



The Future of Route 63

Freeburg Drop-In Center Comments

DATE: April 10, 2008

TIME: 4-6 p.m.

SUBJECT: Route 63 EIS/Location Study
“Drop-In” Public Meeting

LOCATION: American Legion Hall
U.S. Route 63

SUMMARY

Approximately 163 people attended the Route 63 Environmental and Location Study public meeting on Thursday, April 10, 2008, at the American Legion Hall in Freeburg, Missouri.

The meeting was held to gather comment about four new options for the reasonable range of alternative alignments within the study. The study area runs along 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 also sent to all local media, and invitation letters were mailed to affected landowners and persons on the Route 63 mailing list.

Participation

- There were 163 individuals who signed guest registers.
- There were 12 comments cards (zero with attached maps) completed at the meeting.
- There were 24 comments cards mailed or e-mailed (three with maps) after the meeting.

COMMENTS AND FEEDBACK

- One response stated that the best solution would be to stay as close to the existing highway as possible.
- One comment said that a new alignment would be better because construction would be away from current traffic and it would advance faster.
- One comment said that MoDOT should use as much of the existing highway as possible and there is room to add additional lanes to the east side if necessary.
- Two comments stated they supported the new alternatives shown in blue on the map because they provide a more direct alignment, therefore saving cost.
- One comment expressed a concern for Alternative 1 in Westphalia. It affects a burial site and arrowheads have been found there.
- One comment said that Alternative A would not help with accidents because traffic from Route E would still have to use part of existing to get to the new highway.
- One comment stated the new alternate in Westphalia was a straighter alignment and ties well with the southern link.
- Three comments expressed concern for access to a new four-lane highway and problems that might occur to the public water supply.

- One comment stated that their main concern was safety. The present location of the highway had many businesses and turn-offs and is not safe.
- One comment said that the east alternative by Westphalia should be used to bypass Route E traffic around some trouble spots, such as business driveways.
- One comment said that the hill to the north of Westphalia needs a climbing lane, turn lanes and wider shoulders through town, and no towns should be bypassed.
- One comment asked for a center turn lane through Westphalia until a new highway was constructed.
- One comment said that Alternative 1 in Westphalia affects more homes and farms. Economic losses from agriculture are significant.
- Three suggestions said to keep northbound lanes running through Westphalia and build two new lanes for southbound.
- One comment said there was a spring at Connector 5 at point 14.
- One comment said Alternate A makes the most sense because MoDOT can use more of the existing route and the current Maries River Bridge.
- One comment suggested a cloverleaf at the junction of 63 and 42 and another at the junction of 63 and 28.
- One comment said that it would be much safer to the traveling public if the new highway were constructed on the west side of the existing highway. It would also have fewer access issues.
- Two comments said that Alternate A with the new alternatives seemed the most reasonable.
- Two comments stated that maintaining the existing highway should take priority and maybe lowering the speed limit.
- One comment suggested a shared four-lane option.
- Two comments stated that the east side alignment would save more homes.
- One comment suggested a straight route from I-44 to Route 50.
- One comment suggested the western alternate be moved farther west so rural communities such as Argyle and Koeltztown could begin to see economic growth.