

Appendix E

U.S. Fish and Wildlife Service National Wetlands Inventory





U.S. Fish and Wildlife Service

National Wetlands Inventory

Brownleigh



U.S. Fish and Wildlife Service, National Standards and Support Team,
wetlands_team@fws.gov

March 14, 2023

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.










U.S. Fish and Wildlife Service National Wetlands Inventory

Northern Tract



March 14, 2023

Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Estuarine and Marine Wetland		Freshwater Forested/Shrub Wetland		Other
			Freshwater Pond		Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

From: Roberts, Andy <andy_roberts@fws.gov>

Sent: Tuesday, May 23, 2023 11:14 AM

To: Jackson, Sara <Sara.Jackson1@jacobs.com>

Cc: Murphy (US), Andrew <andrew.murphy4@boeing.com>; Tener, Scott (FAA) <scott.tener@faa.gov>; Beckmann, Gerald A. <GABeckmann@flystl.com>; Weber, John S <John_S_Weber@fws.gov>

Subject: Re: [EXTERNAL] Request for Informal Section 7 Consultation - Boeing Site Development Project at STL

Dear Ms. Jackson,

The U.S. Fish and Wildlife Service has reviewed your May 11, 2023, email and enclosures requesting consultation on the proposed site development project in St. Louis County, Missouri and submits these comments pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

Based on the information the Service concurs with your determination that the proposed work is not likely to adversely affect federally listed species. Should the scope, timing, or manner of activity change, please contact this office.

Thank you for the opportunity to review the proposed project.

Sincerely,

Andy Roberts

From: Jackson, Sara <Sara.Jackson1@jacobs.com>
Sent: Thursday, May 11, 2023 11:57 AM
To: Roberts, Andy <andy_roberts@fws.gov>
Cc: Murphy (US), Andrew andrew.murphy4@boeing.com; Tener, Scott (FAA) <scott.tener@faa.gov>; Beckmann, Gerald A. <GABeckmann@flystl.com>
Subject: [EXTERNAL] Request for Informal Section 7 Consultation - Boeing Site Development Project at STL

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon, Mr. Roberts –

Jacobs Engineering (Jacobs), on behalf of the Federal Aviation Administration (FAA), would like to initiate informal Section 7 consultation for a Boeing site development project at St. Louis Lambert International Airport (STL). Per the email chain below, we are submitting this request to you in Vona Kuczynska's absence.

The following agencies/groups and associated points of contact are involved in this effort:

Lead Federal Agency: FAA (Scott Tener)

Action Sponsor: STL (Jerry Beckmann)

Partner: Boeing (Andy Murphy)

Consultant: Jacobs (Sara Jackson)

Under this proposed project, Boeing would lease two parcels of land from STL and redevelop the land for aircraft assembly and testing purposes. Both sites, the Northern Tract and Brownleigh, are previously developed. The Northern Tract is almost completely paved and contains several buildings. The Brownleigh site was a former neighborhood that was purchased by STL and all structures were demolished; the area is vegetated. Full descriptions of the sites and the proposed activities are included in the attachments to this email, which include:

1. IPaC consultation packages for each site
2. A Biological Evaluation prepared in support of this consultation effort and a NEPA evaluation that is underway

Please confirm receipt of this email and its three attachments. We respectfully request your response within 30 days.

Thank you for your assistance. Please let me know if you have any questions or need supplemental information.

Sincerely,
Sara Jackson

Sara Jackson, PMP, REM, REPA, CEA | [Jacobs](https://www.jacobs.com) | Sr. Environmental Scientist
O: 407.903.5128 | M: 321.890.3648 | sara.jackson1@jacobs.com
200 S. Orange Avenue Suite 900 | Orlando, FL 32801 | USA

Appendix E

Socioeconomics, Environmental Justice, and Traffic Analysis



Figure E-1. Primary Access Roads to St. Louis Lambert International Airport

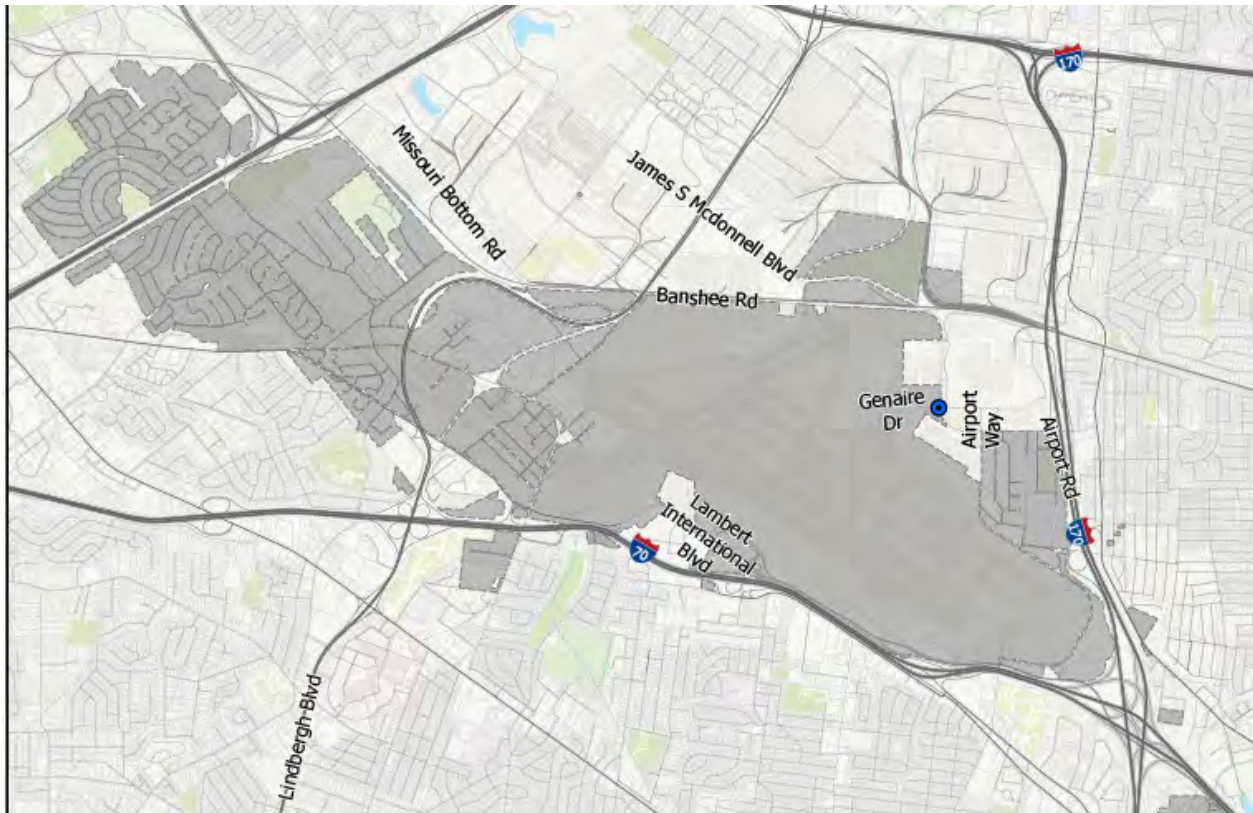
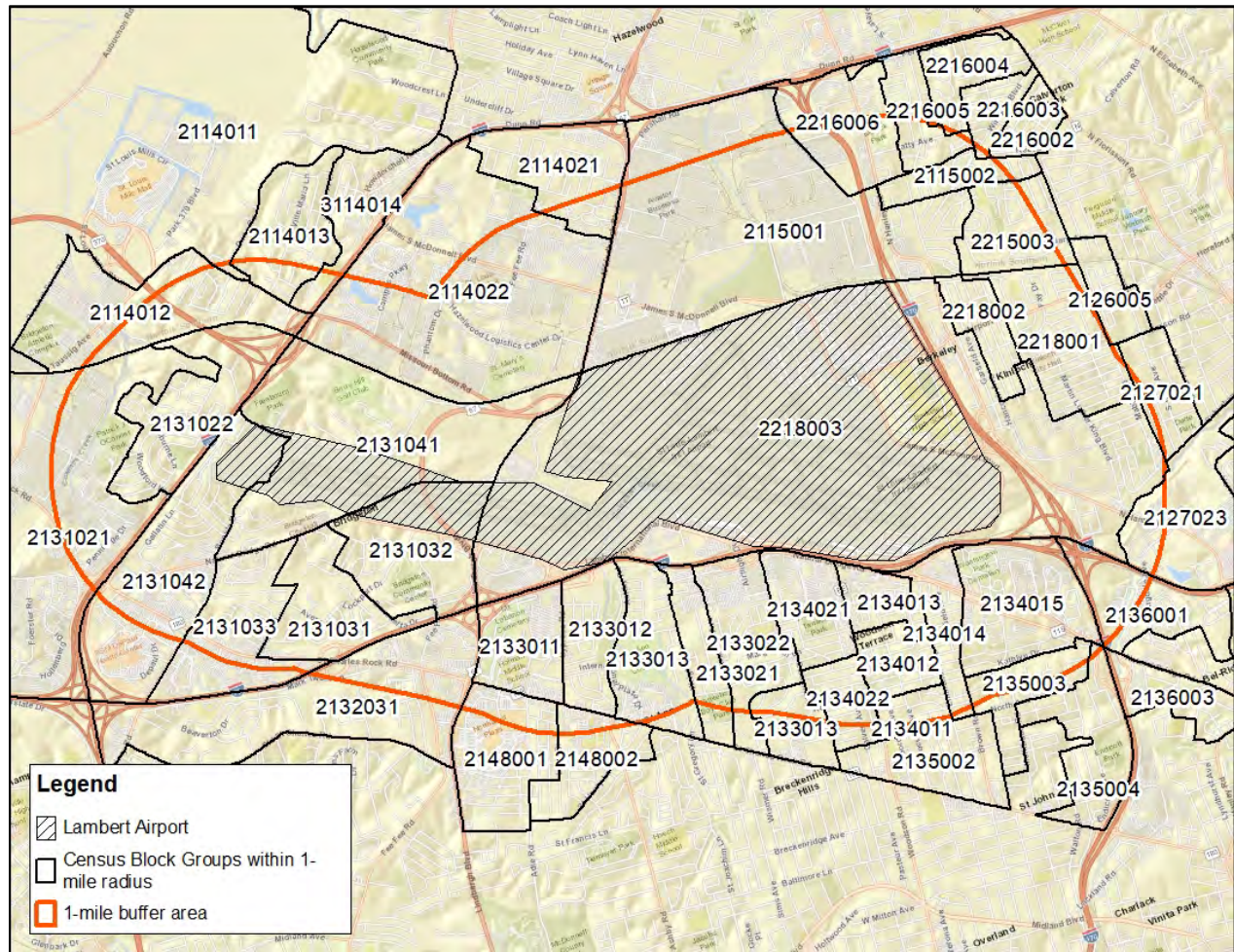


Figure E-2. Census Block Groups in the Study Area



Appendix E

Socioeconomics, Environmental Justice, and Traffic Analysis

Figure E-3. Children's Facilities around St. Louis Lambert International Airport



Appendix E
Socioeconomics, Environmental Justice, and Traffic Analysis

Table E-1. Average Annual Daily Traffic within the Study Area (2022)

Street	Location	Number of Lanes	Average Annual Daily Traffic
James S. McDonnell Boulevard	South of Airport Road	2	3,181
James S. McDonnell Boulevard	From Airport Road to Banshee Road	4	16,793
James S. McDonnell Boulevard	From Banshee Road to US 67 (Lindbergh Boulevard)	4	13,586
Airport Road	From James S. McDonnell Boulevard to Hanley Road	4	13,902
Banshee Road	From US 67 (Lindbergh Boulevard) to James S. McDonnell Boulevard	2	6,746
Missouri Bottom Road	From US 67 (Lindbergh Boulevard) to Interstate 270	4	7,465
US 67 (Lindbergh Boulevard)	From James S. McDonnell Boulevard to Interstate 270	6	23,172

Source: Jacobs 2023.

Source: American Community Survey 2016-2020.

Table E-2. Estimated Daily Trips under the Proposed Action

Site (Phase)	Peak (a.m.) Enter	Peak (a.m.) Exit	Peak (a.m.) Trip Ends	Peak (p.m.) Enter	Peak (p.m.) Exit	Peak (p.m.) Trip Ends	Daily Trips Enter	Daily Trips Exit	Daily Trips Trip Ends
Brownleigh (Phase 1)	437	162	599	264	364	628	1,760	1,760	3,520
Northern Tract (Phase 1)	188	70	258	112	154	266	770	770	1,540
Total Trips (Phase 1)	626	231	857	375	518	894	2,530	2,530	5,060
Brownleigh (Phase 2)	333	123	456	200	276	476	1,345	1,345	2,690
Northern Tract (Phase 2)	150	56	206	88	122	210	619	619	1,239
Total Trips (Phase 2)	483	179	662	288	398	687	1,964	1,964	3,929
Total	1,109	410	1,520	664	917	1,580	4,494	4,494	8,989

Table E-3. Intersection Measures of Effectiveness - Existing (2023), No Build (2030 and 2050), and Proposed Action (2030 and 2050)

Intersection Location	Approach	2023 Existing Traffic				2030 Background (No Build) Traffic				2030 Total (No Build + Proposed Action) Traffic				2050 Background (No Build) Traffic				2050 (No Build + Proposed Action) Traffic			
		Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS
(1) Airport Road (North) and James S. McDonnell Boulevard (signalized)	Northbound	28.6	C	31	C	35	C	34.2	C	35	C	35.6	D	35	C	34.32	C	35	D	35.4	D
	Southbound	32.4	C	31.3	C	39.6	D	35.9	D	39.6	D	42.4	D	39.6	D	36.2	D	39.6	D	45	D
	Northeastbound	5.2	A	8.6	A	4.2	A	7.7	A	5	A	7.8	A	4.2	A	7.9	A	5	A	8.1	A
	Westbound	13.9	B	7	A	10.6	B	6.2	A	16.6	B	7.9	A	11.7	B	6.4	A	19.6	B	8.2	A
	Overall Intersection	13.6	B	12.2	B	11.7	B	12.2	B	14.6	B	11.9	B	12.5	B	12.4	B	16.5	B	12.2	B
(2) Airport Road (South) and James S. McDonnell Boulevard (signalized)	Southwestbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Eastbound	2.3	A	4.6	A	2.3	A	4.5	A	3.3	A	9.3	A	2.3	A	4.9	A	3.4	A	10.5	B
	Westbound	9.5	A	9.3	A	10.4	B	12.7	B	13.6	B	14.4	B	10.5	B	12.9	B	13.3	B	14.5	B
	Overall Intersection	3.7	A	4.9	A	3.9	A	5.1	A	4.6	A	10	A	4	A	5.4	A	4.6	A	11	B
(3) Airport Road and Boeing Gate 100 (signalized)	Northbound	-	-	-	-	-	-	-	-	19.2	B	418.2^	F^	-	-	-	-	19.2	B	463.0^	F^
	Southbound	34.2	C	125.9^	F^	37.3	D	28.2	C	36.9	D	171.8^	F^	37.3	D	28.8	C	37.1	D	193.1^	F^
	Eastbound	4.7	A	5.9	A	4.2	A	9.2	A	17.9	B	18.2	B	4.5	A	9.8	A	18.2	B	17.8	B
	Westbound	13.2	B	14.1	B	9.5	A	14.9	B	698.1^	F^	23.6	C	9.2	A	14.7	B	725.9^	F^	23	C
	Overall Intersection	12.1	B	51.2	D	9.4	A	17	B	517.3^	F^	179.7^	F^	9.2	A	17.5	B	538.0^	F^	195.2^	F^
(4) Airport Road and I-170 Southbound Ramps (signalized)	Southbound	6.2	A	17.6	A	6.1	A	29.4	C	4.6	A	23.3	C	6.4	A	32.5	C	4.8	A	24.9	C
	Eastbound	20.4	C	22.4	C	17.3	B	19.1	B	18.1	B	56.9^	E^	17.9	B	20.8	C	18.9	B	67.4^	E^
	Westbound	3.2	A	8.1	A	4.1	A	21	C	3.9	A	72.5^	E^	4.3	A	24.2	C	3.9	A	81.4^	F^
	Overall Intersection	5.9	A	17.9	B	6.1	A	20.4	C	5.7	A	57.9^	E^	6.4	A	22.6	C	5.9	A	67.4^	E^
(5) Airport Road and I-170 Northbound Ramps (signalized)	Northbound	20.4	C	22.5	C	17.3	B	30	C	22.9	C	38.8	D	18.1	B	31.4	C	24	C	39.4	D
	Eastbound	16.3	B	11.2	B	22.1	C	14.2	B	33.7	C	38.5	D	23.4	C	15	B	35.8	D	44.5	D
	Westbound	24.7	C	21.3	C	19.9	B	24.6	C	31.7	C	40.4	D	21.2	C	25.9	C	31.9	C	42.1	D
	Overall Intersection	21.4	C	18.2	B	18.6	B	22.8	C	26.4	C	39.2	D	19.7	B	23.9	C	27.4	C	42.4	D
(6) Airport Road and Hanley Road (signalized)	Northbound	20.2	C	25.6	C	20.4	C	26	C	20	B	29.5	C	21	C	26.8	C	20.5	C	30.9	C
	Southbound	20.5	C	23.2	C	20.8	C	23.5	C	21.6	C	26.3	C	21.5	C	24	C	22.3	C	26.4	C
	Eastbound	15.3	B	19.9	B	15.3	B	20	C	15.5	B	20.2	C	15.3	B	20.5	C	15.5	B	20.7	C
	Westbound	16.7	B	18.9	B	16.7	B	19	B	16.9	B	19.1	B	16.8	B	19.3	B	17	B	19.4	B
	Overall Intersection	17.4	B	21.1	C	17.4	B	21.3	C	17.7	B	23	C	17.6	B	21.8	C	17.9	B	23.6	C
(7) Scudder Road and I-170	Northbound	9.6	A	11.6	B	9.7	A	11.8	B	45.7^	E^	31.3	D	9.7	A	12.1	B	48.4^	E^	33.5	D
	Southbound	10.4	B	12.6	B	10.4	B	12.7	B	15.7	C	16	C	10.5	B	13	B	15.9	C	16.5	C

Intersection Location	Approach	2023 Existing Traffic				2030 Background (No Build) Traffic				2030 Total (No Build + Proposed Action) Traffic				2050 Background (No Build) Traffic				2050 (No Build + Proposed Action) Traffic			
Southbound Ramps (unsignalized)	Eastbound	0.1	A	0.1	A	0.1	A	0.2	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	3.9	A	4.4	A	3.8	A	4.4	A	1	A	3.5	A	3.8	A	4.4	A	1	A	3.6	A
	Overall Intersection	5.2	A	4	A	5.2	A	4.1	A	13.8	B	4	A	5.2	A	4.2	A	14.6	B	4.4	A
(8) Scudder Road and Hanley Road (signalized)	Northbound	7.1	A	9.4	A	5.9	A	8.8	A	6	A	16.1	B	6	A	9.1	A	6.1	A	16.6	B
	Southbound	3.5	A	5	A	2.8	A	4.8	A	3	A	10.3	B	2.9	A	5	A	3	A	10.6	B
	Eastbound	25.9	C	25.2	C	34.7	C	32.4	C	36.9	D	27.6	C	34.8	C	32.4	C	36.9	D	27.1	C
	Westbound	24.9	C	24.1	C	33	C	30.8	C	35.2	D	20.4	C	33	C	30.6	C	35.2	D	19.9	B
	Overall Intersection	10.7	B	13.3	B	12.5	B	15.3	B	14.1	B	19.1	B	12.5	B	15.4	B	14	B	19	B
(9) Hanley Road and I-170 Northbound Exit (signalized)	Northbound	2.7	A	3.2	A	1.7	A	1.9	A	1.8	A	2	A	1.8	A	1.9	A	1.8	A	2.1	A
	Southbound	2.8	A	3.1	A	1.8	A	1.8	A	1.8	A	1.7	A	1.8	A	1.9	A	1.8	A	1.8	A
	Eastbound	15	B	15	B	29.3	C	33.1	C	29.3	C	35.2	D	29.3	C	33.1	C	29.3	C	35.2	D
	Overall Intersection	4.1	A	3.9	A	4.8	A	3.9	A	4.6	A	3.7	A	4.9	A	4	A	4.7	A	3.7	A
(10) Berkeley Avenue and James S. McDonnell Boulevard (unsignalized)	Southbound	10.3	B	12.9	B	10.4	B	13	B	12.7	B	18.2	C	10.5	B	13.5	B	12.9	B	19.4	C
	Eastbound	1.3	A	3.4	A	1.4	A	3.4	A	5	A	3.8	A	1.4	A	3.5	A	4.9	A	3.8	A
	Westbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Overall Intersection	3.3	A	4.7	A	3.3	A	4.7	A	4.4	A	9	A	3.4	A	4.9	A	4.5	A	9.4	A
(11) James S. McDonnell Boulevard and Genaire Drive (signalized)	Northbound	2.3	A	3.4	A	2.3	A	3.7	A	3	A	4.3	A	2.4	A	3.8	A	3.1	A	4.6	A
	Southbound	1.6	A	3.7	A	1.7	A	4	A	2	A	4.4	A	1.7	A	4.2	A	2.1	A	4.6	A
	Eastbound	30.6	C	27.3	C	30.1	C	23.6	C	30.1	C	24.8	C	29.8	C	23.4	C	29.8	C	24	C
	Overall Intersection	2.5	A	6.8	A	2.6	A	6.5	A	2.9	A	6.2	A	2.7	A	6.7	A	3	A	6.4	A
(12) James S. McDonnell Boulevard and Boeing Gate 64 (signalized)	Northbound	10.7	B	33.3	C	25.1	C	42.7	D	25.8	C	49.2	D	26.5	C	46.8	D	26.1	C	51.8	D
	Southbound	12.2	B	17.5	B	10.1	B	17.3	B	12.9	B	18.5	B	10.8	B	18.3	B	13.4	B	19.1	B
	Eastbound	46.5	D	76.8^	E^	54.2	D	62.6^	E^	54.5	D	73.8^	E^	54.2	D	62.7^	E^	54.3	D	79.4^	E^
	Westbound	43.6	D	51.8	D	37.8	D	42.4	D	38.7	D	52.7	D	36.7	D	42	D	38.2	D	56.4^	E^
	Overall Intersection	13.3	B	41.2	D	17.4	B	38.9	D	18.7	B	44.2	D	18.2	B	40.2	D	19.1	B	46.9	D
(13) James S. McDonnell Boulevard and Banshee Road (signalized)	Northwest Thru	0.2	A	2.7	A	0.2	A	2.7	A	0.7	A	2.6	A	0.2	A	3.1	A	0.8	A	3.2	A
	Southeast Thru	7.3	A	5.3	A	7.3	A	6.2	B	11.6	B	8.3	A	8.1	A	7.5	A	12.3	B	9.8	A
	Eastbound	26.4	C	24.1	C	26.7	C	22.6	C	25.1	C	20.7	C	26.5	C	20.7	C	25.2	C	18.9	B
	Overall Intersection	12.4	B	5.1	A	12.5	B	5.2	A	12.2	B	5.9	A	12.6	B	5.6	A	12.5	B	6.4	A
(14) James S. McDonnell Boulevard and	Southbound	14	B	14.7	B	14.5	B	15.1	C	18.4	C	25.5	D	15.3	C	15.9	C	20	C	28.2	D
	Eastbound	2.5	A	1.5	A	2.5	A	1.5	A	2.1	A	1.9	A	2.6	A	1.7	A	2.3	A	2	A
	Westbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A

Appendix E
Socioeconomics, Environmental Justice, and Traffic Analysis

Intersection Location	Approach	2023 Existing Traffic				2030 Background (No Build) Traffic				2030 Total (No Build + Proposed Action) Traffic				2050 Background (No Build) Traffic				2050 (No Build + Proposed Action) Traffic			
Eva Avenue (unsignalized)	Overall Intersection	2.3	A	2.2	A	2.4	A	2.3	A	2.3	A	2.7	A	2.5	A	2.4	A	2.5	A	3	A
(15) Lindbergh Boulevard and Missouri Bottom Road (signalized)	Northbound	18	B	15.2	B	18.6	B	18	B	23.6	C	22	C	19.3	B	18.4	B	24.4	C	22.9	C
	Southbound	20.7	C	19.4	B	21.4	C	22.5	C	26.8	C	27.2	C	22.2	C	23.1	C	27.7	C	28.7	C
	Eastbound	25.4	C	25.3	C	24.4	C	29.2	C	26	C	36.5	D	25.2	C	30.8	C	27.2	C	38.2	D
	Westbound	17.9	B	26	C	17.8	B	21.4	C	17.2	B	23.5	C	18.1	B	22.3	C	17.7	B	24.9	C
	Overall Intersection	20.6	C	20.3	C	20.9	C	21	C	24.9	C	24.8	C	21.6	C	21.7	C	25.9	C	26.1	C
(16) Banshee Road and Missouri Bottom Road (unsignalized)	Northbound	9.3	A	22.5	C	9.4	A	23.4	C	9.5	A	329.1^	F^	9.4	A	26.9	D	9.5	B	687.8^	F^
	Southbound	8.7	A	10.2	B	8.7	A	10.3	B	8.7	A	12.2	B	8.7	A	10.5	B	8.7	A	12.5	B
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Overall Intersection	8.8	A	11.5	B	8.9	A	11.7	B	8.9	A	37	D	8.9	A	12.3	B	8.9	A	66.2^	F^
(17) James S. McDonnell Boulevard and Lindbergh Boulevard (signalized)	Northbound	20.1	C	24.9	C	20.8	C	26.4	C	25.1	C	35.3	D	21.4	C	27.8	C	26	C	37.9	D
	Southbound	20.1	C	24.6	C	20.9	C	25.9	C	25.7	C	33.8	C	21.6	C	27	C	26.3	C	36.2	D
	Eastbound	20.4	C	25.8	C	20.1	C	25.7	C	19.8	B	25.9	C	20.2	C	26.4	C	20.2	C	27	C
	Westbound	20.2	C	26.8	C	19.9	B	25.8	C	18.2	B	28	C	19.9	B	26.8	C	18.5	B	29.8	C
	Overall Intersection	20.2	C	25.6	C	20.4	C	26	C	21.8	C	30.7	C	20.8	C	27.1	C	22.3	C	32.7	C
(18) Scudder Road and Berkeley Avenue (unsignalized)	Northbound	9.1	A	9.8	A	9.2	A	9.8	A	59.4^	F^	50.0^	F^	9.2	A	9.9	A	62.5^	F^	54.0^	F^
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	6.7	A	7.1	A	6.7	A	7.1	A	0.9	A	5.6	A	6.7	A	7.2	A	1	A	5.7	A
	Overall Intersection	6.5	A	6.8	A	6.4	A	6.8	A	13.8	B	8.4	A	6.5	A	6.9	A	14.6	B	9.2	A
(18A) Scudder Road and Access D / Berkeley Avenue (unsignalized) ^{1a}	Southbound	-	-	-	-	-	-	-	-	18.1	C	23.9	C	-	-	-	-	18.1	C	24.2	C
	Eastbound	-	-	-	-	-	-	-	-	0.1	A	0.1	A	-	-	-	-	0.1	A	0.1	A
	Westbound	-	-	-	-	-	-	-	-	0.1	A	0.1	A	-	-	-	-	0.1	A	0.1	A
	Overall Intersection	-	-	-	-	-	-	-	-	0.5	A	1.7	A	-	-	-	-	0.5	A	1.8	A
(19) James S. McDonnell Boulevard and Fuel Farm Driveway (unsignalized)	Northbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Southbound	0.3	A	0.1	A	0.3	A	0.1	A	0.2	A	0.1	A	0.3	A	0.1	A	0.2	A	0.1	A
	Westbound	9.3	A	9.2	A	9.3	A	9.3	A	9.5	A	9.9	A	9.4	A	9.3	A	9.5	A	10	B
	Overall Intersection	0.4	A	0.2	A	0.4	A	0.2	A	0.3	A	0.2	A	0.4	A	0.2	A	0.3	A	0.2	A
(20) James S. McDonnell Boulevard and Signature Driveway (unsignalized)	Northbound	0.6	A	0.2	A	0.6	A	0.2	A	0.5	A	0.2	A	0.6	A	0.2	A	0.6	A	0.1	A
	Southbound	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
	Eastbound	9.6	A	10	A	9.7	A	10.1	B	10.5	B	10.7	B	9.7	A	10.2	B	10.6	B	10.8	B
	Overall Intersection	0.6	A	0.4	A	0.7	A	0.4	A	0.5	A	0.4	A	0.7	A	0.4	A	0.5	A	0.3	A
	Northbound	32.6	C	28	C	50.9	D	42	D	51.4	D	43.5	D	50.9	D	41.8	D	51.4	D	43.4	D

Intersection Location	Approach	2023 Existing Traffic				2030 Background (No Build) Traffic				2030 Total (No Build + Proposed Action) Traffic				2050 Background (No Build) Traffic				2050 (No Build + Proposed Action) Traffic			
(21) James S. McDonnell Boulevard and GKN Aerospace Entrance (signalized)	Eastbound	1.6	A	2.9	A	1.1	A	2.5	A	1.4	A	2.5	A	1.2	A	2.5	A	1.5	A	2.6	A
	Westbound	1.5	A	3.1	A	1	A	2.6	A	1	A	3.1	A	1	A	2.7	A	1.1	A	3.2	A
	Overall Intersection	1.7	A	5.4	A	1.3	A	6.4	A	1.4	A	5.8	A	1.3	A	6.4	A	1.5	A	5.9	A
(22) James S. McDonnell Boulevard and Boeing Gate 31 (signalized)	Northbound	29	C	31.6	C	28.3	C	31.4	C	28.3	C	31.4	C	28.3	C	31.4	C	28.3	C	31.4	CD
	Southbound	30.5	C	47.3	D	30.2	C	32.7	C	30.2	C	32.7	C	30.2	C	35.6	D	30.2	C	35.6	D
	Eastbound	4.8	A	13.5	B	5	A	15.2	B	6.4	A	15.8	B	5.1	A	15.5	B	6.5	A	16.2	B
	Westbound	4.3	A	16.8	B	4.5	A	19.4	B	4.6	A	38.2	D	4.5	A	20.4	C	4.6	A	46.8	D
	Overall Intersection	5.4	A	18.7	B	5.6	A	19.5	B	6.4	A	31.1	C	5.7	A	20.3	C	6.5	A	36.7	D
(25) Banshee Road and Access 1A (unsignalized) ^[a]	Northbound	-	-	-	-	-	-	-	-	16.7	C	28.8	D	-	-	-	-	17.2	C	31.5	D
	Eastbound	-	-	-	-	-	-	-	-	0.1	A	0.1	A	-	-	-	-	0.1	A	0.1	A
	Westbound	-	-	-	-	-	-	-	-	5.8	A	0.3	A	-	-	-	-	5.8	A	0.3	A
	Overall Intersection	-	-	-	-	-	-	-	-	1.7	A	9.2	A	-	-	-	-	1.7	A	9.8	A

^[a]Intersection does not currently exist, it would be added as part of Proposed Action.

Note: Red text marked with ^ denotes intersections with LOS below LOS D.

- = There are no results for the existing condition (that is, movement does not exist in the current condition but will be added to the future condition).

> = greater than

I-170 = Interstate 170

LOS = level of service

sec/veh = second(s) per vehicle

Appendix E
Socioeconomics, Environmental Justice, and Traffic Analysis

Table E-4. Intersection Measures of Effectiveness - Proposed Action with Mitigation (2030)

Intersection Location	Approach	2030 Total Traffic with Recommendations				2050 Horizon Traffic (with Recommendations)			
		Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS
(1) Airport Road (North) and James S. McDonnell Boulevard (signalized)	Northbound	10.3	B	0.1	A	9.9	A	0.1	A
	Southbound	62.4^	E^	47.9	D	62.4^	E^	46.6	D
	Northeastbound	2.5	A	3.7	A	2.5	A	3.9	A
	Westbound	7.2	A	3.7	A	8.0	A	3.9	A
	Overall Intersection	6.7	A	6.8	A	7.1	A	6.9	A
(2) Airport Road and James S. McDonnell Boulevard (signalized)	Southwestbound	0.1	A	0.1	A	0.1	A	0.1	A
	Eastbound	2.5	A	2.6	A	2.6	A	3.1	A
	Westbound	26.4	C	5.2	A	26.5	C	5.7	A
	Overall Intersection	5.4	A	3.0	A	5.5	A	3.4	A
(3) Airport Road and Boeing Gate 100 (signalized)	Northbound	10	A	17.3	B	10.0	A	18.6	B
	Southbound	55.5^	E^	52.1	D	55.6^	E^	54.4	D
	Eastbound	18.3	B	30.3	C	18.8	B	31.2	C
	Westbound	25.0	C	20.6	C	25.7	C	21.3	C
	Overall Intersection	23.6	C	29.2	C	24.3	C	30.7	C
(4) Airport Road and I-170 Southbound Entrance Ramp (signalized)	Southbound	5.0	A	16.3	B	6.0	A	17.1	B
	Eastbound	16.2	B	15.5	B	19.5	B	16.4	B
	Westbound	2.4	A	15.6	B	1.9	A	15.9	B
	Overall Intersection	4.7	A	15.6	B	5.1	A	16.3	B
(5) Airport Road and I-170 Northbound Exit Ramp (signalized)	Northbound	22.7	C	11.0	B	25.8	C	11.3	B
	Eastbound	13.9	B	7.4	A	16.8	B	7.7	A
	Westbound	44.0	E^	34.8	C	48.5	D	35.6	D
	Overall Intersection	27.7	C	16.9	B	31.3	C	17.4	B
	Northbound	21.0	C	28.0	D	21.6	C	29.9	D

Appendix E
Socioeconomics, Environmental Justice, and Traffic Analysis

Intersection Location	Approach	2030 Total Traffic with Recommendations				2050 Horizon Traffic (with Recommendations)			
		Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS	Peak (a.m.) Delay (sec/veh)	Peak (a.m.) LOS	Peak (p.m.) Delay (sec/veh)	Peak (p.m.) LOS
(7) Scudder Road and I-170 Southbound Exit (unsignalized)	Southbound	15.7	C	16.3	C	15.9	C	16.8	C
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	1.0	A	3.5	A	1.0	A	3.6	A
	Overall Intersection	6.7	A	3.7	A	6.9	A	4.0	A
(16) Banshee Road and Missouri Bottom Road (unsignalized)	Northbound	20.3	C	25.3	D	21.4	C	27.2	D
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	1.3	A	0.1	A	1.4	A	0.1	A
	Overall Intersection	1.1	A	1.7	A	1.2	A	1.9	A
(18) Scudder Road and Berkeley Avenue (unsignalized)	Northbound	24.6	C	22.5	C	25.1	D	22.9	C
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	1.2	A	6.0	A	1.2	A	6.2	A
	Overall Intersection	6.3	A	4.4	A	6.4	A	4.6	A
(18A) Scudder Road and Access D / Berkeley Avenue (unsignalized)	Southbound	18.7	C	15.0	C	18.7	C	15.1	C
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	0.1	A	0.1	A	0.1	A	0.1	A
	Overall Intersection	0.5	A	1.1	A	0.5	A	1.1	A
(25) Banshee Road and Access 1A (unsignalized)	Northbound	15.1	C	27.9	D	15.5	C	30.4	D
	Eastbound	0.1	A	0.1	A	0.1	A	0.1	A
	Westbound	5.8	A	0.3	A	5.8	A	0.3	A
	Overall Intersection	1.7	A	8.9	A	1.7	A	9.4	A

Note: Red text marked with ^ denotes intersections with LOS below LOS D.

I-170 = Interstate 170

LOS = level of service

sec/veh = second(s) per vehicle