

Comment

From: Diane Buatte <dbuatte@hotmail.com>
Sent: Wednesday, February 18, 2015 6:28 PM
To: Comment
Subject: Route FF proposed changes

No. No. No. No, do not change the plan to widen and improve Route FF through the town of Battlefield. I travel this route regularly to and from west Nixa and Springfield. There already is a bottle-neck where this road is only 2 lanes wide. Even if an improvement is years away the plan needs to be in place to make this happen.

I truly believe that keeping the road narrow will be counterproductive. Without turn lanes and easy access, new development will be hampered, not enhanced. I know I will avoid that route in the future if the conditions become even more congested with additional businesses and no corresponding road improvements.

Please do not approve a change backward.

Sincerely,
Diane Buatte

Diane L. Buatte, Ph.D.
823 North White Tail Court
Nixa, MO 65714
417-838-1486, 417-725-6191

Comment

From: Roger and Linda Leonard <cedars94@live.com>
Sent: Wednesday, February 18, 2015 9:50 AM
To: Comment
Cc: Harold Bengsch
Subject: City of Battlefield Route FF Expressway/Primary Arterial
Attachments: Battlefield Route FF.docx

Please see attached document for my comments on this issue. Thanks.

Roger W. Leonard
Republic

February 18, 2015

TO: Ozarks Transportation Organization

RE: City of Battlefield Route FF Expressway/Primary Arterial

From a short-term economic perspective, it is understandable why the City of Battlefield is requesting that the Major Thoroughfare Plan be amended to change Route FF from Expressway to Primary Arterial.

The urbanization of southwestern Greene County and adjacent areas of Christian County will continue to steadily increase. Even after the extension of Kansas Expressway, the day will come (perhaps sooner than many people think) when it will be highly desirable to extend the FF Expressway through the City of Battlefield.

In the meantime, if FF is designated as a Primary Arterial, commercial development and utility infrastructure will occur on either side of a 110-foot right-of-way. It will become increasingly prohibitive—in terms of cost and disruption—to ever upgrade FF to an Expressway requiring a right-of-way of 180 feet.

Therefore, if the request by the City of Battlefield is granted, the FF Expressway will—as a practical matter—permanently end where it ends today at Farm Road 123. This would be unfortunate from a long-term regional perspective and a disservice to the overall public good.

Roger W. Leonard
Republic

Comment

From: Sara Fields
Sent: Tuesday, February 17, 2015 10:01 AM
To: vallez@pinnaclecd.com
Cc: Comment
Subject: FW: reclassification of Rt FF
Attachments: RouteFF_ROWs11x17.pdf; OTO_DesignStandards.pdf

Mr. Vallez,

Thank you again for your interest. I apologize for the delay in my response.

First, I wanted to clarify that with the reduced classification (primary arterial), there will still be room for a four lane roadway. I have attached the design standards for your information which show the final build out proposal with the 110 feet of right of way. The Primary Arterial will still move up to 30,000 cars a day. For a comparison, US 160 (Campbell) just south of the James River Freeway has close to 35,000 cars a day. James River Freeway at the busiest area has close to 60,000 cars a day and Kansas Expressway near James River Freeway has 25,000 cars a day. FF south of Republic Road has about 10,000 cars a day and that drops off sharply to 2,000 cars a day in the southern part of Battlefield. There are many primary arterials in Springfield for comparison, these include Battlefield, Sunshine, and National.

The original Long Range Plan was written in times of quick economic growth. It was believed that by 2030, FF extension into Christian County could be a reality. In 2015, it appears highly unlikely that this will occur in the next 20 years. A final alignment has not been determined and Christian County has not put in controls to preserve the needed right-of-way. Add to this that there are no plans to extend sewer west further from Nixa, and there is a lot of floodplain area around the James River, it is likely that the development will continue as 3 or more acre single family development. While the continued large lot development in Christian County will cause traffic growth. It is looking more likely that the growth west of the proposed FF extension will not occur rapidly enough to facilitate the construction of the FF corridor in the next 20 years.

We are hopeful that by reducing the right of way needs through the City of Battlefield, we can encourage new business in Battlefield. The residents of Battlefield can shop and dine close to home and don't need to travel into Springfield for every trip, which would reduce the congestion on Republic Road, James River Freeway and Kansas Expressway. The staff at OTO felt this was a reasonable compromise to still accommodate increasing traffic demands while giving Battlefield the opportunity to thrive. There is quite a lot of research on how neighborhood commercial development reduces the demand on the roadway network.

While, OTO staff is in support of the proposal, it is not our decision. The OTO Board of Directors is comprised of local elected and appointed officials who will make the final determination (this week). I hope that this has helped you to better understand our reasoning.

Thank you for your input. Please let me know if this has led to any additional questions and I will be happy to respond.

Sincerely,

Sara Fields

We look forward to your continued participation and comments.

Respectfully,

Joshua Boley

From: Joe Vallez [<mailto:vallez@pinnacledc.com>]

Sent: Thursday, February 12, 2015 9:00 AM

To: Comment

Subject: reclassification of Rt FF

OTO,

I was disappointed to read Sara Fields comments in the news-leader. OTO exist to look at the big picture and make decisions which are best for the entire metropolitan area. As transportation planners, I would think the importance of preserving right-of-way would outweigh the desires of a few developers who are looking to gain financially by developing land designated for future use.

I feel the need for alternate routes from Christian county is inevitable. To make statements in the paper saying that the expansion is so far in the future that it seems appropriate to reclassify to an arterial seems irresponsible.

Please help me to understand the benefit to the metropolitan area to giving in to Battlefield's current administration's request to reclassify.

I have seen decisions like this cause problems which could have been avoided by sticking to our transportation planning maps.

Joe Vallez

MTP Amendment Request for FF through Battlefield

From Expressway to Primary Arterial

As proposed by the City of Battlefield



Minimum Design Standards for Streets by Classification

The following classifications are minimum design standards that meet the goals of Metropolitan Planning Organization (MPO). The MPO encompasses nine separate jurisdictions and counts MoDOT as one of its vital planning partners. Each of these entities oversees the construction and maintenance of roadways. For that reason, each organization/jurisdiction has separate design standards, which may be greater than those listed here. Often site conditions such as topography influence the amount of right of way necessary. Therefore, these standards are to be considered the minimum and are subject to be increased by the individual agency or jurisdiction with control over the specific roadway. These standards are intended for new construction or retrofitting of existing roadways. There are existing roadways that do not meet these standards and will not meet these standards until retrofitted to do so. In addition, individual projects may not fulfill these standards but may be an incremental step toward these standards. Individual projects may constitute a stage in reaching the ultimate construction of the roadway to these standards. The right-of-way width stated in these standards should be obtained, and all projects should be designed to fit into the ultimate construction of the roadway to the standards in the following pages. In the event that a roadway project has not been constructed, but it has been designed and right-of-way has been purchased pursuant to previous standards, the project will not be required to meet these standards.

These standards are the desired minimums. There may be cases, which require deviation from these standards due to environmental constraints or identified constraints from the built environment involving historic or cultural resources. In cases where it is not feasible for the ultimate construction of a roadway to meet these standards, a deviation may be approved. A specially appointed subcommittee of the Technical Committee will recommend approval or denial to the Board of Directors for action. Each project stands on its own merit and should not be looked at as setting a precedent for other projects. Projects which are not funded by federal or state funds will not be required to obtain approval for deviation from these standards.

Long Range Transportation Plan: Streets and Highways

Drainage:	Curb and Gutter or Shoulders (rural areas)
On-street Parking:	Not Permitted
Pedestrian Provisions:	Sidewalks required on Frontage Roads.
Transit Provisions:	Turnouts at Major Generators
Median Breaks:	Allowed at signalized intersections only.
Bicycle Provisions:	Bicycle lane provided on Frontage Road
Traffic Flow/ Access Priority	90/10
Facility Spacing:	3-5 miles
Trip Length:	Across metropolitan area and between major activity centers. (2 plus miles)
<i>Access:</i>	
Full Access Intersection Spacing:	½ mile
Non-Signalized Intersection/ Driveway Spacing:	660 feet (Right-In/ Right-Out only)
Residential Driveway Spacing:	No residential drives permitted

Long Range Transportation Plan: Streets and Highways

Bicycle Provisions:	Bicycle facilities provided according to adopted bicycle plan
Traffic Flow/ Access Priority	70/30
Facility Spacing:	1 – 2 miles
Trip Length:	Between and through major activity centers (2-8 miles)
Transit Provisions:	Scheduled stops every ¼ mile (where transit service is provided)
Shoulders:	If shoulders are used they should be between 6 and 10 feet wide.
<i>Access:</i>	
Full Access Intersection Spacing:	1/4 mile
Directional Median Break Spacing:	660 feet
Driveway Spacing:	330 feet center to center (Right-In/ Right-Out only) Allowed only if internal circulation, cross access and minimum driveway radii and grade are provided.
Residential Driveway Spacing:	No residential drives permitted



Battlefield betting on narrower FF to fuel business

Smaller footprint for Route FF would leave more room for development

NEWS-LEADER.COM

11 people reached

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J.L. Anderson likes this.

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J.L. Anderson Seems like a good idea for Battlefield business building. Means tax revenue. I would call this, thinking outside the box. I like this idea.

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Rick Hess Thanks for posting this.

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Springfield, Missouri

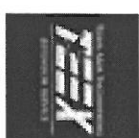
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Bart Drennon · ★ Top Commenter

Narrower, slower, and presumably more dangerous, to accommodate local business development at the expense of motorists. Got it.

Reply · Like ·  1 · Follow Post · February 13 at 8:51am

 Trent Condellone · · ★ Top Commenter · Springfield, Missouri

We allow the well connected folks to build. They build things. Then later the traffic that comes - b/c they built things - they whine that the road is too small and the govt buys back all the land it gave away at wildly inflated prices... great business plan, sell it to the taxpayers in a few years.

And of course, when they build they'll need tax credits to do that...

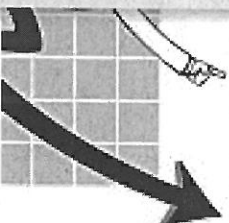
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