



## **Route 141 Relocation Recovery Act Construction Project**

**Project to improve traffic flow between Ladue Road and Olive**

### **What is this Recovery Act project?**

The Missouri Department of Transportation will complete a project to relocate Route 141 between Ladue Road and Olive Boulevard. The relocated Route 141 will be constructed further to the east and will raise the roadway. This relocated road will reduce congestion, will increase safety and will reduce flooding along both the old Route 141 (which will become Woods Mill Road) and the new Route 141. MoDOT is coordinating the Route 141 project with the proposed project by St. Louis County Highways and Traffic to build the Page/Olive Connector. When these two projects are complete, the region will have an expressway reaching from Interstate 55 in Jefferson County to Route 370 in St. Louis County.



### **Why/when was this alignment chosen?**

In the late 1990s, MoDOT did a study to determine how best to complete Route 141 between Ladue and Olive. The department reviewed a number of options for the new roadway and came up with the best three alternates. These alternates used the existing Route 141, moved the roadway to the east along the west side of Creve Coeur Creek, or moved the roadway further east along the east side of Creve Coeur Creek. Based on the cost, the number of homes and businesses impacted and other environmental and cultural determinations, the department selected the alignment to the east of existing Route 141 and west of the creek as the preferred alternate to move the roadway. The Federal Highway Administration approved this study in December 2002.

### **How will this reduce flooding on Route 141?**

The Route 141 project will raise the roadway of both the new Route 141 and Woods Mill Road above the current elevation, which will reduce the risk of floodwaters covering the pavement and closing the road. MoDOT will excavate areas adjacent to the creek (called overbank excavation) to offset the impacts of the construction of the roadway embankment would otherwise have on flood levels within the project.

*Over* ⇨

## How are you treating any cultural or historic impacts?

MoDOT is currently completing a cultural resources survey for the project. As a part of that survey, we are evaluating several archeological sites and mitigating the impact to one historic farm. There are several naturally occurring “lost hills” in the area that are incorrectly believed to be Indian mounds. All but one of these has been avoided during design work done to date. We will avoid the old cemetery near Toreador, and have used remote sensing techniques to ensure no unmarked burials extend into the project. By the start of construction, MoDOT will have completed all requirements to be in full compliance with all Federal and state regulations.

## What about the impact to the environment (trees and wetlands)?

There will be trees and wetlands impacted by the projects. MoDOT will replace trees with new trees and shrubs. These trees can, however, be placed anywhere within the state of Missouri; MoDOT will make every effort to put as many as possible within the project landscaping limits. Any wetlands impacted will be replaced. If we are able to do so on-site, we will replace the same amount as we impacted. If we must replace the wetlands off-site, we will replace a greater amount than what we impacted.

## The old plans used to have a roundabout at Ladue. Where is it?

As the design process continues, MoDOT engineers continue to evaluate the design and make changes that will reduce costs, improve safety and maintain traffic flow. One of these changes was to remove the roundabout at Ladue and modify the interchange with Woods Mill Road.

## Why is Route 141 under Ladue Road and Olive Boulevard?

There were three reasons for running Route 141 under Olive and Ladue. First, this method reduces noise levels at each intersection. Secondly, running Route 141 over the other two roads would create a road surface that was so high, it would significantly impact the aesthetics of both intersections. Finally, it was cost prohibitive, as MoDOT would have to bring in a significant amount of fill material.

## What is the current cost?

MoDOT expects construction to cost about \$65 million for Route 141 from Ladue to Olive, including utility relocations and construction of a Metropolitan Sewer District trunk sewer.

## What is the timeline?

MoDOT design begins	Ongoing
Right of Way acquisition	May 2009
Grading	Fall 2009
Utility relocation begins	Fall 2009
MoDOT construction begins	June 2010
MoDOT construction complete	Fall 2012