

## How does the Callaway Plant fit into this study?

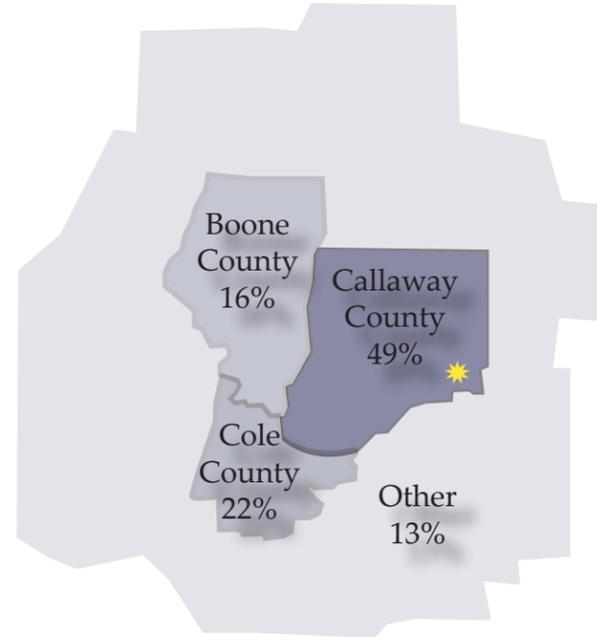
With or without expansion, the Callaway Plant is a major source of traffic in the area as 800+ people drive to and from work each day. Where traffic goes to — and comes from — played an important part in the development of potential solutions, and in the evaluation process.

If and when expansion happens, even more traffic, along with heavier trucks, will be traveling between Highway 54 towards eastern Callaway County.

## When would construction begin?

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

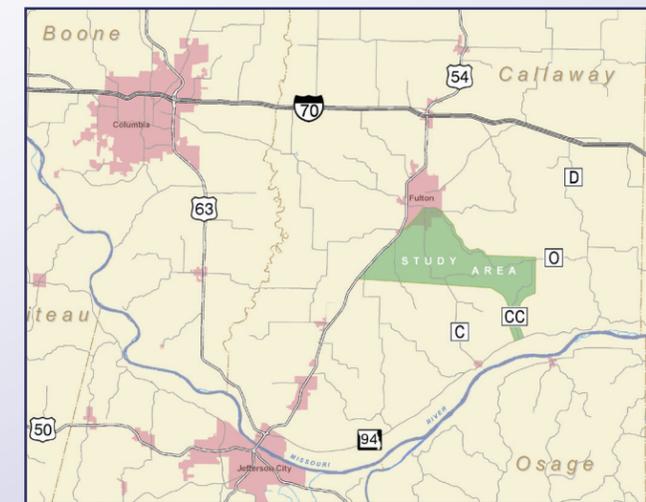
Percent of Callaway Plant Employees Residing in Missouri Counties



## Why are we thinking about transportation improvements?

This study has been focused on:

- 1. Making 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 contribute to crashes.
- 2. Improving access from Route 54 to the east** - there is significant traffic between Route 54 to the east in Callaway County, including traffic going to the Callaway Plant.
- 3. Updating the road system** - some of the existing roads were first paved 50 years ago, when there was much less traffic, and when cars and trucks were much lighter.
- 4. Providing better access during floods** - the current roadway system is vulnerable to high water.



Callaway County Connector Study Area

## To submit a comment:

- Comment forms can be left in the comment box or mailed to:
- Callaway County Connector  
c/o MoDOT Central District Office  
1511 Missouri Blvd.  
Jefferson City, MO 65109
- Verbal comments may be submitted to team members at the public hearing on January 15, 2013.
- E-mailed comments may be made by using the "Contact Us" link at [www.modot.org/central](http://www.modot.org/central)

Comments received by January 25, 2013 will be considered in any further action taken on the project. Comments will also be included as part of the formal FHWA decision document on the project

## Who is responsible for this EA?

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

## 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.

## How were options evaluated?

The study process started with three general options:

- 1. No-Build** - leave the existing roadway as-is, with normal scheduled maintenance.
- 2. Improve existing roads** - modify existing roads to improve safety and access with improved layouts, shoulders, etc.
- 3. Construct new roads** - identify potential locations for new roads.

After a high-level review of the options, constructing a new road seemed to best meet local transportation needs. Constructing a new road would mean fewer homes and businesses would be impacted. A new road would also provide enhanced safety, access and capacity, as well as access during floods.

To evaluate locations for new roads in detail, the corridor was divided into four sections. Some sections had as many as four potential road. Each was evaluated based on:

- Safety
- Connectivity to U.S. 54
- Roadway quality
- Ability to address flooding concerns
- Impacts to people, buildings, businesses and farms
- Impacts to the natural environment
- Impacts to historic sites
- Relative costs
- Public comments and input

## To review the Draft EA Document:

Copies of the EA are available

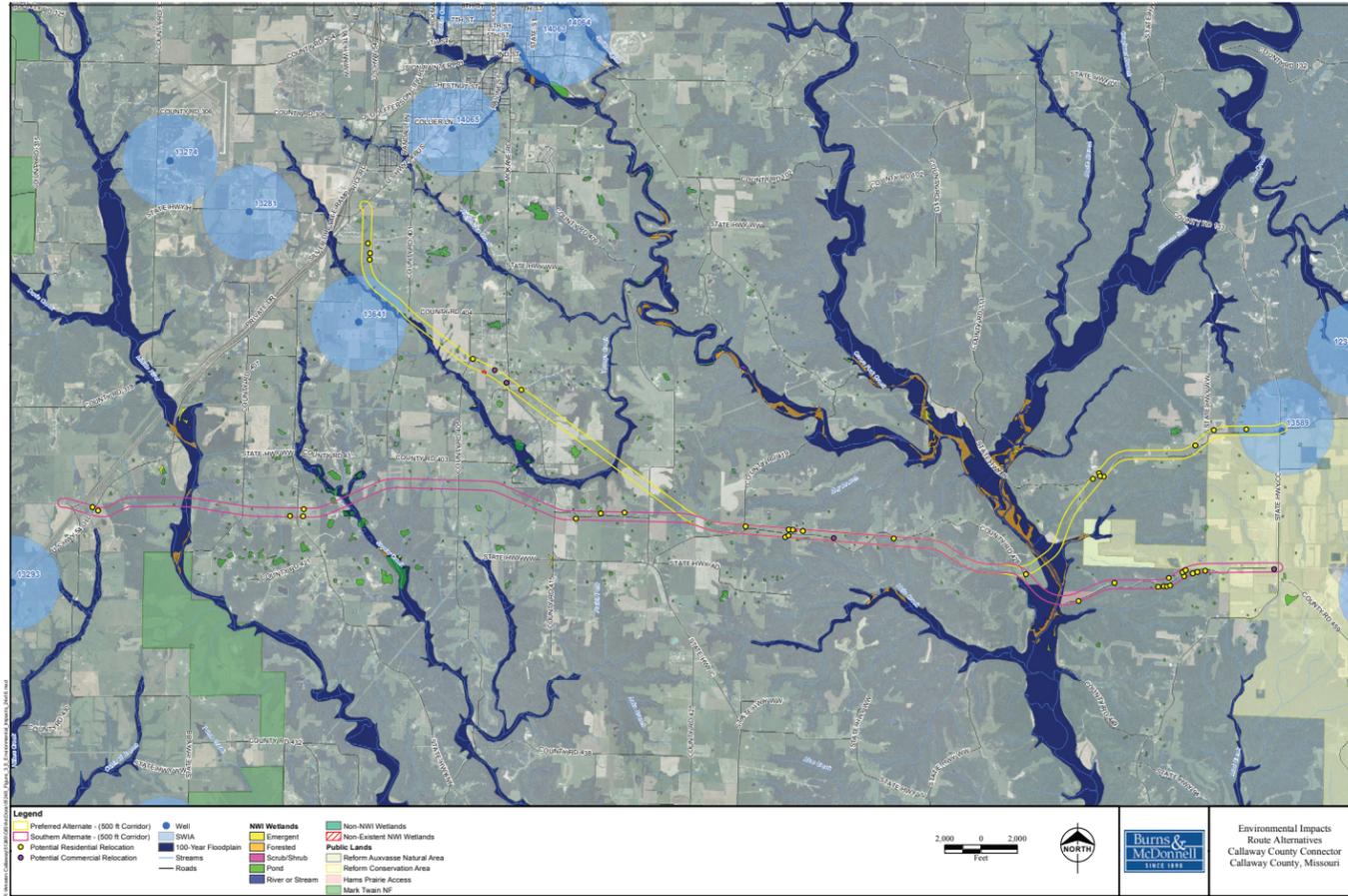
- Online at [www.modot.gov/central](http://www.modot.gov/central)
- Callaway County Courthouse  
10 E. 5th Street  
Fulton, Mo.
- Fulton City Hall  
18 E. 4th Street  
Fulton, Mo.
- Callaway County Library  
704 Court Street  
Fulton, Mo.
- MoDOT Central District Office  
1511 Missouri Boulevard  
Jefferson City, Mo.
- MoDOT Fulton Maintenance Facility  
4975 County Road 304  
Fulton, Mo.

## How were options evaluated?

The range of new roadway concepts were shared with the public in the summer of 2009 at a public meeting and online, via the Missouri Department of Transportation web site.

In time since, each of the concepts has been reviewed in greater detail, using the same evaluation criteria. The team also looked at ways to minimize impacts to properties, including avoiding buildings and property splits much as possible.

From the range of concepts, the team linked the most promising options from each section together, creating two roadways that connect U.S. 54 to eastern Callaway County: the *Northern Alternative* and the *Southern Alternative*.



## The *Northern Alternative* has been designated as the Preferred Alternative because it would:

- Utilize existing roadways and right of way.
- Provide safer travel by creating a new roadway that is designed to current MoDOT standards in an area that has roads with sharp curves and steep grades.
- Create a more direct access route from Route 54 into southeastern Callaway County by connecting to Business 54 near the Route 54/Route H interchange.
- Provide a more reliable roadway system in Callaway County that could accommodate an increase in general and truck traffic that would occur with a Callaway Plant expansion.
- Facilitate access and travel through southeastern Callaway County during flood events.

## Summary of key evaluation factors

The table below summarizes key evaluation factors when comparing the *Northern* and *Southern* alternatives. For detailed information, please refer to the Draft EA, available at locations listed on page four of this document, or online at [www.modot.gov/central](http://www.modot.gov/central). The No-Build option has been included in the evaluation process as a benchmark.

It is very important to note that the impacts shown here are for a 500-foot wide corridor. The final roadway as recommended would be approximately 64 feet wide, including shoulders. Actual property impacts will likely be less than shown.

	Units	Northern Alternative Total <sup>1</sup>	Southern Alternative Total
Length	Miles	11.92	12.94
Right of Way	Acres	727	801
Travel Time	relative to today	Best Option	Some Benefit
Emergency Services	relative to today	Improved	Some Benefit
Potential Residential Relocations	Number	20	29
Potential Commercial Relocations	Number	3	2
Prime Farmland	Acres	607	647
Forested Land	Acres	181	258
Length of Streams within Corridor	Feet	7,109	8,605
Floodplain	Acres	33	31
Wetlands	Acres	5.5	6.3
Public Drinking Water Wells	No.	2	0
NRHP Eligible Resources <sup>2</sup>	No.	2	3
Archaeological Sites	No.	3	5
Threatened/ Endangered Species <sup>3</sup>	Species	IB, GB, BS, WSM	IB, GB, BS, WSM
Hazardous Waste Locations	No.	0	0
Public Lands	No.	1	2
Receivers Affected by Noise <sup>4</sup>	No.	37	41
<b>Estimated Costs<sup>5</sup>:</b>			
Construction	Million dollars (2011)	27.1	37.8
Right of Way & Relocation		1.6	2.5
Engineering & Construction Admin.		4.1	5.7
Total		32.8	46.0

<sup>1</sup> Totals for the Preferred Alternative may not equal the sum of the data for the individual segments West 3, West-Central 3, Central 1, and East 1 because of the way the individual segments have been delineated to provide comparison with corresponding segments

<sup>2</sup> Based on the architectural survey conducted for the Preferred and Southern Alternatives; not all roadway concept segments were surveyed

<sup>3</sup> Potential to affect these species (IB=Indiana bat; GB=gray bat; BS=blacknose shiner; WSM=western silvery minnow)

<sup>4</sup> Based on the noise analysis conducted for the Preferred and Southern Alternatives; not all roadway concept segments were analyzed

<sup>5</sup> Costs as reported in this table have been rounded to the nearest 0.1 million; more detailed cost information is provided in Appendix D