



# The Future of Route 63

## Reasonable Range of Alternatives – Technical & Environmental Considerations

In addition to public comments, the following technical and environmental/cultural resource considerations were applied to the preliminary range of alternatives. Comments from the public suggest that the future Route 63 should use as much of the existing highway as possible and stay close to the communities.

<b>Link</b>	<b>Additional reasons why this alternative is not moving forward for further consideration</b>
<b>3</b>	Does not address improvements at intersection of Rte. 133 and Rte. 63.
<b>6</b>	Located in floodplain and constricted by bluff on one side. A treatment plant located in corridor. This link would also force a narrower river valley.
<b>8</b>	This link would mean several displaced properties. It would also make it difficult to construct access for Route 133 to Route 63. Limits potential for community growth.
<b>9</b>	Several stream crossings and floodplains. Requires a new Maries River crossing. Doesn't use existing climbing lanes and right of way south of Westphalia, and is farther away from existing Rte. 63. Has a higher community impact rating due to difficulties accessing Westphalia and Freeburg.
<b>11</b>	Doesn't use existing climbing lanes and existing right of way south of Westphalia. Significant rock cut in bluff. Requires new Maries River crossing.
<b>13</b>	Doesn't use existing climbing lanes and existing right of way south of Westphalia. Requires new Maries River crossing. Significant rock cut in bluff. Northern link (11) eliminated.
<b>14</b>	Doesn't use existing climbing lanes and right of way south of Westphalia. Significant rock cut in bluff. Requires new Maries River crossing. Northern link (11) eliminated.
<b>16</b>	Higher community impact to Westphalia. New access road or improvements to existing county roads would have to be constructed for Rte. T connector.
<b>21</b>	Less desirable roadway alignment.
<b>22</b>	Large lake impacted with this link.
<b>30</b>	Link 25 and 30 relatively close so study team eliminated this link, which would cause displaced properties. Retained connectivity from link 27 to link 34.
<b>35</b>	Many displacements to homes and businesses. Significant local road access points. High community impact to Freeburg. Hazardous waste impacts due to close proximity through town. Several high severity crashes through this area.
<b>37</b>	Adverse impact on the community since it bypasses Vienna by approximately six miles. Significant wetlands, river and stream crossings, leading to more bridge construction. Rugged terrain. Does not use as much of the existing highway.
<b>38</b>	Does not connect to southern link.
<b>40</b>	Does not connect to northern link.
<b>42</b>	Does not connect to southern link.
<b>46</b>	No connection to southern link.
<b>49</b>	No connection to southern link.
<b>50</b>	Several commercial and residential impacts. Significant local road access points. Higher community impact to Vienna. Hazardous waste impacts due to close proximity through town. Poor vertical roadway alignment.
<b>51</b>	This link impacts large floodplain areas and has many access points and stream crossings. This line will bypass the town of Vienna entirely, which could translate to loss of revenue from potential customers stopping on their way to Lake of the Ozarks. This link increases overall length and travel time for Rte. 63 since it curves to west of town. Cemetery and kilns with this link.
<b>52</b>	No connection to northern link.
<b>58</b>	This link increases overall length and travel time for Rte. 63.