



Meeting: U.S. 54 Advisory Committee Meeting Summary

Meeting Date: May 6, 2010 **Time:** 1-3 p.m.

Location: Cole County Fire Station 4
5206 Monticello Road

Meeting Participants	Representing (Agency or Firm)
Larry Benz Eric Landwehr	Cole County Public Works
Lt. David Earney	Missouri State Highway Patrol
Donita Stubinger	Donita's Catering
Jim Wunderlich	Resident
Donald Braun Gary Smith	Cole County Fire Protection District
Gary Morrow Byron Shaw	Cole R-V Schools
Ralph Popp	Resident
Roger Schwartze, District Engineer Mike Curtit, Assistant State Traffic Engineer Matt Myers, District Traffic Engineer Trent Brooks, Project Manager John Miller, Traffic Safety Engineer Tamara Pitts, Int. Traffic Studies Specialist Kristin Gerber, Community Relations Manager	Missouri Department of Transportation

Project Manager Trent Brooks opened the meeting. He reviewed the purpose of U.S. 54, which is to move people across the state, while providing safe access to adjacent land.

Traffic Engineer Matt Myers next spoke about the speed motorists are driving. On May 5, Matt was able to gather several hours of speed information near Monticello Road (Marble Graphics location). Here is some of the data that was received:

1. In a 24-hour period, 11,500 vehicles were counted.
2. The average speed for eastbound traffic was 69 mph. The average speed for westbound traffic was 71 mph.
3. Only six percent of the motorists were driving below 60 mph (665 drivers).
4. Twelve of 17 fatal crashes occurred at intersections.

Matt indicated that based on the information gathered, MoDOT is willing to lower the speed limit to 65 mph from west of Brown/Old Bass Road to near Ellis Blvd.

- There was a question about whether or not MoDOT could determine the speed limit for trucks. Matt indicated this needed to be done by state statute.
- There was question about who has the right of way--those vehicles already on the highway or entering vehicles. It was explained that vehicles entering the highway must yield to those already on the highway.

Trent discussed the crash types being seen on the corridor and also the conflict points that exist at the intersections. Trent showed the intersection rankings that were recommended by the committee members and also indicated these were the same intersections that are having the highest number of severe crashes. Trent went over the possible engineering solutions that could help with reducing the severe crash types at specific intersections (identified by Committee) and these were comments expressed for each location:

A. Route E/Pleasant Hill Road

- a. Is there an issue with truck traffic turning at median j-turn in evening?
- b. A question was posed on storage in the median for those making the j-turn maneuver.
- c. A question was asked about the private drives southeast of U.S. 54 (could these use Route E).
- d. A comment was made that the public will need education on how to drive j-turns.
- e. The recommended changes would mean a drop in the number of conflict points from 42 to 11 at the Route E intersection with only two crossing-type conflicts remaining from 24.

B. Monticello/Goller Road

- a. Creating a pair of T-intersections
- b. Concern was expressed about the turning conflicts at the “new” intersection.
- c. A comment was provided that changes could throw off school bus schedules.
- d. Are there Cole County salt truck delivery issues? Heavy trucks would need to use west-entrance and it may be good to have an offset right-turn lane.
- e. Is MoDOT aware of potential development on Goller by Lincoln University?
- f. Why don't we concentrate our efforts at Monticello/Goller location?
- g. Sight distance is a concern at south Monticello location?
- h. The improvement would reduce 42 conflicts to 11 at Monticello/Goller

C. Buffalo Road/Heritage Highway

- a. Full-length acceleration and deceleration lanes were discussed.
- b. A recommendation was given to add an acceleration lane from Buffalo Road to the Jefferson City side.
- c. Can j-turns handle the large trucks?
- d. Can we use rock at the northwest corner for fill?
- e. Is sight distance good for turning? This is one reason why the j-turn location shown was chosen.
- f. Who will educate the public on how to negotiate these? Matt indicated that we can develop this and Penn. has video showing tractor trailers negotiating j-turns.

- g. Improvements mean that 42 conflict points will be reduced down to only a few.
- D. Honey Creek
- a. A question was asked about removing the pavement when there is an island or will it be restriped instead? A suggestion was made to provide a physical barrier to prevent motorists from driving the intersection incorrectly.
 - b. Improvements will bring the number of conflict points down to 24 conflict points with only 4 crossing-type remaining.
- E. Shepard Hills/Route CC
- a. The bridge is dark. There is potential to add reflectors to delineate it.
 - b. Will there be an acceleration lane at a west j-turn?
 - c. Narrow bridges are a concern.
- F. Route D
- a. Improvements would be similar to U.S. 50 near Centertown.
 - b. Turning movements?
 - c. Add an acceleration lane towards Jefferson City.
- G. Cassidy Road
- a. No discussion.

We are addressing eleven crossovers with the designs shown. With the designs, we have gone from 347 conflict points down to 179. The crossing conflicts have been reduced from 197 to 64. There is no right of way need anticipated on these improvements. These improvements are estimated to cost about \$4.1 million as shown today.

District Engineer Roger Schwartze next asked the Committee what we are missing.

- A comment was made that Route CC and Shepard Hills may have too much traffic.
- Can we replace a bridge with the available funding? If we are addressing a safety need, then we may be able to replace a bridge – add a deceleration lane. We must show we can decrease the crashes.
- When will the speed limit changes occur and can the change be extended to MO 17? MoDOT will consider a speed limit reduction to 65 mph past Brown Road. There is no timeline for implementing a speed limit reduction.

Roger asked if we should be doing anything west of Route E.

- The committee asked MoDOT to look into Route E to westbound U.S. 54. Possibly consider adding an offset right-turn lane at Old Bass Road.
- How many private entrances are there from MO 179 to Route E?
- Can we add acceleration lanes at Heritage Highway?

Roger asked the committee if the proposed improvements presented today are the right thing to do?

- A good educational campaign is needed to help motorists understand the improvements.
- MoDOT was asked to consider that Goller may have additional traffic due to development.
- MoDOT was asked to add a left-turn lane for Crown Power.
- Donita offered her business for the next meeting.
- Is highway lighting a possibility?
- Will Route E handle truck traffic?
- Some local businesses may not like these proposed improvements due to changes in access.
- Can MoDOT place signs on the road to advertise the area businesses? MoDOT cannot advertise businesses. This highway does not meet the requirements for logo signing seen on the interstate system.

Roger thanked the advisory committee members for their time and input. MoDOT will take time to review the comments and revise the proposed improvements. We will schedule a public meeting in the future to get input from the general public.

Media in attendance included the Jefferson City Tribune, KMIZ-TV and KOMU-TV.