



Fact Sheet

Meeting Purpose

The Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), is conducting a Study to assess the issues and needs of the Route N corridor and determine the best approach to address them.

During this public informational meeting you can:

- Obtain a study overview
- View the Conceptual Alternatives
- Learn about the Conceptual Alternative evaluation and screening process
- View the Reasonable Alternatives
- Provide your input

Project Funding

This study is an important step forward towards funding.

- Regional long-range plan evaluates which projects to advance – must be fiscally constrained
- Projects in long-range plan are eligible for federal funding

The NEPA Study serves as the next step in project development. Completion of the NEPA Study is required for MoDOT and the region to utilize federal funding.

Route N NEPA Study

- **Limits** - From the intersection of South Point Prairie Road and Jackson Road 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

Overall Purpose & 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
Purpose and Need Element #1 - Need to Improve Access and Connectivity	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	No	No	No
	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	No
	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	No	No
Purpose and Need Element #2 - Need to Reduce Congestion and Delays	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	No	No
	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	Yes	No
	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	No	Yes*	Yes*	Yes	No
Number (%) of Purpose and Need elements met				5/6 (83%)	5/6 (83%)	5/6 (83%)	2/6 (33%)	1/6 (17%)	0/6 (0%)	0/6 (0%)
Reasonable Alternative?				Yes (By Rule)	Yes	Yes	No	No	No	No

Note: This evaluation is current as of 2/21/2019 and is subject to change. * Assumes that MoDOT will purchase access rights when acquiring Right-of-Way.