



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Electronic Mail Meeting Agenda  
Thursday, March 5, 2026, 9:00 a.m.**

Meeting can be viewed at:

<https://www.ozarkstransportation.org/our-resources/agendas-minutes/bod-e-meeting-03-05-2026>

Call to Order ..... 9:00 a.m.

- I. **Major Thoroughfare Plan Variance Request**..... **Tab 1**  
A variance is requested for the Major Thoroughfare Plan.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MAJOR THOROUGHFARE PLAN VARIANCE**

- II. **Adjournment**

*Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.*

*Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Knaut at (417) 865-3042 at least 24 hours ahead of the meeting.*

*If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.*

*OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see [www.ozarkstransportation.org/our-resources/civil-rights](http://www.ozarkstransportation.org/our-resources/civil-rights) or call (417) 865-3042.*

**TAB 1**

## BOARD OF DIRECTORS AGENDA 3/5/2026; ITEM I

### Major Thoroughfare Plan Variance Request

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

##### **AGENDA DESCRIPTION:**

At the request of the Ozark Special Road District, property owner Kyle Estes is asking for a variance to the driveway spacing design standards of the OTO Major Thoroughfare Plan. The Ozark Special Road District requested OTO review because it relies on OTO design standards and does not have its own formal variance process.

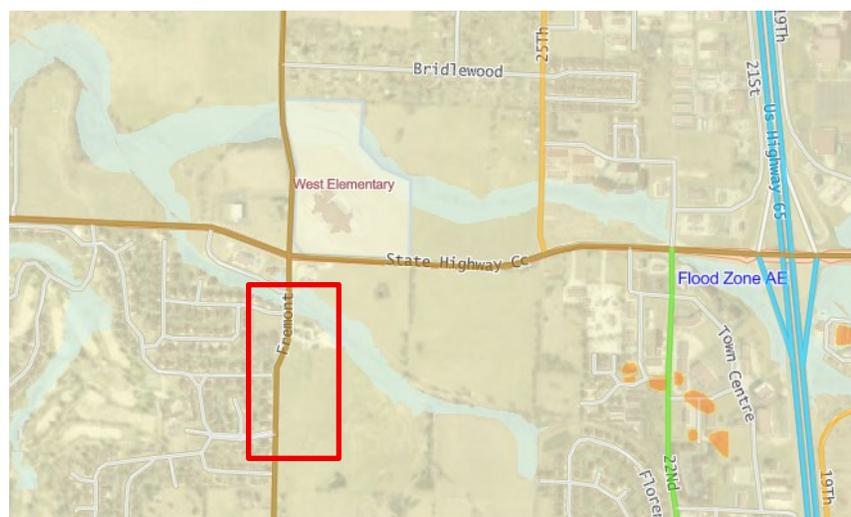
Roadway – Fremont, south of Route CC between Calabash and Fremont Hills Drive

MTP Classification – Primary Arterial

Commercial Driveway Spacing Requirements – 330 feet center-to-center

Request – To accommodate a safe sight distance, the property owner is requesting a driveway that would be placed 265 feet from the Fremont Hills entrance to the south, with spacing to the north beyond what is required (330 feet).

As stated in the included application – “Due to roadway constraints with sags and crests as well as a large S curve it is not possible to meet both the sight distance and driveway spacing requirements. Therefore, it has been determined that the driveway should meet sight distance requirements and request a variance for the driveway spacing.”



##### **TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

Discussion by the Technical Planning Committee at its regularly scheduled meeting on February 18, 2026, included:

- OTO does not issue driveway permits.
- OTO’s role is advisory regarding compliance with the Major Thoroughfare Plan.
- Final approval authority remains with the governing/permit agency.
- There was concern about precedent.
- Sight distance is a safety-critical engineering factor.

- Spacing is a policy-based standard intended to preserve long-term corridor function.
- When both cannot be met, prioritizing safety is reasonable.

**TPC Outcome:**

The Technical Planning Committee voted to recommend that the jurisdiction be granted authority to vary from the OTO spacing standard in this instance, with the understanding that the decision is subject to final approval by the governing agency and that accepted engineering practice and appropriate site plan review apply.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Major Thoroughfare Plan variance request.”

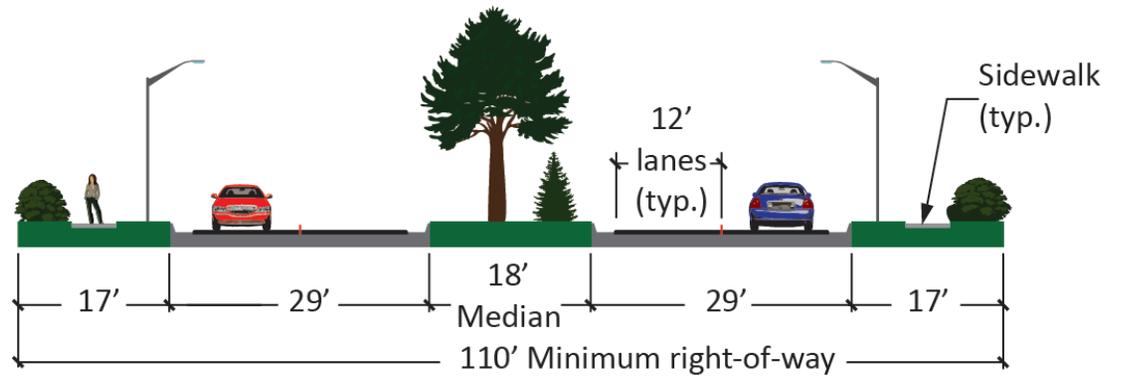
OR

“Move to grant the jurisdiction authority to vary from the OTO spacing standard, with final approval by the governing agency and that accepted engineering practice and appropriate site plan review apply.”

OR

“Move to...”

# Primary Arterial



\*Medians and shoulders provide options for landscaping where appropriate.  
 \*Utility and greenspace areas may switch locations if needed.  
 \*Utilities may be placed under sidewalks.

## Description

<b>Design Service Volume</b>	10,000 - 30,000
<b>Design Speed</b>	35 - 45 mph
<b>Traffic Flow/Access Priority</b>	70/30
<b>Facility Spacing</b>	1 - 2 miles
<b>Trip Length</b>	Between and through major activity centers (2 - 8 miles)

## Basics

<b>Minimum Right-of-Way</b>	110' plus intersection triangles
<b>Number of Lanes</b>	4 - 6
<b>Turning Lanes</b>	At intersections only
<b>Lane Width</b>	12' per lane
<b>Minimum Area Behind Curb</b>	17' used for sidewalks, utilities, and landscaping (where appropriate)
<b>Drainage/Shoulders</b>	Curb and gutter; shoulders permitted in rural areas (6' - 10')

## Access

<b>Median</b>	18'
<b>Median Breaks</b>	Allowed at signalized intersections only
<b>Directional Median Break Spacing</b>	660'
<b>Full Access Intersection Spacing</b>	1/4 mile
<b>Intersection</b>	Left and right turn lanes desired
<b>Residential Driveway Spacing</b>	No residential drives permitted
<b>Commercial Driveway Spacing</b>	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

## Multi-Modal

<b>On-Street Parking</b>	Not permitted
<b>Pedestrian Provisions</b>	4' - 5' (minimum) sidewalks on both sides
<b>Bicycle Provisions</b>	Bicycle facilities provided according to adopted bicycle plan
<b>Transit Provisions</b>	Scheduled stops every 1/4 mile (where transit service is provided)



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807  
417-865-3047

## Variance Request

### Major Thoroughfare Plan

#### Instructions

Please use this form to submit a variance request from the OTO Major Thoroughfare Plan. To better process your variance please fill out the form completely. Upon completion, save the document and email it to [staff@ozarkstransportation.org](mailto:staff@ozarkstransportation.org) or fax it to (417) 862-6013. Deviations from the OTO design standards and the major thoroughfare plan require review and recommendation by a special subcommittee of the OTO Technical Planning Committee. This recommendation is reviewed for approval by the OTO Board of Directors.

#### Application Information

**Date: 2-4-2026**

#### Contact Information

**Name: Kyle Estes**  
**Title: Owner**  
**Agency: Windmill Holdings LLC**  
**Street Address: 5176 N Fremont Road**  
  
**City/State/Zip: Nixa, MO 65714**  
**Email: [kyle@gstancer.com](mailto:kyle@gstancer.com)**  
**Phone: 417-649-4481**  
**Fax:**

#### Roadway Data

**Roadway Name: N Fremont Road**  
**Termini of Roadway**  
  
**From: Calabash St**  
**To: Fremont Hills Dr**  
**Length (miles): 0.19**  
**Number of Lanes: 2 Lanes**  
**Lane Width: 11 ft**

## Variance Requested and Justification

**Current Classification:**

Primary Arterial

**Requested Variance:**

Driveway spacing variance.

**Is the jurisdiction aware of this variance request?**     **YES**     **NO**

We met with OTO (Sara Fields and Natasha Longpine) and OSRD (Derrick Estell) on January 22<sup>nd</sup> to discuss the variance requests in person. Additionally, the Owner went to OSRD board meetings in November and December to discuss the variance request. It was determined at the OSRD board meeting that OTO would need to approve of the variance.

**Explain why the variance is requested:**

Due to roadway constraints with sags and crests as well as a large S curve it is not possible to meet both the sight distance and driveway spacing requirements. Therefore, it has been determined that the driveway should meet sight distance requirements and request a variance for the driveway spacing.

**Please describe the history causing need for the variance:**

No previous history. The property requesting access has historically (and currently) been used for agricultural purposes. Access to the farm fields previously came from the residential home directly north. That portion of the property has since been redeveloped to what is now known as Cassidy Station. Due to site constraints getting large trucks with trailers through Cassidy Station has become problematic. Additionally, when Cassidy Station hosts large holiday events such as the 4<sup>th</sup> of July and Christmas Market there is a safety need for a second ingress/egress point.

**What impacts would this variance have on future ability to comply with the OTO MTP?**

Beyond driveway spacing requirements, no additional impact is anticipated to comply with the OTO MTP.

**Additional information you would like to include.**

Attached is a conceptual showing the proposed location of the new access.

**Variance Process (minimum timeframe is 3 months)**

- 1. Request.** Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
- 2. Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request.

**Ozarks Transportation Organization Contact Information**

If you have questions or need help regarding this application, please contact us:

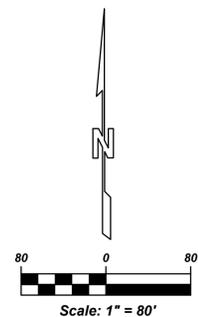
**Natasha L. Longpine, AICP**

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101  
Springfield, MO 65807



2.2.3. Street Design Standards, (Refer to **Ozark Transportation Organization** standards for additional details.)

	PRIMARY ARTERIAL	SECONDARY ARTERIAL	PRIMARY COLLECTOR*	RESIDENTIAL COLLECTOR	RESIDENTIAL /LOCAL
Minimum Right-of-way Width (ft)	110	80	65	55 or 60**	50
Street Width (BOC-BOC in ft)	29 Ea Side	41 or 46**	29 or 35**	29 or 35**	29
Median Width (ft)	18'	NA	NA	NA	NA
Minimum Pavement Depth (Asphaltic Concrete) inches	***	***	See standard details	See standard details	See standard details
Design Volume (VPD) Range	10,000-30,000	6,000-20,000	1,500-8,000	800-1,500	Less than 800
****Design Speed (MPH)	35-45	30-35	30	25	25
Maximum Grade	6%	6%	8%	10%	12%
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%
Curb Return Radius	***	50'	30'	25'	25'
Minimum Radii, Horizontal Curves	***	600'	400'	300'	175'
Max. Superelevation*****	***	0.04	0.03	0.02	0.02
Vertical Curves, K Values; Crest	***	80	60	40	20
***** Sag	***	70	60	50	30
Min. Safe Stopping Sight Distance (ft)	***	325	250	200	150
Min. Safe Stopping Distance At Intersection (ft)	***	500	450	300	250
Minimum Spacing for Non-Signalized Intersections, Centerline to Centerline	1/4 Mile	660 feet	660 feet	300 feet	300 feet
Minimum Distance Private Driveway Curb Cut Spacing, Centerline to Centerline in feet	330 Right in & Right Out Commercial Only	210 Commercial Only	160 Commercial Only	Ref. Paragraph 2.2.22.A.2	Ref. Paragraph 2.2.22.A.2
Minimum Distance from Intersection of cross street ROW to edge of driveway curb cut in feet	250	200	150	25	25
***** Sidewalk width (ft)	5' Min.	5' Min.	5' Min.	5' Min.	5' Min.
Parking Permitted	No	No	No	One Side	One Side
Storm Sewers	Yes	Yes	Yes	Yes	Yes
Curb & Gutter	Barrier	Barrier	Barrier	Barrier	Barrier
Number of lanes	4 to 6	2 to 3	2	2	2

\* Also applicable to commercial streets. Commercial streets may require additional width for on-street parking.  
 \*\* Increased width if bicycle route is included.  
 \*\*\* To be individually designed and approved.  
 \*\*\*\* Design Speed criteria for horizontal and vertical alignment should meet the requirements of the current edition of "A Policy on Geometric Design of Highways and Streets, AASHTO".  
 \*\*\*\*\* Minimum length of superelevation runoff = 100'.  
 \*\*\*\*\* Length of vertical curves, (L) = KA with K from table above and A = algebraic difference in grades.  
 \*\*\*\*\* Installed as per the requirements indicated in the latest version of the Code of Ordinances of the City.

2.2.4. Off-Center Street Intersections. Off-center street intersections shall be separated by a minimum centerline to centerline dimension of **three hundred** feet.



No.: \_\_\_\_\_ Revision: \_\_\_\_\_ Date: \_\_\_\_\_

Prepared by:  
**CJW**  
 CJW Transportation Consultants, L.L.C.  
 5051 S. National Suite 7A Springfield, MO 65810 Tel: 417.889.3400 Fax: 417.889.3402  
 www.GoCJW.com

OSZARK SPECIAL ROAD DISTRICT  
 CHRISTIAN COUNTY, MISSOURI  
**ENTRANCE PLAN**  
 FREMONT ROAD  
**SIGHT DISTANCE AND ENTRANCE SPACING**

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DIRECTOR OF PUBLIC WORKS

SURVEYED BY: CJW	DESIGN: CJW	SCALES: HOR: 1"=80'	SHEET: C2
FIELD BK.: CJW	DRAWN: CJW	VERT: N.A.	OF 3 SHEETS
LEVEL BK.: CJW	CHECKED: CJW		FILE NO.