

Public Involvement Meeting Summary 4-29-09



Callaway County Connector Environmental Assessment

Public Open House

4 – 7 p.m., April 29, 2009

Fulton City Hall – 18 E. Fourth Street, Fulton Missouri

Executive Summary

A public open house was held on April 29, 2009. Forty-three members of the public, including local elected officials and public safety representatives, participated in the meeting. The goals of the meeting were to:

1. Share general information about the project location and Environmental Assessment process
2. Share information about the Draft Purpose and Need
3. Document questions and concerns from the public about the project

Target Audiences:

1. Potentially affected property owners
2. Community leaders
3. Anyone with an interest in the project

Measures of Success:

1. Agreement with and/or actionable input on the Draft Purpose and Need
2. List of topics to be addressed at June 4 meeting

To facilitate achieving the meeting goals, displays were set up explaining the EA process, study area, project schedule and other information. The team also established four identical stations, staffed by study team members with a map showing the study area and flip chart. Meeting participants discussed their questions, concerns and ideas with team, who documented discussions on the maps and via the flip charts.

Key questions and concerns included:

- The need for improved safety in the area, particularly on Route O
- Potential impacts to farms and homes
- Desire to improve the local roadway system
- Questions about the role of the Callaway Plant in the process

Measures of Success: The team received specific comments on the Purpose and Need, both in written and verbal comments. The topics identified for further discussion on June 4 included (1) study area; (2) use of existing roadways and (3) the role of the Callaway Plan (expanded or not) in the evaluation process.

Please see attached:

Project Handout

Exhibits

Comments by Topic

Invitation to Public Officials

Press Release

Display Ad in Fulton Sun

Chamber of Commerce E-mail

Callaway County Connector Draft Purpose and Need:

The Purpose and Need will serve as the criteria for (1) evaluating the need for improvements, and (2) if needed, deciding which improvement(s) are best.

We need to know if you agree with the draft Purpose and Need, or if you think it should be changed, or added to.

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 would need to meet current design standards for sight distance, stopping distance, turns and grades.*

Improve access from Route 54 to the east

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

Update the roadway system

The existing roads were first paved more than 50 years ago, when there was much less traffic, and when vehicles (especially trucks) carried lighter loads. *New or rebuilt roads would need to better withstand current and future vehicle loads.*

Improve access during floods

Parts of the current roadway system are vulnerable to high water. *Improvements would need to provide residents and travelers routes that are more reliable during most high-water events.*

When will we see information on where and how roads might be improved or built?

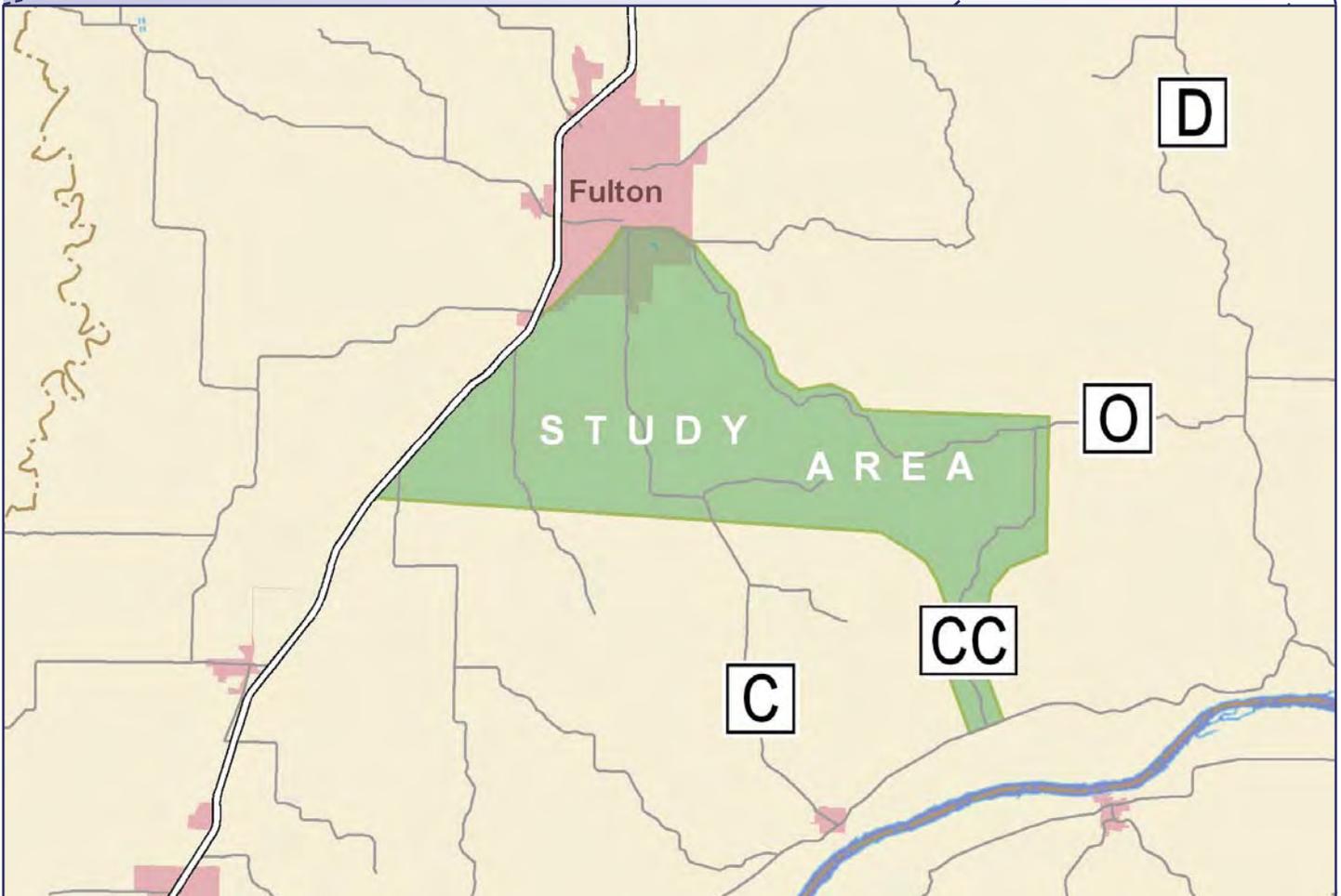
The study team share preliminary concepts and listen to your feedback from **4 to 7 p.m. on Thursday, June 4th** in the Mueller Student Center at Westminster College in Fulton, MO.

If you did not sign in at the April 29 meeting, and would like to receive notices about future public meetings, please send your mailing address to publiccomments@hntb.com; please put "Callaway County Connector" in the subject line.

Prefer to use traditional mail? Please write to:
Callaway County Connector
c/o HNTB
715 Kirk Drive
Kansas City, MO 64105



Callaway County Connector Environmental Assessment Study Area



What about the map that showed a road already planned?

That map, shown last year, was one idea for a new road. The decision on if, where and how to make any transportation improvements must be carefully weighed. The Callaway County Connector EA will use community input to help decide if transportation improvements need to be made and if so, what they should look like.

The EA process includes an assessment of the number and severity of impacts to homes, businesses and communities, impacts to the natural environment and historic sites as well as an assessment of costs and feasibility.

At our next public open house the team will be sharing our thoughts on how transportation could be improved in the study area. That open house will be held from 4 to 7 p.m. on Thursday, June 4 at the Mueller Student Center at Westminster College in Fulton, MO.

The Environmental Assessment Process:

Preliminary Schedule

Public Input Needed

1. Establish goals (formally known as "Purpose and Need")

Winter 2008/Spring 2009



April 29, 2009

2. Evaluate current and future transportation needs, including traffic patterns and accident rates

3. Develop concepts for transportation improvements

Summer 2009



June 4, 2009

4. Evaluate the impacts of those improvements and make any refinements

5. Recommend needed and appropriate transportation improvements to the community

Fall 2009



Fall 2009

6. Receive final approval from the Federal Highway Administration

Late 2009/Early 2010

Who is responsible for this EA?

The EA process is being led by Burns and McDonnell in collaboration with AmerenUE, the Missouri Department of Transportation and the Federal Highway Administration.

If you have questions or comments:

Contact the team via e-mail at publiccomments@hntb.com. Please put "Callaway County Connector" in the subject line. Or, you can write to:

Callaway County Connector
c/o HNTB
715 Kirk Drive
Kansas City, MO 64105



Callaway County Connector Environmental Assessment will be completed over the next year to year and a half, positioning the community to take the steps necessary to ensure safe and efficient travel in Callaway County.



Welcome!

We're glad you're here.



Please sign in.

We will notify you about future Callaway County Connector public meetings.

Tonight's Agenda:

- Your feedback on the draft Purpose and Need
- Your ideas on transportation improvements
- Your questions and concerns

Next Meeting - June 4, 2009:

- Your feedback on ideas for transportation improvements
- Preliminary information on potential impacts
- Your questions and concerns



What role does the Callaway Plant expansion play in this study?

- AmerenUE announced on Thursday, April 23 they are suspending efforts to build a second nuclear-powered generating unit at the Callaway Plant. Whether or not that suspension is permanent is a decision to be made by AmerenUE at some point in the future.
- With or without expansion, the Callaway Plant is a major source of traffic in the area as people drive to and from work, and it is appropriate to factor that traffic into the evaluation process. Clearly, more traffic means more wear and tear on the local transportation system.
- The Callaway County Connector EA will look at the impacts of existing and future traffic, and if and how improvements could make travel safer, more efficient and more reliable.
- The EA will also look at the need for transportation improvements in relation to (1) safety, (2) connectivity, (3) the ability of the roadway to support modern traffic and (4) roadway access during floods.



What is an Environmental Assessment?

An Environmental Assessment (EA) is a federally mandated process designed to help communities and public agencies make good decisions about public investments. It also documents the decision-making process.

The Callaway County Connector Environmental Assessment will look at what could be done to improve transportation in southeastern Callaway County. It will also examine the potential impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as costs and feasibility.

EA Steps

Preliminary Schedule

Public Input

1. Establish goals (formally know as "Purpose and Need")

Winter 2008 /
Spring 2009



April 29, 2009

2. Evaluate current and future transportation needs

3. Develop concepts for transportation improvements

Summer
2009



June 4, 2009

4. Evaluate the impacts of those improvements and make any refinements

5. Recommend needed and appropriate transportation improvements to the community

Fall 2009



Fall 2009

6. Receive final approval from the Federal Highway Administration

Late 2009 /
Early 2010



Draft Purpose and Need

In the Environmental Assessment 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.

We need to know if you agree with the draft Purpose and Need, or if you think it should be changed or added to.

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 would need to meet current design standards for sight distance, stopping distance, 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 would need to 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 would need to better withstand current and future vehicle loads.*

4. Provide better access during floods

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



What are your ideas?

What questions do you have?

Should we look at other transportation modes?

Are there historic, natural or other areas we should avoid?

Please join a team member at one of the tables and let us know your thoughts!



Thank you for your time and interest.

We will be back on Thursday, June 4 to:

- Share ideas for transportation improvements
- Provide preliminary information on potential impacts
- Answer your questions and hear your concerns

Please join us at our next open house:

Open House from 4 to 7 p.m.

Thursday, June 4, 2009

Mueller Student Center

Westminster College - Fulton, MO

Public Comment Summary

Thursday, May 07, 2009

Access Points

Number of access points should be considered. Too many may slow travel and encourage short trips; farm equipment on the road

Accident Locations

Dangerous 409/418 Connection O to AD

More accidents are east of CC on Route O before you get to Route K

Need for Improvements

A new road is probably the best answer. We just need to look at impact on farms; less impacts is better. Would like to see studies on "O" Route for upgrades or D Rout from 70 for construction materials.

I would like to let you know how my family feels about this project. We are in complete favor of the Connector. I am sorry we will not be able to attend the meeting. My husband works at the Callaway Plant and takes his life in his hands everyday with the Route O conditions be very dangerous! I am also a Real Estate agent in Fulton and we have trouble getting people to purchase on Route 0 once they drive the road. Please consider this matter as you have 2 yes votes here.

Please see copy of 3.18.2009 letter to NRC

Please see letter from Kingdom of Callaway Chamber of Commerce dated 4.29.2009

Regardless of new road construction, roads O, C, AD, CC, 425 and O to AD need immediate improvements. Conditions are too dangerous.

Wider existing roads or new road with shoulders would be an asset to the community; safe and more efficient transportation

New Alignment Suggestions

Build road from H straight through to plant

Building a bridge over the Missouri River, connection to 94 and 100 would be beneficial to Callaway and Osage Counties. Fulton would likely see increased business from residents of Chamois, Morrison, etc. This would give Osage County residents easier access to 54 and I-70, via Callaway County.

Extend Tennyson to Route O

Route road using Highway 94 to the heavy haul road on AmerenUE property the upgrade Highway 94

Use Route NN then shoot east and use Route AD

P&N - Improve Access During Floods

Although flooding is rare, it must be anticipated and adequate plan to keep traffic flow open.

P&N - Improve Access from Rt. 54

A road would help. But it needs less impact and people and land through this area.

Build a bridge between highway 94 and 100, crossing over the Missouri River

Connect new road at H/54

Need to somehow bypass downtown Fulton by utilizing Rt H overpass around to the east to pick up Rt O; possibly use Tennyson Road as a corridor

New roads need to be all above flood level, not just the bridges.

P&N - Make Travel Safer

I do believe this is correct. Existing roads are very curvy and people like cutting corners causing head ons.



April 15, 2009

Honorable FirstName LastName
Title
Address
City, State ZIP

Dear TITLE LastName

You may be aware of an Environmental Assessment (EA) underway in southeastern Callaway County, Missouri. The purpose of the study is to evaluate the need for improvements to the transportation system and to develop and evaluate concepts to address those needs.

This transportation study will take place over the next 12 to 18 months. Our first public event related to the study will be an open house on April 29, 2009. At that meeting, we will be seeking input on the study's formal Purpose and Need and gathering the community's thoughts on what needs to be done, their questions and concerns. A copy of the fact sheet for the April 29 meeting, including a map of the study area, is enclosed.

We would be pleased if you could join us at some point during the open house **from 4 to 7 p.m., Wednesday, April 29 at Fulton City Hall, 18 East 4th Street in Fulton, Missouri.** We also ask that you let your constituents know about the meeting.

The Callaway County Connector EA will look at what could be done to improve transportation in southeastern Callaway County. It will also examine the potential impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as costs and feasibility. The evaluation will include the roadway concept connecting Route 54 east to the Callaway Plant shown in the community last year, as well as evaluation of other concepts yet to be developed.

We hope that you will join us on April 29, and that you will let me know if you have questions or concerns at any point in the study process.

Sincerely,

Michael E. Herleth, P.E.
Senior Transportation Engineer
Burns & McDonnell Engineering Company, Inc.
Phone: (816) 822-3161
mherleth@burnsmcd.com

Encl: Callaway County Connector Fact Sheet – April 2009



April 16, 2009

PRESS RELEASE

For more information, contact Betty Burry at 816.527.2679 or at bburry@hntb.com

Transportation improvements for southeastern Callaway County under evaluation – public input needed

Kansas City, MO: As planners and engineers begin to consider transportation improvements in southeastern Callaway County, they are seeking the community's ideas, as well as input on what the study should accomplish in an **open house from 4 to 7 p.m., Wednesday, April 29th at Fulton City Hall, 18 East 4th St., Fulton, Missouri.**

Work on the Callaway County Connector Environmental Assessment (EA) has only recently begun, but the team responsible for the study is seeking public input to make sure that the study's Purpose and Need reflect the values and priorities of the local community. The Purpose and Need will serve as the criteria for evaluating the need for improvements, and if needed, which improvement(s) are best. "Before we can develop ideas for transportation improvements, it's critical that we understand what the community feels the improvements need to accomplish," according to Michael Herleth, project manager, Burns and McDonnell.

The Callaway County Connector EA will be completed over the next 12 to 18 months. The study will look at what could be done to improve transportation in southeastern Callaway County. It will also examine the potential impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as costs and feasibility. The Callaway County Connector EA will use public input to help decide what kind of transportation improvements, if any, might be made. The study is being led by Burns and McDonnell in collaboration with AmerenUE, the Missouri Department of Transportation and the Federal Highway Administration.

Herleth continued, "Along with getting feedback on the study's draft Purpose and Need, we're also looking for the community's ideas on what kinds of improvements need to happen in southeastern Callaway County. We'd also like local insights and information on historic or other sites that we may want to avoid. We need public input in order to help local leaders make good decisions about the type and location of transportation improvements in the area."

The study team is planning to have preliminary transportation improvement concepts for the community to see and respond to in a public meeting tentatively scheduled for late May of this year. More information about that meeting will be forthcoming.

END



What's down the road for travelers in southeastern Callaway County?

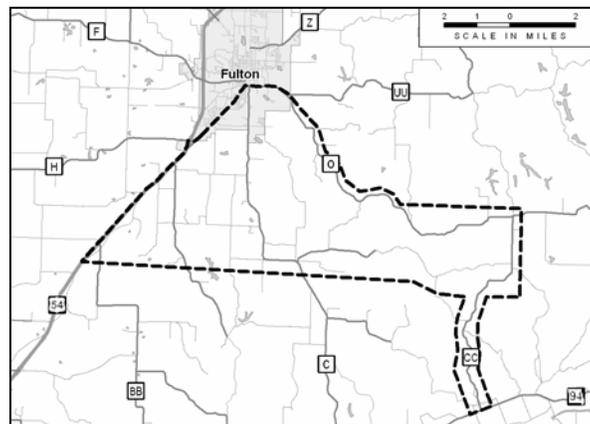
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Engineers and planners are hosting a public open house to:

- Hear your ideas
- Get your input on the draft Purpose and Need
- Respond to your questions and concerns

Please join us:
Open house from 4 to 7 p.m.
Wednesday, April 29, 2009
Fulton City Hall – 18 East 4th St.
Fulton, Missouri

Callaway County Connector Study Area



Questions? E-mail publiccomments@hntb.com; please put "Callaway County Connector" in the subject line.

E-mail Notification via Chamber of Commerce

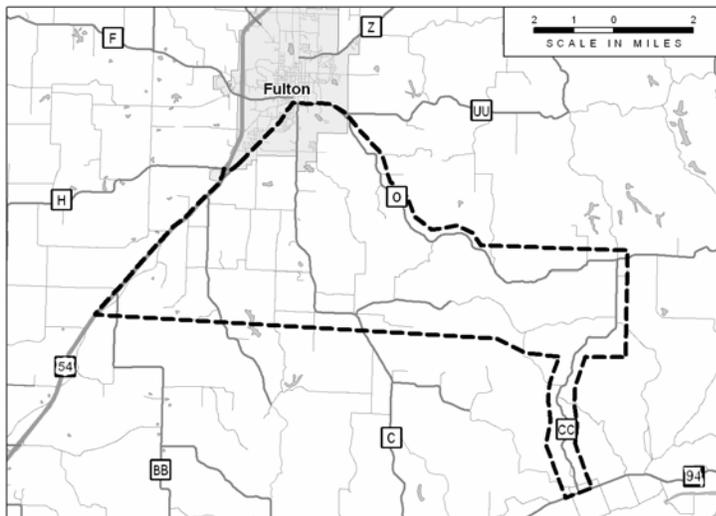
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Engineers and planners are hosting a public open house to:

- ◆ Hear your ideas
- ◆ Get your input on the need for the project and what it should accomplish (known formally as a Purpose and Need)
- ◆ Respond to your questions and concerns

Callaway County Connector Study Area:



Please join us:

Open house from 4 to 7 p.m.

Wednesday, April 29, 2009

Fulton City Hall, 18 East 4th St., Fulton, Missouri

Questions? E-mail publiccomments@hntb.com; please put "Callaway County Connector" in the subject line.

Public Involvement Meeting Summary 6-04-09



Callaway County Connector – Environmental Assessment Thursday, June 4, 2009 Mueller Student Center, Westminster Campus, Fulton, MO

Overview:

In order to maximize public participation and seek feedback on the Callaway County Connector Environmental Assessment, the study team hosted a public meeting and on-line public meeting to gather public feedback.

The traditional, open-house public meeting was held in Fulton. Approximately 45 attended the open-house meeting. In addition, the team hosted an online public meeting for the two weeks following the public meeting. The online meeting information was posted on the Missouri Department of Transportation web site at www.modot.org/central/CallawayConnectorEA.htm. To ensure a two-way dialogue, visitors were provided with the opportunity to fill out an online comment form at the conclusion of the presentation.

Together, the public meeting and online meeting option generated more than 50 comments.

Public Meeting Date and Location

A public open house was held from 4 to 7 p.m., Thursday, June 4 at the Mueller Student Center on the campus of Westminster College in Fulton, Missouri.

Additionally, immediately prior to the public meeting a public officials briefing was held at the same location and date from 3 to 4 p.m. Approximately eight elected and local officials participated in the meeting.

Public Meeting Publicity

The public meeting was publicized through the following means (samples are included in the appendix). Unless otherwise noted, publicity occurred at least two weeks prior to the meeting.

1. A press release was sent to print and electronic media in the area, including information about the project, meeting locations. Follow-up calls were made to the media a week prior to the meeting.
2. A meeting notice postcard to entire project mailing list.
3. An invitation letter was mailed to local, state and federal elected and public officials, with follow-up calls made the week before the meeting.
4. An e-mail notice was sent to those on the project mailing list who had provided that information.
5. A quarter-page display was placed in the *Fulton Sun*.

6. An article highlighting the online public meeting and the opportunity to comment appeared in the *Fulton Sun* on June 17, 2009

Exhibits and Topics Covered

The public meeting and online meeting were held in order for people to review and comment on the Callaway County Connector Environmental Assessment. Displays from the meeting detailed the environmental assessment process, the study area, its purpose and need, and possible transportation improvements that could be made in the study area. Copies of exhibits and online public meeting content are included in the appendix.

Input and Comments

Comments received via the public meeting, online meeting, email and various other sources are summarized in the appendix.



May 21, 2009

PRESS RELEASE

For more information, contact Betty Burry at 816.527.2679 or at bburry@hntb.com

Public feedback needed on possible transportation improvements in southeastern Callaway County

Kansas City, MO: Planners and engineers are evaluating possible transportation improvements in southeastern Callaway County, and are seeking the community's feedback in an **open house from 4 to 7 p.m., Thursday, June 4 at the Mueller Student Center on the campus of Westminster College in Fulton, Missouri.**

Work on the Callaway County Connector Environmental Assessment (EA) is progressing, and the study team has developed some concepts to share with the community. "We will share some ideas to improve the existing roadway network, and as well as ideas for locations for possible new roadways," according to Michael Herleth, project manager, Burns and McDonnell Engineers, who noted that the ideas are based on technical analyses as well as public input received to date. Herleth added, "As we move forward, we need to get the community's feedback."

Herleth continued, "We know that there's a lot of interest in the community about if, how and where transportation improvements could be made. We also know that with or without expansion, the Callaway Plant is a major source of traffic, especially between U.S. 54 and the plant itself, and that traffic needs to be factored into the evaluation process. We also understand that any improvements will need to minimize negative impacts to people, historic sites and the natural environment as much as possible. The public's input will help us with the evaluation of alternatives and their impacts, as well as evaluating the impacts of not making any improvements."

A recommendation on if, where and how transportation improvements could be made is expected later this year and will be the topic of a public hearing, tentatively planned for this fall. Study recommendations and public input will be submitted to the Federal Highway Administration, which is responsible for approving recommendations.

The Callaway County Connector EA will look at what could be done to improve transportation in southeastern Callaway County and the potential impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as costs and feasibility. The study is being led by Burns and McDonnell Engineers in collaboration with AmerenUE, the Missouri Department of Transportation and the Federal Highway Administration.

END



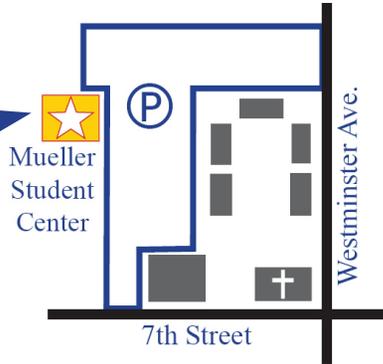
Please join the Callaway County Connector team at our open house on June 4, 2009. We will have new information, including ideas on where and how transportation improvements could be made, and *we need your feedback.*

At the open house, members of the study team will be present to:

- Share information about the study's purpose and need
- Share ideas about transportation improvements
- Talk with you about your questions and concerns

Please join us:

Open house from 4 to 7 p.m.
Thursday, June 4, 2009
Mueller Student Center
Westminster College Campus
Fulton, Missouri



Questions? e-mail the study team at publiccomments@hntb.com



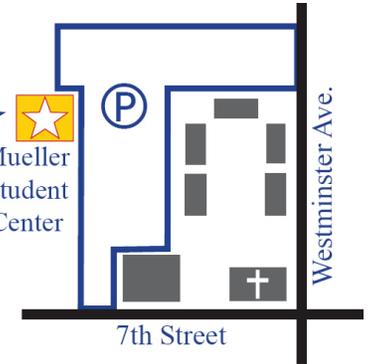
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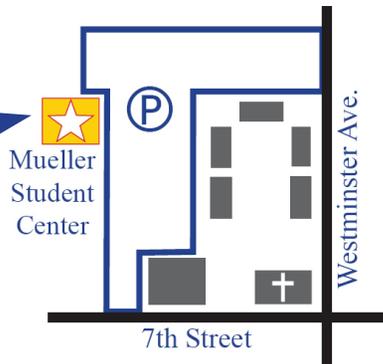
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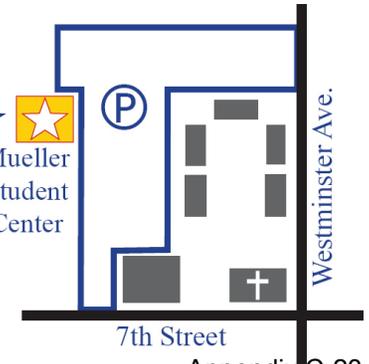
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Callaway County Connector
c/o HNTB
715 Kirk Drive
Kansas City, MO 64105

**Public Open-House Meeting:
Thursday, June 4
We hope to see you there!**



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May 20, 2009

Honorable FirstName LastName
Title
Address
City, State ZIP

Dear TITLE LastName

You may be aware of an Environmental Assessment (EA) underway in southeastern Callaway County, Missouri. The purpose of the study is to evaluate the need for improvements to the transportation system and to develop and evaluate concepts to address those needs.

We are hosting a special preview of concepts and ideas for transportation improvements for local elected officials **at 3 p.m., Thursday, June 4 at the Mueller Student Center on the campus of Westminster College.** Immediately following that meeting, at the same location, we will be hosting an open house for members of the public to see our ideas, ask questions and provide input from 4 to 7 p.m.

The Callaway County Connector EA will evaluate the need for transportation improvements in southeastern Callaway County. At the meeting on June 4, we will be sharing concepts, including potential improvements to the existing roadway system, as well as ideas for new roads. We will also be sharing information on our evaluation of the impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as information on relative costs and feasibility.

We hope that we will see you on June 4, and that you will let me know if you have questions or concerns at any point in the study process.

Sincerely,

Michael E. Herleth, P.E.
Senior Transportation Engineer
Burns & McDonnell Engineering Company, Inc.
Phone: (816) 822-3161
mherleth@burnsmcd.com

Options for Callaway County Roadway Improvements Now On Line - Comment Deadline is June 19

Public Comments

Sent: Friday, June 12, 2009 11:02 AM

We need your input!

Work has started to evaluate possible options to (1) improve existing roads and/or (2) build a new road in southeastern Callaway County. Information on those options has now been posted to MoDOT's web site, along with an on-line comment form.

We need to know what you think. Log on to www.modot.org/central/CallawayConnectorEA.htm to see information about the study goals, maps of preliminary concepts and to provide your thoughts and ideas.

The deadline for comments is Friday, June 19, 2009.

Please feel free to share this information with anyone who might have an interest in the project.



We need your input on transportation in southeast Callaway County!

Please join the Callaway County Connector team at our open house. We will have new information, including ideas on if, where and how transportation improvements could be made, and *we need your feedback*.

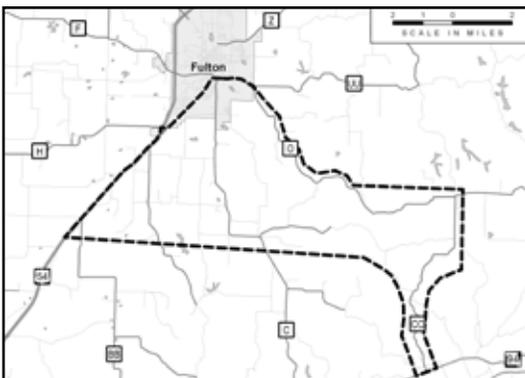
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Fulton, Missouri



At the open house, members of the study team will:

- Share **information** about the study's purpose and need
- Share **ideas** for transportation improvements
- Talk with you about your **questions** and **concerns**



Callaway County Connector Study Area

Questions? e-mail the study team at publiccomments@hntb.com

Posted: Wednesday, Jun 17, 2009 - 09:29:02 am CDT

Deadline for public comments on Callaway Connector looms

By ROGER MEISSEN and DON NORFLEET
The Fulton Sun

Callaway County residents can have their opinions count as a deadline approaches for input on Callaway Connector possibilities.

As part of the ongoing Callaway County Connector Environmental Assessment, residents are encouraged to submit comments by Monday on potential highway improvements in southeastern parts of the county.

"The options being considered are on the MoDOT Web site, so folks have six more days to have some input," HNTB Public Involvement Manager Betty Burry said. "There's background information online about where we are on the study as well as a comment survey for residents to complete.

"At the June meeting we heard a lot of input from the crowd, much of what we expected from folks concerned about property impacts," she continued. "What we showed in June will be refined or changed in the next several months, depending on what feedback we get, and that will shape what we come back and recommend in the fall."

HNTB - an infrastructure consulting firm - is working closely with Burns and McDonnell Engineers, who are leading the study. They both are also collaborating with AmerenUE, the Missouri Department of Transportation and the Federal Highway Administration.

AmerenUE asked the state for permission to do the study and paid \$500,000 for preliminary design work. The state agreed to participate in the study because of the expected increase of traffic in the area and the fact that Callaway County is one of the fastest growing counties in the state.

Mike Herleth, senior transportation engineer with Burns and McDonnell, said they are giving significant weight to public comments and opinions.

"Public involvement and input will carry 15 to 20 percent weight, depending on how we go through the process of evaluating that," Herleth said. "One of the reasons we're going through the whole process is that we want to gauge the reaction to the different options and see what support is there for things like a new road or improving the existing roadways.

"If we get surveys back after Monday we will continue to use them as much as possible up until we make a decision on the preferred alternative in the first part of July."

Maps show options that include 12 new roadway concepts and five proposals to extend existing roads, such as extending Tennyson Road from Business 54 east to Route O. The study area extends from U.S. 54 near Fulton to Route CC near the Callaway nuclear plant. The study continues south along Route CC, and ends at the junction of Route 94 near Steedman.

"We think all the proposals are all viable options, but want to make sure the public gives us their feedback so we can look at that as a significant portion of our evaluation to determine what the next steps will be," Herleth said. "We'll use the survey results as well as cost, environmental impact and other factors to determine our final proposal that will be presented in the fall."

Those final plans will be sent to the Federal Highway Administration for approval. However, Burry noted that no funds are currently lined up for the start or completion of any proposals.

For more information and how to enter comments at this first stage of the planning process by Friday's deadline, call the Missouri Department of Transportation at 888-275-6636.

The public can complete an input survey online at www.modot.org/central/CallawayConnectorEA.htm or comments can be submitted by mail to Callaway County Connector, c/o HNTB, 715 Kirk Drive, Kansas City, MO 64105.



The Callaway County Connector Environmental Assessment will help decide if — and what kind of — improvements need to be made to the transportation system in southeastern Callaway County.

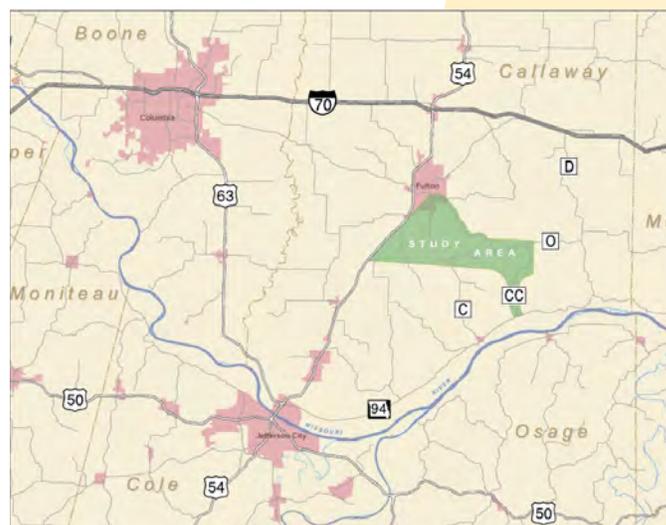
Why are we thinking about transportation improvements?

Recent traffic studies have shown that the roadway system in Callaway County is adequate to carry traffic, including workers and materials going to the Callaway Nuclear Plant.

However, the area may benefit from improved or new roads that could enhance safety, as well as better access from Route 54 to the eastern part of the county. Any changes might also improve the ability to accommodate modern vehicles, as well as access during local high-water events.

In order to ensure that travel is as safe and efficient as possible, the local agencies responsible for transportation planning (including MoDOT) are looking into the potential costs and impacts of improvements to the local transportation system.

Callaway County Connector Study Area



What is an Environmental Assessment?

An Environmental Assessment (EA) is a federally required process designed to help communities and public agencies make decisions about public investments. It also documents the decision-making process.

An EA examines the potential impacts of proposed improvements on homes, businesses, farms, historic sites, communities and nature, as well as the costs and feasibility of proposed improvements.



Participants map questions and concerns at the April 29, 2009 public meeting.

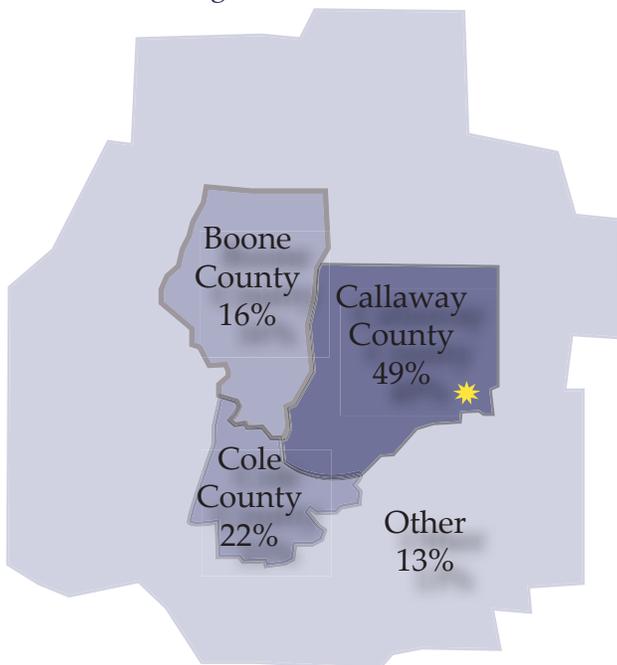
Questions and comments from the April 29 meeting:

How does the Callaway Plant fit into this study?

AmerenUE announced on April 23, 2009, that they are suspending efforts to build a second nuclear-power unit at the Callaway Plant. Whether or not that suspension is permanent is a decision to be made by AmerenUE at some point in the future.

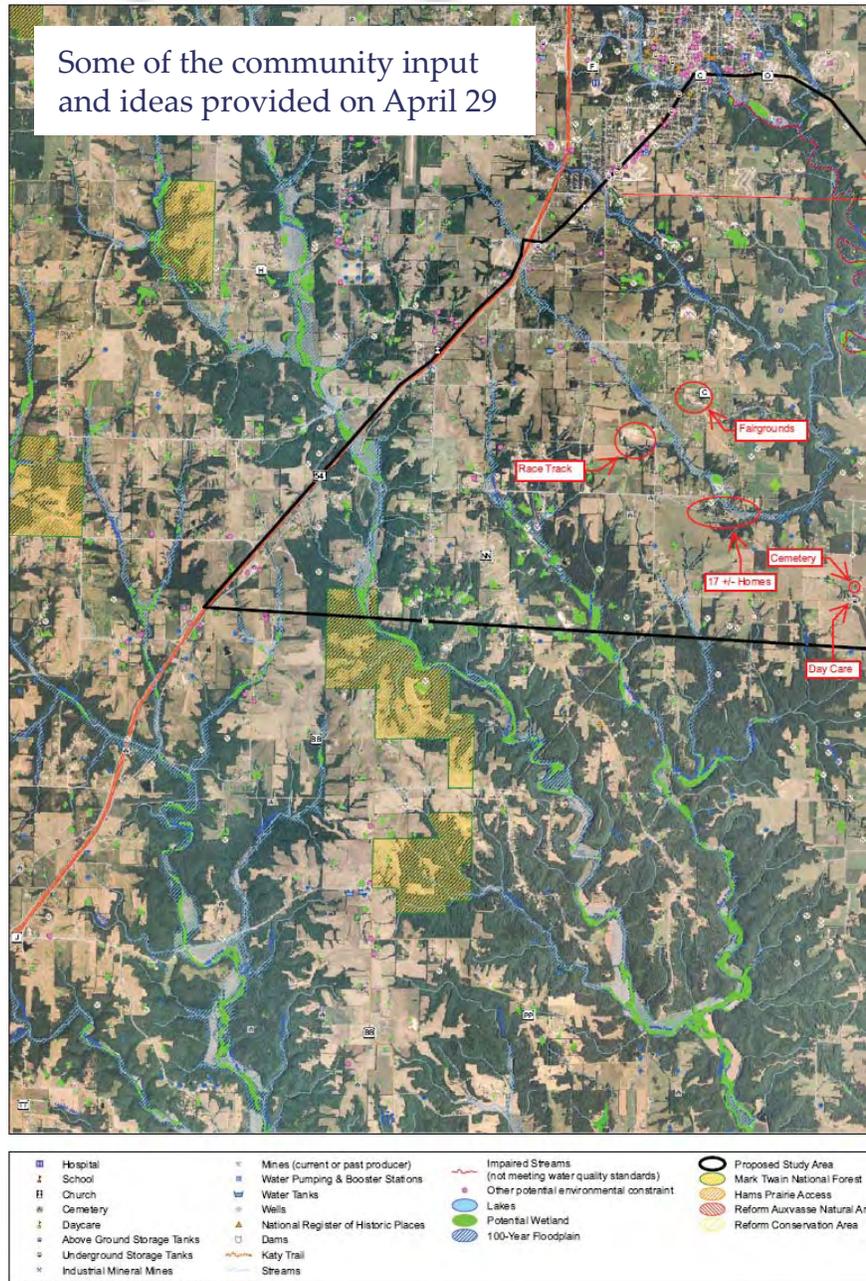
With or without expansion, the Callaway Plant is a **major source of traffic** in the area as 800+ people drive to and from work each day. Where traffic goes to — and comes from — is an important part in the development of potential solutions, and in the evaluation process.

Percent of Callaway Plant Employees Residing in Missouri Counties



What about connections to I-70, or to the east? Couldn't we use the heavy-haul road?

The majority of motorists in the area come from Callaway and Cole counties, and travel east and west. Those other connections could serve long-distance travelers, but not the local residents who make up the majority of day-to-day traffic in the area.



Other comments included:

- The need for improved safety, particularly on Route O
- Concerns about potential impacts to farms and homes
- A desire to improve existing roadways

Community input included support for the draft Purpose and Need:

1. Make travel safer - *Improvements should, where practical, meet MoDOT engineering policy guidelines for sight distances, stopping distances, turns and grades.*

Key challenges and constraints

Roadway design:

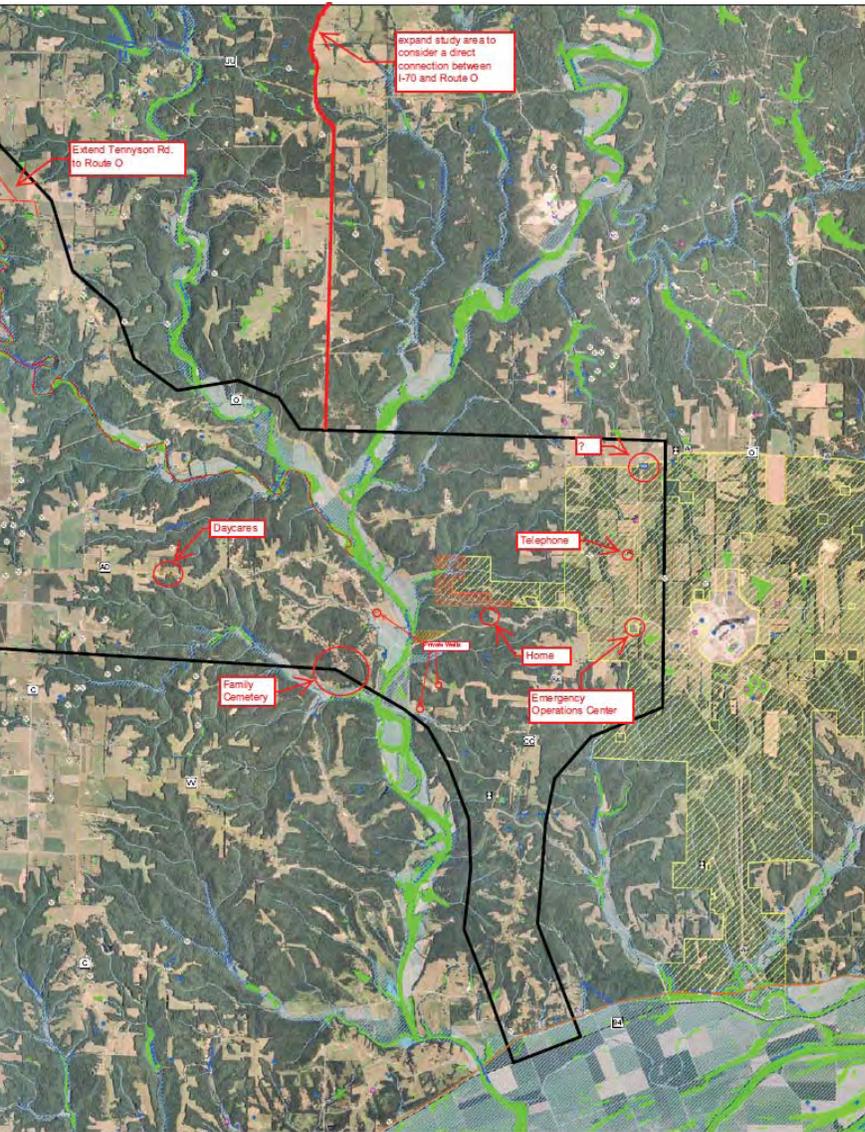
Some of the roads in the area started as dirt roads and were first paved or covered in gravel during the state's "Get Missouri Out of the Mud" campaign in the 1920s.



Over the years, the vehicles traveling these roads have changed significantly, but short sight distances, sharp curves and tall hills have not.

Topography:

The area's hills and valleys create challenges for roadway design. An improved roadway would need to be less steep and less curvy.



0 0.25 0.5 1
SCALE IN MILES

Data Source:
Center for Applied Research and Environmental Systems,
Missouri Department of Transportation, Missouri
Department of Conservation, Missouri Department of
Conservation, Missouri State Parks, Missouri
Department of Transportation, Missouri State Parks,
USGS NAD 83, 2011 Aerial Photography

NOTE:
Certain resources are inventoried and depicted on the map
because of their historic significance. Changes will occur
over time, and the accuracy of the information on this
map is not guaranteed. The information is for
informational purposes only.



Callaway County Connector
Environmental Assessment
Potential Environmental and
Cultural Constraints

2. Improve access from Route 54 to the east - *Changes should support those travelers.*
3. Update the roadway system - *New or rebuilt roads should better withstand current and future vehicle loads.*
4. Improve access during floods - *Improvements should provide residents and travelers routes that are more reliable during local high-water events.*

Note: Questions and comments about Callaway Plant operations have been forwarded to AmerenUE. The Callaway County Connector study is about local transportation needs, not specific activities at the Callaway Plant.

To do that, transportation improvements might need to take up more space than the existing roadways.

Minimizing impacts:

Any improvements would need to avoid creating negative impacts as much as possible. If, in the overall evaluation of alternatives, negative impacts are necessary, the Environmental Assessment will include plans to address negative impacts.



What's next?

Later this year, the study team will host a public hearing on recommendations for transportation improvements. Those recommendations, along with public comments, will be submitted to the Federal Highway Administration for review and approval.

When does construction start?

Final design and construction cannot begin
 (1) until after FHWA approval and
 (2) funding has been identified.

Who is responsible for this EA?

The EA is being led by Burns and McDonnell Engineers, in collaboration with AmerenUE, the Missouri Department of Transportation and the Federal Highway Administration.

For more information:

Contact the study team via e-mail at publiccomments@hntb.com. Please put "Callaway County Connector" in the subject line. Or, you can write to:

Callaway County Connector
 c/o HNTB
 715 Kirk Drive
 Kansas City, MO 64105

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.

Evaluation Process

Each of the ideas presented have been evaluated based on eight key criteria, as outlined below. Each has been weighed against what would happen if there were no improvements, called a "no-build" option.

Meets Purpose and Need

	Better	←————→		Worse
 Make Travel Safer	●	●	●	●
 Improve Access to/ from Route 54	●	●	●	●
 Update Roadway System	●	●	●	●
 Improve Access During Floods	●	●	●	●

Negative Impacts

	Fewer	←————→		More
 Impacts to Nature and Environment	●	●	●	●
 Impacts to People and Property	●	●	●	●
 Impacts to Historic or Archeological Sites	●	●	●	●

Relative Costs

	Lower	←————→		Higher
	●	●	●	●

Please see the inserted maps for ideas under consideration.



Welcome!

We're glad you're here.





Please sign in!

We will notify you about future
Callaway County Connector
public meetings.

Tonight's Agenda:

- Your feedback on ideas for transportation improvements
- Preliminary information on potential impacts
- Your questions and concerns



What is an Environmental Assessment?

An Environmental Assessment (EA) is a federally required process designed to help communities and public agencies make decisions about public investments. It also documents the decision-making process.



The Callaway County Connector EA will look at what could be done to improve transportation in southeastern Callaway County. It will also examine the potential impacts of those improvements on homes, businesses, farms, historic sites, communities and nature, as well as costs and feasibility.

<u>EA Steps</u>	<u>Preliminary Schedule</u>	<u>Public Input</u>
1. Establish goals (formally know as "Purpose and Need")	Winter 2008 / Spring 2009	✱ April 29, 2009
2. Evaluate current and future transportation needs		
3. Develop concepts for transportation improvements	Summer 2009	✱ June 4, 2009
4. Evaluate the impacts of those improvements and make any refinements		
5. Recommend needed and appropriate transportation improvements to the community	Fall 2009	✱ Fall 2009
6. Receive final approval from the Federal Highway Administration	Late 2009 / Early 2010	



How does the Callaway Plant fit into this study?

AmerenUE announced on April 23, 2009 that they are suspending efforts to build a second nuclear-powered generating unit at the Callaway Plant. Whether or not that suspension is permanent is a decision to be made by AmerenUE at some point in the future.



Percent of Callaway Plant Employees Residing in Missouri Counties



With or without expansion, the Callaway Plant is **a major source of traffic** in the area as 800+ people drive to and from work each day. Where traffic goes to — and comes from — is an important part in the development of potential solutions, and in the evaluation process.

The Callaway County Connector EA is looking at the impacts of existing and future traffic, and if and how improvements could make travel safer, more efficient and more reliable.

The EA will also look at the need for transportation improvements in relation to (1) safety, (2) connectivity, (3) the ability of the roadway to support modern traffic, and (4) roadway access during floods.



Note: Questions and comments about Callaway Plant operations have been forwarded to AmerenUE. The Callaway County Connector study is about local transportation needs, not specific activities at the Callaway Plant.



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.



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.

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.



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?

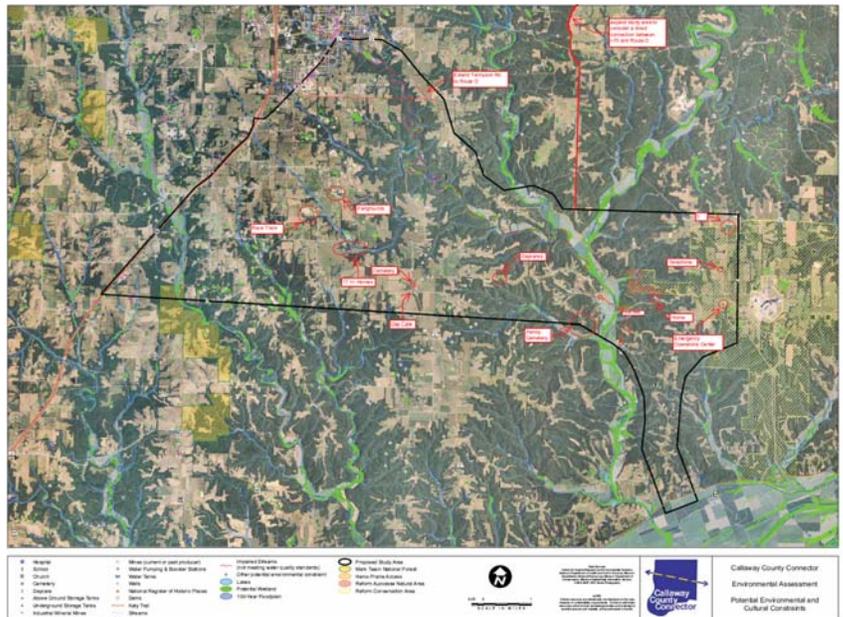
The existing roadway system is adequate. However, without major improvements, long-term issues related to roadway design (like sharp turns and steep hills) cannot be addressed. Roadway access during local high-water events will continue to be impacted. On the other hand, there would be no new impacts 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 collected on April 29th:





Key Challenges and Constraints

Roadway Design:

Some of the roads in the area started as dirt roads and were first paved or covered in gravel during the state's "Get Missouri Out of the Mud" campaign in the 1920s.

Over the years, the vehicles traveling these roads have changed significantly, but short sight distances, sharp curves and tall hills have not.



Topography:

The area's hills and valleys create challenges for roadway design. An improved roadway would need to be less steep and less curvy.

To do that, transportation improvements might need to take up more space than the existing roadways.

Minimizing Impacts:

Any improvements would need to avoid creating negative impacts as much as possible. If, in the overall evaluation of alternatives, negative impacts are necessary, the Environmental Assessment will include plans to address negative impacts.



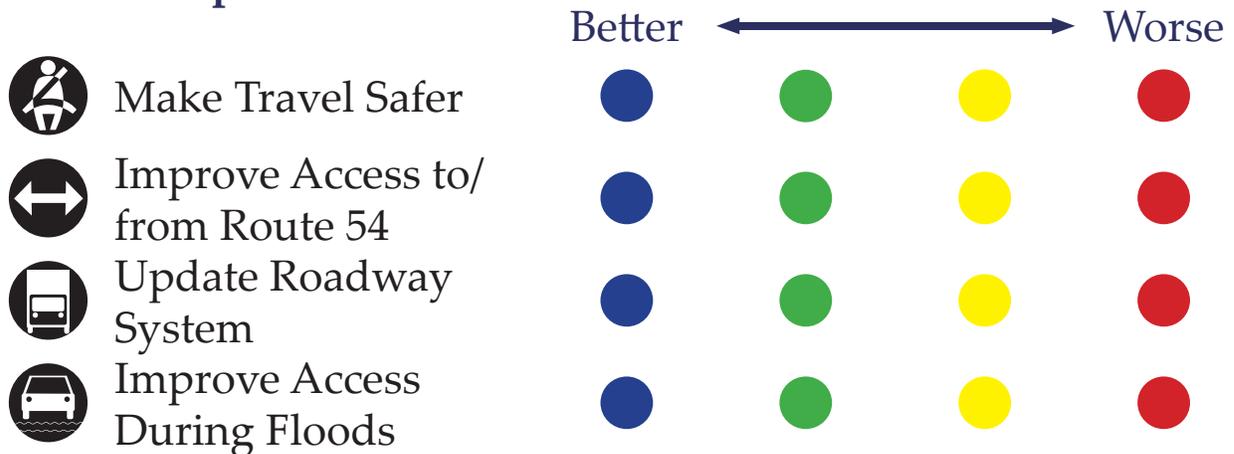


Evaluating Ideas for Transportation Improvements

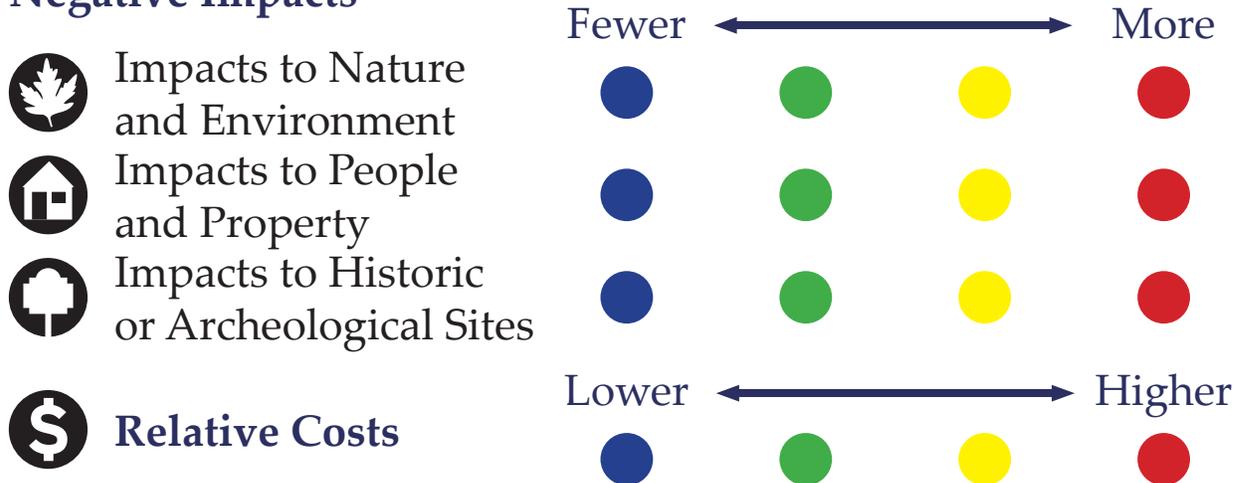
The ideas being shown tonight also include an evaluation related to eight key criteria, as shown below.

Each idea is weighed against what would happen if there were no improvements, called a “no-build” option.

Meets Purpose and Need



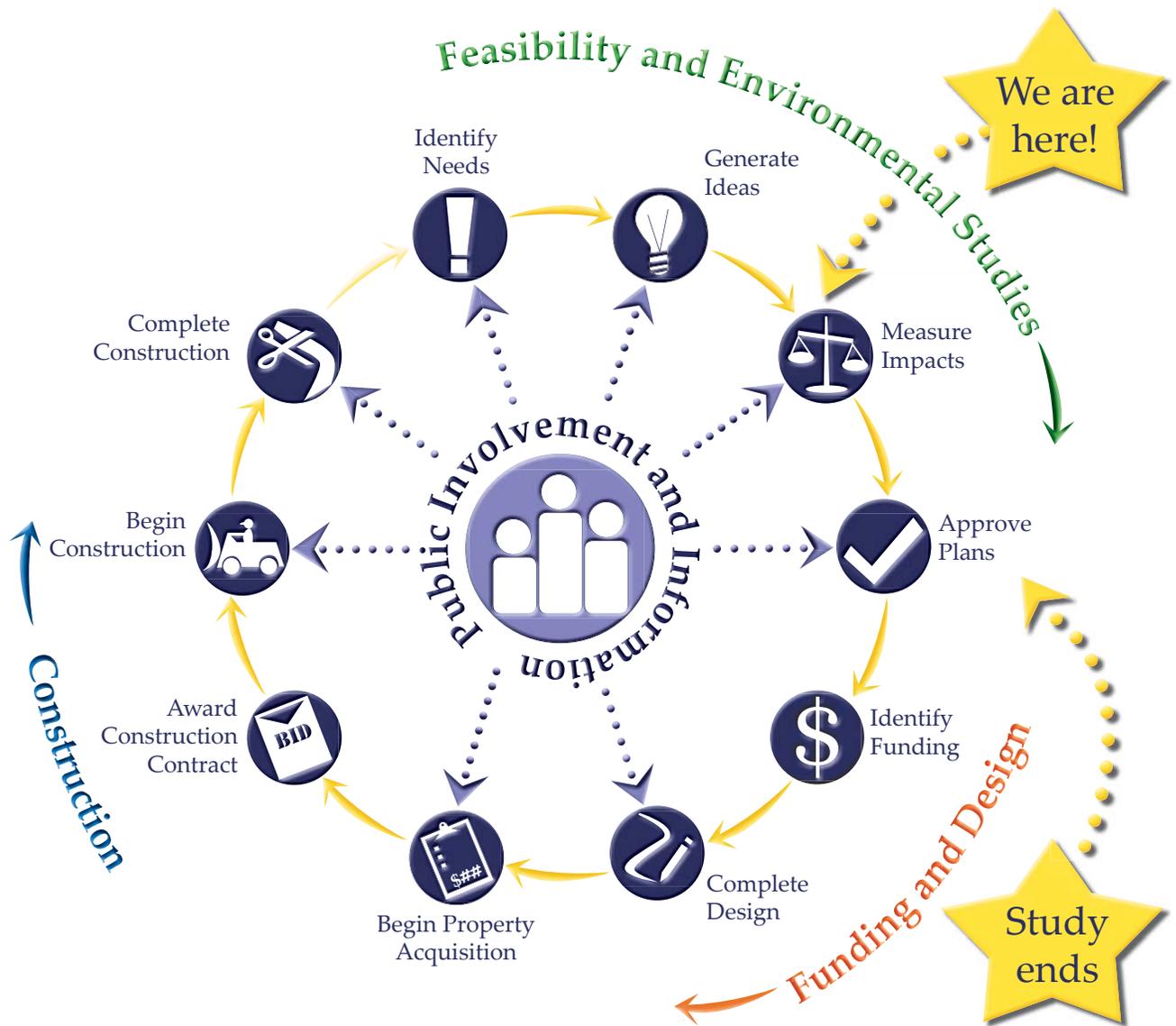
Negative Impacts





What's next? Later this year, the study team will host a public hearing on recommendations for improvements. Those recommendations, along with public comments, will be submitted to the Federal Highway Administration for review and approval.

Transportation Improvement Process



When could construction start? Final design and construction cannot begin until after (1) FHWA approval and (2) funding has been identified.



What do you think?

Please do one of the following:

- Talk with a team member,
- Fill out a comment form, or
- Take a comment form home and mail or e-mail your thoughts

Thank you for your time
and interest!

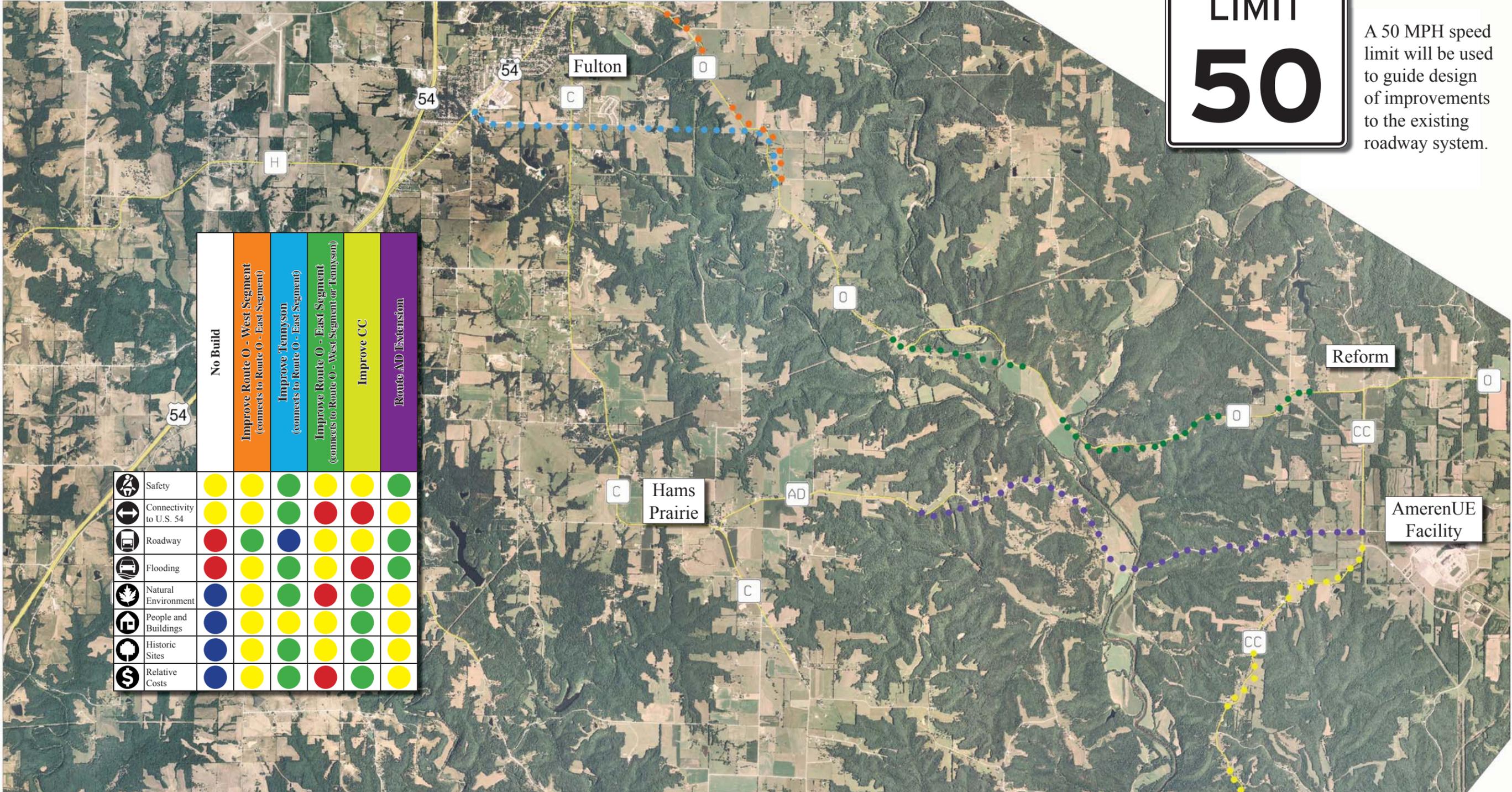
*We will notify you about the
public hearing this fall.*

Improve Existing Roadway Concepts

June, 2009



A 50 MPH speed limit will be used to guide design of improvements to the existing roadway system.



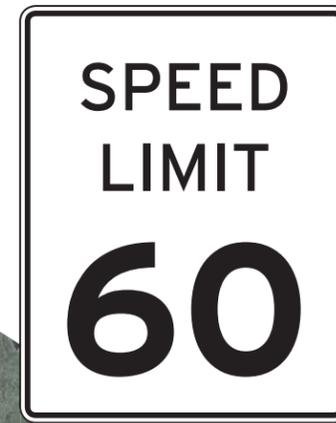
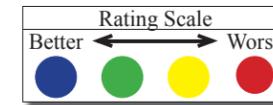
	No Build	Improve Route O - West Segment (connects to Route O - East Segment)	Improve Tennyson (connects to Route O - East Segment)	Improve Route O - East Segment (connects to Route O - West Segment or Tennyson)	Improve CC	Route AD Extension
Safety	Yellow	Yellow	Green	Yellow	Yellow	Green
Connectivity to U.S. 54	Yellow	Yellow	Green	Red	Red	Yellow
Roadway	Red	Green	Blue	Yellow	Yellow	Green
Flooding	Red	Yellow	Green	Yellow	Red	Green
Natural Environment	Blue	Yellow	Green	Red	Green	Yellow
People and Buildings	Blue	Yellow	Yellow	Yellow	Green	Yellow
Historic Sites	Blue	Yellow	Green	Yellow	Green	Yellow
Relative Costs	Blue	Yellow	Green	Red	Green	Yellow

- NOTES:
1. IN ADDITION TO THE SEGMENTS SHOWN AS BEING RECONSTRUCTED, THE REMAINING PARTS OF ROUTE C, ROUTE O, AND ROUTE CC WILL BE CONSIDERED FOR MINOR IMPROVEMENTS.
 2. IMPROVEMENTS TO THE EXISTING ROADWAY BEYOND THE RECONSTRUCTED SEGMENTS OF ROUTE C, ROUTE O, AND ROUTE CC WILL LIKELY INCLUDE RESURFACING, MINOR LANE WIDENING, AND ADDING A SHOULDER WITHIN THE AVAILABLE STATE OWNED RIGHT OF WAY.

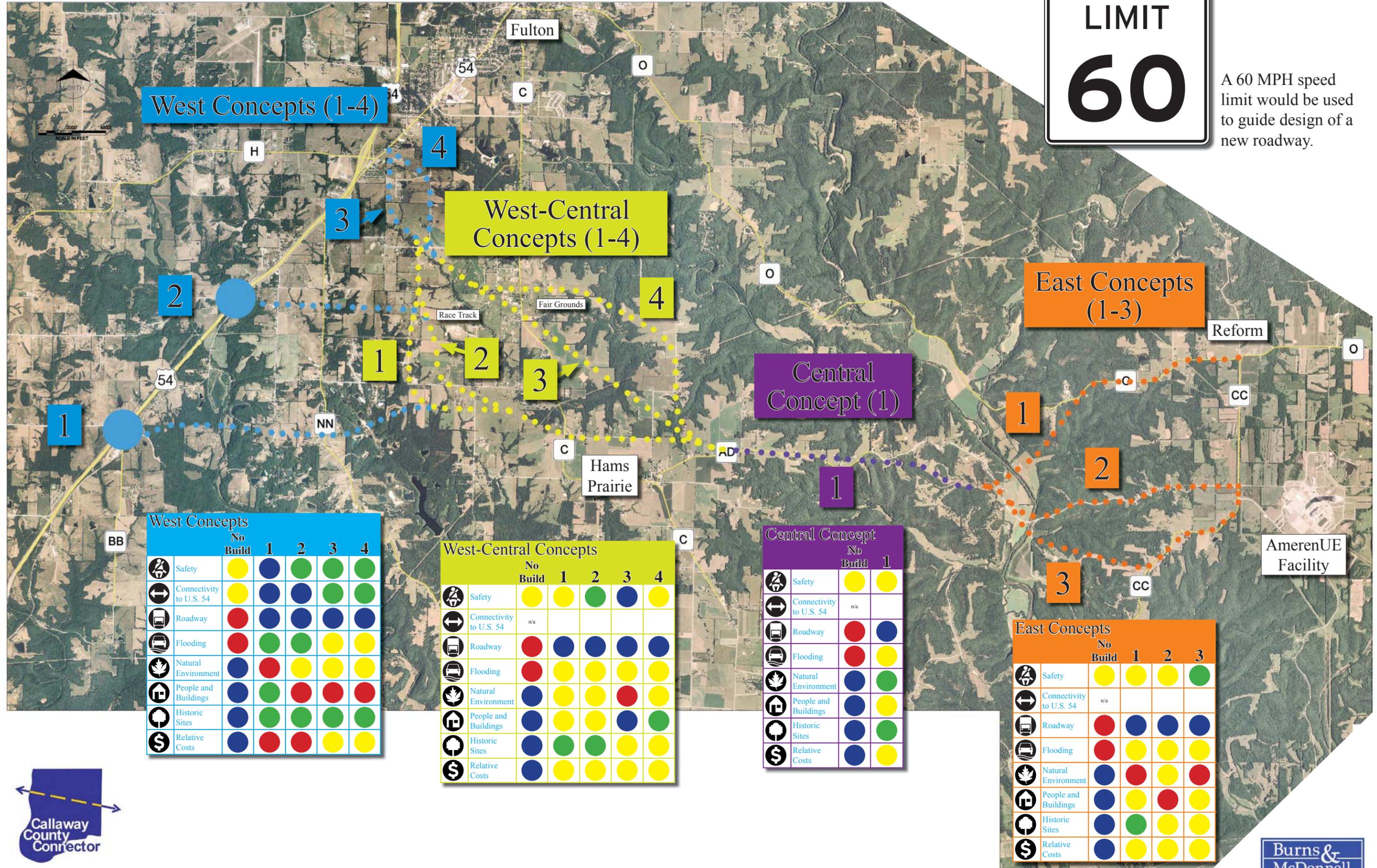


New Roadway Concepts

June, 2009



A 60 MPH speed limit would be used to guide design of a new roadway.



West Concepts

	No Build	1	2	3	4
Safety	Yellow	Blue	Green	Green	Green
Connectivity to U.S. 54	Yellow	Blue	Blue	Green	Green
Roadway	Red	Blue	Blue	Blue	Blue
Flooding	Red	Green	Green	Yellow	Yellow
Natural Environment	Blue	Red	Yellow	Yellow	Yellow
People and Buildings	Blue	Green	Red	Red	Red
Historic Sites	Blue	Green	Green	Green	Green
Relative Costs	Blue	Red	Red	Yellow	Yellow

West-Central Concepts

	No Build	1	2	3	4
Safety	Yellow	Yellow	Green	Blue	Yellow
Connectivity to U.S. 54	n/a				
Roadway	Red	Blue	Blue	Blue	Blue
Flooding	Red	Yellow	Yellow	Yellow	Yellow
Natural Environment	Blue	Yellow	Yellow	Red	Yellow
People and Buildings	Blue	Yellow	Yellow	Blue	Green
Historic Sites	Blue	Green	Green	Yellow	Yellow
Relative Costs	Blue	Yellow	Yellow	Yellow	Yellow

Central Concept

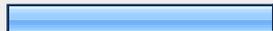
	No Build	1
Safety	Yellow	Yellow
Connectivity to U.S. 54	n/a	
Roadway	Red	Blue
Flooding	Red	Yellow
Natural Environment	Blue	Green
People and Buildings	Blue	Yellow
Historic Sites	Blue	Green
Relative Costs	Blue	Yellow

East Concepts

	No Build	1	2	3
Safety	Yellow	Yellow	Yellow	Green
Connectivity to U.S. 54	n/a			
Roadway	Red	Blue	Blue	Blue
Flooding	Red	Yellow	Yellow	Yellow
Natural Environment	Blue	Red	Yellow	Red
People and Buildings	Blue	Yellow	Red	Yellow
Historic Sites	Blue	Green	Yellow	Yellow
Relative Costs	Blue	Yellow	Yellow	Yellow



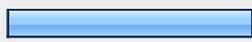
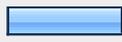
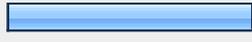
Callaway County Connector - Initial Concepts

1. Improve Existing Roadway Concepts			Response Percent	Response Count
Do Nothing			23.1%	9
Improve Rte. O/West Segment + Rte. O/East Segment			41.0%	16
Improve Tennyson + Rte. O/East Segment			20.5%	8
Improve CC			7.7%	3
Extend Rte. AD			7.7%	3
Why do you prefer this option?				29
answered question				39
skipped question				12

Why do you prefer this option?		
1	hopefully less impact	Jun 9, 2009 12:32 PM
2	Froms Hams Prairie to the Plant, it makes no sense to have it be half gravel.	Jun 10, 2009 1:31 PM
3	Road is already there causing less ground to be acquired creating less impact on homesteads and way of life.	Jun 10, 2009 1:43 PM
4	Hills and curves are bad. No place to get to side of road if you bread down.	Jun 10, 2009 1:45 PM
5	We should take care of what we have before we think about new.	Jun 10, 2009 1:46 PM
6	Improve Tennyson + Rte. O/East Segment & Extend Rte. AD. Closer to town for more revenue	Jun 10, 2009 1:50 PM
7	Best choice over doing nothing.	Jun 10, 2009 1:56 PM
8	Use heavy haul road - (all owned by Ameren along road) and connect to 94-improve 94 for better access to Jeff City - this will benefit many people, not only Ameren.	Jun 10, 2009 2:12 PM
9	feel that the concept to utilize the existing Tennyson Road and Route O is the best solution. It disrupts the least impact of people and disturbs the least amount disturbance of farm ground and pasture.	Jun 10, 2009 2:19 PM
10	Improve Rte. O – West Segment + Rte O – East Segment and Improve CC.For the past 32 years these have been the main routes to and from the UE plant. People living in these areas would be the lease impacted and benefit the most from the improvements. With the above improvements it would not be necessary to extend AD.	Jun 10, 2009 2:27 PM
11	It is the route most Ameren employees currently use.	Jun 11, 2009 8:24 PM
12	Established routes with least impact to people and property. No need to extend AD.	Jun 11, 2009 8:25 PM
13	busier road then people think	Jun 13, 2009 3:11 AM

Why do you prefer this option?		
14	LESS MONEY LESS IMPACT	Jun 13, 2009 12:43 PM
15	Extend Rte. AD - Do this also, #1 Central below. Build new road Rte O would be more dangerous than it already is (I live on Rt. O) if additional traffic from new plant construction.	Jun 17, 2009 1:58 PM
16	This would kind of centralize Fulton to Route O in a shorter and quicker fashion.	Jun 17, 2009 5:05 PM
17	Current roads are not efficient in moving traffic from Fulton to the plant. They go through populated areas that would require moving many more people than necessary.	Jun 17, 2009 5:22 PM
18	no new roads, just improve what already exists	Jun 17, 2009 7:42 PM
19	Better access to O from south Fulton area.	Jun 18, 2009 3:17 AM
20	No cost or impact on property.	Jun 18, 2009 12:16 PM
21	It's fine the way it is.	Jun 18, 2009 12:31 PM
22	look like it would impact less people	Jun 18, 2009 5:40 PM
23	this would provide the most development opportunities for areas immediately surrounding Fulton.	Jun 18, 2009 6:59 PM
24	Alternative route to O or CC	Jun 19, 2009 1:07 AM
25	This area has been living with the traffic for the last 30+ years and have adapted to it. I would also benefit the most people who have to drive the route not only for UE but in general. I also approve of the CC improvement because the traffic is currently split between O and CC	Jun 19, 2009 2:53 AM
26	If no other improvements are economically feasible, this option will at least address some of the safety, flooding and access to the area in bad weather (snow, etc.). Many of the people traveling in this area must be able to access it 24/7.	Jun 19, 2009 2:46 PM
27	It is already a road that needs improving for safety	Jun 24, 2009 6:19 PM
28	Frequently traveled, very curvy no shoulders	Jun 29, 2009 4:23 PM
29	Improve CC also chosen Frequently Travel	Jun 29, 2009 4:24 PM

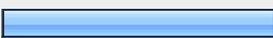
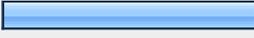
Callaway County Connector - Initial Concepts

1. New Roadway Concepts - West			Response Percent	Response Count
Do Nothing			37.5%	15
Option 1			17.5%	7
Option 2			5.0%	2
Option 3			37.5%	15
Option 4			2.5%	1
Why do you prefer this option?				28
answered question				40
skipped question				11

Why do you prefer this option?		
1	Chose 3 and 4; Easiest access to Fulton and 3 or 4 seem to be almost identical.	Jun 10, 2009 1:31 PM
2	chose 3 and 4	Jun 10, 2009 1:37 PM
3	Route O is not an option by your diagram.	Jun 10, 2009 1:43 PM
4	Route O is in worse shape. More hills and curves, no shoulder to go to.	Jun 10, 2009 1:45 PM
5	Option 3 & 4. Closer to town to get gas and supplies.	Jun 10, 2009 1:50 PM
6	4 is second choice, keeps traffic our of Fulton - will be used by more	Jun 10, 2009 1:56 PM
7	3-direct; 4-second choice; 1-too far from Fulton; 2-too far from Fulton. Would loose business generate from incoming workers - they would stay in Jeff City.	Jun 10, 2009 2:00 PM
8	It looks like it will have the least impact on property owners.	Jun 10, 2009 2:14 PM
9	closer to Fulton	Jun 10, 2009 2:16 PM
10	Re New Roadway Concepts, I have no opinion on West, Central, or East.	Jun 10, 2009 2:24 PM
11	People like me purchased property in these areas because of the low traffic and quieter surroundings. Slicing a new roadway system across the county would have the highest negative impact on people and the environment. UE is the only one that wants to see this happen.	Jun 10, 2009 2:27 PM
12	Can use current H exit without creating a new exit.	Jun 11, 2009 8:24 PM
13	why how about paving gravel roads to cut down on illnesses	Jun 13, 2009 3:11 AM
14	This option gives the easiest access to both Hwy 54 and Business 54 in Fulton. Giving travelers access to the city of Fulton.	Jun 17, 2009 1:52 PM
15	Combine with #2 West Central and #2 East. Provides a relatively straight shot to the Callaway Plant.	Jun 17, 2009 1:58 PM
16	This would for for sure provide a quicker way to and from Jeff City with out having to go all the way to 94 from the Reform area.	Jun 17, 2009 5:05 PM

Why do you prefer this option?		
17	This option provides access to Hwy 54 which provides easy access to Columbia or Jefferson City without going too far south. Also will provide economic impact for Fulton area businesses.	Jun 17, 2009 5:22 PM
18	MoDot can't take care of the maintenance on the Current State roads in Callaway County, the excuse is always no funding. So I don't feel they need more roads until the existing roads are maintained.	Jun 17, 2009 7:36 PM
19	Looks like the best on paper.	Jun 17, 2009 8:01 PM
20	ease of access from south and is relatively straight	Jun 17, 2009 9:51 PM
21	Best road and straight shot from 54 to Hams Prairie.	Jun 18, 2009 3:17 AM
22	No cost or impact on property.	Jun 18, 2009 12:16 PM
23	Appears to be more of a direct shot from 54 to Ameren, and would have the least harmful affect on the area.	Jun 18, 2009 1:15 PM
24	future growth patterns would favor this	Jun 18, 2009 6:59 PM
25	This would have the largest negative impact to the people and environment.	Jun 19, 2009 2:53 AM
26	Option 3 or 4 both would be acceptable. They are able to use the the existing overpass on Hwy. 54 and provide easier access for Callaway County/Fulton residents to the highway and to existing businesses in the southern part of Fulton. This would also provide an easily accessible route from I-70.	Jun 19, 2009 2:46 PM
27	This option would lead you directly to Opiton 3 which is by far the best. It would also lead you to Option 4 if this one is selected.	Jun 19, 2009 8:04 PM
28	Already an intersection in that area.	Jun 24, 2009 6:19 PM

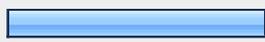
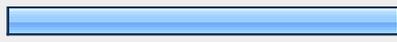
Callaway County Connector - Initial Concepts

1. New Roadway Concepts - West-Central			Response Percent	Response Count
Do Nothing			41.7%	15
Option 1			11.1%	4
Option 2			8.3%	3
Option 3			38.9%	14
Option 4			0.0%	0
Why do you prefer this option?				27
answered question				36
skipped question				15

Why do you prefer this option?		
1	goes straight diagonal	Jun 10, 2009 1:37 PM
2	Route O is not an option by your diagram.	Jun 10, 2009 1:43 PM
3	Route O is in worse shape. More hills and curves, no shoulder to go to.	Jun 10, 2009 1:45 PM
4	Straight shot there.	Jun 10, 2009 1:50 PM
5	2 or 1 avoid most existing housing	Jun 10, 2009 1:56 PM
6	straight/direct easy access to race track and fairground.	Jun 10, 2009 2:00 PM
7	closer to Fulton	Jun 10, 2009 2:16 PM
8	Route 3 of the West Central Concept impacts an existing 75 lot subdivision of upscale homes. It would require a very expensive bridge over the creek.	Jun 10, 2009 2:19 PM
9	However, the West Central Concepts are of great importance to us. MKP I is developing a subdivision which is East of Route C, and entered by CR 413. There are a total of 72 home sites approved, with 25 sites now platted. The option 4 would run at the south side of this subdivision, and the noise and interference would greatly damage the value of the subdivision. Similarly, longer term plans are to develop the 410 acres 1/2 mile south of the option 4 road, and that property is bisected by the Option 3 Concept. Therefore, I would favor Option 1 or Option 2.	Jun 10, 2009 2:24 PM
10	People like me purchased property in these areas because of the low traffic and quieter surroundings. Slicing a new roadway system across the county would have the highest negative impact on people and the environment. UE is the only one that wants to see this happen.	Jun 10, 2009 2:27 PM
11	less mileage involved	Jun 11, 2009 8:24 PM
12	same as above	Jun 13, 2009 3:11 AM
13	This gives the straightest roadway with the most direct route. It also gives access to both the Fair Grounds and the Race Track, which are both attractions to the area.	Jun 17, 2009 1:52 PM

Why do you prefer this option?		
14	Least overall impact.	Jun 17, 2009 1:58 PM
15	Option 1 and 2 just because that goes along more with the West Concept.	Jun 17, 2009 5:05 PM
16	This would provide direct access from Hwy 54 to the Callaway plant without impacting as many people. Also, this plan would provide access to the fairgrounds and the race track without going down gravel roads. Easy access will be provided to undeveloped land that can become housing or businesses.	Jun 17, 2009 5:22 PM
17	Same Comment!	Jun 17, 2009 7:36 PM
18	straight route, least impact on private property in area	Jun 17, 2009 9:51 PM
19	Best roadway.	Jun 18, 2009 3:17 AM
20	No cost or impact on property.	Jun 18, 2009 12:16 PM
21	the most direct	Jun 18, 2009 6:59 PM
22	This would have the largest negative impact to the people and environment.	Jun 19, 2009 2:53 AM
23	This appears to be the most direct, least curving route. with the least impact to people/buildings. This route would provide greater access to the fairgrounds and racetrack, which may bring additional visitors.	Jun 19, 2009 2:46 PM
24	With the relative costs being the same, by your own assessment, safety and people and buildings are the best under Option 3. Even though the natural enviroment is slightly worse, I thought safety was the primary concern fo building the road in the first place. With this said the next concern should be for the people and buildings affected by the new road.Option 3 would have far less inpact on people and buildings than the other options. Option 3 would impact far fewer people and be a much straighter shot than 1 or 2. My second choice is Option 4. I would rather see you do nothing than Options 1 or 2.	Jun 19, 2009 8:04 PM
25	cannot tell from map which number connects with my other choices	Jun 19, 2009 8:19 PM
26	2 or 3; Undecided between 2 and 3 due to impacts to people and buildings.	Jun 22, 2009 1:49 PM
27	It is the straightest shoot and looks to be the safest route. Also does not go thru my farm	Jun 24, 2009 6:19 PM

Callaway County Connector - Initial Concepts

1. New Roadway Concepts - Central			Response Percent	Response Count
Do Nothing			39.5%	15
Option 1			60.5%	23
Why do you prefer this option?				19
			answered question	38
			skipped question	13

Why do you prefer this option?		
1	I use AD to get from Hams Prairie to the plant, the gravel needs to be replaced.	Jun 10, 2009 1:31 PM
2	stay away from houses	Jun 10, 2009 1:37 PM
3	Route O is not an option by your diagram.	Jun 10, 2009 1:43 PM
4	Route O is in worse shape. More hills and curves, no shoulder to go to.	Jun 10, 2009 1:45 PM
5	road already there	Jun 10, 2009 1:50 PM
6	only choice over nothing	Jun 10, 2009 1:56 PM
7	Re New Roadway Concepts, I have no opinion on West, Central, or East.	Jun 10, 2009 2:24 PM
8	People like me purchased property in these areas because of the low traffic and quieter surroundings. Slicing a new roadway system across the county would have the highest negative impact on people and the environment. UE is the only one that wants to see this happen.	Jun 10, 2009 2:27 PM
9	straight	Jun 11, 2009 8:24 PM
10	Direct route. Easy extension from AD.	Jun 17, 2009 1:52 PM
11	There is another option? Raise the road and build better bridge entrance in bottom.	Jun 17, 2009 1:58 PM
12	Provides quick and safe access from new road to connecting road directly into power plant. Property owners will benefit by providing great home locations (better property values) for employees of plant.	Jun 17, 2009 5:22 PM
13	Only if existing roads are addressed 1st.	Jun 17, 2009 7:36 PM
14	uses more existing road	Jun 17, 2009 9:51 PM
15	Better than going O for those south of Fulton.	Jun 18, 2009 3:17 AM
16	No cost or impact on property.	Jun 18, 2009 12:16 PM
17	This would have the largest negative impact to the people and the environment.	Jun 19, 2009 2:53 AM
18	This route provides a much needed paved extension to Rt. AD which provides for alternate access or routes around areas that are prone to flooding on the current Rt. O.	Jun 19, 2009 2:46 PM
19	Needs to be done	Jun 24, 2009 6:19 PM

Callaway County Connector - Initial Concepts

1. New Roadway Concepts - East			Response Percent	Response Count
Do Nothing			39.5%	15
Option 1			5.3%	2
Option 2			44.7%	17
Option 3			10.5%	4
Why do you prefer this option?				24
answered question				38
skipped question				13

Why do you prefer this option?		
1	It uses the bridge and is shortest to the plant.	Jun 10, 2009 1:31 PM
2	Established roadway already	Jun 10, 2009 1:37 PM
3	Less impact on family - original idea/plans would have impacted conservation ground. Is conservation ground more important than homesteads?	Jun 10, 2009 1:43 PM
4	Too many families impacted. People move to gravel roads to get away from high speed and traffic.	Jun 10, 2009 1:45 PM
5	road already established	Jun 10, 2009 1:50 PM
6	most direct route to plant	Jun 10, 2009 1:56 PM
7	2 or 3, not sure	Jun 10, 2009 2:00 PM
8	Re New Roadway Concepts, I have no opinion on West, Central, or East.	Jun 10, 2009 2:24 PM
9	People like me purchased property in these areas because of the low traffic and quieter surroundings. Slicing a new roadway system across the county would have the highest negative impact on people and the environment. UE is the only one that wants to see this happen.	Jun 10, 2009 2:27 PM
10	less mileage involved	Jun 11, 2009 8:24 PM
11	I live in reform my road is gravel it costs lots of money in illness due to this fact it would be nice to think you would improve those roads even if you do it by road populations	Jun 13, 2009 3:11 AM
12	Most direct route. Takes travelers directly to the entrance of Ameren UE Facility.	Jun 17, 2009 1:52 PM
13	Road already exists just needs to have hill cut down immediately off of bridge and straighten some of the curves.	Jun 17, 2009 1:58 PM
14	More centralized and proly a quicker route to take.	Jun 17, 2009 5:05 PM
15	More direct route to plant and provides safer roads for travelers.	Jun 17, 2009 5:22 PM
16	uses more existing road and straighter shot	Jun 17, 2009 9:51 PM

Why do you prefer this option?		
17	Accident rates on the rural roads in this area are NO higher than any other area. The belief that the new roads will make travel safer is complete inaccurate. Take a look at the major 4 lane highways in Missouri. The accidents are more severe. Current road conditions in the study area requires drivers to slow down thus reducing the injury rate. Increased speeds will cause the injury/death rate to increase. I know this because I work with the volunteer fire dept in the study area and respond to vehicle accidents. Your going to spend a lot of taxpayers money to shift the accident rates to the new "improved road". Poor use of taxpayers money.	Jun 18, 2009 12:48 AM
18	It appears from the map that this route is shorter and straighter to Callaway Plant.	Jun 18, 2009 3:17 AM
19	No cost or impact on property.	Jun 18, 2009 12:16 PM
20	Most convenient for me from where I live on CC	Jun 19, 2009 1:07 AM
21	This would have the largest negative impact to the people and the environment	Jun 19, 2009 2:53 AM
22	This route is most direct for majority of traffic traveling to/from plant 24/7. It also follows already established gravel roadways. If the existing routes remain, this provides a good alternative in case of emergencies.	Jun 19, 2009 2:46 PM
23	all of these seem to be the straightest route when put together	Jun 19, 2009 8:19 PM
24	Looks to be the straightest shoot	Jun 24, 2009 6:19 PM

Callaway County Connector - Initial Concepts

1. Please rank the evaluation criteria from from MOST to LEAST important.										
	Most Important							Least Important	Rating Average	Response Count
Safety	42.1% (16)	23.7% (9)	10.5% (4)	7.9% (3)	5.3% (2)	5.3% (2)	5.3% (2)	0.0% (0)	2.47	38
Connectivity to U.S. 54	17.9% (7)	12.8% (5)	7.7% (3)	7.7% (3)	12.8% (5)	2.6% (1)	10.3% (4)	28.2% (11)	4.74	39
Roadway improvements	5.4% (2)	18.9% (7)	24.3% (9)	8.1% (3)	10.8% (4)	18.9% (7)	8.1% (3)	5.4% (2)	4.16	37
Access during floods	2.7% (1)	2.7% (1)	21.6% (8)	13.5% (5)	16.2% (6)	18.9% (7)	21.6% (8)	2.7% (1)	4.95	37
Impacts to the natural environment	0.0% (0)	21.1% (8)	10.5% (4)	7.9% (3)	15.8% (6)	10.5% (4)	21.1% (8)	13.2% (5)	5.00	38
Impacts to people and buildings	36.6% (15)	12.2% (5)	2.4% (1)	12.2% (5)	17.1% (7)	9.8% (4)	2.4% (1)	7.3% (3)	3.37	41
Impacts to historic sites	2.6% (1)	7.7% (3)	20.5% (8)	10.3% (4)	15.4% (6)	12.8% (5)	12.8% (5)	17.9% (7)	5.08	39
Relative costs	0.0% (0)	5.3% (2)	10.5% (4)	36.8% (14)	7.9% (3)	15.8% (6)	10.5% (4)	13.2% (5)	5.03	38
Do you have thoughts on any of the above criteria? What about additional criteria that should be considered?										13
answered question										43
skipped question										8

Do you have thoughts on any of the above criteria? What about additional criteria that should be considered?		
1	Impacts to the natural environment – least important due to conservation appears to be above and beyond individual needs. Ameren is a huge contributor to conservation ground, why has conservation ground been ruled out. Now would be a good time for conservation to give a little back. Conservation ground would also be more accessible to the public.	Jun 10, 2009 1:43 PM
2	1-Safety and Access during floods; 3-Connectivity to US 54 and Relative Costs; 6-Roadway improvements and impacts to people and buildings. Please response for law enforcement would be much better, along with response time for EMS, Fire and law enforcement would be much better in that entire part of the county.	Jun 10, 2009 2:14 PM
3	barely needed	Jun 10, 2009 2:16 PM
4	Re ranking the evaluation criteria, I would rank them- 1. Impact to people and buildings 2. Safety 3. Connectivity to US 54 4. Impacts to historic sites/environment 5. Access during floods 6. Cost	Jun 10, 2009 2:24 PM
5	maintenance	Jun 11, 2009 8:24 PM
6	how about paving gravels roads with traffic especially those going to nuc plant my road sounds like a highway at 5 am	Jun 13, 2009 3:11 AM
7	Areas available off of the new roadways for development land. With the possiblity of gaining hundreds if not thousands of new employees to Ameren we need to have areas that can be developed for housing. Direct access off the new roadway would be a huge bonus to these new families.	Jun 17, 2009 1:52 PM
8	Ability to handle high traffic flow.	Jun 17, 2009 1:58 PM
9	Economic impact	Jun 17, 2009 5:22 PM
10	Any roadway improvements in Callaway County would increase safety!!	Jun 17, 2009 7:36 PM
11	The impact on the people and environment are the most important. What would be the impact to the economy if the traffic bypasses Fulton?	Jun 19, 2009 2:53 AM
12	One other aspect that may be considered is how this will affect or attract development to the area. If the improved roadways provide easier access to existing or potential future developments, it will have a positive impact on the county in terms of revenue.	Jun 19, 2009 2:46 PM
13	Callaway County has a lot of areas where the enviroment is simular in nature to the one that may be slightly changed by such a roadway. I do not think that this should take precedence over people or buildings. Safety, people and buildings and costs should be the primary concern.	Jun 19, 2009 8:04 PM