

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Josh Tap, NEPA Program Manager  
U.S. Environmental Protection Agency  
11201 Renner Boulevard  
Lenexa, Kansas 66219

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Tap:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

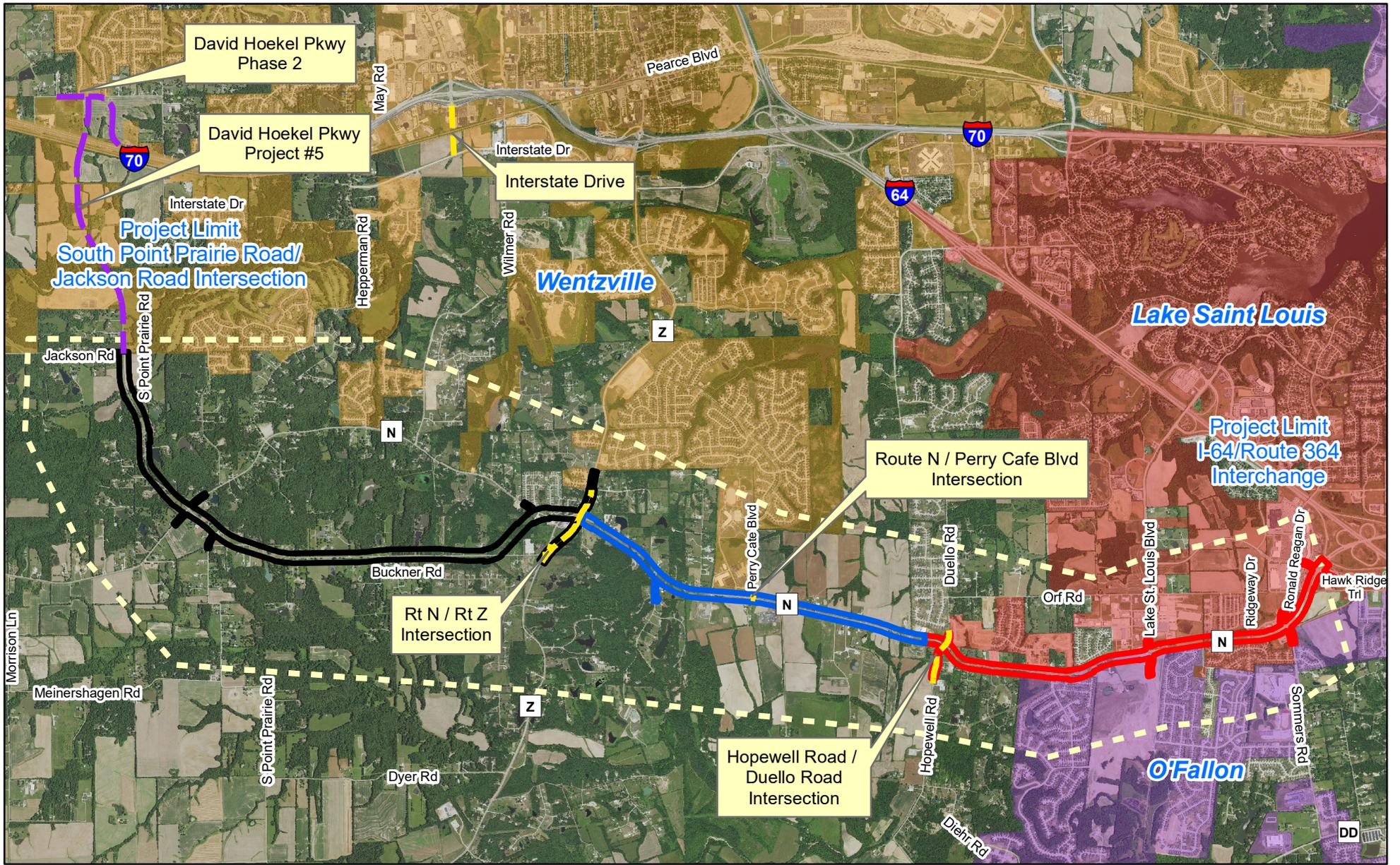
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

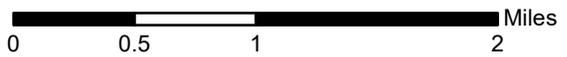
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

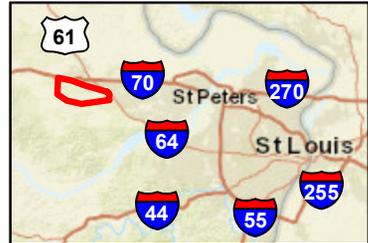
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent "S" and "T".

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 22, 2022

Mr. James Wild  
East-West Gateway Council of Governments  
1 S. Memorial Dr., Ste 1600  
St. Louis, MO 63102

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Wild:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

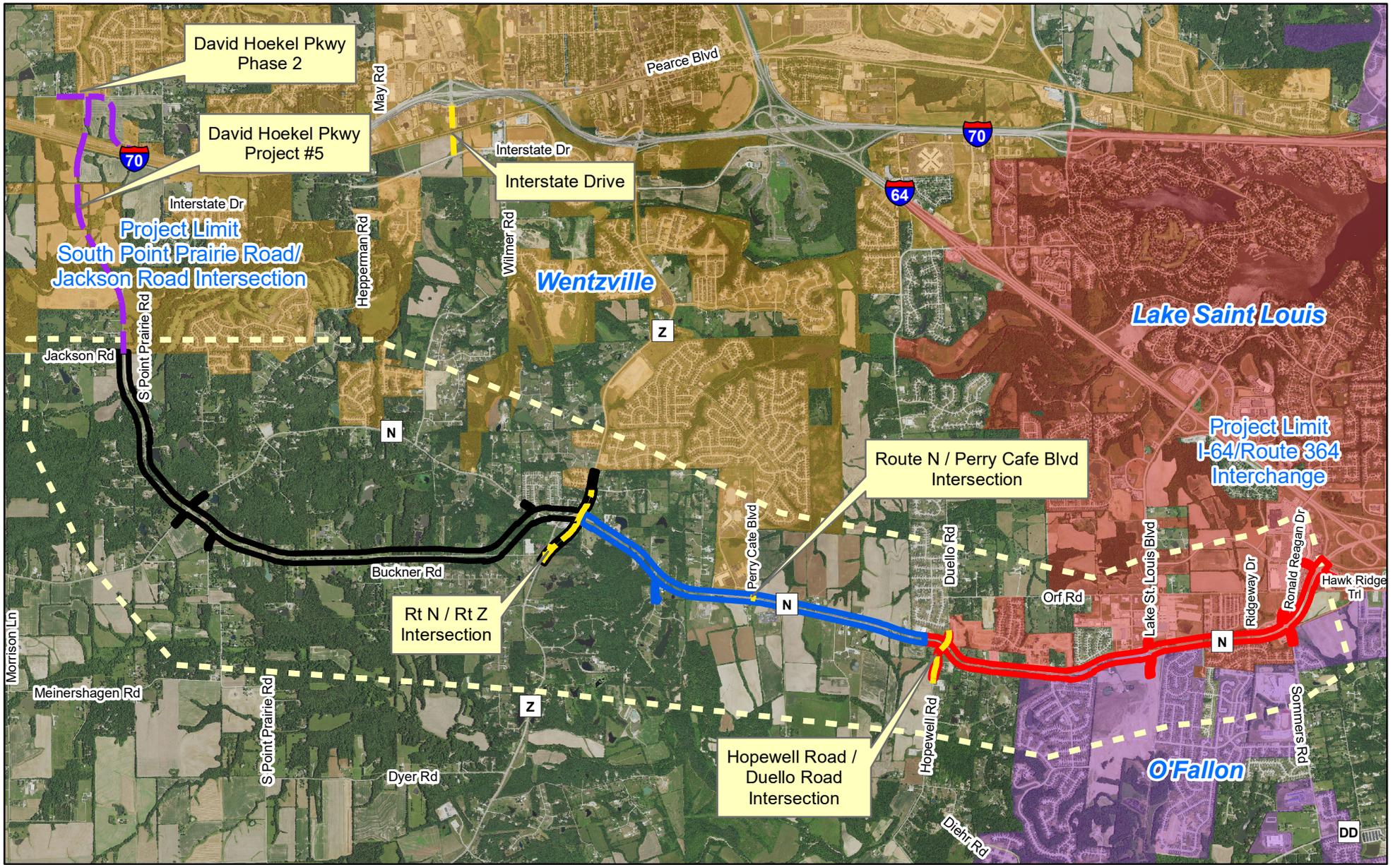
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

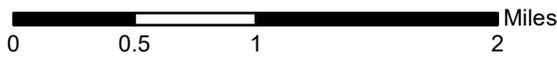
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

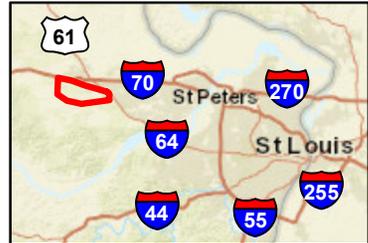
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcr12VSAzXa?dl=0>

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Scott Tener  
Lead Environmental Specialist  
Federal Aviation Administration - Central Region  
901 Locust St, Rm 364  
Kansas City, MO 64106-2325

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Tener:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

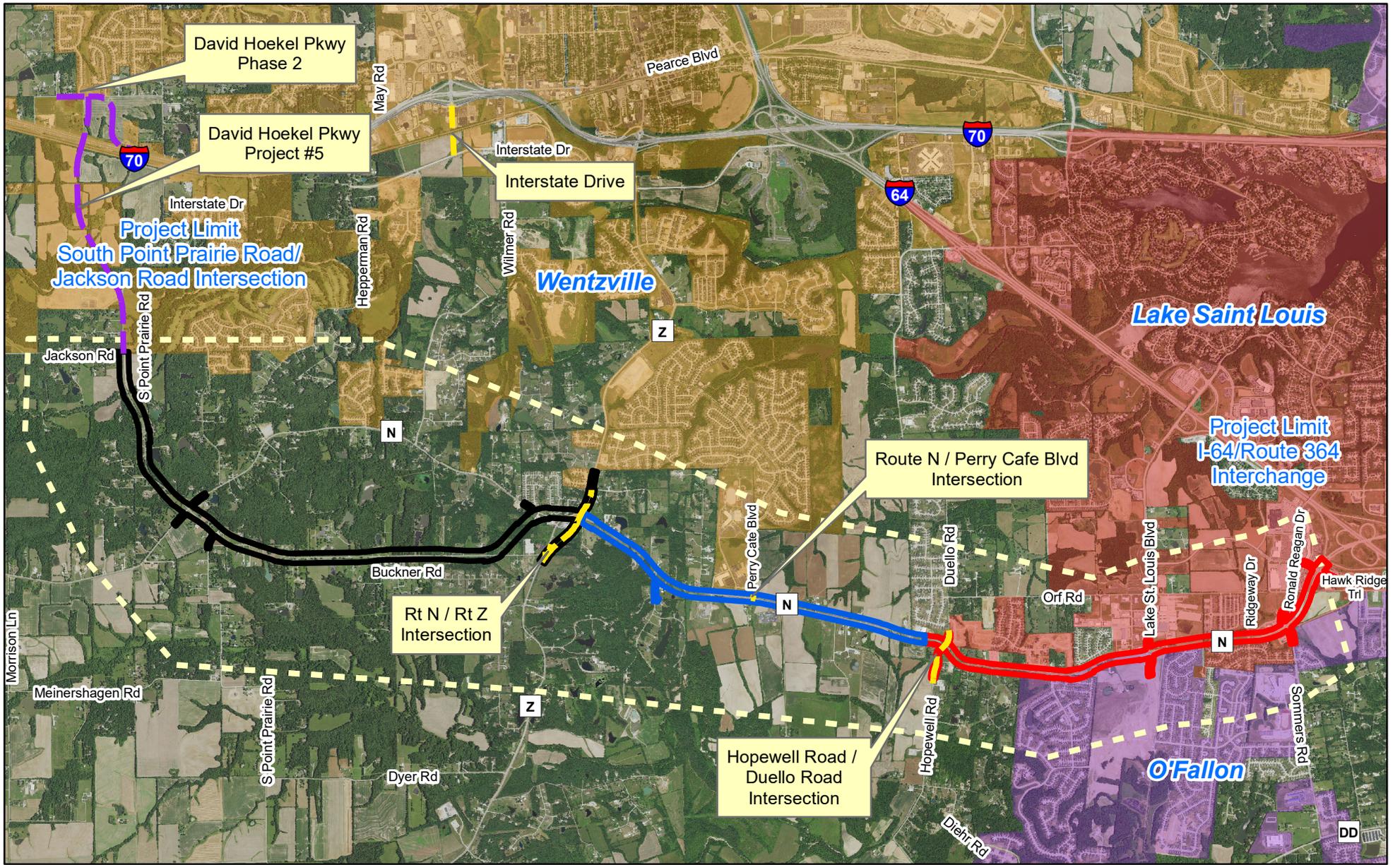
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

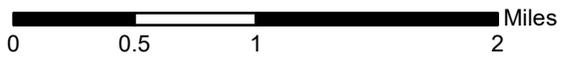
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

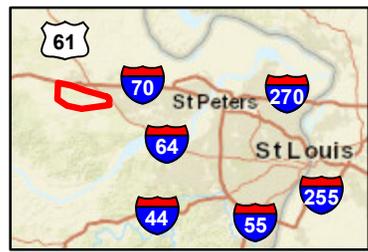
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcr12VSAzXa?dl=0>

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Sarah Vanderfeltz  
Federal Assistance Clearinghouse  
Office of Administration  
State Capitol Building, Room 125  
201 West Capitol Avenue, P.O. Box 809  
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study. MoDOT Job No. J6S3342  
St. Charles County, Missouri

Dear Sarah Vanderfeltz:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

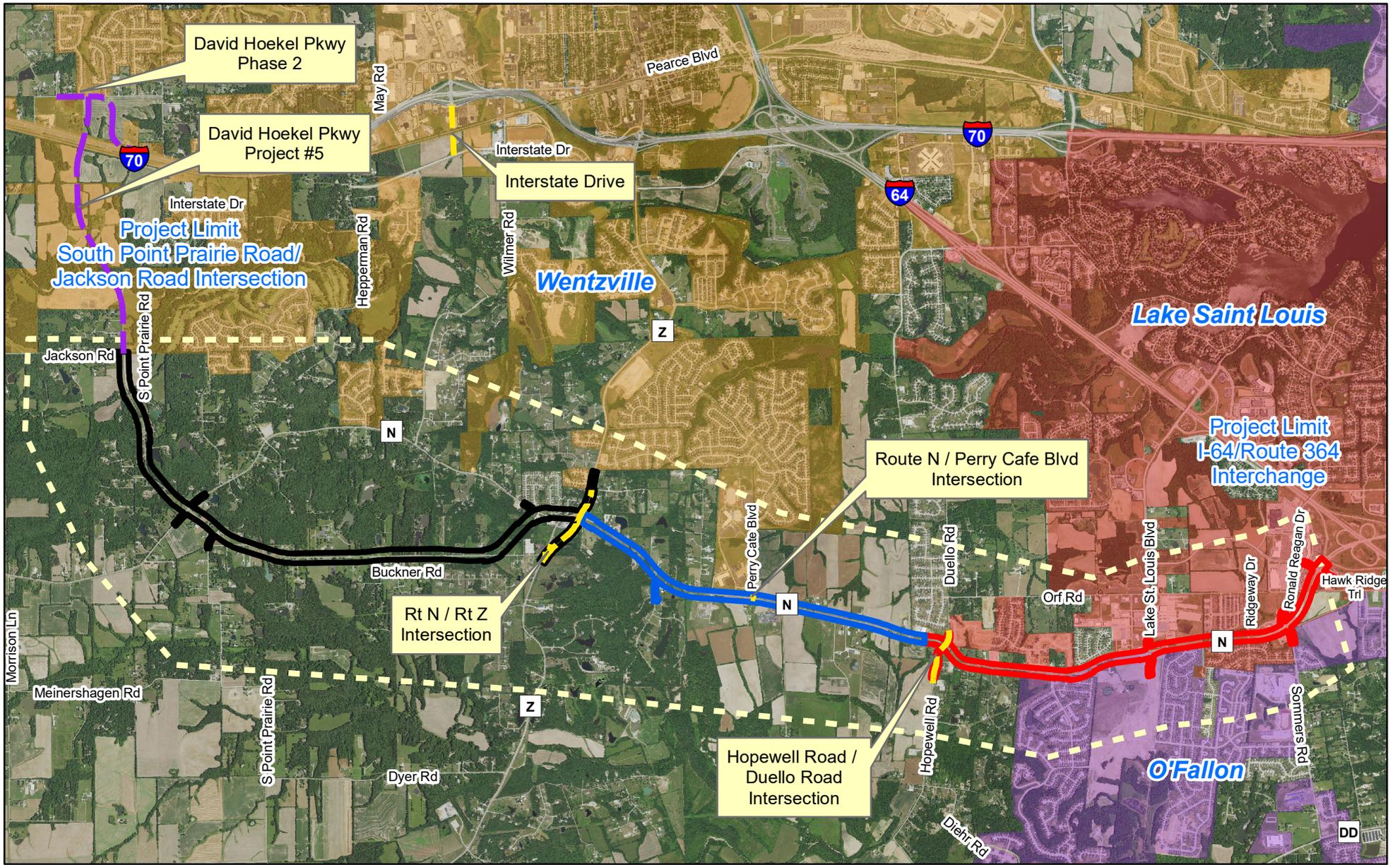
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

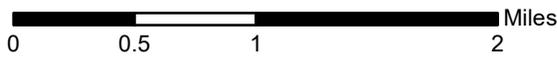
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

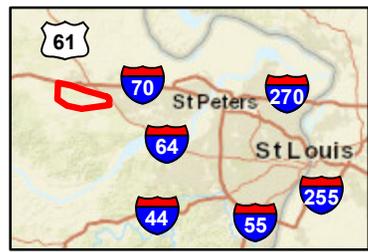
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent flourish at the end.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Ken Sessa  
Federal Emergency Management Agency  
11224 Holmes Road  
Kansas City, MO. 64131

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Sessa:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

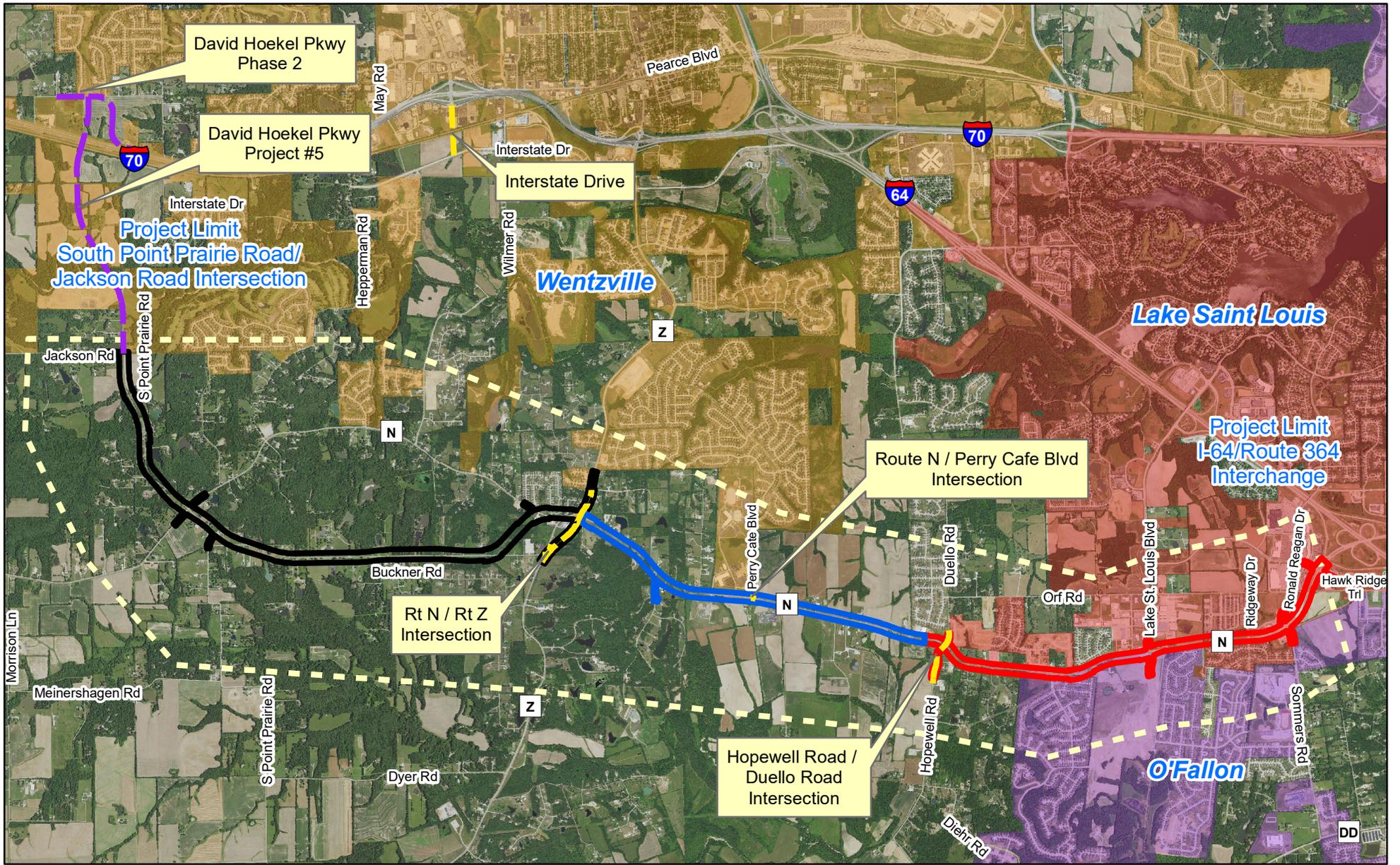
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a horizontal line underlining the name.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. David Thorne  
Policy Coordination  
Missouri Department of Conservation  
P.O. Box 180  
Jefferson City, MO 651012

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Thorne:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

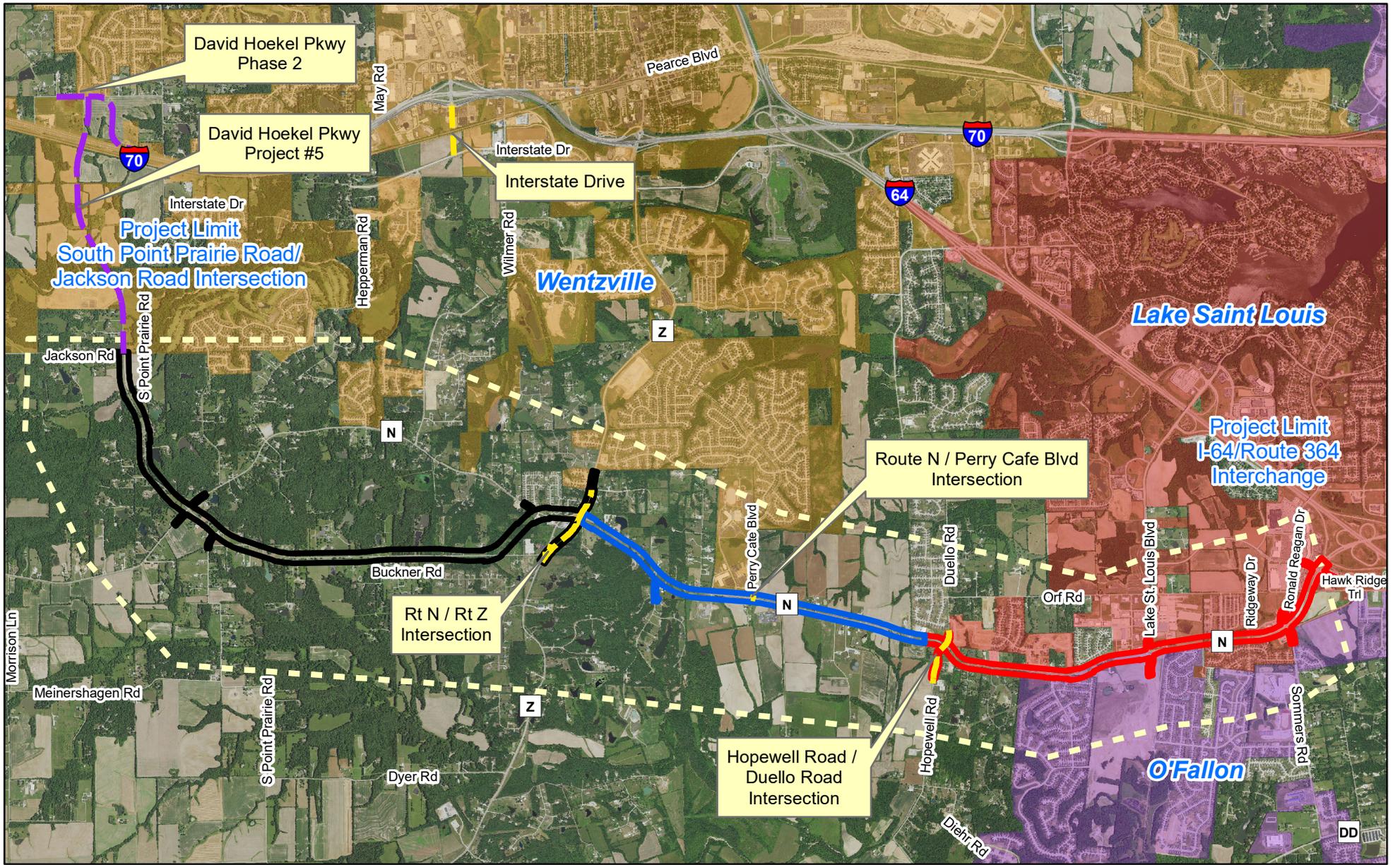
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

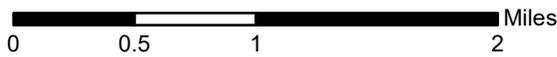
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a horizontal line underneath the name.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Rob Hunt, Planning Coordinator  
Director's Office  
Missouri Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Hunt:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



---

*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

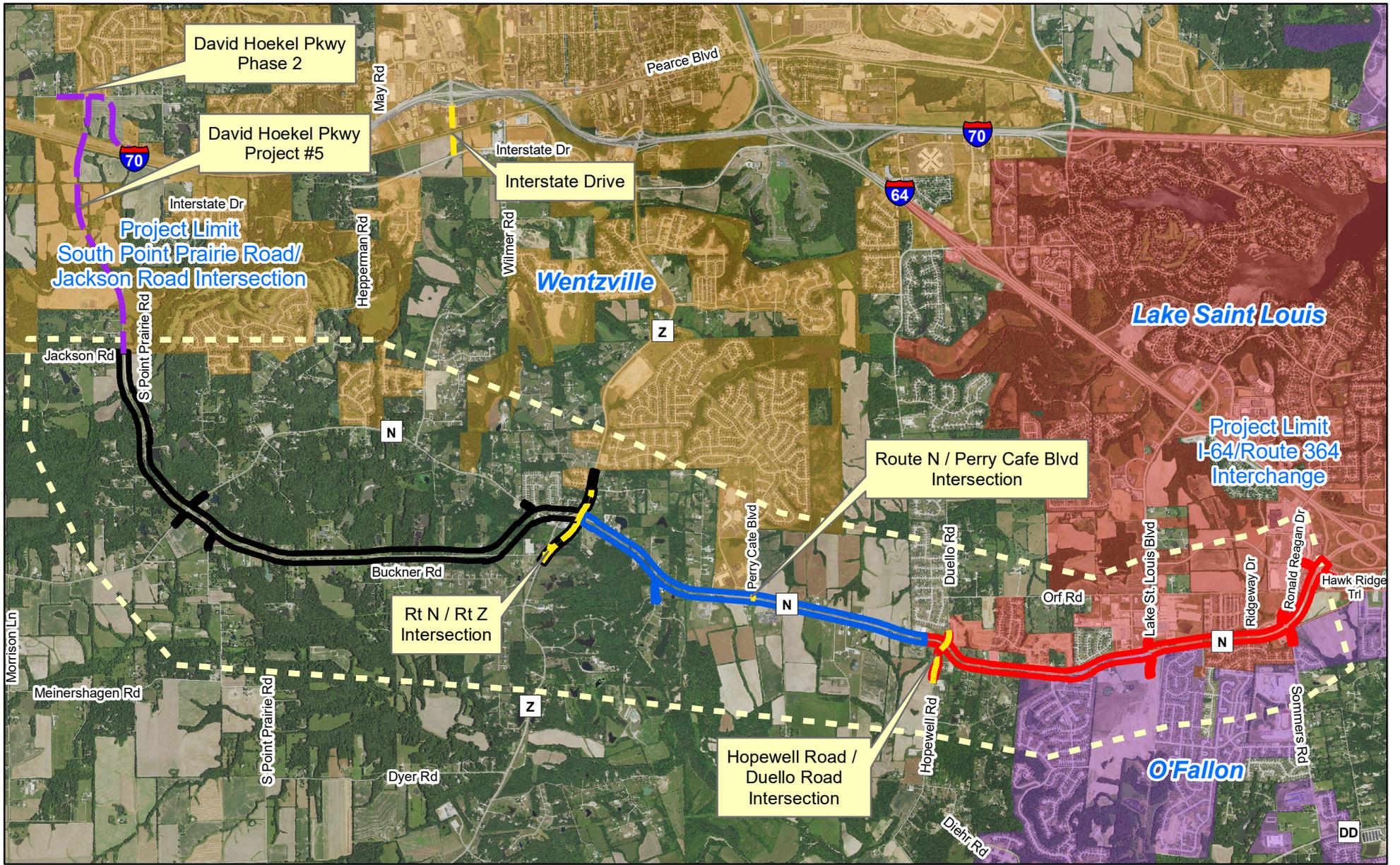
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

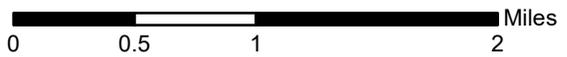
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

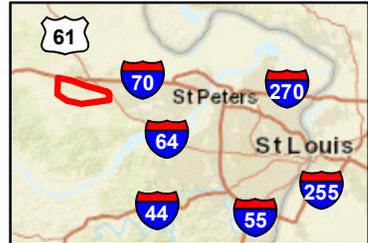
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a horizontal line underlining the name.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Roger Knowlton, Program Leader  
National Park Service  
601 Riverfront Drive  
Omaha, Nebraska 68102-4226

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Knowlton:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

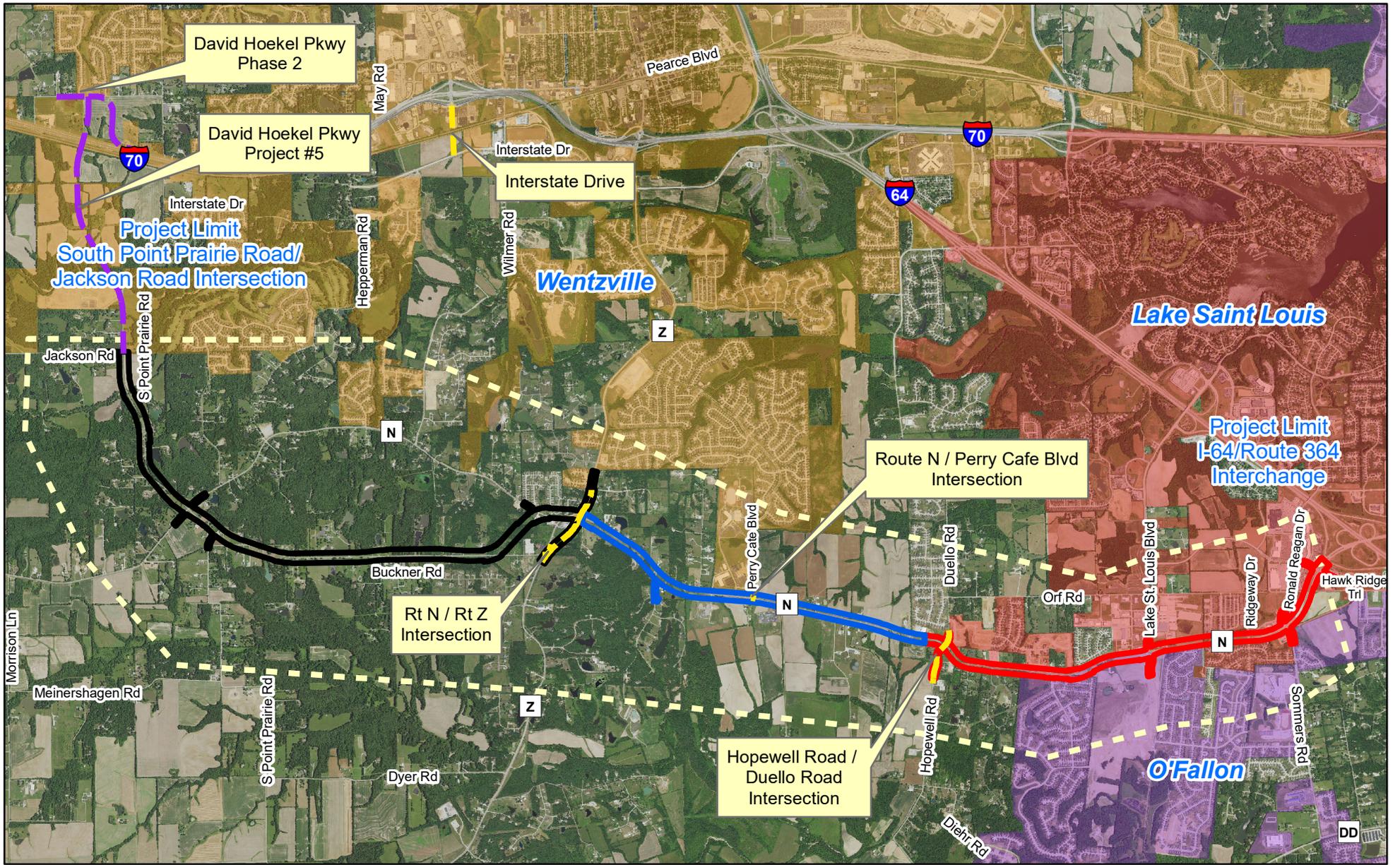
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

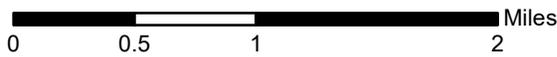
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent "S" and "T".

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Ms. Pam Knox  
East Region Director  
Oats Transit  
186 NW Industrial Court  
Bridgeton, MO 63044-1276

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Ms. Knox:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

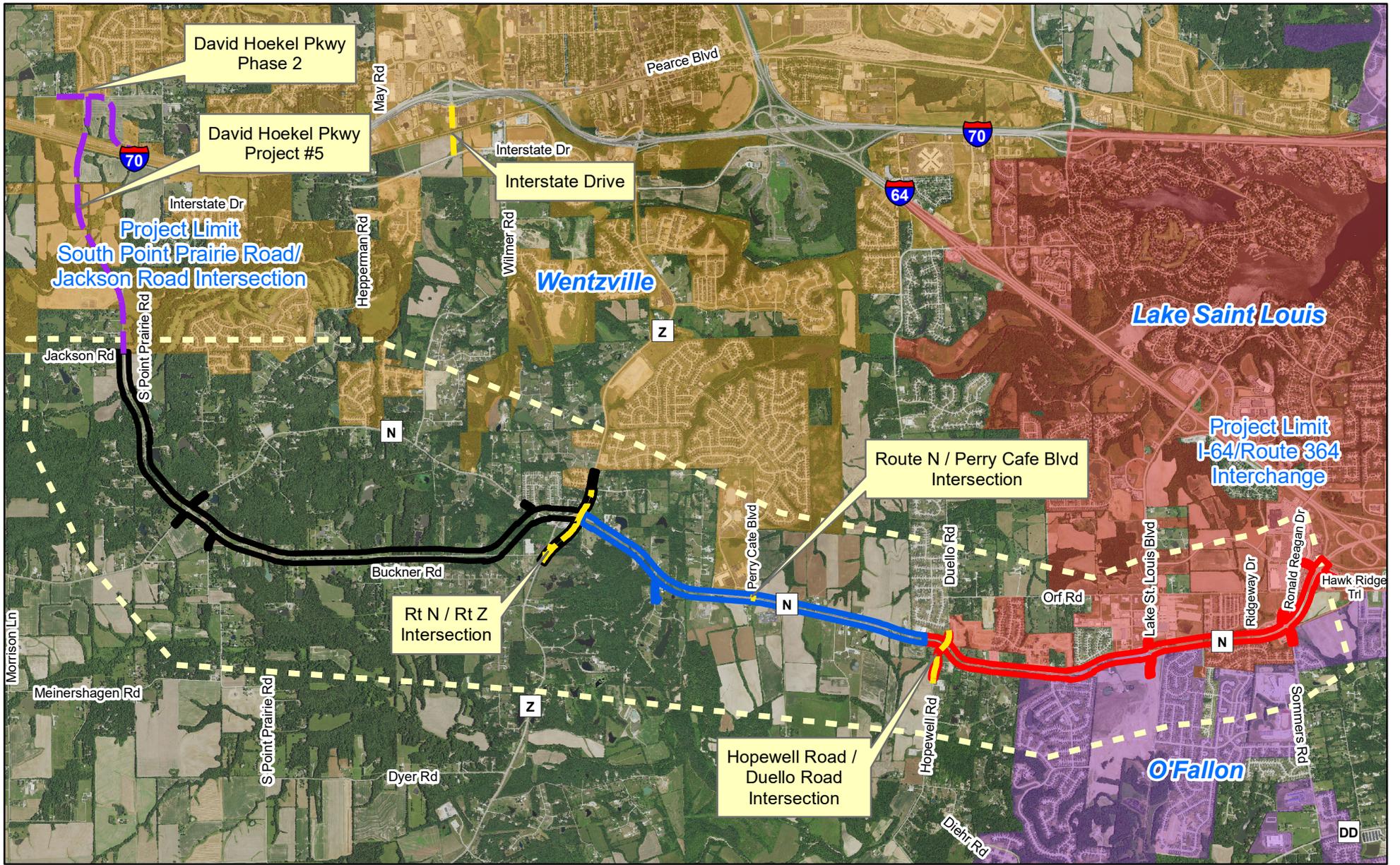
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

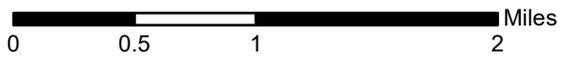
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cfffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcr12VSAzXa?dl=0>

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Ryan Graham, Director  
St. Charles County Parks and Recreation  
201 N. Second Street, Suite 510  
St. Charles, MO 63301

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Director Graham:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

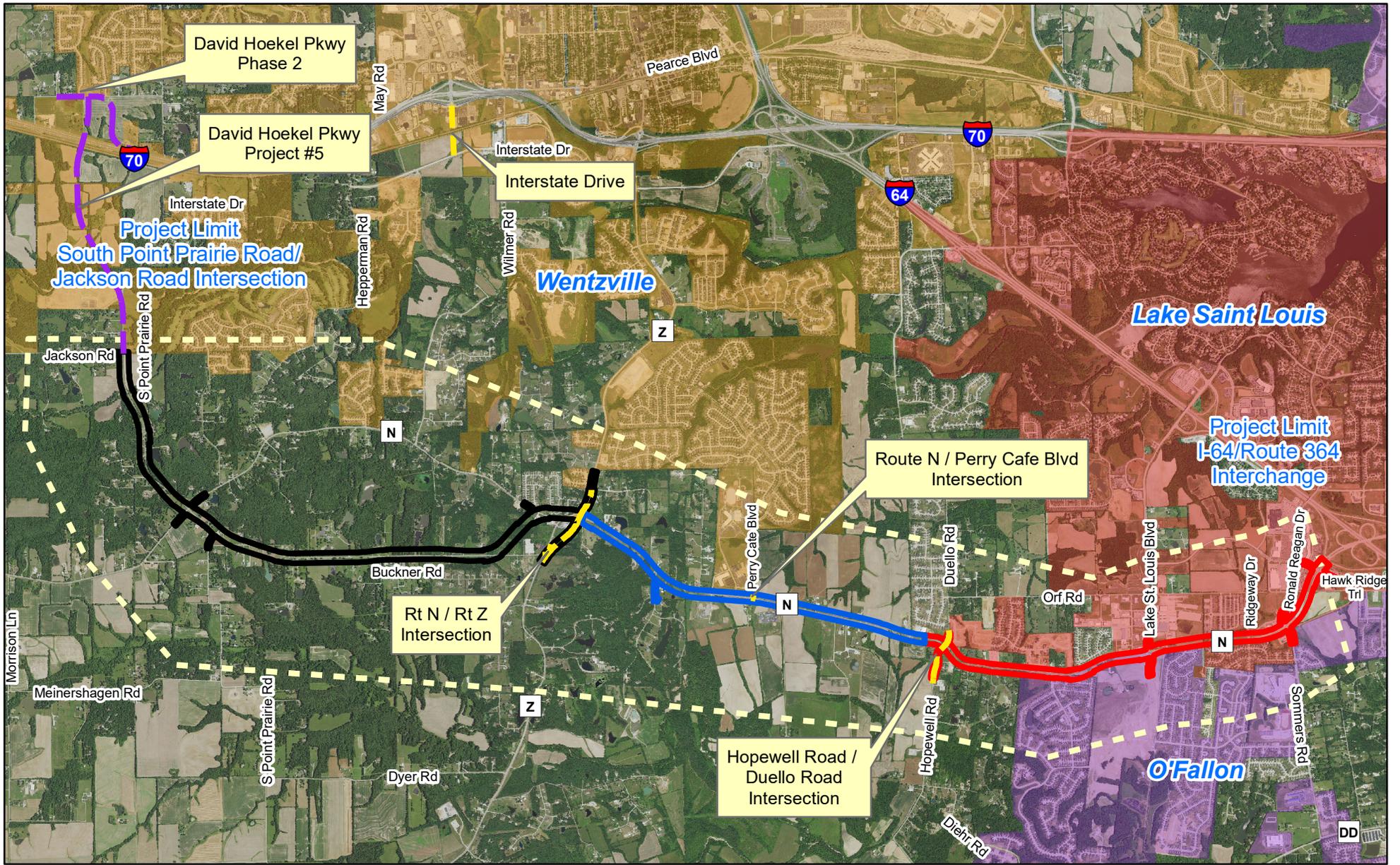
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cfffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcr12VSAzXa?dl=0>

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. James Remillard, Director  
State Emergency Management Agency  
2302 Militia Drive  
P.O. Box 116  
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Remillard:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

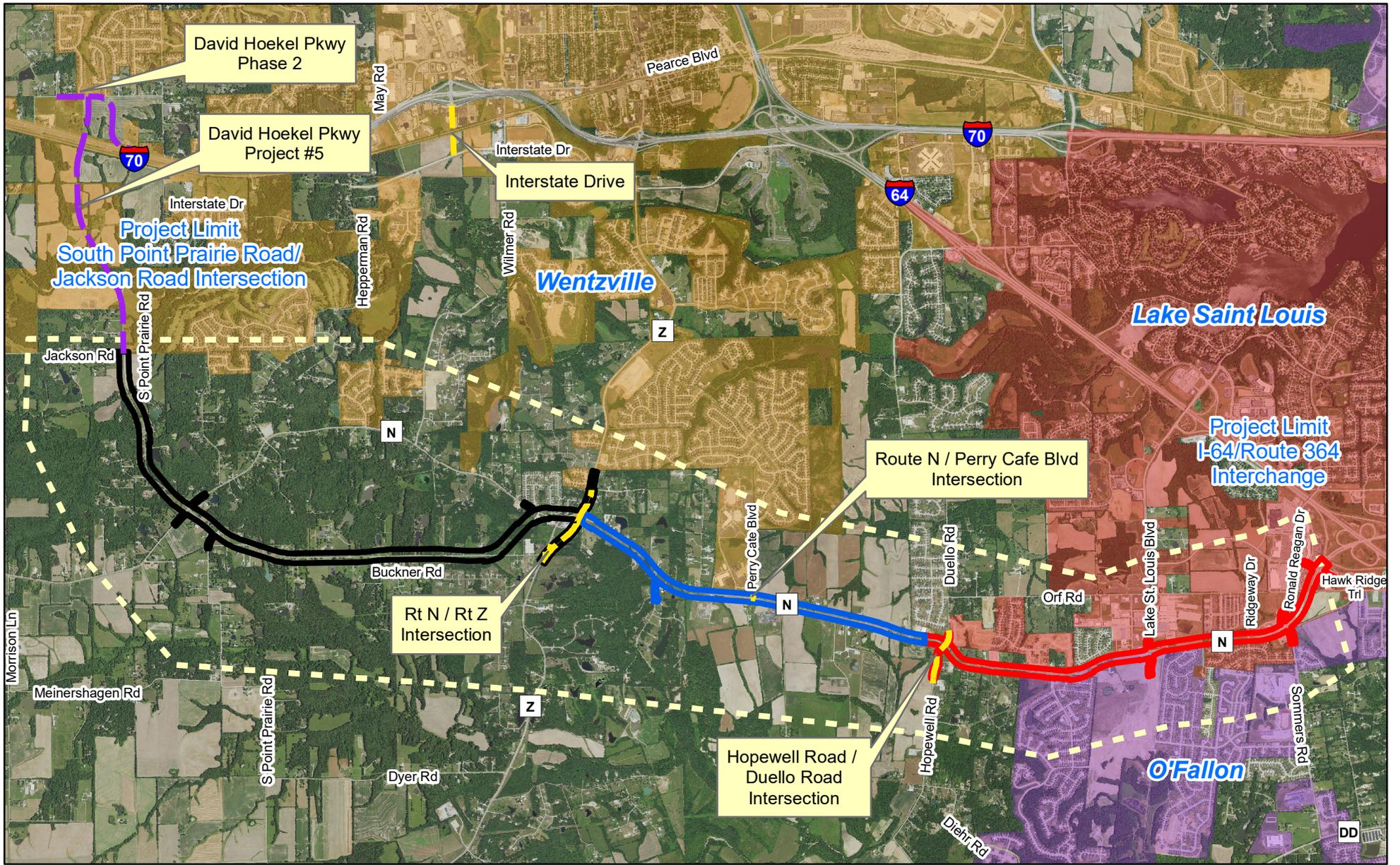
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

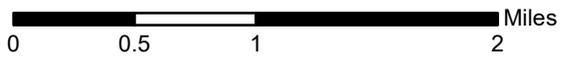
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

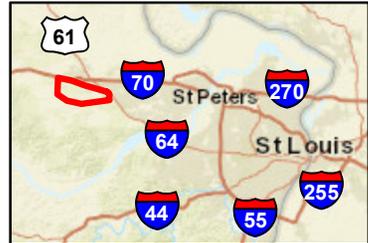
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent initial "S" and a stylized "T".

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Robert Gramke, Chief  
Regulatory Branch  
U.S. Army Corps of Engineers, St. Louis District  
1222 Spruce St.  
St. Louis, MO 63103-2833

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Gramke:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

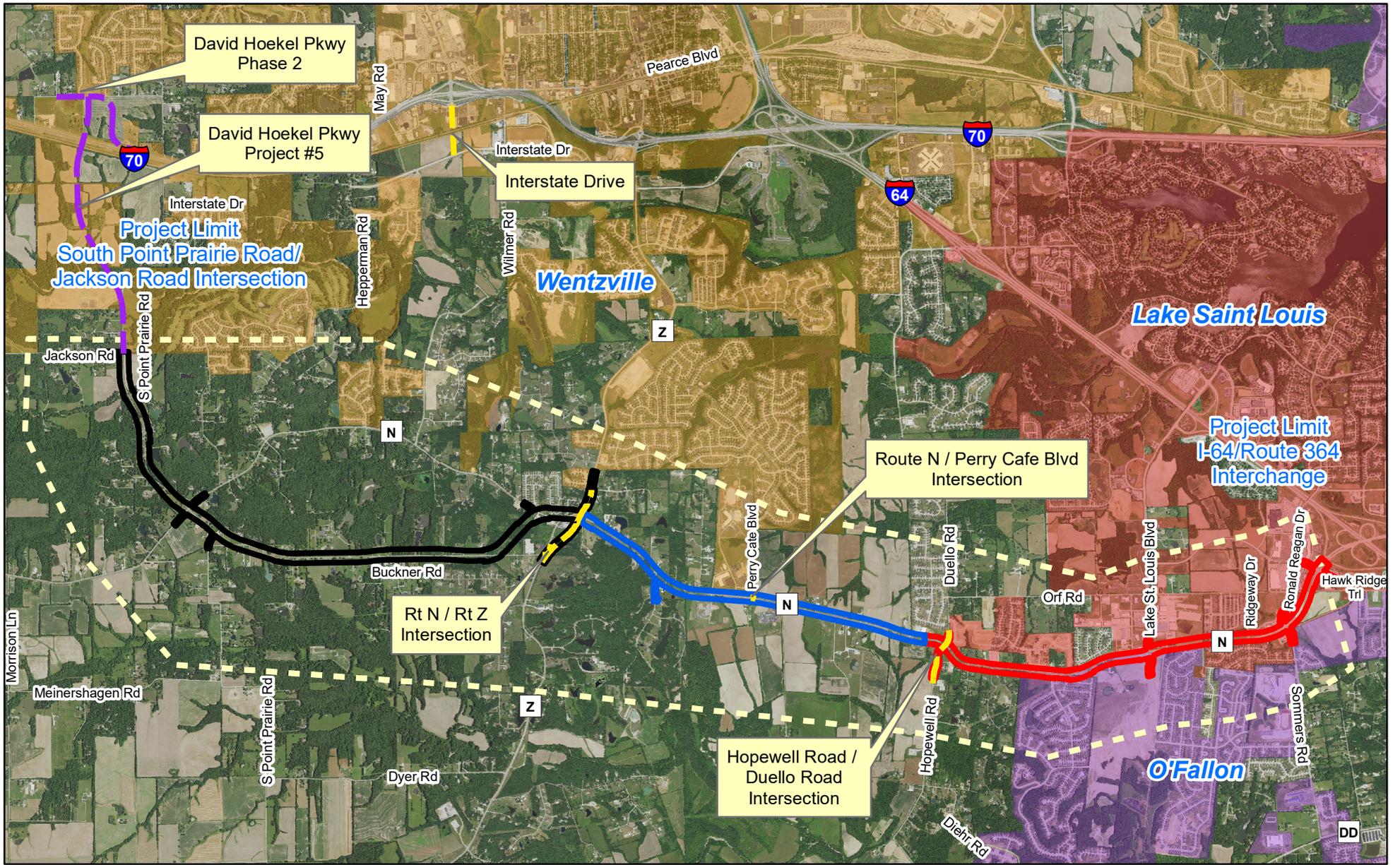
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

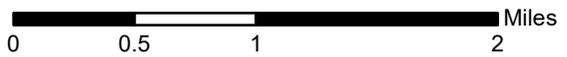
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

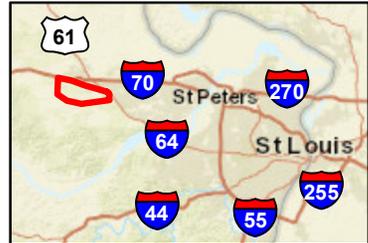
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent flourish at the end.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Eric Washburn  
U.S. Coast Guard  
1222 Spruce Street  
Saint Louis, MO 63103- 2398

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Washburn:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

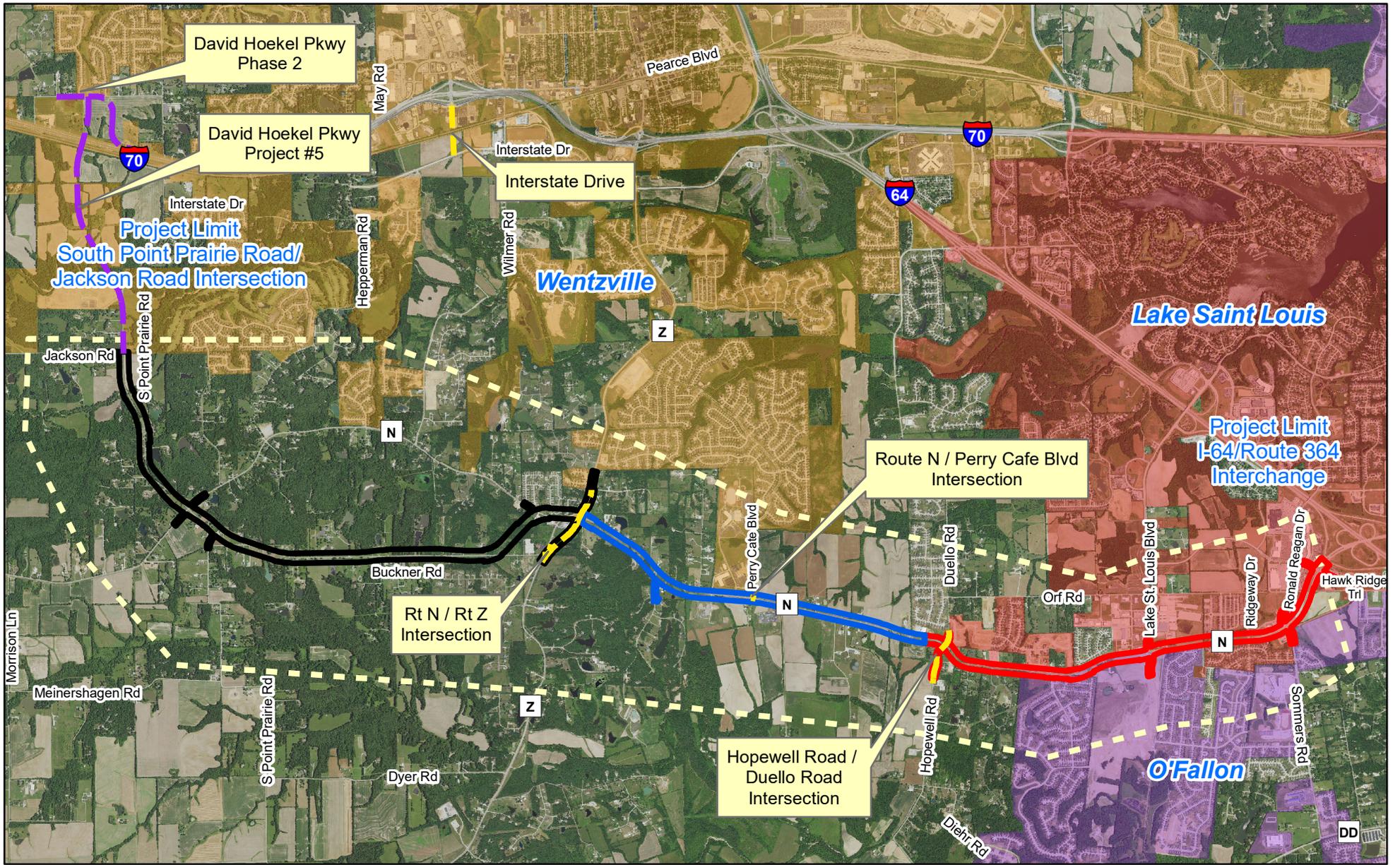
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

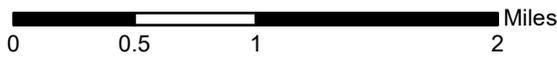
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

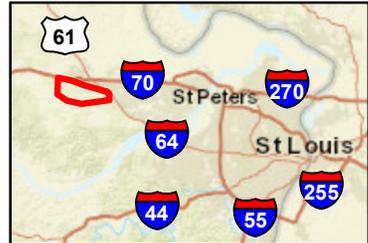
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcr12VSAzXa?dl=0>

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Mr. Jorge Lugo-Camacho, State Soil Scientist  
U.S. Department of Agriculture  
Natural Resources Conservation Service  
Parkade Center, Suite 250 601 Business Loop 70  
West Columbia, MO 65203

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Mr. Lugo-Camacho:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

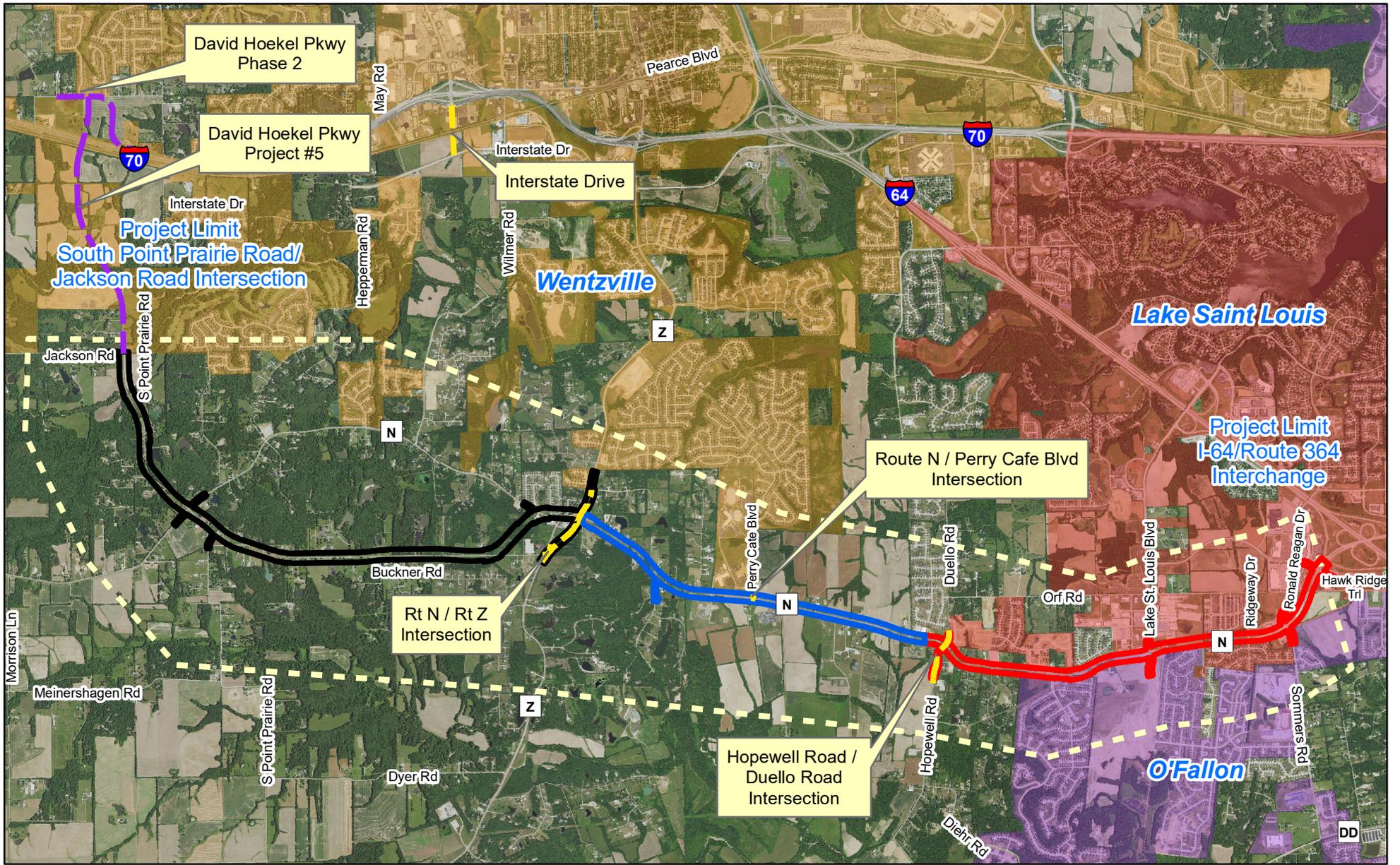
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

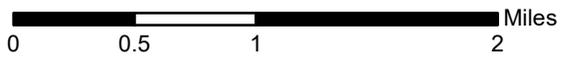
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent flourish at the end of the name.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Ms. Karen Herrington, Field Supervisor  
U.S. Fish and Wildlife Services  
Columbia Ecological Services Field Office  
101 Park DeVille Drive, Suite A Columbia, MO 65203-0057

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Ms. Herrington:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



---

*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

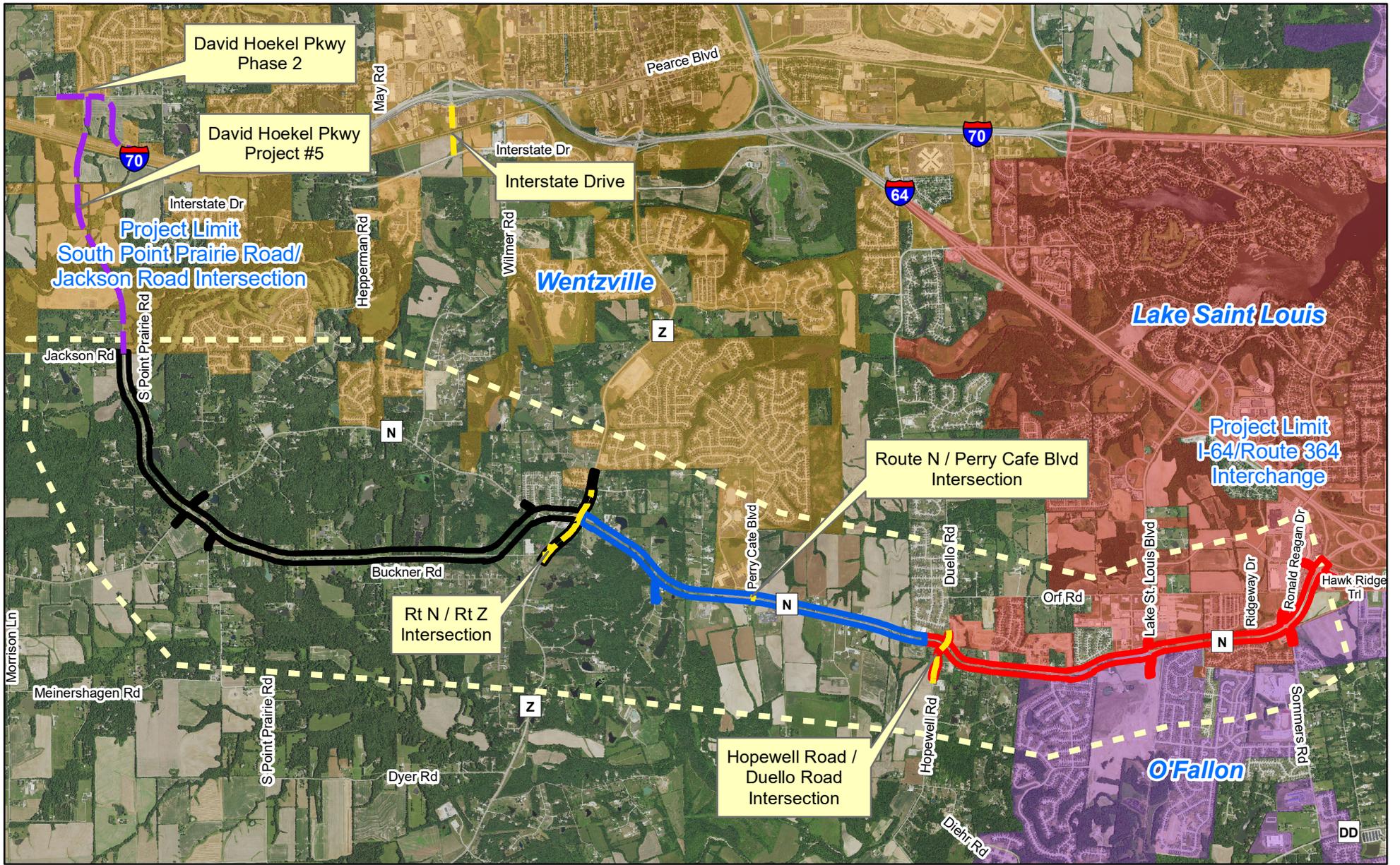
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

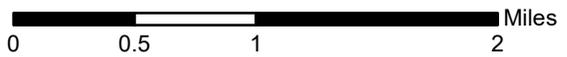
Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site:

[Route N Study PEL Questionnaire, Attachments, Fact Sheet, FAQ](#)

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT

A handwritten signature in black ink that reads "Shaun E. Tooley". The signature is written in a cursive style with a prominent flourish at the end.

Shaun Tooley  
Transportation Planning Specialist

## Missouri Department of Transportation

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

April 21, 2022

Ms. Toni Prawl, State Historic Preservation Officer  
Missouri Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102

Subject: Agency Collaboration – PEL Documentation  
Route N Environmental Study  
St. Charles County, Missouri  
MoDOT Job No. J6S3342

Dear Ms. Prawl:

Please accept these materials as an update to the Route N Environmental Study. As part of the project's Agency Collaboration Plan, we have provided periodic status updates to interested agencies during the project. This letter is intended to provide the project's current status as well as an opportunity to review documentation prior to the conclusion of the study.

### Introduction

The Missouri Department of Transportation (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA) and St. Charles County, has been studying improvements to Route N in western St. Charles County. This project, for which an Environmental Assessment (EA) was being developed, began in July 2018. The EA was intended to assess the issues and needs of the Route N study corridor and determine the best approach to address them. The study area is generally located between the existing Interstate (I-) 64/Route 364 interchange on the eastern end and the South Point Prairie Road/Jackson Road intersection on the western end, a corridor of approximately 8 miles.

### Transition from EA to Planning and Environmental Linkages Study

In early-to-mid 2020, it was determined that it was not possible to fund right-of-way acquisition and construction of the entire corridor. As such, the project could not be included in its entirety in the fiscally constrained portion of the East-West Gateway Council of Governments' long-range transportation plan. Because of this, in 2021, MoDOT, FHWA, and St. Charles County agreed upon the next best course of action by undertaking a Planning and Environmental Linkages (PEL) study to complete the analysis that had begun under the National Environmental Policy Act (NEPA).

The transition to a PEL study allows the study team to memorialize the extensive engineering, environmental studies, and stakeholder outreach conducted as part of the development of the prefinal EA while setting up the corridor for future development phases, environmental reviews, and associated



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*

[www.modot.org](http://www.modot.org)

approvals on a segment-by-segment basis as resources and funding permit. This approach will allow segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

This PEL study uses the required PEL questionnaire, incorporating the Purpose and Need for the Route N corridor and the range of alternatives that had been fully examined during the course of the EA. It also identifies sections of the Route N corridor that have logical termini and independent utility that can be advanced to NEPA as funding is identified. This approach will enable MoDOT to document planning information, analyses, and decisions, which can be incorporated into or inform future NEPA studies.

### **Independent Sections and NEPA Classification Recommendations**

Based on the PEL study's analysis and the funding estimated to be available in the current 20-year planning horizon, the study team has concluded that the improvements on the Route N corridor can best be accomplished in three independent but fully operational sections:

- Section 1 (East): From I-64 to Hopewell/Duello Road, a distance of 2.6 miles
- Section 2 (Center): From Hopewell/Duello Road to Route Z, a distance of 2.3 miles
- Section 3 (West): From Route Z to Jackson Road (along Buckner Road), a distance of 3.6 miles

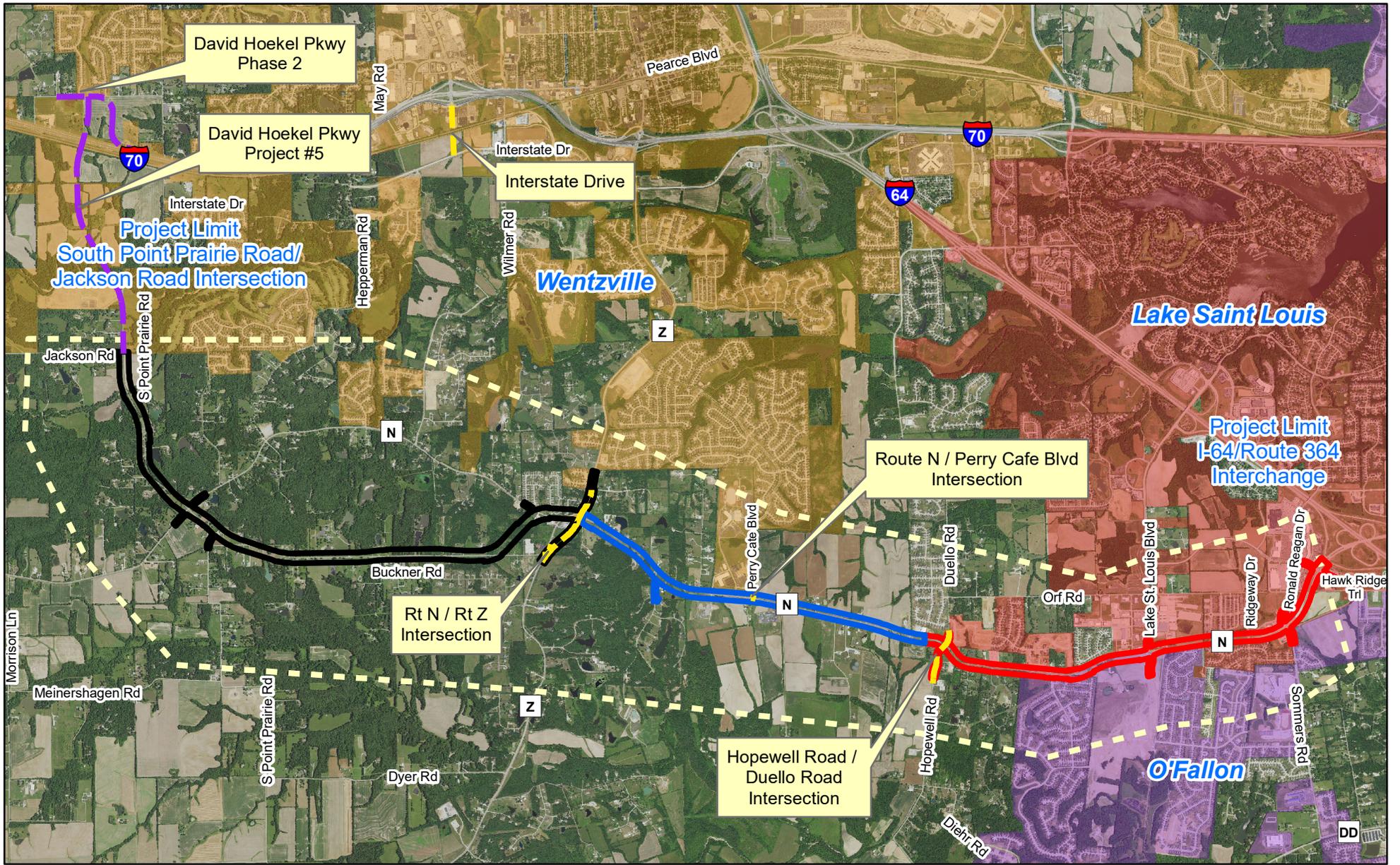
**Figure 1** depicts these three sections within the Route N study corridor.

During the development of the prefinal EA for the Route N Environmental Study, MoDOT gathered extensive published data and completed field studies for natural and socio-economic resources. These studies were informed by input from resource and regulatory agencies with jurisdiction. MoDOT then considered the affected environment during alternatives development to integrate avoidance and minimization of impacts. Based on the probable impacts and the reasonable certainty offered by the detailed studies, agency coordination, and public engagement, MoDOT proposes that each of these sections be processed, under NEPA, as a documented Categorical Exclusion 2.

Consistent with the requirements of 23 *Code of Federal Regulations* 771.117, the three sections meet the following criteria:

- Actions would not induce significant impacts to planned growth or land use for the area, because the proposed improvements are consistent with and contained in the regional transportation and land use plans.
- Actions do not require the relocation of significant numbers of people, although some property acquisition—often in the form of strip takes—will be necessary.
- Actions are not expected to have a significant impact on any natural, cultural, recreational, or historic resources based on current information, because potential impacts to gray bat habitat may be addressed through further avoidance, minimization, and best practices, and no cultural or recreational resources are known to be affected.
- Actions have only minor impacts on air quality, noise receptors, and water quality, which are not expected to require mitigation or which may require mitigation only during construction activities.

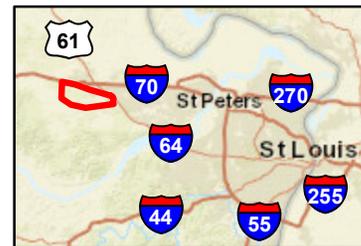
FHWA concurred with this approach in December 2021.



- Legend**
- Future David Hoekel Parkway
  - Future St. Charles County Projects
  - PEL Section West
  - PEL Section Center
  - PEL Section East
  - Study Area



**Figure 1**  
**Project Study Area**  
**Route N EA/PEL**



### **Opportunity to Review PEL Questionnaire and Attachments**

MoDOT, East-West Gateway Council of Governments, and St. Charles County reviewed the initial draft PEL questionnaire and attachments in February 2022. The revised questionnaire and attachments have also been reviewed by FHWA. In conjunction with this review, we are offering the opportunity for interested agencies to review the PEL questionnaire and attachments and provide comments to be incorporated into the PEL study documentation prior to conclusion of the study. MoDOT anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per 23 *United States Code* 168.

The revised PEL questionnaire and attachments, a study fact sheet, and a frequently asked questions document are available for download via our consultant team's file transfer site or Dropbox:

**Jacobs File Transfer Site** (*download of all files as zipped folder*)

<https://jftt.jacobs.com/download.aspx?ID=a78341f4-e912-4cee-bd02-f1d3a086bd6e&RID=2361b0bc-6cbb-4c39-9b7d-4a9f2cffdef2>

**Dropbox**

<https://www.dropbox.com/sh/ko3tbi5xzzlqrhd/AAAwF76kCjmktgQcrI2VSAzXa?dl=0>

Please let us know if you would like the study team to email you one or both links for your convenience.

**We kindly request that any comments be provided via email response at the following email address no later than Friday, May 6, 2022.**

We appreciate your involvement in this important project and look forward to continuing to work with you. Please contact me at (314) 453-1838 or at [Shaun.Tooley@modot.mo.gov](mailto:Shaun.Tooley@modot.mo.gov) should you have any questions.

Sincerely,  
MoDOT



Shaun Tooley  
Transportation Planning Specialist



**Michael L. Parson**  
Governor

State of Missouri  
**OFFICE OF ADMINISTRATION**  
Post Office Box 809  
Jefferson City, Missouri 65102  
Phone: (573) 751-1851  
Fax: (573) 751-1212

**Kenneth J. Zellers**  
Commissioner

May 3, 2022

Shaun Tooley  
Jefferson City, MO 65101

Subject: 2210057  
Legal Name: MODot  
Project Description: Agency Collaboration - PEL Documentation /  
Route N Environmental Study. MoDOT Job No J6S3342 / St.  
Charles County, MO

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

A handwritten signature in blue ink that reads "Sara VanderFeltz".

Sara VanderFeltz  
Administrative Assistant

cc:

**MISSOURI FEDERAL ASSISTANCE CLEARINGHOUSE – GRANT REVIEW – 4-22-2022**

Clearinghouse Web Address: <http://oa.mo.gov/commissioner/federal-assistance-clearinghouse>

[Projects: 2210046 - 2210057]

(For additional information, contact Sara VanderFeltz @ 573-751-0337 or [Sara.Vanderfeltz@oa.mo.gov](mailto:Sara.Vanderfeltz@oa.mo.gov))

State Application Identifier	Applicant Name Location Contact Email	Federal Catalog Number Project Description	Regional Impact Area/ Regional Planning Commission	Funding
2210046	Saint Louis University St. Louis, MO  matt.renaud@slu.edu	93.912 - Rural Health Care Services Outreach, Rural Health Network Development and Small Health Care Provider Quality Improvement  Southeast Missouri Behavioral Health Consortium	St. Louis  East-West Gateway	Health & Human Services, Dept of Federal: \$1902901 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$1902901
2210047	City of St. Louis St. Louis Treatment Court St. Louis, MO  Kate.mansfield@courts.mo.gov	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Peer Recovery Support Services for the St. Louis Treatment Court	St. Louis  East-West Gateway	Health & Human Services, Dept of Federal: \$100000 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$100000
2210048	County of Jefferson, Missouri Hillsboro, MO  ecrites@jeffcomo.org	16.710 - Public Safety Partnership and Community Policing Grants	Jefferson  East-West Gateway	Justice, Department of Federal: \$36750 Applicant: \$ State: \$ Local: \$

**MISSOURI FEDERAL ASSISTANCE CLEARINGHOUSE – GRANT REVIEW – 4-22-2022**

Clearinghouse Web Address: <http://oa.mo.gov/commissioner/federal-assistance-clearinghouse>

[Projects: 2210046 - 2210057]

(For additional information, contact Sara VanderFeltz @ 573-751-0337 or [Sara.Vanderfeltz@oa.mo.gov](mailto:Sara.Vanderfeltz@oa.mo.gov))

State Application Identifier	Applicant Name Location Contact Email	Federal Catalog Number Project Description	Regional Impact Area/ Regional Planning Commission	Funding
		Jefferson County Sheriff's Office Peer Support Project		Other: \$ Program Income: \$  Total: \$36750
2210049	Citizens Memorial Hospital Bolivar, MO  Christina.Bravata@citizensmemorial.com	93.912 - Rural Health Care Services Outreach, Rural Health Network Development and Small Health Care Provider Quality Improvement  Behavioral Health Access and Treatment	Polk  Southwest Missouri	Health & Human Services, Dept of Federal: \$500000 Applicant: \$291735 State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$791735
2210050	Mercy ACO Clinical Services, Inc. Chesterfield, MO  stacy.fry@mercy.net	93.243 - Substance Abuse and Mental Health Services Projects of Regional and National Significance  Virtual Substance Abuse Recovery Program - telehealth medication-assisted treatment, comprehensive	St. Louis  East-West Gateway	Health & Human Services, Dept of Federal: \$750000 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$750000

**MISSOURI FEDERAL ASSISTANCE CLEARINGHOUSE – GRANT REVIEW – 4-22-2022**

Clearinghouse Web Address: <http://oa.mo.gov/commissioner/federal-assistance-clearinghouse>

[Projects: 2210046 - 2210057]

(For additional information, contact Sara VanderFeltz @ 573-751-0337 or [Sara.Vanderfeltz@oa.mo.gov](mailto:Sara.Vanderfeltz@oa.mo.gov))

State Application Identifier	Applicant Name Location Contact Email	Federal Catalog Number Project Description	Regional Impact Area/ Regional Planning Commission	Funding
		psychosocial services, and recovery supports for persons with opioid use disorder		
2210051	University of Central Missouri Warrensburg, MO  craig@ucmo.edu	84.217 - TRIO McNair Post-Baccalaureate Achievement  2022-2027 McNair Scholars Program at the University of Central Missouri	Johnson  Pioneer Trails	Education, Dept of Federal: \$289267 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$289267
2210052	Southeast Missouri State University Cape Girardeau, MO  tmorris@semo.edu	84.217 - TRIO McNair Post-Baccalaureate Achievement  Southeast McNair Achievement Program: designed to support and assist eligible students that are low- income, first-generation or underrepresented in obtaining graduate level degrees	Multi-County  Southeast Missouri	Education, Dept of Federal: \$261888 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$261888

**MISSOURI FEDERAL ASSISTANCE CLEARINGHOUSE – GRANT REVIEW – 4-22-2022**

Clearinghouse Web Address: <http://oa.mo.gov/commissioner/federal-assistance-clearinghouse>

[Projects: 2210046 - 2210057]

(For additional information, contact Sara VanderFeltz @ 573-751-0337 or [Sara.Vanderfeltz@oa.mo.gov](mailto:Sara.Vanderfeltz@oa.mo.gov))

State Application Identifier	Applicant Name Location Contact Email	Federal Catalog Number Project Description	Regional Impact Area/ Regional Planning Commission	Funding
2210053	Missouri Department of Public Safety Jefferson City, MO  connie.berhorst@dps.mo.gov	16.017 - Sexual Assault Services Formula Program  Missouri Department of Public Safety, Office for Victims of Crime FY22 SASP	Statewide  Statewide	Justice, Department of Federal: \$514017 Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$514017
2210054	Gibson Recovery Center, Inc. Cape Girardeau, MO  essexr@gibsonrecovery.org	93.912 - Rural Health Care Services Outreach, Rural Health Network Development and Small Health Care Provider Quality Improvement  Rural Expansion & Access Project (REAP)	Multi-County  Southeast Missouri	Health & Human Services, Dept of Federal: \$499986 Applicant: \$70500 State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$570486
2210055	Health and Senior Services, Missouri Department of Jefferson City, MO  Toni.Bealmear@Health.mo.gov	93.323 - Epidemiology and Laboratory Capacity for Infectious Diseases (ELC)	Statewide  Statewide	Health & Human Services, Dept of Federal: \$2691735 Applicant: \$ State: \$ Local: \$

**MISSOURI FEDERAL ASSISTANCE CLEARINGHOUSE – GRANT REVIEW – 4-22-2022**

Clearinghouse Web Address: <http://oa.mo.gov/commissioner/federal-assistance-clearinghouse>

[Projects: 2210046 - 2210057]

(For additional information, contact Sara VanderFeltz @ 573-751-0337 or [Sara.Vanderfeltz@oa.mo.gov](mailto:Sara.Vanderfeltz@oa.mo.gov))

State Application Identifier	Applicant Name Location Contact Email	Federal Catalog Number Project Description	Regional Impact Area/ Regional Planning Commission	Funding
		CK19-1904 Epidemiology and Laboratory Capacity for Prevention and Control of Emerging Infectious Diseases (ELC)		Other: \$ Program Income: \$  Total: \$2691735
2210056	Department of Social Services Jefferson City, MO  brenda.s.becker@dss.mo.gov	Local Food Purchase Assistance Cooperative Agreement Grant		Federal: \$ Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$0
2210057	MODot Jefferson City, MO  Shaun.Tooley@modot.mo.gov	MoDOT Route N Study: Agency Collaboration for PEL Documentation		Federal: \$ Applicant: \$ State: \$ Local: \$ Other: \$ Program Income: \$  Total: \$0

**From:** [Shaun E. Tooley](#)  
**To:** [Ritter, James/STL](#)  
**Cc:** [Kyle E. Grayson](#); [Melissa Scheperle](#); [ANDREW J TUERCK](#)  
**Subject:** [EXTERNAL] FW: Route N PEL Study  
**Date:** Wednesday, May 4, 2022 4:13:28 PM

---

FYI - Response from USACE.

SHAUN TOOLEY, AICP

*Transportation Planning Specialist*

**Missouri Department of Transportation**

---

**From:** Hopfinger, Christopher J CIV USARMY CEMVS (USA)  
<Christopher.J.Hopfinger@usace.army.mil>  
**Sent:** Wednesday, May 4, 2022 12:46 PM  
**To:** Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>  
**Subject:** Route N PEL Study

Mr. Tooley,

Thank you for providing the update to the FHWA/MoDOT NEPA planning study for Route N.

Please continue to coordinate with USACE should the project require impacts to waters or the U.S. If potential impacts to waters are foreseen, we recommend conducting wetland/water of U.S. delineation prior to impacts and further coordination with our office to ensure impacts are avoided and or minimized.

As noted in the PEL questionnaire, page 41, Any project that involves the discharge of dredge or fill into waters of the U.S. requires a Section 404/401 permit from the USACE and EPA. MoDOT will obtain authorization prior to construction.

Please include any and all NEPA compliance documents related to the Endangered Species Act and Section 106 of the National Historic Preservation Act that would have been completed by MoDOT/FHWA along with a 404 PCN application when applying for a 404 permit and or verification.

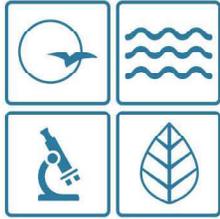
Sincerely,

Chris

Christopher J. Hopfinger  
U.S. Army Corps of Engineers  
St. Louis District, Regulatory Branch  
1222 Spruce Street  
St. Louis, Missouri 63103

314-331-8171

<https://regulatory.ops.usace.army.mil/customer-service-survey/>



**MISSOURI**  
DEPARTMENT OF  
NATURAL RESOURCES

Michael L. Parson  
Governor

Dru Buntin  
Director

May 23, 2022

Shaun Tooley  
Transportation Planning Specialist  
Missouri Department of Transportation  
1590 Woodlake Drive  
Chesterfield, MO 63017-5712

Re: **SHPO Project No. 005-SC-19** – Update to the Route N Environmental Study, St. Charles County, Missouri, MoDOT Job No. J6S3342 (FHWA)

Dear Shaun Tooley:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the information you provided regarding the update to the Route N Environmental Study in St. Charles County, Missouri. Since the updates do not involve an expansion of the project area, we continue to concur that there will be **no adverse effect to historic properties**, as stated in our letter dated May 11, 2020.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.



Shaun Tooley  
Page 2

If you have any questions, please contact Jeffrey Alvey at (573) 751-7862 or [jeffrey.alvey@dnr.mo.gov](mailto:jeffrey.alvey@dnr.mo.gov). Please be sure to include the SHPO Project Number **(005-SC-19)** on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Toni M. Prawl, Ph.D.  
Director and Deputy State  
Historic Preservation Officer

c: Raegan Ball, FHWA  
Michael Meinkoth, MoDOT  
Michael Meyer, MoDOT  
Taylor Peters, FHWA