

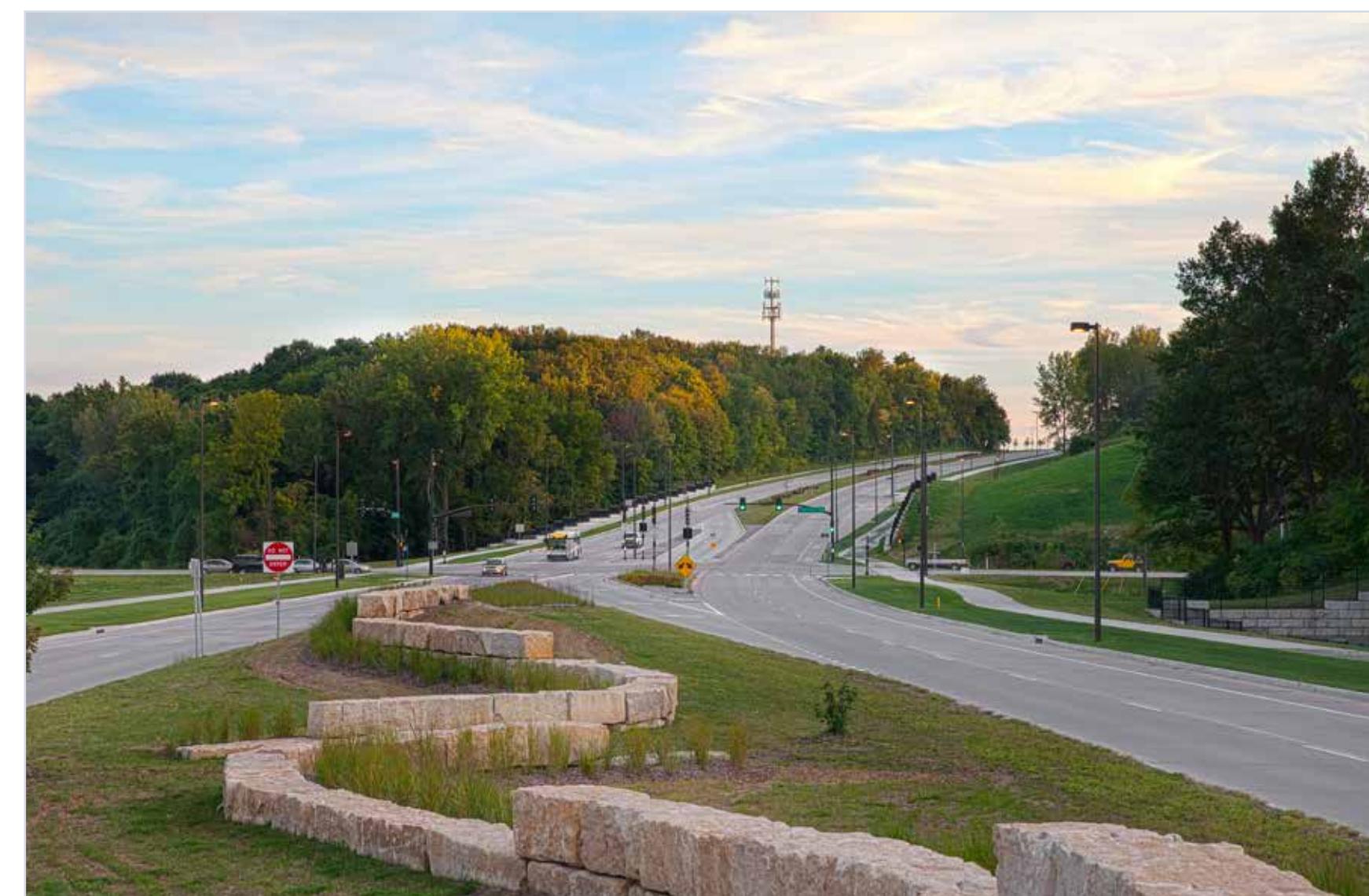
PROJECT OVERVIEW

30 years of planning to provide an additional north-south corridor in southern Greene County. Plans are to extend the Kansas Expressway 2.3 miles south and connect with Cox Road (FR 141).



Parkway-like design

- Maximum speeds of 40 mph
- Ultimate condition will include two lanes in each direction
- Phased construction approach will be used and initially one lane in each direction will be built
- Intersection improvements and turning lanes
- Grass medians
- Bicycle paths



Example of a parkway design



Builds on existing right of way

- Conceptual planning for this project began in the 1980s
- Public outreach and roadway alignment studies in the 1990s
- Right of way along the proposed corridor was purchased by Greene County
- 90% of the needed right of way is owned and preserved
- Preliminary design and environmental screenings were conducted in the 2000s



Environmental findings incorporated

- Greene County is working with federal and state agencies as part of the NEPA process
- Additional in-depth environmental studies are currently being conducted
- Studies include historical and cultural resources, wetland delineations, noise analysis, habitat assessments, geotechnical surveying
- Roadway design will be engineered to address environmental resources



Ward Branch, Plainview Road

At the conclusion of this environmental study, the roadway design elements can be finalized in anticipation of starting construction in 2018.

KANSAS EXTENSION ALTERNATIVES HISTORY

Over 30 Years of Steady Progress

1980s

- 1984** – City of Springfield and Greene County recommended a major thoroughfare program that provided for the extension of Kansas Expressway south of Route M.
- 1987** – Recommended Major Thoroughfare Program approved showing Kansas Expressway extending south of Route M.
- 1989** – Greene County Planning and Zoning Commission approved the extension of Kansas Expressway to Weaver as a primary arterial with the route south of Weaver to be studied further.
- 1989** – City of Springfield Department of Community Development analyzed the feasibility of using Cox Road (FR 141). Deficiencies eliminated this option.

1990s

- 1990** – South Kansas Expressway/West Highway M study by City of Springfield and Greene County. Recommendations presented to Commission, public hearings held and alignment of Kansas adopted by Commission.
- 1990** – Greene County Planning and Zoning Board unanimously approved extension south of Weaver Road through undeveloped land.
- 1991** – Proposed rule for the extension of Kansas Extension from Republic to Weaver developed.
- 1993** – Extension of Cox Road from Plainview to FR 141 near the James River compared to Kansas Extension.
- 1996** – Public meeting on three Kansas alternative alignments between city limits and Plainview. Kansas alignment from city limits to Plainview adopted.
- 1999** – River Bluff Parkway corridor Concept Study recognized Kansas Expressway as a needed north-south corridor.

2000s

- 2000** – Public meeting held about the proposed alignment of Kansas from Plainview to Steinert Road.
- 2000** – Greene County Highway Department (GCHD) recommended the Commission adopt current corridor based on public preference. GCHD requested Planning Board to amend the County Transportation Plan to provide for the alignment.
- 2001** – Springfield-Greene County “Vision 20/20” Transportation Plan showed Kansas as a future expressway to the county line. The Plan also listed Kansas Expressway as a priority project.
- 2003** – Letter sent from GCHD to property owners on proposed Kansas Extension from Republic to Steinert Road. Preliminary designs for east/west connection on FR 190 from Cox to Campbell.
- 2004** – Public meeting held by Christian County Commission and City of Nixa for proposal of Nicholas Road Corridor to join with Kansas Expressway in Greene County
- 2007** – Ozarks Transportation Organization (OTO) Board of Directors unanimously voted to adopt the North-South Corridor Study, identifying the Kansas Extension as a high priority and to amend the OTO Major Thoroughfare Plan to show the alignments of the corridors in the study.

2010s

- 2014** – Greene County Commissioners issued a Resolution in support of the Kansas Expressway Extension project.

TODAY

Greene County asks for your input as 30 years of planning and study move toward construction.



ENVIRONMENTAL ASSESSMENT

As part of the environmental study, required as part of the National Environmental Policy Act (NEPA), the project team has surveyed the Kansas Extension corridor and looked at:



Cultural and Historic Resources

To protect these resources, their location is kept confidential, but any effects from the project that are a concern will be taken into account.

The project team conducted a records search for historic resources and a walking survey for archaeological resources. Most of the surveying has already been completed. Very few unknown resources were discovered. If an additional area is identified that needs further analysis, additional surveys will be coordinated with the appropriate state agencies.

The study examined the exploration and settlement in the project vicinity, Civil War battles in the area, agricultural development of the area, and 20th century development.

As part of the environmental study, required as part of the National Environmental Policy Act (NEPA), the project team has surveyed the Kansas Extension corridor and looked at:



Natural Resources

Sensitive Species: Habitat surveys are conducted to characterize wildlife, fisheries, and vegetation resources. Further investigation may be needed and coordinated with federal and state agencies for sensitive species, expected to include the Indiana bat, northern long-eared bat, gray bat, and the Ozark cavefish.

Water Resources: The corridor has one wetland and six streams that were identified. Necessary permits will be obtained for all construction.

Air Quality: If traffic studies indicate the need for an air analysis, one will be conducted to evaluate potential changes in air quality and compliance with the National Ambient Air Quality Standards.

Floodplains: These occur along Ward Branch, Workman Branch, and the James River Basin. The project will be designed for special protection during construction and for vehicle safety following completion. Floodways and floodflows will not be impeded.

Soils: Type and characteristics to be investigated and determined. Appropriate measures designed to address potential erosion and sedimentation during construction and for final stabilization, particularly to protect karst features.

Geology: Areas of geologic interest and karst topography are anticipated within the proposed corridor and will be further investigated.

Climate Change: Closely linked to air quality, potential effects to climate change will be considered and analyzed in the Environmental Assessment.

Hazardous Materials: Surveying to determine potential presence of hazardous materials in the corridor has been done. There are no existing signs of concern. If a concern is identified during construction, applicable safety and mitigation efforts will be implemented.

As part of the environmental study, required as part of the National Environmental Policy Act (NEPA), the project team has surveyed the Kansas Extension corridor and looked at:



Socioeconomics

Title VI and environmental justice: Human health, economic, and social effects on minority populations and low-income populations of the corridor are being analyzed. Opportunities for community input to be considered in this project are an important part of environmental justice.

Land development and future growth: The project team is using the best available technology and resources to predict future economic growth in the corridor. At this point, the analysis indicates that the Kansas Extension will accommodate the future growth for the City of Springfield and Greene County.

Noise analysis: Investigation is currently ongoing and if noise mitigation is needed, federal, state and local agencies will present the public with results and options.

Traffic now and future predictions: Coordination with the Ozarks Transportation Organization (OTO) is ongoing and future traffic and accident predictions are being developed for evaluation.

Parks, recreational areas and civil resources near the corridor: All areas of recreation, civil and religious use are considered in the planning and design of the corridor.

Visual resources: No areas of visual concern have been determined, but if an issue is discovered, further investigation will be conducted.

PROJECT TIMELINE

-  **October 2015 – December 2015**
Conducted environmental surveying
-  **Today**
Public information meeting
-  **February 2016**
 - Coordinate with federal and state agencies
 - Review comments from public meeting
 - Finish environmental analyses
-  **Spring 2016**
Publish draft Environmental Assessment and hold public hearing
-  **Fall 2016**
Final roadway alignment determined
-  **Winter 2017**
Purchase remaining right of way needed (approximately 10% remains)
-  **Spring 2017**
Design of Kansas Extension complete
-  **2018**
Construction could begin