

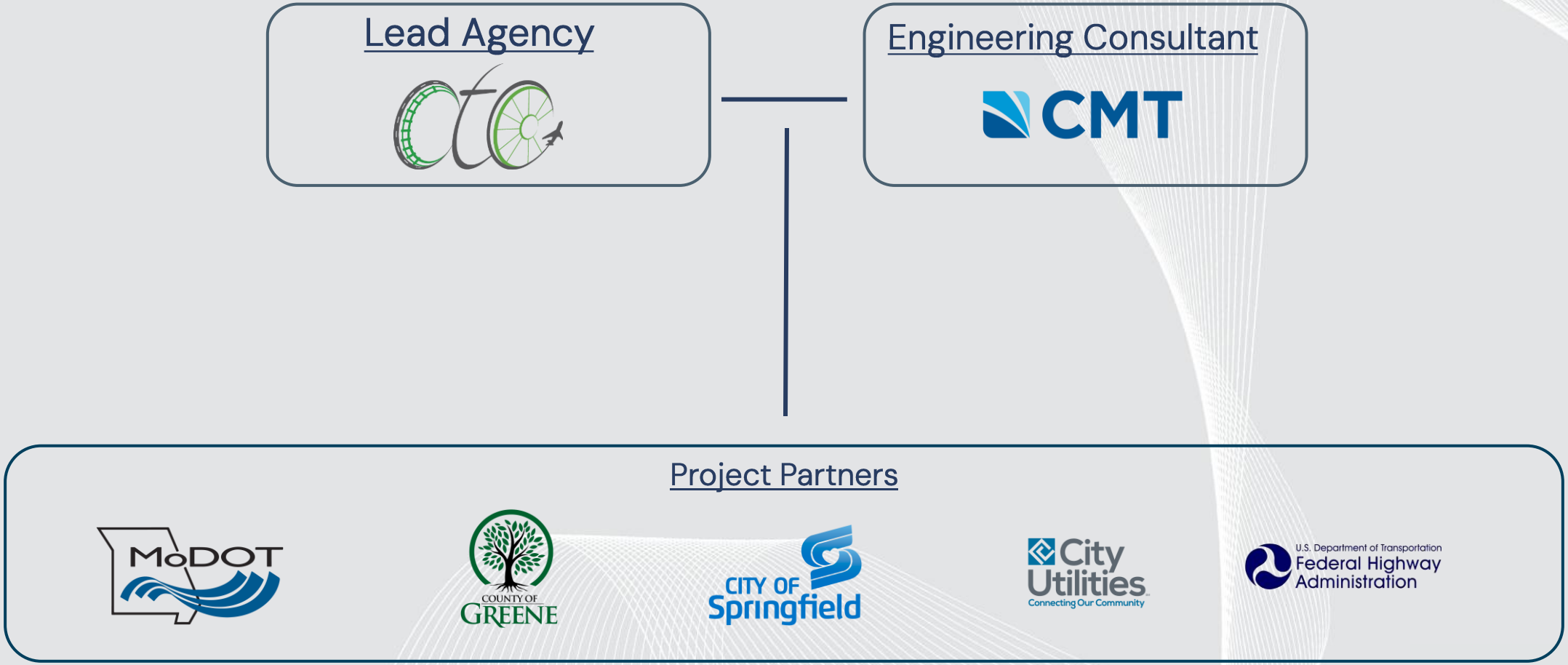
US60 / US65 PEL Study:
Access & Operations Analysis

Public Meeting #2

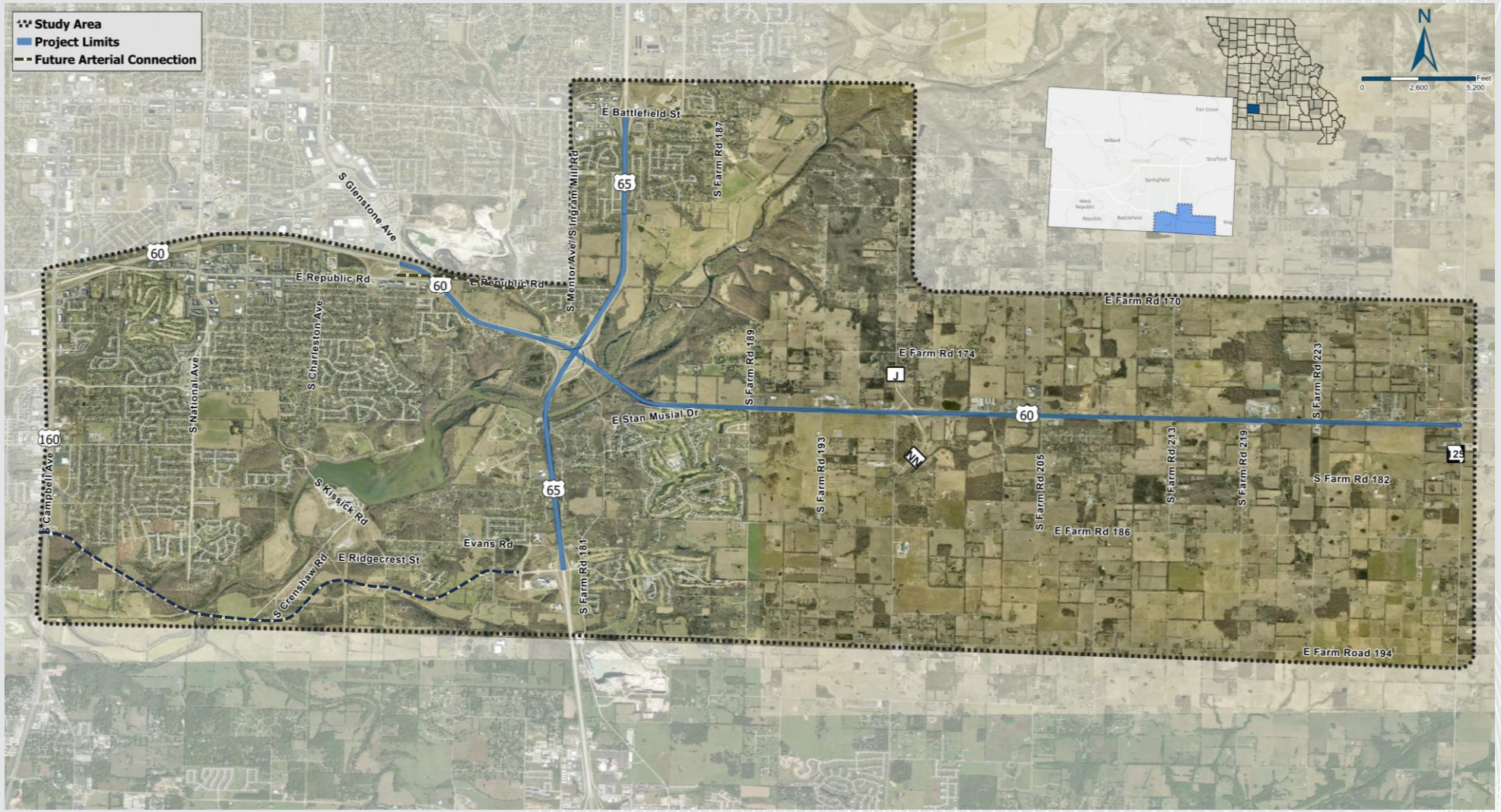
November 10, 2026

IN PARTNERSHIP:

Prioritizing Regional Partnership



Study Area



Project Limits:

- 65 — Evans Rd – Battlefield Rd
- 60 — Glenstone Ave – MO 125

Study Goals



Evaluate Existing Conditions for safety, capacity, and operations



Identify future Access, Safety, Capacity & Operational needs aligned with regional growth & economic development



Develop Reasonable Improvement Alternatives along state & local facilities to address current & future regional transportation needs



Facilitate a Robust Public Input Process and Environmental Factor Review to shape proposed alternatives

What is a PEL Study?

A Preliminary Environmental Linkages Study (PEL) is an FHWA-recognized planning process that identifies transportation needs & improvement alternatives.

A PEL bridges the gap between long-range planning & future project delivery.

Public Listening Session #1 – Feedback Summary

Key Public Concerns & Comments

- Business Development/Access
- Driver Confusion
  - Lack of Turn Lanes, Visibility & Signing
- Safety Concerns
  - Speed, Traffic Volumes & At-Grade Intersections
  - Interchange Merging/Weaving
  - Entering/Exiting Highway
- Increased Commuting Time
- Highland Springs + FR189 Access
  - Safety Concern & Need for continued Access
- FR 213 Intersection
  - Safety Improvements

Feedback Results

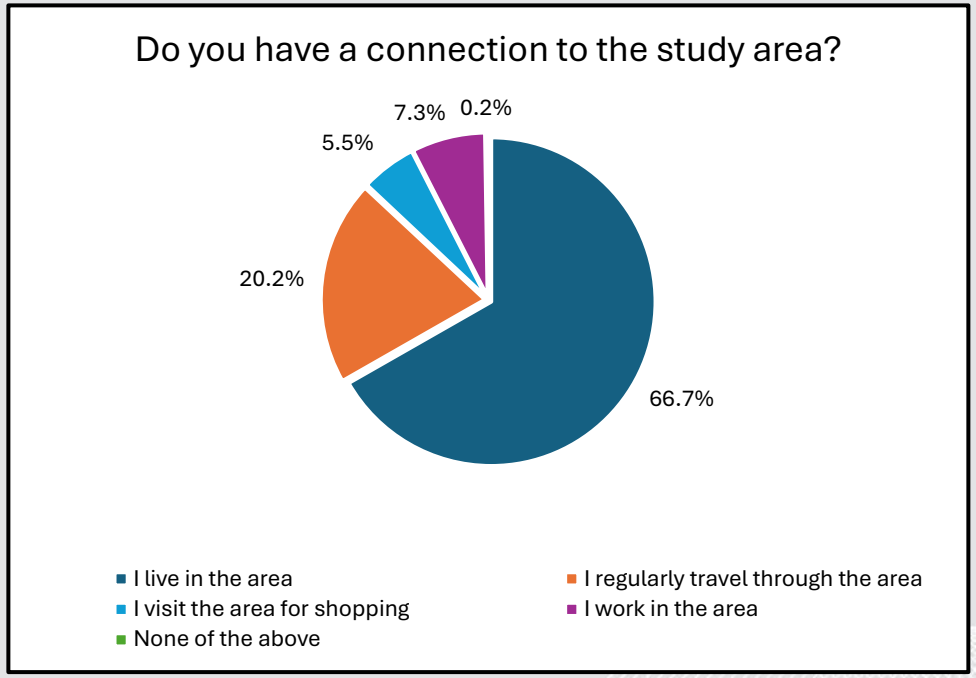
- 203 Public Meeting Attendees
- 986 Total Comments Received
  - 896 Survey Responses
  - 90 Email/Website Comments

Note:
Possible duplicate Survey Submissions Received (70% w/o Identifying Info)

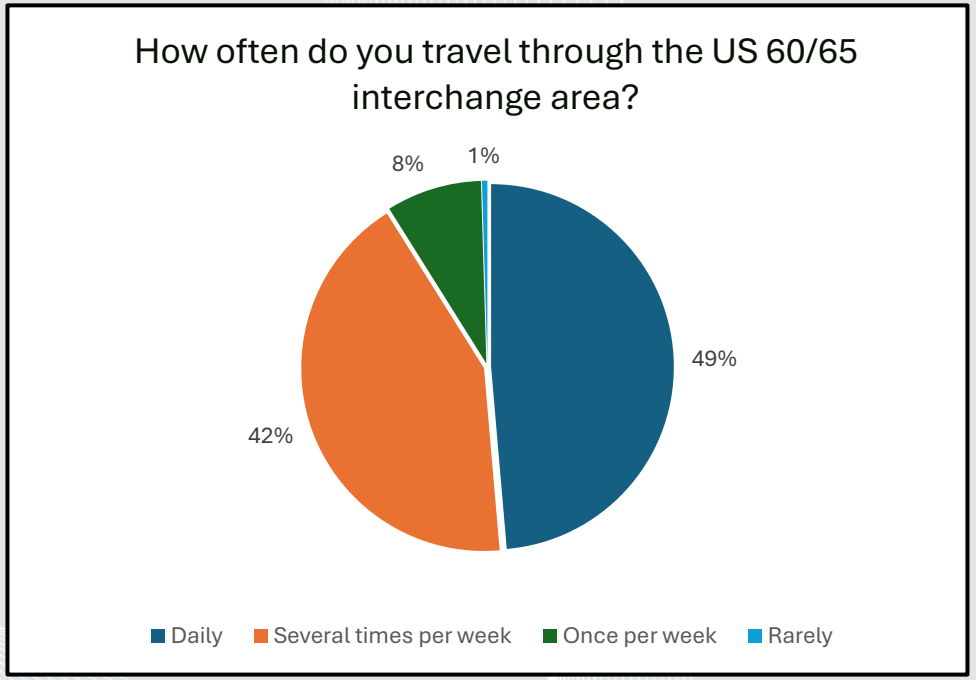




Public Feedback Review



94% live/work/regularly drive through study area



99% drive through study area on a weekly basis

Public Feedback Review



Public Engagement Process

Current Phase

1. Listening & Sensing
2. Alternative Review & Feedback
3. Review of Reasonable Alternatives + Next Steps

Engagement Opportunities

- Key Project Stakeholders
- Technical Advisory Committee
- Public Meetings, Outreach Events & Surveys

Scan here to stay informed on project updates & input opportunities.

6065Study.com

Baseline Data – Traffic Operations
US 60/65 Traffic Volumes



US60 / US65 Interchange
(2024 Traffic Volumes)

By The Numbers....

+13.6%	Regional MSA Population Growth (since 2010)
+26.5%	US65 Traffic Volume Increase (since 2015)
+24.1%	Avg. US60 Traffic Volume Increase (since 2015)

Baseline Data – Traffic Operations
US 60

+40.6%

ADT growth by 2050 on US 60 east of US 65, **the corridor's steepest increase**



US60 Intersections

By 2050, there will be **no adequate gaps** for turning/crossing movements

- In 2050 AM Peak, one turning/merging vehicle creates mainline queue
- In 2050 PM Peak, EB trucks on upgrade create mainline speed reduction/queue



US60 @ FR193

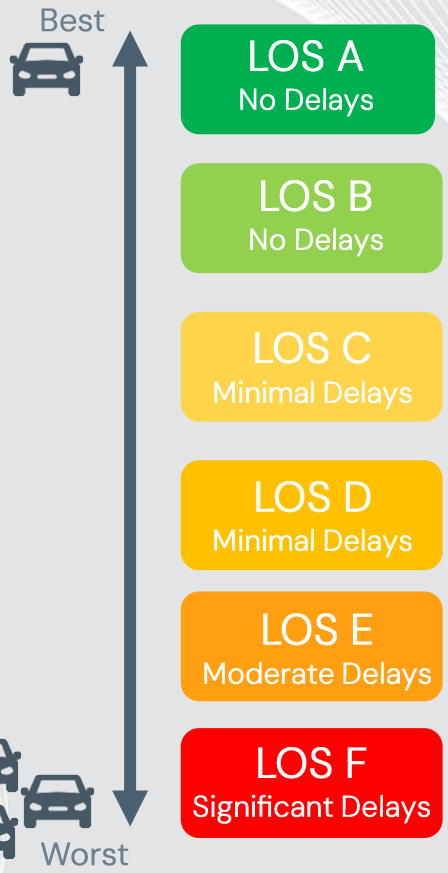
Currently **failing** today in Peak Hour (LOS E – Highly Congested)



Route J/NN

Stop Control Fails prior to 2050, with queues backing significantly onto US60

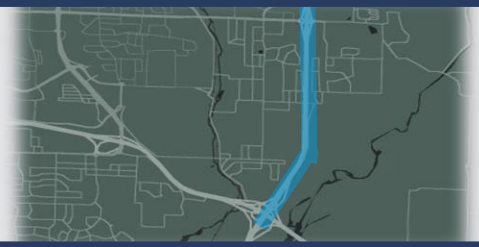
- Signals or other Intersection Control Required



Baseline Data – Traffic Operations
US 65

SB Congestion

LOS D – Best case on US 65 today, with several segments nearing or over capacity



1+ Mile

Southbound Queue extending north of Battlefield in 2050 Model, beyond model limits

SB to WB Ramp

Significant backups occurring today & will extend further north in future

- Dual Lane Ramp needed



Weaving

Interchange Weaving Segment capacity remains acceptable in 2050, however average speeds drop significantly (10-15 mph)



Best

Worst

- LOS A – No Delays
- LOS B – No Delays
- LOS C – Minimal Delays
- LOS D – Minimal Delays
- LOS E – Moderate Delays
- LOS F – Significant Delays

Baseline Data – Traffic Safety Overview

571 Crashes
(Jan 2020 – Dec 2024)

Location	Fatal	Serious Injury	Minor Injury	PDO	Grand Total	% Total Crashes
US 60/ US 65 Interchange	0	6	45	108	**159**	**28%**
US 65 South (US 60 – Evans Road)	0	3	23	40	**66**	**12%**
US 65 Noth (Battlefield Road – US 60)	0	1	12	41	**54**	**9%**
US 60 West (Glenstone Avenue – US 65)	0	0	34	48	**82**	**14%**
US 60 East (US 65 – MO 125)	3	9	56	142	**210**	**37%**
Grand Total	**3**	**19**	**170**	**379**	**571**	**100%**

Key Themes

- **Wet, snowy, and icy pavement** is the strongest recurring factor, especially at the 60/65 interchange and on US 65 South
- Crashes cluster in **the afternoon** and **early evening**, matching peak congestion
- Significant number of **Right-Angle Crashes** on US 60 East attributed to at-grade intersections

Preliminary Purpose & Need

Primary Project Purpose



Improve Traffic Safety



Reduce Congestion & Improve Traffic Operations



Increase Roadway Capacity & Mobility for future demand

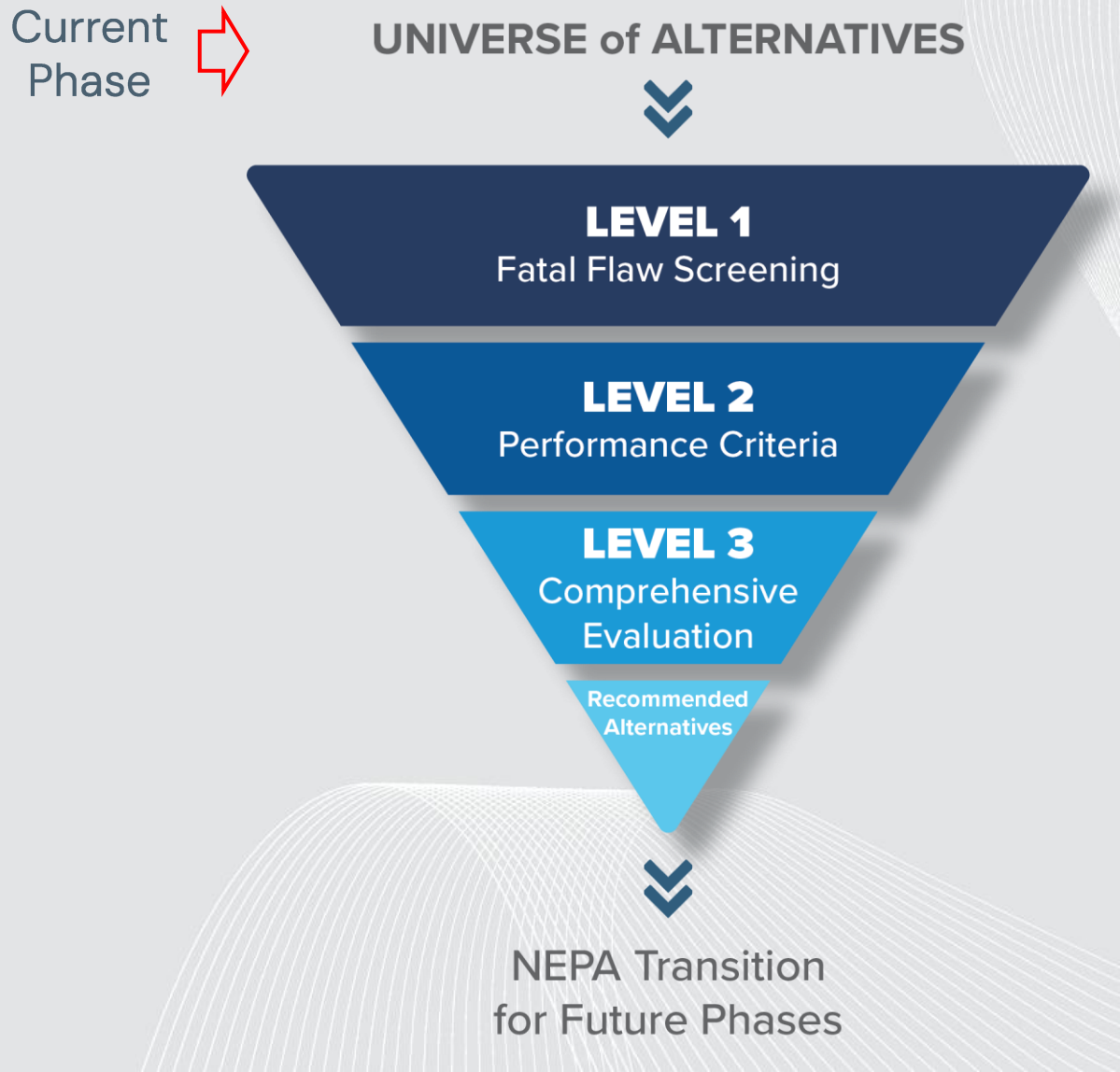


Improve Local Access & Connectivity

Secondary Project Goals

- Supporting future growth in alignment with current land-use and economic development plans
- Minimize travel disruptions
- Enhance transportation network redundancy to improve resiliency & connectivity

Alternative Development & Analysis



Alternative Development & Analysis



Alternatives May Evolve

These concepts reflect alternatives developed to-date. Public and stakeholder input may lead to additional alternatives or hybrid concepts for further consideration.



Feasibility Review is Preliminary

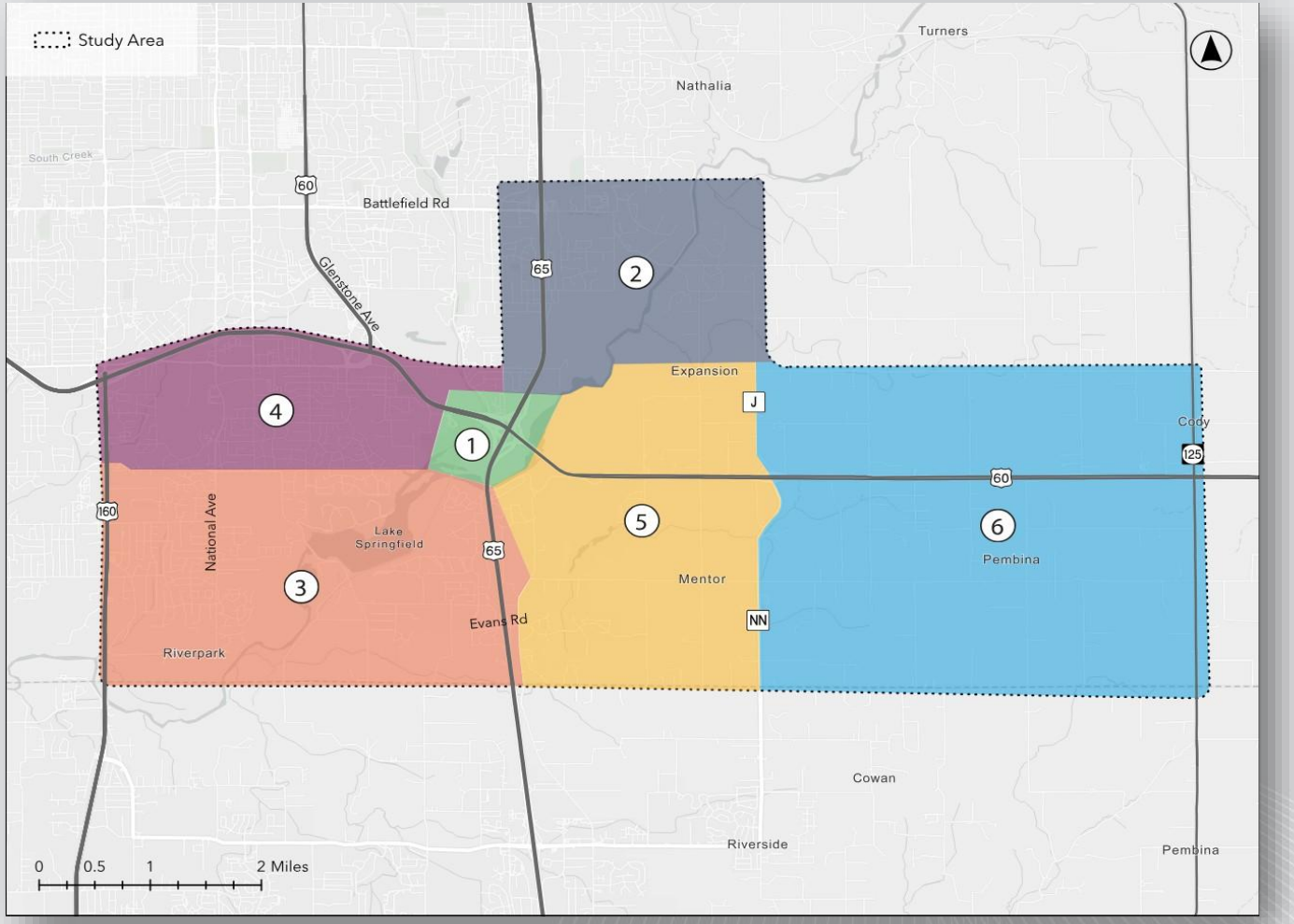
The alternatives presented are physically feasible at a conceptual level only. Traffic operations, safety, cost, and environmental feasibility have not yet been established.



Funding has not been Identified

Concept alternatives presented represent long-term transportation planning, and are not currently funded.

Alternative Development & Analysis

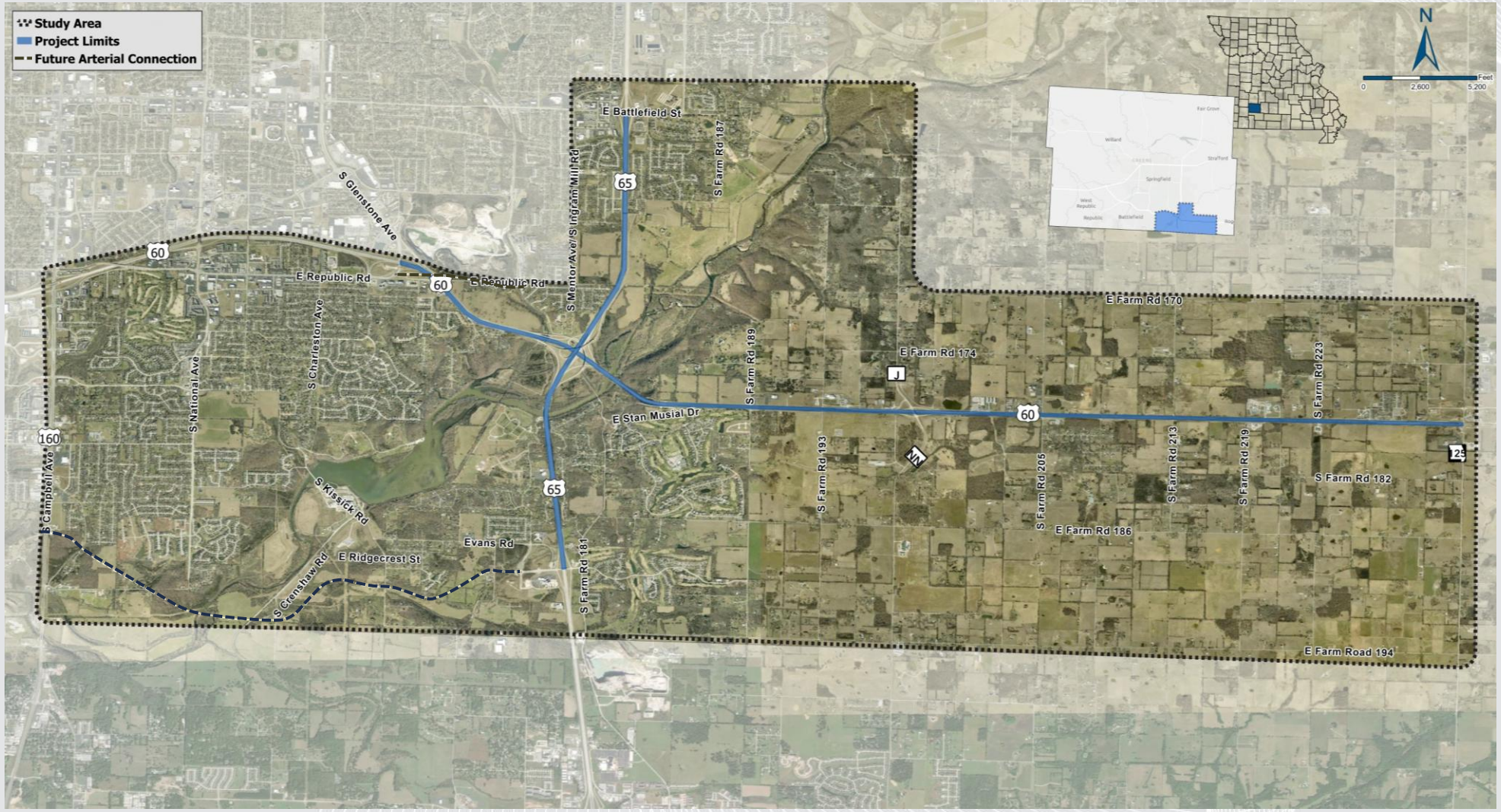


Study Subareas

- **Subarea 1**: US 60/65 Interchange
- **Subarea 2**: US 65 North/Gasconade Interchange
- **Subarea 3**: US 65 South
- **Subarea 4**: US 60 West
- **Subarea 5**: US 60 East (65 – J/NN)
- **Subarea 6**: US 60 East (J/NN – MO 125)

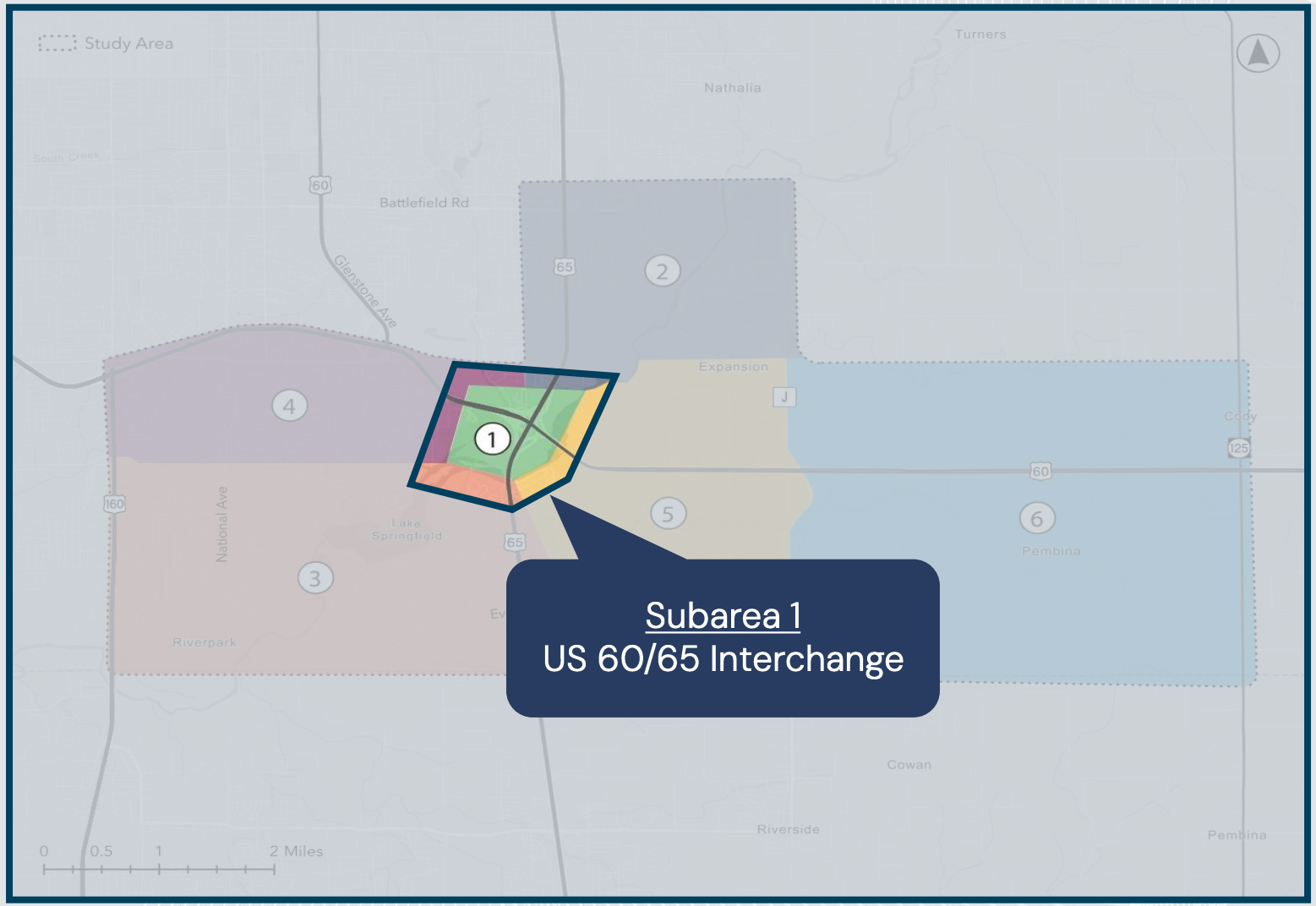
Alternative Development & Analysis –

No Build (NB) Alternative



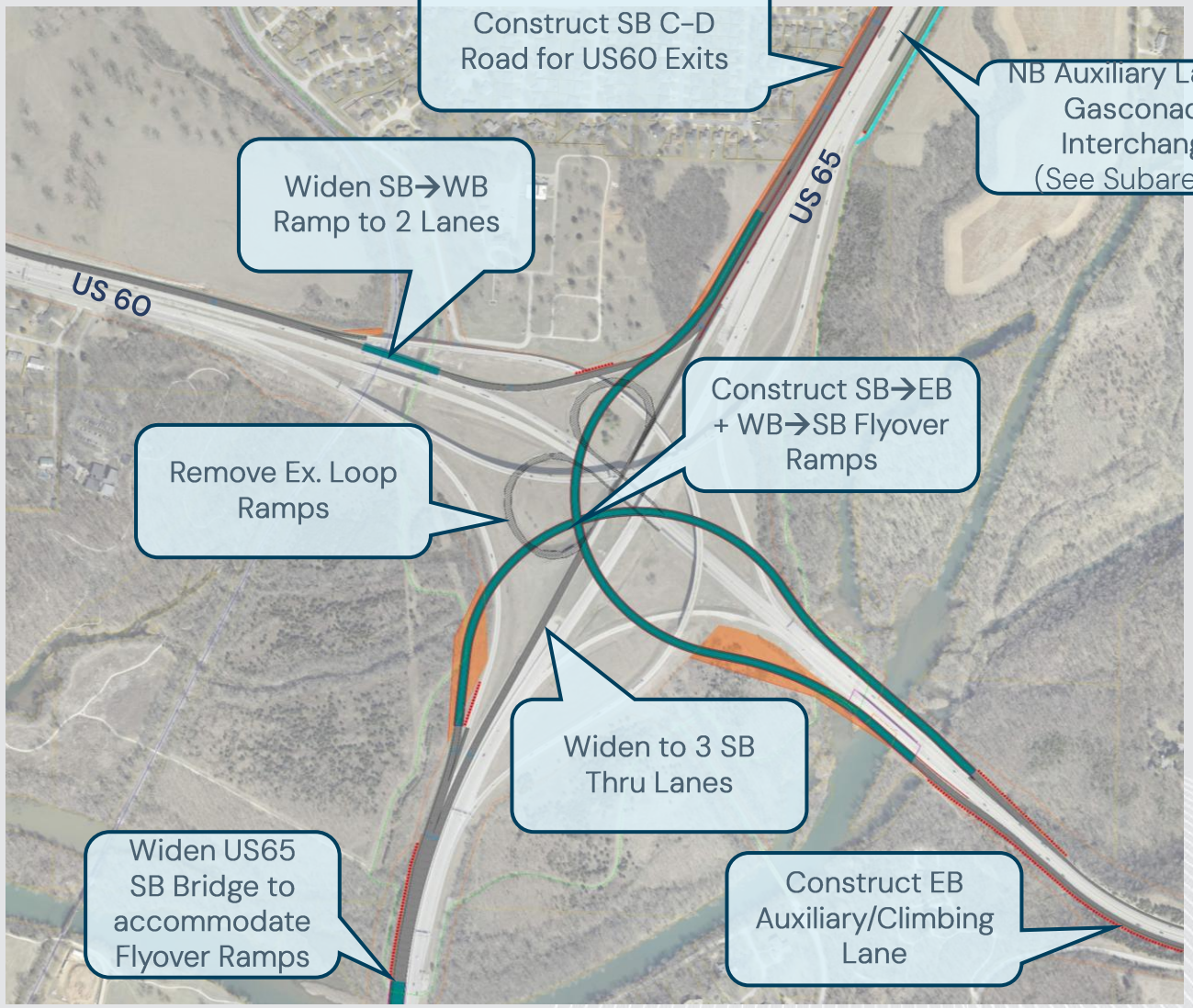
Alternative Development & Analysis –

Subarea 1: US 60/65 Interchange



Alternative Development & Analysis –

Subarea 1: US 60/65 Interchange



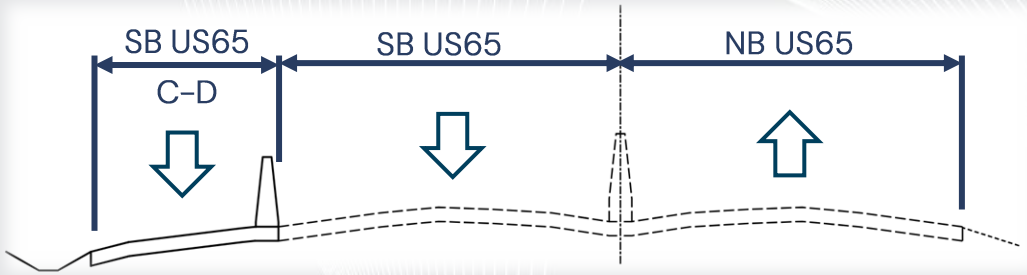
Alternate 1A:
Fully Directional Interchange

Alternative Development & Analysis –

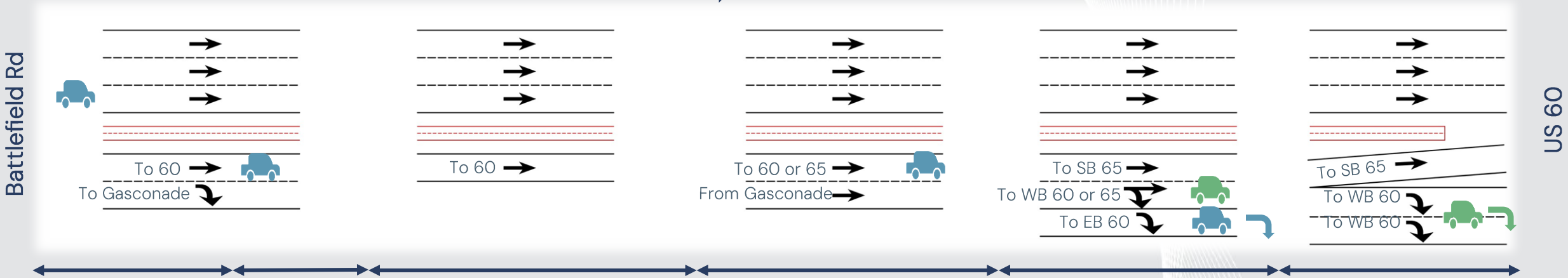
Subarea 1: US 60/65 Interchange

US65 SB Collector-Distributor Concept

US 65 Typical Section



US 65 Southbound



Gasconade + US60 Traffic exits to C-D south of Battlefield

RT Lane exit to Gasconade St

(Maintain LT Lane for US60 & US 65 SB)

Maintain LT lane for US60 Exits under Gasconade Bridge

Gasconade SB Merges into C-D

RT 2 Lanes exit to EB US60

(Maintain LT 2 lanes for US60 WB & US65 SB)

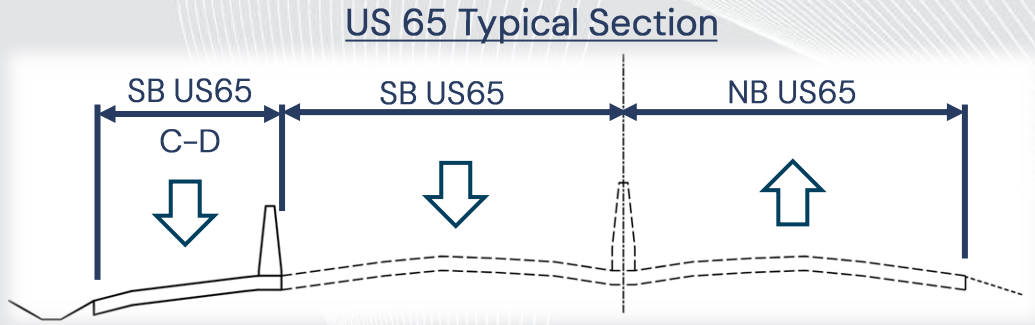
RT 2 Lanes exit to WB US60

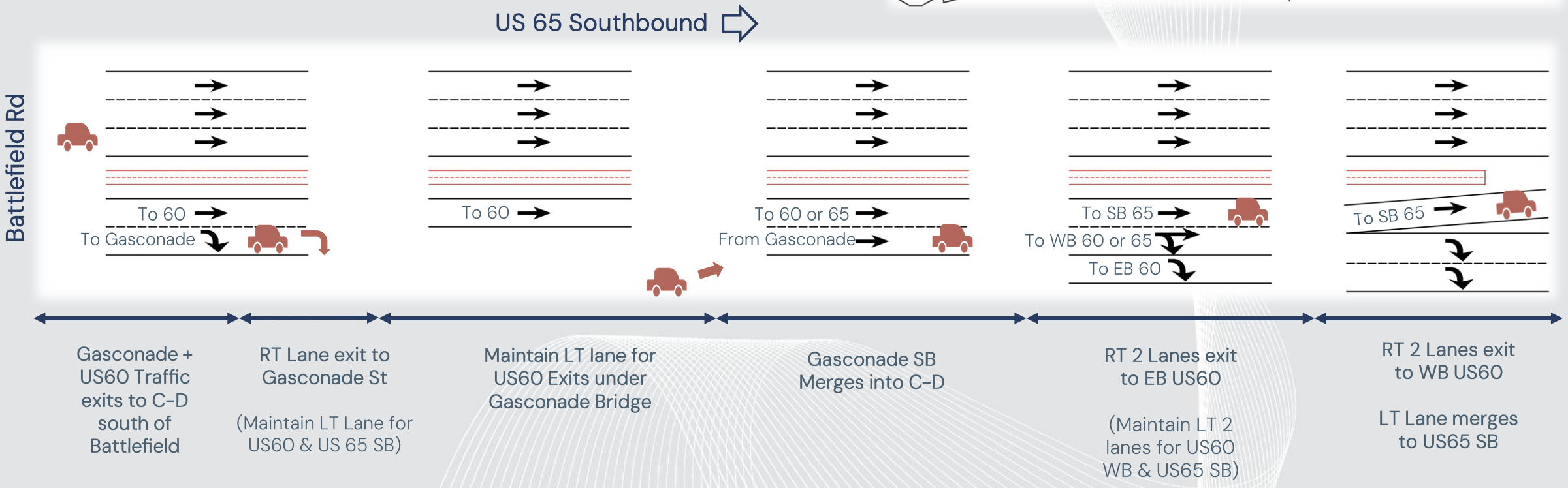
LT Lane merges to US65 SB

Alternative Development & Analysis –

Subarea 1: US 60/65 Interchange

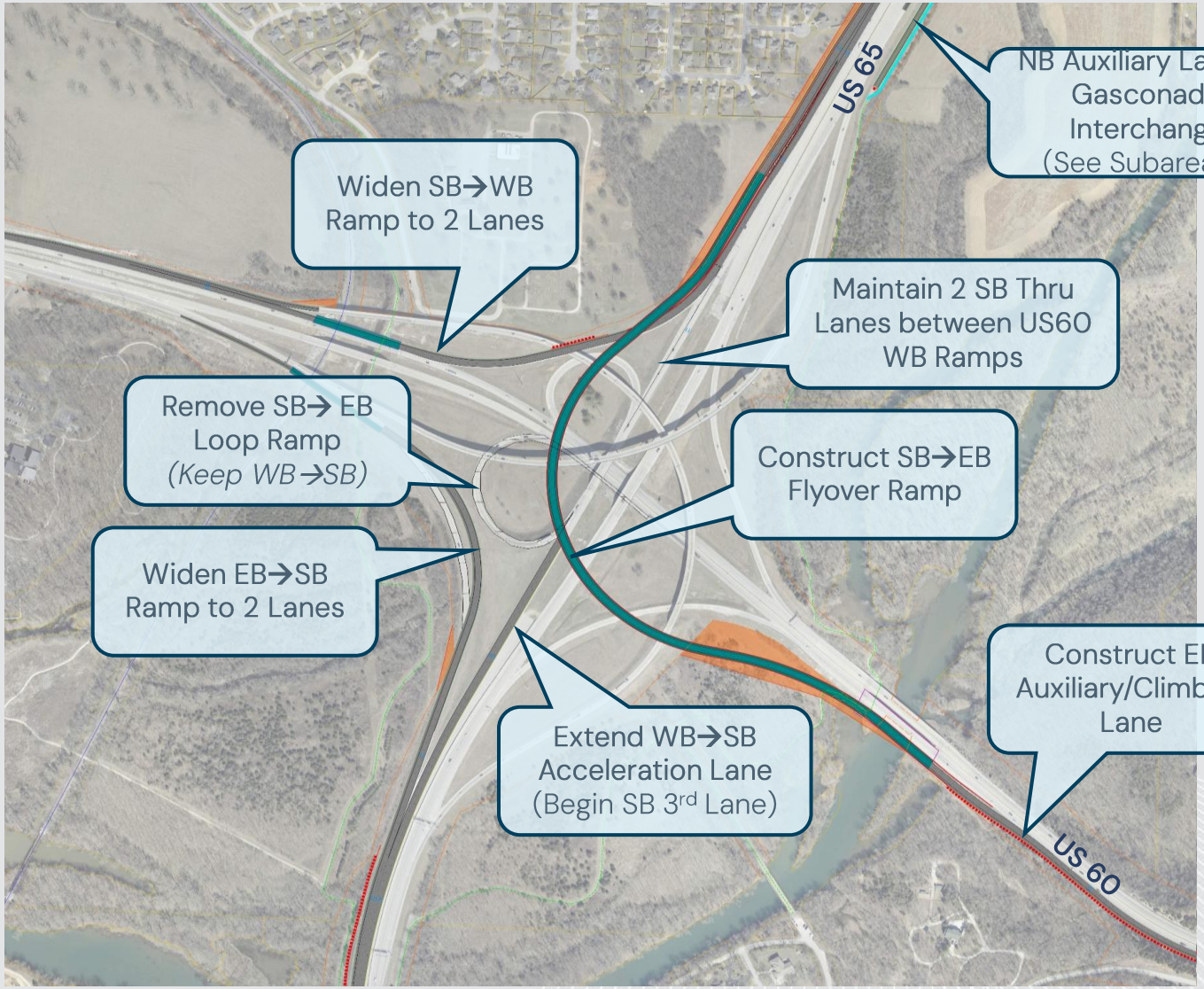
US65 SB Collector-Distributor Concept





Alternative Development & Analysis –

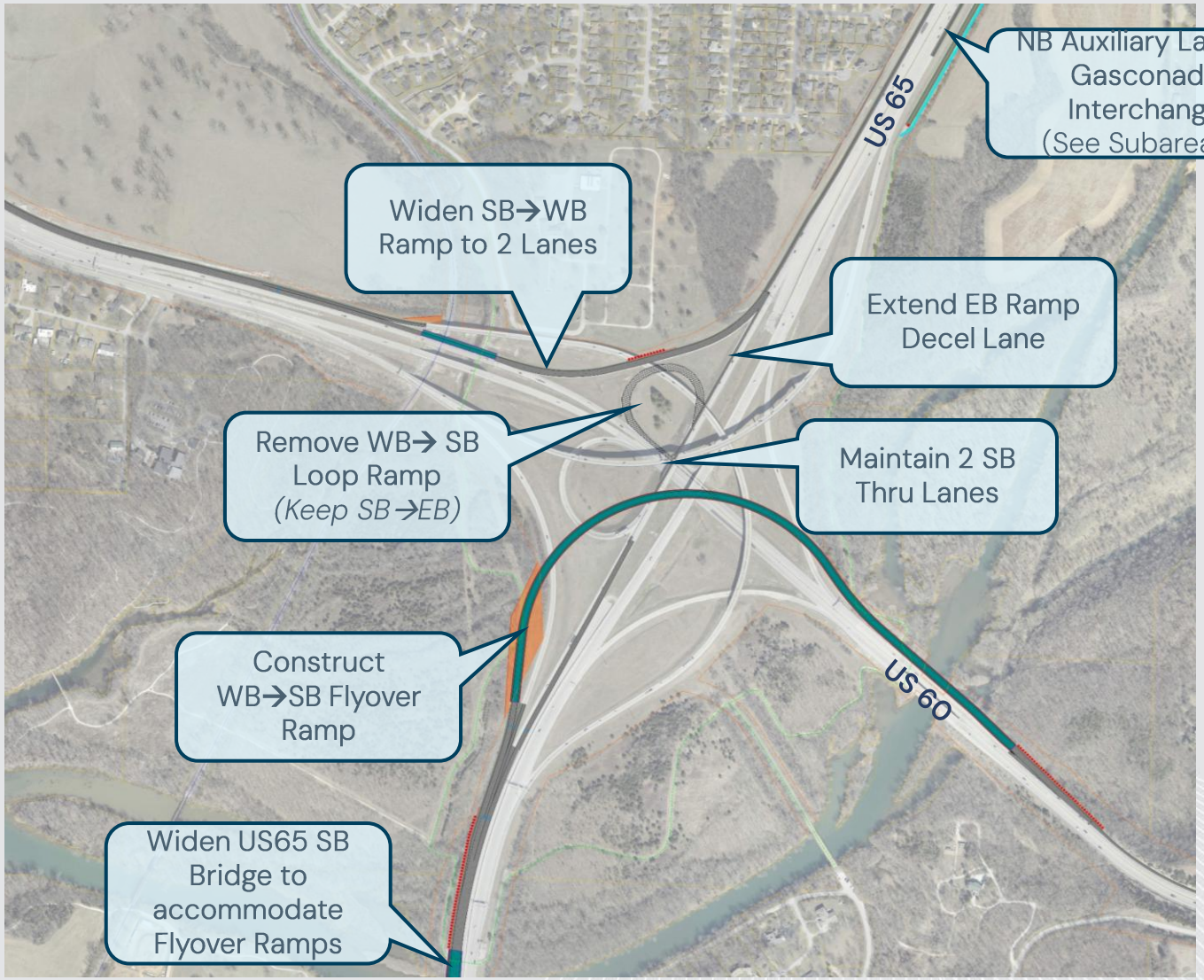
Subarea 1: US 60/65 Interchange



Alternate 1B:
¾ Directional Interchange
(SB to EB Flyover)

Alternative Development & Analysis –

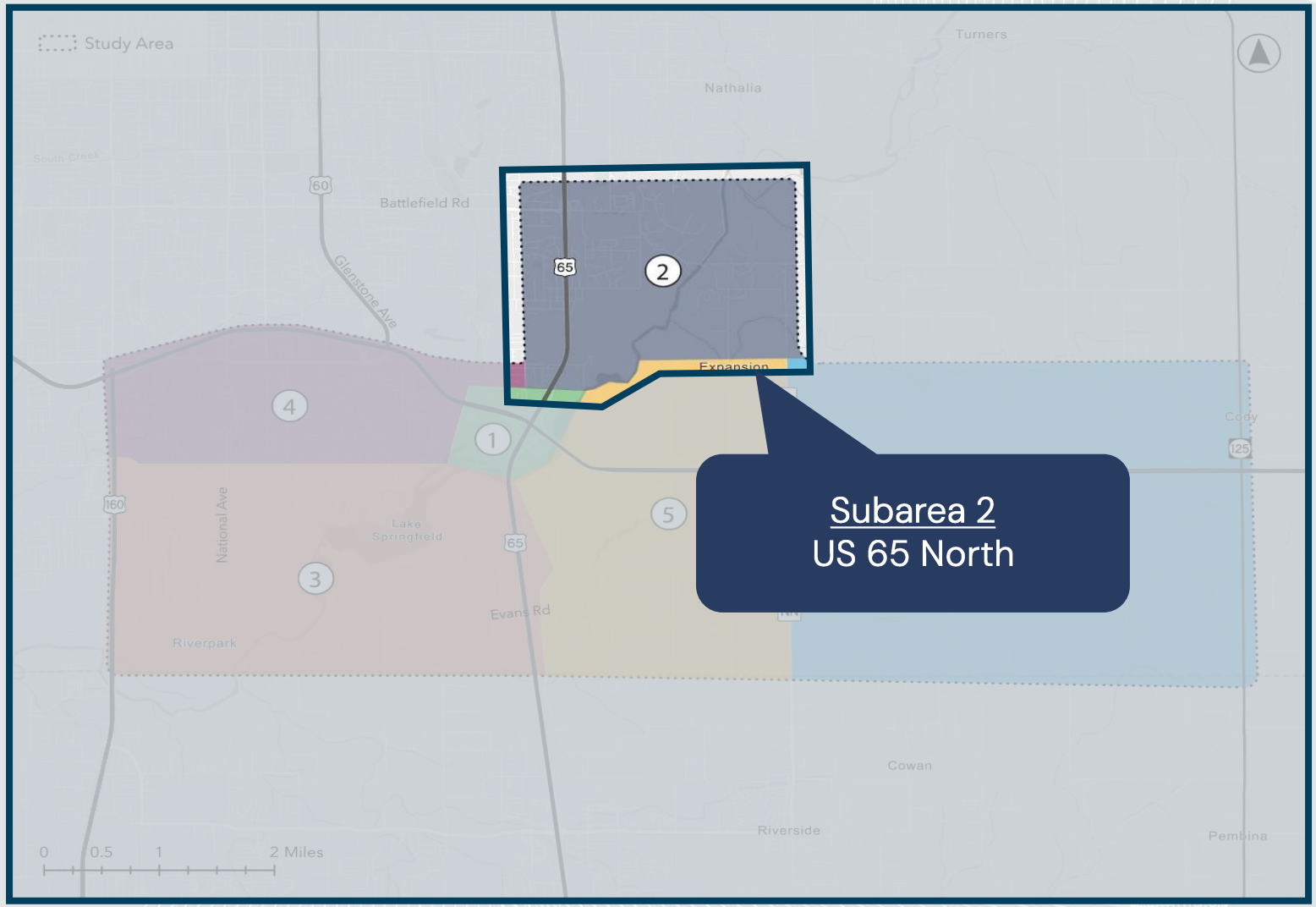
Subarea 1: US 60/65 Interchange



Alternate 1C:
¾ Directional Interchange
(WB to SB Flyover)

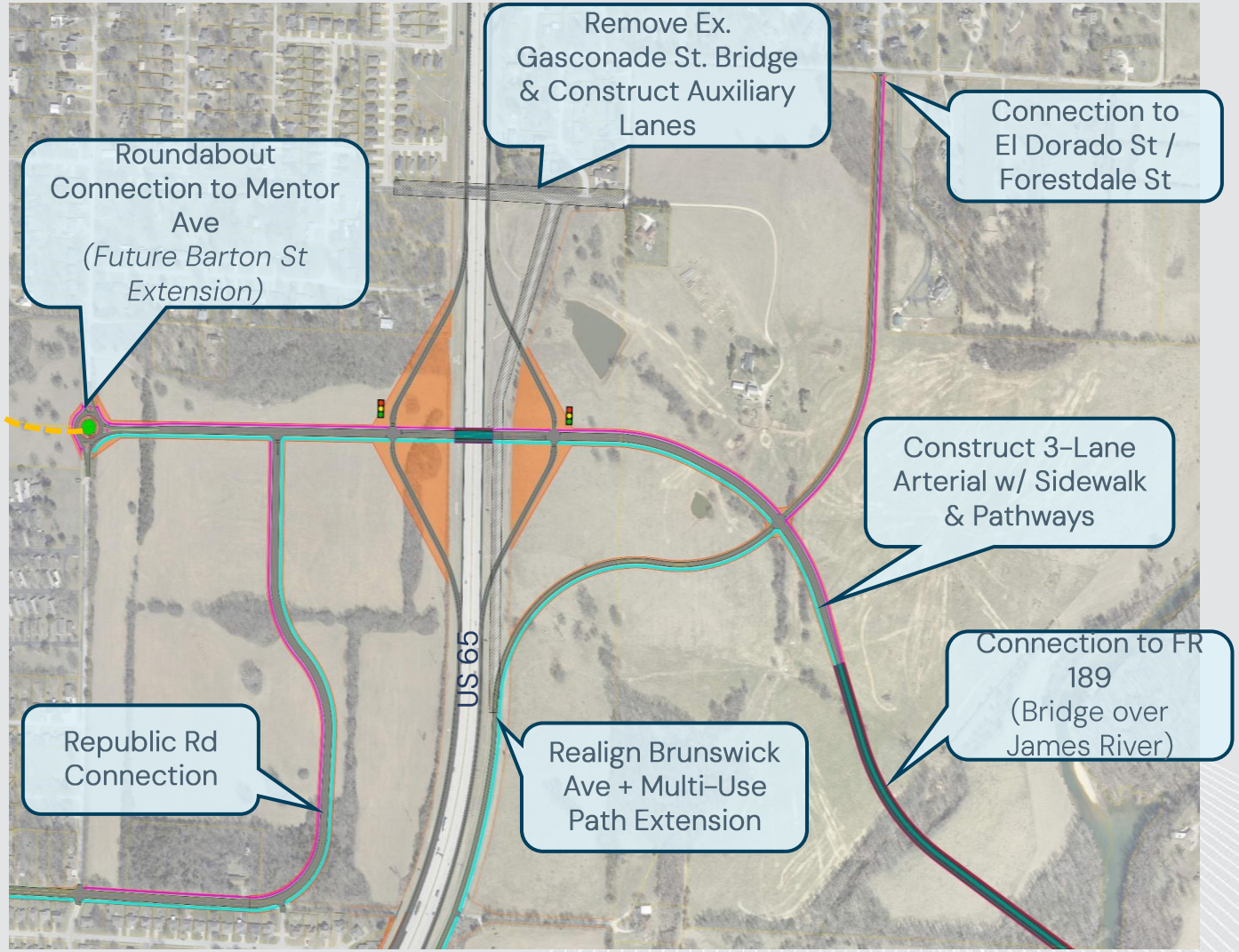
Alternative Development & Analysis –

Subarea 2: US 65 North



Alternative Development & Analysis –

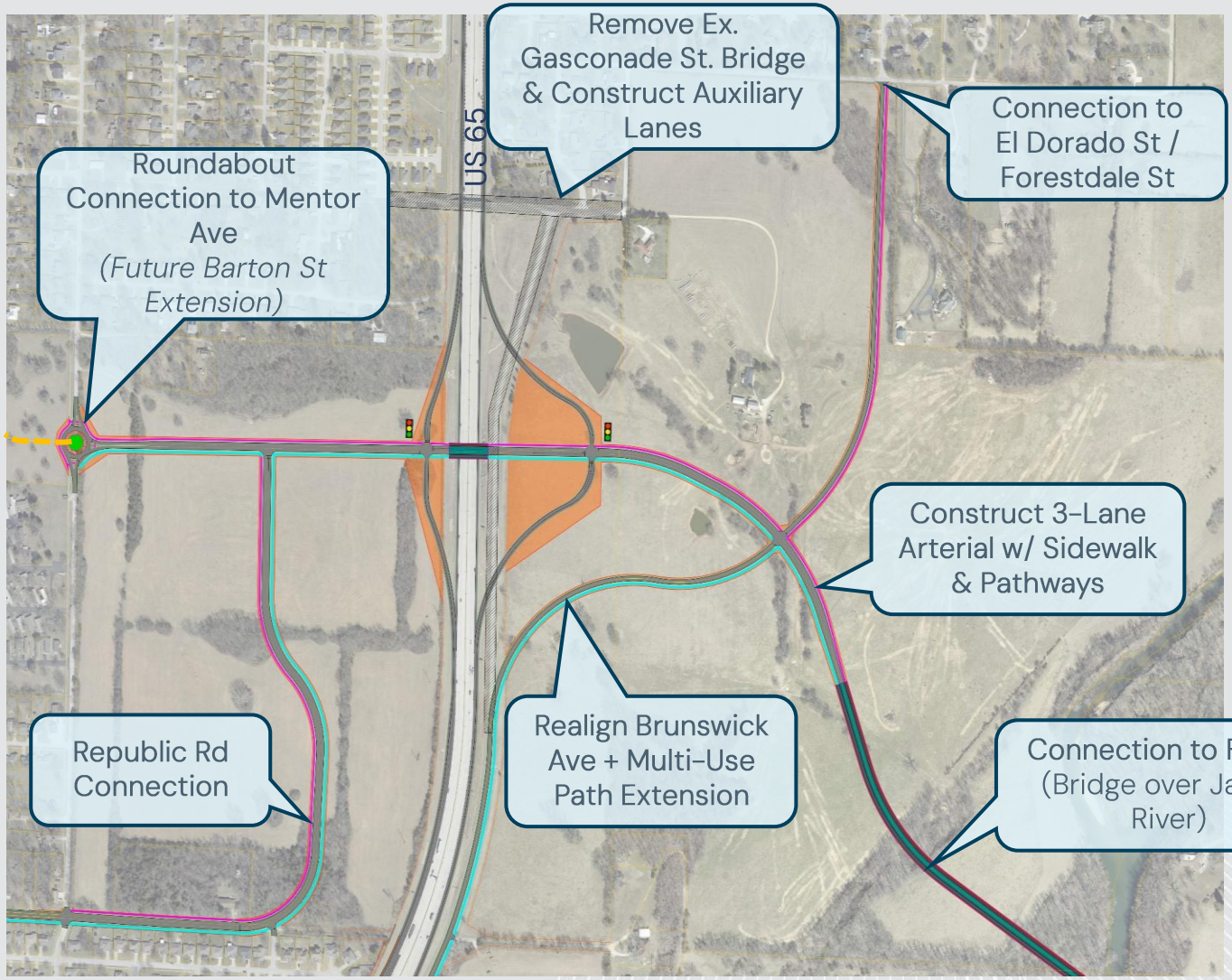
Subarea 2: US 65 North/Gasconade Interchange



Alternate 2A:
Traditional Diamond Interchange

Alternative Development & Analysis –

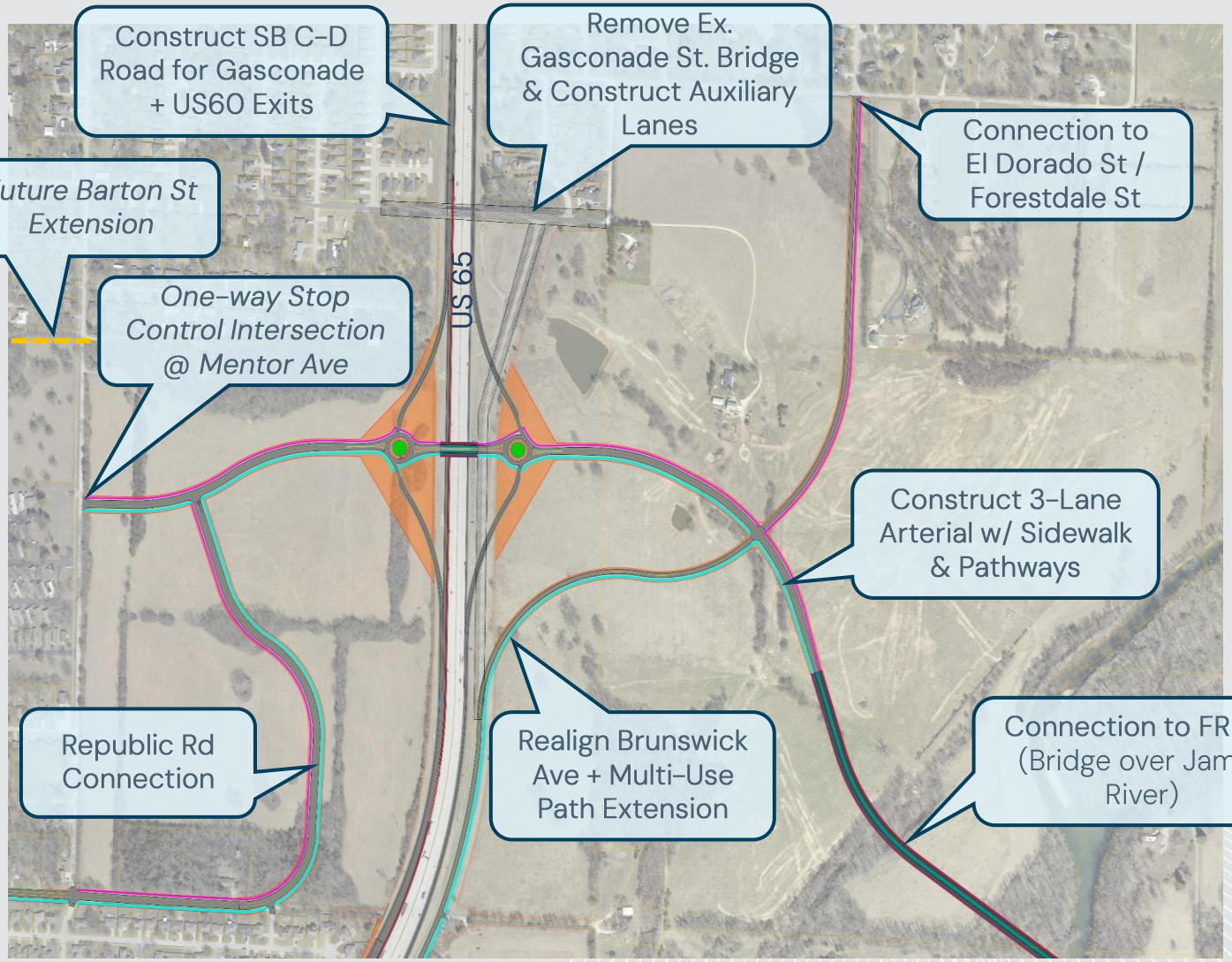
Subarea 2: US 65 North/Gasconade Interchange



Alternate 2B:
Offset Diamond Interchange

Alternative Development & Analysis –

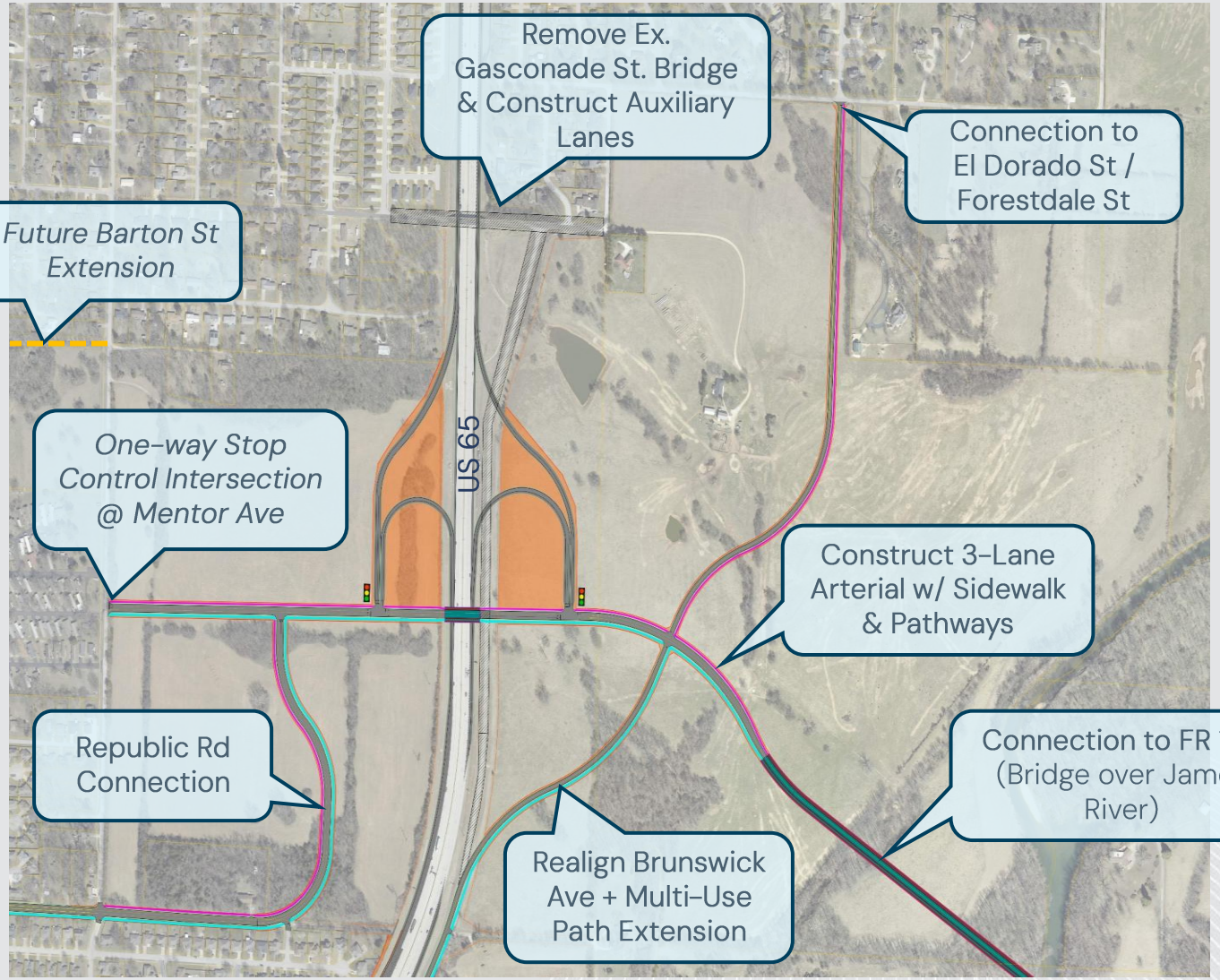
Subarea 2: US 65 North/Gasconade Interchange



Alternate 2C:
Dogbone Interchange

Alternative Development & Analysis –

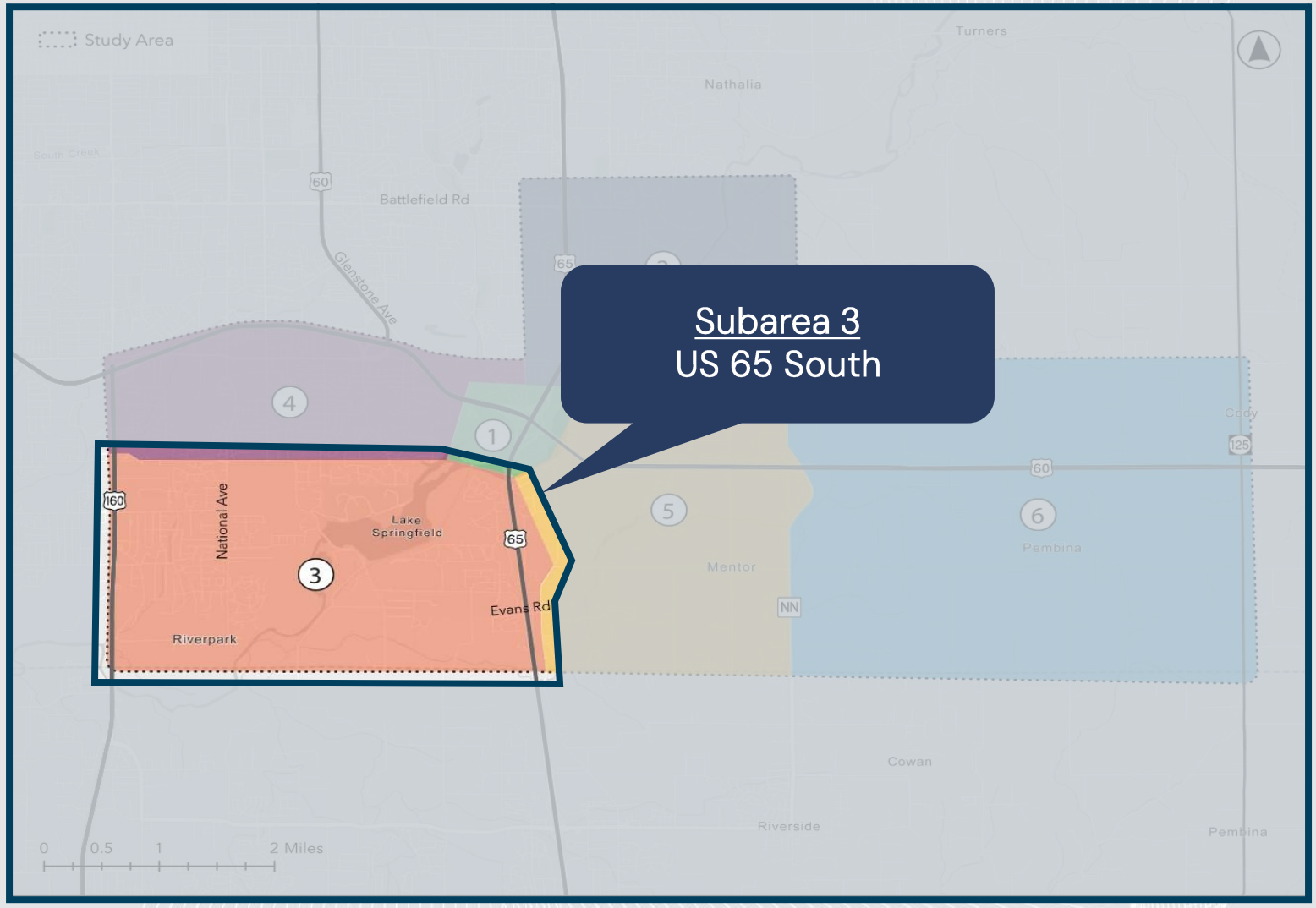
Subarea 2: US 65 North/Gasconade Interchange



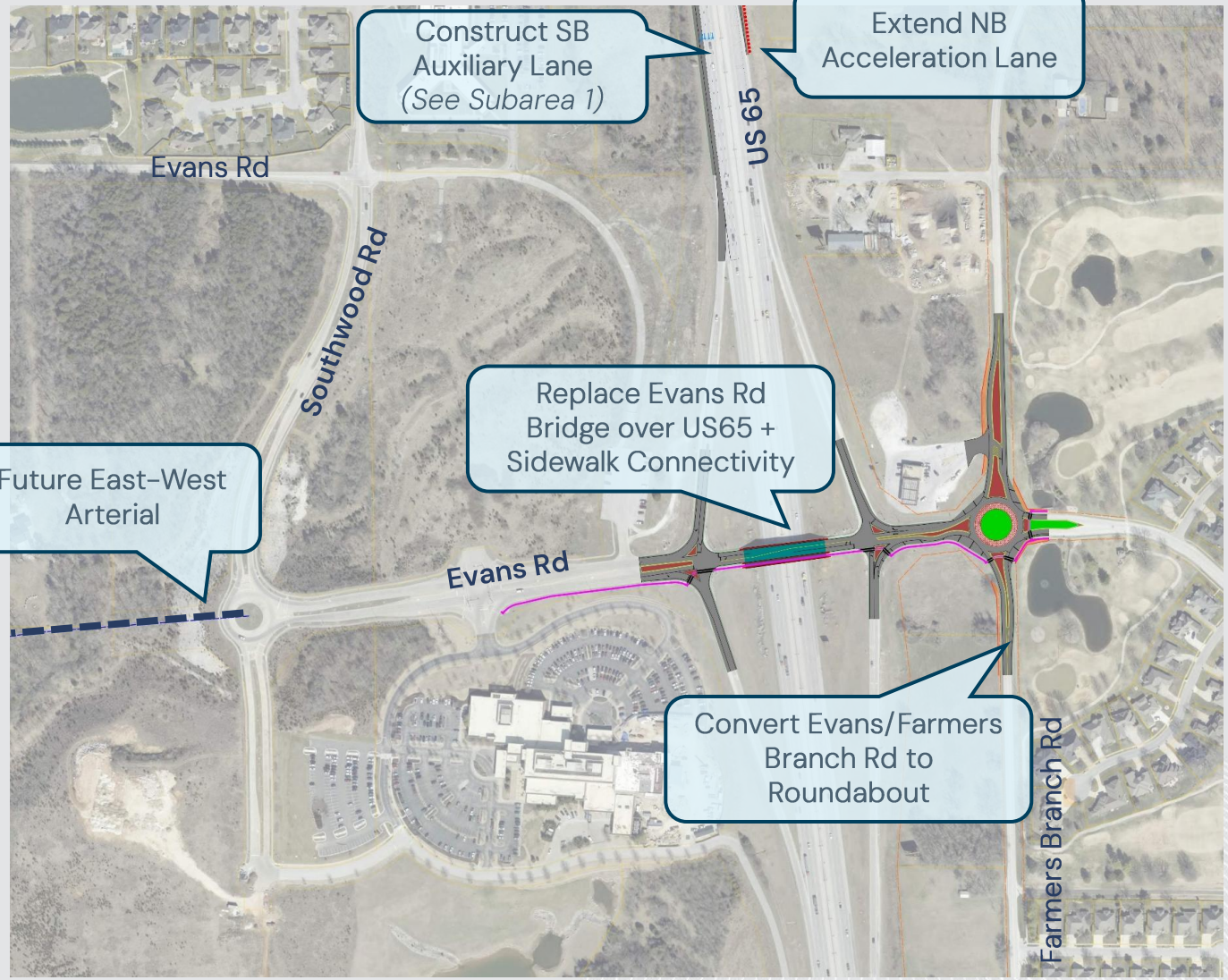
Alternate 2D:
Jughandle Interchange

Alternative Development & Analysis –

Subarea 3: US 65 South



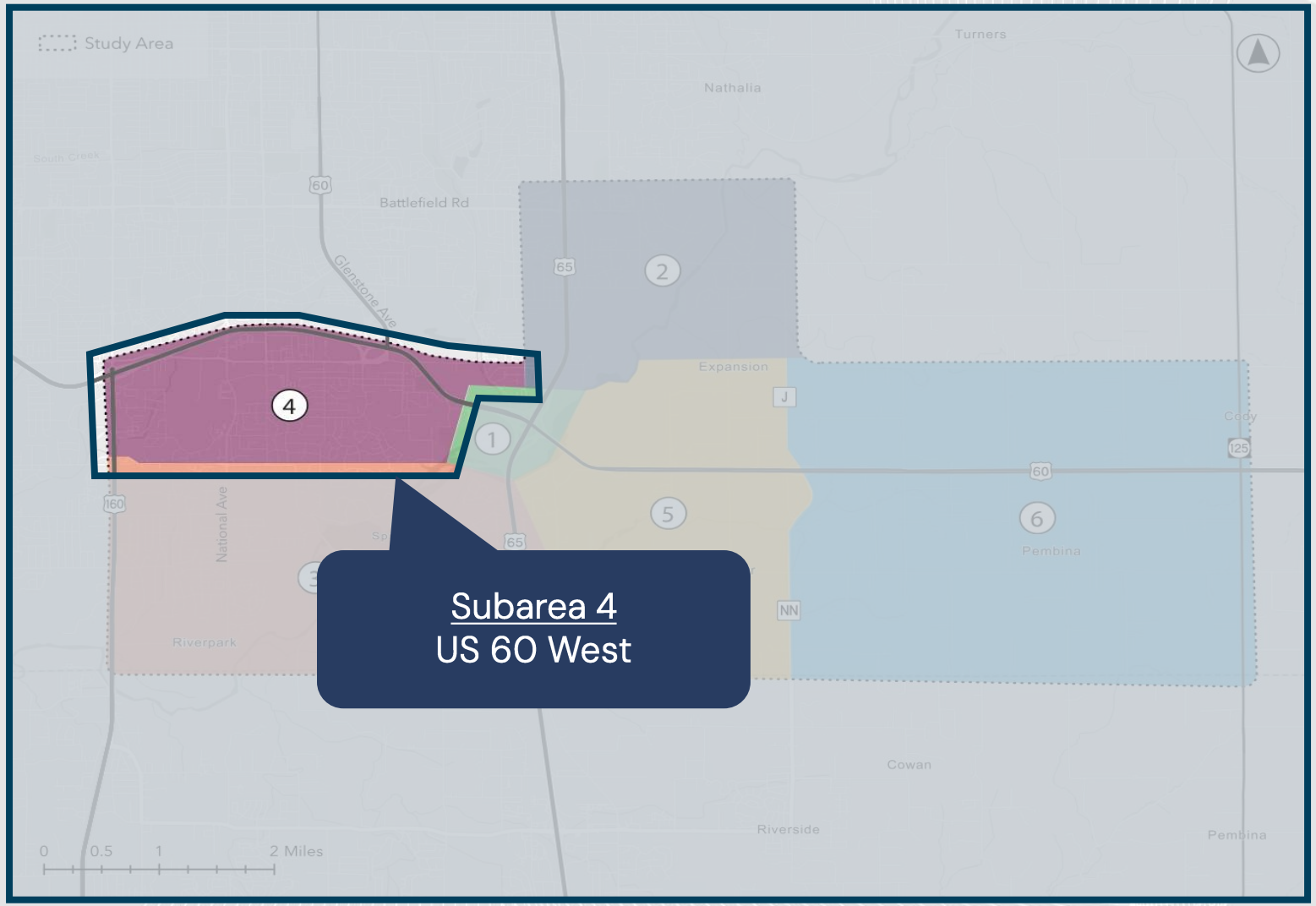
Alternative Development & Analysis –
Subarea 3: US 65 South



Alternate 3A:
Evans Road Area Improvements

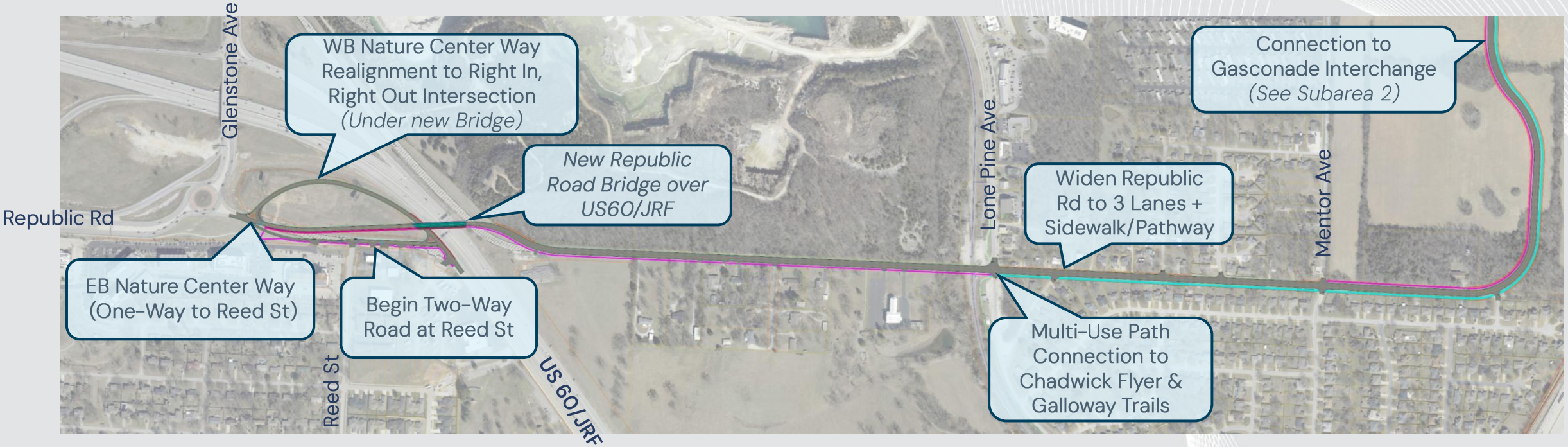
Alternative Development & Analysis –

Subarea 4: US 60 West



Alternative Development & Analysis –

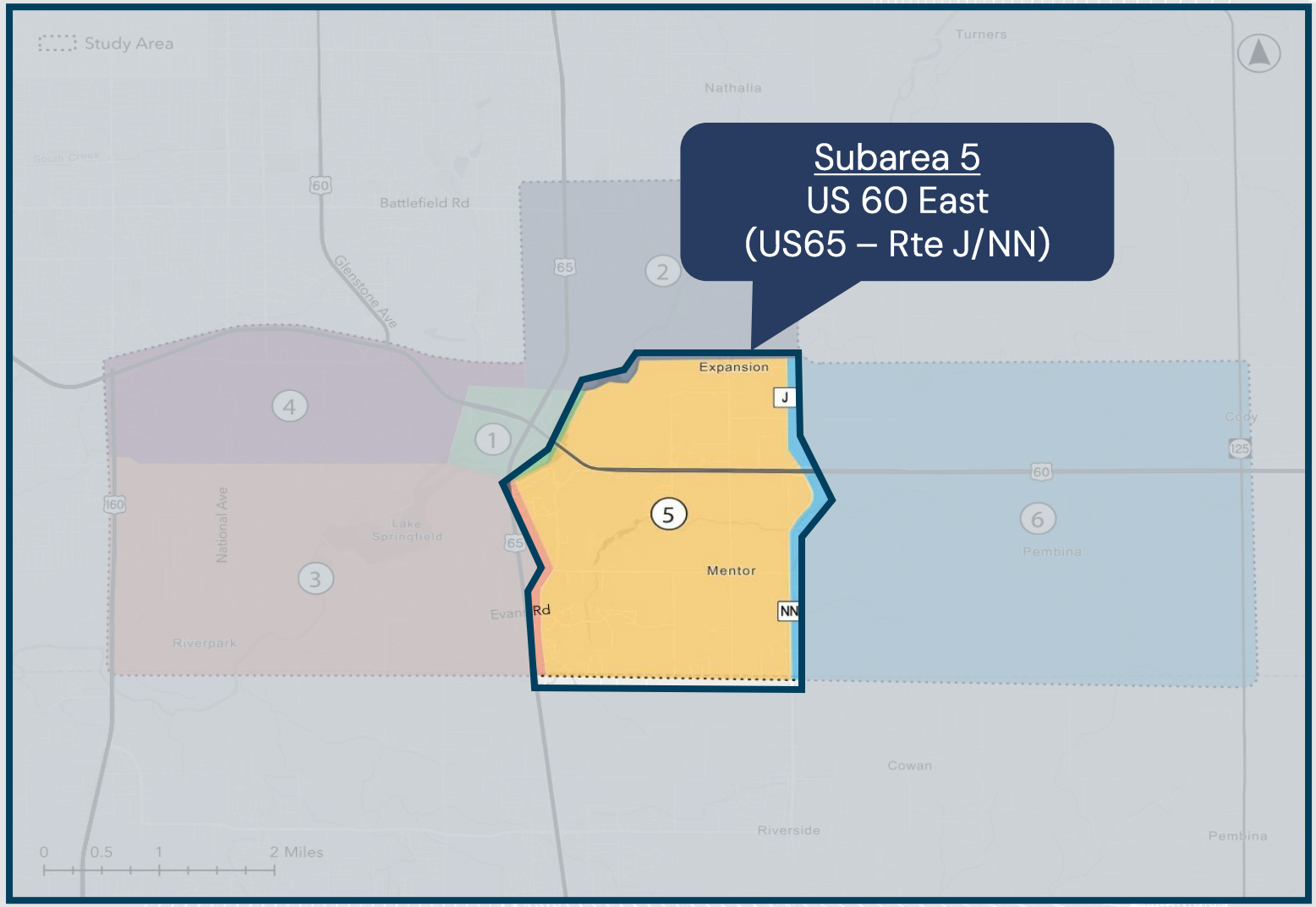
Subarea 4: US 60 West



Alternate 4A:
Republic Road Extension

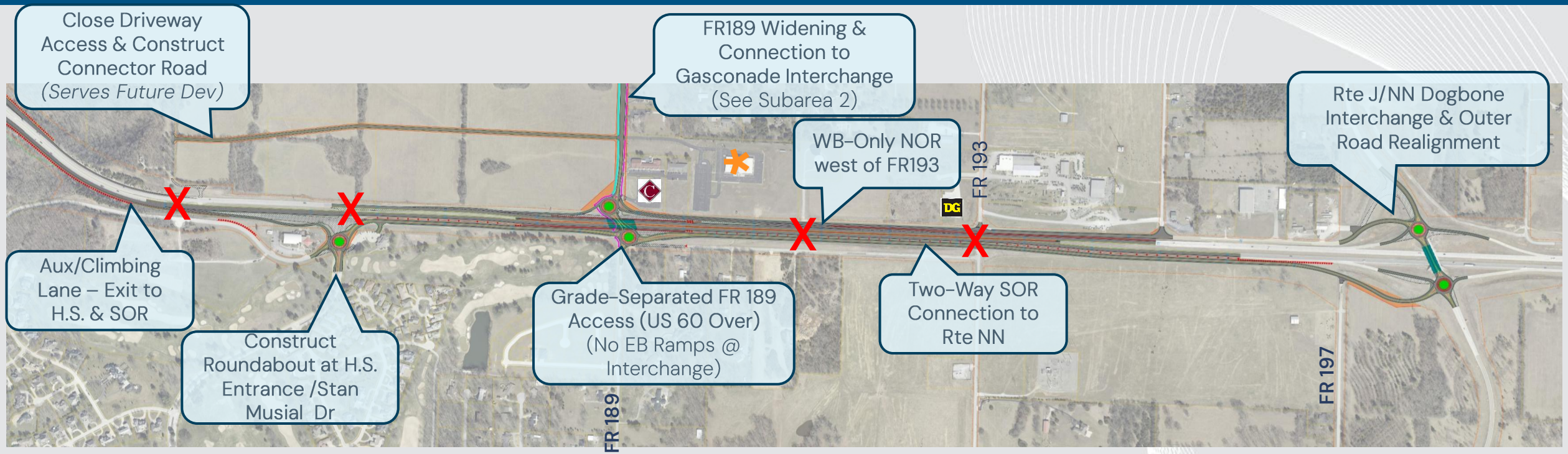
Alternative Development & Analysis –

Subarea 5: US 60 (US 65 – MO J/NN)



Alternative Development & Analysis –

Subarea 5: US 60 (US 65 – MO J/NN)



Alternate 5A:
FR 189 Interchange + RTE J/NN Dogbone

Alternative Development & Analysis –

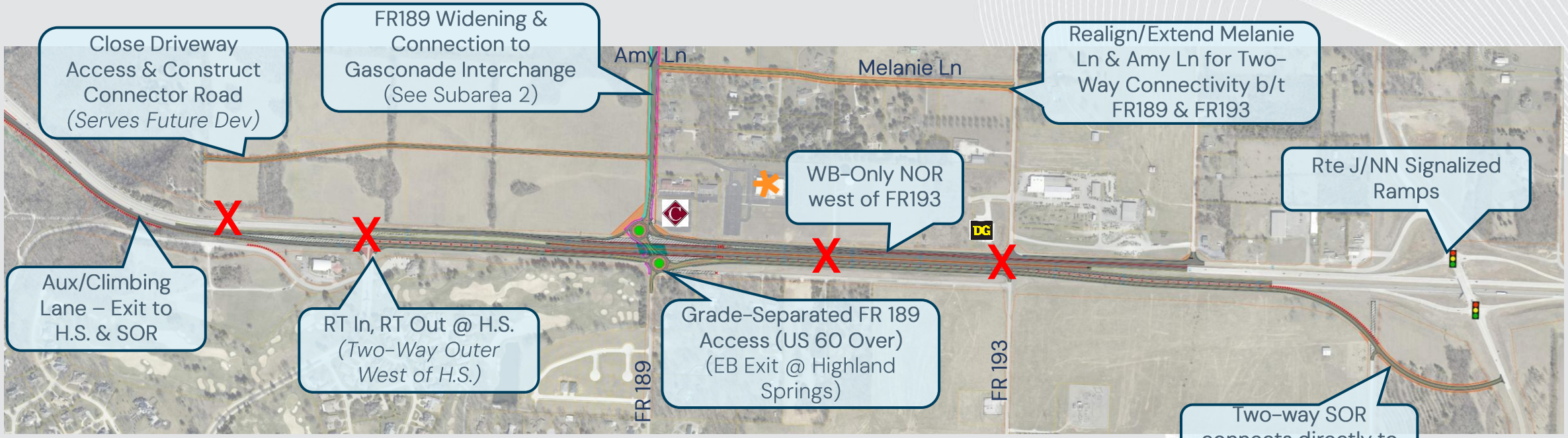
Subarea 5: US 60 (US 65 – MO J/NN)



Alternate 5A:
FR 189 Interchange Flow

Eastbound Traffic
Westbound Traffic

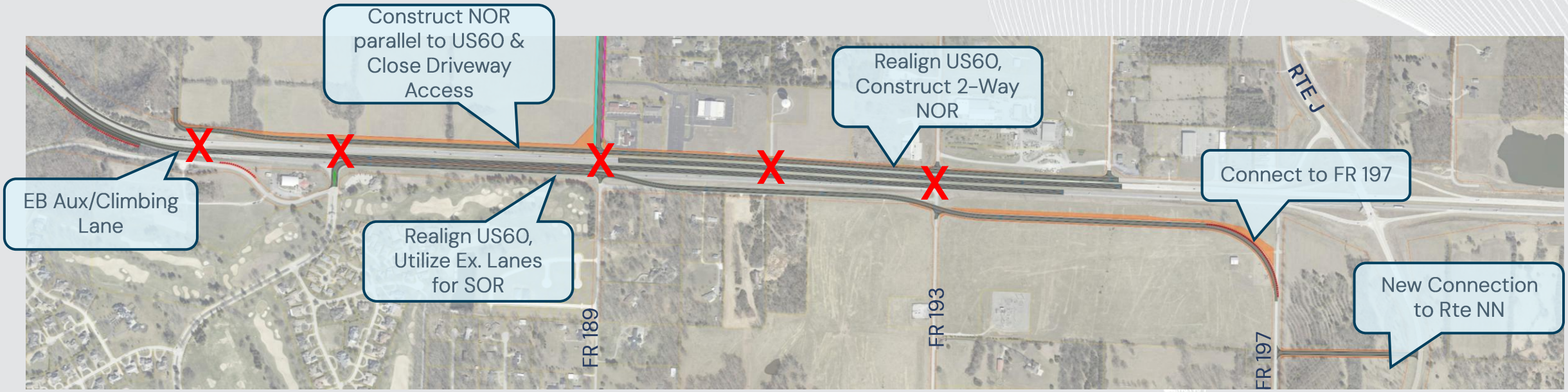
Alternative Development & Analysis –
Subarea 5: US 60 (US 65 – MO J/NN)



Alternate 5B:
FR 189 Interchange, Melanie Rd Extension + RTE J/NN Signals

Alternative Development & Analysis –

Subarea 5: US 60 (US 65 – MO J/NN)



Alternate 5C:
Limited Access + Two-Way Outer Roads

Alternative Development & Analysis –

Subarea 5: US 60 (US 65 – MO J/NN)



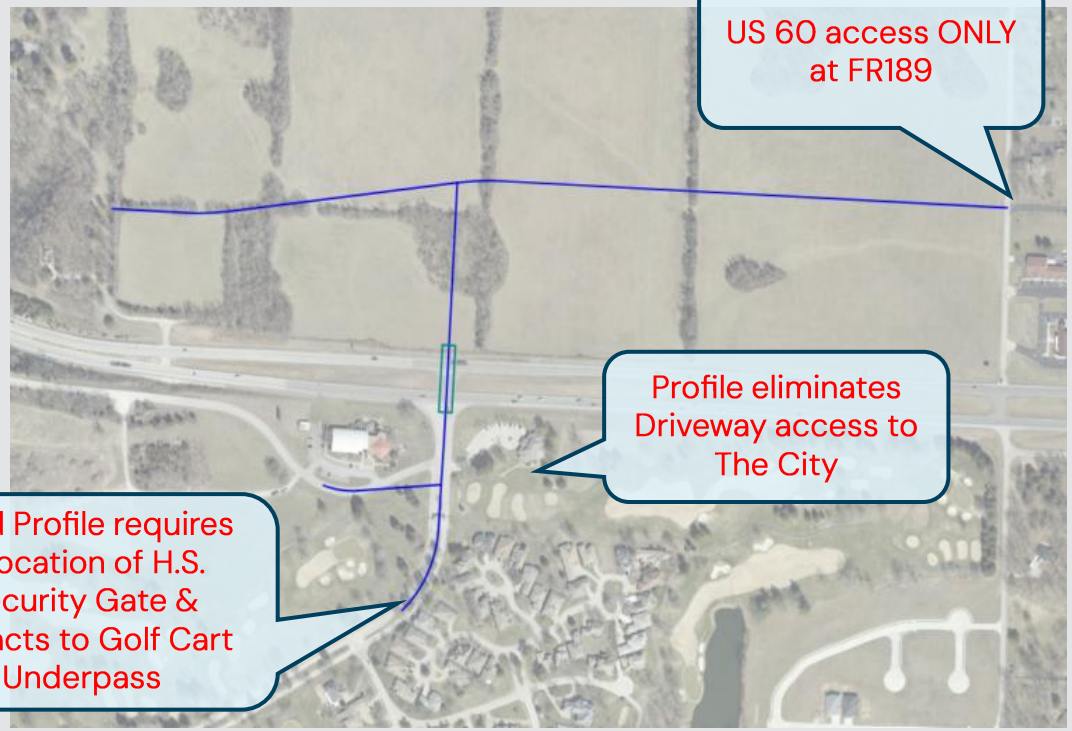
Alternate 5D:
At-Grade Intersection Improvements

Alternative Development & Analysis –
Subarea 5: US 60 (US 65 – MO J/NN)

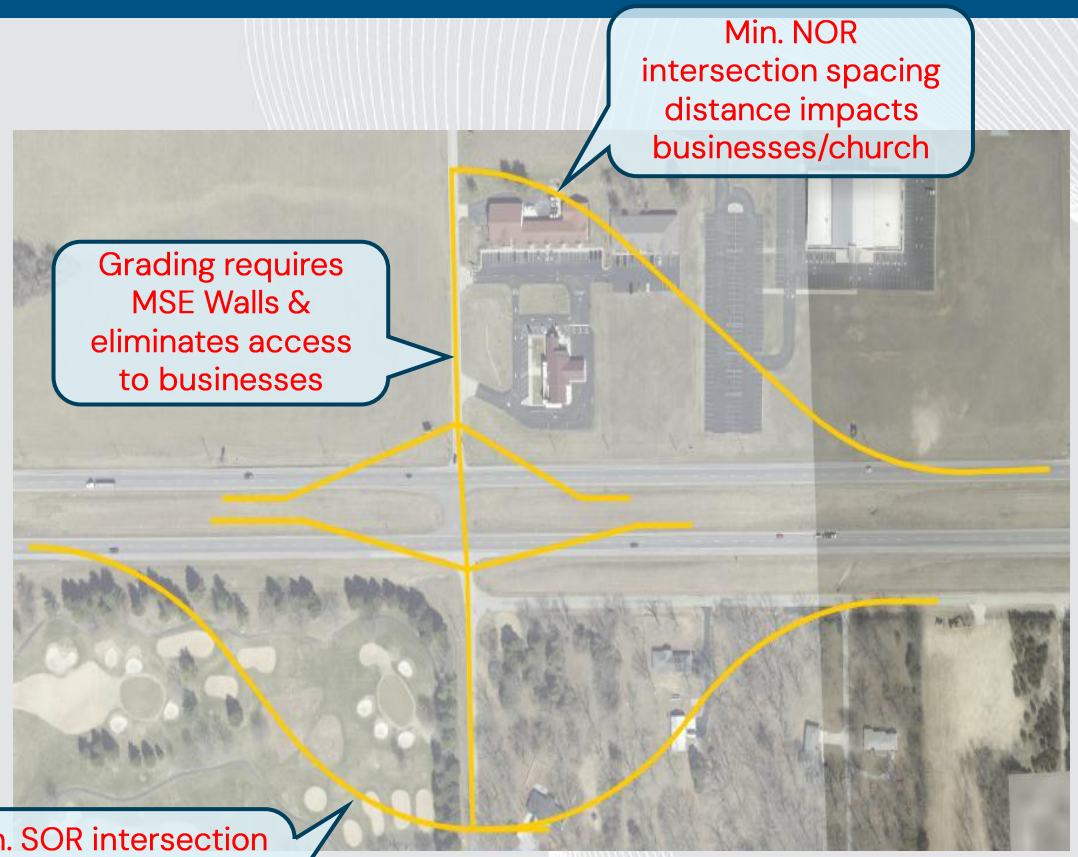


Alternate 5E:
FR 189 Extension

Alternative Development & Analysis –
Subarea 5: US 60 (US 65 – MO J/NN)



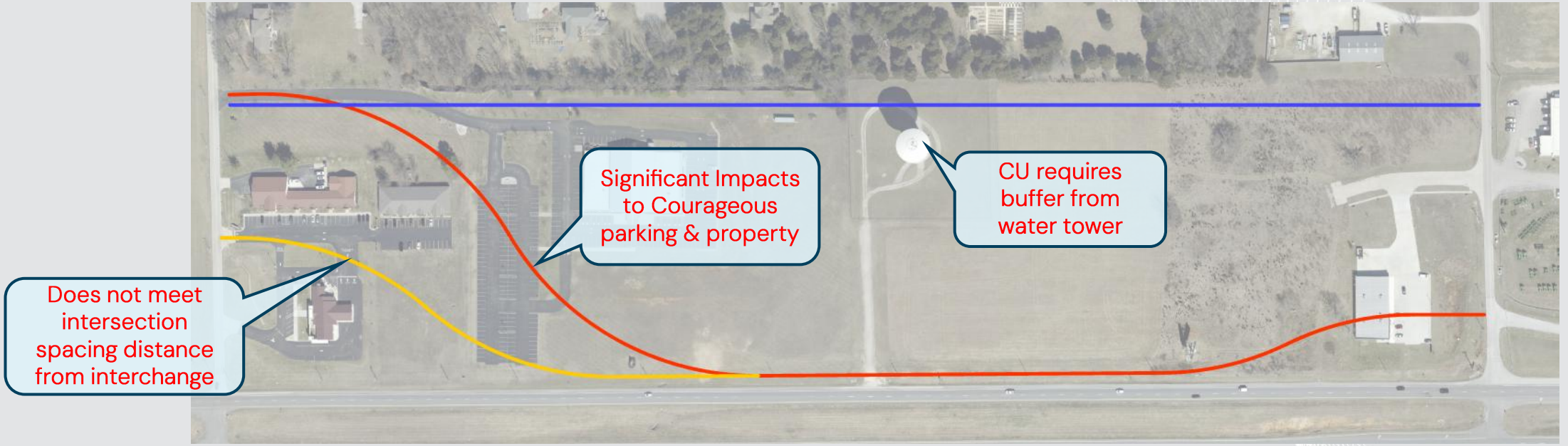
Highland Springs Overpass
(Bridge over US60)



FR 189 Over US60

Additional Alternatives Reviewed

Alternative Development & Analysis –
Subarea 5: US 60 (US 65 – MO J/NN)

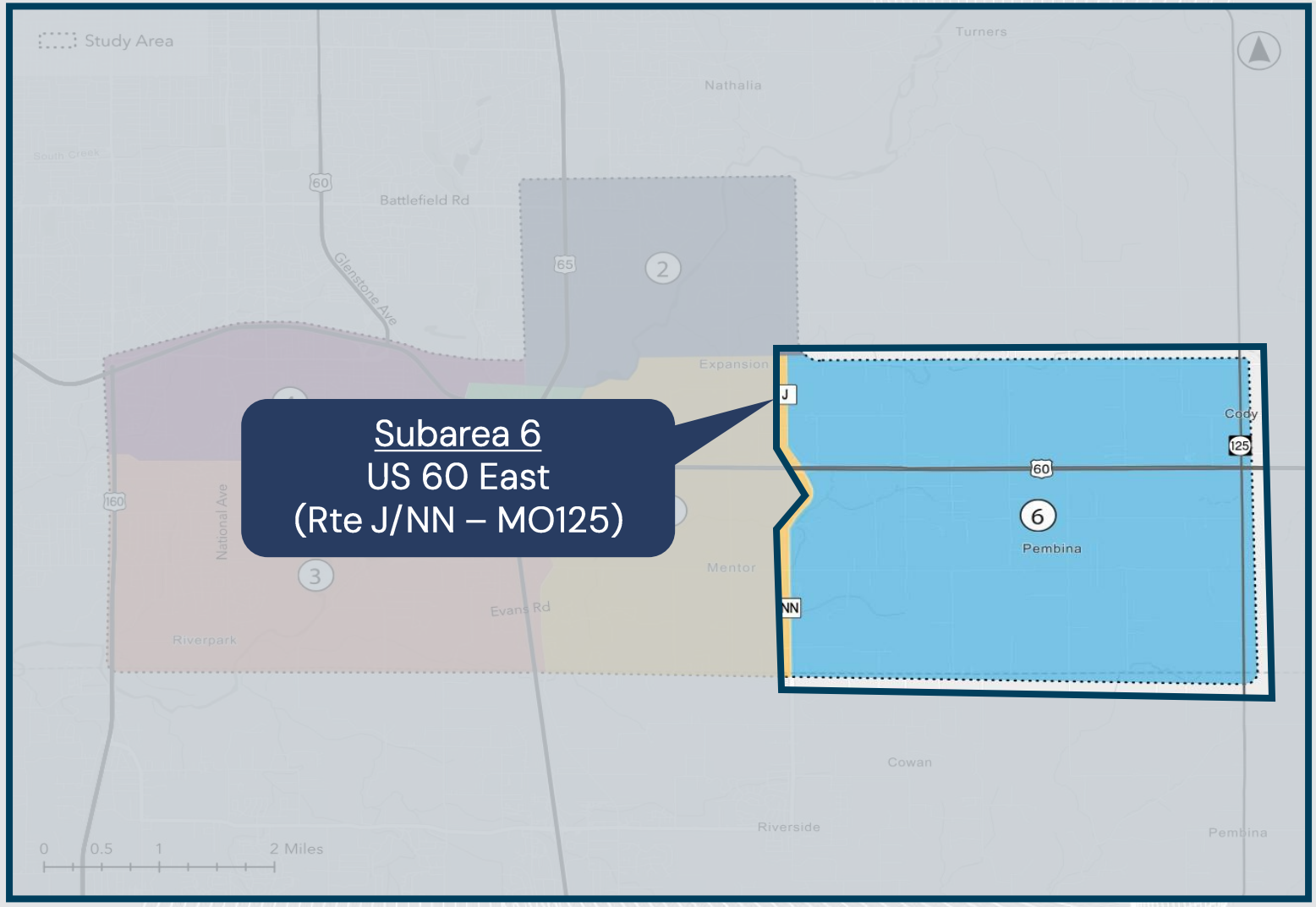


US60 Two-Way North Outer Road (FR189 – FR193)

Additional Alternatives Reviewed

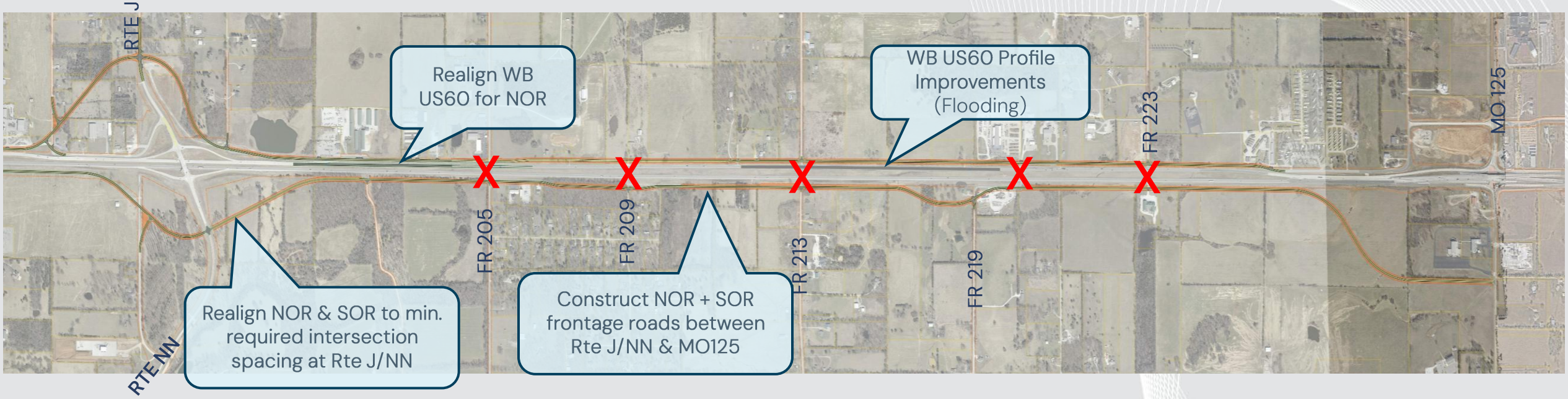
Alternative Development & Analysis –

Subarea 6: US 60 (Rte J/NN – MO 125)



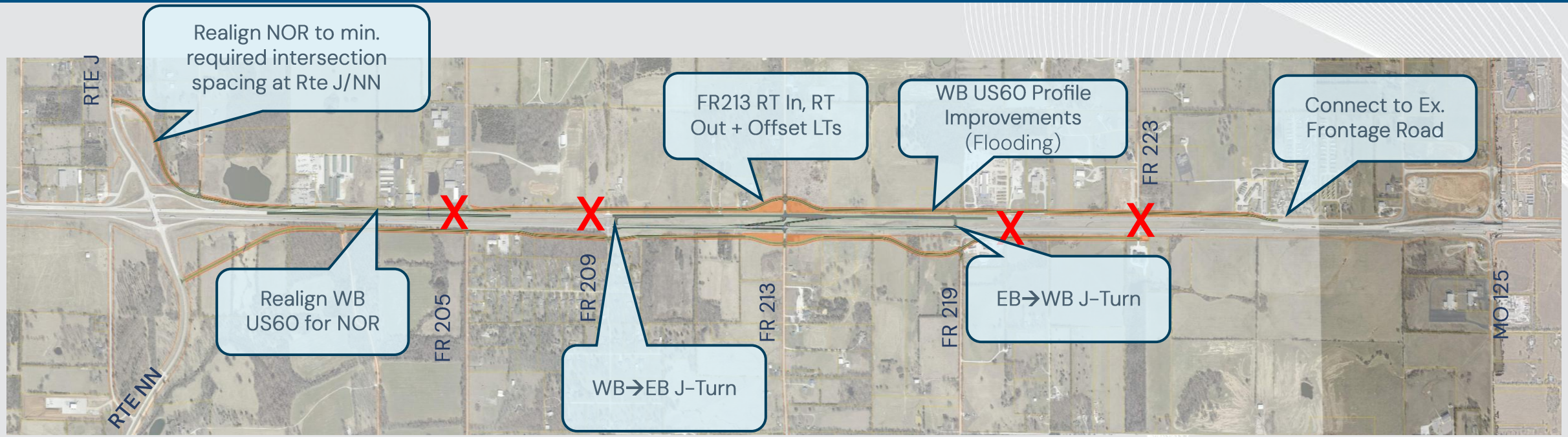
Alternative Development & Analysis –

Subarea 6: US 60 (Rte J/NN – MO 125)



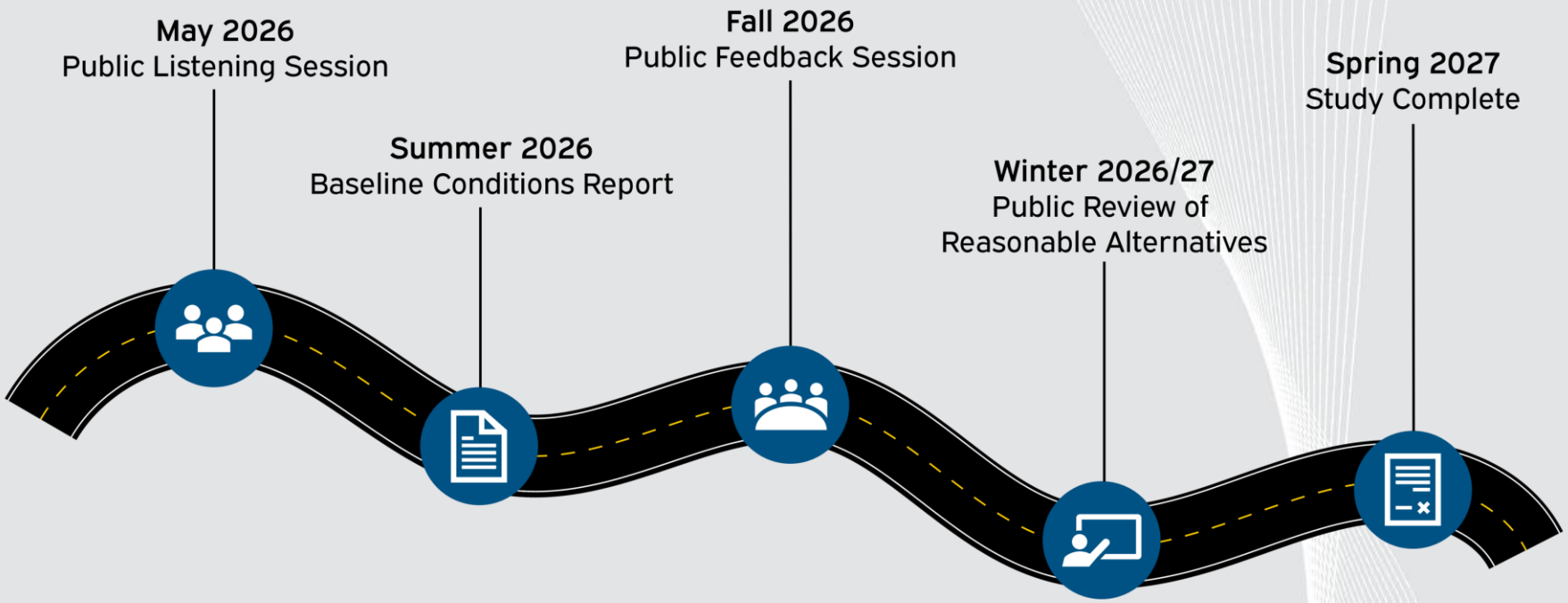
Alternate 6A:
Limited Access + Two-Way Outer Roads

Alternative Development & Analysis –
Subarea 6: US 60 (Rte J/NN – MO 125)



Alternate 6B:
FR 213 RCUT + Two-Way Outer Roads

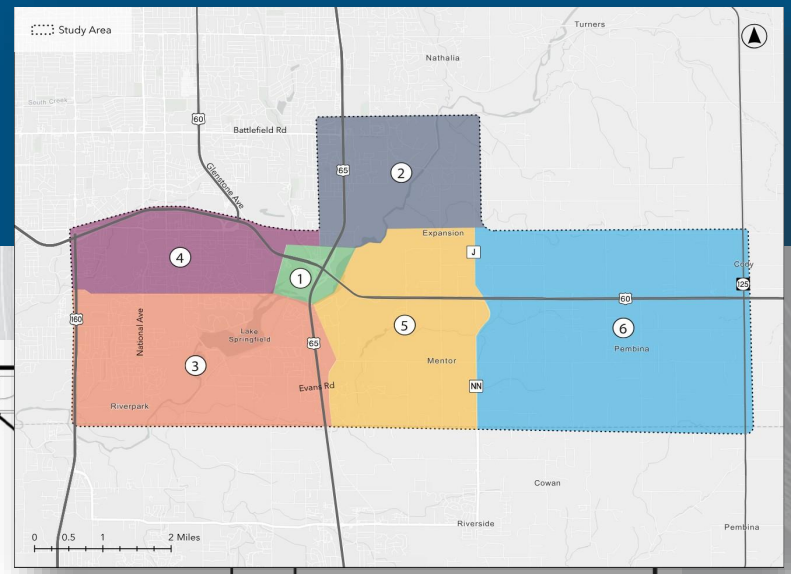
Next Steps...

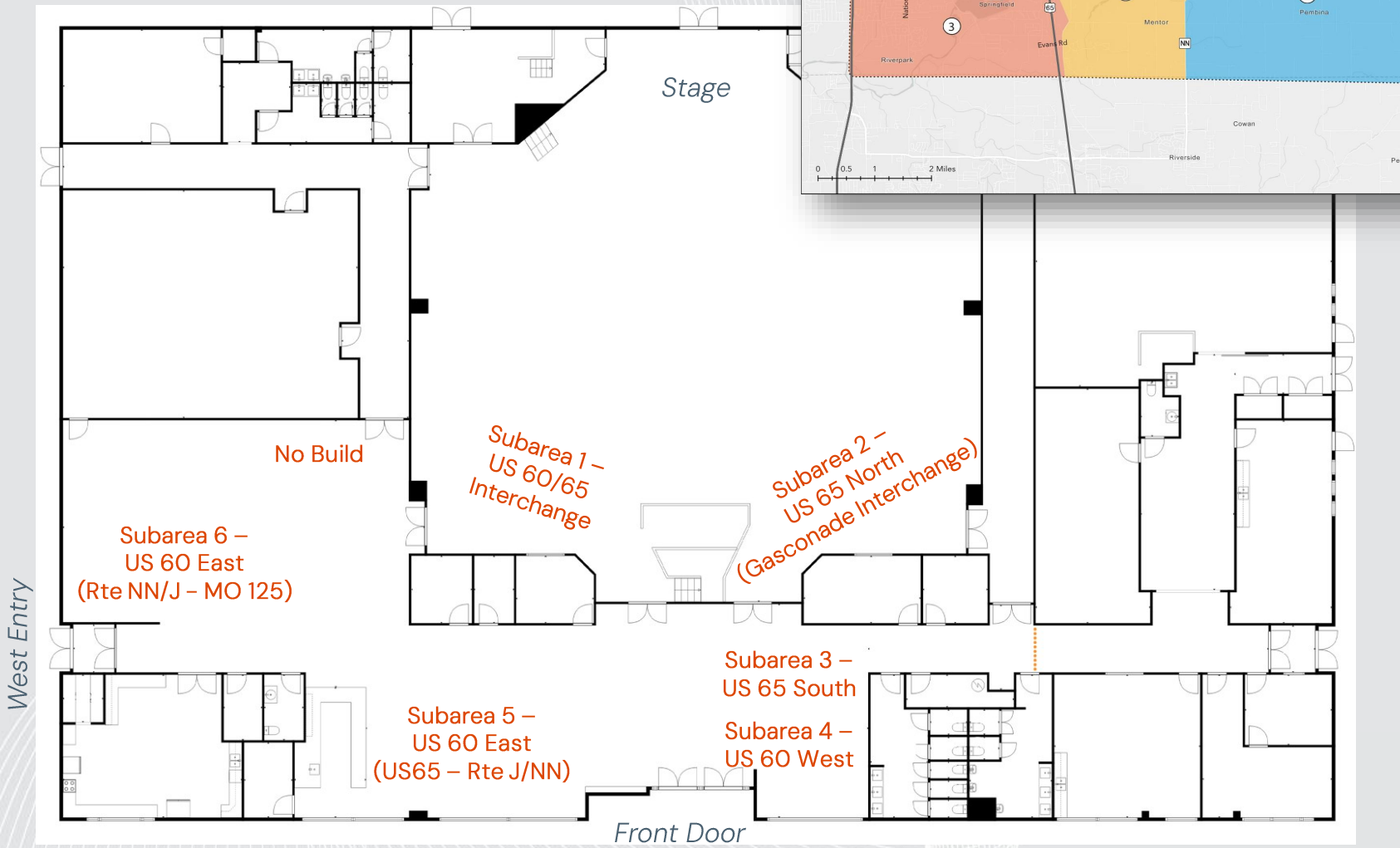

May 2026
Public Listening Session
Summer 2026
Baseline Conditions Report
Fall 2026
Public Feedback Session
Winter 2026/27
Public Review of
Reasonable Alternatives
Spring 2027
Study Complete

Public Open House

6065Study.com

Scan here to view project information & provide feedback





US 60-US 65 PEL STUDY
ACCESS & OPERATIONS ANALYSIS

For More Information:
6065Study.com

The partnering agencies anticipate incorporating recommendations from the PEL study into future NEPA studies in accordance with Title 23, U.S.C. § 168.

IN PARTNERSHIP: