

Botts Road at Missouri Route 150

Welcome!
Please sign in.

Tonight's Agenda:

- **Open house from 4-6 p.m.**
- **Review exhibits**
- **Ask questions**
- **Submit comments**



Why invest in improvements?

Traffic in the area will increase as development creates jobs, deliveries and activity in the area. Transportation improvements are needed to ensure:

- Safety
- Access
- Traffic flow



What are the project goals?

- Improve
 - Safety
 - Access
 - Traffic flow
- Utilize green solutions
- Accommodate pedestrians and bicyclists
- Minimize negative impacts
- Minimize costs



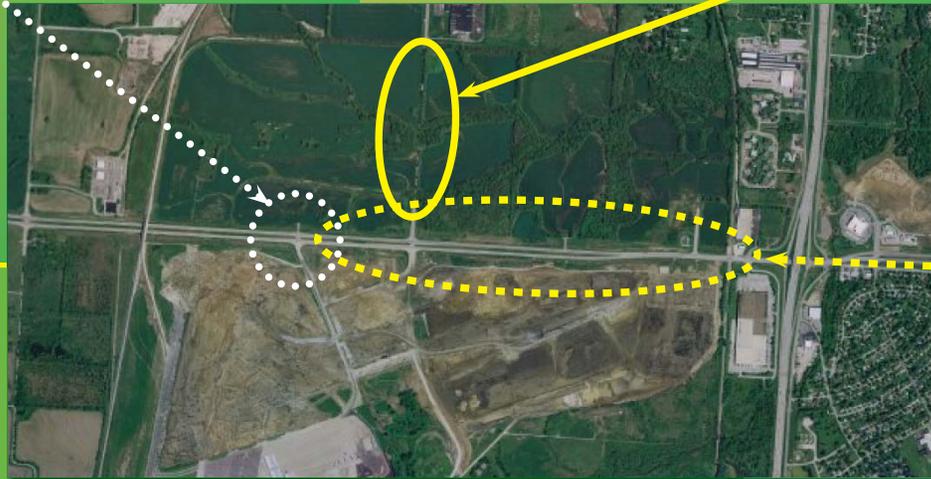
What do we mean by green solutions?

- **Storm water - Best Management Practices (BMPs)**
 - Planting areas
 - Basins and swales to divert and store run-off
- **Minimizing pollution**
 - Reducing idle times as vehicles move through the interchange
- **Providing access for other transportation modes, including pedestrians and bicyclists**



Three Components to Improvements

**Thunderbird Road
and Route 150
Interchange
(Separately funded
project)**



Botts Road

**Botts
Road and
Route 150
Interchange**

Botts Road at Missouri Route 150

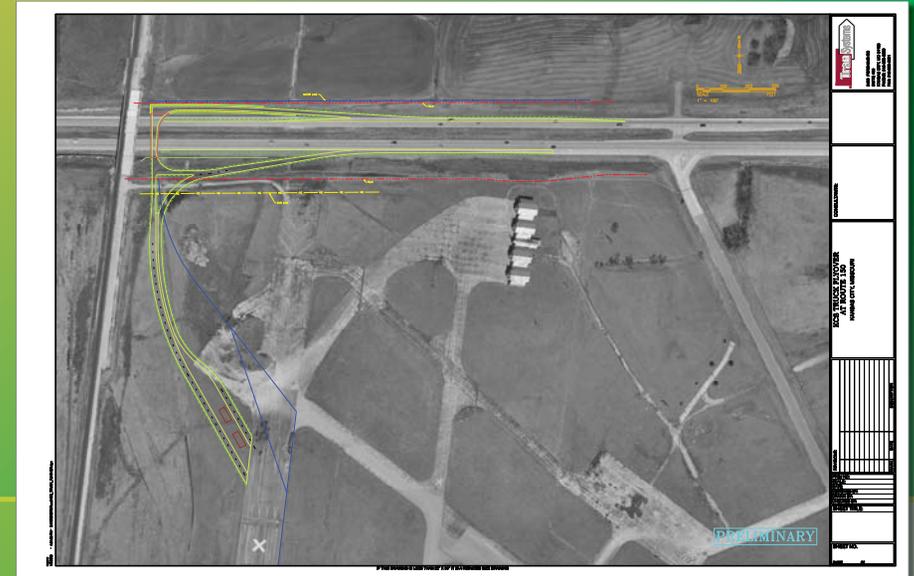
Thunderbird Road and Route 150 Interchange

This project is being designed and funded separately from the improvements on and near Botts Road.

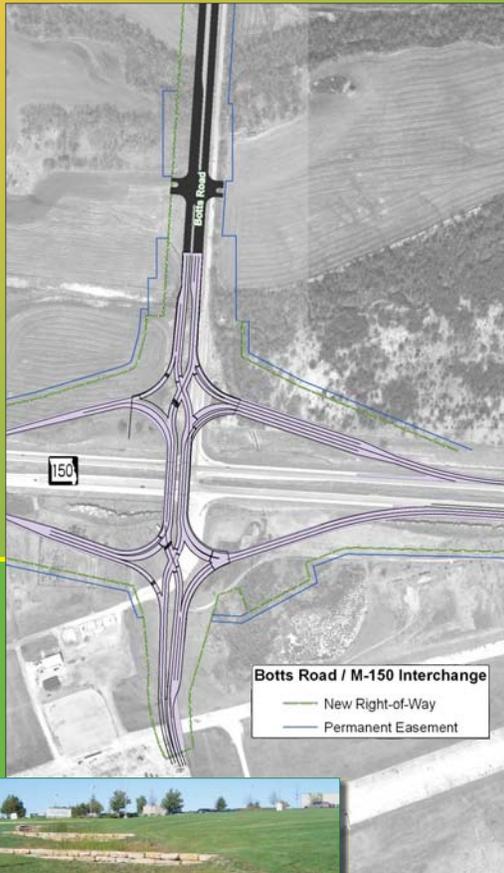
The planned interchange will be a half-diamond between Route 150 and Thunderbird Road.

The interchange connects Route 150 with developments at Kansas City Southern's intermodal facility.

Plans for the interchange have been integrated into the improvements at Botts Road and Route 150.

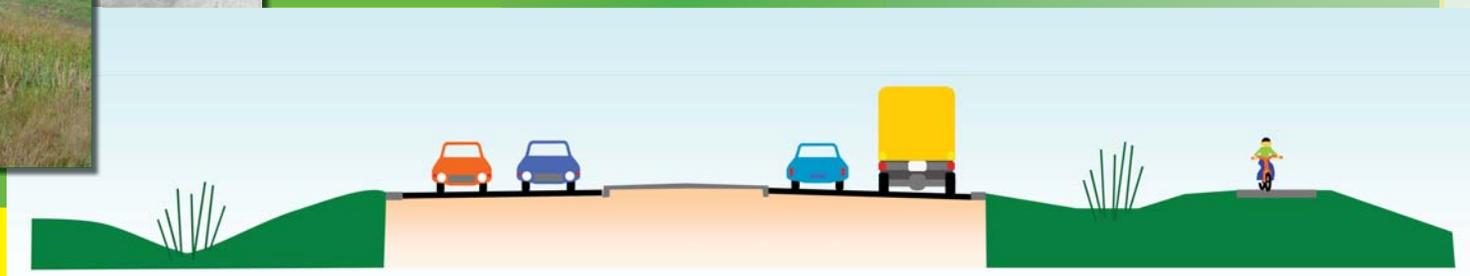


Botts Road Improvements



North of Route 150, and connecting to developments south of 150, Botts Road improvements include:

- Widening to the west
- Two lanes in each direction
- Medians/turn lanes
- Transition to existing design at Grandview city limit (north)
- Incorporation of green solutions
 - Bike and pedestrian accommodation
 - Native plants
 - Water run-off detention program



Botts Road and Route 150 Interchange

The new interchange will be configured as a diverging diamond. That configuration was selected after an intensive review process that included evaluations of more than nine concepts. Each concept was weighed on:

- Safety
- Access to properties
- Bicycle and pedestrian access
- Green engineering and design components
- Traffic flow
- Travel delays
- Pollution
- Property impacts
- Costs



Botts Road and Route 150 Interchange

The interchange will replace the current intersection and traffic lights at Botts Road and Route 150, and will include the addition of a third lane between Botts Road and Thunderbird Road.

The interchange configuration, called a diverging diamond, features:

- Pedestrian and bicycle access
- Two sets traffic of lights
- Free-flowing left turns via outside lanes



Botts Road at Missouri Route 150

How will it work?

This video is of a video of a similar interchange at I-44 and Route 13 in Springfield, Missouri.



Botts Road at Missouri Route 150

How will the project be paid for?

The project is being funded through a cost-sharing agreement between the City of Kansas City, Missouri and the Missouri Department of Transportation.

Estimated project costs:

Base/Surface	5.0
Bridge/Retaining Walls	2.7
Misc. Expenses	3.5
Construction Contingency	0.5
Utilities	1.6
Right-of-Way	1.1
Engineering	4.4
Total Estimated Costs:	28.9 m

Cost-saving measures:

- Green solutions
- Shorter bridge
- Fewer signals
- Smaller amount of property needed
- Construction staging



Botts Road at Missouri Route 150

What is the schedule for construction?

August 2009 - Submit design plans and public comments to MoDOT Commission for approval

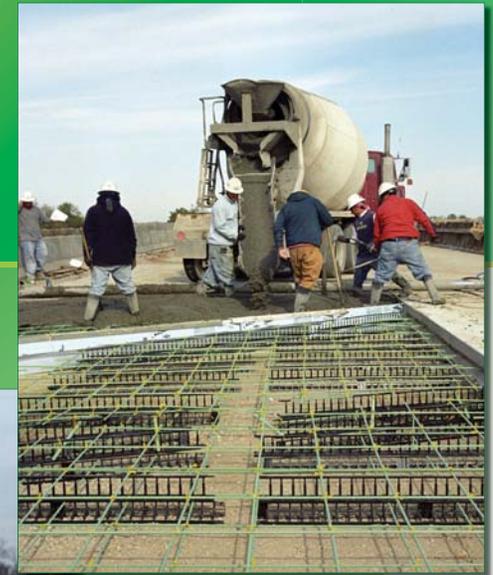
Fall 2009 - Begin right-of-way negotiations and acquisition

Late 2009 - Final design completed

**February 2010 - Construction contract letting
(bid opening)**

Spring 2010 - Construction begins

Late 2011 - Construction complete



Your comments are important!

You can submit your comments by:

- 1. Making a statement to the court reporter**
- 2. Filling out a comment form and leaving it tonight**
- 3. Submitting a written comment (must be received by close of business, August 11, 2009)**

Written comments may be mailed to the address on the comment form or sent to: publiccomments@hntb.com; please put Botts Road Interchange in the subject line.

**Thank you
for your
time and interest!**

