



# MoDOT Alternate 63 Frequently Asked Questions

## **What is the difference between a bypass and an alternate route?**

*A bypass is designed to re-route traffic from an existing facility around a community. An alternate route is designed to add capacity to an existing facility by adding additional parallel lanes that will function in combination with the existing route.*

## **Why did MoDOT build four lanes to Route 11 if they were going to build an alternate route so soon?**

*When the additional two lanes between Kirksville and Millard were constructed there was no funding to construct the Kirksville bypass. If not for the cost share arrangement between the City of Kirksville and MoDOT the Alternate Route 63 project would not be a funded project today.*

## **Why is the original alignment no longer the preferred alignment?**

*Conditions have changed significantly over the last 10 years; most notable is the completion of the four-lane facility between Kirksville and Macon. When the alignment was originally designed and the right of way purchased, Route 63 was still a two-lane road north of Macon. The original route was preferred at the time because Route 63 could not be expanded to four-lanes through Millard without severely impacting the community. Once the Norfolk and Southern Railroad abandoned their rail line, it became possible to expand Route 63 on the existing alignment to four-lanes with minimal impacts to people, property, or the environment. With the passage of Amendment 3, funding was made available to complete the four-lane facility between Kirksville and Macon in 2007. Having made that infrastructure investment it would not be a responsible use of taxpayer funds to construct another adjacent facility along this stretch of the corridor. There is also a substantial cost difference of almost \$8 million between the original and the now preferred alignments once fully constructed.*

## **How is the preferred alignment less expensive than the original alignment if you have to buy more property?**

*The cost of right of way is just one component of total project cost. In addition to purchasing property, there are costs for utility relocation, construction, and environmental mitigation. When comparing the cost of the alternatives you have to consider the total project cost.*

## **Why not just use Route 6 as the south connection between the Alternate Route and Baltimore?**

*This option was evaluated during a Value Engineering Study in 2007 and was found to be a cheaper option than the preferred alignment. However, it does not function as well as any of the three options that were further evaluated, nor was it expandable in the future.*

## **What will be done with the right of way previously purchased if another alignment is used?**

*Any existing right of way that is not needed for the construction of this project, or for the expansion of the facility in the future, will be disposed of as excess property. The determination of what will be declared excess will be made once the final design of the project is complete.*

## **Why aren't interchanges being constructed at the intersections of Route 6 and Route 11 with the Alternate Route?**

*Current traffic counts and future traffic projections do not indicate a need for interchanges at these locations. However, the necessary right of way has been acquired to construct the interchanges in the future if traffic volumes increase or conditions change.*

## **Will there be traffic signals or stop signs at the intersections along the Alternate Route?**

*All of the at-grade intersections along the Alternate Route will have stop signs on the side roads. There will be no traffic signals or stop signs on Alternate Route 63.*

**What will be done at the Route 6 East Intersection to ensure that it is safe?**

*A portion of Route 6 will be reconstructed in order to improve the sight distance of the intersection. It will also be upgraded by adding turn lanes in all four directions.*

**Will motorists have the ability to access the highway at Route P?**

*Yes. There will be five access points along the Alternate Route spaced about every two miles. They will be located at the Baltimore Connection, Route P, Route 6, Route 11, and Dogwood Lane.*

**What can be done to limit the use of Route P to truck traffic?**

*As long as Route P is maintained as a state route, it cannot be limited from truck usage. However, due to the sharp curves on Route P, and improved access to Baltimore from the north interchange, use by commercial trucks is expected to be limited.*

**Will we remove any signals on Baltimore once Alternate Route 63 is completed?**

*No. Traffic patterns are expected to change once the Alternate Route is opened to traffic and traffic volumes are expected to increase over time. These changes will require adjustments to the signal timing, which are done on an as needed basis to optimize traffic flow.*

**What will the speed limit be on the Alternate Route?**

*60 MPH.*

**Why aren't we building four lanes as part of this project?**

*Current traffic counts and future traffic projections do not indicate a need for the additional lanes. However, if traffic volumes increase, the right of way necessary to construct the additional lanes in the future will have been acquired.*

**How will the alternate route affect the businesses along Baltimore?**

*The Alternate Route 63 is intended to work in conjunction with the existing route. This project will improve the access and mobility of motorists within the City of Kirksville.*

**When will construction begin and when will it be completed?**

*Construction on the north 2/3 of the Alternate Route is expected to begin shortly and construction of the south 1/3 of the Alternate Route will begin fall of 2010. The entire 8.5-mile corridor will be completed and open to traffic by the end of 2011.*

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