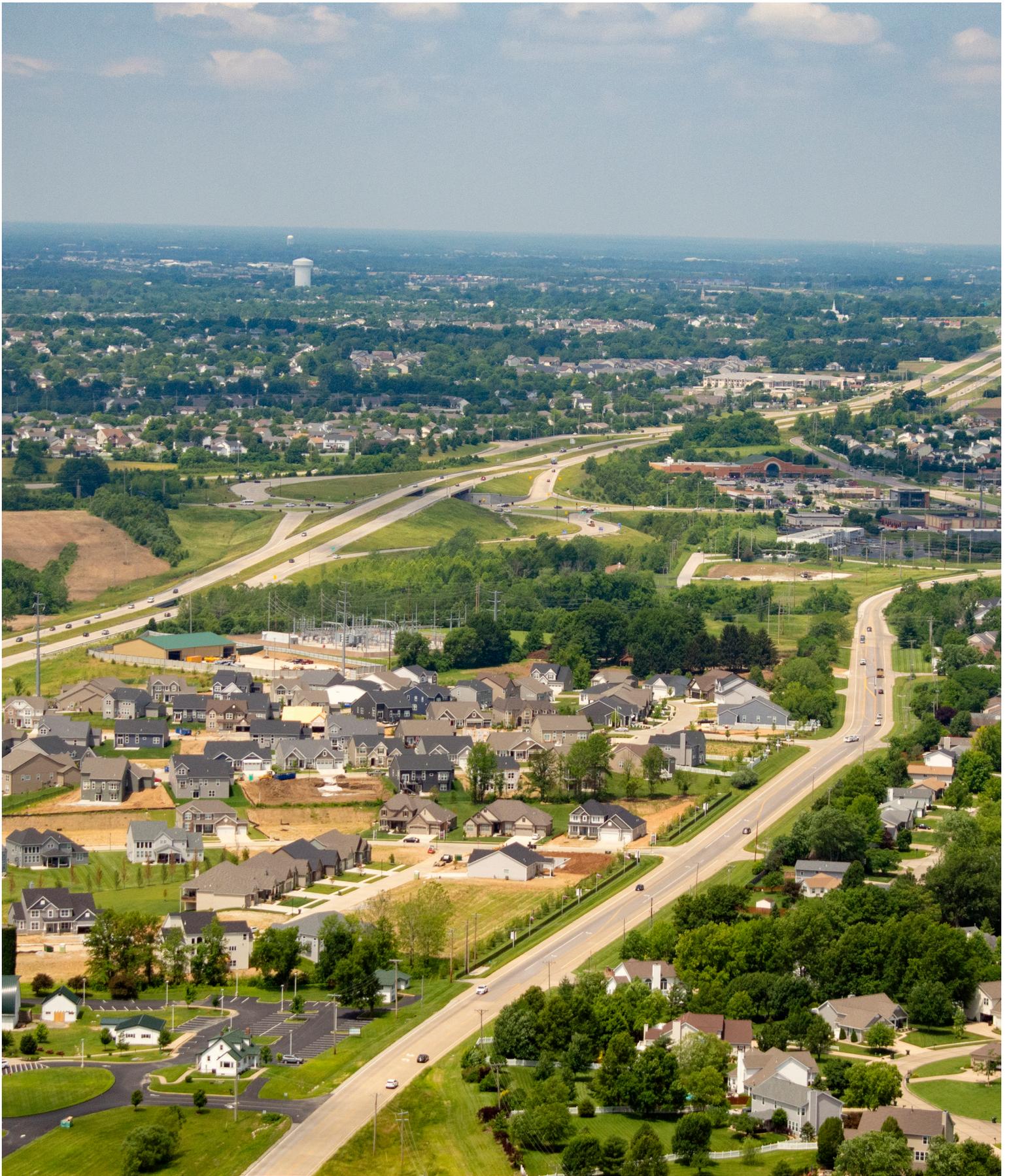




Transportation Improvement Plan 2020–2022

St. Charles County Council
Nov. 25, 2019



O'Fallon near Route N and Highway K



1	Who We Are
	Performance Measures
3	System Inventory
4	Vehicle Miles Traveled and Delay
5	Traffic Volumes and Congestion
11	Safety and Crash Data
13	2020-2022 Transportation Improvement Plan (TIP) Summary
15	New Roads and Improvements to Arterials
16	Congestion Mitigation, Safety and Other
17	MoDOT Cost Share/I-70 Corridor Improvements

Appendices

A	2019 Project Application Guidelines
B	2019 Project Application Scoring
C	Road Board Recommendation Letter
D	2020 – 2022 TIP
E	2020 Budget Recommendations

In 1985, the citizens of St. Charles County voted to approve a county-wide Transportation Sales Tax. Renewed three times since, this one-half cent sales tax was “first imposed for the purpose of traffic relief, construction, reconstruction, and repair of roads and bridges within St. Charles County, Missouri.” The purpose of the tax remains unchanged with three priorities established within the St. Charles County Charter¹:

1. New Arterial Roads and Improvements to Existing Arterials
2. Congestion Mitigation/Safety on Non-Arterial Roads
3. Economic Development Enhancement Projects

With the addition of the 2020-2022 Transportation Improvement Plan (TIP), the County has obligated approximately \$650 million to construct just under \$1.3 billion in transportation improvements since the inception of the tax.

The 2020-2022 TIP not only provides the approved funding for upcoming transportation projects throughout the county, but also provides annual information for performance indicators and goals for the county’s transportation system in 2018. By tracking items such as pavement condition, delay, crashes, and system growth, it is possible to identify how effectively the Transportation Sales Tax is being utilized in achieving the priorities outlined above.

Vision Statement

Transportation Improvement Plan

The vision for the County’s Transportation Improvement Plan is to provide for roadway improvements that make it easier for citizens to travel throughout the county, efficiently and safely completing all trips. This is done by funding road improvements that enhance travel throughout St. Charles County, including construction of new roads to meet the demands of new development or changes in traffic patterns, as well as enhancements to existing roads to reduce congestion or improve safety.

Mission Statement

St. Charles County Roads and Traffic

The mission of St. Charles County Roads and Traffic is to effectively and efficiently utilize the Transportation Sales Tax to improve and enhance the transportation system throughout the county.

¹ Ordinances of St. Charles County, Article XI, Section 120.815

Road Board

The Road Board is a volunteer citizen advisory board appointed by the County Executive and approved by the County Council to serve four-year terms. The board evaluates project applications submitted by the County Highway Department and municipalities. Based on evaluation, scoring and available funding, the board recommends to the County Executive and County Council road and bridge projects to be funded by the county's Transportation Sales Tax.

Road Board Members

County Council Districts

District 1	Caleb Hunter
District 2	Richard Masterson
District 3	Cindy Fox-Griffey
District 4	Debbie Haley
District 5	Matthew Johannesman, Chair
District 6	Richard Rufkahr
District 7	Daniel Kuntz

Municipalities

City of Lake Saint Louis	James Tognoni
City of O'Fallon	Jeanette Koechner
City of St. Charles	Brian Pundmann
City of St. Peters	Scott Kolkmeier
City of Wentzville	Robert Schmidt

St. Charles County System Inventory

Municipality	Centerline Miles of Roadway	Lane Miles of Roadway	Miles of Shared Use Path/Bike Trail	Miles of On-Road Bike Lane	Locally Maintained Bridges
Lake Saint Louis	82	167	Unknown	-	2
O'Fallon	313	710	9.9	35.71	10
St. Charles	538.5	1,339.3	42.9	7.6	15
St. Peters	250	577	24	4.6	13
Wentzville	171	364	12.43	0.67	4
St. Charles County	623	1,267	1	1.65	78
Cottleville	23.5	50.0	4.3	-	-
Dardenne Prairie	62.3	125.9	5.53	-	5
Flint Hill	5.2	10.4	-	-	-
Foristell	4.3	8.7	-	-	-
Josephville	3.1	6.3	-	-	-
New Melle	4.1	7.8	-	-	-
Portage Des Sioux	5.4	10.7	-	-	-
St. Paul	13.2	25.2	-	-	-
Weldon Spring	23.3	47.7	-	-	-
West Alton	21.5	42.1	-	-	-
TOTALS	2,143.4	4,759	94.5	50.2	127
% Change	0.08%	0.71%	9.89%	2.34%	-

Goal:
System expansion

2018 St. Charles County Freeway and Major Arterial Data



2,473,231,434

Vehicle Miles Traveled (VMT)
(approx. 10% commercial)

+0.75% increase from 2017



2,463,090

Vehicle Hours of Delay

-5.8% decrease from 2017

-6.4% delay per vehicle



\$74,379,763

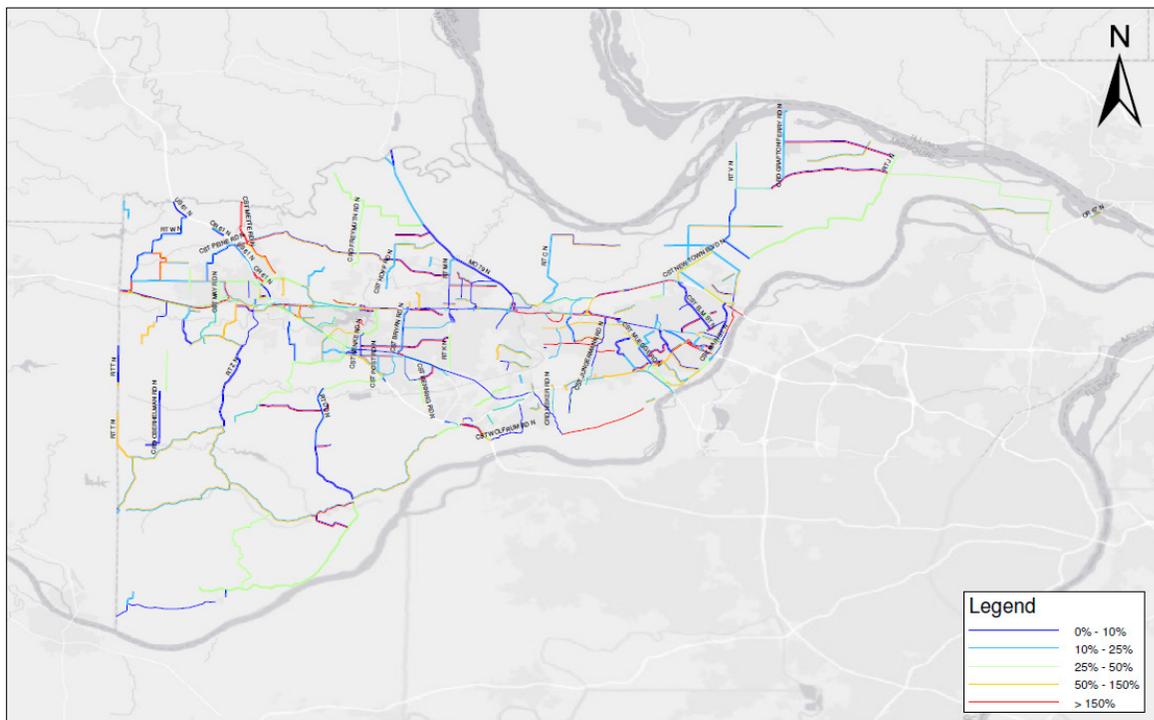
Total Delay Cost

\$4,582,290 less than 2017

Goal:

Greater than 2 percent reduction in delay per vehicle

County AADT Growth Map



St. Charles County AADT Growth - Percent Change (2013 to 2018)

The Annual Average Daily Traffic (AADT) Growth Map provides a visual overview of traffic growth throughout the county between the years of 2013 and 2018. AADT is a measure used in transportation planning and engineering to provide a daily traffic count for a segment of roadway. It is evident from this map that traffic growth at varying levels is occurring throughout the county.

The tables on the following page provide the top 10 segments of growth from 2017 to 2018 for both freeways and arterials.

Substantial growth can be seen on roadways throughout the county, but arterial growth by volume is most prevalent on Route 94. Additionally, Little Hills Expressway has seen substantial increase in both volume and percentage.

Freeway growth is most prevalent along MO 364 in both directions. The table indicates the I-70 westbound volumes increased by 23,014 vehicles (59 percent) over the year; however, it is suspected that there is an error in the 2017 volume.

Not including the 59 percent, the average growth rate for the top 10 freeway segments is 15.5 percent. This level of growth shown on freeways over a one-year period is very significant and indicative of the growth occurring throughout the county, as well as the need to continue to fund system expansion and roadway improvements.

Top 10 AADT Growth Segments by Volume - Freeway

Rank	Route	Dir.	Location	2017	2018	Increase	% Inc.
1	70	W	Route 94 to Zumbahl	38,884	61,898	23,014	59.2%
2	64	W	Prospect to I-70	26,983	34,720	7,737	28.7%
3	364	E	Heritage Crossing to Arena Pkwy.	40,061	44,458	4,397	11%
4	70	E	Mid Rivers to Route 370	68,019	70,845	2,826	4.2%
5	64	E	I-70 to Prospect	32,201	35,017	2,816	8.7%
6	364	W	Route K to Bryan/Winghaven	15,072	17,679	2,607	17.3%
7	364	W	Mid Rivers to Route K	15,072	17,679	2,607	17.3%
8	364	W	Henke to I-64	15,072	17,679	2,607	17.3%
9	364	W	Bryan/Winghaven to Henke	15,072	17,672	2,600	17.3%
10	364	E	Henke to Bryan/Winghaven	14,168	16,646	2,478	17.5%

Top 10 AADT Growth Segments by Volume - Arterial

Rank	Route	Dir.	Location	2017	2018	Increase	% Inc.
1	94	E	Portwest to Friedens	17,134	25,557	8,423	49.2%
2	61	N	Route A to Grothe/ Timber Trace	23,011	28,096	5,085	22.1%
3	Muegge Road	S	Old Muegge to Country Club	6,042	10,949	4,907	81.2%
4	Little Hills Expressway	E	Boschertown to Route 94	353	4,665	4,312	1,221.5%
5	61	N	Grothe/Timber Trace to Route P	18,874	23,048	4,174	22.1%
6	Little Hills Expressway	W	Route 94 to Boschertown	353	4,173	3,820	1,082.2%
7	Kisker Road	S	Central School to 364	2,655	5,675	3,020	113.7%
8	Bryan Road	N	364 to I-70	11,861	14,734	2,873	24.2%
9	94	W	Clark to Kingshighway	2,065	4,930	2,865	138.7%
10	94	E	Friedens to I-70	20,290	23,092	2,802	13.8%



Gateway Green Light (GGL)

Since 2013, St. Charles County has leveraged more than \$10 million in federal Congestion Mitigation and Air Quality (CMAQ) funds to interconnect all signals throughout the county, optimizing signalized corridors to provide improved traffic flow even across jurisdictional lines. These efforts continue as new technology is added to the system and updates to the corridor optimizations occur on a four-year cycle.

Goal:

Reduced delay on signalized corridors

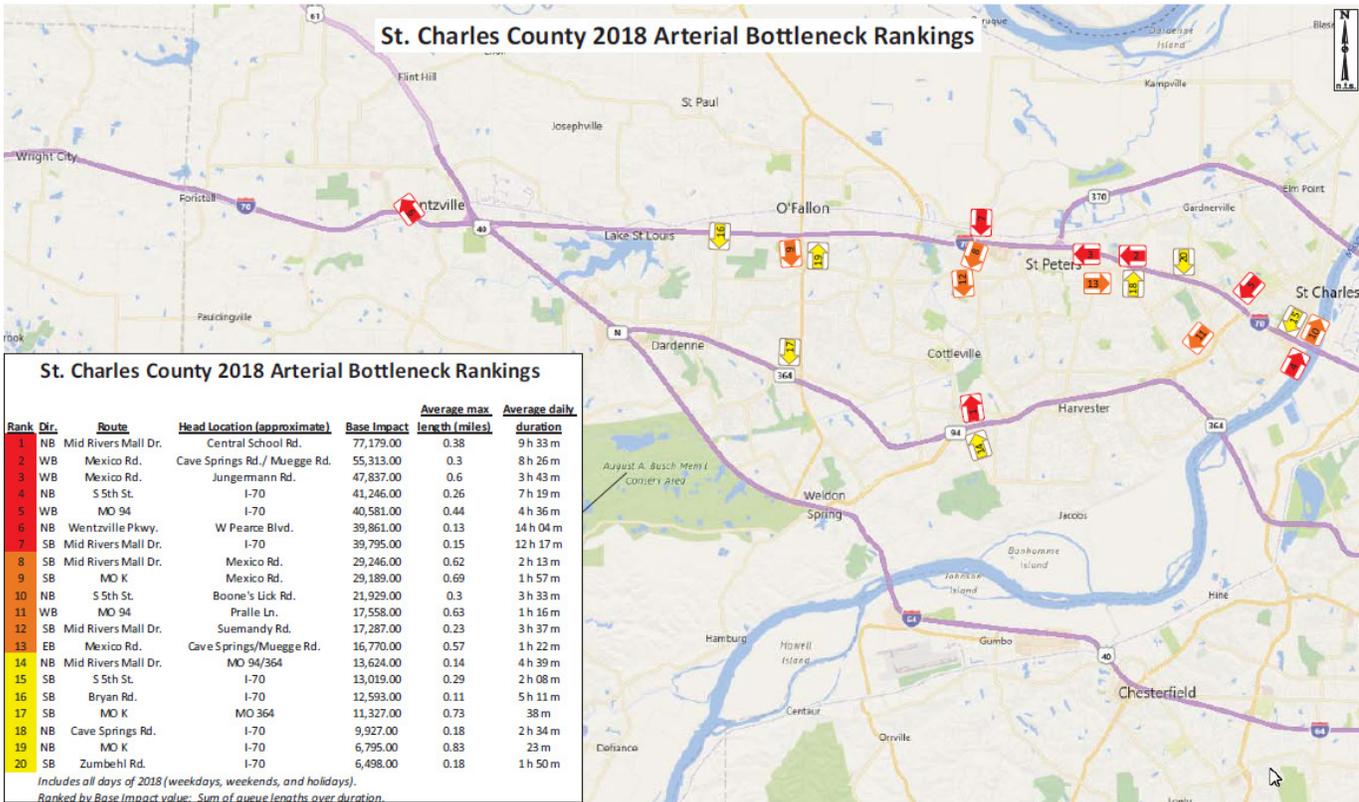
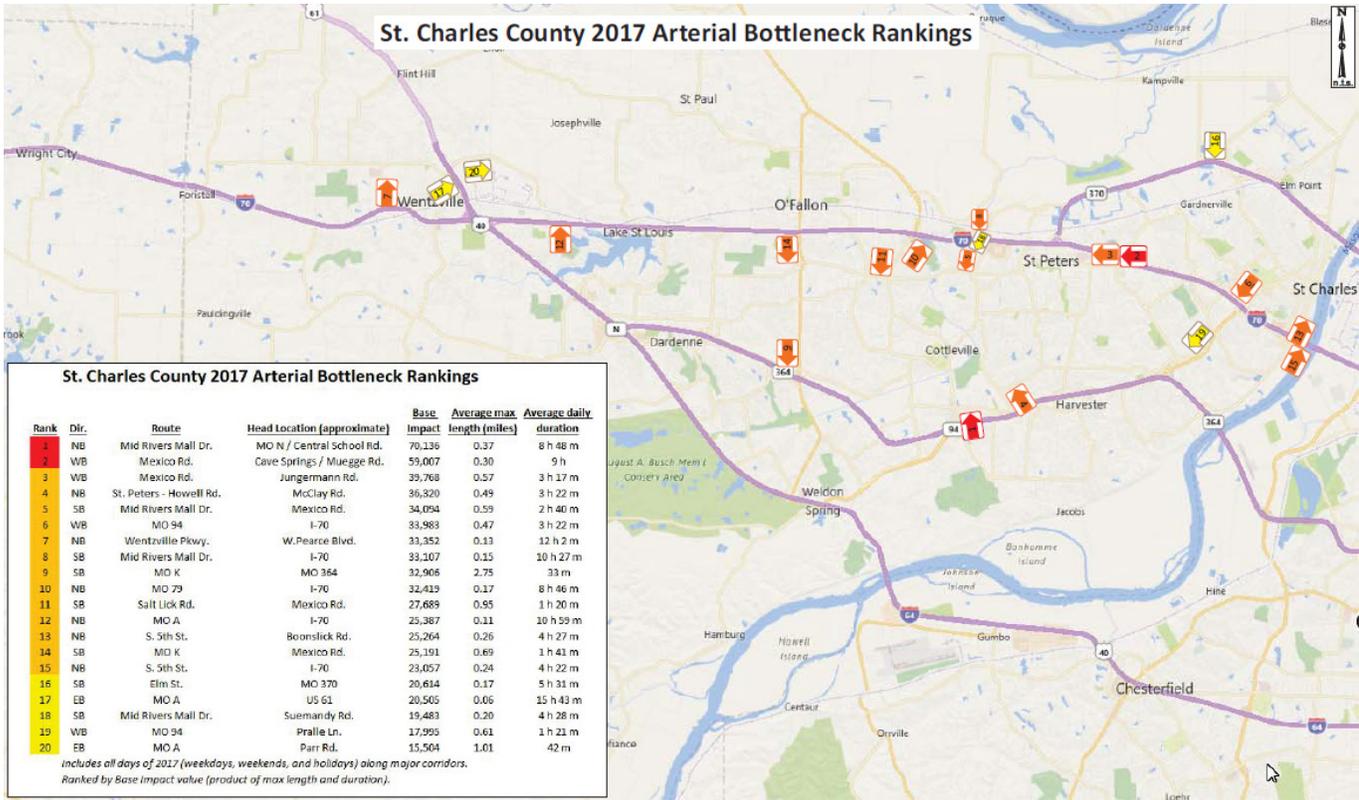
As previously noted, delay decreased on roadways throughout the county comparing 2018 to 2017. The following table of non-freeway performance indicates specifically that speeds and travel times have improved on non-freeway routes.

Non-Freeway Performance (2017 vs. 2018)

	Speed (mph)			Travel time (minutes)		
	12:00 AM - 12:00 AM			12:00 AM - 12:00 AM		
	2017	2018	Pct. Change	2017	2018	Pct. Change
Monday	35.91	36.58	1.9%	574.59	569.15	-0.9%
Tuesday	35.89	36.48	1.6%	574.94	570.67	-0.7%
Wednesday	35.80	36.48	1.9%	576.41	570.76	-1.0%
Thursday	35.76	36.39	1.8%	576.98	572.08	-0.8%
Friday	35.68	36.28	1.7%	578.26	573.91	-0.8%
Weekdays	35.81	36.44	1.8%	576.24	571.30	-0.9%
Saturday	35.81	36.57	2.1%	576.15	569.32	-1.2%
Sunday	36.48	37.18	1.9%	565.66	559.98	-1.0%
Weekends	36.15	36.87	2.0%	570.86	564.63	-1.1%
All Days	35.90	36.56	1.8%	574.68	569.40	-0.9%

The GGL Annual Report (expected in June 2020) will provide a more detailed analysis of year-to-year congestion and delay data for both freeways and arterials, and provide information on how to most effectively spend County Road Board funds to reduce congestion.

Arterial Bottleneck Rankings



While overall delay was reduced on signalized corridors, major bottleneck impacts increased between 2017 and 2018. Projects addressing consistent bottleneck locations will be prioritized in future TIPs.

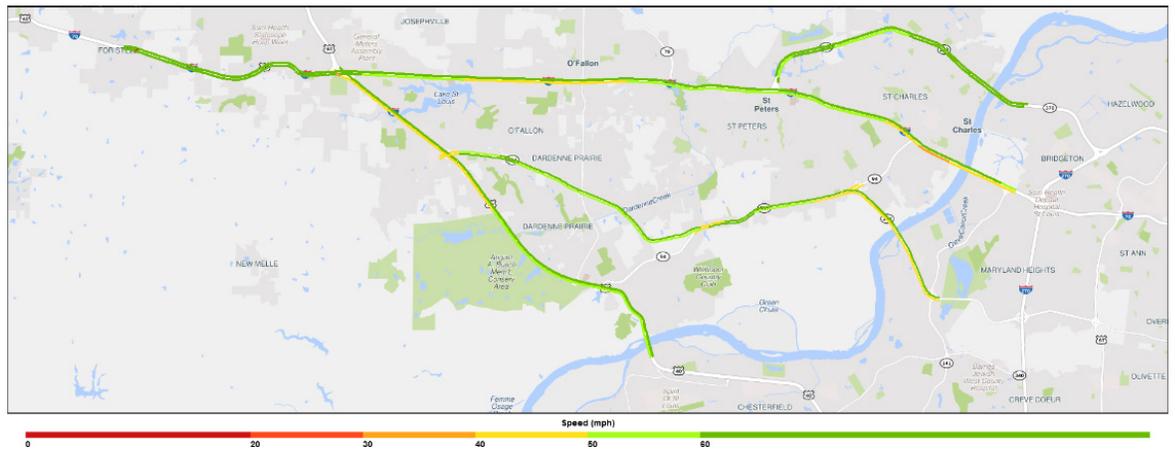
Freeway Speed Maps

Source: RITIS (Regional Integrated Transportation Information System) using HERE probe speed data. ritis.org

Measure: Actual average speed for given time period

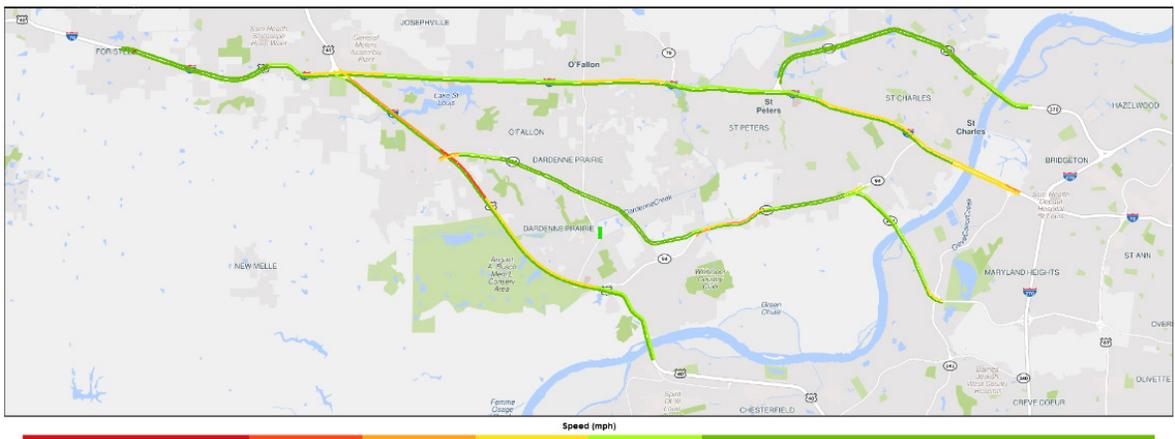
Coverage: All freeways

Worst Hour for A.M. Freeway Travel: 7:15–8:15 a.m.



Freeway travel in the morning peak hour is mainly consistent with historical data, with reduced speeds in the eastbound direction.

Worst Hour for P.M. Freeway Travel: 4:30–5:30 p.m.



Travel in the afternoon peak hour is very poor in the westbound direction, especially approaching the I-64 and I-70 interchange. The County is working with MoDOT to identify funding to improve this location.

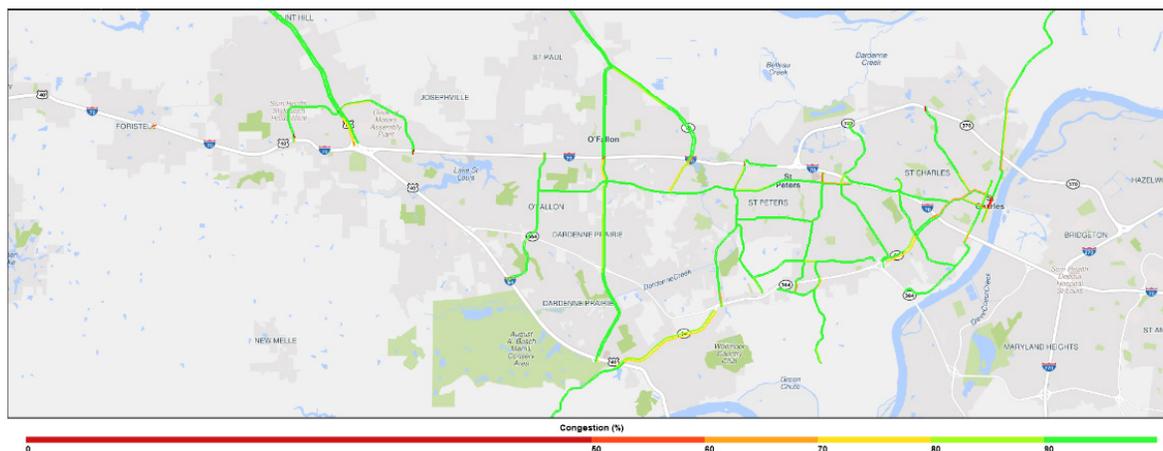
Arterial Congestion Maps

Source: RITIS (Regional Integrated Transportation Information System) using HERE probe speed data. ritis.org

Measure: Actual average speed for given time period

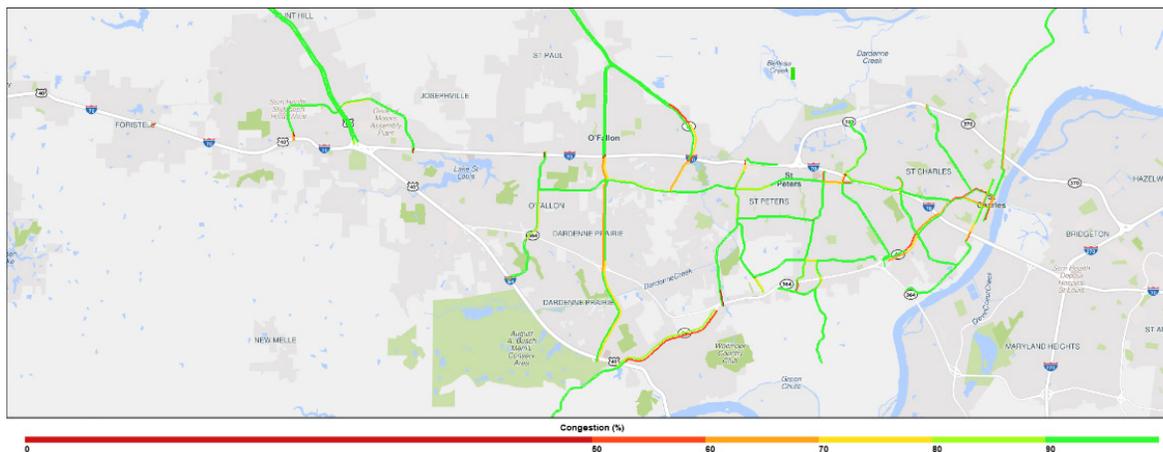
Coverage: Major arterial corridors

Worst Hour for A.M. Arterial Travel: 7:15–8:15 a.m.



Arterial travel in the morning peak hour is fairly consistent with historical data. Some increasing congestion is seen on segments approaching I-70 and along MO 94 eastbound.

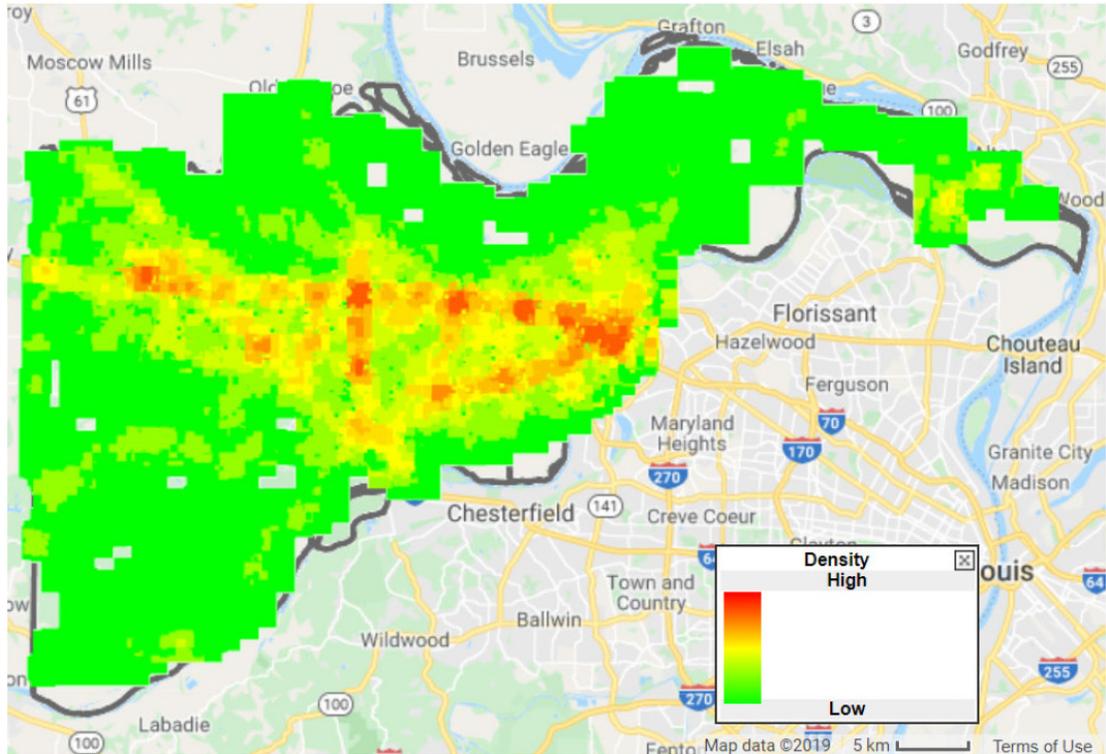
Worst Hour for P.M. Arterial Travel: 4:30–5:30 p.m.



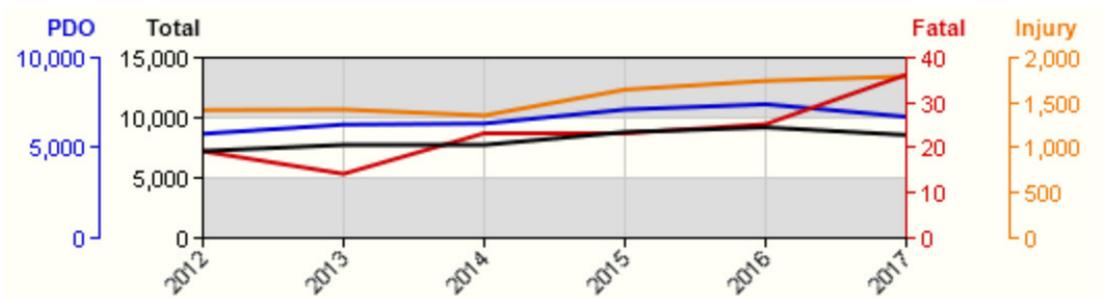
Arterial travel in the afternoon peak hour is less consistent when compared to historical data. Significantly reduced speeds occur along the MO 94 corridor in St. Charles where a number of improvements are included in the 2020-2022 TIP.

Goal:
Arterials congestion ratings of 70 percent or greater

Crash Heat Map



The Crash Heat Map illustrates locations with the highest density of crashes from 2015 to 2017. Highest density means the highest number of crashes within the smallest area. It is evident from the map that the majority of crashes within St. Charles County are along I-70, followed by MO Route K and MO 94.



Crash Totals County-Wide, 2012-2017

Systemic Safety Improvements and a stronger focus on safety will be prioritized in 2020 TIP applications.

Goal:

Decrease number of total crashes county-wide

The following list provides signalized intersection crash locations ranked in order of total crashes. MO Route K at the I-70 eastbound ramp is substantially ahead of other intersections in number of crashes. This intersection is part of a project included within the 2020–2022 TIP which is expected to reduce crashes at that location.

Top 15 Signalized Intersection Crash Locations (2015–2017)

Location	Maintaining Agency	Total Crashes	Fatal	Injury	Property Damage	Severity Rating
Route K @ I-70 EB*	MoDOT	216	0	61	155	19.726
Wentzville Pkwy. @ West Pearce Blvd.	City of Wentzville	146	0	18	128	13.333
First Capitol (MO 94) @ West Clay St.	MoDOT	132	0	15	117	12.055
Route K @ MO 364	MoDOT	125	1	17	107	11.416
Zumbuhl Rd. @ I-70 EB*	MoDOT	123	0	18	105	11.233
MO 94 @ Pralle Ln.*	MoDOT	119	0	15	104	10.868
Fifth St. @ I-70 WB	MoDOT	118	0	23	95	10.776
Route K @ Feise/ Laura Hill Rd.	MoDOT	109	0	24	85	9.954
Mid Rivers Mall Dr. @ MO 364 NB	MoDOT	106	0	35	71	9.68
Route K @ Mexico Rd.	MoDOT	97	0	17	80	8.858
Route K @ Veterans Memorial Pkwy.*	MoDOT	96	0	13	83	8.767
Route N @ Hawk Ridge Trail	MoDOT	94	0	17	77	8.584
Mexico Rd. @ Cave Springs Rd.*	City of St. Peters	93	0	10	83	8.493
Mid Rivers Mall Dr. @ I-70 WB	MoDOT	92	0	12	80	8.402
Cave Springs Rd. @ I-70 WB*	MoDOT	92	0	15	77	8.402

Note: Top 15 locations by number of crashes. These also are the top 15 by severity (ordered based on severity rating).

* Current transportation project location

In the future, cities and the County Highway Department will be asked to submit project applications for improvements at intersections on the list above.

Goals:

Decrease the number of crashes and severity rating at improved intersections and along improved roadways

Applications Overview

Each year, the Roads & Traffic office solicits project applications from municipalities and the County Highway Department based on the Project Application Guidelines (APPENDIX A).

In 2019, the Road Board received **25 new project applications, two supplemental applications** and a **Missouri Department of Transportation (MoDOT) Cost Share award**.

A copy of the applications can be found at sccmo.org/218/Transportation-Sales-Tax-and-TIP-Info.

Requested County Funding by Project Type

- 38.4%** **New Road** (7 projects)
- 30.8%** **Traffic Flow** (4 projects)
- 13.9%** **Condition** (5 projects)
- 8.1%** **Other** (5 projects)
- 7.9%** **Safety** (3 projects)
- 0.9%** **Study** (2 projects)

Total County funding request of **\$44 million (37 percent)** for **\$119.9 million (63 percent match from local, federal, state or other)** in project costs.

After applications are received, projects are presented to the Road Board over two meetings. At these meetings, members of the Road Board and the public are welcome to ask questions and gather additional information about the requested projects. Project applications then are scored based on project type using appropriate performance measures (APPENDIX B).

Recommended Projects Overview

Based on project scoring and review, the Road Board is recommending funding for **20 new project applications** and **two supplemental applications** (APPENDIX C).

Recommended County Funding by Project Type

- 42%** **New Road** (6 projects)
- 35.7%** **Traffic Flow** (4 projects)
- 16.1%** **Condition** (5 projects)
- 3.5%** **Other** (3 projects)
- 2.6%** **Safety** (1 project)
- 0.2%** **Study** (1 project)

Total County funding request of **\$38.1 million (34.7 percent)** for **\$109.6 million** in project costs.

The remaining cost will be paid by \$37 million (33.7 percent) in MoDOT District funds, \$12.6 million (11.5 percent) in MoDOT Cost Share funds, \$9.8 million (9 percent) in Federal funds, \$7.4 million (6.8 percent) in sponsor funds and \$4.7 million (4.3 percent) in developer funds.

The 2020–2022 TIP (APPENDIX D) includes \$117 million in County funding for 21 projects within unincorporated St. Charles County and 48 projects within the municipalities of Cottleville, Dardenne Prairie, Lake Saint Louis, O’Fallon, St. Charles, St. Peters and Wentzville. The TIP Map on the following page provides the locations of all new TIP projects (with the exception of studies).

The 2020 -2022 TIP, as well as the 2020 Budget Recommendations (APPENDIX E), require the approval of County Council and Executive to be finalized and obligated as recommended by the Road Board.

2020-2022 TIP PLAN SUMMARY: New Roads and Improvements to Arterials

Approximately 58 percent of the recommended County funding in 2019 is for new roads and roadway reconstruction. These projects play an integral role in handling new traffic as the County's population continues to grow.

Six new road projects are recommended in this year's TIP:

**Old Highway N Phase 1
(Lake Saint Louis, at right)**

**Old Highway N Phase 2
(Lake Saint Louis)**

Caledonia Parkway (O'Fallon)



**Route 370 - Salt River Road Ramp 1
(St. Peters)**

**David Hoekel Parkway Phase 2D
(Wentzville, at left)**

**Interstate Drive Extension
(County Highway)**

Five road condition improvement projects are recommended in the 2020-2022 TIP:

Highway N (Cottleville)

Stump Road (Dardenne Prairie)

**South Fifth Street
Reconstruction (St. Charles)**

**U.S. 61 West Outer Roads
Extension Phase 2A (Wentzville)**

**Interstate Drive Reconstruction
(County Highway)**

More than 38 percent of the recommended County funding in 2019 is for congestion mitigation and safety projects. These projects include improvements specifically to reduce delay or crashes, and play a vital role in moving people and freight throughout the county.

Four congestion mitigation projects are recommended in this year's TIP:

Highway DD Improvements - Streets of Caledonia (O'Fallon, top right)



Muegge Road Interchange (St. Charles)

Central School Road and St. Peters Howell Road (County Highway, middle right)



I-70 Fairgrounds to Cave Springs Improvements (MoDOT, see next page)

One safety improvement project is recommended in the 2020-2022 TIP:

Peine Road (Wentzville, bottom right)



I-70 Mainline, Interchange and Outer Road Improvements from Cave Springs Interchange to Fairgrounds Road (MoDOT)

As indicated by the significant investment in the project (over 25 percent of new project funding), this project is of major significance to St. Charles County.

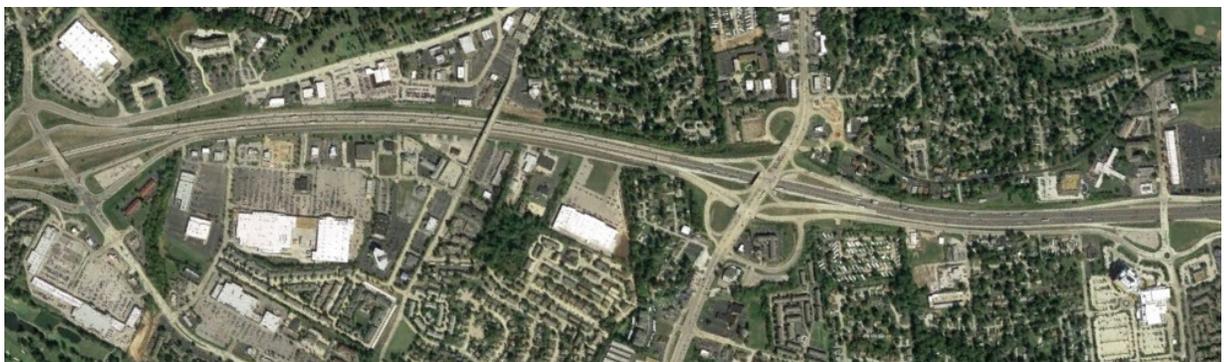
Throughout the county, I-70 carries the largest volumes of passenger vehicles and heavy vehicles compared to any other route. As a result, corridor updates are critical for future growth. This portion of I-70 is over 50 years old and has seen no updates or expansion during that period. The intersections within the Cave Springs and Zumbahl interchanges are among the most congested and unsafe in the county.

While MoDOT's plan for improvements is only conceptual and cannot be shared at this time, some key components can be provided.

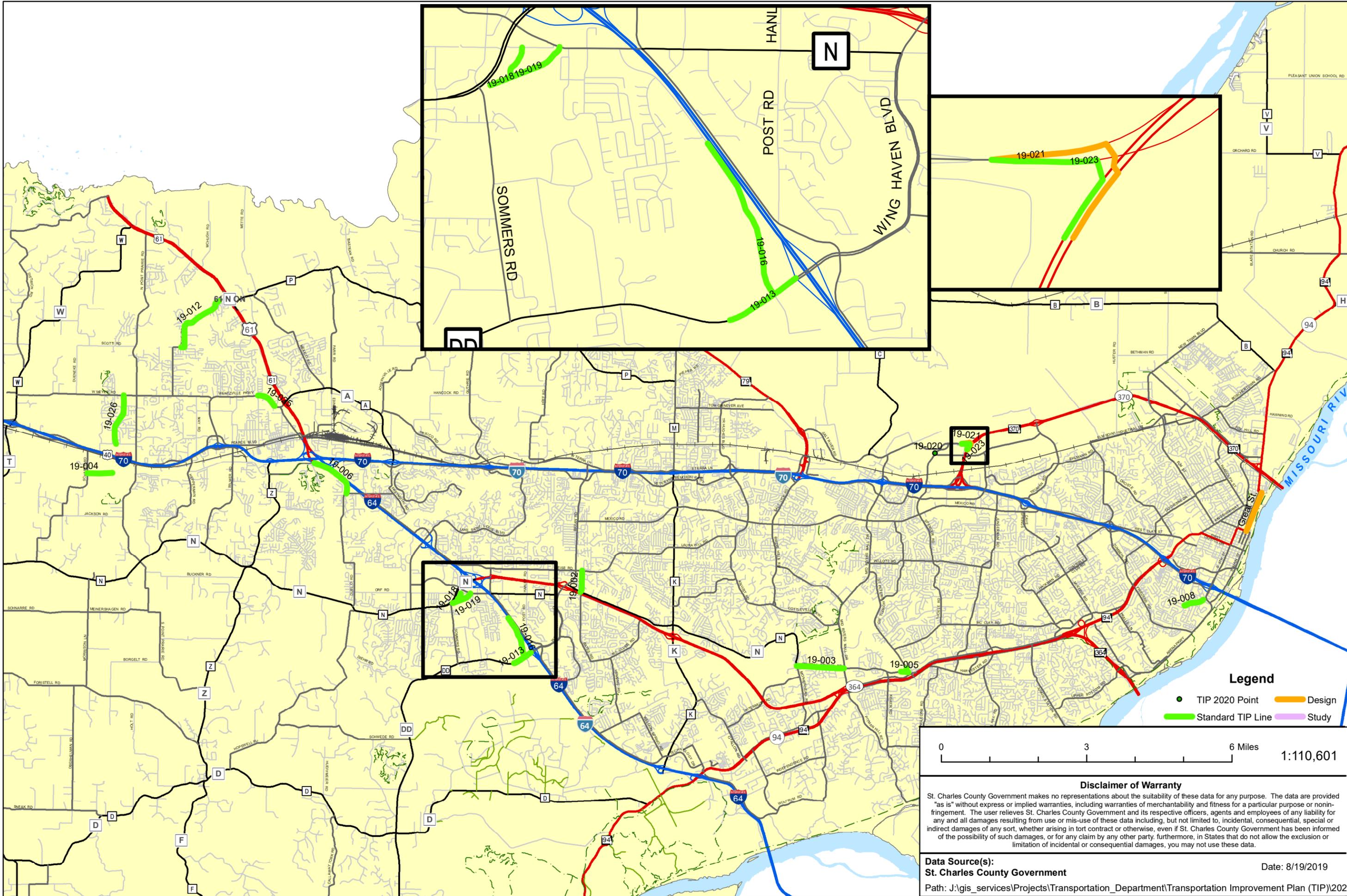
At minimum, it is intended that the project will include improvements at the interchanges of Cave Springs and Zumbahl with a focus on removing signals to provide more adequate signal spacing. Additionally, within this segment (shown below), it is expected that a new overpass will be provided and a fourth lane will be added to I-70 in each direction.



Moving east (below), it is expected that the missing segment of north outer roadway will be constructed to complete a one-way outer road system, which will provide for alternate routing should an incident occur on I-70. At the First Capitol interchange, CMAQ funds have been secured in order to convert this to a DDI interchange allowing for U-turn movements.



MoDOT has estimated total project costs at \$67 million. The County has currently identified \$57 million in funding and applied for a second cost share for an additional \$4 million. It is anticipated that the \$61 million would complete the project scope utilizing a value engineering study or design-build procurement.



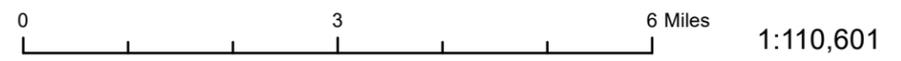
2020 Transportation Improvement Plan Projects

St. Charles County Government, GIS Services, 201 North Second Street, St. Charles, Missouri 63301



Legend

- TIP 2020 Point
- Design
- Standard TIP Line
- Study



Disclaimer of Warranty

St. Charles County Government makes no representations about the suitability of these data for any purpose. The data are provided "as is" without express or implied warranties, including warranties of merchantability and fitness for a particular purpose or non-infringement. The user relieves St. Charles County Government and its respective officers, agents and employees of any liability for any and all damages resulting from use or mis-use of these data including, but not limited to, incidental, consequential, special or indirect damages of any sort, whether arising in tort contract or otherwise, even if St. Charles County Government has been informed of the possibility of such damages, or for any claim by any other party, furthermore, in States that do not allow the exclusion or limitation of incidental or consequential damages, you may not use these data.

Data Source(s):
St. Charles County Government

Date: 8/19/2019

Path: J:\gis_services\Projects\Transportation_Department\Transportation Improvement Plan (TIP)2020

APPENDIX A: 2019 Project Application Guidelines



Highway K at Route 364



Road Board 2019 Project Application Guidelines

The St. Charles County Road Board will accept applications for the 2020 to 2022 Transportation Improvement Plan (TIP) by 5:00 p.m. on **March 29, 2019**. The purpose of these guidelines is to assist applicants during the preparation of applications to insure the required information is provided.

The county's ½ cent transportation sales tax was established as a capital improvement tax with three (3) priorities (1) arterial road improvements, (2) congestion/safety improvements on non-arterial roads, and (3) economic development. The tax was not intended to be used for maintenance.

Applications

Project Description

The application should provide a written description of the project that defines the projects goals and objectives, anticipated outcomes, and tangible improvements. For example, should the application be seeking funds for safety improvements, the application should state the goal is to reduce accidents, define current conditions, outline proposed improvements, and provide performance measures, targets and its plan to monitor and report on those measures once the project is completed.

Location Map

The application should provide a location map that defines the project limits and location of the project within the county.

Conceptual Plans

The application should include conceptual plans that provide title sheet, typical sections, and plan and profiles sheets that provide the existing infrastructure, proposed improvements, right-of-way and grading limit, and utilities. These plans should be of adequate detail to provide a good engineer's estimate of probable costs.

Cost Estimate

The application should include an itemized engineer's estimate of probable costs based of the conceptual design as outlined above.

Support Documentation

The application should include the documentation needed to support the need for the improvements. For example, should the application be seeking funds for safety improvements, the application should provide a summary of the accident history for the last five years and map of the incidents.

Performance Measures, Targets, and Monitoring Plan

The application should include a plan that defines ongoing monitoring needed to determine if the desired outcomes are achieved. This plan should provide performance measures, targets, and post construction reporting to the Road Board.

Financial Plan

The application will provide a financial plan that provides the funds being requested from the county's ½ cent transportation sales tax fund, local match and other funding. The plan should include the amount and year in which funds are sought. The typical local match is 20% for all municipalities. The local match is 50% on any project consisting of work or study done on a state-maintained roadway. The local match is the applicant's pro rata share of reimbursable costs. Non-reimbursable costs paid by the applicant or others do not count towards the local match or the applicant's pro rata share.

The Road Board historically has given priority to projects with funding from others, such as, federal funds, and those with a local match more than the minimums outlined above. Further, roadway reconstruction projects (based on condition) will be required to obtain federal funds in order to be considered for Road Board funding. Although the inclusion of federal funds is not a requirement for other project types, the applicant must demonstrate that it has applied for federal funds.

Aesthetic enhancements, such as, landscaping, streetscape, decorative lighting, signals, fencing, and retaining walls, patterned and/or pigmented concrete, pavers, street furniture, irrigation, etc., are not reimbursable. The project may include these items; however, the cost estimate provided with the application should include these items as alternates. The base cost estimate should provide the cost of the standard construction item. Should the application be approved, and the applicant decides to construct an enhancement, the County will reimburse the applicant for the enhancement on a pro rata basis based on the bid price of the standard construction item.

Reconstruction Projects

Reconstruction is the removal and replacement of a road; whereas, maintenance is activities needed to preserve or extend the useful life of a capital improvement. As mentioned above, the county's ½ cent transportation sales tax fund was not intended to be used for maintenance, but should a road deteriorate to a point that ordinary maintenance is no longer adequate, the Road Board will consider an application to reconstruct the roadway, if federal funds are also obtained. A fundamental goal of the county's transportation fund is to improve roads and a goal of reconstruction projects should also be to provide an improvement. Therefore, reconstruction projects cannot simply replace pavement but need to provide an improved condition (congestion mitigation, safety, or economic impact).

A reconstruction application should include a project description, location map, application summary spreadsheet, conceptual plan, cost estimate, support documentation, performance measures, targets, and monitoring plan, and financial plan as outlined above.

Reconstruction projects are generally envisioned to be within urbanized, commercial corridors and, therefore, these projects should provide lane widths of eleven feet (11') or greater and roadway geometrics that support commercial vehicles (trucks). The Road Board encourages applicants to consider safety improvements, such as, improved sight distances or removal of objects that impede sight distances, access management, striping, signage and other items to make the roadway safer. It is important that the applicant engage the public, businesses and stakeholders into the planning process and for the application to include the outcome of these efforts.

The Road Board recognizes that within urbanized, commercial corridors that should utilities need to be relocated that this relocation has an impact on the surrounding properties. Therefore, the applicant should provide in its application a utility relocation plan. This plan should outline the utilities impacted, proposed location of the relocated facilities, and cost. Further, this plan should include alternatives considered, public engagement summary, and other support documentation. The Road Board does not desire to participate in the cost to underground overhead utilities for aesthetic purposes; however, acknowledges that in some situations burying overhead utilities may make sense due to cost and/or impact to abutting properties. In these cases, it will be important for the applicant to clearly demonstrate that burying these overhead facilities is in the public's best interest.

The Road Board supports the inclusion of intelligent transportation infrastructure needed to support the operation and coordination of traffic signals. This may include the installation of fiber optical cables, cameras, traffic counters, and other devices. The cost for intelligent transportation infrastructure is eligible for reimbursement subject to review and approval by the Gateway Green

Light Board to insure the infrastructure included is compatible and consistent with the region's long-range plan.

The Road Board supports the removal and replacement of deteriorating sidewalks, construction of missing segments of sidewalk need to fill gaps in the sidewalk infrastructure, and other improvements needed to meet ADA standards; however, does not desire to participate in the cost of on-street bike lanes, shared use paths, and other non-motorized facilities (especially those that require right-of-way or result in additional property or utility impacts). The project may include these items; however, the cost estimate provided with the application should include these items as alternates. The base cost estimate should provide the cost to remove and replace in kind sidewalks or construct missing pieces of sidewalk or other work needed to meet ADA standards. Should the application be approved, and the applicant decides to construct enhanced non-motorized facilities, the County will reimburse the applicant for these facilities on a pro rata basis based on the bid price for the standard construction item.

APPENDIX B: 2019 Project Application Scoring

Arterial Road Improvement Applications

Score = Funds Requested from County / Lane Miles / ADT²

Congestion Mitigation Applications

Score = Cost / Reduction in Peak Hour Delay / Peak Hour Volume

Safety Applications

Score = Cost / Lane Miles / Crash Rate

New Road Applications

Score = Funds Requested from County / Lane Miles

Miscellaneous Applications

Score = Funds Requested from County / Lane Miles / ADT²

Study, pre-construction and bridge projects were not scored; however, these applications were reviewed by the Road Board and considered when applications were ranked.

² Average Daily Traffic (existing or projected using County Travel Demand Model)

recommended for approval

New Road Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other	SCORE			County \$ / Lane Mile / ADT
														\$ / Lane Mile	County \$/Lane Mile	\$ / Lane Mile / ADT	
RB19-00004	County Highway	Interstate Drive Extension	12/31/2021	Major Collector	4,000	10,000	0.97	30	\$2,700,000	\$2,150,000.00	\$0.00	\$0.00	\$550,000.00	\$2,783,505.15	\$2,216,494.85	\$278.35	\$221.65
RB19-00018	Lake St Louis	Old Highway N Phase 1	10/30/2020	Minor Collector		5,400	0.70	25	\$2,330,000	\$1,281,500.00	\$233,000.00	\$0.00	\$815,500.00	\$3,328,571.43	\$1,830,714.29	\$616.40	\$339.02
RB19-00019	Lake St Louis	Old Highway N Phase 2 - DESIGN	6/30/2023	Minor Collector		5,200	0.90	25	\$2,300,000	\$1,150,000.00	\$48,000.00	\$0.00	\$715,000.00	\$2,555,555.56	\$1,277,777.78	\$491.45	\$245.73
RB19-00016	O'Fallon	Caledonia Parkway	12/31/2020	Principal Arterial	3,000	5,000	7.00	35	\$7,431,117.00	\$3,627,686.00	\$906,921.00	\$0.00	\$2,896,510.00	\$1,061,588.14	\$518,240.86	\$212.32	\$103.65
RB19-00023	St Peters	MO 370 Interchange Ramp at Salt River Road - Phase 1	12/31/2022	Minor Arterial	6,940	8,328	0.60	30	\$3,304,748.00	\$1,652,298.00	\$707,450.00	\$945,000.00	\$0.00	\$5,507,913.33	\$2,753,830.00	\$661.37	\$330.67
RB19-00026	Wentzville	David Hoekel Parkway Phase 2D	12/31/2022	Major Collector	8,500	17,000	2.10	25	\$8,832,000.00	\$7,065,600.00	\$1,766,400.00	\$0.00	\$0.00	\$4,205,714.29	\$3,364,571.43	\$247.39	\$197.92
RB19-00011	St Charles	Old Veterans Memorial Parkway Extension	12/31/2022	Unclassified	2,670	3,000	0.40	30	\$2,429,800.00	\$960,000.00	\$1,229,800.00	\$0.00	\$240,000.00	\$6,074,500.00	\$2,400,000.00	\$2,024.83	\$800.00

Road Condition Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	Pavement Condition Index	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other	SCORE	
															\$ / Lane Mile	\$ / Lane Mile / ADT
RB19-00003	Cottleville	Highway N	10/15/2022	Minor Arterial	4	14,016	20,820	0.97	20	\$1,900,000	\$608,000.00	\$152,000.00	\$1,140,000.00	\$0.00	\$626,804.12	\$30.11
RB19-00006	County Highway	Interstate Drive reconstruction	12/31/2022	Major Collector	3	3,069	10,000	2.00	30	\$4,030,000	\$1,518,000.00	\$0.00	\$900,000.00	\$1,612,000.00	\$759,000.00	\$75.90
RB19-00002	Dardenne Prairie	Stump Road	11/30/2023	Minor Arterial	3.6	2,180	2,400	1.20	30	\$2,276,090	\$1,092,523.20	\$273,130.80	\$910,436.00	\$0.00	\$910,436.00	\$379.35
RB19-00008	St Charles	South Fifth Street reconstruction	5/31/2024	Minor Arterial		5,938	6,000	1.00	30	\$3,400,000	\$1,070,000.00	\$830,000.00	\$1,500,000.00	\$0.00	\$1,070,000.00	\$178.33
RB19-00025	Wentzville	US 61 West Outer Road Extension 2A	12/31/2022	Principal Arterial	79	24,000	48,000	1.64	30	\$2,289,619.00	\$1,831,695.00	\$457,924.00	\$0.00	\$0.00	\$1,116,887.20	\$23.27

Other Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other
RB19-00020	St Peters	Spencer Road at Premier Parkway Lane Additions	9/30/2020	Minor Arterial	5,400	20,200	0.30	25	\$536,270.00	\$429,016.00	\$107,254.00	\$0.00	\$0.00
RB19-00021	St Peters	MO 370 Interchange Ramp at Salt River Road - Phase 2 -	3/31/2024	Minor Arterial	7,225	9,537	0.90	30	\$1,000,000.00	\$800,000.00	\$200,000.00	\$0.00	\$0.00
CMAQ	St. Charles	Smart Parking	9/30/2021	Minor Arterial	5,000	5,000	0.90	30	\$1,000,000.00	\$100,000.00	\$100,000.00	\$800,000.00	\$0.00
RB19-00014	O'Fallon	I-70 Phase 2 cost overruns	12/31/2022	Principal Arterial	65,000	65,000	2.00	35	\$1,170,000	\$585,000.00	\$585,000.00	\$0.00	\$0.00
RB19-00010	St Charles	SCAT Transit Parking under I-70*	12/31/2022	Unclassified		1,000	0.10	30	\$1,710,000	\$500,000.00	\$710,000.00	\$500,000.00	\$0.00
RB19-00024	St Peters	Mexico Road Sidewalk Connection and Roadway Stabiliza	12/31/2023	Principal Arterial	21,000	23,000	0.36	25	\$1,264,153.00	\$1,011,322.00	\$252,831.00	\$0.00	\$0.00
RB19-00022	St Peters	Mid Rivers Mall Drive Right Turn Lane	12/31/2023	Principal Arterial	25,000	26,000	0.05	25	\$200,000.00	\$160,000.00	\$40,000.00	\$0.00	\$0.00

* Project does not qualify for Road Board funds

Study Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other	SCORE	
														(\$ /Mile)	(\$ /Mile /ADT)
RB19-00015	O'Fallon	I-64 South Outer Road environmental study	12/31/2020	Major Collector	2,500	10,000	7.00	35	\$400,000	\$320,000.00	\$40,000.00	\$0.00	\$40,000.00	57142.85714	\$5.71
	St. Charles	Frenchtown Great Streets	9/30/2020	Minor Arterial	5,000	5,000	1.80	30	\$530,000.00	\$65,000.00	\$65,000.00	\$400,000.00	\$0.00	\$294,444.44	\$58.89

recommended for approval

Traffic Flow Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	Traffic Flow Existing Travel Time	Traffic Flow Projected Travel Time	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other
RB19-000005	County Highway	Central School & St Peters Howell	12/31/2023	Minor Arterial	456	55.8	15,386	18,755	1.00	30	\$1,820,000	\$820,000	\$0	\$1,000,000	\$0
RB19-000013	O'Fallon	Highway DD - Streets of Caledonia	12/31/2022	Major Collector	130	60	2,500	10,000	2.50	35	\$3,836,313	\$1,918,156.38	\$303,068.71	\$959,078.19	\$395,140.21

Muegge Road Interchange and I-70 Cost Share were not scored

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	SCORE				Peak Hr Vol	Crashes	Miles	Existing Delay	Future Delay	Reduced Delay per peak hr vehicle (sec)
					(County \$/ reduction in delay)	(County \$/ reduction in delay/ vol)	(\$/ reduction in delay)	(\$/ reduction in delay/ vol)						
RB19-000005	County Highway	Central School & St Peters Howell	12/31/2023	Minor Arterial	\$2,050	\$1.14	\$4,550	\$2.53	1800			456	56	400
RB19-000013	O'Fallon	Highway DD - Streets of Caledonia	12/31/2022	Major Collector	\$27,402	\$27.40	\$54,804	\$54.80	1000			130	60	70

Muegge Road Interchange and I-70 Cost Share were not scored

Safety Project Application Scoring Summary

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	ADT Existing	ADT Future	Lane Miles	Anticipated Useful Life	Total Number Crashes Last 3 Years	Fatal	Serious Injury	Minor Injury	Property Damage	Anticipated Crash Reduction Factor	CMF 1	Crash Type	Number of Crashes	CMF 2	Crash Type	Number of Crashes	CMF 3	Crash Type	Number of Crashes
RB19-000017	O'Fallon	Sonderen Safety Improvements Phase 1	12/31/2022	Major Collector	4,700	7,500	0.60	20	12	0	1	4	7	0.6	0.385	curve	15	9.481	roadway	9			
RB19-000007	Weldon Spring	Sammelman Road	11/30/2023	Minor Collector	2,163	5,000	0.26	30	2	0	0	1	1	0.9	highway	nighttime	61						
RB19-000012	Wentzville	Peine Road	12/31/2023	Major Collector	2,920	6,500	3.08	15	10	0	0	2	8	0.7	shoulder	All	12	pavement	road	6	rumble	road	6

Project Number	Sponsoring Agency	Project Name	Estimated Date of Completion	Federal Functional Classification	TOTAL FUNDING	Total Funding County	Total Funding Sponsor	Total Funding Federal	Total Funding Other	SCORE				Existing ADT	Crashes	Lane Miles	Crash Reduction %	Estimated Crash Reduction per year
										(\$/Mile)	(\$/Mile /ADT)	(\$/Mile /Crash Reduction)	(\$/Mile /Crash Reduction %)					
RB19-000017	O'Fallon	Sonderen Safety Improvements Phase 1	12/31/2022	Major Collector	\$1,858,000	\$1,486,400	\$371,600	\$0	\$0	\$2,477,333	\$527	\$1,548,333	\$61,933	4,700	7,500	0.60	40	1.6
RB19-000007	Weldon Spring	Sammelman Road	11/30/2023	Minor Collector	\$1,048,424	\$838,739	\$209,685	\$0	\$0	\$3,225,920	\$1,491	\$48,364,613	\$322,592	2,163	5,000	0.26	10	0.0667
RB19-000012	Wentzville	Peine Road	12/31/2023	Major Collector	\$2,500,000	\$1,000,000	\$250,000	\$1,250,000	\$0	\$324,675	\$111	\$324,675	\$10,823	2,920	6,500	3.08	30	1



APPENDIX C: Road Board Recommendation Letter



Mid Rivers Mall Drive at I-70



Road Board

September 6, 2019

Mr. Steve Ehlmann, County Executive
The Honorable Joe Cronin, Council District # 1
The Honorable Joe Brazil, Council District # 2
The Honorable Mike Elam, Council District # 3
The Honorable Dave Hammond, Council District # 4
The Honorable Terry Hollander, Council District # 5
The Honorable John White, Council District # 7

Dear County Executive and Council Members:

Ordinance No. 95-185 requires the Road Board to present to the County Executive and Council a proposed 3-Year Transportation Improvement Plan (TIP) and funding recommendations for the upcoming fiscal year. This submittal is required on or before October 1.

Attached please find a copy of the proposed TIP and 2020 funding recommendations. The TIP provides an expenditure plan for arterial road improvements funded by the County's ½ Cent Transportation Sales Tax. The attached plan recommends funding for eighteen (18) new projects and continued funding for ongoing projects that have been previously submitted and approved by the County Executive and Council.

The Road Board is confident that this TIP represents an efficient and appropriate spending of the County's ½ Cent Transportation Sales Tax revenues. We believe that construction of these improvements will enhance the arterial road network and improve mobility and safety for the residents of St. Charles County.

We look forward to your favorable consideration and approval of this TIP as submitted.

Sincerely,

Matthew Johannesman, Chairman
St. Charles County Road Board

Cc: Road Board Members
Amanda Brauer, Manager



APPENDIX D: 2020-2022 Transportation Improvement Plan



Wentzville Parkway at I-70

**St. Charles County Transportation Improvement Program
Funded by a 1/2 Cent Transportation Sales Tax**

SPONSOR	NAME	PROPOSED 2020	PROPOSED 2021	PROPOSED 2022
	BEGINNING FUND BALANCE	\$ 56,083,984	\$ 13,474,314	\$ 2,414,526
	REVENUES			
	<i>SALES TAX</i>	\$ 30,652,309	\$ 31,265,355	\$ 31,890,662
	<i>FEDERAL CONTRIBUTIONS</i>	\$ 14,711,362	\$ 4,094,000	\$ 502,000
	<i>INTEREST INCOME</i>	\$ 100,000	\$ 100,000	\$ 100,000
	<i>STATE REVENUE / OTHER INTERGOVERNMENTAL REV</i>	\$ 119,950	\$ -	\$ -
	TOTAL AVAILABLE	\$ 101,667,604	\$ 48,933,669	\$ 34,907,188
	EXPENDITURES			
	<i>GENERAL ADMINISTRATION</i>	\$816,000.00	\$836,000.00	\$857,000.00
	<i>ADMINISTRATION TRANSFER</i>	\$88,125.37	\$90,328.51	\$92,586.72
	Subtotal	\$904,125.37	\$926,328.51	\$949,586.72
	Projects Subtotal	\$87,289,165.14	\$45,592,814.04	\$25,388,460.75
	TOTAL EXPENDED	\$88,193,290.52	\$46,519,142.55	\$26,338,047.47
	ENDING FUND BALANCE	\$13,474,313.88	\$2,414,526.16	\$8,569,140.62
Recommended New Projects				
Cottleville	Highway N	\$ 215,000.00	\$ 393,000.00	
Dardenne Prairie	Hanley Road (2017)	\$ 78,459.06	\$ 776,568.31	
Dardenne Prairie	Route 364/Technology Dr Interchange	\$ 20,370.20		
Dardenne Prairie	Stump Road	\$ 79,339.20	\$ 19,200.00	\$ 993,984.00
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 1	\$ 200,501.27		
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 2	\$ 259,322.00		
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 3	\$ 211,000.00	\$ 1,759,468.00	
Lake Saint Louis	Lake Saint Louis Boulevard – I-70 Roundabout	\$ 73,930.00	\$ 631,070.00	
Lake Saint Louis	Old Highway N Phase 1	\$ 1,281,500.00		
Lake Saint Louis	Old Highway N Phase 2	\$ 192,000.00		
O'Fallon	Bramblett Road Improvements, Phase 1	\$ 916,056.80		
O'Fallon	Bryan Road/West Terra Lane and I-70 Interchange	\$ 520,000.00		
O'Fallon	Caledonia Parkway	\$ 3,627,686.00		
O'Fallon	Guthrie Road	\$ 288,000.00	\$ 2,253,600.00	
O'Fallon	Highway DD	\$ 203,570.97	\$ 1,714,585.41	
O'Fallon	I-70 @ Route M/K Interchange	\$ 264,993.26		
O'Fallon	I-70 South Outer Road Woodlawn to Route K	\$ 1,668,567.47		
O'Fallon	West Elm Street Extension	\$ 564,071.69		
Saint Charles	Boschertown Road, Phase 2		\$ 1,000,000.00	
Saint Charles	Boschertown Road @ Fox Hill-Charlestowne Village Traffic Signal	\$ 100,000.00		
Saint Charles	Convention Center Boulevard (Fairgrounds) Extension	\$ 2,500,000.00		
Saint Charles	Droste Road @ West Clay Street Intersection Realignment (West Clay)	\$ 2,500,000.00		
Saint Charles	Frenchtown Great Streets	\$ 65,000.00		
Saint Charles	Little Hills Expressway & Mel Wetter Roundabout	\$ 70,000.00	\$ 420,000.00	
Saint Charles	Muegge Road Interchange Improvements	\$ 4,323,470.00		
Saint Charles	North Fairgrounds Road Alignment Study	\$ 50,000.00		

SPONSOR	NAME	PROPOSED 2020	PROPOSED 2021	PROPOSED 2022
Saint Charles	Sandfort Overpass Study	\$ 120,000.00		
Saint Charles	Smart Parking	\$ 100,000.00		
Saint Charles	South Fifth Street reconstruction	\$ 220,000.00	\$ 157,600.00	\$ 692,400.00
Saint Charles	Systemic Safety Improvements	\$ 65,000.00		
Saint Charles	Zumbehl Rd Bridge Culvert	\$ 33,000.00	\$ 13,000.00	\$ 204,000.00
Saint Peters	Jungermann Road safety	\$ 138,008.90		
Saint Peters	Route 370 Interchange Ramp at Salt River Road, Phase 1	\$ 44,500.00		\$ 1,607,798.00
Saint Peters	Route 370 Interchange Ramp at Salt River Road, Phase 2 - Design	\$ 800,000.00		
Saint Peters	Salt River Road @ Arrowhead Industrial Boulevard Traffic Signal	\$ 208,000.00		
Saint Peters	Spencer Rd recon and safety improvements	\$ 112,824.00		\$ 1,223,340.00
Saint Peters	Spencer Road at Premier Parkway Lane Additions	\$ 429,016.00		
Wentzville	David Hoekel Parkway (I-70 Interchange)	\$ 8,436,550.94		
Wentzville	David Hoekel Parkway, Phase 2D	\$ 304,000.00	\$ 220,000.00	\$ 4,084,000.00
Wentzville	Peine Road	\$ 128,982.00	\$ 80,000.00	\$ 791,018.00
Wentzville	U.S. Route 61 West Outer Road Extension - Phases 2 & 3	\$ 100,000.00		
Wentzville	US 61 West Outer Road Extension 2A		\$ 52,034.00	\$ 1,779,661.00
Wentzville	Wentzville Parkway South, Phase 1	\$ 43,500.00	\$ 1,318,209.78	
Wentzville	Wentzville Parkway South, Phase 2	\$ 562,288.00	\$ 6,877,712.00	
Wentzville	Wentzville Parkway South, Phase 2A	\$ 326,136.00		
Wentzville	Wentzville Parkway Turnlane Ph 2 (Schroeder Creek Blvd to Meyer Rd	\$ 536,905.23		
Wentzville	West Meyer Road, Phase 3	\$ 4,056,430.44		
Wentzville	West Pearce Blvd and Meyer Road Traffic Signal	\$ 24,000.00	\$ 250,176.00	
County Highway	Central School & St Peters Howell	\$ 200,000.00	\$ 100,000.00	\$ 520,000.00
County Highway	David Hoekel Parkway, Phase 1 - Interstate Drive and South Point Prai	\$ 5,675,744.43		
County Highway	David Hoekel Parkway IB	\$ 3,160,000.00	\$ 1,000,000.00	
County Highway	David Hoekel Parkway, Phase 2 - South Point Prairie and Buckner Rd	\$ 500,000.00	\$ 1,772,819.41	
County Highway	David Hoekel Parkway, Phase 4 - Route N and Hopewell Road Intersec	\$ 1,600,000.00		
County Highway	Duello Road, Phase 2	\$ 1,200,000.00		
County Highway	Duello Road, Phase 3	\$ 1,067,321.47	\$ 1,499,970.00	
County Highway	Gutermuth Road, Phase 3	\$ 415,000.00	\$ 1,975,000.00	\$ 1,000,000.00
County Highway	Hepperman Road	\$ 258,094.75		
County Highway	Heritage Crossing at Route 94	\$ 193,000.00	\$ 2,520,000.00	
County Highway	Interstate Drive, Phase 4	\$ 2,057,375.22		
County Highway	Interstate Drive Extension	\$ 2,150,000.00		
County Highway	Interstate Drive reconstruction	\$ 300,000.00	\$ 200,000.00	\$ 1,018,000.00
County Highway	Pitman Hill Road Multi-Use Trail	\$ 739,625.00		
County Highway	Route N @ Route Z Intersection Realignment	\$ 1,550,000.00	\$ 1,676,370.00	
County Highway	RT 364 @ Guthermuth Road Interchange	\$ 7,020,008.79		
County Highway	Schwede Road	\$ 418,523.50		
County Highway	Seeburger Road Bridge	\$ 555,099.96	\$ 546,000.00	
County Highway	South River Road reconstruct	\$ 575,232.50		
County Highway	Weiss Road @ Route N	\$ 2,421,971.64		
County Highway	Westwood Drive	\$ 2,235,942.25		
County Highway	Transfer - Road & Bridge	\$ 1,609,246.20	\$ 1,641,431.13	\$ 1,674,259.75
Miscellaneous Projects	I-70 - MoDOT Cost Share Projects		\$ 5,000,000.00	\$ 5,000,000.00
Miscellaneous Projects	Travel Demand Model	\$ 25,000.00	\$ 25,000.00	\$ 100,000.00
Miscellaneous Projects	Economic Development Fund	\$ 5,000,000.00	\$ 5,000,000.00	

SPONSOR	NAME	PROPOSED 2020	PROPOSED 2021	PROPOSED 2022
Miscellaneous Projects	Gateway Green Light	\$ 7,000,000.00	\$ 2,500,000.00	\$ 2,500,000.00
Miscellaneous Projects	Planning Study	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Miscellaneous Projects	County Wide Performance Measurements	\$ 200,000.00	\$ 100,000.00	\$ 100,000.00
Miscellaneous Projects	Road Program Work-Reserve	\$ 2,000,000.00	\$ 2,000,000.00	\$ 2,000,000.00
Projects Subtotal		\$ 87,289,165.14	\$ 45,592,814.04	\$ 25,388,460.75

APPENDIX E: 2020 Budget Recommendations



Highway N at Bryan Road



2020 BUDGET RECOMMENDATION

SAINT CHARLES COUNTY GOVERNMENT

SPONSOR	NAME	PROJECT LIMITS	PROJECT DESCRIPTION	FUNDS
Recommended New Projects				
Cottleville	Highway N	Motherhead Road to Mid Rivers Mall Drive	Funds to reconstruct an existing road.	\$ 215,000.00
Dardenne Prairie	Hanley Road (2017)	Hanley Road from Feise Road for 2,300 feet	Funds to reconstruct an existing road.	\$ 78,459.06
Dardenne Prairie	Route 364/Technology Dr Interchange	Along Route 364 from I-64 Interchange to 1800' West of Hanley Rd	Funds to study interchange.	\$ 20,370.20
Dardenne Prairie	Stump Road	Highway N to Feise Road	Funds to reconstruct an existing road.	\$ 79,339.20
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 1	Lake Saint Louis Boulevard - Chase Court to Pleasant Meadows Drive	Funds to reconstruct an existing road.	\$ 200,501.27
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 2	Lake Saint Louis Boulevard - Pleasant Meadows Drive to Blue Cove Terrace	Funds to reconstruct an existing road.	\$ 259,322.00
Lake Saint Louis	Lake Saint Louis Boulevard, Phase 3	Lake Saint Louis Blvd from Blue Cove Terrace to Spillway Bridge	Funds to reconstruct an existing road.	\$ 211,000.00
Lake Saint Louis	Lake Saint Louis Boulevard – I-70 Roundabout	Lake Saint Louis Boulevard - south of Veterans Memorial Parkway north to	Funds to construct new interstate ramp terminal.	\$ 73,930.00
Lake Saint Louis	Old Highway N Phase 1	Old Forester Drive to Sommers Road & Orf Road to Old Hwy N.	Funds to reconstruct an existing road.	\$ 1,281,500.00
Lake Saint Louis	Old Highway N Phase 2	Old Hwy N between Hawk Ridge Trail and Old Forester Drive	Funds to reconstruct an existing road.	\$ 192,000.00
O'Fallon	Bramblett Road Improvements, Phase 1	Bramblett Road	Funds to reconstruct an existing road.	\$ 916,056.80
O'Fallon	Bryan Road/West Terra Lane and I-70 Interchange	Bryan Road - north of Veteran Memorial Parkway to West Terra Lane	Funds to design reconfigured interchange and relocation	\$ 520,000.00
O'Fallon	Caledonia Parkway	Highway DD to I-64 South Outer Road (Existing)	Funds to construct new roadway.	\$ 3,627,686.00
O'Fallon	Guthrie Road	Bluff Brook Drive to Flint Brook Drive	Funds to reconstruct an existing road.	\$ 288,000.00
O'Fallon	Highway DD	North of I-64 westbound off ramp to the first creek crossing	Funds to reconstruct an existing road.	\$ 203,570.97
O'Fallon	I-70 @ Route M/K Interchange	I-70 @ Route M/K intersection and I-70 @ TR Hughes Blvd	Funds to construct new interstate connections and interchange	\$ 264,993.26
O'Fallon	I-70 South Outer Road Woodlawn to Route K	South side of I-70 from Highway K to Veterans Memorial Parkway	Funds to construct a new road.	\$ 1,668,567.47
O'Fallon	West Elm Street Extension	North Main Street and extending west to the pavement installed by the O'Fallon	Funds to reconstruct an existing road.	\$ 564,071.69
Saint Charles	Boschertown Road @ Fox Hill-Charlestowne Village Traffic Signal	Intersection of Boschertown Rd & Fox Hill Rd/Charlestowne Village Dr	Funds to install a traffic signal.	\$ 100,000.00
Saint Charles	Convention Center Boulevard (Fairgrounds) Extension	Sherbrooke Road to the Convention Center parking lot entrance	Funds to construct a new road.	\$ 2,500,000.00
Saint Charles	Droste Road @ West Clay Street Intersection Realignment (West Clay St)	Droste Rd. from Charbo St. to south of West Clay St.	Funds to reconstruct and improve lane configuration	\$ 2,500,000.00
Saint Charles	Frenchtown Great Streets	Second St. from Clark St. to Tecumseh St.	Funds for comprehensive study.	\$ 65,000.00
Saint Charles	Little Hills Expressway & Mel Wetter Roundabout	Little Hills Expressway and Mel Wetter Parkway Intersection	Funds to reconstruct intersection.	\$ 70,000.00
Saint Charles	Muegge Road Interchange Improvements	MO 94 @ MO	Funds to reconstruct an existing road.	\$ 4,323,470.00
Saint Charles	North Fairgrounds Road Alignment Study	From Boone's Lick Rd. to First Capitol Dr.	Funds for a corridor study.	\$ 50,000.00
Saint Charles	Sandfort Overpass Study	Muegge Road - Cutright Lane to Truman Boulevard	Funds to study overpass location and feasibility.	\$ 120,000.00
Saint Charles	Smart Parking	Downtown St. Charles from Riverside to 3rd & Clark to Boone's Lick	Funds to install smart parking technology.	\$ 100,000.00
Saint Charles	South Fifth Street reconstruction	Fairgrounds Road to San Juan Drive	Funds to reconstruct an existing road.	\$ 220,000.00
Saint Charles	Systemic Safety Improvements	Elm Street - Kingshighway St. to Sierra Point Dr. (various locations)	Funds for systemic low cost safety improvements.	\$ 65,000.00
Saint Charles	Zumbehl Rd Bridge Culvert	Zumbehl Road between Regency Parkway and Country Club Road	Funds to reconstruct a bridge culvert.	\$ 33,000.00
Saint Peters	Jungermann Road safety	Bartley Street to Willott Road	Funds to reconstruct and improve lane configuration	\$ 138,008.90
Saint Peters	Route 370 Interchange Ramp at Salt River Road, Phase 1	Salt River Road eastbound at Spencer Road to MO 370 westbound	Funds to add and reconstruct an existing ramp.	\$ 44,500.00
Saint Peters	Route 370 Interchange Ramp at Salt River Road, Phase 2 - Design	MO 370 eastbound to Salt River Road westbound	Funds to add and reconstruct an existing ramp.	\$ 800,000.00
Saint Peters	Salt River Road @ Arrowhead Industrial Boulevard Traffic Signal	Intersection of Salt River Road and Arrowhead Industrial Boulevard	Funds to install a traffic signal.	\$ 208,000.00
Saint Peters	Spencer Rd recon and safety improvements	Spencer Road, Willott Road to Thoele Road / Springwood Drive	Funds to reconstruct and improve lane configuration	\$ 112,824.00
Saint Peters	Spencer Road at Premier Parkway Lane Additions	Spencer Road at Premier Parkway	Funds to reconstruct an existing road.	\$ 429,016.00

SPONSOR	NAME	PROJECT LIMITS	PROJECT DESCRIPTION	FUNDS	
Wentzville	David Hoekel Parkway (I-70 Interchange)	Interchange	Funds to construct a new road and interchange.	\$ 8,436,550.94	
Wentzville	David Hoekel Parkway, Phase 2D	Goodfellow Road to West Meyer Road	Funds to construct new roadway.	\$ 304,000.00	
Wentzville	Peine Road	Northeast of Forest Way Drive to West of Stewart Springs Drive	Funds to reconstruct an existing roadway.	\$ 128,982.00	
Wentzville	U.S. Route 61 West Outer Road Extension - Phases 2 & 3	Wentzville Parkway to Timber Trace	Funds for final design of a new outer road system.	\$ 100,000.00	
Wentzville	Wentzville Parkway South, Phase 1	Pearce Boulevard south to Veterans Memorial Parkway	Funds to construct new roadway.	\$ 43,500.00	
Wentzville	Wentzville Parkway South, Phase 2	Veterans Memorial Parkway South to Interstate Drive	Wentzville Parkway South	Funds to construct new roadway.	\$ 562,288.00
Wentzville	Wentzville Parkway South, Phase 2A	Interstate Drive South to future connection Bell Blvd.	Funds to construct new roadway.	\$ 326,136.00	
Wentzville	Wentzville Parkway Turnlane Ph 2 (Schroeder Creek Blvd to Meyer Road)	Wentzville Parkway and Schroeder Creek Boulevard	Funds to reconstruct and improve lane configuration	\$ 536,905.23	
Wentzville	West Meyer Road, Phase 3	Point Prairie Road to Rotary Park		\$ 4,056,430.44	
Wentzville	West Pearce Blvd and Meyer Road Traffic Signal	from Cheryl Ann Drive to Meyer Road along West Pearce Boulevard.	Funds to reconstruct intersections.	\$ 24,000.00	
County Highway	Central School & St Peters Howell	St. Peters-Howell from Toelle Dr to Central School Rd	Funds to reconstruct intersection.	\$ 200,000.00	
County Highway	David Hoekel Parkway, Phase 1 - Interstate Drive and South Point Prairie	Interstate Drive to future Dave Hoekel Parkway	Funds to extend two new roadways to the new David	\$ 5,675,744.43	
County Highway	David Hoekel Parkway 1B	David Hoekel Parkway 1 - David Hoekel Parkway 2 just northwest of Highway	Funds to reconstruct an existing roadway.	\$ 3,160,000.00	
County Highway	David Hoekel Parkway, Phase 2 - South Point Prairie and Buckner Road	South Point Prairie 1500' west of Route N	Funds to widen existing roads.	\$ 500,000.00	
County Highway	David Hoekel Parkway, Phase 4 - Route N and Hopewell Road Intersection	Route N east of Hopewell Road to west of Duello Road	Funds to reconstruct and improve lane configuration	\$ 1,600,000.00	
County Highway	Duello Road, Phase 2	Peruque Creek to school	Funds to widen an existing road.	\$ 1,200,000.00	
County Highway	Duello Road, Phase 3	Highway N to the eastern 90 degree turn	Funds to widen and improve lane configuration on a	\$ 1,067,321.47	
County Highway	Gutermuth Road, Phase 3	Old Gutermuth Road to Motherhead Road	Funds to reconstruct existing road.	\$ 415,000.00	
County Highway	Hepperman Road	I-70 South Outer Road to Golf Club Drive	Funds to reconstruct and improve lane configuration	\$ 258,094.75	
County Highway	Heritage Crossing at Route 94	Jungs Station Road and Heritage Crossing, along N St. Peters Parkway and S	Funds to add ramps and improve lane configuration	\$ 193,000.00	
County Highway	Interstate Drive, Phase 4	South Point Prairie Road to Hepperman Road	Funds to reconstruct an existing road.	\$ 2,057,375.22	
County Highway	Interstate Drive Extension	Schaper Road east to David Hoekel Parkway	Funds to construct new roadway.	\$ 2,150,000.00	
County Highway	Interstate Drive reconstruction	East of Quail Ridge Park entrance to Prospect/Duello	Funds to reconstruct existing road.	\$ 300,000.00	
County Highway	Pitman Hill Road Multi-Use Trail	Chadwick Lane to Veterans Tribute Park entrance	Funds to add multi-use trail to existing project.	\$ 739,625.00	
County Highway	Route N @ Route Z Intersection Realignment	Route N and Route Z intersection	Funds to reconstruct and improve intersection.	\$ 1,550,000.00	
County Highway	RT 364 @ Guthermuth Road Interchange	Intersection of Route 364 (Page Ave) and Guthermuth Road	Funds to construct a new interchange.	\$ 7,020,008.79	
County Highway	Schwede Road	Hoffman Road to Huffmeier Road	Funds to reconstruct an existing road.	\$ 418,523.50	
County Highway	Seeburger Road Bridge	Bridge - tributary to the Mississippi River on Seeburger Road between South	Funds to reconstruct a substandard bridge.	\$ 555,099.96	
County Highway	South River Road reconstruct	South Main Street south to Friedens Road/Arena Parkway	Funds to reconstruct an existing road.	\$ 575,232.50	
County Highway	Weiss Road @ Route N	Weiss Road @ Route N Intersection	Funds to improve intersection	\$ 2,421,971.64	
County Highway	Westwood Drive	Highway 94 to South Breeze Lane	Funds to reconstruct an existing road.	\$ 2,235,942.25	
County Highway	Transfer - Road & Bridge		Funds to upgrade rural roads and bridges.	\$ 1,609,246.20	
Miscellaneous Projects	Travel Demand Model			\$ 25,000.00	
Miscellaneous Projects	Economic Development Fund			\$ 5,000,000.00	
Miscellaneous Projects	Gateway Green Light			\$ 7,000,000.00	
Miscellaneous Projects	Planning Study			\$ 100,000.00	
Miscellaneous Projects	County Wide Performance Measurements			\$ 200,000.00	
Miscellaneous Projects	Road Program Work-Reserve			\$ 2,000,000.00	
Projects Subtotal				\$ 87,289,165.14	

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