

COMPARISON OF ALTERNATIVES - 2026							
PEAK PERIOD	INTERSECTION APPROACH	NO BUILD	BUILD				
			ALTERNATIVE 1 - SIGNAL	ALTERNATIVE 2 - RAB	ALTERNATIVE 3 - RAB	ALTERNATIVE 4 - RAB	ALTERNATIVE 5 - SIGNALS
AM (7:00 AM TO 8:00 AM)	<b>OVERALL INTERSECTION</b>					<b>A (6.8)</b>	<b>B (14.0)</b>
	WBT					A (3.7) [35]	A (4.2) [45]
	WBL					A (4.3) [35]	A (9.1) [86]
	EAST APPROACH - WB RTE K	B (11.5) [35]	B (10.6) [104]	A (3.9) [23]	A (3.7) [21]	A (4) [35]	A (7.1) [86]
	WEST APPROACH - EB RTE K	A (0.3) [0]	C (25.4) [261]	A (9.0) [74]	A (8) [62]	A (8) [62]	B (17.7) [240]
	SOUTH APPROACH - NOTRE DAME DR	D (25.5) [25]	C (25.5) [44]	A (0.4) [1]	A (7) [10]	A (8) [20]	C (25.9) [50]
	NORTH APPROACH - PARKWOOD	n/a	C (27.2) [71]	A (4.8) [9]	n/a	n/a	n/a
SCHOOL PM (3:00 PM TO 4:00 PM)	<b>OVERALL INTERSECTION</b>					<b>A (5.5)</b>	<b>B (12.5)</b>
	WBT					A (6.5) [62]	B (12.1) [211]
	WBL					A (3.1) [4]	A (9.0) [24]
	EAST APPROACH - WB RTE K	A (8) [3]	A (9.2) [218]	A (5.0) [31]	A (4.7) [27]	A (6.2) [62]	B (11.8) [211]
	WEST APPROACH - EB RTE K	A (0.7) [3]	B (19.3) [102]	A (3.9) [16]	A (3.7) [14]	A (3.7) [14]	B (12.9) [71]
	SOUTH APPROACH - NOTRE DAME DR	C (17.8) [28]	C (27.6) [75]	A (1.1) [7]	A (4.9) [15]	A (6.3) [32]	B (16.3) [77]
	NORTH APPROACH - PARKWOOD	n/a	C (25.7) [34]	A (5.3) [5]	n/a	n/a	n/a
PM (4:45 PM TO 5:45 PM)	<b>OVERALL INTERSECTION</b>					<b>A (5.9)</b>	<b>A (6.3)</b>
	WBT					A (7.3) [126]	A (6.2) [225]
	WBL					A (2.9) [5]	A (3.7) [16]
	EAST APPROACH - WB RTE K	A (8.3) [5]	B (13.0) [405]	A (5.5) [48]	A (5) [43]	A (7) [126]	A (6.0) [225]
	WEST APPROACH - EB RTE K	A (0.8) [3]	C (20.1) [125]	A (4.2) [19]	A (4) [18]	A (4) [18]	A (5.7) [53]
	SOUTH APPROACH - NOTRE DAME DR	C (19.8) [5]	C (25.7) [26]	A (1.1) [2]	A (4.2) [3]	A (4.3) [6]	C (32.9) [46]
	NORTH APPROACH - PARKWOOD	n/a	C (25.7) [34]	A (6.5) [6]	n/a	n/a	n/a

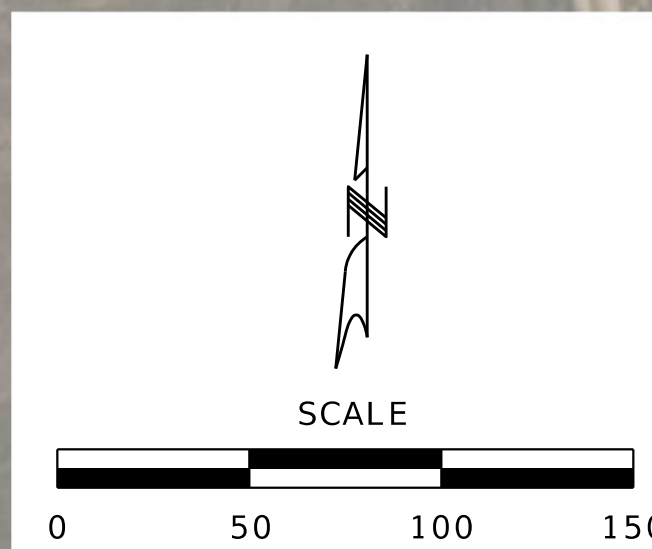
ALTERNATIVES 1, 2 & 3

ALTERNATIVES 4 & 5

ROUTE K

NOTRE DAME DR

COMPARISON OF ALTERNATIVES - 2046							
PEAK PERIOD	INTERSECTION APPROACH	NO BUILD	BUILD				
			ALTERNATIVE 1 - SIGNAL	ALTERNATIVE 2 - RAB	ALTERNATIVE 3 - RAB	ALTERNATIVE 4 - RAB	ALTERNATIVE 5 - SIGNALS
AM (7:00 AM TO 8:00 AM)	<b>OVERALL INTERSECTION</b>					<b>B (10.4)</b>	<b>B (17.8)</b>
	WBT					A (3.8) [21]	A (4.5) [59]
	WBL					A (4.4) [34]	B (16.6) [210]
	EAST APPROACH - WB RTE K	C (17.9) [90]	B (18.1) [#284]	A (4.6) [35]	A (4.2) [32]	A (4.1) [34]	B (11.7) [210]
	WEST APPROACH - EB RTE K	A (0.5) [3]	C (33.9) [#397]	C (16.7) [237]	B (13) [188]	B (13) [188]	C (21.1) [369]
	SOUTH APPROACH - NOTRE DAME DR	E (47.3) [55]	C (25.7) [50]	A (0.7) [3]	B (10.3) [17]	B (13.2) [39]	C (26.0) [59]
	NORTH APPROACH - PARKWOOD	n/a	C (28.0) [97]	A (6.1) [14]	n/a	n/a	n/a
SCHOOL PM (3:00 PM TO 4:00 PM)	<b>OVERALL INTERSECTION</b>					<b>A (7.4)</b>	<b>B (14.8)</b>
	WBT					A (9.0) [109]	B (15.8) [330]
	WBL					A (3.3) [6]	A (9.5) [31]
	EAST APPROACH - WB RTE K	A (8.4) [5]	B (12.0) [355]	A (6.3) [48]	A (6.2) [69]	A (8.5) [109]	B (15.2) [330]
	WEST APPROACH - EB RTE K	A (0.9) [3]	C (20.6) [140]	A (4.5) [23]	A (4.6) [26]	A (4.2) [20]	B (13.5) [96]
	SOUTH APPROACH - NOTRE DAME DR	C (27.6) [50]	C (28.7) [101]	A (1.4) [11]	A (4.9) [5]	A (8.8) [60]	B (16.7) [143]
	NORTH APPROACH - PARKWOOD	n/a	C (25.9) [44]	A (7.0) [9]	n/a	n/a	n/a
PM (4:45 PM TO 5:45 PM)	<b>OVERALL INTERSECTION</b>					<b>A (8.3)</b>	<b>A (8.8)</b>
	WBT					B (10.9) [314]	A (9.9) [434]
	WBL					A (3.1) [7]	A (4.1) [20]
	EAST APPROACH - WB RTE K	A (8.8) [8]	C (28.0) [#878]	A (7.1) [79]	A (5.8) [41]	B (10.3) [314]	A (9.5) [434]
	WEST APPROACH - EB RTE K	A (1.1) [5]	C (26.6) [188]	A (4.9) [29]	A (4.2) [20]	A (4.6) [26]	A (6.1) [78]
	SOUTH APPROACH - NOTRE DAME DR	D (29.5) [13]	C (26.0) [35]	A (1.4) [3]	A (6.2) [23]	A (5.2) [10]	C (33.2) [55]
	NORTH APPROACH - PARKWOOD	n/a	C (25.9) [44]	A (9.4) [11]	n/a	n/a	n/a



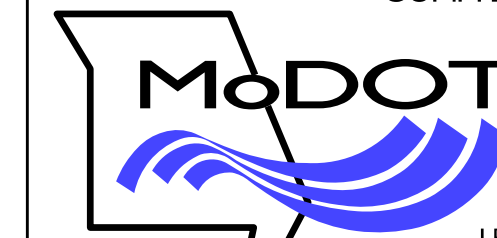
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC/VEH)	
	SIGNALIZED	UNSIGNALIZED
A	0-10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50



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J9S3847 - ROUTE K  
ROADWAY IMPROVEMENTS  
CONCEPT PLAN  
LEVEL OF SERVICE