



## Public Open House

**Thursday, February 21, 2019**

**4:00 p.m. - 6:00 p.m.**

(Stop by anytime - no formal presentation)

Liberty High School - Lobby\*  
2275 Sommers Road  
Lake Saint Louis, MO 63367

*\*This facility is ADA accessible.*

## Get Involved!

We need your feedback as this study continues. Stay up-to-date by visiting the website or attending a public meeting. Tell us what you think about the alternatives developed to help address issues along Route N.

If you would like the study team to make a presentation to your organization and/or neighborhood group, please contact us.

**VISIT: [www.RouteNStudy.com](http://www.RouteNStudy.com)**

**CALL: 1-888-ASK-MODOT**

Ask to speak with Shaun Tooley, project manager.

## Route N Public Involvement Helped Determine Issues Along Corridor

Since August of 2018, the Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), has been conducting an Environmental Assessment (EA) for an approximately eight-mile stretch of Route N in St. Charles County, Missouri. The Purpose (Goal) of the Route N NEPA (National Environmental Policy Act) study is to investigate and identify improvements intended to develop a safe and efficient network between the intersection of South Point Prairie Road/Jackson Road and the I-64/Route 364 interchange.

As part of the Study process to date, MoDOT conducted interviews with community leaders, hosted a public meeting, and established a Community Advisory Group to identify the issues affecting the Route N Corridor.

Themes that emerged from MoDOT's outreach include:

- Issues turning on and off Route N;
- Issues with traffic congestion at certain intersections and the entrances to subdivisions;
- Concern that infrastructure has not kept up with growth;
- Concern that the design cannot handle current traffic;
- Concern about safety response times;
- A desire to keep the rural feel (not like Route K); and
- A desire for bike/pedestrian accommodations.

Feedback gathered from this outreach informed the study team's development of the project's Purpose and Need, which will be used to narrow the Conceptual Alternatives (see next page) down to the Reasonable Alternatives.





# Conceptual Alternatives for the Route N Corridor

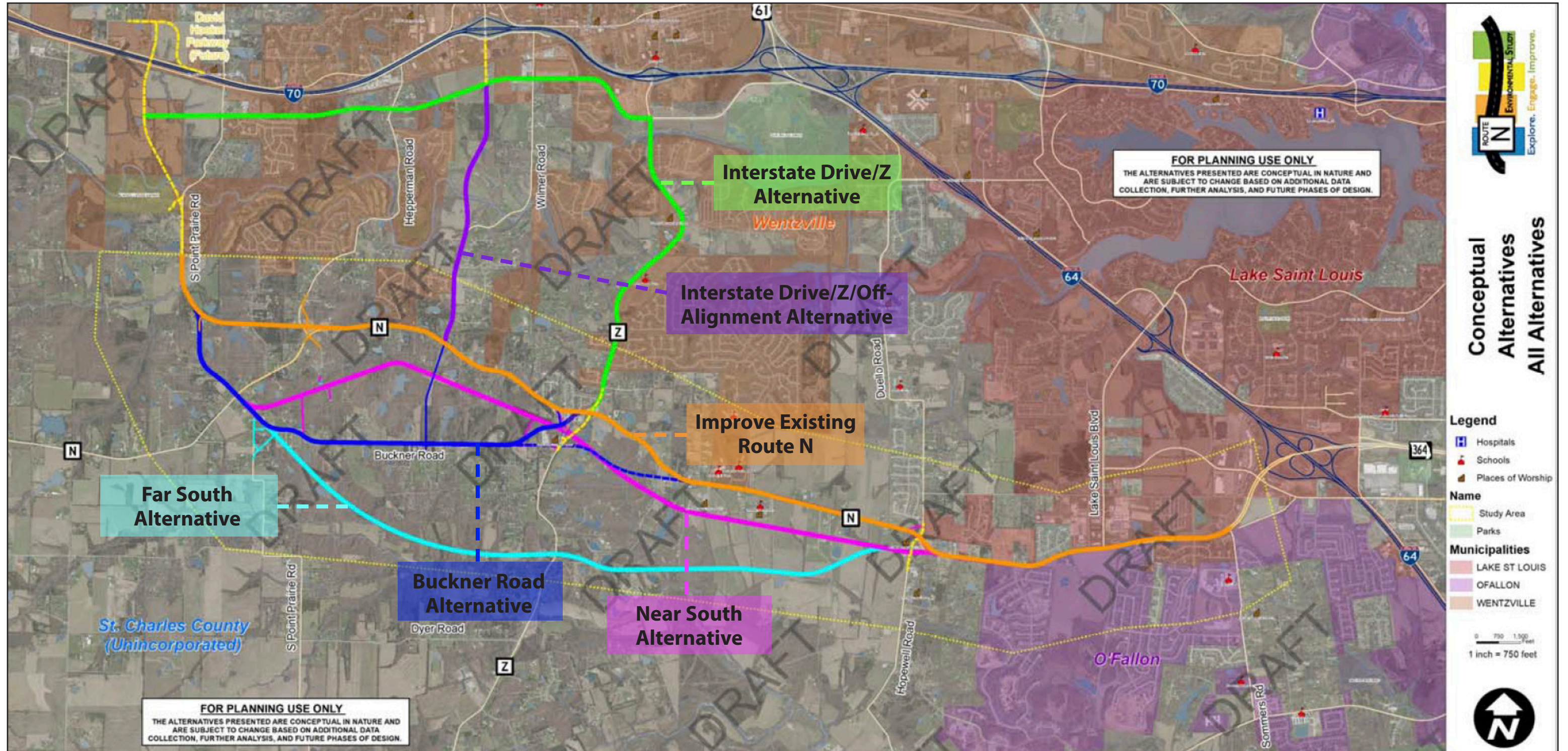
The Environmental Assessment for this project will eventually identify a "Preferred Alternative" for improving this portion of Route N. The initial range of alternatives developed for a project are referred to as Conceptual Alternatives. Reasonable Alternatives are those Conceptual Alternatives that meet the Purpose and Need for the project. The Preferred Alternative is selected from the Reasonable Alternatives based on impacts, cost, and other factors. **The map below identifies the Conceptual Alternatives (initial alternatives) developed by the study team.** At the second public meeting on February 21st, the Conceptual Alternatives for the Route N Study will be presented along with the screening of the Conceptual Alternatives down to the project's **Reasonable Alternatives.** The Reasonable Alternatives will be carried forward for detailed analysis.

# Evaluation Factors to Develop Reasonable Alternatives

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

- 1) Improve access and connectivity - two-lane roadway with minimal shoulders, difficult turning movements, numerous conflict points; and
- 2) Reduce congestion and delays – challenges related to number of major intersections, major driveways, and higher usage than designed for Route N.

**These needs serve as the primary evaluation factors to determine the Reasonable Alternatives, which will be presented at the Public Meeting on February 21, 2019.**







Explore. Engage. Improve.

MoDOT  
c/o Vector Communications  
401 S. 18th Street, Suite 325  
St. Louis, MO 63103

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See inside for more details!

## Study Timeline

The Route N Study is expected to be completed in early 2020. The study will conclude with FHWA reviewing and approving the Environmental Assessment for public distribution and comment. After the project's public hearing, FHWA will then issue either a Finding of No Significant Impact (FONSI) or require that MoDOT prepare an Environmental Impact Statement (EIS). An EIS is required when a proposed alternative is expected to have significant environmental impacts. When NEPA clearance is provided by FHWA, and funding is secured in cooperation with the regional long-range transportation plan, then MoDOT can advance the project to design.



## Frequently Asked Questions

**How did the Reasonable Alternatives get developed?** - The Conceptual Alternatives were evaluated based on their ability to address the project's Purpose and Need. Those Conceptual Alternatives that minimally meet Purpose and Need are referred to as the Reasonable Alternatives.

**How will the Preferred Alternative be identified?** - The Reasonable Alternatives will be further refined and analyzed in greater detail. The study team will identify engineering, environmental, and community impacts of each Reasonable Alternative. The Reasonable Alternative that best accomplishes the Purpose and Need for the proposed action while avoiding, minimizing, or mitigating the impacts to the human and natural environment will eventually be identified as the Preferred Alternative