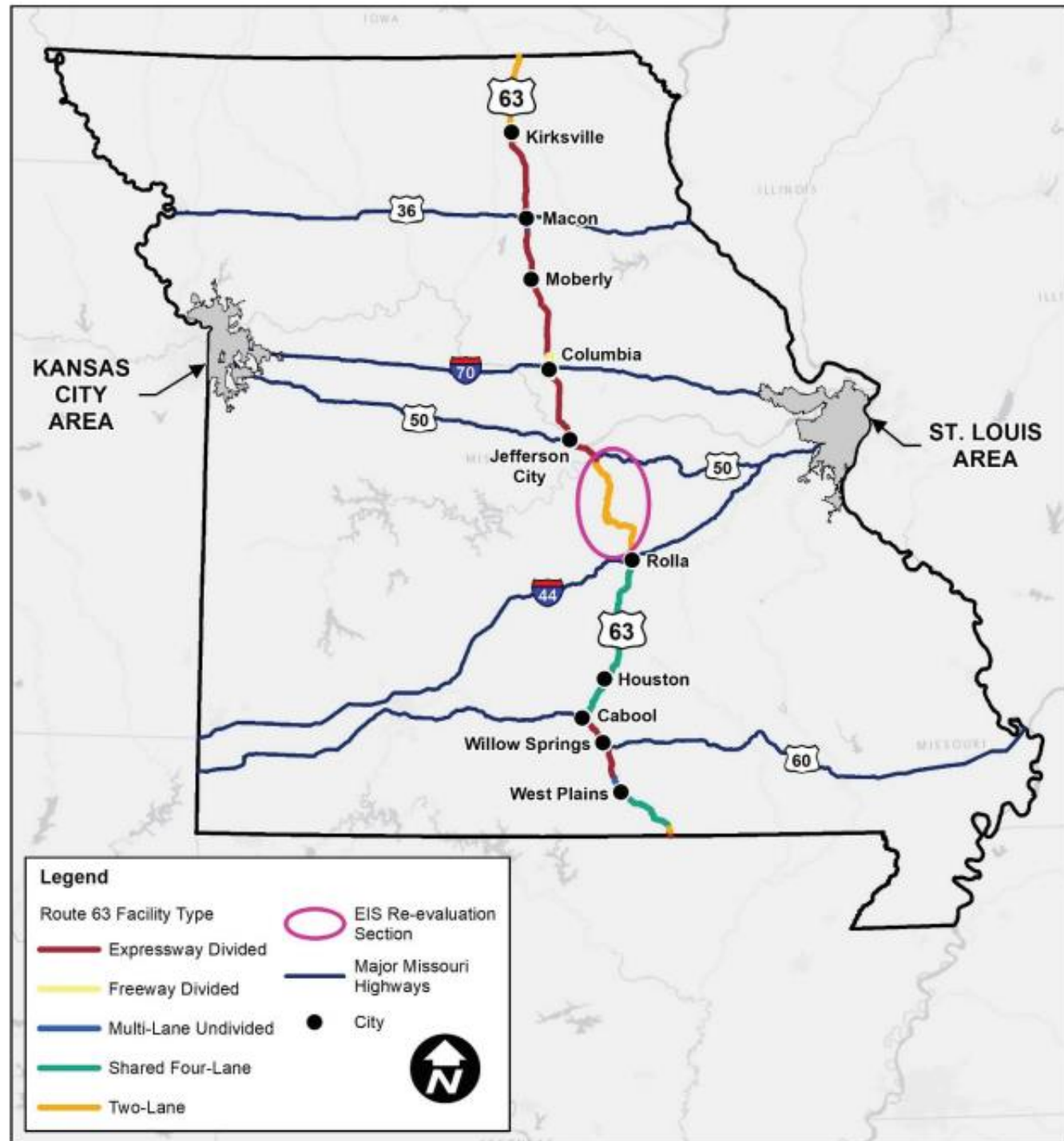


A photograph of a two-lane road in Osage County, Missouri. The road has a double yellow line down the center and white lines on the edges. On the left side of the road, there is a grassy area with a white house and a red barn in the background. On the right side, there is a grassy area with a school building and a parking lot. The sky is overcast.

Osage County U.S. Route 63

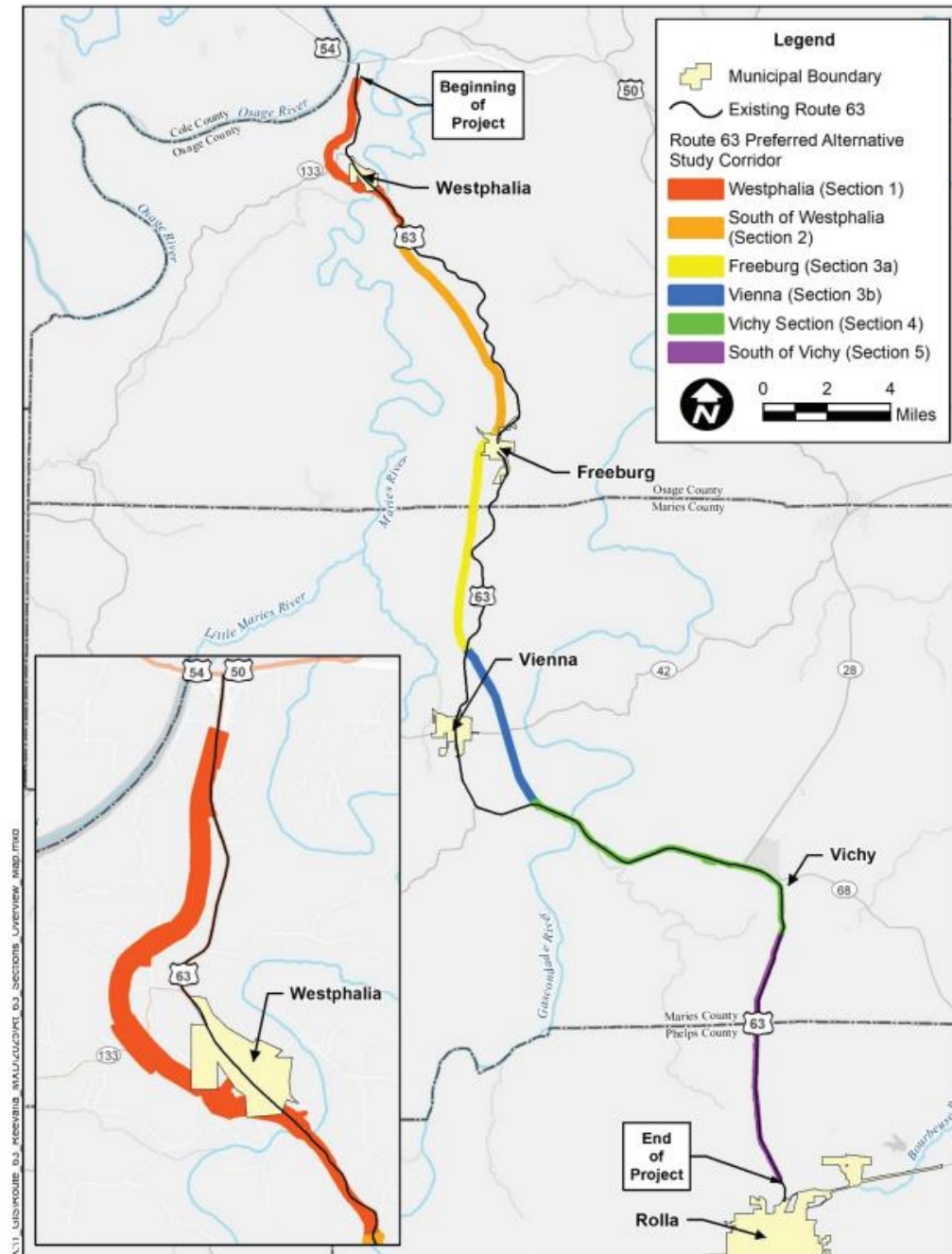
Randy Aulbur
ASSISTANT DISTRICT ENGINEER

National, State and Regional Need:



2009 Federal Environmental Impact Statement

Figure 3. Route 63 Preferred Alternative Corridor Sections

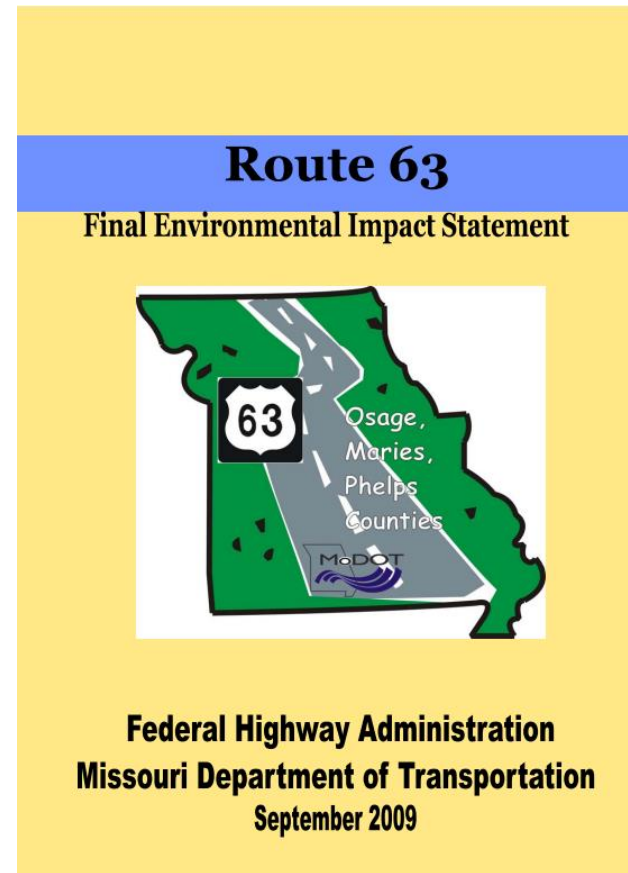


Purpose & Need:

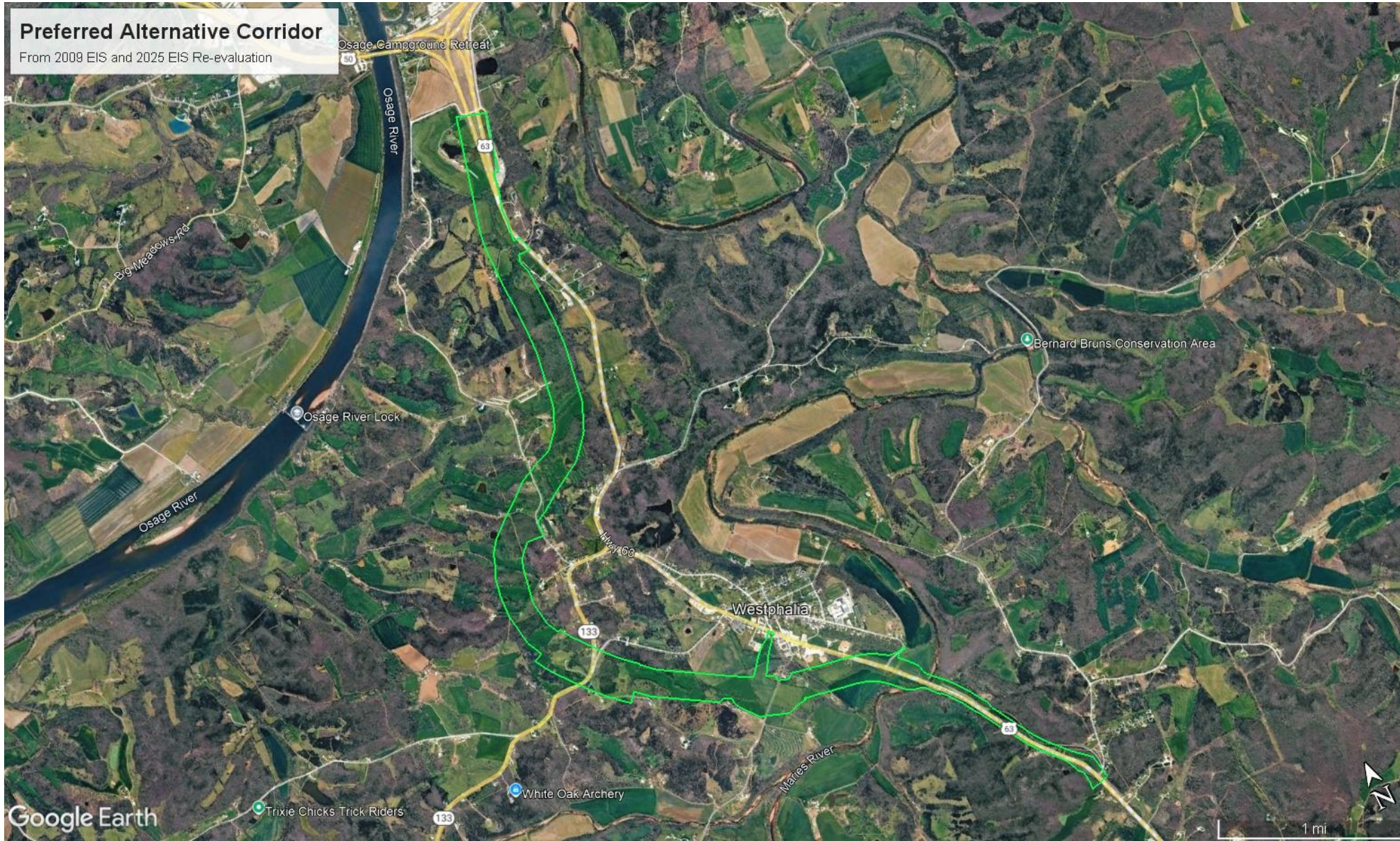
2009 EIS:

“The primary purpose of the Route 63 project is to improve the operational efficiency and safety of the existing roadway for both through and local traffic. Proposed improvements will take into account the needs of neighboring communities and residents. Specifically, the project is needed to:

- Improve safety on Route 63.*
- Improve traffic flow on Route 63.*
- Improve north-south four-lane design continuity.”*

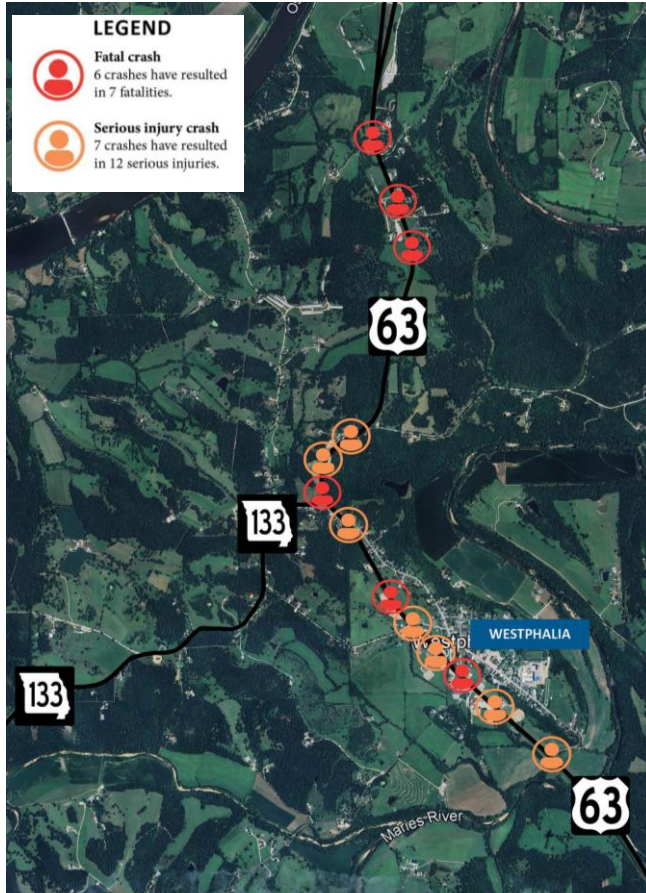


Preferred Alternative:

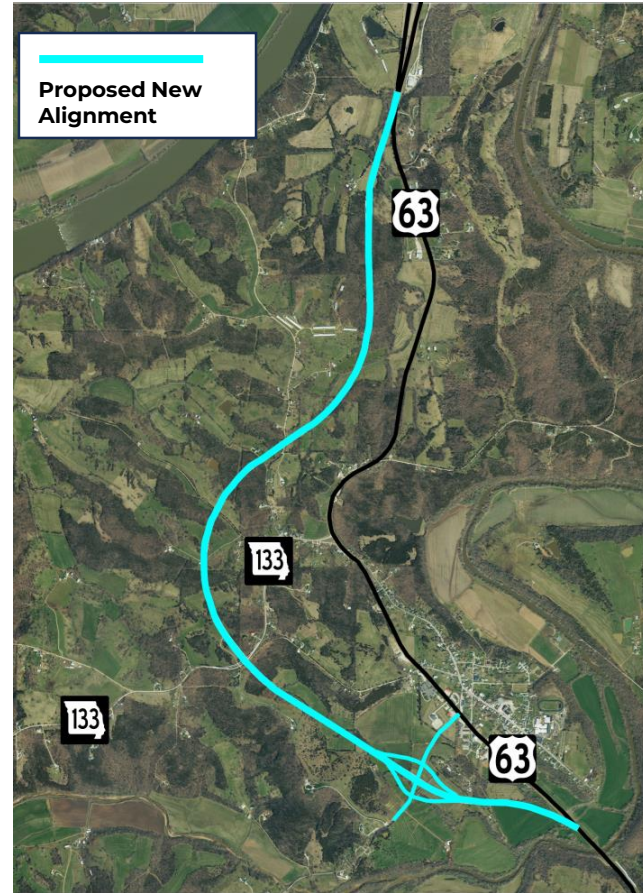


SAFETY

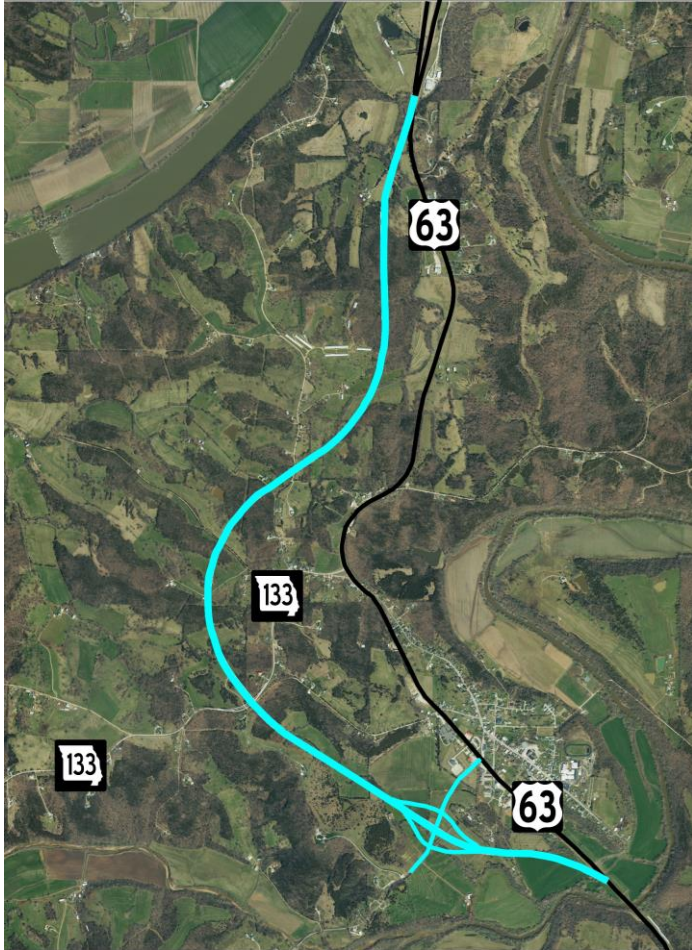
Past 10 years



Future

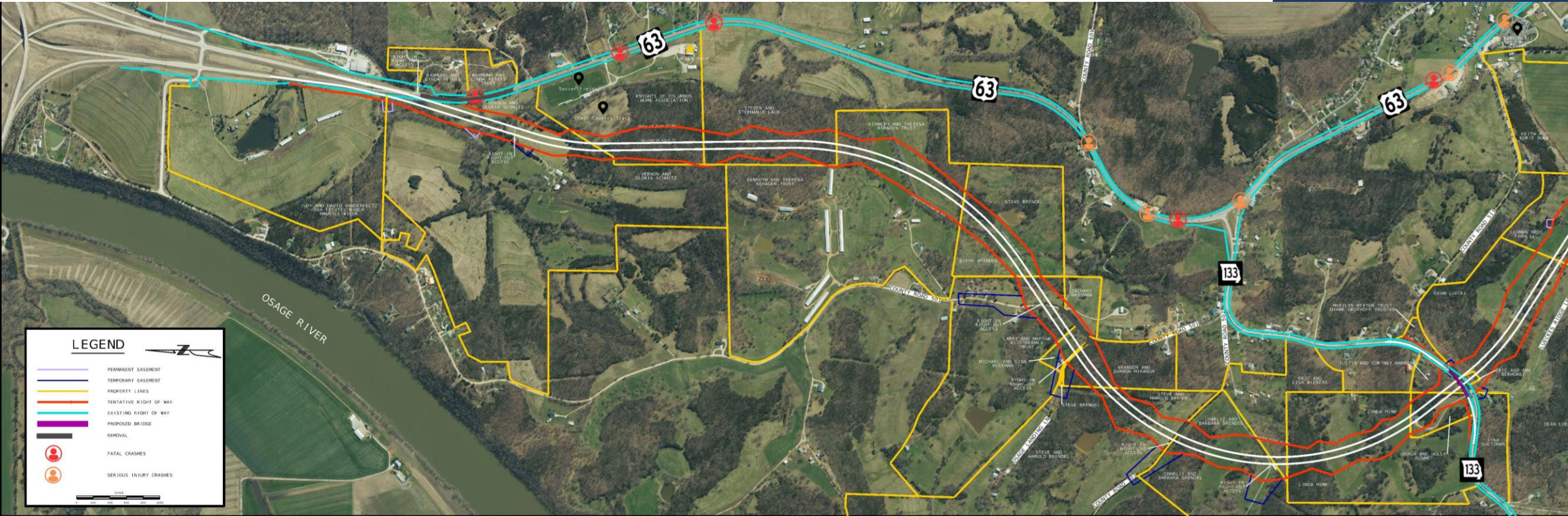


TRAFFIC FLOW : Preliminary Design



- Four-lane divided highway.
- West of current alignment.
- New interchange to Westphalia.
- Overpass bridge on Route 133.

Preliminary Design - North



Preliminary Design – South



Public Hearing



- Held Aug. 21, 2025, in Westphalia.
- 240+ attendees.
- Corridor maps and traffic safety data presented.
- Staff from Design, Right of Way, Environmental, Traffic and District Leadership in attendance to provide information, answer questions and receive feedback.



Public Comment Period

Aug. 6 – Sept. 4, 2025

- During the public comment period, 274 comments were received via mail, email, webform and in writing at the hearing.



What we heard from customers

- Access.
- Interchange location.
- Emergency service response times.
- Truck traffic.
- Alignment.
- Right of Way acquisition.
- Why this section first?
- Tie-in to the climbing lanes section to the south.



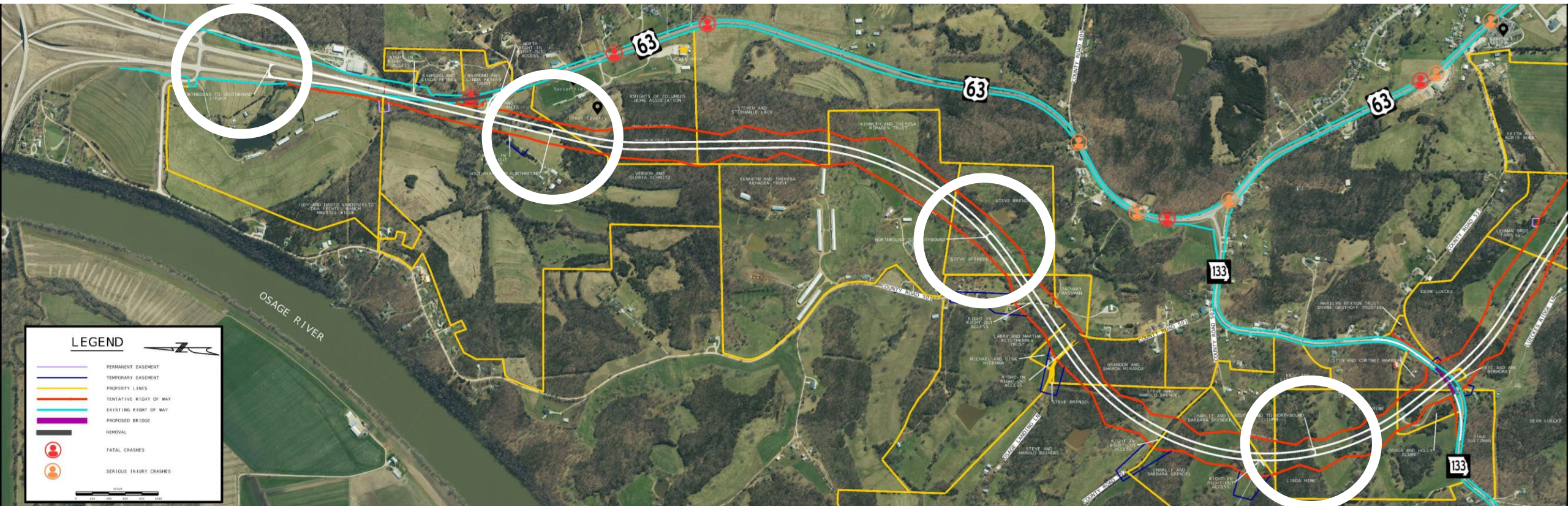
Changes to Preliminary Design

- Including a connection at the north end of the project, near the soccer fields.



Changes to Preliminary Design

- Incorporating additional access points along the new alignment via J-turns.



Changes to Preliminary Design

- Tying in to the climbing lanes at the south end of the project.



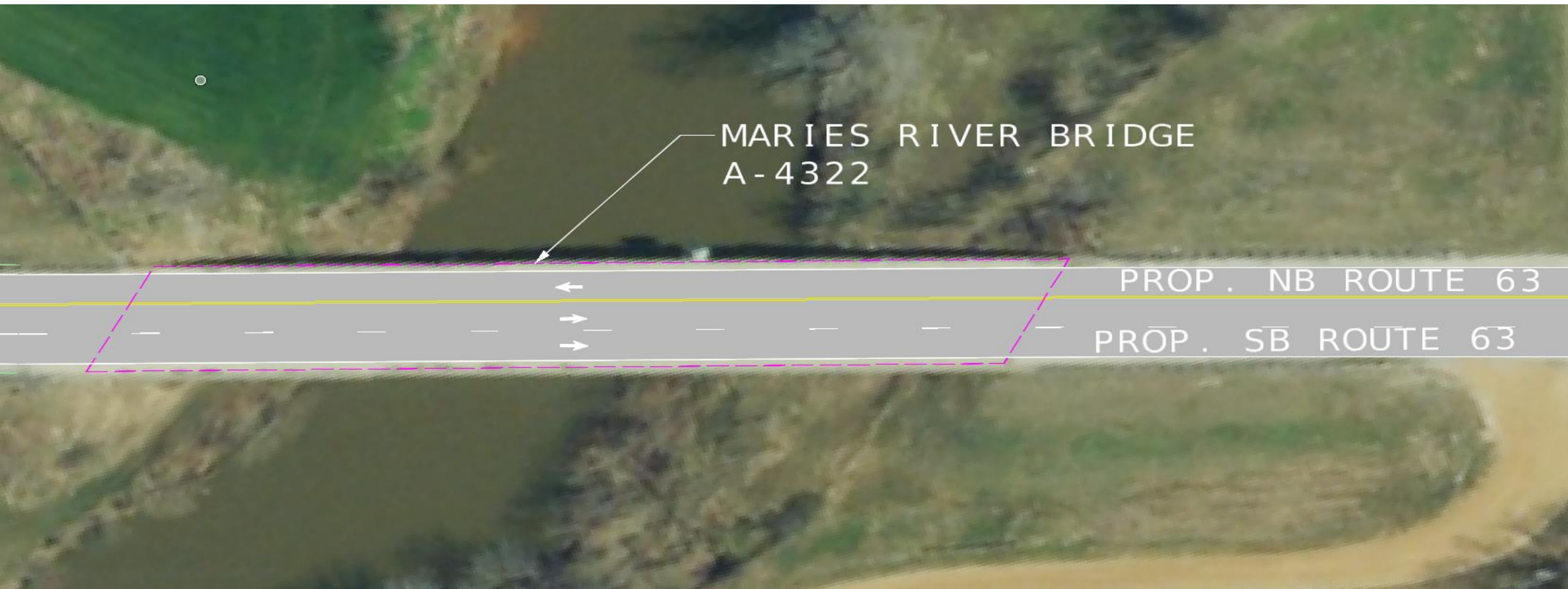
Changes to Preliminary Design

- Tying in to the climbing lanes at the south end of the project.



Changes to Preliminary Design

- Tying in to the climbing lanes at the south end of the project.



TIMELINE:

Today – Location Design approval request to Missouri Highways and Transportation Commission.

Spring/Summer 2026 – Right of Way acquisition begins.

Fall 2027 – Contract award request to Missouri Highways and Transportation Commission.

End of 2029 – Project complete.

RECOMMENDATION to Approve Location and Design

We recommend the Commission approve the west corridor, which is the “preferred alternative” as identified in the Environmental Impact Statement approved by the Federal Highway Administration.

The project will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge and include the construction of a new bridge and a new interchange.

Other improvements include J- Turn access at the north and mid-section of the new alignment and the extension of the southbound dual lane to the existing climbing lanes south of the Maries River.

RECOMMENDATION to Approve Location and Design, continued

As detailed design progresses, the department will apply its engineering judgement to consider and incorporate, if possible, any reasonable options to avoid disruption of traffic during the construction process and any reasonable options to minimize or avoid the acquisition of property and property rights along the corridor.

The department will review traffic flow for Missouri Route 133 to the new U.S. Route 63 alignment for potential improvements.

The department will continue to collaborate with local stakeholders including the county commission, law enforcement, members of the traveling public, and affected property owners.