Additional Public Comments

OTO Board of Directors

November 19, 2026

PUBLIC COMMENT

Area of concern: **Highways and Passenger Rail**

City/County of concern: **OTO MPO Area**

Date received: **11/12/2026** *Received through:* **OTO Email**

Contact Name: **Jim** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

Stop expanding highways. Four lanes is enough. Bring back rail passenger service to Springfield. People's interests above developers.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors. Thank you for reaching out.

PUBLIC COMMENT

Area of concern: **US 60/US 65 Study**

City/County of concern: **Springfield/Greene County**

Date received: **11/14/2026** *Received through:* **OTO Email**

Contact Name: **Rick** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

I am a resident of the Highland Springs neighborhood, and a Highland Springs club member. As traffic increases, safety certainly is an issue getting on and off Rt 60. Roadway changes that involve a bridge and dog bone roundabout configuration at 189, appears the leading candidate. However, the picture (5A) presented is flawed in that the roundabout at Highland Springs Blvd. will never handle the present traffic load, let alone the coming increases when 600 acres of presently inaccessible land becomes available. Other problems include lack of land to the south combined with the steep drop off, particularly to the east, makes development of feeder roads very difficult. There is not enough room for the feeder road without harm to the golf course. I believe Highland members are willing to drive east to farm road 189 to cross the road and go west, but the following seems absolutely necessary: 1) a direct entrance from the west (driving east) to the Highland Entrance; 2) a way to separate the traffic going east and then north over 189, from those entering Highland Springs Blvd; 3) Preservation of our golf course, which assures the success of the club, as well as the value of our homes. I further strongly support the move of the main 60 east and west road beds to the north vacant land, as described below: Updated Talking-Points Memo MEMORANDUM TO: Route 60 PEL Study Team (OTO / MoDOT) & Highland Springs Leadership FROM: [Your Name], Highland Springs Resident DATE: November 12, 2026 SUBJECT: Cost-Effective Alternative for East Route 60: Northern Offline Shift & Outer Road Conversion Executive Summary To achieve MoDOT's freeway safety goals while preserving essential eastbound access into Highland Springs, engineers should evaluate shifting the four main lanes of Route 60 north onto open land and converting the existing Route 60 roadbed into the south outer road. This offline alignment reduces construction costs, eliminates severe traffic disruptions, and prevents future commercial congestion at Farm Road 189 from impacting neighborhood access. Key Engineering & Financial Advantages 1. Separating Neighborhood & Commercial Traffic (Preventing a 189 Bottleneck): With current discussions centering on a single "dogbone" roundabout bridge at Farm Road 189—and no bridge at Highland Springs Boulevard—all future

traffic from the 600-acre northern tract will be funneled through 189. Shifting Route 60 north allows MoDOT to convert the old roadbed into a dedicated, low-stress south outer road with an early eastbound exit for Highland Springs, keeping residential traffic completely separate from heavy commercial volume heading to 189. 2. Favorable Land Economics (Right-of-Way): The ~600 acres immediately north of Route 60 are held by a single ownership group and currently lack highway access. Providing corridor access increases the land's commercial value substantially, creating a strong incentive for right-of-way dedication or a public-private cost-share agreement. 3. Lower Construction Costs & Zero Night-Work Premiums: Building four new lanes on open ground to the north allows crews to work continuously in daylight without managing live highway traffic. Widening the existing footprint requires expensive phased construction, temporary barriers, and costly night shifts. 4. Repurposing Existing Infrastructure: Once the new northern lanes open, the existing Route 60 pavement can be downgraded directly into a low-speed south outer road. While the old roadbed may not support future interstate-level highway loads, it is more than adequate for local outer-road traffic for decades—eliminating demolition costs and allowing existing underground utilities to remain untouched. 5. Avoiding South-Side Terrain Challenges: The terrain immediately south of Route 60 drops off sharply. Expanding south requires massive earthwork, steep slope stabilization, expensive retaining walls, and sound barriers. Shifting north uses flatter ground and avoids the drop-off entirely. Recommended Next Step Include a Northern Offline Alignment with South Outer-Road Conversion among the formal alternatives modeled in the ongoing Route 60 PEL study, ensuring eastbound Highland Springs access is isolated from the proposed Farm Road 189 dog bone interchange. Thank you. Please let me know that this has been received. Rick [redacted]

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the study team, the OTO Technical Planning Committee and Board of Directors. Thank you for reaching out.

PUBLIC COMMENT

Area of concern: **Highway 60 and Farm Road 189**

City/County of concern: **Springfield/Greene County**

Date received: **11/16/2026** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Anonymous** *Contact Email/Ph #:* **N/A**

Comment:

"The crossover like Farm rd 189 need to be closed and have outer roads to access highway 60 a lot of near misses & accidents with people pulling in front of oncoming 60 hwy traffic "

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Highway 60 and Farm Road 189**

City/County of concern: **Springfield/Greene County**

Date received: **11/17/2026** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Faunlee [redacted]** *Contact Email/Ph #:* **N/A**

Comment:

I can't draw exactly what I am proposing but this would grant access east or west from both directions. "

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **US 60/65 Study**

City/County of concern: **Springfield/Greene County**

Date received: **11/17/2026** *Received through:* **Comment Form**

Contact Name: **Faunlee** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

I do not think any of the proposed ideas work well for all parties concerned on number 5. Use the big vacant field to the north of Highland Springs and the west of Farm Rd 189. A cross over from Highland would be necessary to access an oval- round about connecting Farm Rd 189 also. This would grant mobility to the east or west on Highway 60 from Highland Springs or Farm rd 189. All traffic on hwy 60 could enter the oval about or continue on the old road merging the oval- about. It seems obvious that the dip in Hwy 60 east of Highland could be repeated to the west, lowering the climb up the hill for trucks etc and a crossover to the oval about would be accomplished. Probably 90% of the activity from Highland Springs and the Evans road usuage goes west to the city. To direct all of that to the east is not a desired option. I tried to draw this on the map but cannot get it to work. Please play with that option- create an oval about in the vacant field to the north of Highland and west of Farm Rd 189 connecting those arteries and then direct it all out in both directions. Seeing what you have created in Diggins, anything should be possible and better than what is proposed already. Thank You.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee and Board of Directors. Thank you for reaching out.

PUBLIC COMMENT

Area of concern: **Door to Door Transportation**

City/County of concern: **OTO MPO Area**

Date received: **11/18/2026** *Received through:* **Email**

Contact Name: **Mindy** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

My adult son has a disability and works in Springfield. His top transportation need is reliable, affordable door-to-door service to and from work — fixed-route buses don't work for him, and without a ride he can't get to his job. Please prioritize door-to-door transportation for disabled adults getting to and from work in the Next Stop 2050 plan, and keep it affordable enough that working families can actually use it.

— Mindy [redacted]**, Springfield**

OTO Response:

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PUBLIC COMMENT

Area of concern: **US 60/65 Study**

City/County of concern: **Springfield/Greene County**

Date received: **11/18/2026** *Received through:* **Email**

Contact Name: **John** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

Of the proposed alternatives my opinion is the major exit should be placed at NN. Major infrastructure is already in place there. From there, service roads directed west back to FR 189 and Highland Springs can be constructed. It is a 3 minute drive from NN to Highland Springs or FR 189.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee and Board of Directors. Thank you for reaching out.