Capital Improvement
Sales Tax Renewal

2014

City of Joplin



CITY OF JOPLIN MISSOURI

Public Works Department
602 S. Main Street
Joplin, MO 64801
(417) 624-0820 ext. 530
(417) 625-4738 (Fax)

DATE: April 21, 2014

TO: Mayor Seibert and Members of City Council

FROM: Capital Improvement Sales Tax Renewal Committee

SUBJECT: Committee Report

Background

The City of Joplin has two sources of funding for transportation needs, State Gasoline Tax Rebate and Transportation Sales Tax, but in 2004 the citizens of Joplin approved a Capital Improvement Sales Tax to finance major street improvements that could not be funded from these two revenue sources. The 2004 tax has a 10-year sunset which will expire January 1, 2015. Many of the projects proposed on the 2004 priority list have been completed or are under contract (see the enclosed map).

Inflation and expanded services have taken a toll on the funds provided by the State Gasoline Tax Rebate and Transportation Sales Tax. Example of this, the cost of asphalt in 2004 was $20.00 to $25.00 per ton, the cost today is $50.00 to $85.00 per ton. These two funds will allow an annual asphalt resurfacing and micro paving (slurry seal) program to continue in the future. But without renewing the Capital Improvement Sales Tax, major street improvements will cease after the present projects are completed in 2015.

Committee Report

The committee met to hear the status of the 2004 program and the funds available for future Capital Improvement Programs. After reviewing this information, the committee voted to recommend to the City Council that the Capital Improvement Sales Tax be renewed. The committee then proceeded to review the project list suggested by the city staff, and then committee members requested some projects be added to the list for consideration. You will note that the tornado area is void of new projects because street projects within this area are planning to be funded by a HUD grant the city has received. The city staff presented a project description, cost estimate, projected traffic counts and etc. The cost estimate is the total cost of the project, because cost sharing with other governmental entities is hot anticipated, except on two projects (16 & 28). MoDOT's expectation is that unless a new revenue source is forthcoming, there will not be any new cost sharing projects. The committee members prioritized each project individually, and then the city staff statistically summarized the individual ratings. The results are shown on the enclosed project ranking for 2015-2024. The

estimated revenue for the period of 2015-2024 is $46,000,000, if the renewal of the Capital Improvement Sales Tax is approved.

After reviewing the results of project ranking and revenue estimates, the committee recommends projects 1 through 12, 16 and 28. The total estimated cost for these 14 projects is $51,652,000. Projects 16 and 28 were added because Newton and Jasper County are using their federal bridge replacement funds for their share of the projects. If funding falls short of the total estimated cost, project 12 could be dropped or only partially constructed.

The committee recommends that the renewal of the Capital Improvement Sales Tax be placed on the ballot of the August 2014 election due to a rumored MoDOT sales tax initiative for the November 2014 election. Members of the committee plan on being present to answer any questions the City Council may have, when this report is submitted.

Respectfully submitted:

Members of the Capital Improvement Sales Tax Renewal Committee

Kathy Blood	Ron Darby	Aaron Doll	Krissi Gooch
Nancy Good	Harold McCoy	Nancy O'Connell	Fred Palmer
Henry Robertson			

CITIZEN COMMITTEE RECOMMENDED
2015 - 2024 CIST Project List

No. of Projects	Committee Ranking	Matrix Score Total	Roadway	Project Description	2020 CIST Share Estimate	Cumulative Total
1	1	**288**	32nd Street*	Schifferdecker to Country Club - Improve from 2 lane to 3 lane	$5,939,000	$ 5,939,000.00
2	2	**271**	32nd Street	Country Club to Central City Road - Improve from 2 lane to 3 lane	$6,220,000	$ 12,159,000.00
3	3	**264**	City Wide	Neighborhood Transportation Improvements ($150,000 Annually)	$1,500,000	$ 13,659,000.00
4	4	**263**	City Wide	Street Surface Repair ($250,000 Annually)	$2,500,000	$ 16,159,000.00
5	5	**259**	City Wide	Intersection Improvements ($250,000 Annually)	$2,500,000	$ 18,659,000.00
6	6	**249**	Connecticut**	32nd to 44th - Improve from 2 lane to 5 lane	$8,085,000	$ 26,744,000.00
7	7	**240**	44th Street**	Range Line to Connecticut - Improve from 2 lane to 5 lane	$6,135,000	$ 32,879,000.00
8	8	**225**	Zora	Range Line to MO 249 - Improve from 2 lane to 3 lane	$3,308,000	$ 36,187,000.00
9	9	**223**	Connecticut	Overpass at I-44 - Improve overpass to 4 lane	$5,374,000	$ 41,561,000.00
10	10	**220**	6th Street	6th Street & Virginia Parking Garage modifications	$2,687,000	$ 44,248,000.00
11	11	**205**	20th Street*	20th - Schifferdecker to Country Club Road(ROW)	$720,000	$ 44,968,000.00
12	12	**201**	20th Street*	20th - Schifferdecker to Country Club Road (3 Lane)	$5,112,000	$ 50,080,000.00
13	16	**192**	Jackson	Bridge Replacement at Shoal Creek (Total project cost: $2,973,000 / Newton County contributing $2,000,000)	$973,000	$ 51,053,000.00
14	28	**153**	Schifferdecker	Bridge at Turkey Creek, connection with Zora (Total project cost: $2,100,000 / Jasper County & JSRD contributing $1,500,000)	$600,000	$ 51,653,000.00
15	13	**198**	Maiden Lane	Perkins to Murphy Boulevard roadway extension (includes roundabout at new intersection)	$1,815,000	$ 53,468,000.00
16	14	**198**	Newman*	Duquesne to MO 249 - Improve from 2 lane to 3 lane	$3,403,000	$ 56,871,000.00
17	15	**195**	City Wide	Municipal Building Improvements ($400,000 Annually)	$4,000,000	$ 60,871,000.00
18	17	**186**	7th (MO 66)	Maiden to Range Line - Access management and intersection improvements	$7,164,000	$ 68,035,000.00
19	18	**182**	City Wide	Traffic Signal Upgrades ($250,000 Annually)	$2,500,000	$ 70,535,000.00
20	19	**180**	Perkins*	Shifferdecker to Maiden - Improve 2 lane to 3 lane	$2,426,000	$ 72,961,000.00
21	20	**178**	Duquesne Road*	Newman to Zora - Improve 2 lane to 3 lane	$2,068,000	$ 75,029,000.00
22	21	**175**	7th (MO 66)	Maiden to Schifferdecker - Access Management and intersection improvements (improve from 4 to 5 lanes)	$9,672,000	$ 84,701,000.00
23	22	**173**	Pennsylvania	Pennsylvania Ave. Viaduct- Demo/Replace	$2,447,000	$ 87,148,000.00
24	23	**172**	Florida Avenue*	Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane	$2,460,000	$ 89,608,000.00
25	24	**165**	St. Louis*	Zora to Airport - Improve 2 lane to 3 lane***	$4,375,000	$ 93,983,000.00
26	25	**163**	32nd Street	32nd Street & McConnell Intersection Improvements	$1,053,000	$ 95,036,000.00
27	26	**162**	Duquesne Road	7th to Newman - Sidewalk Improvements	$328,000	$ 95,364,000.00

No. of Projects	Committee Ranking	Matrix Score Total	Roadway	Project Description	2020 CIST Share Estimate	Cumulative Total
28	27	**158**	Schifferdecker	7th Street (MO 66) to Bell Center Road - Widen road (2 to 4 lanes w/ median & turn lanes)	$4,410,000	$ 99,774,000.00
29	29	**143**	Indiana Avenue	32nd to 44th - Improve from 2 lane to 3 lane	$7,626,000	$ 107,400,000.00
30	30	**135**	4th Street*	4th Street Viaduct	$17,610,000	$ 125,010,000.00
31	31	**128**	McClelland Blvd*	32nd to City Limit - Improve to Super 2	$4,227,000	$ 129,237,000.00
32	32	**119**	44th Street*	44th St Main to Connecticut	$2,590,000	$ 131,827,000.00
33	33	**117**	Range Line Road*	Cardinal & Mount Hope Signal (need to Partner with Webb City)	$1,746,000	$ 133,573,000.00
34	34	**116**	32nd Street	Railroad Overpass at Davis (with Intersection Realignment)	$16,597,000	$ 150,170,000.00
35	35	**116**	Perkins*	Shifferdecker to Country Club - Improve to Super 2	$4,901,000	$ 155,071,000.00
36	36	**108**	Schifferdecker	Bell Center Road to Zora - (Improve to Super 2)	$2,861,000	$ 157,932,000.00
37	37	**89**	North Park Lane*	Northpark Lane Turkey Creek Rd to Newman (3 lane)	$4,369,000	$ 162,301,000.00
38	38	**74**	15th Street*	15th Street Viaduct	$18,150,000	$ 180,451,000.00
39	39	**74**	Indiana Avenue*	Indiana Avenue Overpass of I-44	$4,494,000	$ 184,945,000.00
40	40	**74**	50th Street	Extend 50th St from Connecticut Ave to Range Line Rd	$6,318,200	$ 191,263,200.00
41	41	**69**	44th Street*	44th Street Overpass of.I-44	$3,940,000	$ 195,203,200.00
42	42	**63**	Central Street*	Central Street Extension (Florida to Range line)	$2,847,000	$ 198,050,200.00
43	43	**58**	Connecticut Avenue	Extend Connecticut Ave from 50th St to Highlander Dr	$5,463,000	$ 203,513,200.00

LEGEND:

City Only Projects

MoDot Roadway

Projects that require partners for right of way acquisition

JSRD is Joplin Special Roads District

* Project included from 2004 Transportation Projects Task Force Recommendation Rankings

** Project from 2004 Task Force Recommended Rankings but with Modified Scope

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Section #1

Financial Section

CITY OF JOPLIN

CAPITAL IMPROVEMENT SALES TAX HISTORY

.375 (3/8) CENTS

AS OF DECEMBER 2, 2013

YEAR	TOTAL TAX	% INC/ (DEC)
2005 (Partial Yr)	3,358,864	N/A
2006	4,366,626	N/A
2007	4,400,295	0.77%
2008	4,417,734	0.40%
2009	4,219,070	-4.50%
2010	4,218,317	-0.02%
2011	4,596,131	8.96%
2012	4,679,992	1.82%
2013	4,466,652	-4.56%
2014 (Projection)	4,377,200	-2.00%
2015 (Proj-Partial Yr)	1,105,243	N/A
GRAND TOTAL	44,206,123	

*Net of TIF Developer Costs

CITY OF JOPLIN

CAPITAL IMPROVEMENT SALES TAX PROJECTION

.375 (3/8) CENTS

AS OF DECEMBER 2, 2013

YEAR	TOTAL TAX	% INC/ (DEC)
2015 (Partial Yr)	3,250,000	N/A
2016	4,350,000	N/A
2017	4,415,250	1.50%
2018	4,481,479	1.50%
2019	4,548,701	1.50%
2020	4,616,931	1.50%
2021	4,686,185	1.50%
2022	4,756,478	1.50%
2023	4,827,825	1.50%
2024	4,900,243	1.50%
2025 (Partial Yr)	1,243,437	1.75%
GRAND TOTAL	46,076,529	

CITY OF JOPLIN
CAPITAL IMPROVEMENT SALES TAX PROJECTIONS
.375 (3/8) CENTS
PER CALENDAR YEAR

		0% Growth	0.5% Growth	1.0% Growth	1.5% Growth
1	2015	$4,350,000.00	$4,350,000.00	$4,350,000.00	$4,350,000.00
2	2016	$4,350,000.00	$4,371,750.00	$4,393,500.00	$4,415,250.00
3	2017	$4,350,000.00	$4,393,608.75	$4,437,435.00	$4,481,478.75
4	2018	$4,350,000.00	$4,415,576.79	$4,481,809.35	$4,548,700.93
5	2019	$4,350,000.00	$4,437,654.68	$4,526,627.44	$4,616,931.45
6	2020	$4,350,000.00	$4,459,842.95	$4,571,893.72	$4,686,185.42
7	2021	$4,350,000.00	$4,482,142.17	$4,617,612.66	$4,756,478.20
8	2022	$4,350,000.00	$4,504,552.88	$4,663,788.78	$4,827,825.37
9	2023	$4,350,000.00	$4,527,075.64	$4,710,426.67	$4,900,242.75
10	2024	$4,350,000.00	$4,549,711.02	$4,757,530.94	$4,973,746.39
	Est. Total	$43,500,000.00	$44,491,914.88	$45,510,624.55	$46,556,839.26

Section #2

History of 2004-2014 Projects

TRANSPORTATION PROJECTS - RECOMMENDED BY TASK FORCE - MARCH 2004

Project Rank	Project No.	Project	Present ADT	Service Level	10 Year ADT	10 Year Service Level Without Improvement	With 7.5% Inflation Factor	Runing Total with 7.5 %	City's Share	City's Share With 7.5% Inflation Factor	Running Total
1	1	City Overlay Program ($500,000 year)					$5,375,000	$5,375,000	$5,000,000	$5,375,000	$5,375,000
2	6	32nd Street (Main to Jackson - add fifth lane) & Jackson Realignment	23,322	D	31,343	F	$2,687,500	$8,062,500	$2,500,000	$2,687,500	$8,062,500
3	7	Joint Project with MoDOT: Intersection of 32nd & Main Streets add dual left turn lanes & right turn lanes)	23,322	D	31,343	F	$4,300,000	$12,362,500	$2,000,000	$2,150,000	$10,212,500
4	2	Schifferdecker Avenue (20th to 32nd) (3 lane)	10,586	D	14,227	F	$2,150,000	$14,512,500	$2,000,000	$2,150,000	$12,362,500
5	9	Connecticut Avenue (Murphy to 30th - widen to 5 lanes)	12,392	D	16,654	E	$6,450,000	$20,962,500	$6,000,000	$6,450,000	$18,812,500
6	4	Florida Avenue Bridge & Road from Bridge to Newman (3 lane)	8,286	D	11,136	D	$1,075,000	$22,037,500	$200,000	$215,000	$19,027,500
7	3	Zora (South side ROW for 5 lane) Rangeline to Main	8,500	B	11,423	D	$322,500	$22,360,000	$300,000	$322,500	$19,350,000
8	5	Florida & Newman Intersection (3 lane)	8,286	D	11,136	D	$376,250	$22,736,250	$350,000	$376,250	$19,726,250
9	12	Maiden Lane (20th to 32nd - add fifth lane)	19,213	D	25,821	E	$2,150,000	$24,886,250	$2,000,000	$2,150,000	$21,876,250
10	11	Maiden Lane (9th to 17th - add fifth lane)	16,996	D	22,841	D	$2,150,000	$27,036,250	$2,000,000	$2,150,000	$24,026,250
11	18	20th & Main Intersection	N/A	D	N/A	F	$1,505,000	$28,541,250	$1,400,000	$1,505,000	$25,531,250
12	10	Connecticut Vaiduct at 26th (5 lane)	12,392	D	16,654	F	$4,300,000	$32,841,250	$4,000,000	$4,300,000	$29,831,250
13	17	Schifferdecker Avenue 7th to 32nd (Widen to five lane)	10,586	D	14,227	D	$2,687,500	$35,528,750	$2,500,000	$2,687,500	$32,518,750
14	13	Florida Avenue from Zora to Turkey Creek Bridge (3 lane)	5,013	B	6,737	C	$1,827,500	$37,356,250	$1,700,000	$1,827,500	$34,346,250
15	8	Murphy Blvd N Main to 7th Super 2 & Intersections	6,651	C	8,938	D	$1,671,625	$39,027,875	$1,555,000	$1,671,625	$36,017,875
16	15	Zora & Main Intersection (w/ Overpass)	19,200	D	25,803	F	$15,050,000	$54,077,875	$2,800,000	$3,010,000	$39,027,875
17	27	26th Street- Maiden lane to Schifferdecker (3 lane)	3,072	B	4,129	B	$1,881,250	$55,959,125	$1,750,000	$1,881,250	$40,909,125
18	29	Zora Range Line to Main(Widen to 5 Lanes)	8,500	C	11,423	D	$2,150,000	$58,109,125	$2,000,000	$2,150,000	$43,059,125
19	14	Broadway/Buchanan Road (St. Louis to Florida)(3 lane)	5,013	B	6,737	C	$1,290,000	$59,399,125	$1,200,000	$1,290,000	$44,349,125
20	16	West Bypass Corridor Study	No Data	N/A	N/A	N/A	$161,250	$59,560,375	$150,000	$161,250	$44,510,375
21	41	St. Louis - Broadway to Zora (3 lane)	3,589	A	10,200	D	$1,827,500	$61,387,875	$1,700,000	$1,827,500	$46,337,875
22	43	Existing Traffic Signal Upgrades	Ongoing Projects				$2,150,000	$63,537,875	$2,000,000	$2,150,000	$48,487,875
23	22*	CR 190 (3 lane) (32nd Street to I44 Bridge)	No Data	N/A	N/A	N/A	$2,150,000	$65,687,875	$2,000,000	$2,150,000	$50,637,875
24	38*	Tristate Road- 1rst to Perkins (Super 2)	N/A	N/A	N/A	N/A	$376,250	$66,064,125	$350,000	$376,250	$51,014,125
25	40	St. Louis - Zora to Airport Drive (3 lane)	3,589	A	10,200	D	$4,192,500	$70,256,625	$3,900,000	$4,192,500	$55,206,625
26	26*	Newman from Duquesne to Bypass (Super 2)	No Data	N/A	N/A	N/A	$1,021,250	$71,277,875	$950,000	$1,021,250	$56,227,875
27	23*	Duquesne from Newman to Zora (3 Lane)	5,366	B	7,211	C	$1,451,250	$72,729,125	$1,350,000	$1,451,250	$57,679,125
28	39	Connecticut 32nd to 50th (3 lane)	4,360	B	5,859	C	$2,418,750	$75,147,875	$2,250,000	$2,418,750	$60,097,875
29	19	20th Street Viaduct	16,167	D	21,727	F	$4,300,000	$79,447,875	$4,000,000	$4,300,000	$64,397,875
30	33	44th St Main to Rangeline ROW for 5 lane	No Data	N/A	N/A	N/A	$806,250	$80,254,125	$ 750,000.00	$806,250	$65,204,125
31	31	44th St Main to Conneticut	No Data	N/A	N/A	N/A	$752,500	$81,006,625	$700,000	$752,500	$65,956,625
32	21	4th Street Viaduct	8,675	D	11,658	F	$4,300,000	$85,306,625	$4,000,000	$4,300,000	$70,256,625
33	44	Traffic Signal Interconnect Downtown Area	N/A	N/A	N/A	N/A	$80,625	$85,387,250	$75,000	$80,625	$70,337,250
34	45	Traffic Signal Interconnect Outside Downtown	N/A	N/A	N/A	N/A	$80,625	$85,467,875	$75,000	$80,625	$70,417,875
35	25	20th - Schifferdecker to Country Club Road(ROW)	No Data	N/A	N/A	N/A	$537,500	$86,005,375	$500,000	$537,500	$70,955,375
36	32	44th Street Overpass of I44	No Data	N/A	N/A	N/A	$2,311,250	$88,316,625	$2,150,000	$2,311,250	$73,266,625
37	20	15th Street Viaduct	9,458	D	12,711	F	$4,300,000	$92,616,625	$4,000,000	$4,300,000	$77,566,625
38	24	20th - Schifferdecker to Country Club Road (3 Lane)	No Data	N/A	N/A	N/A	$2,069,375	$94,686,000	$1,925,000	$2,069,375	$79,636,000
39	30	Northpark Lane Turkey Creek Rd to Newman (3 lane)	No Data	N/A	N/A	N/A	$1,935,000	$96,621,000	$1,800,000	$1,935,000	$81,571,000
40	28	32nd Street Schifferdecker to Country Club (3 lane & Super 2)	No Data	N/A	N/A	N/A	$1,505,000	$98,126,000	$1,400,000	$1,505,000	$83,076,000
41	34	Mclleland 32nd St to City Limit (Super 2)	No Data	N/A	N/A	N/A	$671,875	$98,797,875	$625,000	$671,875	$83,747,875
42	42	Cardinal & Mount Hope Signal	N/A	D	N/A	F	$1,075,000	$99,872,875	$1,000,000	$1,075,000	$84,822,875
43	37	Perkins- Schifferdecker to Maiden Lane (3 Lane)	2,161	A	3,903	B	$1,827,500	$101,700,375	$1,700,000	$1,827,500	$86,650,375
44	36	Perkins- Schifferdecker to Country Club (Super 2)	2,161	A	3,903	B	$1,075,000	$102,775,375	$1,000,000	$1,075,000	$87,725,375
45	35	Central Street Extension (Florida to Rangeline)	No Data	N/A	N/A	N/A	$3,225,000	$106,000,375	$3,000,000	$3,225,000	$90,950,375
						Column Totals	**$106,000,375**	**$106,000,375**	**$84,605,000**	**$90,950,375**	**$90,950,375**

Priorities Revised at Transportation Task Forece Meeting on March 4, 2004

1) Priority #17 lowered to #26

2) Priority #20 lowered to #27

3) Priority #39 raised to #23

4) Priority #45 raised to #24

Capital Improvement Sales Tax

History of 2004-2014 Program

City of Joplin
602 S. Main Street
Joplin, Missouri 64801

1. City Overlay Program –
Current Status: Currently with these funds staff has been able to subdivide the city into seven areas. Streets are on a seven year rotation for overlay or surface treatment.

2. 32nd St. (Main to Jackson) & Jackson Realignment – Budget $2,687,500 – Original Project Goal: Widen to 5 lanes, realigning Jackson & Install new traffic light
Current Status: Project completed in 2009 for a cost of $2,409,000

3. 32nd & Main Intersection - Budget $4,300,000 – Original Project Goal: Dual right turn lanes & left turn lanes
Current Status: Project completed in 2009 for a cost of $6,159,000

4. Connecticut Avenue from Murphy to 30th - Budget $6,450,000 – Original Project Goal: Widen road & intersection to 5 lanes
Current Status: Project completed in 2010 for a cost of $8,994,000

5. Maiden Lane from 9th to 17th - Budget $2,150,000 – Original Project Goal: Widen to 5 lanes
6. Maiden Lane from 20th to 30th - Budget $2,150,000 – Original Project Goal: Widen to 5 lanes

Current Status: The two projects were combined and the single project was awarded to APAC of Missouri in 2013 for a cost of $3,853,913.00, the project is funded by a Federal Transportation Grant.

7. 20th & Main Intersection - Budget $1,505,000 – Original Project Goal: Add new turn lanes
Current Status: Project completed in January of 2011 for a cost of $1,659,000

8. Connecticut Viaduct at 26th - Budget $4,300,000 – Original Project Goal: build Bridge over KCS railroad
Current Status: Project completed in 2011 for a cost of $5,181,000

9. Schifferdecker Avenue 7th to 32nd - Budget $2,687,500 – Original Project Goal: Widen to 5 lanes

Current Status: The project has been broken into 3 phases-

a. Phase 1. : Widening to 3 lanes from 20th south to 32nd Street. Project completed in 2005 for a cost of $1,659,000
b. Phase 2. : Railroad at grade crossing improvements at 22nd & Schifferdecker. Project completed in 2005 for a cost of $250,084
c. Phase 3. : Widening to 5 lanes from 7th south to 32nd Street. Project awarded to APAC of Missouri in 2013 for a cost of $2,733,585.00, the project is funded by a Federal Transportation Grant.

10. Murphy Blvd. from North Main to 7th - Budget $1,671,625 – Original Project Goal: Widen existing 2 lane road; add 6 ft. shoulders & improve intersection

Current Status: This project was originally intended as a way of creating a "Truck Route" to remove large trucks from downtown Joplin. Tri-State Engineering was selected and awarded a contract for consulting services in the summer of 2005. Tri-State engineering presented options and plans for the improvements and City staff reviewed the options. After evaluating the plans the City staff determined that is not in the public's interest to route truck traffic through a City Park less than 100 feet from a new amphitheater, on a street that is closed for various public events in the park (i.e. Fourth of July, Boomtown Days). Also the Intersection at 7th & Murphy Blvd. could not be improved enough to meet the turning radius for truck traffic within the available budget. $152,681 has been spent on the project.

11. Zora & Main Interchange & Overpass - Budget $15,050,000 – Original Project Goal: Build Bridge & Interchange to connect Zora to West side of Main

Current Status: Project completed in 2013 for a cost of $10,000,000 The City share was $3,200,000

12. 26th Street Maiden Lane to Schifferdecker - Budget $1,881,250 – Original Project Goal: Widen to 3 lanes

Current Status: Project under construction projected completion in summer of 2014 for a cost of $2,100,000

13. Zora from Range Line to Main - Budget $2,150,000 – Original Project Goal: Widen to 5 lanes

Current Status: The project is in design with construction planned for Fall of 2014 at an estimated budget of $ 2,200,000

14. Broadway/Buchanan Road from St. Louis to Florida - Budget $1,290,000 – Original Project Goal: Widen to 3 lanes & realign intersection
Current Status: Project complete in 2013 for a cost of $987,492

15. West Bypass Corridor Study - Budget $161,250 – Original Project Goal: Engineering Study for a new "freeway" type bypass
Current Status: Complete.

16. St. Louis from Broadway to Zora - Budget $1,827,500 – Original Project Goal: Widen to 3 lanes
Current Status: Project in design with construction planned for Fall of 2014 at an estimated budget of $2,200,000

17. Existing Traffic Signals Upgrades - Budget $2,150,000 – Original Project Goal: Upgrade signals throughout City
Current Status: $1,475,000 has been used as of end of 2013. Some of the projects have been 26th & Main intersection improvements, Automated timing system integrated with 7 signals ((26th & Main, Joplin, Wall, / 20th & Indiana, Main, Joplin, Wall), Upgrading to LED lights throughout entire signal system.

18. CR 190, 32nd St. to Interstate 44 - Budget $2,150,000 – Original Project Goal: Widen to 3 lanes
Current Status: Project complete in 2010 for a cost of $1,391,000

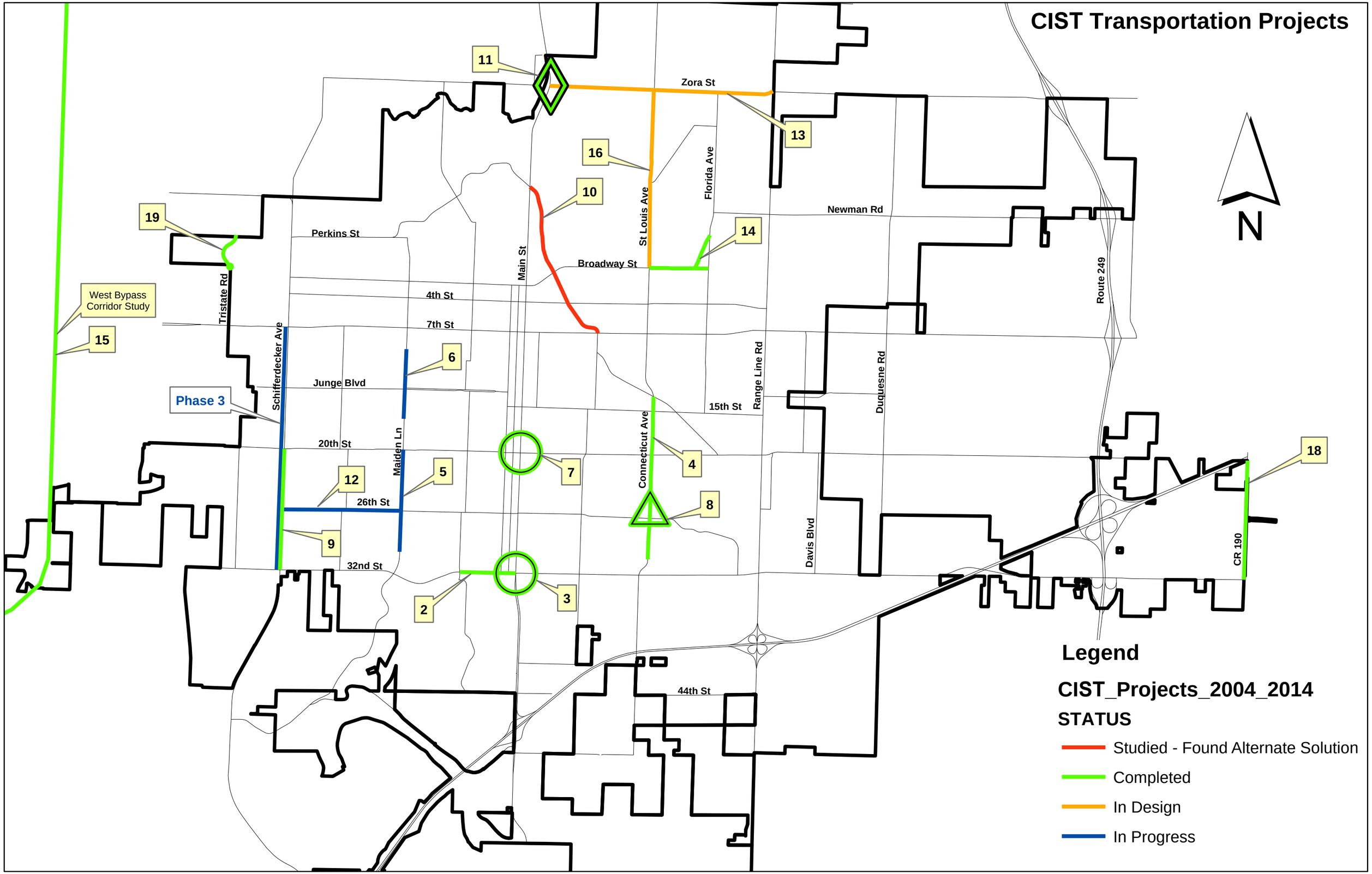
19. Tristate Road, 1st St. to Perkins - Budget $376,250 – Original Project Goal: New 2 lane road with 6 foot shoulders
Current Status: Project complete in 2008 for a cost of $908,000

***20th Street Overpass (TIGER)- Budget $5,500,000 Original Project Goal: This project is an overpass on 20th Street from Indiana to New Hampshire taking traffic over the railroad removing the at-grade crossing. This project was not in the original CIST, but was made possible by leveraging funding from the CIST.**
Current Status: Project bid and awarded to APAC to be complete in 2015 for a cost of $5,541,924.01.

***20th Street Transit (TIGER)- Budget $300,000 Origional Project Goal: To add a multi-use path on both sides of 20th Street from Murphy Boulevard to Range Line Road.**
Current Status: Project bid and awarded to CE Contracting to be complete in the summer of 2015 for a cost of $296,625.45.

*All projects in yellow have qualified for Federal TIGER Grant funding. By using existing tax dollars in the existing CIST, this grand was awarded to add an additional $12,000,000 to offset select existing project costs and add additional projects.

CIST Transportation Projects



LONG RANGE TRANSPORTATION PLAN
POTENTIAL JOPLIN ROADWAY PROJECTS

July 2013

	Project No.	Route	From	To	Length (mi.)	Description	Cost (2010)	Benefit / Cost
Proposed Roadway Projects	J1	32nd	Schifferdecker	Country Club	1.0	Improve and add center turn lane	$3,602,000	4.78
	J2	Duquesne	Newman	Zora	1.0	Widen road (2 to 5)	$3,602,000	4.75
	J3	Connecticut	50th	Highlander	0.8	New roadway construction	$3,200,000	4.37
	J4	Range Line	Cardinal	15th	3.4	Access management and intersection improvements	$1,700,000	3.78
	J5	Range Line	15th	I-44	1.9	Access management and intersection improvements	$950,000	3.54
	J6	CR 190	Interchange w/ I-44	-	-	Construct interchange	$15,000,000	3.45
	J7	West Corridor	I-44	MO 66	7.0	New highway construction w/ limited access (Scoping TIP # 09HS-10)	$25,214,000	2.81
	J8	Schifferdecker	MO 66	Zora	2.1	Widen road (2 to 4)	$8,820,000	2.61
	J9	Range Line	Intersection w/ 15th	-	-	Access management and intersection improvements	$750,000	2.56
	J10	32nd	Country Club	Central City Road	1.0	Improve and add center turn lane and roundabouts	$3,602,000	2.26
	J11	Duquesne	Overpass at I-44	-	-	New overpass construction	$5,200,000	2.14
	J12	MO 66	Maiden	Schifferdecker	1.0	Improve and add center turn lane (Scoping TIP # 28HS-10)	$3,602,000	2.10
	J13	20th	Intersection w/KCS	-	-	Grade separation	$15,000,000	1.90
	J14	Newman	Duquesne	MO 249	1.8	Improve and add center turn lane	$4,507,200	1.90
	J15	RTE FF	Intersection w/ Davis	-	-	Intersection improvement	$500,000	1.81
	J16	Maiden	Perkins	Murphy	0.2	Realign and improve	$960,000	1.64
	J17	Duquesne	n/o 7th (MO 66)	Newman	0.8	Widen road (2 to 4)	$2,700,000	1.61
	J18	RTE FF	Intersection w/ Reinmiller	-	-	Intersection improvement	$500,000	1.60
	J19	Zora	West Corridor	Main	4.4	Improve and Widen road (2 to 4)	$18,480,000	1.59
	J20	Black Cat	32nd	20th	1.0	Improve and add center turn lane	$3,602,000	1.51
	J21	MO 66	Maiden	Range Line	3.0	Access management and intersection improvements (Scoping TIP #28HS-10)	$6,000,000	1.46
	J22	Range Line	Interchange w/ I-44	-	-	Reconstruct interchange	$15,000,000	1.40
	J23	15th	Intersection w/ KCS		-	Grade separation	$15,000,000	1.35
	J24	20th	Black Cat	Schifferdecker	1.0	Improve and add center turn lane	$3,602,000	1.26
	J25	St. Louis	Zora	MO 171	2.0	Improve and add center turn lane	$7,204,000	1.20
	J26	44th	Overpass at I-44	-	-	New overpass construction	$5,000,000	1.10
	J27	Connecticut	Overpass at I-44	-	-	Improve overpass to 4 lane	$3,500,000	*
		Connecticut	32nd	44th	-	Widen Road (2 to 4 lane w/left-turn lanes)	$7,389,600	3.9**
		44th Street	Connecticut	Range Line Road	-	Widen Road (2 to 4 lane w/ left-turn lanes)	$5,138,275	4.82**
		50th Street	Connecticut	Range Line Road	-	Extend 50th Street as a 2-Lane Section	$6,318,200	3.64**
		Range Line Road	44th Street	South of 50th	-	Widen Road (2 to 4 lane w/ left-turn lanes)	$5,200,000	3.51**
						TOTAL	$200,843,275	

* B/C calculated utilizing means and methods outlined in the JATSO Long Range Transportation Plan. This table was constructed from information within the LRTP and subsequent information utilizing City of Joplin projects only for the City's use.

** B/C calculated utilizing means and methods otlined in the JATSO Long Range Transportation Plan. These projects are from JATSO's South Joplin Transportation Study conducted in 2013. They were added to this table for City of Joplin's use in developing project priorities.

Section #3

Unfunded Needs List

Committee Ranking of 2015 - 2024 CIST Projects

Project Ranking	Matrix Score Total	Project Number	Roadway	Project Description	Existing Traffic Volumes ADT (Vehicles Per Day)	2024 Traffic Volumes ADT (Vehicles Per Day)	2020 Projected Cost	Potential Partners	Partner Contribution	2020 CIST Share Estimate	B / C Ratio	Cumulative Total
1	**288**	29	32nd Street*	Schifferdecker to Country Club - Improve from 2 lane to 3 lane	12000	16127	$5,939,000	JSRD, Jasper Co, Newton Co.		$5,939,000	1.59	$ 5,939,000.00
2	**271**	30	32nd Street	Country Club to Central City Road - Improve from 2 lane to 3 lane	12000	16127	$6,220,000	JSRD		$6,220,000	2.23	$ 12,159,000.00
3	**264**	2	City Wide	Neighborhood Transportation Improvements	NA	NA	$150,000 Annually			$1,500,000		$ 13,659,000.00
4	**263**	5	City Wide	Street Surface Repair	NA	NA	$250,000 Annually			$2,500,000		$ 16,159,000.00
5	**259**	4	City Wide	Intersection Improvements	NA	NA	$250,000 Annually			$2,500,000		$ 18,659,000.00
6	**249**	28	Connecticut**	32nd to 44th - Improve from 2 lane to 5 lane	4800	18800	$8,085,000			$8,085,000	2.01	$ 26,744,000.00
7	**240**	32	44th Street**	Range Line to Connecticut - Improve from 2 lane to 5 lane	4400	32556	$6,135,000	Village of Leawood, 3P Development		$6,135,000	1.78	$ 32,879,000.00
8	**225**	35	Zora	Range Line to MO 249 - Improve from 2 lane to 3 lane	4900	10737	$3,308,000	JSRD, Webb City, Jasper Co.		$3,308,000	1.00	$ 36,187,000.00
9	**223**	22	Connecticut	Overpass at I-44 - Improve overpass to 4 lane	4800	18800	$5,374,000	MoDOT		$5,374,000	0.44	$ 41,561,000.00
10	**220**	6	6th Street	6th Street & Virginia Parking Garage modifications	NA	NA	$2,687,000			$2,687,000	-	$ 44,248,000.00
11	**205**	37	20th Street*	20th - Schifferdecker to Country Club Road(ROW)	3790	4620	$720,000	JSRD, Jasper Co.		$720,000	-	$ 44,968,000.00
12	**201**	39	20th Street*	20th - Schifferdecker to Country Club Road (3 Lane)	3790	4620	$5,112,000	JSRD, Jasper Co.		$5,112,000	-	$ 50,080,000.00
13	**198**	8	Maiden Lane	Perkins to Murphy Boulevard roadway extension (includes roundabout at new intersection)	NA	3225	$1,815,000			$1,815,000	-	$ 51,895,000.00
14	**198**	33	Newman*	Duquesne to MO 249 - Improve from 2 lane to 3 lane	4800	6451	$3,403,000	JSRD, Jasper Co.		$3,403,000	1.44	$ 55,298,000.00
15	**195**	3	City Wide	Municipal Building Improvements	NA	NA	$400,000 Annually			$4,000,000		$ 59,298,000.00
16	**192**	11	Jackson	Bridge Replacement at Shoal Creek	1300	1747	$2,973,000	Newton County	$2,000,000	$973,000	0.03	$ 60,271,000.00
17	**186**	18	7th (MO 66)	Maiden to Range Line - Access management and intersection improvements	20300	22424	$7,164,000	MoDOT		$7,164,000	1.10	$ 67,435,000.00
18	**182**	1	City Wide	Traffic Signal Upgrades	NA	NA	$250,000 Annually			$2,500,000		$ 69,935,000.00
19	**180**	10	Perkins*	Shifferdecker to Maiden - Improve 2 lane to 3 lane	2200	2957	$2,426,000			$2,426,000	0.61	$ 72,361,000.00
20	**178**	34	Duquesne Road*	Newman to Zora - Improve 2 lane to 3 lane	5400	7257	$2,068,000	Webb City		$2,068,000	1.76	$ 74,429,000.00
21	**175**	19	7th (MO 66)	Maiden to Schifferdecker - Access Management and intersection improvements (improve from 4 to 5 lanes)	15700	21099	$9,672,000	MoDOT		$9,672,000	2.48	$ 84,101,000.00
22	**173**	7	Pennsylvania	Pennsylvania Ave. Viaduct- Demo/Replace	No Data	NA	$2,447,000			$2,447,000	-	$ 86,548,000.00
23	**172**	9	Florida Avenue*	Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane	5100	6854	$2,460,000			$2,460,000	1.12	$ 89,008,000.00
24	**165**	36	St. Louis*	Zora to Airport - Improve 2 lane to 3 lane***	3600	4838	$4,375,000	Webb City		$4,375,000	1.11	$ 93,383,000.00
25	**163**	26	32nd Street	32nd Street & McConnell Intersection Improvements	NA	NA	$1,053,000	MoDOT		$1,053,000	-	$ 94,436,000.00
26	**162**	41	Duquesne Road	7th to Newman - Sidewalk Improvements	7763	10433	$328,000	JSRD, City of Duquesne		$328,000	-	$ 94,764,000.00
27	**158**	20	Schifferdecker	7th Street (MO 66) to Bell Center Road - Widen road (2 to 4 lanes w/ median & turn lanes)	4000	5376	$4,410,000	MoDOT		$4,410,000	1.50	$ 99,174,000.00
28	**153**	31	Schifferdecker	New bridge at Turkey Creek and connection with Zora	4000	5376	$2,100,000	Jasper County, JSRD	$1,500,000	$600,000	2.26	$ 99,774,000.00
29	**143**	17	Indiana Avenue	32nd to 44th - Improve from 2 lane to 3 lane			$7,626,000			$7,626,000	-	$ 107,400,000.00
30	**135**	12	4th Street*	4th Street Viaduct	7350	8960	$17,610,000			$17,610,000	0.05	$ 125,010,000.00
31	**128**	15	McClelland Blvd*	32nd to City Limit - Improve to Super 2	2900	3897	$4,227,000			$4,227,000	1.02	$ 129,237,000.00
32	**119**	38	44th Street*	44th St Main to Connecticut	1200	1463	$2,590,000	Village of Leawood, JSRD		$2,590,000	0.34	$ 131,827,000.00
33	**117**	24	Range Line Road*	Cardinal & Mount Hope Signal (need to Partner with Webb City)	22300*	28200*	$1,746,000	MoDOT, Webb City		$1,746,000	0.57	$ 133,573,000.00
34	**116**	21	32nd Street	Railroad Overpass at Davis (with Intersection Realignment)	14800	19890	$16,597,000	MoDOT, KCS		$16,597,000	0.15	$ 150,170,000.00
35	**116**	40	Perkins*	Shifferdecker to Country Club - Improve to Super 2	2200	2957	$4,901,000	JSRD, Jasper Co.		$4,901,000	1.00	$ 155,071,000.00
36	**108**	27	Schifferdecker	Bell Center Road to Zora - (Improve to Super 2)	4000	5376	$2,861,000	JSRD, Jasper Co.		$2,861,000	1.55	$ 157,932,000.00
37	**89**	14	North Park Lane*	Northpark Lane Turkey Creek Rd to Newman (3 lane)	NA	1828	$4,369,000			$4,369,000	0.22	$ 162,301,000.00
38	**74**	13	15th Street*	15th Street Viaduct	7850	9569	$18,150,000			$18,150,000	0.08	$ 180,451,000.00
39	**74**	25	Indiana Avenue*	Indiana Avenue Overpass of I-44	NA	5980	$4,494,000	MoDOT, Village of Leawood		$4,494,000	-	$ 184,945,000.00
40	**74**	42	50th Street	Extend 50th St from Connecticut Ave to Range Line Rd	NA	5833	$6,318,200	MoDOT, Village of Leawood		$6,318,200	-	$ 191,263,200.00
41	**69**	23	44th Street*	44th Street Overpass of I-44	NA	3010	$3,940,000	MoDOT		$3,940,000	-	$ 195,203,200.00
42	**63**	16	Central Street*	Central Street Extension (Florida to Range line)	NA	2016	$2,847,000			$2,847,000	0.20	$ 198,050,200.00
43	**58**	43	Connecticut Avenue	Extend Connecticut Ave from 50th St to Highlander Dr	NA	4960	$5,463,000	JSRD, Village of Leawood		$5,463,000	-	$ 203,513,200.00

City Only Projects

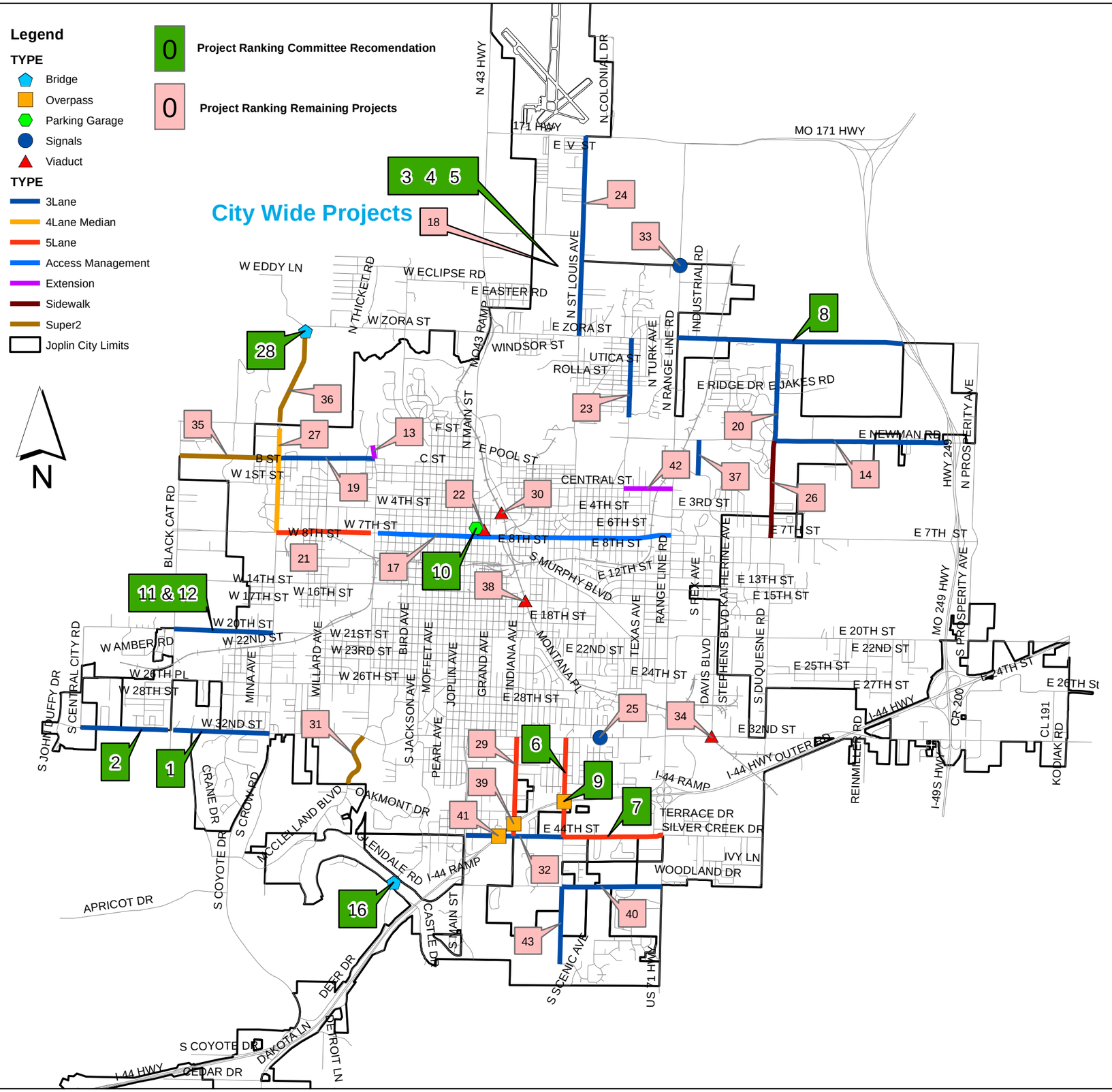
MoDot Roadway

Projects that require partners for right of way acquisition

JSRD is Joplin Special Roads District

* Project included from 2004 Transportation Projects Task Force Recommendation Rankings

** Project from 2004 Task Force Recommended Rankings but with Modified Scope



Committee Recommendation

Project Ranking	Roadway	Project Description
1	32nd Street	Schifferdecker to Country Club - Improve from 2 lane to 3 lane
2	32nd Street	Country Club to Central City Road - Improve from 2 lane to 3 lane
3	*City Wide*	*Neighborhood Transportation Improvements*
4	*City Wide*	*Street Surface Repair*
5	*City Wide*	*Intersection Improvements*
6	Connecticut	32nd to 44th - Improve from 2 lane to 5 lane
7	44th Street	Range Line to Connecticut - Improve from 2 lane to 5 lane
8	Zora	Range Line to MO 249 - Improve from 2 lane to 3 lane
9	Connecticut	Overpass at I-44 - Improve overpass to 4 lane
10	6th Street	6th Street & Virginia Parking Garage modifications
11	20th Street	20th - Schifferdecker to Country Club Road(ROW)
12	20th Street	20th - Schifferdecker to Country Club Road (3 Lane)
16	Jackson	Bridge Replacement at Shoal Creek
28	Schifferdecker	New bridge at Turkey Creek and connection with Zora

Remaining Projects

Project Ranking	Roadway	Project Description
13	Maiden Lane	Perkins to Murphy Boulevard roadway extension (includes roundabout at new intersection)
14	Newman	Duquesne to MO 249 - Improve from 2 lane to 3 lane
15	City Wide	Municipal Building Improvements
17	7th (MO 66)	Maiden to Range Line - Access management and intersection improvements
18	*City Wide*	*Traffic Signal Upgrades*
19	Perkins	Shifferdecker to Maiden - Improve 2 lane to 3 lane
20	Duquesne Road	Newman to Zora - Improve 2 lane to 3 lane
21	7th (MO 66)	Maiden to Schifferdecker - Access Management and intersection improvements (improve from 4 to 5 lanes)
22	Pennsylvania	Pennsylvania Ave. Viaduct- Demo/Replace
23	Florida Avenue	Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane
24	St. Louis	Zora to Airport - Improve 2 lane to 3 lane***
25	32nd Street	32nd Street & McConnell Intersection Improvements
26	Duquesne Road	7th to Newman - Sidewalk Improvements
27	Schifferdecker	7th Street (MO 66) to Bell Center Road - Widen road (2 to 4 lanes w/ median & turn lanes)
29	Indiana Avenue	32nd to 44th - Improve from 2 lane to 3 lane
30	4th Street	4th Street Viaduct
31	McClelland Blvd	32nd to City Limit - Improve to Super 2
32	44th Street	44th St Main to Connecticut
33	Range Line Road	Cardinal & Mount Hope Signal (need to Partner with Webb City)
34	32nd Street	Railroad Overpass at Davis (with Intersection Realignment)
35	Perkins	Shifferdecker to Country Club - Improve to Super 2
36	Schifferdecker	Bell Center Road to Zora - (Improve to Super 2)
37	North Park Lane	Northpark Lane Turkey Creek Rd to Newman (3 lane)
38	15th Street	15th Street Viaduct
39	Indiana Avenue	Indiana Avenue Overpass of I-44
40	50th Street	Extend 50th St from Connecticut Ave to Range Line Rd
41	44th Street	44th Street Overpass of I-44
42	Central Street	Central Street Extension (Florida to Range line)
43	Connecticut Avenue	Extend Connecticut Ave from 50th St to Highlander Dr

PROJECTS IN ORDER OF RANK BY CITY STAFF

Project Ranking	Project Number	Roadway	Project Description	Existing Traffic Volumes ADT (Vehicles Per Day)	2024 Traffic Volumes ADT (Vehicles Per Day)	2020 Projected Cost	Potential Partners	Partner Contribution	2020 CIST Share Estimate	B / C Ratio	Running Total
1	29	32nd Street*	Schifferdecker to Country Club - Improve from 2 lane to 3 lane	12000	16127	$5,939,000	JSRD, Jasper Co, Newton Co.		$5,939,000	1.59	5,939,000
2	30	32nd Street	Country Club to Central City Road - Improve from 2 lane to 3 lane	12000	16127	$6,220,000	JSRD		$6,220,000	2.23	12,159,000
3	4	City Wide	Intersection Improvements	NA	NA	$250,000 Annually			$2,500,000		14,659,000
4	31	Schifferdecker	New bridge at Turkey Creek and connection with Zora	4000	5376	$2,100,000	Jasper County, JSRD	$1,500,000	$600,000	2.26	15,259,000
5	6	6th Street	6th Street & Virginia Parking Garage modifications	NA	NA	$2,687,000			$2,687,000	-	17,946,000
6	2	City Wide	Neighborhood Transportation Improvements	NA	NA	$150,000 Annually			$1,500,000		19,446,000
7	22	Connecticut	Overpass at I-44 - Improve overpass to 4 lane Project # 22 & 28 go together	4800	18800	$5,374,000	MoDOT		$5,374,000	0.44	24,820,000
8	28	Connecticut**	32nd to 44th - Improve from 2 lane to 5 lane Project #22 & 28 go together	4800	18800	$8,085,000			$8,085,000	2.01	32,905,000
9	5	City Wide	Street Surface Repair	NA	NA	$250,000 Annually			$2,500,000		35,405,000
10	32	44th Street**	Range Line to Connecticut - Improve from 2 lane to 5 lane	4400	32556	$6,135,000	Village of Leawood, 3P Development		$6,135,000	1.78	41,540,000
11	3	City Wide	Municipal Building Improvements	NA	NA	$400,000 Annually			$4,000,000		45,540,000
12	35	Zora	Range Line to MO 249 - Improve from 2 lane to 3 lane	4900	10737	$3,308,000	JSRD, Webb City, Jasper Co.		$3,308,000	1.00	48,848,000
13	8	Maiden Lane	Perkins to Murphy Boulevard roadway extension (includes roundabout at new intersection)	NA	3225	$1,815,000			$1,815,000	-	50,663,000
14	11	Jackson	Bridge Replacement at Shoal Creek	1300	1747	$2,973,000	Newton County	$2,000,000	$973,000	0.03	51,636,000
15	19	7th (MO 66)	Maiden to Schifferdecker - Access Management and intersection improvements (improve from 4 to 5 lanes)	15700	21099	$9,672,000	MoDOT		$9,672,000	2.48	61,308,000
16	41	Duquesne Road	7th to Newman - Sidewalk Improvements	7763	10433	$328,000	JSRD, City of Duquesne		$328,000	-	61,636,000
17	9	Florida Avenue*	Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane	5100	6854	$2,460,000			$2,460,000	1.12	64,096,000
18	10	Perkins*	Shifferdecker to Maiden - Improve 2 lane to 3 lane	2200	2957	$2,426,000			$2,426,000	0.61	66,522,000
19	27	Schifferdecker	Bell Center Road to Zora - (Improve to Super 2)	4000	5376	$2,861,000	JSRD, Jasper Co.		$2,861,000	1.55	69,383,000
20	18	7th (MO 66)	Maiden to Range Line - Access management and intersection improvements	20300	22424	$7,164,000	MoDOT		$7,164,000	1.10	76,547,000
21	7	Pennsylvania	Pennsylvania Ave. Viaduct- Demo/Replace	No Data	NA	$2,447,000			$2,447,000	-	78,994,000
22	20	Schifferdecker	7th Street (MO 66) to Bell Center Road - Widen road (2 to 4 lanes w/ median & turn lanes)	4000	5376	$4,410,000	MoDOT		$4,410,000	1.50	83,404,000
23	1	City Wide	Traffic Signal Upgrades	NA	NA	$250,000 Annually			$2,500,000		85,904,000
24	25	Indiana Avenue*	Indiana Avenue Overpass of I-44 Projects #25 & 17 go together	NA	5980	$4,494,000	MoDOT, Village of Leawood		$4,494,000	-	90,398,000
25	17	Indiana Avenue	32nd to 44th - Improve from 2 lane to 3 lane Projects #25 & 17 go together			$7,626,000			$7,626,000	-	98,024,000
26	26	32nd Street	32nd Street & McConnell Intersection Improvements	NA	NA	$1,053,000	MoDOT		$1,053,000	-	99,077,000
27	33	Newman*	Duquesne to MO 249 - Improve from 2 lane to 3 lane	4800	6451	$3,403,000	JSRD, Jasper Co.		$3,403,000	1.44	102,480,000
28	36	St. Louis*	Zora to Airport - Improve 2 lane to 3 lane***	3600	4838	$4,375,000	Webb City		$4,375,000	1.11	106,855,000
29	37	20th Street*	20th - Schifferdecker to Country Club Road(ROW)	3790	4620	$720,000	JSRD, Jasper Co.		$720,000	-	107,575,000
30	39	20th Street*	20th - Schifferdecker to Country Club Road (3 Lane)	3790	4620	$5,112,000	JSRD, Jasper Co.		$5,112,000	-	112,687,000
31	34	Duquesne Road*	Newman to Zora - Improve 2 lane to 3 lane	5400	7257	$2,068,000	Webb City		$2,068,000	1.76	114,755,000
32	21	32nd Street	Railroad Overpass at Davis (with Intersection Realignment)	14800	19890	$16,597,000	MoDOT, KCS		$16,597,000	0.15	131,352,000
33	12	4th Street*	4th Street Viaduct	7350	8960	$17,610,000			$17,610,000	0.05	148,962,000
34	15	McClelland Blvd*	32nd to City Limit - Improve to Super 2	2900	3897	$4,227,000			$4,227,000	1.02	153,189,000
35	43	Connecticut Avenue	Extend Connecticut Ave from 50th St to Highlander Dr	NA	4960	$5,463,000	JSRD, Village of Leawood		$5,463,000	-	158,652,000
36	13	15th Street*	15th Street Viaduct	7850	9569	$18,150,000			$18,150,000	0.08	176,802,000
37	40	Perkins*	Shifferdecker to Country Club - Improve to Super 2	2200	2957	$4,901,000	JSRD, Jasper Co.		$4,901,000	1.00	181,703,000
38	24	Range Line Road*	Cardinal & Mount Hope Signal (need to Partner with Webb City)	22300*	28200*	$1,746,000	MoDOT, Webb City		$1,746,000	0.57	183,449,000
39	23	44th Street*	44th Street Overpass of I-44 Project #23 & 38 go together	NA	3010	$3,940,000	MoDOT		$3,940,000	-	187,389,000
40	38	44th Street*	44th St Main to Connecticut Project # 23 &38 go together	1200	1463	$2,590,000	Village of Leawood, JSRD		$2,590,000	0.34	189,979,000
41	42	50th Street	Extend 50th St from Connecticut Ave to Range Line Rd	NA	5833	$6,318,200	MoDOT, Village of Leawood		$6,318,200	-	196,297,200
42	14	North Park Lane*	Northpark Lane Turkey Creek Rd to Newman (3 lane)	NA	1828	$4,369,000			$4,369,000	0.22	200,666,200
43	16	Central Street*	Central Street Extension (Florida to Range line)	NA	2016	$2,847,000			$2,847,000	0.20	203,513,200

CIST Unfunded Needs

Legend

TYPE

- Bridge
- Overpass
- Parking Garage
- Signals
- Viaduct

TYPE

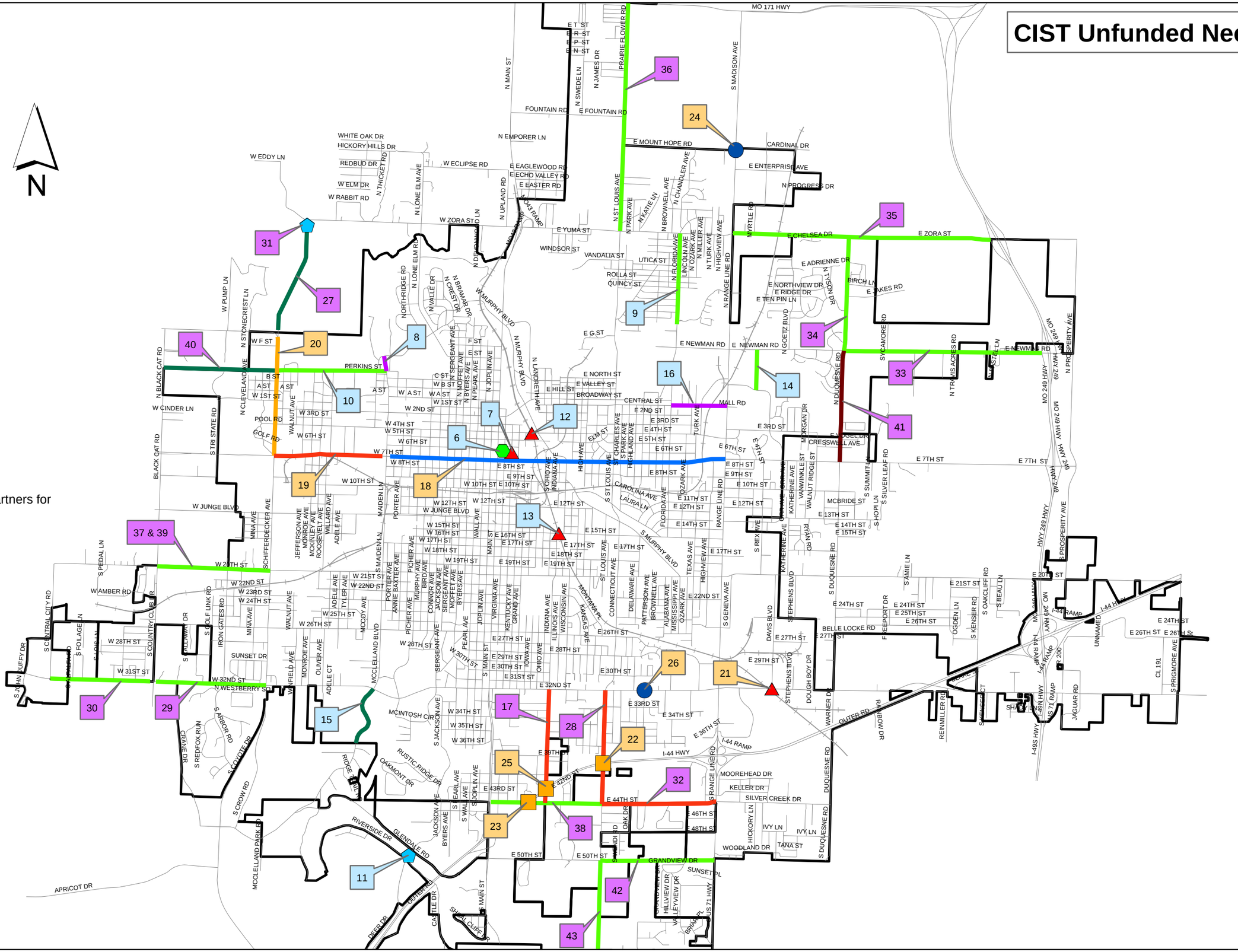
- 3Lane
- 4Lane Median
- 5Lane
- Access Management
- Extension
- Sidewalk
- Super2
- 5Lane
- Joplin City Limits

0 City Only Projects

0 MoDOT Roadway

0 Projects That Require Partners for Right of Way Acquisition

N



2015 - 2024 CIST Project List

	Project Ranking	Project Number	Roadway	Project Description	Existing Traffic Volumes ADT (Vehicles Per Day)	2024 Traffic Volumes ADT (Vehicles Per Day)	2020 Projected Cost	Potential Partners	Partner Contribution	2020 CIST Share Estimate	B / C Ratio	Notes
City Only Projects		1	City Wide	Traffic Signal Upgrades	NA	NA	$250,000 Annually			$2,500,000		
		2	City Wide	Neighborhood Transportation Improvements	NA	NA	$150,000 Annually			$1,500,000		
		3	City Wide	Municipal Building Improvements	NA	NA	$400,000 Annually			$4,000,000		
		4	City Wide	Intersection Improvements	NA	NA	$250,000 Annually			$2,500,000		
		5	City Wide	Street Surface Repair	NA	NA	$250,000 Annually			$2,500,000		
		6	6th Street	6th Street & Virginia Parking Garage modifications	NA	NA	$2,687,000			$2,687,000	-	
		7	Pennsylvania	Pennsylvania Ave. Viaduct- Demo/Replace	No Data	NA	$2,447,000			$2,447,000	-	
		8	Maiden Lane	Perkins to Murphy Boulevard roadway extension (includes roundabout at new intersection)	NA	3225	$1,815,000			$1,815,000	-	
		9	Florida Avenue*	Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane	5100	6854	$2,460,000			$2,460,000	1.12	
		10	Perkins*	Shifferdecker to Maiden - Improve 2 lane to 3 lane	2200	2957	$2,426,000			$2,426,000	0.61	
		11	Jackson	Bridge Replacement at Shoal Creek	1300	1747	$2,973,000	Newton County	$2,000,000	$973,000	0.03	
		12	4th Street*	4th Street Viaduct	7350	8960	$17,610,000			$17,610,000	0.05	
		13	15th Street*	15th Street Viaduct	7850	9569	$18,150,000			$18,150,000	0.08	
		14	North Park Lane*	Northpark Lane Turkey Creek Rd to Newman (3 lane)	NA	1828	$4,369,000			$4,369,000	0.22	
		15	McClelland Blvd*	32nd to City Limit - Improve to Super 2	2900	3897	$4,227,000			$4,227,000	1.02	
		16	Central Street*	Central Street Extension (Florida to Range line)	NA	2016	$2,847,000			$2,847,000	0.20	
		17	Indiana Avenue	32nd to 44th - Improve from 2 lane to 3 lane			$7,626,000			$7,626,000	-	
				Totals			$69,887,000		$2,000,000	$80,887,000		
MoDOT Roadway		18	7th (MO 66)	Maiden to Range Line - Access management and intersection improvements	20300	22424	$7,164,000	MoDOT		$7,164,000	1.10	
		19	7th (MO 66)	Maiden to Schifferdecker - Access Management and intersection improvements (improve from 4 to 5 lanes)	15700	21099	$9,672,000	MoDOT		$9,672,000	2.48	
		20	Schifferdecker	7th Street (MO 66) to Bell Center Road - Widen road (2 to 4 lanes w/ median & turn lanes)	4000	5376	$4,410,000	MoDOT		$4,410,000	1.50	
		21	32nd Street	Railroad Overpass at Davis (with Intersection Realignment)	14800	19890	$16,597,000	MoDOT, KCS		$16,597,000	0.15	
		22	Connecticut	Overpass at I-44 - Improve overpass to 4 lane	4800	18800	$5,374,000	MoDOT		$5,374,000	0.44	
		23	44th Street*	44th Street Overpass of I-44	NA	3010	$3,940,000	MoDOT		$3,940,000	-	
		24	Range Line Road*	Cardinal & Mount Hope Signal (need to Partner with Webb City)	22300*	28200*	$1,746,000	MoDOT, Webb City		$1,746,000	0.57	
		25	Indiana Avenue*	Indiana Avenue Overpass of I-44	NA	5980	$4,494,000	MoDOT, Village of Leawood		$4,494,000	-	
		26	32nd Street	32nd Street & McConnell Intersection Improvements	NA	NA	$1,053,000	MoDOT		$1,053,000	-	
				Totals			$54,450,000		$0	$54,450,000		
Projects That Require Partners for Right of Way Acquisition		27	Schifferdecker	Bell Center Road to Zora - (Improve to Super 2)	4000	5376	$2,861,000	JSRD, Jasper Co.		$2,861,000	1.55	
		28	Connecticut**	32nd to 44th - Improve from 2 lane to 5 lane	4800	18800	$8,085,000			$8,085,000	2.01	
		29	32nd Street*	Schifferdecker to Country Club - Improve from 2 lane to 3 lane	12000	16127	$5,939,000	JSRD, Jasper Co, Newton Co.		$5,939,000	1.59	
		30	32nd Street	Country Club to Central City Road - Improve from 2 lane to 3 lane	12000	16127	$6,220,000	JSRD		$6,220,000	2.23	
		31	Schifferdecker	New bridge at Turkey Creek and connection with Zora	4000	5376	$2,100,000	Jasper County, JSRD	$1,500,000	$600,000	2.26	
		32	44th Street**	Range Line to Connecticut - Improve from 2 lane to 5 lane	4400	32556	$6,135,000	Village of Leawood, 3P Development		$6,135,000	1.78	
		33	Newman*	Duquesne to MO 249 - Improve from 2 lane to 3 lane	4800	6451	$3,403,000	JSRD, Jasper Co.		$3,403,000	1.44	
		34	Duquesne Road*	Newman to Zora - Improve 2 lane to 3 lane	5400	7257	$2,068,000	Webb City		$2,068,000	1.76	
		35	Zora	Range Line to MO 249 - Improve from 2 lane to 3 lane	4900	10737	$3,308,000	JSRD, Webb City, Jasper Co.		$3,308,000	1.00	
		36	St. Louis*	Zora to Airport - Improve 2 lane to 3 lane***	3600	4838	$4,375,000	Webb City		$4,375,000	1.11	
		37	20th Street*	20th - Schifferdecker to Country Club Road(ROW)	3790	4620	$720,000	JSRD, Jasper Co.		$720,000	-	
		38	44th Street*	44th St Main to Connecticut	1200	1463	$2,590,000	Village of Leawood, JSRD		$2,590,000	0.34	
		39	20th Street*	20th - Schifferdecker to Country Club Road (3 Lane)	3790	4620	$5,112,000	JSRD, Jasper Co.		$5,112,000	-	
		40	Perkins*	Shifferdecker to Country Club - Improve to Super 2	2200	2957	$4,901,000	JSRD, Jasper Co.		$4,901,000	1.00	
		41	Duquesne Road	7th to Newman - Sidewalk Improvements	7763	10433	$328,000	JSRD, City of Duquesne		$328,000	-	
		42	50th Street	Extend 50th St from Connecticut Ave to Range Line Rd	NA	5833	$6,318,200	MoDOT, Village of Leawood		$6,318,200	-	
		43	Connecticut Avenue	Extend Connecticut Ave from 50th St to Highlander Dr	NA	4960	$5,463,000	JSRD, Village of Leawood		$5,463,000	-	
				Totals			$69,926,200		$1,500,000	$68,426,200		
				Combined Totals			**$194,263,200**		**$3,500,000**	**$203,763,200**		

* Project included from 2004 Transportation Projects Task Force Recommendation Rankings

** Project from 2004 Task Force Recommended Rankings but with Modified Scope

JSRD is Joplin Special Roads District

Capital Improvement
Sales Tax Renewal

City of Joplin

Projects In Order of Rank
By Committee

Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

1

Roadway : 32nd Street
Project Title: Schifferdecker to Country Club - Improve from 2 lane to 3 lane
Project Number: 29
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J1

Length (mi): 1

Existing ADT: 12000

Potential Project Partners: JSRD; Jasper Co.; Newton Co.

Project Partners Committed Contributions N/A

2024 ADT: 16127

Construction Cost:	$3,989,000
Right of Way Cost:	$720,000
Utility Relocation Cost:	$750,000
Engineering Cost:	$480,000
Project Cost:	$5,939,000

B/C Ratio: 1.59

2020 CIST Share Estimate: $5,939,000

Project Description

This project consists of replacing the pavement and widening 32nd Street between Schifferdecker and Country Club to improve the current road conditions while providing additional capacity. The goal of the project is to increase the capacity of the roadway while making safety enhancements as well. Increased traffic volume along this portion of the roadway necessitate the addition of a left turn lane. In addition, the sight distance along the roadway will be reviewed and brought into current standards and practices for a roadway of this type. It is anticipated that this project will relieve congestion and driver dissatisfaction, while enhancing the overall safety of the roadway for all users.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

2

Roadway : 32nd Street
Project Title: Country Club to Central City Road - Improve from 2 lane to 3 lane
Project Number: 30
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J10

Length (mi): 0.9

Potential Project Partners: JSRD
Project Partners Committed Contributions N/A

Existing ADT: 12000
2024 ADT: 16127

Construction Cost:	$4,204,000
Right of Way Cost:	$720,000
Utility Relocation Cost:	$791,000
Engineering Cost:	$505,000
Project Cost:	$6,220,000

B/C Ratio: 2.23

2020 CIST Share Estimate: $6,220,000

Project Description

This project consists of replacing the pavement and widening 32nd Street between Country Club and Central City Road to improve the current road conditions while providing additional capacity. The goal of the project is the increase the capacity of the roadway while making safety enhancements as well. This portion of 32nd Street continues to see increased traffic that necessitate the addition of a left turn lane to the road, in addition the sight distance along the roadway will be reviewed and brought into current standards and practices for a roadway of this type. It is anticipated that this project will relieve driver dissatisfaction, while enhancing the overall safety of the roadway for all users.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

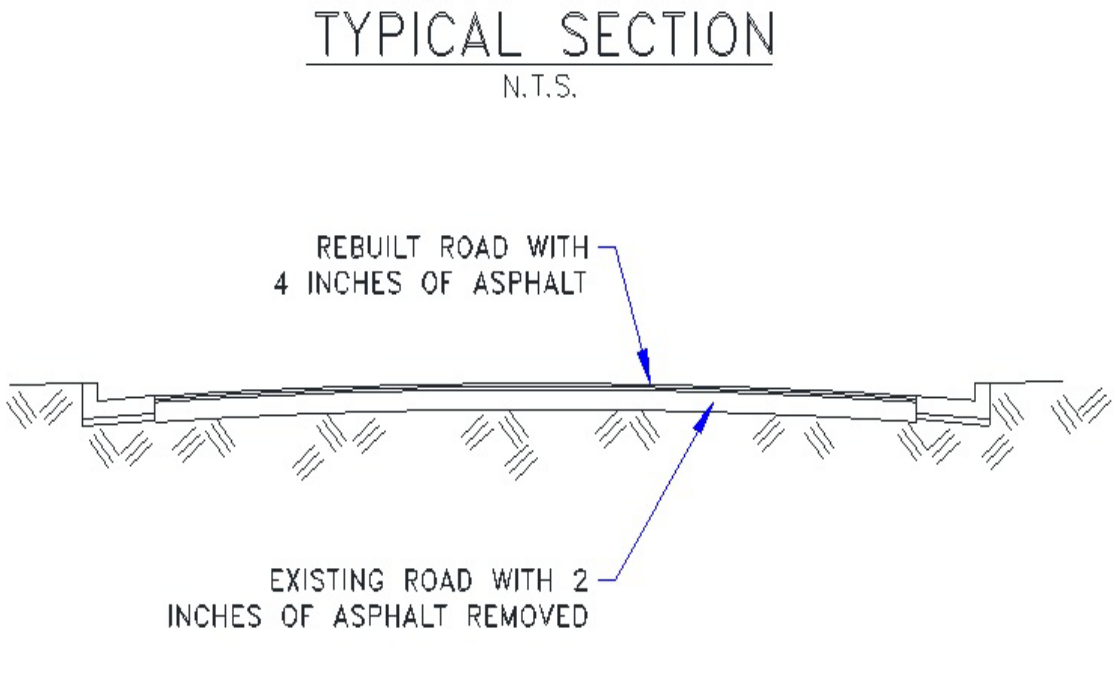
3

Roadway : City Wide
Project Title: Neighborhood Transportation Improvements
Project Number: 2

Project Cost Per Year: $150,000 **2020 CIST Share Estimate:** $1,500,000

Project Description

This funding category is planned to address the transportation needs within neighborhoods. In general, this category will focus on small transportation deficiencies identified in neighborhood areas. This could include items such as curb and gutter repair, sidewalk repair, sidewalk construction, addressing minor intersection needs within the right of way, updating curb ramps, improving pavement condition with an overlay, design and consulting services, addressing a gap in sidewalks, addressing small storm water concerns, and other items.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

4

Roadway : City Wide
Project Title: Street Surface Repair
Project Number: 5

Project Cost Per Year: $250,000 **2020 CIST Share Estimate:** $2,500,000

Project Description

This funding category is planned to address the Citywide needs to improve the surface quality of existing streets. This could include items such as pothole repair, uneven pavement due to manholes or other utility access points, railroad crossings, and any work necessary to improve roadway drivability and roadway quality.









Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

5

Roadway : City Wide
Project Title: Intersection Improvements
Project Number: 4

Project Cost Per Year: $250,000 **2020 CIST Share Estimate:** $2,500,000

Project Description

This funding would be directed towards intersections within the city that need improvement. Those improvements may include the addition of a right turn lane, a left turn lane, a through lane, improvements to the sidewalk in the intersection, improvements to the intersection pavement, the reconstruction or construction of curb ramps, the acquisitions of right of way, engineering services, utility relocates, new signals, and replacement of existing signals. The addition of theses needed improvements will work to enhance traffic flow around the intersections thus reducing congestion and alleviating driver frustration.

Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

6

Roadway : Connecticut Avenue
Project Title: 32nd to 44th - Improve from 2 lane to 5 lane
Project Number: 28
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 1

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 4800

2024 ADT: 18800

Construction Cost:	$6,209,000
Right of Way Cost:	$295,000
Utility Relocation Cost:	$659,000
Engineering Cost:	$922,000
Project Cost:	$8,085,000

B/C Ratio: 2.01

2020 CIST Share Estimate: $8,085,000

Project Description

The widening of Connecticut Avenue between 32nd Street and 44th Street would provide additional roadway capacity, address the deficient pedestrian facilities, and replace the existing storm water line with a new stormwater system. The road will be widened from its current two lane configuration just south of 32nd Street to a five lane configuration. This will allow for two southbound lanes, two northbound lanes, and a center left turn lane for traffic turning off of Connecticut. The addition of the center left turn lane is expected to reduce vehicular conflicts and driver dissatisfaction and increase safety and capacity along the corridor.

Connecticut 32nd to 44th - 5 Lane
Looking East



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

7

Roadway : 44th Street
Project Title: Range Line to Connecticut - Improve from 2 lane to 5 lane
Project Number: 32
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 1

Potential Project Partners: JSRD

Existing ADT: 4400

Project Partners Committed Contributions Village of Leawood; 3P Development

2024 ADT: 32556

Construction Cost:	$5,036,000
Right of Way Cost:	$0
Utility Relocation Cost:	$458,000
Engineering Cost:	$641,000
Project Cost:	$6,135,000

B/C Ratio: 1.78

2020 CIST Share Estimate: $6,135,000

Project Description

Continued growth in the area requires the widening of 44th Street. Travel along this roadway segment is expected to increase based upon projected traffic demands. With that upgrades to the roadway will be made to address anticipated traffic demand and address any deficiencies in the current roadway. The sight distance along the roadway will be reviewed and evaluated in order to bring the roadway into current standards.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

8

Roadway : Zora Street
Project Title: Range Line to MO 249 - Improve from 2 lane to 3 lane
Project Number: 35
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # 0
Potential Project Partners: JSRD; Webb City; Jasper Co.
Project Partners Committed Contributions N/A

Length (mi): 1.25
Existing ADT: 4900
2024 ADT: 10737

Construction Cost:	$2,209,000
Right of Way Cost:	$645,000
Utility Relocation Cost:	$299,000
Engineering Cost:	$155,000
Project Cost:	$3,308,000

B/C Ratio: 1.00
2020 CIST Share Estimate: $3,308,000

Project Description

Zora Street from Duquesne Road to Missouri 249 would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor, as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

9

Roadway : Connecticut Avenue
Project Title: Overpass at I-44 - Improve overpass to 4 lane
Project Number: 22
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J27

Length (mi): 0.1

Potential Project Partners: MoDOT
Project Partners Committed Contributions N/A

Existing ADT: 4800

2024 ADT: 18800

Construction Cost:	$4,508,000
Right of Way Cost:	$60,000
Utility Relocation Cost:	$299,000
Engineering Cost:	$507,000
Project Cost:	$5,374,000

B/C Ratio: 0.44

2020 CIST Share Estimate: $5,374,000

Project Description

The project consists of widening the Connecticut overpass at Interstate 44 from 2 lanes to 4 lanes. The widening of the overpass would provide additional vehicular capacity for Connecticut Avenue at the crossing, as well as allowing for additional modes of transportation such as pedestrians and bicyclists. It is anticipated that this will be a cost share project with MoDOT.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

10

Roadway : 6th Street
Project Title: 6th Street & Virginia Parking Garage modifications
Project Number: 6
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A
Length (mi): NA

Potential Project Partners: N/A
Existing ADT: NA
Project Partners Committed Contributions N/A
2024 ADT: NA

Construction Cost:	$2,388,000
Right of Way Cost:	$0
Utility Relocation Cost:	$0
Engineering Cost:	$299,000
Project Cost:	$2,687,000

B/C Ratio: -

2020 CIST Share Estimate: $2,687,000

Project Description

This project will provide safety improvements to address structural conditions and needs in the existing parking structure. The current structure is at the end of its design life and requires additional bracing that was installed in 2010 after a structural engineer evaluated the structure. The new structure will provide and maintain the number of parking spaces provided by the current structure or provide additional parking capacity if available and within our budget.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

11

Roadway :	20th Street*		
Project Title:	20th - Schifferdecker to Country Club Road(ROW)		
Project Number:	37		
TIP #:	TBD		
MoDOT PROJECT #:	N/A		
JATSO LRTP #	N/A	**Length (mi):**	0.48
Potential Project Partners:	JSRD; Jasper Co.	**Existing ADT:**	3790
Project Partners Committed Contributions	N/A	**2024 ADT:**	4620
Construction Cost:	-		
Right of Way Cost:	$720,000		
Utility Relocation Cost:	-	**B/C Ratio:**	-
Engineering Cost:	-		
Project Cost:	$720,000	**2020 CIST Share Estimate:**	$720,000

Project Description

This project would be the acquisitioning of right of way for the future widening of 20th.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

12

Roadway : 20th Street*
Project Title: 20th - Schifferdecker to Country Club Road (3 Lane)
Project Number: 39
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.48

Potential Project Partners: JSRD; Jasper Co.
Project Partners Committed Contributions N/A

Existing ADT: 3790
2024 ADT: 4620

Construction Cost:	$3,960,000
Right of Way Cost:	-
Utility Relocation Cost:	$742,000
Engineering Cost:	$410,000
Project Cost:	$5,112,000

B/C Ratio: -

2020 CIST Share Estimate: $5,112,000

Project Description

This project would consist of the widening of 20th Street from Schifferdecker to Country Club Road. The addition of a center left turn lane is expected to increase safety, reduce driver dissatisfaction, and allow for better traffic flow along the corridor.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

13

Roadway : Maiden Lane
Project Title: Perkins to Murphy Boulevard roadway extension
Project Number: 8
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J16

Length (mi): 0.13

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: NA
2024 ADT: 3225

Construction Cost:	$1,319,000
Right of Way Cost:	$239,000
Utility Relocation Cost:	$179,000
Engineering Cost:	$78,000
Project Cost:	$1,815,000

B/C Ratio: -

2020 CIST Share Estimate: $1,815,000

Project Description

This project includes the extension of Maiden Lane from Perkins to Murphy Boulevard. This extension would include the addition of a roundabout at the intersection of Maiden Lane and Murphy Boulevard. Also, some of the curves along Murphy Boulevard would be reconstructed to meet current standards and allow for better traffic flow.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

14

Roadway : Newman
Project Title: Duquesne to MO 249 - Improve from 2 lane to 3 lane
Project Number: 33
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J14

Length (mi): 1.8

Potential Project Partners: JSRD; Jasper Co.
Project Partners Committed Contributions N/A

Existing ADT: 4800
2024 ADT: 6451

Construction Cost:	$2,209,000
Right of Way Cost:	$525,000
Utility Relocation Cost:	$406,000
Engineering Cost:	$263,000
Project Cost:	$3,403,000

B/C Ratio: 1.44

2020 CIST Share Estimate: $3,403,000

Project Description

Newman Road from Duquesne Road to Missouri 249 would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor, as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

15

Roadway : City Wide
Project Title: Municipal Building Improvements
Project Number: 3

Project Cost Per Year: $400,000 **2020 CIST Share Estimate:** $4,000,000

Project Description

This funding category is planned to address municipal building needs. There are twenty-six (26) buildings containing over 300,000 square feet of floor space that are maintained by the Public Works Department of the City of Joplin. Additional buildings and structures are maintained by the Parks Department. In addition, the staff maintains all twenty-eight (28) outdoor warning sirens. Funding could be utilized for the purposes of facilities master planning, ADA updates, roof repairs, roof replacement, electrical upgrades, technology upgrades, plumbing repairs, plumbing updates, security updates, life safety updates, sprinkler system updates and additions, repair and replacement of carpet, repair and replacement of tile, building envelopes, design and consulting services, acquisition of additional properties and structures for the purpose of providing and improving public services and the addition of ancillary structures to house vehicles, materials and equipment on city property.

Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

16

Roadway : Jackson Avenue
Project Title: Bridge Replacement at Shoal Creek
Project Number: 11
TIP #: TBD
Moot PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.1

Potential Project Partners: Newton County, JSRD
Project Partners Committed Contributions N/A

Existing ADT: 1300

2024 ADT: 1747

Construction Cost:	$2,388,000
Right of Way Cost:	$179,000
Utility Relocation Cost:	$119,000
Engineering Cost:	$287,000
Project Cost:	$2,973,000

B/C Ratio: 0.03

2020 CIST Share Estimate: $2,973,000

Project Description

This bridge is regularly overtopped by Shoal Creek and does not meet current Safety standards. Built in 1919 under different design parameters, the bridge is narrow and makes it difficult for two way traffic. Replacement of the bridge would provide for better connectivity for Glendale Avenue and would involve a partnership with Newton County.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

17

Roadway : 7th (MO 66) Street
Project Title: Maiden to Range Line - Access management and intersection improvements
Project Number: 18
TIP #: 28HS-10
MoDOT PROJECT #: N/A
JATSO LRTP # J21

Length (mi): 3

Potential Project Partners: MoDOT
Project Partners Committed Contributions N/A

Existing ADT: 20300
2024 ADT: 22424

Construction Cost:	$5,373,000
Right of Way Cost:	$525,000
Utility Relocation Cost:	$621,000
Engineering Cost:	$645,000
Project Cost:	$7,164,000

B/C Ratio: 1.10

2020 CIST Share Estimate: $7,164,000

Project Description

7th Street (MO 66) is currently in need of several improvements including intersection upgrades, safety upgrades and unacceptable sight distance remediation from Maiden Lane to Range Line. The traffic flow would greatly benefit from adding left turn lanes at specific intersections to allow for improved levels of service. These additional lanes would reduce driver dissatisfaction and increase safety along this corridor. The highly dense commercial nature of this section of roadway generates high peak traffic volumes along the corridor. Providing the needed storage for those left turns will greatly enhance the functionality of the roadway, while increasing safety as a result. Along with the turn lane improvements, pedestrian enhancements will be made to provide greater access and address existing deficiencies.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

18

Roadway : City Wide
Project Title: Traffic Signal Updates
Project Number: 1

Project Cost per year: $250,000 **2020 CIST Share Estimate:** $2,500,000

Project Description

The funds allocated to this category are meant for existing and proposed signal enhancements within the city of Joplin. Numerous signals are in need of replacement and various upgrades throughout the city. Those improvements may include new mast arms, signal heads, controller units, pullboxes, pedestrian pushbuttons, and reconstruction of other necessary signal operations. This financial allotment would also encompass new signal design, project management, general design and consulting services, and right of way and property acquisition.

Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

19

Roadway : Perkins
Project Title: Shifferdecker to Maiden - Improve 2 lane to 3 lane
Project Number: 10
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 1

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 2200
2024 ADT: 2957

Construction Cost:	$1,250,000
Right of Way Cost:	$776,000
Utility Relocation Cost:	$250,000
Engineering Cost:	$150,000
Project Cost:	$2,426,000

B/C Ratio: 0.61

2020 CIST Share Estimate: $2,426,000

Project Description

Perkins from Schifferdecker to Maiden would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor, as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

20

Roadway : Duquesne Road
Project Title: Newman to Zora - Improve 2 lane to 3 lane
Project Number: 34
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 1

Potential Project Partners: Webb City
Project Partners Committed Contributions N/A

Existing ADT: 5400
2024 ADT: 7257

Construction Cost:	$1,250,000
Right of Way Cost:	$418,000
Utility Relocation Cost:	$250,000
Engineering Cost:	$150,000
Project Cost:	$2,068,000

B/C Ratio: 1.76

2020 CIST Share Estimate: $2,068,000

Project Description

Duquesne Road from Newman to Zora would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor, as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

21

Roadway : 7th (MO 66)
Project Title: Maiden to Schifferdecker (Access Management & Intersection Improvements)
Project Number: 19
TIP #: 28HS-10
MoDOT PROJECT #: N/A
JATSO LRTP # J12

Length (mi): 1

Potential Project Partners: MoDOT
Project Partners Committed Contributions N/A

Existing ADT: 15700
2024 ADT: 21099

Construction Cost:	$6,520,000
Right of Way Cost:	$1,910,000
Utility Relocation Cost:	$764,000
Engineering Cost:	$478,000
Project Cost:	$9,672,000

B/C Ratio: 2.48

2020 CIST Share Estimate: $9,672,000

Project Description

This project would include improving the current roadway by widening and replacing the pavement of 7th Street (MO 66) from Maiden Lane to Schifferdecker. The current pavement along this portion of roadway is reaching the end of its anticipated usage and will need to be replaced. In addition the traffic flow would greatly benefit from widening to allow for a center left turn lane. This additional lane would reduce driver dissatisfaction and increase safety along this corridor. The highly dense commercial nature of this section of roadway provides for a high number of left turn movements. Providing the needed storage for those left turns will greatly enhance the functionality of the roadway, while increasing safety as well. Along with the turn lane improvements, pedestrian enhancements will be made to provide greater access and address existing deficiencies.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

22

Roadway : Pennsylvania
Project Title: Pennsylvania Ave. Viaduct- Demo/Replace
Project Number: 7
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: No Data
2024 ADT: NA

Construction Cost:	$1,791,000
Right of Way Cost:	$310,000
Utility Relocation Cost:	$215,000
Engineering Cost:	$131,000
Project Cost:	$2,447,000

B/C Ratio: -

2020 CIST Share Estimate: $2,447,000

Project Description

This project is along Pennsylvania Avenue between 5th Street and 7th Street and includes the removal of the viaduct and its replacement with a street level roadway. The current viaduct is no longer necessary due to shifting transportation needs and it is approaching the end of its design life. Shifting vehicular traffic patterns do not necessitate the need to replace the viaduct itself with a new bridge. An at grade street and box culvert over the creek will be constructed within the existing structure's footprint.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

23

Roadway : Florida Avenue
Project Title: Zora to Turkey Creek Bridge - Improve 2 lane to 3 lane
Project Number: 9
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.8

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 5100
2024 ADT: 6854

Construction Cost:	$1,493,000
Right of Way Cost:	$597,000
Utility Relocation Cost:	$239,000
Engineering Cost:	$131,000
Project Cost:	$2,460,000

B/C Ratio: 1.12

2020 CIST Share Estimate: $2,460,000

Project Description

Florida Avenue from Zora to Turkey Creek Bridge would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

24

Roadway : St. Louis
Project Title: Zora to State Rt 171 - Improve 2 lane to 3 lane***
Project Number: 36
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 2

Potential Project Partners: Webb City
Project Partners Committed Contributions N/A

Existing ADT: 3600

2024 ADT: 4838

Construction Cost:	$2,500,000
Right of Way Cost:	$1,075,000
Utility Relocation Cost:	$500,000
Engineering Cost:	$300,000
Project Cost:	$4,375,000

B/C Ratio: 1.11

2020 CIST Share Estimate: $4,375,000

Project Description

St. Louis from Zora to Airport would be widened to provide for additional capacity and address any current deficiencies in the roadway. This widening would reduce driver dissatisfaction and increase safety along this corridor, as well as allowing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

25

Roadway : 32nd Street
Project Title: 32nd Street and McConnell
Project Number: 26
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP #

Length (mi): 0.1

Potential Project Partners: MoDOT
Project Partners Committed Contributions N/A

Existing ADT: NA
2024 ADT: NA

Construction Cost:	$560,000
Right of Way Cost:	$225,000
Utility Relocation Cost:	$200,000
Engineering Cost:	$68,000
Project Cost:	$1,053,000

B/C Ratio: -

2020 CIST Share Estimate: $1,053,000

Project Description

This projects consists of the addition of a signal at 32nd Street and McConnell. The project would also address the pedestrian needs of the intersection, and some additional widening to allow for efficient signal operation.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

26

Roadway : Duquesne Road
Project Title: 7th Street (MO 66) to Newman Road
Project Number: 41
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # 0

Length (mi): 0.98
Existing ADT: 7763
2024 ADT: 10433

Potential Project Partners: JSRD, City of Duquesne
Project Partners Committed Contributions N/A

Construction Cost:	$192,000
Right of Way Cost:	$80,000
Utility Relocation Cost:	$30,000
Engineering Cost:	$26,000
Project Cost:	$328,000

B/C Ratio: -

2020 CIST Share Estimate: $328,000

Project Description

New sidewalk will be installed along Duquesne Road from 7th Street to Newman Road on both sides of the roadway. The area is in close proximity to Missouri Southern State University and thus collects bicycle and foot traffic in and around the area.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

27

Roadway : Schifferdecker
Project Title: 7th Street (MO 66) to Bell Center Rd - Widen road (2 to 4 lanes w/ median & turn lanes)
Project Number: 20
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J8

Length (mi): 0.75

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 4000

2024 ADT: 5376

Construction Cost:	$3,028,000
Right of Way Cost:	$420,000
Utility Relocation Cost:	$604,000
Engineering Cost:	$358,000
Project Cost:	$4,410,000

B/C Ratio: 1.50

2020 CIST Share Estimate: $4,410,000

Project Description

This project would include improving the current roadway by widening and replacing the pavement of Schifferdecker from 7th Street to Belle Center. The pavement width varies along this portion of Schifferdecker. In order to provide additional capacity and meet driver's expectations the roadway will be widened to provide for the capacity needs of the roadway and address any existing deficiencies of the roadway. This section of roadway provides for a high number of left turn movements. Providing the needed storage for those left turns will greatly enhance the functionality of the roadway, while increasing safety as well.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

28

Roadway : Schifferdecker
Project Title: New bridge at Turkey Creek and connection with Zora
Project Number: 31
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # J8

Length (mi): 2.1

Potential Project Partners: Jasper County, JSRD
Project Partners Committed Contributions $1,500,000 JC 1.4 million, JSRD 100k

Existing ADT: 4000
2024 ADT: 5376

Construction Cost:	$1,600,000
Right of Way Cost:	$150,000
Utility Relocation Cost:	$160,000
Engineering Cost:	$190,000
Project Cost:	$2,100,000

B/C Ratio: 2.26

2020 CIST Share Estimate: $600,000

Project Description

This project would include the removal of the existing bridge over Turkey Creek along Schifferdecker and replacing it with a new creek crossing. In addition to the new creek crossing the intersection of Zora and Schifferdecker will be realigned to better meet the traffic demands of the intersection. This project continues the work that has been completed along Zora. Most of that work was completed under the previous capital improvements program, which included the interchange at Main Street and Zora.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

29

Roadway : Indiana Avanue
Project Title: 32nd to 44th - Improve from 2 lane to 5 lane
Project Number: 17
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.94

Potential Project Partners:

Existing ADT: 5459

Project Partners Committed Contributions

2024 ADT: 6654

Construction Cost:	$4,620,000
Right of Way Cost:	$1,790,000
Utility Relocation Cost:	$866,000
Engineering Cost:	$350,000
Project Cost:	$7,626,000

B/C Ratio: -

2020 CIST Share Estimate: $7,626,000

Project Description

Continued growth in the area requires the widening of Indiana Avenue. Travel along this roadway segment is expected to increase based upon projected traffic demands. With that upgrades to the roadway will be made to address anticipated traffic demand and address any deficiencies in the current roadway. The sight distance along the roadway will be reviewed and evaluated in order to bring the roadway into current standards.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

30

Roadway : 4th Street
Project Title: 4th Street Viaduct**
Project Number: 12
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 7350
2024 ADT: 8960

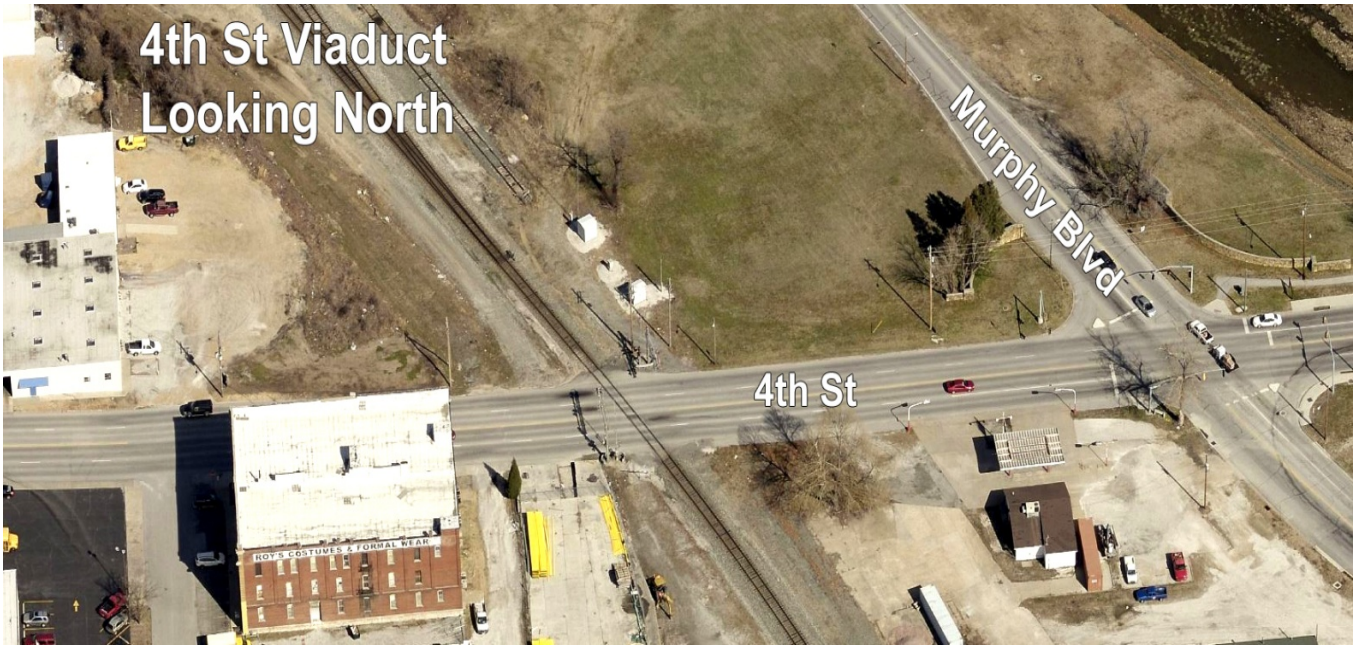
Construction Cost:	$14,500,000
Right of Way Cost:	$500,000
Utility Relocation Cost:	$870,000
Engineering Cost:	$1,740,000
Project Cost:	$17,610,000

B/C Ratio: 0.05

2020 CIST Share Estimate: $17,610,000

Project Description

This project includes replacement of the at grade crossing with the railroad just east of downtown to a grade separated crossing. The addition of the grade separation would improve vehicular movements by allowing vehicular and pedestrian traffic to remain moving when a train is utilizing the tracks.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

31

Roadway :	McClelland Blvd		
Project Title:	32nd to City Limit - Improve to Super 2		
Project Number:	15		
TIP #:	TBD		
MoDOT PROJECT #:	N/A		
JATSO LRTP #	N/A	**Length (mi):**	2.2
Potential Project Partners:	N/A	**Existing ADT:**	2900
Project Partners Committed Contributions	N/A	**2024 ADT:**	3897
Construction Cost:	$2,750,000		
Right of Way Cost:	$597,000		
Utility Relocation Cost:	$550,000	**B/C Ratio:**	1.02
Engineering Cost:	$330,000		
Project Cost:	$4,227,000	**2020 CIST Share Estimate:**	$4,227,000

Project Description

This project would include repairing any deficiencies in the pavement structure and the installation of curb and gutter along McClelland Blvd from 32nd to the city limit. The sight distance along the roadway will be reviewed and brought into current standards and practices for a roadway of this type. This project would also include the installation of sidewalks to improve access and increase the safety of pedestrians travelling along the roadway.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

32

Roadway : 44th Street*
Project Title: 44th St from Main to Conneticut
Project Number: 38
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.98

Existing ADT: 1200

Potential Project Partners: Village of Leawood; JSRD
Project Partners N/A
Committed Contributions

2024 ADT: 1463

Construction Cost:	$1,210,000
Right of Way Cost:	$1,040,000
Utility Relocation Cost:	$220,000
Engineering Cost:	$120,000
Project Cost:	$2,590,000

B/C Ratio: 0.34

2020 CIST Share Estimate: $2,590,000

Project Description

Increased travel along this roadway segment is expected to increase based upon projected traffic demands and the addition of the overpass at Interstate 44. With that upgrades to the roadway will be made to address anticipated traffic demand and address any deficiencies in the current roadway. The sight distance along the roadway will be reviewed and evaluated in order to bring the roadway into current standards.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

33

Roadway : Range Line Road*
Project Title: Cardinal & Mount Hope Signal
Project Number: 24
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP #

Length (mi): NA

Potential Project Partners: MoDOT/Webb City
Project Partners Committed Contributions N/A

Existing ADT: 22300

2024 ADT: 28200

Construction Cost:	$1,019,000
Right of Way Cost:	$187,000
Utility Relocation Cost:	$400,000
Engineering Cost:	$140,000
Project Cost:	$1,746,000

B/C Ratio: 0.57

2020 CIST Share Estimate: $1,746,000

Project Description

This projects consists of realigning Cardinal Road with Mount Hope along Range Line Road. The realignment would provide an opportunity to add a signal to the intersection which would create safer, more efficient movement of both vehicular and pedestrian traffic.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

34

Roadway : 32nd Street
Project Title: Railroad Overpass at Davis (inculdes Intersection realignment)
Project Number: 21
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.2

Potential Project Partners: MoDOT, KCS
Project Partners Committed Contributions N/A

Existing ADT: 14800
2024 ADT: 19890

Construction Cost:	$13,093,000
Right of Way Cost:	$1,134,000
Utility Relocation Cost:	$836,000
Engineering Cost:	$1,534,000
Project Cost:	$16,597,000

B/C Ratio: 0.15

2020 CIST Share Estimate: $16,597,000

Project Description

This project consists of providing a grade separated crossing of the railroad. Currently the railroad crosses 32nd street at grade with no separation. This inhibits the movement of vehicular traffic during a train crossing event, thus increasing delay and driver dissatisfaction. Providing a viaduct for 32nd Street to go over the railroad will eliminate the vehicular and train conflict, thus increasing safety and improving traffic flow. It is anticipated that this will be a cost share project with MoDOT. With the addition of a viaduct on 32nd Street for the railroad, Davis Street will need to be relocated. The relocation is necessary in order to provide the needed access to businesses along Davis Road, and maintain the needed vertical clearance of the railroad. This relocated road will provide for better traffic flow and take into consideration the types of vehicles that the intersection will need to handle, due to the industrial nature of the land uses in the area. It is anticipated that this will be a cost share project with MoDOT.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

35

Roadway : Perkins
Project Title: Shifferdecker to Country Club - Improve to Super 2
Project Number: 40
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 1

Potential Project Partners: JSRD; Jasper Co.
Project Partners Committed Contributions N/A

Existing ADT: 2200
2024 ADT: 2957

Construction Cost:	$3,125,000
Right of Way Cost:	$776,000
Utility Relocation Cost:	$625,000
Engineering Cost:	$375,000
Project Cost:	$4,901,000

B/C Ratio: 1.00

2020 CIST Share Estimate: $4,901,000

Project Description

This project would include repairing any deficiencies in the pavement structure and the installation of curb and gutter along Perkins from Schifferdecker to Country Club. The sight distance along the roadway will be reviewed and brought into current standards and practices for a roadway of this type. This project would also include the installation of sidewalks to improve access and increase the safety of pedestrians travelling along the roadway.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

36

Roadway : Schifferdecker

Project Title: Bell Center Road to Zora - Widen road (Improve to Super 2)

Project Number: 27

TIP #: TBD

MoDOT PROJECT #: N/A

JATSO LRTP # 0

Length (mi): 0.75

Potential Project Partners: JSRD, Jasper Co.

Existing ADT: 4000

Project Partners Committed Contributions N/A

2024 ADT: 5376

Construction Cost:	$1,410,000
Right of Way Cost:	$1,045,000
Utility Relocation Cost:	$60,000
Engineering Cost:	$346,000
Project Cost:	$2,861,000

B/C Ratio: 1.55

2020 CIST Share Estimate: $2,861,000

Project Description

This project would include improving the current roadway by widening and replacing the pavement of Schifferdecker from 7th Street to Zora. The pavement width varies along this portion of Schifferdecker. In order to provide additional capacity and meet driver's expectations the roadway will be widened to provide for the capacity needs of the roadway and address any existing deficiencies of the roadway. This section of roadway provides for a high number of left turn movements. Providing the needed storage for those left turns will greatly enhance the functionality of the roadway, while increasing safetv as well.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

37

Roadway : North Park Lane*
Project Title: Northpark Lane Turkey Creek Rd to Newman (3 lane)
Project Number: 14
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.38

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: NA
2024 ADT: 3225

Construction Cost:	$3,156,000.00
Right of Way Cost:	$383,000.00
Utility Relocation Cost:	$500,000.00
Engineering Cost:	$330,000.00
Project Cost:	$4,369,000.00

B/C Ratio: 0.22

2020 CIST Share Estimate: $4,369,000

Project Description

This project includes the extension of North Park Lane from Turkey Creek Road to Newman. This extension would include the addition of a bridge across Turkey Creek. It is expected that this connection would provide relief to Range Line Road by offering alternate access to heavy retail areas.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

38

Roadway : 15th Street
Project Title: 15th Street Viaduct
Project Number: 13
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: 7850

2024 ADT: 9569

Construction Cost:	$16,200,000
Right of Way Cost:	$300,000
Utility Relocation Cost:	$354,000
Engineering Cost:	$1,296,000
Project Cost:	$18,150,000

B/C Ratio: 0.08

2020 CIST Share Estimate: $18,150,000

Project Description

This project includes the replacement of the at grade crossing with the railroad just east of downtown to a grade separated crossing. The addition of the grade separation would improve vehicular movements by allowing vehicular and pedestrian traffic to remain moving when a train is utilizing the tracks.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

39

Roadway : Indiana Avenue
Project Title: Indiana Avenue Overpass of I-44
Project Number: 25
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP #

Length (mi): 0.04

Potential Project Partners: MoDOT, Leawood
Project Partners Committed Contributions N/A

Existing ADT: NA

2024 ADT: 5980

Construction Cost:	$3,095,000
Right of Way Cost:	$720,000
Utility Relocation Cost:	$44,000
Engineering Cost:	$450,000
Project Cost:	$4,309,000

B/C Ratio: -

2020 CIST Share Estimate: $4,309,000

Project Description

The project consists of constructing an overpass along Indiana Avenue at Interstate 44 that is 3 lanes wide. The addition of the overpass would relieve congestion in the southern portions of Joplin, specifically along Range Line. This new overpass would provide an alternate route for motorists to cross the interstate while allowing for additional modes of transportation such as pedestrian and bicycle. It is anticipated that this will be a cost share project with MoDOT.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

40

Roadway : 50th Street
Project Title: Extend 50th St from Connecticut Ave to Range Line Rd
Project Number: 42
TIP #: TBD
MoDOT PROJECT #: N/A
Length (mi): 0.99
JATSO LRTP # 0
Existing ADT: NA
Potential Project Partners: MoDOT, Village of Leawood
Project Partners Committed Contributions N/A
2024 ADT: 5833

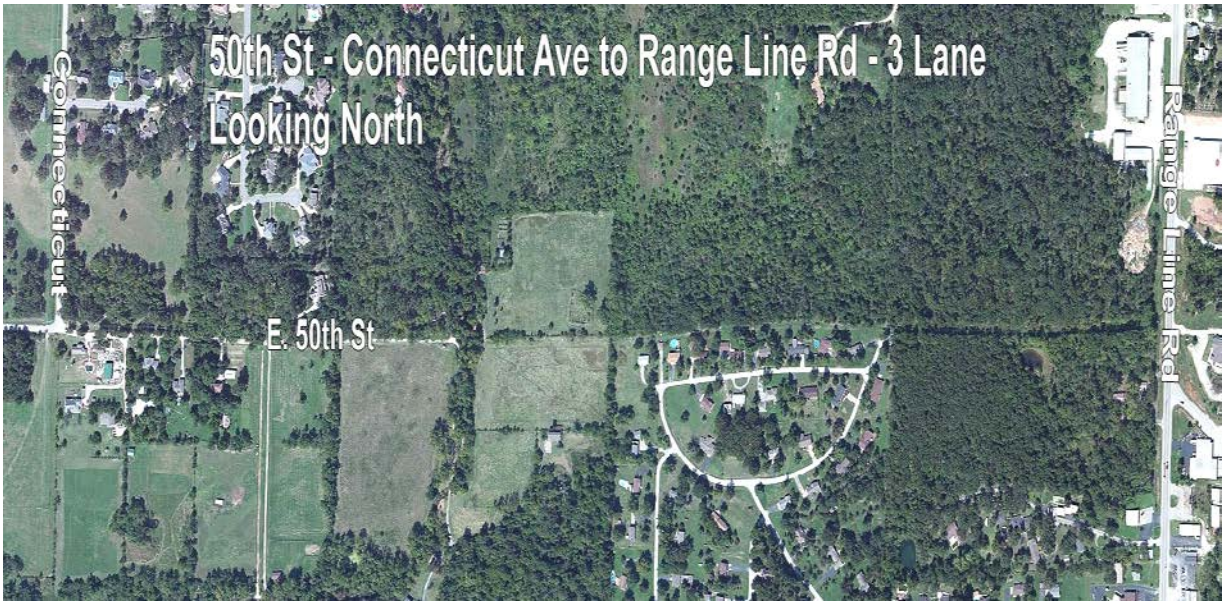
Construction Cost:	$4,715,200
Right of Way Cost:	$471,500
Utility Relocation Cost:	$471,500
Engineering Cost:	$660,000
Project Cost:	$6,318,200

B/C Ratio: -

2020 CIST Share Estimate: $6,318,200

Project Description

This project will extend 50th Street from Connecticut to Range Line Road. The new street will be 3 lanes and provide a relief/alternate route for traffic travelling east on 50th street. This will allow vehicular traffic to exit onto Range Line Road without having to access 44th Street.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

41

Roadway : 44th Street*
Project Title: 44th Street Overpass of I-44
Project Number: 23
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP #

Length (mi): 0.12

Potential Project Partners: MoDOT
Project Partners Committed Contributions N/A

Existing ADT: NA

2024 ADT: 3010

Construction Cost:	$3,160,000
Right of Way Cost:	$375,000
Utility Relocation Cost:	$55,000
Engineering Cost:	$350,000
Project Cost:	$3,940,000

B/C Ratio: -

2020 CIST Share Estimate: $3,940,000

Project Description

The project consists of constructing an overpass along 44th Street at Interstate 44 that is 3 lanes wide. The addition of the overpass would relieve congestion in the southern portions of Joplin, while providing motorists with additional routes, as well as allowing for additional modes of transportation such as pedestrian and bicycle. It is anticipated that this will be a cost share project with MoDOT.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

42

Roadway : Central Street
Project Title: Florida to Range Line Extension
Project Number: 16
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # N/A

Length (mi): 0.2

Potential Project Partners: N/A
Project Partners Committed Contributions N/A

Existing ADT: NA

2024 ADT: 2016

Construction Cost:	$1,791,000
Right of Way Cost:	$896,000
Utility Relocation Cost:	$100,000
Engineering Cost:	$60,000
Project Cost:	$2,847,000

B/C Ratio: 0.20

2020 CIST Share Estimate: $2,847,000

Project Description

The extension of Central Street from Florida to Range Line will allow for a more direct route that will reduce travel times between the two roadways and thus enhance the functionality of the roadway to vehicular traffic. This project will include making safety enhancements along the roadway, as well as providing for additional modes of transportation such as pedestrian and bicycle.



Project Data Sheet

City of Joplin

2014 - 2024 Capital Improvement Sales Tax Project Description

Committee Project Ranking

43

Roadway : Connecticut Avenue
Project Title: Extend Connecticut Ave from 50th St to Highlander Dr
Project Number: 43
TIP #: TBD
MoDOT PROJECT #: N/A
JATSO LRTP # 0

Length (mi): 0.78

Existing ADT: NA

Potential Project Partners: JSRD, Village of Leawood
Project Partners Committed Contributions N/A

2024 ADT: 4960

Construction Cost:	$3,881,000
Right of Way Cost:	$450,000
Utility Relocation Cost:	$582,000
Engineering Cost:	$550,000
Project Cost:	$5,463,000

B/C Ratio: -

2020 CIST Share Estimate: $5,463,000

Project Description

This project includes the extension of Connecticut Avenue from 50th Street to East Highlander Drive. The new street will be 3 lanes and will provide an alternate access route for both Hidden Hills and Highlands subdivisions. The extension of this roadway will also provide further connectivity between 50th street and roads that would have otherwise cost the driver an additional one to two mile drive.



Capital Improvement
Sales Tax Renewal

2014

City of Joplin

City Projects

Capital Improvement
Sales Tax Renewal

2014

City of Joplin

MoDOT Roadway Projects

Capital Improvement
Sales Tax Renewal

2014

City of Joplin

Need Right of Way Partners

Section #4

General Information

COST ESTIMATION

Major Components of Cost for Capital Improvement Projects

RIGHT OF WAY

EARTHWORK

DRAINAGE

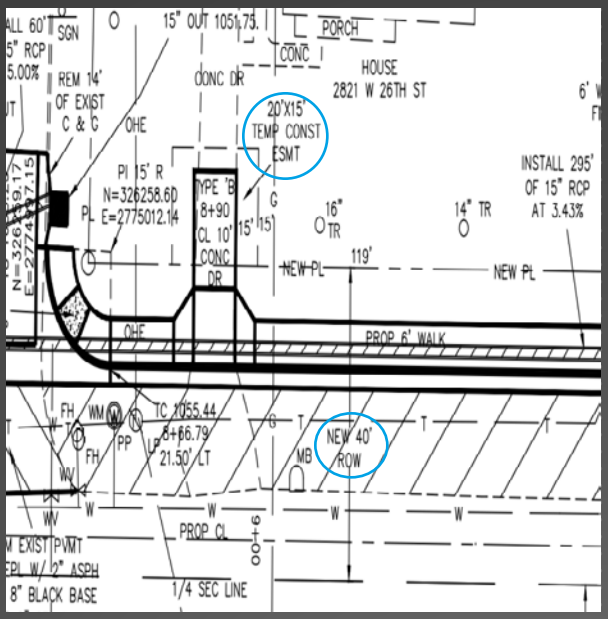
PAVEMENT

ENGINEERING

UTILITY RELOCATIONS

TRAFFIC SIGNALS

RIGHT OF WAY



- The need for right of way arises when the existing right of way does not provide enough space or room for the proposed improvements.
- Easements are also a part of the right of way process. Types of easements include:
  - Utility
  - Traffic Control
  - Drainage
  - Temporary construction
- The cost of right of way depends on the type of property and location.
- Right of way cost can also include compensation for other affected elements within the proposed right of way taking such as sign relocation and fence construction.

EARTHWORK



- Earthwork includes the necessary modifications to the topography along the roadway to construct the roadway within the design parameters. This could include the removal, addition, compaction, and hauling of the dirt.
- Cost elements of earthwork vary depending on the amount of dirt to be moved, the condition of the dirt, and the workability of the dirt.

DRAINAGE





- Drainage includes the necessary features needed to collect and convey water away from the roadway to provide a safer driving surface. The level of drainage improvements needed for a project depends on the following:
  - Anticipated storm duration and intensity (design flood year)
  - Type of Roadway

PAVEMENT

- Pavement is the roadway structure and wearing surface. Typically roadway pavements in this region are constructed of hot mix asphalt, but concrete can also be utilized as pavement.
- The thickness of the pavement depends on the amount, and type of traffic. If heavy trucks or buses are anticipated to travel along the roadway then the pavement will be thicker in order to be able to transfer the vehicles weight.





ENGINEERING





- Engineering cost includes Surveying, Design, Testing, and Project Management
- These costs typically are 7% to 12% of the Project Cost

UTILITY RELOCATES





- As with many infrastructure projects such as roadway widening the need arises to relocate utilities adjacent to the roadway that may be in conflict with the proposed construction.

TRAFFIC SIGNALS



- Traffic Signals are an integral part of the roadway network that often times need modified or reconstructed due to roadway widening.
- The typical cost to construct a signal ranges from $140,000 to $180,000 dollars.

Section #5

Minutes

MINUTES
2014 CAPITAL IMPROVEMENT SALES TAX
RENEWAL COMMITTEE
FEBRUARY 25, 2014
6:00 P.M.

The meeting was held in the Council Chambers at the Joplin City Hall. The following committee members were in attendance:

Kathy Blood	Harold McCoy
Ron Darby	Nancy O'Connell
Aaron Doll	Fred Palmer
Krissi Gooch	Henry Robertson

Committee member Nancy Good was absent.

The following City staff members were in attendance:

Sam Anselm, Interim City Manager
Leslie Haase, Finance Director
Nick Heatherly, Public Works Director
Dan Johnson, Civil Engineer
David Hunt, Civil Engineer
Steve Stockam, Airport Manager
Lynn Onstot, Public Information Officer
Troy Bolander, Assistant Public Works Director – Planning & Development
David Hertzberg, Community Development Block Grant Project Manager
Susan Champlin, Senior Clerk

Welcome and opening remarks:

Mr. Heatherly stated that this committee's charge is to make some decisions and recommendations regarding the use of capital improvement sales taxes to be presented to the voters sometime later this year. This committee will be developing a recommendation to the City Council with a list of projects for consideration.

In August, 2004, the community voted on a three-eighths (3/8) cent capital improvement sales tax with a 10-year sunset. That 10-year period will expire at the end of this calendar year. This tax initiative has generated slightly over $40 million over that 10-year period for the community for constructing transportation system improvements.

The 2004 Citizen's Transportation Task Force prioritized 45 different projects with an estimated total construction cost being over $106 million. The City Council approved the committee's recommendation of 19 projects to be designed and built over a 10-year period. The City was able to partner with the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) and not only completed the majority of those projects, but also completed some other projects that were not a part of that original list due to some of the events that have occurred during that time.

The overall program was funded using the capital improvement sales tax (CIST), transportation sales tax (TST), and grant funds that were received during the 10-year period. The CIST can be used for operational and maintenance costs, but with a 10-year sunset imposed on the revenue source, staff recommends allocating only limited amounts of money to operational and maintenance activities. Staff will be recommending that projects funded by the CIST be stand-alone type expenditures addressing specific needs or problems that are a one-time expense.

Mr. Bolander discussed the activities of the Joplin Area Transportation Study Organization (JATSO). Joplin is in a unique position. The population is about 50,000, but during the day almost 250,000 people are present in Joplin. People come to Joplin to work and for entertainment, and the transportation system must be planned to accommodate that many people.

Staff reviews the demographics, such as the baby boomer generation getting older. Do they have a safe way to get to medical facilities? Do the roadways have sufficient capacity to accommodate the current traffic volumes or even future traffic volumes?

Staff has reviewed the top destinations in Joplin, such as Northpark Mall, the two Wal-Marts, as well as Missouri Southern State University. The staff looks at future growth areas, such as the relocation of Mercy Hospital to South Main Street. Staff analyzes the safety of the transportation system and what can be done to make it safer.

The trucking industry is very important to Joplin, with over 34 trucking companies in the immediate area. How do we get those trucks in and around Joplin safely and efficiently?

Review and discussion of informational materials:

The committee members have been provided with background information as they move forward in making decisions and recommendations to the City Council.

Section 1 provides some financial background. The first page provides the historical coverage of the capital improvement sales taxes that have been collected since the inception of the tax. Staff is estimating revenues of $44,206,123 to be collected as part of the 2004 initiative.

The second page shows the projected revenues for the next 10 years. With no growth, the annual projected revenue is $4,350,000. Various growth factors are also projected.

Section 2 contains historical data with the list of 45 projects that the 2004 transportation task force prioritized. All the projects highlighted in blue or dark pink have actually been completed or are in the process of being completed.

Murphy Boulevard from North Main to Seventh Street was actually started, but during the course of the initial assessment and evaluation of the project, it was determined that this project was not for the best benefit of the community. Murphy Boulevard was to become an alternate truck route to reduce the truck traffic in the downtown area.

Florida Avenue from Zora to the Turkey Creek Bridge is being included in the list of projects to be accomplished. The projects not highlighted are still not completed and also remain on the new list.

The 20th Street viaduct has been designed, with construction beginning during 2014. It was funded through federal grants the City has received, with some CIST money also being utilized there.

The report contains descriptions for the 20 projects approved during the first venue, including budgeted amounts, actual construction amounts, and status of the projects at this time. The long range transportation plan contains projects identified through the JATSO process.

Section 3 begins with a list of 36 projects for consideration, with their priority being established by this committee. The staff has identified projects using the long range transportation plans or the 2004 projects, along with changes during this 10-year period. The projects are grouped into City-owned projects, MoDOT roadways, and projects requiring partners for right-of-way acquisition.

The projects that are strictly City-owned lay totally within the city limits, with the City having the sole means to do the work without any other entities participating. The MoDOT roadways could be completed by working or partnering with MoDOT.

The remaining projects are vital but present some challenges, as they will require additional entities to become involved. Thirty-second (32nd) Street is the line between Jasper and Newton Counties. The Joplin Special Road District is also involved in some of these projects.

Staff has also identified four areas of municipal infrastructure and facilities for possible inclusion of projects to be presented. Mr. Heatherly then gave a brief description for each of the 36 projects identified by the City staff.

Ms. Blood asked if the 15th Street viaduct wasn't completely curtailed. Mr. Heatherly understood the City Council said no to that project, but he will ask this committee to make a recommendation as to whether it should be considered again.

Mr. Darby asked about the cost projections for these 15 projects, and Mr. Heatherly replied that they would cost approximately $70 million. The City staff projects revenues between $40 million and $45 million during the 10-year period.

Mr. Darby understood the City's plan for improving 25 percent of all the streets in the City of Joplin over a four-year period and asked if this is still the plan. Mr. Heatherly replied this is the City's overlay program. This is a maintenance activity, with the transportation sales tax being the main source for this program. The community is divided into seven areas, with a street surface maintenance program to address all the streets within a seven-year rotation.

Mr. Darby discussed a problem with utility cuts and manhole covers, and the maintenance on the existing streets. Mr. Heatherly replied that operations and maintenance are permitted as part of the statute that authorizes the sales tax.

Ms. Blood stated that May 22, 2011 changed Joplin's world, and she discussed the potential growth between 20th Street and Mercy Hospital.

Mr. Darby asked if MoDOT is responsible for Seventh Street and also Main Street. Mr. Heatherly replied that they are responsible for Seventh Street but only part of Main Street. MoDOT is

responsible for Main Street (Hearnes Boulevard) from 32nd Street south and north from "F" Street. The City of Joplin is responsible for Main Street between "F" Street and 32nd Street.

Mr. Darby discussed maintenance issues on Seventh Street, and Mr. Heatherly replied that MoDOT is interested in partnering with the City of Joplin on improving that roadway. Seventh Street is very expensive to improve because of its congestion and tight quarters.

Mr. Doll asked about the percentage from the transportation sales tax (TST) for the resurfacing program. Ms. Haase replied that the TST handles all of the overlay and resurfacing except for a small portion which is currently being handled through the capital improvement (CIP) sales tax. About $250,000 is spent annually from the CIP for the overlay.

Mr. Doll asked if 100 percent of the TST revenues are spent for the overlay and resurfacing programs. Mr. Heatherly replied that the TST funds a variety of operations including all of the maintenance activities. Ms. Haase stated that during a normal year, $1.5 million is budgeted from the TST and $537,000 from the CIP for the overlay program.

Mr. McCoy understood the City staff met with officials from the Village of Leawood to discuss other alternatives. He asked for cost estimates for those alternatives.

Mr. Heatherly stated that the Leawood representatives were looking at several projects for the City of Joplin to consider, including an overpass on Indiana Avenue in lieu of Connecticut. Leawood and the Joplin Special Road District would become involved at the south end of the overpass.

Mr. McCoy asked Mr. Bolander about alternatives regarding access from 50th Street and Connecticut Avenue to The Highlands. One alternative was to swing the roadway to the west and around the cliff. Mr. McCoy asked Mr. Bolander to provide a cost estimate for that alternative.

Mr. Darby expressed concern about Webb City, Leawood, and the other entities having money to allocate for these project costs.

Mr. Darby discussed the intersection of 32nd Street and Connecticut Avenue and the existing bottleneck for turning left off 32nd Street to go north on Connecticut. The left-turn lane will only accommodate a couple of cars. Mr. Heatherly stated that intersection would be improved with the widening of Connecticut from 32nd to 44th Streets.

Ms. Blood and Mr. Darby asked about placement of a traffic signal at the intersection of 32nd Street and McConnell Avenue. Mr. McCoy stated that MoDOT was approached about placing a signal at this intersection, with their cost estimate being $2 million.

Mr. Darby stated that the challenge for this committee is to recommend a 10-year extension of the current tax to the City Council. Mr. Heatherly stated this committee will also prioritize the projects on the list, along with any other projects they would like to see included.

Mr. Darby asked if the tax percentage would be raised, and Mr. Heatherly did not believe so. The City Council asked to renew the current, being three-eighths (3/8) cents with a 10-year sunset.

Mr. McCoy asked if the City of Joplin is currently assessing the maximum amount of sales tax. Ms. Haase did not know if Joplin is at the maximum. The list of projects will be submitted to the voters, with everyone just continuing to pay what they are currently paying. She estimates this tax to generate $46 million, with this committee developing a list of projects totaling $46 million.

Ms. Blood asked who approves the extension for another 10 years, the City Council or the voters. Mr. Heatherly replied the voters.

Mr. McCoy asked about rating system that was used 10 years ago and if the City staff would share that system with Mr. Heatherly.

Mr. McCoy discussed a chart showing the traffic volumes that warrant those changes when you go from two lanes to three lanes or from three lanes to five lanes. He asked if that could be provided to the committee members. That chart is included in the master plan for Zora Street.

Selection of committee spokesperson:

Mr. Heatherly asked about selecting someone from the committee to serve as spokesperson for appearing before the City Council and the community and making a presentation. This committee will become the City's ambassadors to the community to help educate the public.

Mr. Darby asked Mr. McCoy if he would serve as the committee's spokesperson, as he has experience in presenting and advising the City Council.

Ron Darby moved, seconded by Henry Robertson, that Harold McCoy be appointed as committee spokesperson. The motion carried, with Ms. Blood, Mr. Darby, Mr. Doll, Ms. Gooch, Mr. McCoy, Ms. O'Connell, Mr. Palmer, and Mr. Robertson voting "aye"; and with Ms. Good being absent (8 in favor, 1 absent).

Schedule of future meetings:

Mr. Heatherly has tentatively reserved the Council Chambers for Tuesday, March 4, and Tuesday, March 11.

Mr. Doll asked about the timeframe for making a recommendation to the City Council. Mr. Heatherly replied that the August election would be the earliest possible date since the deadline for placing venues on the April ballot has already passed. A November election would only allow the Director of Finance a very short period of time to complete all the certifications of the election and forward them to the necessary parties to provide for continuity of the tax.

Mr. McCoy discussed the 10-week timeline in forwarding the notification to the county clerks before the election. The City Council will review the recommended list of projects, with the City staff and committee members visiting with various organizations to educate the public.

Adjournment:

The meeting adjourned at 7:17 p.m.

MINUTES
2014 CAPITAL IMPROVEMENT SALES TAX
RENEWAL COMMITTEE
MARCH 4, 2014
6:00 P.M.

The meeting was held in the Council Chambers at the Joplin City Hall. The following committee members were in attendance:

Kathy Blood	Harold McCoy
Ron Darby	Nancy O'Connell
Aaron Doll	Fred Palmer
Krissi Gooch	Henry Robertson
Nancy Good	

The following City staff members were in attendance:

Leslie Haase, Finance Director
A.J. Whistler, Assistant Finance Director
Nick Heatherly, Public Works Director
Dan Johnson, Civil Engineer
David Hunt, Civil Engineer
Steve Stockam, Airport Manager
Lynn Onstot, Public Information Officer
Troy Bolander, Assistant Public Works Director – Planning & Development
David Hertzberg, Community Development Block Grant Project Manager
Susan Champlin, Senior Clerk
Linda White, Engineering Assistant

Discussion of project priority methodology:

Mr. Heatherly discussed the option to recommend whether the tax goes forward or not, in that any tax that comes before the community is an optional item. He would like the committee consensus to make a recommendation to the City Council as to whether or not to take the venue forward to the voters.

Mr. Robertson thought the venue should move forward.

Mr. Robertson moved, seconded by Mr. Palmer, to recommend the renewal of the capital improvement sales tax to the City Council, with the venue proceeding to the voters. The motion carried, with Ms. Blood, Mr. Darby, Mr. Doll, Ms. Gooch, Ms. Good, Mr. McCoy, Ms. O'Connell, Mr. Palmer, and Mr. Robertson voting "aye" (9 in favor, 0 absent).

Some errors were identified in the project costs on Schifferdecker Avenue from Belle Center Road to Zora Street. Staff would like to collect everyone's notebooks for a system-wide update to ensure everyone has the same information. The staff will provide the updates and distribute the notebooks back to the committee members so they can begin the actual prioritization process.

Mr. Heatherly asked the committee for additional projects to add to the list. The projects mentioned last week were the consideration of an overpass for Indiana Avenue at I-44 and improvements to Indiana from 32nd to 44th Streets. Another project includes the intersection/ signalization of 32nd Street and McConnell Avenue.

A request has been received for a significant sidewalk project (pedestrian transportation) along Duquesne Road from Newman Road to Seventh Street. This project has been identified in the long-range transportation plan.

Mr. McCoy has a conflict of interest on two projects. One is the bridge over Turkey Creek on Schifferdecker, in that his firm is designing that bridge for Jasper County. The second project is the Low Water Bridge replacement on Jackson Avenue. His firm does not currently have a contract with Newton County but have given them cost estimates.

Mr. Darby asked about the $500,000 annual expenditure for the overlay work, which has been identified as Project Number 1. He asked how much overlay work that amount will take care of.

Mr. Heatherly stated that the overlay program is not included again. The transportation sales tax (TST) is geared towards maintenance activities, and staff's goal is to shift the maintenance out of the capital improvement sales tax (CIP) program because it has a 10-year sunset. The TST does not have a sunset, so staff will manage the budget internally to ensure that the maintenance budgets deal with the current infrastructure.

Mr. Darby asked about that budget figure for the overlay program, and Mr. Heatherly replied $2 million annually. The overlay program has a seven-year rotation throughout the city.

Mr. Darby expressed concerns regarding the manhole covers, the utility cuts, and the railroad crossings and thought this was the number one priority in the City of Joplin. Mr. Heatherly stated an additional project could be added for city-wide surface improvements.

Ms. Haase stated that during the first 10 years of this tax, more projects were allotted than the City had available money, with some TST monies being committed. In addition, some overlay money was included in the CIP. The TST handles the City's transportation needs, including the MAPS system, trolley system, street maintenance, and street cleaning. The CIP is needed because the TST does not contain enough monies for major street projects. There is sufficient money in the TST at this point for the overlays.

Mr. Darby thought the 250,000 people who are in Joplin daily should share in that expense for street maintenance.

Mr. Heatherly asked if the consensus is to include an annual appropriation for surface-type things such as manholes, utility cuts, and other surface-type improvements.

Mr. Darby moved, seconded by Ms. Blood, that an annual appropriation be included for maintenance activities. The motion carried, with Ms. Blood, Mr. Darby, Mr. Doll, Ms. Gooch, Ms. Good, Mr. McCoy, Ms. O'Connell, Mr. Palmer, and Mr. Robertson voting "aye" (9 in favor, 0 absent).

Ms. Gooch asked about drainage and expressed concerns regarding the drainage issue in her neighborhood at 19th Street and Maiden Lane. Mr. Darby noted drainage problems on Maiden Lane north to Fairview Cemetery but understood Maiden Lane is going to be widened.

Mr. Heatherly stated that the parks and stormwater sales tax is dedicated to drainage projects. The streets contain a system of inlets and drainage channels that transport the water, but water stands in the roadways for short periods of time. Most communities' stormwater systems are not adequately sized to handle the water from all the hard surfaces that exist, and transporting the water fast enough. Project Number 2 addresses street flooding concerns, with $150,000 being included annually, or $1.5 million for the 10-year period.

Mr. Johnson discussed the stormwater improvements along Maiden Lane as being tied to the roadway widening. That project was included in the last 10-year stormwater program and the last CIP program.

Mr. Doll asked about studies to determine what congestion relief is expected for roadway widening. Mr. Heatherly can provide the long-range transportation plans and studies that were conducted during 2010, with updates being provided during July, 2013. Traffic data is collected by the Missouri Department of Transportation (MoDOT) throughout the community.

Mr. Doll discussed the viaducts and other projects that are referenced as being near the end of their design life. He asked if those projects are typically evaluated first and what happens at the end of the 10-year timeline. Mr. Heatherly replied that when a structure gets to the end of its life, things are being noticed that provide the key to think about making improvements.

A structural evaluation for the Pennsylvania Avenue viaduct has not been conducted. An evaluation was conducted on the parking garage during 2011, stating it is at the point where it needs to be addressed immediately.

Mr. Hunt discussed the structural engineer's report on the parking garage, with emergency repairs being made during 2011. The structure engineer recommended an immediate move to stabilize the garage to prevent it from a potential severe issue. Following that, staff asked the engineer to provide an overall analysis of the structure. They discussed several options with regard to what it would take to move on from 2014.

Mr. Hunt stated that the life of the structure could be extended 10 to 20 years for $700,000, or $2.5 million for demolition and replacement of the structure with a 60-year design life.

Ms. Blood asked if anyone has looked at the parking garage recently, and Mr. Hunt conducts routine checks on it. The structure has deteriorated to the point where a decision must be made as to which direction to proceed.

Mr. McCoy asked about the funding possibilities for MoDOT's projects. Mr. Heatherly stated that the MoDOT cost-share program has been totally suspended. That program hinged on the possibility of a state sales tax election in November. They propose bringing to the electorate across Missouri a one-cent state-wide sales tax for purposes of funding MoDOT transportation needs. If that venue is not approved by the voters, MoDOT will only have enough money to maintain what they currently have, with no revenues for new construction.

If a project is a priority with regard to the economic viability and development of the community, or a project is needed for safety reasons and transmission of vehicular traffic from one side of the community to the other, that all plays a role in the committee members' decision. The absence of MoDOT funding makes a difference in the overall ability to complete more projects, but if those projects are a priority for Joplin as a community, the projects on MoDOT's right-of-way can be completed. They would be totally funded by the City of Joplin.

Mr. Heatherly discussed the federal TIGER grant program, for which Joplin received funding for Schifferdecker Avenue, Maiden Lane, and 26th Street.

Mr. McCoy asked about combining the Connecticut Avenue overpass and the rest of the Connecticut improvements into one project so the committee members can see the total cost.

Mr. Doll asked if the staff would want to construct either the overpass on Connecticut Avenue or the overpass on Indiana Avenue. Mr. Heatherly stated that with regard projected traffic loads, traffic consultants may not believe it is needed at this time, but it may be necessary in the future.

Mr. Doll asked if the existing Connecticut Avenue overpass would be rendered unusable until the four lanes are completed. Mr. Heatherly thought the overpass would only be closed temporarily and that the additional lanes would be added onto the existing deck.

The first four items provide flexibility to deal with isolated situations that have an impact to the neighborhoods and the community with regard to safety, traffic movement, and pedestrian issues.

The municipal building item is not really a transportation-related item, but it deals with the fact that the community has a significant investment in these assets. It is staff's responsibility to take care of those assets and ensure that they last as long as feasible. Very expensive equipment that sits outside deteriorates much faster since there is not sufficient room to store it inside.

The Joplin Regional Airport also needs a maintenance facility for its own equipment. They need to construct hangars for lease, generating back revenues over time. The Federal Aviation Administration (FAA) does not fund for those activities.

Mr. Darby asked about any research or consideration into private operations constructing those buildings and then leasing them back out. Mr. Heatherly replied that there still must be a source of revenue to lease those buildings.

Mr. McCoy stated that the City Council discussed a $30 million fund balance in the general fund. He asked Ms. Haase for clarification of that. The City carries a 25 percent reserve in the general fund if a disaster occurs and sales tax revenues are lost. About $10 million is held in reserve for the public safety projects. The City has about $6 million cash on hand, not $30 million, with the $6 million being needed for cash flow for other projects until reimbursement can be received.

Mr. Heatherly recently received notification by the State of Missouri and the Housing and Urban Development (HUD) of the release of $22 million to be used for some of the disaster recovery repair work for the infrastructure work in the disaster zone.

Mr. Doll asked if the project numbers are just arbitrary numbers, or if those have actually been ranked. Mr. Heatherly replied that they are not ranked but give the committee members a point of reference on how many projects there are.

Mr. Doll asked for input from the City staff on which projects they consider the highest priority, and Mr. Heatherly addressed the staff's thoughts. Those projects include the first four projects, the parking garage, the Jackson Avenue bridge replacement over Shoal Creek, the 32nd Street and McConnell Avenue intersection, along with Projects 20, 24, 25, 26, 27, 28, and 31. Those project costs total $42 to $43 million.

Mr. Darby mentioned the Jackson Avenue bridge replacement across Shoal Creek and asked how many people live on the west end of that bridge. Mr. Heatherly was not sure, except that Newton County is willing to contribute $2 million to that project.

Mr. Robertson asked if these are the projects the staff feels are the most pressing need, and Mr. Heatherly replied yes. The committee members requested that list be added to their notebooks.

Mr. Darby asked if the counties would be participating in the traffic signal project at 32nd Street and McConnell Avenue, and Mr. McCoy replied no. Mr. Darby understood Food 4 Less paid $300,000 for the traffic signal at 32nd Street and Arizona Avenue. Mr. Heatherly stated that typically when a development comes in and generates the warrant for the signalization, they are usually responsible for the cost of that signal.

Mr. Darby asked why the cost is $2 million for signalization of 32nd Street and McConnell Avenue. Mr. McCoy stated that MoDOT wanted to add right-turn lanes. The City staff had based their approach on erecting the signals on the limits of the existing pavement at that time.

Mr. Doll asked if the increasing population and the new fire station are the reasons for Projects 25 and 26. Mr. Heatherly replied that the traffic count on has increased, with the 32nd Street becoming a real safety hazard. The City Attorney stated that capital improvement sales taxes can be spent outside the City of Joplin's jurisdiction. Staff must show there is a significant benefit to the community in making those expenditures and doing those improvements. Staff must receive approval from the outside jurisdictions to acquire right-of-way and construct the projects.

Mr. McCoy asked for a cost comparison of 50th Street as compared to 44th Street between Main Street and Range Line Road. The bridge over I-44 would be eliminated and traded for a bridge over Silver Creek.

Ms. Blood discussed the firefighters who drive new equipment down West 32nd Street, and Mr. Darby discussed the high accident volume on that roadway. He also discussed the dangerous traffic situation with the hills on 32nd Street near Country Club Drive. Ms. Blood also expressed concerns about the parking garage and safety of people who are in that area.

Mr. McCoy asked about improving West 32nd Street to a Super 2 roadway and making that project affordable. Mr. Heatherly thought the traffic counts and projections require at least a three-lane roadway. He thought about leveling out the roadway, construction of shoulders, and dealing with some of the intersections during the next 10-year period with the goal of making further improvements in the future.

Mr. Darby asked if the committee members are locked into $4.5 million being generated annually and asked if staff can "borrow" into the next year's money. Mr. Heatherly discussed the work that must take place prior to construction.

Mr. McCoy stated that the City will have only the first $4.5 million to work with after the first year, with no monies being available during the first year.

Mr. Heatherly distributed some information that was requested at the last meeting. One document describes the level of service. It shows the average daily traffic loads and what section or type of roadway is required for the level of service. Engineers review traffic volumes to determine what level of service they can afford. The individual data sheets for most of the projects include the existing average daily traffic count (ADT) and the projected ADT for 2024.

The second document shows how to prioritize these projects. In 2004, a professor from Missouri Southern State University discussed this philosophy by comparing different flavors of pie. You take one project and compare it against all the other projects. Each time, you end up with one less project to compare.

The City staff will provide a complete breakdown of each and every project. Mr. Heatherly asked for everyone's prioritization by Monday, March 10, so staff can tally everything and present the actual prioritized list to the committee on Tuesday, March 11.

Mr. Darby asked how to forward responses back to the City staff. Mr. Heatherly replied by e-mail, or the staff will pick up the responses, or they can be delivered to City Hall.

Mr. McCoy stated it will take about two hours' time to prioritize the projects. Staff will update everyone's notebooks and hand-deliver them to the committee members on Wednesday, March 5.

Mr. Doll asked if adjustments can be made if there are two projects on the list, and there is not a need to construct both of them, but both projects received high priority from the committee members. Mr. Heatherly stated any adjustments can be made next week.

Mr. Darby thought one week's time would be sufficient for everyone to prioritize the projects, in that he would depend on staff's aspect of what the priorities should be versus himself.

Mr. Heatherly will provide the staff's priority listing to the committee members for their review. He asked if they would like to wait two weeks to meet again to prioritize the projects.

Mr. Doll thought next Tuesday, March 11, is reasonable. He would like to hear everyone's opinions as there are things he is probably not thinking about when he is prioritizing the projects.

Mr. Heatherly did not want this to be a staff recommendation. This committee is charged by the City Council to make the recommendations. The Staff will be glad to provide their input but really don't want the City Council to perceive this as a staff recommendation.

Depending on availability of alternate funding sources, the list of projects will to change. The rest of the projects need to be identified and prioritized by this committee, since it is possible that

most of the projects may be completed if staff can secure alternate funding sources. Staff was able to secure $20 million during the past 10 years through alternate funding sources.

Ms. Blood asked what would happen if the Sixth Street parking garage doesn't rate high on the list but needs to be repaired, and where the City will obtain the funds to repair the garage. Mr. Heatherly replied that is why the City retains a fund balance for emergency repairs. The garage may last several years, but as time goes on, it may continue to visually deteriorate and become unsafe to use. Mr. McCoy stated that the worst case scenario is to close the parking garage if it becomes unsafe.

Mr. Darby stated that the committee members and the staff will work together to make the best recommendations to the City Council and to the citizens of Joplin. He asked when Mr. McCoy should present the recommendation to the Council with the potential for an August election.

Mr. Heatherly asked the committee members to be prepared to present their recommendations to the City Council no later than their second meeting in April. He would like to see this committee propose an August election as part of their list of recommendations.

Mr. McCoy thought the new City Council should be seated before the presentation is made, that it would be no use making a presentation before the Council election takes place on April 8.

Mr. Heatherly stated that the second meeting in April gives the Council time to review the committee's recommendations and decide whether or not to bring the venue to the voters. By the end of May, the venue must be presented to the Jasper and Newton County clerks for placement on the August ballot.

Mr. Robertson asked if the prioritization will include the 36 projects that are listed, along with the additional projects that were recommended. Mr. Heatherly will provide a new listing which will include more than the initial 36 projects. The committee members will be comparing one item to every single other project.

Ms. Blood asked if the committee members will be receiving a list of those projects preferred by the City staff, and Mr. Heatherly replied yes. He asked everyone to forward their responses to the fourth floor of City Hall by Monday, March 10, or staff can pick up the responses.

Other Business:

There was no additional business to discuss at this time.

Adjournment:

The meeting adjourned at 7:23 p.m.

MINUTES
2014 CAPITAL IMPROVEMENT SALES TAX
RENEWAL COMMITTEE
MARCH 11, 2014
6:00 P.M.

The meeting was held in the 5th Floor Study at the Joplin City Hall. The following committee members were in attendance:

Kathy Blood	Harold McCoy
Ron Darby	Nancy O'Connell
Aaron Doll	Fred Palmer
Nancy Good	Henry Robertson

Committee member Krissi Gooch was absent.

The following City staff members were in attendance:

Leslie Haase, Finance Director
Dan Johnson, Civil Engineer
David Hunt, Civil Engineer
Steve Stockam, Airport Manager
Lynn Onstot, Public Information Officer
Troy Bolander, Assistant Public Works Director – Planning & Development
David Hertzberg, Community Development Block Grant Project Manager
Linda White, Engineering Assistant

Consulting Firm were in attendance:

CJW Transportation
C. Jay Wynn
Dane Seiler
Jonathan Staats

Welcome and opening remarks:

Dan Johnson opened the meeting stating that the purpose of the meeting was to change from a ranking meeting to a work session over the projects. We would like to show the tools we used for ranking the projects and hopefully it will be helpful to the committee members doing their rankings. What is the benefit cost ratio and how did we arrive at it? How is the level of service and the meaning of it? How does safety factor into the project?

Mr. Johnson introduced Jay Wynn with CJW Transportation; who is the city's consultant and helping us on this project. He will be doing a short presentation and will be able to answer questions and discuss the projects afterwards. We would like to reset the rankings and have

them back to us on the next Monday. Mr. McCoy asked if these were the individual rankings and Dan stated yes. City staff will tabulate and will present at the next meeting.

Mr. Wynn presented the method on how the list came about. It all started with a long range transportation study and looking at surrounding cities but through that several of the projects out of that study involved the City of Joplin. After the tornado some of the land use changed, the hospital moved to the south and all of a sudden some things changed. We were then asked to do a transportation study for south of I-44 and out of that come some new projects that way. The committee has added five projects so that is how the list has evolved. We based our rating off of vehicular delay for example. The vehicular is based on vehicle per lane, delay time a person encounters driving the street, number of stops, gas consumption and a person's time. That is how we scaled these projects out. If you look at Pennsylvania for example where we have a viaduct there and we are looking at removing the viaduct and taking it down to an at grade intersection. From the capacity and vehicular standpoint it isn't going to change very much. The benefit cost ratio isn't going to change much because we are not changing the capacity but from a safety standpoint you may want to rank it higher. Even though we try to compare apples to apples to give you a list don't look at the list as something that includes everything. There is no way I can assign a cost ratio to buildings for example there is one item allocated to do some of the infrastructure for city buildings or maintenance there is no way from me to assign a cost. If you look at the list and Pennsylvania is ranked low but as a community leader you know it needs to be ranked higher for safety. I want you all to have that flexibility and not just look at the cost ratio and think maybe I shouldn't choose that because it is low on the list. I thought if I shared that with you it would help you pick the projects that you feel because no one knows it better than you since you live in and drive the community.

The meeting was then turned over to Dane Seiler and Jonathan Statts for a power point presentation.

They presented traffic control components and how they are accomplished.

- Data Collection
- Traffic Forecasting
- Analysis
- Level of Service
- Capacity

Mr. Johnson asked about the long range transportation project, one of the things you mentions was the origin and destination study that factored in. Would you please explain what the origin and destination study is?

Mr. Seiler explained that what you do is go out and set up a traffic survey and as people come into the city you do a survey and have the city laid out in a grid. You ask if they would mind telling you what part of the city they are going to, what type of trip they are going to that will be about 3 % of the traffic. Then you take that data and sample it and apply it to everybody and that will tell you where most of the traffic is going for the city. We found that the big ones are toward Neosho and Nixa. If they are coming in south of Neosho where are they trying to get to in the city? That information helps populate the regional model. This information helps build the

roadway network and helps analyze it from a capacity and level of service view point. That information from the 07 study is pretty detailed.

Mr. Johnson said it was important to understand this type of study because the transportation projects have a big economic benefit to having those streets and have the consideration there when doing these selections.

Discussion

Mr. Palmer asked if they could specify more on the projections in traffic and how you come about that. Then trying to project that and come up with a number is there a model or calculation?

Mr. Seiler stated that really at annual growth. Eighty to Ninety percent of the projects we are trying to identify if it is an area of the city that we think traffic is going to pick up or is it a roadway that traffic is going to pick up. It is really like a growth rate annually and we looked at a ten year period from 2015 to 2024 and said ok we think this road will probably grow 3% annually. We would then say this road is probably going to see more traffic and it will probably see 4% annually. That is probably most of the projects we looked at in the study projecting traffic volumes but when we had the better data we utilized that and that is where the South Joplin study. We looked at the land use change moving traffic from down here over to here and how that affected the roadway. We then projected the traffic in that area for the next 10 years. We then didn't look at the percentage rate because we had better data. We expect with the new hospital and new business the traffic with grow rate to 18,000 per day. We looked for the most part at what would the growth rate be and would it be in the 3 or 4 % that is typical.

Ms. Blood asked pre tornado like the Connecticut street expansion 15th to 32nd were your numbers on or has it been above or below where you expected?

Mr. Seiler stated that he had not seen a final count on Connecticut but he would look and see. I think we expected some growth because of the widening of the roadway and I can definitely see people using it more but not for sure there are a lot of specifics on that.

Mr. Hunt stated that we have had some growth out there as it has continually gotten busier. There are other projects in the city such as St. Louis going to be widened from Broadway to Zora. There is enough road way to go from Broadway to 7th Street with a 3 lane section. St. Louis bottles up where it ties into Connecticut. You will have after the widening a totality from the north to the south.

Mr. Seiler stated that after the south Joplin study Connecticut was one that show the most growth potential because of the connectivity from the north to the south. If you don't want to go on Range Line you go on Connecticut.

Ms. Blood stated that if you are on Connecticut running or walking it is like playing frogger with the cars.

Mr. Johnson stated that another point that had been brought up in the transportation study specifically looked at Connecticut and the hospital and how that changed things. You said you looked at planned uses and at the time there were 2 medical buildings on 32nd street east of Connecticut so you knew about those 2 and we know now there are 2 much larger medical buildings going in just north of 32nd and Connecticut. When you were looking at that project did you look at the potential for more medical buildings in that area?

Mr. Seiler stated that they did try to look at the plan use for the hospital and the lane uses around it that might change as you come back towards the hospital. It was very limited because some of the property is mixed with the village of Leawood and they are not interested in those uses as they like residential. Much of the land is undevelopable. We talked to the school and they may be interested in expanding the school down there or adding another school down there.

Mr. Doll stated that he had a question for Dan and Troy. I'm looking at a map that is almost the swath of the tornado divided north and south. I know there is a bunch of CDBG money coming in will be spent in that area. What percentage is CDBG and what is capital improvements? Can any of that money be applied for to use on these projects?

Mr. Johnson stated that funds are going to be expended in that area and if you looked at the past projects we also had a couple of past projects that were in that area. If the 20th street viaduct wasn't already slated for construction it would have been on this list.

Mr. Bolander stated that some projects had to be taken off because funding forces. A lot of the CDBG projects have to be tied to the disaster so you will see a lot of those improvements in the disaster area. A lot of it to the local road system, the residential streets. A lot of things that were tore up not because of the tornado but the heavy trucks in there cleaning up. They tore up the curbs, gutters, sidewalks so we have a lot of damage in those areas so not by the tornado but by the cleanup. You will see a lot of the CDBG funds going to those types of projects.

Mr. Doll stated that 20th street has been claimed to be a major thru a fare I hear we are doing street scaping and then we are not doing street scaping. I think there are still some planned funds for that?

Mr. Bolander stated that was correct. There is money set aside for trails, bicycle lanes, sidewalks and street scaping. I know there are some things we can do to make it pedestrian safe and we have a lot of multifamily housing a lot of that is low income and you will have kids walking to school so we are going to make it pedestrian safe.

Mr. Mc Coy had a question for CJW it is a traffic question. On your south Joplin study you are emphasizing Connecticut as the access over I-44. I have requested a cost alternative for Indiana. The reason for my request was because we are going to get strong resistance from Leawood even to the point of not being able to do anything, all except for Dennis Acres who has been cooperative in the past. We could do Indiana with the assistance of Dennis Acres if for about the same cost that we could do Connecticut. It is something we could move forward with and I know there has been some discussion with MoDOT and they don't like the idea. On the list is a

5 lane between 44th between Range Line and Connecticut and it will never happen because Leawood has already said that they would oppose it.

Mr. Wynn stated that there are other benefits to Indiana as well. The politics in the community will play into your decision but there are benefits of Indiana too just getting over I-44 and making that making that connection right there. There are schools along there.

Mr. Mc Coy stated that Mercy has already improve Connecticut between 44th and 50th to a 3 lane so we would just be picking that up and carrying that north and get the access to the hospital to everything north of I-44.

Mr. Seiler stated that one thing we looked at in that traffic study that the hospital conducted. They looked at a lot of traffic coming down Main, a little bit coming down Connecticut so when you look at where are you getting the capacity across I-44 it changes to the east side of the project, north 44 between Range Line and Connecticut those are the driver of the those capacity changes. I think what both studies show is that we need additional capacity over I-44.

Mr. Mc Coy stated that by putting in Indiana you are also getting traffic off Main you may also be improving the school situation. I'm not saying we don't need improvements at 44 & Connecticut I'm just suggesting Indiana as an alternative.

Mr. Wynn stated the only way Connecticut plays a role in is because the overpass is already there.

Ms. Blood asked if we widen Connecticut would federal money come into play?

Mr. McCoy stated that MoDOT is saying they have no money because of the election coming up in November. There is a question if there will be federal dollars technically the federal highway trust fund is broke in 2015. Obama has recommended to congress a big funding that will come out of the general fund and not the highway fund for that to happen. Unless that happens there won't be any money and the highway trust fund will take 5 years to get back to last year's level.

Mr. Johnson stated that there is no money to help us. On that project as Jay mentioned if you already have an existing bridge widening there could be some savings from just widening that one. When you are thinking about your ranking it is possible that we do end up getting some federal funding or state funding that falls under these projects at the top of the list. If we were to get some grant funding we might be able to pick up some of the additional projects that are below the cut off.

Ms. Blood asked when do we know and how do we know?

Mr. Wynn stated that right now they are saying they don't have funding until 2017. He explained how some funding could be available through the federal fund if MoDOT cuts funding but there are no guarantees.

Ms. Haase stated that the committee needs to make their rankings and then the discussion will be what do we do, where do we draw the line, how do we roll this out to the tax payers. Do we have some alternate projects if some funding comes through do we say to the public that we have some projects. The first thing for you to do is the rankings so we can see where everything comes out.

Mr. McCoy stated that you are going to rank the projects, the streets you like or the projects you like and the funding will fall where it falls.

Mr. Johnson asked if anyone had any questions in regards to any project in particular ?

Mr. Darby said he had a question on the funding. When I look at the 43 projects the 203 million dollars we would generate over a ten year period 25 to 26 million dollars if everything went correctly where is the rest of this money at? I know we are not going to do 43 projects.

Ms. Haase answered we are going to draw a line. So you are going to rank them and if we draw the line at 46 million or we look and see there are a couple projects right below it and we get some funding. It may be some projects fall down 3, 4, 5, 6 are a little less money and you can move those up because. The 46 million doesn't matter the total of the projects doesn't matter you guys do your rankings and the next step is we figure out where to draw the line. The next step will be a little more difficult.

Mr. McCoy answered that 10 years ago 106 million dollars worth of projects and there was no way any of that was going to be funded after a certain point and some of them will be done and 10 years from now in the next round some of them will have to wait.

Mr. Darby stated that it comes down to the money that we generate we think we might get some from the federal and state government but neither one of them have any money. Isn't the local area tax higher than the 3/8 cents? I know some of them are.

Ms. Haase stated that we are just about in the middle of the pack. She will bring that to the next meeting. This is simply a renewal and not a new tax. We are not asking them to increase the tax rate.

Mr. Darby stated that he thought there was some inflation rates built into the 45 million.

Ms. Haase answered yes.

Mr. Darby stated that looking 10 years from now at 3/8 when other cities around us are higher. I'm not implying a tax increase I'm just throwing it out would it be feasible for Mr. McCoy and the committee presents to the city council to present 2 plans a 3/8's and something else? Is that a possibility?

Ms. Haase stated that she would have to look at what the max is and as a committee you can present what you want to council.

Mr. Darby asked how are we going to fund the under funded projects that we have? If we are able to do the top 5 that is more than we will generate in 10 years unless we get additional money.

Ms. Haase said let me give you an example. Right now as a city we are getting more federal dollars that we ever imagined we would get. We are getting CDBG dollars and 12 million dollars in TIGERs which is what you are doing on 26th street, Schifferdecker, 20th street so I realize the state of the federal government right now are not committed to anything. I find it hard to believe that over the next 10 years we won't find other funding.

Mr. McCoy stated that there is approximately 100 miles in the tornado path and they are going to take CDBG money and apply it to the 100 miles. That is approximately 2 years of the resurfacing program. Theoretically you could take 3 million from the resurfacing program and apply it to other projects.

Mr. Robertson stated that if he understands their charge is to prioritize these 43 projects and forget about the money. We could talk about the money all day long and never come to a conclusion because we never know what is going to happen. Our only job is to rank the projects and forget about the money.

Mr. Johnson stated that was correct.

Mr. Mc Coy stated that council could change anything they want to. Let's rank them and move on.

Mr. Johnson stated that he wanted to point out some of the projects with the asterisks off to the side that means we pulled it from the last ranking list.

Mr. Robertson stated that he wasn't an engineer that he had spent a lot of time on this and was impressed with the work done by staff. When I say this presentation tonight I am even more impressed.

Mr. Darby asked what the Neighborhood Transportation Group was.

Mr. Hunt answered that it was the various components in a neighborhood. A lot of the time we get on these projects and we look at the outgoing traffic route. We look at sidewalks, curb & gutter.

Mr. Bolander stated that MSSC Duquese Road sidewalks we have students that live in apartments on 7th and on one side there are no sidewalks so they are walking in the street. If there are anything like that we take it out of that source.

Mr. Mc Coy asked if that applies for an enhancement project. Mr. Bolander stated yes.

Mr. Mc Coy stated that enhancement funds are federal dollars and not state dollars. Mr. Bolander stated correct.

Mr. Mc Coy stated that we would only have to match 20% instead of the full amount.

Mr. Johnson said that having those matching funds help make us more competitive on these matching grants. When those funds become available a city that can put up the 20% and sometimes cities can't.

Mr. Johnson asked if the committee wanted to meet. We intended to get the rankings back and we gave you extra time to next Monday. We can get those tallied and ready to give to you on Tuesday if you want to have a meeting on Tuesday.

Mr. Mc Coy stated that he would like to see what the other people think. I would like to see the summation of the committee.

The consistence of the committee was to have the meeting. Ms. Blood will not be able to attend.

Adjournment:

Meeting was adjourned at 7:15 p.m.

MINUTES
2014 CAPITAL IMPROVEMENT SALES TAX
RENEWAL COMMITTEE
MARCH 18, 2014
6:00 P.M.

The meeting was held in the 5th Floor Study at the Joplin City Hall. The following committee members were in attendance:

Ron Darby	Harold McCoy
Aaron Doll	Fred Palmer
Krissi Gooch	Henry Robertson
Nancy Good	

Committee Members Kathy Blood and Nancy O'Connell were absent.

The following City staff members were in attendance:

Leslie Haase, Finance Director
Sam Anselm, Interim City Manager
Nick Heatherly, Public Works Director
David Hunt, Civil Engineer
Lynn Onstot, Public Information Officer
David Hertzberg, Community Development Block Grant Project Manager
Susan Champlin, Senior Clerk

Committee Work Session:

Mr. Heatherly presented a new spreadsheet with the tallies showing the project rankings as staff tallied the data that each committee member provided. The left side of the report shows the project ranking, the scores, and the project descriptions. The far right-hand column contains a cumulative total of the dollars, with $203 Million of projects being projected and forecast.

Mr. Heatherly asked the committee members to discuss the results of the survey. Only one member was not included in the tallies.

Mr. Doll thought some of the projects made sense in smaller packages. He expressed concern about selecting the widening of Connecticut Avenue from 32nd to 44th Streets, while 44th Street west toward the hospital was not selected. Nothing is happening to the north or to the east. He asked if a bottleneck is being created with trying to divert traffic a certain direction.

Mr. Heatherly stated that the project ranked number 6 is Connecticut from 32nd to 44th Street, with project number 7 being 44th Street from Range Line Road to Connecticut. Mr. Doll noted a couple of different areas where several projects are somewhat tied together.

Mr. Heatherly stated that 44th Street from Connecticut to Main Street was ranked as project number 32. Mr. Doll stated that there are some trouble spots, with some projects that make sense together. He expressed concern about not having some type of comprehensive plan.

Mr. Heatherly didn't recall that the traffic load from Main Street to Connecticut was nearly as significant as it was from Connecticut over to Range Line or from the intersection of Connecticut and 44th Street north on Connecticut. He stated there is a connection but didn't believe it is as critical as Connecticut south to 44th Street and then east to Range Line.

Mr. Heatherly noted good continuity with the 32nd Street projects, Connecticut Avenue, and 44th Street east to Range Line. Project number 9 involves the Connecticut overpass at I-44. The Sixth Street parking deck is a completely separate issue.

Mr. Heatherly discussed project numbers 11 and 12 involving West 20th Street. Project 11 is the acquisition of the right-of-way, with project 12 being the actual project. He asked whether or not there is validity in a project that may not be included in this 10-year program. The community may be more acceptable with a complete project in lieu of just obtaining the right-of-way.

Mr. Heatherly stated that the top 10 projects total $44,248,000. The cost estimate for project number 11 is only $720,000, with the actual construction being another $5 million. Several of these projects require participation from the counties and other jurisdictions, but there is no guarantee at this point that the right-of-way can be acquired.

Mr. Palmer has a similar concern as Mr. Doll and wanted to ensure the committee members are making the best possible recommendations as a group.

Ms. Haase asked if it would help to figure out where the line is going to be so the committee members know what projects they are looking at. Mr. Doll assumed the line to be about $45 million. Ms. Haase thought Mr. Heatherly had some different options.

Mr. Heatherly stated that the $45 million line falls between project number 10 and project number 12 as the projects are listed. He asked the committee members to help the City staff educate the community by stating that these are the projects the City is planning to move forward with, but there will be some flexibility. If the line is drawn at the bottom of project number 10, staff would recommend adding project number 16 and project number 28, being the two bridge projects that Jasper and Newton Counties have agreed to participate in. They have already committed funding to those projects. The project total would then be $45,821,000.

The committee members may decide to include project number 11 and add project number 16, being the bridge over Shoal Creek, for a total of $45,941,000. Another option is to include project numbers 1 through 12 for a total of $50,080,000 and include the full 20th Street project, along with the Shoal Creek bridge project. Staff is projecting a three percent increase over a six-year period to get these projected cost numbers.

Mr. Darby discussed the Missouri Department of Transportation's (MoDOT) involvement in several projects and asked if MoDOT will be able to anticipate. Mr. Heatherly replied that staff has decided not to include any financial participation since MoDOT has stated there is no further cost-share program. The City staff anticipates assuming the full cost of those projects under a permit through MoDOT. Staff is optimistic MoDOT will bring the cost-share program back, but they may not be able to participate if their funding sources don't improve.

Mr. Doll discussed participation by the Village of Leawood on the Connecticut project. Mr. Hunt doesn't foresee a situation causing a de-coupling of the transportation system.

Mr. Doll asked if it still makes sense to create a major north-south thoroughfare on Connecticut if Leawood does not partner with Joplin. He wanted to ensure staff didn't see an issue in de-coupling certain projects from each other that would create some kind of issue.

Mr. Darby discussed project numbers 1 and 2, the extension of 32nd Street to Country Club Road, and then out to Central City Road. He asked if the $12 million is strictly Joplin's total, or if Jasper and Newton Counties are also involved in that amount. Mr. Heatherly replied that the figure is shown totally to be Joplin's.

Mr. Darby asked if the cost would actually be over $12,000, and Mr. Doll asked if Joplin would just offset the $12 million. Mr. Heatherly replied that if Joplin were successful with the Joplin Special Road District and the counties' participating, then Joplin's contribution would decrease.

Ms. Haase stated it is possible to look at $50 plus million worth of projects, in that staff has been very successful in the past in securing alternative funding sources. Mr. Heatherly stated that staff will be seeking additional federal grants and other funding sources. Staff will continue seeking alternate funding sources, with this committee recommending a certain number of projects to the City Council. If alternative funding is received, staff can look at some of the other projects.

Mr. Darby commented that staff know what funding will be available, and if additional revenues are received, additional projects can be completed.

Mr. McCoy cautioned everyone about discussing alternative revenues. If staff and the committee members try to sell this issue, the voters will say to seek the alternative funding sources first, and then come back to them. The committee members and staff need to state only the projects they know they can fund with this money. There may be other funding sources, but those are not known at this time, and the City can't guarantee them.

Mr. McCoy cautioned against discussing a pot of money that the City doesn't know where it's at, or where or if the City is going to obtain it, when the committee members and staff are trying to promote this issue. He thought the they should say these are the projects to be funded with this tax. If other revenue sources come along later, the project list will be expanded.

Mr. Palmer thought the voters would ask about alternative funding sources. He didn't think the committee members and staff should voluntarily bring up the subject, but he thought they should be prepared to answer those questions.

Mr. Darby stated that the top 10 projects will be funded by revenues staff anticipates receiving.

Mr. McCoy stated if there were different committee members ranking the projects like this committee has done, the list will not come out the same, because each individual person has their own desires. This is only this committee's recommendation, with the City Council taking that recommendation and doing what they please with it. These projects may not be what is completed during the next 10 years if the tax is approved but are the target projects to be done. This committee is just recommending to the City Council to consider these projects for this tax.

Mr. McCoy stated that once the recommendation is made to the City Council, this committee's work is not done. They must educate the public on the need for this tax. Even though the committee has elected him as a spokesman to the City Council, all the committee members must join in and explain to the public what the revenues, what inflation has done, why this tax is needed, and what's going to happen to it.

Mrs. Onstot will help prepare educational materials for the committee members and the public. This committee and the City staff can educate but not advocate.

Mr. Palmer stated that several years from now, the City Council may decide not to construct a particular project but construct a different project. He asked if the City Council would just be able to make that happen without returning to the voters.

Mr. McCoy stated that all this committee is doing is recommending to the City Council, who has the final authority on budgeting of money, and they have the final say. They don't have to follow the recommended list.

Ms. Haase stated that with this tax, the parks and stormwater sales tax, and the public safety tax, a list of projects is presented to the voters. The City has completed all the projects except for a couple of projects in the first parks and stormwater venue. One playground set was not erected since the Joplin School District erected a playground right beside the park, so there was no need. Also, a circular trail was planned in one of the parks, but the City Council decided to construct a destination walking trail instead. These project lists that the voters approve are taken seriously.

Mr. Darby asked if Mr. McCoy will present all 43 projects when he presents the proposal to the City Council, or the top 10 projects. He asked if the City Council wants to move project number 20 up into the top 10 as an example, and then when the committee members enlighten the community on the projects, someone asks the City Council to move up a particular project on the list, will they have access to this information on the total 43 projects?

Mr. Heatherly thought the City Council should receive the full list with the understanding that the committee members have prioritized the projects as to what they believe should be the most critical projects the community should pursue initially. They need the rest of the list because things happen, and they must have some flexibility.

Ms. Haase stated that the list given to the voters will contain only the top projects determined by this committee. Mr. McCoy thought the full list should be shown to the public, in that this committee considered $200 million worth of projects, and the list was prioritized down to wherever the final figure ends up.

Mr. McCoy asked Mr. Heatherly if he is asking for a recommendation of one of his three options from the committee, and he replied yes. Staff believes this committee is ready to make a decision and begin formulating their presentation to the City Council, and to move forward.

Mr. Robertson asked Mr. Heatherly to restate the additional options. He stated that the first option is the top 10 projects, which gets down to the Sixth Street Parking Deck, plus the project ranked as 16 and the project ranked as 28. These projects total $45,821,000. The second option is taking the top 11 projects and adding number 16, for a total of $45,941,000. The third option is taking the

top 12 projects (including the full 20th Street projects), and adding project number 16, for a total of $51,053,000.

Mr. Robertson agrees with the options that were presented but asked which option represents the best thinking of the whole committee. He thought the top 10 projects should be included, plus the projects ranked as number 16 and number 28, and he would also be in favor of including the projects ranked as 11 and 12 also.

Mr. Heatherly asked Mr. Robertson if he also wished to include the top 12 projects plus the projects ranked as 16 and 28, and he replied yes. Those projects total $51,653,000.

Mr. Robertson moved, seconded by Mr. Darby, to forward a recommendation to the City Council for the placement of the top 12 prioritized projects, plus the projects prioritized as number 16 and number 28, on a venue to be presented to the voters.

Mr. McCoy is abstaining from voting because of his conflict on two of the projects. Allgeier-Martin and Associates has conflicts on projects 16 and 28. They have a contract to design a bridge on Schifferdecker Avenue, and they had provided a cost estimate to Newton County on the Jackson Avenue bridge replacement.

Mr. Palmer asked Mr. McCoy about packaging these projects based upon his previous comments. He replied if the committee members feel they are comfortable with recommending $51 million worth of projects, he thought that is what they should recommend.

The motion carried, with Mr. Darby, Mr. Doll, Ms. Gooch, Ms. Good, Mr. Palmer, and Mr. Robertson voting "aye"; and with Mr. McCoy abstaining (6 in favor, 1 abstention).

The committee members asked when the presentation will be made to the City Council. Mr. McCoy stated that the City Council will decide when they want to receive the report. It may be their second regular meeting in April, or they may want to schedule a special work session to hear and discuss the presentation. Mr. Heatherly and Mr. McCoy encouraged everyone to attend.

Mr. McCoy thought a written report should be presented to the City Council prior to the work session so if they have questions, they can be answered during the work session.

Other Business:

There was no additional business to discuss at this time. Mr. Heatherly thanked everyone for their service on this committee.

Adjournment:

The meeting adjourned at 6:50 p.m.