

**MINUTES
OF
THE OZARK FOOTHILLS TRANSPORTATION ADVISORY COMMITTEE

OCTOBER 12, 2017
OZARK FOOTHILLS REGIONAL PLANNING COMMISSION

WAYNE COUNTY NUTRITION CENTER, WILLIAMSVILLE, MISSOURI**

I. Call to Order

Vice-Chairman Donald Black called the meeting to order at 6:19 p.m.

II. Open for Public Discussion

Butch Anderson, Butler County, spoke briefly on the passing of Mr. Rudy Fuchs. Mr. Fuchs was a former member of the Ozark Foothills TAC, a former mayor of the City of Williamsville, where he served 22 years in that role, and a charter board member of the Ozark Foothills Regional Planning Commission in 1967.

III. Adoption of July 27, 2017 Minutes

The minutes of the July 27, 2017 TAC meeting were reviewed. The minutes were adopted on a motion by Bill Kirkpatrick, Wayne County, and second by Vince Lampe, Butler County.

IV. Missouri Department of Transportation Reports

David Wyman, MoDOT Southeast District, introduced MoDOT officials that were in attendance. Mr. Wyman stated 2017 was a good year for MoDOT. A lot of projects are currently closing, including a large number of bridge projects in the region.

Angela Smith, Wayne County, inquired when the TAC would know if projects prioritized at the previous meeting would be placed into the Statewide Transportation Improvement Program (STIP). She also inquired if projects are automatically added based on the TAC's recommendation. Mr. Wyman, stated that projects are not added based solely on the TAC's recommendation; but the recommendation is part of a prioritization equation that also includes objective data (such as rating conditions), funding availability, and geography, as funding for the Southeast District covers 25 counties. Hopefully, by the time of the next quarterly TAC meeting, next year's STIP can be discussed in more detail.

Mike Gossett, Carter County, asked for updates on infrastructure funding at the federal level. Mr. Wyman stated there were two federal grants in place, the TIGER and INFRA grants. There has also been discussion of new legislation such as the Bridge Act, which MoDOT is keeping a close eye on. The bill has not been passed by Congress.

Wayne Gibbs, Carter County, asked if work on M Highway was complete, as the roadway has

not been widened. Mr. Wyman stated the slope on the curves was removed, and shoulders were added, which widened the road; however, the individual lanes were not widened. Mr. Wyman also stated the bridge is off center from the roadway, but was designed that way intentionally so the bridge didn't have to be closed during construction.

Elquin Auala, MoDOT Southeast District, stated that the Federal Lands Access Program recently announced awards and Carter County was a recipient. In addition, Butler County will soon start construction on a BRO funded bridge. Reynolds County needs to spend BRO funds soon.

Joe Killian, MoDOT Southeast District, announced an October letting for pavement resurfacing on Highway 49 in Reynolds County.

Bill Kirkpatrick asked for an update to Route HH in Wayne County. David Wyman stated the highway will be open in about a week as the contractors are ahead of schedule.

Chris Rutledge, MoDOT Southeast District, stated he had recently been in Reynolds County reviewing flood damage on Highway 21 near Lesterville. Paving on north Highway 21 has been programmed to repair the damage.

Mike Brandon, MoDOT Southeast District, provided a PowerPoint presentation on transportation costs in the Southeast District. Highlights included:

- 2-lane reconstruction cost per mile = \$2,000,000 and 4-lane reconstruction cost per mile = \$3.5-5 million;
- chip seal \$20,000 per mile;
- asphalt resurfacing at 1" = \$55,000 per mile, and 3 ¾" = \$155,000 per mile;
- 2 foot shoulders = \$120,000/mile for both sides of roadway;
- edgeline rumble strips on both sides = \$5,000 per mile;
- centerline rumble strips = \$3,000 per mile;
- bridge replacements = \$175-\$350/square foot;
- median crossovers = \$250,000 to \$750,000;
- guardcable = \$150,000-200,000 per mile; and,
- signalized intersection = \$150,000-\$200,000.

Angela Smith asked if guardcable can stop a semi-truck as shown within the presentation. David Wyman stated the guardcable is not rated for that strength, but it has happened many times.

Felicity Ray, Ozark Foothills RPC Executive Director, asked if the \$150,000-\$200,000 estimate on signalized intersections included earthwork. That estimate does not include earthwork, but does include wiring, poles, islands, etc. Director Ray stated the installation of a signalized intersection at Crestwood Blvd. and Business Highway 67 in Poplar Bluff cost \$500,000 about 10 years ago and was curious why that project was as expensive as it was. Mr. Wyman stated the replacement and widening of pavement on Crestwood would have added to the cost.

Doug Wood, Wayne County, asked about the cost estimate of a roundabout. There are several factors involved, and roundabout designs can vary significantly. Mr. Wyman stated roundabouts are well suited for a certain amount of traffic, but can lose their value if the traffic is too low or too high. Director Ray asked what the ideal ADT range is for a roundabout. Mr. Wyman stated ideally average traffic flow would be 12,000-28,000 vehicles daily. Chris Rutledge stated that the direction of traffic flow also plays a role in considering a roundabout. If traffic flows much heavier in one direction, roundabouts are not ideal. Other factors to take into account include how many lanes to construct, needed drainage infrastructure, and the lack of an electric bill.

Bill Robison, Butler County, asked what the trend is for asphalt and concrete pricing. Mike Brandon stated it is hard to gauge. Prices have been stable recently, as new innovations and additives keep the price competitive. Concrete prices have fallen and are often cheaper than asphalt.

V. Transportation Planning Coordinator Report

With regard to the Butler County Railroad Overpass Project, Ozark Foothills Transportation Planning Coordinator Andrew Murphy stated additional funding sources are still being investigated for the project after construction bids came in over the engineer's estimate.

Mr. Murphy announced the Poplar Bluff Parks & Recreation Department was awarded approximately \$128,889 to extend a walking trail along PP Highway from Sunset Drive to Lurlyn Road; this was phase three of a multi-phase project to extend the trail to the PP Highway/67 Highway intersection in Poplar Bluff.

Carter County was awarded \$247,888 from the Federal Lands Access Program (FLAP) to pave sections of County Road 201. This is phase one of what will also be a multi-phase project. The award is for FY19 FLAP funds as this past round awarded four years' worth of funds.

The Ozark Foothills Regional Planning Commission did not receive a MoDOT Traffic and Highway Safety Grant that would have funded a part-time seat belt educator and technical assistance provider. The funded position holder would have educated community members regarding the benefits of seat belt usage, the dangers of impaired driving, and assist interested communities in the region in navigating and executing primary seat belt ordinances, thereby promoting Missouri's Blueprint for Roadway Safety.

Community Development Block Grant Program award announcements are now expected to be released in November. In March, the planning commission submitted three applications, one for the City of Bunker, one for the City of Ellington, and one for Butler County. All were paving projects.

Mr. Murphy stated now is a good time to be considering these different funding opportunities and to decide if your community is interested in applying. The Department of Natural Resources' Recreational Trails Program (RTP) typically opens in January/February with applications due in February/March. In Missouri, RTP grants are open to local and state governments, school districts, non-profit and for-profit organizations. Missouri receives

between \$1 and \$1.5 million per fiscal year. The maximum amount awarded is \$150,000 for trail projects and \$25,000 for educational projects. Sponsors must have a minimum 20 percent match, which can be cash or in-kind. Projects must be open to the public for 25 years.

The Federal Lands Access Program (FLAP) will most likely not be open for applications until the end of 2018 and possibly later as the recent funding round awarded grants for FY17-20. The FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The access program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program requires a minimum 20% match, which can be cash or in-kind.

The Transportation Alternatives Program (TAP) applications from MoDOT, are expected to become available during Fall 2018. This program changes slightly each round with what's eligible, but is mainly for sidewalk/trail creation or rehabilitation. The maximum grant amount is usually \$400,000 and requires a 20% cash match.

The MoDOT Traffic and Highway Safety Grant Program supports projects that reduce the number and severity of traffic crashes occurring on Missouri roadways thereby preventing fatalities and injuries. Areas of emphasis include alcohol- and/or drug-impaired driving, speeding, safety belt and child safety seat use, inattention or distracted driving, young drivers, mature drivers, and traffic crash data collection and analysis. The grant funding cycle corresponds with the federal fiscal year, which runs from October 1st through September 30th.

The Community Development Block Grants (CDBG) usually opens in January with a deadline at the end of the March. A 20% match is preferred but not necessarily required. The applicant's prior audits, financial statements, and current budget are submitted with the application to demonstrate financial capacity. The grant recipient should commit a match amount that is viewed acceptable and showing the entity has "skin in the game." The application is a long and competitive process. Past projects have included paving, drainage, low water crossings, bridge repair/replacement and pedestrian bridges. A door-to-door survey of people that live in the area and will benefit from the project is required if the community does not meet Low-to-Moderate Income status based on HUD Census Data.

Mr. Murphy stated he has received more than 180 completed surveys for the five-year update to the Public Transit Human Services Transportation Plan (PTHSTP). Current River Sheltered Workshop, Manufactures Assistance Group, Reynolds County Sheltered Workshop, Ripley County Transit, The Bluff Area Transit Service, and SMTS all returned surveys. An online survey also received 58 responses. The surveys have all been tallied and the data is ready to be inserted into the plan. Another public meeting will be held before the end of the calendar year. A draft update of the plan will be presented at the January TAC meeting.

VI. Old Business

Mr. Murphy announced that the plan for the Low Water Crossing Inventory and Assessment update has been modified after discussions with MoDOT. The updated inventory will look for

locations that do not meet MoDOT's "bridge" criteria, are less than 20 feet in length, and have a "dip" where the roadway goes down and comes back up. The inventory that was developed in 2012 will most likely shrink as locations are included on the MoDOT Bridge Inventory and will be removed from the current document. While fewer locations will be listed, the updated inventory will more accurately reflect the region's low water crossings per MoDOT definition.

Mr. Murphy asked if anyone in attendance had followed up with Mr. Heath Pickerill regarding the Missouri Local Technical Assistance Program (LTAP). Mr. Pickerill spoke to the TAC at the January 2017 meeting. Mr. Murphy quickly reviewed the LTAP program. The program provides training and resources such as notes, pamphlets/brochures, and a quarterly newsletter. Topics include roadway maintenance, safety, and management, as well as other related topics.

Trainings are offered at multiple locations around the state and can be scheduled based on agency needs and requests. Course fees are \$45 per person for Level I courses and \$55 per person for Level II and Level III courses. Some of the more popular courses include Work Zone Safety & Flagger Training, Gravel Road Maintenance, Tractor Mower Safety, and Snow and Ice Control.

For 2017, LTAP is offering new classes at Level II and III including Drug & Alcohol Awareness Training, Violence in the Workplace, Pavement Evaluation & Rating, Disaster Response and Preparedness.

Another aspect of LTAP is its equipment loan program, through which local government agencies can borrow equipment such as a retroreflectometer, speed radar display sign, traffic counters, and material inspection equipment. The equipment is expensive and would only be used once or twice per year by an individual local government agency. The loan equipment program allows various agencies to use the equipment without having to purchase it.

VII. New Business

Mr. Murphy provided the TAC with the 2018 Calendar Year Meeting Schedule. The TAC will continue to meet on the second Thursday of January, April, July, and October in 2018. The next meeting will take place at the Ozark Foothills RPC office.

VIII. General Discussion

Vice-Chairman Donald Black announced the next meeting of the Local Public Agency (LPA) Advisory Committee will take place on October 24, 2017. If there are LPA-related concerns anyone has they would like for Vice-Chairman Black to bring to the meeting, please let him know.

Andrew Murphy announced that Billy Cobb with Smith & Company Engineers based in Poplar Bluff has also been appointed to the statewide LPA Advisory Committee.

IX. Adjournment

Vince Lampe moved to adjourn. Vice-Chairman Black adjourned the meeting at 7:25 p.m.

TAC ATTENDANCE ROSTER

October 12, 2017

Ms. Felicity Ray	Ozark Foothills RPC
Mr. Andrew Murphy	Ozark Foothills RPC
Mr. Vince Lampe	Butler County
Mr. Dennis LeGrand	Butler County
Mr. Don Anderson	Butler County
Mr. Jeff Darnell	Butler County
Mr. Bill Robison	Butler County
Mr. Donald Black	Carter County
Mr. Mike Gossett	Carter County
Mr. David Reynolds	Carter County
Mr. Wayne Gibbs	Carter County
Mr. Jordan Collins	Carter County
Ms. Angela Smith	Wayne County
Mr. Bill Kirkpatrick	Wayne County
Mr. Doug Wood	Wayne County
Mr. David Wyman	MoDOT Southeast District
Mr. Joe Killian	MoDOT Southeast District
Ms. Elaun Auala	MoDOT Southeast District
Mr. Mike Brandon	MoDOT Southeast District
Mr. Chris Rutledge	MoDOT Southeast District
Mr. Caleb Bradshaw	MoDOT Southeast District
Ms. Becky Gibbs	Guest
Mr. Clifford Smith	Guest
Ms. Lynn Schultz	City of Williamsville
Mr. Jim Schultz	City of Williamsville
Ms. Nichole Owens	City of Williamsville
Mr. Gene Bilbrey	City of Williamsville
Ms. Betty Bilbrey	City of Williamsville
Mr. David Edwards	City of Williamsville
Ms. Helen Edwards	City of Williamsville

THOSE NOT IN ATTENDANCE

Mr. Joe Loyd	Reynolds County
Mr. Eddie Williams	Reynolds County
Mr. Doug Warren	Reynolds County
Ms. Renee Horn	Reynolds County
Mr. Darrell Dement	Reynolds County
Mr. William Kennon	Ripley County
Mr. David Johnson	Ripley County
Mr. Jerry Halley	Ripley County
Mr. Lonnie Hudson	Ripley County
Ms. Tami Hale	Ripley County
Mr. Brian Polk	Wayne County
Mr. Chad Henson	Wayne County