



Route N Planning and Environmental Linkages Study

Public Involvement Summary Report MoDOT Project: J6S3342

Prepared by



Submitted on behalf of Jacobs May 9, 2022

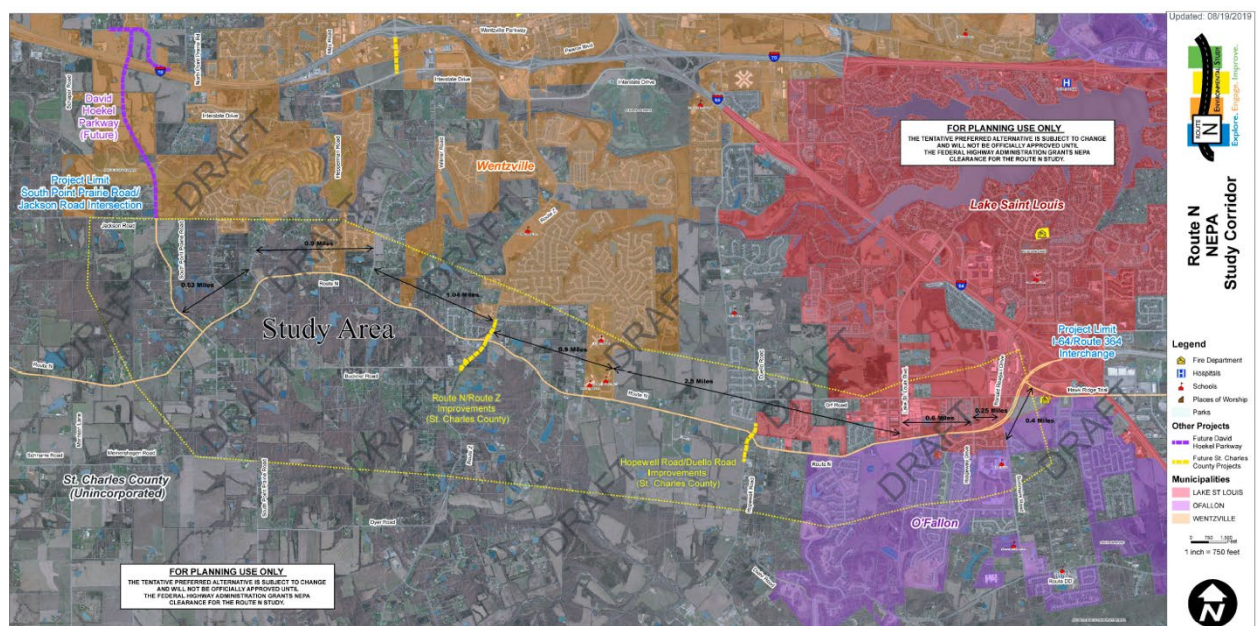
Study Overview

In 2018, the Missouri Department of Transportation's (MoDOT) St. Louis District in cooperation with the Federal Highway Administration (FHWA) initiated a National Environmental Policy Act (NEPA) study as an Environmental Assessment (EA) for an approximately eight-mile stretch of Route N in St. Charles County, Missouri. The limits of the Route N Study extend from west of South Point Prairie Road eastward to the I-64/Route 364 interchange. The study area is shown in the figure below. The goal of this study is to assess the needs of this portion of Route N, as well as the impacts and overall effectiveness of potential alternatives to address those needs.

A decision was made in 2021 to transition the EA to a planning and linkages (PEL) study. Due to the lack of available funding to fully fund the corridor on the region's Long Range Transportation Plan FHWA would not be unable to formally approve the NEPA document and provide a conclusion to the study. The transition to a PEL study will allow the study team to memorialize all the information developed and input previously received while setting up the corridor for future development phases and associated approvals on a segment-by-segment basis as resources and funding permit. This approach will allow each portion of the corridor to move forward without needing to commit funding for the construction of the entire corridor. The PEL document was reviewed in early 2022 and finalized in May 2022. Providing notice to stakeholders and gathering community input was a key component of the PEL study transition. Meetings were hosted with advisory groups, elected officials and the public to update them on the status of the Route N Study.

Study Area

The Route N study area for the PEL was from the South Point Prairie Road/Jackson Road intersection east to the I-64/Route 364 interchange. The map below highlights the study area.



Advisory Group Meetings

When the study resumed, it was important to explain the transition to a PEL study and to provide an update to the Technical Advisory Group (TAG), Community Advisory Group (CAG), and to the public.

The TAG meeting was held on March 30, 2022. TAG members were invited to a virtual presentation via Zoom to hear a recap of the study, learn about the PEL transition, and be informed of the next stages for the corridor. A total of 15 members attended the TAG meeting.

The CAG meeting was held on April 7, 2022. CAG members were invited to a virtual presentation via Zoom to hear a recap of the study, learn about the PEL transition, and be informed of the next stages for the corridor. Although several more RSVP'd, only two CAG members joined the meeting. Given the low turnout and proximity to the April 12th public meeting, the study team sent a follow-up communication to CAG members with a copy of the presentation, an invitation to the upcoming Public Open House, and an offer to discuss project updates and any questions CAG members may have.

Appendix A contains names of the Community Advisory Group Members.

Appendix B is a list Technical Advisory Group Members.

Elected Officials Briefing and Public Open House

The study team hosted the final Route N elected officials briefing and public open at the National Equestrian Center along Route N at 6880 Lake St. Louis Blvd on Tuesday, April 12, 2022. in Lake St. Louis. Email and direct mail were used to invite over 2,000 people to the event.

Elected officials were invited to attending a briefing in the hour prior to the public open house. Five elected officials attended the briefing. The open house was held immediately after the briefing at the same location. A total of 194 people attended the open house. Attendees were able to review the study's progress and meet with the study team. They then used iPads or paper forms to submit project feedback. A virtual display of the open house boards, as well as an online comment form, were uploaded to the study website at www.RouteNStudy.com. The online form was open for two weeks following the public open house. The public completed 51 comment forms.



Appendix C contains the public meeting comment form.

Comment Form Summary

Of the 51 comment forms that were received, two were from elected officials and the rest from the public. Following is a summary of comment form feedback.

1. In what zip code do you live?

The table below lists the number of mentioned zip codes, along with their city locations. The largest number of respondents, 31 or 61%, live in Wentzville, Missouri.

Zip Codes	Count	%	City
63385	31	61%	Wentzville
63367	13	25%	Lake St. Louis
63368	2	4%	O’Fallon
63383	2	4%	Warrenton
63348	1	2%	Foristell
63366	1	2%	Saint Paul
63390	1	2%	Wright City

2. What is your relationship to the Route N Study? Please check all that apply.

Respondents described their involvement with the Route N Study. Most individuals live in or around the study area. In the other categories, some respondents wrote they are associated with the project because they owned property, are a taxpayer, or could be impacted by land acquisition. Because some respondents chose to check more than one box, the number of replies exceeds the number of respondents.

60 Responses:

- I live in/near the study area – 48
- I work in/near the study area – 6
- Other – 5
- I am an elected official in the study area – 1

3. How did you find out about this Public Meeting? Please check all that apply.

Thirty-five (35) survey respondents learned about the public open house through email and social media.

57 Responses:

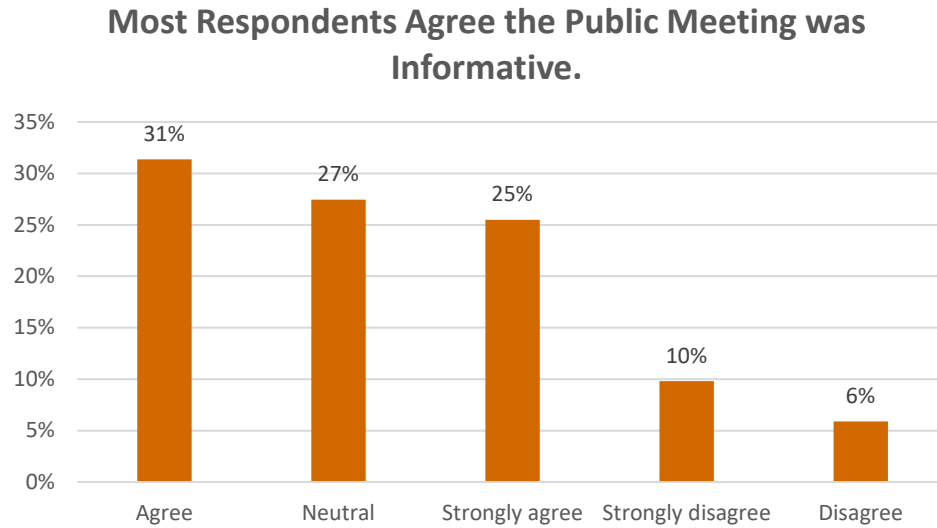
- Email – 23
- Social media – 12
- Word of mouth – 10
- Mailed newsletter – 7

- Local media coverage – 5

4. Please evaluate this event according to the following. Circle your answers below.

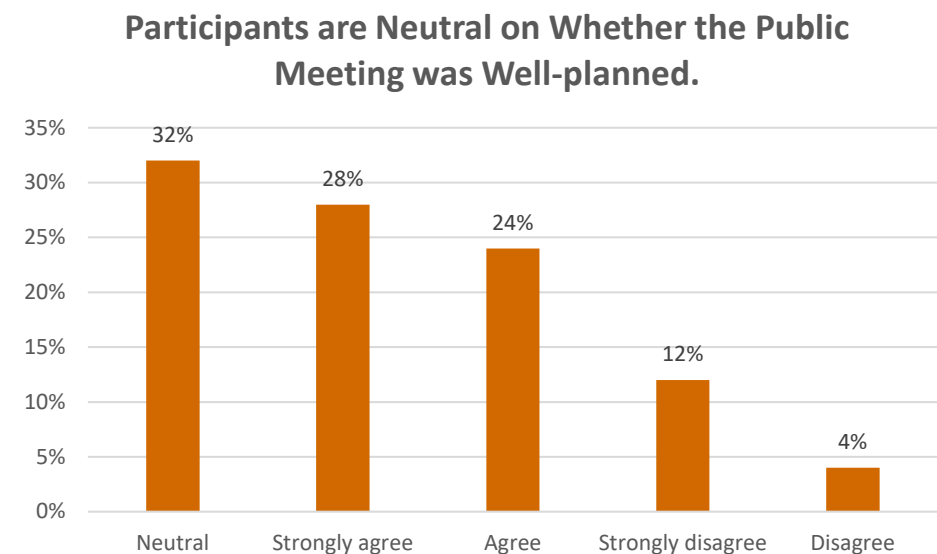
The Public meeting was informative.

Fifty-one individuals answered, with the majority agreeing or being unsure about the quality of information obtained during the public open house.



The public meeting was well-planned.

According to one-third of those surveyed, the open house was neither well-planned nor unplanned. However, a total of 52 percent, or 26 persons, agree or strongly agree that the meeting was well-planned.



5. Please provide your comments in the space below. You may leave this form in a comment box at tonight's meeting or email/mail to the address listed at the bottom of the page.

Participants in the survey left 45 comments for the study team to evaluate for significant remarks. The responses were coded, and the categories and quantity of sentiments are listed.

- Design - 12
- Public Involvement - 10
- Land Acquisition - 6
- Favorable Thought - 5
- Other - 4
- Access - 2
- Funding - 2
- Unfavorable Thought - 2
- Environment - 1
- Traffic light – 1

The comments section's main subject of discussion was design comments. Some observations:

- *"We don't want road 150 ft from home."*
- *"What happened to having hwy N be redirected behind Walgreens then hook up with Buckner? It would straighten out the road."*

Public involvement category received a substantial number of comments.

- *"We really didn't find out any more than the last meeting other than which plan was chosen. Would like to know a timeline and how much of my property they will take going to take. Also, what amount of reimbursement for our property."*
- *"Too many abbreviations"*
- *"The opportunity to voice our concerns and possibly improve our church which is in the new construction area was great!"*

For a full list of verbatim comments see Appendix D.

Communications

Invites were distributed to the whole project mailing list, which included elected officials. Email invitations were sent to over 2000 email addresses. Additionally, 422 invitations were sent to those on the master distribution list with physical mailing addresses. Elected officials were sent a separate invitation to the elected officials briefing held immediately prior to the public meeting.

The project fact sheet was revised and distributed during the public open house and uploaded to the study website. A Frequently Asked Questions (FAQ) document was produced and also made available at the open house and on the study's website.

The study mailing list was updated to reflect the most recent contacts obtained at the meeting.

The public meeting invitations can be found in Appendix E, the project fact sheet in Appendix F, and the FAQ in Appendix G. The study mailing list is maintained in the project records.

Conclusion

After a pause of nearly two-years and transition to the PEL study, stakeholders were reengaged with over 200 individuals and elected officials attending the public open house. Based on the comments received, those with the most specific feedback desire additional detail on the design of future improvements and the impacts that the improvements will have. As projects are advanced in the corridor on a segment-by-segment basis, continued communication and engagement with corridor stakeholders will be important to continue to develop informed consent.

Appendix A: Community Advisory Group Members

Attend ed CAG Mtg. #1 11-08- 18	Attend ed CAG Mtg. #2 12-12- 18	Attend ed CAG Mtg. #3 2-11-19	Attend ed CAG Mtg. #4 11-14- 19	Attend ed CAG Mtg. #5 4-7-22	GROUP	ORGANIZATI ON	TITLE	Sal.	FIRST NAME	LAST NAME
	1	1			Church	Immanuel Lutheran Church	Reverend	Revere nd	Jason	Auringer
1					Business	Shops at Hawk's Ridge	Property Manager	Ms.	Julie	Bartold
	1	1			Ambulance	St. Charles County Ambulance	Special Operations Officer	Mr.	Craig	Boschert
					Environmental	Midwest Climate Collaborative	Director	Ms.	Heath er	Brouillet Navarro
					Schools	Wentzville School District	Superintend ent of Schools	Dr.	Curtis	Cain
					Schools	Wentzville School District	Chief Communicat ions Officer	Ms.	Brynn e	Cramer
1		1			Church	Immanuel Lutheran Church and School	Principal	Ms.	Allison	Dolak
1	1	1			County	St. Charles County Executive	Consultant	Mr.	Gary	Elmestad

					Business	National Equestrian Center	Facility Director	Ms.	Dana	Ferris
1		1			Parks and Rec.	St. Charles County Parks	Director	Mr.	Ryan	Graham
					County	St. Charles County	St. Charles County Executive	Mr.	John	Greifzu
					Fire	Lake Saint Louis Fire Protection District	Fire Chief	Mr.	Clinton	Gussner
1			1		Safety	<u>SOS Shoulders For Safety Initiative</u>	Advocacy Lead	Ms.	Crissy	Holmes
1		1			Church	St. Gianna Catholic Church	Office Manager	Mr.	John	Kainady
1	1				Education	Liberty High School	Assitant Principal	Mr.	Matt	Kiesel
					HOA	Countryside Homeowners Association	Board Member	Mr.	Marty	Knobbe
1					HOA	Villas at Golf Club Of Wentzville Community Homeowners Association	Board Member	Ms.	Cheryl	Kross

1		1	1		Schools	Wentzville School District	Executive Director of Communications	Ms.	Mary	LaPak
					School	Timberland High School	Principal	Dr.	Kyle	Lindquist
	1				Police	St. Charles County Police	Lieutenant	Mr.	Rick	Luetkenhaus
1	1				Economic Development	Western St. Charles County Chamber of Commerce	President and CEO	Mr.	Tony	Mathews
1	1	1			Cycling	Trailnet	Executive Director	Mrs.	Cindy	Mense
1				1	School	Liberty High School	Principal	Mr.	Ed	Nelson
					Economic Development	St. Charles County Economic Development Council (EDC Business & Community Partners)	CEO	Mr.	Greg	Prestemon
1	1				Fire	Wentzville Fire Protection District	Batallion Chief	Mr.	John	Schneider

1					HOA	Stone Meadows Homeowners Association	President	Mr.	Brian	VanNierop
1	1	1			Environmental	Missouri Department of Conservation - St. Louis	Planner	Mr.	Josh	Ward

Appendix B: Technical Advisory Group Members

FIRST NAME	LAST NAME	ORGANIZATION	Role	EMAIL	PHONE	TA G 1	TA G 2	TA G 3	TA G 4	TA G 5
Steve	Bender	City of O'Fallon	Public Works Director	sbender@ofallon.mo.us	636-376-5556	x				x
Joe	Blasi	HNTB	Consultant Traffic Lead	jblasi@hntb.com	816-527-2378					
Amanda	Brauer	St. Charles County	Roads and Traffic Manager	ABrauer@sccmo.org	636-949-7490	x	x	x	x	x
Louis	Clayton	City of Lake St. Louis	Director of Community Development	lclayton@lakesaintlouis.com	636-625-1200	x				
Allison	Dolak	Immanuel Lutheran	Principal	adolak@ilcsw.net	636-639-9887			x		
Gary	Elmestad	St. Charles County	St. Charles County	gelmestad@aol.com						
Tom	Evers	Missouri Department of Transportation	Assistant District Engineer	thomas.evers@modot.mo.gov	(314) 453-1802			x		x
Doug	Forbeck	City of Wentzville	Community Development Director	Douglas.Forbeck@wentzville.mo.org	636-639-2031	x		x		x
Mark	Grossenbacher	HNTB	Practice Leader	mgrossenbacher@hntb.com	314-242-2229			x		

Robert	Hawkins	Missouri Department of Transportation	Maintenance	Robert.Hawkins@modot.mo.gov	314-650-6586	x				
Michael	Hurlbert	St. Charles County	Director of Community Development	mhurlbert@sccmo.org	636-949-7335	x	x	x		x
Chris	Kelly	Missouri Department of Transportation	St. Charles County Project Manager	Christopher.Kelly@modot.mo.gov	314-453-1839					x
Derek	Koestel	City of Lake St. Louis	Public Works Director	dkoestel@lakesaintlouis.com	636-695-4221	x	x			x
Louis	Kuelker	HDR	Design Team	Lou.Kuelker@hdrinc.com	314-242-2272		x	x		
Melissa	Marks	Jacobs	Consultant Project Engineer	melissa.marks@jacobs.com	314-335-5077	x				
Marcie	Meystrik	East-West Gateway Council of Governments	Director of Transportation Planning	Marcie.Meystrik@ewgateway.org	314-421-4220 x294	x	x		x	x
Wade	Montgomery	City of O'Fallon, Missouri	City Engineer	Wmontgomery@ofallon.mo.us	(636) 379-5567		x	x		x
James	Ritter	Jacobs	Consultant Project	james.ritter@jacobs.com	314-335-5084	x		x		x

			Engineering Lead							
Melissa	Scheperle	Missouri Department of Transportation	Environmental Compliance Manager	Melissa.Scheperle@modot.mo.gov	573-526-6684					x
Tim	Schroeder	Missouri Department of Transportation	Design Liaison Engineer	Timothy.Schroeder@modot.mo.gov	314-453-5049					
Susan	Spiegel	City of Wentzville	Public Works Director	Susan.Spiegel@wentzvillemo.org	636-639-2045	x	x	x		x
Wesley	Stephen	Missouri Department of Transportation	District Planning Manager	wesley.stephen@modot.mo.gov	314-453-1899			x		
Craig	Tajkowski	St. Charles County	Retired			x				
Chandra	Taylor	Vector Communications	Consultant Public Involvement	ctaylor@vectorstl.com	314-621-5566					x
Shaun	Tooley	Missouri Department of Transportation	Transportation Planning Specialist	shaun.tooley@modot.mo.gov	314-453-1838	x	x	x		

Andrew	Tureck	Missouri Department of Transportatio n	Area Engineer for St. Charles County Area	andrew.tuerck@modot.mo.gov	314-453- 5046	x	x	x		x
Eddie	Watkins	Missouri Department of Transportatio n	Senior Traffic Studies Specialist	Eddie.Watkins@modot.mo.gov	636-379- 1465	x		x		x
Larry	Welty	Missouri Department of Transportatio n	Retired							
David	Woods	City of O'Fallon	Planning & Developme nt Director	dwoods@ofallon.mo.us	636-379- 5541		x			

Appendix C: Public Meeting Comment Form



Route N Study Public Meeting – April 12, 2022 **COMMENT FORM**

Thank you for completing this comment form. Your input will help inform the Route N Study team's future activities and decision-making.

1. In what zip code do you live?

2. What is your relationship to the Route N Study? Please check all that apply.

_____ I live near/in the study area

_____ I work near/in the study area

_____ I am an elected official in the study area

Other: _____

3. How did you find out about this Public Meeting? Please check all that apply.

_____ Email

_____ Local Media Coverage

_____ Social Media

_____ Mailed Newsletter

_____ Word of Mouth

Other: _____

4. Please evaluate this event according to the following. Circle your answers below.

A. The Public Meeting was:

Informative

Uninformative

5

4

3

2

1

B. The Public Meeting was:

Well Planned

Unorganized

5

4

3

2

1

5. Please provide your comments in the space below. You may leave this form in a comment box at tonight's meeting or email/mail to the address listed at the bottom of the page.

OVER FOR MORE SPACE

Optional Information:

Address: _____
Email: _____

Please mail or email all comments by April 26, 2022 to:

17

Appendix D: Verbatim Comments

CODE	Verbatim Comments
Access	We understand the crucial need for improvements, but we have concerns related to the idea of limited access and the width of the project.
Access	Please ensure easy access for residents and businesses along Hwy N. Long routes that require u-turn movements and RIRO turns will not suffice
Design	I am concerned about Perry Cate / N and traffic flow on and off a wider/faster hwy N. There are numerous young drivers and congestion and buses levels of success. Looking forward to more info as the project begins requests for space to build planned expansion. The engineers and planners were extremely helpful have present. Looking forward to progress in our stretch of hwy N.
Design	Not sure the tentative option is best option for future. The "near South" seems to be a better action rather than (illegible) N/Backer Not sure how S Point Prairie/David Huekel fits into overall plan.
Design	We don't want road 150 ft from home
Design	I've lived off of N and Perry cafe for 17 years. It's been very frustrating to see more bottlenecks and needless improvements such as multiple stoplights - The overwhelming growth in the area justifies at least a 4 lane highway with turn lanes. Emmanuel Lutheran drivers continue to create bottlenecks and traffic hazards. Turn lanes would help that issue. Improving the overall flow of traffic and safety is key. Two lanes reduced from two 4 lanes highways is not feasible.
Design	We live in falling Leaf Farms. We would sure like to see a turn lane to enter the subdivision.
Design	The proposed le lane from 364 to Sommers and then 4 lanes to ft Prairie concern w/ people who currently cut you off from right lane west of Sommers as it ends. Please make sure when le lanes drops to 4 it is at a light and the right lane has to turn @ light and not continue on and then end. (image drawn on survey paper)
Design	What happened to having hwy N be redirected behind Walgreens then hook up with Buckner? It would straighten out the road.
Design	The sooner the better before the area get overbuilt and current studies and plans are obsolete. Actually I think you are already so far behind the ball that within 5 years you will be wanting 6 lanes all the way to z
Design	According to the maps, the route does not change going west until after Hwy Z. That is a mistake because the N/Z intersection is very congested and needs to be straightened out. The change needs to begin much closer to Perry Cate Blvd.
Design	Wish the route close to highway z went further to the south.
Design	Like Buckner Rd. route But thunk it needs to transit in before Hwy R and N. Making Hwy Z a exit

Design	I am a deacon at the church located at 1140 E. HWY N the current improvement end in front of our entr. We are seeing higher speeds and the current striping. Does not provide a safe place to stop and turn into the church parking lot. We need wider pavement and improved striping to allow safe area to make turn and allow thru traffic to continue without stopping. We fear rear end collisions. There is also a zoo acre subdivision under construction on hopewell road (harvest_ with all of the increase in vehicles there will definitely be a need for hwy n at hopewell road duello road to become a signalized intersedction.
Environment	Acerage at N and Duello are significant water run off to Brookfield Crossing. Will development take into account environmental drainage as part of the study/improvement? Also will thought be given to traffic light at that intersection?
Favorable Thought	Everything looks good. I'm most excited to see improvements at Z and N
Favorable Thought	The graphics were great.
Favorable Thought	I drive Hwy N to work everyday highway N is a nightmare, this work is needed now! Please hurry. Thank you
Favorable Thought	Looks great - lots of work!
Favorable Thought	Excited to the see the progress of this project
Funding	Seems like a lot of multi-lanes will be funneled into smaller lanes causing back-ups. This is first i've heard that Jackson/S. Pt Prairie would be part of this complete project - you have state and county "working" together just getting consultants to do more studies no one seems to have adequate funding for anything
Funding	Really no new info how are you going to pay for this If lanes and sidewalks are (illegible) the subdivisions are the problem too many people in small area I am very (illegible) four payment of what you plan on taking (illegible) this with the (illegible) would have made more sense.
Land Acquisition	Our home is 929 Buckner Road. Your proposed alignment directly impacts everything at our home. Electronic goto, back entrance, over 20 year old trees along the front for privacy, fruit trees along the side of our home and puts this road close to the front of our home. We built our dream home in the country only to now propose to rid it away. Can you imagine what it will like pulling onto this road when it becomes a 4 lane. We have 7 kids and 17 grandkids that enjoy the front yard of our home. They also get to enjoy having a driveway to ride bikes on without the fear of being hit or grabbed since this has never been used as a major roadway. Our hearts are broken over this decision. Our over million dollar home will be devalued when this happens making it impossible to sell. Along with our

	live savings invested in it and the three addition bldgs on the land. We also own 883 buckner and additional acreage with no street #. 883 Buckner is a frontage property and per your plans it will become acreage with a different owner owning land in front of it. The least you could do is buy that land from the owner and give it to us for restitution.
Land Acquisition	Buckner Road alternative effects infrastructure of our property - home and business. Concerns entire front yard is our septic field, front field serves as free farm (up to road frontage) landscaping front entrance, fencing, etc. With 4 lane proposal also concerned re: entering and using property. Will plan allow for ability to turn right or left? What barriers/landscaping planned for diversity of traffic lanes? Meeting: proposal covered but unable to answer specific question regarding impact - timeline for road construction or other design specifics. Why not keep highway N - assuming overall less financial impact??
Land Acquisition	According to our neighbor that attended the meeting, our house is in jeopardy of being demolished!! Please contact me!
Land Acquisition	From what our neighbor learned at today's meeting, our home is in jeopardy of demolition. I am very concerned!! Please contact me!
Land Acquisition	This expansion is directly affecting lives that built there dream hope only to destroy it
Land Acquisition	We lease the building for our feed store on highway N just west of highway Z . The preferred route goes right through the building. That property was bought 20 years ago for \$750,000 and is worth over a million now. If the route was moved 300 feet west, this expensive commercial property would be saved. This would save the county close to a million dollars in property and business moving expenses
Other	Will septic (illegible) be (illegible) in (illegible) O will no longer have 3 (illegible) Do you compensate for (illegible) value since it will decrease the value for property.
Other	We still don't know how and when things are in the works
Other	This whole study came to a SLOW crawl and was disorganized. All the commitments in the beginning were to be done in 2020 with planning. What progress happened the last 2 years? Apparently working at home didn't produce the intended results.
Other	Remember everyone affected chose this home site because it was a quite area. Neighbor knows neighbor. We have 16 grandchildren. Now where are they going to play safely.
Public Involvement	We need a place to provide feedback if we could not attend the meeting on 4/12. We built a house 6 yrs ago in this area, because LSL was not full of apartment complexes, houses and busy streets (like Hwy K). Now my subdivision is being affected by this expansion with a wider road, more noise and dangerous speeds. Please direct me to a place to provide feedback and ask questions.

Public Involvement	Who's listening? The decisions were already made the meetings in 2018 and 2019 were not announced to the residents of Buckner Rd. The 2020 meetings were at dates and times when I worked. The emailed comments left on the study website were never responded to. Permission to enter our property, the surveys were designed yet secured cameras (illegible) them surveying our front yard. To date we've been ignored in the decision/study process. Why?
Public Involvement	We really didn't find out any more than the last meeting other than which plan was chosen. Would like to know a timeline and how much of my property they will take going to take. Also, what amount of reimbursement for our property.
Public Involvement	The stations were hard to follow 1 to 5 to 3 to 4 Room to noisy - poor acoustics and too hot. (Property address 2030 So. Point Prairie)
Public Involvement	Maps to hand out would be nice. Love the plan, lets start tomorrow!
Public Involvement	The maps were slightly confusing as we assumed that N would go south of Walgreens . I'm the president of Wentzville Woods subdivision off of Buckner road.
Public Involvement	Needed to do a meeting explaining the maps rather than 10 people blocking maps and no one explains what they mean - total waste of time
Public Involvement	Too many abbreviations
Public Involvement	Should be more of a formal presentation so public can ask questions to people in charge.
Public Involvement	The opportunity to voice our concerns and possibly improve our church which is in the new construction area was great!
Traffic light	Traffic light at Immanuel Lutheran, please! Thank you Route Z and N (illegible) traffic light. Please make sure the 4 lanes with turn lane remain in the middle section of the plans. Sooner than later
Unfavorable Thought	I am against the current plan
Unfavorable Thought	I did not see any new information! As before, the preferences of those commuting through the study area are given sway over the rights of those living in the study area. Once again, this "problem " with the study area traffic could be greatly reduced or eliminated if the commuters who use it as an alternative to the interstates (I-64 and I-70) were not backed up to Highway N every evening. This could be accomplished by fixing the awful interchange at I-64 and I-70! One lane, leaving from the left and winding through local traffic? Probably the worst interchange in the nation leading to my potential loss of what to me makes my property worth having. When Hwy 364 was developed, the loss to properties along Hwy N was minimized by routing traffic through new roads through farmland. Why is this not being done here?

Appendix E: Public Meeting Fliers



You're Invited ...

PUBLIC OPEN HOUSE



Tuesday, April 12, 2022

4:30 p.m. - 6:30 p.m.

(Stop by anytime - no formal presentation)

National Equestrian Center*

6880 Lake St. Louis Blvd. / Lake Saint Louis, MO 63367

**This facility is ADA accessible.*

We need your input!

The Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is conducting an environmental study of Route N from the west of South Point Prairie Road to the I-64/Route 364 interchange in west St. Charles County.

The Route N Study team has been working to address the transportation issues and needs for Route N by exploring a range of alternatives. The project has evolved from an Environmental Assessment (EA) to a Planning and Environmental Linkages (PEL) study. The Open House will explain the transition from the EA to PEL study and provide details on next steps.

Come provide your feedback and learn more about the Study!

To learn more, visit www.RouteNStudy.com





You're Invited . . .

ELECTED OFFICIALS BRIEFING



Tuesday, April 12, 2022

3:30 p.m. - 4:30 p.m.

(Stop by anytime - no formal presentation)

National Equestrian Center*

6880 Lake St. Louis Blvd. / Lake Saint Louis, MO 63367

**This facility is ADA accessible.*

The Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is conducting an environmental study of Route N from the west of South Point Prairie Road to the I-64/Route 364 interchange in west St. Charles County.

The Route N Study team has been working to address the transportation issues and needs for Route N by exploring a range of alternatives. The project has evolved from an Environmental Assessment (EA) to a Planning and Environmental Linkages (PEL) study. The Open House will explain the transition from the EA to PEL study and provide details on next steps.

Come provide your feedback and learn more about the Study!

To learn more, visit www.RouteNStudy.com





Route N Study Fact Sheet

Spring 2022

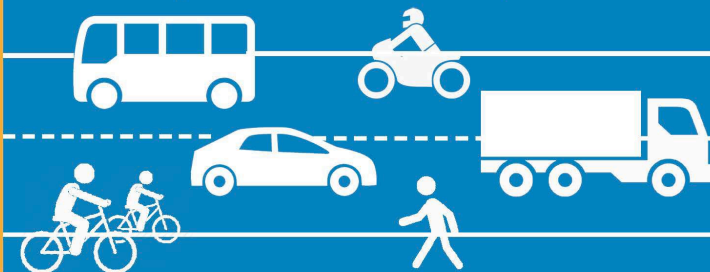
The Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is conducting a study to assess the issues and needs of the Route N corridor and determine the best approach to address them.



The limits of the Route N Study extend from west of South Point Prairie Road east to the I-64/Route 364 interchange in St. Charles County, Missouri.

The Study area is shown in the figure below.

Based on 2020 traffic counts, daily traffic on Route N ranges from fewer than 5,500 vehicles west of Route Z, to more than 17,000 vehicles west of US-40/I-64.

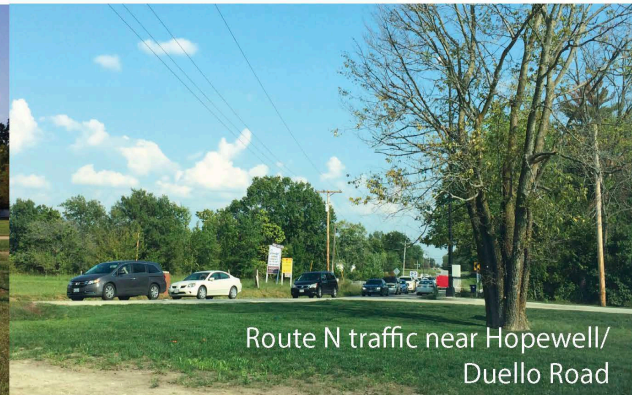


To learn more visit www.RouteNStudy.com

NEPA STUDY

The Route N Study was initiated in 2018 as an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). An EA is a public document that analyzes the potential impacts of alternatives to a study area. In late 2021, MoDOT in cooperation with FHWA determined that the EA study would transition to a planning and environmental linkages (PEL) study. The PEL will utilize previous study documentation and coordination and prepare the corridor for future development phases on a segment-by-segment basis as resources and funding permit. Additionally, the Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Study Timeline



To learn more visit www.RouteNStudy.com

Appendix G: Frequently Asked Questions



Frequently Asked Questions

What is a PEL?

PEL stands for Planning and Environmental Linkages. According to FHWA's website, "Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process." The PEL will be the formal description of the Route N Study documentation which will prepare the corridor for future development phases and associated approvals on a segment-by-segment basis as resources and funding becomes available.

Why was there such a long pause to the study?

In early-to-mid 2020, MoDOT and the study team were coordinating with the Federal Highway Administration, St. Charles County, and East-West Gateway to amend the region's long-range transportation plan with projects from the Route N draft Environmental Assessment (EA) document. An impasse was reached due to the lack of available funding to fully fund future right of way acquisition and construction along the corridor. In mid-2021, the agencies reached consensus to transition to a PEL study for phases of future development and approvals on a case by case basis as funding becomes available. MoDOT and St. Charles County worked with the study team through late 2021 to begin the transition process and amend existing agreements for the revised study approach.

What happened to the draft Environmental Assessment (EA) and why is it being replaced with PEL?

The Route N NEPA study was paused during the review of the draft Environmental Assessment (EA). Due to the lack of available funding to fully fund the corridor on the region's Long Range Transportation Plan, the Federal Highway Administration (FHWA) would not be able to formally approve the EA and conclude the study as an approved EA. Without this approval, future development phases would not be eligible for federal funds or any required federal approvals. The transition to a Planning and Environment Linkages (PEL) study allows the study team to memorialize all the information developed and input received while setting up the corridor for future development phases and associated approvals on a segment-by-segment basis as resources and funding permit. This approach allows segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.

How long will it take to complete the PEL study?

MoDOT and St. Charles County worked with the study team through late 2021 to begin the study transition process and amend existing agreements for the revised study approach. Review of the draft PEL began in February 2022 and will conclude by May 2022.

What is the timeline for design and construction?

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

- West of Route Z, St. Charles County is working with a consultant to conduct preliminary engineering between the Route N / Route Z intersection and South Point Prairie / Jackson Road intersection. The County has funded partial construction in this segment for the near future.
- In the middle of the corridor between Route Z and Hopewell/Duello Road, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design.
- At the east end of the corridor between Hopewell/Duello Road and the I-64/Route 364, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design including an environmental review.

How can the community give input on the Route N Study to PEL conversion?

The community can submit comments to the Route N study by participating in the upcoming public meeting in April 2022. This event will explain the transition from the EA to PEL study and provide details on next steps. All comments will be recorded and reviewed prior to completion of the study. MoDOT will send updates to people who subscribed to the study email list. MoDOT will be engaging elected officials and community stakeholders in prior to the public meeting about the Route N PEL study.

Stay Informed. Stay Involved

Visit the study website www.RouteNStudy.com

Call 1-888.ASK.MoDOT (275-6636) with questions or comments.



Route N Study - Study Team Notes and Responses to Comments from 4/12/2022 PEL Transition Public Meeting and Comment Period

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
1*	We need a place to provide feedback if we could not attend the meeting on 4/12. We built a house 6 yrs ago in this area, because LSL was not full of apartment complexes, houses and busy streets (like Hwy K). Now my subdivision is being affected by this expansion with a wider road, more noise and dangerous speeds. Please direct me to a place to provide feedback and ask questions.	<p>Several methods have been available to provide comments on the Route N project. The project's website (http://routenstudy.com) provides a Contact Us page in addition to the comment form that was available online for two weeks following the public meeting. The website also provides information on the project such as schedules, maps, fact sheets, FAQ, and information on the Community Advisory Group (CAG) and Technical Advisory Group (TAG).</p> <p>Listed project contact information included the study email address (RouteNStudy@modot.mo.gov) and MoDOT's customer service number (888) 275-6636.</p>
2*	Who's listening? The decisions were already made the meetings in 2018 and 2019 were not announced to the residents of Buckner Rd. The 2020 meetings were at dates and times when I worked. The emailed comments left on the study website were never responded to. Permission to enter our property, the surveys were designed yet secured cameras (illegible) them surveying our front yard. To date we've been ignored in the decision/study process. Why?	<p>MoDOT and the consultant team have strived to provide timely replies to website and other study inquiries. Meeting notices were sent via numerous methods including via email, social media, and mailings.</p> <p>Study specific right of entry permission was sought prior to field studies and those studies only entered properties where permission was granted. If topographic or land surveying activities were observed, this may have been another entity for work in the same area.</p>
3	I am concerned about Perry Cate / N and traffic flow on and off a wider/faster hwy N. There are numerous young drivers and congestion and buses levels of success. Looking forward to more info as the project begins requests for space to build planned expansion. The engineers and planners were extremely helpful have present. Looking forward to progress in our stretch of hwy N.	Many of the access management issues that address the users at the Route N/Perry Cate intersection also affect the other portion of the study area. MoDOT has both Access Management Guidelines and Highway Design Standards are intended to achieve the safe and efficient operation of their facilities while balancing need for access and connectivity. Future design phases will apply these concepts in more detail.
4*	Our home is 929 Buckner Road. Your proposed alignment directly impacts everything at our home. Electronic goto, back entrance, over 20 year old trees along the front for privacy, fruit trees along the side of our home and puts this road close to the front of our home. We built our dream home in the country only to now propose to rid it away. Can you imagine what it will like pulling onto this road when it becomes a 4 lane. We have 7 kids and 17 grandkids that enjoy the front yard of our home. They also get to enjoy having a driveway to ride bikes on without the fear of being hit or grabbed since this has never been used as a major roadway. Our hearts are broken over this decision. Our over million dollar home will be devalued when this happens making it impossible to sell. Along with our live savings invested in it and the three addition bldgs on the land. We also own 883 Buckner and additional acreage with no street #. 883 Buckner is a frontage property and per your plans it will become acreage with a different owner owning land in front of it. The least you could do is buy that land from the owner and give it to us for restitution.	<p>Property (AKA right of way) acquisition from private landowners is amongst the most difficult parts of roadway improvement projects. Part of the design process is to minimize and mitigate property acquisition whenever possible while balancing design criteria and corridor requirements.</p> <p>MoDOT's right of way process is discussed in the Engineering Policy Guide (https://epg.modot.org/index.php/Category:236_Right_of_Way). The process follows Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), has the following objectives: (a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs; (b) To ensure that persons displaced as a direct result of Federal or federally-assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and (c) To ensure that Agencies implement these regulations in a manner that is efficient and cost effective.</p>

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response																
5	Seems like a lot of multi-lanes will be funneled into smaller lanes causing back-ups. This is first I've heard that Jackson/S. Pt Prairie would be part of this complete project - you have state and county "working" together just getting consultants to do more studies no one seems to have adequate funding for anything	<p>The western terminus of the study and the connection to the recently constructed David Hoekel Parkway interchange improvements which tie into S. Pointe Prairie and Jackson Road has been consistent throughout the study. Traffic studies have networked and modeled traffic on the existing and future corridors such that the full improvement would account for traffic volumes and connectivity.</p> <p>Funding for a project of this size is always a challenge. In fact, this meeting was intended to inform stakeholders of the administrative changes required because of the inability to document where all of the improvement funds will come from. In the interim, St. Charles County and local municipalities continue to advance local improvements on the broader corridor. These include recent improvements to the Hopewell Road/Duello Road Intersection and future improvements to the Route N and Route Z intersection.</p>																
6	Not sure the tentative option is best option for future. The "near South" seems to be a better action rather than (illegible) N/Backer. Not sure how S Point Prairie/David Huekel fits into overall plan.	<p>The suggestion for the Preferred Alternative of Near South is acknowledged. Regarding the connection to the David Hockel Parkway (DHP), the project's western terminus (South Point Prairie Road/Jackson Road intersection) connects directly to the DHP. This segment of DHP is a project sponsored by the City of Wentzville. It will be a new roadway in western Wentzville and will provide a new connection between I-70 and US 61. Beginning just south of I-70 at South Point Prairie Road and Jackson Road, the DHP travels north with a new interchange at I-70. From I-70, the DHP extends east through parts of Wentzville and ends near Mette Road and Route P in Flint Hill. The southern terminus of the DHP serves as the western terminus of the Route N study.</p>																
7	We don't want road 150 ft from home	Acknowledged.																
8	Buckner Road alternative effects infrastructure of our property - home and business. Concerns entire front yard is our septic field, front field serves as free farm (up to road frontage) landscaping front entrance, fencing, etc. With 4 lane proposal also concerned re: entering and using property. Will plan allow for ability to turn right or left? What barriers/landscaping planned for diversity of traffic lanes? Meeting: proposal covered but unable to answer specific question regarding impact - timeline for road construction or other design specifics. Why not keep highway N - assuming overall less financial impact??	<p>The Buckner Alternative will require some acquisition of land; a strip of land along the existing alignment and some additional area where tight curves need to be gentler. Acquisition will fall under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Among its important provisions is to treat property owners fairly, consistently, and equitably.</p> <p>Access management including provisions for turning, turn lanes, and whether a median of any type will be constructed is a matter for future phases of design.</p> <p>Regarding construction costs, a 2019 planning-level cost estimate was prepared for each of the Conceptual Alternatives. Construction costs associated with the Improve Existing Alternative are noteworthy. In order to satisfy the horizontal and vertical alignment limitations, the Improve Existing Alternative cannot simply widen the existing road, but would also require changing the horizontal and vertical profiles, impacting additional properties. This creates a much wider cross section and increases the impacts and costs. These cost estimates will need to be updated as the alternatives are further refined in the NEPA process.</p> <table><tr><th>Alternative</th><th>Right-of-Way</th><th>Construction</th><th>Total</th></tr><tr><td>Improve Existing</td><td>\$74,200,000</td><td>\$93,000,000</td><td>\$167,200,000</td></tr><tr><td>Buckner Road</td><td>\$68,500,000</td><td>\$84,000,000</td><td>\$152,500,000</td></tr><tr><td>Near South</td><td>\$58,500,000</td><td>\$88,000,000</td><td>\$146,500,000</td></tr></table>	Alternative	Right-of-Way	Construction	Total	Improve Existing	\$74,200,000	\$93,000,000	\$167,200,000	Buckner Road	\$68,500,000	\$84,000,000	\$152,500,000	Near South	\$58,500,000	\$88,000,000	\$146,500,000
Alternative	Right-of-Way	Construction	Total															
Improve Existing	\$74,200,000	\$93,000,000	\$167,200,000															
Buckner Road	\$68,500,000	\$84,000,000	\$152,500,000															
Near South	\$58,500,000	\$88,000,000	\$146,500,000															

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
9	Really no new info how are you going to pay for this If lanes and sidewalks are (illegible) the subdivisions are the problem too many people in small area I am very (illegible) four payment of what you plan on taking (illegible) this with the (illegible) would have made more sense.	<p>Funding for a project of this size is always a challenge. St. Charles County and the local municipalities have made this corridor a regional priority with intensions to dedicate current funding and identify additional funding to advance design, right of way acquisition, and construction in manageable segments.</p> <p>Final allocation of space for roadway lanes, shoulders, and any parallel pedestrian or bicycle facilities will be determined during future design phases. Pedestrian and bicycle facilites are subject to local funding requirements.</p> <p>The improvement of Route N will require some acquisition of land. This will fall under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Among its important provisions is to treat property owners fairly, consistently, and equitably.</p>
10	Like Buckner Rd. route But thunk it needs to transit in before Hwy R and N. Making Hwy Z a exit	Acknowledged. The Buckner Alternative intents to take advantage of pending improvements to the Route Z and Route N intersection which will realign the roadways into more traditional intersection removing the skewed approaches.
11	Will septic (illegible) be (illegible) in (illegible)O will no longer have 3 (illegible) Do you compensate for (illegible) value since it will decrease the value for property.	The improvement of Route N will require some acquisition of land and possibly impact existing systems, such as utilities and septic facilities. This will fall under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Among its important provisions is to treat property owners fairly, consistently, and equitably.
12	(No comment provided)	Acknowledged.
13	Looks great - lots of work!	Acknowledged.
14	Acreage at N and Duello are significant water run off to Brookfield Crossing. Will development take into account environmental drainage as part of the study/improvement? Also will thought be given to traffic light at that intersection?	The Route N project will incorporate the latest stormwater management practices including all applicable requirements for stormwater detention and water quality. Traffic studies identified the need for traffic signals at numerous intersections within the 2045 traffic design period. This includes a future signal at the Hopewell/Duello intersection.
15	I am a deacon at the church located at 1140 E. HWY N the current improvement end in front of our entrns. We are seeing higher speeds and the current striping. Does not provide a safe place to stop and turn into the church parking lot. We need wider pavement and improved striping to allow safe area to make turn and allow thru traffic to continue without stopping. We fear rear end collisions. There is also a zoo acre subdivision under construction on hopewell road (harvest_ with all of the increase in vehicles there will definitely be a need for hwy n at hopewell road duello road to become a signalized intersedction.	MoDOT's access management guidelines are intended to balance the needs of adjacent and competing land uses. Also, the guidelines balance safe and efficient operation of a roadway as part of a larger network of roads. Thus, guidelines were developed to address proper spacing of public road intersections, traffic signals, and driveways. As traffic increases on a roadway the need for access management becomes more crucial. There are two primary approaches to access management that could be used on the future Route N corridor: a Two-Way Left-Turn Lane (TWLTL) or a raised median. Such details will be determined during future design phases.
16	I've lived off of N and Perry cafe for 17 years. It's been very frustrating to see more bottlenecks and needless improvements such as multiple stoplights - The overwhelming growth in the area justifies at least a 4 lane highway with turn lanes. Emmanuel Lutheran drivers continue to create bottlenecks and traffic hazards. Turn lanes would help that issue. Improving the overall flow of traffic and safety is key. Two lanes reduced from two 4 lanes highways is not feasible.	The comments are consistent with much of the feedback received on Route N traffic operations and the overall need to balance accessing adjacent land uses and the need to reduce delays along Route N. The study has identified the need for additional through lanes on much of Route N. Future phases of design will further consider turn lanes and other traffic control measures.
17	I drive Hwy N to work everyday highway N is a nightmare, this work is needed now! Please hurry. Thank you	Acknowledged.

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
18	We live in falling Leaf Farms. We would sure like to see a turn lane to enter the subdivision.	This request is consistent with comments recieved regarding the numerous subdivisions along the corridor. The study has identified the need for additional through lanes on much of Route N. Future phases of design will further consider turn lanes and other traffic control measures.
19	<i>(No comment provided)</i>	Acknowledged.
20	<i>(No comment provided)</i>	Acknowledged.
21	The proposed le lane from 364 to Sommers and then 4 lanes to ft Prairie concern w/ people who currently cut you off from right lane west of Sommers as it ends. Please make sure when le lanes drops to 4 it is at a light and the right lane has to turn @ light and not continue on and then end. (image drawn on survey paper)	This concern is acknowledged. The transitions between lane configurations will be designed in accordance with MoDOT's design standards, making the changes between lane types familiar to drivers and as safe and efficient as possible. Associated roadway signing and pavement markings are also part of design considerations for such transitions.
22	The stations were hard to follow 1 to 5 to 3 to 4 Room to noisy - poor acoustics and too hot. (Property address 2030 So. Point Prairie)	Acknowledged. A primary driver in selection of the meeting venue was to have a location along the affected corridor while being able to meet expected attendance. In this case, approximately 200 individuals attended the public meeting. This nearly exceeded the combined attendance of the the two previous public meetings.
23	Traffic light at Immanuel Lutheran, please! Thank you Route Z and N (illegible) traffic light. Please make sure the 4 lanes with turn lane remain in the middle section of the plans. Sooner than later	Acknowledged. The Tentative Preferred Alternative does proposes four lanes throughout the majority of the corridor (from Sommers Road to Route N/South Point Prairie intersection) once fully constructed. Turn lanes and traffic signals will be located based on traffic modeling and established design thresholds in conjunction with access management considerations. More details will be available when design is advanced in future project phases.
24	Maps to hand out would be nice. Love the plan, lets start tomorrow!	To manage resources and expenditures, most materials are readily accessible via the study website (www.routenstudy.com). The study team may be contacted if there is a specific need for printed materials.
25	We still don't know how and when things are in the works	<p>The planning study (as represented by the PEL) will be conclude in May 2022. The timeline for completing design, right-of-way acquisition, and constructing improvements will vary by study corridor segment.</p> <ul style="list-style-type: none"> • West End of the Corridor – St. Charles County is working with a consultant to conduct preliminary engineering between the Route N / Route Z intersection and South Point Prairie / Jackson Road intersection. The County has funded partial construction in this segment for the near future. • Middle of the Corridor – Between Route Z and Hopewell/Duello Road, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design. • East End of the Corridor – Between Hopewell/Duello Road and the I-64/Route 364, St. Charles County is working with MoDOT to hire a consultant for preliminary roadway design including an environmental review.

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
26	This whole study came to a SLOW crawl and was disorganized. All the commitments in the beginning were to be done in 2020 with planning. What progress happened the last 2 years? Apparently working at home didn't produce the intended results.	<p>Part of the reason for this meeting was to explain why there has been a pause in the Route N Project. Unfortunately, it took some time to reach a consensus solution. COVID and alternate work arrangements did not have a direct role in the delay.</p> <ol style="list-style-type: none"> 1. Due to the lack of available funding to fully fund the corridor on the region's Long Range Transportation Plan, the Federal Highway Administration (FHWA) would not be able to formally approve the EA and conclude the study. Without this approval, future development phases would not be eligible for federal funds or any required federal approvals. 2. In late 2021, MoDOT in cooperation with FHWA determined the EA study needed to transition into a planning and environmental linkages (PEL) study. 3. The PEL allows segments of the corridor to move forward without needing to commit funding for the construction of the entire corridor at this time.
27*	According to our neighbor that attended the meeting, our house is in jeopardy of being demolished!! Please contact me!	All current project information from the public meeting is available on the study website. The project team is available to field questions. Listed project contact information included the study email address (RouteNStudy@modot.mo.gov) and MoDOT's customer service number (888) 275-6636.
28*	From what our neighbor learned at today's meeting, our home is in jeopardy of demolition. I am very concerned!! Please contact me!	All current project information from the public meeting is available on the study website. The project team is available to field questions. Listed project contact information included the study email address (RouteNStudy@modot.mo.gov) and MoDOT's customer service number (888) 275-6636.
29	The maps were slightly confusing as we assumed that N would go south of Walgreens . I'm the president of Wentzville Woods subdivision off of Buckner road.	The Buckner Road Alternative expands on planned improvement for the current Route N and Route Z intersection. St. Charles County has an active project to realign Route Z to the east of Walgreens to create a more traditional signalized intersection, removing the current skew. The Buckner Road Alternative transitions south from Route N to Buckner Road just west of Route Z. This is depicted on public meeting maps available on the study website.
30*	This expansion is directly affecting lives that built there dream hope only to destroy it	Acknowledged. Whether or not property acquisition is necessary, roadway improvements change the environment and affect stakeholders. We believe that overall the improvement will be beneficial, but acknowledge that not everyone will agree with that assessment.
31	Needed to do a meeting explaining the maps rather than 10 people blocking maps and no one explains what they mean - total waste of time	The open house format is intended to allow for stakeholders to speak directly with project team members. With approximately 200 individuals attending the meeting, we understand that engaging with project team members and viewing the exhibit board and maps was challenging. All these materials are available on the study website for further viewing.
32	<i>(No comment provided)</i>	Acknowledged.
33	I did not see any new information! As before, the preferences of those commuting through the study area are given sway over the rights of those living in the study area. Once again, this "problem " with the study area traffic could be greatly reduced or eliminated if the commuters who use it as an alternative to the interstates (I-64 and I-70) were not backed up to Highway N every evening. This could be accomplished by fixing the awful interchange at I-64 and I-70! One lane, leaving from the left and winding through local traffic? Probably the worst interchange in the nation leading to my potential loss of what to me makes my property worth having. When Hwy 364 was developed, the loss to properties along Hwy N was minimized by routing traffic through new roads through farmland. Why is this not being done here?	<p>The intent this meeting was to update stakeholders on the project's status which included an administrative transition and updates on next steps. We understand that these updates might not reflect specific progress or detail that some desire.</p> <p>A broad spectrum of alternatives (on and off alignment) were considered and analyzed for their potential benefits and impacts. When considered in whole, Buckner Road Alternative provided the most benefit and lesser impacts. In the end, off alignment alternatives did not provide the local access and connectivity that is needed from an improved roadway.</p>

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
34	(No comment provided)	Acknowledged.
35	(No comment provided)	Acknowledged.
36	We lease the building for our feed store on highway N just west of highway Z . The preferred route goes right through the building. That property was bought 20 years ago for \$750,000 and is worth over a million now. If the route was moved 300 feet west, this expensive commercial property would be saved. This would save the county close to a million dollars in property and business moving expenses	Modern design standards were used in developing/laying out alternatives. These standards were used uniformly amongst alternatives to facilitate a fair comparison. This also tended to result in property acquisitions and building displacements that might be avoided with using exceptions to the design standards. It is expected that as the project advances in final design that impacts will be minimized on a case-by-case evaluation of remedies that will not degrade the benefits that the design standards are intended to achieve.
37	I am against the current plan	Acknowledged.
38	Remember everyone affected chose this home site because it was a quite area. Neighbor knows neighbor. We have 16 grandchildren. Now where are they going to play safely.	Acknowledged. Whether or not property acquisition is necessary, roadway improvements change the environment and affect Stakeholders. We believe that overall the improvement will be beneficial, but acknowledge that not everyone will agree with that assessment.
39*	We really didn't find out any more than the last meeting other than which plan was chosen. Would like to know a timeline and how much of my property they will take going to take. Also, what amount of reimbursement for our property.	<p>The intent this meeting was to update stakeholders on the project's status which included an administrative transition and updates on next steps. We understand that these updates might not reflect specific progress or detail that some desire.</p> <p>The improvement of Route N will require some acquisition of land. This will fall under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Among its important provisions is to treat property owners fairly, consistently, and equitably. MoDOT's right of way process is discussed in the Engineering Policy Guide (https://epg.modot.org/index.php/Category:236_Right_of_Way).</p>
40	Wish the route close to highway z went further to the south.	Acknowledged. Many alignments were developed and refined based on design requirements, resources, and constraints. The alignments went through an evaluation process that resulted in the configurations that have been presented throughout the Public Involvement process.
41	What happened to having hwy N be redirected behind Walgreens then hook up with Buckner? It would straighten out the road.	The Buckner Road Alternative expands on planned improvement for the current Route N and Route Z intersection. St. Charles County has an active project to realign Route Z to the east of Walgreens to create a more traditional signalized intersection, removing the current skew. The Buckner Road Alternative transitions south from Route N to Buckner Road just west of Route Z. This is depicted on public meeting maps available on the study website.
42	Excited to the see the progress of this project	Acknowledged.
43	Too many abbreviations	Acknowledged. Abbreviations are used in order to minimize the size of project-related documents while always intending to spell out for at least the first reference. We understand that there can still be confusion especially if not all meeting content is reviewed in order.

**Indicates comment identified for study team follow up with commenter, if contact information was provided*

Comment Form No.	Open-Ended Response	Study Team Response
44	Should be more of a formal presentation so public can ask questions to people in charge.	<p>Formal presentations have their place. In this instance, we chose the open house format to allow for stakeholders to speak directly with project team members. This allowed for the opportunity for pairing questions with the experts. Additionally, the open house allows for stakeholders to talk together.</p> <p>We also acknowledge that engaging with project team members and viewing the exhibit board and maps was challenging with approximately 200 individuals attending the meeting.</p>
45	The sooner the better before the area get overbuilt and current studies and plans are obsolete. Actually I think you are already so far behind the ball that within 5 years you will be wanting 6 lanes all the way to z	Acknowledged. St. Charles County and the local municipalities have made this corridor a regional priority with intentions to dedicate current funding and identify additional funding to advance design, right of way acquisition, and construction in manageable segments. Current planning is based on a traffic design year of The project team is dedicated to advancing this project as quickly as possible. For your information the with input from both East-West Gateway and St. Charles County to arrive at projects.
46	The opportunity to voice our concerns and possibly improve our church which is in the new construction area was great!	Acknowledged.
47	According to the maps, the route does not change going west until after Hwy Z. That is a mistake because the N/Z intersection is very congested and needs to be straightened out. The change needs to begin much closer to Perry Cate Blvd.	The Buckner Road Alternative expands on planned improvements for the current Route N and Route Z intersection. St. Charles County has an active project to realign Route Z to the east of Walgreens to create a more traditional signalized intersection, removing the current skew, and greatly improving operations. The Buckner Road Alternative transitions south from Route N to Buckner Road just west of Route Z. This is depicted on public meeting maps available on the study website.
48	Everything looks good. I'm most excited to see improvements at Z and N	Acknowledged.
49	The graphics were great.	Acknowledged.
50	We understand the crucial need for improvements, but we have concerns related to the idea of limited access and the width of the project.	<p>Related to access, MoDOT's access management guidelines are intended to balance the needs of adjacent and competing land uses. Also, the guidelines balance safe and efficient operation of a roadway as part of a larger network of roads. Thus, guidelines were developed to address proper spacing of public road intersections, traffic signals, and driveways. As traffic increases on a roadway the need for access management becomes more crucial. There are two primary approaches to access management that could be used on the future Route N corridor: a Two-Way Left-Turn Lane (TWLTL) or a raised median. The next phases of design will identify access management techniques to be applied to this corridor.</p> <p>Related to project width, we assume you are concerned about minimizing impacts to roadside landowners. Modern design standards were used in developing/laying out alternatives. These standards were used uniformly amongst alternatives to facilitate a fair comparison. As the project moves forward into design and more detailed survey information is acquired, it is anticipated that the width of the project will narrow somewhat and that minimization of impacts can be further considered.</p>
51	Please ensure easy access for residents and businesses along Hwy N. Long routes that require U-turn movements and RIRO turns will not suffice	Acknowledged. MoDOT's access management guidelines are intended to balance the needs of adjacent and competing land uses. The next phases of design will identify access management techniques to be applied to this corridor.