

# **CITY OF HOLTS SUMMIT**



## **Transportation Plan Update**

**2014**

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## CITY OF HOLTS SUMMIT –TRANSPORTATION PLAN

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**Prepared By:**



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*City of Holts Summit Transportation Plan*

## **Introduction**

The City of Holts Summit is a small city in Callaway County, located 7 miles northeast of Jefferson City, Missouri's state capital. It is part of the Jefferson City Metropolitan Statistical Area. The 2010 population is 3,247 which reflected a 10.6% growth from the 2000 census recorded population of 2,935. The community is the fastest growing city within the Jefferson City Metropolitan Statistical Area.

This location makes the community an attractive residential location as it provides an easy driving distance for people who work in nearby communities. Holts Summit has maintained its small-town atmosphere its residents cherish.

Today, Holts Summit is primarily a satellite town with new growth coming from residential development, and improved employment opportunity with the expansion of Pro Foods Inc. in the Holts Summit Industrial Park. The majority of traffic generated during peak travel periods is attributed to commuters traveling to the region's employment centers of Jefferson City, Columbia, and Fulton. As the community continues to grow- residents are desiring a well-maintained, safe road network, as well as, convenient transportation alternatives to get around town and enhance their quality of life.

## **History**

The purpose of this document is to provide an update to the *Preliminary Long Range Transportation Plan* adopted in July, 2009. The plan provides a guide for community leaders to use when addressing associated transportation issues in the community. The transportation plan also provides identified transportation system improvements for the community, as well as, a suggested transportation work program that includes cost estimates and recommended work program period. This plan and its accompanying updates will be reviewed and adopted by the Board of Alderman. The plan is used by city leaders as a guide during the annual budget and capital improvement projects program.

In order to develop a realistic transportation plan that will address the needs of Holts Summit, it is necessary to determine the overall goal of the transportation system, and to review existing conditions and the projected needs of the community. Discussions were held with city officials to review transportation projects recently completed, pedestrian and traffic characteristics, as well as, identified transportation improvements projects.

## **Transportation Plan- Overview**

Holts Summit transportation system provides for the movement of people, goods, and services into and through the community. The design, layout and condition of the street system, the opportunity for transit services to residents, and a quality pedestrian/bike network are all important to the residents of Holts Summit. There is approximated 27.2 miles of transportation infrastructure in the City, with Holts Summit maintaining an estimated 22.7 miles of transportation infrastructure, and an 37,000 lineal feet

of sidewalk (7 miles). The State of Missouri maintains 4.5 miles with Holts Summit city limits including US Highway 54 and Route OO. The City experiences a high rate of resident commuter traffic leaving and returning to the community for employment, resulting in traffic circulation issues at peak periods.

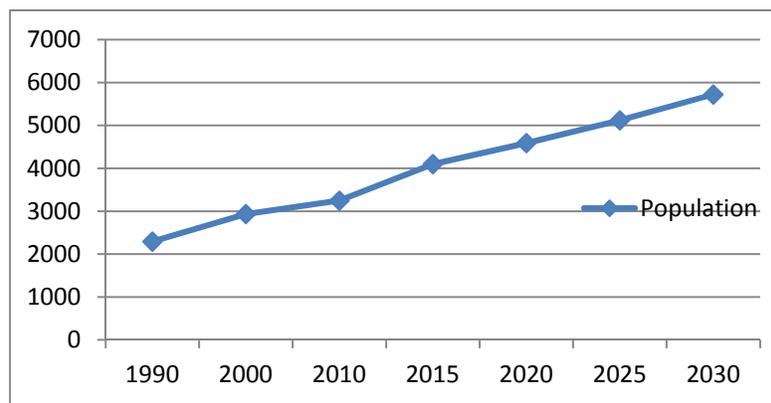
The community has several challenges as it moves forward with transportation planning. US Highway 54 bisects the community which presents challenges in developing efficient transportation movement. Overpass improvements are needed on Highway OO/East Simon Blvd and Center Street to improve traffic flow at peak periods. With funding support from a capital improvement sales tax- the City has limited financial resources- approximately \$500,000 that is used for the continued maintenance and safety improvements of the current transportation system. And finally as the community continues to grow- residents expect the development of alternative transportation choices – pedestrian, bike, and transit.

Holts Summit transportation network is critical in providing rapid public safety and emergency services, and the potential for future community growth. As growth continues in Holts Summit, an efficient street circulation system to manage increased traffic volume and to increase accessibility throughout the community is important. Roads that are not designed to the appropriate standards for their functional use, or that are not properly maintained over time, may create problems in traffic flow, safety, and increased financial commitment from the community.

### **Existing Conditions**

The purpose of this section is to present an overview of recent demographic and economic trends for the City of Holts Summit. It is designed to provide local policymakers with a context for evaluating the future growth in the community and its relationship to the transportation needs of Holts Summit. Population growth is projected to exceed 4500 by the Year 2020.

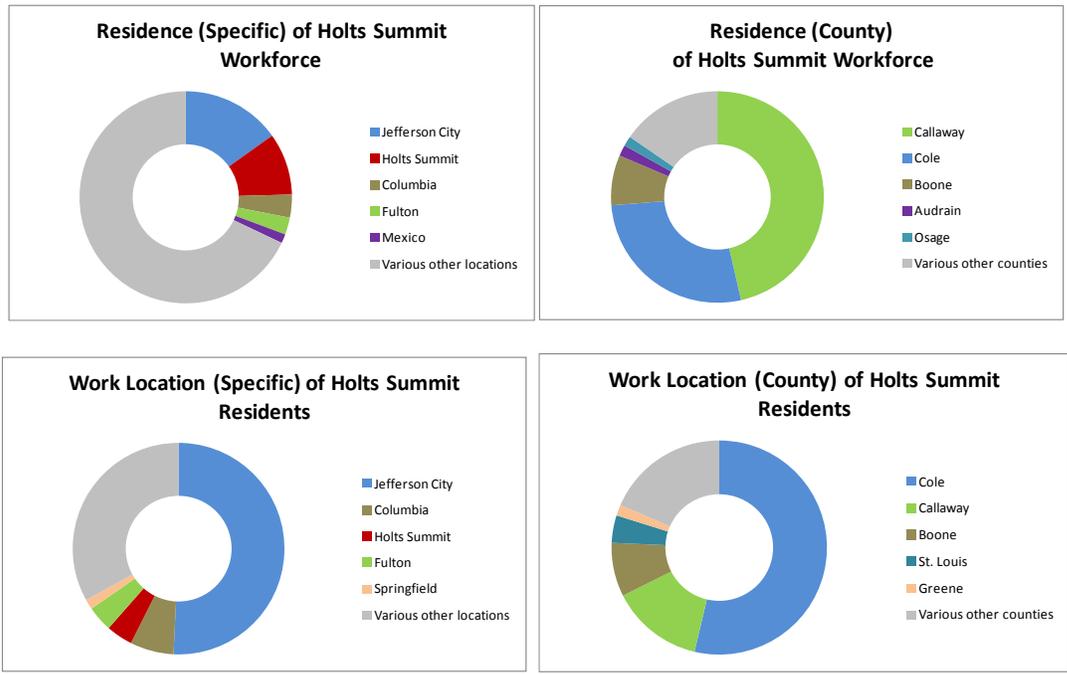
**Chart 1- Holts Summit Population Growth**



*Source: Allstate Engineering population projections 2008 assuming a CAMPO Index with a 2.25% growth rate*

Holts Summit is not alone in being a bedroom community to the primary employment centers of the nearby employment centers of Jefferson City, Columbia, and Fulton. Over 95% of the 1,552 Holts

Summit workforce work outside of the City of Holts Summit. Of the 665 employees that work in Holts Summit, only 5% of these workers live in Holts Summit.



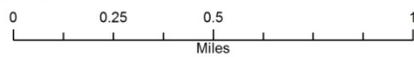
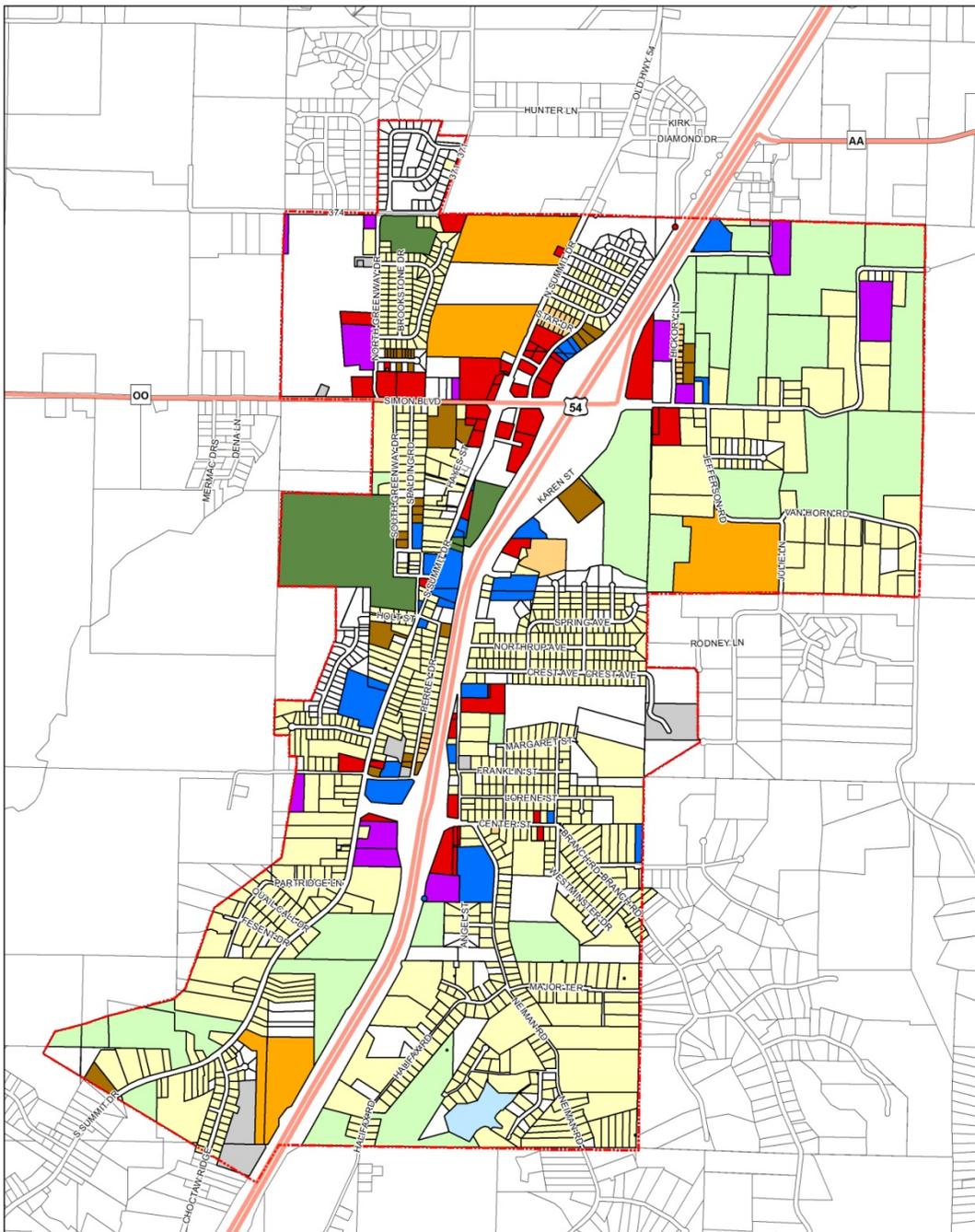
**Existing Land Use**

As depicted in the Existing Land Use 2013 Map, the existing area within the City of Holts Summit totals 2.9 square miles or 1,856 acres. The predominant land use in the City is residential with over 72% of the city devoted to residential use. As displayed on the Existing Land Use Map, the

Generalized Land Use- Major Categories

General Land Use	Area in Acres	Percent Land Use
Residential	988	53.2
Commercial	71	3
Industrial	43	2.3
Institutional	52	2.8
Recreation	71	3
Agriculture- Vacant	723	38.9

City has sufficient agriculture/open space areas to address growth in the foreseeable future.



**Holts Summit, MO - Existing Landuse 2013**

- |  |   |
|--|---|
| Agriculture (372 acres)                | Residential - Duplex (13 acres)         |
| Commercial (71 acres)                  | Residential - Single Family (771 acres) |
| Industrial/Manufacturing (43 acres)    | Utility (25 acres)                      |
| Institutional (52 acres)               | Vacant (351 acres)                      |
| Recreation (71 acres)                  | Water (9 acres)                         |
| Residential - Multi Family (27 acres)  | City Limits                             |
| Residential - Mobile Homes (106 acres) |   |

N

Sources: CAMPO, Callaway County Assessor 2011,  
Mid-Mo RPC  
KLW 4/2/2013

**Future Land Use**

When considering the impact of future development to the transportation road network, the traffic generation of the development activities should be considered for planning purposes. For example- the largely undeveloped area in the northeast quadrant of the City- will require additional vehicle capacity of Simon Boulevard, Jefferson Road, and Van Horn Road.

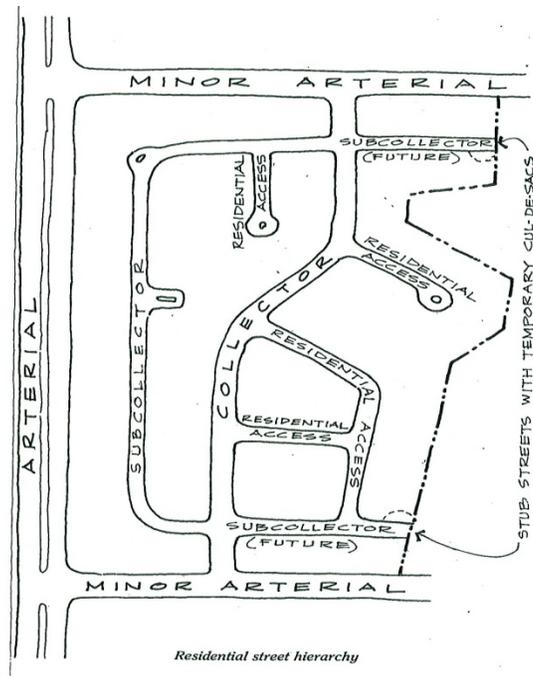
- Vehicle trips/day per land use: Single Family Residential – 10 trips/day
- Discount Store- 71 trips/day per 1,000 sq. ft of leased area
- Specialty Retail – 41 trips/day per 1,000 sq. ft. leased area
- Shopping Center- 95 trips day per 50,000 sq. ft. leasable area
- Light Industrial- 3 trips/day per employee
- Manufacturing- 2 trips/day per employee

**Transportation Infrastructure**

Streets and highways serve two separate and conflicting functions, one to carry traffic and the other to provide access to abutting property (land use). The more traffic a road carries, the greater the difficulty in accessing property directly from the road. As the number and density of access points increases, safety is compromised and speed limits need to be lowered, reducing the traffic carrying capacity of the street or highway.

**Existing System Inventory**

Roadways that comprise the Holts Summit transportation network are comprised of US highways, State highways, and municipal roads. These streets and highways are classified by function as displayed in Exhibit No. . This classification hierarchy is attributed to the ability of the roadway to carry traffic and providing access to property.



## Functional Classification

The definitions and criteria of the Holts Summit functional classifications are as follows:

- **Freeway:** A fully access controlled highway designed for high speed travel with the sole purpose of facilitating non-stop traffic flow without obstruction from cross traffic.
- Access is not provided to abutting property and access is only provided to other streets or highways at grade-separated interchanges.
- **Arterial:** A street or highway designed to carry traffic and provide access to abutting property. Cross traffic is accommodated at at-grade intersections without signals for streets with low traffic levels. The primary purpose of the arterial is to serve moderate length neighborhood trips and to channel from collectors and local streets to freeways
- **Collector:** A street or highway designed to carry traffic and provide access to abutting property. Cross traffic is accommodated at at-grade intersections with local streets. No signals are provided. The primary purpose of the collector is to serve short length neighborhood trips and to channel traffic from local streets and abutting properties to arterial streets.
- **Local Street:** A street or rural road designed to provide access to abutting property and only incidentally channel traffic short distances to collectors or arterials.

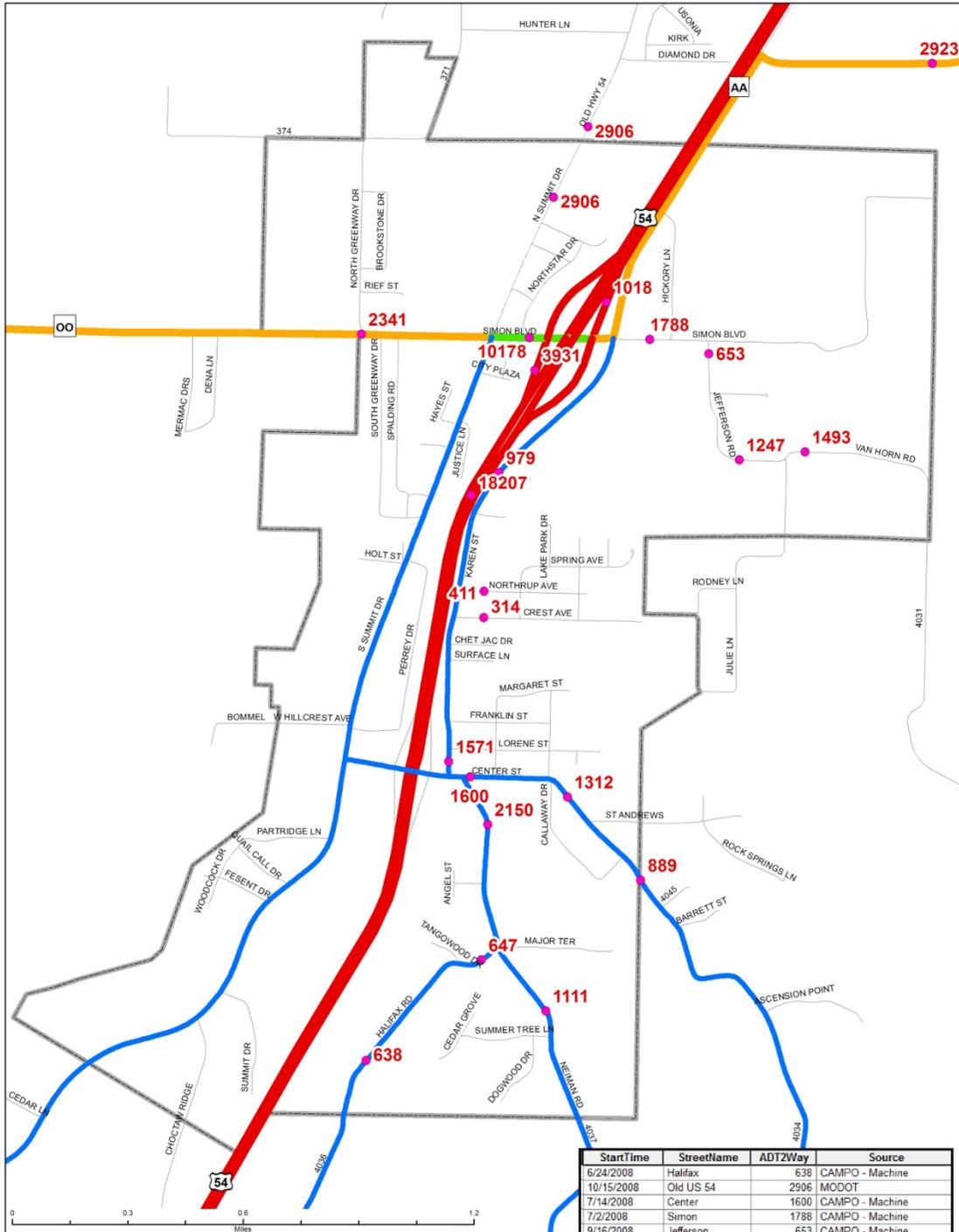
The hierarchy of street and highway types forms a network that allows travel from most points of origin to most points of destination by motor vehicle at any time of day using the minimum time/distance combinations. The typical trip begins and ends on a local street.

Holts Summit transportation network includes MoDOT maintained roads consisting on a freeway - US Highway 54 (over 18,000 average daily trips), a minor arterial State Highway OO (10,000+ adt), and State Highway OO considered a minor arterial from S Summit Drive west to city limits (2300+ adt). The primary local road network consists of collector streets of S Summit Drive, Karen Street, Neiman Road, Branch Street, and Halifax Road. Local streets comprise over 14 miles of the City's 22.7 mile system.

Within the City there are private or non-maintained city streets. All private streets are not maintained by the City of Holts Summit because they do not qualify or are not built to City specifications for maintenance and/or for which the City is not required to provide maintenance by law.

**Existing Roadway System Mileage by Functional Classification**

	Urban- Other Freeway Expwy	Urban- Other Principal Arterial	Urban Minor Arterial	Urban Collector	Urban Local	Rural- Other Principal Arterial	Rural- Minor Arterial	Rural- Major Collector	Rural- Minor Collector	Rural Local	Total	
Holts Summit			3.1	4.1	14.5			0.5	0.6		22.7	



**Functional Classification / Traffic Counts**

Holts Summit, MO

City Limits

Traffic Counts (2007-2008)

**Functional Classification**

- FREEWAY (Maintained by MoDOT)
- MINOR ARTERIAL (Maintained by MoDOT)
- COLLECTOR (Maintained by MoDOT)
- COLLECTOR (Maintained by City or County)
- Other Road



StartTime	StreetName	ADT2Way	Source
6/24/2008	Halifax	638	CAMPO - Machine
10/15/2008	Old US 54	2906	MODOT
7/14/2008	Center	1600	CAMPO - Machine
7/2/2008	Simon	1788	CAMPO - Machine
9/16/2008	Jefferson	653	CAMPO - Machine
9/16/2008	Vanhorn	1493	CAMPO - Machine
8/12/2008	Jefferson	1247	CAMPO - Machine
6/16/2008	Northrup	411	CAMPO - Machine
6/16/2008	Crest	314	CAMPO - Machine
7/2/2008	Nieman	1111	CAMPO - Machine
8/4/2008	Karen	1571	CAMPO - Machine
4/17/2007	Halifax	2150	Callaway County - Machine
10/15/2008	US 54	18207	MODOT
1/23/2008	Halifax	647	MODOT
1/23/2008	Karen	979	MODOT
6/23/2009	US 54	3931	MODOT - Regional
6/23/2009	US 54	1018	MODOT - Regional
10/11/2005	Simon	2923	MODOT - Regional
10/14/2008	Old US 54	2906	MODOT - Regional
10/11/2005	MO Rout OO	2341	MODOT - Regional
1/1/2011	Simon	10178	MODOT
7/15/2008	Branch	889	CAMPO - Machine
4/17/2007	Branch	1312	Callaway County - Machine

## **Funding**

At present, the City receives transportation funds from several sources state, county and local as displayed below.

Holts Summit Transportation Revenue 2013

<b>Name</b>	<b>Amount</b>	<b>Source</b>
Gas Tax	\$ 82,000	State
County Road and Bridge	\$20,000	County
Vehicle Tax	\$ 35,000	Local
Capital Improvement Sales Tax – Trans.	\$350,750	Local
Misc.	\$20,000	Local
Interest	\$22,000	Local
<b>Total</b>	<b>\$519,000</b>	

Voters in Holts Summit approved a ½ cent capital improvement sales tax in November, 2012 to assist with public services and capital improvements. Of this sales tax- 1/8 is dedicated for transportation improvements, and generates approximately \$350,000 for local transportation capital improvements. Under this scenario a resident that purchased \$50.00 of taxable goods would pay an additional .19 cents in sales tax.. The capital improvement sales tax will sunset in 20 years or 2032. The transportation funds have been used to take care of the existing streets and make safety improvements in the community.

Other options in addition to seeking grant funding support, the City may consider is the use of development districts such as a Transportation Development District (TDD) or a Neighborhood / Community Improvement District (NID or CID) to fund transportation improvements. In general- a TDD serves to fund, promote, plan, design, construct and/or maintain on or more projects in such activity. Projects may include street, highway, intersection, signalization or signage. Funding of TDD projects may be accomplished through the creation of District-wide special assessments or property or sales taxes with a majority vote or petition approval.

The Neighborhood Improvement District (NID) is a geographically bounded area within which certain public improvements (i.e. sidewalks) are financed by the city through the issuance of notes or bonds, which in turn repaid by levying assessments against property within the NID. A NID may be established two ways: (1) by a petition of at least two-thirds of the owners of record of all the real property located within the proposed NID requesting that the City approve the NID, or (2) by the City's submission of a question to all qualified voters residing within the proposed NID at a general or special election. A NID is financed by the issuance of a general, rather than limited, obligation bonds. General obligation bonds are secured by the general revenue of the City. A NID can be established anywhere; there is no requirement that a NID suffer from conditions of blight. To pay for the public improvements, the city levies assessments that are over and above any property or sales tax already being imposed.

## **Goals and Objectives**

Holts Summit strives to grow and attain a population level that maintains its small town character yet provides services and amenities to improve its quality of life. Based on this, and after meeting with key town officials, we see the following as goals and objectives for this transportation plan:

**Goal: Develop a plan for an effective, multi-modal transportation system that maintains or improves the quality of life for town residents, and supports future land use plans.**

Objective #1: Take care of the existing transportation system.

Objective #2: Improve traffic safety – particularly in residential neighborhoods.

Objective #3: Improve access to and within the town

Objective #4: Provide desired pedestrian, bicycle and transit facilities.

Objective #5: Upgrade roads to meet accepted design standards and guidelines for designated road classifications.

Objective #6: Assess and propose funding methods for the needed improvements

## **Investment Plan to Meet Transportation Goal and Objectives**

It is important to identify a work program for the continued enhancement of the transportation system in the community. When funding can be reasonably expected to complete a transportation project it is said to be fiscally constrained. The following list are transportation projects set to be implemented within the short-term. The list focuses on taking care of the existing transportation infrastructure and safety issues.

### **Taking Care of the System**

<b>2013</b>			<b>Total Budget</b>	
<b>Project Name</b>	<b>Project Type</b>	<b>Approx. Cost</b>	<b>\$125,000.00</b>	<b>Job Status</b>
S. Greenway Overlay	Street maintenance	\$15,000.00	153,000.00	Planning
Storm Water Improvement Projects	New construction	\$26,500.00	\$0.00	Planning
Arterial and Collector Road Striping	Striping	\$7,500.00	\$117,500.00	Planning
Break-Away Sign Post Replacement	Sign maintenance	\$1,500.00	\$116,000.00	Planning
Various Location Milling Projects	Milling	\$5,000.00	\$111,000.00	Planning
Halifax Road South Project	Street maintenance	\$75,000.00	\$36,000.00	Planning
Northstar Drive Street Repairs	Street maintenance	\$5,000.00	\$31,000.00	Planning`
Various Location	Street maintenance	\$2,000.00	\$29,000.00	Planning

Crack Sealing				
Various Street Dig-Out Areas	Street maintenance	\$15,000.00	\$14,000.00	Planning
Miscellaneous Street Projects	Street maintenance	\$14,000.00	\$0.00	Planning
<i>Project costs for 2013 are budgeted in the FY2013 budget and \$10,000 in County R&amp;B Fund</i>				
<b>2014</b>			<b>Total Budget</b>	
<b>Project Name</b>	<b>Project Type</b>	<b>Approx. Cost</b>	<b>\$130,000.00</b>	<b>Job Status</b>
Arterial and Collector Road Striping	Striping	\$7,500.00	\$122,500.00	Planning
Various Location Milling Projects	Milling	\$5,000.00	\$117,500.00	Planning
Nieman Road Improvement Project	Street maintenance	\$60,000.00	\$57,500.00	Planning
Various Location Crack Sealing	Street maintenance	\$2,000.00	\$55,500.00	Planning
Various Street Dig-Out Areas	Street maintenance	\$15,000.00	\$40,500.00	Planning
Summit Drive Shoulder Project	Street maintenance	\$25,000.00	\$15,500.00	Planning
Miscellaneous Street Projects	Street maintenance	\$15,500.00	\$0.00	Planning
<i>Project costs for 2014 are budgeted in the FY2014 budget and \$15,000 in County R&amp;B Fund</i>				

<b>2015</b>			<b>Total Budget</b>	
<b>Project Name</b>	<b>Project Type</b>	<b>Approx. Cost</b>	<b>\$430,000.00</b>	<b>Job Status</b>
Arterial and Collector Road Striping	Striping	\$7,500.00	\$422,500.00	Planning
Various Location Milling Projects	Milling	\$5,000.00	\$417,500.00	Planning
Jefferson/Van Horn Project	Street maintenance	\$70,000.00	\$347,500.00	Planning
Various Location Crack Sealing	Street maintenance	\$2,000.00	\$345,500.00	Planning
Various Street Dig-Out Areas	Street maintenance	\$15,000.00	\$330,500.00	Planning
East Simon Bridge Project	Street maintenance	\$300,000.00	\$30,500.00	Planning
<i>Project costs for 2015 are not yet programmed.</i>				

## **Improvement Projects**

### **Road Widening Improvements**

Roads that have been identified as too narrow for existing traffic volumes.

<b>Name</b>	<b>Segment</b>	<b>Length</b>	<b>Estimated Cost</b>
Branch Road	Intersects with Center St in E city limits	1,850	
Halifax Road	Intersects with Neiman Rd in SW city limits	4,807	
Jefferson Road	Intersects with E Simon Blvd and Van Horn Rd in NE city limits	1,543	
Neiman Road	Intersects with Halifax Rd in SE city limits	2,626	
South Summit Drive	Intersects with W Simon Blvd in center of city limits	3,267	
Van Horn Road	Intersects with Jefferson Road in NE city limits	3,789	
West and East Simon Blvd	Intersects with N Summit Dr in N central city limits	4,099	

### **Intersection Improvements**

Due to an increase usage and/or safety concerns locations that are identified for intersection improvements include Halifax at Neiman Road, Neiman at Center Street and Van Horn Road at Jefferson Road.

### **Other Safety Improvements**

Also displayed on the Transportation Improvements Map and the Bike-Ped Map are street improvements for both the Center Street and Simon Boulevard overpasses. These improvements include the need to address traffic flow at critical peak times that may require stoplights or roundabouts, as well as road shoulder improvements to include a pedestrian walkway and sidewalks.

### **Bicycle-Pedestrian -Transit Planning**

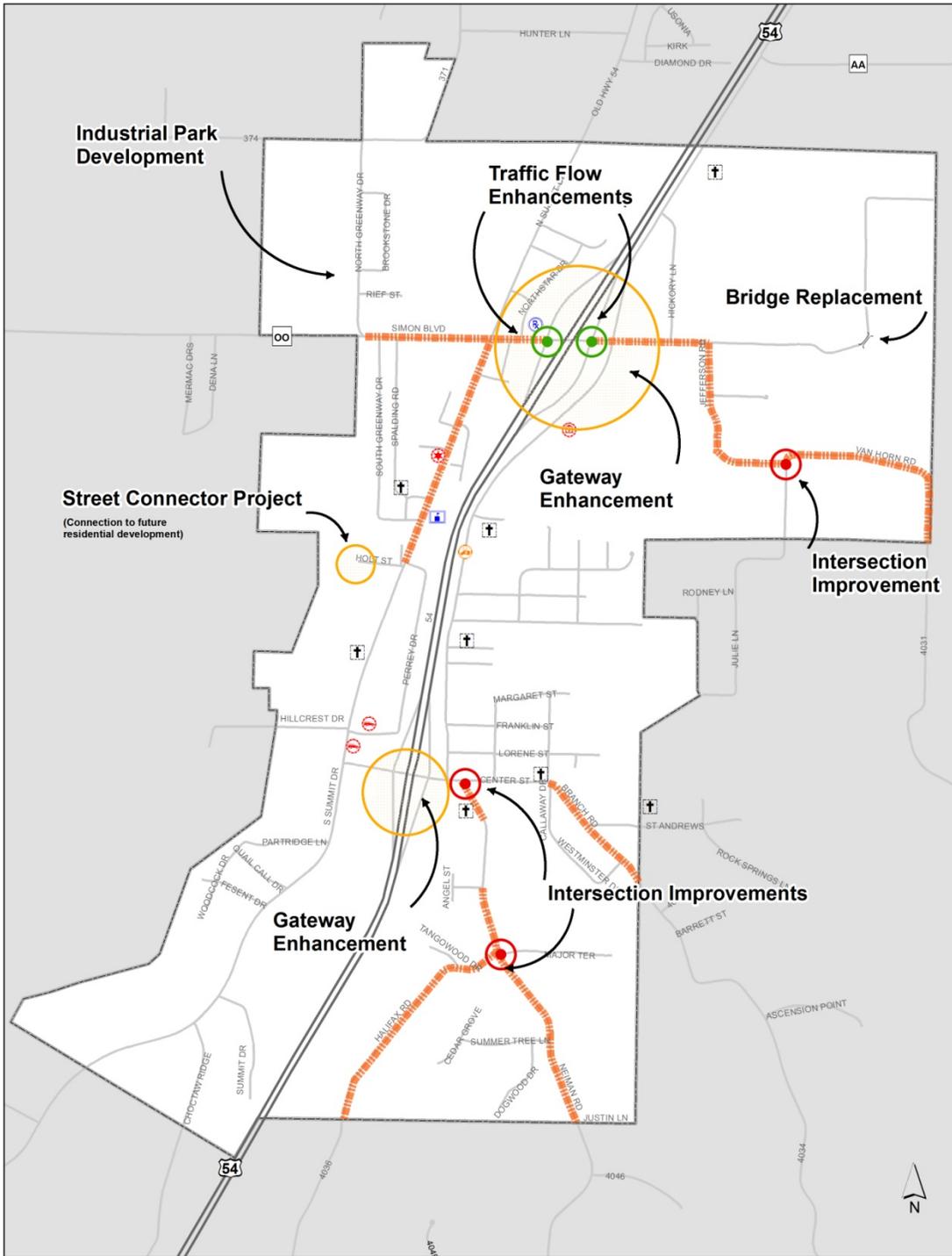
The City has developed a separate Bike- Ped Plan address community needs for edxpanded transporqation choices for its residents. The City has limited facilities for pedestrian and bicycle use, and transit services. The older residential areas do not have sidewalks, and the State system road- Highway 00 has only a small area that contains a sidewalk. An estimated 10% of the residential areas of the community contain sidewalks. It should be noted that the City has made substantial progress in improving pedestrian access options with the sidewalk improvement project constructed on the west side of South Summit Drive in 2013, the sidewalk improvements constructed on the north side of Simon Blvd., and the Hibernia Trail connector project.

Bicycle use is limited to local use. A network with designated bike lanes does to allow connectivity to parks and schools does not exist in the community. In developing these future linkages within the

community – the City should consider designating bike lanes and the adoption of a complete streets policy/design in appropriate areas.

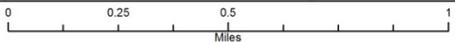
Transit services are limited to private not-for profit agencies OATS and SERVE. OATS provides transportation without restrictions to age, disability, or income for essential shopping, personal business, work, and health care. The transportation service is funded through numerous sources- including FTA grants, Medicaid, county and local government, Department of Mental Health, service contracts and rider contributions. From July 2012 thru June 2013, OATS provided 1,386 trips in Callaway County serving 163 individuals. SERVE provides transportation services to qualified elderly, disabled, low-income and youth. Funding sources include Federal, State, local agencies, and donations. Services are available Monday thru Friday, with users required to be eligible with one of SERVE's funding programs. The SERVE basic service area includes: Fulton and Holts Summit, a 30 mile radius into adjacent Audrain, Boone, and Cole counties. On average, SERVE provides 3,000 one-way trips a month.

JEFFTRAN, A City of Jefferson agency and public transit provider, serves the general public inside the city limits of Jefferson. The system consists of a fixed route schedule, as well as, services for individuals with disabilities. At this time- JEFFTRAN does not provide any transportation service to the City of Holts Summit.

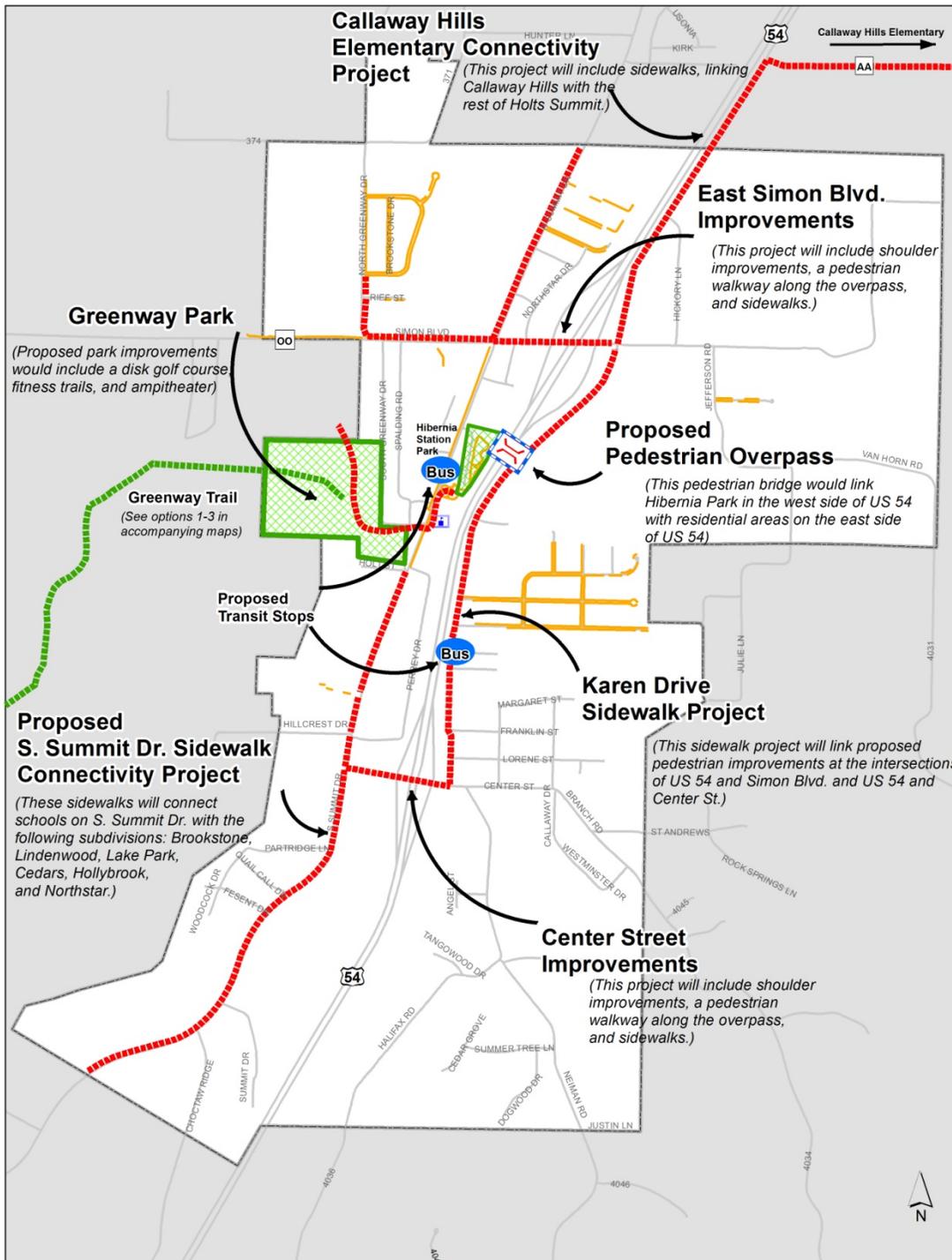


**Transportation Improvements  
Holts Summit, MO**

- |                          |                 |                   |
|--------------------------|-----------------|-------------------|
| Enhancement              | Public Schools  | Nursing Homes     |
| Road Widening            | Fire Stations   | Places of Worship |
| Traffic Light            | EMS             | Road              |
| Intersection Improvement | Law Enforcement | Parcel Line       |
|                          | Pharmacy        | City Limits       |



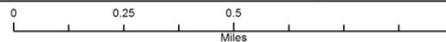
**MID-MO**  
Regional Planning Commission  
Sources: CAMPO, MidMOGIS, City of Holts Summit,  
Callaway County Assessor,  
Mid-Mo RPC  
KLT 10/21/2013



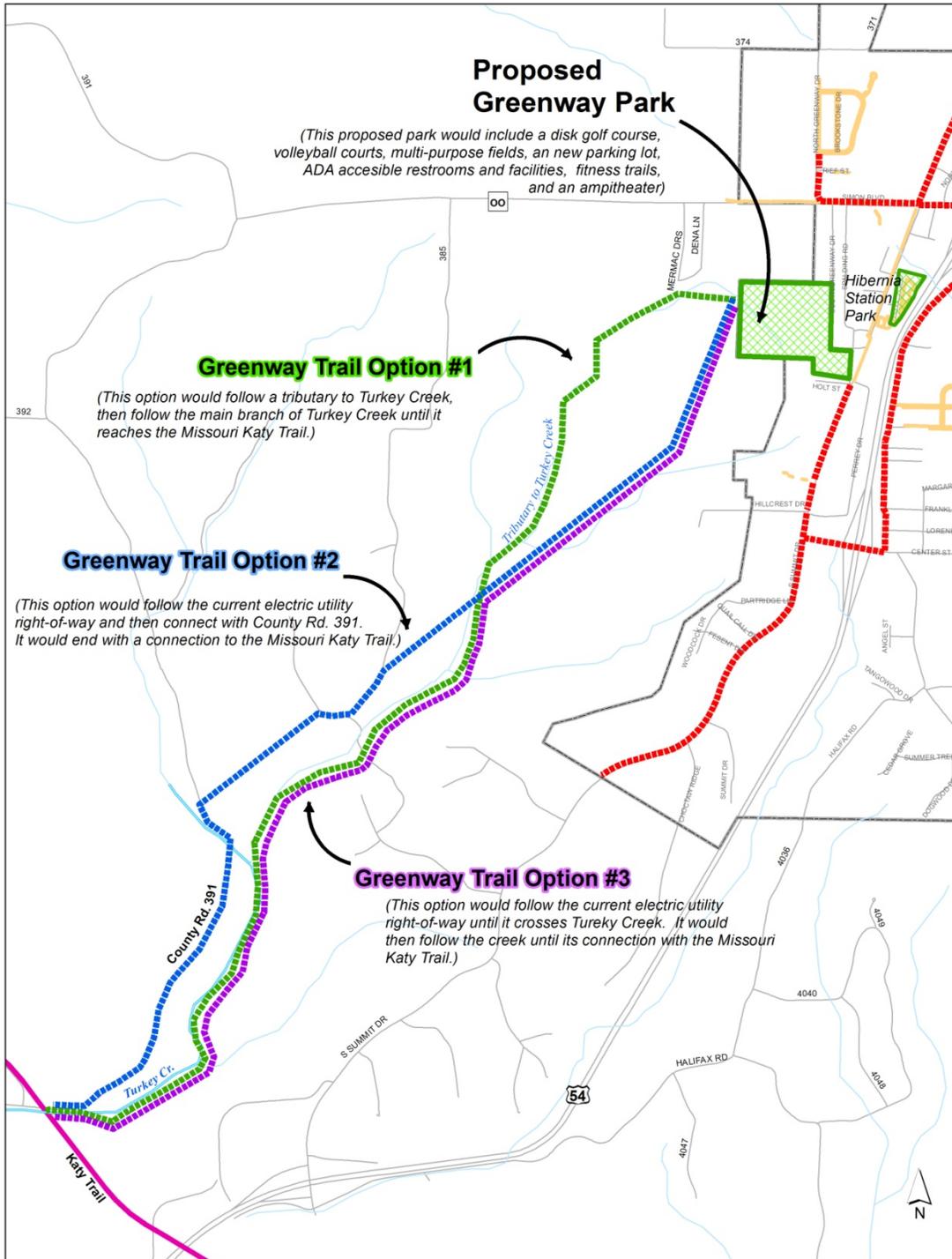
**Proposed Bike and Ped Projects**

**Holts Summit, MO**

- Park
- Recreational Trail
- Proposed or Planned Sidewalks
- Proposed Pedestrian Overpass
- Existing Sidewalk
- Proposed Transit Stop
- Road
- City Limits
- Public School



Sources: CAMPO, MidMOGIS, City of Holts Summit, Mid-Mo RPC, KLT 3/26/2013



### Proposed Greenway Park

(This proposed park would include a disk golf course, volleyball courts, multi-purpose fields, an new parking lot, ADA accessible restrooms and facilities, fitness trails, and an amphitheater)

### Greenway Trail Option #1

(This option would follow a tributary to Turkey Creek, then follow the main branch of Turkey Creek until it reaches the Missouri Katy Trail.)

### Greenway Trail Option #2

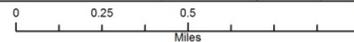
(This option would follow the current electric utility right-of-way and then connect with County Rd. 391. It would end with a connection to the Missouri Katy Trail.)

### Greenway Trail Option #3

(This option would follow the current electric utility right-of-way until it crosses Turkey Creek. It would then follow the creek until its connection with the Missouri Katy Trail.)

### Greenway Park and Trail Holts Summit, MO

-  Park
-  Recreational Trail
-  Proposed or Planned Sidewalks
-  Proposed Pedestrian Overpass
-  Existing Sidewalk
-  Katy Trail
-  Stream
-  Road
-  City Limits
-  Public School



Sources: CAMPO, MidMOGIS, City of Holts Summit,  
Mid-Mo RPC  
KLW 3/26/2013

## **Intergovernmental Cooperation**

The City of Holts Summit relies on several levels of government to help support transportation services in the community. Local, County, State, and Federal resources are all used to enhance the transportation network for residents. Due to this hierarchy and the interdependence of services between these units of government, it is important that these all levels cooperate and work together to create a more cohesive plan for the future of their areas. This is especially important to those agencies and governmental entities that are in close proximity to each geographically, as well as, in the decision-making hierarchy.

In Holts Summit, there are many governmental agencies that are part of the transportation planning process. Key organizations include:

**(A). City of Holts Summit-** (description of city funds dedicated for transportation improvements)

**(B). Capital Area Metropolitan Planning Organization (CAMPO).** CAMPO - The Metropolitan Planning Organization for the Jefferson City Urbanized Area includes the City of Jefferson, Holts Summit, Lake Mykee, Taos, St. Martins, and significant areas of contiguous, unincorporated areas in Cole and Callaway counties. CAMPO's primary function is to implement and support cooperative, comprehensive, and continuing transportation planning as outlined in federal transportation acts. CAMPO is responsible for developing a long range transportation plan for the planning area. This plan includes both long-range and short-term strategies /actions that are recommended for implementation. This plan lists projects in its Transportation Improvement Program (TIP), in order to be considered for federal funds (FHWA and FTA funds). The City of Jefferson acts as the administrator for CAMPO and provides staff support for tasks outlined in the Unified Planning Work Program (UPWP). This work program is approved by MoDOT, FHWA and FTA.

**(C). Callaway County.** The Callaway County Commission distributes a limited amount of funds to municipalities within the County designated for transportation purposes. These funds are generated from the county-wide road and bridge tax, with 25% of the road and bridge sales tax generated within the municipality redistributed back to the municipality. In 2012, the funds received by the City of Holts Summit totaled \$20,000.

**(D). Missouri Department of Transportation (MoDOT).** MoDOT works with the public, transportation partners, state and federal legislators, and other state and local agencies to provide a safe and efficient transportation system to the people of Missouri

The STIP, prepared annually, sets forth the specific construction projects MoDOT will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects. For the City of Holts Summit, these projects are identified through planning processes with the CAMPO and the Mid-MO RPC.

**(E). Mid-Missouri Regional Planning Commission (Mid-MO RPC)-** The Mid-Missouri Regional Planning Commission (Mid-MO RPC) services a six-county region in Mid-Missouri that includes Boone, Callaway, Cole, Cooper, Howard, and Moniteau counties. Mid-MO RPC has been a

planning partner with MoDOT to provide transportation planning services including a Regional Transportation Plan, and a transportation needs list for the region. Mid-MO RPC assists member communities with transportation planning needs such as assisting with transportation enhancement and Safe Routes to School grant applications.

MPO/RPC Planning Assistance. This program uses federal and state funds to support land use and transportation planning activities conducted by the metropolitan planning organization (MPO) and regional planning commissions (RPCs) in Missouri. Federal funds are appropriated annually and apportioned to the states for use by the MPOs. The state funds are appropriated as part of the state biennial budget. The state funding supplements federal and local funding to MPOs, as well as supplementing local funding to RPCs.

Holts Summit is with the MPO- (CATSO) The MPOs develop annual work programs that are reviewed by both MoDOT and the U.S. Department of Transportation. However, the activities are generally initiated from local requests, with the exception of those MPO activities required by federal regulations, which include production of short-range transportation improvement programs and long-range multimodal transportation plans.

### **Evaluation of the Long Range Transportation Plan**

Once adopted, the Long Range Transportation Plan shall be reviewed by Staff on an annual basis. The Planning and Zoning Commission and the Board of Aldermen shall review the plan and any recommendations from Staff and the public once every two years or more often as needed. A Public Hearing shall be scheduled at least every two years to consider revisions and improvements to the Plan.

### **Public Involvement:**

The City of Holts Summit fosters public involvement by encouraging public comment at Commission and Board of Aldermen meetings, through letters, phone calls, etc. All elected officials telephone numbers are published in the City newsletter. The Board of Aldermen holds public meetings on particular topics throughout the year, usually preceded by newsletter articles. Both the Planning and Zoning Commission and Board of Aldermen conduct public Hearings as needed. Prior to adoption of a final Long Range Transportation Plan, public hearings will be held to solicit further ideas, comments and suggestions.

ROAD SEGMENT	LIMITS FROM - TO	WIDTH	LENGTH	AREA	PROJECT COST	PAVEMENT TYPE	PAVEMENT CONDITION	GENERAL COMMENTS
Angel Ln	cul de sac-cul de sac	28	384	1195	\$0.00	Asphalt	6	Some longitudinal cracking; minor raveling,conc curb and gutter
Arnold Dr	Brookstone-Brookstone	28	1019	3170	\$0.00	Concrete	9	Newer pavement
Bailey Park	Halifax-Angel	28	288	896	\$0.00	Asphalt	6	Some longitudinal cracking; minor raveling,conc curb and gutter
Branch Road	E Center-city limits	23	1787	4567	\$0.00	Asphalt	6	Minor-moderate random/longitudinal cracks; oxidized pavement
Britton Ln	Branch-Westminister	19	438	925	\$0.00	Asphalt	8	Edge cracks;oxidized/stripping pvmnt
Brookstone Dr	N Greenway-N Greenway	28	2293	7134	\$0.00	Concrete	8	Newer pavement; raised concrete gutter
Cedar Grove	Summertree-cul de sac	25	345	958	\$0.00	Asphalt	7	Minor random cracks;center seam opens in places;oxidized pavemet
Choctaw Ridge	S Summit-city limits	32	1482	5269	\$0.00	Asphalt	8	Some edge crks;center seam starting to open;2-3 patches;oxidized pvmt
City Plaza	S Summit-dead end	31	410	1412	\$0.00	Concrete	9	Newer pavement; joint maintenance required
Countryside Terr	S Summit-Spaulding	13	289	417	\$0.00	Asphalt	9	Major longit crks; some rutted pvmnt;alligator crks near Summit
Crest Ave	Karen-270 east	36	270	1080	\$0.00	Asphalt	7	Minor longitudinal cracks;sound pavement;conc curb and gutter
Crest Ave	270'e of Karen-dead end	28	2312	7193	\$0.00	Concrete	7	Moderate longitudinal mid-panel cracks (tight)
Dogwood Dr	Summertree-cul de sac	25	1130	3139	\$0.00	Asphalt	7	Minor random cracks;center seam opens in places;oxidized pavemet
E Center St	Branch-State maintenance	23	1348	3445	\$0.00	Asphalt	7	Minor transverse crks;oxidized pavement
E Hillcrest	S Summit-Perry	19	681	1438	\$0.00	Asphalt	6	Minor-moderate transv/random crks;approach to S Summit is raveling;oxidize
East Simon Blvd	State Maintenance-#488	22	4563	11154	\$0.00	Asphalt	5	Moderate-major longitudinal cracks;some transverse cracks;oxidized pvmnt
East Simon Blvd	#488-dead end	15	1375	2292	\$0.00	Asphalt	5	Minor edge cracks;moderate longitudinal cracks at isolated locations
Franklin St	Karen-William	32	650	2311	\$0.00	Asphalt	7	Minor Edge Crks;oxidized pavement
Franklin St	William-N Callaway	19	720	1520	\$0.00	Asphalt	7	Minor Edge Crks;oxidized pavement
Franklin St	N Callaway-dead end	21	177	413	\$0.00	Asphalt	9	Repaved in 2007
Halifax Rd	E Center-city limits	24	5750	15333	\$0.00	Asphalt	6	Moderate block/random crks;minor edge crks;1 patch required in 900 block
Harwood St	Crest-Turnaround	28	1130	3516	\$0.00	Concrete	9	Sound pavement;sealed joints
Hayes St	Reynolds-dead end	11	443	541	\$0.00	Asphalt	4	Severely raveled pavement;some edge cracks
Holt Ln	S Summit-dead end	15	641	1068	\$0.00	Asphalt	8	Raveled/alligatored pavement;longitudinal crks
Jefferson Rd	E Simon-Vanhorn	22	1649	4031	\$0.00	Asphalt	6	Moderate transverse cracks;isolated pockets of shoulder/lonitudinal cracks
Julie Ln	Jefferson-city limits	20	1049	2331	\$0.00	Asphalt	7	Moderate transv crks;some edge crks;longit seam opening; 10s.y. of map crks
Karen Dr	Center-State maintenance	25	3478	9661	\$0.00	Asphalt	7	Center seam opening in places;moderate transverse crks;minor random crks
Lake Park St	Spring-cul de sac	28	579	1801	\$0.00	Concrete	9	Sound pavement;sealed joints
Lindenwood Place	Jefferson-cul de sac	28	800	2489	\$0.00	Concrete	8	500 feet of longitudinal cracking (tight); 2 year old pavement
Lorene St	Karen-dead end	18	2074	4148	\$0.00	Asphalt	6	Minor stripping;minor edge crks(some settlement);oxidized pvmnt
Major Terr	Nieman-dead end	20	1593	3540	\$0.00	Asphalt	5	Moderate Block/random/transverse/edge cracking
Margaret St	Williams-dead end	20	1030	2289	\$0.00	Asphalt	9	Minor-moderate edge crks;some stripping
N Calloway Dr	E Center-Margaret	17	1212	2289	\$0.00	Asphalt	7	Isolated edge and random cracks;oxidized surface
N Greenway Dr	Hwy OO-Co.Rd 371	22	2658	6497	\$0.00	Asphalt	8	Sound Pavement;oxidized surface
Nieman Rd	Halifax-city limits	22	2592	6336	\$0.00	Asphalt	6	Moderate transverse crks;minor random/edge cracks;oxidized pvmnt
Northrup Ave	Spring-dead end	28	950	2956	\$0.00	Concrete	8	Sound pavement;sealed joints; 6 panels w/lonitudinal cracks @ Spring
Northrup Ave	Spring-130'e of Karen	28	700	2178	\$0.00	Concrete	7	Several longitudinal mid-panel cracks (tight)
Northrup Ave	Karen-130'east	36	130	520	\$0.00	Asphalt	8	Good pavement;structurally sound; concrete curb and gutter
Northstar St	Hwy OO-735 north	37	735	3022	\$0.00	Concrete	5	D cracking/delaminat at numerous joints;several patches;few cracks in panels
Northstar St	735'n HwyOO-138's Venus	37	692	2845	\$0.00	Concrete	8	Tight joints;solid panels
Northstar St	Venus-138's of Venus	37	138	567	\$0.00	Asphalt	8	Oxidized pavement;minor cracks;concrete curb and gutter
Park Place	S Greenway-S Summit	19	562	1186	\$0.00	Asphalt	6	Random cracks; oxidized surface; 1 isolated area of map crking(10 s.y.)
Perry Dr	S Summit-E Hillcrest	22	2486	6077	\$0.00	Asphalt	8	Mod transv/random crks;#452-463(3-4 pvmt depressions);isolated map crks
Pheasant Ln	S Summit-Woodcock	21	715	1668	\$0.00	Asphalt	7	Moderate random/transverse/longitudinal crks; some raveling/oxidized pvmt
Pheasant Ln	Woodcock-dead end	32	215	764	\$0.00	Asphalt	7	Serious alligator cracking;isolated areas of rutting

