

# WELCOME

# PROJECT TIMELINE

- **October 2015 – December 2015**  
**Conducted Environmental Surveying**
- **February 2016**  
**Held public information meeting**
- **Spring - Fall 2016**
  - **Coordinated with state and federal agencies**
  - **Reviewed comments from public meeting**
  - **Finished environmental analyses**
- **March 2017**
  - **Published draft Environmental Assessment**
  - **Public Hearing**
- **Summer 2017**  
**Finding of No Significant Impact signed by the Federal Highway Administration in August 2017**
- **TODAY**  
**Public hearing**
- **Summer 2018**  
**Preliminary plans and right of way plans finalized**
- **End 2018/Start of 2019**  
**Construction could begin**



**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
- Preliminary design and environmental screenings were conducted in the 2000s

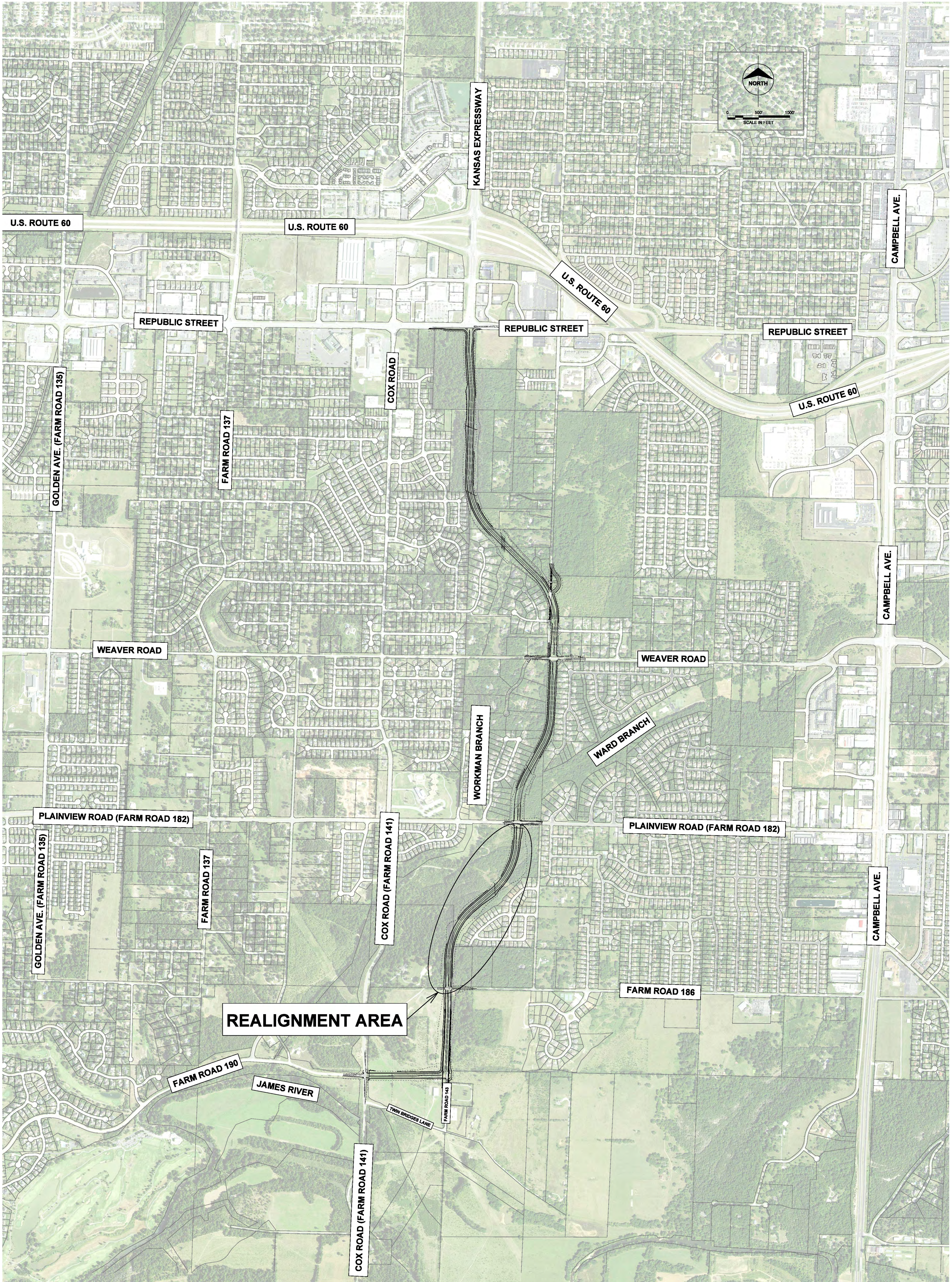
## **Environmental findings incorporated**

- Greene County coordinated with federal and state agencies during the NEPA process
- In-depth environmental studies completed, including: historical and cultural resources, wetland delineations, noise analysis, habitat assessments, geotechnical surveying
- Roadway design engineered to address environmental resources
- A Finding of No Significant Impact was issued by the Federal Highway Administration in August 2017



*Ward Branch, Plainview Road*



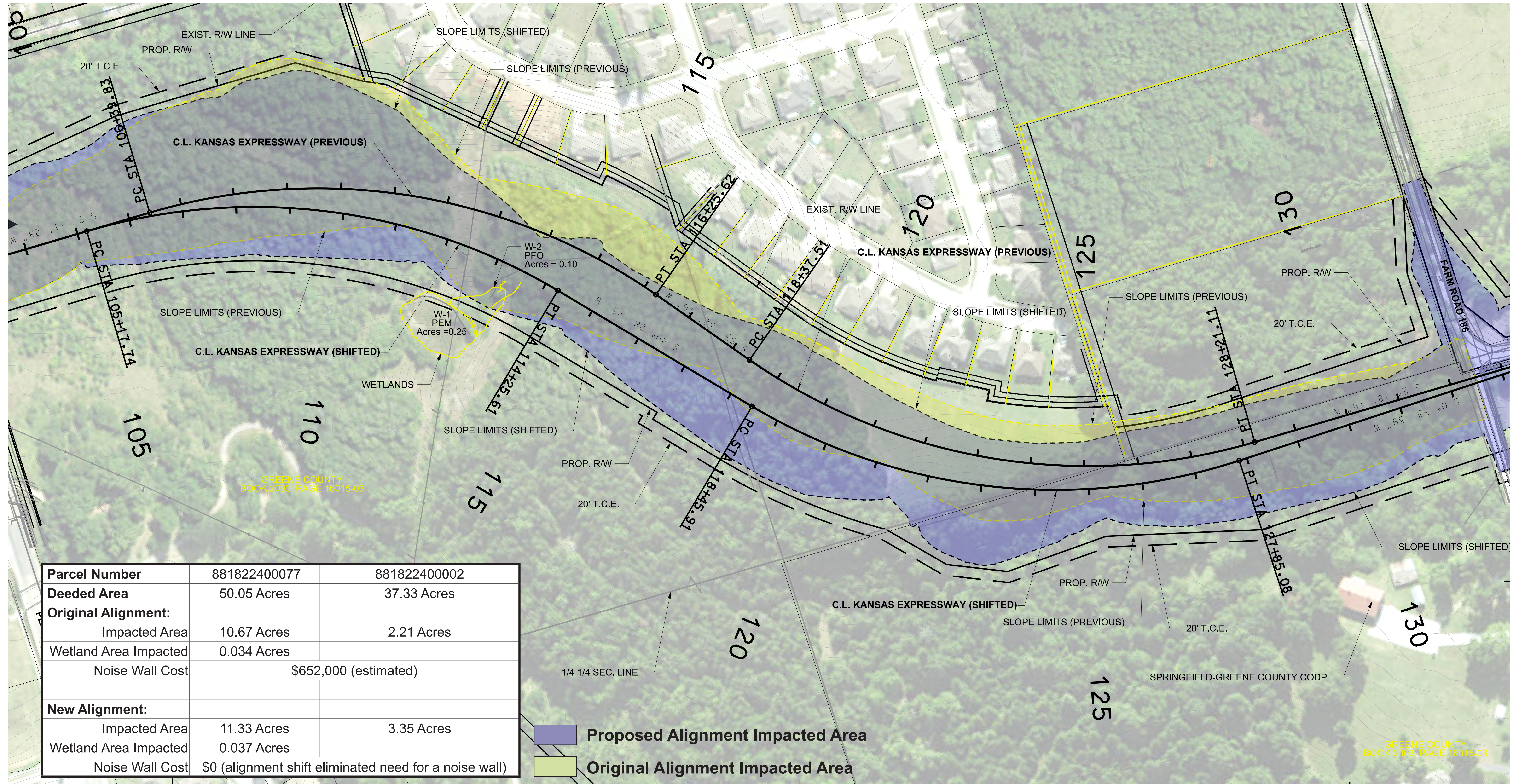




# KANSAS KANSAS EXTENSION PROPOSED ALIGNMENT SHIFT

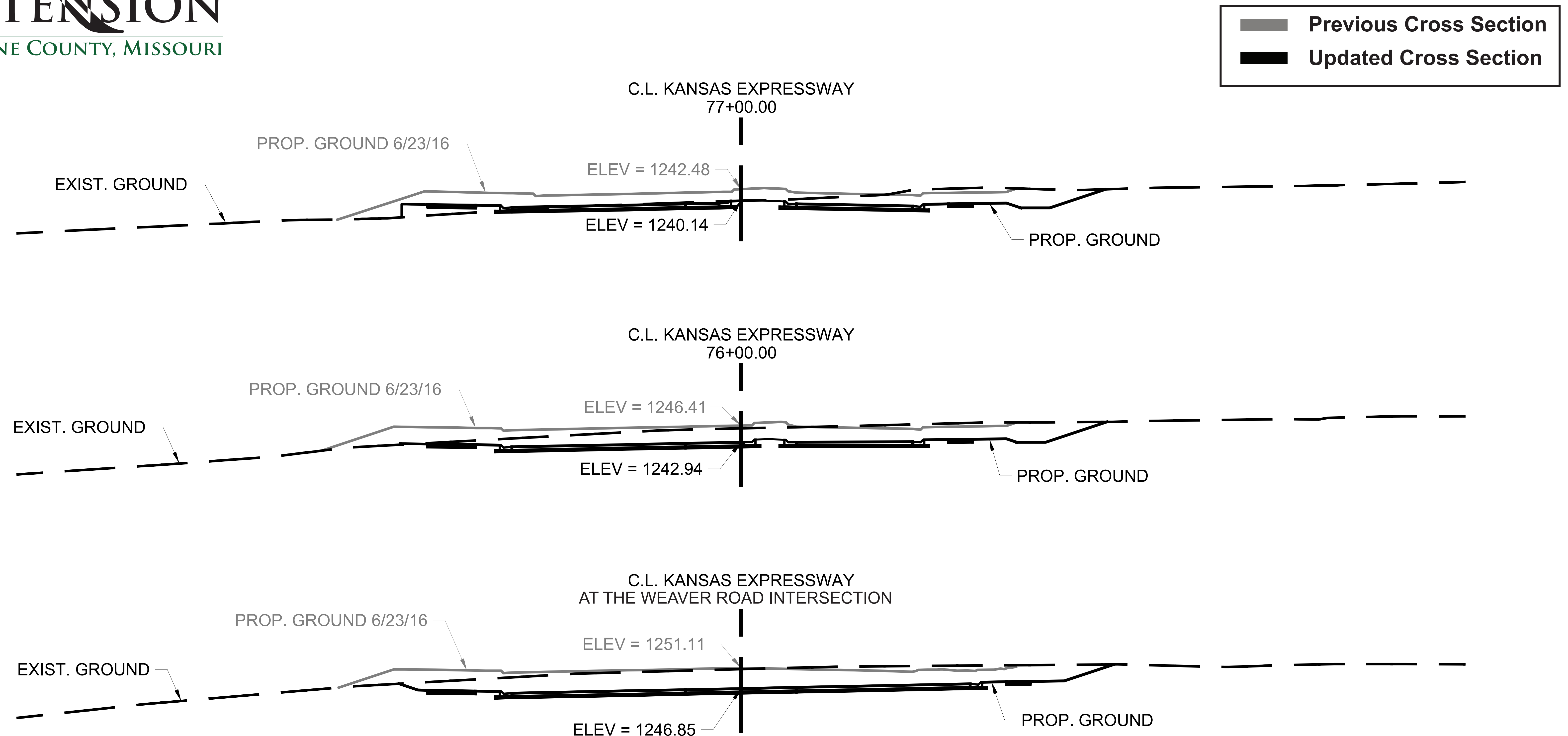
## EXTENSION GREENE COUNTY, MISSOURI

The proposed alignment shift is a result of feedback received from property owners. The roadway will be moved further away from homes, reducing future noise levels in the area.





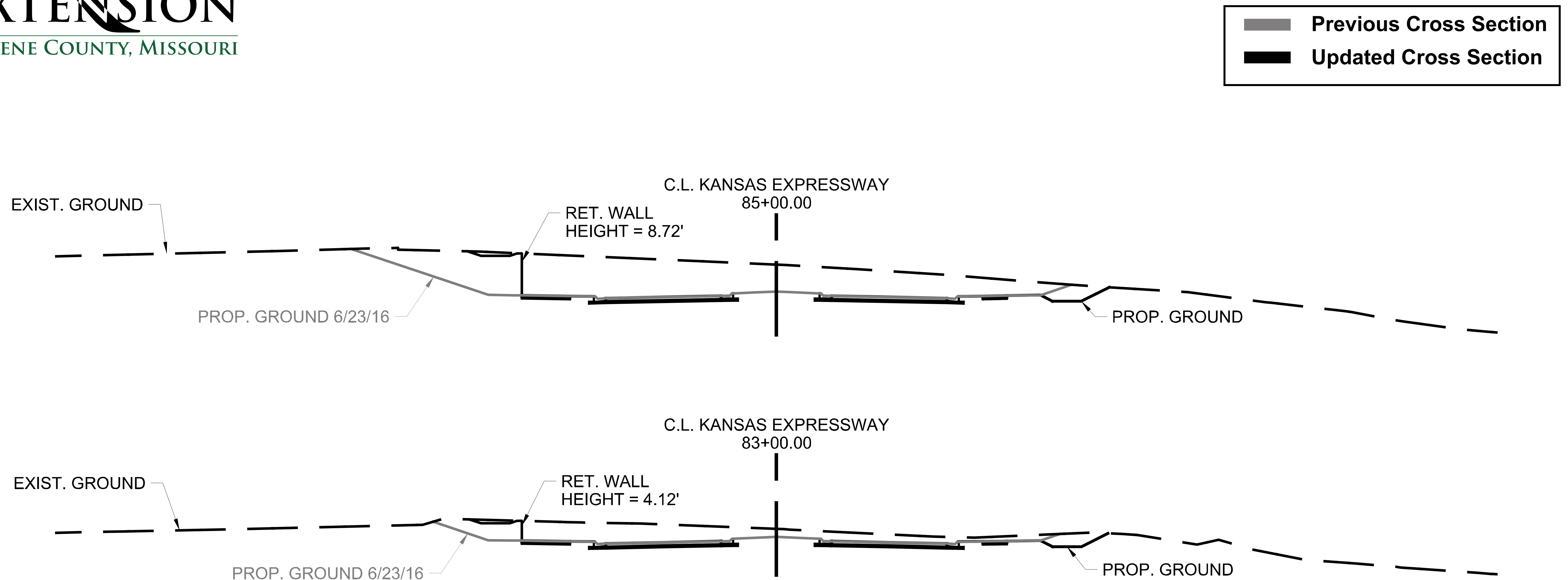
# KANSAS EXTENSION CROSS SECTIONS



The cross section view of the proposed Kansas Expressway shown above illustrates adjustments made to the roadway elevation near Weaver Road. The elevation of Kansas Expressway crossing Weaver Road has been lowered nearly 5-feet to improve the sight lines at the intersection addressing comments received at previous public meetings concerning the intersection.



# KANSAS EXTENSION CROSS SECTIONS

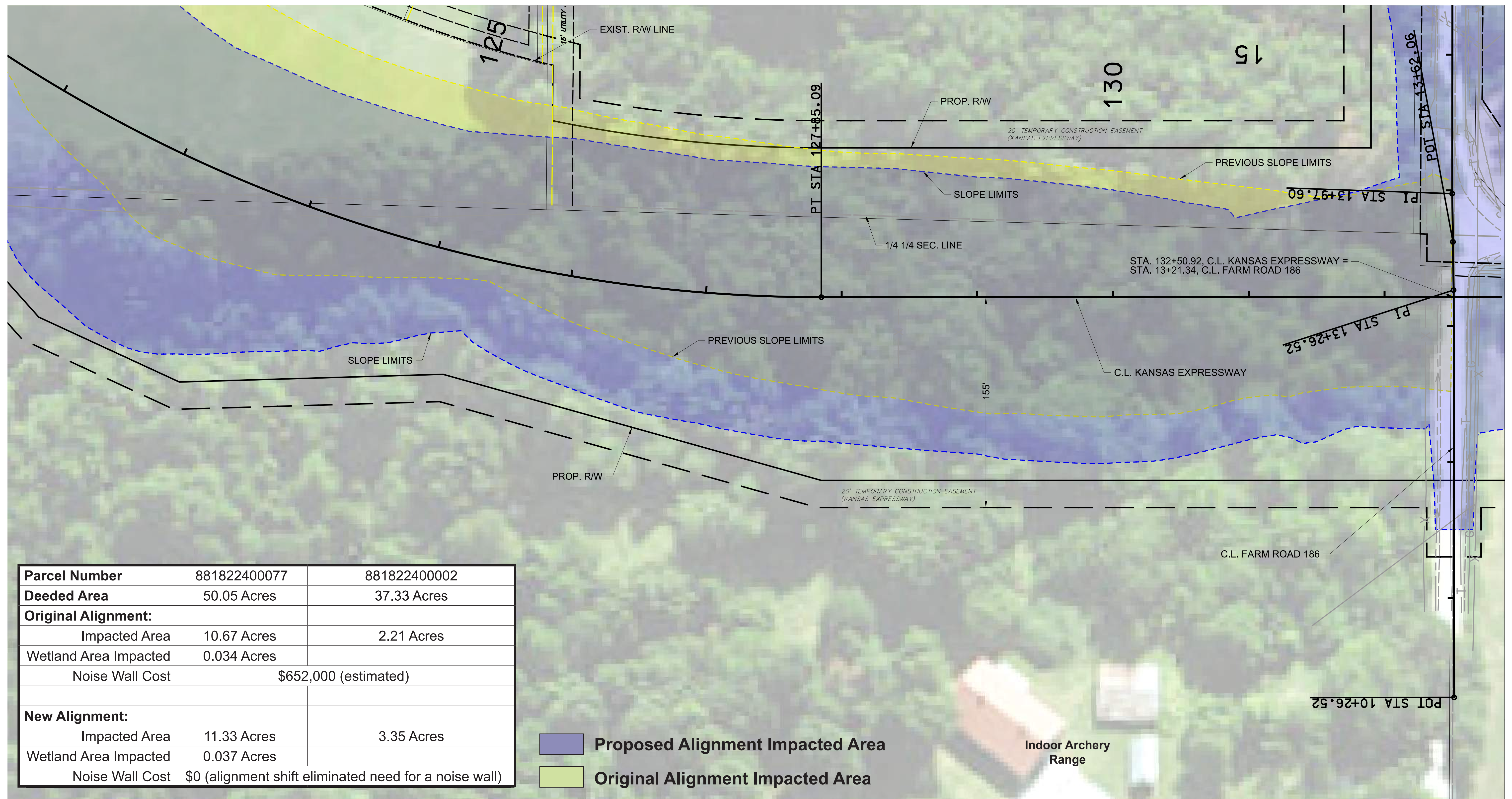


The cross section view of the proposed Kansas Expressway shown above illustrates adjustments made to the grading requirements for the project and the use of a retaining wall to minimize dirt moving. Beyond reducing the amount of grading required, the updated grading and vertical adjustments have reduced the amount of noise propagated to nearby residences below impacted levels, per MoDOT policy.



# ARCHERY RANGE EXHIBIT

The archery range will be impacted to allow the roadway to be realigned to reduce noise impacts on properties east of Kansas Expressway. While a portion of the property will be utilized for the roadway, the property required for realignment does not impact the current use. Future improvements can be accommodated on the available property remaining.





# TRAFFIC NOISE

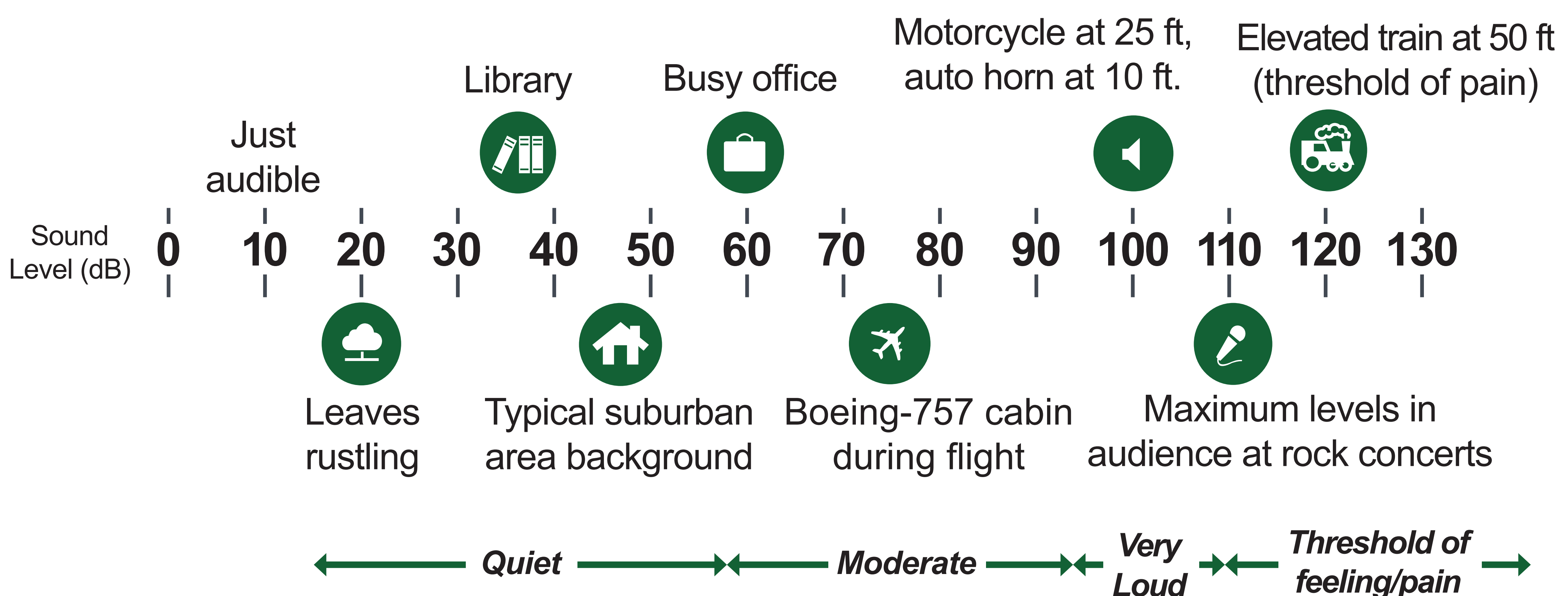
Sound is anything that we hear. Sound that is undesirable or unwanted is considered noise.

Traffic noise is not consistent. Noise levels change with the number, type and speed of the vehicles.

Traffic noise must be analyzed during the environmental review process when a roadway would be constructed in a new location. For the Kansas Extension project, we followed FHWA and MoDOT noise policy guidance that included:

- Measuring current noise at specified locations along the corridor
- Developing a model to predict future noise levels
- Identifying locations where noise abatement evaluations should be performed
- Identifying areas that qualify for a noise wall, per MoDOT policy

## Common Sounds and Corresponding Sound Levels (Decibels)





## Measuring Current Noise

A series of noise levels were measured at representative receptors in October 2015. A receptor is a location that would be sensitive to noise (i.e. houses, churches, daycares, hospitals, etc.).

## Feasibility

- For a noise wall to be considered feasible, MoDOT requires the wall to provide at least a 5 dBA reduction for at least 67% of the first-row, impacted receptors.
- The wall must also be feasible from an engineering standpoint, which takes into account physical and constructability constraints, such as topography, access, drainage, safety, maintenance, and presence of other noise sources.

## Reasonableness

- For a noise wall to be considered reasonable, it must provide at least a 7 dBA reduction for 100% of benefited first-row receptors.
- The noise wall cannot exceed 1,300 square feet per benefited receptor.
- Owners and residents of benefited receptors will be consulted for noise walls that meet the feasibility criteria and other two reasonableness criteria.



## Predicting Future Noise

A model was developed to predict what the future noise levels would be in 2040, after the road is built. The Federal Highway Administration's Traffic Noise Model was used. Any representative receptor that was modeled to experience 66+ decibels **or** showed an increase of 15 decibels or more between current and predicted noise levels is considered to be impacted, as defined by MoDOT policy.

## Noise Study Results

At the previous public hearing two walls were identified as feasible and reasonable.

- Based on feedback, certain areas of the alignment were shifted either vertically or horizontally, which reduced the modeled sound levels at nearby by receptors. Because of this change, updated modeling was completed and the area does not meet the MoDOT criteria to be considered impacted.
- With the revised roadway profile adjustments to Weaver Road and Kansas Expressway, future traffic noise levels will be reduced in the area east of Kansas Expressway near Weaver Road. Because of the changes in the roadway profile, updated modeling was completed and the area does not meet the MoDOT criteria to be considered impacted.





## Barrier Analysis Results Kansas Extension Greene County, Missouri



# COMMENTS

**Options include:**

**1.) Provide written comments on the card provided and leave here tonight or return to address on the card**

**2.) Fill out a comment card online at:**

**[http://www.greenecountymo.gov/highway/future\\_projects.php](http://www.greenecountymo.gov/highway/future_projects.php)**