

Welcome to the Public Meeting
for the
Route N Study

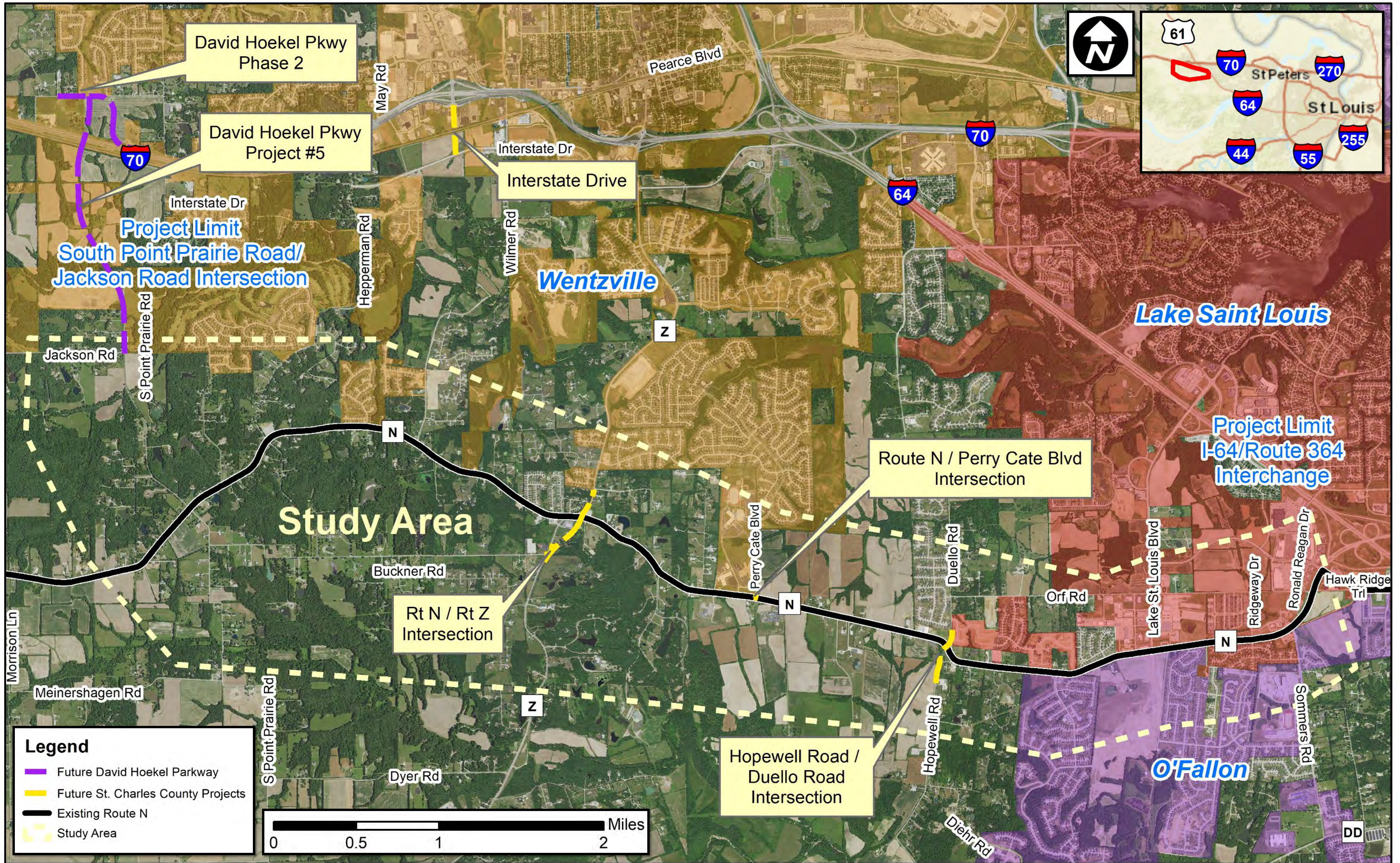
Station #1

Study Overview

Route N Study

- Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are co-lead agencies.
- An approximately 8-mile stretch of Route N in St. Charles County
 - The Study Area extends from the South Point Prairie Road/Jackson Road intersection east to the Interstate 64/Route 364 interchange.
- St. Charles County and East-West Gateway Council of Governments are partners on this study with St. Charles County providing funding.

Study Area

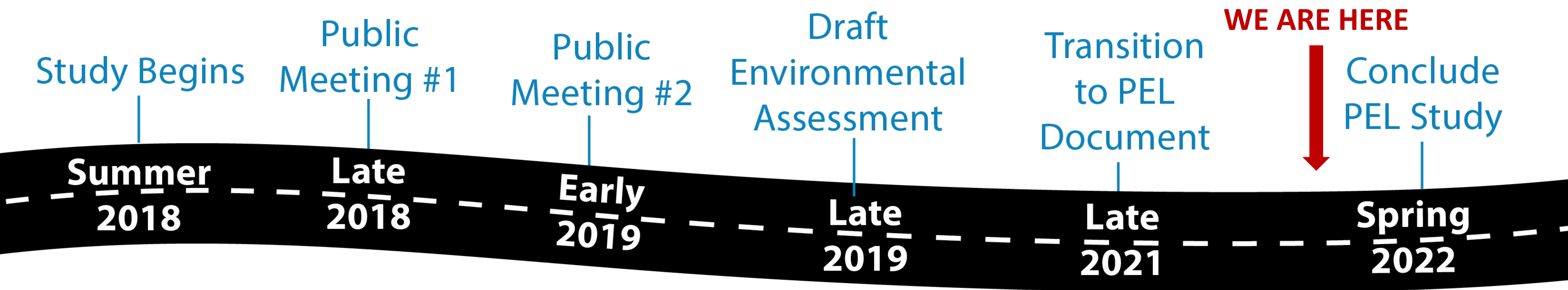


Purpose and Need for the Route N NEPA Study

- The purpose of the study is to investigate and identify improvements to develop a safe and efficient roadway network along Route N.
- The need of the study is to improve access and connectivity as well as reduce congestion and delays.
- Issues affecting the existing corridor include:
 - Two-lane roadway with minimal shoulders
 - Difficulty turning onto and off Route N
 - Numerous intersections and driveways
 - Higher traffic volumes than Route N was designed for
 - Daily traffic ranges from 5,500 vehicles west of Route Z to more than 17,000 east of Route Z.

Study Schedule

- Final Study Document Reviews—In progress
- Advisory Group Meetings—March/April 2022
- Elected Officials Briefing and Public Meeting—April 12, 2022
- Study Complete—Spring 2022



Station #2

Study Alternatives

The Reasonable Alternatives were analyzed to determine their engineering, environmental, and community impacts. These impacts will influence the selection of the project's Tentative Preferred Alternative.

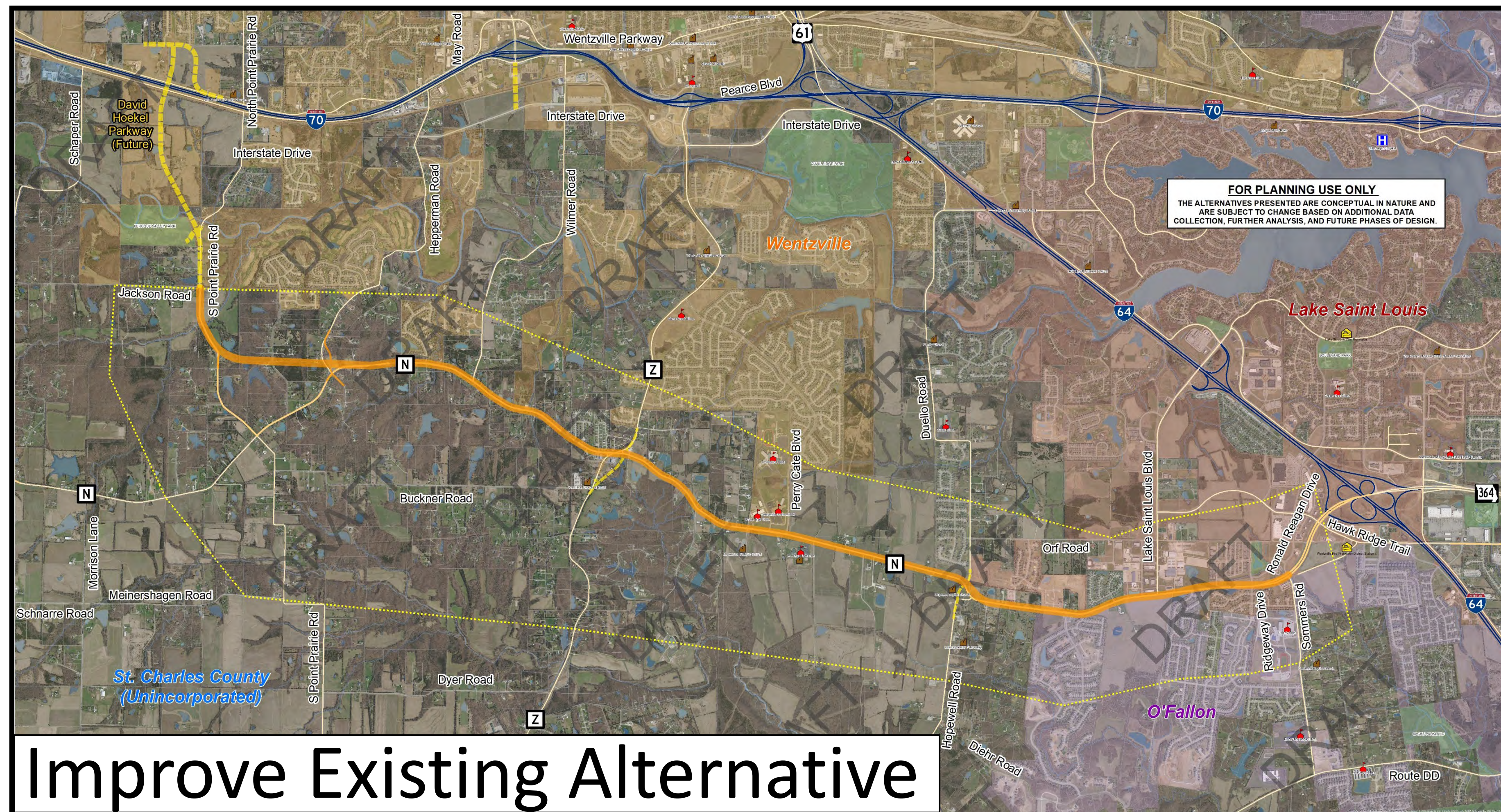
No-Build Alternative

- The No-Build Alternative assumes no improvements outside of routine maintenance.
- The No-Build Alternative is always carried through NEPA evaluations as a baseline to compare with the Build Alternatives.
- If no alternatives can be found that minimally satisfy a study's purpose and need, the Tentative Preferred Alternative would be the No-Build Alternative.



Route N NEPA Study

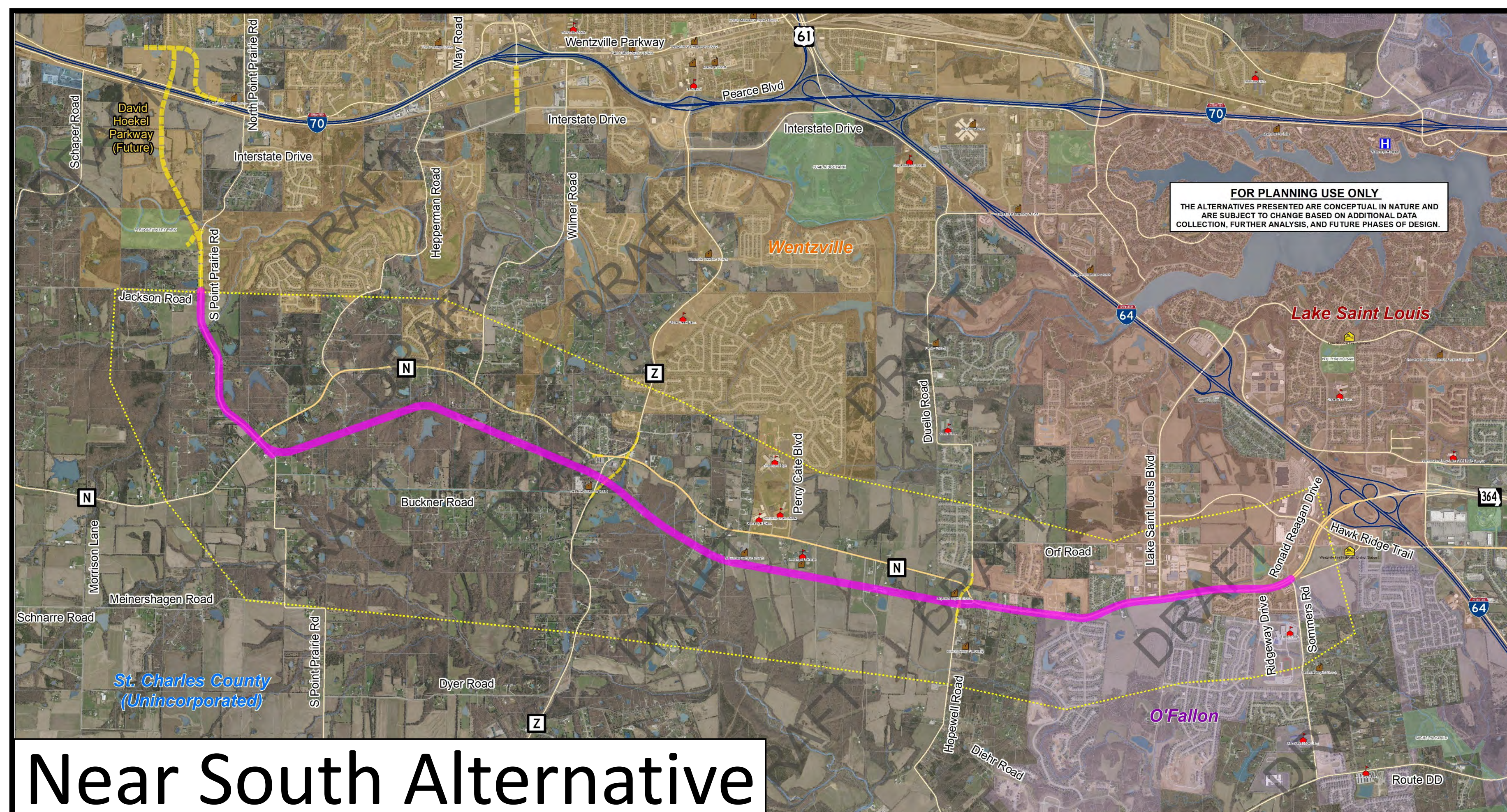
Reasonable Build Alternatives



Improve Existing Alternative



Buckner Road Alternative



Near South Alternative

The Reasonable Build Alternatives were analyzed in detail to determine their engineering, environmental, and community impacts. These impacts were considered with the study's Purpose and Need and public input in the selection of the project's Tentative Preferred Alternative.



Roadway Configuration of the Reasonable Build Alternatives

- Number of lanes
 - 6 Lanes: Route 364 to Sommers Road
 - 4 Lanes: Sommers Road to Route N/South Point Prairie intersection*
 - 2 Lanes: Route N/South Point Prairie intersection* to Jackson Road
- Paved shoulders on both sides of corridor
- Center median/turn lane
- Sidewalks on both sides of roadway
 - Requires local cost participation
- Stormwater system
 - Curb and gutter on the east end of the corridor
 - Drainage ditches on the west end of the corridor

** Improve Existing Alternative transitions from 4 lanes to 2 lanes at the Route N/Hepperman Road intersection.*

Identification of the Tentative Preferred Alternative

- Reasonable Alternatives were evaluated for:
 - Engineering impacts
 - Community impacts
 - Environmental impacts
 - Public input
- Based on the study's Purpose and Need, logical termini, study area, public input, and the analysis of the impacts of the Reasonable Alternatives, a Tentative Preferred Alternative was selected.
- The Tentative Preferred Alternative was identified as the Buckner Road Alternative.



Station #3

Transition to PEL Study

In late 2021, MoDOT in cooperation with FHWA determined that the Route N Study needed to transition into a Planning and Environmental Linkages (PEL) study.

Pause of the NEPA Study

- The Route N NEPA study was paused during the review of the draft Environmental Assessment (EA).
- Due to the lack of available funding to fully fund** the corridor on the region's long-range transportation plan, the FHWA would not be able to formally approve the EA and conclude the study. Without this approval, future development phases would not be eligible for federal funds or any required federal approvals.
- In late 2021, MoDOT in cooperation with FHWA determined that the EA study needed to transition into a PEL study.

***Based on study criteria, the Buckner Road Alternative is estimated to cost a total of \$150.5-162.5 M for right-of-way acquisition and construction (in 2019 dollars)*

What Is a PEL Study?

According to FHWA's website, "Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that...

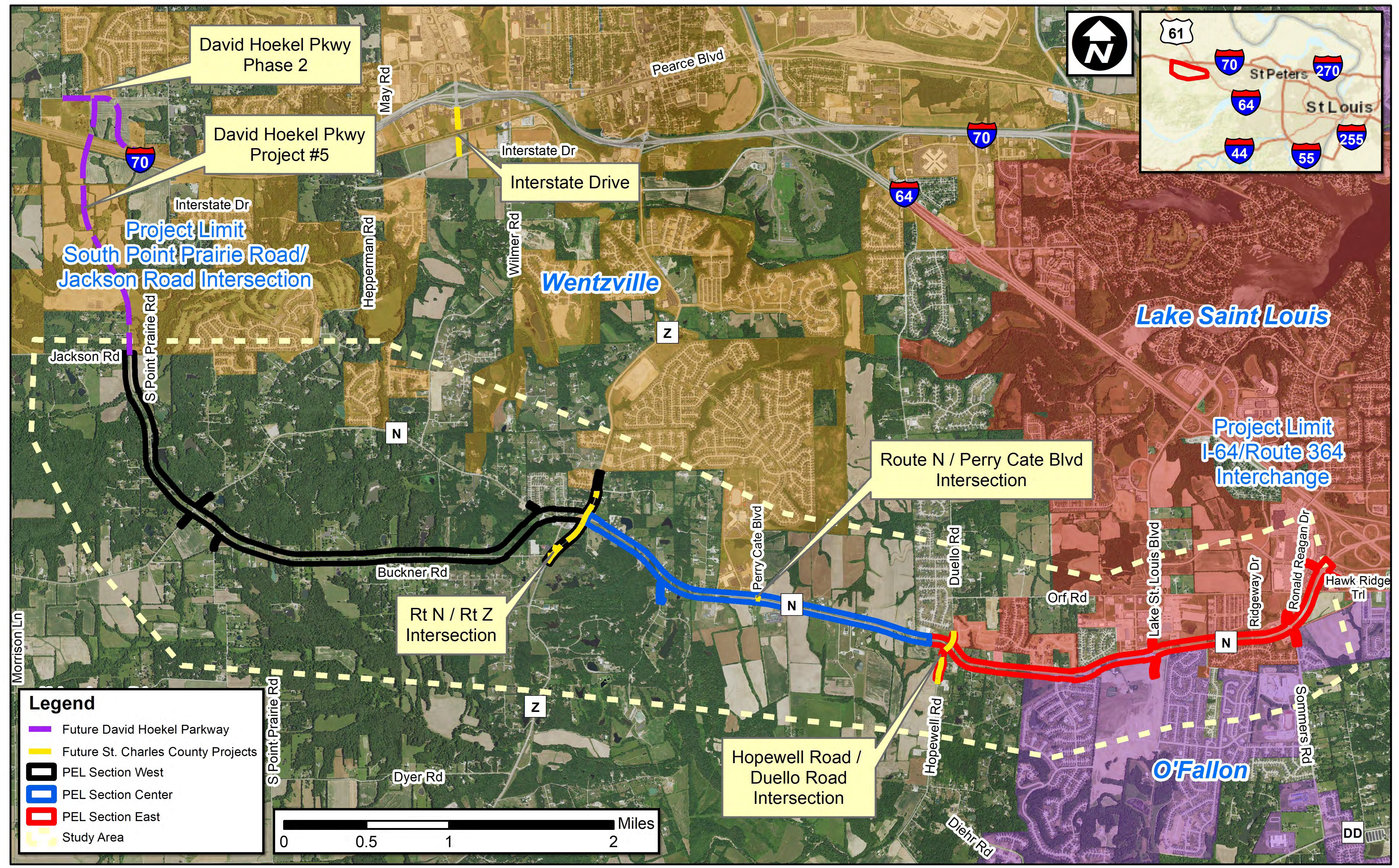
- 1) Considers environmental, community, and economic goals early in the transportation planning process, and
- 2) Uses the information, analysis, and products developed during planning to inform the environmental review process."

Why Transition to a PEL Study?

Planning and Environmental Linkages

- The transition to a PEL study allows the study team to formally memorialize all the information developed and input received through the draft EA.
- The PEL will prepare the corridor for future development phases, environmental reviews, and associated approvals on a segment-by-segment basis as resources and funding permit.
- The PEL allows segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

Corridor Segments



PEL Study Progress

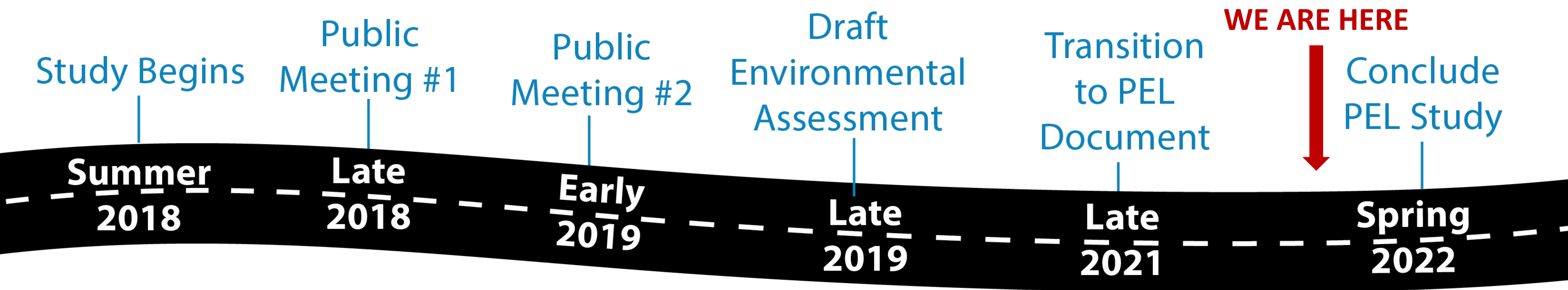
- Identified transition to the PEL and began development of PEL documentation—late 2021
- Consulted with FHWA—November/December 2021
 - Three independent corridor segments were identified.
 - Based on the probable impacts, MoDOT proposes that each segment be processed, under NEPA, as a documented Categorical Exclusion 2.
 - A Categorical Exclusion classification indicates that expected environmental impacts would not be considered significant.
 - FHWA concurred with this approach in December 2021.
- Modified consultant agreement to fund completion of PEL transition and public involvement—January 2022
- Draft PEL completed and reviews initiated—February 2022

Station #4

Next Steps

Study Schedule

- PEL Study Document Reviews—In progress
- Advisory Group Meetings—March/April 2022
- Elected Officials Briefing and Public Meeting—April 12, 2022
- PEL Study Complete—Spring 2022

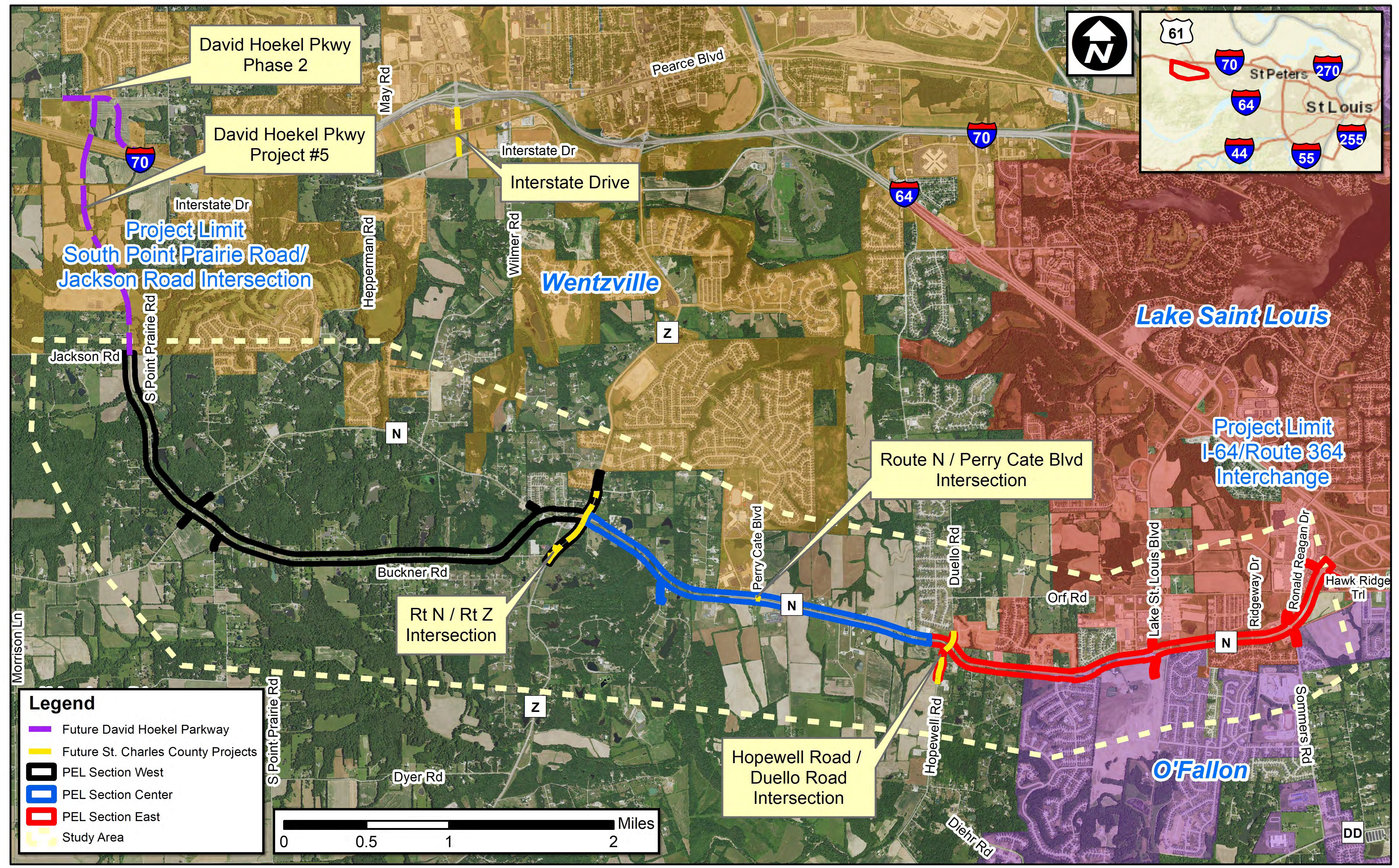


Following the PEL Study

The timeline for completing design, right-of-way acquisition, and constructing improvements will vary by study corridor segment.

- **West End of the Corridor**—St. Charles County is working with a consultant to conduct preliminary engineering between the Route N/Route Z intersection and South Point Prairie/Jackson Road intersection. The County has identified partial construction funding for improvements in this segment in the near future.
- **Middle of the Corridor**—Between Route Z and Hopewell/Duello Road, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design to further establish the future roadway corridor.
- **East End of the Corridor**—Between Hopewell/Duello Road and the Interstate 64/Route 364 interchange, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design including an environmental review. This will prepare this part of the corridor for future right-of-way acquisition, final design, and roadway improvements as soon as funding becomes available.

Corridor Segments



Station #5

Your Involvement and Input

Your Involvement and Input Is Important!

- Visit the study website: www.RouteNStudy.com
- Provide your feedback on considerations to be included in future project phases:
 - Complete a comment form.
 - Contact MoDOT by phone: 1-888-ASK-MODOT.
 - Contact the study team by email: RouteNStudy@modot.mo.gov.
- All comments received by **Tuesday, April 26**, will be recorded and reviewed prior to completion of the study.
- Public meeting materials will be made available online.
- MoDOT will send updates to people who subscribed to the study email list.