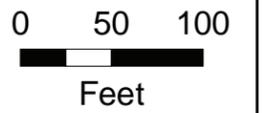


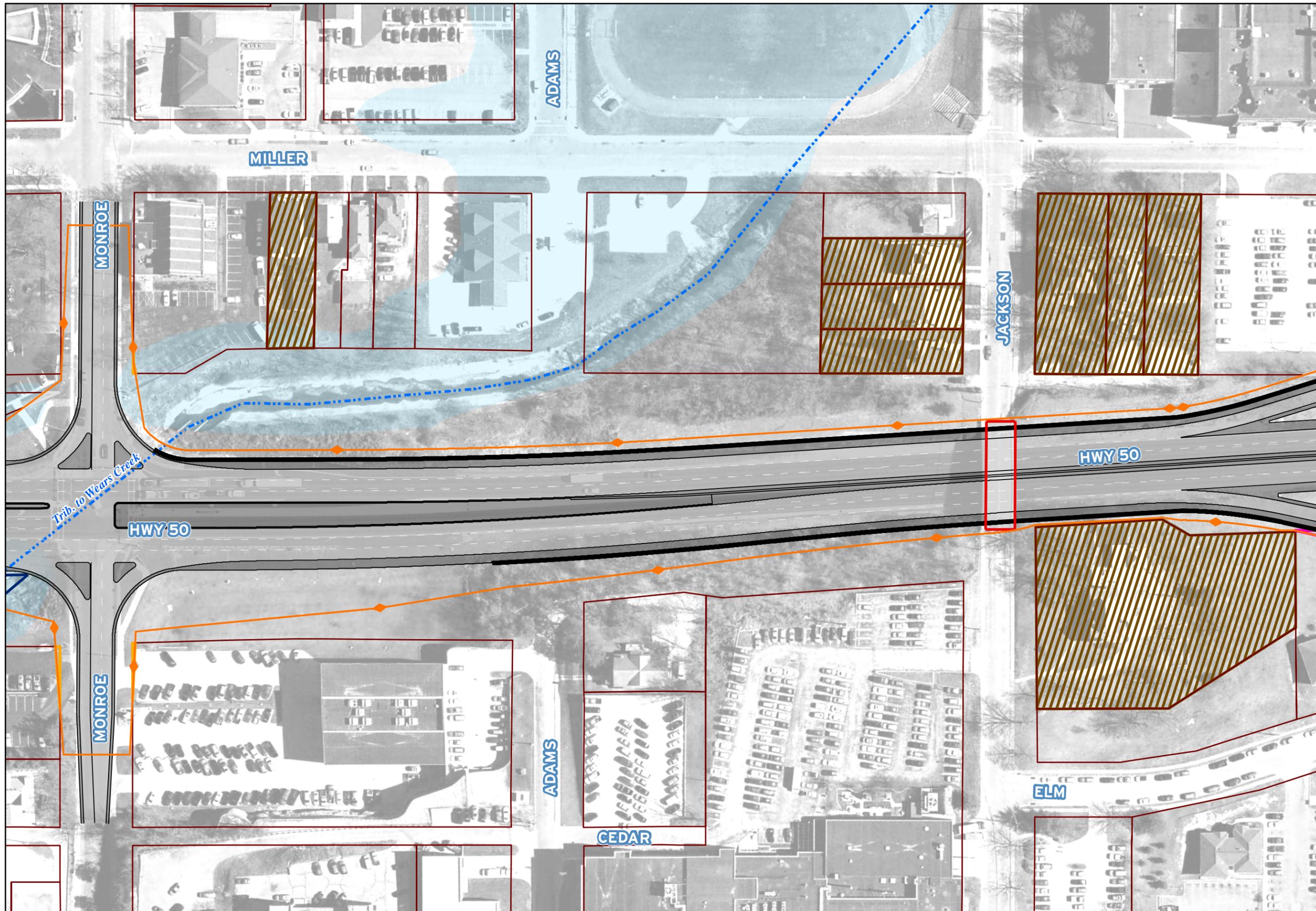
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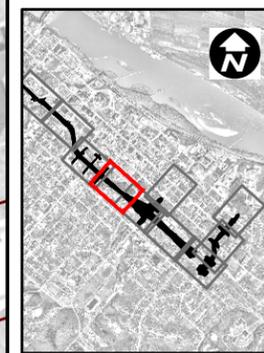
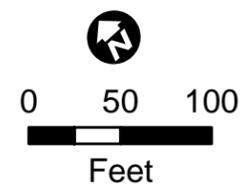


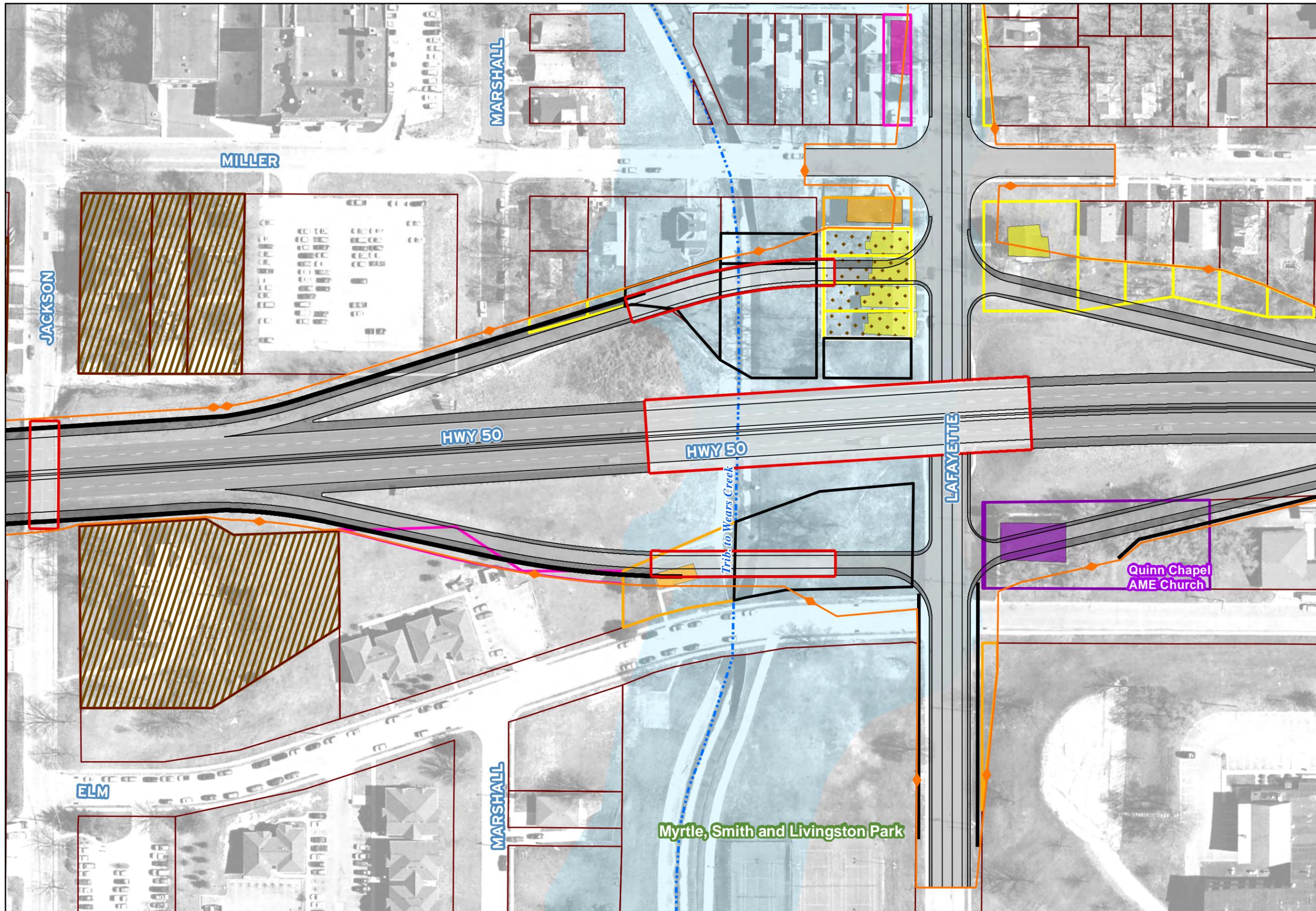
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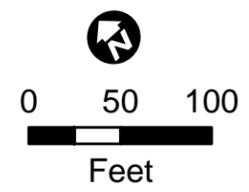
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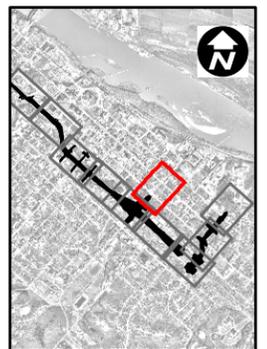
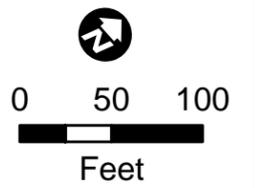
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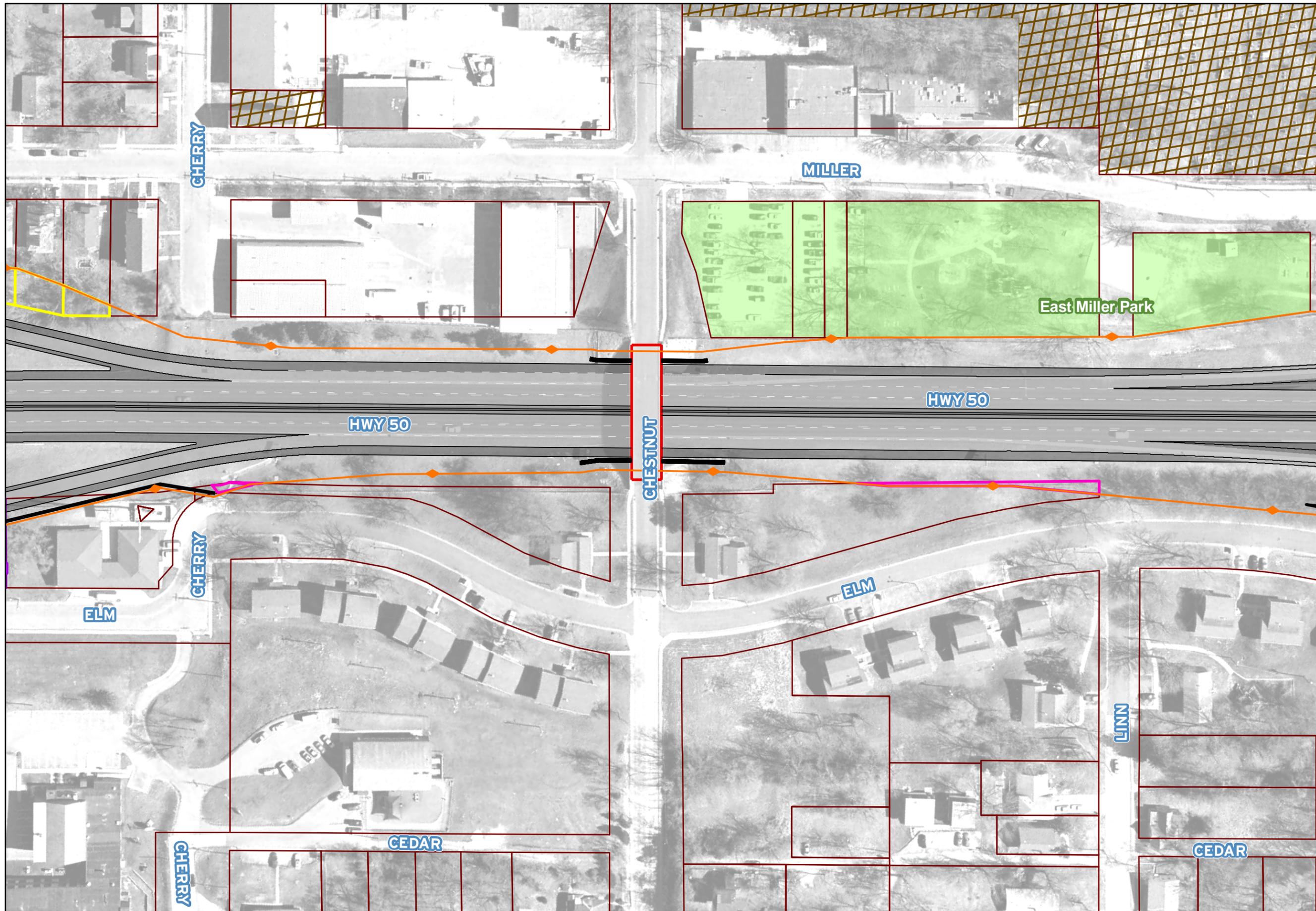
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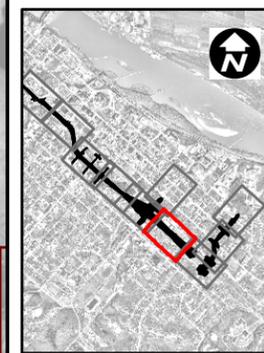
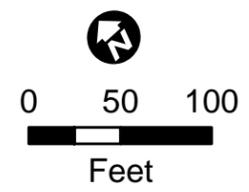


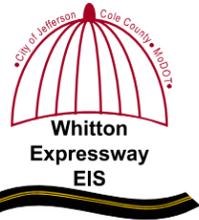
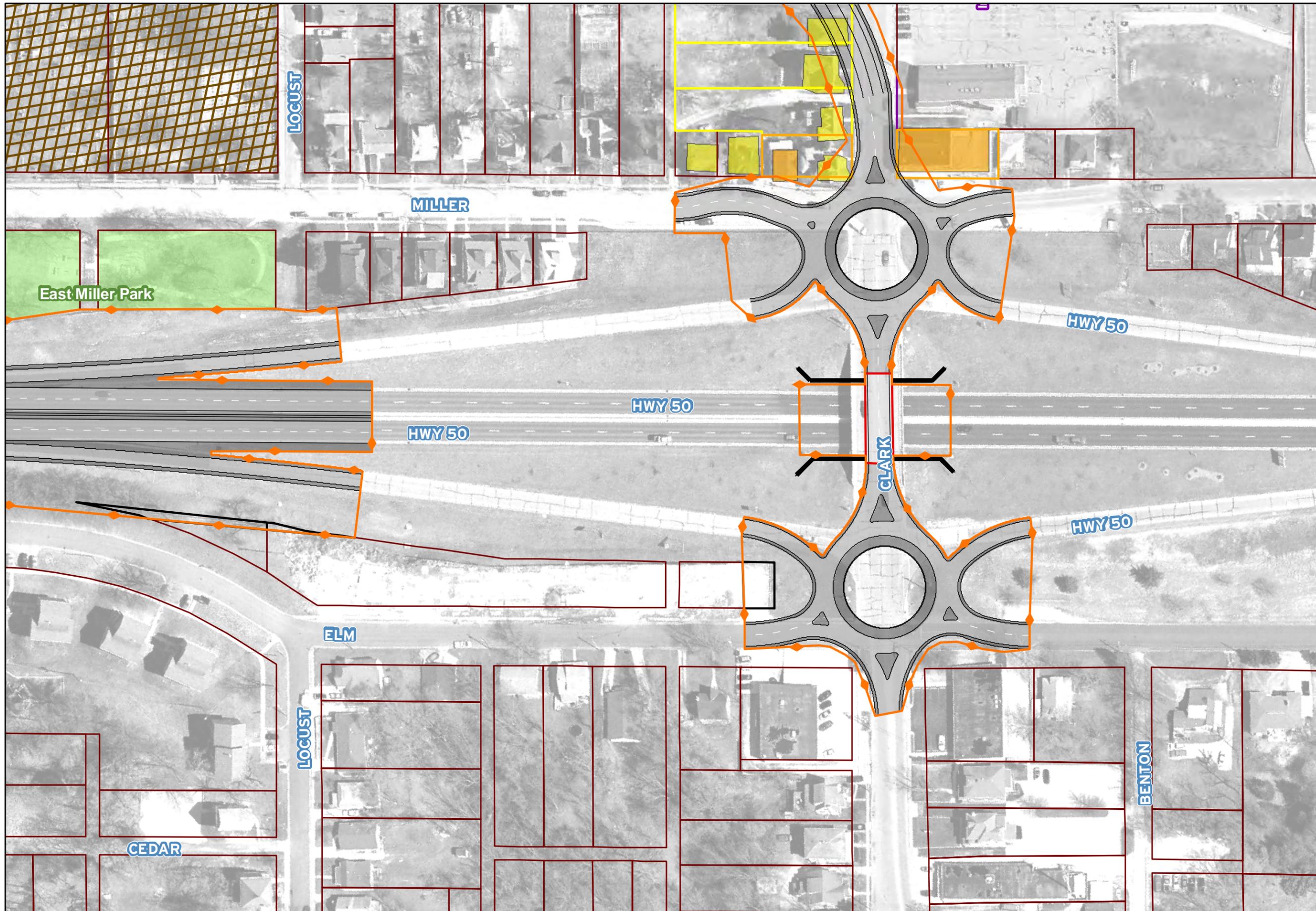
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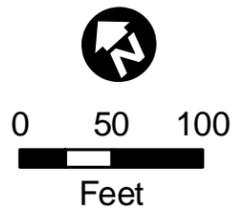


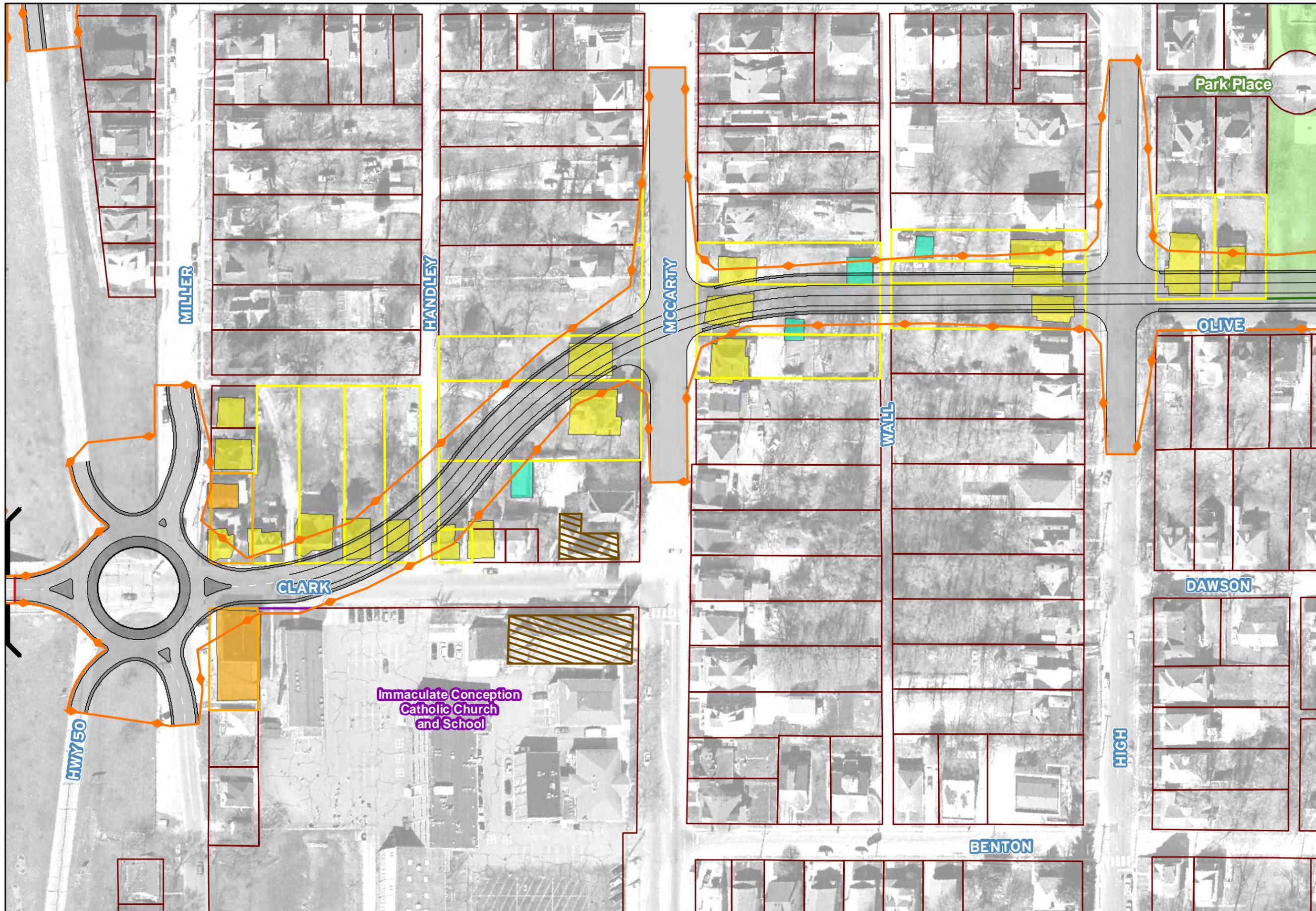
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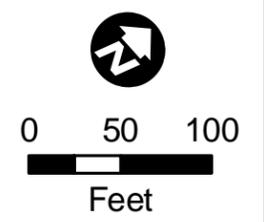


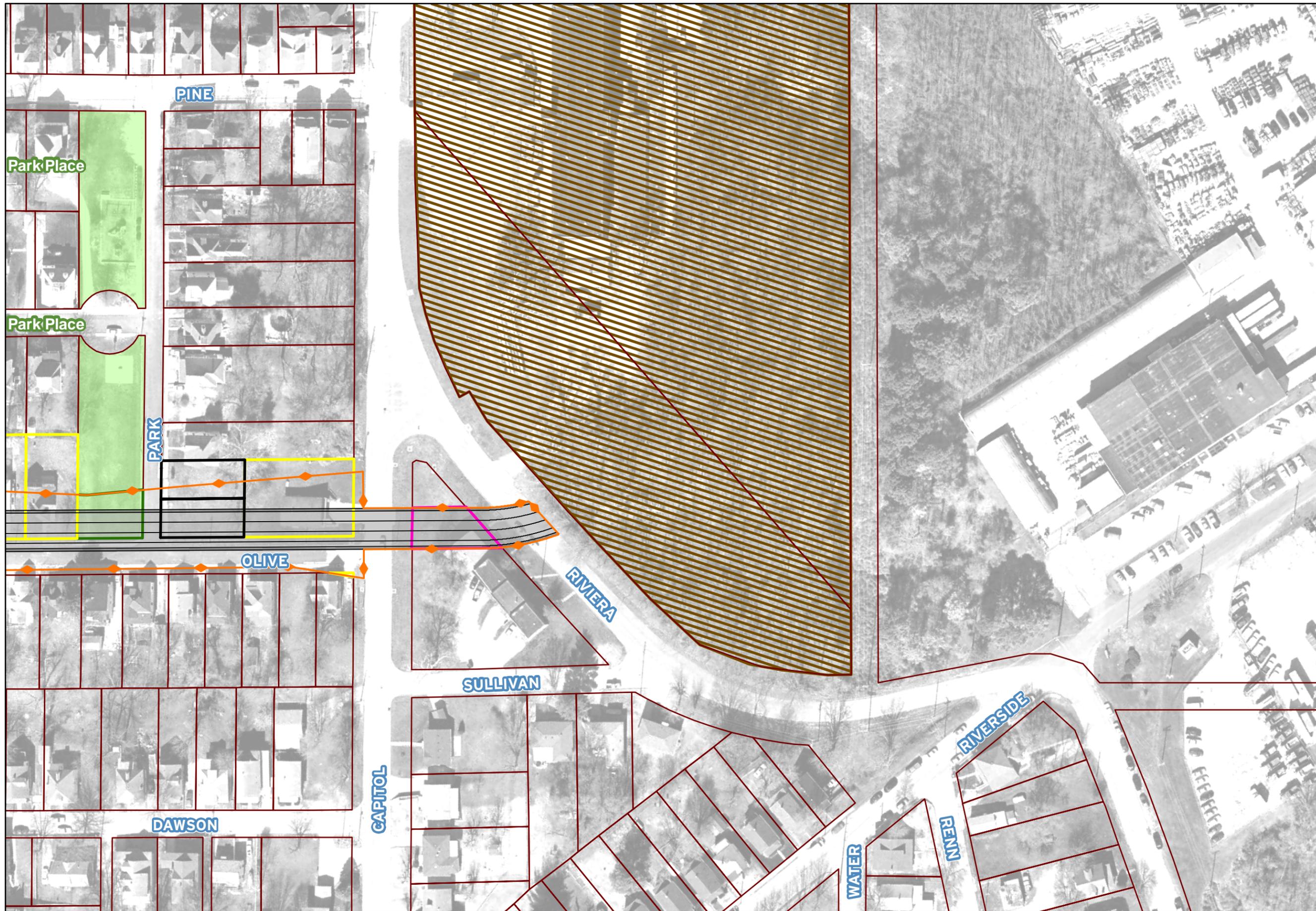
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