

City of Saint Charles

2026 SITE EXPO



Upcoming Projects

1. **Friedens & Fairgrounds Signalization**
2. **Fox Hill Road Rehabilitation**
3. **Main Street Extension**
4. **Frenchtown Great Streets – 2nd Street**
5. **Regency Parkway**
6. **Duchesne Drive Reconstruction**
7. **First Capital Corridor Plan**
8. **Boone's Lick & Fairgrounds Roundabout**
9. **Boone's Lick Road Reconstruction**
10. **Muegge Intersections Hackmann, Graystone,
Old Hwy 94**

Friedens & Fairgrounds Signalization



Project Location

Friedens Road at Fairgrounds Road



Friedens Road at Fairgrounds Road looking northwest

Friedens & Fairgrounds Signalization

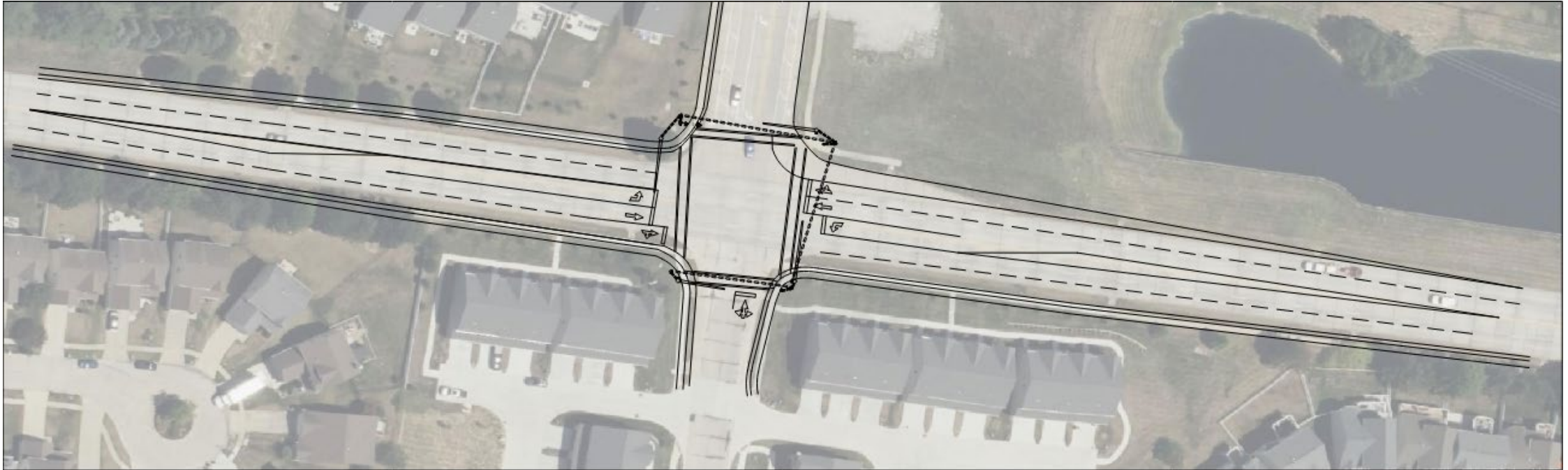
*Short sight distance in high speed
downhill area*

Existing Conditions

- Limited sight distance for residents turning onto Friedens Road
- High accident area – 8 crashes with damage in 2022
- No pedestrian access across Friedens Road
- Outdated ADA facilities
- Anticipated high growth area with the development of Riverpointe
- New fire station in northeast corner will create additional demand



Friedens & Fairgrounds Signalization



- New dedicated left turn lanes
- New signal with ADA ramps at all four corners
- High visibility crosswalks

Friedens and Fairgrounds Signalization

Financial Plan & Schedule

	County	City	Federal	Total
Design (2025)	\$20,000	\$5,000	\$100,000	\$125,000
Right-of-Way (2025-2026)	\$4,000	\$1,000	\$20,000	\$25,000
Construction (2026-2027)	\$208,000	\$52,000	\$1,040,000	\$1,300,000
Total	\$232,000	\$58,000	\$1,160,000	\$1,450,000
Percent %	16%	4%	80%	

Design Consultant to be selected in January 2025 – 3 consultants have been short-listed

Fox Hill Road Rehabilitation



Project Location

Fox Hill Road from south of Boschertown Road to North Randolph Street



Fox Hill looking north at Tamarack Drive

Fox Hill Road Rehabilitation

Existing Conditions

- Wide, unstriped lanes
- PASER 4.25 out of 10 - Severe alligator cracking, block cracking, rutting with polished aggregate
- Missing or non-compliant curb ramps
- Sections of missing sidewalk

*Inadequate Sidewalks
and Curb Ramps*



*Sections of missing
sidewalk*

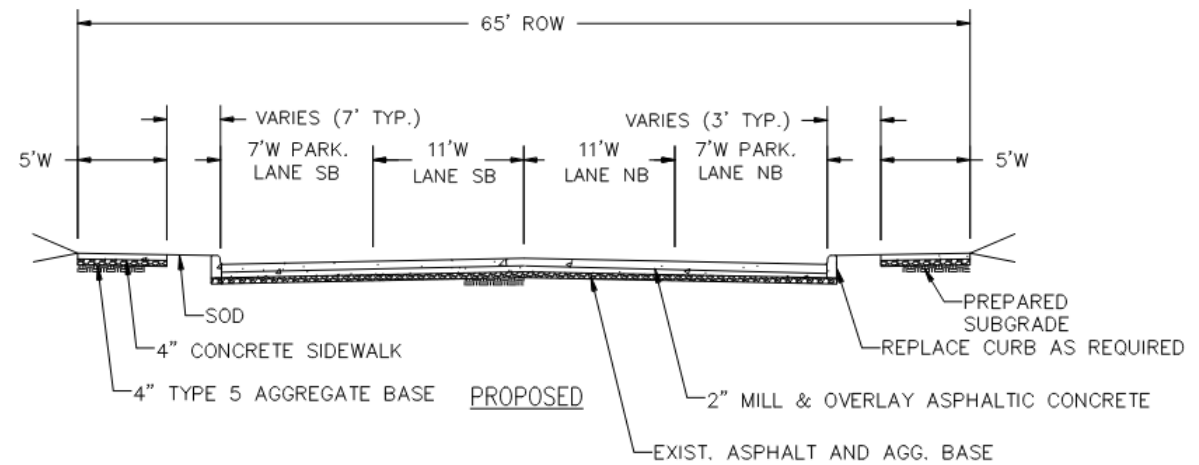
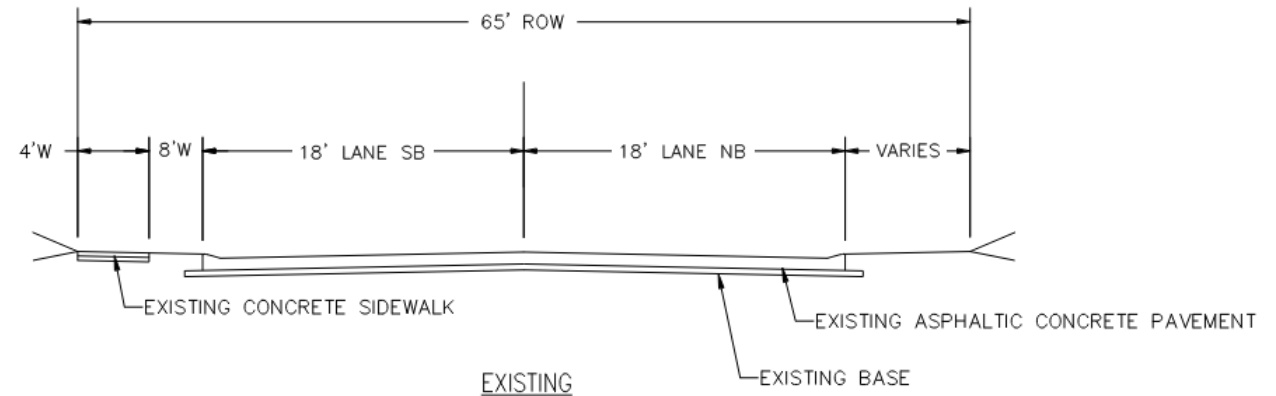


Severe cracking

Fox Hill Road Rehabilitation

Proposed Improvements

- Restripe 18' wide lanes into 11' wide lanes with 7' wide parking
- Mill and overlay top 2" of asphalt
- Update pedestrian facilities at intersections
 - Updated to ADA standards
 - Curb ramps
 - High-visibility crosswalks
- Replace existing out of spec 4' wide sidewalks with new 5' wide sidewalks
- Add new 5' sidewalks in sections currently lacking facilities



TYPICAL SECTIONS

Fox Hill Road Rehabilitation

Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2025)	\$0	\$20,722	\$82,871	\$103,593
Right-of-Way (2025)	\$0	\$12,000	\$48,000	\$60,000
Construction (2026)	\$600,000	\$117,278	\$669,129	\$1,386,407
Total	\$600,000	\$150,000	\$800,000	\$1,550,000
Percent %	38.71%	9.68%	51.61%	

Federal STP-S funds awarded

County funding only for Construction

Historic Main Street Extension



Project Location

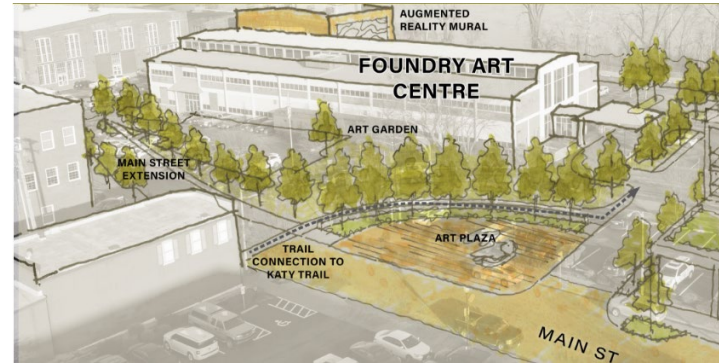
Extend Main Street from Clark Street to Montgomery Street



Historic Main Street Extension

Proposed Improvements

- 2-11' lanes, asphalt, curb & gutter
- 2' wide buffer
- 5' wide sidewalks on both sides
- Side street extensions
- On-street parking
- Lighting
- Undergrounding of utility lines

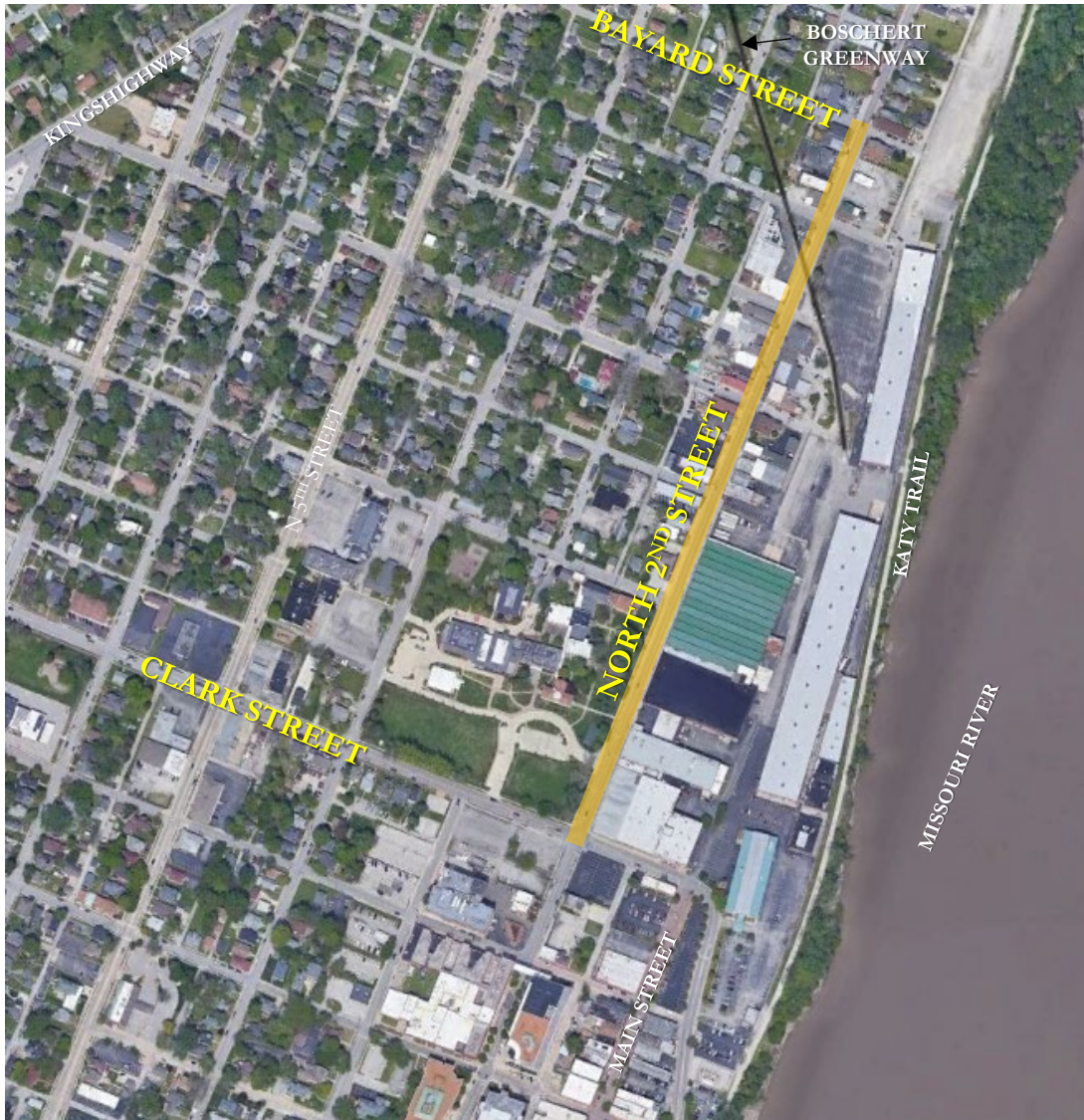


Historic Main Street Extension

Financial Plan & Schedule

	County	City	Federal TAP	Total
Design (2025)	\$300,000	\$1,185,000	\$0	\$1,485,000
Construction (2026)	\$4,650,000	\$7,700,000	\$2,500,000	\$14,850,000

Frenchtown Great Streets: North 2nd Street



Project Location

North 2nd Street between Clark Street and Bayard Street

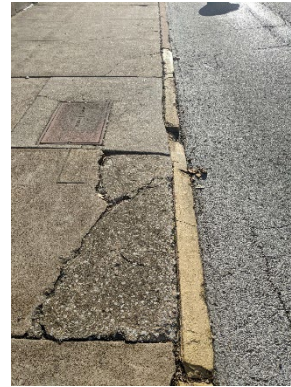


Existing N 2nd Street Corridor

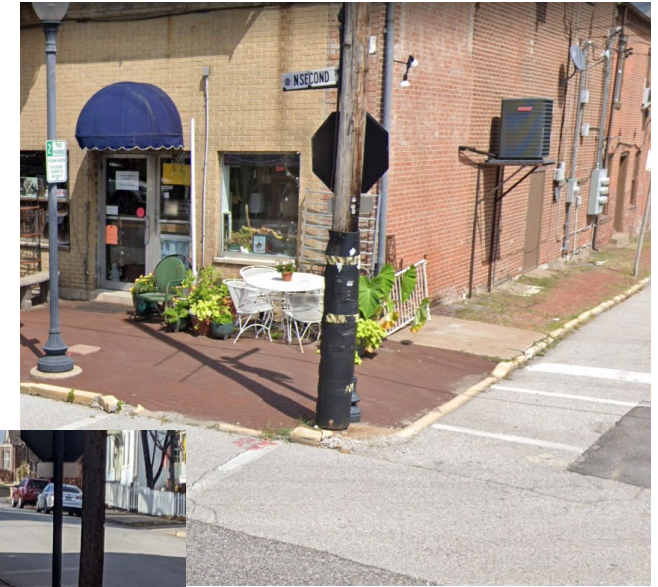
Frenchtown Great Streets: North 2nd Street

Existing Conditions

- Wide, straight corridor
- Inconsistent sidewalk material
 - Brick and concrete
- Missing or non-compliant curb ramps, obstructions
- Overhead utility poles in sidewalk, at curb
- Extensive cracking in parking lanes



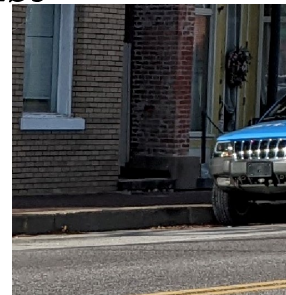
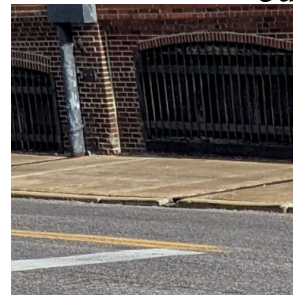
*Damaged,
variable height
curbs*



*Inadequate Sidewalks
and Curb Ramps*



Parking lane Cracking



Frenchtown Great Streets: North 2nd Street

Proposed Improvements

- Reduce 38.5' wide roadway section to 2-10.5' lanes with 8.75' permeable paver parking lanes on both sides
- Existing asphalt to remain will be resurfaced
- Variable-width brick and concrete sidewalks replaced with concrete, brick trim
- Updated to ADA standards
- Curb ramps
- High-visibility crosswalks
- Lighting
- Rain Gardens
- Transit shelter, benches, bike racks
- Trail Connection
- Undergrounding of utility lines



Renderings from Great Streets plan



Frenchtown Great Streets: North 2nd Street

Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2024)	\$96,000	\$24,000	\$480,000	\$600,000
Construction (2026-2027)	\$816,000	\$204,000	\$4,080,000	\$5,100,000

Regency Parkway Reconstruction



Project Location

Regency Parkway from Zumbahl Road to Veterans Memorial Parkway



Regency Parkway at Forest Hills Dr. looking southwest

Regency Parkway Reconstruction

Existing Conditions

- Existing pavement in poor condition
 - PASER rating 3.25 out of 10
 - Severe cracking, spalling, potholes, wearing/polishing
- Non-ADA compliant curb ramps

Sidewalk Cracks



Severe Joint Spalling



Potholes

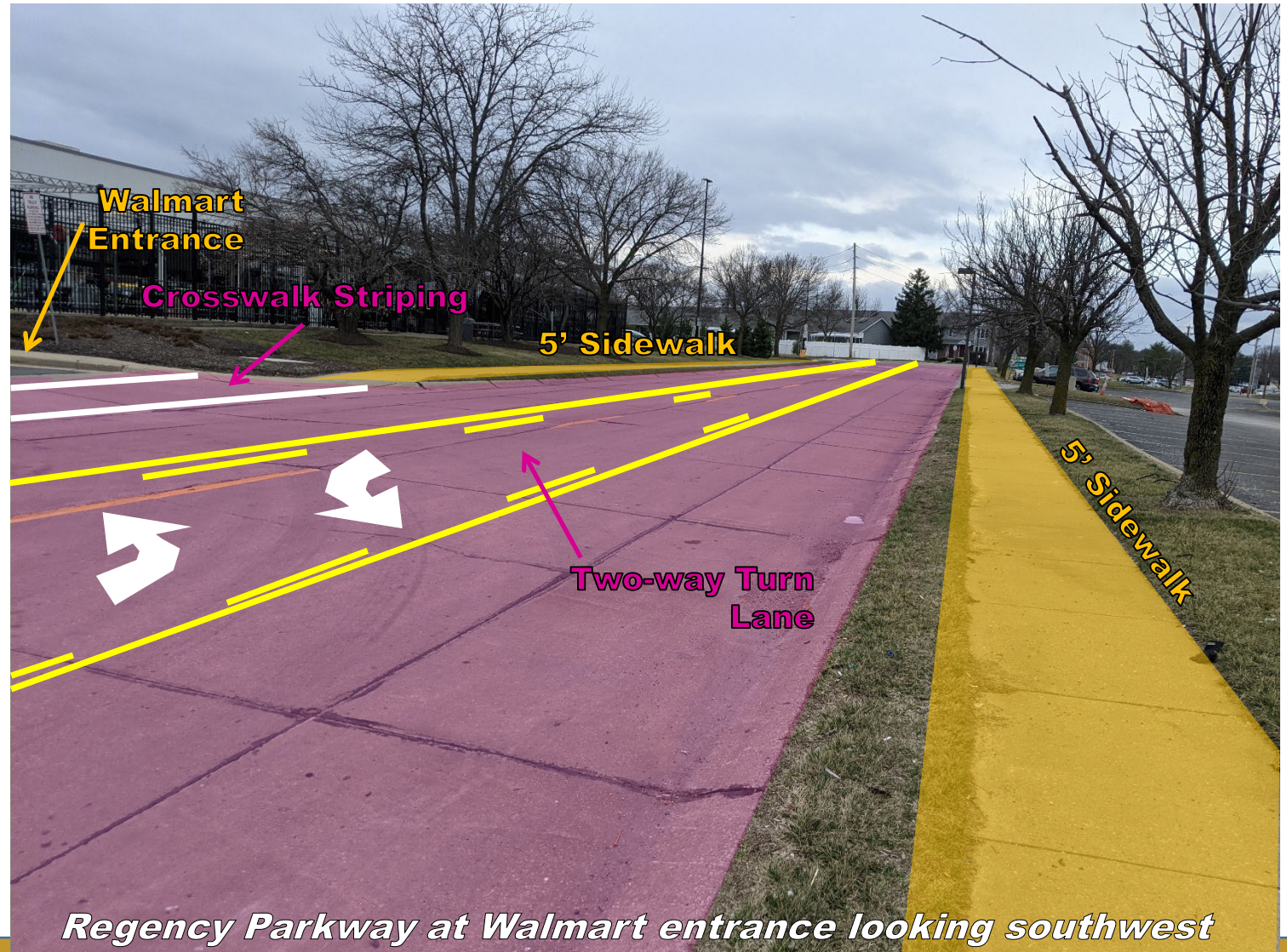


Extensive Joint Spalling

Regency Parkway Reconstruction

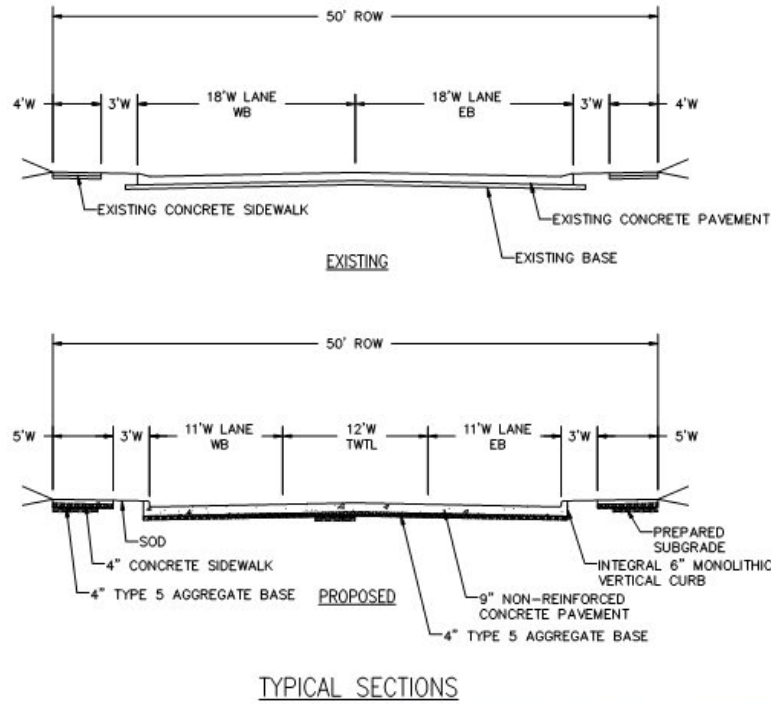
Proposed Improvements

- Full depth pavement replacement
 - 9" concrete / 4" agg base
 - Vertical curb
- One lane each direction w/ TWTL
- 5' sidewalks on both sides
- Crosswalk striping



Regency Parkway Reconstruction

Conceptual Plan



SITE EXPO

Regency Parkway Reconstruction

Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2025)	\$68,000	\$17,000	\$340,000	\$425,000
Construction (2026)	\$416,000	\$104,000	\$2,080,000	\$2,600,000

Duchesne Drive Reconstruction



Project Location

Duchesne Drive from West Clay Street to Droste Road



Duchesne Drive at old Pundmann Ford looking south towards West Clay Street



Duchesne Drive at old Pundmann Ford looking north

Duchesne Drive Reconstruction

Existing Conditions

- Existing pavement in poor condition
 - PASER rating 4 out of 10
 - Severe cracking, spalling, potholes, wearing/polishing, joint faulting
- Dead-end and missing sidewalks
- No bike facilities
- Sight distance obstruction - crashes
- Poor drainage, lack of green space



Extensive Cracking



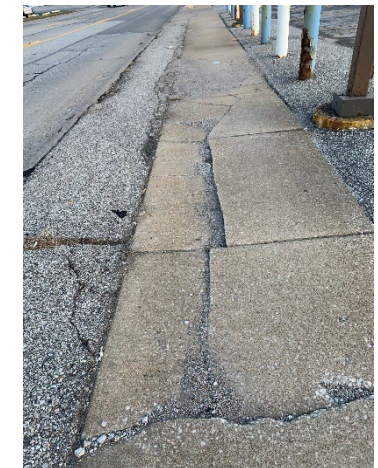
Sight Distance Obstruction



Severe Cracking and Joint Faulting



Dead-End Sidewalks

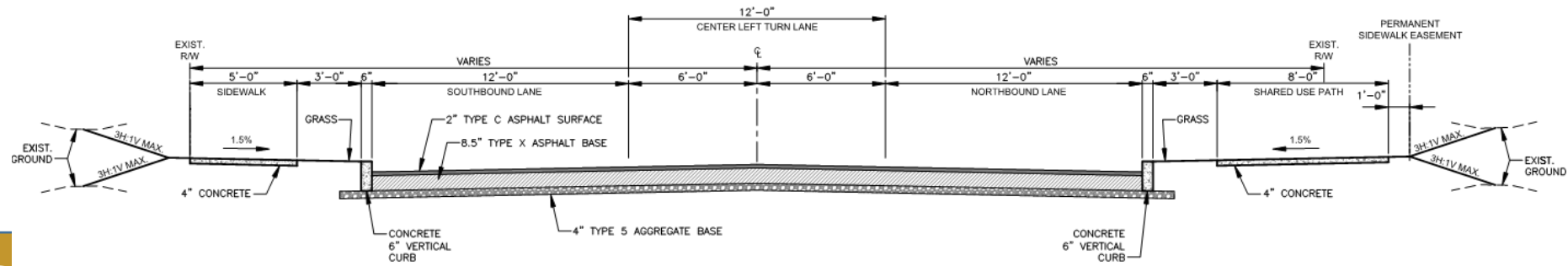


Cracked Sidewalks

Duchesne Drive Reconstruction

Proposed Improvements

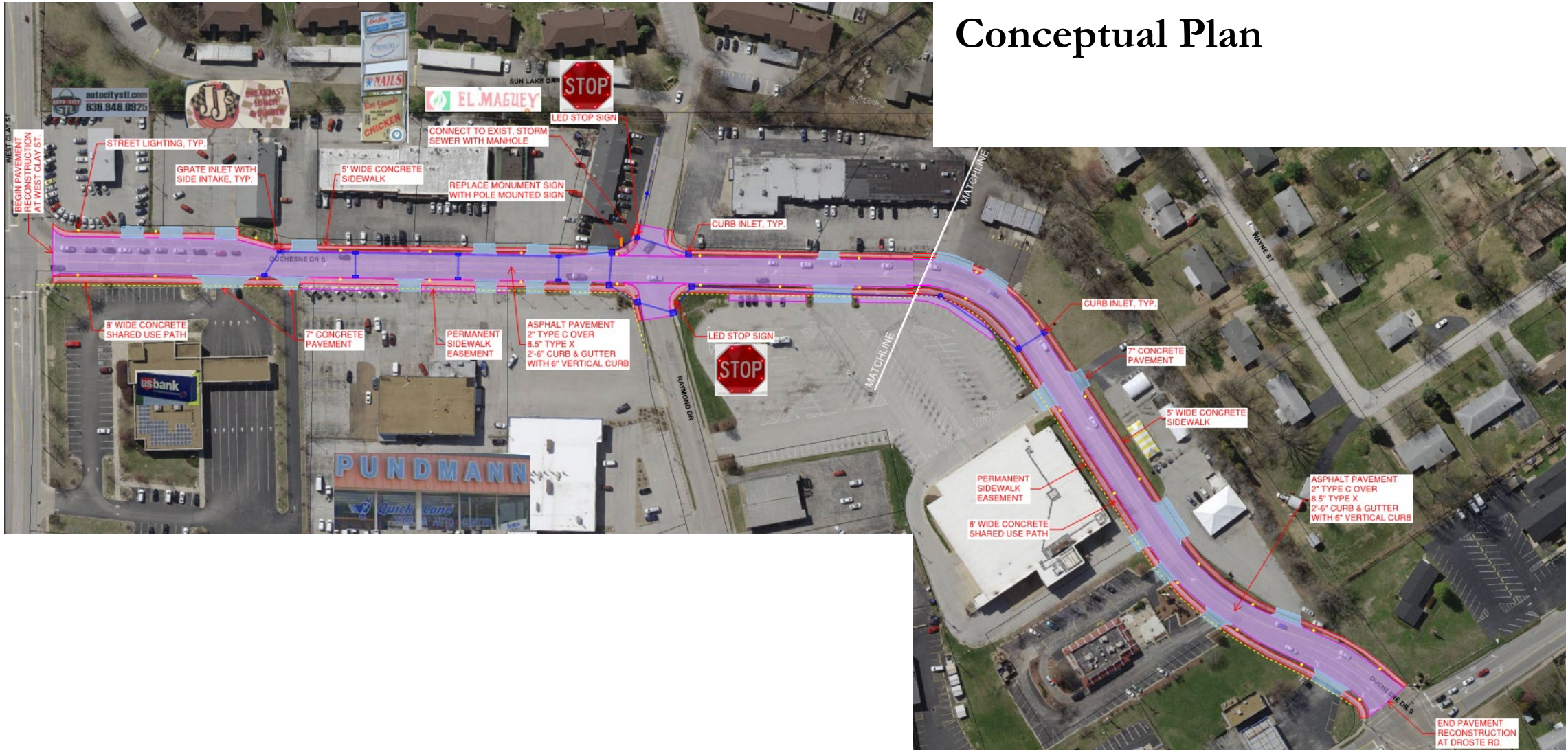
- Full depth pavement replacement
 - 10.5" asphalt / 4" agg base
 - Heavy truck loading
- Continuous sidewalk along west side
- Shared use path along east side
- Additional storm inlets
- LED stop signs at Raymond Drive
- Revise monument sign



PROPOSED TYPICAL SECTION
NOT TO SCALE
DUCHESNE DR. FROM WEST CLAY ST. TO DROSTE RD.

Duchesne Drive Reconstruction

Conceptual Plan

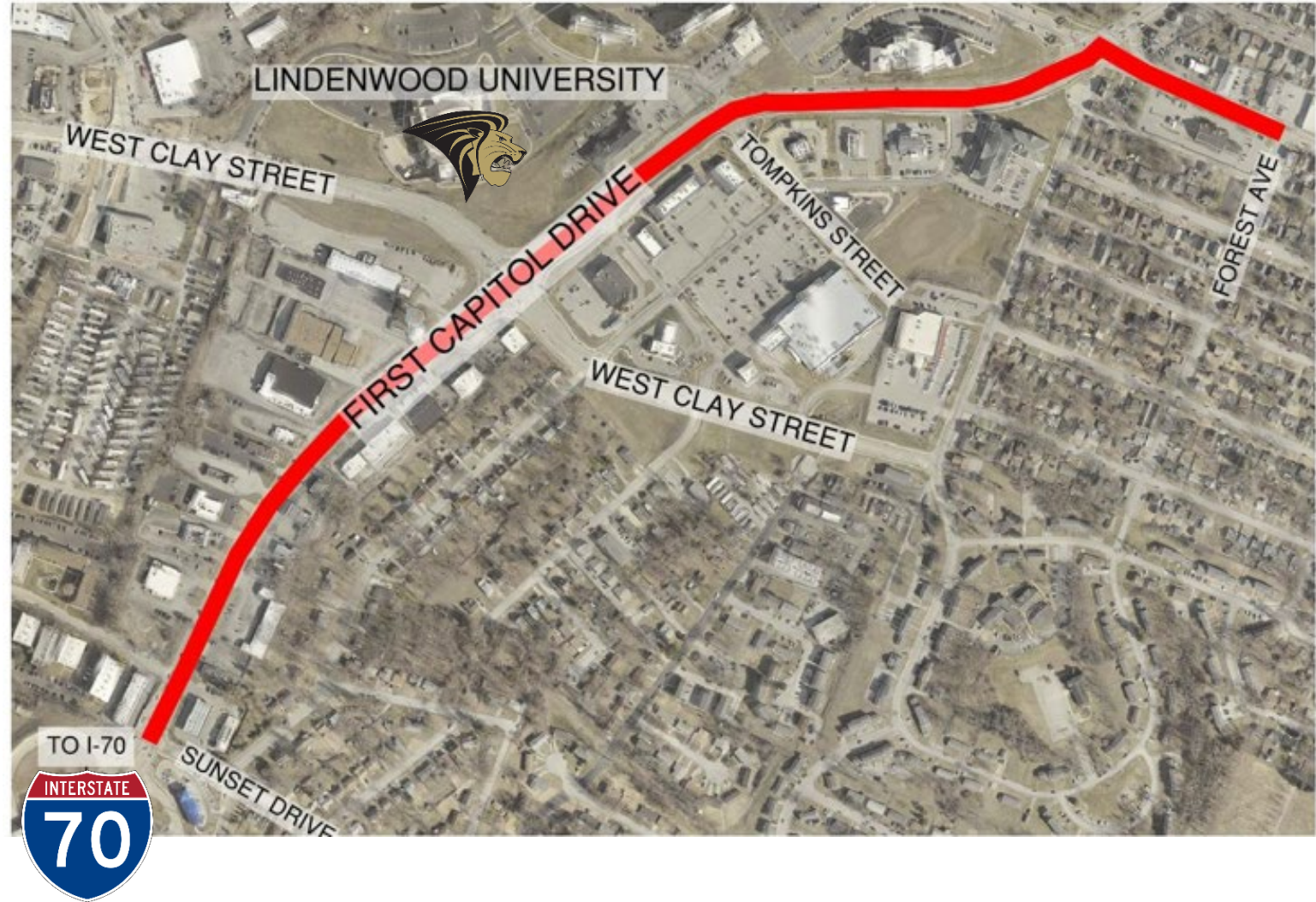


Duchesne Drive Reconstruction

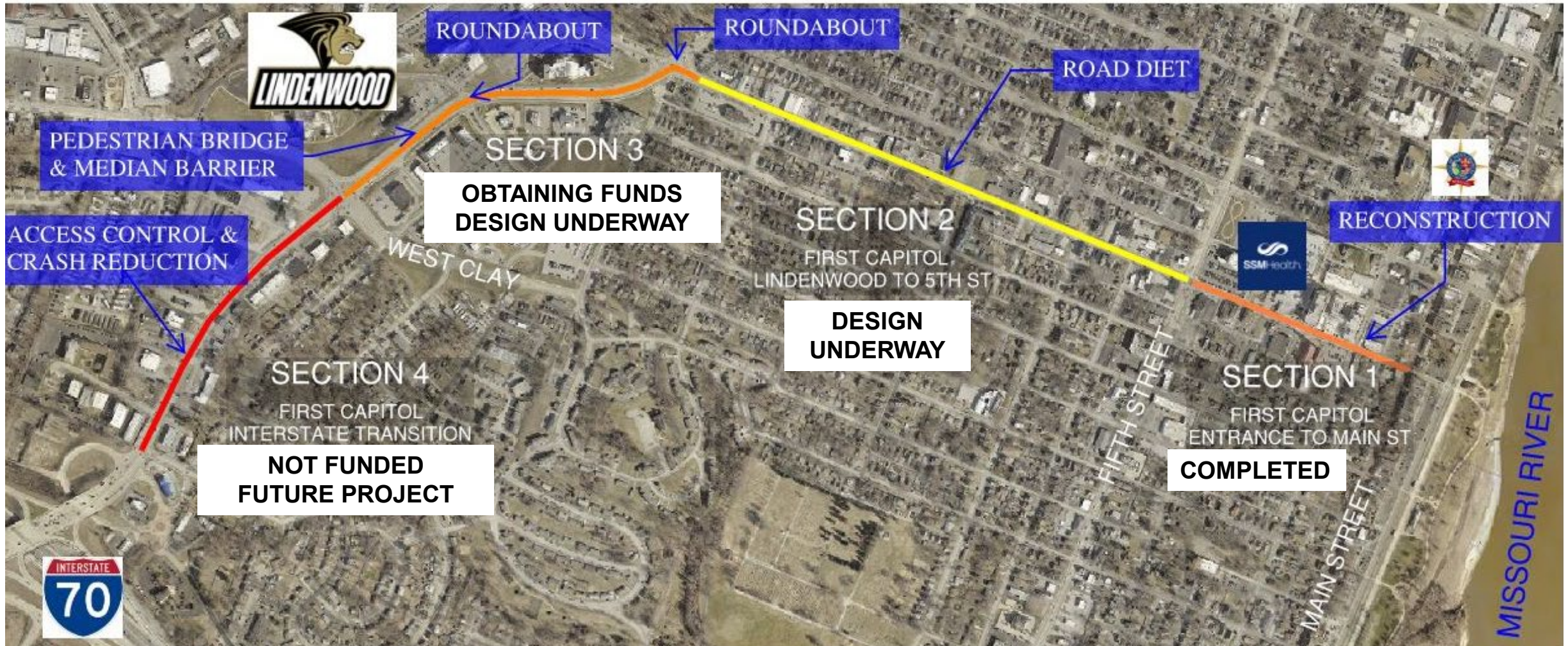
Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2023-2024)	\$45,000	\$45,000	\$360,000	\$450,000
Construction (2026-2027)	\$330,000	\$330,000	\$2,640,000	\$3,300,000

First Capitol Drive – Location Map



First Capitol Corridor Plan



Section 2 Road Diet from 5th St. to Forest Ave.



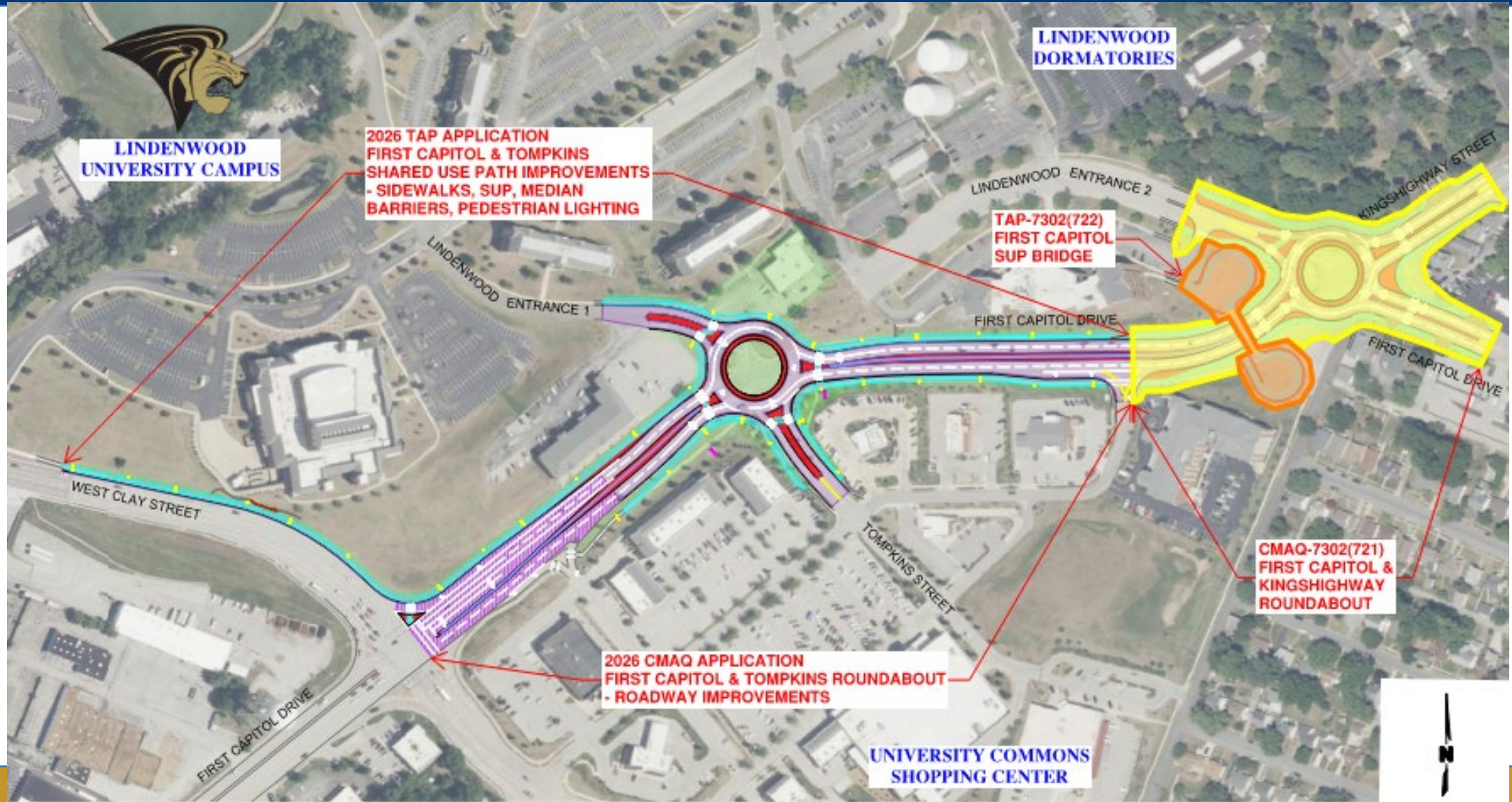
Section 2 Road Diet from 5th St. to Forest Ave.

	County	Sponsor	Federal	Other	Total
Design	\$96,000.00	\$24,000.00	\$480,000.00	\$0.00	\$600,000.00
Utility Relocations	\$16,000.00	\$4,000.00	\$80,000.00	\$0.00	\$100,000.00
Right-of-Way	\$40,000.00	\$10,000.00	\$200,000.00	\$0.00	\$250,000.00
Construction (2027-2028)	\$1,064,000.00	\$266,000.00	\$4,520,000.00	\$0.00	\$5,850,000.00
TOTAL	\$1,216,000.00	\$304,000.00	\$5,280,000.00	\$0.00	\$6,800,000.00
PERCENT (%)	17.88%	4.47%	77.65%	0.00%	100.00%

Utility Relocations / Undergrounding

- Undergrounding improves aesthetics, pedestrian accessibility, and reliability of Ameren network
- Increasing cost of equipment – Ameren initial estimates of \$6M - \$10M. Utility provider's policy region wide is not to participate in undergrounding costs
- Hiring independent consultant to provide estimate in order to make informed decision

Section 3 Overall Map from Kingshighway to West Clay



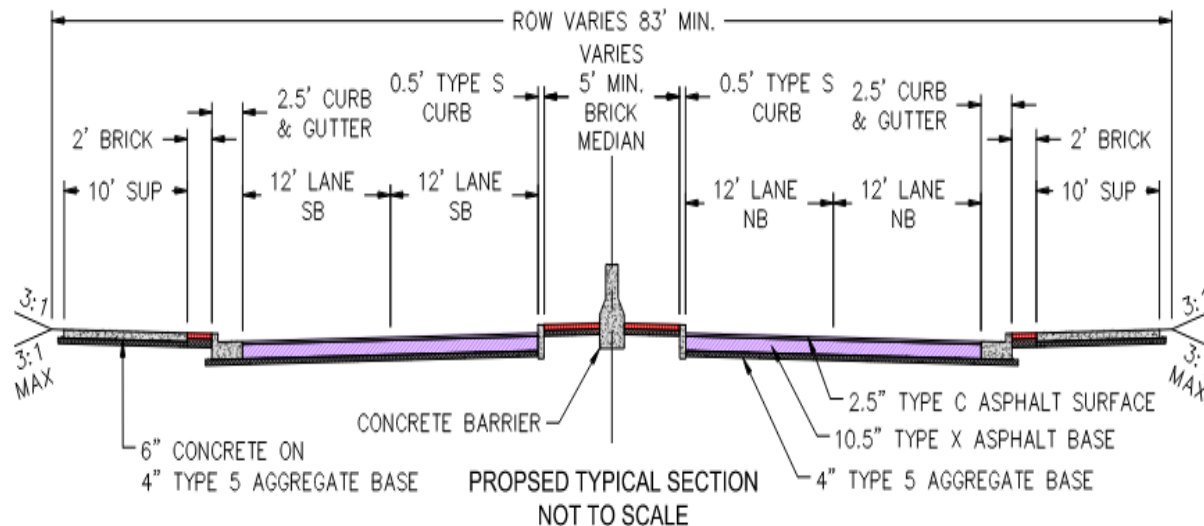
TO I-70



Section 3 First Capitol and Kingshighway Roundabout

Existing Conditions

- First Capitol Traffic 24,000 ADT
- Traffic congestion and accidents
- Heavy pedestrian crossing movements with Lindenwood University and Shopping Center on opposite sides
- Pedestrians not using designated crosswalks
- Roadway geometry difficult to see pedestrians
- Confusing lane configuration



Proposed Improvements

- Replace traffic signal with new roundabout
- Roundabout improves traffic flow and increases safety
- Average vehicle delay reduced by 16 seconds per vehicle
- Level of Service increased from C to A
- Fewer conflict points for collisions
- Full depth pavement replacement 13" asphalt / 4" agg base
- 10' wide shared use path on both sides of First Capitol
- Refuge islands and flashing beacons at crosswalks
- New concrete median barrier to prevent illegal pedestrian crossings and vehicular crossover head on collisions
- Wayfinding signage

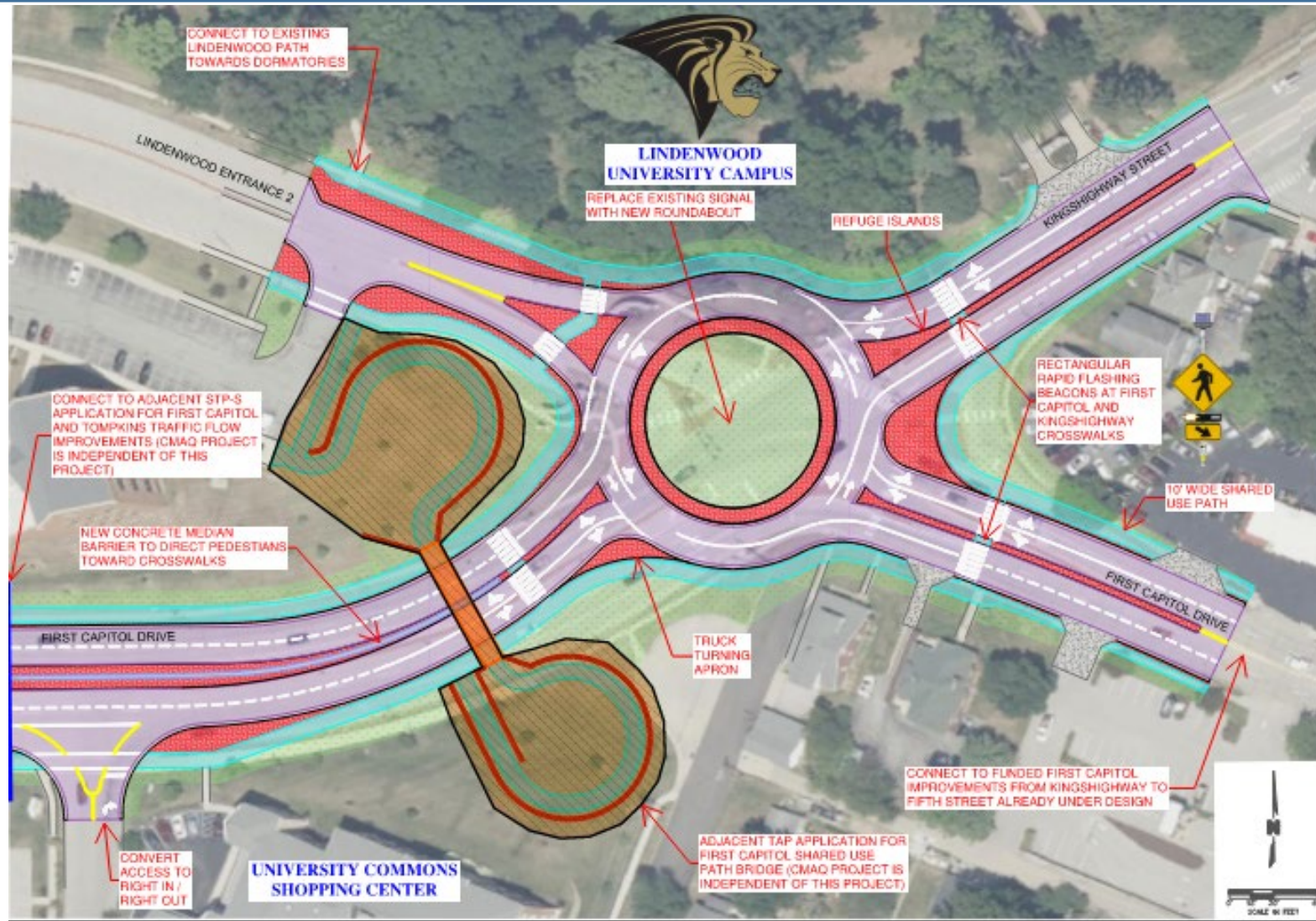
3: Kingshighway & 1st Capitol (roundabout)*		
Overall Intersection	A (5.5)	A (7.6)
Eastbound	A (7.5) [<25] <0.04>	A (10) [<25] <0.21>
Westbound	A (9.6) [32] <0.27>	B (12.2) [111] <0.61>
Northbound	A (4.3) [94] <0.49>	A (4.5) [103] <0.51>
Southbound	A (5.7) [65] <0.45>	A (8.3) [111] <0.57>
3: 1st Capitol Dr & Kingshighway (signalized)		
Overall Intersection	B (10.5)	C (23.6)
Eastbound	A (0.0) [<25] <0.01>	A (0.1) [<25] <0.05>
Westbound	D (42.0) [123] <0.57>	D (49.3) [252] <0.75>
Northbound	A (4.3) [113] <0.36>	C (21.5) [407] <0.41>
Southbound	A (9.3) [184] <0.36>	B (12.2) [258] <0.37>

AFTER CONDITION

BEFORE CONDITION

Section 3 First Capitol and Kingshighway Roundabout

Conceptual Plan



Section 3 First Capitol and Kingshighway Roundabout

Financial Plan & Schedule

	County	City	Federal CMAQ	Total
Design (2026)	\$72,000	\$18,000	\$240,000	\$330,000
Right-of-Way (2027)	\$24,000	\$6,000	\$120,000	\$150,000
Construction (2028)	\$736,000	\$184,000	\$2,600,000	\$3,520,000
Total	\$832,000	\$208,000	\$2,960,000	\$4,000,000
Percent %	20.8%	5.2%	74%	

Federal CMAQ funds being awarded

Section 3 First Capitol Shared Use Path Bridge

Existing Conditions

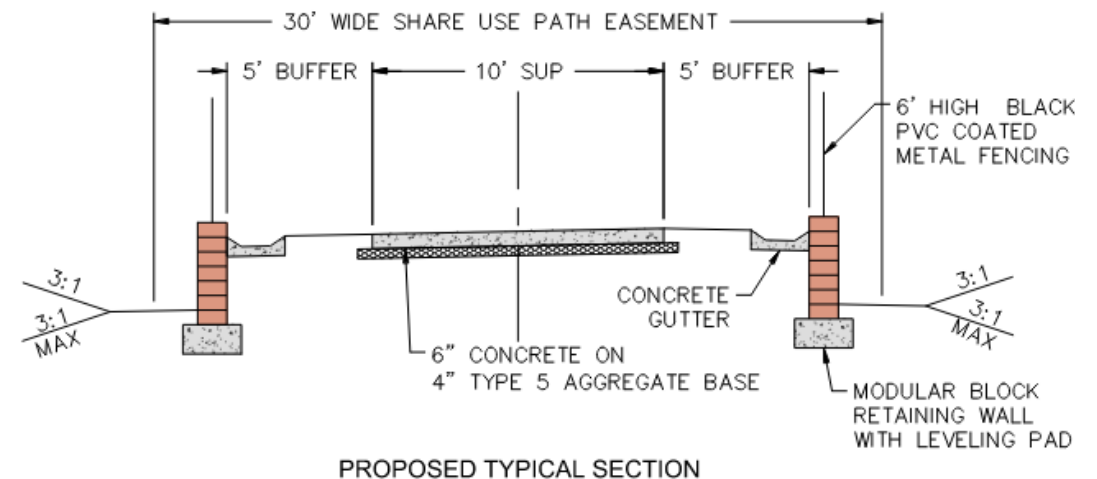
- First Capitol Traffic 24,000 ADT
- Traffic congestion and accidents
- Heavy pedestrian crossing movements with Lindenwood University and Shopping Center on opposite sides
- Pedestrians not using designated crosswalks
- Roadway geometry difficult to see pedestrians



Boone Ave looking north towards Lindenwood Library

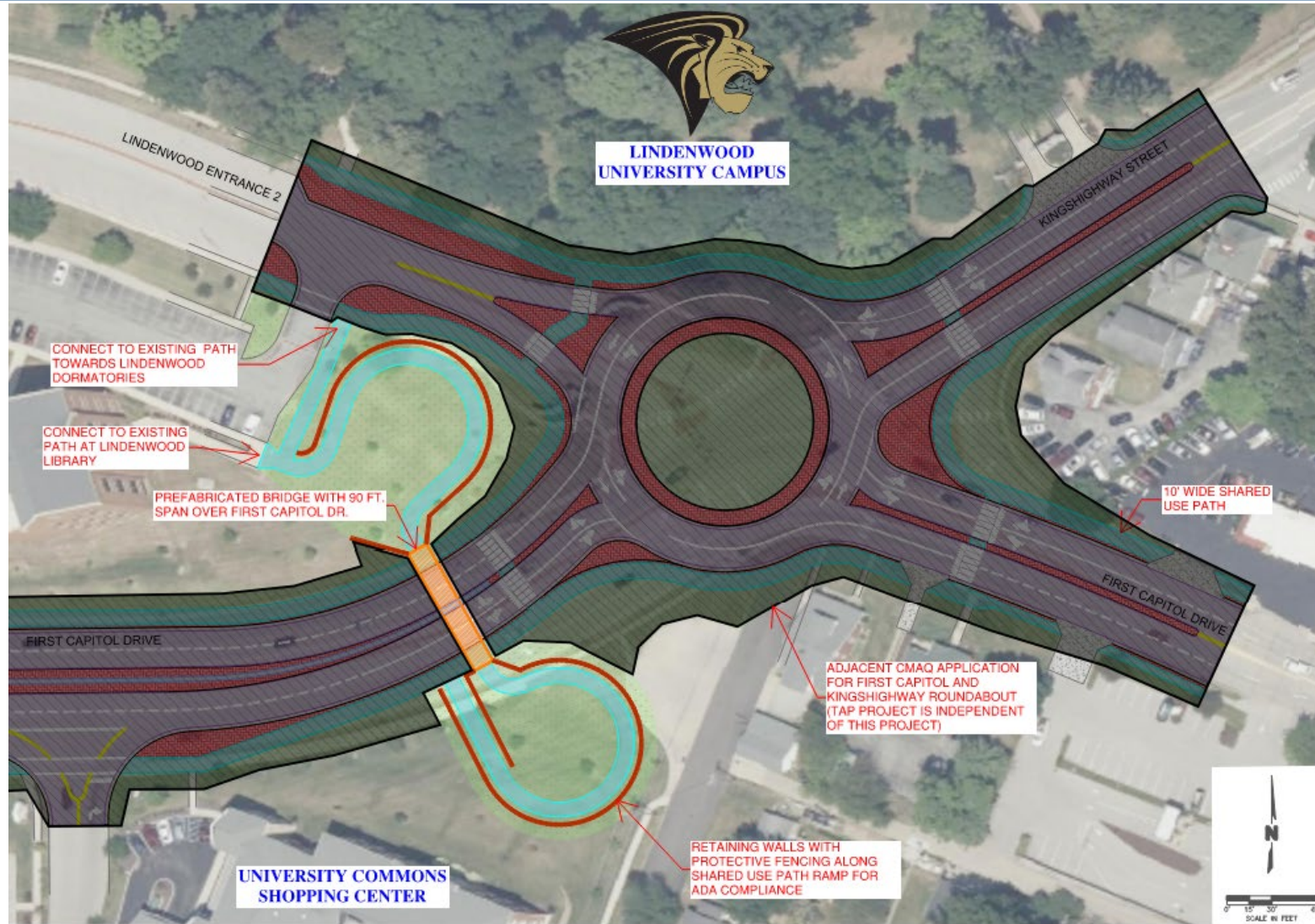
Proposed Improvements

- New Prefabricated Bridge with 90 foot span over First Capitol
- New 10 ft. wide shared use path connecting Lindenwood University to University Commons Shopping Center
- ADA compliant ramps leading up to the bridge
- Highest level of safety for pedestrian crossings
- Public sidewalk and path connections
- Connects to roundabout project at Kingshighway and will eliminate crosswalk with heaviest amount of traffic
- Wayfinding signage



Section 3 First Capitol Shared Use Path Bridge

Conceptual Plan



Section 3 First Capitol Shared Use Path Bridge

Conceptual

SUP Bridge
Rendering



Section 3 First Capitol Shared Use Path Bridge

Financial Plan & Schedule

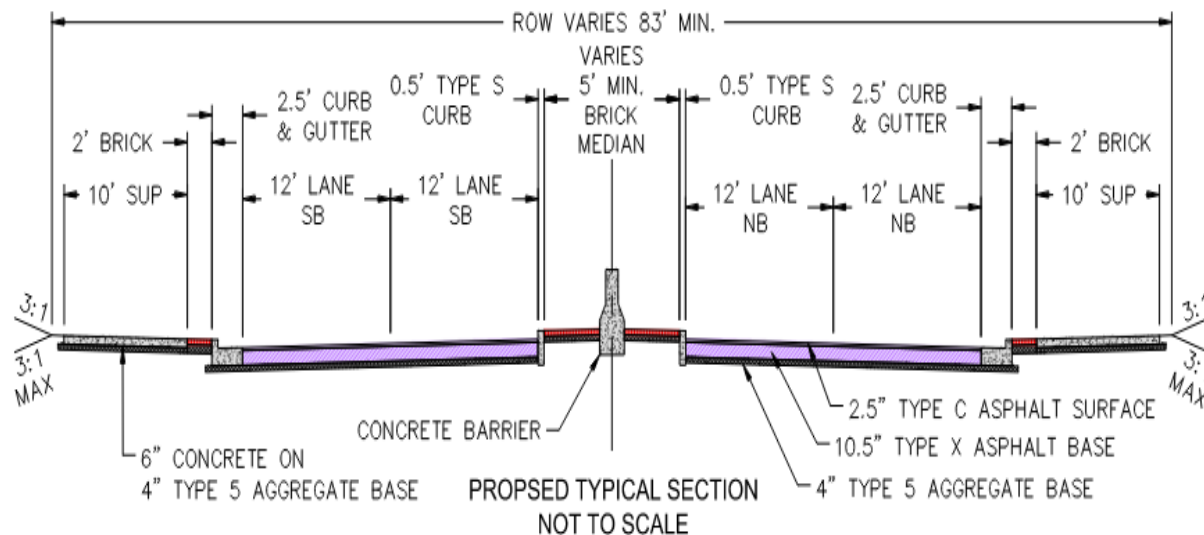
	City	County	Federal TAP	Total
Design (2026)	\$48,000	\$12,000	\$160,000	\$220,000
Right-of-Way (2027)	\$9,600	\$2,400	\$48,000	\$60,000
Construction (2028)	\$502,400	\$125,600	\$1,792,000	\$2,420,000
Total	\$560,000	\$140,000	\$2,000,000	\$2,700,000
Percent %	20.74%	5.19%	74.07%	

Federal TAP funds being awarded

Section 3 First Capitol & Tompkins Improvements

Existing Conditions

- First Capitol Traffic 24,000 ADT
- Traffic congestion and accidents
- Heavy pedestrian crossing movements with Lindenwood University and Shopping Center on opposite sides
- Pedestrians not using designated crosswalks
- Roadway geometry difficult to see pedestrians



Proposed Improvements

- Replace traffic signal with new roundabout
- Roundabout improves traffic flow and increases safety
- Average vehicle delay reduced by 12 seconds per vehicle
- Level of Service increased from B to A
- Fewer conflict points for collisions
- Full depth pavement replacement 13'' asphalt / 4'' agg base
- 10' wide shared use path on both sides of First Capitol
- Refuge islands and flashing beacons at crosswalks
- New concrete median barrier to prevent illegal pedestrian crossings and vehicular crossover head on collisions
- Wayfinding signage

4: 1st Capitol & Tompkins St (roundabout)*		
Overall Intersection	A (3.9)	A (6.0)
Eastbound	A (5.0) [<25] <0.03>	A (4.2) [<25] <0.07>
Westbound	A (9.7) [<25] <0.06>	A (9.6) [<25] <0.21>
Northbound	A (4.4) [98] <0.52>	A (4.9) [90] <0.50>
Southbound	A (4.8) [71] <0.45>	A (6.6) [147] <0.65>

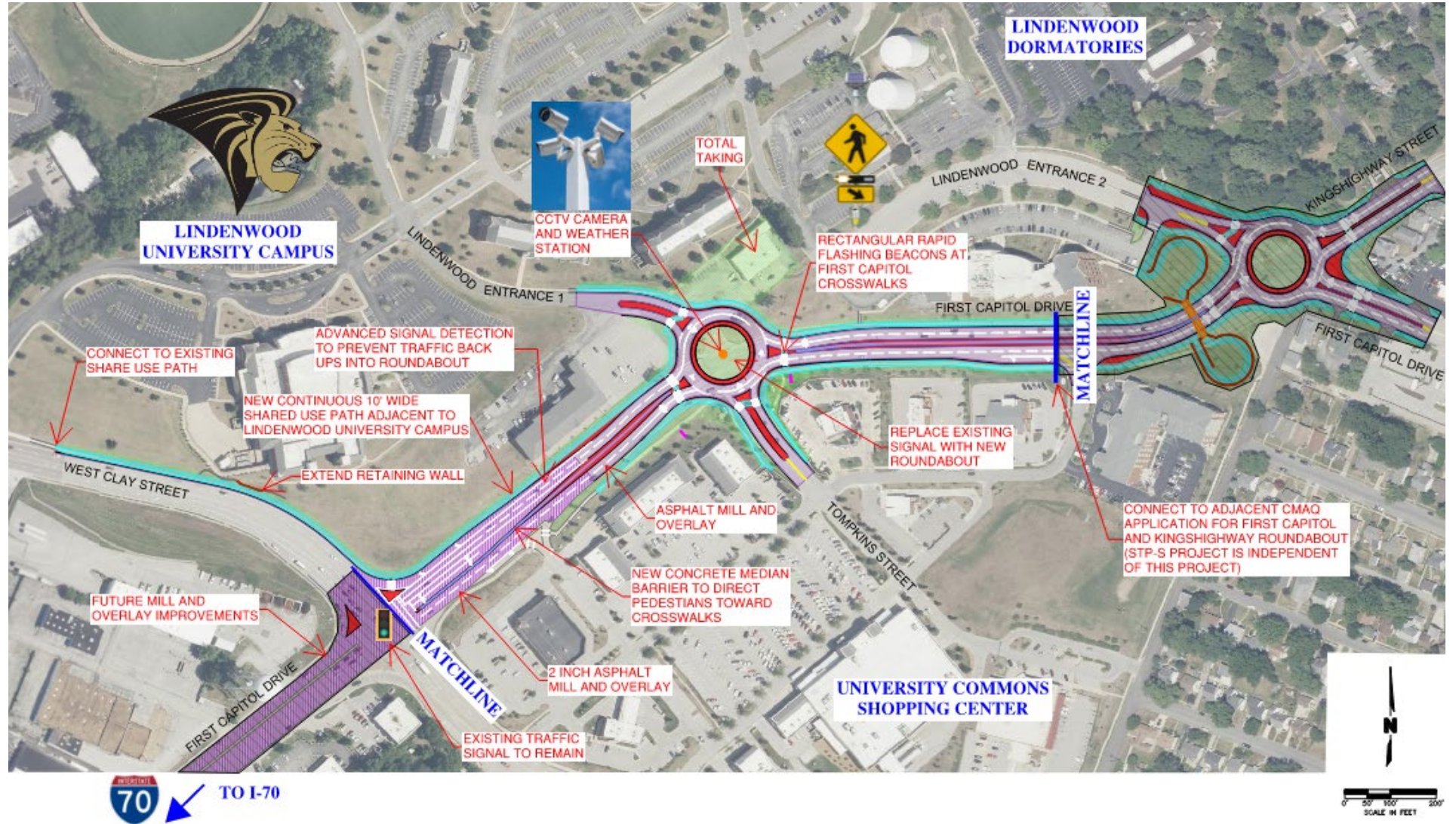
4: 1st Capitol Dr & Tompkins St (signalized)		
Overall Intersection	B (14.2)	B (18.3)
Eastbound	C (26.0) [38] <0.28>	C (25.2) [70] <0.59>
Westbound	C (32.1) [44] <0.19>	D (47.2) [138] <0.67>
Northbound	A (7.2) [160] <0.47>	B (10.7) [213] <0.49>
Southbound	C (21.2) [425] <0.42>	B (19.7) [444] <0.61>

AFTER
CONDITION

BEFORE
CONDITION

Section 3 First Capitol & Tompkins Improvements

Conceptual Plan



Section 3 First Capitol & Tompkins Improvements



Section 3 First Capitol & Tompkins Improvements

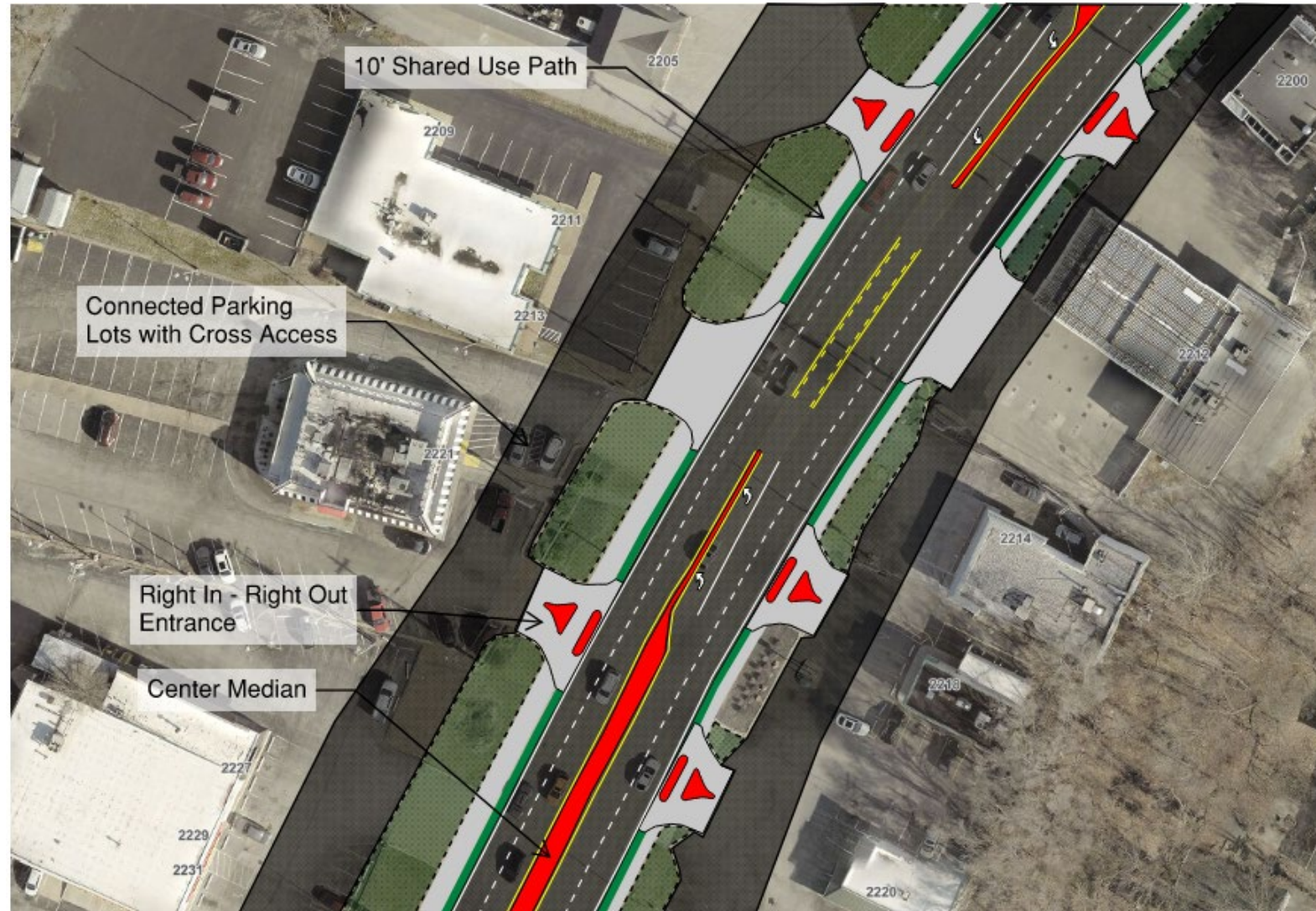
Financial Plan & Schedule

	County	City	Federal CMAQ	Federal TAP	Total
Design (2026)	\$400,000	\$100,000	\$0	\$0	\$500,000
Right-of-Way (2027-2028)	\$300,000	\$75,000	\$1,500,000	\$0	\$1,875,000
Construction (2029-2030)	\$988,000	\$247,000	\$3,140,000	\$1,800,000	\$6,175,000
Total	\$1,688,000	\$422,000	\$4,640,000	\$1,800,000	\$8,550,000

Project did not receive Federal funds for design

City has reapplied in 2026 for Federal CMAQ and TAP funds for ROW and Construction

Section 4 Access Control AFTER Improvements



Boones Lick and Fairgrounds Roundabout



Project Location

Intersection of Boones Lick Road and Fairgrounds Road/Rosebrae Drive

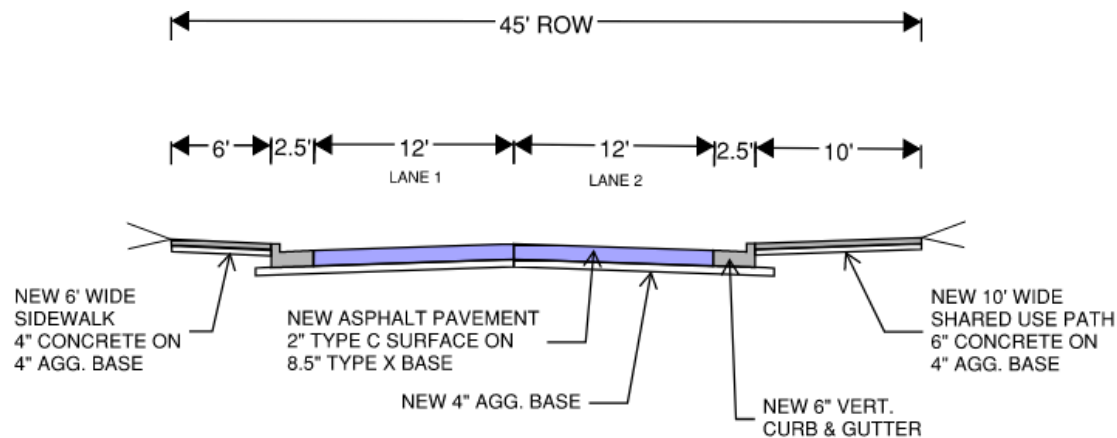


Fairgrounds Road looking north towards Boones Lick Road

Boones Lick and Fairgrounds Roundabout

Existing Conditions

- Boones Lick Traffic 4,000 ADT
- 4-way stop controlled intersection
- Traffic congestion and accidents
- Intermittent sidewalks and no bike facilities
- Most pedestrians use striped shoulder
- Roadway geometry difficult to see pedestrians
- Deteriorating pavement with lots of patching due to water main breaks and other utility impacts



Proposed Improvements

- Replace 4-way stopped controlled with new roundabout
- Roundabout improves traffic flow and increases safety
- Average vehicle delay reduced by 6 seconds per vehicle
- Level of Service increased from B to A
- Fewer conflict points for collisions
- Full depth pavement replacement 10.5" asphalt / 4" agg base
- 10' wide shared use path on north side of Boones Lick Road and east side of Fairgrounds Road/Rosebrae Drive
- ADA compliant sidewalks with refuge islands at crosswalks
- Improved pedestrian connectivity to Boones Lick Park, Mark Twain Village Shopping Center, Brass Pro, City Senior Center and large residential communities
- City will upgrade water mains and sanitary sewers prior to pavement replacement (non participating County funds)

Boones Lick and Fairgrounds Roundabout

Conceptual Plan



Boones Lick and Fairgrounds Roundabout

Financial Plan & Schedule

	County	City	Federal CMAQ	Total
Design (2026)	\$48,000	\$12,000	\$240,000	\$300,000
Right-of-Way (2027)	\$70,400	\$17,600	\$352,000	\$440,000
Construction (2028)	\$508,800	\$127,200	\$1,824,000	\$2,460,000
Total	\$627,200	\$156,800	\$2,416,000	\$3,200,000
Percent %	19.6%	4.9%	75.5%	

Federal CMAQ funds being awarded

Boones Lick Improvements from 5th to Fairgrounds

Project Location

Boones Lick Road from 5th Street to Fairgrounds Road/Rosebrae Drive



Boones Lick Road at Fifth Street looking west



Boones Lick Improvements from 5th to Fairgrounds

Existing Conditions

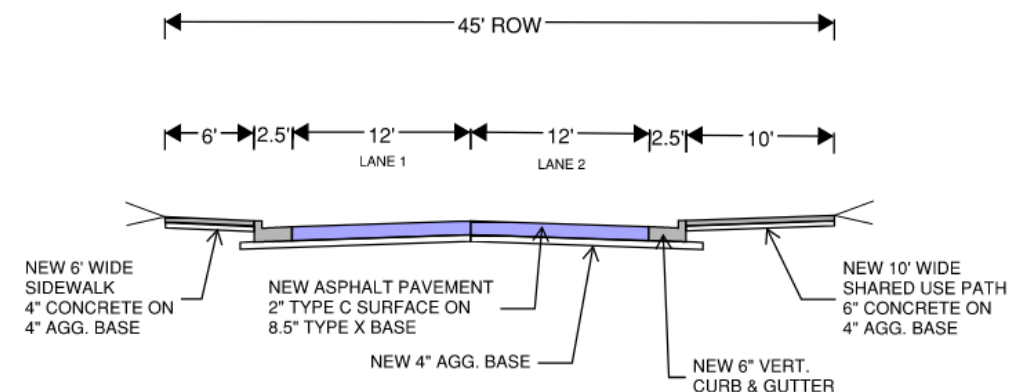
- Boones Lick Traffic 4,000 ADT
- Major Collector 30 mph
- 13.5 foot wide travel lanes lead to speeding
- Intermittent sidewalks and no bike facilities
- Most pedestrians use striped shoulder
- Roadway geometry difficult to see pedestrians
- Deteriorating pavement with lots of patching due to water main breaks and other utility impacts



Boones Lick Road looking west towards Fairgrounds Road (no sidewalks along curve)

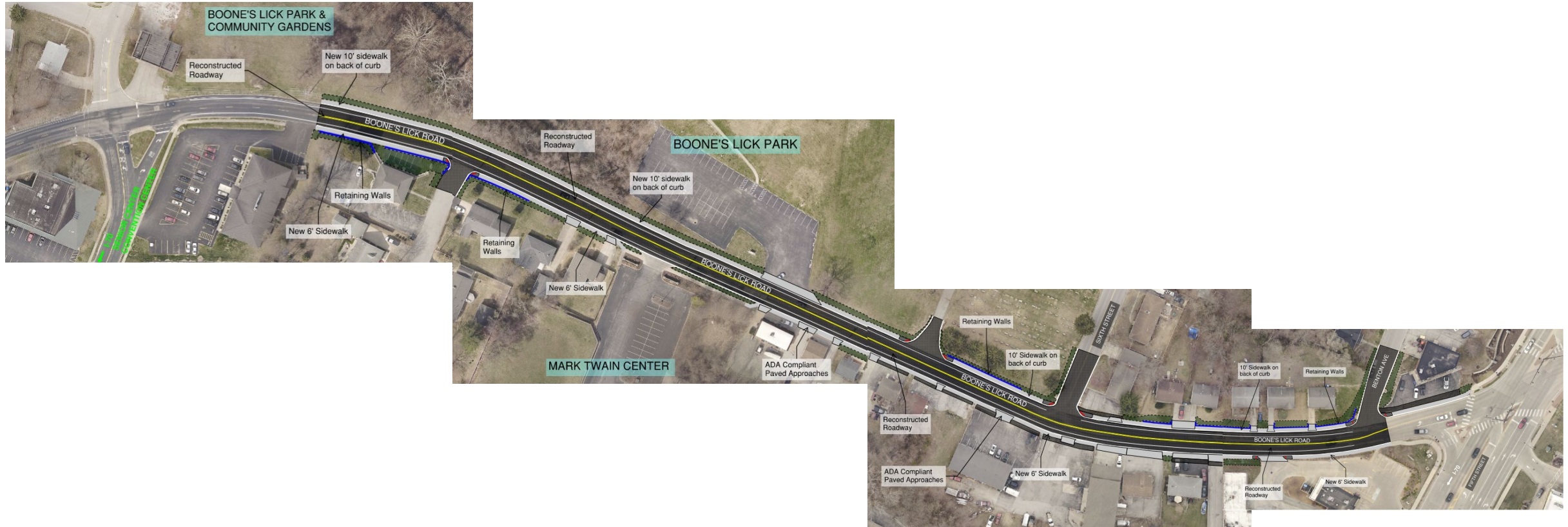
Proposed Improvements

- Full depth pavement replacement 10.5" asphalt / 4" agg base
- New 10' wide shared use path on north side of Boones Lick
- New 6' wide continuous sidewalks on south side of Boones Lick
- Improved pedestrian connectivity to Boones Lick Park, Mark Twain Village Shopping Center, Brass Pro and residential areas
- Separating pedestrians/bicyclists from vehicles increases safety
- Narrower 12' wide travel lanes will encourage slower speeds
- New street lighting will increase driver safety at night
- City will upgrade water mains and sanitary sewers prior to pavement replacement (non participating County funds)



Boones Lick Improvements from 5th to Fairgrounds

Conceptual Plan



Boones Lick Improvements from 5th to Fairgrounds

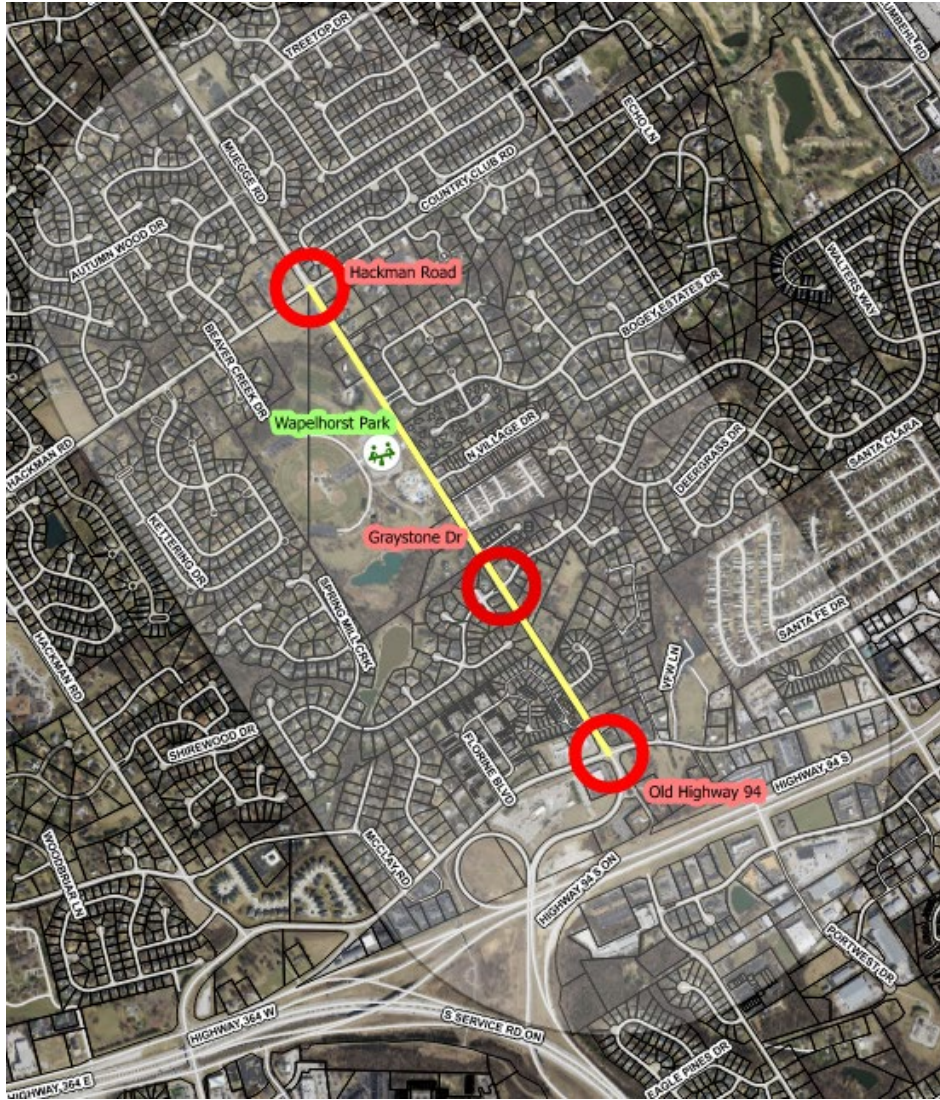
Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2026)	\$320,000	\$80,000	\$0	\$400,000
Right-of-Way (2027)	\$72,000	\$18,000	\$360,000	\$450,000
Construction (2028)	\$744,000	\$186,000	\$2,520,000	\$3,450,000
Total	\$1,136,000	\$284,000	\$2,880,000	\$4,300,000
Percent %	26.42%	6.60%	66.98%	

Project did not receive Federal STP-S funds for design

City will reapply for Federal STP-S funds for ROW and Construction

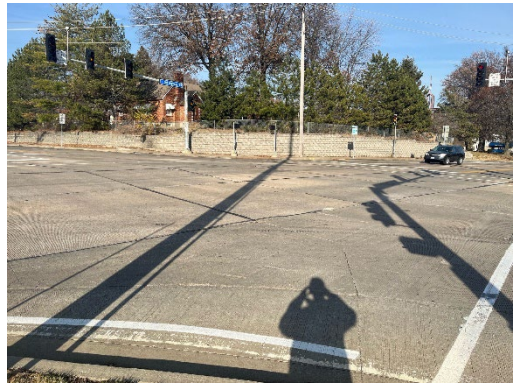
Muegge Intersections Hackmann, Graystone, Old Hwy 94



Muegge Road at Hackmann Road looking north



Muegge Road at Graystone Drive looking east

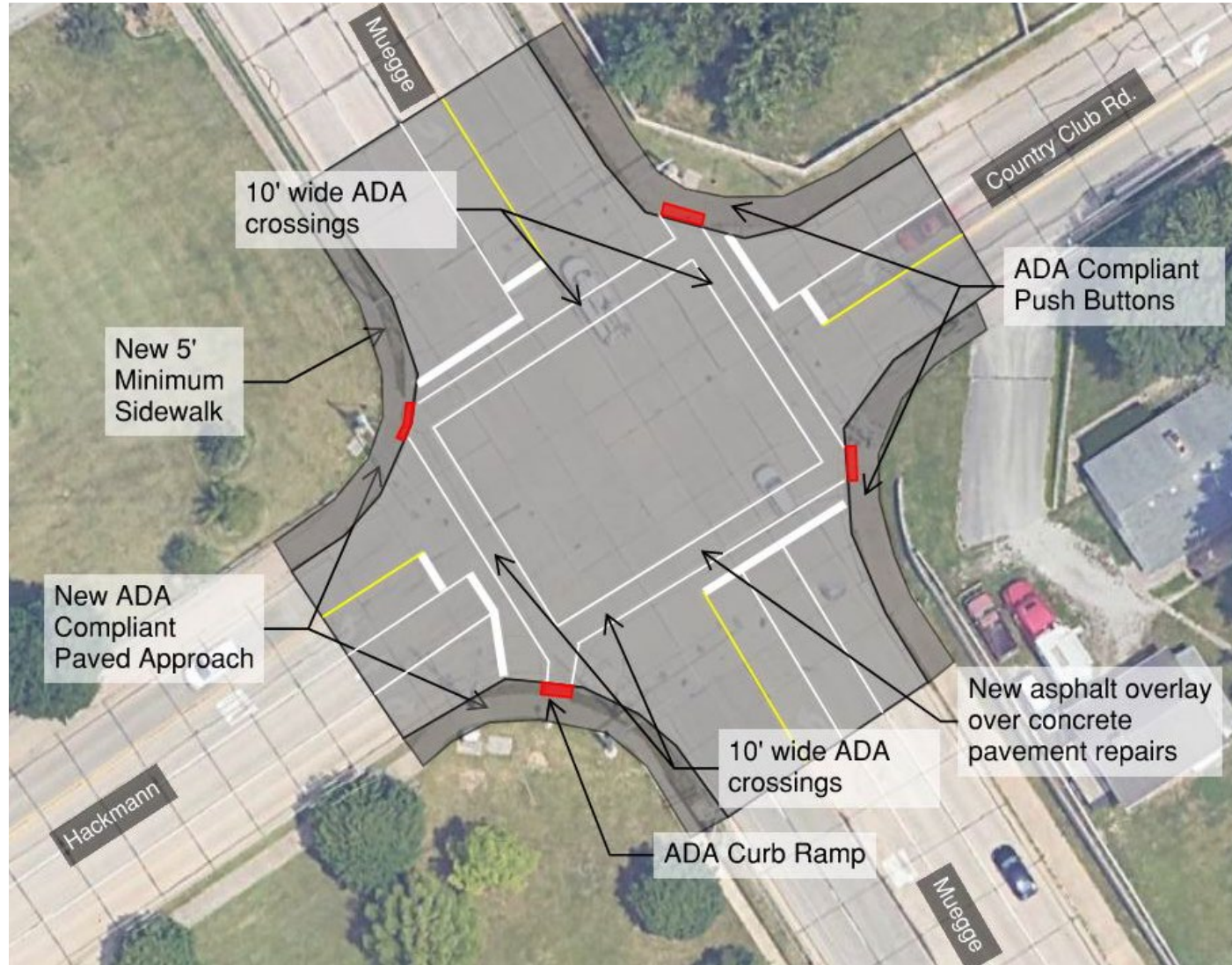


Muegge Road at Old Highway 94 looking north

Muegge Intersections Hackmann, Graystone, Old Hwy 94

Conceptual Plan

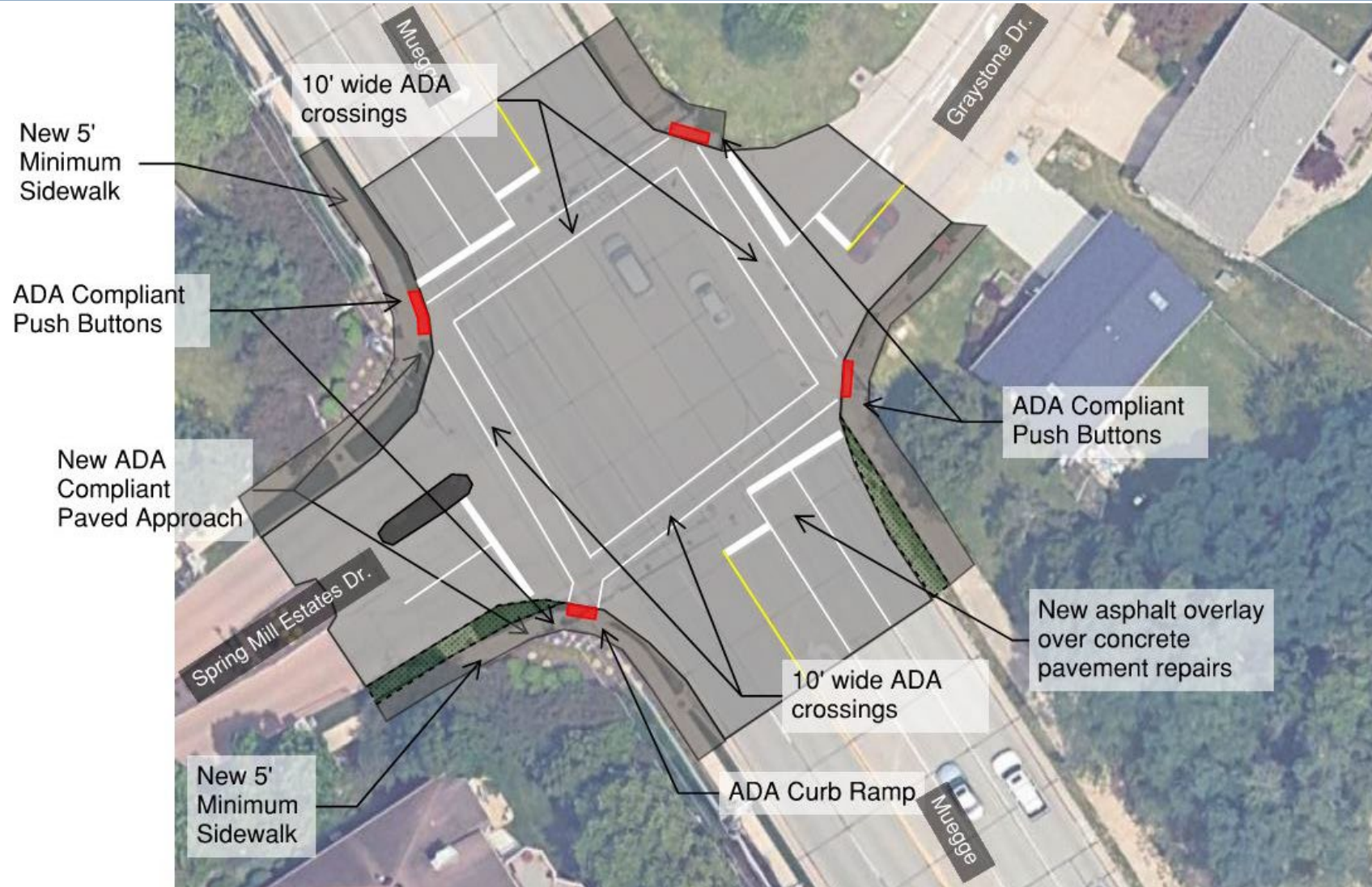
Muegge Road at Hackmann Road



Muegge Intersections Hackmann, Graystone, Old Hwy 94

Conceptual Plan

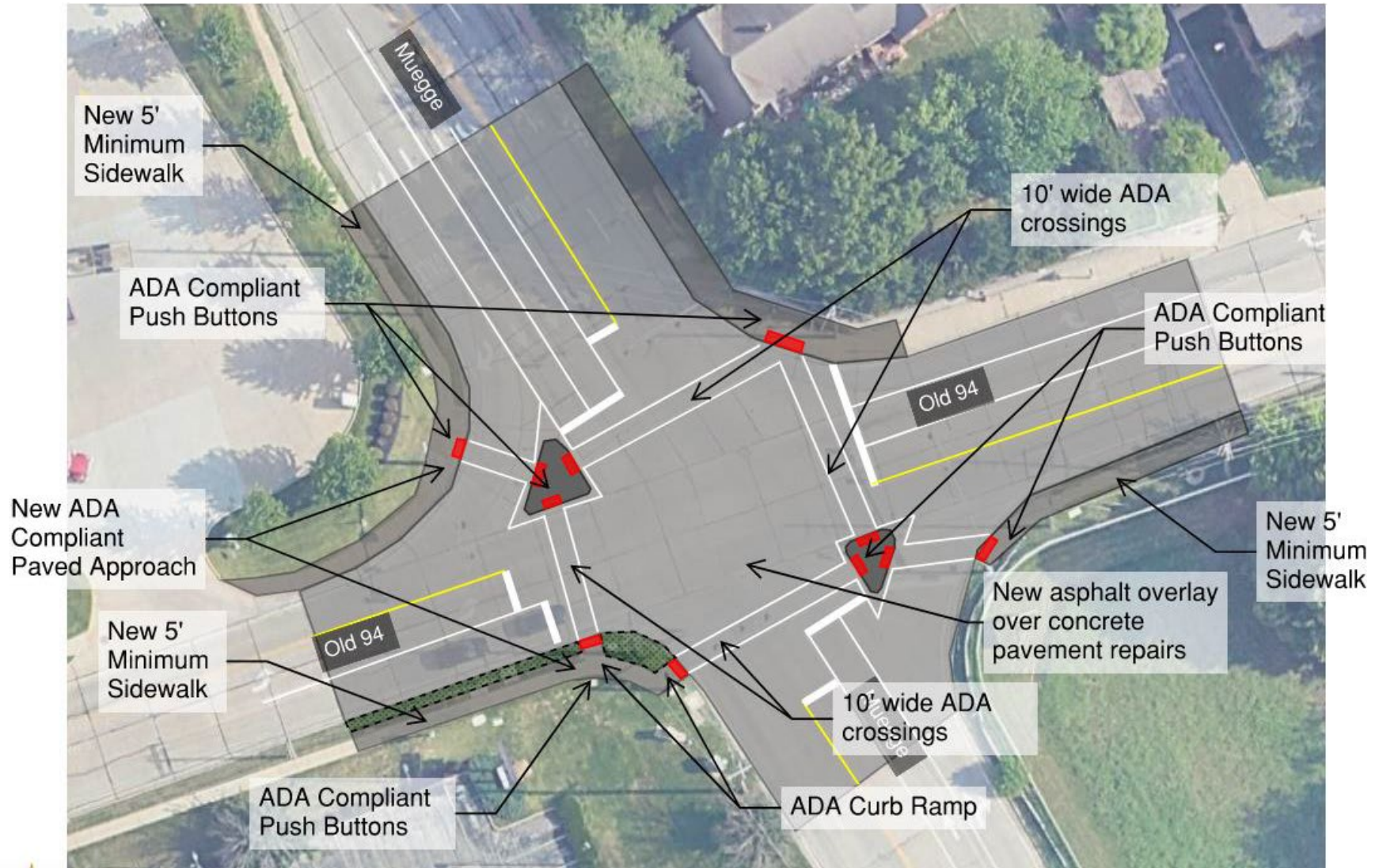
Muegge Road at Graystone Drive



Muegge Intersections Hackmann, Graystone, Old Hwy 94

Conceptual Plan

Muegge Road at Old Highway 94



Muegge Intersections Hackmann, Graystone, Old Hwy 94

Financial Plan & Schedule

	County	City	Federal STP-S	Total
Design (2025)	\$0	\$26,466	\$105,862	\$132,328
Right-of-Way (2026)	\$0	\$0	\$0	\$0
Construction (2027)	\$658,906	\$138,260	\$670,506	\$1,467,672
Total	\$658,906	\$164,726	\$776,368	\$1,600,000
Percent %	41.18%	10.30%	48.52%	

Federal STP-S funds awarded

County funding only for Construction