

US 63 Location and Environmental Study

Screening to Preferred Alternative - Westphalia Section/ South of Westphalia Section



Legend

- Cemetery
- Historic Place (NRHP)
- Sensitive Biological Resource
- Public Water System Wells
- Sensitive Environmental Constraint
- Sensitive Streams
- Potential Wetlands
- Public Land
- Missouri Department of Conservation
- City Limits
- 100 year Floodplain
- Missouri Central Railroad
- Possible Access Point

- Preferred Alternative
- Alternative 1
- Alternative 2

Begin Study

This alternative was recommended as the preferred for the following reasons:

- * Improves safety and traffic flow better than Alternative 2
- * Only requires 1 bridge over Maries River
- * Uses as much of existing upgraded alignment as possible
- * Reduces traffic on existing roadway through Westphalia

As a result of public input and no significant difference between impacts, this emerging option was not recommended as the preferred.

Alternative 1 was not recommended as the preferred for the following reasons:

- * Requires 2 large bridges over Maries River
- * Requires removal and replacement of large amounts of earthen material
- * Does not use existing lanes and right of way south of town
- * Not as desirable to connect from existing Route 63 to new highway
- * Twice the construction cost of other alternatives
- * Potential impact to 4 historic properties

Alternative 2 was not recommended as the preferred for the following reasons:

- * 39 access points leading to the potential for increased crashes
- * Westphalia has 2nd highest number of crashes in the study area
- * Westphalia has highest traffic volume in the study area
- * Widening the existing highway would potentially impact 13 commercial and 6 residential properties
- * Would not allow for improvements to hill on north end of town

Westphalia

A reduced study area of 500' was used in this area due to 2 potential historic properties.

WESTPHALIA SECTION
SOUTH OF WESTPHALIA SECTION

This alternative was recommended as the preferred for the following reasons:

- * Avoids impacting businesses along the existing route
- * Less costs than Alternative 1
- * Shortens the length and travel time
- * Has less curvature in the alignment than the other alternatives

Alternative 1 was not recommended as the preferred for the following reasons:

- * Longest alternative; resulting in more costs
- * Less direct route

Alternative 2 was not recommended as the preferred for the following reasons:

- * Has 4 more commercial and 5 more residential impacts than the other alternatives
- * Less desirable alignment
- * More costs than the preferred due to displacements



2009

0 0.25 0.5 0.75 1 Miles

