

PUBLIC MEETING

Central Avenue Complete Streets Improvements

*Please see the project team if you require
English-Spanish translation assistance.*

Consulte al equipo del proyecto si necesita
asistencia de traducción Inglés-Español.

City of Monett, Missouri

*in partnership with the Missouri
Department of Transportation (MoDOT)*

With assistance from:
TRANSYSTEMS

BACKGROUND

The Central Avenue (Route 37) Complete Streets Improvements project was first identified as a priority project in the city's Long-Range Transportation Improvement Plan, *Moving Monett Forward*, in 2015. The Complete Streets approach seeks to balance the needs of all corridor users to improve this established transportation spine through the community.

Potential improvements were then further analyzed in a Traffic Engineering Assistance Program (TEAP) study in 2018 and then advanced through a follow-up engineering concept. In 2020, MoDOT approved cost share funding to enable the City of Monett to proceed with the design and construction of the Central Avenue Complete Streets project.

The proposed Central Avenue project is currently under design with tentative construction planned to begin in Summer 2024.

This public meeting provides an opportunity to view the proposed improvements and speak with project staff. Public comments will be taken during the meeting, reviewed by the project team, and considered as the project develops. Thank you for your input!

PROJECT AREA

The proposed improvements are located on Central Avenue (Route 37) from Broadway Street to Cleveland Street (approximately 0.65 miles).

Major intersection improvements are proposed at the Central Avenue and Broadway Street intersection to provide an enhanced gateway into the community.

EXISTING CONDITIONS

- Pavement is in poor condition with replacement recommended
- Curbs are in poor condition and do not adequately manage stormwater and drainage
- Sidewalk is discontinuous, poor condition, and does not meet current ADA-accessibility standards
- Several atypical, skewed intersections have poor sight distance and are difficult to navigate
- The curved alignment and poor visibility at the Broadway Street intersection has resulted in a higher crash rate and delays



PURPOSE AND NEED

Based on the existing conditions and project needs, the overall purpose of the project is to:

- 1 Address poor roadway condition and definition
- 2 Improve safety at atypical intersections, particularly at Broadway Street
- 3 Enhance pedestrian connectivity and accessibility

ALTERNATIVES CONSIDERED

During concept development, three alternatives were considered for potential improvements at the Central Avenue & Broadway Street intersection:

- (A) **Roundabout:** This option has the best level of service for all movements, reduces severe crash types, and requires property acquisition for the project footprint.
- (B) **Traffic Signal:** This option has delay for vehicles on Broadway Street, higher maintenance costs, and requires some property acquisition to improve visibility.
- (C) **Improved Stop-Controlled:** This option has a lower level of service for traffic and requires some property acquisition to improve visibility.

Overall, the (A) Roundabout concept was advanced as the preferred concept. The roundabout was also preferred by the city as it improves the entrance into the downtown area and greater community.

PROPOSED IMPROVEMENTS

The proposed project improvements include:

- Roadway reconstruction of two lanes, curb and gutter, and improved storm drainage
- Reconstructed ADA-accessible sidewalk and curb ramps on both sides of the road
- Safety improvements at the Central Avenue and Broadway Street intersection via installation of a roundabout
- Reconstruct skewed intersections with poor sight distance at 1st Street and 2nd Street
- Continuous street lighting

PROJECT GOALS

The proposed Central Avenue project improvements address the three project goals through the following design features:

Address Poor Roadway Condition and Definition

The project will reconstruct two 11-foot lanes with new curb and gutter to provide a defined corridor and help control vehicle speeds compared to the existing varying roadway widths. New curb and gutter will also improve stormwater drainage and management.

Improve Safety at Atypical Intersections

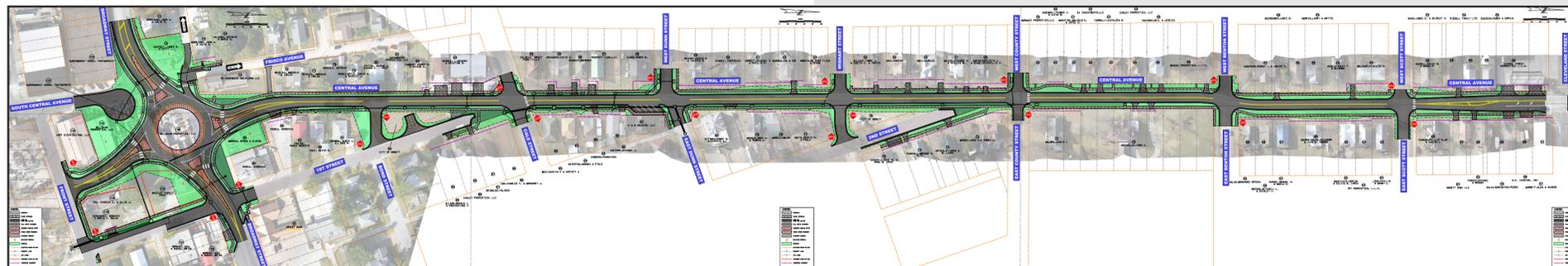
The existing six-leg intersection at Central Avenue and Broadway Street will be reconfigured to a five-leg, single-lane roundabout to reduce the number of conflict points, address left-turn crashes at the intersection, enhance visibility on the curved roadway alignment, and reduce speed into the neighborhood.

Existing skewed intersections at 1st Street and 2nd Street will be removed to create dead-end streets before Central Avenue. Access to Central Avenue will be available via Bond Street and Wishart Street, respectively, which will be realigned to create standard intersection approaches with improved sight distance while continuing to provide access to all nearby properties.

Enhance Pedestrian Connectivity and Accessibility

New 5-foot sidewalk with a grass buffer is proposed on both sides of Central Avenue to replace the discontinuous sidewalk in poor condition. New sidewalk will include ADA-accessible curb ramps and appropriate crosswalk markings.

See the large Project Corridor Map to view the proposed Central Avenue improvements in more detail.



Safety Benefits

The most common crash type along the corridor is intersection angle crashes, most likely related to the roadway curves, skewed alignments, and multiple intersections in close proximity. Intersection improvements will reduce conflict points, improve sight distance, and reduce crash severity.

New ADA-compliant sidewalk will address pedestrian mobility and safety. New curb and gutter and storm inlets will mitigate flooding.

Economic Benefits

The city is a regional employment center and about 50% of city residents live within a half-mile of the project. Residents and employees rely on safe transportation options on Central Avenue.

The project also enhances multimodal connectivity to the downtown district, a goal identified in the *Monett Downtown Vision 2030*. The proposed roundabout presents an opportunity to serve as the gateway into the historic Main Street District.

Health Benefits

The project provides improved sidewalk connections to the Greenway Trail, which provides greater access to schools, businesses, and parks.

The proposed roundabout at Broadway Street will reduce vehicular idling and emissions compared to a traffic signal or stop-controlled intersection.

REVIEW PROCESS

The National Environmental Policy Act of 1969 (NEPA) is a federal law that mandates consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment.

For this project, the NEPA process evaluated the:

- Proposed project
- Impacts that will result from the project
- Measures to mitigate the anticipated impacts
- Commitments through design and construction

ENVIRONMENTAL RESOURCES

Based on the project's characteristics and potential environmental impacts, the project was classified as a Categorical Exclusion (CE). This classification represents a project with minimal impacts, but still requires a thorough environmental review to confirm the classification.

The area to assess potential impacts was defined as a 0.25-mile buffer around the project corridor. During the process, the project was evaluated for its potential effect on the following resources:

- | | |
|-----------------------------------|----------------------|
| ▪ Community Impacts | ▪ Farmland Impacts |
| ▪ Socioeconomic Impacts | ▪ Floodplains |
| ▪ Historic and Cultural Resources | ▪ Water Quality |
| ▪ Public Lands and Parks | ▪ Wetlands & Streams |
| ▪ Threatened & Endangered Species | ▪ Air Quality |
| ▪ Hazardous Waste Sites | ▪ Noise |

The most relevant environmental resources and associated commitments are further discussed.

Community Impacts and Property Displacements

Based on the proposed project footprint, seven (7) commercial properties near the southern project limits would be displaced (*see map*). Some other minor right-of-way acquisition and temporary construction easements would be required. See the large *Project Corridor Map* for more detailed information regarding right-of-way acquisition and easement locations.

City Commitment: The City will conduct all right-of-way and easement acquisitions and will provide services to all impacted properties in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, including just compensation for acquired property.

Hazardous Waste Sites

Several properties near the southern project limits have been or are currently used for industrial purposes. For properties with underground storage tanks (*see map*), there are no known releases or contamination.

City Commitment: Additional Environmental Site Assessments may be recommended on properties with existing underground storage tanks. Any hazardous waste sites found during assessment or project construction will be handled and remediated according to federal and state regulations.

Historic and Cultural Resources

Two properties were identified as meeting the requirements of the National Historic Preservation Act. The two properties (*see map*) have a metal fencing or brick wall surrounding the property that have been identified as contributing historic resources that retain significant aspects of integrity and are in good condition.

City Commitment: Proposed project improvements near the two historic resources may require temporary easements, but preventative measures during design ensured that the potentially eligible resources would not be disturbed.



PROJECT SCHEDULE

The City of Monett has been actively pursuing multimodal improvements along Central Avenue for several years. After MoDOT approved cost share funding in 2020, the City has been proceeding with design of the Central Avenue project.

Right-of-Way Plans (60% design) were recently completed and environmental review is in progress. This public meeting provides an opportunity to view the proposed improvements and any public comments will be reviewed by the project team and considered as the project develops.

Next steps include beginning required right-of-way acquisitions and temporary construction easement agreements. After considering public input and coordination with other agencies, final design and associated utility relocations will continue into early 2024. *Tentative project construction is anticipated to begin in Summer 2024 with completion in approximately 18 months.*

PROJECT COST

Total project cost is approximately \$7.7 million, including design, environmental review, right-of-way acquisition, and construction inspection.

The project is partially funded by the City of Monett’s dedicated transportation sales tax, which was approved by voters in 2015 following completion of the city’s Long-Range Transportation Improvement Plan, *Moving Monett Forward*.

To leverage the city’s resources, the City of Monett has successfully partnered with MoDOT to obtain approximately \$2.2 million in state cost share funds and approximately \$400,000 in Transportation Alternatives Program (TAP) funds.

Members of the project team are available to discuss the schedule and next steps in more detail.

RIGHT-OF-WAY ACQUISITION

The transportation and infrastructure improvements that will serve the community will require additional land from some adjacent properties. This requires the City of Monett to acquire property through donation from the property owner or after just compensation to the property owner.

In addition to the City of Monett’s right-of-way acquisition process, the Federal acquisition process will be followed since federal funds are being utilized for construction. This ensures that property owners are treated fairly and with respect throughout the process per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Over the next several months, the City’s right-of-way representative will be contacting property owners that may be impacted by temporary construction easements, minor right-of-way acquisition, and property displacements. *See the MoDOT Right-of-Way Acquisition brochure for more information.*

Tentative Schedule	2022	2023	2024	2025
Preliminary Engineering	←			
Environmental Review		★ Public Meeting		
Right-of-Way Acquisition				
Utility Relocations				
Final Design				
Project Construction				

