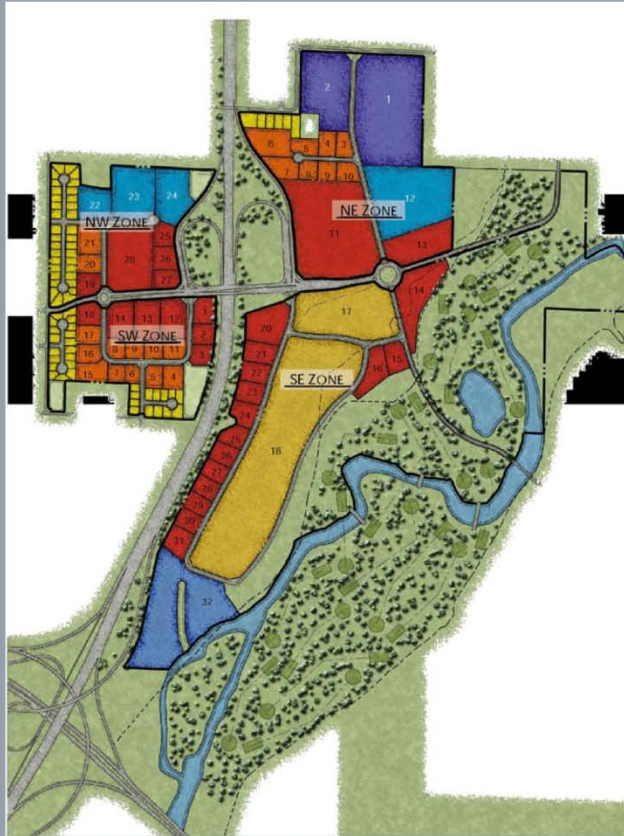


Public improvements, how approved after adoption of major street plan.

89.460. Upon adoption of a major street plan and subdivision regulations, the municipality shall not accept, lay out, open, improve, grade, pave or light any street, lay or authorize the laying of water mains, sewers, connections or other utilities in any street within the municipality unless the street has received the legal status of a public street prior to the adoption of a city plan; or unless the street corresponds in its location and lines with a street shown on a subdivision plat approved by the council or planning commission or on a street plan made by and adopted by the commission. The council may locate and construct or may accept any other street if the ordinance or other measure for the location and construction or for the acceptance is first submitted to the commission for its approval and approved by the commission or, if disapproved by the commission, is passed by the affirmative vote of not less than two-thirds of the entire membership of the council.

(L. 1963 p. 146 § 17)



60 / 65 DEVELOPMENT

TRAFFIC IMPACT STATEMENT PHASE I

January 2009

PREPARED FOR

60/65 Development
City of Springfield
Greene County
MoDOT

PREPARED BY

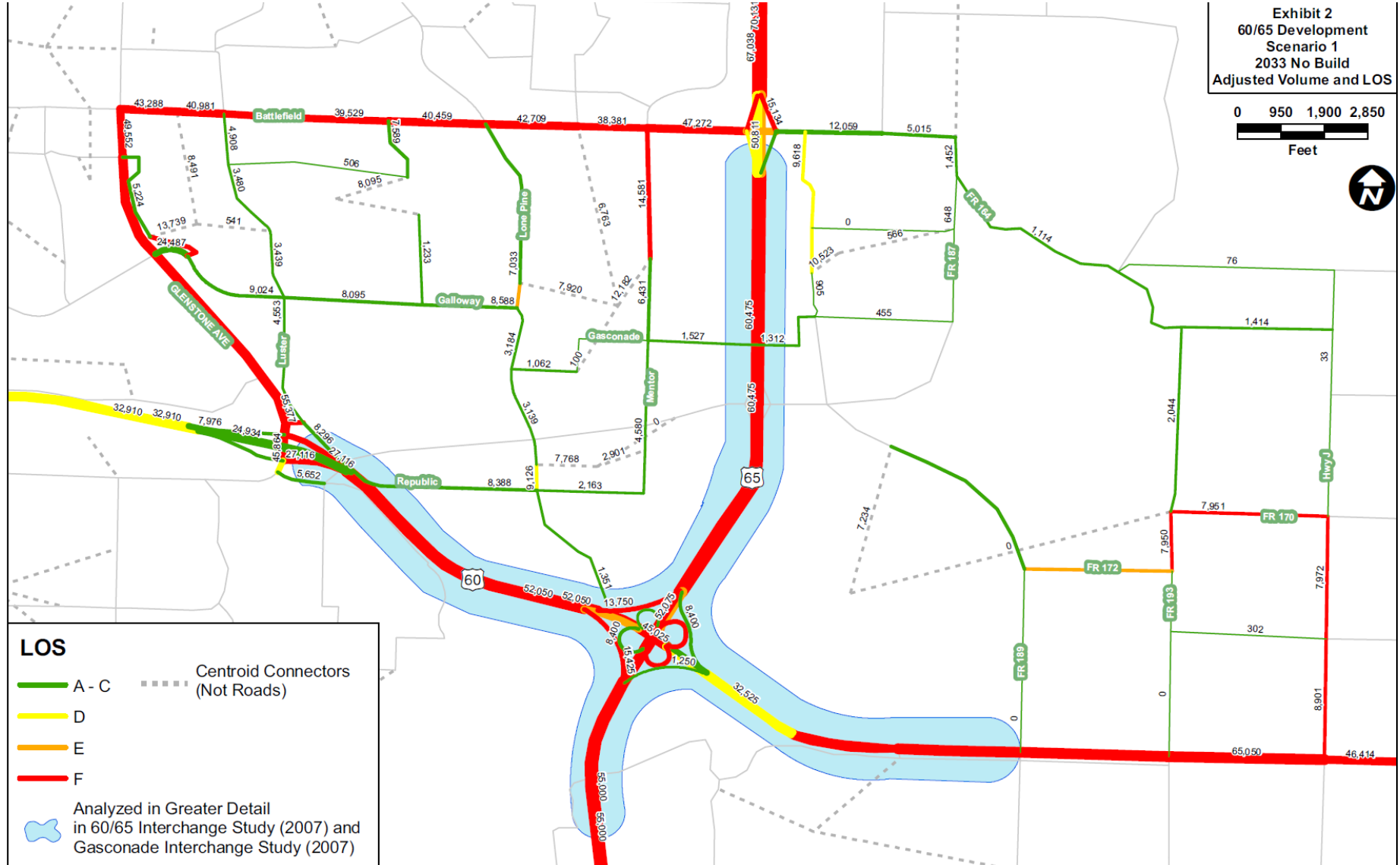
HNTB Corporation

Table 4: Assignment Summary

	Land Use and Roadway Network Inputs			
	US 65 north of US 60	US 60 west of US 65	Battlefield west of US 65	Glenstone North of US 60
Scenario 1				
Future No-Build Interchange without 60/65 Development	120,950	104,100	47,272	57,976
Scenario 2				
Future Interchange Build without 60/65 Development	117,751	96,005	39,693	54,074
Scenario 3				
Future Build Interchange with 60/65 Development	142,609	109,272	41,890	56,879

1 Local Street Construction is the addition of relocated and improved Republic arterial from Glenstone Ave. to US 65, west of US 65 and from US 65 to FR 187 east of US 65. In addition, a new north/south arterial extending FR 189 to cross Lake Springfield.

Exhibit 2 shows traffic volumes on the major highways of US 60 and US 65 as well as the major city arterials of Glenstone and Battlefield showing a significant growth in traffic from existing conditions. Traffic demand on the city arterials of Glenstone and Battlefield nearly double in 25 years. In addition, Greene county roads, such as Highway J, also see a substantial increase in traffic.



6.0 Conclusions

Based on the study methodology and analysis results presented above, the following conclusions are provided in this Phase 1 report. Phase 2 of the traffic study would evaluate the study results in more detail and provide recommendations for local and regional transportation improvements related to the proposed US 65 interchange and 60/65 Development.

- The 2033 Future No-Build scenario (Scenario 1) showed undesirable level of service and the potential for additional lane needs on US 65, US 60, Glenstone, Battlefield, and Highway J. More detailed operational analysis has already been completed on US 60 and US 65 for MoDOT.
- The future Build without new development scenario (Scenario 2) showed similar results to the No-Build with some areas of operational improvements, particularly on Highway J.
- The future Build with new development scenario (Scenario 3) shows some degradation and some operational improvements compared to the No-Build scenario. Additional freeway lane needs are anticipated when using capacities defined in the Roadway Geometrics and Daily Roadway Capacities table. With few exceptions, lane needs on local roadways are consistent with future No-Build lane needs.
- Phase 2 operational analysis should focus on the arterial roads that indicated capacity improvement needs as a result of the proposed US 65 interchange and the 60/65 Development. These arterials include: Glenstone, Battlefield and Highway J.