

# **Ozarks Transportation Organization**



**July 27, 2009**

## **Technical Committee Meeting**

Plaster Student Union, Room 315

Missouri State University

1:30-3:30 PM

**Technical Committee Meeting Agenda, July 27, 2009**  
**Missouri State University Plaster Student Union Room 315 (Third Floor)**

**Call to Order..... 1:30 PM**

**I.     Administration**

**A.     Introductions**

**B.     Approval of Technical Committee Meeting Agenda**  
(2 minutes/Price)

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE  
AGENDA**

**C.     Approval of the May 20, 2009 Meeting and June 5, 2009 E-meeting Minutes ..... Tab 1**

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE  
MEETING MINUTES**

**D.     Public Comment Period**  
(3 minutes/Price)

Individuals requesting to speak are requested to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to three minutes to address the Technical Committee.

**E.     Executive Director's Report**  
(3 minutes/Conklin)

Tim Conklin will provide a review of the Ozarks Transportation Organization (OTO) staff activities since the May 20, 2009 Technical Committee meeting.

**F.     Bicycle and Pedestrian Advisory Committee Report**  
(1 minute/Longpine)  
Staff will provide a review of BPAC's current activities.

**II.    Unfinished Business**

**A.     City of Springfield Major Thoroughfare Plan Amendments ..... Tab 2**  
(5 minutes/Conklin)

The City of Springfield has proposed several amendments to the OTO Major Thoroughfare Plan which includes the realignment and extension of a new Primary Arterial from Republic Road south of U.S. 60 to Farm Road 170.

**TECHNICAL COMMITTEE ACTION REQUESTED – THIS ITEM WAS TABLED  
AT THE LAST MEETING**

### **III. New Business**

**A. OTO Major Thoroughfare Plan Amendment Process ..... Tab 3**  
(5 minutes, Conklin)

OTO staff would like to discuss a draft policy on amending the Major Thoroughfare Plan (MTP) to include multi-jurisdictional coordination on amendments to adopted County and City Major Street Plans.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE DRAFT  
POLICY ON AMENDMENTS TO THE MAJOR THOROUGHFARE PLAN**

**B. Update and Presentation of Potential TIGER Grant Application Projects**  
(5 Minutes, Conklin)

OTO staff would encourage member jurisdictions to discuss potential projects that will need to be considered by the TPC and OTO Board of Directors for TIP amendments and/or certification by OTO.

**INFORMATIONAL ONLY – NO ACTION REQUIRED**

**C. Journey 2030 Long Range Transportation Plan Amendment City of Republic..... Tab 4**  
(Conklin, 5 minutes)

The City of Republic has requested to add the State Highway ZZ/MM/B/266 Corridor as a High Priority Project in OTO Long Range Transportation Plan.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE LONG  
RANGE TRANSPORTATION PLAN AMENDMENT**

**D. Amendment Number Eight to the FY 2009-2012 Transportation Improvement  
Program..... Tab 5**  
(5 minutes/Edwards)

The City of Ozark is requesting the following two (2) TIP amendments:

**City of Ozark Transportation Plan FY 2009-2012 Administrative TIP Amendment.** The City of Ozark has requested an administrative TIP amendment to add STP-Urban and local funding to the already programmed ARRA funding in order to prepare a Citywide Transportation Plan. The Citywide Transportation Plan will provide for preliminary scoping and cost estimates. The overall project funding is being increased from \$40,000 to \$50,000.

**City of Ozark 3<sup>rd</sup> Street Traffic Study FY 2009-2012 Administrative TIP Amendment.** The City of Ozark has requested a TIP amendment to decrease the STP-Urban and local funding of the planning study to analyze traffic on 3<sup>rd</sup> Street from Jackson to Church. The funding is being decreased from \$33,188 to \$20,000.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE TIP  
AMENDMENT NUMBER EIGHT**

**E. Approval of the FY 2010-2013 Transportation Improvement Program ..... Tab 6**  
(10 Minutes/Edwards)

OTO is requesting the Technical Planning Committee to review the proposed FY 2010-2013 Transportation Improvement Program (TIP) The TIP document is available online and changes submitted to staff are included in the packet.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE FY 2010-2013 TIP**

**F. Member Jurisdiction ARRA Project Update ..... Tab 7**  
(5 minutes/Conklin)

OTO is requesting each member jurisdiction that received ARA funding to update the Technical Planning Committee on the status of their ARRA funded projects that are required to be obligated by September 30, 2009 pursuant to the adopted "OTO Reasonable Progress Policy".

**IV. Other Business**

**A. Technical Committee Member Announcements**

(5 minutes/Technical Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Committee members.

**B. Transportation Issues For Technical Committee Member Review**

(5 minutes/Technical Committee Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Technical Committee.

**V. Adjournment**

Targeted for 2:30 P.M. Next Technical Committee meeting scheduled for Wednesday, September 16, 2009 at 1:30 PM at the Missouri State University Plaster Student Union.

**Attachments and Enclosure**

Pc: Jim O'Neal, OTO Chair, City of Springfield Mayor  
Marc Thornsberry, City of Springfield Mayor's Designee  
Stacy Burks, Senator Bond's Office  
David Rauch, Senator McCaskill's Office  
Steve McIntosh, Congressmen Blunt's Office  
Area News Media



# Tab 1

## MEETING MINUTES

Attached for Technical Committee member review are the minutes from the May 20, 2009 Technical Committee Meeting as well as the minutes from the June 5, 2009 electronic meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

**TECHNICAL COMMITTEE ACTION REQUESTED:** To make any necessary corrections to the minutes and then approve the minutes for public review.

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
May 20, 2009**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3<sup>rd</sup> Floor, Room 315).

The following members were present:

Mr. Harry Price, City of Springfield (Chair)	Mr. Eric Bernskoetter, MoDOT
Mr. Steve Childers, City of Ozark	Mr. Earl Newman, City of Springfield
Mr. Randall Brown, City of Willard (a)	Mr. Shawn Schroeder, Airport
Mr. Gary Snavelly, MSU	Mr. Bill Robinett, MoDOT
Ms. Carol Cruise, City Utilities	Mr. King Coltrin, City of Strafford
Mr. Frank Miller, MoDOT	Mr. Bob Atchley, Christian Co. Planning & Zoning
Mr. Roger Howard, BNSF	Ms. Ann Razer, City of Springfield (a)
Mr. David Brock, City of Republic	Mr. Rick Hess, City of Battlefield (a)
Mr. David Bishop, R-12 Schools	Mr. Joel Keller, Greene Co. Planning Dept (a)
Mr. Brian Bingle, City of Nixa	Ms. Dawne Gardner, MoDOT
Mr. Kevin Lambeth, City of Battlefield	Mr. Duffy Mooney, Greene Co. Highway Dept
Mr. Dan Smith, Greene Co. Highway Dept	

*(a) Denotes alternate given voting privileges as a substitute for voting member not present*

The following members were not present:

Mr. Jim Dow, Springfield R-12 Schools (a)	Mr. Andy Mueller, MoDOT
Mr. Mark Schenkelberg, FAA	Mr. Ralph Rognstad, City of Springfield
Mr. Bradley McMahon, FHWA	Mr. Daniel Nguyen, FTA (a)
Mr. Kent Morris, Greene Co. Planning Dept	Ms. Diane Gallion, City Utilities (a)
Ms. Diane May, SMOG	Mr. Mike Giles, City of Springfield (a)
Mr. Paul Hood, City of Willard	Mr. Terry Whaley, Ozark Greenways
Mr. Mokhtee Ahmad, FTA	Mr. Mike Tettamble, Jr., O & S Trucking
Mr. Dan Watts, SMOG	Mr. Ron Effland, MoDOT (a)
Mr. Mark Roy, Airport (a)	Mr. Ryan Mooney, Chamber of Commerce
Mr. David Hutchison, City of Springfield (a)	Mr. Rick Artman, Greene Co. Highway Dept (a)

Others present were: Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. Chris Stueve, and Mr. Tim Conklin of Ozarks Transportation Organization; Mr. Steve McIntosh, Congressman Blunt's Office; Mr. David Rauch, Senator Claire McCaskill's Office; and Ms. Stacy L. Burks, Senator Bond's Office.

Mr. Price called the May 20, 2009 Technical Planning Committee Meeting to order at 1:35 PM.

## **I. Administration**

### **A. Introductions**

### **B. Approval of Technical Committee Meeting Agenda**

Ms. Cruise motioned to approve the agenda as presented. Mr. Newman seconded, and the motion was carried unanimously.

#### **Approval of the March 18, 2009 regular meeting, April 8, 2009 E-meeting and April 24, 2009 E-meeting minutes**

Mr. Miller presented a change on page five of the March 18 Minutes, in the fifth paragraph down, as to the amount of stimulus money. The minutes state that the amount going out is listed as \$20.5 million, but the amount that OTO will receive over all is \$22.5 million.

Mr. Newman motioned to approve the corrected minutes as presented. Ms. Cruise seconded and the minutes were adopted unanimously.

### **C. Public Comment Period**

None

### **D. Executive Director's Report**

Mr. Conklin thanked the Technical Committee for participating in the two scheduled e-meetings. A lot of emails are received when the members hit reply to all, but it is necessary to meet the Sunshine Law requirements.

The FY 2010 UPWP has been approved by the Board of Directors, MoDOT and FHWA. The City of Springfield employees, Ms. Edwards and Ms. Longpine that are on Contract with OTO, will become OTO employees effective July 1, 2009. OTO will no longer be contracting for FTE's through the City of Springfield. OTO will contract for services with the City of Springfield for specific tasks. The FY2010 Contract with City of Springfield will be on the City of Springfield Council Agenda on June 1<sup>st</sup> and June 15<sup>th</sup>.

Mr. Conklin thanked MoDOT for assisting OTO in filling out six high priority project forms for Congressman Blunt's Office. OTO staff utilized the OTO Priority Projects of Regional Significance to submit those forms along with a project request for City Utilities' new buses. Those projects include U.S. 60, U.S. 65, north U.S. 160 and south U.S. 160.

Over the past few days, more information regarding the ARRA Discretionary Grant Program's \$1.5 billion in funding has become available. The Federal Register Notice has been handed out to the members. The deadline for those grants is September 15<sup>th</sup> and OTO staff will take comments on this proposed criterion guidance before June 1<sup>st</sup>.

If members have questions and as OTO finds out more information about this \$1.5 billion dollars, that information will be shared. There is a link on the OTO website to the FHWA website where there is more information.

MoDOT District 8 will be hosting a mandatory workshop for all agencies and their consultants that are receiving ARRA funding for local projects. The workshop will take place on May 28<sup>th</sup> at the District Office.

All local agencies will need to apply for a DUNS Number. MoDOT should have been contacting the member jurisdictions already with regards to getting those numbers. With this meeting all of the ARRA Enhancement and STP Urban Funding will be programmed in the TIP, and approved at the June 18, 2009 Board of Directors Meeting.

Mr. Conklin thanked everyone for working together to identify projects that meet deadline criteria. The projects selected are a great accomplishment of the OTO region. Included in this agenda is a sheet that shows all the stimulus money, the projects that have been selected that have already been approved on the agenda, including the OTO funding, MoDOT funding, and the Local Match Funding. It is important to note that with the local funding, the ARRA project funding totals almost \$58 million dollars in the OTO area.

OTO Board of Directors adopted a Reasonable Progress Policy on April 16, 2009. This was approved by the Technical Planning Committee at the March meeting. It will be discussed briefly, since this is critical that those jurisdictions utilizing meet the deadline. OTO had a deadline to get the member jurisdictions projects on this agenda which was May 4<sup>th</sup>. On June 18<sup>th</sup>, the Board of Directors will approve the remaining use of that funding. By July 1<sup>st</sup>, the Programming Data Forms should be submitted to MoDOT. By July 30<sup>th</sup>, Program Agreements should have been signed by local agencies and returned to MoDOT. By August 30<sup>th</sup>, the Final Engineering Services agreement of the plans specification and estimates need to be submitted to MoDOT. By September 30<sup>th</sup>, the money needs to be obligated. If it is not, OTO has set up procedures so that if any of these benchmarks are not met, the Board of Directors and look at how to spend the money within the OTO area. Ms. Sara Edwards or OTO Staff can assist members if more information on the Regional Progress Policy is needed.

The Board of Directors has asked that the OTO staff look at the Enhancements Funding Criteria that is utilized. OTO Staff will be working on that and bringing it to the Technical Planning Committee and to the Board of Directors in the next few months. Staff did attend the National American Planning Association Conference in Minneapolis. Staff will continue to update the members of any additional ARRA funding requirements. After this meeting, the TIP Subcommittee will meet. It is critical that OTO understand when the projects are proposed to be obligated and in what year.

Projects need to be shown correctly and there are quite a few who have participated in the past e-meetings to get the actual projects programmed in the correct year. In the future, projects and dollar amounts need to be shown correctly in the TIP.

#### **E. Bicycle and Pedestrian Advisory Committee Report**

Ms. Longpine stated there are two items that the Bicycle and Pedestrian Advisory Committee are currently working on. One is the current Bike Pedestrian Plan, and the Bicycle and Pedestrian Advisory Committee would like to have a list of projects. These projects are meant to provide an awareness of what the needs are in the area. There is a form handed out at this meeting that includes the letter that was sent out to the Bicycle and Pedestrian Committee and a form to provide needed information relating to the seven different categories.

The committee is looking to have that back by June 5<sup>th</sup>. The committee is asking that everyone work together in their communities to come up with one list. The second thing that the committee is working on is a kind of Best Practices Guide of Bicycle Friendly Streets. There is a form also attached to that packet that contains a nomination form with information. The committee would like to highlight the success stories in the OTO area and use the stories as a guide for future practices.

## **II. New Business**

#### **A. Amendment Number Seven to the FY 2009-2012 Transportation Improvement Program**

Ms. Edwards updated the Technical Committee on the process of numbering the TIP amendments. This is the seventh TIP amendment OTO has processed this year and there are nine specific amendment changes within the overall amendment.

##### **City of Battlefield Cloverdale Sidewalk FY 2009-2012 TIP Amendment**

The City of Battlefield is requesting to utilize ARRA funding to construct sidewalks along Cloverdale Street near the Wilson's Creek Middle School. They are utilizing all of their suballocated ARRA Funding on that project. In the amount of \$73,797.30 and it is 100 percent funding so there is no local match on that.

##### **Safe Routes Safety and Education Initiative Phase II FY 2009-2012 TIP Amendment**

An amendment is being requested to add an enhancement project in the amount of \$91,250 for Ozark Greenways to provide safety and awareness for bicycle and pedestrian commuters within the OTO area. Where Ozark Greenways is getting the funding is from 2008 OTO allocated Enhancement funding to the City of Battlefield, in the amount of \$73,000 dollars. The City of Battlefield is requesting to relinquish that money. Instead the City of Battlefield is using their ARRA money for a sidewalk project. The \$73,000 will go back into the pot.

What had been discussed at the March 20<sup>th</sup> Enhancement meeting is that the Ozark Greenways project would be OTO's next priority project because of the speed that Ozark Greenways could spend the money, since it is not an infrastructure project.

The end is near for the transportation bill that expires on September 30. It is very important that OTO go ahead and spend all of the region's Enhancement money. The Enhancement Subcommittee decided at the meeting to recommend that if there were any Enhancement funds left over then they would go to this project. Since this is 80/20 money, Mr. Whaley will be required to match the funds, bringing the overall project to \$91,250.

**Ozark Greenways Bicycle and Pedestrian Planning and Education FY 2009-2012 TIP Amendment**

A TIP amendment is proposed to utilize Springfield and Greene County STP-Urban funding to fund salaries for transportation planning and educational activities related to bicycle & pedestrian facilities and programs conducted by Ozark Greenways.

Each the City and Greene County are proposing \$20,000 in STP Funds and Ozark Greenways is matching that amount. The total project cost is \$50,000 with \$20,000 from the City of Springfield, \$20,000 from the County, and \$10,000 from Ozark Greenways for salaries.

**Kansas & Evergreen FY 2009-2012 TIP Amendment**

An administrative TIP amendment is proposed to change the program year of the project from FY07 to FY09.

This is an intersection improvement project that was programmed back in 2007, and now due to different interpretations of the guidelines, it has to be in the current TIP to be obligated. OTO is proposing to move it into the current TIP.

**Route 66 Scenic Byway Corridor Management Plan FY 2009-2012 TIP Amendment**

An administrative TIP amendment is proposed to change the program year of the project from FY08 to FY09.

The same interpretation of guidelines requires the OTO to move the Route 66 amendment to the current TIP to obligate the money.

**Route 66 Scenic Byway Corridor Management Plan FY 2009-2012 TIP Amendment**

An administrative TIP amendment is proposed to change the program year of the project from FY08 to FY09.

This amendment should read "Route 66 Scenic Byway Signage", which also is programmed in 2008, and should be in 2009. This is in the agenda under MPO Wide Operations and Maintenance, listed as a separate project so the TPC members can look at that as well.

### **ITS Management and Operations FY 2009-2010 TIP Amendment**

An administrative TIP amendment is proposed for ITS Management and Operations. The request is to adjust the MoDOT and Federal Highway Administration funding to reflect revised estimates.

OTO is calling the amendment administrative because the change in funding is not more than twenty five percent.

### **On Call Work Zone Enforcement FY 2009-2010 TIP Amendment**

An administrative TIP amendment is proposed for On Call Work Zone Enforcement. The request is to adjust the MoDOT and Federal Highway Administration funding to reflect revised estimates.

This funding change is not more than twenty five percent of the overall cost, so it is administrative.

### **US 160/State Highway 14 Intersection FY 2009-2012 TIP Amendment**

An administrative TIP amendment is proposed to change the funding amounts and sources for the engineering and design of the US 160 and State Highway 14 intersection improvement project.

There was a typo. Instead of calling MoDOT the funding source, it instead needs to read "Local Funding." MoDOT requested that OTO add five thousand dollars to the project for the in-house design review that will need to be completed.

Mr. Miller asked how much money is needed on advance construction. Ms. Edwards asked if it should be shown now or just in the new TIP. Mr. Miller asked Mr. Bernskoetter about the new TIP. Mr. Bernskoetter asked when it will need to move forward. Ms. Edwards mentioned it needs to move forward on October 1, 2009. The advance construction is listed a separate project in the TIP, effective October 1. Mr. Bernskoetter asked if anything will happen on this project prior to October 1, 2009. Mr. Miller stated that it will be in the FY 2009-2012 TIP. Ms. Edwards asked if the FY 09 funds were advance construction. Mr. Miller stated that they are all advance construction. The funds will be transferred in July. Mr. Bernskoetter stated that will need to be reflected to show that it is advance construction now rather than wait until October. Mr. Miller asked if at this point a note could be added to say that the advance construction would be reimbursed up to \$14,000 by FHWA. Mr. Bernskoetter stated that this should be alright. This would be the first time that the construction actually is shown in the TIP. It should be noted in this TIP, because Federal Highway will question it when they review it.

Mr. Newman motioned to approve the TIP amendment number seven. Mr. Bishop seconded, and it the amendment was carried unanimously.



**B. STP-Urban Transfer from Battlefield to Greene County**

Mr. Conklin stated that the City of Battlefield has requested to transfer \$20,000 in STP-Urban funds to Greene County.

The transfer will reimburse Greene County and the County will use these funds on another project within the MPO. This request has been approved by the City of Battlefield. The OTO By-Laws require a 75 percent vote of the member jurisdictions approving the transfer of funds from the City of Battlefield to Greene County. OTO is asking the Technical Committee to make a recommendation to the Board of Directors to transfer the \$20,000 STP-Urban funds from the City of Battlefield to Greene County.

Mr. Lambeth made the motion to recommend the transfer to the Board of Directors. Mr. Newman seconded and the recommendation was carried unanimously.

**C. OTO Major Thoroughfare Plan Amendments**

Mr. Conklin stated that the City of Springfield has proposed several amendments to the OTO Major Thoroughfare Plan which includes the realignment and extension of a new Primary Arterial from Republic Road west of U.S. 60 to Farm Road 170.

The amendment will provide greater connectivity to a property west and east of U.S. 60 & U.S. 65 and will increase the intersection and separation between U.S. 60 and the Glenstone Avenue Interchange. There are several collector street realignments that are proposed. The existing east/west collector has been replaced with a new primary arterial next to Farm Road 170. Minor modifications have been made to the collector street adjacent to the James River.

The extension of Republic Road would cross U.S. 65 and James River. Any future U.S. 65 interchange with the proposed Primary Arterial would have to be approved by MoDOT. When the extension of Republic Road is stated, it has not been named as Republic Road. On the map in the Packet, the proposed alignment is a bold line, next to the changes on the existing Major Thoroughfare Plan.

Mr. Howard stated that looking at the alignment along Farm Road 170, it is difficult to determine with all the dots and lines on the page exactly where the alignment is within this undeveloped property that is now subject to the City Planning and Zoning discussion that is on the table. It is a point of some contention and some antagonism to the folks that live in that area. In 2002 the City sought through the MPO to develop the Southeast Development Study. Many folks and organizations, who are still involved with the TPC, participated in the lengthy study which involved County, City, State, and Federal stakeholders.

Many others, including neighbors, met and selected a preferred alignment that met with the connection through this undeveloped property. That is the alignment that is being shown by a proposed developer now and it does not conform to what has been recommended in the Southeast Development Study, as subsequently approved by the MPO.

It appears that this proposal does not conform to the preferred alignment of the Southeast Development Study that was adopted in 2002. This has been brought up to make the Board aware of possible controversy. The MPO might not be following this previous line of discussion. The South East Development Study was put out at the urging of Mr. Fred May at that particular time, to give guidance to property owners in that particular area as to, what the future land use would be, what the routing of traffic would be and so forth. There is some concern, considering the fact that it is still under discussion within zoning and the City, on property that does not yet belong to the City.

Mr. Price asked if anyone wanted to start the discussion on Mr. Howard's concern.

Mr. Newman stated that when the City puts lines on maps it always concerns folks because somebody is going to say "that is my home." There are no homes shown but the proximity would say to somebody that the alignment is close to some existing homes. The meaning behind a line of the map is dependent on the stage of planning or engineering for a project. What this is intending to do, just as the OTO assumes with all of the Major Thoroughfare Plan Routes, that there is a way from A to B. There can be a dozen different ways that the route could actually follow here, and as in the Southeast Springfield Study. That was not a detailed study. The final routing that would be approved would come out of the specifics of the zoning case itself.

The opinion is that it is important now that the City has received a note of approval from MoDOT that they will have a favorable look on an interchange in this vicinity on U.S. 65 if there is a route that will serve that interchange. If it is going to be there, then it has got to meet certain criteria. The MPO has to at least look at the possibility of a routing from U.S. 65 back into Springfield. The City does not feel that it is too far off from where that line would go. On the other hand the County has a study that is looking at three different alignments on that side. Ultimately it is agreed that the routing of this major arterial will go to Farm Road 170.

The City is trying to convey that there is a need for this as determined in these studies, and that there is a possibility of a point of access. It is important for the MPO to recognize the need to extend the route across the southeastern part of the City and to show intent for the road to go there. On the other hand there are several steps that have to be gone through before anyone should be too concerned. Most of the concern should be directed towards the specifics of the zoning case and not the fact that the MPO has put on the Major Thoroughfare Plan the intent of connecting the dot.

Mr. Howard stated that Mr. Newman makes an interesting point. Because the folks in Planning and Zoning say that is not their job to determine that. They basically say exactly what Mr. Newman says, that it is a line on the map and it is the responsibility of the County. It is the responsibility of the City and ultimately all the traffic planning falls to the jurisdiction of the OTO which is now trying to indicate some guidance here to these other agencies, who say they do not have the deciding factor in it.

The feeling is that those who work day in and day out dealing with government do not always look at it from the perspective of property owners of an area and try to appreciate their frustration of going many months through study of the Southeast Development Study and participating in hours and hours of meetings. After going through four different alternatives for routing and to have that study recommend a preferred routing alternative, specifically in the study. Then to have it come back and to say that does not mean anything that the MPO is just going to put a line on a map.

The possibility is setting up a precedent, setting up an understanding that various entities have to deal with. It increases the people's frustration. A lot of individuals do not know how the process works. They look at the process posing a burden on their time and efforts to get the public officials to listen to them. Then, when they think they have an understanding of how things are going move, they find that is not the case. Someone puts a line on a map. The issue is being raised from that perspective, for all too often planners look at this from a strictly planning perspective. The MPO is dealing with people's investments and plans that they have made based upon a Study that was approved by the OTO and preferred by the OTO. And a study that appears on the City's website as guidance to these people. The purpose of the Study was to examine how to develop the property and use it. It was a guiding document and now the OTO is just disregarding it. It is not even referenced.

Mr. Price asked if Mr. Howard could explain the difference between this line and the preferred line on the map of the Southeast Study.

Mr. Howard stated that this alignment goes more southerly to connect to Farm Road 170. The preferred alternative goes more to the north, basically following the utility easement, along the northern part of where all these properties were built.

Mr. Price asked if it crosses U.S. 65 at the same spot or different spot.

Mr. Howard stated that the crossing of U.S. 65 is not the issue, it is the alignment with the new proposed road into the development. It is from that point east, there is no concern about the connection with Farm Road 170, and it is how one gets to that point on Farm Road 170 as the road crosses the James River. The line that has been put on the map by the property owners and is under consideration by Planning & Zoning has chosen the southerly alignment. That brings it right into the Forest Ridge Property Development. People have built and developed on assurances, studies and participation. How the OTO looks at this, how the clinical standing looks, and how the real world looks at this, can differ.

Mr. Smith said it will take some significant engineering studies to determine where a bridge should go across the James River. Mr. Newman stated that the line could move significantly when the bridge is determined. Mr. Howard stated that was part of the discussion of the Southeast Development Study but the conclusion was that the bridge could be put anywhere, but the roadway could be put to circumvent those properties following the utility easement.

Mr. Smith stated that the people do not understand the distinction between a planning study and an engineering study. A planning study puts forth concepts and connecting from point A to point B. The Engineering study has to look at where you can get a bridge that is economical that can be maintained and that is not going to cause a problem. That is what the County is doing right now, going through an Engineering Study. In doing that, they are looking at multiple alignments trying to figure out which has the least impact and what is going to make the most sense. And before one of those alignments is approved there will be public meetings and it will give the public a chance to comment. That is where it is with the County as far as looking at the alignments.

This will not affect the study if it is interpreted correctly. This line is already on the Thoroughfare Plan. The City is saying that it is changing from a collector to a primary arterial, which will affect how the developer proceeds.

Mr. Howard stated that was part of the problem; that it was not on the Major Thoroughfare Plan.

Mr. Newman stated that it was taken up as an informational item. There was no action on it, it was just information. The City of Springfield was just seeing if a developer was interested, and there was a potential that there could be a change. It was a matter of information at that time. The City and County thought it would best to at least to get it on the map.

Mr. Howard stated that he thought they were saying close to the same thing. There seems to be a distinction between the City's interpretation of this and the interpretation of the public at large, at least a large number of the public. There appears to have been a distinction made on the Thoroughfare Plan, which was the guidance that the City provided the OTO to the public for future land use of the area. The Thoroughfare Plan also included these different options for routing traffic.

Mr. Newman stated that he wished Mr. Rognstad was present because he could fill the TPC in more about the Southeast Study. The Southeast Springfield Study primarily looked at the interchanges south. It did not really look at any details. If it did and there was a preferred alignment, the MPO should at least be made aware of that. There would still need to be a connector, and if the MPO follows that and puts it on the plan, maybe folks would be happier, but that still will not be what gets built. It would not lock it, because that planning study does not have the engineering element.

Mr. Howard said he understands that, but part of the frustration is that the motions are gone through and people are invited to come to the table and study and participate, and they do these things. They have these recommendations that are discussed with the Board and the MPO reaches an understanding and conclusion of what that study is supposed to do. It is supposed to be a guiding document for the future. Then the MPO has something else coming to the table that is completely different by everyone's admission.

The Southeast Development Study has not been a part of the factors in the consideration of what the Technical Planning Committee is to consider. That was what the Study was intended to be. That is why the MPO spent the money for it. This disconnect is a problem for the OTO.

Mr. Smith asked if the new language references the Southeast Study and the hope is that the language did not change. That is something Mr. Rognstad would be aware of.

Mr. Howard stated the request was the reference of the specific Southeast Development Study, but then the issue is of one agency looking at another agency. If it should be specifically mentioned, this should say an alignment in consideration of the Southeast Development Study. This should say that. The proceeding before the zoning commission should say that. It should be talking about the same thing. When everyone starts talking about the same thing, the controversy is eliminated. The misunderstanding and the angst that is created out in the community is also eliminated. For those members that have to participate in those meetings and discussions it makes it go a lot easier if everyone is on the same page.

Mr. Price stated he would entertain a motion to table this item and reconsider it at the next Technical Committee Meeting with the Southeast Study as the alignment consideration.

Mr. Brown motioned to table the motion. Mr. Atchley seconded and the motion to table was carried with one abstention from Mr. Howard.

Ms. Edwards stated the OTO could put a link to the Southeast Development Study on the OTO website.

Mr. Miller stated that study was on the City of Springfield website.

Mr. Newman stated that it was not time critical so it would be looked at again.

**D. Member jurisdiction ARRA project update**

Mr. Conklin stated OTO is requesting each member to update the Technical Planning Committee on the status of their ARRA funded projects that are required by the adopted "OTO Reasonable Progress Policy" to be obligated by September 30, 2009.

### **CC Study**

Mr. Atchley stated that the CC project is a joint Ozark, Nixa, Christian County project. It started out as a project utilizing STP funds. The three jurisdictions signed the Initial Programming Agreement. It has been executed and signed by the County and by MoDOT. MoDOT is in the process of preparing a supplemental agreement for the utilization of the ARRA funding. The County has gone through the RFQ process and the County had three submittals.

The County interviewed two of the three and selected Great River Engineering. (Palmerton and Parrish) is going to be doing the Geotechnical work.

Shaffer and Hines will complete some of the engineering work as well. The County should have a supplemental agreement from MoDOT by the middle of June.

Ms. Gardner stated that the supplemental agreement has been mailed.

### **U.S. 65**

Mr. Miller stated that the plans have been completed on this project. MoDOT is looking at letting it in June.

Ms. Gardner stated that there was one more item on the CC Study. In the letter sent there was a 10 percent proposal to sign. The engineering firm will have to sign that.

### **U.S. 60**

Mr. Miller was not sure if MoDOT was starting in Monett and Republic. There is a contract for construction on the Route AB.

### **National and James River**

Mr. Miller stated that there are signed agreements from Springfield on the cost share for that project. MoDOT is still looking at the July letting.

### **State Highway 14 and Third Street Traffic Study**

Mr. Childers stated that there is a redevelopment project downtown. Ozark is in the process of negotiation with the developer and they are working on Ozark's final site plans for roadway improvement. Once the City of Ozark has gotten through that portion then they will need to go out for RFP on this project for additional engineering to be done. Ozark is just waiting on the final plans from the developer.

The second one is the Ozark Master Plan which Ozark is excited about. It will be a Master Improvement Plan to work on and identify the segments and intersections to prioritize those projects. There is a meeting on Friday to finalize the scope of that work. It has not begun yet, but City staff is getting approvals on May 20, 2009. As soon as the scope is finalized, then it will be under contract as soon as Friday.

### **Sidewalk Project**

The sidewalk project is ARRA funding, but the City of Ozark was able to secure it as a stage three portion. The stage two portion was already underway with approval to go forward. They were able to just make a change order to the existing engineering contract to add this to the project.

The City of Ozark paid for that, it was not ARRA funds. The City of Ozark was able to make that change order and pick up that tab which allows the City to make the change order to a construction project which they will be able to go forward with. The engineering should be done in thirty days.

Ms. Edwards asked when the project will be in construction.

Mr. Childers stated that the City will have to bid out the project so it will be another sixty to ninety days before that happens. It will probably be late August.

#### **City of Strafford**

Mr. Coltrin stated that the City of Strafford is in a similar position as Ozark. Strafford has entered in with the Engineer. The City entered into non-ARRA funding to modify and expand the sidewalk plans. Those plans are at eighty five percent right now. Monday night, the City of Strafford did approve the sidewalk, but did not have an ordinance. The next Council meeting will provide the ordinance to attach to the forms. Ms. Gardner will receive the Data Programming Forms long before the schedule requires it.

#### **State Highway 14/US 160**

Mr. Bingle stated that the City of Nixa is waiting on the project number once TIP approval comes from ONE DOT. The City will proceed with the Request for Qualifications as soon as the ONE DOT approval is received.

Ms. Gardner stated that the last TIP Amendment went to ONE DOT on Monday. Ms. Gardner is in the process of getting a project number so the program agreement can proceed. The RFQ can go forward as long as ARRA funds are not used. From this point forward any time Federal funds are used and a RFQ is submitted for engineering services, it will have to be advertised. Sending letters to a certain amount of engineering firms or making phone calls is no longer allowed. The new requirement is that it has to be advertised. It can be advertised online if it is supplemented with additional letters. The advertisement must be for two weeks. It can be posted on the jurisdiction website or on MoDOT's website.

#### **City of Battlefield Sidewalks**

Mr. Hess stated that the Programming Data Form has been submitted and the DUNS number will be submitted May 21<sup>st</sup>. The Engineering for the project design is coming out of City funds, not ARRA funds. The remainder of the easements will be signed, as soon as the City receives the approval. The RFQs will then be submitted.

Ms. Gardner stated that the final design plans must be to MoDOT by August 30.

Mr. Conklin stated that the MPO has an opportunity here to show how the MPO can get these projects moving and completed. It would be wonderful to have 100 percent of the region's Stimulus money programmed.

### **City of Willard**

Mr. Brown stated that the City of Willard is working with Olsson Associates. The Programming Data Form is complete. The City is taking a resolution to the next Council Meeting and will be submitting that. Preliminary survey along with the right of way has been identified. Mr. Turner is the Representative from Olsson that the City of Willard is working with at this time. Everything is starting to be put to paper.

Mr. Conklin stated that the City of Strafford is getting an ordinance for their project. Does it matter if it is an ordinance or a resolution?

Ms. Gardner stated that it would have to be an ordinance.

### **Frisco/Highline Trail**

Ms. Gardner stated that she was talking on Mr. Whaley's behalf. Ozark Greenways will do a design sheet to show the overlay, since the project is already designed. The Program and Data Sheets have been mailed.

### **City Utilities**

Ms. Cruise stated that City Utilities has two projects, the Transfer Station and the expansion of the Maintenance Campus. Both of those projects have to contain some Enhancement and Security improvements. The Transfer Station Feasibility Study is complete. City Utilities is in the process of obtaining property. The Maintenance Campus Feasibility Study is winding down and is almost complete. City Utilities is hoping to put out an RFP for design work next month. The packet calls the funds other Federal Funds on the Transfer Station line. City Utilities actually had two earmarks and this is only showing one. For a total of \$3.1 million federal funds, the other federal funds, and the local would change to \$775,000.

Mr. Price stated that this concludes the updates.

Ms. Gardner mentioned that there is a mandatory meeting coming up for anyone receiving ARRA Funds. That is a Statewide Mandatory Meeting and the letters for the members should arrive shortly. The meeting is June 10<sup>th</sup> at the Jefferson City Capital Plaza.

Mr. Bernskoetter stated that the meeting is to be held in the Capital Plaza and that the letters should have been sent out today. It is mandatory for local jurisdictions that received the ARRA funds to attend the meeting. Jurisdictions that did not receive ARRA funds do not need to be there.

Ms. Cruise asked if this meeting was only for Federal Highway Fund recipients. Ms. Gardner responded that it was only for Federal Highway Fund Recipients.

Andy Mueller usually sits on this Committee. He has been temporarily reassigned to be the "sheep dog" of all local agencies for the State Priority projects. His job is to make sure that all local projects run smoothly and meet the deadline.



The question was raised if the STP Funds were given to a State Project, does the jurisdiction still need to attend the June 10 meeting? Ms. Gardner stated that only if the jurisdiction was actually receiving the funds because of the deadlines topics.

Mr. Miller stated that on the State projects either OTO or MoDOT will handle all the reporting requirements. MoDOT is handling the work with the contractors, because MoDOT has to send information to them to make sure they certify how many jobs they have created, and how much money has been spent.

Ms. Edwards asked if they need to attend the meeting even if it is Enhancement funds. Mr. Miller stated that even if it is just Enhancement funds the members still need to attend. Mr. Bernskoetter stated the deadline is geared towards the Enhancement projects and STP projects.

### **III. Other Business**

#### **A. Technical Committee Member Announcements**

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Committee members.

Mr. McIntosh thanked everyone at the table that jumped in at very short notice and put together information so that Congressman Blunt would be in the position to submit to the Committee Chairman the High Priority Projects. The projects have been submitted and in two or three years the results will be found out, but there was a lot of work done and it is appreciated.

Mr. Newman stated that on September 20 through 22, Springfield will be hosting the joint Missouri Valley Section of ITE at the University Plaza. The Technical Committee Members will be on the mailing list. The theme for the conference is "Smarter, Safer, and Sustainable." There will be some nationally recognized speakers and presenters. It will be a major conference with about two hundred or more attendees.

Mr. Price stated that there was a celebrity in the room. Mr. Earl Newman is one of the APWA Top 10 Public Officials of the Year. There are only ten officials chosen in North America, which includes the Public Works Officials in Canada as well as the United States. Mr. Marc Thornsberry was selected about seven or eight years ago, and Mr. Earl Newman was selected this year as well as David Miller in Branson. Missouri has quite a distinction of two of the top ten people in 50 states as well as Canada.

Mr. Bernskoetter stated that something the Federal Highway requires the MPO to do every four years is go through Federal Certification. Federal Certification review for Ozarks Transportation Organization has been scheduled for July 21-23. The reason this is brought up is that not only do they review MoDOT processes, OTO, and their processes with the local jurisdictions but also how well all the members work together.

A TMA or Transportation Management Area is required to hold a public meeting during certification. It will likely be in the evening. The way it has happened in Kansas City and St. Louis, it will likely be on the evening of the 22<sup>nd</sup>, possibly on the 21<sup>st</sup>. FHWA and FTA will run that meeting.

**B. Transportation Issues For Technical Committee Member Review**

Mr. Conklin stated that there is guidance in the packet on the \$1.5 billion in Discretionary Funding. Projects have to be at least \$20 million up to \$300 million. OTO Staff is not sure how the money is going to be distributed. No more than 20 percent of the funds will go to one state. There will be a lot of competition with the 50 states.

**IV. Adjournment**

Mr. Price made the motion to adjourn at 2:40 p.m. Mr. Howard moved and the meeting was adjourned.

**OZARKS TRANSPORTATION ORGANIZATION**  
**TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES**  
**June 5, 2009**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 8 a.m.

Mr. Harry Price, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 8 a.m. Friday, June 5, 2009.

**I.     New Business**

**A.     Addition to Amendment Number Seven to the FY 2009-2012 Transportation  
Improvement Program**

Advanced Traffic Management Systems Deployment Phase I – Installation

Mr. Frank Miller made the motion to amend TIP Amendment #7 and the motion was seconded by Mr. Brian Bingle, and the motion carried unanimously. OTO received 14 votes from the Technical Planning Committee to recommend approval of the TIP amendment to the OTO Board of Directors.

Mr. Harry Price, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 11:25 a.m. Friday, June 5, 2009.

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# Tab 2

**City of Springfield Major Thoroughfare Plan Amendments**

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

**AGENDA DESCRIPTION:**

At the May Technical Planning Committee, this item was tabled in order to reference the 2002 Southeast Springfield Development Study that was accepted by Springfield and OTO. Please find attached the OTO Board December 2003 action and associated map and the City of Springfield Council Bill 2002-310 that accepted the study.

The OTO Major Thoroughfare Plan intent is described below:

“...to provide an overall framework for making decisions on thoroughfare improvements and extensions. The plan identifies the locations of future major transportation corridors and should serve as a general guide for securing street rights-of-way. The thoroughfares are shown in general locations and may vary from the location shown after further detailed location studies are completed.”  
(Source, OTO, 2006 LRTP)

The City of Springfield has proposed several amendments to the OTO Major Thoroughfare Plan which include an extension of a new Primary Arterial from Republic Road south of U.S. 60 to Farm Road 170, providing greater connectivity to property located east of U.S. 65 and south of U.S. 60. The proposal would increase the intersection separation between the US 60 and Glenstone Ave. interchange and the Republic Road and Glenstone Avenue intersection.

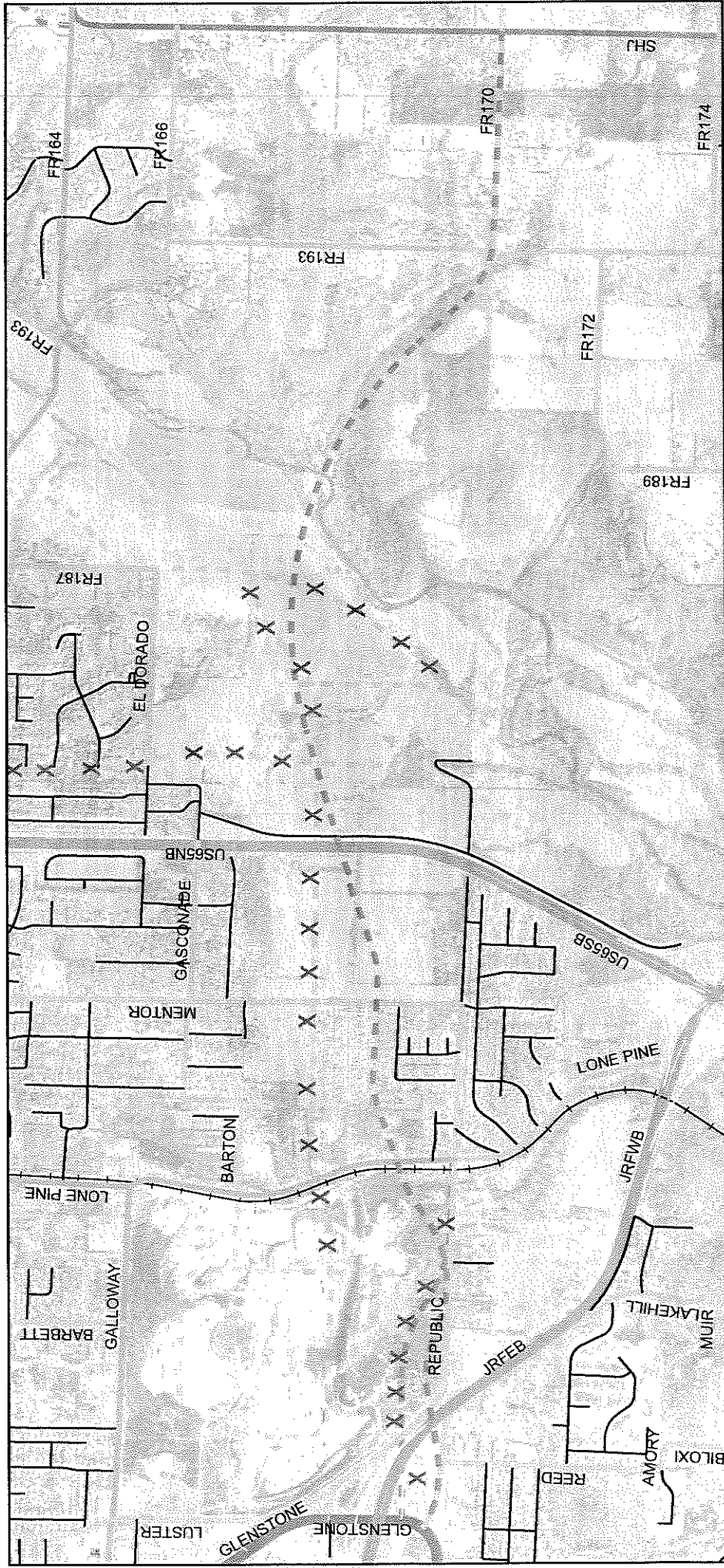
The collector street system has been amended to align with Barton Street to the east and a south connection is proposed to Republic Road (the old quarry site). The existing east/west collector has been replaced with the new Primary Arterial that connects to Farm Road 170. A minor modification has been made to the collector street that is adjacent to the James River to provide greater separation from the river.

The proposed extension of Republic Road would cross U.S. 60, intersect with Lone Pine, cross U.S. 65 and continue over to State Highway J. Any future U.S. 65 interchange with the proposed Primary Arterial would have to be approved by MoDOT.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Staff is recommending this item be tabled until Greene County and the City of Springfield have completed the amendment process to their Major Street Plans.

# Major Thoroughfare Plan Revisions



## Legend

### Proposed Roads

- FUTURE\_SECONDARY\_ARTERIAL
- FUTURE\_COLLECTOR
- FUTURE\_EXPRESSWAY
- FUTURE\_PRIMARY\_ARTERIAL

DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data. Revised 6-28-2008 Public Works Department - Traffic Engineering

**BOARD OF DIRECTORS AGENDA 12/03; ITEM II.A**

**Southeast Springfield Development Study**

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

**AGENDA DESCRIPTION:** URS Corporation has completed a consultant study on future development in the Southeast Springfield area. A portion of MPO planning funds was used to pay for the consultant's work on the transportation portion of this comprehensive look at Southeast Springfield. Because MPO funds were used, the Board must decide if they accept the full document as work complete (this means the Board recognizes the consultant fulfilled their contractual obligation but that the Board does not accept any of the study's recommendations). Because the report has implications on the MPO's Transportation Plan and Major Thoroughfare Plan, the Board can adopt specific transportation recommendations and incorporate them into MPO approved plans.

**TECHNICAL COMMITTEE RECOMMENDATION:** After reviewing the Southeast Springfield Development Study, the Technical Committee unanimously voted to forward a series of Major Thoroughfare Plan changes to the Board of Directors. While the consultant study examined the feasibility of a new interchange on U.S. 65 between U.S. 60 and Battlefield Road, the Technical Committee recommended that a new interchange not be included in the Major Thoroughfare Plan revisions. However, the Technical Committee also recommended that upon completion of MoDOT's 60/65 interchange redesign that the MPO, in consultation with MoDOT, should revisit the Southeast Springfield Development Study to determine if a developer could provide safe and efficient access to justify an additional interchange between U.S. 60 and Battlefield Road. The Technical Committee also recommended that the changes outlined on the following page be made to the Major Thoroughfare Plan to achieve the results detailed in the consultant's analysis. No other recommendations or results of the study are recommended to the MPO Board. The Technical Committee therefore recommends that the study be accepted by the Board of Directors as work complete, and that the Board adopt the amendments and changes outlined by the Technical Committee.

**STAFF RECOMMENDATION:** MPO staff recommends that the Southeast Springfield Study be accepted as work completed and that the proposed amendments and changes to the Transportation Plan and Major Thoroughfare Plan as recommended by the Technical Committee be adopted.

**BOARD OF DIRECTORS ACTION REQUESTED:** That the following motion be made by a member of the Board of Directors:

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“Motion that the Southeast Springfield Study be accepted as work completed and that the proposed amendments and changes to the Transportation Plan and Major Thoroughfare Plan as recommended by the Technical Committee be adopted.”

OR

“Motion that the Southeast Springfield Study be returned to the Technical Committee for further review. Further that the Board asks the Technical Committee to review the following issue(s): (List issues for Technical Committee to review).”



## **SOUTHEAST SPRINGFIELD DEVELOPMENT STUDY RECOMMENDED CHANGES WITHOUT NEW INTERCHANGE AT US 65 AND REPUBLIC ROAD AREA**

- To recommend no new Interchange on US 65 between US 60 and Battlefield at this time. However, pending completion of the MoDOT 60/65 interchange redesign, and at the request of the developer, that the MPO, in association with MoDOT, will revisit the SE Springfield Study to determine if the developer can provide a safe and efficient access system (including a new bridge across the James River) between the 60/65 interchange and the Battlefield Road interchange.

### **Transportation Plan Changes:**

#### **New Bridges and Interchanges:**

1. Make improvements to Evans Road Interchange.
2. New bridge over US 60 between 65 interchange and J/NN interchange. (Pending completion of MoDOT US 60 study).
3. New interchange at US 60 and Highway J.
4. Improvements at Glenstone and James River Freeway interchange (TIP funded 2003 Design, 2005 Engineering, Right-of-way and Construction).
5. New interchange at US 60 (James River Freeway) and US 65.

#### **New Roads -Amendments to the Major Thoroughfare Plan figure 20-9:**

1. New East/West arterial from Interchange at Evans Road to National Avenue.
2. Millwood Drive extension east to Highway NN. (Collector).
3. El Dorado and Gasconade connection to Smith Road.
4. New loop connection road from Gasconade and Murphy south into the Childress property.
5. New Roads within and around the Conco quarry development area.
6. Southwood Road extension south to Freemont Road/Ramsgate.
7. New frontage Road at Evans Road south along US 65. (Final alignment pending completion of MoDOT US 60 study).
8. Frontage/Backage road system north and south along US 60 between FR 181 to J/NN. (Final alignment pending completion of MoDOT US 60 study).
9. Bridge at Primrose Road extended.
10. Battlefield Road become a primary arterial from Blackman to a realigned Murphy Road / Farm Road 187.

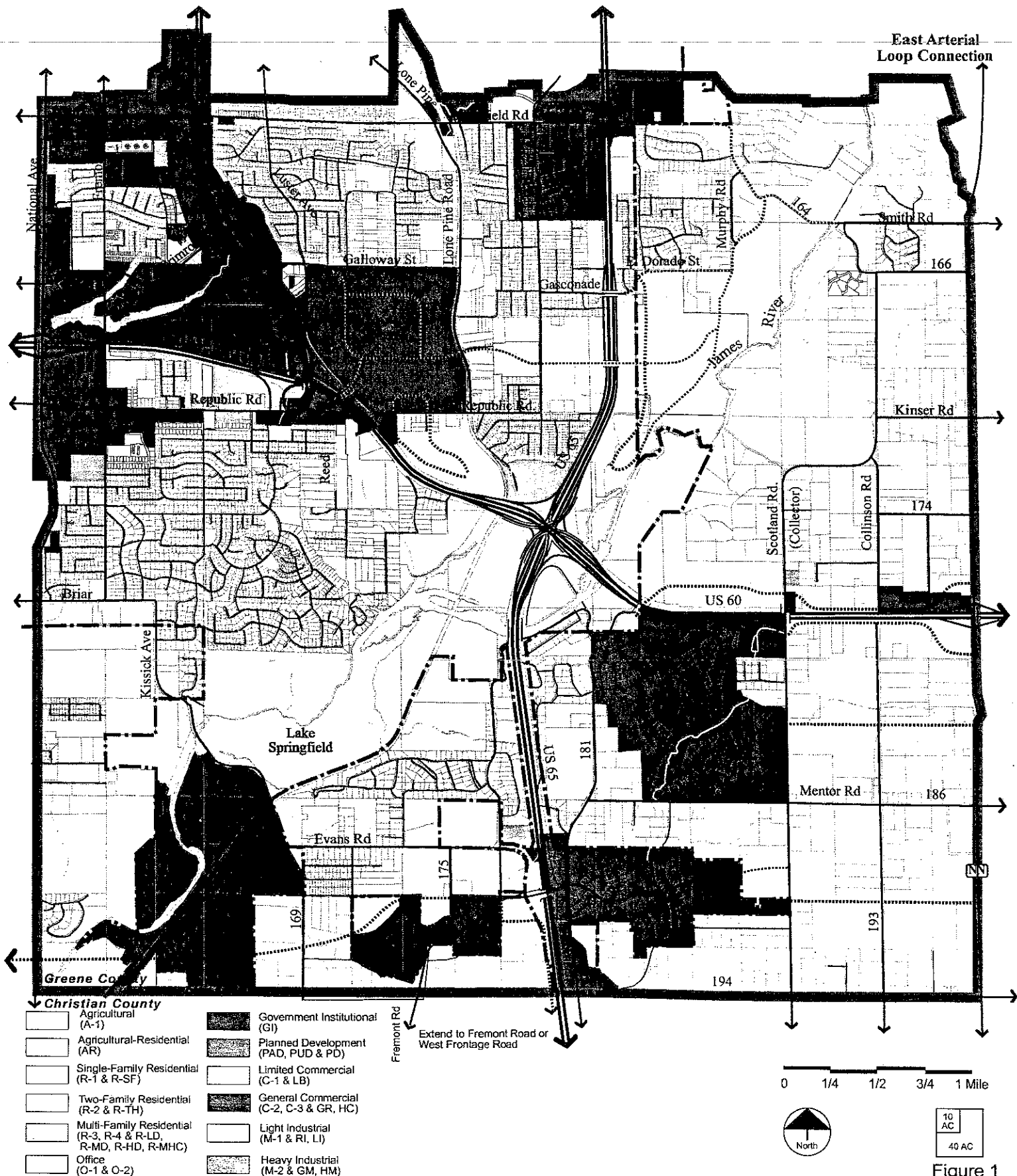


Figure 1

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
December 18, 2003**

The Board of Directors of the Ozarks Transportation Organization met at 12:00, o'clock, 4th Floor Conference Room, 840 Boonville in Springfield, Missouri.

The following members were present:

Tom Carlson, City of Springfield, (Chair)	Dave Coonrod, Greene County (Chair-Elect)
Doug Marrs, City of Nixa	Susan Kirkman, City Utilities
Jim Bresee, Christian County	Darrell Decker, Greene County
Richard Simpson, City of Willard	Shelia Wright (a), City of Springfield
Donna McQuay, City of Ozark	Bryant Doss, City of Strafford
Dale Ricks, MoDOT	J. Howard Fisk, Citizen-at-Large Representative
Ralph Manley, City of Springfield	

*(a) Denotes alternate given voting privileges as a substitute for a voting member not present.*

The following alternates were present:

Kevin Lowe, Greene County	John Elkins, Citizen-at-Large Representative
---------------------------	--

The following members were not present:

William Kirkman, Airport Board	Tony Stephenson, City of Republic
Michelle Heslep, City of Battlefield	Conrad Griggs, City of Springfield

Others present were: Carol Cruise, City Utilities; Stacy Burks, Office of Senator Christopher Bond; Steve McIntosh, Congressman Roy Blunt's Office; Carl Carlson, City of Willard; Colin Quigley, City of Ozark; Teri Hacker; Bob Chancellor; Bill Compere; and from the City of Springfield: Sara Edwards, Ozarks Transportation Organization; Ann Razer, Planning and Development.

**Call to Order**

Mayor Carlson called the meeting to order at 12:12 p.m. Self-introductions followed.

**I. Administration**

**A. Approval of October 16, 2003 Meeting Minutes**

On motion of Sheila Wright and seconded by Donna McQuay, Mayor Carlson called the question and the minutes of October 16 were unanimously approved.

**B. Approval of Board of Directors Meeting Agenda**

Doug Marrs asked that a future agenda include a discussion of funding distribution of MPO funds. Mayor Carlson asked Mr. Rudge to include this item on the next meeting's agenda. On motion of Sheila Wright and seconded by Commissioner Decker, the agenda was unanimously approved as submitted.

**C. Public Comment Period**

Mayor Carlson asked if anyone from the public would like to address the Board. No one requested to speak.

#### **D. Nomination of Two City of Springfield Citizen-At-Large Representatives**

Mayor Carlson stated that he had chosen to nominate Teri Hacker and Bob Chancellor to fill the positions of City of Springfield Citizen-At-Large Representatives. Ms. Hacker and Mr. Chancellor are both previous City Council members who are already very knowledgeable about many of the issues that the MPO handles. Richard Simpson asked to table this item in order to allow current Board members the opportunity to further study the candidates that were nominated as well as other issues related to this issue. Susan Kirkman seconded the motion. A brief discussion ensued. The item was tabled until the February meeting.

#### **E. Executive Director's Report**

Mr. Rudge stated that there were five items under the Executive Director's report that he wanted to bring to the Board's attention.

The first item was a copy of the STP Urban Funding Distribution by jurisdictions. Missouri is the only state in the country that has a special apportionment just for STP Urban Funds. It is stated in the by-laws that every jurisdiction that is considered part of the urbanized area gets an apportionment of a special pot of funds that comes from MoDOT for urban projects that are considered surface transportation program projects. Behind the second tab in the agenda package is a table that lists each jurisdiction's STP Funds apportionment. There are approximately \$4.5 million of unexpended funds that are available for the entire urbanized area of the MPO. Following that table in the agenda package there is a document entitled "Planning Framework and Requirements." The actual projects that are available for STP urban funding can be found beginning on page five of this document and are any project that meets the criteria under number 2- Surface Transportation Program (STP), number 3- Congestion Mitigation Air Quality Improvement Program (CMAQ), and number 4- Enhancement Funds. Mr. Rudge stated that one minor issue that must be considered is that under federal law, any federal funds that are spent in an MPO area must be in an MPO's Long Range Transportation Plan. Currently, MPO staff is in the process of updating our local Long Range Transportation Plan, and will be finished in May, when the TIP cycle begins to take place. This will allow the newest jurisdictions, which are not currently part of the Long Range Plan, to be added and thus be able to program projects to receive funding.

The second item was an executive summary and a prioritization process for Missouri's Planning Framework for Transportation Decision-Making. This document is very important to MoDOT, however, it came too late for the Technical Committee to review and take action on this item in November. The Technical Committee will review this document and take action in January. This item will be officially brought before the Board, seeking action, at the February meeting. Mr. Rudge stated that the full document is approximately 115 pages, so he wanted to give Board members an opportunity to begin to familiarize themselves with this document prior to the meeting.

The third item was the results of the Vision 20/20 Transportation Group's prioritization of recommendations that came out of the last Long Range Transportation Plan.

The fourth item included behind tab 2 was the results of all of the Public Input Surveys collected for the Long-Range Transportation Plan update. Mr. Rudge briefly explained how to interpret the results and noted some significant findings.

Finally, Mr. Rudge provided some information regarding the CU Transit/Fleet Management Facility Study. A brief discussion followed.

## **II. Old Business**

### **A. Southeast Springfield Development Study**

Mr. Rudge noted that the Southeast Springfield Development Study has been before the Board on two previous occasions. There was some confusion as to what action needed to be taken, so Mr. Rudge

attempted to reword the action requested of the Board. There was a study done by URS Corporation that took a look at Southeast Springfield. Some MPO funds were given to that study to look just at transportation issues associated with Southeast Springfield. Because MPO funds were expended on this project, the MPO must take some kind of action on this study. The Board has four options they can take in reference to this study. The can: 1) accept the study as work completed 2) accept the study and it's recommendations 3) accept the study with modifications 4) reject the study. Because this larger study covered issues such as zoning, land use, commercial use, etc., the recommendation from the Technical Committee and MPO staff is that the Board accept the study as work completed, and then deal with the transportation recommendations that the Technical Committee developed as a result of this study. The Technical Committee's recommendations are included in the agenda package behind tab 3 along with a map of the recommended road and bridge changes.

Mr. Manley made a motion that the Southeast Springfield Study be accepted as work completed and that the proposed amendments and changes to the Transportation Plan and Major Thoroughfare Plan as recommended by the Technical Committee be adopted. Commissioner Coonrod seconded the motion. A brief discussion followed. Mayor Carlson called the question and the motion carried unanimously.

#### **B. Long-Range Plan Amendment for North-South Corridor**

Mr. Rudge noted that this agenda item was tabled at the last Board of Directors meeting. A letter from Springfield City Manager, Tom Finnie, expressing the City's concerns related to the extension of Kansas Expressway can be found behind tab 4 of the agenda package. At the last Board of Director's meeting there was a lengthy discussion about this agenda item, and it was Mr. Rudge's understanding that elected officials from both Greene County and the City of Springfield were going to work together on the language that was included and try to come up with a compromise. MPO staff has not received anything new regarding this agenda item since the last meeting.

Commissioner Coonrod stated that there was some unease regarding how broad Mr. Finnie's letter was with respect to the East-West Corridor and Farm Road 190. Collectively, Greene County is comfortable with improvements made on Farm Road 190 happening ahead of any construction work on Kansas Expressway, south of Steinert Road on down into Christian County. Mr. Decker commented that the County would be supportive of the language, if there were an amendment to say "from Campbell or Highway 160 to Cox Road." The County feels that it is too soon to set any definite plans beyond Cox Road. A discussion followed.

Mr. Decker made a motion to send this agenda item back to the Technical Committee to modify the amendment and Sheila Wright seconded the motion. Mayor Carlson called the question and the motion passed unanimously.

### **III. New Business**

#### **A. Selection of Top Five Priority Projects for the MPO**

Mr. Rudge stated that MoDOT had approached MPO staff and requested a list of five priority projects for the OTO study area. Initially, these projects were just going to be used to test a series of project evaluation criteria that MoDOT had developed, so staff came up with a list of five to give them. MoDOT then came back saying that they had received additional instructions from headquarters that they would also be sharing these projects with our legislative delegation. Once MPO staff heard that, they decided that the Board of Directors and Technical Committee needed to be formally involved in forming this list. The Technical Committee formed a special sub-committee that created a list of projects that they felt were of the greatest importance. The full Technical Committee reviewed the recommended list of projects, and unanimously approved the five projects listed behind tab 5 to be recommended for the Board's approval. The top five prioritized projects that the Technical Committee recommended are as follows: 1) U.S. 60 and U.S. 65 interchange, 2) U.S. 65 and I-44 interchange, 3) Glenstone/Republic and James River Freeway interchange, 4) Transportation planning study to enhance connectivity within the region and MPO with emphasis on North/South corridors, and 5)

Pub. Imp. \_\_\_\_\_  
Govt. Gmt. \_\_\_\_\_  
Emer. \_\_\_\_\_  
P. Hmgs. \_\_\_\_\_  
Pgs. 2  
Filed: 10-29-02

Sponsored by: Wylie

COUNCIL BILL NO. 2002 - 310

RESOLUTION NO. 8997

A RESOLUTION

1 ACCEPTING the Southeast Springfield Development Study and directing staff to make  
2 recommendations to amend adopted plans and policies as a result of the  
3 study. (Planning and Zoning Commission and staff recommend approval.)  
4

5  
6  
7 WHEREAS, City staff, together with a consultant, has developed a long-range  
development study for key properties in southeast Springfield; and

10 WHEREAS, the study will assist City officials in making land use and public  
11 infrastructure decisions.

12  
13 NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF  
14 SPRINGFIELD as follows:

15  
16 That the City Council of the City of Springfield, Missouri, hereby accepts the Southeast  
17 Springfield Development Study and directs staff to make recommendations to amend  
18 adopted plans and policies as a result of the study.

19  
20  
21 Passed at meeting: November 4, 2002

22  
23  
24 Thomas Carlson  
Mayor

25  
26  
27 Attest: Paul M. Litz, City Clerk

28  
29  
30 Approved as to form: [Signature] <sup>Asst.</sup>, City Attorney

31  
32  
33 Approved for Council action: [Signature], City Manager

## Transportation

### US 65 Corridor North of the James River Freeway

It is recommended that a new diamond interchange be built along US 65 between Republic and Gasconade Roads.

**Need:** An interchange at that location would be needed to create an Activity Center along US 65 and/or at the quarry. That assertion is supported by a recent study of traffic patterns in the commercial area adjacent to Glenstone Avenue and Republic Road (prepared by George Butler Engineers, Inc.). A new interchange to serve these two opportunities is an important element of these recommendations.

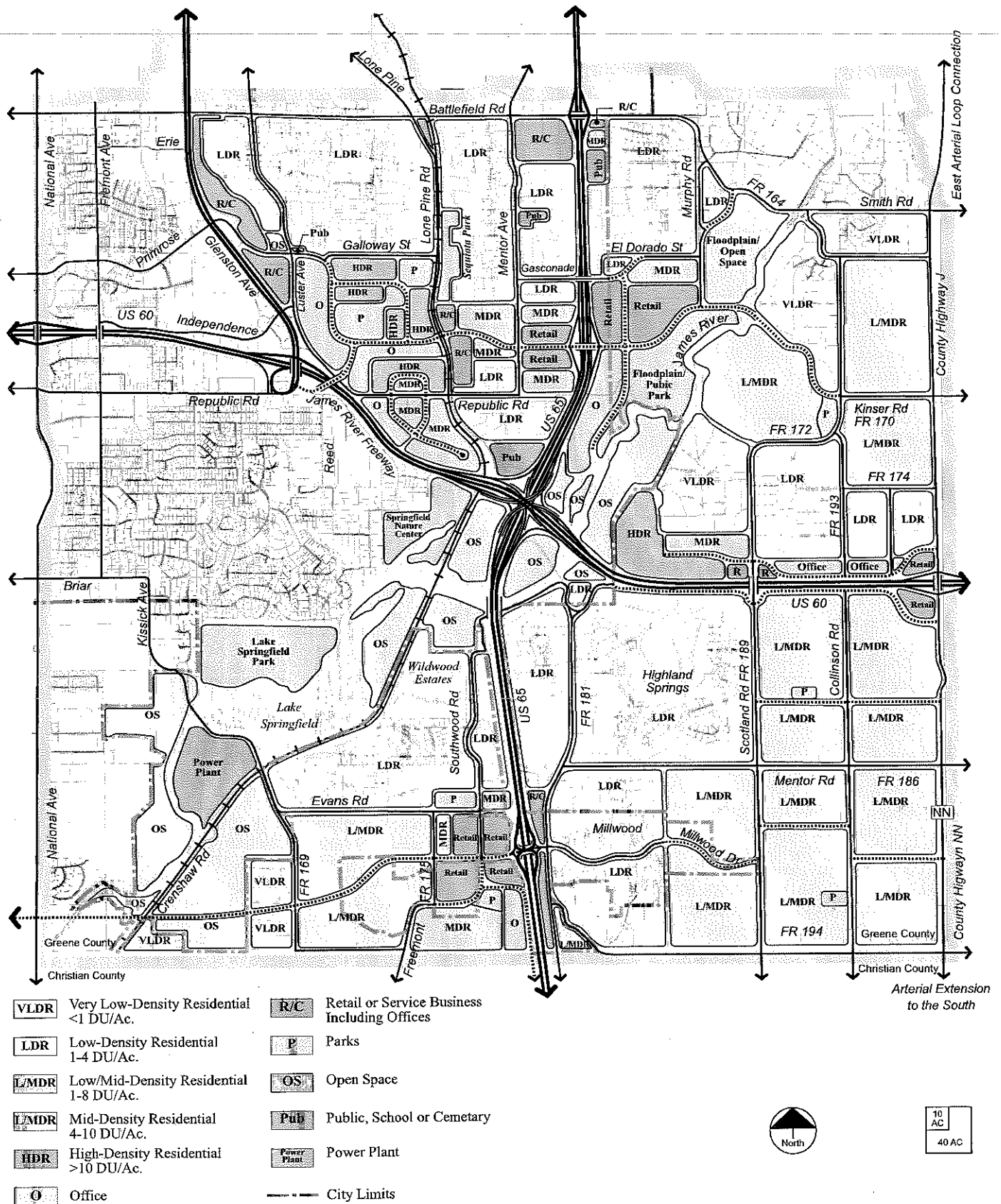
**Design and Approval:** It is recommended that the proposed diamond interchange north of Republic Road be effectively made a part of the US 60-65 interchange by linking the two with a system of collector-distributor lanes parallel to and outside the US 65 mainline. The purpose of such lanes is to remove weaving maneuvers from the mainline, thus reducing vehicle conflicts.

However, that location would be contrary to the interchange spacing guidelines proposed or being considered by the Missouri Department of Transportation, which would require two-mile separation.

URS engineers prepared a preliminary layout for these two related interchanges. That design indicated that there is sufficient weaving space between the ramps based on the specifications used by the Missouri Department of Transportation and the Federal Highway Administration. That layout is depicted by sketches in Appendix C.

Thus, the City would have to make the case with MoDOT that an exception should be granted to their interchange spacing policy. Support for that request would include the interchange and mainline design recommended by URS Corporation, this report and the *Vision 20/20* Growth Management and Land Use Plan.

**Cost:** The cost of the proposed interchange north of Republic Road is estimated at \$7.66 million and the fully-directional interchange at US 60-65 at \$36.0 million (including the collector-distributor roads needed for the "Republic Road" interchange). The details of those estimates are presented in Appendix A. A possible funding plan might divide the cost of the bridge, ramps and collector-distributor roads among the benefiting property owners, the State and the City.



## Southeast Springfield Development Study

Figure 15  
Recommended  
Road, Bridge and  
Land Use Patterns



**Rationale for the Location:** The new interchange component is recommended to be located to the north of Republic Road for three reasons:

- 1. Impacts on Republic Road:** The current condition of Republic Road to the west would create difficulty for its expansion from a two-lane collector street to a four-lane arterial. An arterial-sized road would be required for MoDOT's approval of the new interchange.
- 2. Link to the West:** The proposed location allows for subsequent development of a new east-west arterial road corridor extending initially from US 65 to Lone Pine Road and ultimately through the quarry to Glenstone Avenue. That alignment would avoid many of the property acquisition and physical constraint issues caused by topography that would be encountered as a part of upgrading Republic Road. The generally open area between the proposed interchange site and Lone Pine Road is not as steeply sloped as the Republic Road alignment.
- 3. Fit:** The proposed new diamond component of the redesigned interchange is located to avoid existing residential lots south of Republic Road as well as the existing bridge crossing US 65 at Gasconade Street. A key to a feasible solution is the ability to fit the interchange ramps and the collector-distributor lanes into the existing right-of-way and avoid acquiring developed lots or modifying the bridge at Gasconade Street. Maintaining the bridge at Gasconade is also critical to providing adequate emergency access to the Woodside and Woodbridge neighborhoods that are otherwise only accessible from Battlefield Road.

**Alternative to a New Interchange:** If the request for a new interchange along US 65 is denied or a funding plan cannot be arranged, there should still be a bridge over US 65 at the indicated site with arterial roads leading east and west. The land use plan in the vicinity would have to be scaled back considerably to something resembling Alternative A (or less intense).

### **Northwest Quadrant**

It is recommended that a new arterial road be built from the proposed interchange along US 65 to Mentor and Lone Pine Roads and eventually through the redeveloped quarry north to Galloway Street and south to Republic Road. This road will be essential to relieve Battlefield Road and the James River Freeway

## **Northeast Quadrant**

**River Crossings:** Smith Road and a new road (called Kinser Road Extended in this study) would cross the James River and link to the existing network above the bluff.

A second river crossing is planned. This link is needed to complete an east-west Primary Arterial Road between Battlefield Road and US 60, which are separated by 3.5 miles. This road, which we call Kinser Road Extended, would provide access to the northeastern quadrant of the study area and long-term future development to the east of Highway J, provide movement options apart from the federal highway system, relieve the bridge at Smith Road and, importantly, provide an appropriate system connection for the interchange proposed along US 65. The cost of the Kinser Road Extended bridge over the James River and the road itself are estimated at approximately \$11 million.

The alternatives showed the new arterial road climbing the river bluff through a ravine south of the undeveloped wooded knob on the east side of the river. However, based on citizen comments, it appears that this connection should be made on the north side of that wooded area by following an existing utility corridor and creek bed up the hill to the east from the James River valley. This alignment avoids some potential effects on existing homes that would otherwise be affected by the earlier, southerly alignment. That alignment may also avoid some environmental impact by following the existing utility corridor out of the river valley.

**Battlefield to Highway J Connection:** Arterial road extensions east of from US 65 are complemented by improvements to Battlefield Road in order to protect its function as a major link from US 65 to Highway J. The easterly extension of Battlefield Road from US 65 to Highway J is proposed with improvements to Farm Road 164 and Smith Road that would provide better continuity and greater traffic capacity.

In addition to widening the roadway, improvements for better continuity are proposed at:

- Battlefield and Murphy Road
- Murphy Road and Farm Road 164
- The Farm Road 164 intersection with Smith Road at the east end of the bridge crossing the James River.

In each case, the necessary improvement would essentially be the reorientation of a "T" intersection to make the east-west movement the dominant direction of travel through the intersection.

## **US 60 Corridor East of the James River**

An interchange with US 60 is recommended at Highway J / NN, which would exceed MoDOT's preferred two-mile spacing guideline. There would be a bridge over the future limited access freeway at Scotland Road (\$600,000) and another to the west near Farm Road 181 (\$600,000). Frontage roads on both sides of the highway would link the bridges and provide access to development (\$2,100,000). (Refer to Appendix A for interchange, bridge and frontage road estimates.)

Collinson Road would not cross US 60. Highland Springs residents could access the highway system at either Highway J / NN or Evans Road. The final access locations will have to be negotiated with the Missouri Department of Transportation.

To promote mid- and high-density development north of US 60 near the James River valley, Farm Road 181 is recommended to be extended over US 60, across the river valley and back to US 65 at the proposed interchange there.

## **Glenstone Avenue at the James River Freeway**

The interchange of Glenstone Road and the James River Freeway is planned to be upgraded based on the recommendations of a previous study. It is presently a diamond interchange and would be changed to the combination diamond and loop design. That change would make it much easier for traffic that is southbound on Glenstone Avenue to go east on the James River Freeway. It would also make it much easier for traffic that is eastbound on either the freeway or Republic Road to access Republic Road east of the freeway.

The *Southeast Springfield Development Study* recommends that eventually the proposed Republic Road bridge over the James River Freeway be rebuilt so that the connection is to the planned road through the quarry that links between Galloway Street and US 65.

## **Railroad Crossing of the James River Freeway**

US 60, the James River Freeway, would be elevated over the at-grade railroad track as part of the reconstruction of the interchange of US 60 and 65. This bridge would be designed and financed as part of the reconstruction of the interchange of US 60 and US 65.

## **Evans Road Interchange**

Increased traffic can be expected at the Evans Road interchange with US 65 if land development occurs as recommended in this report. The factor that limits development will be the capacity of the interchange rather than land area available for development.

Because this area occurs at the southerly extreme of developed Springfield and Greene County, most of the travel generated by an Activity Center would be expected to be oriented to and from the north. Parts of developed Springfield generally to the north of the Evans Road area would be expected to attract or generate more trips than the emerging development to the south in Christian County.

For this reason, capacity of the interchange will largely be controlled by the ability to provide for movement from eastbound Evans Road to northbound US 65 which is limited by the need for left turns to complete this movement. Interchange improvements will be required to provide capacity for this critical movement. Those improvements may be staged as needed to accommodate growth, starting with bridge widening for the addition of left turn lanes on eastbound Evans Road. They could culminate in a totally revamped interchange with a single-point diamond configuration or a hybrid design with a partial cloverleaf design to accommodate the dominant movements.

A detailed study of the Evans Road interchange was conducted by URS Corporation as part of the *Southeast Springfield Development Study* and its conclusions are summarized below. That traffic study was based on the recommended land use and road network patterns illustrated by Figure 15 on page 43. A sequence of land development was assumed. A full description of the assumptions and methodology for that interchange study was presented in a memorandum from URS to the City of Springfield dated 19 March 2002.

### **Conclusions of the Evans Road Interchange Study:**

Table B-1 summarizes the Level of Service (LOS) for Evans Road under the various development scenarios. (Tables B-1 through B-4 can be found in Appendix B of this report.)

**No-Build Scenario.** With no infrastructure improvements (No-Build Scenario), Evans Road would perform at LOS D or better until the completion of Stage 3 (mid-term development) for both the current and horizon years when it degrades to E. Significant volumes are generated in Stages 4 and 5 (full development), and Evans Road would degrade into LOS (F and worse) breakdown conditions at this point.

**Build Scenario.** For the Build Scenario (meaning improvements to US 65 and a new arterial road between US 65 and National Avenue), Evans Road would perform at LOS C or better for all stages of development. The East-West Arterial would perform at LOS D or better for all stages of development, and will be at LOS C or better until completion of Stage 5 (full development) in the horizon year.

**Forecast Conditions:** The US 65 - Evans Road interchange was studied for the PM peak hour to give an indication of delay under current and future assumed development. The two conditions assumed for the Build Scenario are:

1. The planned US 65 capacity expansion (additional lanes)
2. The planned east-west arterial road linking US 65 to National Avenue and continuing west to the planned extension of Kansas Expressway.

The following conditions were forecast:

**Southbound Ramp.** The southbound ramp would be over-capacity and enduring breakdown conditions with 2020 Build and full development conditions (Table B-3).

**Signalization.** Signalization of the interchange would improve operation to an acceptable Level of Service under existing conditions. This would be a short- to mid-term solution, with LOS degrading further under various development scenarios, as shown in the Evans Road Interchange Study memo in Appendix B.

**2002 No-Build Scenario.** At 2002 volumes (and No-Build infrastructure), the interchange would operate at LOS B until Stage 3 development is complete, when it would operate at LOS E, degrading to F with further development.

**2020 No-Build Scenario.** In 2020 (No-Build Scenario), the interchange would operate at LOS B until completion of Stage 3 development when it would be at LOS F.

**2002 Build Scenario.** In 2002, with the Build Scenario, the interchange would be at LOS E with Stage 1 and 2 development, and F with Stage 3 development.

**2020 Build Scenario.** In 2020, with the Build Scenario, the interchange would be at LOS F under existing development.

**Mitigation Measures:** Several mitigation measures were analyzed:

1. Signalization of the current diamond interchange
2. Additional left-turn lanes
3. Construction of a partial cloverleaf interchange with a loop in the southeast quadrant
4. Construction of a single-point interchange.

The effects of these mitigation measures are summarized in Table B-3. In 2020, with full 'build' infrastructure and development build-out, the partial cloverleaf is estimated to be LOS C, and the double lefts and single point will be LOS D.

**Cost Estimates:** Table B-4 summarizes approximate cost estimates for these design options.

**Traffic Signals.** As a short- to medium-term solution, signals could be installed for about **\$320,000**.

**Double Left-Turn Lanes.** In the longer term, reconstruction of the interchange to widen the Evans Road overpass and include signals and double left-turn lanes northbound would be about **\$3,534,000**.

**Partial Cloverleaf Reconstruction.** Reconstruction of the Evans Road bridge as partial cloverleaf with a loop in the southeast quadrant would be about **\$4,028,400**.

**Single-Point Diamond Interchange.** A single point diamond would cost about **\$7,520,000**.

### **Southeast Quadrant**

Mentor Road should be the east-west arterial road in the southeast quadrant rather than Millwood Drive. The traffic carrying function of Millwood has been compromised by its curves, hills and numerous access points. New collector roads between Scotland and Highway NN would also be useful.

### **Southwest Quadrant**

Arterial road connections in and out of the southwestern quadrant area are difficult because of development near US 65, the James River and the railroad line serving the power plant.

To provide east-west movement through this quadrant, it is recommended that the northerly alternative be chosen from the two alternatives being studied by Springfield and Greene County for East-West Arterial, a link from US 65 to National Avenue and eventually to the future extension of Kansas Expressway. This alignment would work well with the proposed residential and commercial land uses and would have fewer negative effects on existing houses and the floodplain than would the southerly alternative. This road would replace the existing Evans Road link to US 65.

Evans Road would be unmodified at its west end where it intersects Kissick Avenue and continues west across the river at the power plant and Lake Springfield. At its east end, the current connection of Evans Road to the interchange would be replaced by a southerly extension of Southwood Road to the proposed East-West Arterial. Freemont Avenue would provide a connection south into Christian County, and a second connection to the east under US 65 would continue to be provided near the river at Overlook Road and Timbercrest Road.

## **North-South Arterial along the Eastern Perimeter**

Highway J / NN would remain the Major Arterial along the eastern edge of the Study Area. This road would provide continuous north-south movement east of US 65 all the way from I-44 into Christian County. It will be essential for the City and the County to restrict driveway access and try to separate street intersections by at least one-quarter mile in order to protect the traffic capacity and safety of this important road.

## **Bicycle Lanes and Paths**

On-road bicycling lanes and off-road paths should be built in the Study Area in conjunction with road improvements and the construction of the James River Greenway. Bicycling contributes to quality of life as a popular form of recreation and an alternative to driving. Figure 16 illustrates the recommended pattern of these lanes and paths. Note that this system would include new bicycle and pedestrian bridges over US 60 at FR 181 and Collinson Road. The James River Greenway path should stay on the northwest side of the river to minimize having to build a river bridge. All neighborhood streets should be designed to be bicycle-friendly through interconnections and appropriately narrow widths. All lane or path dimensions should meet or exceed the standards of the Missouri Department of Transportation and the American Society of Highway and Transportation Officials.

## **Utilities**

### **Sanitary Sewer Service**

The major lines (called interceptors) for the sanitary sewer system are already installed along the James River (to Smith Road) and Farmer's Branch Creek (to the Highland Springs neighborhood).

Land owners who wish to access those lines and develop their property to City densities, can petition the City for annexation and go through the normal subdivision approval and construction process.

### **Water Service**

As with the sanitary sewer system, trunk water lines exist in all four quadrants of the Study Area. The City's comprehensive water study has assumed the eventual urban development of the Study Area, and the trunk lines were sized accordingly.

Annexation is not needed to receive water service from the Board of City Utilities, as it is with sanitary sewer service from the City.

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# Tab 3



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## **TECHNICAL COMMITTEE AGENDA 07/27/09; ITEM III.A.**

### **OTO Major Thoroughfare Plan Amendment Process**

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

##### **Agenda Description:**

OTO has been asked to amend the Major Thoroughfare Plan over the past several months to include new roadway alignments within multiple jurisdictions.

OTO would like to discuss having a policy of local jurisdictions updating their Major Street Plan through the Planning Commission/Board and City Council/County Commission prior to amending the OTO Major Thoroughfare Plan.

The purpose of the policy is twofold:

- Provide for the local jurisdiction public participation process and adoption to be completed prior to the OTO Board of Directors amending the OTO plan.
- Provide for an opportunity for OTO to work with multiple jurisdictions on reconciling and coordinating any issues that may result from the local adoption process prior to bringing forward an amendment to the OTO Major Thoroughfare Plan.

All jurisdictions in the MPO need to be aware of the requirement that each project in the TIP be "consistent with the long-range transportation plan," per U.S. Code, Title 23, Chapter 1, Section 134, subsection (j).

OTO will assist all jurisdictions in reviewing the local Major Street Plans for consistency with the OTO Long Range Transportation Plan, Journey 2030.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Staff is recommending the Technical Planning Committee approve the Draft OTO Policy on Amendments to the Major Thoroughfare Plan.

# Draft Ozarks Transportation Organization Policy on Amendments to the Major Thoroughfare Plan

Before a jurisdiction proposes an amendment to the OTO Major Thoroughfare Plan, all requested amendments should have been adopted and added to the local Major Street Plan and/or comprehensive plan by the appropriate parties within said jurisdiction, in accordance with the Missouri Revised Statutes regarding public hearings and adoption requirements, included for reference with this form. Title 23 of the U.S. Code regarding an MPO's requirements for amending the Long Range Transportation Plan and the Transportation Improvement Plan are also attached.

To propose amendments to the OTO Major Thoroughfare Plan, please complete the form below. OTO requires 45 days public notice before presenting any Major Thoroughfare Plan Amendments to the Board of Directors for a vote. This form should be submitted at least 30 days before the next Technical Planning Committee meeting to allow reasonable time for publication of the public notice. A list of meeting dates may be found on the OTO website, [www.OzarksTransportation.org](http://www.OzarksTransportation.org).

Also, attach any additional information regarding the amendment, including a map of the location and extent as well as the local adopting resolution, to this form before submitting it to OTO staff.

Requesting Jurisdiction

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Location and Description of  
Requested Amendment  
(include map with this form)

---

---

Name of the local adopted plan  
that includes the proposed  
amendment

---

---

Date of Local Plan Adoption or  
Amendment

---

Ordinance # or Resolution #  
(include copy with this form)

---

Date of Public Hearing for Plan  
Adoption/Amendment

---

Date of Notice for Public  
Hearing

---

Please submit this information to:  
Ozarks Transportation Organization  
117 Park Central Square, Suite 107  
Springfield, MO 65806  
(417) 836-5442  
[staff@ozarkstransportation.org](mailto:staff@ozarkstransportation.org)

## **Missouri Revised Statutes Regarding Plan Adoptions and Amendments**

For Greene County:

64.231. 1. The county planning board shall have power to make, adopt and may publish an official master plan for the county for the purpose of bringing about coordinated physical development in accordance with present and future needs. The master plan shall be developed so as to conserve the natural resources of the county, to ensure efficient expenditure of public funds, and to promote the health, safety, convenience, prosperity and general welfare of the inhabitants. The master plan may include, among other things, a land use plan, studies and recommendations relative to the locations, character and extent of highways, railroads, bus, streetcar and other transportation routes, bridges, public buildings, schools, sewers, parks and recreation facilities, parkways, forests, wildlife refuges, dams and projects affecting conservation of natural resources. The county planning board may adopt the master plan in whole or in part, and subsequently amend or extend the adopted plan or any portion thereof. Before the adoption, amendment or extension of the plan or portion thereof, the board shall hold at least one public hearing thereon, fifteen days' notice of the time and place of which shall be published in at least one newspaper having general circulation within the county, and notice of the hearing shall also be posted at least fifteen days in advance thereof in at least two conspicuous places in each township. The hearing may be adjourned from time to time. The adoption of the plan shall be by resolution carried by not less than a majority vote of the full membership of the county planning board. After the adoption of the master plan an attested copy shall be certified to the county clerk and a copy shall be recorded in the office of the recorder of deeds.

2. The master plan, with the accompanying maps, diagrams, charts, descriptive matter, and reports, shall include the plans specified by this section which are appropriate to the county and which may be made the basis for its physical development. The master plan may comprise any, all, or any combination of the plans specified in this section, for all or any part of the county.

For Christian County:

64.550. The county planning commission shall have power to make, adopt and publish an official master plan of the county for the purpose of bringing about coordinated physical development in accordance with the present and future needs. The official master plan shall be developed so as to conserve the natural resources of the county, to insure efficient expenditure of public funds and to promote the health, safety, convenience, prosperity and general welfare of the inhabitants. Such official master plan may include, among other things, studies and recommendations relative to the location, character and extent of highways, railroads, bus, streetcar and other transportation routes, bridges, public buildings, schools, parks, parkways, forests, wildlife refuges, dams, and projects affecting conservation of natural resources. The county planning commission may adopt the official master plan in whole or in part and may subsequently amend or extend the adopted plan or portion thereof. Before the adoption, amendment or extension of the plan or portion thereof, the commission shall hold at least one public hearing thereon, fifteen days' notice of the time and place of which shall be published in at least one newspaper having general circulation within the county, and notice of such hearing shall also be posted

~~at least fifteen days in advance thereof in one or more public areas of the courthouse of the county.~~  
Such hearing may be adjourned from time to time. The adoption of the plan, or part thereof, shall be by resolution carried by not less than a majority vote of the full membership of the county planning commission. After the adoption of the official master plan, or part thereof, an attested copy shall be certified to the county commission, to the recorder of deeds and to the clerk of each incorporated area covered by the plan or part thereof.

For Cities:

89.360. The commission may adopt the plan as a whole by a single resolution, or, as the work of making the whole city plan progresses, may from time to time adopt a part or parts thereof, any part to correspond generally with one or more of the functional subdivisions of the subject matter of the plan. Before the adoption, amendment or extension of the plan or portion thereof the commission shall hold at least one public hearing thereon. Fifteen days' notice of the time and place of such hearing shall be published in at least one newspaper having general circulation within the municipality. The hearing may be adjourned from time to time. The adoption of the plan requires a majority vote of the full membership of the planning commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the commission to form the whole or part of the plan and the action taken shall be recorded on the adopted plan or part thereof by the identifying signature of the secretary of the commission and filed in the office of the commission, identified properly by file number, and a copy of the plan or part thereof shall be certified to the council and the municipal clerk, and a copy shall be available in the office of the county recorder of deeds and shall be available at the municipal clerk's office for public inspection during normal office hours.

89.400. 1. When the planning commission of any municipality adopts a city plan which includes at least a major street plan or progresses in its city planning to the making and adoption of a major street plan, and files a certified copy of the major street plan in the office of the county recorder of the county in which the municipality is located, no plat of a subdivision of land lying within the municipality shall be filed or recorded until it has been submitted to and a report and recommendation thereon made by the commission to the city council and the council has approved the plat as provided by law.

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.

U.S. Code, Title 23, Chapter 1, Section 134, subsection (j)

(j) Metropolitan TIP.--

(1) Development.--

(A) In general.--In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the area for which the organization is designated.

(B) Opportunity for comment.--In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i) (5).

(C) Funding estimates.--For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

(D) Updating and approval.--The TIP shall be updated at least once every 4 years and shall be approved by the metropolitan planning organization and the Governor.

(2) Contents.--

(A) Priority list.--The TIP shall include a priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

(B) Financial plan.--The TIP shall include a financial plan that--

- (i) demonstrates how the TIP can be implemented;
- (ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
- (iii) identifies innovative financing techniques to finance projects, programs, and strategies; and
- (iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

(C) Descriptions.--Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

(3) Included projects.--

(A) Projects under this title and chapter 53 of title 49.--A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49.

(B) Projects under chapter 2.--

(i) Regionally significant projects.--Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program.

(ii) Other projects.--Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in one line item or identified

individually in the transportation improvement program.

(C) Consistency with long-range transportation plan.--Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

(D) Requirement of anticipated full funding.--The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

(4) Notice and comment.--Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

(5) Selection of projects.--

(A) In general.--Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP--

(i) by--

(I) in the case of projects under this title, the State; and

(II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and

(ii) in cooperation with the metropolitan planning organization.

(B) Modifications to project priority.--Notwithstanding any other provision of law,

[[Page 136]]

action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

(6) Selection of projects from illustrative list.--

(A) No required selection.--Notwithstanding paragraph (2)(B)(iv), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv).

(B) Required action by the secretary.--Action by the Secretary shall be required for a State or metropolitan planning organization to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv) for inclusion in an approved TIP.

(7) Publication.--

(A) Publication of tips.--A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

(B) Publication of annual listings of projects.--An annual

listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

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# Tab 4



## **TECHNICAL COMMITTEE AGENDA 07/27/09; ITEM III.C.**

### **Journey 2030 Long Range Transportation Plan Amendment**

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

##### **Agenda Description:**

The City of Republic has requested OTO amend the Journey 2030 Long Range Transportation Plan (LRTP) to show the Highway ZZ/MM/B/266 Corridor as High Priority Project.

##### **Current Project Classification (LRTP)**

The north portion of the corridor from I-44 to the Springfield Branson National Airport is currently classified as a High Priority Project and the proposed ZZ/MM realigned intersection/railroad grade separation near U.S. is currently classified as a Medium Priority Project in the Long Range Transportation Plan.

##### **Current Functional Classification (LRTP)**

The Corridor is classified as a Primary Arterial from Wilson's Creek Battlefield to Farm Road 140 (just south of I-44) and as an Expressway from Farm Road 140 to the Airport.

##### **Project Programming (TIP)**

Preliminary Scoping for the Highway MM/ZZ intersection and at-grade rail crossing separation is programmed for FY 2010.

The City of Republic is submitting this corridor for TIGER funding by September 15, 2009 with an estimated cost 75 million and has requested to add this project to the FY2010-2013 TIP

##### **Proposed LRTP Amendment:**

Existing:

###### **High Priority Projects:**

- Capacity Expansion and System Improvements for a new connector roadway to the planned replacement terminal at the Springfield-Branson Regional Airport
- IS 44 Interchange with B/MM

###### **Medium Priority Projects:**

- ZZ/MM Extension or Connection

Proposed:

###### **High Priority Projects:**

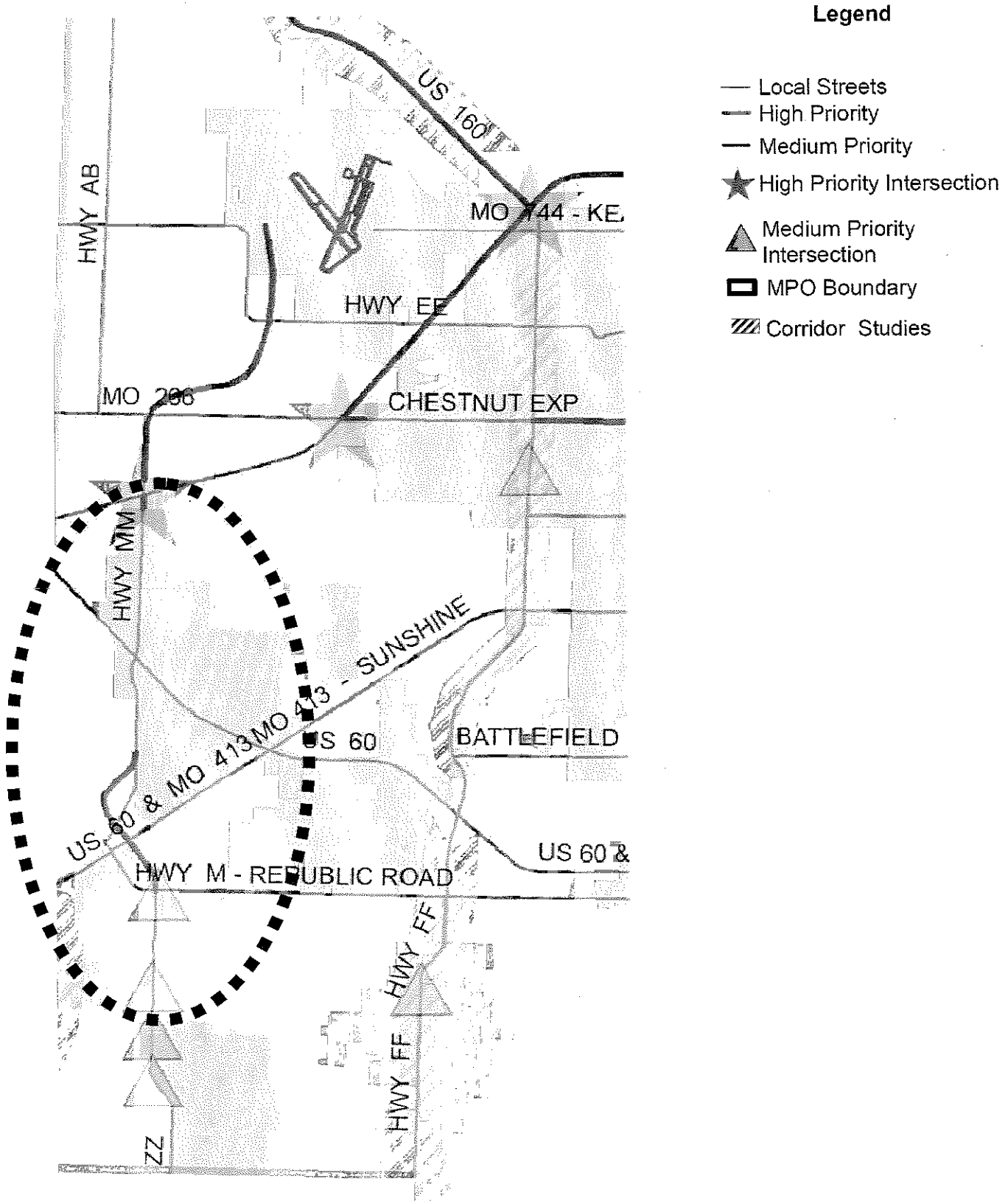
- Capacity Expansion and System Improvements for a new connector roadway to the planned replacement terminal at the Springfield-Branson Regional Airport

- 
- IS 44 Interchange with B/MM
  - ZZ/MM Extension or Connection
  - Route B/MM capacity expansion from Route 266 to the ZZ extension
  - ZZ capacity expansion from MM to Wilson's Creek National Battlefield entrance

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Staff is recommending the Technical Planning Committee consider recommending approval of the proposed amendment to the Journey 2030 Long Range Transportation Plan to reclassify the entire corridor as a high priority project. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the amendment can be conducted and comments received prior to the August Board of Directors meeting.

L RTP Proposed Change to a High Priority  
Project for the Hwy MM/ZZ/M Corridor





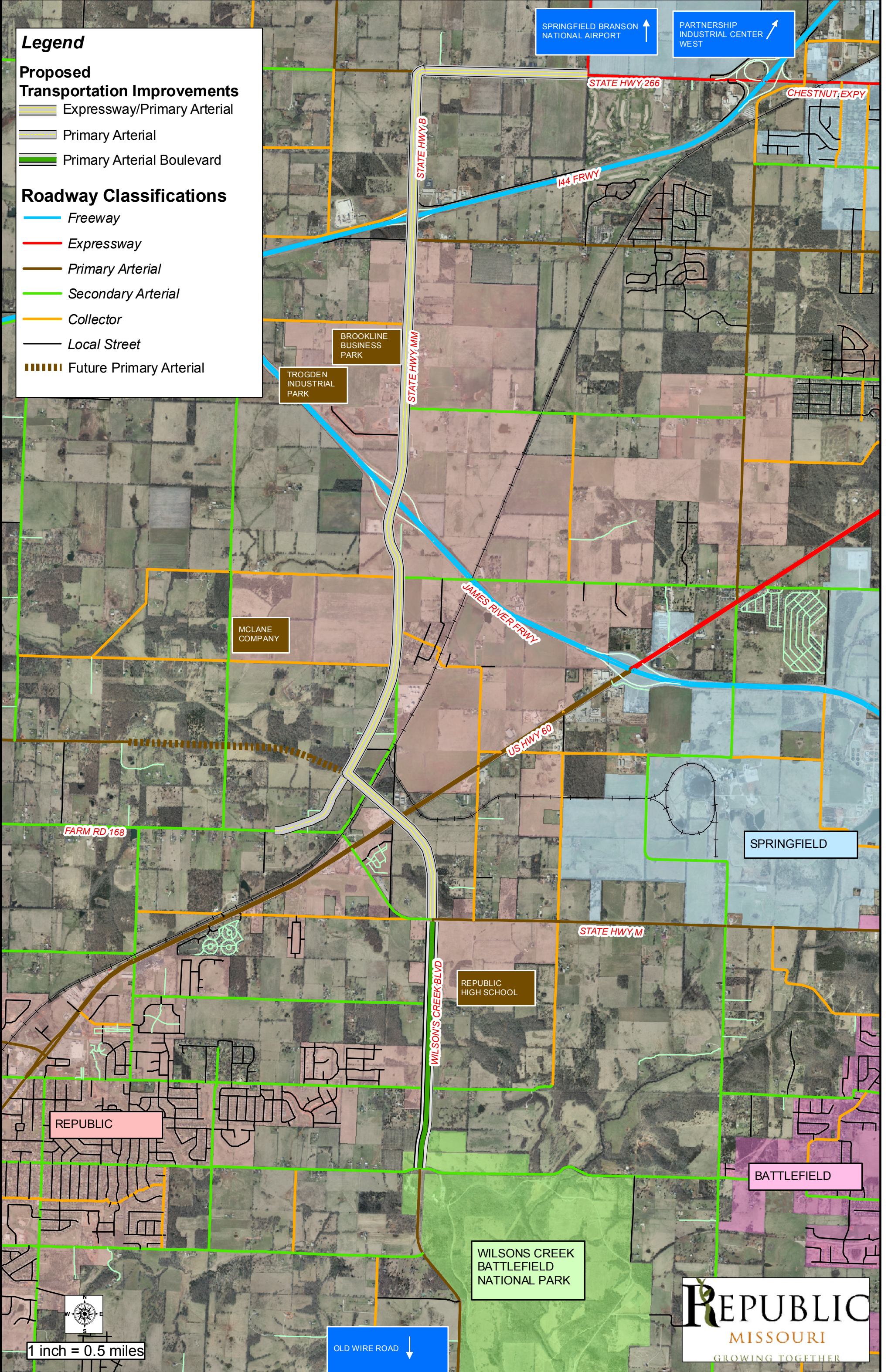
**Legend**

**Proposed Transportation Improvements**

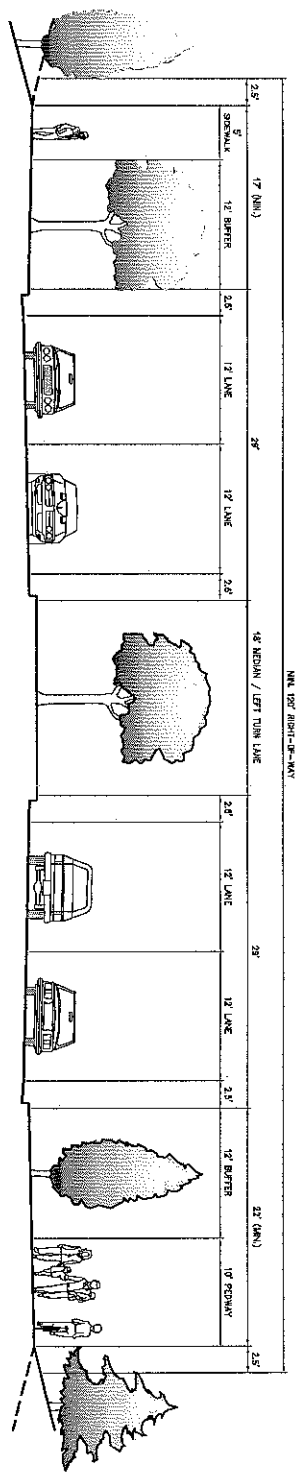
- Expressway/Primary Arterial
- Primary Arterial
- Primary Arterial Boulevard

**Roadway Classifications**

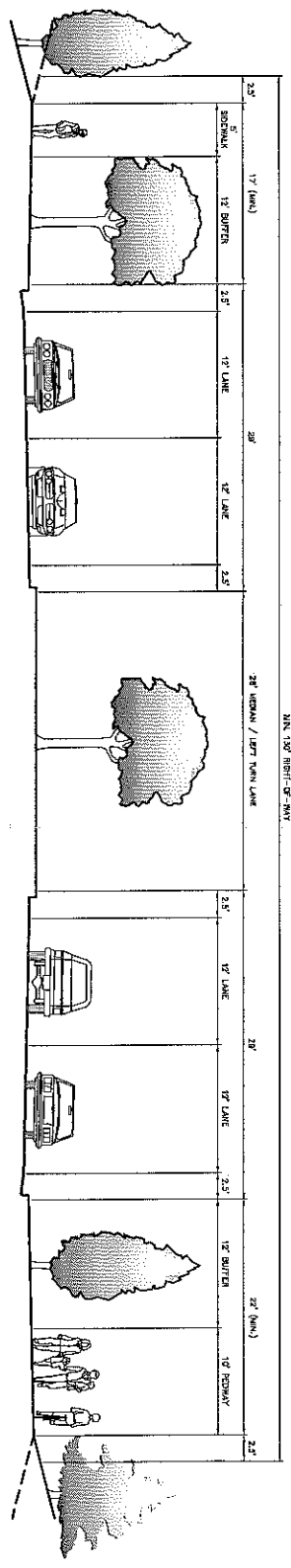
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Local Street
- Future Primary Arterial



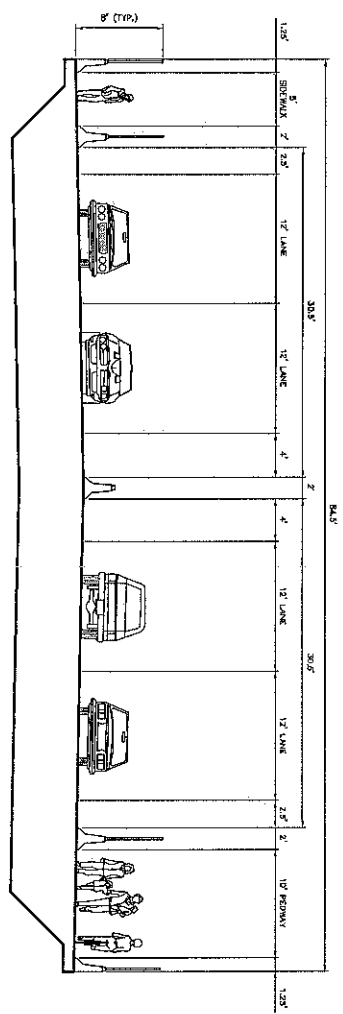




PRIMARY ARTERIAL 4-LANE WITH LEFT TURN / MEDIAN AND OFF-STREET BIKE LANES (PREFERRED)  
N.T.S.



BOULEVARD 4-LANE WITH LEFT TURN / MEDIAN AND OFF-STREET BIKE LANES (PREFERRED)  
N.T.S.



BRIDGE 4-LANE (PREFERRED)  
N.T.S.

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# Tab 5

**Amendment Number Eight to the FY 2009-2012 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are two administrative amendments being proposed by the City of Ozark to change the funding amounts for the Ozark Master Transportation Plan and the 3<sup>rd</sup> Street/Highway 14 Traffic Study. Both projects are utilizing American Recovery and Reinvestment Act (ARRA) funding.

**City of Ozark Transportation Plan FY 2009-2012 Administrative TIP Amendment.** The City of Ozark has requested an administrative TIP amendment to add STP-Urban and local funding to the already programmed ARRA funding in order to prepare a Citywide Transportation Plan. The Citywide Transportation Plan will provide for preliminary scoping and cost estimates. The overall project funding is being increased from \$40,000 to \$50,000.

**City of Ozark 3<sup>rd</sup> Street Traffic Study FY 2009-2012 Administrative TIP Amendment.** The City of Ozark has requested a TIP amendment to decrease the STP-Urban and local funding of the planning study to analyze traffic on 3<sup>rd</sup> Street from Jackson to Church. The funding is being decreased from \$33,188 to \$20,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on amending the FY 2009-2012 TIP to include TIP amendment number eight.

PROPOSED

CITY OF OZARK			Fiscal Year			
			Funding		2011	
					2010	TOTALS
					2009	2012
Project:	MASTER TRANSPORTATION PLAN		FHWA (ARRA)		\$ 40,000	\$ -
MoDOT #		PF	FHWA(STP-U)		\$ 8,000	\$ -
TIP #			Local		\$ 2,000	\$ -
			Other		\$ -	\$ -
Description:	OK0911	ROW	FHWA(STP-U)		\$ -	\$ -
	Transportation Planning Study to do preliminary scoping of transportation projects.		MoDOT		\$ -	\$ -
			Local		\$ -	\$ -
			Other		\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(STP-U)		\$ -	\$ -
Federal Funding Category	ARRA		MoDOT		\$ -	\$ -
MoDOT Funding Category	N/A		Local		\$ -	\$ -
Work or Fund Category	Construction		Other		\$ -	\$ -
Local Funding from MO Motor Fuel Tax Distribution.			TOTAL		\$ 50,000	\$ -
					\$ -	\$ 50,000

PROPOSED

CITY OF OZARK			Fiscal Year			
			Funding		2011	
					2010	TOTALS
					2009	2012
Project:	3rd Street/ State Highway 14		FHWA(STP-U)		\$ 5,450	\$ -
MoDOT #		PF	FHWA (ARRA)		\$ 13,188	\$ -
TIP #			Local		\$ 1,362	\$ -
			Other		\$ -	\$ -
Description:	OK0912	ROW	FHWA(STP-U)		\$ -	\$ -
	Analysis of existing and projected traffic in order to develop an efficient traffic plan from Jackson to Church Streets.		MoDOT		\$ -	\$ -
			Local		\$ -	\$ -
			Other		\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(STP-U)		\$ -	\$ -
Federal Funding Category	STP-Urban		MoDOT		\$ -	\$ -
MoDOT Funding Category	N/A		Local		\$ -	\$ -
Work or Fund Category	PE		Other		\$ -	\$ -
Local Funding from MO Motor Fuel Tax Distribution.			TOTAL		\$ 20,000	\$ -
					\$ -	\$ 20,000



EXISTING

CITY OF OZARK			Fiscal Year				
			Funding				
			2009	2010	2011	2012	TOTALS
Project:	MASTER TRANSPORTATION PLAN	FF	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
MoDOT #			\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	OK0911		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Transportation Planning Study to do preliminary scoping of transportation projects.	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	ARRA		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		\$ -	\$ -	\$ -	\$ -	\$ -
100% American Recovery and Reinvestment Act funds.			\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000

EXISTING

CITY OF OZARK			Fiscal Year				
			Funding				
			2009	2010	2011	2012	TOTALS
Project:	3rd Street/ State Highway 14	FF	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000
MoDOT #			\$ 13,188	\$ -	\$ -	\$ -	\$ 13,188
TIP #	OK0912		\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
Description:	Analysis of existing and projected traffic in order to develop an efficient traffic plan from Jackson to Church Streets.	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP-Urban		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	PE		\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding from MO Motor Fuel Tax Distribution.			\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 33,188	\$ -	\$ -	\$ -	\$ 33,188



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# Tab 6

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## **TECHNICAL COMMITTEE AGENDA 07/27; ITEM III.E.**

### **FY 2010–2013 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:** On an annual basis, the MPO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four-year time frame for the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The Draft TIP was posted on the website on July 3, 2009 and an email was sent to the Technical Committee requesting review and corrections prior to the Technical Committee meeting. Staff has received several corrections which are attached for your information. These corrections as well as any additional corrections will be made and a new draft will be distributed to the Board of Directors prior to the August Board Meeting.

**SUBCOMMITTEE RECOMMENDATION:** The subcommittee met on May 20, 2009 and unanimously recommended the TIP for full Technical Committee review and forwarding to OTO Board of Directors.


**STAFF RECOMMENDATION:** To recommend approval of the TIP as submitted in the agenda packet with requested corrections/changes to the MPO Board of Directors.

**TECHNICAL COMMITTEE ACTION REQUESTED:** To either recommend the TIP to the MPO Board of Directors, or to ask the TIP Subcommittee to revisit the document to make specific changes. (The latter would require a special Technical Committee meeting prior to the August Board of Directors meeting)

**Edwards, Sara**

---

**From:** Hutchison, David  
**Sent:** Tuesday, July 14, 2009 2:05 PM  
**To:** Newman, Earl; Gugel, Martin; Haynes, Jason  
**Cc:** Edwards, Sara  
**Subject:** RE: OTO 2010-2013 TIP

 Enhancement projects EN0710, Wilhoit Plaza Streetscape; EN0816, Campbell Underpass-Fassnight Creek Greenway; and EN0818- College Station Streetscape Phase IV will not have funding authorization this fiscal year because of the length of time to authorize the funds from the Jordan Valley Car Park redistribution. They need to be reprogrammed for 2010.

David Hutchison, 864-1971

3 PROJECTS ADDED TO 2010

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**From:** Newman, Earl  
**Sent:** Tuesday, July 14, 2009 8:27 AM  
**To:** Hutchison, David; Gugel, Martin; Haynes, Jason  
**Subject:** FW: OTO 2010-2013 TIP

Please review the TIP and as they say below, even minor changes in the future would have to come back through the process.

---

**From:** Edwards, Sara  
**Sent:** Wednesday, July 01, 2009 4:41 PM  
**To:** 'Mr. Andy Mueller'; 'Mr. Bill Robinett'; 'Mr. Bob Atchley'; 'Mr. Brian Bingle'; 'Mr. Dan Smith'; 'Mr. Dan Watts'; 'Mr. David Bishop'; 'Mr. David Brock'; 'Mr. Duffy Mooney'; Newman, Earl; 'Mr. Eric Bernskoetter'; 'Mr. Frank Miller'; 'Mr. Gary Snaveley'; Price, Harry; 'Mr. Kent Morris'; 'Mr. Kevin Lambeth'; 'Mr. Mike Tettamble, Jr.'; 'Mr. Paul Hood'; Rognstad, Ralph; 'Mr. Roger Howard'; 'Mr. Ryan Mooney'; Schroeder, Shawn; 'Mr. Steve Childers'; Whaley, Terry; 'Ms. Carol Cruise'  
**Cc:** Conklin, Tim  
**Subject:** OTO 2010-2013 TIP

Good Afternoon:

As you all know the July Technical Committee is scheduled for July 27, 2010. We will be reviewing the Draft TIP and making a recommendation to the Board of Directors. Below please find a link to the Draft TIP. We are sending this to you for two reasons. 1) Please review and have comments ready for the July Technical meeting. It is now imperative that your projects appear correctly as we will be required to make amendments for even very minor changes which delay federal funds being obligated. 2) We are sending out a press release today and a legal notice will be in Sunday's paper. So we wanted you to be aware that the Draft is out for public comment.

<http://www.ozarkstransportation.org/NewsandPress/OTOFY2010TIPdraft3small.pdf>

Thanks for all of your hard work on the TIP this year and please let me know if you any questions.

Sara Edwards  
Principal Planner  
Ozarks Transportation Organization  
phone 417.836.5543  
fax 417.862.6013  
[sedwards@ozarkstransportation.org](mailto:sedwards@ozarkstransportation.org)



**Edwards, Sara**

---

**From:** Brian Bingle [b\_bingle@nixa.com]  
**Sent:** Friday, July 10, 2009 8:12 AM  
**To:** Edwards, Sara  
**Subject:** RE: OTO 2010-2013 TIP  
**Attachments:** Nixa 2010 TIP proposal pg 2.xls

✂ Hey! You've got Northview as under construction; we've just started its design. Also, I don't see SH14 & US160 intersection design. I'm attaching the TIP submission for your use. Thanks

REVISE

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

**From:** Edwards, Sara [mailto:SEdwards@springfieldmo.gov]

**Sent:** Wednesday, July 01, 2009 4:41 PM

**To:** 'Mr. Andy Mueller'; 'Mr. Bill Robinett'; 'Mr. Bob Atchley'; 'Mr. Brian Bingle'; 'Mr. Dan Smith'; 'Mr. Dan Watts'; 'Mr. David Bishop'; 'Mr. David Brock'; 'Mr. Duffy Mooney'; Newman, Earl; 'Mr. Eric Bernskoetter'; 'Mr. Frank Miller'; 'Mr. Gary Snavelly'; Price, Harry; 'Mr. Kent Morris'; 'Mr. Kevin Lambeth'; 'Mr. Mike Tettamble, Jr.'; 'Mr. Paul Hood'; Rognstad, Ralph; 'Mr. Roger Howard'; 'Mr. Ryan Mooney'; Schroeder, Shawn; 'Mr. Steve Childers'; Whaley, Terry; 'Ms. Carol Cruise'

**Cc:** Conklin, Tim

**Subject:** OTO 2010-2013 TIP

Good Afternoon:

As you all know the July Technical Committee is scheduled for July 27, 2010. We will be reviewing the Draft TIP and making a recommendation to the Board of Directors. Below please find a link to the Draft TIP. We are sending this to you for two reasons. 1) Please review and have comments ready for the July Technical meeting. It is now imperative that your projects appear correctly as we will be required to make amendments for even very minor changes which delay federal funds being obligated. 2) We are sending out a press release today and a legal notice will be in Sunday's paper. So we wanted you to be aware that the Draft is out for public comment.

<http://www.ozarkstransportation.org/NewsandPress/OTOFY2010TIPdraft3small.pdf>

Thanks for all of your hard work on the TIP this year and please let me know if you any questions.

Sara Edwards  
Principal Planner  
Ozarks Transportation Organization  
phone 417.836.5543  
fax 417.862.6013  
[sedwards@ozarkstransportation.org](mailto:sedwards@ozarkstransportation.org)

**STATUS OF PRIOR YEAR PROJECTS**  
- Enhancements -

**CITY OF SPRINGFIELD**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2006</u></b>			
EN0601	College Station Streetscape Phase I	Streetscape Enhancement	Complete
EN0603	College Station Streetscape Phase II	Streetscape enhancement	Complete
EN0604	Heers Car Park Streetscape	Streetscape enhancement	Complete
EN0610	College Station Streetscape Phase III	Streetscape enhancement	Complete
<b><u>FY2007</u></b>			
EN0701	Benton Avenue Streetscape	Streetscape enhancement	Under construction Summer 2009
EN0702	Boonville Avenue Streetscape Phase I	Streetscape enhancement	Under construction Summer 2009
EN0706	St. Louis Streetscape Phase I	Streetscape enhancement	Under construction Summer 2009
EN0709	Walnut Street Streetscape Phase II	Streetscape enhancement	Under construction Summer 2009
EN0710	Wilhoit Plaza Streetscape	Streetscape enhancement	<del>Under construction Summer 2009</del>
EN0712	Park Central Streetscape	Streetscape enhancement	Under construction

*Reprogram to FY2010*

*Reprogram to FY2010*

**STATUS OF PRIOR YEAR PROJECTS**  
- Enhancements -

**CITY OF SPRINGFIELD**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2008</u></b>			
EN0802	Walnut Street Streetscape Phase III	Improvements between Kimbrough and JQ Hammons	Reprogrammed to FY2010
EN0808	Boonville Avenue Streetscape Phase IV	Improvements between Chestnut and Tampa	Reprogrammed to FY2010
EN0809	Glenstone Avenue Sidewalks	Along west side between Seminole and Sunset Streets	Reprogrammed to FY2010 and 2011
EN0814	Springfield Safe Routes to School	Add school-zone flashers at 18 schools in R-12 district 26	<i>Completed</i> Installation contract awarded. Equipment being purchased
EN0816	Campbell Underpass - Fassnight Creek Greenway	Greenway underpass near Parkview High School. Build in conjunction with Parks/Storm water tax funded project	Construction Summer 2009. All local funds. Federal Funding moved to Grant Underpass.
EN0817	Campbell Avenue Streetscape	Streetscape improvements between Elm and Walnut Streets	Construction Fall 2009. Reprogrammed FY 2010.
EN0818	College Station Streetscape Phase IV	Streetscape improvements on Campbell between McDaniel and Walnut Streets and on Walnut between Market and Main Sts.	Construction Summer 2009 <i>Winter 2010</i>
EN0819	City of Springfield Safe Routes to School Education program	To educate students at Cowden, Bowerman, Pittman and Westport Elementary Schools on bicycle and pedestrian safety	Project to begin fall 2009. Reprogrammed FY 2010.



**STATUS OF PRIOR YEAR PROJECTS**  
- Enhancements -

**CITY OF STRAFFORD**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2006</u></b>			
EN0609	Strafford Sidewalk Project - Phase 1	Sidewalks with accessibility features	Complete
<b><u>FY2007</u></b>			
EN0708	Strafford Sidewalk Project - Phase 2	Sidewalks with accessibility features along Farmer Road, Miller Road and Jackson Street	Complete
<b><u>FY2009</u></b>			
EN0901	Strafford School Sidewalks Phase 1A	Strafford School Sidewalks along McCabe	Construction to begin by Fall 2009

**CITY OF WILLARD**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2008</u></b>			
EN0803	Willard School Sidewalk Project	Sidewalks along Farmer Road, Miller Road and Jackson Street	<del>Under construction</del> Complete
EN0804	Willard School Sidewalk Project	Sidewalks along Highway AB, Farmer Road and Miller Road and a crosswalk across US 160	<del>Under construction</del> Complete
EN0815	Willard Safe Routes to School	Bicycle and pedestrian teaching project for school-age children	Complete
<b><u>FY2009</u></b>			
EN0903	Highway Z Sidewalk Project	Construct sidewalk from the Frisco Highline Trail to the Willard Recreational Center	Construction to begin by Fall 2009

**STATUS OF PRIOR YEAR PROJECTS**  
- Enhancements -

**OZARK GREENWAYS**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2007</u></b> EN0705	Safe Routes Safety and Education Initiative	Safety and Education Activities	Complete
<b><u>FY2009</u></b> EN0904	Frisco Highline Trail Surface Improvements	Pave existing trail from Springfield to Willard	Construction to begin by Fall 2009

**SPRINGFIELD-GREENE COUNTY PARK BOARD**

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2006</u></b> EN0606	Fassnacht Creek Greenway Trail	Bicycle/pedestrian trail	Reprogrammed to FY2011
EN0607	South Dry Sac Greenway Phase II	Trail from Truman School to Lost Hill Natural Resource Park	<p>↓ correct</p> <p>Construction to begin Summer 2009 -</p> <p><i>[Handwritten scribbles]</i></p>
<b><u>FY2007</u></b> EN0707	South Dry Sac Greenway	Bicycle/pedestrian trail	<p>Under design. Construction Summer 2009</p> <p><i>Const Fall 2009 (FY 2010)</i></p>
EN0711	Wilson Creek Phase III	Bicycle/pedestrian trail	<p>Under design. Construction Summer 2009</p> <p><i>Const. FY 2010</i></p>

- Enhancements -

comments eni  
section

ments -  
in section

**- Enhancements -**

ENHANCEMENTS - CITY OF SPRINGFIELD				Fiscal Year				
Funding			2010	2011	2012	2013	TOTALS	
Project:	CAMPBELL AVENUE STREETSCAPE	ENG	ENH					
MoDOT #			MoDOT					
TIP #			Local					
			Other					
Description:	EN0817							
	Streetscape Improvements between Elm and Walnut Avenues.	ROW	ENH					
			MoDOT					
			Local					
			Other					
Federal Source Agency			ENH					
Federal Funding Category			MoDOT					
MoDOT Funding Category			Local					
Work or Fund Category	Construction		Other (STP-U)					
			TOTAL					
				131,000				131,000

Comments -  
Encl-section

Comments  
section

Cammer

ENHANCEMENTS - CITY OF SPRINGFIELD			Funding			Fiscal Year			
			2010	2011	2012	2013	TOTALS		
Project:	CITY OF SPRINGFIELD SAFE ROUTES TO SCHOOL EDUCATION PROGRAM	ENG	\$ 24,779	\$ -	\$ -	\$ -	\$ 24,779		
MoDOT #		MoDOT Local	-	\$ -	\$ -	\$ -	\$ -		
TIP #	EN0819	Other	-	\$ -	\$ -	\$ -	\$ -		
Description:	Educate students at Cowden, Bowerman, Pittman and Westport Elementaries on bicycle and pedestrian safety.	ENH	-	\$ -	\$ -	\$ -	\$ -		
		MoDOT Local	-	\$ -	\$ -	\$ -	\$ -		
		Other	-	\$ -	\$ -	\$ -	\$ -		
Federal Source Agency	FHWA	ENH	-	\$ -	\$ -	\$ -	\$ -		
Federal Funding Category	Enhancement	MoDOT Local	-	\$ -	\$ -	\$ -	\$ -		
MoDOT Funding Category	Enhancement	Other (STP-U)	-	\$ -	\$ -	\$ -	\$ -		
Work or Fund Category	Construction								
		TOTAL	\$ 24,779	\$ -	\$ -	\$ -	\$ 24,779		

# PROGRAMMED IMPROVEMENTS

- Enhancements -

ENHANCEMENTS - CITY OF SPRINGFIELD										Fiscal Year					Funding	
		2010	2011	2012	2013	TOTALS										
Project:	GRANT STREET UNDERPASS	\$ 88,000	\$ -	\$ -	\$ -	\$ 88,000	ENG	ENH								
MoDOT #		\$ 22,000	\$ -	\$ -	\$ -	\$ 22,000		MoDOT								
TIP #		\$ -	\$ -	\$ -	\$ -	\$ -		Local								
		\$ -	\$ -	\$ -	\$ -	\$ -		Other								
Description:	EN1001	\$ -	\$ -	\$ -	\$ -	\$ -	ROW	ENH								
	Construction of a pedestrian underpass on Grant Avenue for the Fasnlight Greenway Trail.	\$ -	\$ -	\$ -	\$ -	\$ -		MoDOT								
		\$ -	\$ -	\$ -	\$ -	\$ -		Local								
		\$ -	\$ -	\$ -	\$ -	\$ -		Other								
Federal Source Agency	FHWA	\$ 387,360	\$ -	\$ -	\$ -	\$ 387,360	CON	ENH								
Federal Funding Category	Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -		MoDOT								
MoDOT Funding Category	Enhancement	\$ 96,840	\$ -	\$ -	\$ -	\$ 96,840		Local								
Work or Fund Category	Construction	\$ -	\$ -	\$ -	\$ -	\$ -		Other (STP-U)								
		\$ 594,200	\$ -	\$ -	\$ -	\$ 594,200	TOTAL									
		\$ 594,200	\$ -	\$ -	\$ -	\$ 594,200										

*Funding amount provided  
checked & correct*

## SELECTION CRITERIA

— Enhancements —

### City of Springfield Campbell Avenue Streetscape .....TIP #EN0817

Streetscape Improvements on Campbell Avenue between Elm and Walnut Streets.

Federal Source Agency: FHWA  
Federal Funding Category: Enhancements  
Missouri Source Agency: MoDOT  
Missouri Funding Category: Enhancement  
Work or Fund Category: Construction

Federal: \$104,800  
Local (City of Springfield): \$26,200  
**Total FY2008: \$131,000**

### City of Springfield College Station Streetscape Phase IV.....TIP #EN0818

Streetscape Improvements on Campbell Avenue between McDaniel and Walnut Streets and on Olive between Market and Main Avenues.

Federal Source Agency: FHWA  
Federal Funding Category: Enhancements  
Missouri Source Agency: MoDOT  
Missouri Funding Category: Enhancement  
Work or Fund Category: Construction

Federal: \$175,189  
Local (City of Springfield): \$43,797  
**Total FY2008: \$218,986**

### City of Springfield Safe Routes to School Education Program.....TIP #EN0819

Program to educate students at Bowerman, Cowden, Pittman and Westport elementary on bicycle and pedestrian safety.

Federal Source Agency: FHWA  
Federal Funding Category: Safe Routes to School  
Missouri Source Agency: MoDOT  
Missouri Funding Category: Safe Routes to School  
Work or Fund Category: Construction

Federal: \$24,779  
**Total FY2008: \$24,779**

ADD  
PROJECT  
TO  
FY 2010

# STATUS OF PRIOR YEAR PROJECTS

- Highways / Roads -

## CITY OF SPRINGFIELD

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2005 continued</u></b>			
SP0512	Republic, James River Freeway to Fremont	Intersection improvements at National, additional lanes, drainage, signals, lighting and sidewalks	Design 25% complete. Construction FY 2010.
SP0514	Campbell and Seminole	Intersection Improvements	On hold
<b><u>FY2006</u></b>			
SP0603	School Sidewalk Program	Sidewalks and curb ramps	75% complete
SP0609	National and James River Freeway (MoDOT #8P0791)	Scoping for Interchange improvements	Under construction
SP0615	Bus turnouts, various locations	Install bus turnouts at various locations on arterial streets.	Ongoing
SP0617	Kansas Expressway/Evergreen (MoDOT #8P0841C)	Signal relocation	Under construction
SP0619	Advanced Traffic Management System Development (MoDOT #J8P0760)	Develop and implement software and central hardware for integrated arterial & freeway management system	Under Construction <i>Reprogrammed as m01022 ?</i>
SP0620	Regional Transportation Management Center (MoDOT #SP0761)	Design, construction, equipping, furnishing and purchasing space for a new TMC	<del>Under construction</del> <i>ok.</i>
SP0621	ATMS Field Device Deployment Design. MoDOT # 8Q0830C	Provide design for field installation of ATMS devices	90% complete
SP0622	ATMS Field Device Deployment - Phase I. MoDOT # 8Q0830		Equipment purchasing complete. Installation FY2009 <i>10</i>
SP0626	US Highways 60/65 (MoDOT #8P0683C)	Interchange and ramp improvements. To be let with MoDOT #8P0898	Under construction

# STATUS OF PRIOR YEAR PROJECTS

- Highways / Roads -

## CITY OF SPRINGFIELD

<u>TIP #</u>	<u>Project Description</u>	<u>Type of Improvement</u>	<u>Status</u>
<b><u>FY2007 continued</u></b>			
SP0722	Midfield Terminal Access Road (MoDOT #8S0795)	Road to new Springfield- Branson Airport terminal	Complete
SP0723	I-44/Chestnut Expressway Interchange - MoDOT #8S0851 (same project as SP0717)	Interchange improvements	Complete
SP0801	Traffic signal/traffic calming annual program 2007-2010	Install one new signal annually or replace and maintain signal system	4 traffic signal power supplies replaced. 1 traffic signal control cabinet upgraded. Various maintenance/ repairs completed.
SP0804	Kansas Expressway and Republic	Intersection improvements	Design underway
SP0805	MO 744 (Kearney Street) (MoDOT #8P0879B)	Resurface from Springfield- Branson Airport to MO 13	Under construction
SP0806	MO 13 (Kansas Expressway) (MoDOT #8P0841)	Improve interchange capacity and safety at I-44 interchange	Under construction
SP0807	US 65 (MoDOT #8P0605B)	Capacity improvements between US 60 and Battlefield Road.	Merged with SP0912. Under construction
SP0809	MO 744 (East Kearney) (MoDOT #8S0919) Same as SP0826	Widen between US 65 and LeCompte. MoDOT Economic Development Project w/Springfield Underground	Complete
SP0810	Transportation Management Center Management and Operations. MoDOT # 8P0761.	Ongoing management and operations of the Transportation Management Center for the Springfield area.	<del>Under construction</del> Complete
SP0826	MO 744 (East Kearney) (MoDOT #8S0919) Same as SP0809	Widen between US 65 and LeCompte	Complete



\* Updated Funding Source to reflect STP-Urban funds "recycled" from Jordan Valley Car Park Sale

CITY OF OZARK		Fiscal Year				
		Funding				
		2010	2011	2012	2014	TOTALS
Project:	PAVEMENT TREATMENT ON ROUTE 65 FROM ROUTE 60 TO OTO BOUNDARY	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P0880	\$ 315,000	\$ -	\$ -	\$ -	\$ 315,000
TIP #	GR0902	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Mill and resurface, diamond grind from US 60 to Ozarks Transportation Organization boundary.	\$ -	\$ -	\$ -	\$ -	\$ -
	ENG	\$ -	\$ -	\$ -	\$ -	\$ -
	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	\$ 1,061,000	\$ -	\$ -	\$ 2,598,000	\$ 3,659,000
Federal Funding Category	NHS	\$ 915,000	\$ -	\$ -	\$ -	\$ 915,000
MoDOT Funding Category	Taking Care of System- District 8	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction	\$ 2,598,000	\$ -	\$ -	\$ (2,598,000)	\$ -
Advance Construction. Project includes \$1,061,000 of STP-Urban funds in FY 2010.		\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL	\$ 4,889,000	\$ -	\$ -	\$ -	\$ 4,889,000

# BUDGET

City of Republic		Funding					Fiscal Year					TOTALS	
		2010		2011		2012		2013		TOTALS			
Project:	HIGHWAY ZZ IMPROVEMENTS	Operations TIGER	\$ -	\$ -	-	\$ -	-	-	\$ -	-	\$ -		
TIP #		LOCAL	\$ -	\$ -	-	\$ -	-	-	\$ -	-	\$ -		
Description:	Improve and widen 8.5 miles of roadway along State Highways ZZ/MM/YY/B from West Farm Road 182 (Wilson's Creek Battlefield) to State Highway 268 at the new Airport Boulevard including a new intersection at State Highways 60 and MM, a railroad grade separation crossing at State Highway MM over BNSF, bridge widening at James River Freeway and new bridge over Interstate 44. The improvements would also include facilities for pedestrians and bicyclists.	Capital TIGER	\$ 2,400,000	\$ 9,300,000	\$ 27,600,000	\$ 20,700,000	\$ 60,000,000						
		LOCAL *	\$ -	\$ -	-	\$ -	-	-	\$ -	-	\$ -		
		Maintenance TIGER	\$ 600,000	\$ 2,325,000	\$ 6,900,000	\$ 5,175,000	\$ 15,000,000						
Federal Source Agency	TIGER		\$ -	\$ -	-	\$ -	-	-	\$ -	-	\$ -		
Federal Funding Category		LOCAL	\$ -	\$ -	-	\$ -	-	-	\$ -	-	\$ -		
Work or Fund Category	Stimulus	TOTAL	\$ 3,000,000.00	\$ 11,625,000.00	\$ 34,500,000.00	\$ 26,875,000.00	\$ 75,000,000.00						

GREENE COUNTY			Funding		Fiscal Year					TOTALS
					2009	2010	2011	2012		
Project:	US 60				\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
MoDOT #	8P0841				\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP0806				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Upgrade to freeway from US 65 to NN/J and construct an interchange at 60/NN/J				\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
			ROW		\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA				\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
Federal Funding Category	ARRA TIGER DISCRETIONARY				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project is subject to TIGER funding through FHWA distributed by nationwide competitive grant					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			TOTAL		\$ 30,605,000	\$ -	\$ -	\$ -	\$ -	\$ 30,605,000

PROGRAMMED IMPROVEMENTS

-Highways-

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Fiscal Year			
Funding			2010	2011	2012	2014
Project:	PHASE II FIELD DEVICE DEPLOYMENT OF ITS IN THE SPRINGFIELD AREA	ENG	FHWA(STP)			
MoDOT #	8Q0830B		MoDOT			
TIP #	MO0908		Local			
			Other			
Description:	Phase II of field device deployment of Intelligent Transportation System on various routes in the Springfield Area.	ROW	FHWA(STP)			
			MoDOT			
			Local			
			Other			
Federal Source Agency	FHWA		FHWA(STP)			
Federal Funding Category	STP		MoDOT			
MoDOT Funding Category	MoDOT Taking Care of the System	CON	Local			
Work or Fund Category	System Operations		Other			
Payback for Advanced Construction anticipated in 2014.						
			TOTAL \$	\$ 1,919,000	\$	\$ 1,919,000

Project Funding Adjusted.

# PROGRAMMED IMPROVEMENTS

- Highways -

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Fiscal Year				
Funding			2010	2011	2012	2013	TOTALS
Project:	ON-CALL WORK ZONE ENFORCEMENT	ENG	\$ -	\$ 2,000	\$ -	\$ -	\$ -
MoDOT #	8P2164, 8P2165, 8P2208, 8P2210	Local	\$ -	\$ -	\$ -	\$ 2,000	\$ 8,000
TIP #	MO1003, MO1104, MO1204, MO1301	Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:		ROW	\$ -	\$ -	\$ -	\$ -	\$ -
		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ -	\$ -	\$ -	\$ -	\$ -
		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	N/A	FHWA	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	N/A	MoDOT	\$ 160,000	\$ 42,000	\$ 38,000	\$ 28,000	\$ 268,000
MoDOT Funding Category	Safety	Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction/Engineering	Other	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 162,000	\$ 44,000	\$ 40,000	\$ 30,000	\$ 276,000

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Funding					Fiscal Year				TOTALS
					2010	2011	2012	2013				
Project:	ON-CALL GUARDRAIL AND GUARD CABLE REPAIR IN THE OTO AREA	ENG	FHWA		\$ 17,000	\$ 18,000	\$	\$	\$	\$	35,000	
MoDOT #	8P0858, 8P2186		MoDOT		\$ 18,000	\$ 17,000	\$	\$	\$	\$		
TIP #	MO1005, MO1150		Other		\$	\$	\$	\$	\$	\$		
Description:		ROW	FHWA		\$	\$	\$	\$	\$	\$		
			MoDOT		\$	\$	\$	\$	\$	\$		
			Local		\$	\$	\$	\$	\$	\$		
			Other		\$	\$	\$	\$	\$	\$		
Federal Source Agency	N/A	CON	FHWA		\$	\$	\$	\$	\$	\$	406,000	
Federal Funding Category	N/A		MoDOT		\$ 200,000	\$ 206,000	\$	\$	\$	\$		
MoDOT Funding Category	Taking Care of System - District 8		Local		\$	\$	\$	\$	\$	\$		
Work or Fund Category	Construction/Engineering		Other		\$	\$	\$	\$	\$	\$		
			TOTAL	\$	217,000	224,000	\$	\$	\$	\$	441,000	

**- Highways -**

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Fiscal Year				
Funding			2010	2011	2012	2013	TOTALS
Project:	INTELLIGENT TRANSPORTATION SYSTEMS	ENG	\$ -	\$ 1,000	\$ -	\$ -	\$ 90,000
	MANAGEMENT AND OPERATIONS	MoDOT	\$ -	\$ -	\$ 44,000	\$ -	\$ -
	8Q0883, 8Q0913, 8Q2185, 8Q2212	Local	\$ <del>41,000</del>	\$ -	\$ -	\$ -	\$ -
		Other	\$ 41,000	\$ -	\$ -	\$ -	\$ -
MoDOT #	MO1030, MO1103, MO1203, MO1303	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	On-going Intelligent Transportation Systems	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Management and Operations, including Operations of the Transportation Management Center for the Springfield region.	Local	\$ -	\$ -	\$ -	\$ -	\$ -
		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	FHWA(STP)	\$ 587,000	\$ 658,000	\$ 677,000	\$ 698,000	\$ 2,646,000
Federal Funding Category	STP/ STP-Urban (advanced construction)	MoDOT	\$ <del>827,000</del>	\$ 82,500	\$ 678,000	\$ 683,000	\$ 254,000
MoDOT Funding Category	Major Projects and Emerging Needs-Distributed	Local	\$ 60,500	\$ 250,000	\$ 64,500	\$ 66,500	\$ 1,016,000
Work or Fund Category	Operations	FHWA(STP-U)	\$ 242,000	\$ 250,000	\$ 258,000	\$ 268,000	\$ -
Local from City of Springfield 1/8 cent. Payback 2014. See below.		TOTAL	\$ 930,500	\$ 971,500	\$ 1,044,500	\$ 1,059,500	\$ 4,006,000

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Fiscal Year				
Funding			2010	2011	2012	2014	TOTALS
Project:	FEDERAL REIMBURSEMENT FOR ITS MANAGEMENT AND OPERATIONS	ENG					
MoDOT #	8Q0883, 8Q0913, 8Q2185, 8Q2212	FHWA(STP) MoDOT Local Other	\$ \$ \$ \$	- - - -	\$ \$ \$ \$	\$ \$ \$ \$	\$ \$ \$ \$
TIP #	MO1403	FHWA(STP)	\$	-	\$	\$	\$
Description:	On-going Intelligent Transportation Systems Management and Operations, Including Operations of the Transportation Management Center for the Springfield region.	MoDOT Local Other	\$ \$ \$	- - -	\$ \$ \$	\$ \$ \$	\$ \$ \$
Federal Source Agency	FHWA	FHWA(STP)	\$	-	\$	2,096,000 (2,096,000)	\$ \$ (2,096,000)
Federal Funding Category	STP/ STP-Urban (advanced construction)	MoDOT	\$	-	\$	-	\$
MoDOT Funding Category	Major Projects and Emerging Needs-Distributed Operations	Local	\$	-	\$	-	\$
Work or Fund Category	Operations	Other	\$	-	\$	-	\$
Represents Federal reimbursement for ITS Operations and Management (MO1103, MO4203) for advanced construction 2010 - 2013. Payback for Advanced Construction anticipated in 2014.		TOTAL \$	\$	-	\$	\$	\$

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OZARKS TRANSPORTATION ORGANIZATION  
 2010-2013 Transportation Improvement Program  
 D22

PROGRAMMED IMPROVEMENTS  
- Highways -

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Fiscal Year					
			Funding	2010	2011	2012	2013	TOTALS
Project:	SCOPING PREVENTIVE MAINTENANCE ON VARIOUS BRIDGES	ENG	FHWA(Bridge)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P2217		MoDOT	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
TIP #	MO1010		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping for preventive maintenance on various bridges in the Ozarks Transportation Organization area.	ROW	FHWA(Bridge)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(Bridge)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	Bridge		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering		Other	\$ -	\$ -	\$ -	\$ -	\$ -
			TOTAL	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000

MPO AREA-WIDE OPERATIONS AND MAINTENANCE			Funding	Fiscal Year				
				2010	2011	2012	2013	TOTALS
Project:	INSTALL MEDIAN GUARDCABLE ON US 65	ENG	FHWA(Safety)	\$	\$	\$	\$	\$
MoDOT #	8P2218		MoDOT	52,000	-	-	-	52,000
TIP #	MO1021		Local	-	-	-	-	-
			Other	-	-	-	-	-
Description:	Install median guardcable on Route 65 from south of Route 60 (James River Freeway) to the Finely River in Ozark	ROW	FHWA(Safety)	\$	\$	\$	\$	\$
			MoDOT	-	-	-	-	-
			Local	-	-	-	-	-
			Other	-	-	-	-	-
Federal Source Agency	FHWA	CON	FHWA(Safety)	\$	\$	\$	\$	\$
Federal Funding Category	Safety		MoDOT	489,600	-	-	-	489,600
MoDOT Funding Category	Safety		Local	122,400	-	-	-	122,400
Work or Fund Category	Engineering/Construction		Other	-	-	-	-	-
2000 Earmark funds.			TOTAL	\$	\$	\$	\$	\$
				664,000	-	-	-	664,000

FHWA (Safety) 551,000  
MoDOT 61,000

**- Highways -**

Local  $\frac{1}{8}$  cent

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GREENE COUNTY (UNINCORPORATED AREA)			Fiscal Year				
Funding			2010	2011	2012	2013	TOTALS
Project:	BLACKMAN ROAD PHASE III	ENG	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			\$ -	\$ -	\$ -	\$ -	\$ -
TIP #			\$ -	\$ -	\$ -	\$ -	\$ -
Description:	GR0818 Widen to 3 lanes from Farm Road 156 to Battlefield Road	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	N/A	CON	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	N/A		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Work or Fund Category	Construction		\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000
Other funding from developer match. Reprogrammed from 2009.			\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 2,600,000	\$ -	\$ -	\$ -	\$ 2,600,000

GREENE COUNTY (UNINCORPORATED AREA)			Funding		Fiscal Year						
			2010		2011		2012		2014		TOTALS
Project:	US HIGHWAY 65										
MoDOT #	8P0880										
TIP #	GR0902										
Description:	Mill and resurface from US 60 to Ozarks Transportation Organization boundary.										
		ENG	FHWA(NHS)								
			MoDOT								
			Local								
			Other								
		ROW	FHWA(NHS)								
			MoDOT								
			Local								
			Other								
Federal Source Agency	FHWA	CON	FHWA(NHS)								
Federal Funding Category	NHS		MoDOT								
MoDOT Funding Category	Taking Care of System- District 8		Local								
Work or Fund Category	Construction/Engineering		FHWA(STP-U)								
Payment for Advance Construction anticipated in 2014. \$240,000 from Safety (Open Container) funds to prep project area for pending median guardable project. STP-U funds recycled from JV Car Park Sale			TOTAL								
				\$	4,889,000	\$		\$		\$	4,889,000

**PROGRAMMED IMPROVEMENTS**  
- Highways -

GREENE COUNTY (UNINCORPORATED AREA)			Fiscal Year				TOTALS	
Funding			2010	2011	2012	2013		
Project:	VETERANS MEMORIAL BOULEVARD (FR 197)	ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1001	Local	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 700,000
Description:	Design of a three lane highway from US 160 (Campbell) to Farm Road 169 (Kissick Avenue).	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	N/A	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	N/A	FHWA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 700,000

GREENE COUNTY (UNINCORPORATED AREA)			Fiscal Year				TOTALS	
Funding			2010	2011	2012	2014		
Project:	ROUTE 125 BRIDGE IMPROVEMENT	ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8B0802B	MoDOT	\$ 364,000	\$ -	\$ -	\$ -	\$ -	\$ 364,000
TIP #	GR1002	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Bridge improvement over James River. Project involves Bridge X0710.	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	Other	\$ -	\$ -	\$ -	\$ 1,889,000	\$ -	\$ 1,889,000
Federal Funding Category	Bridge	FHWA(Bridge)	\$ -	\$ -	\$ -	\$ 2,361,000	\$ -	\$ 2,361,000
MoDOT Funding Category	Taking Care of System- District 8	MoDOT	\$ 2,361,000	\$ -	\$ -	\$ (2,361,000)	\$ -	\$ -
Work or Fund Category	Construction/Engineering	Local	\$ -	\$ -	\$ -	\$ (1,889,000)	\$ -	\$ -
Funded by GARVEE. Part of Safe and Sound Program. Payment for Advance construction anticipated in 2014.		Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 2,725,000	\$ -	\$ -	\$ -	\$ -	\$ 2,725,000

**- Highways -**

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**- Highways -**

TO BE  
CONSTRUCTED  
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remote!

**OZARKS TRANSPORTATION ORGANIZATION  
2010-2013 Transportation Improvement Program  
D48**

## - Highways -

400,000 400,000

**OZARKS TRANSPORTATION ORGANIZATION  
2010-2013 Transportation Improvement Program  
D50**

PROGRAMMED IMPROVEMENTS  
- Highways -

CITY OF SPRINGFIELD			Funding			Fiscal Year			TOTALS
			2010	2011	2012	2013	2014		
Project:	STATE HIGHWAY 13 (KANSAS EXPWY OVER BNSF RAILWAY YARD)	ENG	\$ 89,000	\$ 462,000	\$ -	\$ -	\$ -	\$ 551,000	
MoDOT #	8S2157		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	SP0911		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Bridge Improvements for bridge A2126.	ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Funding Category	NHS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category	TCOS - D8, Statewide Major Bridge Funds	CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Engineering/Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Payment for Advance construction anticipated in 2014. Statewide Major Funds will pay for \$1,000,000 of costs in TIP FY 2011			\$ 89,000	\$ 6,611,000	\$ -	\$ -	\$ -	\$ 6,700,000	

AC in right place

(-4,478,000)  
AC in place?

CITY OF SPRINGFIELD			Funding				Fiscal Year				TOTALS
					2010	2011	2012	2013			
Project:	CAMPBELL AND WALNUT	ENG	FHWA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	SP0914	ROW	FHWA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Improve geometrics, upgrade signal equipment and install decorative poles.		Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			FHWA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	N/A	CON	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	N/A		Local		\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
MoDOT Funding Category	N/A		Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Springfield 1/4 cent sales tax. Reprogrammed to FY2010.			TOTAL		\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000

PROGRAMMED IMPROVEMENTS

- Highways -

CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS
		2010	2011	2012	2014			2010	2011	2012	2014	
Project:	INTERSTATE HIGHWAY 44					FHWA(I/M)	ENG					
MoDOT #	810754	\$ 133,000	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ 133,000
TIP #	SP1001	\$ -	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Resurface westbound lanes from State Highway H (Glenstone) to west of State Highway 13 (Kansas Expressway).	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	\$ -	\$ -	\$ -	\$ -	FHWA(I/M)	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS	\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Statewide Interstate and Major Bridge	\$ 1,860,000	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering/Construction	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -
Payment for Advance construction anticipated in 2014.		\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,993,000	\$ -	\$ -	\$ -	TOTAL		\$ 1,993,000	\$ -	\$ -	\$ -	\$ 1,993,000

CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS
		2010	2011	2012	2014			2010	2011	2012	2014	
Project:	INTERSTATE HIGHWAY 44					FHWA(NHS)	ENG					
MoDOT #	810755	\$ 93,000	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ 93,000
TIP #	SP1002	\$ -	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Mill and resurface eastbound and westbound lanes from US Highway 65 to Missouri Highway H (Glenstone).	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	\$ -	\$ -	\$ -	\$ -	FHWA(NHS)	ROW	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS	\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Statewide Interstate and Major Bridge	\$ 1,260,000	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering/Construction	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -
Payment for Advance construction anticipated in 2014.		\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,353,000	\$ -	\$ -	\$ -	TOTAL		\$ 1,353,000	\$ -	\$ -	\$ -	\$ 1,353,000

**- Highways -**

2010. not 2011

CITY OF SPRINGFIELD				Funding				Fiscal Year				TOTALS
				2010	2011	2012	2013					
Project:	DIVISION AND PACKER	ENG	FHWA	\$	-	\$	-	\$	-	\$	-	\$
			MoDOT	\$	-	\$	-	\$	-	\$	-	\$
			Local	\$	-	\$	-	\$	-	\$	-	\$
			Other	\$	-	\$	-	\$	-	\$	-	\$
MoDOT #				\$	-	\$	-	\$	-	\$	-	\$
TIP #	SP1011		FHWA	\$	-	\$	-	\$	-	\$	-	\$
Description:	Install new traffic signal	ROW	MoDOT	\$	-	\$	-	\$	-	\$	-	\$
			Local	\$	-	\$	-	\$	-	\$	-	\$
			Other	\$	-	\$	-	\$	-	\$	-	\$
Federal Source Agency	N/A	CON	FHWA	\$	-	\$	-	\$	-	\$	-	\$
Federal Funding Category	N/A		MoDOT	\$	-	\$	-	\$	-	\$	-	\$
MoDOT Funding Category	N/A		Local	\$	500,000	\$	-	\$	-	\$	-	\$
Work or Fund Category	Construction		Other	\$	-	\$	-	\$	-	\$	-	\$
Springfield 1/4 cent sales tax			TOTAL	\$	500,000	\$	-	\$	-	\$	-	\$
				\$	500,000	\$	-	\$	-	\$	-	\$



CITY OF SPRINGFIELD			Fiscal Year				
Funding			2010	2011	2012	2014	TOTALS
Project:	INTERSTATE HIGHWAY 44	ENG	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P0881E	FHWA(STP)	\$ 34,000	\$ -	\$ -	\$ -	\$ 34,000
TIP #	SP1012	MoDOT Local	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement treatment on southbound ramps to US Highway 65. To be let in combination with 8I0755.	Other	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -
		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	Other	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA(STP)	\$ -	\$ -	\$ -	\$ 238,000	\$ 238,000
		MoDOT	\$ -	\$ -	\$ -	(238,000)	\$ -
		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category	Taking Care of System - District 8	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Engineering/Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Payment for Advance construction anticipated In 2014.		Adv. Const.	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 365,000	\$ -	\$ -	\$ -	\$ 365,000
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CITY OF SPRINGFIELD				Fiscal Year			
		Funding	2010	2011	2012	2014	TOTALS
Project:	INTERSTATE HIGHWAY 44						
MoDOT #	8P0881F	ENG	\$ 26,000	\$ -	\$ -	\$ -	\$ 26,000
TIP #	SP1013		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement treatment on outer ramps to State Highway H (Glenstone) Interchange. To be let in combination with 8I0754 and 8I2172.		\$ -	\$ -	\$ -	\$ -	\$ -
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -
		CON	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	FHWA(STP)	\$ -	\$ -	\$ -	\$ 178,000	\$ 178,000
Federal Funding Category	STP	MoDOT	\$ <del>248,000</del>	\$ -	\$ -	\$ (178,000)	\$ <del>70,000</del>
MoDOT Funding Category	Taking Care of System	Local	\$ <del>222,000</del>	\$ -	\$ -	\$ -	\$ <del>41,000</del>
Work or Fund Category	Engineering/Construction	Other	\$ -	\$ -	\$ -	\$ -	\$ -
Payment for Advance construction anticipated in 2014.			\$ 274,000	\$ -	\$ -	\$ -	\$ 274,000
TOTAL			\$ 274,000	\$ -	\$ -	\$ -	\$ 274,000

PROGRAMMED IMPROVEMENTS  
- Highways -

CITY OF SPRINGFIELD				Fiscal Year					
Funding				2010	2011	2012	2014	TOTALS	
Project:	INTERSTATE HIGHWAY 44	ENG	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #	812172		MoDOT	\$ 133,000	\$ -	\$ -	\$ -	\$ 133,000	
TIP #	SP1014		Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Bridge improvements on bridges (AO444, AO4445 & AO447) over Broadway, Grant & National Streets. To be let in combination with 810754 & 8P0881F.	ROW	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA		FHWA(NHS)	\$ -	\$ -	\$ -	\$ 968,000	\$ 968,000	
Federal Funding Category	NHS		MoDOT	<del>\$ 1,200,000</del>	\$ -	\$ -	(968,000)	\$ 375,000	
MoDOT Funding Category	Interstate and Major Bridge		Local	\$ 1,200,000	\$ -	\$ -	\$ -	<del>375,000</del>	
Work or Fund Category	Engineering/Construction		Other	\$ -	\$ -	\$ -	\$ -	292,000	
To be let in conjunction with 810754. Payment for Advance construction anticipated in 2014.				\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL				\$ 1,475,000	\$ -	\$ -	\$ -	\$ 1,475,000	

CITY OF SPRINGFIELD			Funding						Fiscal Year			
					2010	2011	2012	2013	TOTALS			
Project:	Rte 160 (Campbell) and Rte 60 (James Blair Hwy) Interchange		ENG	FHWA(NHS)	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000		
		SCOPING INTERCHANGE IMPROVEMENTS AT US 65 AND CHESTNUT EXHWY		MoDOT	<del>75,000</del>	\$ -	\$ -	\$ -	\$ -	<del>75,000</del>		
MoDOT #		8P0792		Local	<del>270,000</del>	\$ -	\$ -	\$ -	\$ -	<del>270,000</del>		
TIP #		SP1015		Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Description:		Scoping to improve interchange safety and capacity	ROW	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Federal Source Agency		FHWA	CON	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Federal Funding Category		NHS		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
MoDOT Funding Category		Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Work or Fund Category		Engineering		Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TOTAL				TOTAL	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000		

Numbers are correct; Project description is not

## - Highways -

CITY OF SPRINGFIELD							
		Funding	Fiscal Year				
			2010	2011	2012	2013	TOTALS
Project:	SCOPING FOR SOUND ABATEMENT FROM I-44 TO ROUTE 60	ENG	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	489936	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1020	MoDOT Local	\$ 25,000	\$ 5,000	\$ -	\$ -	\$ 30,000
		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping for sound abatement at various locations from I-44 to Route 60 (James River Freeway) in Springfield	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -
		MoDOT Local	\$ -	\$ -	\$ -	\$ -	\$ -
		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP	MoDOT Local	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs	Other	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering		\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 25,000	\$ 5,000	\$ -	\$ -	\$ 30,000

CITY OF SPRINGFIELD			Funding		Fiscal Year			TOTALS
			2010	2011	2012	2014		
Project:	STATE HIGHWAY 13 (KANSAS EXPRESSWAY)	ENG	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #	8P0881B	FHWA(STP)	\$ 28,000	\$ 28,000	\$ -	\$ -	\$ 28,000	
TIP #	SP1101	MoDOT Local	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000	
Description:	Pavement treatment between Chestnut Expressway and Mt. Vernon Street.	Other	\$ -	\$ -	\$ -	\$ -	\$ -	
		FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -	
		MoDOT Local	\$ -	\$ -	\$ -	\$ -	\$ -	
		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	FHWA(STP)	\$ -	\$ -	\$ -	\$ 193,000	\$ 193,000	
Federal Funding Category	STP	MoDOT	\$ 276,000	\$ 241,000	\$ -	\$ (193,000)	\$ 77,000	
MoDOT Funding Category	Taking Care of System - District 8	Local	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Engineering/Construction	Other	\$ 24,000	\$ -	\$ -	\$ -	\$ 24,000	
Payment for Advance construction anticipated in 2014.		TOTAL	\$ 298,000	\$ -	\$ -	\$ -	\$ 298,000	

2011 project, not 2010

**PROGRAMMED IMPROVEMENTS**  
- Highways -

CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS
		2010	2011	2012	2014			2010	2011	2012	2014	
Project:	US HIGHWAY 160 (WEST BYPASS)					FHWA(STP)	ENG	\$	68,000	\$		\$ 68,000
MoDOT #	8P0881D					MoDOT		\$		\$		\$
TIP #	SP1102					Local		\$		\$		\$
Description:	Pavement treatment from Chestnut Expressway to Sunshine Street in Springfield.					Other		\$		\$		\$
						FHWA(STP)	ROW	\$		\$		\$
						MoDOT		\$		\$		\$
						Local		\$		\$		\$
						Other		\$		\$		\$
Federal Source Agency	FHWA					FHWA(STP)	CON	\$	68,000	\$	475,000	\$ 475,000
Federal Funding Category	STP					MoDOT		\$		\$	(475,000)	\$ 188,000
MoDOT Funding Category	Taking Care of System					Local		\$		\$		\$ 119,000
Work or Fund Category	Engineering/Construction					Other		\$		\$		\$
Payment for Advance construction anticipated in 2014.						TOTAL		\$	731,000	\$		\$ 731,000

CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS
		2010	2011	2012	2014			2010	2011	2012	2014	
Project:	BUSINESS LOOP I-44 (CHESTNUT EXPWY FROM KANSAS TO GLENSTONE)					FHWA(STP)	ENG	\$	83,000	\$		\$ 84,000
MoDOT #	8P0881C					MoDOT		\$		\$		\$
TIP #	SP1103					Local		\$		\$		\$
Description:	Pavement treatment					Other		\$		\$		\$
						FHWA(STP)	ROW	\$		\$		\$
						MoDOT		\$		\$		\$
						Local		\$		\$		\$
						Other		\$		\$		\$
Federal Source Agency	FHWA					FHWA(STP)	CON	\$	83,000	\$	581,000	\$ 581,000
Federal Funding Category	STP					MoDOT		\$		\$	(581,000)	\$ 229,000
MoDOT Funding Category	Taking Care of System					Local		\$		\$		\$ 145,000
Work or Fund Category	Engineering/Construction					Other		\$		\$		\$
Payment for Advance construction anticipated in 2014.						TOTAL		\$	893,000	\$		\$ 894,000

→ State funds only

→ State funds only

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# Tab 7

# ARRA FUNDS TRACKING - OTO LOCAL PROGRAMS

Project #	TIP#	TIP ONEDOT Approval	Local Agency	Project Title	Project Description	Programming Data Form Sent	Programming Data Form Due	Programming Agreements Sent	Programming Agreements Due	Program Agreements Received	CE Received	Sec. 106 Received	Final PS&E Due	Funds Obligated By FHWA
ARRA-ES08(001)	EN0901	5/5/2009	Stratford	Stratford School Sidewalks Phase 1A	Sidewalks along McCabe St. from School Campus to Old Orchard Rd.	5/7/2009	7/1/2009	**6/15/2009	7/30/2009	8/18/2009			8/30/2009	
ARRA-ES08(002)	EN0902	5/5/2009	Ozark	Sidewalks Phase 3	Sidewalks along Hwy 14/Jackson St. from a/c 12th St. to 4th ave.	5/7/2009	7/1/2009	**6/15/2009	7/30/2009	8/25/2009		8/3/2009	8/30/2009	
ARRA-ES08(003)	EN0903	5/5/2009	Willard	Highway Z Sidewalk	Sidewalks along Hwy Z from the Filasco	5/7/2009	7/1/2009	**6/12/2009	7/30/2009	8/25/2009	8/15/2009	5/29/2009	8/30/2009	
ARRA-ES08(004)	EN0904	5/5/2009	Ozark	Pave existing Filasco	Highline Trail to the Willard Recreation Center	5/20/2009	7/1/2009	**6/12/2009	7/30/2009	6/18/2009	6/16/2009	6/10/2009	8/30/2009	
ARRA-ES08(005)	CC0801	5/5/2009	Christian City	State Highway CC	Scoping, PS&E & final design for improving safety and capacity	5/19/2009	7/1/2009	5/19/2009	7/30/2009	6/29/2008	10/14/2008		8/30/2009	
ARRA-ES08(006)	OK0912	5/5/2009	Ozark	3rd St/State Highway 14	Analysis of existing and projected traffic in order to develop an efficient traffic plan from Jackson to Church St.	5/19/2009	7/1/2009	5/19/2009	7/30/2009				8/30/2009	
ARRA-ES08(007)	OK0911	5/5/2009	Ozark	Master Transportation Plan	Transportation Planning Study to do preliminary scoping of transportation projects	5/19/2009	7/1/2009	5/19/2009	7/30/2009				8/30/2009	
ARRA-ES08(009)	NX0905	6/10/2009	Nixa	State Highway 14 & US 160 Intersection	Complete the engineering design of the SH 14 & US 160 Intersection	5/22/2009	7/1/2009	5/22/2009	7/30/2009	6/11/2009	6/15/2009		8/30/2009	
ARRA-ES08(008)	EN0905		Battlefield	Cloverdale Lane Sidewalks	Construction of sidewalks along Cloverdale from Elm north 2820 LF	5/21/2009	7/1/2009	5/13/2009	7/30/2009	6/8/2009	6/15/2009	5/21/2009	8/30/2009	

agreements sent due to change in agreements from Chief Council's Office

Recipient Name	Recipient Type	Recipient State/Territory	Federal Formula Program	Recipient DUNS Number	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlayed	Number of Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Number of Projects In Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun
Ozarks Transportation Organization	Governor	Missouri	Highway Infrastructure Investment	830484397	7344697	6167769	0	2	6533799	0	0	0	0
East West Gateway Council of Governments	Governor	Missouri	Highway Infrastructure Investment	71965933	58765745	2917905	0	5	2943622	1	207932	1	207932
Mid America Regional Council	Governor	Missouri	Highway Infrastructure Investment	73038311	27304447	0	0	0	0	0	0	0	0