

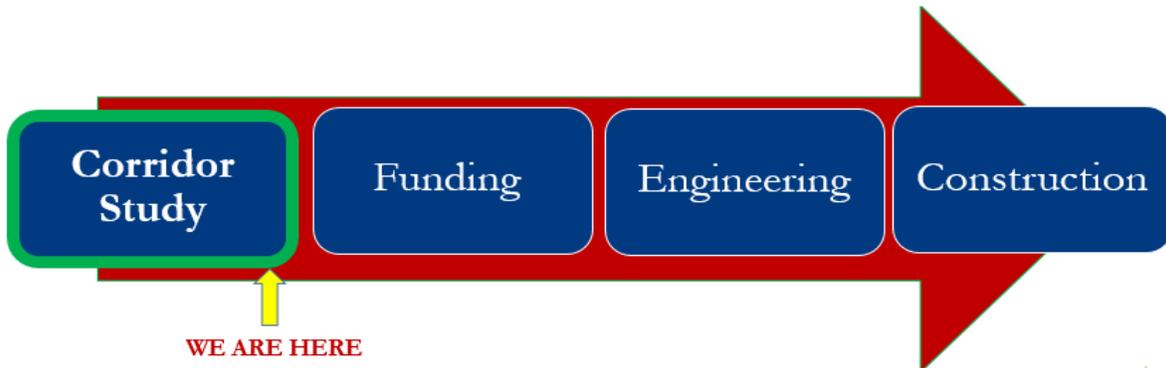


SAINT CHARLES
MISSOURI

ZUMBEHL ROAD CORRIDOR STUDY

JANUARY 24, 2019

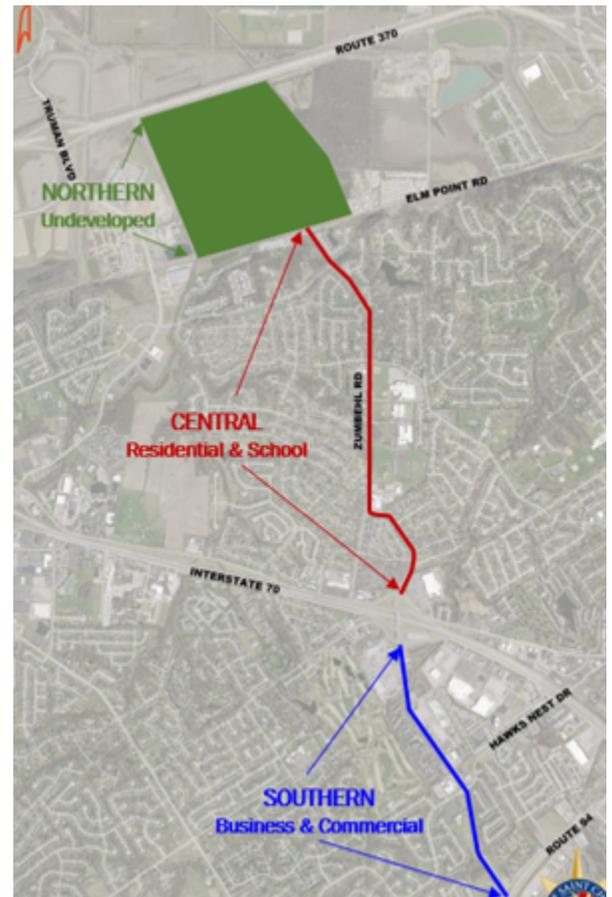
Study Overview: The purpose of the Corridor Study was to identify a preferred alternative along Zumbahl Road that provides for increased safety, traffic improvements, reduced travel delays, and opportunities for future economic development in the City of Saint Charles. The completion of the Corridor Study is the first of four phases in completing this roadway project. The next phase will be to acquire funding for engineering design and ultimately construction.



Corridor Study Sections: For study purposes, this project was divided into three sections: the southern section (Zumbahl Road from MO-94 to just south of I-70, includes commercial & residential); the central section (Zumbahl Road just north of I-70 to Elm Point Road, includes residential, schools and churches); the northern section (Elm Point Road to MO 370, this is currently agricultural ground with no roadway and is proposed for future development). *It is to be noted the I-70 interchange was not included in this study because it is being studied separately by MoDOT. Any proposed improvements in this area would be coordinated between the City, County and MoDOT.*

Community Advisory Group (CAG) Meeting #1: On November 15, 2017, the City of Saint Charles hosted two (CAG) meetings. Comments received included:

- Congestion along Zumbahl Road needs to be addressed.
- In favor of a MO 370 connection
- The City needs to coordinate with the School District on improvements in order to maintain the safety of the students crossing Zumbahl Road
- The City needs to coordinate with the Elm Point Levee District regarding the future MO 370 connection in order to address floodplain concerns
- There needs to be further investigation of stoplights at Dierberg's and reconfiguration of the parking lot.



Preferred Alternative: During the alternative development process, the City studied each section, and the potential effect of investigated alternatives. Many factors were considered during this process, and ultimately a preferred alternative was selected for each section. Factors considered included, but were not limited to: comments received at the CAG meetings, potential impacts to environmental resources, surrounding land use, traffic statistics, crash history, engineering feasibility, and how each alternative fits in with the overall roadway infrastructure. The preferred alternative for each section is:

WHAT DID THE CORRIDOR STUDY ACCOMPLISH?

- Identified a preferred alternative
- Identified environmental concerns
- Identified the right-of-way requirements
- Provided the basis for the City to seek funding for engineering

Southern Section: The preferred alternative includes safety improvements at the Zumbahl Road/Hawks Nest Drive/Graystone Drive intersection including removal of landscaping within the median, retroreflective backplates on signals, dynamic signal warning flashers, and a high friction pavement surface treatment. Stormwater improvements in this section will include a new four-box culvert at Cole Creek and Zumbahl (south of Dierberg's). This improvement has received partial funding and will be constructed in the next few years.

Central Section: The preferred alternative includes proactive safety improvements with the installation of a High-Intensity Activated Crosswalk beacon (HAWK) or Rectangular Rapid Flashing Beacon (RRFB) at the Campus Drive intersection. Roundabouts are recommended at the Zumbahl Road/Abbey Street and Zumbahl Road/Penbrooke Lane/Droste Road intersections. A traffic signal is recommended at the Ipswich Lane intersection with an additional northbound right-turn lane and eastbound right-turn lane. Between Campus Drive and Penbrooke Lane/Droste Road, three lanes are recommended with either a continuous middle two-way left turn lane or landscaped median island. The preferred alternative also includes the removal of on-street parking north of Ipswich Lane. Based on the forecasted 2040 traffic volumes, a signal at the Ehlmann Road intersection will be a future consideration.

Northern Section: The preferred alternative includes removal of the existing at-grade railroad crossing and the construction of a new grade-separated railroad overpass along Zumbahl Road. A new split diamond interchange with slip ramps connecting Zumbahl Road to Route 370 is also included in this alternative.

Multi-Use Shared Path: For all three sections, a new multi-use shared-use path for bicyclists and pedestrians is recommended from Route 94 to the existing trail systems along the Lakeside 370 Levee (north of Route 370).

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