1. **Why is MoDOT doing this project?**

Traffic on US 50 in the corridor between Route 58 to the interchange at Maguire has increased 5 times since the corridor was completed in the mid 1960’s.  In fact, traffic volumes are 2/3 of the volumes seen on I-70 in Lafayette County north of this section of US 50.

As a result of the increased traffic volumes on US 50, there are insufficient gaps in US 50 through traffic to continue to accommodate safe left turn movements from and to intersecting roadways and accident rates, especially right-angle collisions, have increased.

As a result of these safety concerns, this project was planned for by MoDOT Kansas City District staff and incorporated into the five-year Statewide Transportation Improvement Program.

1. **Why are J-Turns being used on this corridor?**

J Turns have been successfully utilized on many roadways like US 50 throughout the state and have proven to reduce accident severity because they reduce right angle collisions.

Right angle collisions are the accident type that tend to lead to serious injuries and fatalities.   Statewide, where J Turns have been incorporated at intersections all crashes have reduced by 25 percent, fatal crashes have reduced by 88 percent, and serious injury crashes reduced by 78 percent.  More information about J-Turns can be found at [J-Turns | Missouri Department of Transportation (modot.org)](https://www.modot.org/j-turns)

1. **Why are all the median cross overs being closed between Route 58 and Maguire Street?**

There are increasing numbers of accidents reported at most of these crossover locations, including some serious and disabling injury accidents. In the few locations that have not had significant accident history to date, we would not wait to delay safety improvements and respond after accidents happen.  We intend to reduce the risk of accidents on the corridor and those that lead to more serious injuries and/or fatalities, before they can occur.

1. **Why are you removing the west-bound left-turn at Business 50/Young Street and how will this impact west-bound traffic from Warrensburg?**

Traffic headed westbound from Business 50 (Young Street) can also use PCA Road interchange to head westbound on US 50 in addition to N. Maguire Street.

Traffic accidents reported at the intersection of Business 50/Young Street and US 50 has had the most significant increases in the project limits.  There are increased numbers of right-angle collisions from the northbound Bus 50 to westbound US 50 turning movement as well as the westbound 50 to southbound Bus 50/Young Street movement.

Due to concerns expressed by emergency response personnel, we are considering allowing a west bound left turn with acceleration lane at that location.

1. **Why can’t a J-Turn be located between Business 50/Young Street and Maguire or why isn’t an interchange planned at Business 50?**

The design team did consider a J-turn between Business 50/Young Street and Maguire, but because of the existing roadway geometry and the proximity of Business 50 to the Maguire Street interchange we had to rule it out.

The median east of BU-50 is only wide enough (60’) to accommodate a j-turn up until the crest of the hill, about .20 mile east of BU-50.  Placing a j-turn at the crest causes concerns with opposing traffic movements for people that would be utilizing a J turn as well as motorists that would be wanting to exit at Maguire, particularly if the acceleration lane is pushed to the outside due to the narrow median.   There are also sight distance concerns due to the roadway geometry with a proposed J turn at that location.

An interchange at Business 50 is not possible due to the close proximity of Maguire, would take years to plan and construct thus delaying addressing the safety concerns we are seeing now, and is well beyond the resources available for the project.

1. **How will this impact emergency response and access to businesses?**

There will be some left turn, acceleration, and deceleration lanes added to the project along the corridor as design progresses to help facilitate local travel, including emergency services.

We have met with Johnson County commissioners, have input from emergency response personnel regarding emergency access, and have also met with City of Warrensburg staff to discuss this project.  We are taking all comments from County and City officials into consideration with this project’s design.

The locations of left turn in movements will be mainly based on facilitating connectivity of the County Road network to improve access for emergency services.

1. **How were the J-turn locations determined?**

J turns are spaced as equally apart as possible to maximize the access and connectivity of the corridor. Their locations are also dependent on the width of the median, the vertical geometry between eastbound and westbound lanes, and the proximity of intersecting roadways.

1. **How will larger vehicles including trucks and farm equipment utilize J-Tuns?**

We have kept the J turn acceleration lane on the median side on this project, and long enough to safely merge.  Additionally, larger trucks will be able to use the bulb out area to turn and merge back into traffic.

There is a video on the MoDOT J Turn webpage that includes a video that explains how trucks can safely use J turns.

[J-Turns | Missouri Department of Transportation (modot.org)](https://www.modot.org/j-turns)

1. **Will I have access to my property during construction?**

All properties will have access during construction of this project. The J turn construction will be accomplished by closing the lanes closest to the median for short periods of time and the connection to County Roads will be constructed to ensure access.

1. **How were residents and stakeholders informed about the June 6, 2023 public meeting?**

Property owners adjacent to the corridor were sent a letter to the addresses publicly indicated on the Johnson County parcel information. Additionally, a public meeting announcement was published in the May 16, 2023 issue of the Warrensburg Star Journal and notices were also posted on various social media platforms.