

## 1 – Executive Summary

Crawford, Bunte, Brammeier completed a Major Thoroughfare Plan Update for the Northeast Quadrant of the City of O'Fallon. The study limits include one mile north of the Madison County Line to the north, Interstate 64 to the south, Simmons/Witte Road to the west and Silver Creek to the east. This study extends the work previously completed to update the Transportation Plan for the Northwest Quadrant in 2004. The objective of the study was to analyze future development potential within the study area, consider the transportation infrastructure needs and identify a future roadway network that provides connectivity and access based on anticipated travel patterns. The transition of existing agricultural uses to residential, commercial and industrial uses could overload the existing transportation system if not addressed, and ongoing development could block future improvement options if left unchecked. The goal of the study was to develop a planning framework to guide future decisions regarding roadway configurations and locations.

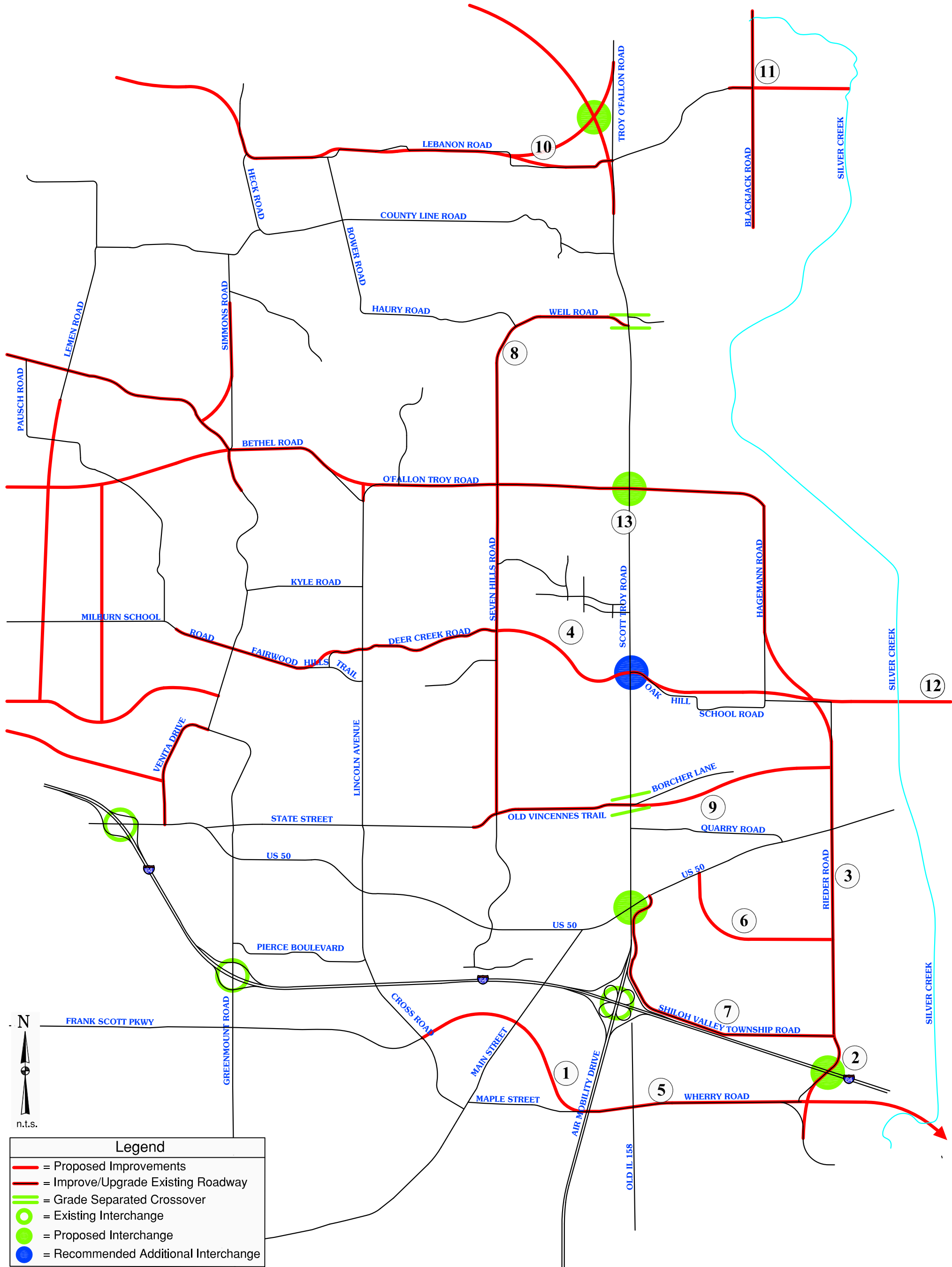
This study accounted for IDOT's planned Gateway Connector Corridor which bisects the study area generally along the current alignment of Illinois Route 158 and Scott Troy Road as well as a new interchange at mile marker 21 on Interstate 64 (Rieder Road) and associated development of 1,500 acres currently being pursued by St. Clair County.

In order to complete the study, a variety of land use and traffic data was collected from available sources and meetings were held with many stakeholders including City staff, IDOT, St. Clair County, Madison County and O'Fallon Township to gather their input. The regional travel demand model from East West Gateway Council of Governments was refined to reflect current local conditions in the study area and provided future traffic projections for the roadway network.

A variety of factors, including existing roadway alignments, current developments, physical and other constraints, and future access needs and traffic levels, were considered in determining a preferred roadway network.

The following bullets highlight the recommended study-area roadway network as shown on the attached **Exhibit 4**.

- ❑ **Project 3 Rieder Road Extension:** To complement the proposed new interchange on I-64. Reider Road should be improved to the north as an arterial and realigned to flow into Hagemann Road to Scott-Troy Road. Provisions should be made for a future multi-lane facility. The one-lane railroad underpass is the largest current constraint and should be rebuilt to meet ultimate requirements.
- ❑ **Project 4 EW Arterial Road A:** The primary missing section of this critical east-west corridor is between Seven Hills Road and Scott-Troy Road. With volumes expected to exceed 8,500 vpd in the future and a potential interchange location at the Gateway Connector, provisions should be considered for a future multi-lane corridor. There will be significant challenges to crossing Silver Creek.
- ❑ **Project 12 Silver Creek Crossing:** If the EW Arterial Road corridor (Project 4) can be extended across Silver Creek, it would allow access for Lebanon on the Gateway Connector and a more direct connection to McKendree University. A two-lane crossing would suffice initially, and any need for expansion would be based on future growth in the Lebanon area.



- ❑ Project 4/13B EW Arterial Road A Interchange (Added): We recommend initiating discussions with IDOT as soon as possible regarding the potential for an additional interchange on the Gateway Connector corridor.
- ❑ Project 6 Collector Roads C and D: These major collector roads would serve commercial and industrial uses resulting from the planned business park at the Rieder Road interchange. This road should be sized based on a more detailed traffic impact study for the business park, but would be anticipated as at least a three-lane road initially.
- ❑ Project 7 Shiloh Valley Township Road Upgrade: Upgrade to a commercial/industrial major collector road to serve additional frontage road development and accommodate large trucks.
- ❑ Project 8 Seven Hills Road/Weil Road Project: Seven Hills Road is currently a major collector at the eastern boundary of the existing residential development core. The south end will likely carry 13,000 vpd, when fully developed, so the road should be reclassified as an arterial with considerations for future expansion. The north end of the corridor including Weil Road to Scott-Troy Road should suffice with two or three lanes due to lower volumes.
- ❑ Project 9 Old Vincennes Trail/Borchers Lane Extension: The State Street/Old Vincennes Trail alignment ties directly to the downtown business district and I-64 at Highway 50. This corridor should be extended to Rieder Road. A two to three lane corridor should suffice based on the existing constraints in place on the corridor to the west.
- ❑ Project 10/13A Lebanon Road Interchange (shifted): We recommend that the proposed interchange near the County Line be shifted to Lebanon Road to take advantage of improvements currently planned by Madison County.
- ❑ Project 11 Old Lebanon Troy/Blackjack Road Expansion: A residential collector street will be needed to provide access to this area.