APPENDIX B

PUBLIC INVOLVEMENT
AND
MEETINGS

Issue 1

April 2007

MISSOURI DEPARTMENT OF TRANSPORTATION

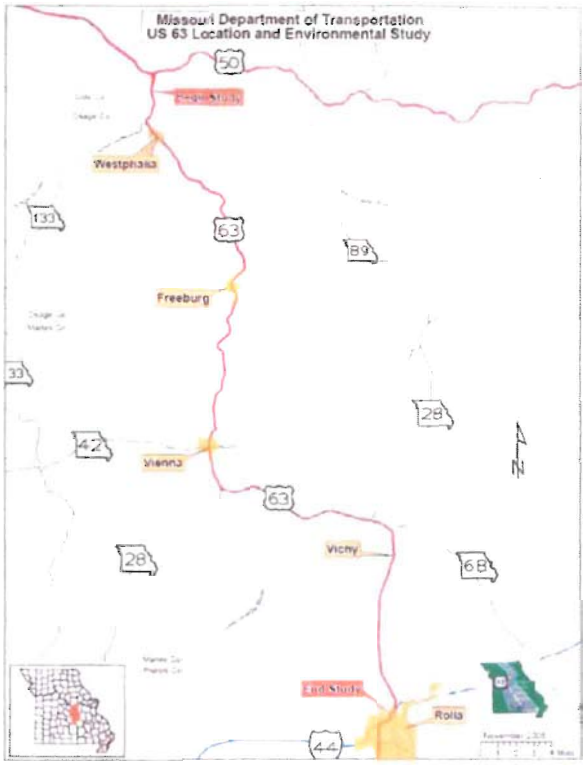
U.S. Route 63 Environmental Impact Statement

Study Purpose

Welcome to the first issue of the U.S. Route 63 Environmental Impact Statement Newsletter! The purpose of this newsletter is to keep you informed about progress related to the MoDOT's environmental and location study of U.S. Route 63 in Osage, Maries and Phelps Counties.

This study is being conducted to evaluate current and potential future transportation needs along a 47-mile stretch of U.S. Route 63, from 1/2 mile south of the Route 50/63 junction to just north of Rolla. The study objectives include improving safety, traffic flow, and continuity on the north/south corridor.

This particular environmental study is known as an Environmental Impact Statement (EIS). It is required by the Federal Highway Administration under the National Environmental Policy Act before a major highway project can be constructed. An EIS is an objective process to help determine what actions, if any, are needed to best serve the transportation needs of the area.



Study recommendations come from technical analysis combined with public insights and preferences. Solutions will be developed to balance community needs with technical and regulatory constraints such as cost, feasibility and environmental protection.

The U.S. Route 63 EIS study will be completed in the fall of 2009. Currently, there is no funding for construction or acquisition of right of way for this project.

Second Round of Public Meetings Scheduled

Please join us for the second round of open-house public meetings on May 1 and 2 from 4–7 p.m. *See back page for meeting details*. After the first round of meetings in November, the study team conducted further analysis. The team examined what realistic options, if any, might address the needs. This included reviewing technical data and public input. A range of alternative alignments that potentially address the study's purpose and need will be shared at the upcoming public meetings.

Public meetings will be held to share study findings and gather comments. We encourage the public to contact us to ask questions, make comments or share related information.

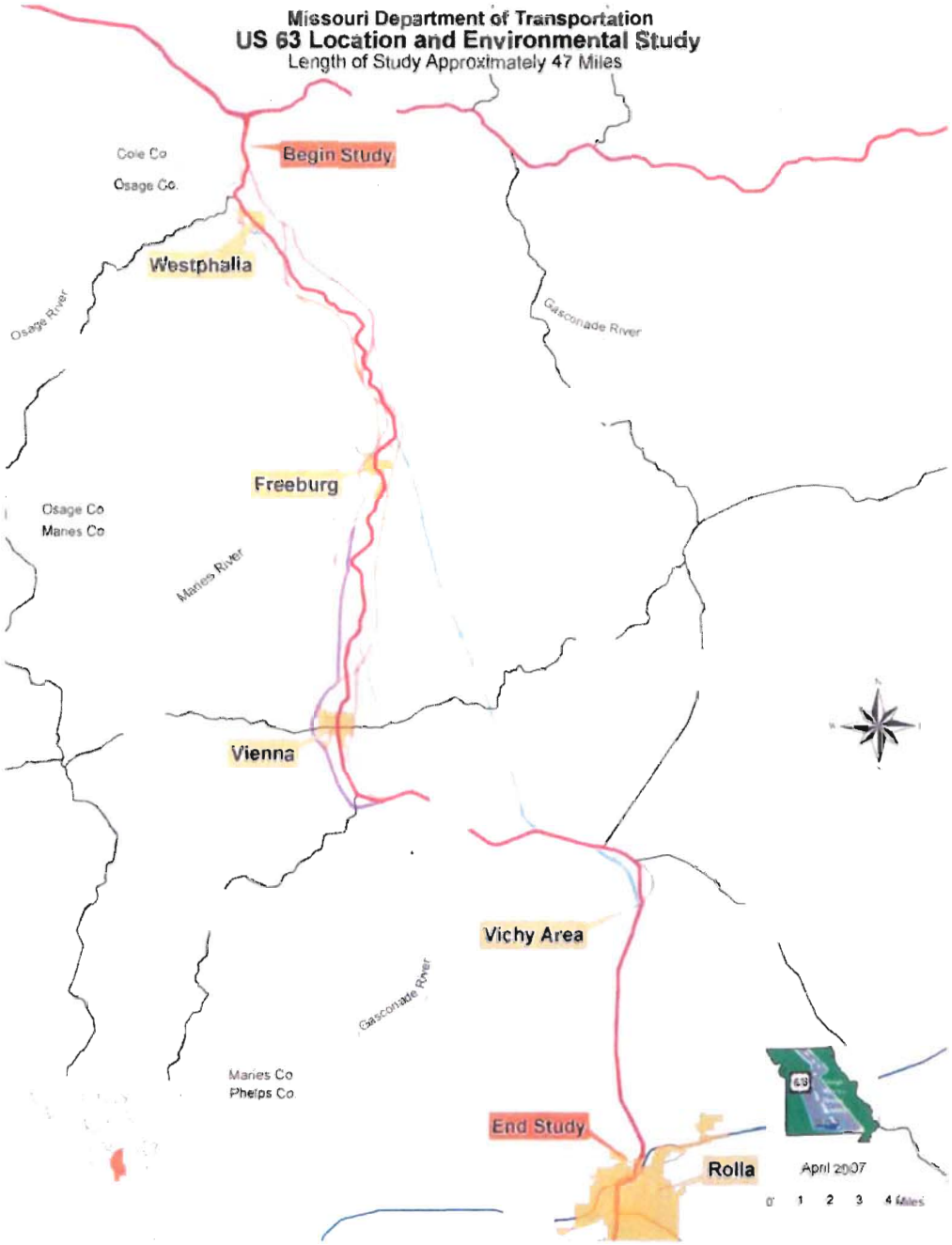
Inside this issue:

Where Are We Now	2
Study Schedule	3
How Can I Learn More	3
Public Meetings Planned	4

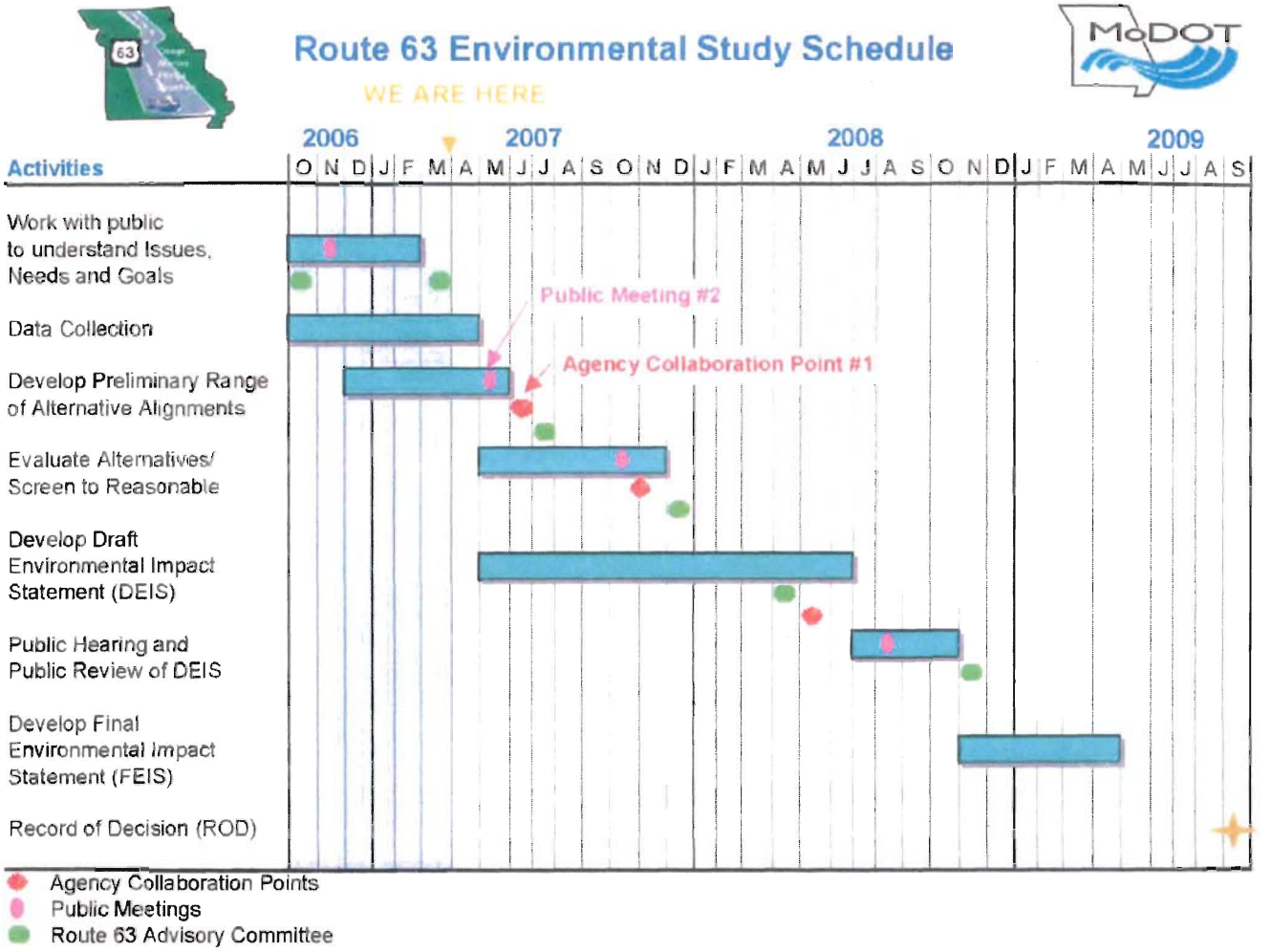
Where Are We Now—
Preliminary Range of Alternative Alignments

The study team has spent the last few months developing a preliminary range of alternative alignments to address the study's purpose and need. This range includes corridor alignments to the east, west, and along the existing route. The team analyzed technical data as well as incorporated comments received at the first public meetings when they developed these alternatives.

The May 1 and 2 public meetings will include detailed displays that show the preliminary range of alternative alignments for the 47-mile stretch of the study area. These displays will actually show lines on a map where the future route could go, and we need your input to help determine which alignments we should consider. Do you think the future roadway should go to the east or west of the existing corridor, or should it follow the existing alignment? Should the highway continue to route through the communities of Westphalia, Freeburg, Vienna and Vichy? Please attend the next round of meetings and give us your input.



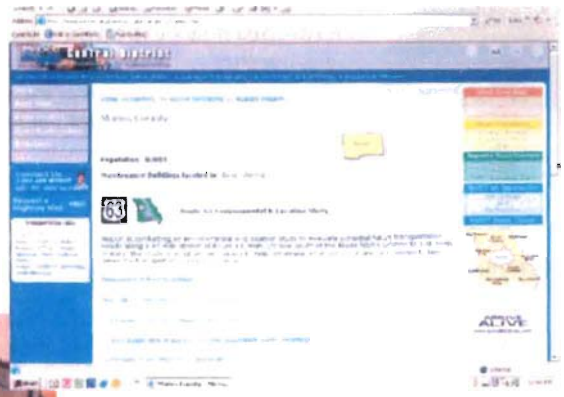
Study Schedule



How Can I Learn More?

You can learn more about the study by:

- Visiting the project Web site at www.modot.org/central
- Attending future public meetings about this study
- Calling 1-888-ASK-MoDOT (275-6636)



Call us at 1-888-ASK-MoDOT to obtain study information or share comments. Representatives are available Monday–Friday from 7:30 a.m.–4 p.m. Study information is also available on the Web.

MISSOURI DEPARTMENT OF TRANSPORTATION

1511 Missouri Blvd., P.O. Box 718
Jefferson City, MO 65102

U.S. Route 63 Environmental Study
Public Meetings Planned May 1 and 2, 2007

We encourage you to attend the upcoming open-house public meetings. You are welcome to visit at anytime during the advertised hours to provide input and ask questions. The content for each of these meetings is the same. Please join us at either location listed below.

Tuesday, May 1, 2007
4–7 p.m.
Westphalia Knights of Columbus
One mile south of Rte. 50/63 junction, Westphalia, MO

Wednesday, May 2, 2007
4–7 p.m.
Vienna Knights of Columbus
206 Sixth Street, Vienna, MO

For more information, contact us at 1-888-ASK-MoDOT (275-6636) or visit us on the Web at www.modot.org/central.

In November 2006, MoDOT Route 63 Study Team Members met with area residents to gather input about the study and answer questions. Approximately 235 people attended meetings held in Westphalia and Vienna. MoDOT received 47 written comments about the study. Meeting summaries are on the Web.

MISSOURI DEPARTMENT OF TRANSPORTATION

1511 Missouri Blvd., P.O. Box 718
Jefferson City, MO 65102

U.S. Route 63 Environmental Study

Public Meetings Scheduled October 25 and 30, 2007

We encourage you to attend the upcoming open-house public meetings. You are welcome to visit at any time during the advertised hours to provide input and ask questions. The content for each of these meetings is the same. Please join us at either location listed below.

Thursday, Oct. 25, 2007
4–7 p.m.
Vienna Knights of Columbus
206 Sixth Street, Vienna, MO

Tuesday, Oct. 30, 2007
4–7 p.m.
Westphalia Knights of Columbus
One mile south of Rte. 50/63 junction, Westphalia, MO

For more information, contact us at 1-888-ASK-MoDOT (275-6636) or visit us on the Web at www.modot.org/central.

Nearly 450 citizens attended two public meetings held in May 2007 to comment on the preliminary range of alternative alignments. MoDOT received 114 written comments following those meetings. Meeting summaries can be found on our Web site at www.modot.org/central.

The reasonable range of alternative alignments will be shared during these meetings. MoDOT is interested in your comments.

Issue 2

October 2007

MISSOURI DEPARTMENT OF TRANSPORTATION

U.S. Route 63 Environmental Impact Statement

Where We Are in the Process—
Presenting A Reasonable Range of Alternative Alignments

In May 2007, the study team presented the public with a preliminary range of alternative alignments to address the Purpose and Need of the U.S. Route 63 environmental and location study. Nearly 450 people attended public meetings to view the information, ask questions and provide comments. Based on evaluation of the input received from those meetings, as well as technical, cultural and environmental data gathered so far, the study team has narrowed the preliminary range of alternatives to a reasonable range of alternative alignments.

The reasonable range of alternative alignments will be presented at open-house public meetings on Oct. 25 and Oct. 30, 2007. See back cover for meeting details.

It is important to know that as the study progresses, the study team continues to gather data to help make determinations about the future location of the highway. Throughout the summer, MoDOT has been hand counting the number of vehicles using the highway within the study area. This data is still being collected and will help us make study determinations about current and future highway traffic volumes. MoDOT also partnered with the Missouri Department of Economic Development to conduct an economic impact study. The purpose of the study was to evaluate what impact an improved highway would have on area businesses. The findings of the economic study will be available at the October public meetings.

MoDOT traffic technicians are hand counting the number of vehicles using U.S. Route 63 within the study area.

Environmental (human and natural) and historic preservation matters are also being addressed. Known environmental and historic information were used to help screen the preliminary alternatives to the current reasonable range. Further analysis of environmental and historic preservation constraints, which includes some fieldwork, is currently taking place. The findings will aid in determining the alternative alignment that provides the best solution, when balanced with engineering and cost considerations. In addition, federal and state agencies were consulted for input at the preliminary alternative screening point.

About the U.S. Route 63 Environmental Study

The Missouri Department of Transportation is conducting this environmental and location study of U.S. Route 63 in Osage, Maries and Phelps Counties to evaluate current and potential future transportation needs along a 47-mile stretch of U.S. Route 63, from 1/2 mile south of the Route 50/63 junction to just north of Rolla. The study objectives include improving safety, traffic flow, and continuity on the north/south corridor.

This study is required by the Federal Highway Administration under the National Environmental Policy Act before a major highway project can be constructed. It is an objective process to help determine what actions, if any, are needed to best serve area transportation needs.

Study recommendations come from technical analysis combined with public insights and preferences. Solutions will be developed to balance community needs with technical and regulatory constraints such as cost, feasibility and environmental protection.

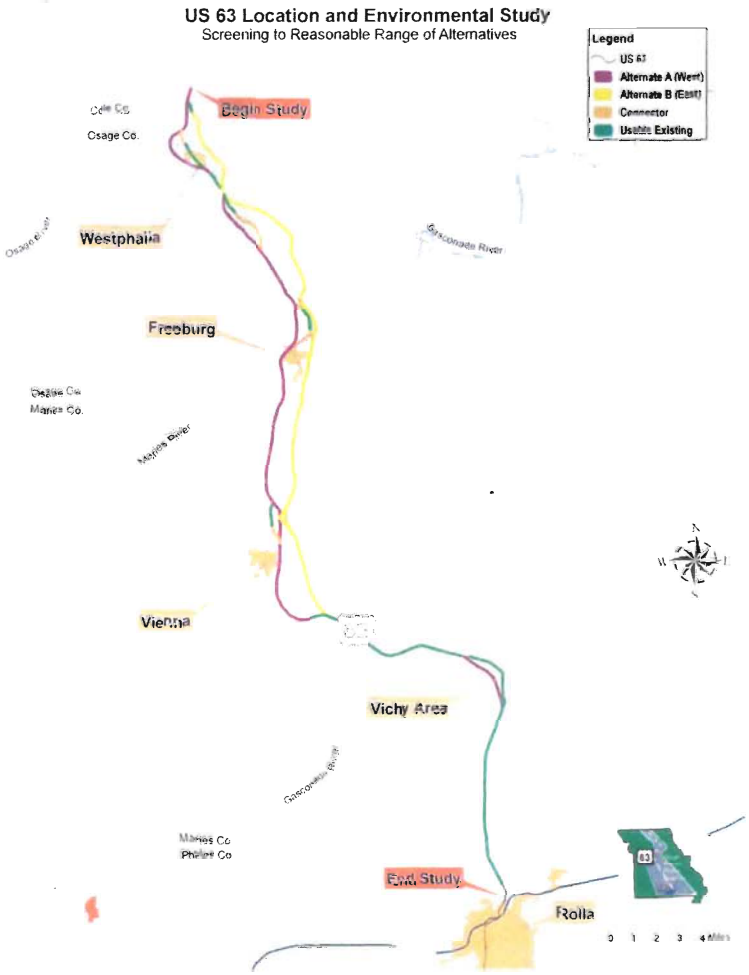
The U.S. Route 63 environmental and location study will be completed in the fall of 2009. Currently, there is no funding for construction or acquisition of right of way for this project.

Inside this Issue:

Reasonable Alignments	2
How Can I Participate	3
Study Schedule	3
Public Meetings Planned	4

From Preliminary to Reasonable Range of Alternative Alignments

The display below shows the preliminary range of alternative alignments presented at the spring 2007 public meetings. The lines shown in grey along the route represent which alignments are not currently moving forward for further consideration. Detailed maps relating to the communities of Westphalia, Freeburg, Vienna and Vichy will be available at the public meetings.



How Can I Participate in this Process?

We want to hear your comments, suggestions and questions. Please join us at the upcoming public meetings on Oct. 25 and 30, 2007. *See back for meeting details.* You may leave your written or recorded oral comments with us during the public meeting. You may also mail or e-mail your comments to the study team following the meeting.

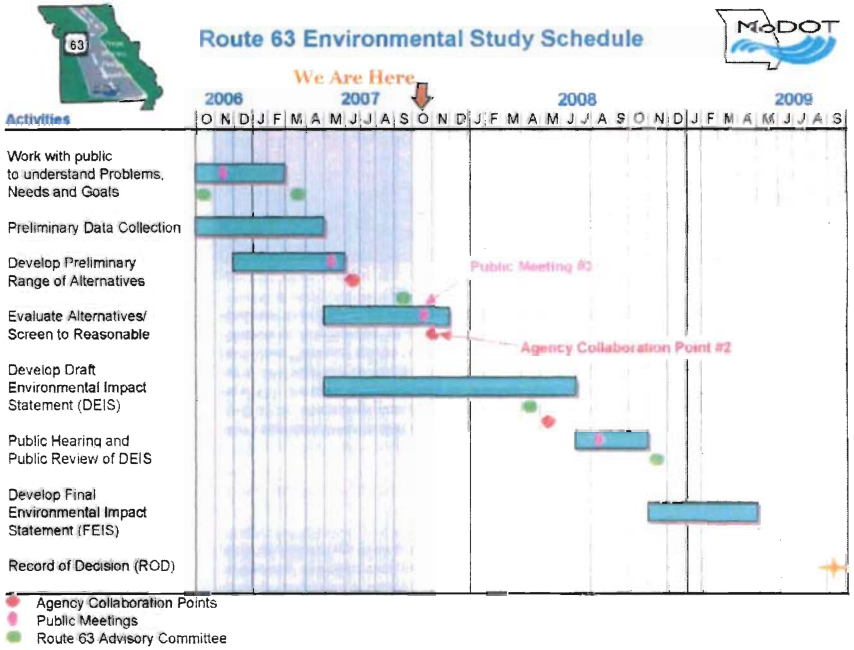
Feel free to visit our Web site at www.modot.org/central to view past meeting displays, handouts and summaries. Displays and handouts from the October public meetings will be available for viewing online following the conclusion of the meetings.

If you wish to speak to a member of the study team, please call us toll free at 1-888-ASK-MoDOT (275-6636). Study team members are generally available during normal business hours, Monday—Friday from 7:30 a.m.—4 p.m.

Study Schedule

What's next?

Following the fall public meetings, more detailed analysis of the reasonable range of alternative alignments will begin and eventually, a preferred alignment determined. A public hearing will be held late next summer to share the information gathered and gain input on the preferred alignment.

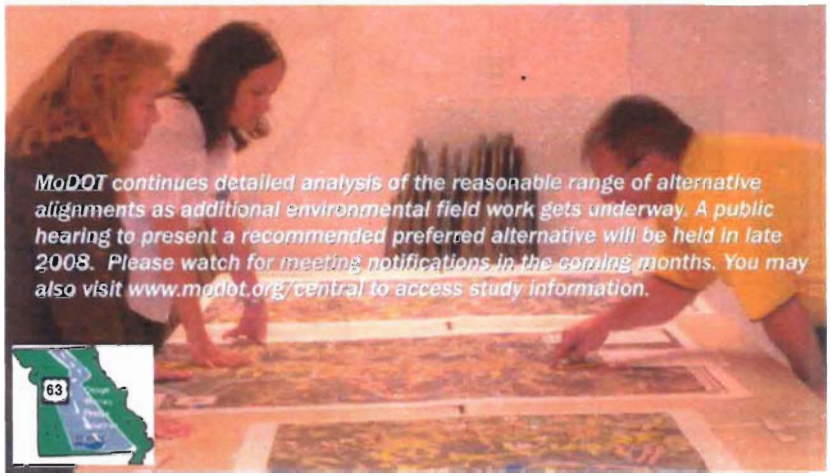


MISSOURI DEPARTMENT OF TRANSPORTATION

1511 Missouri Blvd., P.O. Box 718
Jefferson City, MO 65102

U.S. Route 63 Environmental Impact Statement

Public Hearing Planned in Late 2008



MoDOT continues detailed analysis of the reasonable range of alternative alignments as additional environmental field work gets underway. A public hearing to present a recommended preferred alternative will be held in late 2008. Please watch for meeting notifications in the coming months. You may also visit www.modot.org/central to access study information.

Issue 3

June 2008

MISSOURI DEPARTMENT OF TRANSPORTATION

U.S. Route 63 Environmental Impact Statement

Where We Are in the Process—

Detailed Analysis of the Reasonable Alternatives

A Closer Look At Environmental Factors

When MoDOT plans a roadway improvement, there are federal environmental laws that must first be addressed. One of these laws is the National Historic Preservation Act of 1966. Section 106 of this Act requires MoDOT identify and evaluate historic properties, which includes archaeological sites, and determine effects the proposed project will have upon them.

In late May, "Right of Entry" agreements and related informational materials about field work were mailed to some property owners within the study area who might be directly impacted by an improved U.S. Route 63. With permission, MoDOT representatives will access local properties this spring and summer to identify important environmental factors like prehistoric or historic archaeological sites, important architectural structures, endangered species, unique natural communities and wetlands. Some initial contacts and screenings were also conducted earlier this spring.

MoDOT representatives evaluate area properties to determine the potential environmental and cultural impacts of a highway improvement.

Allowing MoDOT access to private property is voluntary. However, allowing us to do so gives study team members a complete picture of what needs to be evaluated and helps to determine where highway improvements would have significant environmental and cultural impacts.

MoDOT thanks property owners for their support during this process. For more information about right of entry, please contact us at [illegible].

Noise Analysis

A noise analysis is also being conducted to assess potential traffic-related noise impacts along the study corridor. Results from the analysis will be available at the public hearing in late 2008 and in the draft study document.

About the U.S. Route 63 Environmental Study

The Missouri Department of Transportation is conducting this environmental and location study of U.S. Route 63 in Osage, Maries and Phelps Counties to evaluate current and potential future transportation needs along a 47-mile stretch of U.S. Route 63, from 1/2 mile south of the Route 50/63 junction to just north of Rolla. The study objectives include improving safety, traffic flow, and continuity on the north/south corridor.

This study is required by the Federal Highway Administration under the National Environmental Policy Act before a major highway project can be constructed. It is an objective process to help determine what actions, if any, are needed to best serve area transportation needs.

Study recommendations come from technical analysis combined with public insights and preferences. Solutions will be developed to balance community needs with technical and regulatory constraints such as cost, feasibility and environmental protection.

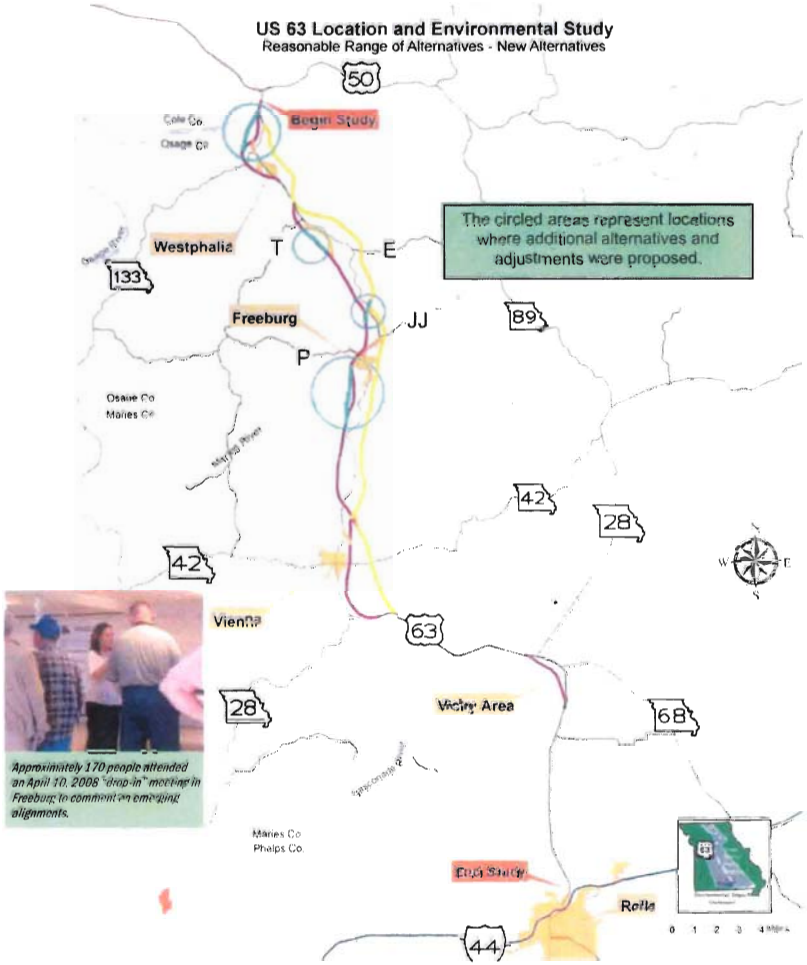
The U.S. Route 63 environmental and location study will be completed in the fall of 2009. Currently, there is no funding for construction or acquisition of right of way for this project.

Inside this issue:

Reasonable Alignments	2
How Can I Participate	3
Study Schedule	3
Public Hearing In Late '08	4

Reasonable Range of Alternative Alignments

After a series of public meetings held in Fall 2007, the MoDOT study team made some adjustments to the reasonable range of alternative alignments. Based on technical data and public comment, new alignments emerged at four locations. Following a "drop-in" open-house meeting on April 10 in Freeburg, Mo., the study team continues to analyze these alignments and are working toward developing a recommended preferred alternative.



Approximately 170 people attended an April 10, 2008 "drop-in" meeting in Freeburg to comment on emerging alignments.

How Can I Participate in this Process?

We want to hear your comments, suggestions and questions!

If you wish to speak with a member of the U.S. Route 63 Environmental Impact Statement study team, please call us toll free at . Study team members are generally available during normal business hours, Monday—Friday from 7:30 a.m.—4 p.m.

A public hearing is planned in late 2008 to share the recommended preferred alternative. We encourage you to attend to view the information presented and provide us with your feedback. Be watching for public hearing dates, locations and times, which will be shared later this year.

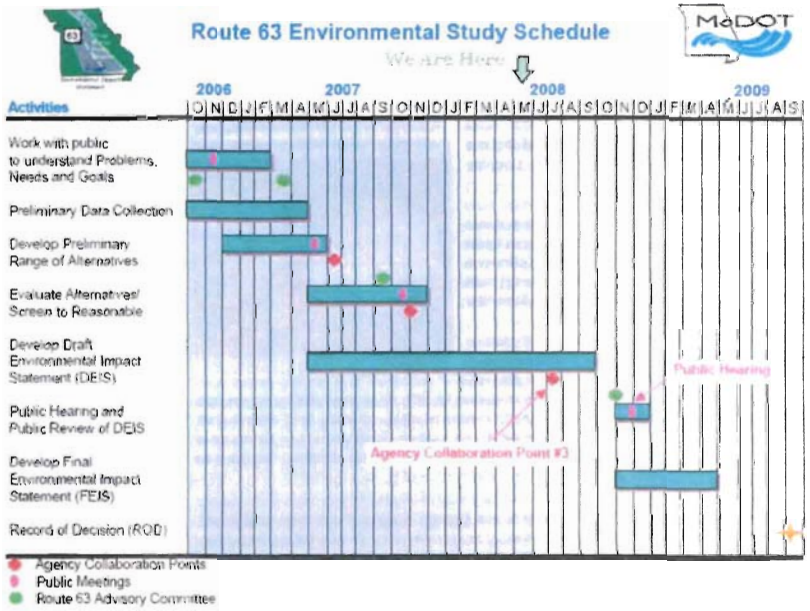
Please visit our Web site at to view past public meeting displays, handouts and summaries related to this study. While visiting the Web site, you may also sign up for e-mail updates related to state transportation matters in your area.

MoDOT customer service center representatives are available to assist you with your comments, suggestions and questions. Representatives can also place you in touch with study team members for detailed study matters.

Study Schedule

What's Next?

The study team is completing a detailed analysis of the reasonable range of alternative alignments and a draft U.S. Route 63 Environmental Impact Statement is being prepared. The draft environmental document will be shared during the upcoming public hearing. It will include a recommended preferred alternative, along with preliminary costs, potential displacements, and environmental impacts. A conceptual provision of access along the corridor will by analyzed after the hearing.



n e w s
Missouri Department of Transportation

*For more information, contact **Nicole Hood, Project Manager, (573) 526-6997.** Prepared by Community Relations, (573) 751-3322.*

www.modot.org

October 25, 2006 – For immediate release

Volume 10, Number 164

MoDOT Seeks Public Input for Potential Future Improvements to Route 63

Maries, Osage and Phelps Counties – The Missouri Department of Transportation will hold two open-house public meetings as part of a new environmental and location study for Route 63 through Osage, Maries, and Phelps Counties. The meetings are scheduled as follows:

- **Tuesday, Nov. 14, 2006** – Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.
- **Thursday, Nov. 16, 2006** – Vienna American Legion Hall, 541 First Street, 4 p.m. to 7 p.m.

MoDOT is conducting this study to evaluate potential future transportation needs along the 47-mile stretch of Route 63 from ½ mile south of the Rte. 50/63 junction to just north of Rolla. The study is an objective process to help determine what actions, if any, are needed to best serve the transportation needs of the area.

MoDOT invites those who are interested to share their ideas and questions at the meeting. No formal presentations will be made and the public can attend either meeting anytime between 4 p.m. and 7 p.m.

For more information or to contact the department with transportation comments, suggestions, or concerns, please call our toll-free Customer Service Center at 888-ASK-MODOT (888-275-6636).

###

dentnh1/06news/10-164

Public Meetings

Tue., Nov. 14, 2006
4 p.m. — 7 p.m.
Westphalia
Knights of Columbus Hall
(1 mile south of
Rte. 50/63 junction)

Thu., Nov. 16, 2006
4 p.m. — 7 p.m.
Vienna
American Legion Hall
(541 First Street)

Route 63 Environmental and Location Study

Two open-house meetings will be held to gather public comment about potential future improvements to Route 63 from 1/2 mile south of the Rte. 50/63 junction to just north of Rolla. The study is an objective process to determine what actions, if any, are needed to best serve the transportation needs of the area. The public may attend either of these meetings at anytime during the advertised hours.

For meeting or accessibility information for the physically disabled, please call 1-888-ASK-MoDOT (275-6636) or TDD 1-800-735-2966 for the hearing impaired.

Missouri Department of Transportation

Missouri
Department
of Transportation

MoDOT

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.state.mo. us

October 23, 2006

To Whom It May Concern:

Please find enclosed a copy of a news release and location sketch for an environmental and location study of Route 63 from ½ mile south of the Rte. 50/63 junction to just north of Rolla. The Missouri Department of Transportation is conducting the study of this 47-mile stretch to determine potential future transportation improvements.

MoDOT will hold two public meetings in November to collect public comment about the study. The first is scheduled for November 14, 2006, at the Knights of Columbus Hall in Westphalia. The second is scheduled for November 16, 2006, at the American Legion Hall in Vienna. Both meetings run from 4 p.m. to 7 p.m., and the public can attend either meeting anytime during those hours.

We will be glad to answer any questions that you might have about this or other state transportation-related matters in your area. Please feel free to contact me at 1-888-ASK-MoDOT (275-6636).

Sincerely,

Nicole Hood

Nicole Hood
Project Manager

Enclosures

Missouri
Department
of Transportation

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

November 14 & 16, 2006

As District Engineer for the Central District of the Missouri Department of Transportation, I am pleased that you have come here tonight to discuss with us the environmental and location study for Route 63 through Osage, Maries, and Phelps Counties.

This is an open-house public meeting. Staff members from MoDOT are here to assist you and explain various aspects of this new study and the possible impact on the surrounding communities. A location map of the study limits is included in this packet.

We want to obtain comments and suggestions from the public concerning the economic and social aspects of this study, its impact on the environment and its consistency with the goals and planning objectives established by the various communities it serves. Comments and suggestions can be left in the following ways:

1. You may leave a pre-written statement.
2. You may leave a written statement using the form included in your information packet.
3. You may leave a verbal comment on the recorder we have provided. We ask that you identify yourself by name, organization and address. The information will be transcribed and included in the project file.
4. You may send us a written comment through the mail or e-mail as long as it is post-marked by November 30, 2006.

(more)

n e w s
Missouri Department of Transportation

For more information, contact ***Nicole Hood, Project Manager, (573) 526-6997.*** *Prepared by Community Relations, (573) 751-3322.*

www.modot.org

October 3, 2007 – For immediate release

Volume 11, Number 174

Meetings Planned to Present 'Reasonable Range' of Alternative Highway Alignments for U.S. Route 63

Maries, Osage and Phelps Counties – The Missouri Department of Transportation will hold two open-house public meetings to display a reasonable range of alternative highway alignments that are part of an environmental and location study for Route 63 through Osage, Maries, and Phelps Counties.

The meetings are scheduled for Thursday, Oct. 25, at the Vienna Knights of Columbus Hall, 206 Sixth Street, and Tuesday, Oct. 30, at the Westphalia Knights of Columbus Hall, one mile south of the Route 50/63 junction. Both meetings will run from 4 p.m. to 7 p.m., and accessibility accommodations will be available.

MoDOT developed the reasonable range of alternative alignments after evaluating technical, cultural, and environmental data as well as public comment from previous meetings. The reasonable range of alternatives narrows the selection of highway alignments from the preliminary range originally presented during the previous public meetings in spring 2007. Those who are interested in reviewing the alignments or sharing their ideas about the study can attend either meeting at any time between 4-7 p.m. No formal presentations will be made but MoDOT employees will be available to discuss the study and answer questions.

MoDOT is conducting the study to evaluate potential future transportation needs along the 47-mile stretch of Route 63 from ½ mile south of the Route 50/63 junction to just north of

(more)

Public Meetings

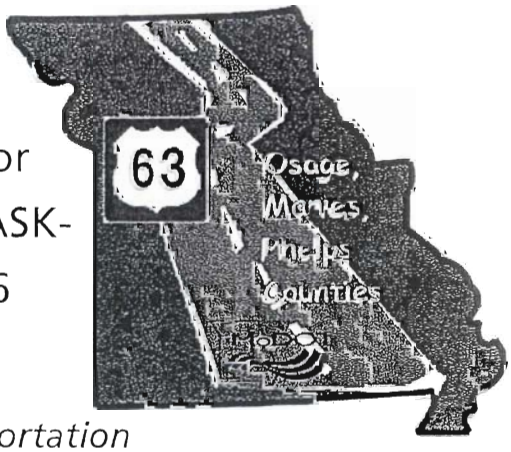
Thursday, Oct. 25, 2007
4 p.m. — 7 p.m.
Vienna Knights of
Columbus Hall
206 Sixth Street

Tuesday, Oct. 30, 2007
4 p.m. — 7 p.m.
Westphalia
Knights of Columbus Hall
(1 mile south of
Rte. 50/63 junction)

Route 63 Environmental and Location Study

Two open-house meetings have been scheduled to gather public comment about possible future improvements to Route 63 from 1/2 mile south of the Route 50/63 junction to just north of Rolla. MoDOT has developed a reasonable range of alternative highway alignments for public review at these meetings. The reasonable range of alternatives was narrowed from the preliminary alternatives after evaluating technical, cultural, and environmental data as well as public comment from previous meetings. The public may attend either meeting at any time during the advertised hours.

For meeting or accessibility information for the physically disabled, please call 1-888-ASK-MoDOT (275-6636) or TDD 1-800-735-2966 for the hearing impaired.



Missouri Department of Transportation

Missouri
Department
of Transportation

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

October 25 & 30, 2007

As District Engineer for the Central District of the Missouri Department of Transportation, I am pleased that you have come here tonight to discuss the environmental and location study for Route 63 through Osage, Maries, and Phelps Counties.

This is an open-house public meeting. Staff members from MoDOT are here to assist you and explain various aspects of this study and the possible impact on the surrounding communities. Our study team has spent the last few months narrowing the preliminary range of alternative highway alignments to a reasonable range of alternatives that address the study's purpose and need. This range includes corridor alignments to the east, west, and along the existing route. You can review those alignments at tonight's meeting. A location map and copies of the alignments are in this packet.

We want to obtain comments and suggestions from the public concerning the economic and social aspects of this study, its impact on the environment and its consistency with the goals and planning objectives established by the various communities it serves. Comments and suggestions can be left in the following ways:

1. You may leave a pre-written statement.
2. You may leave a written statement using the form included in your information packet.
3. You may leave a verbal comment on a provided tape recorder. We ask that you identify yourself by name, organization and address. The information will be transcribed and included in the project file.

(more)

Missouri
Department
of Transportation

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

Missouri Quality Award 2007 Missouri Quality Award Winner

March 31, 2008

address
address
address
address

To Whom It May Concern:

As part of the U.S. Route 63 Environmental Impact Statement, the Missouri Department of Transportation held public meetings last fall to share a reasonable range of alternative alignments within the study area. Based on technical data and public comment analyzed since that time, the study team has made adjustments and new alignments have emerged at four locations. A map showing the four locations can be found on the back of this page.

You are invited to a "drop in" open house to discuss these emerging transportation alignments with MoDOT staff on **Thursday, April 10 from 4-6 p.m.** at the American Legion located on Route 63 in Freeburg. More detailed maps of the emerging alignments will be available at the meeting. These maps will also be available on the web at www.modot.org/central by April 4.

Following this "drop in" meeting, the study team will continue to analyze the data collected and a recommended preferred alternative will be available for public comment in Fall '08.

We look forward to hearing your comments about the emerging transportation alignments. If you have questions, please feel free to contact us at 1-888-ASK-MoDOT (275-6636).

Sincerely,

Nicole Hood

Nicole Hood
Project Manager

n e w s
Missouri Department of Transportation

*For more information, contact **Nicole Hood, Project Manager, (573) 526-6997.** Prepared by Community Relations, (573) 751-3322.*

www.modot.org

April 23, 2007 – For immediate release

Volume 11, Number 64

MoDOT Seeks Public Input for Potential Future Improvements to Route 63

Maries, Osage and Phelps Counties – The Missouri Department of Transportation will hold two open-house public meetings as part of a new environmental and location study for Route 63 through Osage, Maries, and Phelps Counties. The meetings are scheduled as follows:

- **Tuesday, May 1, 2007** – Westphalia Knights of Columbus Hall (one mile south of the Rte. 50/63 junction), 4 p.m. to 7 p.m.
- **Wednesday, May 2, 2007** – Vienna Knights of Columbus Hall, 206 Sixth Street, 4 p.m. to 7 p.m.

MoDOT is conducting this study to evaluate potential future transportation needs along the 47-mile stretch of Route 63 from ½ mile south of the Rte. 50/63 junction to just north of Rolla. The study is an objective process to help determine what actions, if any, are needed to best serve the transportation needs of the area. A preliminary range of alternatives for the location of the highway will be displayed during the meetings.

MoDOT invites those who are interested to share their ideas and questions at the meeting. No formal presentations will be made and the public can attend either meeting anytime between 4 p.m. and 7 p.m.

For more information or to contact the department with transportation comments, suggestions or questions, please call our toll-free Customer Service Center at 888-ASK-MODOT (275-6636).

###

dentnh1/07news/11-64

Public Meetings

Tue., May 1, 2007
4 p.m. — 7 p.m.
Westphalia
Knights of Columbus Hall
(1 mile south of
Rte. 50/63 junction)

Wed., May 2, 2007
4 p.m. — 7 p.m.
Vienna Knights of
Columbus Hall
206 Sixth Street

Route 63 Environmental and Location Study

Open-house meetings will be held to gather public comment about possible future improvements to Route 63 from 1/2 mile south of the Rte. 50/63 junction to just north of Rolla. A preliminary range of alternatives for the location of the highway will be displayed. The public may attend either meeting at anytime during the advertised hours.

For meeting or accessibility information for the physically disabled, please call 1-888-ASK-MoDOT (275-6636) or TDD 1-800-735-2966 for the hearing impaired.

Missouri Department of Transportation

Missouri
Department
of Transportation

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

May 1 & 2, 2007

As District Engineer for the Central District of the Missouri Department of Transportation, I am pleased that you have come here tonight to discuss the environmental and location study for Route 63 through Osage, Maries, and Phelps Counties.

This is an open-house public meeting. Staff members from MoDOT are here to assist you and explain various aspects of this study and the possible impact on the surrounding communities. Our study team has spent the last few months developing a preliminary range of alternative alignments to address the study's purpose and need. This range includes corridor alignments to the east, west, and along the existing route. You can review those alignments at tonight's meeting. A location map and copies of the preliminary alignments are in this packet.

We want to obtain comments and suggestions from the public concerning the economic and social aspects of this study, its impact on the environment and its consistency with the goals and planning objectives established by the various communities it serves. Comments and suggestions can be left in the following ways:

1. You may leave a pre-written statement.
2. You may leave a written statement using the form included in your information packet.
3. You may leave a verbal comment on a provided tape recorder. We ask that you identify yourself by name, organization and address. The information will be transcribed and included in the project file.

(more)

n e w s
Missouri Department of Transportation

2007 Missouri Quality Award Winner

For more information, contact Project Manager Nicole Hood at (573) 526-6997. Prepared by Community Relations, (573) 751-3322.

www.modot.org

March 28, 2008 – For immediate release

Volume 12, No. 50

"Drop-In" Meeting Planned to Share Emerging Alignments for U.S. Route 63 Environmental and Location Study

JEFFERSON CITY – As part of the U.S. Route 63 Environmental Impact Statement, the Missouri Department of Transportation held public meetings last fall to share a reasonable range of alternative alignments within the study area. Based on technical data and public comment analyzed since that time, the study team has made adjustments and new alignments have emerged at four locations.

The public is invited to a "drop in" open house to discuss these emerging transportation alignments with MoDOT staff on **Thursday, April 10 from 4-6 p.m.** at the American Legion located on Route 63 in Freeburg. Detailed maps of the emerging alignments will be available at the meeting. These maps will also be available on the web at www.modot.org/central by April 4.

Following this "drop in" meeting, the study team will continue to analyze the data collected and a recommended preferred alternative will be available for public comment in Fall 2008.

MoDOT is conducting this environmental and location study of U.S. Route 63 in Osage, Maries and Phelps Counties to evaluate current and potential future transportation needs along a 47-mile stretch of U.S. Route 63, from south of the Route 50/63 junction to just north of Rolla. The study objectives include improving safety, traffic flow and continuity on the north/south corridor.

(more)

The Future of Route 63

Westphalia Public Mtg. Comments

DATE: November 14, 2006 **TIME:** 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: Knights of Columbus
819 Route 63
Westphalia, MO 65085

Summary

Approximately 122 people attended the Route 63 Environmental and Location Study public meeting on Tuesday, November 14, 2006, at the Knight of Columbus Hall in Westphalia.

The meeting was held to gather public comment about potential future improvements to Route 63 from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the Rolla Daily News, The Unterrified Democrat, and the Maries County Gazette. A news release was sent to all local media and flyers were distributed throughout the area.

Participation

- There were 122 individuals who signed guest registers.
- There were 13 comments cards (2 with maps) completed at the meeting.
- There were 10 comment cards mailed in (2 with maps) after the meeting.
- Overall, the comments were positive toward something happening within the study area.

Comments/feedback about potential transportation solutions

1. Four-lane highway – bypass towns

- Three attendees said it would be best to bypass the towns to keep the speed consistent and one suggested the new highway be built on the west side of the existing alignment.
- Two attendees said the towns need to be bypassed to remove the through traffic (truck traffic especially) out of the local traffic. One also said that new housing construction in Freeburg is increasing at a fast rate and might make the process of acquiring right of way more difficult.
- Three attendees said Junction 133 in Westphalia is dangerous and a new one should be constructed. They recommended the new highway go south of the Knight of Columbus Hall and connect at the new bridges at the south side of Westphalia over the Maries River. After that connection, they suggest a direct line to Freeburg. Widening the existing highway should not be an option, as there are too many turn-offs and it is dangerous for school buses. One suggested that going to the east of both Freeburg and Vienna would be best.
- One attendee expressed concern for safety for school bus children. He said there was a need to slow down traffic through the Freeburg area because children were crossing the road to the gas station across from the Holy Family School. Bypassing the town by straightening the alignment would be best.

2. Passing lanes

- Two attendees suggested passing lanes on hills (climbing lanes). One suggested the north side of Westphalia was a good area because of truck traffic and a blind turn going into County Road 609.

3. Turn lanes through towns

- Three attendees said that turn lanes would help with the traffic congestion and accidents. One suggestion was to add a center turn lane through Westphalia starting at County Road 511 and ending at either Maries Avenue or Mill Avenue.

4. Local business loss

- Five attendees expressed concern that a negative impact, i.e. loss in customers, would occur if a new highway bypassed the towns.

5. Intersections

- Two attendees said they did not want the highway to go to the east of Route E and Route 63 junction. One said he was building a new house in that area and the other said the curve is already bad due to blind spots. One attendee said they wanted something done to this intersection.
- One attendee suggested the straightening of Highway T to line up with County Road 611, with an overpass or turn lanes.

6. Property

- Three attendees expressed deep concern for the property owners affected in the study, regarding changes in property values and fair reimbursement for right-of-way acquisition. They also want a safer highway but did not want it in their back yard.

7. Wal-Mart Distribution Center in St. James

- Four attendees said that the most truck traffic they experienced was from Wal-Mart-owned trucks coming from the St. James distribution center. One said he thought the traffic would get even worse when the new Wal-Mart on the east side of Jefferson City (City View) is completed.

8. Road closure

- One attendee expressed concern for the safety of motorists and highway workers if improvements were added to the existing alignment. He also said that any "temporary" improvements, such as removal of sight restrictions, and widening shoulders would be patching a problem, not always solving it.
- One attendee said there is a need to consider major disasters and how Route 63 would be used as an emergency route. How would traffic patterns on Route 63, being an interstate connector and a major north/south corridor, be altered if a major disaster occurred?

9. Accidents

- One attendee said there is a need to design a safer highway for the smaller vehicle. He said trucks are getting bigger and cars are getting smaller. Routing major traffic around most commercial zones will help with the accidents and create a safer community.

- Two attendees said a new four-lane with bypasses of the towns would greatly improve traffic hazards.
- One attendee expressed a need for a new four-lane highway and to bypass all towns because of increasing danger on the existing highway due to truck traffic and slow-moving farm machinery.
- One mailed request suggested adding rumble strips to outside corners of the existing highway until it is determined what will happen after this study. He expressed a concern for the shoulders in the Osage County area. He said they are soft and dangerous.

10. Re-routing the entire highway

- One mailed request suggested relocating Route 63. The writer said Route 63 should branch off of Route 54 south of Jefferson City, near Route B, and go straight to the existing Route 63 south of Vienna. The new route would put be closer to Meta, where there is already heavy truck traffic, and reduce traffic on Routes 133 and B. He also suggested that right-of-way would be less expensive in western Osage and Maries Counties than along the present Route 63.

The Future of Route 63

Vienna Public Meeting Comments

DATE: November 16, 2006 **TIME:** 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: American Legion Hall
541 First Street
Vienna, MO 65582

Summary

Approximately 113 people attended the Route 63 Environmental and Location Study public meeting on Thursday, November 16, 2006, at the American Legion Hall in Vienna.

The meeting was held to gather public comment about potential future improvements to Route 63 from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the Rolla Daily News, The Unterrified Democrat, and the Maries County Gazette. A news release was sent to all local media and flyers were distributed throughout the area.

Participation

- There were 113 individuals who signed guest registers.
- There were 10 comments cards (2 with maps) completed at the meeting.
- There were 14 comments cards mailed or e-mailed in (3 with maps) after the meeting.
- Overall, the comments were positive toward something happening within the study area.

Comments/feedback about potential transportation solutions

1. Four-lane highway
   - Two attendees said if Route 63 became a four-lane highway that it could potentially be a major north/south corridor. One said that it would be a good corridor for trucking commerce from Minnesota, Michigan, Iowa, the Great Lakes, Arkansas, Texas, Louisiana to the Gulf of Mexico ports (included a map).
   - Another attendee said that a new highway was needed between Freeburg and Westphalia.
   - One attendee suggested using the existing highway until Freeburg, then make a new four-lane highway west of Freeburg, tie back in to existing route south of Freeburg, build a new four-lane just east of Vienna, and then tie back to the existing route again just south of Vienna. Another suggested using what existing sections were good and then a new alignment on the bad sections.
   - One attendee wants Route 63 to be a "state of the art" four-lane highway and use part of the existing highway and right-of-way but to bypass the towns.
   - One attendee expressed a need for the military to have better access to Ft. Leonard Wood and he thought a four-lane Route 63 could be the solution.

- One attendee suggested starting at County Road 331 in Vienna, going on the east side of town, staying east of the sewage station and west of the 100 acre lake, and then tying into existing improvements south of town. He said to make sure there are entrances and exits for local traffic.

2. Passing lanes, wider shoulders and turn lanes
   - Three attendees suggested passing lanes on hills (climbing lanes) and more passing lanes might be an option.
   - One attendee said the minimum that needs to be done is developing passing lanes and asphalting the shoulders for truck traffic.
   - One e-mail request said the intersections of Rtes. 63 and 42 and Rte. 63 and 10th Street in Vienna needs to be studied for possible turn lanes. She also requested that the 45 m.p.h. speed limit be lowered to 35 m.p.h. and the location of the sign (currently at 10th Street) be moved farther north due to a high number of accidents.

3. No changes
   - One attendee said that any changes to Highway 63 are completely unnecessary. She said the most dangerous stretches are already improved.
   - One attendee said that making Highway 63 a "bigger super highway" would add to the amount of accidents and unsafe driving conditions. She also said the worst stretch is from Route 28 West to Route 68 South.

4. Local business impact
   - Five attendees expressed concern that a negative impact, i.e. loss in customers, would occur to local businesses if the highway bypassed the towns. One attendee said sales tax was the largest revenue source for the towns and relocating the highway will hurt that income.
   - Another attendee said the expansion of Route 63 would allow the growth in population and economic infrastructure for the towns of Westphalia, Freeburg and Vienna because it gives greater access to Jefferson City, Columbia and Rolla.

5. Vichy
   - One attendee said he did not want the highway to only be widened because he thought the shoulder widening currently being done in the Vichy area was a waste of money.
   - One attendee said that the highway through Vichy ruined the town and would it would do the same to other towns if the new highway went through them.
   - One mailed response said the terrain west of Vichy would be more difficult and cost more to construct a new road. He also sited some areas on a map of American Indian artifacts and some springs.

6. Property
   - One attendee expressed deep concern for the property owners who could be affected by highway improvements. One said they did not want a new highway to come through or any closer to his property (map attached).
   - Two attendees said they were concerned for the environmental impact if a four-lane highway were developed. One included a map of a known Osage Indian site, springs and arrowhead findings.

- Another attendee expressed concern for historical sites within the area of the study and hoped these would be taken into consideration when planning for alignments.
- One attendee suggested to buy all the right-of-way for a four-lane highway with clover leafs now because it would be cheaper than buying later.

7. Heavy truck travel
   - Two attendees said there is an abundance of truck traffic. One said that Route 63 is a main road from I-44 to the 50-63 Junction and wants a new highway.
   - One attendee requested an investigation for the turn-off at County Road 302 (Paydown Road). There is an increasing danger at the spot due to more truck traffic, especially Wal-Mart trucks, and school buses turning out and into this road.
   - One attendee said the truck traffic has increased significantly since the new Wal-Mart distribution center was built.

8. Local camp with entrance on Route 63
   - One attendee said an average of 400 to 500 cars visited the camp each week during the peak season and it would benefit the travelers if the highway was straightened and lanes added. He suggested the highway go east of Freeburg to eliminate a high accident area. He also suggested an access road to Freeburg on the north end of town at the junction of Route JJ and at the south end at County Road 638 or 639.
   - One e-mail expressed an interest in having direct access to a new Highway 63 for the camp and a protected left turn lane for southbound traffic turning east onto County Road 638. They had a camper fatality at this entrance.
   - One mailed request was to make sure the camp has access and if possible to have the highway run on the east side of Freeburg.

9. Eliminate curves on existing highway
   - One attendee said there is a need to take curves out of the highway starting at Phelps County line and north to the airport because of the amount of wrecks in Vichy area. She said four lanes would be nice. Another attendee agreed on the need for the highway to be straightened.
   - One mailed request was to straighten the curves because it is too dangerous to pass (attached a map).
   - Another mailed request stated the road should stay the same with some of the worst curves straightened out, including the curve at Freeburg lookout tower between Freeburg and Vienna, the junction at Highway E, and the junction at Highway 28 toward Dixon.
   - Three mailed comments stated that the curve at Maries Road 302 (Paydown Road) was a daily danger and needs to be addressed.
   - One mailed comment requested the construction of a four-lane highway from the Junction of 50 and 63, following the current alignment through Westphalia, constructing a new bridge at the Maries River, going to Route T. Then break off of the existing alignment and go west of Freeburg and tie back in at either County Road 209 or 302. Continue following the alignment again to Route AA, where it could break off and go west of Vienna and connect back at the intersection with Highway 28. He also suggests an intersection at Rtes. 63 and 28 to serve local traffic and the traffic on Route 42.
   - One mailed response expressed a need for some improvements, but did not specify any preference.

Route 63 Environmental and Location Study
Osage/Maries/Phelps Counties

DATE: March 30, 2007

SUBJECT: Route 63 Advisory Committee
Minutes from Meeting #2
Maries County Courthouse

ATTENDANCE: Stephen Weber, Commissioner Randy Verkamp, Keith Beck, Connie Schmiedeskamp, Richard Cavendar, James Kleffner, Commissioner Glenn Dressendofer, Commissioner Russell Scheulen, Leonard Weidinger, Commissioner Ray Schwartze, Representative Tom Loehner, Roger Schwartze, Matt Burcham, Nicole Kolb Hood,

Absent: Richard Spacek

I. The meeting started with introductions. Roger welcomed and thanked everyone for his or her participation on the advisory committee. He informed them the comments received at the first advisory committee meeting were useful and we included them in preparation for the first round of public meetings last fall.

II. Nicole updated the group on the status of the environmental study. She summarized the outcome of the public meetings last fall. Overall the public is positive toward something happening - 60% of the comments we received referenced a 4-lane. A summary of comments from the first round of public meetings has been sent to the Route 63 Advisory Committee. If anyone needs additional copies, please feel free to contact Nicole or visit the Web at www.modot.org/central.

Nicole informed the group the Draft Purpose and Need for the study, Chapter 1 of the environmental document, has been written. Specifically the purpose and need of the project is to improve safety, traffic flow, and north-south corridor continuity on U.S. 63. The Draft Purpose and Need discusses some of the safety concerns along the route, summarizes the condition of traffic flow along the corridor and discusses why this project should provide system continuity. The study team has received concurrence from the Federal Highway Administration on the draft. Nicole had copies of the Draft Purpose and Need available for the group.

The next round of public meetings for the study will be Tuesday, May 1st from 4 to 7 p.m. at the Westphalia Knights of Columbus Hall and Wednesday, May 2nd from 4 to 7 p.m. at the Vienna Knights of Columbus Hall. The purpose of the meetings is to gather input from the public on the preliminary range of alternatives. The Draft Purpose and Need will also be available at the meetings for the public to review and offer comments.

III. Matt informed the group the Coordination Plan for Agency and Public Input has been written. This plans acts as a "roadmap" for the study and identifies certain timeframes where the public and governmental agencies will be given the opportunity to offer input.

IV. Nicole shared the preliminary range of alternatives with the committee. She explained to them that initially the alternatives have been developed to the east, west and along the existing route. When developing these preliminary alignments, the study team analyzed technical data as well as incorporated comments received at the first public meetings. The advisory committee had general discussion regarding the alternatives. The following were comments from the group:

i. The question was asked about the number of times water went over the road at the Maries River Bridge south of Westphalia.
ii. Need to shade an alignment showing improvements to the existing roadway south of Westphalia where the climbing lanes are.
iii. Need to zoom out on some of the displays to show the entire number of alternatives.
iv. Some would like to see both the aerials and the topograpy maps for the upcoming public meetings.
v. There was a comment stating we are defeating the purpose and need of the project if we go through the towns. Studies have shown if you bypass close to the towns, the businesses won't have as much an impact. The closer we stay to the existing Route 63, the less impact.
vi. Visit with local newspapers to possibly have an article to encourage public to get involved.
vii. Have a display at the next public meetings showing the distance of the far east and west alternatives from the existing route, particularly the alignments bypassing the communities.
viii. Measure the length of the existing route versus the length of some of the straight-line alternatives.
ix. Brighten up some of the colors on the displays and label the various alternatives for the upcoming public meetings.
x. Be sure to use improved sections of the existing route.
xi. Estimate of a dollar figure to mitigate steam impacts.
xii. Questions regarding the existing route and access to it. We'll address these issues as we work through the study.

Nicole will incorporate the above comments for the next public meetings and have this information available for the public.

V. The group ended the meeting with general discussion regarding the study.

Route 63 Environmental and Location Study

Osage/Maries/Phelps Counties

Environmental Impact Statement

Attendance List
Route 63 Advisory Committee

March 30, 2007

NAME	ADDRESS/EMAIL	PHONE NUMBER
Randy Vertamp ✓	200 N Main Rolla randy.vertamp@phelpscounty.org	458-6120
Keith Beck ✓	523 Hwy P. Freeburg Mo 65035	573-744-5258
Glenn Diessendorf ✓	17098 H 63 S Vichy MO 65580	573 422-3388
Rep Tom Loehner ✓	632 Loehner Ln Koelztown Mo 65048	573-744-5516
Richard Cavender ✓	4 Industrial Dr. St. James Mo 65559	573-265-2993
Stephen J Weber ✓	Westphalia, Mo	573-455-2495
Russell Scheulen ✓	Loose Creek Mo.	573-897-4333
James Kleffner ✓	12175 Hwy 133 Brinkton, Mo	573-422-3735
Leonard Wiedenfeld ✓	Vienna MO	573 422-3691
Ray Schmidt ✓	Vienna Mo.	573 728-6487
Connie Schmiedeskamp ✓		

Route 63 Environmental and Location Study

Osage/Maries/Phelps Counties

Agenda
Route 63 Advisory Committee

Meeting #2
March 30, 2007

I. Welcome and Introductions

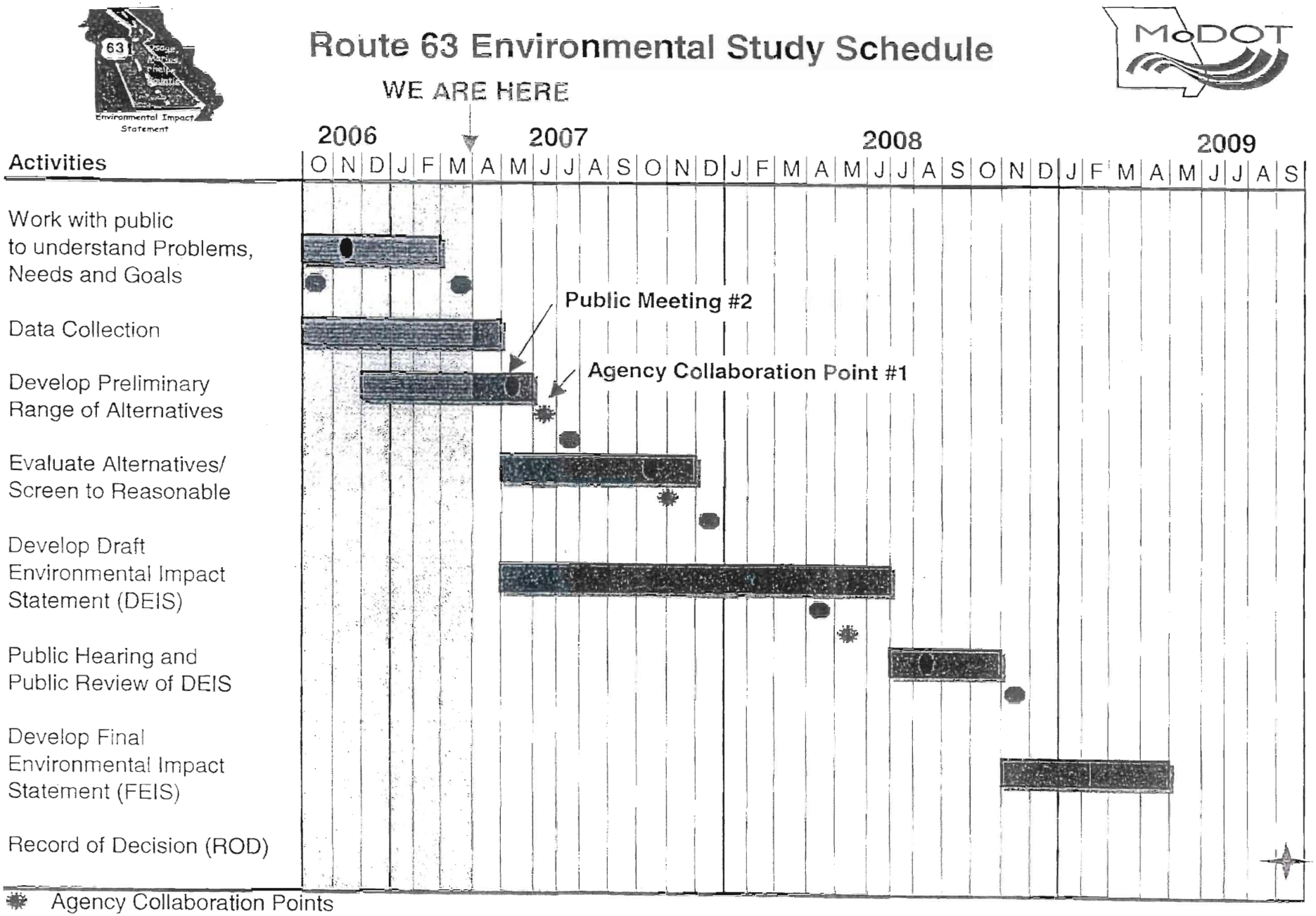
II. Status of Study
   A. Draft Purpose and Need
   B. Second Round of Public Meetings

III. Coordination Plan for Agency and Public Input

IV. Preliminary Range of Alternatives

V. Questions and General Discussion

Route 63 Environmental Study Schedule



Title	FirstName	LastName	Initials	Salutation	JobTitle	Address1	Address2	Address3	City	State	PostalCode
Mr.	James	Kleffner		Mr.		12175 Hwy. 133			Brinktown	MO	65443
The Honorable	Russell	Scheulen		Commissioner	Presiding Commissioner	Osage County Courthouse	P.O. Box 826		Linn	MO	65051
Mr.	Richard	Cavendar		Mr.	Meremec Regional Planning Commission		4 Industrial Drive		St. James	MO	65559
Mr.	Stephen	Weber		Mr.			P.O. Box 158		Westphalia	MO	65085
The Honorable	Randy	Verkamp		Commissioner	Presiding Commissioner	Phelps County Courthouse	200 North Main		Rolla	MO	65401
Mr.	Keith	Beck		Mr.			305 Hwy. 63		Freeburg	MO	65035
Ms.	Connie	Schmiedeskamp		Ms.			12140 Hwy. 63		Vienna	MO	65582
Ms.	Bonnie	Prigge		Ms.	Meremec Regional Planning Commission		4 Industrial Drive		St. James	MO	65559
Mr.	Glenn	Dressendofer		Mr.	Associate Commissioner	Maries County Courthouse	P.O. Box 205		Vienna	MO	65582
Mr.	Richard	Spacek		Mr.		Vienna R-1 School	P.O. Box 218		Vienna	MO	65582
Mr.	Leonard	Weidinger		Mr.			P.O. Box 129		Vienna	MO	65582
Representative	Tom	Loehner		Representative			State Capitol Room 403-B		Jefferson City	MO	65101
The Honorable	Ray	Schwartze		Commissioner	Presiding Commissioner	Maries County Courthouse	P.O. Box 205		Vienna	MO	65582

Route 63 Environmental and Location Study

Osage/Maries/Phelps Counties

Agenda
Route 63 Agency Scoping Meeting

February 27, 2007

I. Welcome and Introductions

II. SAFETEA-LU: Mary Ridgeway

III. Introduction to Route 63 Corridor/
Overview of Draft Purpose and Need: Nicole Kolb Hood

IV. Environmental Setting
- A. Cultural Resources: Bob Reeder
- B. Natural Environment: Matt Burcham

V. Coordination Plan
- A. Cooperating Agencies: Matt Burcham
- B. Participating Agencies: Matt Burcham
- C. Community Involvement: Kristin Gerber

VI. What is the current status of the study? Nicole Kolb Hood

VII. Questions/Open Discussion

ROUTE 63 AGENCY SCOPING
MEETING MINUTES

GROUP NAME: Route 63 Core Team and Participating/Cooperating Agencies
DATE OF MEETING: Feb. 27, 2007 **TEAM LEADER:** Nicole Kolb Hood **PHONE NUMBER:** 573-526-6997
LOCATION OF MEETING: District 5 Parrish Room
ATTENDEES: Kevin Kelly - FHWA, Robert Stout - DNR, Matt Burcham - MoDOT, Doyle Brown - MDC, Kristin Gerber-MoDOT, Laurie Wyrick - MoDOT, Alan Trampe - MoDOT, Mary Ridgeway - FHWA, Peggy Casey - FHWA, Bob Reeder - MoDOT, Llans Taylor - MoDOT, Bill Graham - MoDOT, Kelly Cox - MoDOT, Toni Prawl - MoDOT, Kenny Pointer - USACE, Jacob Ray - MoDOT, Steve Engelbrecht - MoDOT

SUMMARY OF ITEMS COVERED THIS MEETING:

Introductions: Nicole, MoDOT Project Manager, welcomed everyone to the meeting and asked for introductions while the sign-in sheet was being passed around.

Mary Ridgeway from FHWA opened the meeting with a presentation on SAFETEA-LU and the new 6002 Process Requirements and Environmental Review Process Provisions. MoDOT is currently meeting the new process requirements. 1.) MoDOT has *previously initiated* the project by contacting FHWA prior to the start of NEPA. 2.) *FHWA is the lead Federal agency* and MoDOT, a state government receiving federal funds, has taken on the position as a *joint lead agency.* 3.) MoDOT is in the process of including and inviting all Federal, State, regional, and local government agencies having an interest in the project, to be a *participating agency*. In addition, the Osage tribe will be notified about the project, provided information about the project limits and timelines, and invited to consult about the project or to participate in its development. No non-governmental agencies are included as participating agencies. Interested participating agencies have 30 days to reply to the invitation. 4.) MoDOT is developing a *coordination plan* for public and agency participation and comments during the review process. 5.) Participating agencies and the public are being given the *opportunity for input* in the development of the *purpose and need and the range of alternatives* and MoDOT is collaborating with the participating agencies on the appropriate *methodologies* to be used.
Detailed explainations of these requirements were handed out to meeting participants. Peggy Casey - FHWA reported the EPA is interested in being a participating agency.

Nicole presented Rte. 63 as a roadway following a ridge between the Maries and Gasconade River basins and consisting primarily of 2-12' lanes with 4' shoulders. Hills, substandard curves, numerous entrances, large volumes of truck traffic and high accident statistics characterize the route. Nicole showed a typical section and photographs of existing Route 63. An overview of the Draft Purpose and Need was presented. Participating agencies were sent a copy prior to the meeting and comments were encouraged. Most were pleased with the "reader friendly" format of the Purpose and Need document.

Questions directed to Jacob Ray, MoDOT Sr. Traffic Studies Specialist, were: How the per mile accident data compared to the data of the entire corridor. Nicole explained that since the corridor was so long, the corridor was divided up into sections with towns being looked at separately. Why was it the newly constructed portions of the study area in Phelps County had high accident statistics? The combination of increased driving speeds, high fills and the increased truck traffic at the quarry could be accountable for increased accidents along the straight stretches of highway. There was also discussion about the use of the sections of Route 63 that have been constructed within the last 20 years that already have improved alignments. It was agreed that our alternatives will reflect the utilization of these sections of Rte. 63. Also, why did the improved sections show only a Fair Traffic Flow Rating? If there were more categories to apply to the condition of traffic flow, then those sections of roadway bordering the category limits would show that the new sections would fall into the Good Traffic Flow category while other sections would fall into the Poor Traffic Flow category.

Bob Reeder of Cultural Resources plans to schedule a drive-through with SHPO officials in the near future. A more detailed study will be performed when the corridor is narrowed with the selection of alternatives. Areas of concern throughout the corridor include:

- Buildings on the National Register of Historic Places (NRHP) and buildings that could be potential candidates for the NHRP (Toni Prawl, MoDOT Sr. Historic Preservation Specialist added there were two buildings in Vichy that were recently determined to be eligible for the NHRP based on their historic architecture.)
- Potential 4(f) impacts

•An archaeology site located along the r/w at the Gasconade River Bridge, previously examined during the construction of the newer section of roadway.
Additional information from the public concerning environmental and cultural resources has been received through visits at the public meetings held in November.

;att Burcham of Environmental presented photos of the landscape along Route 63 showing homes, schools, churches, businesses, parks, historic sites, farmland, waterways, airports, potential hazardous waste sites(gas stations) that could be potentially impacted by new construction.

Matt Burcham also reviewed the Coordination Plan for Agency and Public Involvement. Briefly, the plan covers the purpose of the coordination plan, the project background, initial coordination and identifying cooperating and participating agencies, local agencies and organizations, Section 106 requirements, agency coordination and agency roles and responsibilities. Specific opportunities for input are provided through the agency concurrence points defined in the Coordination Plan. There was further discussion to determine what additional agencies should be included in this plan. Cities and Counties were among the agencies suggested to be included as participating agencies. Fish and Wildlife will also be included as a participating agency. The Coordination Plan contains a schedule for the completion of the EIS. If the schedule in the coordination plan slips, modifications can be made.
Kristin Gerber of Public Affairs gave a brief presentation on the plan for public involvement as part of the Coordination Plan for Agency and Public Involvement. The plan lists potentially affected interests and members of the Rte. 63 Advisory Committee. The plan details MoDOT's public outreach activities during the course of the EIS.

The status of the study was discussed. Design personnel are currently placing alternatives on the map. Design will be working with all the agencies to come up with reasonable alternatives that are cost efficient, satisfying to the participating agencies and to the public. There is a second round of public meetings scheduled for mid-April to early May of this year. Alternatives will be presented to the public at this time.

The floor was opened for questions and discussion.
Mary Ridgeway mentioned a new provision of SAFETEA-LU. After the publication of the ROD, the statute of limitations is 6 months.

MDC, DNR and USACE concurred on the following as concerns along the Rte. 63 corridor:
'mpacts along the Maries and Gasconade Rivers to threatened and endangered species such as the Niangua Darter and e Pink Mucket (The Maries River basin is a major contributor of environmental and conservation concerns.)
•Wetlands and stream impacts, springs etc
•Habitat for the Indiana Bat
•Locations of sewage treatment facilities and other potential hazardous waste sites
Kenny Pointer from USACE mentioned the Gasconade River falls under Section 10 as a navigable river up to Jerome.

The Department of Conservation has a conservation plan and would like MoDOT to try and coordinate the alternatives with their conservation plan in mind throughout the study. A shape file will be e-mailed to the participating agencies to show where the study corridor lies along the existing Rte. 63 to determine what additional potential impacts lie within the corridor that we are unaware of. MDC will forward a copy of the Conservation Plan to MoDOT for review.

Participating agencies should respond to the constraints, Purpose and Need, and Coordination Plan to Nicole by March 30. Also include any recommendations for preliminary alternatives.

ACTION ITEMS:

FHWA and Participating Agencies: Review Purpose and Need, Coordination Plan and constraints. Send comments by March 30. Send in ideas for alternatives.
MoDOT: Send out shape files, review Conservation Plan when received, get ready for public meeting #2 with alternatives, create initial newsletter.

PREPARED BY:

Laurie Wyrick

DISTRIBUTION:

'Kevin Kelly - FHWA, Robert Stout - DNR, Matt Burcham - MoDOT, Doyle Brown - MDC, Kristin Gerber-MoDOT, Laurie 'Vyrick - MoDOT, Alan Trampe - MoDOT, Mary Ridgeway - FHWA, Peggy Casey - FHWA, Bob Reeder - MoDOT,

Llans Taylor - MoDOT, Bill Graham - MoDOT, Kelly Cox - MoDOT, Toni Prawl - MoDOT, Kenny Pointer - USACE, Jacob Ray - MoDOT, Steve Engelbrecht - MoDOT, EPA, Fish and Wildlife

The Future of Route 63

Westphalia Public Mtg. Comments

DATE: May 1, 2007 **TIME:** 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: Knights of Columbus
819 Route 63
Westphalia, MO 65085

SUMMARY

Approximately 248 people attended the Route 63 Environmental and Location Study public meeting on Tuesday, May 1, 2007, at the Knight of Columbus Hall in Westphalia.

The meeting was held to gather public comment about a preliminary range of alternative alignments for Route 63 in Osage, Maries, and Phelps Counties, from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the *Rolla Daily News*, the *Unterrified Democrat*, and the *Maries County Gazette*. A news release was sent to all local media and flyers were distributed at businesses along the highway. A newsletter about the study was also mailed to local stakeholders and attendees of previous public meetings.

PARTICIPATION

- There were 248 individuals who signed guest registers.
- There were 18 comments cards (six with maps) completed at the meeting.
- There were 49 comment cards mailed or e-mailed in (five with maps) after the meeting.

COMMENTS AND FEEDBACK

Westphalia

Alignment running on the far east side of Westphalia:

1. Three attendees said that this alignment would help with HAZMAT accidents and traffic noise.
2. One attendee said segments 8 and 9 look the shortest, and wanted Westphalia to be bypassed.
3. Two attendees said this route has fewer ridges and is further away from the river. More level ground means less cost.
4. Two attendees said there were fewer road connections on this side of the existing highway and fewer homes.

Alignment running on the east side of Westphalia:

1. Four attendees said they thought this alignment would have less of a negative impact on the homes, farm and people in Westphalia.
2. One attendee said the east routes would devalue prime residential properties and businesses because of connections to outer roads and intersections. The character of Westphalia is heavily

dependent upon the location of the Maries River and the east route would cut the town off from it. Also the west route was used in a previous study and was already expected from the area.

3. One attendee said this route conforms more closely to the established sites of the present highway.

Alignment running on existing route through Westphalia:

1. Ten attendees said that the existing highway can be widened with no loss of property and would be less expensive.
2. Three attendees said anything other than using the existing alignment is a waste of taxpayer money.

Alignment running west of Westphalia:

1. One attendee said this route would miss the water district well house (#2) and straighten out the curve and speeding issues.
2. One attendee said segment 8 was better for construction and outer roads and wanted the four lanes out of town due to traffic and big trucks.
3. Six attendees said that they thought not as many houses would be involved if this alignment was selected.
4. Five attendees said that this alignment would be the straightest route.
5. One comment said there was too much variety in the topography on the east routes and there would have a detrimental impact to the Maries River floodplain.
6. Two attendees said that it would help with safety issues – school buses, soccer fields and several private driveways.

Alignment running on the far west side of Westphalia:

1. Four attendees said this route would affect fewer residences.
2. Two attendees said this route makes more sense for truck traffic and cuts mileage down with a straighter alignment.
3. Four attendees said this alignment would have fewer accidents and would eliminate small town traffic safety issues.
4. One attendee said this route would open up building lots for small towns to expand and not have to deal with local traffic.

Freeburg

Alignment running on the far east side of Freeburg:

1. One attendee said this alignment would shorten the highway and make it less curvy.
2. One attendee said there were fewer road connections on this side of the existing highway and fewer homes.

Alignment running on the east side of Freeburg:

1. One attendee said this alignment would keep accidents and traffic noise away from towns and people.
2. Two attendees said it would be the best solution for Freeburg and it should be a four-lane highway.
3. Three attendees said this segment is close enough to town to keep businesses going but will not take them out.

Alignment running on existing route through Freeburg:

1. Two attendees said businesses would not suffer from loss of revenue with this option.
2. Eight attendees said using the existing route would be beneficial to Freeburg business.

3. One attendee said that segment 37 cuts through a lot of private land and it is a waste of money to not use the existing bridge.

Alignment running west of Freeburg:

1. One attendee said this route stays in mostly farmland, disturbing the least amount of houses along the way.

Alignment running on the far west side of Freeburg:

1. Five attendees said this route was the straightest and fewer homes would be affected.
2. Three attendees said this route made more sense for truck traffic and cuts down on mileage.
3. Two attendees said this route stays close enough to town to still supplement the town's economy and is fairly close to the existing alignment.
4. One attendee said this route would allow future businesses to expand to Route P, giving Freeburg more economic development potential because Route 63 would not cut the town in half.

Vienna

Alignment running on the far east side of Vienna:

1. Three attendees said this route is the shortest with fewer curves.
2. One attendee said there were fewer road connections on this side of the existing highway and fewer homes.
3. One attendee said this route takes less personal property but is still close enough to Vienna for businesses to survive.

Alignment running on the east side of Vienna:

1. One attendee said this route would have fewer accidents and less traffic noise.
2. Three attendees said this route relieves traffic through Vienna and is close to the existing alignment and town so it will still supplement the economy.

Alignment running on existing route through Vienna:

1. Eight attendees said that the towns need the business and revenue to survive and would be affected if the eastern route were used.
2. Six attendees said anything other than using existing is a waste of taxpayer money.
3. One attendee said to use the new bridge across the Gasconade River.

Alignment running west of Vienna:

1. One attendee said this was the alignment that affected the least amount of homes and fairly straight. It was also fewer miles.

Alignment running east of the Gasconade River:

1. One attendee said this route would shorten the distance between Rolla and Jefferson City and avoid city traffic.

Vichy Area

Alignment running on the far east side of the Vichy area:

1. One attendee said this route bypasses Vichy and uses more of the existing road. It also takes less personal property.

Alignment running on existing route through the Vichy area:

1. Six attendees said the towns need the business and revenue to survive and would be affected if the eastern route were used.

2. One attendee said segment 58 is a complete waste, cutting through the residential area.
3. Two attendees said MoDOT already owns right-of-way along this alignment.

Alignment running west of the Vichy area:

1. Four attendees said the population isn't as great of a concern on this alignment and it's a shorter route.
2. Three attendees said this alignment would take out a sharp corner.
3. Four attendees said this alignment relieves traffic through Vichy and is close to existing alignment and would still supplement the economy.

General Comments:

- Two attendees expressed a concern about accidents that happen at County Route 609 north of Westphalia.
- Another attendee expressed a concern about the truck traffic through the towns along the corridor. He wants the truck traffic on a four-lane highway outside of town and no stop signs through town.
- Three attendees suggested a direct route from Jefferson City to Rolla.
- One attendee said that safety was of great concern, and the existing highway is dangerous with school buses loading and unloading and all the driveways along Route 63.
- One attendee said the far west or existing route through Freeburg was the best because the other proposals would cut private property in half, leaving them with less valuable acreage.
- Two attendees said that since a new highway is far in the future, MoDOT needs to consider a turn-lane through Westphalia because of dangerous conditions of side road access.
- Two attendees said the closest routes are the best for local business owners.
- Three attendees said Route 63 should stay on the existing alignment with minor changes at the dangerous areas. This would be less expensive and reduce the loss of private property.
- One attendee said that if the route goes mainly east of existing Route 63 it will be fewer miles and bypass Route 133 in Osage County. Staying close to the existing highway means parts of it could possibly be used.
- One attendee expressed a concern about three-lane highways and did not want this option considered for Route 63.
- One attendee wanted MoDOT to consider using the existing alignment more as an option. She said it didn't seem very clear that is was being considered.
- Five attendees said they question the need for a four-lane highway. They said the traffic counts do not warrant it and it would be detrimental to the landowners and businesses in the area.
- One attendee asked if the bridge at Westphalia and the one over the Gasconade River could be used. She also said segment 48 was too extreme and would need another bridge.
- Eight comments said that improving the existing Route 63 is more realistic. Add paved 10-foot shoulders, improve the intersections at Routes 133,T, E, and P, and improve some of the high accident curves. They also suggesting paving intersecting county roads to give more speed to merging traffic.
- Nine attendees said that the heritage of the community would be destroyed if there was a four-lane highway on its existing alignment.

The Future of Route 63

Vienna Public Mtg. Comments

DATE: May 2, 2007 **TIME:** 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: Knights of Columbus
206 Sixth Street
Vienna, MO 65582

SUMMARY

Approximately 197 people attended the Route 63 Environmental and Location Study public meeting on Wednesday, May 2, 2007, at the Knight of Columbus Hall in Vienna.

The meeting was held to gather public comment about a preliminary range of alternative alignments for Route 63 in Osage, Maries, and Phelps Counties, from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the *Rolla Daily News*, the *Unterrified Democrat*, and the *Maries County Gazette*. A news release was sent to all local media and flyers were distributed at businesses along the highway. A newsletter about the study was also mailed to local stakeholders and attendees of previous public meetings.

PARTICIPATION

There were 197 individuals who signed guest registers.
There were 7 comments cards (two with maps) completed at the meeting.
There were 40 comments cards mailed or e-mailed in (four with maps) after the meeting.

COMMENTS AND FEEDBACK

Westphalia

Alignment running on the far east side of Westphalia:

1. Five attendees said this alignment is more direct, has fewer curves and fewer miles on an overall trip.
1. One attendee said this alignment would eliminate the intersection on the north side of Westphalia at County Road 609.
2. One attendee said the road should be as far out as possible because there is far too much congestion in the small towns.
3. One attendee said this alignment would not take as much developed land and would be less expensive.

Alignment running on the east side of Westphalia:

1. Two attendees said to use the existing bridge and save taxpayers money.
2. One attendee said to go through the bottomland where no homes will be involved, but it might need two bridges.

Alignment running on existing route through Westphalia:

1. One attendee said the existing route has a wide enough area to make improvements at the lowest cost.
2. Two attendees said there was no need for a new highway.
3. Two attendees said to keep traffic in front of businesses.
4. Two attendees said a "super two" highway with "hill passing lane" on the north side would handle traffic smoothly and for a lot less money.

Alignment running west of Westphalia:

1. One attendee said this is the best way to connect to segment 9.
2. One attendee said the "charm" of Westphalia lies on the east of town and this route would be less disruptive.

Alignment running on the far west side of Westphalia:

1. One attendee said this alignment had better terrain for road building.

Freeburg

Alignment running on the far east side of Freeburg:

2. Five attendees said this alignment is more direct, has fewer curves and fewer miles on an overall trip.
3. One attendee said this alignment would align Route 63 with Vichy and shorten the distance between Jefferson City and Rolla.
4. Three attendees said the towns need to be bypassed to promote smooth traffic flow through the area and this was the shortest, straightest route.
5. One attendee said this alignment would eliminate the intersection north of Freeburg at Route JJ.
6. One attendee said this alignment would have less need to take developed property and would cost less.

Alignment running on the east side of Freeburg:

1. One attendee said this alignment would cost less for right of way acquisition.
2. One attendee said there is less development in this area and it's closer the existing highway.

Alignment running on existing route through Freeburg:

1. One attendee said that with high gas prices, traffic on the existing Route 63 would decrease.
2. One attendee said to keep traffic in front of businesses and not to take it past family farms.
3. One attendee said the highway does not need to be re-aligned.
4. Two attendees said that using the existing alignment would create less of an impact and would cost less.

Alignment running on the far west side of Freeburg:

1. Two attendees said this looked like the straightest alignment.
2. One attendee said this alignment would be the most desirable for Fort Leonard Wood.

Vienna

Alignment running on the far east side of Vienna:

1. One attendee said that segment 48 looks like the least populated area and the shortest route.

Alignment running on the east side of Vienna:

1. Two attendees said this alignment would cause fewer major changes.
2. One attendee said the terrain is better for this alignment and would require less property to acquire. This alignment would also stay closer to the existing highway for outer road use.

3. Three attendees said this alignment would not take away all the traffic for local businesses.
4. Two attendees said the Lake traffic would still have to drive through Vienna on this alignment.

Alignment running on existing route through Vienna:

1. Seven attendees said that just widening the road would impact fewer people and the cost would be minimal.
2. Two attendees said a turn lane and traffic lights would help the accident rate through Vienna.
3. Three attendees expressed a concern for the towns becoming "ghost towns" if the highway bypassed them.
4. Four attendees said the highway does not need to be re-aligned.

Alignment running east of the Gasconade River:

1. Four attendees said this alignment would protect residences of Vienna.
2. Five attendees said this alignment would shorten the distance between Jefferson City and Rolla and save taxpayer money.
3. One attendee said this alignment would allow Vienna to grow to the east and it saves six miles of driving time to Jefferson City.
4. Two attendees said this alignment would take only farmland and would eliminate traffic congestion.

Vichy Area

Alignment running on the east side of the Vichy area:

1. One attendee said this alignment has "more gently rolling land" and therefore should not cost as much.
2. One attendee said this alignment would be more direct to the airport and help remove traffic from Vichy.
3. One attendee said this alignment would cause less construction and would stay away from existing creeks.
4. One attendee said this is the shortest route and less damaging to people's homes and farmland.

Alignment running on existing route through the Vichy area:

1. One attendee said to keep the traffic in front of the businesses.
2. Two attendees said the highway does not need to be re-aligned.

Alignment running west of the Vichy area:

1. Nine attendees said this route is a more direst route and there were no businesses to hurt in the process.
2. Three attendees said this route is better because of the airport on the other side.

General Comments

- One attendee said the speed limit from Gasconade River to north of Vienna should be changed to 45 or 50 miles per hour.
- One attendee said the junction of Route 63 and 28 needs a 90 degree approach.
- One attendee said that if we cut off six miles from the existing alignment (segment 37) that the cost overall would be more with road connections and maintenance.
- One attendee said that passing lanes would work on the northern half of the alignment and the southern half is fine as it is.
- One attendee said there were enough improvements through the Vichy area and wanted to improve the approach to Paydown Road (County Road 302) and straighten a few curves between Freeburg and Westphalia.

- Three attendees said not to acquire right of way for a four-lane highway but only build a "Super-2" at this time.
- One attendee said a new highway would improve economic development around Vichy and Belle.
- One attendee said that lake traffic stops at the junction of Routes 42 and 63 and causes problems.
- Two attendees said that if it seems like funding is not going to be available, to improve the present highway with turning lanes.
- One attendee expressed a concern for the number of traffic-related fatalities near Maries County Road 302 and the Freeburg Fire Tower stretch of Route 63.
- One attendee said the existing alignment should not be used and the new alignment should definitely be a four-lane highway.
- One attendee said there were only three curves that caused problems in the Vienna area, at Honse's Café, Paydown Lookout Tower, and Paydown Road. Straightening these curves and resurfacing the existing route would have a less negative impact to local businesses.

Route 63 Environmental and Location Study
Osage/Maries/Phelps Counties

DATE: March 30, 2007

SUBJECT: Route 63 Advisory Committee
Minutes from Meeting #2
Maries County Courthouse

ATTENDANCE: Stephen Weber, Commissioner Randy Verkamp, Keith Beck, Connie Schmiedeskamp, Richard Cavendar, James Kleffner, Commissioner Glenn Dressendofer, Commissioner Russell Scheulen, Leonard Weidinger, Commissioner Ray Schwartze, Representative Tom Loehner, Roger Schwartze, Matt Burcham, Nicole Kolb Hood,

Absent: Richard Spacek

I. The meeting started with introductions. Roger welcomed and thanked everyone for his or her participation on the advisory committee. He informed them the comments received at the first advisory committee meeting were useful and we included them in preparation for the first round of public meetings last fall.

II. Nicole updated the group on the status of the environmental study. She summarized the outcome of the public meetings last fall. Overall the public is positive toward something happening - 60% of the comments we received referenced a 4-lane. A summary of comments from the first round of public meetings has been sent to the Route 63 Advisory Committee. If anyone needs additional copies, please feel free to contact Nicole or visit the Web at www.modot.org/central.

Nicole informed the group the Draft Purpose and Need for the study, Chapter 1 of the environmental document, has been written. Specifically the purpose and need of the project is to improve safety, traffic flow, and north-south corridor continuity on U.S. 63. The Draft Purpose and Need discusses some of the safety concerns along the route, summarizes the condition of traffic flow along the corridor and discusses why this project should provide system continuity. The study team has received concurrence from the Federal Highway Administration on the draft. Nicole had copies of the Draft Purpose and Need available for the group.

The next round of public meetings for the study will be Tuesday, May 1st from 4 to 7 p.m. at the Westphalia Knights of Columbus Hall and Wednesday, May 2nd from 4 to 7 p.m. at the Vienna Knights of Columbus Hall. The purpose of the meetings is to gather input from the public on the preliminary range of alternatives. The Draft Purpose and Need will also be available at the meetings for the public to review and offer comments.

III. Matt informed the group the Coordination Plan for Agency and Public Input has been written. This plans acts as a "roadmap" for the study and identifies certain timeframes where the public and governmental agencies will be given the opportunity to offer input.

IV. Nicole shared the preliminary range of alternatives with the committee. She explained to them that initially the alternatives have been developed to the east, west and along the existing route. When developing these preliminary alignments, the study team analyzed technical data as well as incorporated comments received at the first public meetings. The advisory committee had general discussion regarding the alternatives. The following were comments from the group:

i. The question was asked about the number of times water went over the road at the Maries River Bridge south of Westphalia.
ii. Need to shade an alignment showing improvements to the existing roadway south of Westphalia where the climbing lanes are.
iii. Need to zoom out on some of the displays to show the entire number of alternatives.
iv. Some would like to see both the aerials and the topography maps for the upcoming public meetings.
v. There was a comment stating we are defeating the purpose and need of the project if we go through the towns. Studies have shown if you bypass close to the towns, the businesses won't have as much an impact. The closer we stay to the existing Route 63, the less impact.
vi. Visit with local newspapers to possibly have an article to encourage public to get involved.
vii. Have a display at the next public meetings showing the distance of the far east and west alternatives from the existing route, particularly the alignments bypassing the communities.
viii. Measure the length of the existing route versus the length of some of the straight-line alternatives.
ix. Brighten up some of the colors on the displays and label the various alternatives for the upcoming public meetings.
x. Be sure to use improved sections of the existing route.
xi. Estimate of a dollar figure to mitigate steam impacts.
xii. Questions regarding the existing route and access to it. We'll address these issues as we work through the study.

Nicole will incorporate the above comments for the next public meetings and have this information available for the public.

V. The group ended the meeting with general discussion regarding the study.

Route 63 Environmental and Location Study

Osage/Maries/Phelps Counties

Agenda
Route 63 Advisory Committee

September 28, 2007

I. Welcome and Introductions

II. Presentation
   A. Status of Study
   B. Reasonable Range of Alternatives
   C. Economic Development Study
   D. Upcoming Public Meetings

III. Questions and General Discussion

Route 63 Environmental and Location Study
Osage/Maries/Phelps Counties

Environmental Impact Statement

Attendance List
Route 63 Advisory Committee
September 28, 2007

NAME	ADDRESS/EMAIL	PHONE NUMBER
NP Sandhotha	10848 CO Rd 329	573-422-6114
Leonard Weidinger	Road 329	573-422 3691
Larry Stratman	LARRY.STRATMAN @ PHELPSCOUNTY.ORG	573-458-6121
Stephen J Weber		573-455-2495
Les Volmert		573-422-3684
Ray Schwartze		
Glenn Dressendorf		573-299-4237
Richard Cavender	MRPC	573-265-2993
Curt Sandhotha		" 422-3070
James Kleffner	422-3735	
Ray Schwartz	37365 Maries Rd 206 Meta, MO. 65058	573 728-6487
T. Loehner	632 Loehner Ln Kueltztown MO 65048	573-744-5516
Therese Roberson	PO Box 194 Vienna	422-3549

Route 63 Environmental and Location Study
Osage/Maries/Phelps Counties

DATE: September 28, 2007

SUBJECT: Route 63 Advisory Committee
Minutes from Meeting #3
Maries County Courthouse

COMMITTEE ATTENDANCE: Stephen Weber, Commissioner Larry Stratman (for Randy Verkamp), Richard Cavendar, James Kleffner, Commissioner Glenn Dressendofer, Presiding Commissioner Russell Scheulen, Leonard Weidinger, Presiding Commissioner Ray Schwartze, Representative Tom Loehner, Therese Roberson, Richard Spacek, Darryl Haller, Chris Dickneite, Roger Schwartze, Matt Burcham, Emma Jones, Nicole Kolb Hood

Absent: Keith Beck, Connie Schmeideskamp

OBSERVERS: N. P. Sandbothe, Les Volmert, Art Sandbothe

I. The meeting started with introductions. Roger thanked everyone for their attendance and also welcomed the representatives from the communities of Westphalia, Freeburg, and Vienna who were invited to attend.

II. Nicole did a presentation sharing the status of the study with the committee. The study is one-third complete with an anticipated completion date of Fall 2009. During the past several months, MoDOT has been busy evaluating comments received from the public meetings. They have also spent time in the field gathering various data to be used in the study. A summary of comments from the public meetings can be found on the Web at www.modot.org/central.

Based on evaluation of input received from the public, as well as technical, cultural and environmental data gathered so far, the study team has narrowed the preliminary range of alternatives to a reasonable range of alternative alignments. Nicole reviewed the reasonable range of alternatives with the advisory committee and described the data and reasoning behind the elimination of links from north to south. She also shared some displays of the communities showing impacts if the highway was widened along the existing corridor. The advisory committee had general discussion regarding the alternatives.

Matt Burcham gave an update on the environmental and historic preservation activities to this point in the study. He stated that up to this point no show-stoppers have been found but that specialists will be doing ground level reconnaissance work in the coming weeks.

Nicole and Emma then updated the committee on an economic development study being conducted for the Route 63 environmental and location study. MoDOT partnered with Department of Economic Development to analyze future issues, both positive and negative, with regards to the potential relocation of Highway 63. The study will evaluate historic information and impact data for various communities that have been bypassed in the past. It will also include an analysis of survey data from license plate observations at various businesses in the communities involved with the 63 study. Some of the maps and data from the license plate surveys were shared with the committee. The committee thought this would be useful information to display at the upcoming public meetings. They thought it would be helpful to evaluate the anticipated number of people who would no longer go to the businesses if the highway were relocated. They also thought it would be helpful to evaluate historical data from communities along Route 63 that have been bypassed. MoDOT will try to include this with the economic development study.

The next round of public meetings for the study will be Thursday, October 25th from 4 to 7 p.m. at the Vienna Knights of Columbus Hall and Tuesday, October 30th at the Westphalia Knights of Columbus Hall from 4 to 7 p.m. The purpose of the meetings is to gather input on the reasonable range of alternatives.

III. The following were questions and general discussions during the meeting:

i. Questions about the distance of some of the alternatives from the existing route.
ii. For the next public meetings, we need to make it very clear the preferred alternative can be a combination of Alternative A (west), Alternative B (east), connectors and "usable" existing. The displays and comment forms need to explain this.
iii. Comment about the near east alternative around Vienna splitting more farms.
iv. The study is evaluating a 750' corridor that should accommodate most possible options for a future Route 63 corridor.
v. Committee agreed we should have a display at our upcoming meetings representing what a 5-lane might look like going through the communities.
vi. Maries County has the highest commuting rate in the state – around 65% of all workers leave their home county for employment.
vii. New east Wal-Mart at City View could potentially impact the businesses in the various communities along Route 63.
viii. Concern expressed about the speed limit on the southern end of Vienna.
ix. Someone commented the future highway should not go through the communities; need to get trucks out of town.
x. Question posed regarding significance of good access to businesses and manufacturing plants. Some indicated it is extremely important to have good access. Others commented that it's important to have good

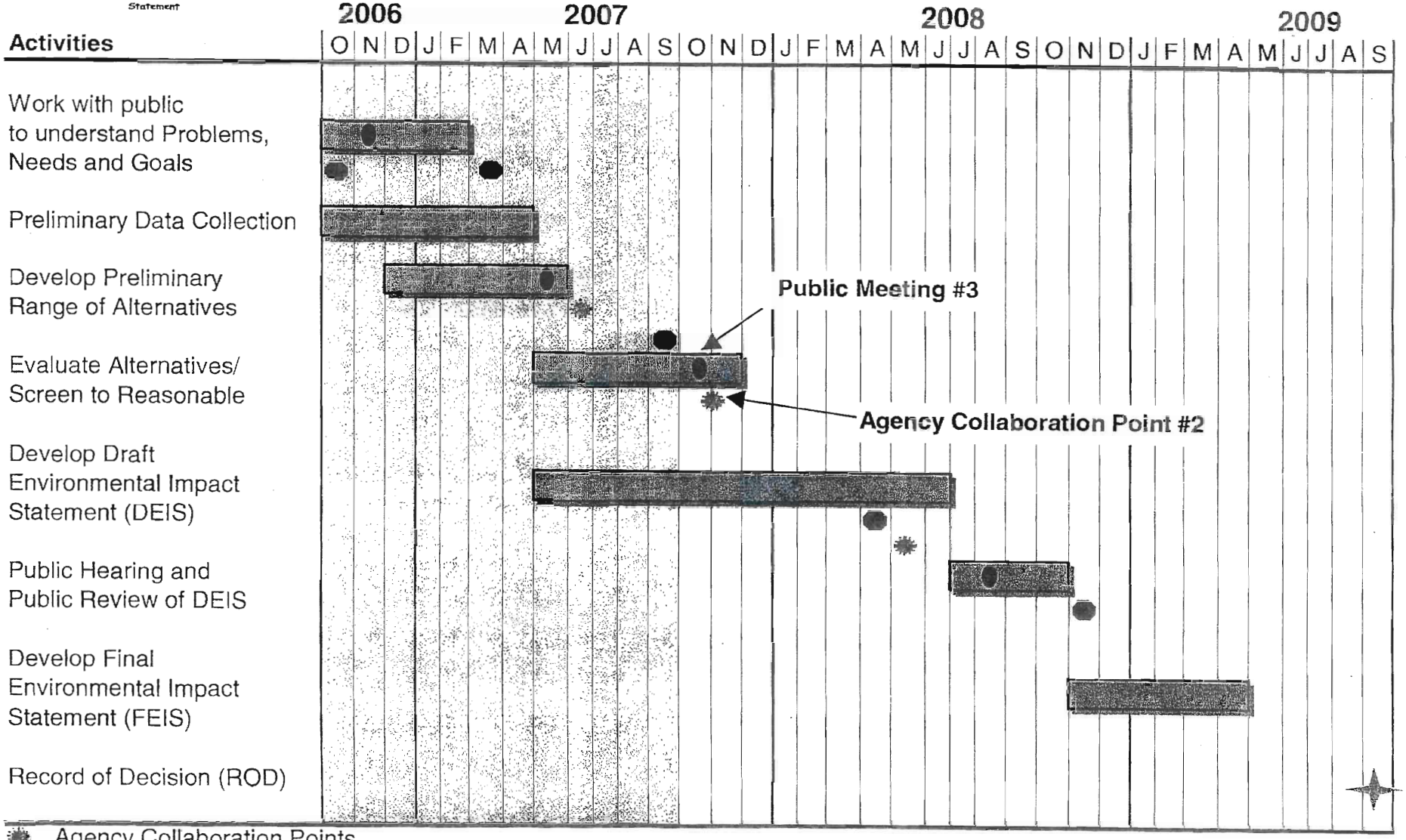
access and be convenient as possible; however, trying to retain a good workforce is a higher priority.

xi. Need to keep availability of land in mind when screening to a preferred alternative. Rolla is having problems with availability of land for new businesses. Helps to have available land close to the communities – allow for some room to grow.

xii. Question asked about when construction would begin. Roger emphasized there is no funding for construction.

IV. The committee then reviewed some of the larger maps displayed on the tables and the meeting concluded.

Route 63 Environmental Study Schedule



- Agency Collaboration Points
- Public Meetings
- Route 63 Advisory Committee

The Future of Route 63

Vienna Public Mtg. Comments

DATE: October 25, 2007

TIME: 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: Knights of Columbus Hall
206 6th Street
Vienna, MO 65582

SUMMARY

Approximately 176 people attended the Route 63 Environmental and Location Study public meeting on Thursday, October 25, 2007, at the Knights of Columbus Hall in Vienna, Mo.

The meeting was held to gather comment about a reasonable range of alternative alignments for Route 63 in Osage, Maries, and Phelps Counties, from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the *Rolla Daily News*, *Unterrified Democrat*, and the *Maries County Gazette*. A news release was sent to all local media and flyers were distributed at businesses along the highway. A newsletter about the study was also mailed to local stakeholders and attendees of previous public meetings.

Participation

- There were 176 individuals who signed guest registers.
- There were 4 comments cards (zero with maps) completed at the meeting.
- There were 31 comments cards mailed or emailed in (two with maps) after the meeting.

COMMENTS AND FEEDBACK

Westphalia

Alignment running on the east side of Westphalia:

1. Two attendees said this alignment reduces the length of the highway.
2. One attendee said to use as much of the existing highway as possible because it affects fewer people.
3. One mailed response said that this alignment cut off more of the old highway, which is safer.
4. One attendee said this alignment impacted less agriculture.

Alignment running along the existing route through Westphalia:

1. Two attendees said going along the existing route would save money.

Freeburg

Alignment running on the east side of Freeburg:

1. One attendee said this alignment wouldn't need to cross the existing highway.
2. One mailed response said this alignment cut off more of the existing highway, which is safer.

3. One response said this alignment would create more accessible route in and out of town creating better opportunity for development.

Alignment running on the west side of Freeburg:

1. One attendee said this alignment doesn't interfere with as many landowners or houses.

Vienna

Alignment running on the far east side of Vienna:

1. Four attendees said this was the shorter route and it doesn't go through Vienna.
2. Six attendees said this alignment doesn't impact as many homes.
3. One attendee said this alignment is better because sediment and construction run-off wouldn't run into the lake like the other choice.
4. One mailed response said this alignment is more direct, less expensive and lower noise.
5. Two responses said the east alignment (Point 17 to Point 21) cuts through the back yards of homes with existing Highway 63 in their front yard. It also cuts through many developed properties while this alignment cuts through mostly pasture and is less disruptive.
6. One attendee said there would be a lot of access issues for all 14 property owners if the other alignment was picked.

Alignment running on the east side of Vienna:

1. \One attendee said this alignment was closer to the city and would cross the sewer lines for the City of Vienna lift station.
2. One attendee said the highway should stay as close to town as possible for the sake of the community.

Vichy Area

Alignment running on the existing highway through Vichy area:

1. One attendee said there is less cost associated with going through town and the road is already there.

Alignment running on the west side of Vichy area:

1. Two mailed responses said this alignment avoided the existing community and was safer.
2. One attendee said this alignment could use the existing junction of Highway 63 and 68 and will leave easy access to Vichy.

General comments

- Two attendees said they preferred going through the City of Vienna because the city will suffer from loss of sales tax if the highway bypassed. They suggested improving the highway with turn lanes.
- One attendee expressed a concern that the far east route was "abandoned." The attendee wanted the alternative reconsidered because he thought it was the shortest route and should be used.
- One e-mail said a full, interstate standard, four-lane highway is unnecessary and not the best value for the state. But bypasses should be implemented around Vienna, Freeburg and possibly Westphalia. A "super-two" should be used otherwise. Provisions should be made for scenic outlooks and "pull offs."
- One attendee expressed a concern for the " quality of life issues" affected by the study. The attendee does not want five lanes through the towns because it would cause speeding and more safety issues.
- Two attendees said to leave the highway as it is and just fix the S curves.

The Future of Route 63

Westphalia Public Mtg. Comments

DATE: October 30, 2007

TIME: 4-7 p.m.

SUBJECT: Route 63 EIS/Location Study Public Meeting

LOCATION: Knights of Columbus Hall
819 Highway 63
Westphalia, MO 65085

Summary

Approximately 258 people attended the Route 63 Environmental and Location Study public meeting on Tuesday, October 30, 2007, at the Knight of Columbus Hall in Westphalia, Mo.

The meeting was held to gather comment about a reasonable range of alternative alignments for Route 63 in Osage, Maries, and Phelps Counties, from ½ mile south of the Route 50/63 junction to just north of Rolla. To publicize the meeting, advertisements were placed in the *Rolla Daily News*, *Unterrified Democrat*, and the *Maries County Gazette*. A news release was sent to all local media and flyers were distributed at businesses along the highway. A newsletter about the study was also mailed to local stakeholders and attendees of previous public meetings.

Participation

- There were 258 individuals who signed guest registers.
- There were 15 comment cards (three with maps) completed at the meeting.
- There were 28 comment cards mailed or e-mailed (11 with maps) after the meeting.

COMMENTS AND FEEDBACK

Westphalia

Alignment running on the east side of Westphalia:

1. Five attendees said this alignment stays away from the more populated area west of town and destroys fewer homes and properties.
2. Three attendees said this is a straighter path with fewer environmental concerns and better access possibilities.
3. Two attendees said this alignment would be better if there were a hazardous spill. The fumes and spillage would be carried away from town.
4. One attendee said this route would have less traffic noise for the town because of prevailing winds.

Alignment running along the existing route through Westphalia:

1. Two attendees said this was the most efficient route, with five lanes and a turning lane to move traffic and improve safety.
2. One mailed response said that both proposed alignments to bypass the town still have major curves and would disrupt people's farms and homes.
3. One response said there would be fewer homes affected with this route.

Alignment running on west side of Westphalia:

1. One attendee said this alignment would have the smallest impact on farmland and would make the best response time for the fire department.
2. Two attendees said the west alignment addressed the dangerous intersection of 133 and 63. It also uses the existing Maries River bridge and provides easy access to the City of Westphalia.
3. One mailed response said there would be fewer homeowners affected with this alignment and still would provide close access.
4. Two mailed comments said this alignment was a more direct route than the other options.

Freeburg

Alignment running on the east side of Freeburg:

1. Two attendees said this alignment decreases the overall length and travel time.
2. Two attendees said this alignment had the lowest community impact in regard to housing.

Alignment running on the west side of Freeburg:

1. One e-mail said the west alignment was better for businesses because of visibility issues and access.
2. Two mailed comments said this alignment had less rugged terrain.
3. One response said that less personal farm and housing damage would occur with this alignment.
4. One response said this alignment used more of the existing highway and then would carry on to the east side of Vienna.

Vienna

Alignment running on the east side of Vienna:

1. Three attendees said this alignment kept close to the original path but still cut down on distance.

Alignment running on the far east side of Vienna:

1. Two attendees said this alignment decreases overall length and travel time.
2. One mailed response expressed a concern for the east alignment, noting how close it is to the school and those access issues.

Vichy Area

Alignment running on existing through Vichy area:

1. One attendee said it would be better to use the existing route since there were major improvements just completed in this section.

Alignment running on the west side of Vichy area:

1. Two attendees said this alignment decreases overall length and travel time.
2. One mailed comment said this alignment takes out the curve and would be safer.

General comments

- One attendee said Connector 2 is too close to the existing highway. Point 7 to Point 8 has too many businesses along the highway with large trucks coming in and out every day. Alternate B through Westphalia would carry the vapors away from town if a hazardous waste accident occurred.
- One attendee suggested straightening out the curves and fixing the shoulders. They also said to put passing lanes through towns.
- One attendee said the using the existing route is better because MoDOT already owns the right-of-way and one bridge is already in place.

- One attendee asked that Segment 37 be re-examined because of cost-saving issues and reduced travel times.
- One attendee asked to leave Highway 63 as a scenic highway and make a connector from Route 50 to Interstate 44.
- One attendee suggested an alternating four lane through the area instead of a standard four-lane.