



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 it 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 suggested 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.