

# 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

**SOUTH OF WESTPHALIA SECTION**  
**FREEBURG SECTION**

