

# Route N Corridor Study

## Community Advisory Group (CAG) Meeting

April 7, 2022

# Agenda

- Introductions
- Review of Previous Study Progress
  - Study Overview
  - Study Alternatives
  - Identification of the Tentative Preferred Alternative
- Transition to PEL Study
- Next Steps
- Questions & Discussion

# Introductions

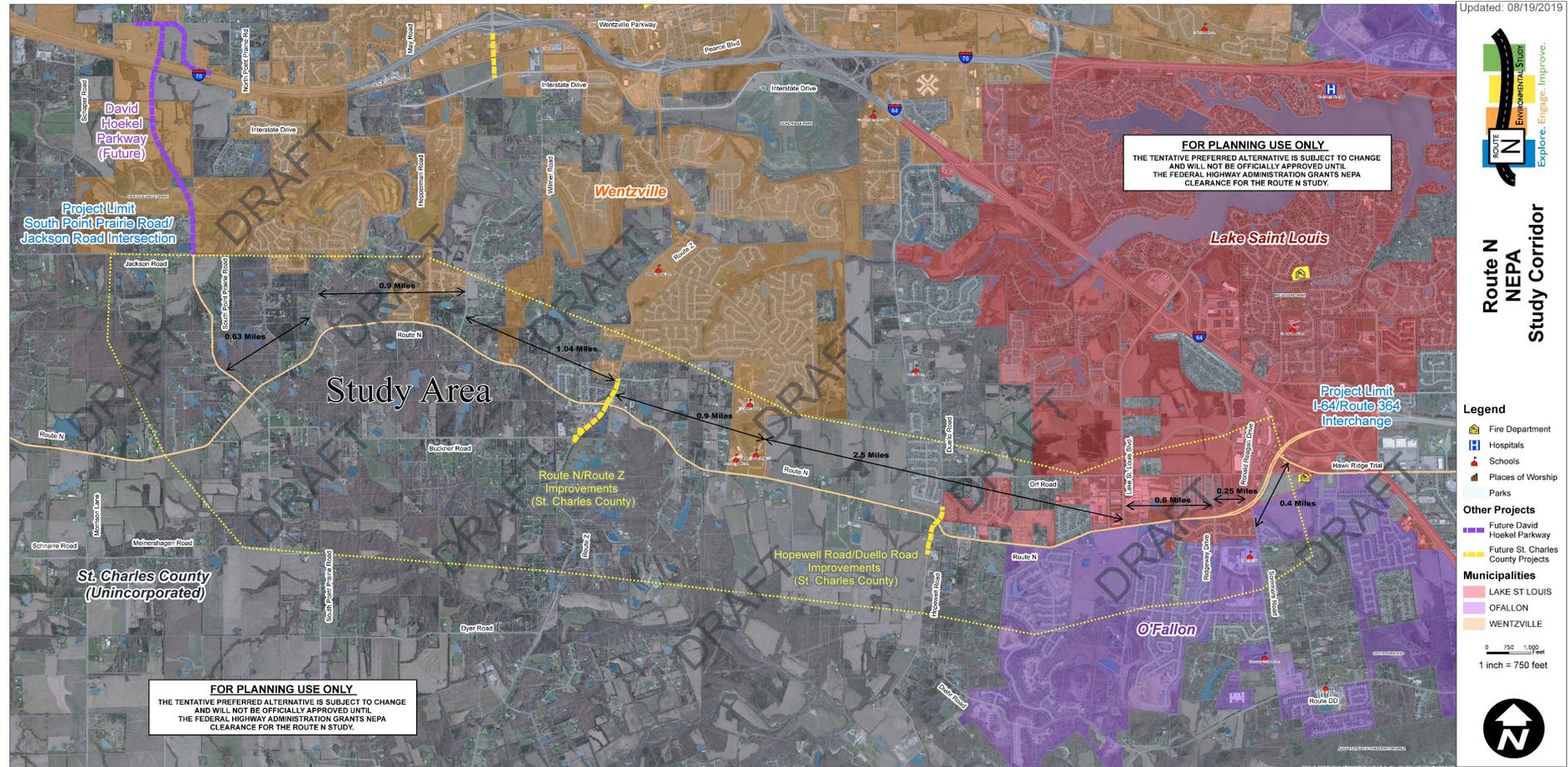
# Study Overview

# Route N NEPA Study

- Limits
  - From the South Point Prairie Road/Jackson Road intersection east to the I-64/Route 364 interchange
- Co-Lead Agencies – MoDOT and FHWA
- Transportation Corridor Improvement Group (TCIG)
  - 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



# 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 South Point Prairie Road/Jackson Road intersection and the I-64/Route 364 interchange

# Study Need

Overall, the need elements of the Route N NEPA Study are to:

- Improve access and connectivity
  - Need to provide access to important study area resources
  - Need to address deficiencies within the existing roadways
  - Need to improve connectivity through the study area
- Reduce congestion and delay
  - Need to address inadequate capacity
  - Need to address poorly operating intersections and driveways
  - Need to provide appropriate access management opportunities

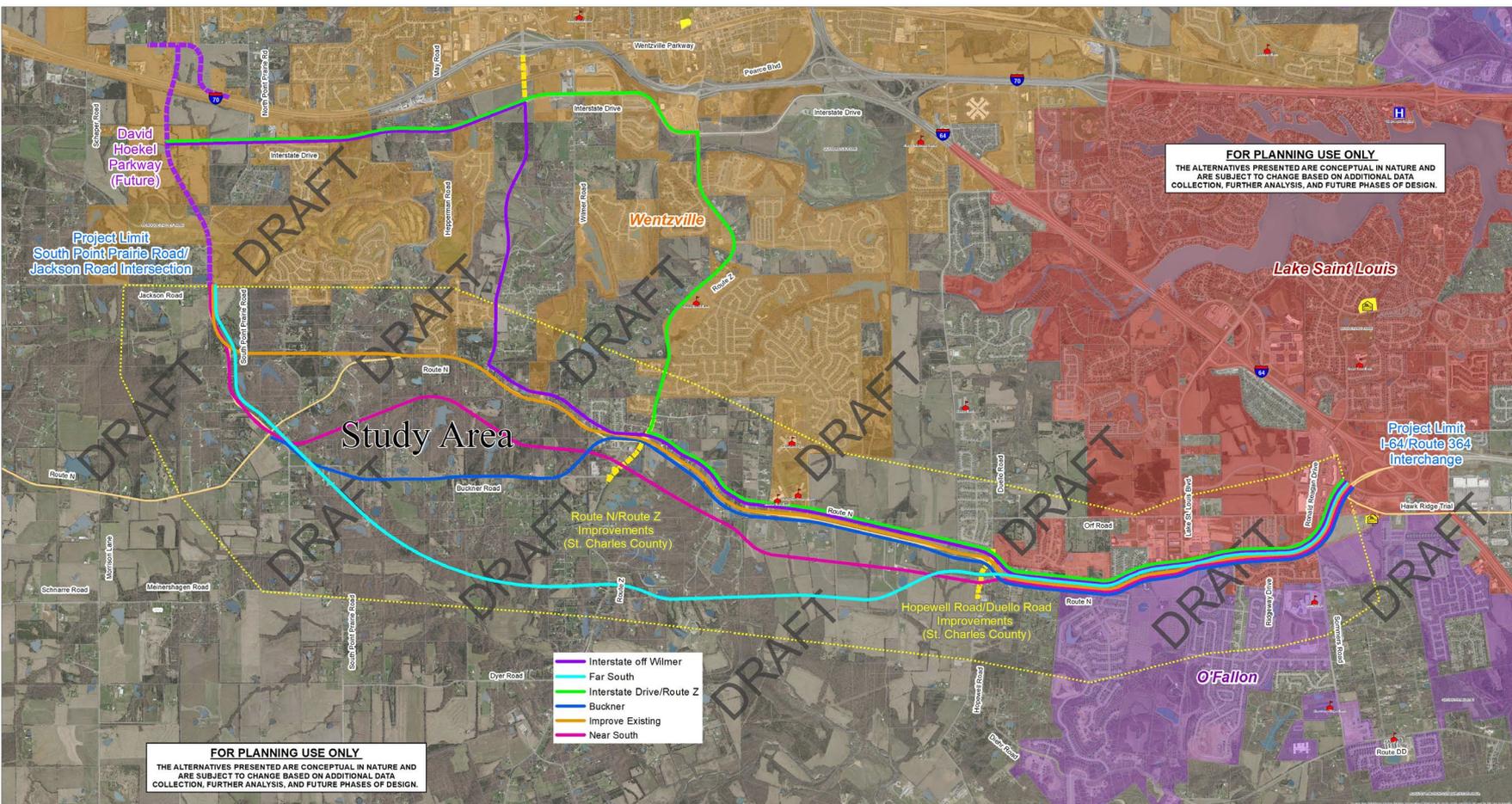
These need elements served as the primary evaluation factors to determine the Reasonable Alternatives

# Study Progress

- NEPA Study Began (Summer 2018)
- Public Meeting #1 (November 2018)
  - Stakeholder input about project need
- Purpose and Need
  - Draft Purpose and Need vetted with public and FHWA
- Public Meeting #2 (February 2019)
  - Develop and Screen Conceptual Alternatives
  - Identify Reasonable Alternatives
- Identified Tentative Preferred Alternative (mid/late 2019)
  - Based on assessment of the Reasonable Alternatives
  - Prepared draft Environmental Assessment
  - Draft EA reviews by TCIG and FHWA

# Conceptual Alternatives

# Conceptual Alternatives



Updated: 12/05/2019



**Conceptual Alternatives**  
**All Alternatives**



# Reasonable Alternatives

# No Build Alternative

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

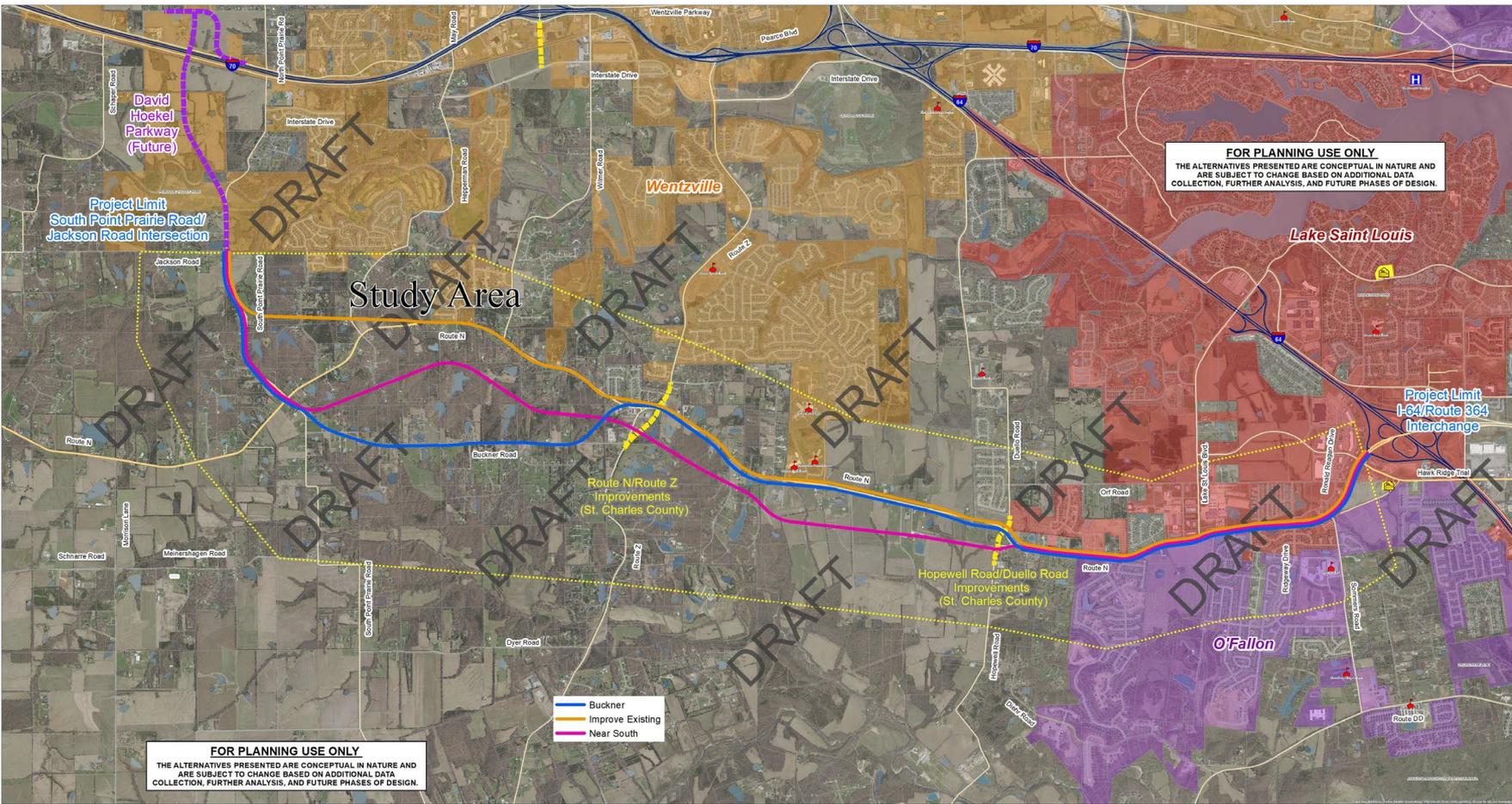
# Roadway Configuration of the Reasonable Build Alternatives

- Six lanes from Route 364 to Sommers Road
- Four lanes from Sommers Road to:
  - Hepperman Road – Improve Existing Alternative
  - Route N/South Point Prairie intersection – Buckner Road Alternative
  - Route N/South Point Prairie intersection – Near South Alternative
- Two lanes from:
  - Hepperman Road to Jackson Road – Improve Existing Alternative
  - Route N/South Point Prairie intersection to Jackson Road – Buckner Road Alternative
  - Route N/South Point Prairie intersection to Jackson Road – Near South Alternative

# Roadway Configuration of the Reasonable Build Alternatives

- Paved shoulders on both sides of corridor
- Center median/turn lane
- Sidewalks on both sides of roadway
  - Requires local cost participation
- Stormwater system
  - Curb and gutter from Route 364 to Route Z
    - Improve Existing and Buckner Road Alternatives
  - Curb and gutter from Route 364 to Hopewell/Duello
    - Near South Alternative
  - Drainage ditches from west of these locations to Jackson Road

# Reasonable Build Alternatives



Updated: 11/07/2019



### Reasonable Alternatives

#### Legend

-  Fire Department
-  Hospitals
-  Schools
-  Places of Worship
-  Parks
- Other Projects**
-  Future David Hoekel Parkway
-  Future St. Charles County Projects
- Municipalities**
-  LAKE ST LOUIS
-  OFALLON
-  WENTZVILLE

0 750 1,500 Feet  
1 inch = 750 feet



**FOR PLANNING USE ONLY**  
THE ALTERNATIVES PRESENTED ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE BASED ON ADDITIONAL DATA COLLECTION, FURTHER ANALYSIS, AND FUTURE PHASES OF DESIGN.

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# Identification of the Tentative Preferred Alternative

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



# Transition to PEL Study

# Pause of the NEPA Study

- The Route N NEPA study was paused during the review of the draft Environmental Assessment (EA).
- Due to the lack of available funding to fully fund the corridor on the region's Long Range Transportation Plan, the 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.
- In late 2021, MoDOT in cooperation with FHWA determined the EA study needed to transition into a planning and environmental linkages (PEL) study.

# What is a PEL Study?

## 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."

# Why Transition to a PEL Study

## Planning and Environmental Linkages

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



# PEL Study Progress

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

# Next Steps

# Study Schedule

- Complete PEL Questionnaire Reviews
  - MoDOT, East-West Gateway, and St. Charles County reviewed February 2022
  - FHWA review and collaboration point with agencies March/April 2022
- Public Involvement
  - Technical Advisory Group Meeting held on March 30, 2022
  - Community Advisory Group Meeting on April 7, 2022
  - Elected Officials Briefing and Public Meeting on April 12, 2022
- PEL Study Complete – May 2022



# Public Outreach and Input

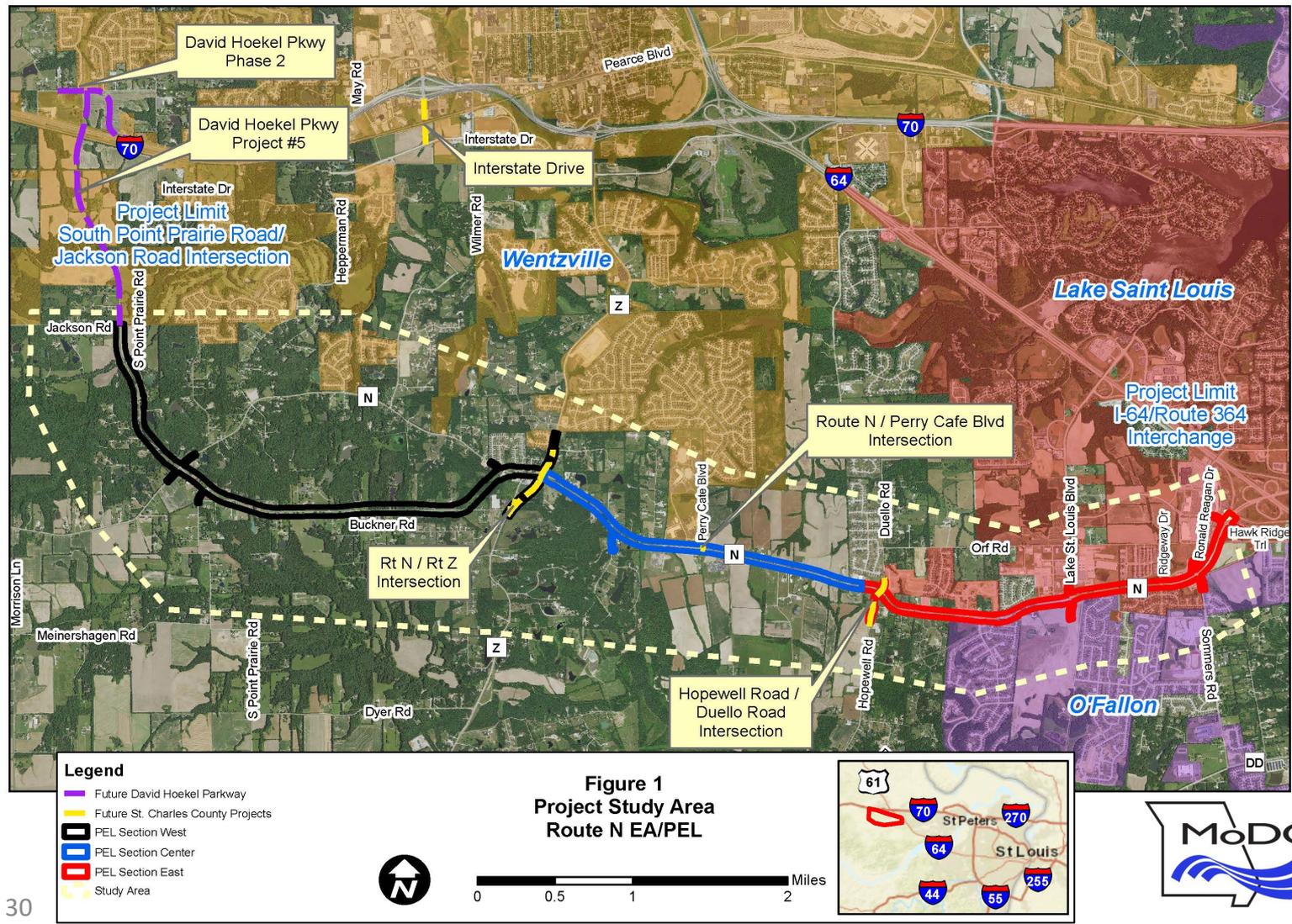
- MoDOT is engaging elected officials and community stakeholders prior to and in parallel with the public meeting.
- The community is invited to participate in the upcoming public meeting on April 12, 2022 and to submit comments on the Route N study.
  - The public meeting will explain the transition 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.
- Public meeting materials will be made available online.
- MoDOT will send updates to people who subscribed to the study email list.

# Following the PEL Study

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

- **West End of the Corridor** – St. Charles County is working with a consultant to conduct preliminary engineering between the Route N / Route Z intersection and South Point Prairie / Jackson Road intersection. The County has 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.

# Corridor Segments



# Questions and Discussion

# Adjourn

Route N Study Public Meeting  
Tuesday, April 12<sup>th</sup>  
4:30 pm to 6:30 pm  
National Equestrian Center  
6880 Lake St Louis Blvd, Lake St Louis, MO 63367