



**U.S. Department of Transportation**

**Federal Transit Administration**  
901 Locust, Room 404  
Kansas City, MO 64106  
816-329-3920  
816-329-3921 (fax)

**Federal Highway Administration**  
3220 W. Edgewood, Suite H  
Jefferson City, MO 65109  
573-636-7104  
573-636-9283 (fax)

December 29, 2014

Mr. Dave Nichols, Director  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: FHWA/FTA Approval of "Highway Project Only"  
Amendment to the Missouri FY 2015-2019 STIP to  
incorporate the Ozarks Transportation Organization (OTO) FY  
2015-2018 Transportation Improvement Program (TIP)  
Amendment #1

Dear Mr. Nichols:

As requested in your letter dated December 29, 2014 the Federal Highway Administration (FHWA) has reviewed the requested amendment to the FY 2015-2019 Missouri State Transportation Improvement Program (STIP) to incorporate the Ozarks Transportation Organization's (OTO) modification of their FY 2015- 2018 Transportation Improvement Program (TIP), as further described in your letter of December 29, 2014. The modification includes the addition of one new local public agency (LPA) sponsored highway project environmental work and final design and the modification of one currently programmed LPA sponsored highway project.

The OTO Board of Directors approved the TIP on October 16, 2014. 2014. The Missouri governor approved the OTO FY2012-2015 TIP on December 24, 2014.

In accordance with 23 CFR 450.218(b), we have determined that this STIP amendment is based on a transportation planning process that substantially meets the requirements of 23 U.S.C 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR 450 Subparts A, B, and C. Based on our review, this STIP amendment request is approved.

If you have any questions, please contact Mr. Brad McMahon at FHWA (573) 638-2609.

Sincerely,

For:      For: Kevin Ward, P.E.  
Division Administrator  
Federal Highway Administration

cc: Sara Edwards, OTO  
Shelia Schmitt, City Utilities  
Greg Burris, Missouri State University  
Machelle Watkins, MoDOT  
Eva Voss, MoDOT  
Frank Miller, MoDOT Southwest District  
Sharon Monroe, MoDOT  
Mark Bechtel, FTA Region VII

**Missouri Department of Transportation**

*David B. Nichols, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

December 29, 2014

Mr. Kevin Ward  
Regional Administrator  
Federal Highway Administration  
3220 West Edgewood, Suite H  
Jefferson City, MO 65109

Dear Mr. Ward:

SUBJECT: Springfield Metropolitan Area  
FY 2015-2018 Transportation Improvement Program  
Ozarks Transportation Organization  
Approval to Incorporate TIP Amendment #1 into FY 2015-2019 STIP

As required by the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century Act, MAP-21, MoDOT received approval from Governor Nixon for a TIP amendment in the Springfield metropolitan area which includes the addition of one local project and the modification of one local project.

Enclosed is a copy of the Governor's approval letter and supporting documentation. The Ozarks Transportation Organization Board of Directors approved the TIP amendment on October 16, 2014. All public involvement considerations were met and fiscal constraint has been ensured.

We request approval of incorporating this TIP amendment into the FY 2015-2019 State Transportation Improvement Program (STIP) at your earliest convenience. TIP projects and priorities are identified with the assistance of our planning partners using MoDOT's award-winning Planning Framework process. More information about the Planning Framework may be found at [http://www.modot.mo.gov/plansandprojects/planning\\_projects/PlanningFramework](http://www.modot.mo.gov/plansandprojects/planning_projects/PlanningFramework).

Sincerely,

Eva Voss  
Sr. Transportation Planner

ev

J:\URBAN\OTO - Springfield\FY 2015\TIP\TIP amendments\MoDOT letter to ONEDOT.docx

Enclosure

Copies:	Mr. Brad McMahon-FHWA	Ms. Sara Fields-OTO
	Mr. Frank Miller-SW	Ms. Natasha Longpine-OTO



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## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

18 October 2014

Ms. Eva Voss  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. Voss:

We respectfully request the approval of Amendment One to the FY 2015-2018 Ozarks Transportation Organization Transportation Improvement Program (TIP). The Board of Directors adopted this amendment at their October 16, 2014 Board of Directors meeting. The adoption included demonstration of fiscal constraint as required by federal regulations. The attached public comment was solicited in accordance with federal law and in accordance with the Board adopted OTO Public Involvement Policy. In order to address the public comment, a presentation was made during the Board meeting. The agenda, public comment, and presentation are available on the OTO website. This amendment includes the following two (2) changes. A description and additional TIP information is included with this letter.

- Willard Downtown Sidewalks
- Kansas Expressway Extension Final Design and Engineering

Please find enclosed the requested TIP amendment. Please let me know if you need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner



OZARKSTRANSPORTATION.ORG

## **Amendment Number One to the FY 2015-2018 Transportation Improvement Program**

### **Ozarks Transportation Organization (Springfield, MO Area MPO)**

#### **AGENDA DESCRIPTION:**

There are two items included as part of TIP Amendment Number One to the FY 2015-2018 Transportation Improvement Program.

1. \*Amended\* Jackson and Main Street Sidewalks (EN1401)  
Reprogramming from 2014 to 2015 of a sidewalk project along Jackson and Main in downtown Willard for a total programmed cost of \$52,500.
2. \*New\* Kansas Expressway Extension (GR1501)  
Addition of a project to complete final design and environmental work on the extension of Kansas Expressway from Republic Road to the east-west arterial for a total programmed amount of \$3,000,000.

#### **BOARD OF DIRECTORS ACTION:**

A member of the Board of Directors made the following motion:

“Move to approve Amendment Number One to the FY 2015-2018 Transportation Improvement Program.”

The motion was seconded and passed.



## Transportation Improvement Program - FY 2014-2017

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP #** EN1401      JACKSON AND MAIN STREET SIDEWALKS

**Route** BUSINESS 160

**From** MAIN ST

**To** EAST END OF BUSINESS DISTRICT

**Location/Agency** City of Willard

**Federal Agency** FHWA

**Responsible Agency** City of Willard

**Federal Funding Category** STP-U

**MoDOT Funding Category**

**AC Year of Conv.**

**STIP #**



#### Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2014	FY2015	FY2016	FY2017	Total
FHWA (STP-U)	Federal	CON	\$42,000	\$0	\$0	\$0	\$42,000
LOCAL	Local	CON	\$10,500	\$0	\$0	\$0	\$10,500
<b>Totals</b>			<b>\$52,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,500</b>

#### Notes

Source of Local Funding: City Parks Budget

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$52,500



## Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP #** EN1401 JACKSON AND MAIN STREET SIDEWALKS

**Route** BUSINESS 160

**From** MAIN ST

**To** EAST END OF BUSINESS DISTRICT

**Location/Agency** City of Willard

**Federal Agency** FHWA

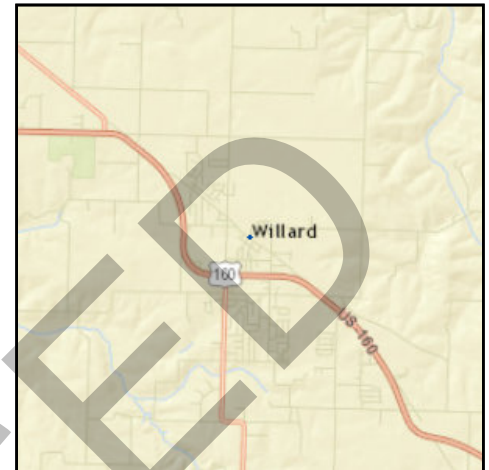
**Responsible Agency** City of Willard

**Federal Funding Category** STP-U

**MoDOT Funding Category**

**AC Year of Conv.** 2014

**STIP #**



#### Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$42,000	\$0	\$0	\$0	\$42,000
LOCAL	Local	CON	\$10,500	\$0	\$0	\$0	\$10,500
<b>Totals</b>			<b>\$52,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,500</b>

#### Notes

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$52,500

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

					Local	State		
PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
<b>FY 2015</b>								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$42,000	\$0	\$0	\$10,500	\$0	\$0	\$52,500
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$0	\$61,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$42,000	\$915,413	\$240,000	\$380,087	\$379,400	\$1,273,600	\$3,299,500
<b>FY 2016</b>								
EN1601	\$0		\$192,000	\$0	\$0	\$48,000	\$0	\$240,000
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$192,000	\$0	\$0	\$53,000	\$20,000	\$265,000
<b>FY 2017</b>								
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
<b>FY 2018</b>								
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000		\$1,107,413	\$240,000	\$380,087	\$442,400	\$1,333,600	\$3,614,500



## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

					Local	MoDOT	MoDOT-AC	TOTAL
	STP	STP-U	TE	TAP				
<b>PRIOR YEAR</b>								
Balance	\$ -	\$ -	\$ -	\$816,522	\$ -	\$ -	\$ -	\$816,522
<b>FY 2015</b>								
Funds Anticipated	\$69,000	\$42,000	\$915,413	\$587,747	\$380,087	\$379,400	\$1,273,600	\$3,647,247
Funds Programmed	(\$69,000.00)	(\$42,000.00)	(\$915,413.00)	(\$240,000.00)	(\$380,087.00)	(\$379,400.00)	(\$1,273,600.00)	(\$3,299,500.00)
<b>Running Balance</b>	<b>\$0</b>		<b>\$0</b>	<b>\$1,164,269</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,164,269</b>
<b>FY 2016</b>								
Funds Anticipated	\$ -		\$192,000	\$587,747	\$ -	\$53,000	\$20,000	\$852,747
Funds Programmed	\$ -		(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)
<b>Running Balance</b>	<b>\$0</b>		<b>\$0</b>	<b>\$1,752,016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,752,016</b>
<b>FY 2017</b>								
Funds Anticipated	\$ -		\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
<b>Running Balance</b>	<b>\$0</b>		<b>\$0</b>	<b>\$2,339,763</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,339,763</b>
<b>FY 2018</b>								
Funds Anticipated	\$ -		\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
<b>Running Balance</b>	<b>\$0</b>		<b>\$0</b>	<b>\$2,927,510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,927,510</b>



# Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP # GR1501** KANSAS EXPRESSWAY EXTENSION

**Route** Kansas Expressway

**From** Republic Road

**To** East-West Arterial

**Location/Agency** Greene County

**Federal Agency** FHWA

**Responsible Agency** Greene County

**Federal Funding Category** STP-U

**MoDOT Funding Category** N/A

**AC Year of Conv.**

**STIP #**



### Project Description

Final design and environmental work for the extension of Kansas Expressway from Republic Road to the future east/west arterial.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$1,200,000	\$1,200,000	\$0	\$0	\$2,400,000
LOCAL	Local	ENG	\$300,000	\$300,000	\$0	\$0	\$600,000
<b>Totals</b>			<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

### Notes

Source of Local Funding: Greene County Highway Department Road and Bridge Fund.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$3,000,000

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2015												
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,113,000	\$0	\$0	\$0	\$105,200	\$1,112,000	\$0	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$189,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
SP1109	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,433,140	\$750,000	\$4,016,560	\$10,416,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$216,000

FY 2015 continued on next page

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2015 continued												
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$376,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$5,619,300	\$1,000,600	\$248,000	\$668,715	\$3,687,000	\$0	\$1,504,800	\$2,453,207	\$6,501,040	\$1,943,000	\$25,588,216	\$49,213,878
FY 2016												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$24,000
MO1601	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$1,028,000
MO1604	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0	\$1,089,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$155,200	\$194,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$362,000	\$0	\$1,448,000	\$3,443,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$205,000
SP1018	\$0	\$0	\$4,651,200	\$0	\$0	\$0	\$0	\$0	\$1,162,800	\$0	\$0	\$5,814,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
SUBTOTAL	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$1,057,734	\$5,236,800	\$32,000	\$19,695,200	\$36,049,735

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2017												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$1,038,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$270,400	\$338,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$820,800	\$1,026,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$366,400	\$458,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$326,777	\$0	\$1,305,108	\$2,993,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$659,200	\$824,000
SUBTOTAL	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$8,714,708	\$12,993,000
FY 2018												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$1,048,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$1,252,000	\$2,844,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$3,001,866	\$3,960,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SUBTOTAL	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$4,801,866	\$8,148,000
GRAND TOTAL	\$11,516,593	\$2,113,500	\$4,899,200	\$768,715	\$3,815,000	\$166,134	\$1,504,800	\$5,109,764	\$15,735,917	\$1,975,000	\$58,799,990	\$106,404,613

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source							TOTAL Federal Funds	Local	MoDOT Programmed Funds	State Operations and Maintenance	TOTAL
	STP-U	Safety	Bridge	STP	130	HPP	BRO					
2015 Funds Programmed	\$5,619,300	\$1,000,600	\$248,000	\$668,715	\$3,687,000	\$0	\$1,504,800	\$12,728,415	\$2,453,207	\$34,032,256	\$6,525,006	\$55,738,884
2016 Funds Programmed	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$10,028,001	\$1,057,734	\$24,964,000	\$665,506	\$ 36,715,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$6,788,616	\$ 19,781,616
2018 Funds Programmed	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$566,134	\$1,254,000	\$6,327,866	\$6,924,388	\$ 15,072,388
<b>Total</b>	<b>\$11,516,593</b>	<b>\$ 2,113,500</b>	<b>\$ 4,899,200</b>	<b>\$ 768,715</b>	<b>\$ 3,815,000</b>	<b>\$ 166,134</b>	<b>\$ 1,504,800</b>	<b>\$ 24,783,942</b>	<b>\$ 5,109,764</b>	<b>\$ 76,510,907</b>	<b>\$ 20,903,516</b>	<b>\$127,308,129</b>

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$48,956,653</b>	<b>\$39,513,839</b>	<b>\$32,098,246</b>	<b>\$20,475,849</b>	<b>\$19,951,621</b>	<b>\$160,996,208</b>
Prior Year Funding	\$ -	\$48,956,653	\$35,184,815	\$31,625,554	\$32,664,610	--
Programmed State and Federal Funding	\$ -	(\$53,285,677)	(\$35,657,507)	(\$19,436,793)	(\$13,818,388)	(\$122,198,365)
<b>TOTAL REMAINING</b>	<b>\$48,956,653</b>	<b>\$35,184,815</b>	<b>\$31,625,554</b>	<b>\$32,664,610</b>	<b>\$38,797,843</b>	<b>\$38,797,843</b>

Remaining State and Federal Funding	\$4,183,121
Remaining Suballocated STP-Urban/Small Urban	\$31,720,006
Remaining Suballocated BRM	\$2,894,716
<b>TOTAL REMAINING</b>	<b>\$38,797,843</b>

declining revenues from the Highway Trust Fund, as well as MoDOT's declining ability to match federal funds, due to a decrease in projected state revenue. This table does not include OTO sub-allocated federal funding, such as STP-Urban, BRM, or Enhancement. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding.

<b>Table G.1</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Roadway Funding</b>	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000
<b>Transit Funding</b>	\$3,026,518	\$3,026,518	\$3,026,518	\$3,026,518

The Ozarks Transportation Organization maintains fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funds, making projections based on funding received in prior years, as well as funding allocations in the federal transportation bill. A three percent inflation rate has been used to forecast revenues and expenditures. OTO has accumulated balances in these funds from prior years.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Journey 2035*.

## FEDERAL SUB-ALLOCATED REVENUE

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

<b>Table G.2 STP-Urban/Small Urban</b>	
<i>Carryover Balance through FY2014</i>	<i>\$23,255,240</i>
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
<i>Programmed through FY2018</i>	<i>(\$11,558,593)</i>
<b><i>Estimated Carryover Balance Through FY 2018</i></b>	<b><i>\$31,720,006</i></b>

<b>Table G.3 On-System Bridge (BRM)</b>	
Carryover Balance through FY2014	\$1,542,036
Anticipated Allocation FY2015	\$338,170
Anticipated Allocation FY2016	\$338,170
Anticipated Allocation FY2017	\$338,170
Anticipated Allocation FY2018	\$338,170
Programmed through FY2018	(\$1,189,657)
<b>Estimated Carryover Balance Through FY 2018</b>	<b>\$1,705,059</b>

## REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

<b>Table G.9 Revenue</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
<b>City of Nixa</b>				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
<b>City of Ozark</b>				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$580,318.00	\$579,108.00	\$577,874.00	\$576,615.00
<b>City of Republic</b>				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,634,120.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
<b>City of Springfield</b>				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$452,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$17,211,272.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...



<b>Table G.9 Revenue</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
<b>City of Strafford</b>				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
<b>City of Willard</b>				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
<i>Estimated TIP Project Expenditures</i>	<i>(\$20,500.00)</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>
<i>Amount Available for Local Projects</i>	<i>\$432,907.00</i>	<i>\$453,128.00</i>	<i>\$452,843.00</i>	<i>\$452,553.00</i>
<b>Christian County</b>				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
<b>Greene County</b>				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
<i>Estimated TIP Project Expenditures</i>	<i>(\$676,200.00)</i>	<i>(\$300,000.00)</i>	<i>\$0.00</i>	<i>\$0.00</i>
<i>Amount Available for Local Projects</i>	<i>\$20,864,890.00</i>	<i>\$21,238,954.00</i>	<i>\$21,536,775.00</i>	<i>\$21,534,553.00</i>



# **Kansas Extension Project**

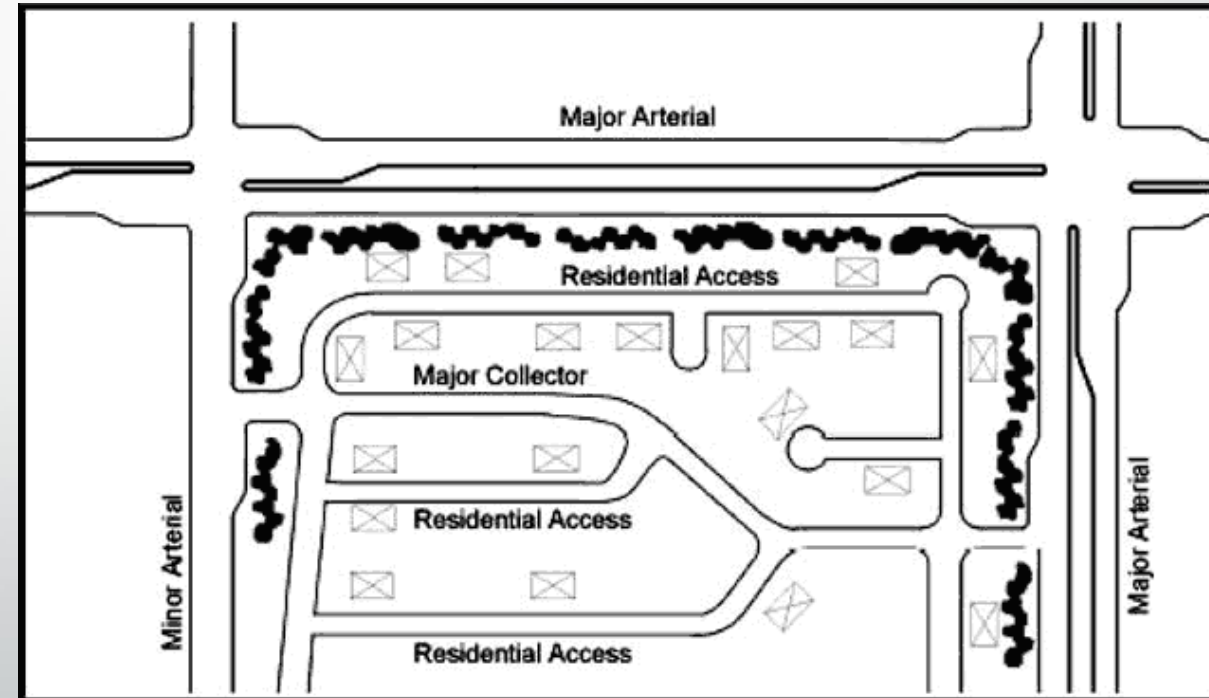
## **Questions & Answers**

**OTO Board of Directors Meeting**

**October 16, 2014**

# 1980's The Community Decided to Grow and to Plan for Growth

- Urban Service Area:  
Where we want to grow
- Major Thoroughfare Plan:  
How we plan to accommodate the traffic



# Continuing the Grid

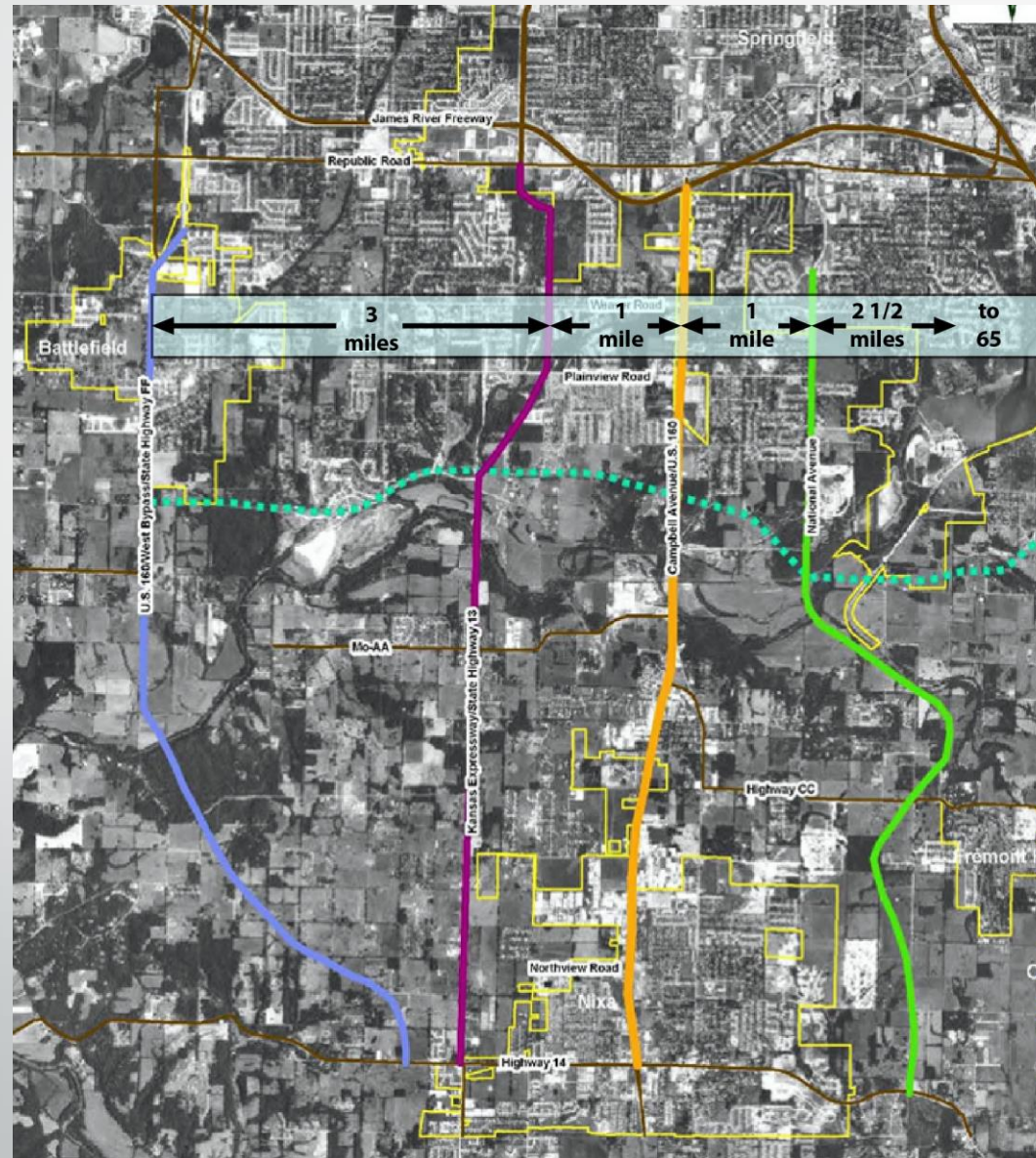
Existing





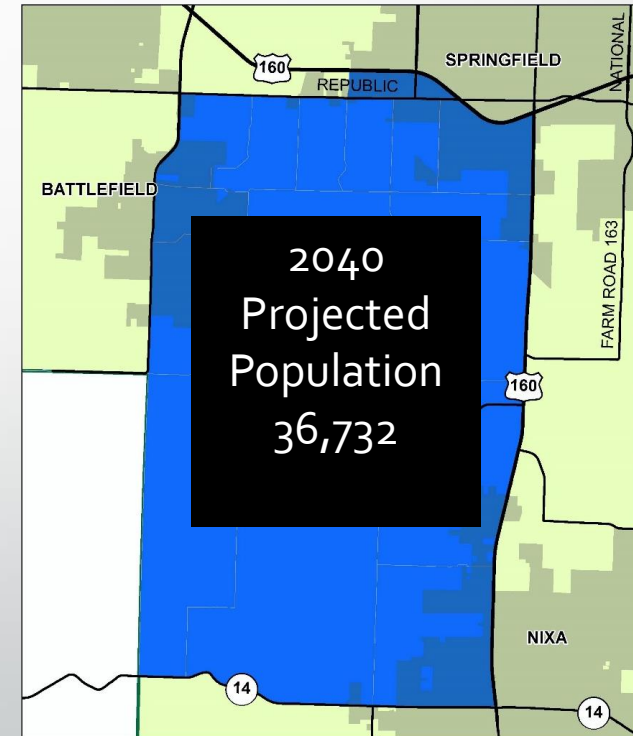
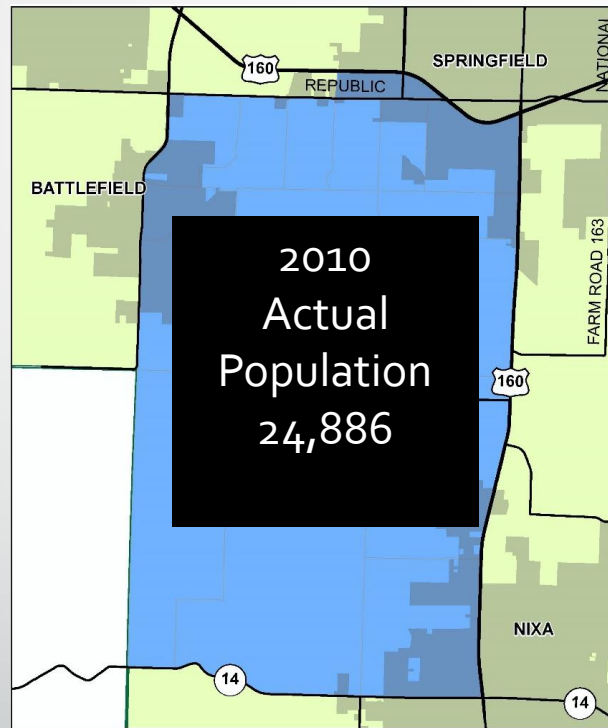
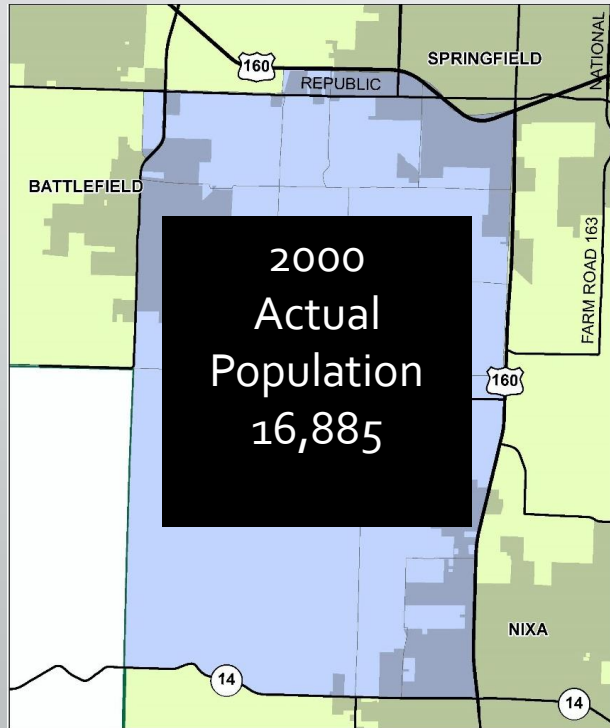
# Continuing the Grid

Planned



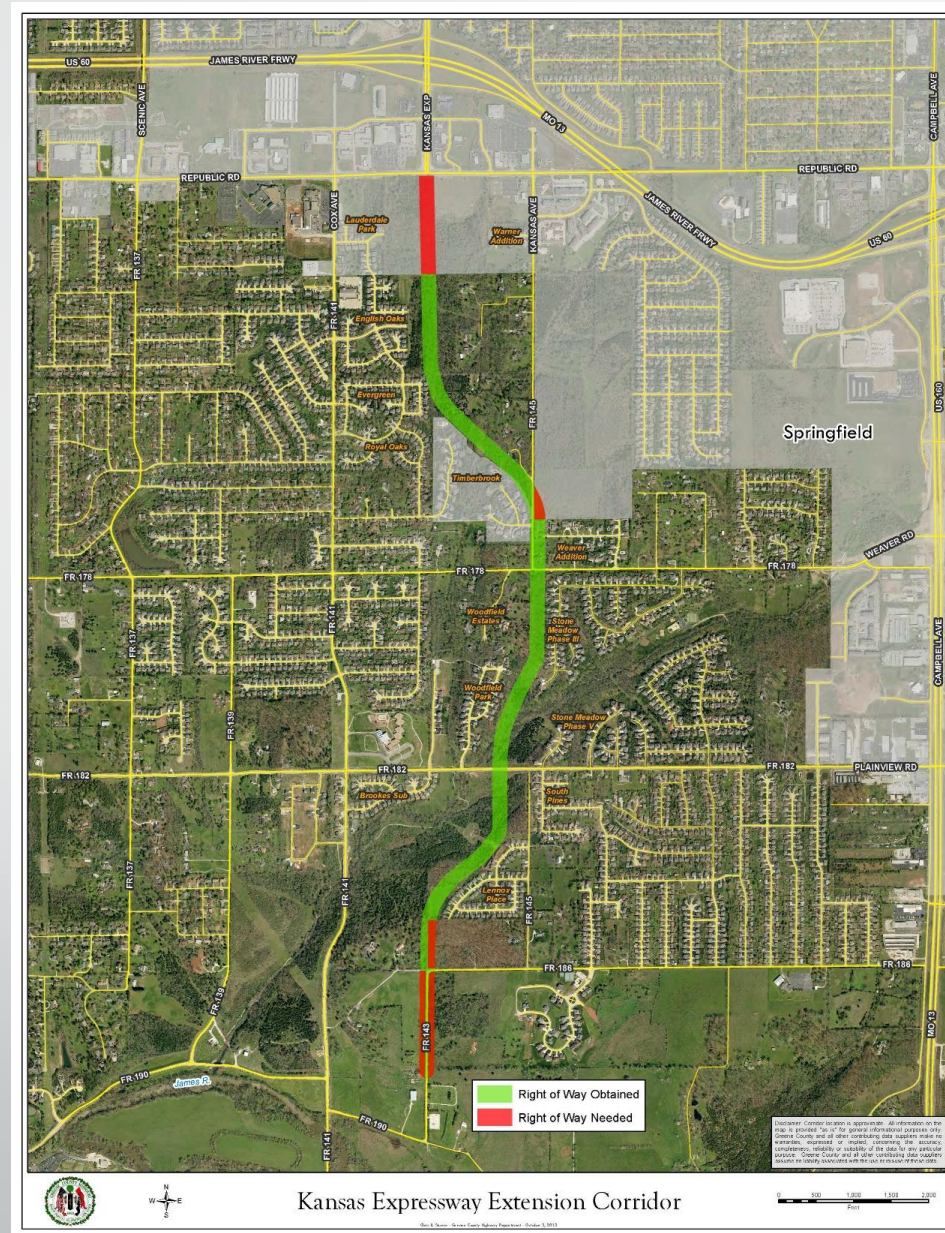
# Population

South of Republic Road and West of Campbell

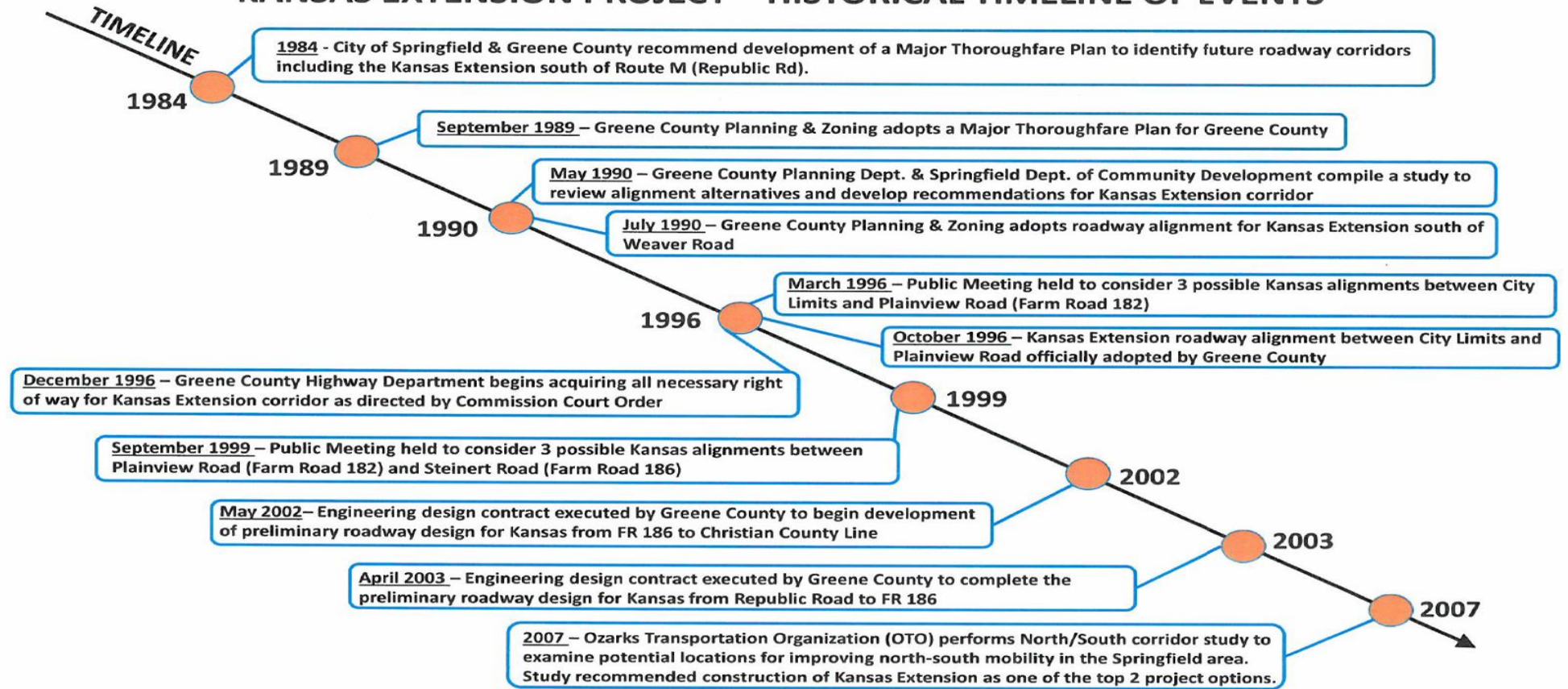




# Right-of-Way Acquired



## KANSAS EXTENSION PROJECT – HISTORICAL TIMELINE OF EVENTS





## Question #1:

How can Greene County afford a \$30 million roadway project considering the present financial challenges within the county?

- Project is eligible for federal Surface Transportation Plan (STP) funding to pay up to 80% of total project cost
- Greene County can fund remaining project costs using county highway funds, which do not impact the county's General Revenue account
- Based on current budget projections, the entire project (Republic Road to Farm Road 190) would be funded within a 10-year horizon
- Annual road/bridge construction spending would not exceed our typical average program amount of approximately \$4 million

## Question #2:

If you extend Kansas Expressway to Weaver Road, is it going to remain at that spot for 10 years before additional work is done? Will this staging create congestion & safety problems along Weaver Road?

- By utilizing federal STP dollars, current budget projections would allow construction of the **entire project** (Republic Road to FR190) within a 10-year period
- Extending Kansas Expressway south to Weaver would redistribute current traffic patterns, and we believe this should be looked at carefully during final design
- Final design will focus on intersection details for the Kansas Extension at Weaver to accommodate traffic movements with minimal delays

### Question #3:

If existing Kansas Expressway is already congested north of Republic Road, how will it handle additional traffic volume that might be generated by the extension of this roadway?

- Currently, the intersection at Republic Road & Kansas Expressway operates at a Level of Service B during AM & PM peak hours
- The Kansas Expressway/JRF interchange operates at Level of Service B during AM & PM peak hours
- Traffic modeling indicates that these signalized intersections are operating well below their capacity. In fact, traffic volumes could increase up to 50% at any of these signalized intersections and still maintain a Level of Service C
- Kansas Expressway has adequate right-of-way to accommodate future capacity expansion, if needed

## Question #4:

Is the proposed Kansas Extension corridor spaced too closely to Campbell Ave and/or Cox Road to provide any beneficial traffic relief within the area?

- OTO's Major Thoroughfare Plan was developed based on best practices for spacing various roadway classifications within the overall transportation network
- Spacing between Campbell Ave and the proposed Kansas Extension is consistent with existing Primary Arterial roadway spacing (1-2 miles) throughout the Springfield urban area
- Cox Road has a **lower** functional roadway classification of Secondary Arterial due to its location, land use, access points, and overall function
- Traffic studies have shown that extending Kansas Expressway will provide traffic relief benefits by providing an alternate north/south route within the region





## Question #5:

Why not focus on improving Hwy FF and/or National Ave to provide traffic relief and create more opportunities for commercial development?

- Hwy FF currently extends all of the way to the southern Greene County line and is not experiencing any significant capacity issues to warrant improvements
- National Ave has been constructed all of the way south to FR 192 near the Greene County line with no significant capacity issues
- Within Greene County, our greatest opportunity for improving future north/south travel in the region is the construction of the Kansas Extension
- Kansas Extension will offer opportunities for commercial development, but these opportunities are secondary to meeting our region's mobility needs

## Question #6:

Would funds be better used to finish widening Campbell Ave (US 160) down towards Nixa?

- Over the past 5 years, Greene County has partnered with City of Springfield & MoDOT to make numerous roadway, intersection, and interchange improvements along the S. Campbell corridor
- These improvements have helped immensely, however the travel demand along this corridor within southern Greene County requires an alternative option for motorists to help alleviate growing congestion
- Traffic volumes decline significantly, south of FR192
- Kansas Extension offers the greatest future mobility benefit to our transportation system within Greene County



## Question #7:

Will the new road be disruptive to the residential neighborhoods and create negative impacts on quality of life due to traffic noise, privacy, and safety?

- The proposed Kansas Extension roadway will be constructed as a two-lane roadway with a planned functional classification of Primary Arterial – (e.g. major city street such as Battlefield Road between Glenstone & Lone Pine.)
- Right of way has been acquired to accommodate an ultimate future design standard for a 4-lane facility with a dividing median
- If & when future traffic demand requires widening to 4-lanes, the roadway could then be expanded to its ultimate design capacity



## Question #8:

Will the environmental impacts of this roadway be harmful? How would we prevent wildlife, streams, and the overall ecosystem from being damaged by the construction?

- Significant environmental work was completed when the corridor was selected
- An environmental impact study will be completed in accordance with federal guidelines to investigate any potential social, economic, or environmental impacts
- Investigation will consider impacts to: cultural resources, historical sites, wildlife refuges, air quality, noise standards, streams & wetlands
- This will provide the information necessary to find engineering solutions that meet the community's transportation needs and protect the environment

## Question #9:

Why not complete the East / West Arterial roadway before starting construction on the Kansas Extension corridor?

- The future East/West Arterial will require substantial cost to acquire the necessary right-of-way for construction, but the Kansas Extension right-of-way is already 90% acquired
- An East/West connection between Campbell Ave and Cox Road would add to existing travel congestion on Cox Road, and have a detrimental affect on the Republic Road intersections with Cox Road and Kansas Expressway
- To derive maximum benefit from the future East/West arterial, it will need to offer a connection to a less congested North/South corridor such as the Kansas Extension

## Question #10:

Why spend Greene County tax dollars to make it easier for Christian County residents to commute into Greene County?

- It will improve transportation for the entire South-West portion of Springfield/Greene County as well as Christian County
- Christian County residents work, shop, conduct businesses, and contribute to the overall economy within the Springfield & Greene County region
- Springfield and Nixa continue to experience population growth, bringing these urban service areas closer and closer together
- If we do not plan for this continued growth pattern, there will be no adequate transportation system in place to support the traffic demand and continued development within this region

## Comment

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**From:** John Penrose [REDACTED]  
**Sent:** Wednesday, October 01, 2014 5:40 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

I live by the proposed Kansas Expressway extension. We build our house back in the early 1990's. But before we built our house, we checked with Greene County on where the Kansas expressway extension proposed route was going to be back 20+ years ago. So they showed us the proposed map. We figured that Kansas was going to be extended and not just dead into Republic road even back 20+ years ago.

So for those that built houses or subdivisions since early 1990's and disregarded the proposed plans back then..."Buyer beware" should have applied.

I am for the Kansas Extension and hope that it takes some traffic off of Cox road as it is terrible from 5pm until 6pm as traffic is backed up a good half mile going south at Cox and Weaver.

Southland

## Comment

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**From:** Burton, David [REDACTED]  
**Sent:** Thursday, October 02, 2014 7:54 AM  
**To:** Comment  
**Subject:** Kansas extension

I support the extension of Kansas Expressway. This is a project that frankly was needed ten years ago. It would help with congestion on south Campbell and it would aid in economical development in the area.

The fact that a wealthy Springfield residence is opposed because the road goes close to his home is not a reason to stop the road. The fact is, Brad Pitt knew of the road right of way when he constructed his home and development. He was just rolling the dice that the road extension would never happen.

But it is needed and it is something that would help thousands of families with access between Nixa and Springfield.

David Burton  
2311 E. Kentwood  
Republic, mo. 65783

## Comment

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**From:** David Anderson [REDACTED]  
**Sent:** Thursday, October 02, 2014 6:41 PM  
**To:** Comment  
**Subject:** Kansas Expy

I live in the Quail Creek Subdivision. I have lived in Springfield all my life. I definitely believe Kansas Expy should be built to continue South, eventually to Nixa.

During my lifetime I have been witness to many streets that have been blocked by one or another "influential citizen." An example, a few decades ago the city blocked the southern flow of Grant Avenue at Sunshine in order to build a K-Mart store. How has that worked out? One can travel Campbell Avenue north to Commercial Street and It is blocked by the railroad. There have been many east-west streets blocked from a smooth flow of traffic from one side of town to another.

We definitely have a traffic problem here and it is getting worse. Let's keep Kansas Expy flowing south.

## Comment

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**From:** [REDACTED]  
**Sent:** Friday, October 03, 2014 1:49 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

Dear Sir

I would like to encourage the City of Springfield and Greene county commissioners to go forward with the extension of Kansas Expressway. This project would help relieve the congestion of traffic on South Campbell and 160 to Nixa. This has been needed for a long time and the sooner the better.

Darrell Riemann  
[REDACTED]

## Comment

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**From:** Carolyn Riemann [REDACTED]  
**Sent:** Monday, October 06, 2014 9:08 PM  
**To:** Comment  
**Subject:** Kansas Expressway extension

I would like to encourage the City of Springfield and Greene county to go forward with the extension of Kansas Expressway. That would help relieve the congestion of south Campbell and 160 to Nixa.  
Carolyn Riemann



## Comment

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**From:** J B Snethern [REDACTED]  
**Sent:** Tuesday, October 07, 2014 8:36 PM  
**To:** Comment  
**Subject:** Kansas Extension

Well, this pretty much looks like the Pitt Sub-Division against the rest of what is good for SW Springfield. It can go by SOMEONE else's property. NO ours because Doug and Angie might be here sometime (not likely) and hear the traffic. Waa Waa Waa

JB Snethern  
5266 S. Newton Ave

Permission to redistribute this is permitted. JB

## Comment

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**From:** Charlie O'Reilly [REDACTED]  
**Sent:** Thursday, October 09, 2014 12:08 PM  
**To:** Comment  
**Subject:** Need for Kansas Extension

Anyone who lives in Nixa (I have since 1976) can attest to the need for relief of the traffic problem on South Campbell. And that need is very evident NOW. Looking ahead to the growth of Nixa (much of it to the west) the need will be even greater in the future. PLEASE proceed with the Kansas Extension ASAP. PS Anyone opposed to this either doesn't know the South Campbell situation, OR has some special interest that would be hurt by the Kansas Extension. (My opinion) THANKS for your consideration of my opinion.

Mo. 65714

Charlie O'Reilly, [REDACTED] Nixa,

## Comment

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**From:** [REDACTED]  
**Sent:** Wednesday, October 08, 2014 9:18 PM  
**To:** Comment  
**Subject:** public comment

October 8, 2014

Ozarks Transportation Organization  
205 Park Central East  
Springfield MO

I am writing to support the continuation of South Kansas Expressway from Republic Road towards and into Christian County.

There are too few options available for drivers today and the traffic tie-ups only waste many gallons of fuel. Not to mention the driver frustration levels.

This is something that must happen. I urge your support.

Ernest DeCamp  
Springfield resident

## Comment

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**From:** Roger and Linda Leonard [REDACTED]  
**Sent:** Saturday, October 11, 2014 3:11 PM  
**To:** Comment  
**Cc:** Harold Bengsch; DSmith@greenecountymo.org  
**Subject:** Kansas Expressway Extension

Re: "Public can comment on funding for Kansas extension" (Springfield News-Leader, October 2)

I strongly support the plan to extend Kansas Expressway south of Republic Road. The Greene County Commission should be commended for its foresight in planning this extension and in acquiring the right-of-way needed. Local residents, regardless of their influence, should not be permitted to stop this important public project.

Roger W. Leonard  
Republic

## Comment

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**From:** Sara Fields  
**Sent:** Wednesday, October 01, 2014 4:32 PM  
**To:** [REDACTED]  
**Cc:** Comment  
**Subject:** RE: Kansas Expressway Extension  
**Attachments:** kansas extension.pdf

Ms. Bendure,

Thank you for your comments. We will share your concerns with the OTO Board of Directors at the next meeting. I have attached for your information a map of the extension of Kansas. Please feel free to contact me with any questions or additional concerns.

Sara Fields



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**From:** Bendure, Courtney L [REDACTED]  
**Sent:** Wednesday, October 01, 2014 11:45 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To Whom It May Concern:

I am writing to voice my opposition to the extension of Kansas Expressway. I feel that the city has waited too long to go back and try to extend this particular road. If they had not allowed the housing developments to come in, I might feel differently about it. However, being as I live in one of those developments and do not want a major highway in my backyard, I think the county needs to reconsider its options. There is too much traffic on HWY 160, that much is clear. My suggestions to the county would be to improve FF HWY or take some of those millions of dollars and make overpasses on HWY 160 south. Trying to drive to Nixa on HWY 160 is true nightmare, on that we can all agree. If traffic didn't have to come to a grinding stop every half mile, things might go a little more smoothly.

Sincerely,

Courtney Bendure  
Parkview High School  
Boys Attendance  
[REDACTED]

DON'T WORRY ABOUT THE WORLD COMING TO AN END TODAY. IT IS ALREADY TOMORROW IN AUSTRALIA. - CHARLES SCHULTZ

## Comment

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**From:** emily [REDACTED]  
**Sent:** Wednesday, October 01, 2014 7:26 PM  
**To:** Comment  
**Subject:** Opposition to Kansas Extension

Hello my name is Emily Wehr and I attended the special meeting requested by Doug Pitt several weeks ago. I was astonished at the poor reasoning for the Kansas project. The main points were:

1. We have this money and we have to spend it or it will be taken away;
2. We don't have the funds to complete it so as of now it will only go to Weaver (road to nowhere);
3. It was in the original vision of the city some 60 years ago (before this area became a very dense residential area);
4. All areas are going to be explored for connectivity (even though Campbell is less than a mile away);

These were just a few of the points the county made. I was astonished that a commissioner was in attendance and said absolutely nothing of our concerns as tax payers and residents effected by the Kansas project.

Clearly there are better ways to alleviate the so called traffic problem. Traffic lights on Campbell are causing major issues. And the intersection of Republic and Campbell is poorly designed. There is the Bypass alternative that has much lesser impact on residents. Kansas has no commercial viability for supporting or maintaining this project. Why would our money be spent on a road that will not even have connectivity? A road to nowhere and more taxpayer money wasted. I must say that the biggest disappointment was that our commissioner (I believe it was Roseann Bentley) sat quietly and did not contribute to our concerns.

As a resident of Timberbrook I am against this disastrous project. My family has greatly contributed to the city of Springfield both through philanthropy, employing thousands of people, and developing and aiding small business growth. We understand development and growth as we have been in commercial real estate for decades, however development must also be sensitive to impact on people and families. When there are alternatives, they must be taken.

Very truly yours,

Emily Wehr

## Comment

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**From:** Elena Webster [REDACTED]  
**Sent:** Saturday, October 04, 2014 10:19 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

I vehemently oppose the extension of Kansas Expressway for the following reasons:

1. This will greatly impact the taxpayers of Greene County for something that will not alleviate traffic on Kansas Expressway. Nixa has no plans to extend into Christian County. Who will this benefit? Why divert traffic into neighborhoods when Campbell is currently being widened?
2. There are other alternatives that can be considered such as Hwy FF to the West and National to the east. Hwy FF allows for commercial development which could increase tax revenue.
3. This was originally proposed when rapid residential expansion was occurring years ago in the southwest side of Springfield and Nixa. This has slowed down considerably. I believe by widening Campbell the traffic will ease. Christian County should consider widening Campbell in Nixa. Why put the burden on the tax payers of Greene County to assist Nixa commuters that do not pay into the tax base? Isn't the county in financial trouble as it is.
4. Dumping unnecessary traffic into these residential neighborhoods will be dangerous.

Thank you for your time.

Elena Webster



## Comment

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**From:** Tim Scott [REDACTED]  
**Sent:** Saturday, October 04, 2014 4:01 PM  
**To:** Comment; jviebrock@greenecountymo.org; rbentley@greenecountymo.org;  
hbengsch@greenecountymo.org  
**Subject:** NO! - Kansas Expressway Extension

As a taxpayer and homeowner who'll be significantly affected by development plans under discussion ... this looks like the Springfield equivalent of Alaska's bridge to nowhere. Have local residents not been clear enough by voting down taxes? Is it not abundantly clear how this could scramble traffic around and towards SW Springfield neighborhoods for the next decade? This seems to primarily accommodate drivers from Nixa and Christian County yet there are several public statements that Nixa will not fund any of this work. Furthermore, they have no plan to build to/for the East/West arterial or KS extension. This is an extension to nowhere! There is an absence of a plan on where this will lead. There is an absence of funding to do this project. To initiate this project will be enormously disruptive to existing neighborhoods, greenways, and waterways.

Residents have asked fair questions about Cox Road or FF Hwy options which have both natural and commercial advantages, yet to substantive response. Please, please freeze the needless spending and think this out and deliberate this more fully with the community.

Tim Scott  
5308 South Lexington Ave  
Springfield, MO 65810

## Comment

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**From:** Sherry Godfrey <[REDACTED]>  
**Sent:** Sunday, October 05, 2014 2:36 PM  
**To:** Comment; jviebrock@greenecountymo.org; rbentley@greenecountymo.org;  
hbengsch@greenecountymo.org  
**Subject:** Kansas Extension NO

Personally I don't currently live close to the proposed road, but I am a concerned tax payer and we do own a business in Greene County.

As much as I love my Christian County friends, I am not inclined to spend my Greene County tax dollars to make it easier for them to commute into Greene county. We have already made it pretty convenient to buy homes in Christian County and still attend our Colleges, Work at our businesses and industries, and attend our churches and private schools. Built By Brett, Inc. has definitely suffered due to the migration of people out of Greene county to Christian County. If this project is to be done, the county should let the state or Feds fund the whole thing. It isn't going to help Greene County financially. In fact it will hurt because there is no place for tax generating parcels for commercial development, and the tax basis for the homes in the area will decrease if the road is built. Basically a loose loose situation. Even if it does limit the congestion at Campbell and James River, as a citizen who has to navigate these roads on a daily basis, I would rather put up with the congestion than spend my Greene county tax dollars to make it easier for the Nixa people to get into Springfield.

If the dollars that have been saved to date are earmarked for roads, so be it. Lets use the current funds to take care of what we have as far as maintenance and repairs and widenings and intersection improvements. Maybe this would be a good time to divert future tax dollars to something that would be more useful such as law enforcement and proper raises for Greene County Employees.

Just because the Federal Funds possibly won't be available in the future is no reason to spend money on a project that the residents who it is supposed to serve don't want. There is no such thing as **FREE MONEY**. I am personally paying for those federal funds also. Kansas Extension is a luxury and Greene County has no business spending money on luxuries when they are in the financial shape they are in.

Greene County already owns most of the land. Letting it sit isn't going to hurt anything. In fact you could turn it over to the Ozarks Greenways Trail and connect the trail on the portion West of Stone Meadow where there is a gap. Turn a lemon into lemonade!! Something the residents/tax payers would embrace.

Thank You

Sherry Godfrey

[REDACTED]  
[REDACTED]



[click here](#)

## Comment

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**From:** Victor Koeneman <[REDACTED]>  
**Sent:** Monday, October 06, 2014 5:52 AM  
**To:** Comment  
**Subject:** Kansas Expressway

I believe that the extension of Kansas Expressway is a poorly thought plan and will not solve the so called traffic problem. What might have been appropriate twenty years ago, to deal with Christian county's traffic concerns, is no longer sensible. It appears that the current plan will merely move the congestion to another location at the cost of disruption to many homeowners resulting in dramatically reducing property values. This entire issue is being driven by the residents of Christian County who experience a slight delay in their daily commute. My observations indicate a twenty minute congested period along Cox road each morning, hardly a reason for the extension. There is nothing wrong to admit that this plan is no longer reasonable and should be halted in order to develop a route that protects the rights of the impacted taxpayers and protects the environment from destruction. I would think that the proposed \$30 million project represents a financial burden that Greene County cannot afford. Please do the right thing and stop this nonsense.

Victor Koeneman

Sent from Victor's iPad

## Comment

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**From:** Martha Doennig [REDACTED]  
**Sent:** Monday, October 06, 2014 7:44 AM  
**To:** Comment; jviebrock@greenecountymo.org; rbentley@greenecountymo.org;  
hbensch@greenecountymo.org  
**Subject:** Kansas Expressway Extension

To whom it may concern:

I am writing in regards to the proposed Kansas Expressway extension to connect Kansas Expressway from Republic Road to the Christian County line.

As a long time resident of Springfield, specifically living outside of the city limits but in Greene County, I am highly concerned about the resources Greene County is willing to allocate to this project. With the failure of the tax levy in August that would have provided funds to Greene County to put toward this project, Greene County is now willing to pay the bill?!?! I find fault in this plan for many reasons.

To begin, Greene County does not have a plethora of funds for this project, meaning the budget for years would be strapped as millions of dollars are poured into extending the road a mile to reach Weaver. Once Kansas reaches Weaver, thousands of cars would be dumped onto an already dangerous hilly, two lane road through a residential area. The liabilities are great; leading to even more money needed from the county to fix Weaver Road.

In addition, extending Kansas Expressway beyond Weaver Road requires construction over the cave system, which could potentially cost the county millions more than the proposed budget.

Not to mention, extending Kansas Expressway just does not make sense when Campbell Avenue is less than a mile to the east, Cox less than a mile to the west, and National not much further to the east. In addition, FF already extends to the county line; what considerations have been given for working with FF or Cox Road to create a four lane road? FF would have the greatest tax benefit to the county over any of the other options.

Also, I am curious what considerations have been taken regarding Kansas Expressway north of Republic Road should the extension occur. Traffic will increase; will Kansas Expressway be able to support that at the James River Freeway interchange?

I realize that this project has been in the works, or talked about, for more than two decades, but I also know that the lay of the land has substantially changed since those conversations first began. The disruption to many of the finer neighborhoods on Springfield's south side was not a worry twenty years ago, but it certainly is today.

Springfield is experiencing urban sprawl and extending this road is only simplifying the sprawl for those moving to Christian County. I do not believe that Greene County has anything to gain by easing the commute for our neighboring county; specifically if there is no land along the extension for a Greene County tax benefit.

I believe that tax payers spoke in August when the vote to raises taxes for our roads did not pass. Although that was a much broader issues, I do believe there would have been great support from the residents of Green County in August had this extension been a high priority. It is important to listen to your constituents!

I strongly oppose the current proposal to extend Kansas Expressway. I would advocate for the county to look more closely at other options and the long term liabilities to the project. A more detailed plan, anticipating the road blocks and issues that may arise is necessary before the county can possibly sink millions of dollars into this project.

Thank you for your consideration,  
Martha Doennig  
Greene County Resident

## Comment

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**From:** Michels, Robert [REDACTED]  
**Sent:** Monday, October 06, 2014 8:14 AM  
**To:** Comment

Kansas expressway extension is a bad solution, you need to find a better way.

R. Michels  
Sent from my iPad

## Comment

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**From:** French, Justin [REDACTED]  
**Sent:** Monday, October 06, 2014 2:39 PM  
**To:** Comment  
**Subject:** FW: Kansas Expressway extension

Dear sirs-

I am writing in reference to the extension of Kansas Expressway. This project is not a prudent one and in fact is flawed from the start. Hopefully the following points will not fall on deaf ears. Thanks for your time.

\*\$20M to bring the road to Weaver. Will be at this spot for the next decade because funding not available to continue for some time. Expecting traffic to travel from Campbell to the New Kansas Expressway via Weaver is not a good option – it's a dangerous road to travel now. This greatly effects even more residential home owners not along the Kansas Expressway route.

\*Kansas Expressway is already congested and cannot handle the extra cars. The OTO minutes reflect their own statements of traffic significantly being increased north of James River Expressway. There is no good explanation of how they will handle the additional traffic. The one answer received by Commissioner Viebrock has been side streets, which is simply not a good answer.

\*Kansas Expressway is only 1 mile West of Campbell and does not move or reduce traffic strain as it is simply too close. It is also not a good solution in that Cox Road is a couple of hundred yards to the west of Kansas Expressway already and provides a connection to Nixa and Hwy14.

\*To truly divert traffic, the east/west corridor needs to be completed. Attention needs to be given to Hwy FF to the West. National could also be extended as part of a plan. Hwy FF also allows for the commercial development which would increase tax revenues – Kansas Expressway offers no tax benefits in this way.

\*The City of Nixa has said it does not have the funding to take Kansas Expressway from the proposed East/West Corridor into Nixa to Hwy 14 and has no plans to do so. Nixa has argued vehemently with the OTO that funds should be used to finish widening Campbell (160).

Justin French, CIC  
Barker Phillips Jackson

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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## Comment

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**From:** steve faria <[REDACTED]>  
**Sent:** Monday, October 06, 2014 2:53 PM  
**To:** Comment  
**Subject:** Kansas exp extension

I live in the area affected by the Kansas Expressway extension. I am adamantly opposed to this extension which I feel serves no purpose for the funds being spent on this project.

Thank you,  
Steve Faria

[REDACTED]

## Comment

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**From:** Garry & Gay Lynn [REDACTED]  
**Sent:** Tuesday, October 07, 2014 12:40 PM  
**To:** Comment  
**Subject:** Fwd: Kansas Expressway Estension

>  
> To Whom It May Concern:  
> Please reconsider your plan in regard to extending Kansas Expressway further south. Following are some points of concern:  
>  
>  
> \*\$20M to bring the road to Weaver. Will be at this spot for the next decade because funding not available to continue for some time. Expecting traffic to travel from Campbell to the New Kansas Expressway via Weaver is not a good option – it's a dangerous road to travel now. This greatly effects even more residential home owners not along the Kansas Expressway route.  
>  
> \*Kansas Expressway is already congested and cannot handle the extra cars. The OTO minutes reflect their own statements of traffic significantly being increased north of James River Expressway. There is no good explanation of how they will handle the additional traffic. The one answer received by Commissioner Viebrock has been side streets, which is simply not a good answer.  
>  
> \*Kansas Expressway is only 1 mile West of Campbell and does not move or reduce traffic strain as it is simply too close. It is also not a good solution in that Cox Road is a couple of hundred yards to the west of Kansas Expressway already and provides a connection to Nixa and Hwy14.  
>  
> \*To truly divert traffic, the east/west corridor needs to be completed. Attention needs to be given to Hwy FF to the West. National could also be extended as part of a plan. Hwy FF also allows for the commercial development which would increase tax revenues – Kansas Expressway offers no tax benefits in this way.  
>  
> \*The City of Nixa has said it does not have the funding to take Kansas Expressway from the proposed East/West Corridor into Nixa to Hwy 14 and has no plans to do so. Nixa has argued vehemently with the OTO that funds should be used to finish widening Campbell (160).  
>  
> Sincerely,  
> Gay & Garry Robinson  
> 1669 W Caleb Ct  
> Springfield, MO. 65810

## Comment

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**From:** A.G. Paul [REDACTED]  
**Sent:** Tuesday, October 07, 2014 7:52 AM  
**To:** Comment  
**Subject:** Kansas extention

Please spend our tax dollars on a project that will actually help traffic flow. There are much better plans that will help traffic and cost less.

Thank You,  
A.G. Paul  
[REDACTED]

## Comment

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**From:** Connie Lipscomb [REDACTED]  
**Sent:** Tuesday, October 07, 2014 6:49 AM  
**To:** Comment  
**Subject:** Kansas expressway

I'm not in favor of Kansas expressway coming through to weaver. I'm not sure weaver could handle the extra traffic. It's already dangerous. Keep expanding Campbell.

Thank you,  
Connie Lipscomb

Sent from my iPhone

## **Comment**

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**From:** Jennifer Patterson [REDACTED]  
**Sent:** Monday, October 06, 2014 7:28 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

I sent this comment to the News-Leader through Facebook, but I thought I would go ahead and send this to everyone concerned as well in order to hopefully appeal to common concern for what is best for our area:

**Although I understand the traffic situation on the south side needs to be addressed, I personally feel this is a ridiculous solution. There are multiple reasons I feel this way; ranging from the total disruption of well-established neighborhoods to the fact that Weaver is already a dangerous road (many hills/intersections) without the added traffic.**

**However, most importantly, the environmental impact on this region is incalculable. We live in the area and use the Greenway Trail almost on a daily basis. Everyday I see deer, turkey and many other wildlife out of my window. This is one of the last wooded areas left for them to hide from the perpetual construction on the south side. In addition, erosion and water quality are two other factors that will surely affect Ward Branch creek and its tributaries; not to mention the property of those in proximity of the creek and/or this road project.**

**Those in the position to make these future decisions, need to look past all the bickering over costs, funding, traffic studies etc. and consider the impact on one of the last small, but important ecosystems we have left in Greene County.**

Thank you so much for your time and consideration!

Sincerely,

Jennifer Patterson

## Comment

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**From:** Gary Lipscomb [REDACTED]  
**Sent:** Monday, October 06, 2014 6:42 PM  
**To:** Comment  
**Subject:** Kansas Trafficway Extension

I do not have training for traffic control and planning but as a lay person I can see the traffic nightmare that would result from allowing north and south bound traffic to access Kansas Trafficway from Weaver Road as it presently stands. Has anyone looked at how hilly and narrow Weaver Road is? Planned \$20,000,000 traffic disaster. IF Weaver Road were to be widened, similar to how Republic Road is being widened, as part of the extension project the problem would be diminished but still not good. This partial extension sounds similar to the Alaska "Bridge to nowhere". Common sense says "do not start a project until you can finish it". Confucius says "Do not build a \$20,000,000 road that stops at an empty field."

Gary Lipscomb  
[4896 S Sydney Avenue](#)  
[Springfield, MO. 65810](#)  
[REDACTED]

## Comment

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**From:** Holly Brown [REDACTED]  
**Sent:** Monday, October 06, 2014 6:08 PM  
**To:** Comment  
**Subject:** Kansas Expressway Expansion

To Whom it May Concern:

I am writing to let you know that I do not agree with the decision to expand Kansas Expressway. I believe this to be a waste of the tax payers money. The expansion just moves the problem to a new location while spending an extreme amount of money. I agree there is a traffic flow problem but do not think this will fix that problem it simply puts it in a new location. The other problem I have with this expansion is the ability for the road to generate tax dollars to help maintain itself. This expansion has very little ability to do that as it is in residential areas not commercial. I feel this is a poor use of tax money and not in the long term interest of helping to better our transportation problems. Thank you for your time in reading my opinion.

Holly Brown



## Comment

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**From:** Diane Lipscomb [REDACTED]  
**Sent:** Monday, October 06, 2014 5:09 PM  
**To:** Comment  
**Subject:** Fwd: Delivery Status Notification (Failure)

>>

>> As a concerned citizen living in SW Springfield , I do NOT support the proposed widening of Kansas Expressway to Weaver. It creates a more congested traffic situation on a very hilly dangerous road

>>

>> Thank you for listening to my response.

>>

>> Diane Lipscomb, MD

>>

>> Sent from my iPhone

## Comment

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**From:** David Lipscomb [REDACTED]  
**Sent:** Tuesday, October 07, 2014 4:49 PM  
**To:** Comment  
**Subject:** Kansas avenue extension comment

As a concerned citizen living in SW Springfield , I do NOT support the proposed widening of Kansas Expressway to Weaver. It creates a more congested traffic situation on a very hilly dangerous road

Thank you for listening to my response.

David Lipscomb  
Sent from my iPhone

## Comment

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**From:** [REDACTED]  
**Sent:** Tuesday, October 07, 2014 4:43 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To Whom It May Concern:

### **RE: Kansas Expressway Extension South**

As a concerned citizen of Springfield and Greene County, I must say I have problems with our tax dollars being spent to expand Kansas Expressway south to Nixa. Being only approximately a mile west of Campbell Avenue doesn't appear to offer appropriate spacing for traffic migrating east and west to move south to Nixa (Cox Road just a few hundred feet west already offers a completed thoroughfare to Nixa). Plus that proposed extension impacts so much residential property and does not afford the city/county to maximize the tax base it would incur on future office and commercial property.

I think the city/county should strongly consider alternate plans with the number one priority apparent to me, the continued extension of National Avenue south to the city of Nixa. National Avenue is already in place for multiple miles south of Republic Rd., a huge savings from the start of the project. A second plan to strongly consider would be the use of FF Highway south as the corridor of choice. This route would truly maximize the tax base opportunities of future development. Both National Avenue and FF Highway offer better and more cost effective solutions for southern traffic flow to Nixa.

Let's face it!! When you really look there is a better way than a Kansas Expressway extension. I ask that you strongly reconsider and spend our tax dollars more wisely.

Thank you,

Vic A. Davis  
Springfield, MO

## Comment

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**From:** Rae West [REDACTED]  
**Sent:** Tuesday, October 07, 2014 8:11 PM  
**To:** Comment  
**Subject:** kansas expressway extention

Dear Sirs,

We wish to express our opposition to the proposed Kansas Expressway extension. We feel that it would be extremely disruptive to our neighborhoods and have grave concerns about the environmental impact that this extension would have on the James River watershed. We also find it's benefit to be doubtful as it would just increase traffic to an already congested area. A more practical solution would be to extend the West Bypass instead, as this would be less disruptive and do a better job moving traffic.

Thank you for your attention to this matter.

Sincerely,  
Gregory & Rae West

## Comment

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**From:** Jim Rozier [REDACTED]  
**Sent:** Tuesday, October 07, 2014 8:11 PM  
**To:** Comment  
**Subject:** Kansas Extension

Weaver Road is already congested and dangerous. It is unbelievable that you would even consider making the extension for the cost and the traffic problems and destruction of neighborhoods.  
If you go ahead with the Kansas extension shame on you.! This is a good example of why Greene county is in financial straights.

## Comment

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**From:** Michael Sutton [REDACTED]  
**Sent:** Tuesday, October 07, 2014 10:22 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

The government officials that are pushing for this project to move forward are completely out of line. Spending \$20M of taxpayer money to build a road that goes from Republic Rd to Weaver and then let it sit there for ten years is an outrage.

If you want to alleviate the traffic either finish the widening of Campbell as Christian county officials have voiced support for, widen and put stop lights on Cox Road where the infrastructure is already present, or utilize the present infrastructure at Hwy FF to get from Greene to Christian counties.

Why would we build another two lane road with four way stops less than a mile from Campbell and think people are going to forego Campbell for the smaller option with more stops? Especially after the completion of the updates to Campbell that are in progress at Plainview.

Have you driven down north Kansas Expy recently? There are pot holes everywhere that cause damage to tires, rim, and suspensions. Where is the money we have allocated to repair the roads we have in place currently? What is being done to fix these before winter gets here and they become worse with the cold weather?

Government officials lose sight of the fact that the government doesn't generate any money...all money the government spends comes from the citizens it represents. And this project is wasting that money beyond belief!

Call it quits on this project, fix the roads we have, develop a plan for utilizing infrastructure in place that has the potential to generate additional funds through commercial development and act as if you were going to write this check out of your own wallet for once.

This makes no sense and the project should be aborted.

Michael Sutton  
Greene County Resident

## Comment

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**From:** Joan Fleckal [REDACTED]  
**Sent:** Tuesday, October 07, 2014 10:26 PM  
**To:** Comment  
**Subject:** Kansas Expressway Expansion

Looking at the Kansas Expressway Expansion the ending of the phase one at Weaver is totally unacceptable and dangerous.

The Kansas Expressway expansion has indeed been too long in the planning. New homes and businesses have been built which makes the current expansion route expensive and invasive. FF would be a good expansion to the west but there is already a four lane road going south that is little used because it ends in a dangerous intersection and that road is National/Farm Rd 163. It is already a four lane with turn lanes which goes well south of Plainview. It could be extended with a safe access into Nixa at a new intersection into south Campbell south of the two nurseries or with a new intersection in Nixa at the CC expansion. Looking at Google Earth there seems to be little in the way of an extension of this route. Kansas Expressway traffic would end at James River and proceed east to go south on National/Farm Road 163.

Joan Fleckal

Springfield, MO

## Comment

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**From:** Pat Goodrich [REDACTED]  
**Sent:** Wednesday, October 08, 2014 7:27 AM  
**To:** Comment  
**Subject:** New Road

Please consider all the funds that would be spent extending Kansas Expressway south. The county DOES NOT have the money for this project. This will affect so many homeowners and to what benefit?

A Concerned Citizen



## Comment

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**From:** Alex Keller [REDACTED]  
**Sent:** Wednesday, October 08, 2014 8:28 AM  
**To:** Comment  
**Subject:** Kansas Extension

I oppose the implementation of the Kansas Extension plan by the county. The current plan will destroy my personal property value, and that of my neighbors who have made this area in Greene County home for almost 20 years.

It is clear that an FF route would do far more good and far less damage to current residential communities.

Alex Keller

## Comment

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**From:** French, Justin [REDACTED]  
**Sent:** Wednesday, October 08, 2014 8:49 AM  
**To:** Comment  
**Cc:** [REDACTED]  
**Subject:** FW: Kansas Expressway Extension

To Whom It May Concern:

**RE: Kansas Expressway Extension South**

As a concerned citizen of Springfield and Greene County, I must say I have problems with our tax dollars being spent to expand Kansas Expressway south to Nixa. Being only approximately a mile west of Campbell Avenue doesn't appear to offer appropriate spacing for traffic migrating east and west to move south to Nixa (Cox Road just a few hundred feet west already offers a completed thoroughfare to Nixa). Plus that proposed extension impacts so much residential property and does not afford the city/county to maximize the tax base it would incur on future office and commercial property.

I think the city/county should strongly consider alternate plans with the number one priority apparent to me, the continued extension of National Avenue south to the city of Nixa. National Avenue is already in place for multiple miles south of Republic Rd., a huge savings from the start of the project. A second plan to strongly consider would be the use of FF Highway south as the corridor of choice. This route would truly maximize the tax base opportunities of future development. Both National Avenue and FF Highway offer better and more cost effective solutions for southern traffic flow to Nixa.

Let's face it!! When you really look there is a better way than a Kansas Expressway extension. I ask that you strongly reconsider and spend our tax dollars more wisely.

Thank you,  
Vic A. Davis  
Springfield, MO

## Comment

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**From:** Doug Pitt [REDACTED]  
**Sent:** Wednesday, October 08, 2014 8:59 AM  
**To:** Comment  
**Subject:** From Doug Pitt

From: Doug Pitt  
To: OTO Board of Directors  
Request: Formal presentation to the Executive Committee of the OTO and members of the Board of Directors

This correspondence is in response to the public request for input regarding potential changes to the Transportation Improvement Program; and specifically, the extension of Kansas Expressway. It was with great consternation upon hearing from a member of the executive board of the OTO – that this public request is a governmental requirement and bares no action from the OTO. A checkmark for the OTO files. Inviting public comment implies action and I am requesting the results of the public comments, relative to your ask to the public, to be collected and disseminated to all members of the OTO. I would ask for a copy of those findings myself.

### My Comments:

On September 3<sup>rd</sup>, I met with the Greene County Commissioners, Mr. Juranas from the City of Springfield, Mrs. Fields from the OTO and other representatives of Greene County about the Kansas Expressway extension. In the meeting, I asked about comments from prior OTO minutes from an executive director of the OTO who stated that traffic NORTH of James River Expressway would be ‘significantly’ increased if Kansas Expressway were extended South. I told the group that I travel that road every day to work and it is already busy. I asked how Kansas Expressway could handle all of this new traffic. After nobody spoke up, Commissioner Jim Viebrock said, “Side streets.” Shocked at the answer, I asked again. Commissioner Viebrock explained that there are many side streets and people would figure out the best routes. A statement from another Greene County representative was that, “These things have a way of working out.” I think I am still in shock. There is no plan for accommodating the influx of traffic. Spending this kind of tax payer money and wrecking private neighborhoods without a plan is unconscionable.

So here is their plan: Spend \$20,000,000 (more) to extend Kansas Expressway from Republic Road to Weaver Road. We know there is no money and the road will sit here at least five years, and probably a decade. The idea is to siphon traffic off of Campbell via the dangerous Weaver road. So they will wait at the Campbell/Weaver light to turn West onto Weaver. Travel this small dangerous route to now wait at the Weaver/Kansas Expressway light. They can then drive North ¾’s of a mile and join the existing traffic. Now find your favorite side street and off you go...

This may be the single largest, dumbest, expansive waste of tax payer money I have ever heard about in Southwest Missouri. Every person I speak to on the OTO Board, except the Mrs. Fields, hates the idea of Kansas Expressway. But everyone keeps deferring to Greene County. If the OTO is charged with making a recommendation – then this is on your watch and each member is as culpable as those in Greene County driving this project if they simply do nothing.

Kansas Expressway is only one mile West of Campbell. That distance does not meet the definition of providing traffic relief. This bad idea is compounded by already having Cox Road, which goes to Hwy 14 in Nixa, only 300 yards to the West from Kansas Expressway currently. Finish widening Campbell as Nixa requested. Complete the East/West corridor. Extend Hwy FF and actually provide traffic relief. Don’t let money get wasted which will only hinder funding for projects that are really needed.

There are many smart and capable business minds on the OTO Board. This one doesn’t pass the smell test and I ask you to stand up and fight for the tax payers. They, Springfield, Nixa and the Ozarks deserve it.

Regards – Doug Pitt

## Comment

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**From:** Rector, Paula K [REDACTED]  
**Sent:** Wednesday, October 08, 2014 10:06 AM  
**To:** Comment  
**Subject:** kansas extension

To Whom It May Concern:

I am writing to express my concern regarding the proposed Kansas Expwy. extension. I do not support the enormous costs of this project to build a new road that is supposed to help with traffic when it is only 1 mile away from existing roads. I also oppose this due to the fact that the new road will be in the middle of existing neighborhoods. This will have a major effect on quality of life issues for those who live in the area to have a new road (noise, traffic, safety, etc). I am personally concerned as I live within walking distance of Wanda Gray and there are many of us who walk our children to school. Adding a major roadway right next to a school seems to be misguided. Yes, there are many schools next to busy roads, but those existed all along, they were not "new roads." I also am concerned about the winter time and Plainview Road and Weaver Road. These hilly roads are notorious for getting backed up as motorists struggle to get up and down hills. Adding traffic and stoplight is not going to help this situation at all.

The idea for this project is decades old and the nature of area has changed dramatically since that time period. I urge that planners consider the changes that have taken place including the new housing that exists, the nature trails, the increased traffic and to consider an alternative.

Thank you,

Paula Rector, M.S.  
Missouri State University  
Department of Criminology and Criminal Justice

## Comment

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**From:** Mike Braff [REDACTED]  
**Sent:** Wednesday, October 08, 2014 10:07 AM  
**To:** Comment; [REDACTED]  
**Subject:** Kansas Extension

Are you people on the take or what. This is about the biggest waste of taxpayer money I have ever seen in my life. What the hell are you folks smoking. I guess the only ones who will benefit is you folks by getting your pockets lined.

## Comment

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**From:** [REDACTED]  
**Sent:** Wednesday, October 08, 2014 9:46 AM  
**To:** Comment; jviebrock@greenecountymo.org; rbentley@greenecountymo.org;  
hbensch@greenecountymo.org  
**Subject:** Kansas Expressway extension

I'm writing on behalf of my family that lives in Stone Meadow Subdivision. We have lived in this area for over 14 years, and I have listened intently regarding the plans to expand Kansas Expressway during these years.

I am very concerned about this expansion and how it will affect both home values and traffic, which is already horrible in this area. You can talk to anyone living in Wellington Hills, Stone Meadow, South Fork...all the subdivisions in this southwest area, and they will tell you how frustrating it is to simply get to and from work every day.

From what I understand, the first phase of this expansion will end at Weaver Road. There is no way to improve Weaver Road now so ending at Weaver doesn't seem to help matters at all. Then how long will it take to finish from Weaver to Plainview? Then Nixa? In the meantime, as homeowners we have to deal with the traffic and safety issues of this proposed expansion.

This area in Greene County is known for it's beautiful neighborhoods, excellent schools, and quality scenery. I would be horrified if I owned a home that had to back up to the future Kansas Expressway. Why not continue the 3 lane expansion on South Campbell to Nixa or even FF Highway to the west? These routes seem to me to be a better solution. There are more commercial business opportunities along these routes and less residential areas to disturb. Doesn't that seem like a better option? It sure does to me.

Another area of concern is that there is a school nearby, Wanda Gray, which if traffic is increased because of this expansion, will bring safety of our children as an issue. The majority of children attending Wanda Gray are either brought to school by their parents or walk, simply because they do not qualify for bus service. Increased traffic on Plainview Road will be an absolute nightmare! I'm afraid that the increased danger to our children isn't even being considered.

Why not use the current roads (Campbell and FF) as a means to expand traffic to Nixa? I think this would be a wiser use of our taxpayer money. I adamantly oppose the use of my tax dollars to expand Kansas Expressway!!!

Lori Morgan

Sent from Windows Mail

## Comment

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**From:** Jerry Mercer [REDACTED]  
**Sent:** Wednesday, October 08, 2014 10:35 AM  
**To:** Comment  
**Subject:** Kansas extention to Weaver

It seems that if and until we get in place roadways widened and up to proper lane restrictions, senseless to detour traffic to a residential road that is a challenge to drive on already. If a real plan could be developed like say 367 in north St. Louis which eliminated all the traffic signals, that would make the existing roadway more than adequate. Widen or rebuild Campbell seems logical, a detour will not fix a behind the times infrastructure issue. Thanks Jerry Mercer 65810



## Comment

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**From:** Pam Mercer [REDACTED]  
**Sent:** Wednesday, October 08, 2014 11:02 AM  
**To:** Comment  
**Subject:** Kansas Extension to Weaver Road

Hello.

I am very concerned about the Kansas Extension to Weaver Road for a few reasons;

1. Weaver Road is not a safe road to begin with; with the crossover traffic coming right in front of Stone Meadow sub-division, it is already unsafe when pulling out of the sub-division onto Weaver Rd. If planning to utilize Weaver Rd to offset Campbell traffic, I guarantee we will see many more accidents (hopefully not school bus accidents -3 buses a.m. and 3 buses p.m.) not to mention the additional time it will take the residents to enter and exit the sub-division.
2. Off-setting the traffic that affects residential property values and increases taxes doesn't seem to be taking into consideration the people of Greene county. Why not build on what we already have on Campbell? There has to be a way to build infrastructure on top of and around Campbell which is not zoned residential - have we explored this?
3. Why are we so bent on spending \$20M on a project that would be 1/2 completed when we haven't completed the Campbell construction?

Any consideration to re-consider, increasing our taxes for a project that the majority of tax payers disagree with (Proposition 8) and devaluing several families safety and privacy (Wellington Hills and Stone Meadow) is much appreciated.

Sincerely,

Pam Mercer  
[REDACTED]  
[REDACTED]

## Comment

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**From:** Benjamin McBride [REDACTED]  
**Sent:** Wednesday, October 08, 2014 11:09 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To Whom it May Concern,

Please provide a copy of the transportation improvement plan for this project. Please also provide the date in which the comment period opened and closes.

I do not support this extension at this time, but would like to more information to evaluate the circumstances. Thank you.

**Benjamin A. McBride**

Associate Attorney  
Rooney McBride & Smith, LLC  
[REDACTED] 00

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## Comment

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**From:** Natasha Longpine  
**Sent:** Wednesday, October 08, 2014 4:40 PM  
**To:** Sara Fields; Comment; Jacob Guthrie  
**Subject:** Comment on Kansas Expressway

I received a call from David Taylor who lives in the Stone Meadow subdivision. He said he was aware of the Kansas Expressway extension when he bought his house a dozen years ago and he agrees it is likely needed as Campbell can be a “pain in the butt” in the evenings. He does not think, however, that the construction should stop at Weaver, especially without improvements to Weaver, and if the next stage of construction would be 5-10 years later. He commented that Weaver is not safe for that additional traffic. He said he does plan on submitting written comments.

## Comment

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**From:** [REDACTED]  
**Sent:** Wednesday, October 08, 2014 6:05 PM  
**To:** Comment  
**Subject:** Kansas Trafficway Extension

The proposed \$20,000,000 extension of Kansas Trafficway does nothing to facilitate the flow of traffic. instead it compounds traffic problems. Is it a wise decision to dump traffic from a divided 4 lane expressway onto a narrow, hilly country road? Proposed road improvements should have a positive impact on traffic using the road, not a negative impact. Please vote no on the proposed extension of Kansas Trafficway

Betty Lipscomb



## Comment

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**From:** Sara Fields  
**Sent:** Thursday, October 09, 2014 9:01 AM  
**To:** b [REDACTED]  
**Cc:** Comment  
**Subject:** RE: Kansas Expressway Extension

Mr. McBride,

Thank you for requesting information regarding this amendment to our Transportation Improvement Program. Below are links to the current approved Transportation Improvement Program, the documentation for this amendment, and the press release announcing the public comment period. The public comment period opened on 10/1 and ends 10/16 at our Board meeting where the matter will be discussed.

FY 2015-2018 TIP:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_FY2015-2018.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_FY2015-2018.pdf)

TIP Amendment Number One:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_Amendment1\\_2015-2018Draft.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_Amendment1_2015-2018Draft.pdf)

TIP Amendment Number One Press Release:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_Amendment1\\_2015-2018PR.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_Amendment1_2015-2018PR.pdf)

Please let us know if you have any additional questions regarding this amendment or the extension of Kansas Expressway.

Thank you,  
Sara



---

**From:** Benjamin McBride [REDACTED]  
**Sent:** Wednesday, October 08, 2014 11:09 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To Whom it May Concern,

Please provide a copy of the transportation improvement plan for this project. Please also provide the date in which the comment period opened and closes.

I do not support this extension at this time, but would like to more information to evaluate the circumstances. Thank you.

**Benjamin A. McBride**

Associate Attorney

Rooney McBride & Smith, LLC



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## Comment

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**From:** Becky Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 10:54 AM  
**To:** Comment; jviebrock@greencountymo.org; rbentley@greencountymo.org; hbensch@greencountymo.org  
**Subject:** kansas expressway extension

Two wrongs (or more) do not make a right.

Greene County has been subject to a great deal of criticism due to the exorbitant amount of money paid for land acquisition (including a 6700 sq ft home) for the potential extension of Kansas Expressway. \$423,600 per acre is astronomical by any standard. "Plans" to sell back some of that land to Springfield Greene County Parks Board do not lessen the blow as the Parks Board has no money to buy the land.

It appears that the county has already suffered significant embarrassment over this issue and is hell bent on pushing the project through at any cost.

Despite lack of funding. There is no money for this project! Even if you are able to secure 2.5 mil in federal funding, that is a drop in the bucket relative to the overall cost of the project.

Despite lack of capacity for connecting and feeder roads to handle increased traffic. One argument against an alternative expansion of Cox Rd. is the lack of available space on either side of the road to create more lanes. The same is true for both Weaver Rd and Plainview Rd. Kansas Exp itself is at full capacity north of Republic Rd with current traffic demands. There is no way to handle increased traffic that would result, thus no relief from current problems.

Despite opposition from the City of Nixa. The City of Nixa does not have the funding or the intent to connect the extension to Hwy 14. This alone makes the ultimate goal for an extension of Kansas Expressway to create a north-south corridor unattainable.

Despite the fact that a north-south corridor already exists 1 mile from the proposed extension in S. Campbell. A corridor that is already being widened to better accommodate flow of traffic flow, and one which the City of Nixa is willing to support to meet Hwy 14.

Despite current and impending water management issues. Even 1 inch of rain already creates issues in this area. The extension of Kansas Expressway would likely make existing issues worse and cause flood plane to expand onto residential properties.

Despite the environmental impact to the region. The extension would destroy one of the last wooded regions in the area. Home to rich wildlife, caves and fossils.

Despite safety issues that would arise at the near by elementary school.

Despite disruption and enormous drops in property value to at least a dozen residential neighborhoods in the area.

Despite the fact that there is an alternative to BETTER resolve north-south traffic congestion in FF Hwy. One that would actually result in decreased congestion AND create added tax revenue via commercial development.

Did I mention there is no money to support the project - and no feasible way of accomplishing said goal due to lack of capacity of cross streets and lack of support from neighboring communities.

Pushing this project through not only does not resolve the issue of traffic congestion, but creates many new issues. All at a cost the county cannot afford. Please do not move forward with this plan. The results will not put previous embarrassments in a better light, it will only dig a deeper hole.

Thank you for your time and consideration of this topic. Working together there are better alternatives.

Sincerely,

Becky Pinkerton



## Comment

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**From:** Bart Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 12:09 PM  
**To:** Comment; jviebrock@greencountymo.org; rbentley@greencountymo.org; hbensch@greencountymo.org  
**Cc:** [REDACTED]  
**Subject:** Extension of Kansas Expressway

Fiscal Responsibility and money being spent that will not resolve any traffic issues.....that is the issue with what is wrong with the extension of Kansas Expressway!!!

Below are numerous points from concerned Tax Paying Citizens who are still waiting for the local municipalities to address their concerns and clarify how the extension of Kansas Expressway is going to resolve any traffic issues??:

Greene County has been subject to a great deal of criticism due to the exorbitant amount of money paid for land acquisition (including a 6700 sq ft home) for the potential extension of Kansas Expressway. \$423,600 per acre is astronomical by any standard. "Plans" to sell back some of that land to Springfield Greene County Parks Board do not lessen the blow as the Parks Board has no money to buy the land.

It appears that the county has already suffered significant embarrassment over this issue and is hell bent on pushing the project through at any cost.

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Despite the environmental impact to the region. The extension would destroy one of the last wooded regions in the area. Home to rich wildlife, caves and fossils.

Despite safety issues that would arise at the nearby elementary school.

Despite disruption and enormous drops in property value to at least a dozen residential neighborhoods in the area.

Despite the fact that there is an alternative to BETTER resolve north-south traffic congestion in FF Hwy. One that would actually result in decreased congestion AND create added tax revenue via commercial development.

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Pushing this project through not only does not resolve the issue of traffic congestion, but creates many new issues. All at a cost the county cannot afford. Please do not move forward with this plan. The results will not put previous embarrassments in a better light, it will only dig a deeper hole.

Thank you for your time and consideration of this topic. Working together there are better alternatives.

Sincerely,

**Bart Pinkerton**  
Mortgage Banker

**USA** ★  
**MORTGAGE**  
A Division of DAS Acquisition Company LLC  
*A Better Way To Buy A Home™*  
1525 E Republic Rd. Suite B-135  
Springfield, MO 65804  
NMLS #679436  
MO # 3150-MLO

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## Comment

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**From:** Temofeew, Richard K [REDACTED]  
**Sent:** Thursday, October 09, 2014 1:44 PM  
**To:** Comment  
**Subject:** Kansas extension project

The Kansas Extension project is not needed.

The project will cause more traffic problems than it will alleviate.

Cost is exorbitant and funding is questionable.

This electronic mail and any attached documents are intended solely for the named addressee(s) and contain confidential information. If you are not an addressee, or responsible for delivering this email to an addressee, you have received this email in error and are notified that reading, copying, or disclosing this email is prohibited. If you received this email in error, immediately reply to the sender and delete the message completely from your computer system.

## Comment

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**From:** Brent Brown [REDACTED]  
**Sent:** Thursday, October 09, 2014 2:07 PM  
**To:** Comment  
**Subject:** Objection to Kansas Expressway Expansion

I have lived in Springfield my entire life and traffic has always been a topic of discussion amongst residents. Springfield is not always the easiest to get around in. I think we have to be VERY careful in making decisions related to our improving roads and traffic going forward and, as always, spending tax payer's money in the best way possible.

\$20 Million to extend Kansas Expressway to Weaver with no real idea of when the rest of the funding will be available to continues seems irresponsible, however, doing so with other options (better options) to reduce traffic, makes this project even more troublesome. While the road may have been "in the works" for many years, the fact remains that this area is predominately residential development...one right after the other. It is what it is. So, the result of this project will result in no real relief for traffic and no potential commercial development and potential tax dollars. Hard to see how spending that \$20 Million makes sense under these circumstances. While expanding this highway may become necessary at some point, I don't think it is a first priority when truly diverting traffic would require an east/west corridor to be completed.

I am very concerned about this project moving forward and object to pushing it through until a better, more sensible option can be found.

Concerned Resident

## Comment

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**From:** Bart Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 6:04 PM  
**To:** Comment  
**Subject:** RE: Extension of Kansas Expressway

Can you tell me if this meeting with the Board of Directors on October 16<sup>th</sup> is open to the public?

Appreciate you responding to my previous email and look forward to your response.

Thanks,



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**From:** Comment [mailto:comment@ozarkstransportation.org]  
**Sent:** Thursday, October 09, 2014 12:52 PM  
**To:** Bart Pinkerton  
**Subject:** RE: Extension of Kansas Expressway

Thank you for your comments. We will be sharing all the comments received on this topic with the Board of Directors at the October 16, 2014 meeting. The agenda will be published on our website by the end of the week.

We always welcome your comments at [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org)

**From:** Bart Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 12:09 PM  
**To:** Comment; [jviebrock@greencountymo.org](mailto:jviebrock@greencountymo.org); [rbentley@greencountymo.org](mailto:rbentley@greencountymo.org); [hbengsch@greencountymo.org](mailto:hbengsch@greencountymo.org)  
**Cc:** Michael Sutton ([REDACTED])  
**Subject:** Extension of Kansas Expressway

Fiscal Responsibility and money being spent that will not resolve any traffic issues.....that is the issue with what is wrong with the extension of Kansas Expressway!!!

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It appears that the county has already suffered significant embarrassment over this issue and is hell bent on pushing the project through at any cost.

Despite lack of funding. There is no money for this project! Even if you are able to secure 2.5 mil in federal funding, that is a drop in the bucket relative to the overall cost of the project.

Despite lack of capacity for connecting and feeder roads to handle increased traffic. One argument against an alternative expansion of Cox Rd. is the lack of available space on either side of the road to create more lanes. The same is true for both Weaver Rd and Plainview Rd. Kansas Exp itself is at full capacity north of Republic Rd with current traffic demands. There is no way to handle increased traffic that would result, thus no relief from current problems.

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Thank you for your time and consideration of this topic. Working together there are better alternatives.

Sincerely,

**Bart Pinkerton**  
Mortgage Banker



A Division of DAS Acquisition Company LLC

*A Better Way To Buy A Home™*

1525 E Republic Rd. Suite B-135

Springfield, MO 65804

NMLS #679436

MO # 3150-MLO

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## Comment

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**From:** Sara Fields  
**Sent:** Friday, October 10, 2014 9:50 AM  
**To:** Benjamin McBride  
**Cc:** Comment  
**Subject:** RE: Kansas Expressway Extension

Mr. McBride,

As of now, we have compiled the public comment and placed it in the Board Agenda. This is only current as of Tuesday the 7<sup>th</sup>. This information can be found online at:

[http://www.ozarkstransportation.org/Documents/BOD%20Agendas/OTO\\_BOD\\_Agenda\\_Oct2014.pdf](http://www.ozarkstransportation.org/Documents/BOD%20Agendas/OTO_BOD_Agenda_Oct2014.pdf)

We will be compiling the additional comments received and providing it to the Board prior to the meeting next week. I will send the additional comments to you once it is compiled and sent out. We have comments coming in every few hours and have decided to wait and compile them one time.

Thank you,



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**From:** Benjamin McBride [mailto:benjamin@rmsattorneys.com]  
**Sent:** Thursday, October 09, 2014 10:35 AM  
**To:** Sara Fields  
**Subject:** RE: Kansas Expressway Extension

Sara,

Thank you for the information. I would also like to make a request for any and all public comments received in response to this proposed amendment. Please advise when that request can be accommodated. Thank you.

**Benjamin A. McBride**  
Associate Attorney  
Rooney McBride & Smith, LLC

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**From:** Sara Fields [mailto:sfields@ozarkstransportation.org]  
**Sent:** Thursday, October 9, 2014 9:01 AM  
**To:** Benjamin McBride

**Cc:** Comment

**Subject:** RE: Kansas Expressway Extension

Mr. McBride,

Thank you for requesting information regarding this amendment to our Transportation Improvement Program. Below are links to the current approved Transportation Improvement Program, the documentation for this amendment, and the press release announcing the public comment period. The public comment period opened on 10/1 and ends 10/16 at our Board meeting where the matter will be discussed.

FY 2015-2018 TIP:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_FY2015-2018.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_FY2015-2018.pdf)

TIP Amendment Number One:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_Amendment1\\_2015-2018Draft.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_Amendment1_2015-2018Draft.pdf)

TIP Amendment Number One Press Release:

[http://www.ozarkstransportation.org/Documents/OTO\\_TIP\\_Amendment1\\_2015-2018PR.pdf](http://www.ozarkstransportation.org/Documents/OTO_TIP_Amendment1_2015-2018PR.pdf)

Please let us know if you have any additional questions regarding this amendment or the extension of Kansas Expressway.

Thank you,  
Sara



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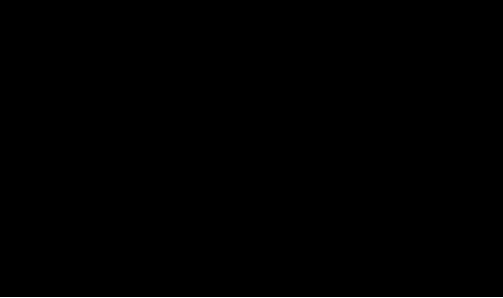
**From:** Benjamin McBride [REDACTED]  
**Sent:** Wednesday, October 08, 2014 11:09 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To Whom it May Concern,

Please provide a copy of the transportation improvement plan for this project. Please also provide the date in which the comment period opened and closes.

I do not support this extension at this time, but would like to more information to evaluate the circumstances. Thank you.

**Benjamin A. McBride**  
Associate Attorney  
Rooney McBride & Smith, LLC  
[REDACTED]  
[REDACTED]



NOTE: The Missouri Bar Disciplinary Counsel requires all Missouri lawyers to notify all recipients of e-mail that (1) e-mail communication is not a secure method of communication, (2) any e-mail that is sent to you or by you may be copied and held by various computers it passes through as it goes from me to you or vice versa, (3) persons not participating in our communication may intercept our communications by improperly accessing your computer or my computer or even some computer unconnected to either of us which the e-mail passed through. I am communicating to you via e-mail because you have consented to receive communications via this medium. If you change your mind and want future communications to be sent in a different fashion, please let me know AT ONCE. The information contained in this electronic message may be attorney-client privileged, confidential, and exempt from disclosure under applicable law and is intended only for the use of the individual(s) to whom this electronic message is addressed. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this electronic communication or any attachment thereto is strictly prohibited. If you have received this electronic communication in error, you should immediately return it to us and delete the message from your system. We would also appreciate it if you would telephone us at 417-708-9681, to advise of the misdirected communication. Thank you.

## Comment

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**From:** Andrea Onnen [REDACTED]  
**Sent:** Friday, October 10, 2014 9:57 AM  
**To:** Comment  
**Subject:** kansas expressway extention

Although I do realize we need something done in order to get everyone from Springfield to Nixa, I do not like the proposed route to extend the expressway. I don't understand how that wouldn't seriously affect the surrounding neighborhoods. I also have children in Inman Intermediate and really am upset about the idea of a main road going right behind the school, when Nicholas is already in front. Give the kids some space - not to mention their cross country track! The idea to make Nicholas wider is a better option, although I know there are issues with that route as well. Why not make a route further west than Nicholas? Or go with the original plan to expand Campbell? There's a road that is already in place and seems like it doesn't affect residential areas. I hope you'll revisit these issues and give the surrounding areas the chance to vote and voice their opinion.

Thank you for your time,  
Andrea Onnen

## Comment

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**From:** Sara Fields  
**Sent:** Friday, October 10, 2014 10:38 AM  
**To:** Comment  
**Subject:** RE: Extension of Kansas Expressway

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Thanks for your interest!



---

**From:** Bart Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 6:04 PM  
**To:** Comment  
**Subject:** RE: Extension of Kansas Expressway

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Appreciate you responding to my previous email and look forward to your response.

Thanks,



---

**From:** Comment [<mailto:comment@ozarkstransportation.org>]  
**Sent:** Thursday, October 09, 2014 12:52 PM  
**To:** Bart Pinkerton  
**Subject:** RE: Extension of Kansas Expressway

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Sincerely,



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## Comment

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**From:** Sara Fields  
**Sent:** Friday, October 10, 2014 10:41 AM  
**To:** [REDACTED]  
**Cc:** Comment  
**Subject:** RE: Kansas Expressway Extension

Mr Sutton,

Thanks for your comments.

I did want to let you know that MoDOT and the City of Springfield are planning to resurface and do pavement repairs on Kansas Expressway next summer from I-44 to James River Freeway. We agree that maintenance is of the utmost concern and should not be overlooked.

Thanks  
Sara Fields

-----Original Message-----

From: Comment  
Sent: Wednesday, October 08, 2014 10:42 AM  
To: Sara Fields  
Subject: FW: Kansas Expressway Extension

-----Original Message-----

From: Michael Sutton [REDACTED]  
Sent: Tuesday, October 07, 2014 10:22 PM  
To: Comment  
Subject: Kansas Expressway Extension

The government officials that are pushing for this project to move forward are completely out of line. Spending \$20M of taxpayer money to build a road that goes from Republic Rd to Weaver and then let it sit there for ten years is an outrage.

If you want to alleviate the traffic either finish the widening of Campbell as Christian county officials have voiced support for, widen and put stop lights on Cox Road where the infrastructure is already present, or utilize the present infrastructure at Hwy FF to get from Greene to Christian counties.

Why would we build another two lane road with four way stops less than a mile from Campbell and think people are going to forego Campbell for the smaller option with more stops? Especially after the completion of the updates to Campbell that are in progress at Plainview.

Have you driven down north Kansas Expy recently? There are pot holes everywhere that cause damage to tires, rim, and suspensions. Where is the money we have allocated to repair the roads we have in place currently? What is being done to fix these before winter gets here and they become worse with the cold weather?

Government officials lose sight of the fact that the government doesn't generate any money...all money the government spends comes from the citizens it represents. And this project is wasting that money beyond belief!

Call it quits on this project, fix the roads we have, develop a plan for utilizing infrastructure in place that has the potential to generate additional funds through commercial development and act as if you were going to write this check out of your own wallet for once.

This makes no sense and the project should be aborted.

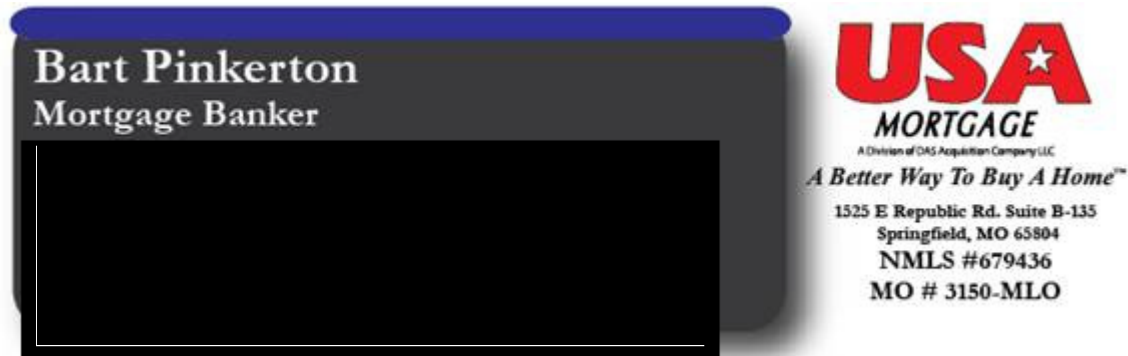
Michael Sutton  
Greene County Resident

## Comment

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**From:** Bart Pinkerton <bpinkerton@usa-mortgage.com>  
**Sent:** Friday, October 10, 2014 10:45 AM  
**To:** Comment  
**Subject:** RE: Extension of Kansas Expressway

Thanks!



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**From:** Comment [mailto:comment@ozarkstransportation.org]  
**Sent:** Friday, October 10, 2014 10:39 AM  
**To:** Bart Pinkerton  
**Subject:** FW: Extension of Kansas Expressway

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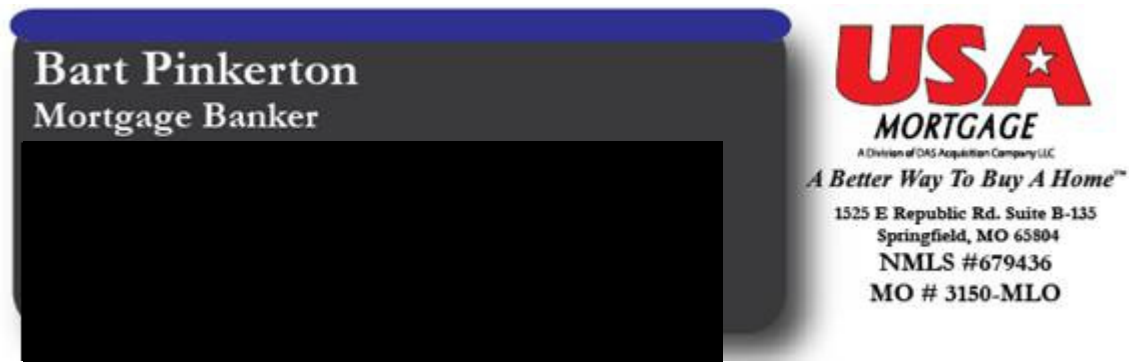


**From:** Bart Pinkerton [REDACTED]  
**Sent:** Thursday, October 09, 2014 6:04 PM  
**To:** Comment  
**Subject:** RE: Extension of Kansas Expressway

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Thanks,



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**To:** Bart Pinkerton  
**Subject:** RE: Extension of Kansas Expressway

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## Comment

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**From:** Comment  
**Sent:** Friday, October 10, 2014 1:05 PM  
**To:** 'Bart Pinkerton'  
**Subject:** RE: Extension of Kansas Expressway

The meeting will be held in our conference room. Our address is 205 Park Central East, Suite 212, Springfield, Mo.

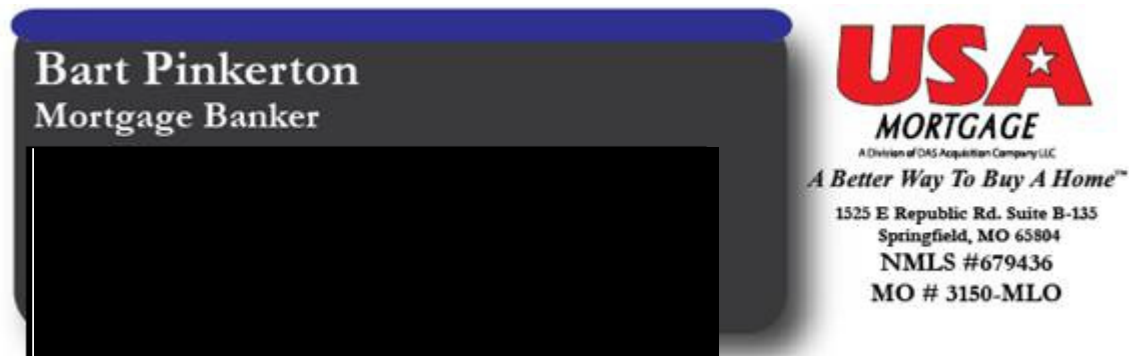
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---

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**Sent:** Friday, October 10, 2014 12:02 PM  
**To:** Comment  
**Cc:** [REDACTED]  
**Subject:** RE: Extension of Kansas Expressway

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Thank you!



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Sara Fields, AICP  
Executive Director  
[sfields@ozarkstransportation.org](mailto:sfields@ozarkstransportation.org)



Ozarks Transportation Organization  
205 Park Central East, Suite 205  
Springfield, MO 65806  
417.865.3042



**From:** Bart Pinkerton [REDACTED]

**Sent:** Thursday, October 09, 2014 6:04 PM

**To:** Comment

**Subject:** RE: Extension of Kansas Expressway

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**USA** ★  
**MORTGAGE**  
A Division of DAS Acquisition Company LLC  
*A Better Way To Buy A Home™*  
1525 E Republic Rd. Suite B-135  
Springfield, MO 65804  
NMLS #679436  
MO # 3150-MLO

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Despite opposition from the City of Nixa. The City of Nixa does not have the funding or the intent to connect the extension to Hwy 14. This alone makes the ultimate goal for an extension of Kansas Expressway to create a north-south corridor unattainable.

Despite the fact that a north-south corridor already exists 1 mile from the proposed extension in S. Campbell. A corridor that is already being widened to better accommodate flow of traffic flow, and one which the City of Nixa is willing to support to meet Hwy 14.

Despite current and impending water management issues. Even 1 inch of rain already creates issues in this area. The extension of Kansas Expressway would likely make existing issues worse and cause flood plane to expand onto residential properties.

Despite the environmental impact to the region. The extension would destroy one of the last wooded regions in the area. Home to rich wildlife, caves and fossils.

Despite safety issues that would arise at the nearby elementary school.

Despite disruption and enormous drops in property value to at least a dozen residential neighborhoods in the area.

Despite the fact that there is an alternative to BETTER resolve north-south traffic congestion in FF Hwy. One that would actually result in decreased congestion AND create added tax revenue via commercial development.

Did I mention there is no money to support the project - and no feasible way of accomplishing said goal due to lack of capacity of cross streets and lack of support from neighboring communities.

Pushing this project through not only does not resolve the issue of traffic congestion, but creates many new issues. All at a cost the county cannot afford. Please do not move forward with this plan. The results will not put previous embarrassments in a better light, it will only dig a deeper hole.

Thank you for your time and consideration of this topic. Working together there are better alternatives.

Sincerely,



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## Comment

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**From:** Carol [REDACTED]  
**Sent:** Friday, October 10, 2014 10:53 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

I am not in favor of extending Kansas and spending millions at that location when we have major traffic in other major roads like FF and Campbell to complete and improve. Extending Cox Rd being another logical option. Kansas does not realistically solve the north to south traffic going to Christian County. This Kansas extension is so similar to what happened at National. The only access to Campbell is the unsafe Steinert rd. Another extension that just stopped!  
Carol Rauch

Sent from my iPhone

## Comment

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**From:** Weis,Matthew [REDACTED]  
**Sent:** Sunday, October 12, 2014 10:30 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

Hello,

I live in the Stone Meadow development off Plainview road. As a Greene county tax-payer, I strongly believe that the proposed extension to the current Kansas Expressway is a ridiculous waste of tax-payer dollars and government resources. Just because Greene county already owns a corridor of land does not mean that tens of millions of dollars need to be squandered on a project that will do very little to alleviate traffic flow issues. This proposed project has a very poor expense to benefit ratio. \$3 million dollars do not need to be spent to investigate this project. This extension will only serve to create new overburdened areas and traffic issues, will be very expensive to fund as a path needs to be forged through an undeveloped and quite uneven/undulating wooded area, and there is little to no room for businesses/economic growth along the narrow corridor surrounded by residential areas. Christian county is aware that this project is a boondoggle as they are loosely in favor of another route into Springfield, but have no interest in funding a road to meet it.

The current Kansas Expressway is a misnomer as the number of lights and stops make it an inefficient way to travel north/south through Springfield. There are multiple other avenues that would be better to develop from a traffic flow standpoint; these being much cheaper, more efficient, and financially more advantageous to develop as the roads & infrastructure already exist. Highways FF and 160 come to mind...

I could go on to write a litany of reasons that this proposed project is a terrible idea, but I am guessing that many government officials are already aware and that this project continues to be blindly propagated against the better judgment and well-being of many for the financial & political gain of a select few.

Sincerely,

Matt Weis

**Matthew Weis**

, Fd Med Staff  
CoxHealth  
[REDACTED]



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## Comment

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**From:** David <[REDACTED]>  
**Sent:** Sunday, October 12, 2014 10:12 PM  
**To:** Comment  
**Subject:** Kansas Extension

Members of the OTO,

I would like to express my opposition to the proposed extension of Kansas Expressway. On many levels, I feel this is not an appropriate use of tax dollars and a project of uncertain benefit. The initial extension to Weaver appears to only create a new location for traffic congestion; a likely more dangerous location given the proximity to residential neighborhoods and the limited capacity and treacherous topography of Weaver Road. If the extension were to eventually be completed to Plainview, a similar situation would likely result.

Without commitments for future funding and a reasonably guaranteed timeline, this could very well end up being a very expensive road to nowhere. It would serve only to bring more traffic to residential areas, decreasing the quality of life and property values.

Thank you for your consideration.

Respectfully,  
David Schippert



## Comment

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**From:** Clay, Doug [REDACTED]  
**Sent:** Monday, October 13, 2014 6:29 PM  
**To:** Comment  
**Subject:** I stand opposed to the Kansas extension.

Sent from my iPad

## Comment

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**From:** Stephanie Rauch Hesser [REDACTED]  
**Sent:** Tuesday, October 14, 2014 10:23 AM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

To whom it may concern:

With government officials pushing for the Kansas Expressway extension project to move forward, it is obvious no one has driven south Springfield or have not lived in this area all of their lives. Spending \$20M of taxpayer money to build a road that goes from Republic Rd to Weaver and then let it sit there for ten years, is an obvious misuse of hard earned tax payer dollars.

If you want to alleviate the traffic either finish the widening of Campbell as Christian county officials have voiced SUPPORT for, widen and put stop lights on Cox road where the infrastructure is already present, or utilize the present infrastructure at Hwy FF to get from Greene to Christian counties.

Why would we build another two lane road with four way stops less than a mile from Campbell and think people are going to fore go Campbell for the smaller option with more stops? Especially after the completion of the updates to Campbell that are in progress at Plainview road.

Have you driven down north Kansas Expressway recently? There are pot holes everywhere that cause damage to tires, rim, and suspensions. Where is the money we have allocated to repair the roads we have in place currently? What is being done to fix these before winter gets here and they become worse with the cold weather?

Government officials obviously have lost sight of the fact that the government doesn't generate any money...all money the government spends comes from the citizens it represents. And this project is wasting MY money beyond belief!

I have lived at Plainview and Campbell for 28 of my 34 years on this earth. We moved to this area when I was two and except the years spent at college, I have been proud to call this area my home. For my job, I drive over a 1,000 miles per month, mostly in Springfield, Nixa and Ozark. I have watched the growth, understand it and most of all, have a vested interest in this area of Springfield. Besides my parents home, my husbands and I's home we also own real estate at Plainview and Campbell as well as Nixa. I am not just a citizen that is upset with how you are potentially spending my money, I am a tax paying citizen that is highly educated and can not wrap my brain around the stupidity of this project.

Fix the roads we have, develop a plan for utilizing infrastructure in place that has the potential to generate MONEY through commercial development and act as if you were going to write this check out of your own wallet. After all, you are spending MY MONEY.

Stop the madness of a road no one wants but yourselves. Try driving roads that actually already go to Christian county if that is what your concern is.

Sincerely,

Stephanie Rauch Hesser  
Wife, Mother, Daughter, Tax Payer and Very Concerned Citizen whom actually Votes



## Comment

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**From:** [REDACTED]  
**Sent:** Tuesday, October 14, 2014 5:26 PM  
**To:** Comment  
**Subject:** Kansas Expressway extension is a mistake

As a resident of SW Nixa for many years the solution to long term improved traffic flow is not the current Kansas Expressway extension! Clearly the National extension would offer better relief and be more realistically achieved within the foreseeable future, in conjunction with FF or something further west of KS.

With no realistic or achievable plan for KS south of Weaver this would appear to actually worsen the traffic situation on neighborhood streets and inadequate cross roads (Weaver).

The situation in SW Springfield has changed significantly since the long range plan for this corridor. Shifting the additional relief further west makes complete sense and would provide long term logical diversion.

Also, in consideration of the S Campbell widening there is considerable relief being provided, with more improvements coming soon. I drive this daily and it is vastly improved with the 3 lanes.

Ramming the KS extension through the middle of and near dense, well developed residential neighborhoods is, in my opinion, a clear overstep and intrusion.

Please keep in mind the old saying that my 8th grade teacher always reminded me of: "A wise man changes his mind, only a fool never does".

Thanks for your consideration.

David O'Reilly

[REDACTED]  
Springfield, MO [REDACTED]  
[REDACTED]

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## Comment

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**From:** Dave Donaldson [REDACTED]  
**Sent:** Tuesday, October 14, 2014 8:42 PM  
**To:** Comment  
**Subject:** Fwd: Kansas Expressway to Weaver

Dear OTO:

We reside in the Timberbrook development but on the other side of the central park area so your prospective extension would probably enable us to get to hwy 60 faster verses Murray/COX/Republic. However, there are stewardship issues that usurp

convenience.

We have been told that it will cost \$20M to bring the road to Weaver and funding is not available until the next decade. First, too many people in Springfield/Ozark/Nixa are struggling to make it with the current tax load. And taxing the rich further will curb job creation, higher wages and reduced consumer spending.

Even if you allocate the funds it seems there are other priorities that should take precedent such as job training, affordable education (reduction in student debt) and infrastructure where existing road congestion most exists.

Sincerely,

Dave & Kristy Donaldson

[REDACTED]

## Comment

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**From:** Doug Pitt <[REDACTED]>  
**Sent:** Wednesday, October 15, 2014 2:51 PM  
**To:** Comment  
**Subject:** Vote NO on any funding for the proposed Kansas Expressway Extension!

### **Vote NO on any funding for the proposed Kansas Expressway Extension!**

#### **Facts:**

1. Greene County says the Kansas Expressway Extension will provide traffic relief from Campbell – yet they can't provide any metrics or data to substantiate that. I have asked how many cars in the morning and evening drives will be reduced off Campbell and was told they do not have that figure. I then asked that if you do not have a number, then just give me a percentage or range? Again, was told that they do not have that data. As a business person, I have no idea how you plan a project with this amount of taxpayer money and not have metrics. If the OTO is making a recommendation towards Kansas Expressway being extended, I would think you would need data like that to know what the ROI is.
2. If the Kansas Expressway Extension were in place to Weaver Road today – someone traveling in the morning from South Springfield or Nixa on Campbell should now have a faster route per Greene County. So they would get into the left hand turn lane at Weaver/Campbell and sit through at least one full stoplight cycle. They then turn west on Weaver and travel this residential two-lane hilly road less than one mile to the new intersection of Weaver/Kansas Expressway. They now would have to wait another full stoplight cycle and turn north on Kansas Expressway to now drive less than one mile north to sit at the light of Kansas Expressway/Republic Road. We are told that this is providing traffic relief – while if they would had just stayed on Campbell, they would have already passed a ramp onto James River Freeway if needed and at a minimum, be sitting at the stoplight at Campbell/Republic Road; just one mile east of their current location. That is what you are approving today by authorizing money to be spent on James River Expressway. For the \$20,000,000 it will cost to extend Kansas Expressway south to Weaver – you have just redirected traffic.
3. Now move forward in time to where Kansas Expressway dead ends into Plainview road (in five additional years when they can find more money). The same wait and hassles discussed with Weaver are duplicated here. But the problem is worse – as more cars become stacked up at the intersections of Weaver/Kansas Expressway and Republic Road/Kansas Expressway. Now to make it North on Kansas Expressway, it becomes a nightmare traffic jam.
4. Kansas Expressway is already busy. This morning, I was 22 cars back (two lanes of 22) in traffic at Walnut Lawn heading north. So traveling north from Republic Road, I have not even made it to Battlefield Road yet and experience that amount of traffic. In past OTO minutes, the Executive Director stated that if Kansas Expressway were extended, it would 'significantly' increase traffic north of James River Expressway. In a meeting with the Greene County Commission, OTO Executive Director, City of Springfield, and Greene County employees involved in this project – I read the statement from the OTO minutes and asked them what their plan was. Presiding Commissioner Jim Viebrock's answer was 'side streets'. Shocked, I asked again and was told drivers will utilize side streets. Another Greene County official said, "These things have a way of working out." Really? No metrics on traffic reduced from Campbell. Again, no metrics here. It is unconscionable that this much tax money can be allocated without metrics. Let me say it again – 'side streets and these things have a way of working out'. That was Greene County's response – the same Greene County officials that are asking you to approve funding for their project.
5. Traffic relief is needed between Christian and Greene County – everyone agrees. Christian County officials argued that extending Campbell improvements were their choice – not Kansas Expressway. It keeps being discussed as if Kansas Expressway will extend to Hwy 14 in Nixa. This is false advertising. First, it would take an entire year's budget for Nixa to fund the extension from the planned East/West Corridor to Hwy 14 ~ and they do not have the money. I was told by the Nixa Director of Planning & Development, "Nixa has NO PLANS to

continue Kansas Expressway past the East/West Corridor.” As a professional personally vested in this project, he also said that Kansas Expressway would not provide any relief from Campbell. Their words. I think it is completely smug to alienate the wishes of the very county this road should be (and is advertised as) in partnership with. Per the OTO minutes and News-Leader article, the objections to Kansas Expressway being listed over improvements to Campbell for the Amendment 7 list of projects were made well known from the City of Nixa.

6. There were four routes discussed in the OTO North-South Corridor study – National, Campbell, Kansas Expressway and Hwy FF. In the study done for the OTO – FF (West Bypass) came out as the best route via the voters. FF (West Bypass) scored 3.33 1<sup>st</sup> Overall / Campbell scored 2.67 2<sup>nd</sup> Overall / Kansas Expressway scored 2.58 3<sup>rd</sup> Overall. The very study Greene County referenced to explain Kansas Expressway for Amendment 7 shows Kansas Expressway scored 3rd out of 4 choice – yet was elevated to not only their first choice, but the largest allotment of funds for Amendment 7 locally. This also causes questions for the OTO that approved this recommendation with the same said data. Data that specifically says that the Kansas Expressway extension impacts four times as many residential properties and two times as many schools as the West Bypass/FF extension. Amendment 7 suffered a staggering defeat – by anyone’s measurement. The people spoke – but instead of listening to them, Greene County is fast forwarding the very same project.
7. The original Greene County engineer involved with this project from the start says that FF is the best route and Kansas Expressway is not needed. This over 20-year old plan is tired and we have other options; options taxpayers said they wanted. Spending this much money on an old plan, just because they are financially involved to this point, is far from any successful business acumen that I know of. We have a chance to truly provide traffic relief via FF. We have a chance to conserve green space and even recoup funds spend on land acquisitions. We have a chance to minimize the impact on residential neighborhoods, schools and safety.

I have been seen by some as a ‘not in my back yard guy’ regarding Kansas Expressway, which is unfair. Do I like, heck no. But as a taxpayer – I am asking sound business questions. How many cars will be relieved from Campbell if the Kansas Expressway extension goes through? How will you handle the additional traffic shuttled to Kansas Expressway north of James River Expressway? How come the North/South Corridor study is recognized as a source for Kansas Expressway by Greene County – when it is the 3<sup>rd</sup> of 4 choices recommended? Kansas Expressway offers zero impact for additional sales tax revenue, but all 3 of the other routes do – so why would the county that stands to benefit from additional sales tax revenue pick the route that provides none? These are just a few that need answering.

Members of the OTO have been charged to make recommendations – and you simply do not have the data yourselves to green light funding for a project that has been so poorly quantified from a budgetary and ROI aspect. This falls so short of sound business practices, it is negligent. I would ask you to be asking the hard questions regarding validating the Kansas Expressway extension; but in reality, they are easy questions. Easy questions where the principals involved have had the opportunity to do so and could not. It is time to hold people accountable for their decisions.

There is a better route – one that is cheaper, affects fewer neighborhoods and schools, is safer, provides additional sales tax revenue and truly provides traffic relief. I ask you to weigh the realities and do right by the voters; voters who spoke in the OTO study and against Amendment 7.

Regards – Doug Pitt

## Comment

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**From:** Jennifer Swenson [REDACTED]  
**Sent:** Wednesday, October 15, 2014 4:04 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension...weighing in

To Whom It May Concern:

As tax-paying residents of Greene County as well as the Woodfield Park subdivision, we are outraged at the renewed proposal to build an extension of the Kansas Expressway, and we would like to add our voices to the ongoing discussion.

Our reasons for opposing this highway extension are multi-faceted. First, the location of the proposed extension cuts through the backyards and neighborhoods of hundreds of private homes. The proposed road will facilitate a domino effect of greatly increasing traffic and noise through these quiet residential areas. As a result, two-lane and secondary roads (such as Plainview Road) will likely require further widening in the future. Furthermore, there is absolutely no possibility for commercial enterprise like what currently resides along the existing Kansas Expressway, which will eliminate any potential tax revenue from commercial sources. We should also mention that an abundance of wildlife—foxes, turkeys, deer, rabbits, and more—lives in the extension's designated area and will lose its habitat and fall victim to continued urban sprawl.

The selection of this particular location, just a few hundred feet from Campbell Avenue, makes no logical sense, as Campbell is already a thoroughfare for commuters into Christian County. It seems much more reasonable to consider an extension of the highway through the Battlefield area and FF, which will impact far fewer people and will also provide a route southward through the western part of Greene County. Also, this area has much more possibility for continued growth and commercial revenue and tax dollars.

Christian County stands to reap great benefits from the extension of the Kansas Expressway, yet Greene County taxpayers are the ones who are funding it and who stand to benefit nothing from its construction. This hardly seems fair to the residents of Greene County. *Additionally, the appropriation of 30 million dollars, at a time when sources are lean and schools in Springfield are vastly underfunded, represents a gross misallocation of valuable limited resources.*

On a personal note, when we moved to the Springfield area in 2011, we looked at homes in Christian County as well as in Greene County. We were sorely tempted by the affordable land and wooded, rural feel of Christian County, but we ultimately chose to purchase our home in Springfield because of the proximity to work, the orchestra program in Springfield Public Schools, and because we found a great home with beautiful wooded lot at the southern area of the county. The prospect of having that wooded area (one of the few remaining in this part of Greene County) effectively be paved over for a major thoroughfare is phenomenally disheartening. Should this major road indeed be built, it will expedite our departure from Greene County into Christian County or, quite possibly, out of Southwest Missouri entirely. We will be forced to take our family, our professions, our community involvement, and our tax dollars and find a new home in another location.

Regards,

Brian and Jennifer Swenson  
[REDACTED]



## Comment

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**From:** [REDACTED]  
**Sent:** Wednesday, October 15, 2014 7:16 PM  
**To:** Comment  
**Subject:** I do not support the proposed plan

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

## Comment

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**From:** Stuart's Yahoo [REDACTED]  
**Sent:** Wednesday, October 15, 2014 9:53 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

All:

I am in agreement with many that traffic in South Springfield can be busy and hazardous at the same time. However, trying to "fix" the problem in increments is not a responsible solution. The proposal to extend the "expressway" to Weaver does not solve any problems; it creates additional hazards and bottlenecks. Has anyone on the board put thought to where this traffic will go for the next 10 years? Do we need to spend \$3,000,000 on studies when simply driving on Weaver road from Campbell to Cox will enlighten any driver with hidden intersections, STEEP hills, narrow lanes, traffic from local residents and wildlife? Not to mention, have any members considered winter driving on Weaver where slide offs are common and Greene county will occasionally shut down due to hazards with ice?

Consider the green space. What thought has gone into the repercussions of road development to the undulating topography of the land. How much will have to be leveled? Will low spots have to be built up? WHERE WILL THE WATER GO? What impacts will happen downstream? After Weaver, then the extension to Plainview takes the road along Ward Branch. WHERE WILL THE WATER GO? Look at that area from Plainview and consider what will need to be done to create an intersection with Plainview/182. (An engineering dream or nightmare.)

The logical solution would be the appropriate planning and implementation of Campbell/160 re-engineering or FF expansion into Christian county AND completing the project as a whole, not in parts.

Just because money is there and could be lost if not used is not responsible to the citizens of the county. Finishing or furthering this plan as a continuation from decades ago just for the sake of completion is inappropriate in today's economy. The current route has limited economic benefit with too many disadvantages.

With regards and respect,

Stuart Scott

## Comment

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**From:** Sean Webster [REDACTED]  
**Sent:** Wednesday, October 15, 2014 10:47 PM  
**To:** Comment  
**Subject:** Kansas Expressway Extension

As a taxpayer in Greene County, I have to agree with several comments made about the proposed Kansas Expressway extension.

I would imagine when the initial plans were drawn for this project, the population growth on the southern border of Greene County and into Nixa was increasing at a very rapid rate. It appears that the growth rate has slowed or stalled completely in the area. I do not believe that the growth expectations today are close to the projections from many years ago when the project was conceived.

Another comment that was made that I am in complete agreement with is that the road is going to make it much easier for our tax base in Greene County to leave and move south to Christian county. It appears that the project will only encourage our citizens to bypass the south end of Greene County and create an easier commute for the communities to the south. Are we willing to pay \$30,000,000 to encourage this to occur? Is Christian County going to fund half of this project?

Has anyone investigated the potential impact of expanding Campbell to 3 lanes into Christian County? Why do we not allow them to deal with the traffic once it crosses into their area? It seems that we in Greene county have put a tremendous amount of money into road improvements on Campbell. What is the point of moving a good majority of that traffic through our peaceful neighborhoods less than 1 mile to the west? Why do we not study the traffic flow patterns on Campbell once all of the improvements are made to determine if the Kansas Expressway to nowhere is worth the investment.

Two things are blatantly obvious to me that A) most of the voters in this part of the county are against this project B) We in Greene County do not have all of the funds needed for the project. How will we pay for it in the long run, increase county taxes? Beg for federal funding? The transportation tax was voted down in the last election.

Thank you for your attention and please do more research beside taking on such a project. Please allow the people's voice to be heard.

Sean Webster

## Comment

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**From:** Brett Godfrey [REDACTED]  
**Sent:** Thursday, October 16, 2014 5:25 AM  
**To:** Comment  
**Subject:** Kansas extension

No on Kansas extension. There are alternatives that need to be further explored.

Thank you

Brett Godfrey, CGP  
President



## Comment

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**From:** Sherry Godfrey [REDACTED]  
**Sent:** Thursday, October 16, 2014 7:28 AM  
**To:** Comment; harold bengsch; rosanne bentley; jim viebrock; Dan Smith; Sara Fields  
**Subject:** Kansas reports

Could someone direct me to where I can find the traffic studies that were used in determining road projects. I am looking for forecasts as to how much traffic would be relieved from Campbell at the different phases of the Kansas construction. I am also interested in the studies that show the impact it will have on other roads i.e. Weaver Road, Cox Road, Kansas Expressway north of Republic, National, Plainview, Steinert Road etc.

I also would like to have access to the consultant study that was done to prioritize projects for OTO. Specifically the south portion of Greene County and the North South options.

I do have the most recent environmental impact study.

I want to be informed and I am trying to come to conclusions based on data. 30 Million is a lot of money.

Thank You

Sherry Godfrey

## Comment

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**From:** D. Cenicer0s [REDACTED]  
**Sent:** Thursday, October 16, 2014 7:37 AM  
**To:** Comment  
**Subject:** Kansas expressway extension

I do not want my taxes going toward this project. It does not make sense to me to put all that money into this project. The county had no problem developing this area into a nice residential area. It should stay that way.

D Cenicer0s

## Comment

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**From:** Sara Fields  
**Sent:** Thursday, October 16, 2014 7:57 AM  
**To:** Sherry Godfrey; Comment; harold bengsch; rosanne bentley; jim viebrock; Dan Smith  
**Subject:** RE: Kansas reports

Sherry,

Here is a link to the North South Corridor Study performed to look at the needs for travel in Southern Greene County and Northern Christian County.

[http://www.ozarkstransportation.org/Documents/OTO\\_NSCorridorStudy\\_Entire.pdf](http://www.ozarkstransportation.org/Documents/OTO_NSCorridorStudy_Entire.pdf)

Thanks  
Sara Fields



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**From:** Sherry Godfrey [REDACTED]  
**Sent:** Thursday, October 16, 2014 7:28 AM  
**To:** Comment; harold bengsch; rosanne bentley; jim viebrock; Dan Smith; Sara Fields  
**Subject:** Kansas reports

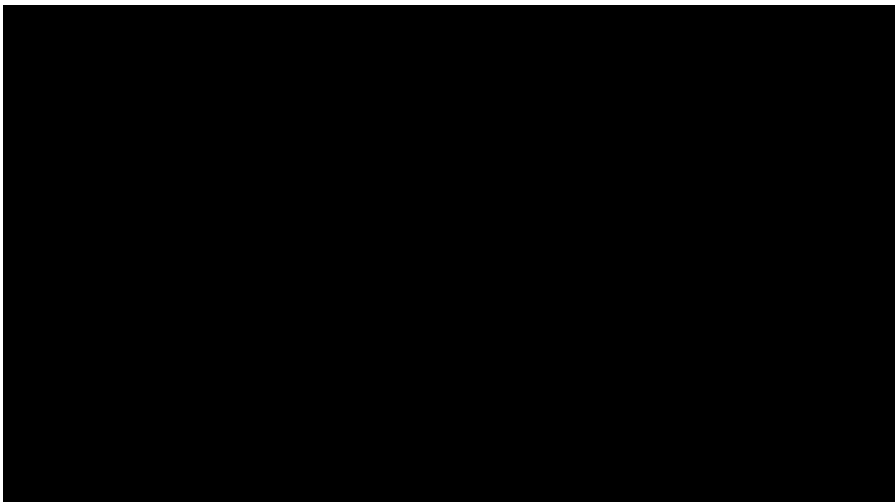
Could someone direct me to where I can find the traffic studies that were used in determining road projects. I am looking for forecasts as to how much traffic would be relieved from Campbell at the different phases of the Kansas construction. I am also interested in the studies that show the impact it will have on other roads i.e. Weaver Road, Cox Road, Kansas Expressway north of Republic, National, Plainview, Steinert Road etc.

I also would like to have access to the consultant study that was done to prioritize projects for OTO. Specifically the south portion of Greene County and the North South options.

I do have the most recent environmental impact study.

I want to be informed and I am trying to come to conclusions based on data. 30 Million is a lot of money.

Thank You





## Comment

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**From:** KimHaymes [REDACTED]  
**Sent:** Thursday, October 16, 2014 7:38 AM  
**To:** Comment  
**Subject:** Kansas Expansion

We strongly oppose of this expansion. The project will cost millions and voters have already spoken on this subject. The proposal was rejected at the polls. To ramrod this project and spending would be to go against the voters of Greene County. Please reconsider moving forward with this project. Thank you!

Kim & Scott Haymes

Sent from my iPhone

## Comment

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**From:** Jon Houck [REDACTED]  
**Sent:** Thursday, October 16, 2014 8:59 AM  
**To:** Comment  
**Subject:** Kansas Expressway proposed expansion

Ozarks Transportation Organization,

I am writing to express our opposition to the proposed expansion of Kansas Expressway. Even a cursory review of the situation shows that there is limited benefit to the expansion. At the same time, there is significant cost & inconvenience associated with the proposal.

While the expansion of Kansas Expressway may have made sense 25+ years ago, that is not the case currently. West Bypass/FF is the true western traffic corridor and it makes the most sense for expansion today.

I find it extremely discouraging that there seems to be either a disability, or at the very least unwillingness, to reexamine the realities of expansion as they exist today, not almost three decades ago. Rigid thinking like that does not ultimately serve the best interest of the voters, taxpayers, or elected officials.

I strongly urge you to take a step back, reexamine the situation based on the facts of today. Take a good hard look at the pros and cons of expanding Kansas Expressway versus and expansion of FF. In doing so, I do not understand how anyone could argue that it makes more sense and is a better use of resources to expand Kansas Expressway south.

There is no requirement that you have to follow the plan you inherited when it so clearly does not make sense. Listen to your citizens, your neighbors, your tax-paying supporters. The overwhelming majority are clearly opposing the expansion of Kansas Expressway.

Regards,

Jonathan & Brandi Houck

[REDACTED]  
Springfield, MO 65810

## Comment

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**From:** Karen Taylor [REDACTED]  
**Sent:** Thursday, October 16, 2014 8:59 AM  
**To:** Natasha Longpine; Comment  
**Cc:** [REDACTED]  
**Subject:** Kansas Express Way Extension  
**Attachments:** OTO Board Letter - Kansas ExpressWay 100814.pdf

Natasha – we spoke late last week and you told me that if I had something before the meeting at noon on 10/16/14 it would be shared with the board. I am following up on our discussion and have attached a letter signed by 45 individuals living in Stone Meadow. This represents our concerns with the latest approach to phase in the Kansas Express Way extension and the possibility that in the first or next phase could terminate into Weaver Road. We urge the OTO board not consider this as an initial phase or viable option as efforts our made to extend the express way.

Should you have any questions, you may contact me via this email address or by calling 459-3511.

Sincerely,

David Taylor

October 8, 2014

Ozark Transportation Organization  
205 Park Central East  
Suite 205  
Springfield, MO 65806

To OTO Board:

We recently learned that despite voters not approving the Missouri Department of Transportation  $\frac{3}{4}$ -cent sales tax, the board will be considering accessing 2.4 million dollars of federal funds to begin the environmental impact and design work for what would be the initial phase of the Kansas Expressway extension. The purpose of this letter is to express our concerns with regards to the development of the initial phase and implications this may have on the intersection of Weaver and Kansas.

In talking with staff, if the initial design work is approved and completed, the next step would be to begin a phased approach to extend Kansas Express Way. One consideration might provide for the extension to terminate into Weaver Road with no defined time frame to complete the project further south toward Nixa.

We urge the OTO board to avoid such a possibility and the issues this will create. Weaver Road is a narrow, hilly country road with blind spots that can barely accommodate two passing vehicles or the volume during busier times of the day. This area is one hundred percent residential as compared to Republic Road which is entirely retail-commercial. Weaver is not designed for nor can it in any way sustain the traffic that at present must turn on to Republic Road.

We also would like the OTO board to continue to evaluate the other options for reducing the congestion on Campbell Avenue. Clearly the City of Nixa's priority is to expand 160 to six lanes. With limited funds, this would appear to be the first priority and have a greater impact on improving the traffic situation. In addition we believe there should be further consideration of the National Avenue corridor and the development of FF to the west. National Avenue is a main thoroughfare within Springfield and does currently connect further south on 160. Highway FF would provide for future demand and move traffic from these other central corridors.

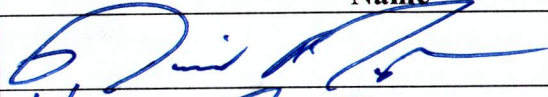
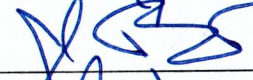
We appreciate your time to listen to hear our concerns and welcome further dialogue on the issues we raise.

Sincerely,

Residents around Weaver & Kansas

Kansas Express Way Extension Signatures

10/8/14

#	Name	Address	City	Zip Code
		1326 W. Stone Meadow Way	Springfield	65810
	Karen Starn	1326 W. Stone Meadow Way	Springfield	65810
	Kristina Taylor	1326 W. Stone Meadow Way	Springfield	65810
	Rita Musick	1314 W. Stone Meadow Way	Spfld	65810
	Patricia Musick	1314 W. Stone Meadow Way	Sgf	65810
	J. Mauffer	5162 S. Stone Circle	Spfld.	65810
	Brian Butler	1345 W. Stone Meadow Way	Springfield	65810
	Brian L. Dwyer	1362 W Stone Meadow Way	Spfld	65810
	Brylita	1387 W Oakville Rd	Spfld	65810
	Robert A. Bowers	5055 S. Old Oak Way	Spd	65810
	Randy Sess	5055 S. Old Oak	Sr. d.	65810
	Bradley Eden	1373 W Stone Meadow	Spfld	65810
		1345 W. Stone Meadow	Spfld	65810
	Andy Watts	1328 W. Stone Meadow	Spfld	65810
	TERRY WATTS	1338 W. Stone Meadow	Spfld	65810
	McClure Fierkies	1138 W. Oakville	Spfld	65810




Kansas Express Way Extension Signatures

10/8/14

#	Name	Address	City	Zip Code
	Susan Phillips	1163 W. Oakville	MO	65810
	JACKLYN Phillips	1163 W. Oakville	MO	65810
	Christy Howser	1164 W. Oakville	MO	65810
	Rick McCain	1205 W. Oakville	MO	65810
	Kay McClelland	1115 W. Oakville	MO	65810
	Michelle + Martin Tyson	1192 W. Oakville	MO	65810
	Jim McCain	1205 W. Oakville	MO	65810
	Diana Luce	1205 W. Oakville	Mo.	65810
	William J. Luce	1208 W. Oakville	Springfield	65810
	Chad Luce	1233 W. Oakville	MO	65810
	Carol Luce	1224 W. Oakville	MO	65810
	Sheree Luce	1245 W. Oakville	MO	65810
	Clark Luce	5067 S. Old Oak Way	MO	65810
	Taylor Luce	5067 S. Old Oak Way	MO	65810
	Mike Luce	5067 S. Old Oak Way	MO	65810
	Ken Luce	5066 S. Old Oak Way	MO	65810

Kansas Express Way Extension Signatures

10/8/14

#	Name	Address	City	Zip Code
	Karen Livingston	5066 S. Old Oak Way	Spfld	65810
	Dennis Paul Doband	5062 S. Nettleton	Springfield	65810
		1477 W. Oakville Road	Spfld	65810
	Veronica Brown	1477 W. Oakville Rd	Springfield	65810
	Becky Watts	1338 W. Stone Meadow Way	Springfield	65810
	Doug W. West	5225 S. Nettleton Ave	Springfield	65810
	Karen SFA	2650 W. Cynthia	Springfield	65810
	Ronda Hays	1241 <sup>meadow</sup> Stone Way	Springfield	65810
	Dolly Allen	1333 W Oakville Rd	Spfld	65810
	Jamie Jo	5103 S Old Oak Way	Spfld	65810
	Lori Whitman	1423 W. Oakville Rd	Spfld	65810
	Shirley Woods	5079 S. Old Oak Way	Spfld	65810
	Chris Lingo	1333 W. OAKVILLE	SPFLD	65810

## Comment

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**From:** Natasha Longpine  
**Sent:** Thursday, October 16, 2014 9:41 AM  
**To:** Comment; dktaylorfam06@att.net  
**Cc:** Sara Fields  
**Subject:** RE: Kansas Express Way Extension

Thank you, we will include this in the packet for the Board today.

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**From:** Comment  
**Sent:** Thursday, October 16, 2014 9:09 AM  
**To:** Sara Fields; Natasha Longpine; Jacob Guthrie  
**Subject:** FW: Kansas Express Way Extension

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**From:** Karen Taylor [REDACTED]  
**Sent:** Thursday, October 16, 2014 8:59 AM  
**To:** Natasha Longpine; Comment  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** Kansas Express Way Extension

Natasha – we spoke late last week and you told me that if I had something before the meeting at noon on 10/16/14 it would be shared with the board. I am following up on our discussion and have attached a letter signed by 45 individuals living in Stone Meadow. This represents our concerns with the latest approach to phase in the Kansas Express Way extension and the possibility that in the first or next phase could terminate into Weaver Road. We urge the OTO board not consider this as an initial phase or viable option as efforts our made to extend the express way.

Should you have any questions, you may contact me via this email address or by calling 459-3511.

Sincerely,

David Taylor



## Comment

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**From:** Raynor, James A [REDACTED]  
**Sent:** Thursday, October 16, 2014 10:25 AM  
**To:** Comment  
**Subject:** Kansas extension

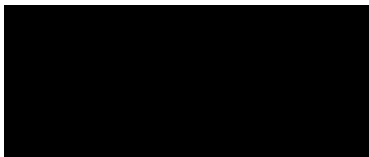
To Whom It May Concern:

I am writing to you concerning the proposed Kansas extension in southwest Springfield. Progress and development is essential to sustainability of municipalities, however, effectiveness and efficiency should not be sacrificed when doing so. There have been many comments made that this plan has been on the table for 20+ years and it is now time to implement. As with all projects, the best laid out plans can not anticipate all variables especially when there is a significant amount of time that has lapsed since the project inception. Obviously none of the homeowners that will be affected wants a street to run right behind their property especially when considering the noise, safety, and fear of property value loss. The original plans did not take into consideration the significant amount of neighborhoods that have been developed since.

I am opposed to the extension because my concern is regarding the following.....if the extension is constructed how will the increased volume of Kansas and Republic (especially north of Republic) road be alleviated? What happens to the volume once it comes to the Greene County line? Will Christian county expand its road connection to ensure the volume continues to flow efficiently and there is not a shift of traffic further south? We have yet to have the opportunity to realize the effectiveness that the 6 lanes of Campbell has yet to afford, have we considered the widening of Campbell past Plainview Road to the Christian County line? Finally, we have witnessed significant growth south and west of our region but we have yet to make a true thoroughfare around the city of Springfield. We have James River Expressway, Highway 65 and I44 that is uninterrupted by lights and stop signs, but we do not have the same for a North/South thoroughfare on the west side of Springfield. I do not believe at this time that the Kansas expansion addresses those issues. Intuitively, it seems that the greatest benefit of the Kansas extension will be for the residents of Christian county that commutes into Springfield. The traffic difficulties that are experienced during commuting times is for 3 hours a day 5 days a week. I just question the TOTAL rationale (now, not 20+ years ago) and wonder why neighborhoods in Greene county must adjust for the benefit for adjacent counties that do not have "skin in the game".

Thank you for your time and consideration.

**Jim Raynor**  
**Administrative Director**  
**Mercy Sports Medicine and Fitness**



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## Comment

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**From:** Charlie O'Reilly [REDACTED]  
**Sent:** Thursday, October 16, 2014 11:01 AM  
**To:** Comment  
**Subject:** Kansas extension

Recently I wrote an email favoring the extension of Kansas Expressway. After reading the comments against this extension, I would like to withdraw my letter of support. It seems very clear there are better solutions to the Campbell Street traffic problem, including the improvement of Cox Road or even the extension of the 3 lane widening of Campbell on south to Nixa. Another factor is that the Kansas Extension will only go to Weaver Road, with no foreseeable possibility of extending it on south into Christian County where the real need is. I urge you to consider these better options for solving the traffic problem going south into the Nixa area. Thank You. Charlie O'Reilly, 1 [REDACTED]  
[REDACTED]