



BOARD OF DIRECTORS MEETING MINUTES

August 15, 2018

Osage Centre – Cape Girardeau, MO

Board Voting Members Present:

Mr. Bob Fox, City of Cape Girardeau
Mr. Dwain Hahs, City of Jackson
Mr. Charlie Herbst, Cape Girardeau County
Mr. Barry Horst, Southeast Missouri Regional Planning & Economic
Development Commission (SEMO RPC)
Mr. Scott Meyer, City of Cape Girardeau
Mr. Tom Mogelnicki, Cape Girardeau County Transit Authority (CTA)
Mr. Jim Roach, City of Jackson

Board Non-Voting Members Present:

Ms. Mandi Brink, Southeast Missouri Regional Port Authority (SEMO Port)
Ms. Kathy Mangels, Southeast Missouri State University (SEMO University)
Mr. Mark Phillips, Cape Special Road District

Technical Planning Committee (TPC) Members Present:

Mr. Drew Christian, Southeast Missouri Regional Planning & Economic
Development Commission (SEMO RPC)
Mr. Curtis Jones, Illinois Department of Transportation (IDOT)
Mr. Joe Killian, Missouri Department of Transportation (MoDOT)
Mr. Bruce Loy, Cape Girardeau Regional Airport
Mr. Alex McElroy, City of Cape Girardeau
Mr. John Mehner, Cape Girardeau Area MAGNET
Mr. Brian Okenfuss, Missouri Department of Transportation (MoDOT)
Mr. Larry Payne, Cape Girardeau County
Ms. Kelley Watson, Cape Girardeau County Transit Authority (CTA)

Staff Present:

Mr. Ryan Shrimplin, City of Cape Girardeau
Program Administration/Support Consultant Present:

Ms. Kelly Green, KLG Engineering

Others Present:

Mr. Jeff Brune, Airport Board and Cape Chamber Transportation Committee
Ms. Casey Brunke, City of Cape Girardeau
Ms. Cecilia Cain, Apex Paving
Mr. Lance DeBrock, Missouri Department of Transportation (MoDOT)
Mr. Cary Harbison, Southeast Missouri Regional Port Authority (SEMO Port)
Mr. Justin Harris, Marco C.P.
Mr. Howard Hemmann, Apex Paving
Mr. Todd Marchi, Marco C.P.
Mr. Steve Obermann, Cape Chamber Transportation Committee
Mr. Cody Pullum, Missouri Department of Transportation (MoDOT)
Mr. Harry Rediger, Cape Chamber Transportation Committee
Mr. Moe Sandfort, Cape Chamber Transportation Committee
Mr. Jeff Wachter, Missouri Department of Transportation (MoDOT)
Mr. Jason Williams, Missouri Department of Transportation (MoDOT)
Mr. Billy Pat Wright, Senator Wallingford Representative

Call to Order

Chairman Hahs called the meeting to order at 2:00 p.m.

Introductions

The group went around the room, with each person giving a brief introduction.

Public Comments

Mr. Shrimplin shared an email he received from Mr. Robin Cole concerning the reconstruction of the I-55/US 61 interchange (Exit 99).

Adoption of Agenda

The agenda of the August 15, 2018 Board of Directors Meeting was unanimously approved upon motion made by Mr. Fox and seconded by Mr. Mogelnicki.

Approval of Minutes

Mr. Horst requested that the June 20, 2018 minutes be corrected to state that Missouri River Terminals, Inc. has been selected to oversee operations for the Port of New Bourbon rather than Beelman River Terminals. The minutes of the June 20, 2018 Board

of Directors Meeting, as corrected, were unanimously approved upon motion made by Mr. Mogelnicki and seconded by Mr. Fox.

Communications from the Chairman

There were no communications from the Chairman.

New/Unfinished Business

- **MoDOT Presentation on I-55/US 61 Interchange Reconstruction Design**

Mr. Jason Williams with MoDOT gave a presentation on the design for the reconstruction of the I-55/US 61 interchange (Exit 99). He stated that the goals of the project are to: 1) improve safety; 2) improve congestion; and 3) replace aging bridges. Regarding safety, Mr. Williams explained that the proposed design will reduce the number of conflict points, thereby reducing the potential for crashes. He noted that the first diverging diamond interchange (DDI) in the nation was constructed by MoDOT, and that studies have shown that DDIs are effective in reducing crashes and crash-related injuries. Regarding congestion, Mr. Williams explained that based on the traffic simulations, the DDI will result in a higher level of service (LOS) in both the construction year (2019) and the design year (2039) compared to the current interchange. Regarding bridges, Mr. Williams explained that the current bridges at the interchange were constructed in the early 1960's and require continual maintenance. The southbound bridge is rated very poor and the northbound bridge is rated fair. Both bridges have a substandard vertical clearance at the underpass.

Mr. Williams then discussed how a DDI functions. He played a video demonstrating the flow of traffic through a 3-D model of a DDI. He also discussed the other two designs that were considered: dogbone interchange and single point urban interchange (SPUI). The DDI functioned better than the dogbone interchange and required less construction and maintenance expenses than the SPUI. Another benefit of the DDI is that it allows free flowing left turn movements.

Mr. Williams stated that the City of Cape Girardeau has agreed to participate in the cost of signalizing the US 61/Veterans Memorial Drive intersection. The intersection will allow for some pedestrian movements. Pedestrians will cross to the west side of Veterans Memorial Drive at the south side of intersection. The pedestrians will then cross to the north side of US 61 on the west side of intersection. There will be a single left lane for vehicular traffic. The design will incorporate flashing yellow left turns in order to increase capacity.

Mr. Williams continued by stating that the Wedekind Street access on US 61 will be closed as part of the project. This closure is estimated to add approximately 90 seconds of additional travel time for traffic headed to Old Cape Road East, depending

on signal timing. MoDOT will make accommodation for a future access point further west on the south side of US 61 but will not construct the access. On the north side of US 61, a right in/right out access will be provided for the outer road, which will connect to Birk Lane. In addition, MoDOT will widen the US 61/Old Orchard Road intersection to allow for U-turn movements. The City of Jackson is participating in the costs of these improvements. MoDOT is having discussions with the City of Jackson about possibly upgrading the south outer road and then turning over maintenance to the City.

Mr. Williams then explained that, due to design constraints, MoDOT will only be able to provide a five foot wide sidewalk along the north side of the underpass. The sidewalk will be constructed at the same time as the other improvements. The islands will be designed to accommodate pedestrian crossings and signal heads, but they will not be installed as part of this project. Cyclists will have the option to share the traffic lanes or walk their bicycle through the underpass. The underpass lanes will be 14 feet wide per lane, and the shoulder will be 8 to 10 feet wide.

Mr. Williams stated that the right turn lane at the County Park South entrance will be extended as part of this project. He also stated that the speed limit through the DDI will be 25 mph while the speed limit in the approaching sections will be 45 mph; he was unsure where the changes in speed limit will occur. MoDOT will place signage ahead of the US 61/Veterans Memorial Drive traffic signal to alert motorists when the signal is about to change.

In response to questions from SEMPO members, Mr. Williams stated that MoDOT's Traffic Division used a 10-year period for its analysis, and concluded that even with a higher growth rate than expected, the DDI will function well into the future. He noted that Exit 102 is still relatively new, but over time it will help reduce some of the traffic currently using Exit 99. If a capacity issue were to occur, signal timing could be adjusted as needed. In response to comments from SEMPO members, Mr. Williams agreed to look into the possibility of achieving a wider sidewalk through the underpass. He stated that feedback received about DDIs has been positive. There are 19 DDIs in operation in Missouri.

Mr. Williams then discussed the project schedule. Construction will begin in summer of 2019 and will be completed by summer of 2021. I-55 will be reduced to one lane in each direction, resulting in traffic delays. Full road closures may be necessary at certain times of the project, but will be limited to overnight or during off-peak hours. The geotechnical investigation revealed some unsuitable soil conditions, which will need to be resolved quickly.

Mr. Williams concluded by announcing that the public comment period for the project is open and that MoDOT is hosting an open house for the project on August 21st from 4:00-6:00 p.m. at the Osage Centre. A video showing the DDI adapted to the actual site will be playing during the open house.

- **MoDOT STIP 2020-2024 – Identification and prioritization of needs/projects; motion to approve**

Ms. Green presented the list of needs/projects identified and prioritized by the TPC for consideration by MoDOT in developing the 2020-2024 Statewide Transportation Improvement Program (STIP). After discussion, a motion was made by Mr. Roach and seconded by Mr. Meyer to recommend approval of the MoDOT STIP 2020-2024 Project/Needs List, which passed unanimously.

- **Bylaws Amendment – Motion to release for public comment**

Mr. Shrimplin explained that MoDOT has requested that all of the Missouri MPOs and RPCs change any MoDOT employees who are voting members to be non-voting members. This is necessary to ensure transparency and avoid potential conflicts of interest or the perception thereof. He explained that MoDOT currently has a voting member on the TPC, so SEMPO's Bylaws must be amended in order to make the change. Other changes in the amendment include: splitting Cape Girardeau County/Cape Special Road District into two separate voting members; splitting Cape Girardeau County Transit Authority/Southeast Missouri State University into two separate voting members; and changes to the Bylaws amendment process. A motion was made by Mr. Fox and seconded by Mr. Meyer to release the Bylaws amendment for public comment, which passed unanimously.

Member Reports

Mr. Meyer reported that the City of Cape Girardeau's Sloan Creek Bridge Superstructure and Slope Stabilization Project is progressing. MoDOT is preparing to begin work on the improvements to US 61. Staff will be giving a presentation to the City Council on the criteria used in deciding which streets to repair. The Council will be discussing Proposition D and deciding whether or not to pass a resolution.

Mr. Hahs reported that the City of Jackson's annual asphalt overlay program and the East Main Street and Oak Hill Road project is progressing. Jackson public schools begin the new school year next week.

Mr. Mogelnicki reported that nineteen bids were received for the dispatch software. He added that CTA now offers fixed route service to the Procter & Gamble facility.

Mr. Mehner expressed his appreciation of Watch on Wheels (WOW), a new rolling crime watch partnership between the Cape Girardeau Police Department and the CTA.

Ms. Mangels reported that SEMO University classes begin next Monday. Students will move in tomorrow.

Ms. Brink reported that the SEMO Port dredge project finished in less than 48 hours. SEMO Port has received \$2 million in funding from MoDOT.

Mr. Loy reported that Cape Girardeau Regional Airport boardings continue to increase.

Mr. Christian stated that he is working on the next TIP amendment, which will include emergency repairs for the Bill Emerson Memorial Bridge.

Mr. Okenfuss reported that the contractor has started guardrail replacements on the US 61 project, and will begin to lay asphalt in September. He added that Route PP and Route D shoulder work is underway.

Mr. Jones stated that the IDOT Safe Routes to School (SRTS) solicitation is underway. There is also another funding opportunity aimed at reducing traffic fatalities.

Staff Report

Mr. Shrimplin reported that he is currently reviewing the agreement submitted by DTS for the TIP tool software and maintenance services. He also reported that the Missouri Department of Conservation is soliciting public input on the Red Star Access and Headwaters Access Ten-Year Area Management Plan.

Other Business and Communications

There was no other business or communications.

Adjournment

There being no further business, the meeting was unanimously adjourned at 3:21 p.m.

Respectfully submitted,

Kelly Green, P.E.