



Study Area

The study area was developed based upon factors, including:

- where people are traveling to and from in the region,
- connections with existing highways, and
- anticipated future regional travel needs.

What about connecting to I-70?

While a connection to I-70 could serve long-distance travelers trying to reach southeast Callaway County, it wouldn't serve area residents, the main users of the local transportation system.



What about connections to the east?

The majority of the traffic in the region travels to or from the west, from places like Fulton and Jefferson City.

Why not use the existing heavy-haul road?

Improvements to the heavy-haul road could serve construction traffic, if the Callaway Plant is ever expanded. However, improvements there wouldn't serve the main users of the local transportation system - residents in Fulton and in Callaway, Cole and Boone Counties.



Project Purpose and Need

In the EA process, there is a statement of Purpose and Need, which will serve as the criteria for:

- (1) evaluating the need for improvements, and
- (2) if needed, deciding which improvement(s) are best.



Feedback from the April 29, 2009 public meeting supported the draft Purpose and Need:

1. Make travel safer

The area has higher-than-average crash rates for similar routes in Missouri. Area roadways include sharp turns, steep hills and curves which can often contribute to crashes. *Improvements, where practical, should meet MoDOT engineering policy guidelines for sight distances, stopping distances, turns and grades.*

2. Improve access from Route 54 to the east

There is significant traffic between Route 54 to the east in Callaway County, including travelers to the Callaway Plant. *Changes should support those travelers.*

3. Update the roadway system

Some of the existing roads were first paved more than 50 years ago, when there was much less traffic, and when cars and trucks carried lighter loads. *New or rebuilt roads should better withstand current and future vehicle loads.*

4. Provide better access during floods

The current roadway system is vulnerable to high water. *Improvements should provide residents and travelers safe routes during most local high-water events.*



What happens if there are no transportation improvements?

The existing roadway system is adequate. However, without major improvements, long-term issues related to roadway design (like sharp turns and steep hills) cannot be addressed. Roadway access during local high-water events will continue to be impacted. On the other hand, there would be no new impacts to nature, homes, historic sites or businesses.

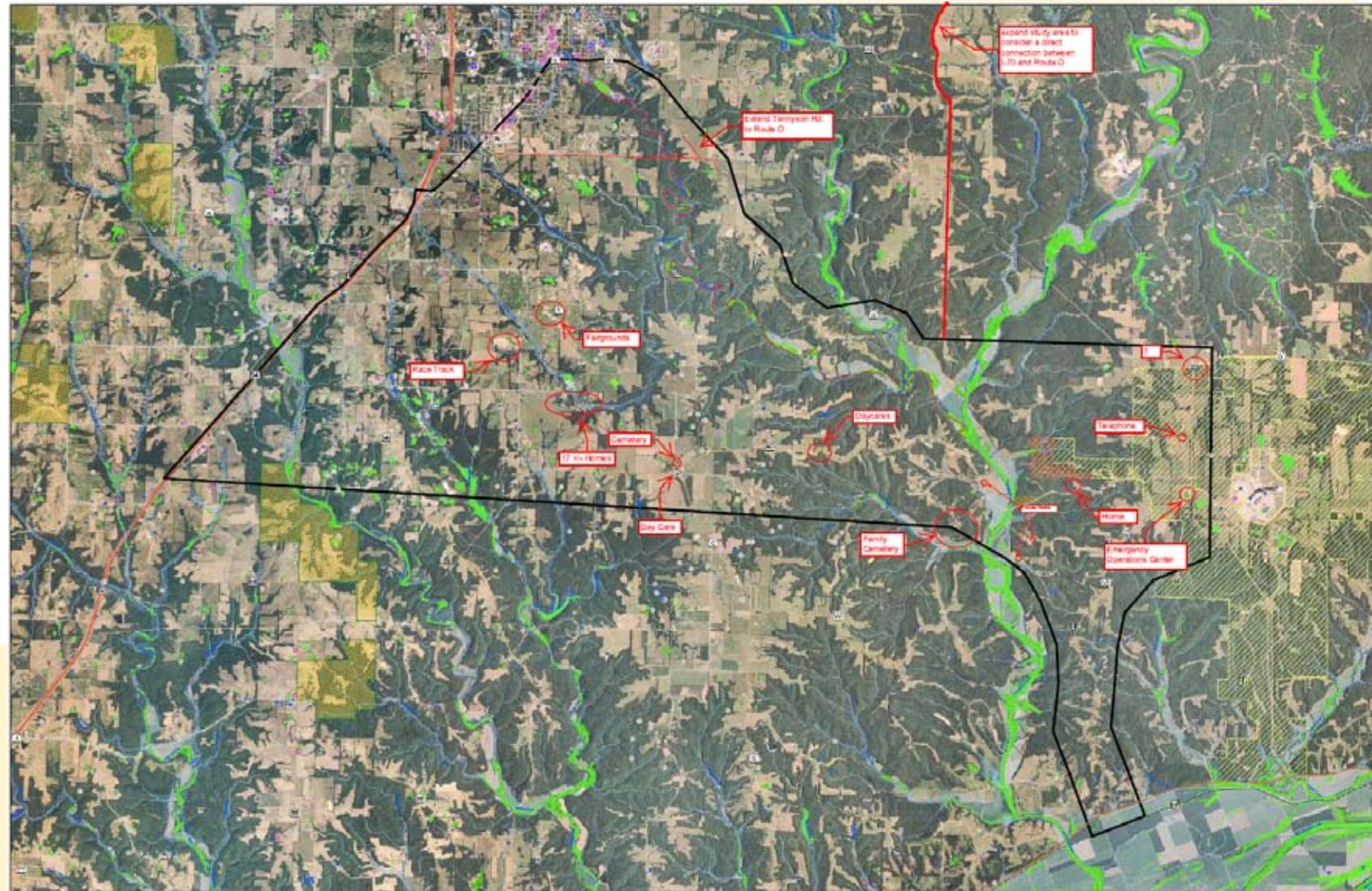
At the April 29 meeting, the community identified the following issues:

- The need for improved safety, particularly on Route O
- Concerns about potential impacts to farms and homes
- A desire to improve the local roadway system





Some of the community input received on April 29, 2009



<ul style="list-style-type: none"> ■ Hospital ■ School ■ Church ■ Cemetery ■ Daycare ■ Above Ground Storage Tanks ■ Underground Storage Tanks ■ Industrial/Mineral Mines 	<ul style="list-style-type: none"> ■ Mines (current or past producer) ■ Water Pumping & Booster Stations ■ Water Tanks ■ Wells ■ National Register of Historic Places ■ Dams ■ Katy Trail ■ Streams 	<ul style="list-style-type: none"> ■ Impaired Streams (not meeting water quality standards) ■ Other potential environmental constraint ■ Levees ■ Potential Wetland ■ 100-Year Floodplain 	<ul style="list-style-type: none"> ○ Proposed Study Area ■ Mark Twain National Forest ■ Hams Prairie Access ■ Reform Auvasse Natural Area ■ Reform Connection Area 		<p><small>Map Source: Callaway County Environmental Assessment System Geographic Information System (GIS) Database Copyright © 2008 Callaway County, Georgia All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of Callaway County, Georgia.</small></p>		<p>Callaway County Connector Environmental Assessment Potential Environmental and Cultural Constraints</p>
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