

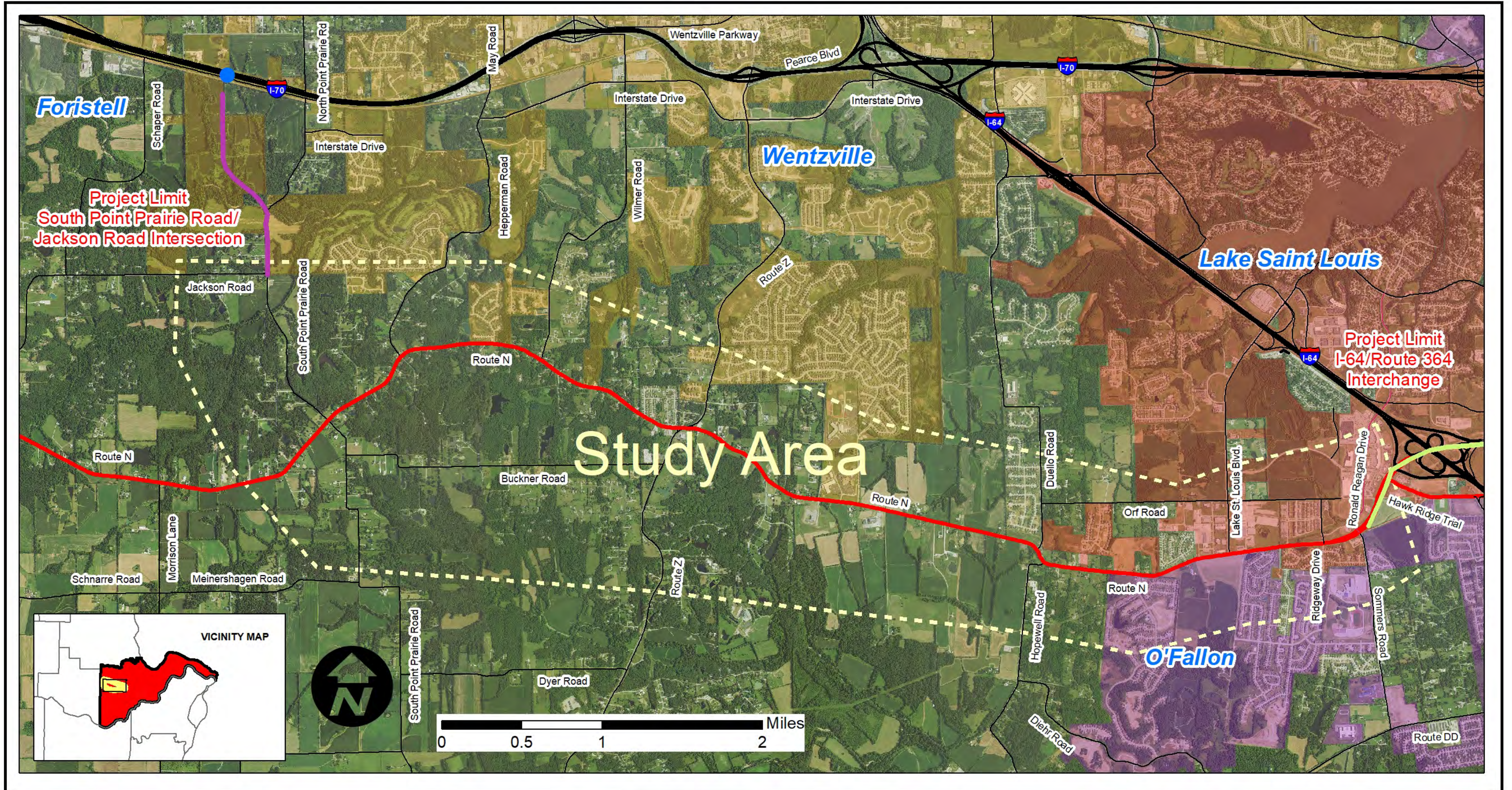
*Welcome to the  
Public Information Meeting  
for the*

# Route N Study

# Station #1

## Study Overview

# Study Area



# Project Schedule

- Preferred Alternative – Early Summer 2019
- Approved Environmental Assessment – November 2019
- Public Hearing – Late 2019
- Completed Environmental Assessment – Early 2020





# Purpose and Need for the Route N NEPA Study

- The purpose of the study is identify improvements to develop a safe and efficient roadway network along Route N
- The need of the study is to improve access and connectivity as well as reduce congestion and delays
- Issues affecting the existing corridor include:
  - Two-lane roadway with minimal shoulders
  - Difficulty turning on to and off of Route N
  - Numerous major intersections and major driveways
  - Higher traffic volumes than Route N was designed for
    - Daily traffic ranges from 5,500 vehicles west of Route Z to over 18,000 east of Route Z

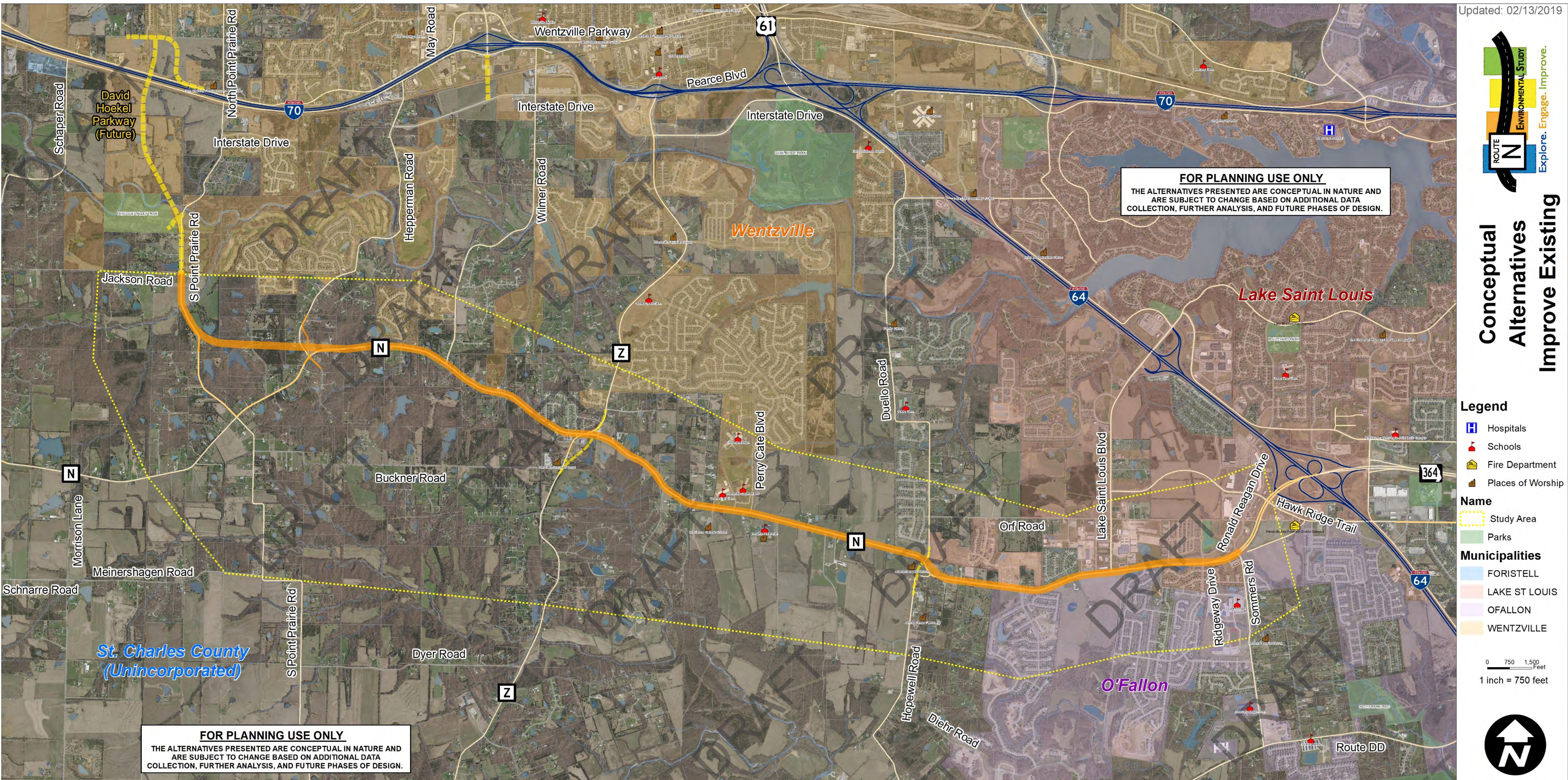


# Station #2

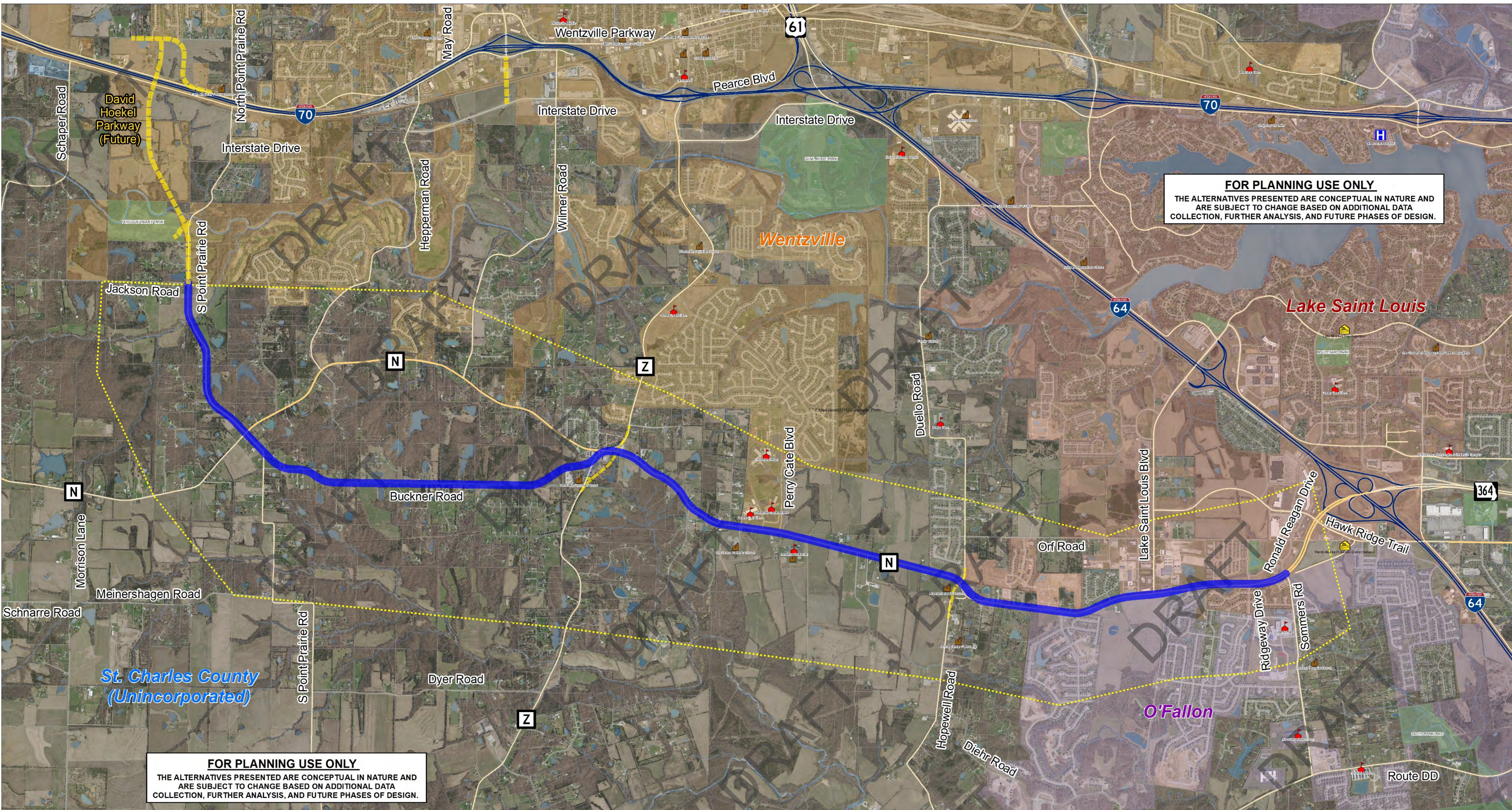
## Conceptual Alternatives

The Conceptual Alternatives are the initial range of alternatives that were analyzed to determine whether they meet the project's Purpose and Need.

# Conceptual Alternative Improve Existing Route N







# Conceptual Alternative Buckner Road



Updated: 02/13/2019



## Conceptual Alternatives Buckner

- Legend**
-  Fire Department
  -  Hospitals
  -  Schools
  -  Places of Worship

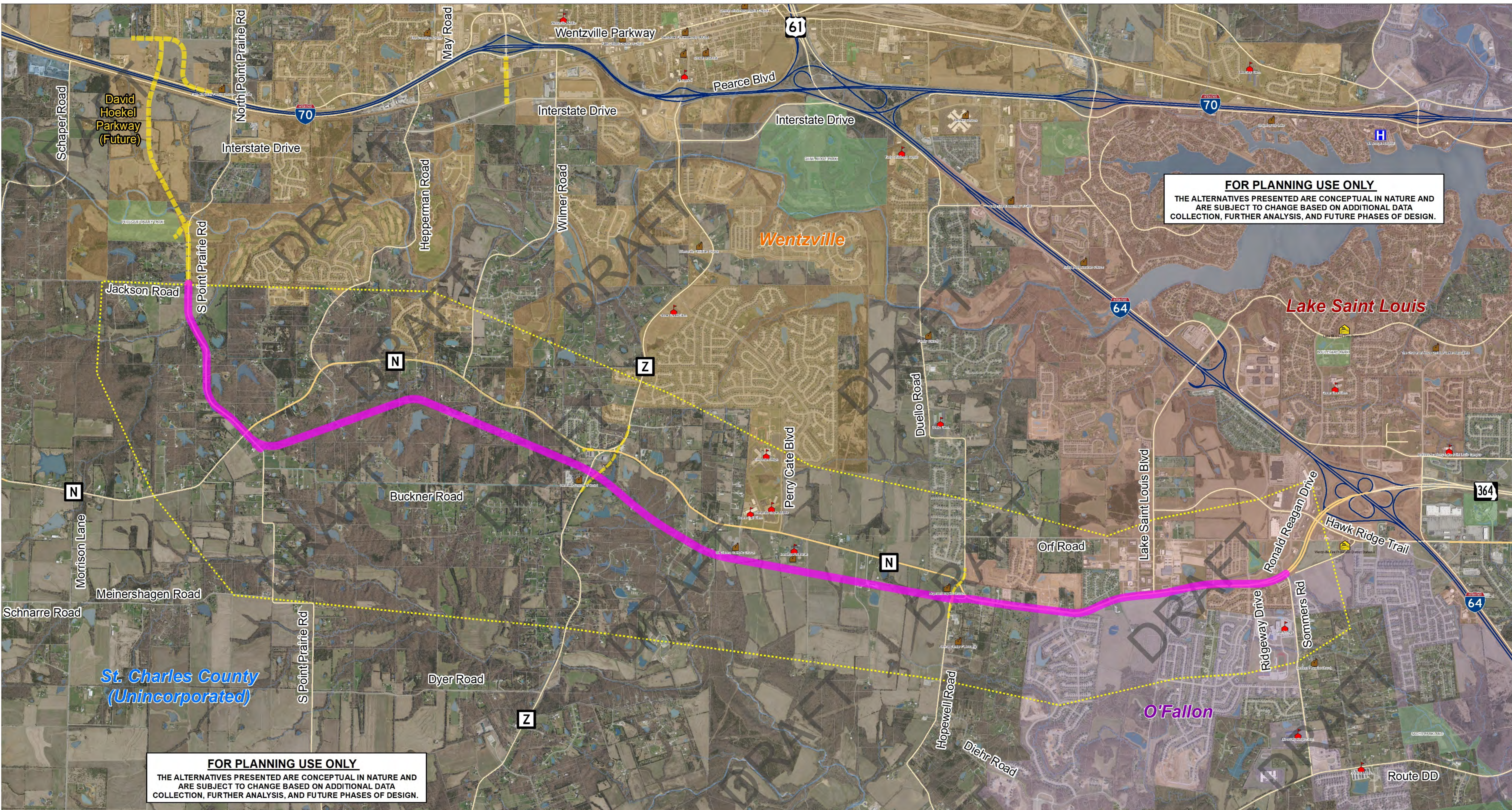
- Name**
-  Study Area
  -  Parks
- Municipalities**
-  FORISTELL
  -  LAKE ST LOUIS
  -  OFALLON
  -  WENTZVILLE

0 750 1,500 Feet  
1 inch = 750 feet





# Conceptual Alternative Near South



**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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Updated: 02/13/2019



## Conceptual Alternatives Near South

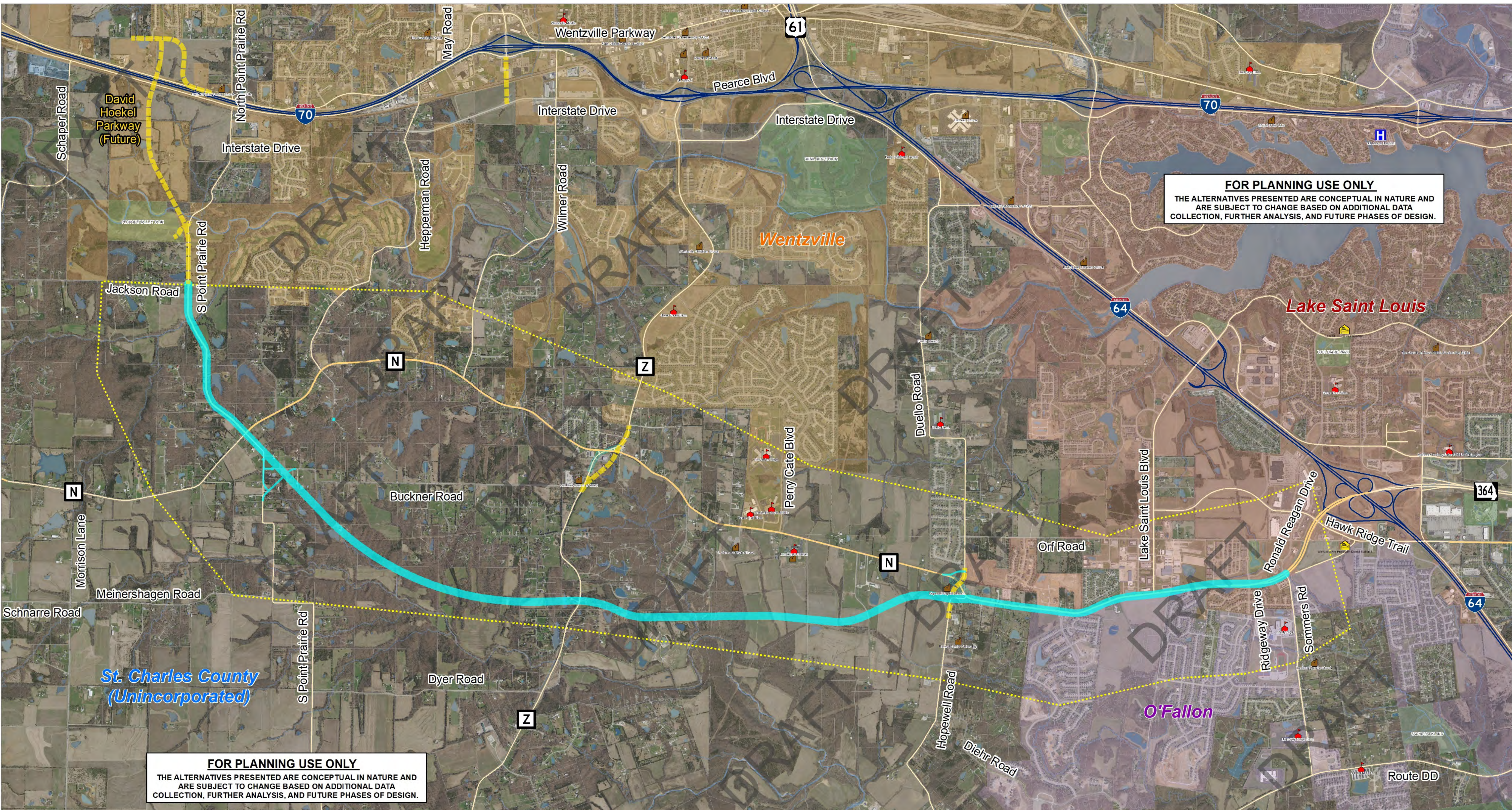
- Legend**
-  Hospitals
  -  Schools
  -  Fire Department
  -  Places of Worship

- Name**
-  Study Area
  -  Parks
- Municipalities**
-  FORISTELL
  -  LAKE ST LOUIS
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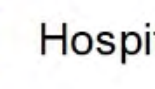
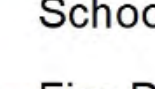
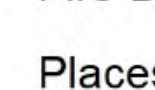

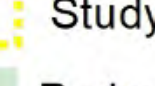
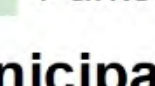


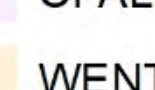

# Conceptual Alternative Far South



Updated: 02/13/2019



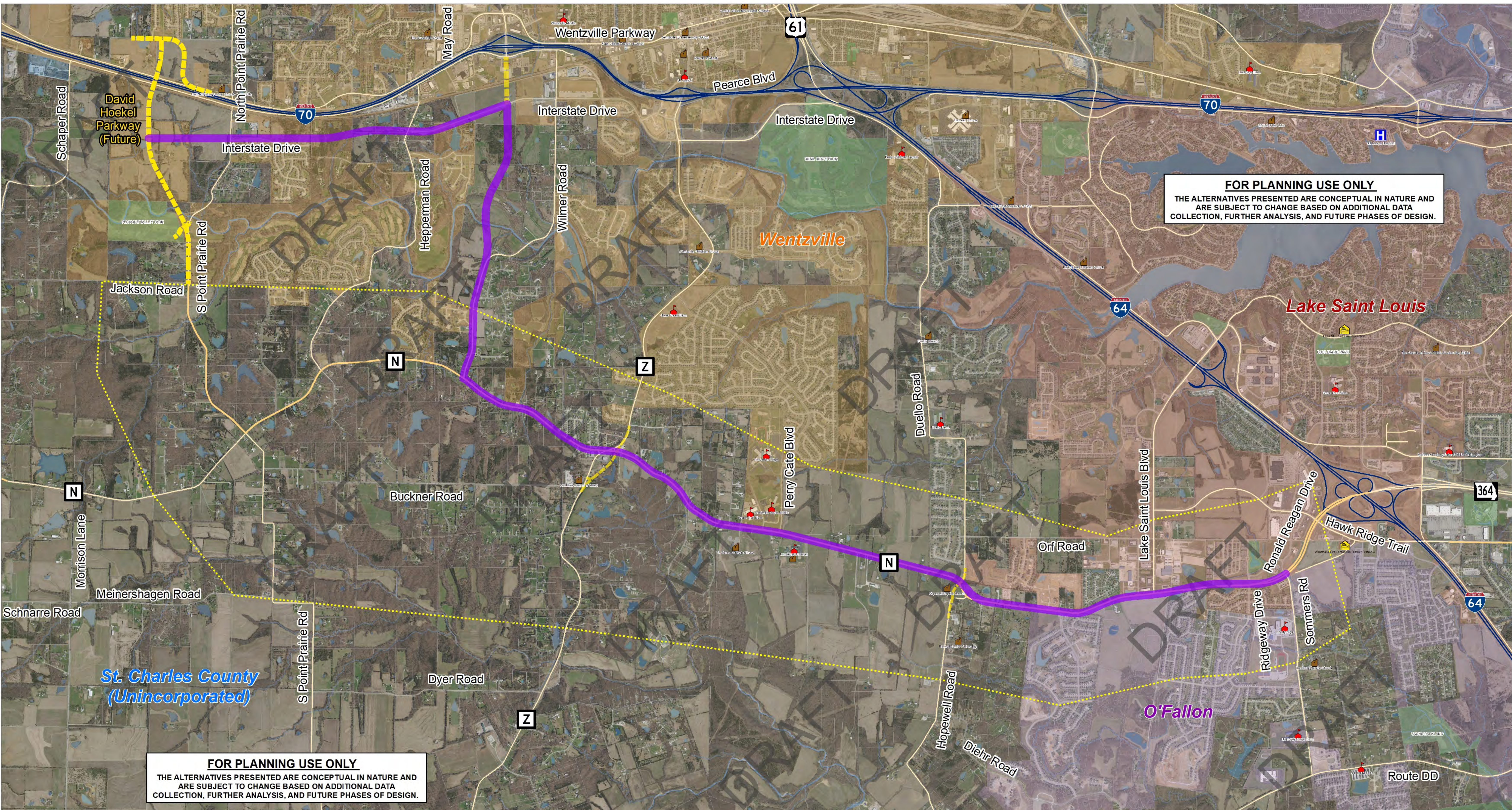
## Conceptual Alternatives Far South

- Legend**
-  Hospitals
  -  Schools
  -  Fire Department
  -  Places of Worship
- Name**
-  Study Area
  -  Parks
- Municipalities**
-  FORISTELL
  -  LAKE ST LOUIS
  -  OFALLON
  -  WENTZVILLE

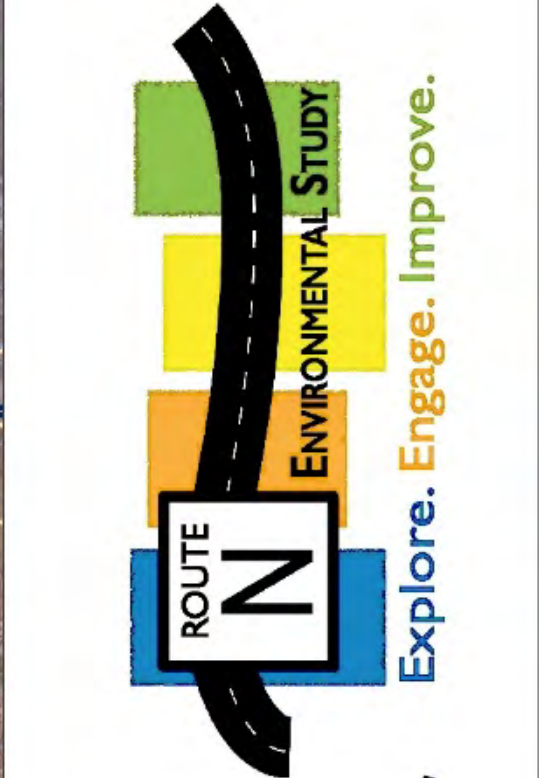
0 750 1,500 Feet  
1 inch = 750 feet







# Conceptual Alternative Interstate Drive/Wilmer






Updated: 02/13/2019



## Conceptual Alternatives Interstate off Wilmer

- Legend**
-  Hospitals
  -  Fire Department
  -  Schools
  -  Places of Worship

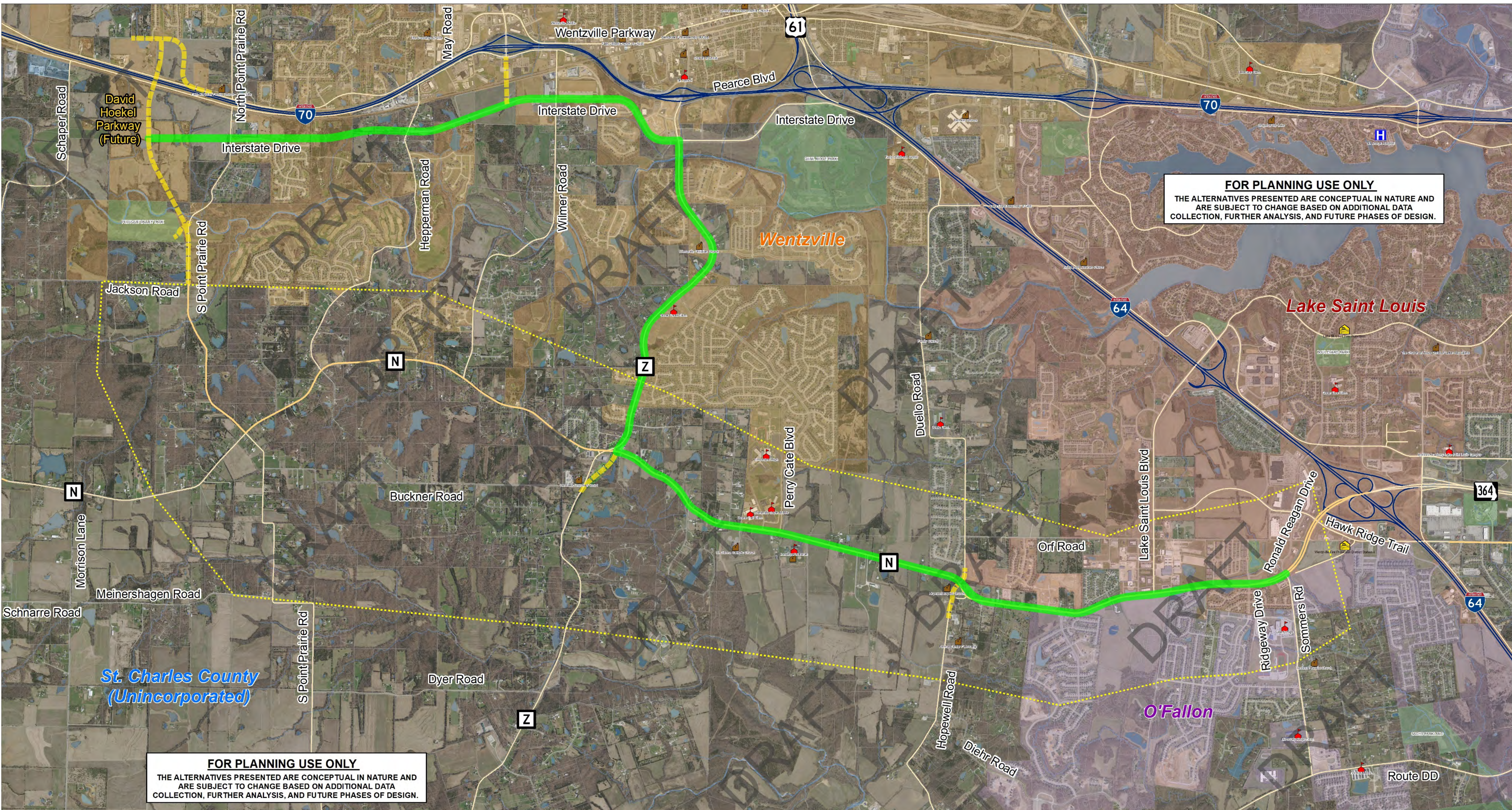
- Name**
-  Study Area
  -  Parks

- Municipalities**
-  FORISTELL
  -  LAKE ST LOUIS
  -  OFALLON
  -  WENTZVILLE

0 750 1,500 Feet  
1 inch = 750 feet



# Conceptual Alternative Interstate Drive/Route Z





Updated: 02/13/2019



## Conceptual Alternatives Interstate and Z

- Legend**
-  Hospitals
  -  Schools
  -  Fire Department
  -  Places of Worship

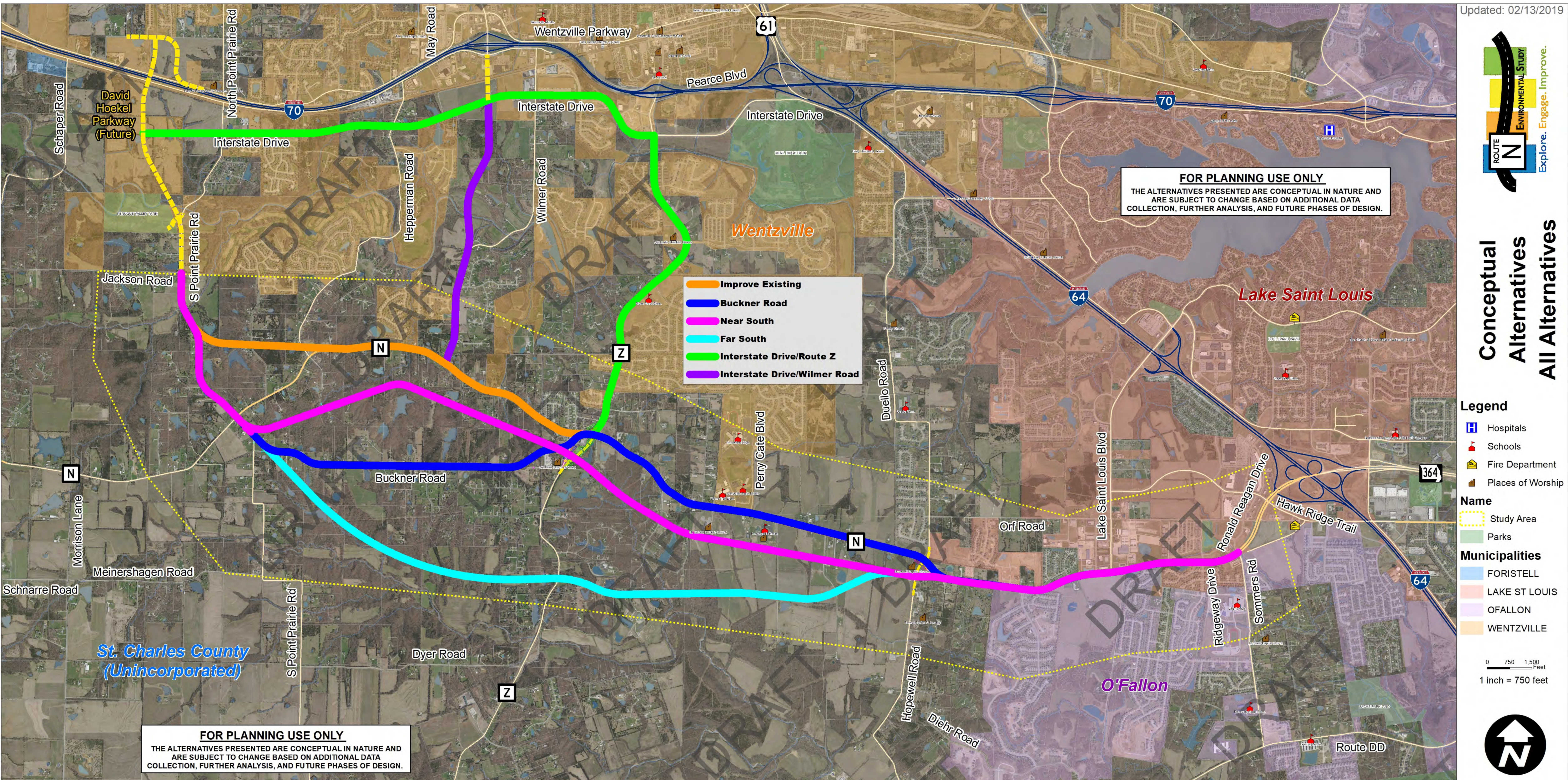
- Name**
-  Study Area
  -  Parks

- Municipalities**
-  FORISTELL
  -  LAKE ST LOUIS
  -  OFALLON
  -  WENTZVILLE

0 750 1,500 Feet  
1 inch = 750 feet



# All Conceptual Alternatives



# Station #3

## Conceptual Alternatives Screening

The Conceptual Alternatives are screened against the project's Purpose and Need. Those Conceptual Alternatives that meet the Purpose and Need move forward as Reasonable Alternatives.



# Overall Purpose and Need Screening Results

PURPOSE AND NEED ELEMENT	EVALUATION CRITERIA	STANDARDS	DECISION KEY (Yes/No)	Conceptual Alternative						
				No Build	Improve Existing	Buckner Road	Near South	Far South	Interstate Drive/Wilmer Road	Interstate Drive/Route Z
<b>Purpose and Need Element #1 - Need to Improve Access and Connectivity</b>	A) Provide safe and efficient access to/from important study area resources	Can the alternative provide improved access to/from key Route N destinations and major traffic generators?	Yes - Alternative provides improved access to key destinations and major Route N traffic generators No - Alternative does not provide improved access to key destinations and/or underserves major Route N traffic generators	No	Yes	Yes	No (Does not provide improved access to destinations west of Hopewell/Duello)	No (Does not provide improved access to destinations west of Hopewell/Duello and under-serves traffic generators north of Route N)	No (Underserves traffic generators west of Wilmer Road and south of Route N)	No (Does not provide improved access to destinations west of Route Z and underserves traffic generators west of Route Z and south of Route N)
	B) Provide roadway design and features that meet appropriate standards	Can the alternative meet design standards for the appropriate roadway classification(s)?	Yes - Alternative can be designed to be consistent with future Route N roadway type and traffic volumes consistent with planned land uses No - Alternative would result in future Route N traffic on incompatible roadways/roadway types and/or through existing or planned land uses that are not intended for future Route N traffic	No	Yes	Yes	Yes	Yes	No (Interstate Drive and Wilmer Road design, roadway type, and planned landuses are not consistent with carrying Route N traffic)	No (Interstate Drive and Route Z design, roadway type, and planned landuses are not consistent with carrying Route N traffic)
	C) Improve connectivity in the study area	Can the alternative move traffic more efficiently through the study area?	Yes - Alternative accommodates the efficient movement of traffic between project termini and efficient operation for trips remaining on existing Route N No - Alternative results in inefficient movement of traffic between project termini or inefficient operations for trips remaining on existing Route N	No	Yes	Yes	Yes	No (Distance from existing Route N results in inefficient operations on existing Route N)	No (Inefficient movement of traffic between project termini due to required turns)	No (Inefficient movement of traffic between project termini due to required turns)
<b>Purpose and Need Element #2 - Need to Reduce Congestion and Delays</b>	A) Provide adequate capacity along Route N	Does the alternative provide capacity that exceeds the forecasted traffic demand along Route N?	Yes - Alternative provides sufficient capacity for traffic using existing and future Route N and does not adversely affect other area roadways No - Alternative does not provide sufficient capacity for traffic using existing Route N and/or adversely affects other area roadways	No	Yes	Yes	Yes	No (Does not improve traffic flow on existing Route N given distance from existing Route N)	No (Adversely affects Interstate Drive and Wilmer Road)	No (Adversely affects Interstate Drive and Route Z)
	B) Provide adequate operation at the project's key intersections and major driveways	Does the alternative offer the opportunity to provide peak hour LOS D (rural sections) or LOS E (urban sections) or better at key Route N intersections and improved operations at major driveways?	Yes - Alternative improves/accommodates efficient operation at existing and future Route N key intersections and major driveways No - Alternative does not improve/accommodate efficient operations at existing and future Route N key intersections and major driveways	No	Yes	Yes	Yes	No (Does not improve operations for existing intersections and driveways given distance from existing Route N)	Yes	No (Does not improve key intersections and driveways west of Route Z)
	C) Provide access management opportunities along Route N	Does the alternative offer the opportunity to manage the number and spacing of access points along Route N?	Yes - Alternative provides opportunities to manage the number and spacing of access points along Route N* No - Alternative provides limited, if any, opportunities to manage the number and spacing of access points along Route N	No	No (Limited opportunities for access management)	No (Limited opportunities for access management)	Yes*	Yes*	No (Limited opportunities for access management)	No (Limited opportunities for access management)
<b>Number (%) of Purpose and Need elements met</b>				<b>0/6 (0%)</b>	<b>5/6 (83%)</b>	<b>5/6 (83%)</b>	<b>5/6 (83%)</b>	<b>2/6 (33%)</b>	<b>1/6 (17%)</b>	<b>0/6 (0%)</b>
<b>Reasonable Alternative?</b>				<b>Yes</b> (By Rule)	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note: This evaluation is current as of 2/21/2019 and is subject to change based.

\* Assumes that MoDOT will purchase access rights when acquiring Right-of-Way.

# Station #4

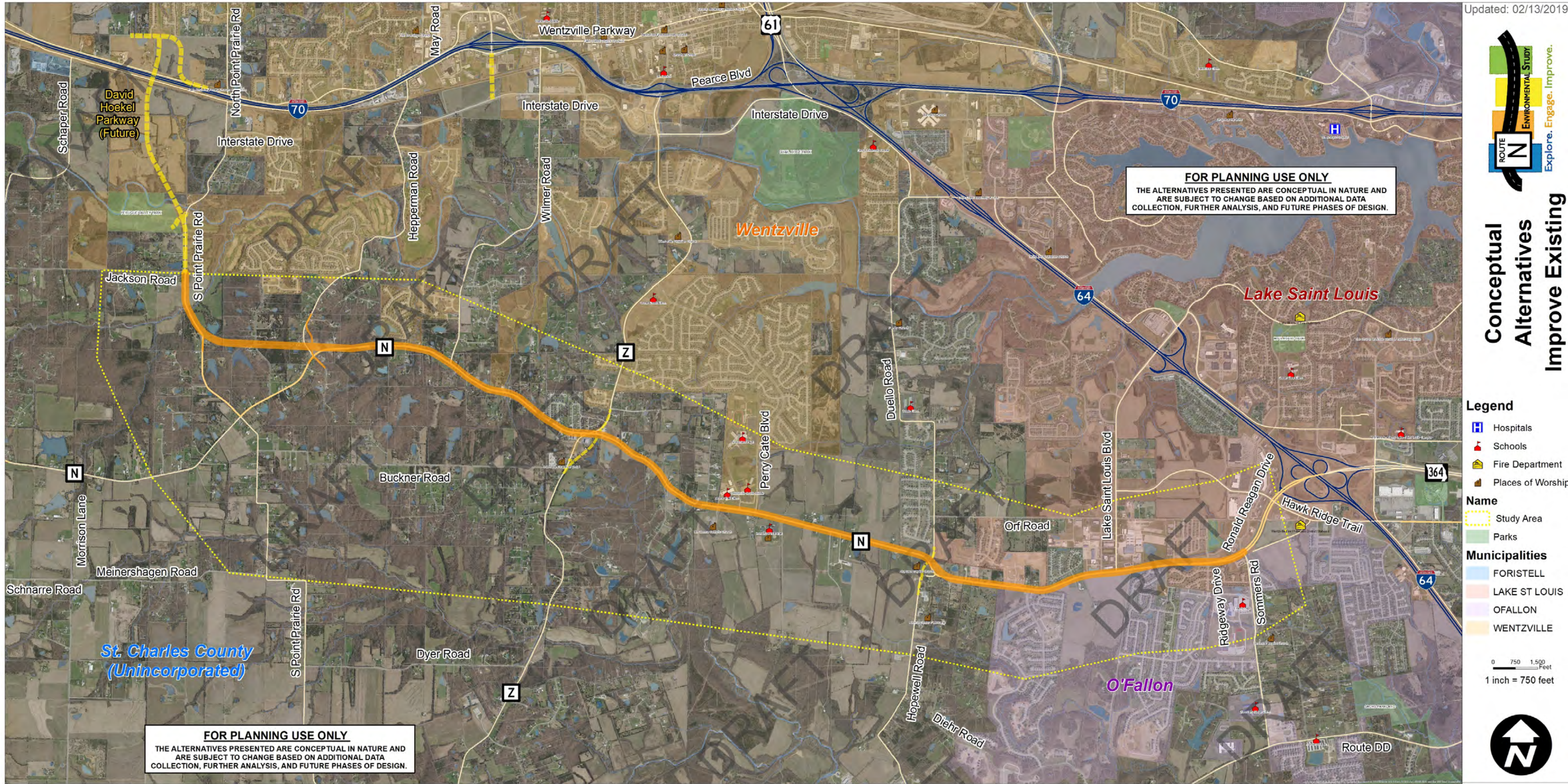
## Reasonable Alternatives

The Reasonable Alternatives will be analyzed in greater detail to determine their engineering, environmental, and community impacts. These impacts will influence the selection of the project's Preferred Alternative.

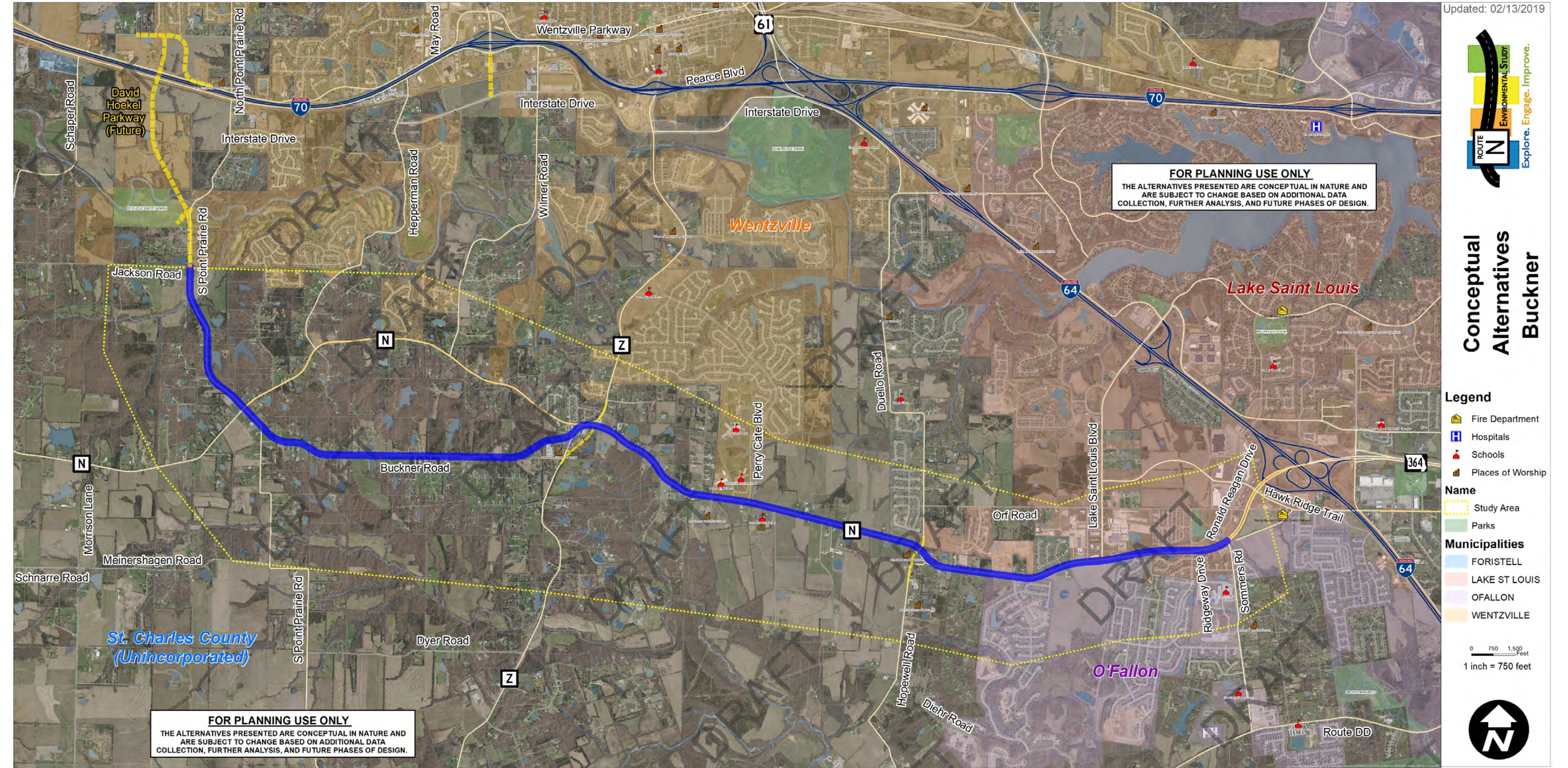


# Route N NEPA Study

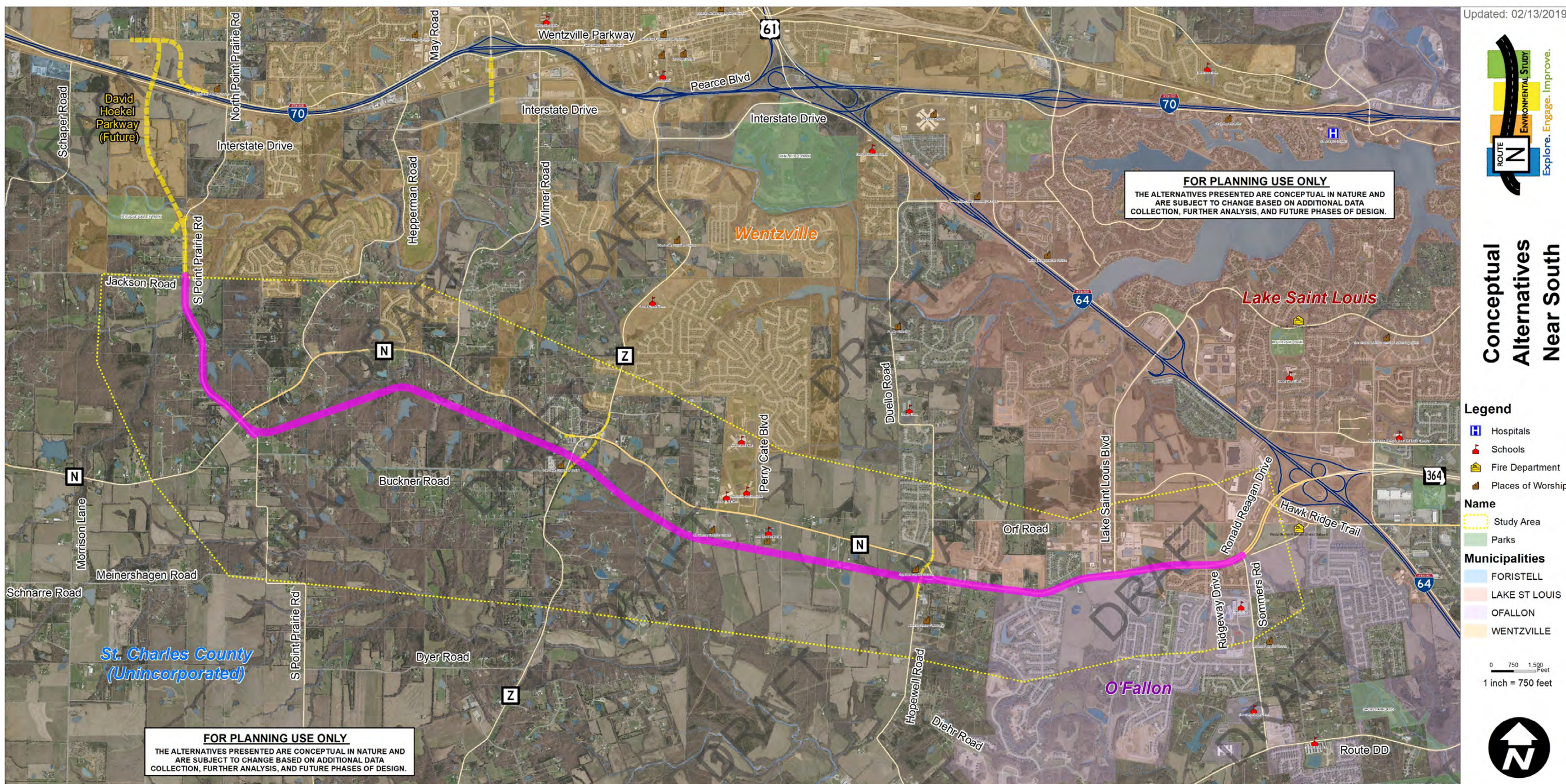
## Reasonable Alternatives



Improve Existing Alternative



Buckner Road Alternative



Near South Alternative

The Reasonable Alternatives will be further developed to determine:

- The number of lanes required
- The sizing of intersections
- The construction costs
- The impacts to the natural and human environments



# Station #5

## Your Involvement and Input