MISSOURI ROUTE 364 IMPROVED ACCESS AT TECHNOLOGY DRIVE
CONCEPT STUDY

St. Charles County Road Board Funding Application
2019 to 2021 Transportation Improvement Plan

July 18, 2018

City of Dardenne Prairie, Missouri
Missouri Route 364 Improved Access at Technology Drive Concept Study

• Project Limits –
  – Between Bryan Road and Interstate 64 interchanges

• Length –
  – Approx. 2 miles

• Functional Classification –
  – Major Arterial

• ADT –
  – 78,000 (at Missouri River)
Missouri Route 364 Improved Access at Technology Drive Concept Study

The need for a full access interchange at Route 364 and Technology Drive was identified as a benefit to the local community.

Projects goals and objectives, anticipated outcomes
- LiDAR data collection
- Research of utilities in the area
- Preliminary design
- Engineering of the attached configuration,
- Traffic counts
- VISSIM modeling
- Coordination with MoDOT and FHWA
Missouri Route 364 Improved Access at Technology Drive Concept Study

- Upon the completion of Phase 3 of Route 364 (the Page Avenue Extension), local access to and from Interstate 64 at Technology was removed to implement a cloverleaf interchange for I-64 and Route 364.
- The City’s concept replaces that access while only minimally changing the access for Route 364.
- The idea is similar to the interchange configuration of Spoede Road and I-64. It is a folded diamond with roundabouts connecting the on and off ramps with a short outer road connection to Technology Drive.
Existing Interstate 64 Interchange at Spoede Road
Technology Drive looking east at Eastbound Route 364 on ramp
Technology Drive looking east at Westbound Route 364 off ramp
Looking south into County Park (location of southern roundabout)
Looking south at Route 364 from Morning Star Church (location of northern roundabout)
Missouri Route 364 Improved Access at Technology Drive Concept Study

**FUNDING FOR IMPROVEMENTS**

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**FINANCIAL PLAN**

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City of Lake Saint Louis

St. Charles County Road Board
2019 TIP Project Applications
Project Applications

1. Hawk Ridge Trail / Freymuth Lane
2. Lake Saint Louis Boulevard Phase III
3. Old Route N Study
Hawk Ridge Trail / Freymuth Lane

- **Location:** Realigned Freymuth Lane from Lake Saint Louis Boulevard 1,300’ West
Hawk Ridge Trail / Freymuth Lane

- **Existing Condition:** 20’ wide existing pavement in poor condition, with adverse vertical and horizontal alignment.
Hawk Ridge Trail / Freymuth Lane

- **Project Scope:** Widen road and improve alignment of existing Freymuth Lane and Hawk Ridge Circle. Approximately 1,600' of new road.
Hawk Ridge Trail / Freymuth Lane

- **Performance Measures:** Preserve Outer Road Corridor, provide shoulder for breakdown lane/incident management.
Hawk Ridge Trail / Freymuth Lane

• **Financial Plan and Schedule**
  - City has already acquired a home and 1 acre at 430 Freymuth Ln
  - City is about to bid a culvert replacement and several hundred feet of pavement replacement and widening at the northern terminus of the proposed project.

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Lake Saint Louis Boulevard Phase III

- Location: Project Location
Lake Saint Louis Boulevard Phase III

- **Existing Condition:** Pavement in poor condition and sight distance correction at Rue-de-paix
Lake Saint Louis Boulevard Phase III

- **Existing Condition:** Pavement in poor condition and sight distance correction at Rue-de-paix
Lake Saint Louis Boulevard Phase III

- **Project Scope:** Proposed Improvements
Lake Saint Louis Boulevard Phase III

• **Performance Measures:**
  – Add Turn Lanes at Bent Oak Cutoff and Bent Oak Drive
  – Profile Correction/Sight line improvements at Rue de Paix
  – Pavement Replacement for entire length
**Lake Saint Louis Boulevard Phase III**

**Funding Note:** 2nd STP application made this year. The new scoring system is expected to adversely affect ranking.

### Funding for Improvements

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**Total**

|                      | $1,995,468.00| $498,867.00| $0.00  | $0.00 | $2,494,335.00|

**Percent (%)**

|                      | 80.00%       | 20.00%     | 0.00%  | 0.00% | 100.00% |

### Financial Plan

#### Design

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Funding Note: 2nd STP application made this year. The new scoring system is expected to adversely affect ranking.
Old Route N Study

- **Location:** Project Location
Old Route N Study

• **Existing Condition:**
  • Old MODOT road
  • Functionally obsolete
  • Practically no traffic and no maintenance for 15 years.
  • New residential and Commercial subdivisions will use for access.
  • Opportunity for regional traffic improvement to provide a bypass for RTE N signals at Hawk Ridge Trail and Sommers/Ronald Reagan.
Old Route N Study

- **Project Scope**: Proposed Improvements
  - Determine anticipated traffic volume
  - Determine intersection control
  - Determine allowable movements at Sommers
  - Anticipated 3 lane section
  - Provide information necessary to make STP application
    - Budget
    - Concept Plan
    - Utility Conflicts
    - Culvert type recommendation
Old Route N Study

- **Performance Measures:**
  - Improved access for one Commercial and one Residential Subdivision plus at least four commercial lots not in subdivisions.
  - Bypass two signals on RTE N.
## Old Route N Study

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City of Saint Charles

St. Charles County Road Board

2019 TIP Project Applications
Project Applications

1. West Clay St. Rehabilitation (Droste Road at West Clay St.) Overages

2. Boschertown Road Phase 2

3. Zumbehl Road Bridge Culvert Replacement

4. Little Hills Expressway and Mel Wetter Parkway Roundabout

5. Friedens Road Lighting Safety Improvements
West Clay St. Rehabilitation (Droste Rd at West Clay) Overages

Project Location
West Clay Street from Duchesne Dr./Hawks Nest Dr. to MoDOT right-of-way at First Capitol Dr.
Droste Road from Charbo St. to Oakleaf Dr.
 Existing Conditions

• 2015 Application
  • 2” Asphalt Mill and Overlay
  • Use Existing Storm Sewers
• After Inspection
  • Pavement in Poor Condition
    • Requires Full Depth Repairs
    • Trenching of Utilities
  • Storm Sewers in Poor Condition
    • RCP Pipes inside of CMP Pipes
    • Inlets Not Connected to Mains

West Clay at Charwood looking East

Pavement in Poor Condition

RCP Pipe inside of CMP Pipe

Typical Storm Inlet
West Clay St. Rehabilitation (Droste Rd at West Clay) Overages

Project Scope – Proposed Improvements

- Full Depth Pavement Replacement
- 10.5” Asphalt on 4” Aggregate Base
- New Storm Sewers
  - Larger Pipes
  - More Inlets
Performance Measures & Project Outcomes

- Increased Pavement Life
- Smooth Pavement Profile
- Improved Roadway Drainage
- Increased Hydraulic Flow
- Improved Inlet Spacing
West Clay St. Rehabilitation (Droste Rd at West Clay) Overages

Financial Comparison

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Financial Plan & Schedule

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Current Funding Agreement is for 65% of participating items up to $4,488,055
City requesting additional $1,548,955 increasing the maximum County contribution to $6,037,010
City is funding additional $2,082,258 for non-participating items
Final Plans Submitted to MoDOT for Approval in June
Federal Funds for Construction are available in October 2018
Boschertown Road Phase 2

Project Location
Boschertown Road from Hecker St. to Highway B

Boschertown Road at Carriage Crossing looking South
Boschertown Road Phase 2

Existing Conditions

- Existing Pavement in Poor Condition
- Safety Issues
  - Narrow 2 Lane Roadway
    - 10 ft. Wide Lanes
  - No Shoulders with Steep Edge Drop Offs
    - Vehicles Off-tracking the Roadway
  - No Center Turn Lane
  - Short Intersection Spacing along Highway B
- Increasing Traffic Volumes

Pavement in Poor Condition

Vehicles Off-tracking the Roadway
Boschertown Road Phase 2

Existing Conditions

• Increasing Traffic Volumes
  • Growing Residential Developments
    • Charlestowne Crossing – 245 Homes
    • Charlestowne Place – 240 Homes
  • Orchard Farms School District
    • Expanding Early Learning Center
    • Future Elementary School
• 2018 Existing ADT 2,100
• 2028 Future ADT 8,900

Boschertown Road looking South
Boschertown Road Phase 2

Project Scope – Proposed Improvements

• Full Depth Pavement Replacement
• Widen Roadway to 3 Lanes
  • Continuous Center Turn Lane
  • 11 ft. Wide Lanes
  • 2 ft. Wide Shoulders with Rumble Strips
• Improve Drainage Swales
• Shared Use Path along West Side
• Relocate Road West near Highway B
  • Increase Intersection Spacing
    • Existing Spacing 200 ft.
    • Proposed Spacing 750 ft.

Relocated Boschertown Road looking North
Boschertown Road Phase 2

Performance Measures & Project Outcomes

- Increased Pavement Life 30 years
- Improved Traffic Flow
  - Accommodate Future Traffic Volumes
  - More Lanes along Boschertown Road
  - More Queuing Capacity for Highway 94
- Increased Safety
  - Center Turn Lane protecting Left Turns
  - Rumble Strips warn Drivers deviating roadway
  - Wider Lanes for Vehicle Maneuvering
  - Shared Use Path for Pedestrians & Bicyclists

Financial Plan & Schedule

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Preliminary Design Completed and Right of Way Acquired
Federal STP-S Application submitted to East-West Gateway in June 2018
Federal STP-S Construction Funds are not available until October 2021
If Federal Funds are not awarded, then City will provide additional funds
Zumbehl Road Bridge Culvert Replacement

Project Location
Zumbehl Road at Cole Creek
Between Regency Pkwy and Dierbergs
Bogey Hills Plaza

Zumbehl Road at Cole Creek
looking North
Zumbehl Road Bridge Culvert Replacement

Existing Conditions

- Existing Culvert in Poor Condition
  - 4 Cells – 13’ Diameter CMP
  - CMP Pipes Rusted Through
  - Temporary Repairs in 2017
  - Risk of Structural Failure
- MoDOT Bridge Inspection
  - Sufficiency Rating 49.6%
  - Structural Deficiency
  - Full Replacement Funding Eligibility
- Zumbehl Road – Arterial Roadway
  - Existing ADT 24,475

Upstream Cole Creek Culvert at Zumbehl Road looking East

Holes at CMP Flowline

Holes at CMP Walls
Zumbehl Road Bridge Culvert Replacement

Project Scope – Proposed Improvements

• New Reinforced Concrete Box Culvert
  • 4 Cells - Each 12’ Wide x 13’ High
  • Hydraulic Capacity for 100 Year Storm
• Lengthen Culvert
  • Phased Construction to Maintain Traffic
  • Future Pavement Widening
  • Flatter Sideslopes to Eliminate Guardrail
• Full Depth Pavement Replacement
Zumbehl Road Bridge Culvert Replacement
Performance Measures & Project Outcomes

- Preserve Zumbehl Road Traffic Corridor
- Accommodate Future Improvements
- Restore Culvert Life 30 years
- Maintain Hydraulic Capacity of Creek

Financial Plan & Schedule

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Federal STP-S Application submitted to East-West Gateway in June 2018
Federal STP-S Design Funds are not available until October 2019
If Federal Funds are not awarded, then City will reapply
Project Location
Intersection of Little Hills Expressway and Mel Wetter Parkway

Little Hills Expy at Mel Wetter Pkwy looking West
Little Hills Expy & Mel Wetter Pkwy Roundabout

Existing Conditions
• Highway 370/Mel Wetter Pkwy Interchange Study
  • MoDOT and County Participation
• 3-Way Stop Controlled Intersection
• No Access to Highway 370
• Intersection Traffic Delay
  • Existing LOS C – PM 20 seconds
  • Future No Build LOS F – PM 57 seconds
• Increasing Traffic Volumes
  • Growing Residential Developments

Mel Wetter Pkwy looking North

Little Hills Expy looking East

Little Hills Expy looking West
Little Hills Expy & Mel Wetter Pkwy Roundabout

Project Scope

Proposed Improvements

- Highway 370/Mel Wetter Pkwy Interchange Study Recommendations
- New Roundabout
- Re-connect Trail Crosswalk across Mel Wetter Pkwy
- Project within Existing City Property
- Future Ramps to Highway 370
Future Overall Layout
Little Hills Expy & Mel Wetter Pkwy Roundabout

Performance Measures & Project Outcomes

- Improved Traffic Flow
  - Accommodate Future Traffic Volumes
  - Existing LOS C
  - Future No Build LOS F
  - Future Roundabout LOS A

- Accommodate Ramps to Highway 370
- Increased Safety
  - Roundabout less conflict points
- Increased Pavement Life 30 years
- Reduce Vehicle Emissions

Financial Plan & Schedule

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Federal CMAQ Application submitted to East-West Gateway in June 2018
If Federal Funds are not awarded, then City will reapply
All work within existing Right-of-Way, No Right-of-Way to be acquired
Friedens Road Lighting Safety Improvements

Project Location
Friedens Road
from Highway 94
to Arena Pkwy/South River Road

Friedens Road at Fairgrounds Road looking East
Friedens Road Lighting Safety Improvements

Existing Conditions

- 4 Lane Minor Arterial
- Existing ADT 6,500
- Speed Limit 40 mph
- Rolling Terrain with lots of Trees
- Residential Area with large Walking Community
- No Roadway Lighting
  - Existing Light Level 0.1-0.2 Footcandles
  - Current Standards 0.4 Footcandles Minimum
- Accidents from 2014 to 2016
  - 205 Total Crashes
  - 61 Nighttime Crashes 30%
- New Mid-Block Sidewalk Crossing
  - Between Montclair Manor Dr. & Prevot Ave.
  - ADA Access to Katy Trail
Friedens Road Lighting Safety Improvements

Project Scope

Proposed Improvements

- New Street Lighting
  - 56 Lights
  - 40 Ft. High
  - 400 watt LED Luminaires
- New Pedestrian Lighting (City Only Funds)
  - 73 Lights
  - 15 Ft. High
  - 100 watt LED Luminaires
- New Conduit and Power for Lighting
- Lighting Levels 0.4 Footcandles Minimum
Friedens Road Lighting Safety Improvements

Existing Friedens Road looking South
Friedens Road Lighting Safety Improvements

Friedens Road during the Daytime
Friedens Road Lighting Safety Improvements

Friedens Road at Night with No Lighting
Friedens Road Lighting Safety Improvements

Friedens Road at Night with Lighting
Friedens Road Lighting Safety Improvements

Performance Measures & Project Outcomes
- Roadway Lighting Levels to Meet Current Standards
- Increased Safety
  - Improved Visibility of Obstacles in Roadway
  - Reduced Risk of Accidents at Night
  - 28% Potential Reduction per Crash Modification Factors Clearinghouse

Financial Plan & Schedule

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All work within existing Right-of-Way, No Right-of-Way to be acquired
City will fund additional $900,000 for pedestrian lighting and decorative features
PROJECT LOCATION AND AREA
THOROUGHFARE PLAN
SAMMELMAN ROAD OVERVIEW

• Formerly the Sammelman Farm driveway
• 2 inch asphalt overlay in 1994, 2004, and 2014
• September 2014 Traffic Count = 2,043 ATD
• Main access for four residential subdivisions and homes fronting on Sammelman Road
• Weldon Spring required a developer to reconstruct one of the two sharp curves
• Pavement generally 19 feet wide
SAMMELMAN ROAD PEDESTRIAN AND BICYCLE SAFETY CONCERNS

• St. Charles County Veterans Tribute Park being constructed on Pitman Hill Road
• No parking area access to Veterans Tribute Park on Pitman Hill Road only trail access
• No pedestrian route or bicycle route on Sammelman Road to Pitman Hill Road
• Potential safety issue as pedestrians and bicyclists use Sammelman Road to access park
Veterans Tribute Park
AT PITMAN HILL ROAD
AT LUCERNE MANOR DRIVE
SHARP CURVES
IMPROVED HORIZONTAL CURVE
CITY LIMIT WITH ST. PETERS
PROPOSED IMPROVEMENT

• Existing right of way 50 feet wide
• Proposing the typical cross section for previous City of Weldon Spring road projects
• Two 12 foot wide driving lanes
• Four foot wide bike lanes both sides of road
• Curb, gutters, and storm sewers
• 10 foot wide multiuse trail
PROPOSED FINANCIAL PLAN

- Total Estimated Cost = $1,898,750.50
- Road Board, 45% = $854,437.00
- Federal, 45% = $854,437.00
- Weldon Spring, 10% = $189,876.50
PROPOSED SCHEDULE

- PE/Planning/Environmental: 2019/2020
- Right of Way Acquisition: 2020/2021
- Construction: 2021/2022
BENEFITS

• PROVIDES SAFER TRAFFIC MOVEMENT
• PROVIDES A PEDESTRIAN ROUTE TO THE PARK
• PROVIDES A BICYCLE ROUTE TO THE PARK
• CONSTRUCTION OF A SEGMENT OF THE CITY THOROUGHFARE PLAN
• PROMOTES HEALTHY ACTIVITY AS A PEDESTRIAN AND BICYCLE ALTERNATIVE TO THE PARK INSTEAD OF DRIVING TO THE KISKER ROAD ENTRANCE FOR THE PARKING AREAS
STAKEHOLDERS

• CITY OF WELDON SPRING

• CITY OF ST. PETERS

• ST. CHARLES COUNTY PARKS DEPARTMENT
FEDERAL FUNDING

• SHOULD THE CURRENT FEDERAL FUNDING APPLICATION NOT RESULT IN FUNDS BEING GRANTED FOR THIS PROJECT, THE CITY OF WELDON SPRING REQUESTS THAT THE ST. CHARLES COUNTY ROAD BOARD CONSIDER FUNDING 80% OF THIS PROJECT WITH 20% OF THE FUNDING BY THE CITY OF WELDON SPRING DUE TO THE PEDESTRIAN AND BICYCLE ROUTE NEEDS ON SAMMELMAN ROAD.
2018 St. Charles County Road Board Applications

- Wentzville Parkway South Phase 1
- West Pearce Boulevard and Meyer Road Road Signal
- Peine Road Safety Improvements
- Wentzville Parkway South Phase 2 & 2A
- Great Oaks Boulevard Extension Design
Wentzville Parkway South
Phase 1

Project Location
- Interchange Improvements along Wentzville Parkway from Pearce Boulevard south to Veterans Memorial Parkway
- Focus on improving the interchange south of I-70 along Veterans Memorial Parkway

Project Background
- 2012 Corridor Study Completed
- 2016 Supplemental Study Completed
- 2017 Road Board Application for ROW Acquisition
- 2018 Acquired Super 8 Hotel and Car Credit City Parcels
Existing Conditions

- Volume and Congestion Related to:
  - Close proximity of existing signals
  - Duel left turn lanes from Wentzville Parkway to eastbound I-70
  - Left turn from eastbound Veteran’s Memorial Parkway
  - Limited Eastbound I-70 Ramp from Wentzville Parkway

Project Scope

- Relocate the existing EB on-ramp and fold it to move the ramp terminal to the outer road
  - Eliminates signal
  - Turns heavy a.m. left turn movement into right turns
  - Extends EB on-ramp by 1,200 feet
Performance Measures

- Reduce Congestion
- Level of Service
- Delay Reduction
- Transportation System Reliability
- Multi-modal Transportation Access

Cost Participation Breakdown

- CMAQ* $1,960,000
  - 40%
- City of Wentzville $1,470,000
  - 30%
- St. Charles County Road Board $1,470,000
  - 30%

* Pending 2018 CMAQ Application

Financial Plan & Schedule

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West Pearce Boulevard and Meyer Road Signal

Project Location
- West Pearce Boulevard from Cheryl Ann Drive to Meyer Road.

Project Background
- Pearce Boulevard All-Way Stop Analysis completed by CBB December 2014
- West Pearce Boulevard/Meyer Road Traffic Study May 22, 2018
- Signal identified as early project to improve traffic flow
West Pearce Boulevard and Meyer Road Signal

Existing Conditions

- Volume and Congestion Related to:
  - Current all-way stop intersections at W. Pearce Blvd. and Meyer and W. Pearce Blvd. and Cheryl Ann Drive
  - Average Vehicle Delay
    - Pearce @ Meyer & Cheryl Ann = 58 sec
  - Intersection LOS
    - Pearce @ Meyer & Cheryl Ann = LOS “F”
  - Pearce @ Cheryl Ann published in the St. Charles County Strategic Highway Safety Plan

Project Scope

- Construct traffic signal at Meyer Road
  - Upgrade pedestrian connectivity
  - Improve turning radius
  - Convert Cheryl Ann to two way stop control intersection
- Proposed Average Vehicle Delay
  - Pearce @ Meyer & Cheryl Ann = 8 sec
- Proposed Intersection LOS
  - Pearce @ Meyer & Cheryl Ann = LOS “A”
West Pearce Boulevard and Meyer Road Signal

Performance Measures
- Reduce Congestion
  - Level of Service
  - Delay Reduction
- Transportation System Reliability
  - Monitor communications between signals so that signal coordination is being obtained
- Safety
  - Direct comparison of the three years traffic crash data after construction

Cost Participation Breakdown
- City of Wentzville: $70,000 (10%)
- St. Charles County Road Board: $280,000 (40%)
- CMAQ*: $350,000 (50%)

* Pending 2018 CMAQ Application

Financial Plan & Schedule

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Peine Road Safety Improvements

Project Location
- 0.18 miles north of Somerset Manor Drive to 0.16 miles southwest of US Highway 61.

Project Background
- Joint City County MoDOT project currently underway at the US61/Peine/P Interchange
  - Proposed ADT increase upon completion
- Increased development along Peine
  - 300+ future residential units
  - Continued interest from developers
- Limited pedestrian connectivity
Peine Road Safety Improvements

Existing Conditions

- Current cross section
  - Bi-directional two-lane road major collector
  - Average 21 foot wide pavement
  - Limited separation from roadside ditches
  - 12 Reported Crashes in last 3 years
    - 9 Run off Road & 3 Crossing Centerline

Project Scope

- Add 3 foot shoulders to Peine Road
- Eliminate/re-align the 90 degree curve between Peine Woods Drive and Stewart Spring Drive.
  - Reconstruct entrances at Providence Way Drive and Stewart Springs Drive
  - Add sidewalk & ADA curd ramps along South side of Peine between Peine Woods Drive and Stewart Springs Drive
- Overlay Peine Road and new shoulders with 1.75 inches of new asphalt
Peine Road Safety Improvements
**Peine Road Safety Improvements**

**Performance Measures**

- Safety
  - Direct comparison of the three years traffic crash data after construction

**Cost Participation Breakdown**

- City of Wentzville: $460,000 (20%)
- St. Charles County Road Board: $1,840,000 (80%)

**Financial Plan & Schedule**

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Wentzville Parkway South
Phase 2 & 2A

Project Location
- Phase 2
  - Veterans Memorial Parkway south to Interstate Drive
- Phase 2A
  - Interstate Drive south to connection at Bell Boulevard (proposed subdivision development)

Project Background
- 2012 Corridor Study Completed
- 2016 Supplemental Study Completed
- 2017 Road Board Application for ROW Acquisition
- 2018 Acquired Super 8 Hotel and Car Credit City Parcels
Existing Conditions

- Travel from Wentzville Parkway to Interstate Drive must use one of two existing at grade rail road crossings
- No practical alternative connections to I-64

Project Scope

- Construction of a new principal arterial roadway that consists of:
  - Full intersection buildout at Veterans Memorial Parkway
  - Two-lane bi-directional roadway with future 4 lane buildout
  - Grade separated railroad crossing
  - 6 foot sidewalk along the east side
Wentzville Parkway South
Phase 2A

Existing Conditions

- Limited capacity of Wilmer Road for Development access
- Hundreds of acres of developable property currently do not have improved access for residential or commercial development.

Project Scope

- Construction of a new principal arterial roadway that consists of:
  - Full intersection buildout at Interstate Drive
  - Two-lane bi-directional roadway with future 4 lane buildout
  - 6 foot sidewalk along the east side
  - First leg South of Interstate Dr. for the eventual extension of Wentzville Parkway South to tie in with Wilmer Road
Wentzville Parkway South
Phase 2

Performance Measures
- Reduce Congestion
  - Delay Reduction
- Transportation System Reliability
- Safety
  - Alternative connections/bypasses
  - Grade separated railroad crossing

Financial Plans & Schedules

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Cost Participation Breakdown

- City of Wentzville: $1,470,000, 20%
- St. Charles County Road Board: $1,470,000, 80%

Percent (%) 80% 20% 100%
Performance Measures

- Transportation System Reliability
- Safety
  - Improved access opportunities for future commercial and residential parcels
- Potential Public Private Partnership

Financial Plans & Schedules

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Great Oaks Boulevard Extension Design

Project Location
- The limits of the project are from the current terminus of Great Oaks Boulevard near Timber Trace subdivision south to the property line of the future phase of Crystal Creek subdivision.

Project Background
- Great Oaks Boulevard at Great Oaks subdivision constructed 2003
- Great Oaks Boulevard at Timber Trace subdivision constructed 2013
- Current US 61/Peine/P Interchange project will limited access for Timber Trace to RI/RO
Great Oaks Boulevard Extension Design

Existing Conditions
- Great Oaks Boulevard incomplete
- Subdivisions with only one primary ingress egress
- 560+ residential units planned for the Timber Trace subdivision
  - MoDOT will be limiting the main access to a RI/RO at US 61

Project Scope
- Complete the full design of Great Oaks Boulevard between Bobcat Court and future phase line of the Crystal Creek Subdivision.
  - 39 Foot wide 8 IN Pavement
  - 60 Feet ROW
  - 4 Foot Wide Sidewalks
  - Enclosed Drainage System
  - Utility Expansion
Great Oaks Boulevard Extension Design

Financial Plan & Schedule

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Cost Participation Breakdown

- City of Wentzville: $36,000 (20%)
- St. Charles County Road Board: $144,000 (80%)