



TRANSPORTATION ADVISORY COMMITTEE MEETING **Alumni Center – Hospitality Room, October 11, 2006**

Attending: David Miller, Danny Garbee, Stan Whitehurst, Phil Hutchens, Bob Becker, Eric Kellstadt, Chris Stone, Robert Walster, Al Moon, Steve Coller, Natasha Longpine, Bill Monday, Dawne Gardner, Joel Keller, Deana Fishel, Nancy Edson, Howard Fisk

SMCOG Staff: Diane May, Dan Watts

INTRODUCTIONS

Motion to Open Meeting: *Coller/Fisk*

APPROVAL OF MINUTES:

Minutes from August 9th, 2006 meeting approved. *Moon/Walster*

OZARK TRANSPORTATION ORGANIZATION (OTO) – NATASHA LONGPINE

Natasha reported that OTO is working on the draft for north/south corridor study for the MPO. Also, OTO is working on a coordinated human service plan to assist transportation services for the disadvantaged population within the MPO. They are looking at the 60 west corridor study and also working on functional classifications for the MPO area (this hasn't been done since pre-2000 census.) OTO is also starting work on the Missouri Transportation Institute's land/transportation study.

MODOT UPDATE – DISTRICT 8, DAWNE GARDNER

Nothing new to report.

MODOT UPDATE -- DISTRICT 7, ERIC KELLSTADT

Nothing new to report. Eric also presented the "Safe and Sound Program." This program is designed to repair or replace 800 bridges by 2012. He noted that approximately 10,200 bridges are on system inventory in MO and that of these, 2,092 are deficient. MoDOT is considering mainly condition 3 and 4 bridges for this program. Some counties that don't have any 3 or 4 condition bridges prompt MoDOT to include some condition 5 bridges, but these are few. Nancy Edson: If additional bridges need work, who do we contact? Eric: contact your district, in this case Dawne Gardner. Per Dawne, the state does inspections every two years. Robert Walster asked about Honey Creek Bridge in Lawrence County. Eric replied that he would get back with him after he had had a chance to do some research. Eric continued with his presentation to say that just because a bridge is one-lane it didn't necessarily make the list; it is a study primarily of bridge condition. Also, no bridges longer than 1,000 feet are included on the list of bridges. The program is going to be done by a design and build method. One firm will do the engineering, consulting, and the building/repairs. This will potentially be an international

firm. It is estimated that this will save 50 cents on the dollar. Potential cost will be 400 million to 600 million dollars. Payment will be after construction is complete, so the firm must come up with the money beforehand. There will be a 25 year perpetuity agreement. Some of the bridges will have to be completely replaced, while others will just have to be improved. The rating system goes from 9 (the best) down to 1 (the worst). A rating of 2 or 1 are bridges that are closed. This will involve federal funds, so when a bridge is worked on it will have to meet federal standards. 11 million will come from rural taking care of the system, and 22.5 million from urban. Steve Collier asked if this just dealt with MoDOT bridges and Eric replied yes.

OATS-

No Report Given

LEGISLATIVE REPORT

Senator Bond's Office

No report given.

Senator Talent's Office—Chris Stone

Nothing new to add. Out of session until after the election cycle.

Congressman Blunt's Office

No Report Given.

MoDOT's Investment Goals—Dan Watts

Dan Watts explained that the TAC established its weightings for MoDOT's investment goals during the last needs process. He recommended that these same weightings be used because nothing has changed from MoDOT's perspective. It was asked for the TAC to approve the investment goal weightings as they are. Approved. *Fisk/Whitehurst*

Barry County Need Presentation—Phil Hutchins

Mr. Hutchins talked about the need associated with Y highway in Cassville. The Cassville school district is served by this highway. There are no shoulders/sidewalks and kids are walking to and from school near traffic. Mr. Hutchins passed out a picture which highlights the congestion on the road and just how close kids are to vehicles. This picture is on file at SMCOG.

Webster County Need Presentation—Stan Whitehurst, Nancy Edson, Deana Fishel

Mr. Whitehurst introduced his PowerPoint and explained what Webster hopes to accomplish with this presentation. US 60 and State Hwy VV is a major priority, high on Webster County's list. Steve Collier pointed out that this is a dangerous intersection as traffic flow is congested at times. They had a traffic study done by J Winn and found that in 2004 they had 24,339 vehicles per day on US60. Nancy Edson pointed out that considering a conservative 3% growth per year this is a huge volume of cars. This is a safety issue due to several factors. Short onramps create a restricted view of oncoming traffic; lack of turning lanes creates increased congestion. Also, there is a problem with having to wait through several signal cycles

when the intersection is congested. Approximately 660 school children pass through the intersection twice daily. This intersection also causes economic problems as patrons are unable to turn from State Hwy B west onto Cedar to access the Apple Market shopping center. Persons trying to exit businesses south of US 60 have difficulty regaining a position in traffic on north/south Hwy VV. Several solutions were also talked about including widening the intersection, creation of dedicated turn lanes, and possible closing of intersection in compliance of area-wide comprehensive plan.

Deana Fishel presented on some needs in the Marshfield area. She pointed out that 60 percent of Marshfield commutes out to I-44 and there is only one access point. Also, there were requests for 1,000 acres to be annexed into the city. She pointed out that there is a proposed new interchange at mile-marker 103 to alleviate some of the congestion. The problem is that there is a loop road needed for the interchange and there is an interchange needed for the loop road. It is a chicken and egg type of situation. She also presented on Hwy CC and Banning Street. This is a five point intersection and there is difficulty getting out. There is a high incidence of accidents with some fatalities. Also there is a need for a light at CC and Jefferson. She also said that at intersection of Hwy DD and Elm Street MoDOT has proposed a three way stop to slow traffic. Phil Hutchens asked Deana if Spur Drive was under contract and she replied that it is under contract with cost share and should begin in 2007. Stan Whitehurst asked that the 90 degree corner at State Hwy K (also known as the intersection of Division and Summit Streets) be considered for improvements. The PowerPoint presented by Webster County is on file at SMCOG.

Christian County Need Presentation—Danny Garbee

Hwy 194 and ZZ in Christian County, Republic is involved in this although may take 10 years to decide where this will go. Sight distance is a serious problem at this location. Moving 194 up to the crest of hill it would be a help to solve the problem. On Hwy PP from the west the visibility is terrible, can not see back to the north. Christian wants it to be put into the system to see what can or can't be done about it. Hwy 14 is too narrow all the way through. Nixa and Ozark are working to widen theirs. He asked the question: As project gets done do you keep widening as this gets completed? Billings has a light west of 14 and 60. Truck traffic has to run down 14 and it has no light and with trucks it is very hard to get out. This is in the system per Dawne Gardner. Danny asked when third lane construction goes in can there be a light? Dawne replied that would be looked at during the scoping process. Clever school is about 3yrs out from building on 14 hwy. They are growing and it is increasing flow on 14 highway. Need to look ahead to when the school is built. We will need a center turn lane on 14. Nancy Edson asked: Can you require the school to do that? Danny replied: not sure...this seems like something that the city of Clever can look at. MoDOT has not seen anything about a new school in Clever according to Dawne. MoDOT relies on the city to keep MoDOT in the loop on these issues. MoDOT wants to get these issues solved up front and wants to be involved in the planning issues. Checking on turning from businesses onto 60, need to check on a more precise location on this one. City of Sparta has a pedestrian crossing two blocks from school. In the fall they had a caution light but the bulb burned out on caution light. State took it down and they haven't seen the caution light again. Also maybe need some signage 300 or 400 feet ahead of this crossing.

Lawrence County Need Presentation—Robert Walster

Mr. Walster presented his county's needs as primarily safety concerns. The intersection at North Main and 174 has had 14 accidents in last 70 days. This is caused by increased congestion associated with 60 new homes and an industrial park. Also there is a new school proposal near this area. The state hospital has 400 employees and when shifts end, congestion is terrible. Al Moon asked if there was anyplace else for the school. Mr. Walster replied that the school owned the land there. Another need is H Hwy out of Freistatt. This Hwy carries truck traffic to Monett and intersects Hwy 37. There is a curve that is a noted problem. 4.2 miles from the bend there are low spots and water pools. Hydroplaning and ice are causing cars to go into the ditch. There is a need to bring up to grade so water won't pool and ice. He noted that the curve has been fixed. Mr. Walster noted that I44 and Hwy39 is a problem. People come in and can't get back out due to congestion problems. The city wants an outer road and wants help from the state to get this done. Mr. Walster noted that this is not really a safety issue, but he wanted to bring it up anyway. Another need is narrow bridge across Honey Creek on Hwy 39. There have been fatality accidents. Mr. Walster also noted that Eric Seifried wanted to but couldn't attend today's meeting. The largest concern for Mr. Seifried is the first one that Mr. Walster talked about, but he also has some needs in Verona and Marionville.

Phil Hutchins noted that Hwy 174 has been on the list for years, and that Main Street is not a state route. He noted that this is a new need in addition to the need at 174 and 39. Mr. Walster reiterated that the need is where 174 intersects Main Street. He noted that people are trying to exit to quickly to the east on 174.

Other Business:

Bill Monday asked if there is a policy that directs a school district to get with MoDOT early in phases of land purchasing. He noted that districts treat it like...if they build it, MoDOT will come. Nancy Edson wondered about the differences between a private developer and MoDOT in having to obtain permits etc. Dawne Gardner commented that there is no policy that says school districts or boards have to approach MoDOT beforehand. Mr. Monday commented that it appears almost that safety is not an issue. Howard Fisk asked if this a legislative issue. It was commented that schools all over Springfield do not have to deal with MoDOT. School districts don't necessarily have to come to city to get a permit due to being a non taxable entity. Stan Whitehurst commented that every one of those (school) buildings had to be built with some sort of bonding, and that the legislature could tie this to bonding authority.

Eric Kellstadt asked that comments regarding the "800 bridges" program be funneled through the TAC and SMOG.

Motion to Adjourn—Fisk/Hutchens