



Route N Study

Community Advisory Group (CAG)

Meeting #2

December 12, 2018





Agenda

- Introductions
- Recap of the CAG Meeting #1 and Public Meeting #1
- Purpose & Need Review
- Review of the Conceptual Alternatives
- Engineering and Environmental Updates
- Next Steps
- Questions & Discussion
- Adjourn



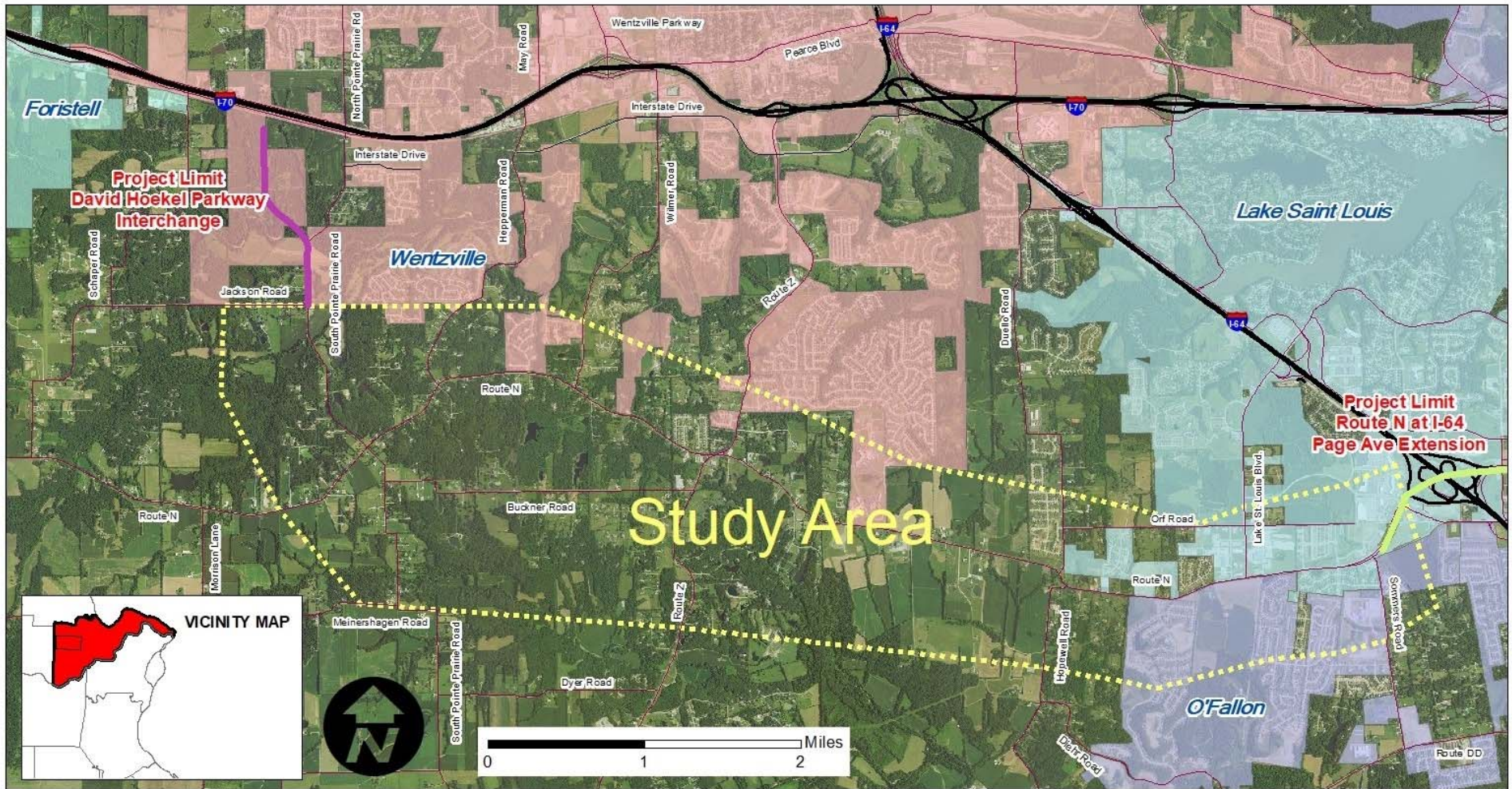
Route N NEPA Study

- Limits
 - From the David Hoekel Parkway east to the I-64/Route 364 interchange
- Co-Lead Agencies – MoDOT and FHWA
- Transportation Corridor Improvement Group
 - MoDOT
 - St. Charles County
 - Partnering with MoDOT
 - Elevated Route N to a regional long-range plan priority
 - East-West Gateway Council of Governments (MPO)
 - Partnering with MoDOT
 - Ensuring the study supports the regional vision





Study Area



Recap of the CAG Meeting #1 and Public Meeting #1



Group Exercise Themes

- Keep rural context
 - Not like Route K
- Concerns turning on and off Route N
- Congestion
 - At certain intersections and entrances to subdivisions
 - Infrastructure has not kept up with growth
- Design cannot handle current traffic
- Safety response time concerns
- Desire for bike/pedestrian accommodations



Purpose and Need



Purpose and Need and NEPA

- Code of Federal Regulations (CFR) – §1502.13 Purpose and Need
 - The statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action
- Purpose and Need is a fundamental element in a NEPA study
 - Those Conceptual Alternatives that meet the Purpose and Need are considered the Reasonable Alternatives





Study Purpose

- The Purpose (Goal) of the Route N NEPA study is to investigate and identify improvements intended to develop a safe and efficient network between the proposed southern limit of the David Hoekel Parkway and the existing Route N/Route 364 interchange at I-64





Study Need

- Overall, the need elements of the Route N NEPA Study are to:
 - Improve access and connectivity
 - Need to address deficiencies within the existing roadways
 - Need to mitigate conflict points/address difficult movements
 - Reduce congestion and delay
 - Need to address inadequate capacity
 - Need to address under-performing intersections and driveways
- These needs will serve as the primary evaluation factors to determine the Reasonable Alternatives





Improve Access and Connectivity

- Inadequate capacity along existing pathway
 - Daily traffic volumes range from 5,500 VPD west of Route Z to 18,000 VPD east of Route Z
- Design of existing pathway
 - Narrow, two-lane roadway with minimal shoulders for much of the corridor
 - Sharp turns and rolling hills
- Conflict points
 - Frequent driveways/intersections in eastern portion
 - Vehicles turning on/off Route N
 - Intersection types/configurations





Reduce Congestion and Delays

- The number of at-grade intersections
 - Lake St. Louis Boulevard
 - Route Z intersection configuration
 - Hopewell/Duello
 - Perry Cate
- Numerous driveways with direct access to Route N
 - Major subdivisions
 - Schools and churches
 - Businesses





Other Evaluation Objectives

- Secondary evaluation objectives:
 - To improve safety for the traveling public
 - To accommodate bicycle/pedestrian users
 - To improve access management or provide other mitigation for frequent existing access points
 - To take existing planning documents into consideration
 - To provide route options and circulation to existing and future land uses



Review of the Conceptual Alternatives



Conceptual Alternatives

- Initial range of alternatives under consideration
- CFR – §1502.14 Alternatives including the proposed action
 - Rigorously explore and objectively evaluate alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated
- Ability to meet Purpose and Need will narrow Conceptual Alternatives down to the Reasonable Alternatives





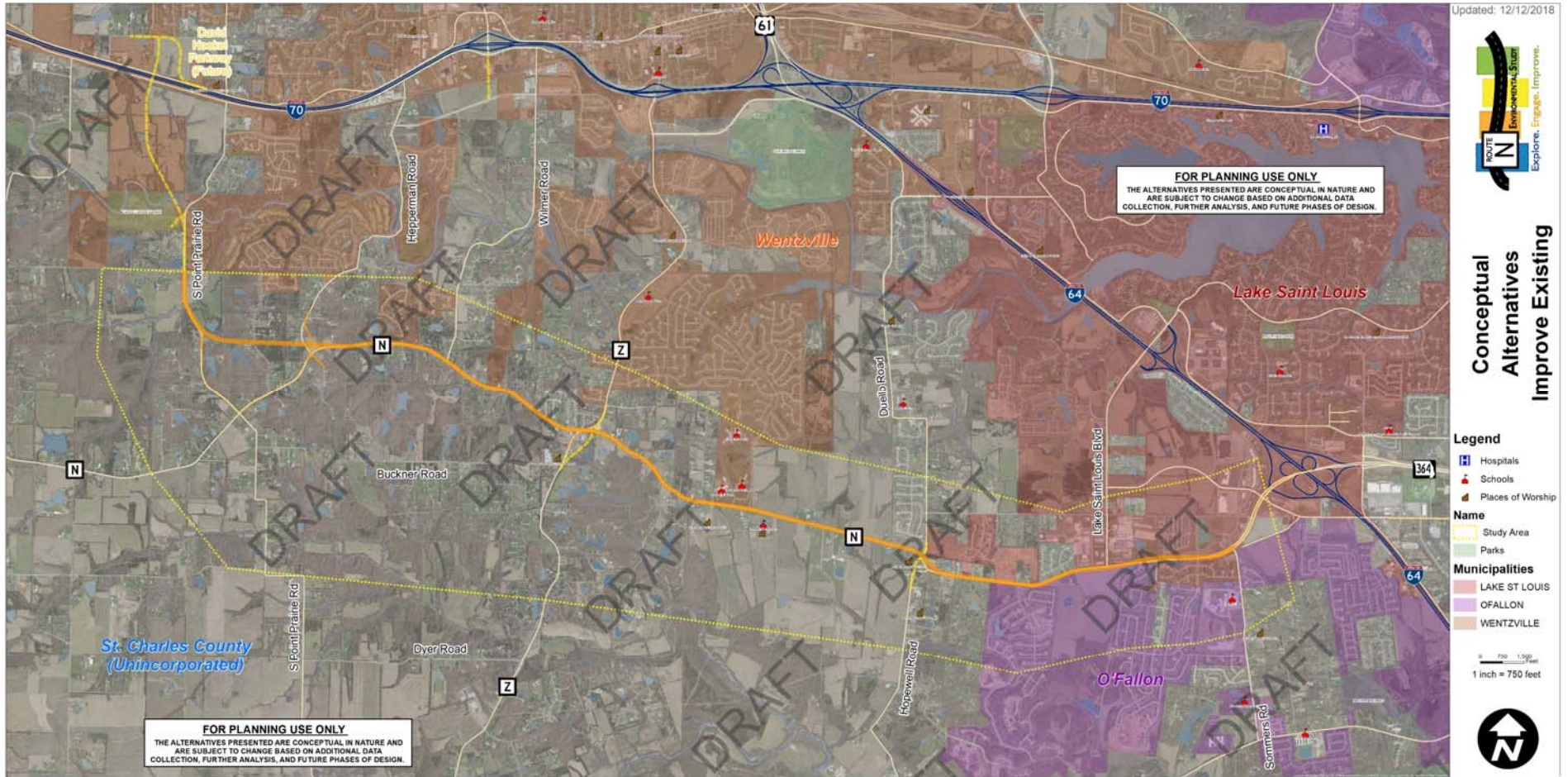
CAG Role in Conceptual Alternatives

- Engage in the advantages/disadvantages of the Conceptual Alternatives
- Provide feedback on the Conceptual Alternatives
 - Also note why you like or dislike a Conceptual Alternative
- Your input assists the study team in refining the Conceptual Alternatives presented today



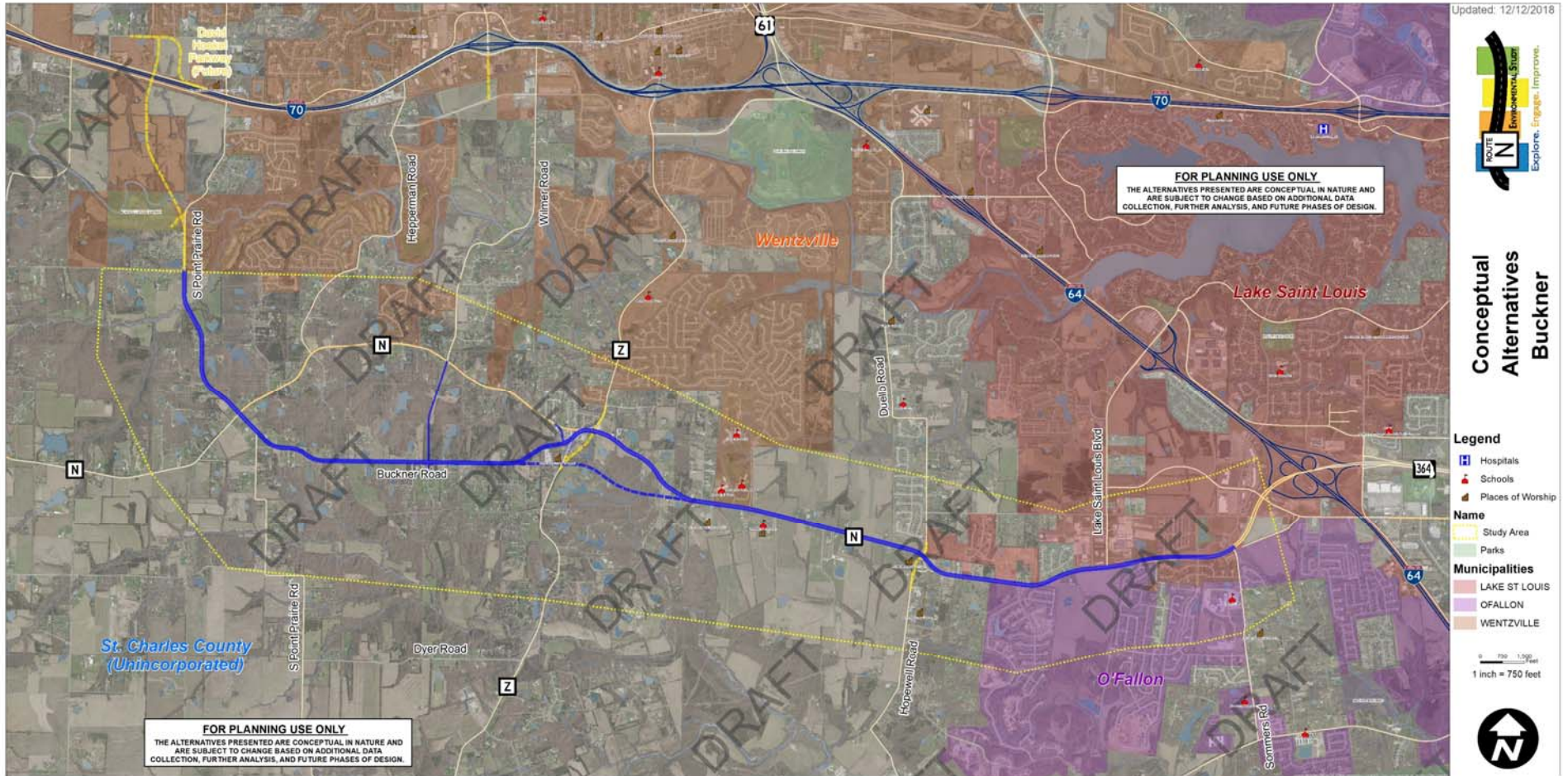


Improve Existing Route N Conceptual Alternative



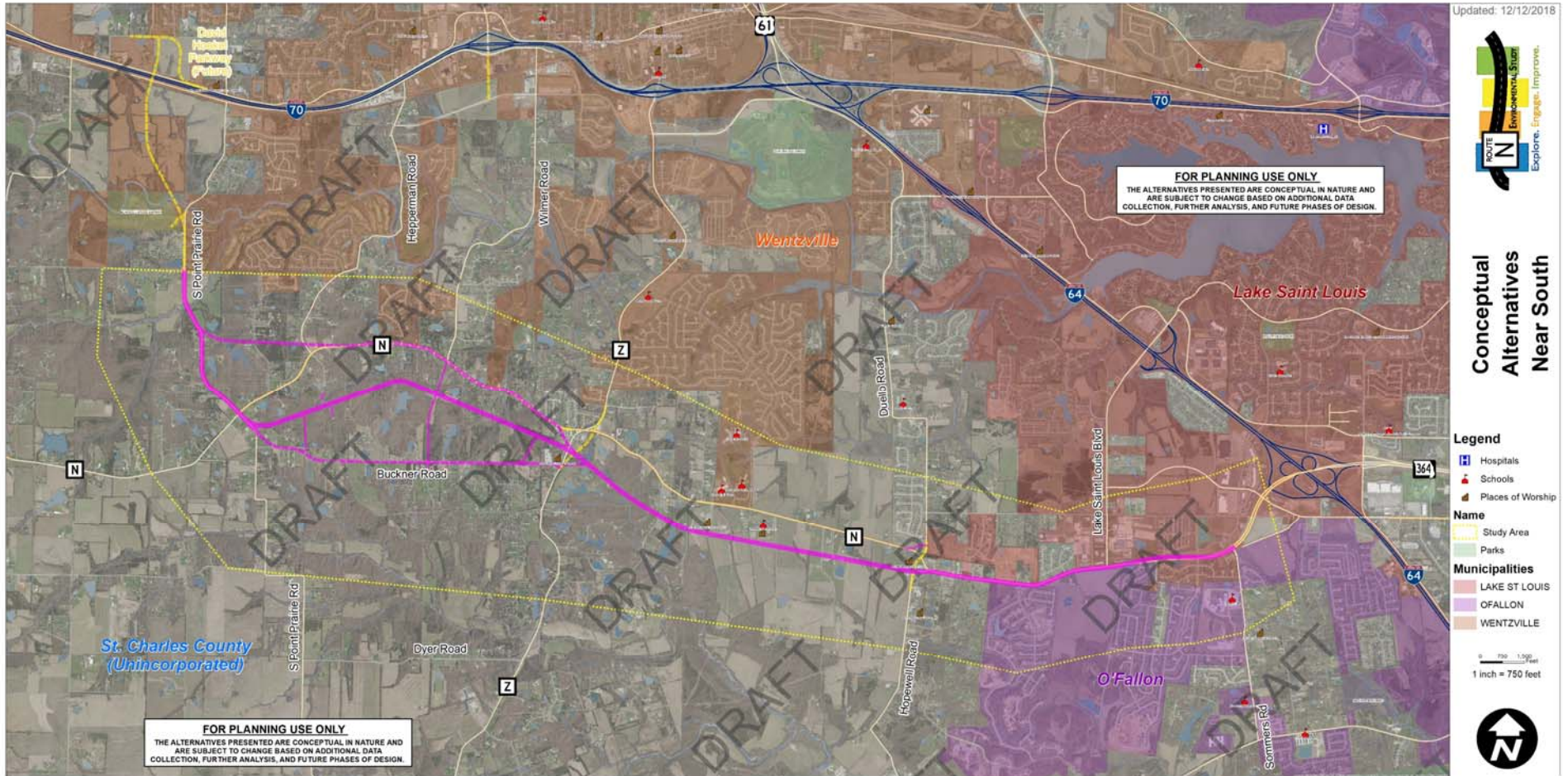


Buckner Road Conceptual Alternative



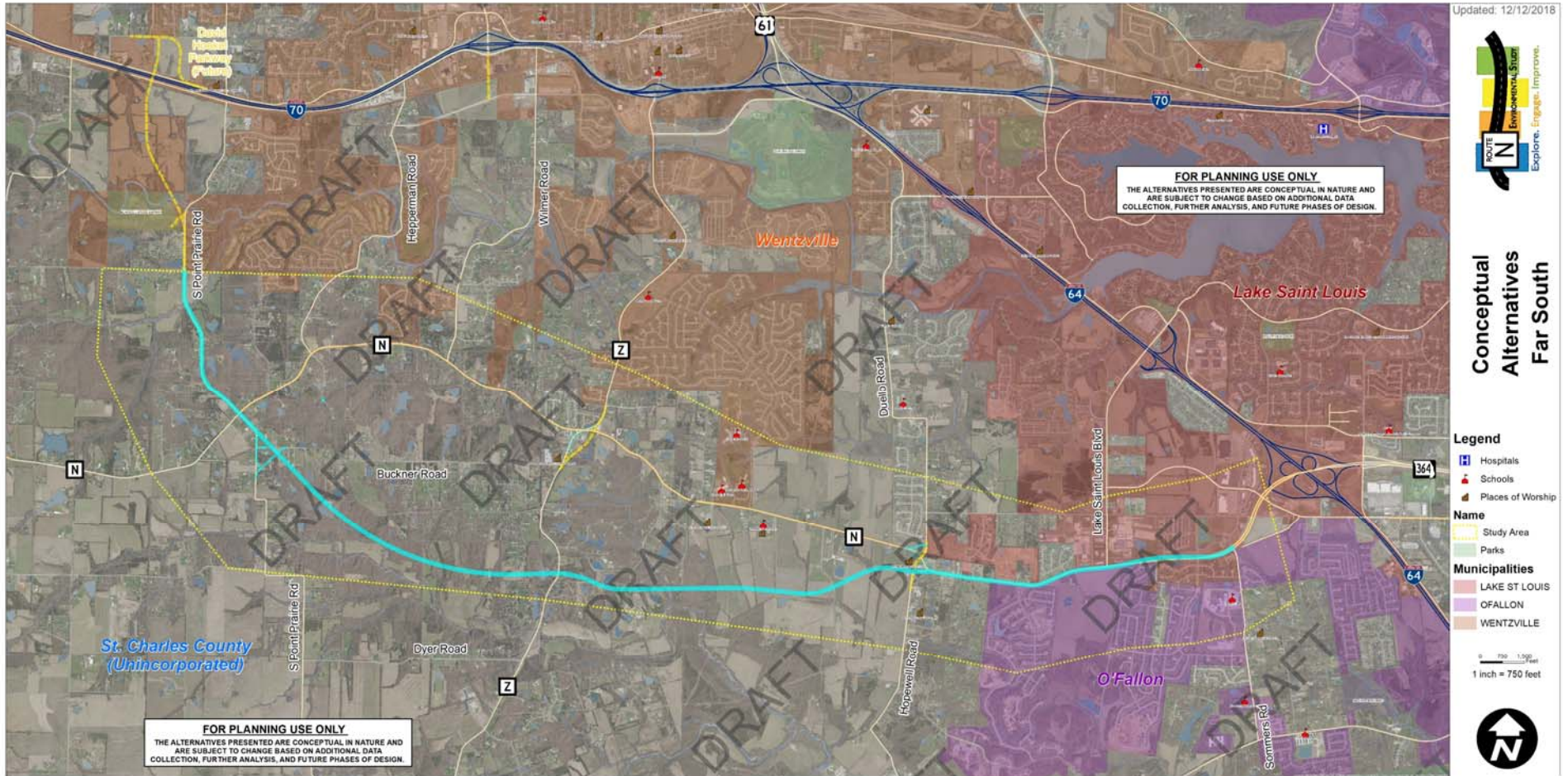


Near South Conceptual Alternative



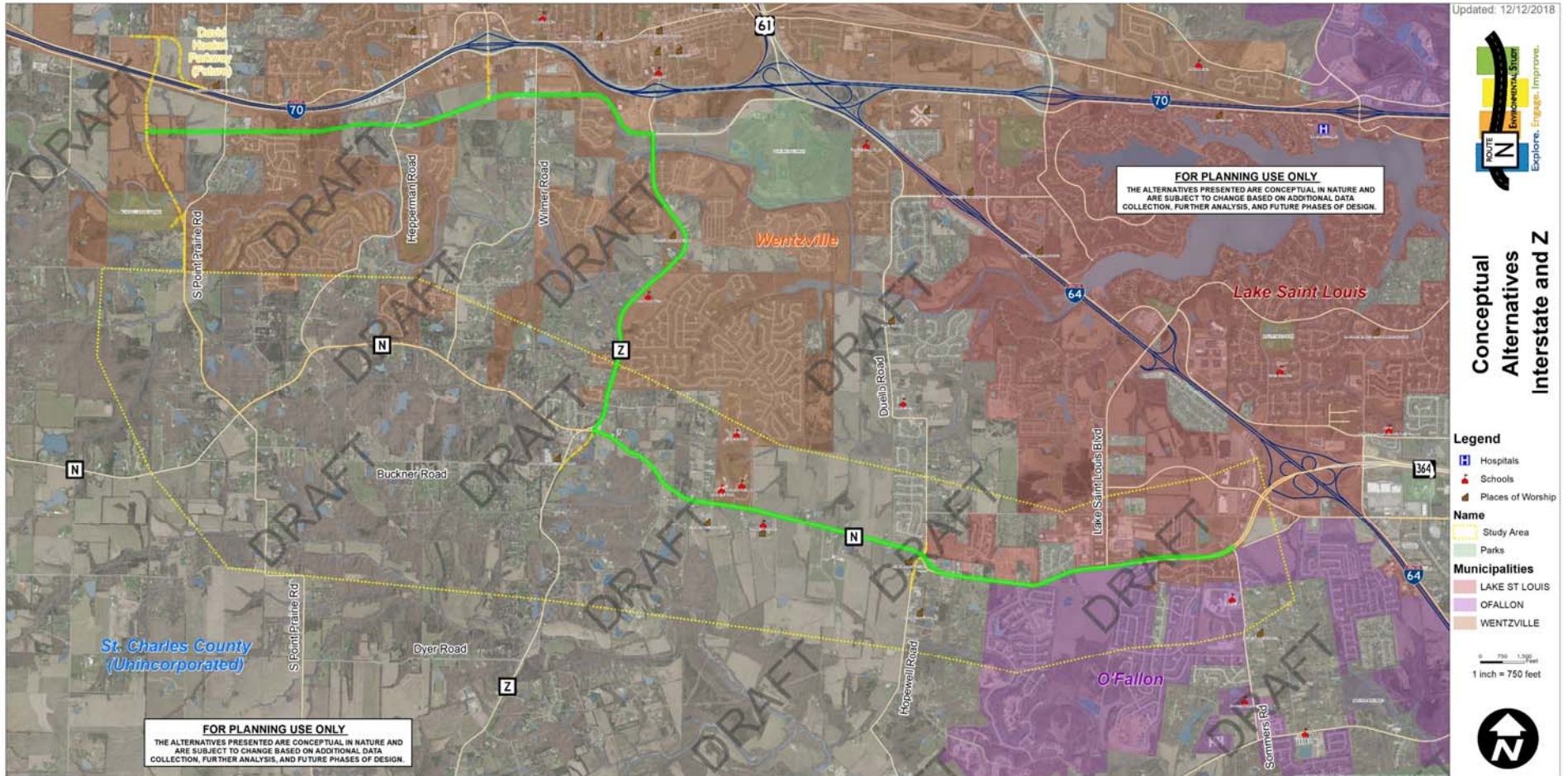


Far South Conceptual Alternative





Interstate Drive/Z Conceptual Alternative



Updated 12/12/2018

Conceptual Alternatives Interstate and Z

Legend

- Hospitals
- Schools
- Places of Worship

Name

- Study Area
- Parks

Municipalities

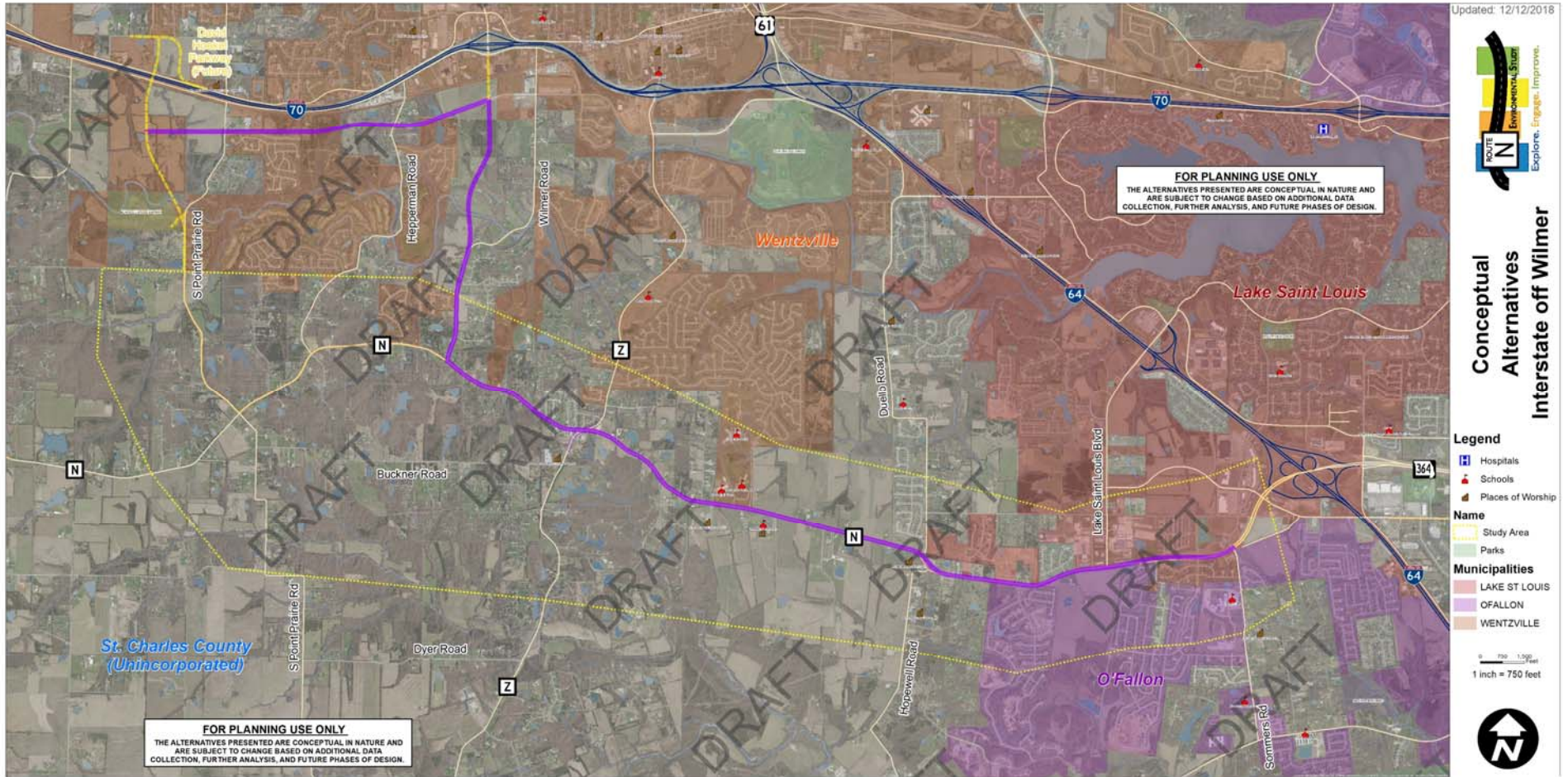
- LAKE ST LOUIS
- OFALLON
- WENTZVILLE

0 500 1,000 Feet
1 inch = 750 feet

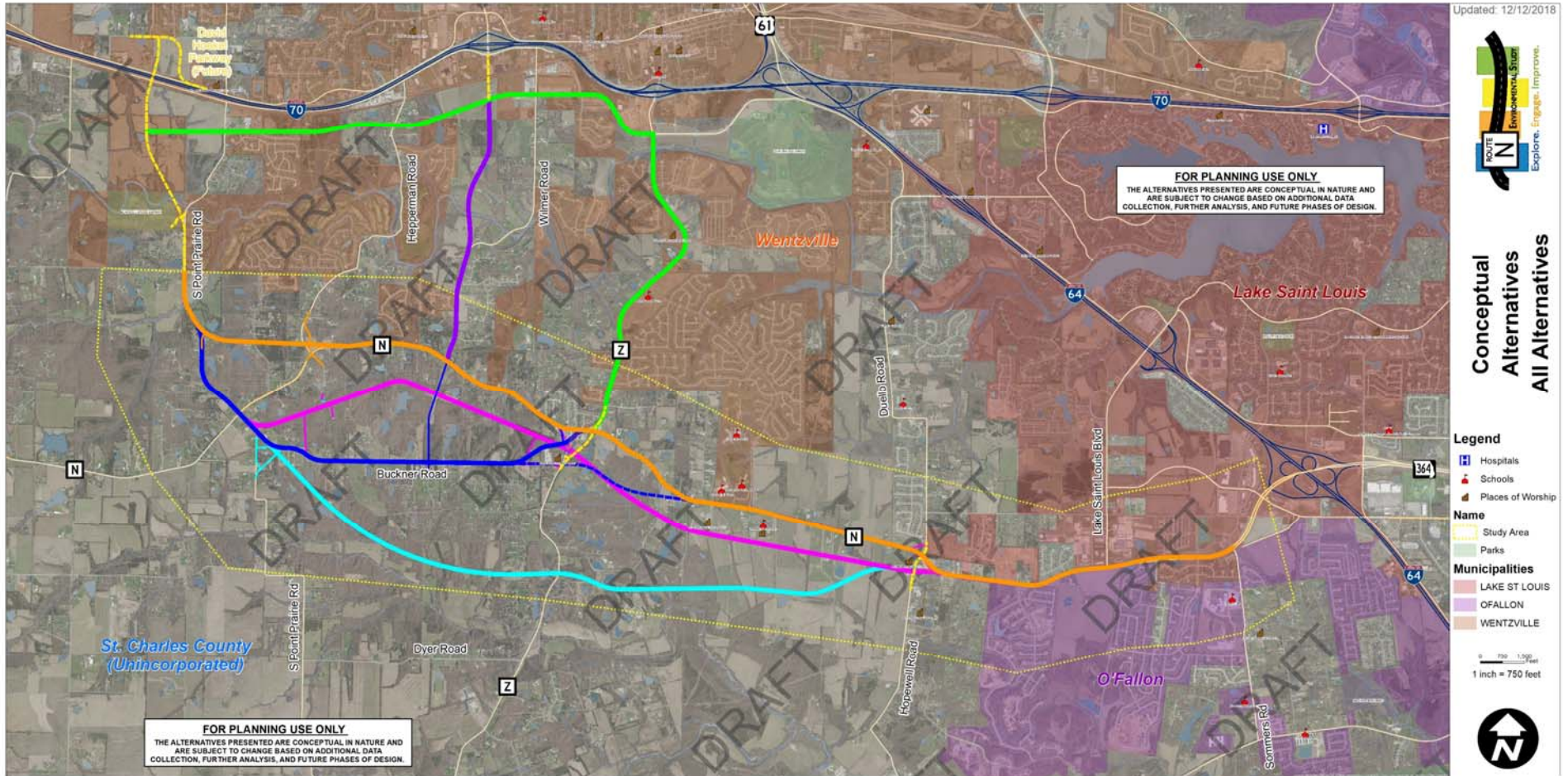




Interstate Drive/Z/Off-Alignment Conceptual Alternative



All Conceptual Alternatives





Engineering and Environmental Updates





Traffic Volumes

Road	Classification	ADT
Route Z – North of Route N	Minor Arterial	7,500 to 20,000
Lake St. Louis Boulevard		
Route N – I-64 to Route Z		
Wilmer Road	Major Collector	2,500 to 7,500
Route Z – South of Route N		
Perry-Cate Boulevard		
Duello Road		
Sommer Road		
Interstate Drive		
South Point Prairie Road-North of Jackson Road		
Hepperman Road-North of Golf Club Drive		
Route N – Route Z to Warren County	Minor Collector	1,500 to 2,500
Jackson Road		
Hepperman Road-South of Golf Club Drive		
South Point Prairie Road-North of Route N		
Interstate Drive-South Point Prairie Road to Route Z	Local Street	Less than 1,500
Buckner Road		
South Point Prairie Road-South of Route N		





Crash Data

- 599 crashes recorded along Route N between S. Pointe Prairie Road and the I-64/MO 364 interchange in the past 5 years (2013-2017)

Crash Data for 2013-2017

Roadway	Fatal	Disabling Injury	Minor Injury	Property Damage Only	Total
Route N (S. Pointe Prairie Road to MO 364)	2	9	107	481	599

Crash Data for 2013-2017

Roadway	2013	2014	2015	2016	2017
Route N - Number of Crashes <i>Total Crashes Including Intersections</i>	104	101	127	145	122
Route N - Crash Rate	253.52	243.61	223.28	277.39	177.70
Statewide Average Crash Rate	212.52	211.21	214.49	221.29	<i>Not Available</i>

58% of all crashes on Route N were rear end crashes
 11% of all crashes on Route N were out of control crashes
 10% of all crashes on Route N were left turn/right turn crashes





Environmental Analysis

- Consultation with Native American Tribes
- Development of a GIS Database
- Initial Cultural Resource Evaluation
- Collaboration with Environmental Agencies
- Field Work for Important Natural Resources
- Review of Important Planning Documents



Next Steps



Project Schedule

- CAG #3 – Early 2019
 - Reasonable Alternatives
- Public Meeting #2 – Early 2019
- Approved EA – November 2019
- Study Complete – Early 2020



Questions and Discussion

Adjourn