

KEEPING THE COMMUNITY INFORMED

Project Update

This issue describes the Missouri Department of Transportation's Route 45 Location Study.

VOL. 1, NO. 3 | June 2007

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Route 45 conceptual plans approved

Approach deemed to have few negative impacts by federal agency

The Federal Highway Administration has given approval to conceptual plans to improve Route 45 from Interstate 435 to Route 9.

The approval, known as a Categorical Exclusion environmental classification, means that the Missouri Department of Transportation can move forward with design plans from Route 9 to Route K for improving the roadway's safety and capacity.

The improvements involve widening Route 45 on the existing roadway through most of the corridor. The expanded road would jog to the south for a short distance in one location to minimize property and environmental impacts.

Approved alternative reflected technical and community factors

Combining technical analysis and community feedback, MoDOT and its study team initially developed an improvement approach that involved designing and building a four-lane divided roadway with 12-foot travel lanes, 10-foot shoulders and an 18-foot center median with left turn lanes located at designated locations.

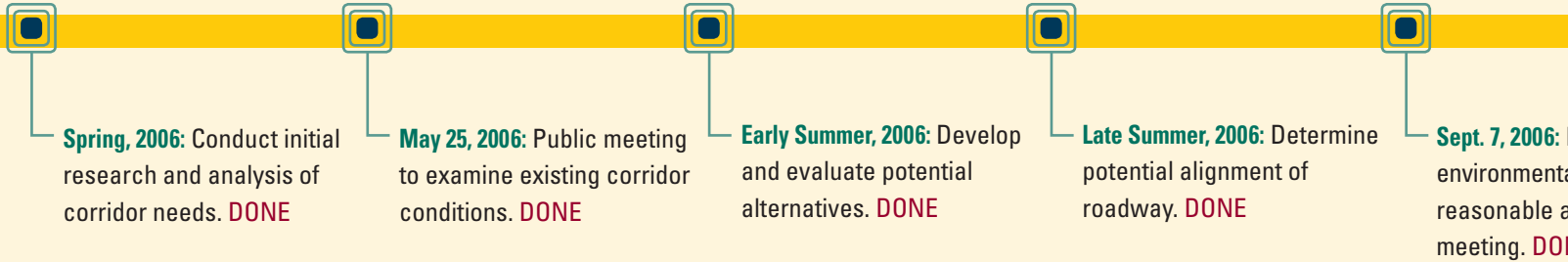
MoDOT then subjected its initial findings to what is known as a Value Engineering Conceptual Study (VE study) to ensure that it fully identified the most cost-effective approaches for improving Interstate 435 to Route 9, including: access management strategies, modifications to side road relocations, and additional intersection improvements.

One VE recommendation, for example, that offered the greatest cost savings while ensuring improved safety and capacity was a reduction in the width of the

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PROJECT TIME LINE

Here are some of the key events in the Route 45 project.



Meeting helps shape selected alternative

Recommendations approved

(Continued from front page)

roadway lanes to 11 feet from 12 feet, eliminating shoulders on both sides of the road and reducing the width of the utility corridor to six feet from 10 feet. The narrower typical section also resulted in a significant reduction in the number of potential displacements along the corridor.

Despite the changes, the 2010 estimated cost for the programmed portion of the project is approximately \$39.7 million from Route 9 to Route K. The programmed portion of the section has an available project budget of \$25 million.

As a result, as MoDOT moves forward with the design of Route 45 improvements from Route 9 to Route K, it will be pursuing additional cost savings by reducing the amount of right of way and property needed for the project.

Meeting helped shape selected alternative

More than 100 people attended the Sept. 7, 2006 public meeting to learn more about alternatives being considered for improving Route 45.

The “Consideration of Alternatives” public meeting held Sept. 7, 2006 at the Platte County Community Center South to help attendees learn more about the different options developed by the project team for improving Route 45 (see Table 1 on the left).

Public input from the meeting involved local preferences for: widening Route 45 from Route 9 to Interstate 435; providing pedestrian and bicycle trails along Route 45 if possible; and selecting Alternative B (widen Route 45 on the existing roadway) as having the fewest impacts to the community and nearby property owners.

This and other input regarding access, safety and storm water run-off were factored into a review of the reasonable alternatives to help determine a preferred alternative.



Table 1

ROUTE 45 REASONABLE ALTERNATIVE SCREENING MATRIX*

Evaluation Factor	Unit	Alt. A	Alt. B	Alt. C
		Widen to North of Existing Roadway	Widen Centered on Existing Roadway	Widen to South of Existing Roadway
Right of Way Required	Acres	76	71	65
Potential Displacements (Residential & Commercial)	Number	35-40	20-25	30-35
Air Quality	Rating	+	+	+
Noise	Rating	-	-	-
Parklands, 4(f)/6(f)	Number	0	0	0
Prime Farmland	Acres	8	8	8
Floodplains (100yr)	Acres	3.32	3.25	3.93
Vegetated Wetlands	Acres	0.6	0.8	0.7
Jurisdictional Ponds	Acres	0.5	0.3	0.3
Riparian Corridor	Acres	7.8	4.9	1.6
Stream Crossings	No./in. Ft	7/2898	7/2306	7/1397
Threatened and Endangered Species	Number	0	0	0
Known Cultural Resources:				
Cemeteries	Number	0	0	0
National Register Sites	Number	0	0	0
Historic Bridges	Number	0	0	0
Archaeological Sites	Number	2	2	2
Potential Historic (NRHP) Structures	Number	0	0	0
Hazardous Waste Sites	Number	0	0	0

* Estimated impacts are based upon Route 45 typical section that includes four 12-foot lanes, an 18-foot median, and 10-foot shoulders with curb and gutter.

- Ratings:
- Very Positive
 - Positive
 - No Impact
 - Negative
 - Very Negative

Attendees at the public meeting were able to review the Route 45 Reasonable Alternative Screening Matrix. This is an analytical tool that helped the study team compare and contrast reasonable alternatives for improving Route 45 based on a standard set of criteria.

Prepare
al documentation;
alternatives public
NE

March, 2006: Study recommendations approved. **DONE**

April, 2007: MoDOT begins design of Route 45 between Routes 9 and K.

Fall, 2008: Design public hearing.

Summer, 2010: Construction begins on Route 45 between Routes 9 and K.

Study team assessed many Rt. 45 options

Alternatives analysis also include looking at access management concepts

The Route 45 project team evaluated several alternatives that would potentially address the identified purpose and need for improving Route 45 in terms of safety, capacity and:

- System linkages
- Accommodation of economic development
- Transportation demand
- Roadway deficiencies

Based on community and technical goals for improving Route 45, the alternative known as “Improvement on Existing Alignment” was carried forward as reasonable for further analysis and evaluation.

This alternative was refined further through public input and the VE study process described previously. This rigorous examination regarding how to improve the reasonable alternative took place on Sept. 5-7, 2006 and on December 11-12, 2006.

Although the VE process slowed completion of the overall study by about two months, it produced changes with significant cost savings, decreasing construction and right-of-way costs by approximately \$2.8 million and \$19 million respectively (see Table 2 at right).

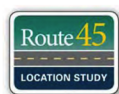


Table 2

Evaluation Factor	Unit	IMPAIRMENTS OF PREFERRED ALTERNATIVE	
		Alt. B with narrow typical section*	Alt. B with original typical section**
		Widen Centered on Existing Roadway	Widen Centered on Existing Roadway
Right of Way Required	Acres	38	71
Potential Displacements (Residential & Commercial)	Number	7	20-25
Air Quality	Rating	○	○
Noise	Rating	●	●
Parklands, 4(f)/6(f)	Number	0	0
Prime Farmland	Acres	7	8
Floodplains (100yr)	Acres	2.87	3.25
Vegetated Wetlands	Acres	0.7	0.8
Jurisdictional Ponds	Acres	0.2	0.3
Riparian Corridor	Acres	4.1	4.9
Stream Crossings	No./Lin. Ft.	7/1648	7/2306
Threatened and Endangered Species	Number	0	0
Known Cultural Resources:			
Cemeteries	Number	0	0
National Register Sites	Number	0	0
Historic Bridges	Number	0	0
Archaeological Sites	Number	1	2
Potential Historic (NRHP) Structures	Number	0	0
Hazardous Waste Sites	Number	0	0

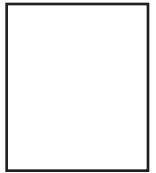
* Estimated impacts are based upon the narrower Route 45 typical section identified in the Value Engineering (VE) study that includes four 11-foot lanes, an 18-foot median, no shoulders, and a curb and gutter.

** Estimated impacts are based upon Route 45 typical section that includes four 12-foot lanes, an 18-foot median, and 10-foot shoulders with curb and gutter

Ratings:

- Very Positive
- Positive
- No Impact
- Negative
- Very Negative

As seen in this table, the impacts of preferred Alternative B were greatly reduced through value engineering. The process yielded significant reductions in many impact areas, including required right of way (46 percent), property displacements (65-72 percent), stream crossings (29 percent in linear feet) and archaeological sites (50 percent). The impact reduction also extended to project cost savings - about 35 percent.



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To learn more and stay engaged

Many of the materials used at the project's public meetings, as well as future updates, can be found at the project web site:

www.modot.org/kansascity/major_projects/Route45.htm

You also can learn more through future mailings keyed to such milestones as the 2008 design public hearing.

To be added to the mailing list, or to express your questions:

Email: Route45@modot.mo.gov

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With approval of the preferred alternative for improving Route 45, MoDOT is moving ahead on plans for constructing the first phase of the corridor improvements. Design work on the segment of Route 45 from Route 9 to Route K started in April. A design public hearing will be held in the Fall of 2008. Actual construction is slated to begin in 2010. Improvements to Route 45 are being paid for through revenues secured by voter passage of Amendment 3.