

Source
John Glascock

John

Agenda Item No. _____

TO: City Council
FROM: City Manager and Staff *[Signature]*
DATE: July 6, 2007
SUBJECT: Scott Boulevard Public Hearing

Fiscal Impact

- Yes
- No

Other Info.

EXECUTIVE SUMMARY

Staff has prepared for Council consideration a resolution setting a public hearing for August 20, 2007 concerning the construction of Scott Boulevard from Rollins Road to Brookview Terrace as shown on the attached location map. This project was identified as one of the 2005 ballot projects and has been prioritized by the City Council for construction in 2009. Sections of this roadway are within the jurisdiction of the city, MoDOT and Boone County. The city is acting as the lead agency in coordinating the improvement process.

The city has retained Burns and McDonnell Engineering Company Inc. to provide final engineering design and construction plans for Scott Boulevard. At the June 5, 2006 Council meeting, staff presented a report discussing the Scott Boulevard improvements, which included discussion of a possible MoDOT relinquishment agreement, proposed typical roadway cross section, and the centerline alignment.

The preliminary construction cost estimate including estimates for utility relocations and Right of Way for the project is \$11,215,000. Discussions are ongoing to determine the level of funding from MoDOT in conjunction with a relinquishment of ownership of the MoDOT portion of the roadway which extends southward to Gillespie Bridge Road. Discussions are also ongoing with Boone County to determine the level of funding available. As the arrangements are determined, appropriate agreements will be forwarded for council approval which will identify funding from each agency. Funding sources include the ¼ Cent Capital Improvements Sales Tax, MoDOT and Boone County.

DISCUSSION

This section of Scott Boulevard is identified as a major arterial street on the Major Roadway Plan. The length of the project is approximately 10,000 feet. The existing roadway within the project limits is comprised of a two-lane section with no shoulders and with no accommodation for bicycles or pedestrians. To the north of the proposed project, the existing road is a four lane arterial constructed to MoDOT standards. To the south of the project, the road is a 38 ft wide pavement with on street bicycle lanes and a sidewalk on the east side. The projected twenty- year design traffic volumes are within the range of 24,000 and 36,000-vpd, depending on the level of growth assumed in the surrounding area and the additional roadway plan improvements which are

surrounding area and the additional roadway plan improvements which are completed in that timeframe .

The proposed improvement is to construct a major arterial roadway including traffic signals with pedestrian crossings at Chapel Hill Road and Rollins Road. Additionally, a pedestrian underpass just east of Chapel Hill Road is planned to accommodate the future Scotts Branch trail. In order to adequately accommodate the existing and projected traffic volumes, the recommended typical roadway cross section is a four lane major arterial as shown on the typical section diagram. The typical section includes a center median, 11 ft vehicle lanes and marked bicycle lanes, a five foot sidewalk on the west side and an eight foot sidewalk on the east side.

The recommended horizontal alignment includes an offset alignment to the east from Chapel Hill Road northward to Sussex Drive/Hartfeld Drive. The alignment south of Chapel Hill Road is centered on the existing road. The offset alignment on the portion north of Chapel Hill Road serves two important purposes. First it allows additional space to stabilize the existing Goodin Branch Creek which runs adjacent to the existing Scott Boulevard pavement from Sussex Drive to Rainbow Trout Drive. Secondly, the offset roadway allows portions of the existing Scott Boulevard pavement to remain in service as a frontage road to serve local access to residences currently fronting the road. Ludwick Boulevard which is too close to Millbrook Drive and Sussex Drive to safely allow a direct connection to the improved Scott Boulevard, will also be served by the frontage road. All other intersecting streets with the exception of Market Drive, will have full access with left turn bays at median openings on Scott Boulevard.

The Army Corps of Engineers required that the stream crossing permits for the Scott Boulevard Project and the Chapel Hill Road Project be combined due to the close proximity of the projects and the cumulative effects projects will have on the adjacent streams. The streams affected by these projects are the Scotts Branch, the Goodin Branch and numerous unnamed tributaries, all of which combine to form the Merideth Branch. Since the schedule for the Chapel Hill Project (which is under construction) is ahead of the Scott Boulevard project, the Army Corps has issued the permit to allow construction and stream mitigation to occur in two phases. The Chapel Hill phase has been authorized, and construction is ongoing. The Scott Boulevard phase will be authorized following completion of the construction plans.

The proposed offset roadway alignment for the northern portion of Scott Boulevard has the benefit of allowing the portion of existing Scott Boulevard from Sussex Drive to Rainbow Trout Drive where the creek is directly next to the edge of existing road to be obliterated to allow space for stabilizing the creek and constructing a more natural creek channel which will aid in the restoration of the creek. A stipulation of the Army Corps Permit requires mitigation of impacts to the streams include restoring and enhancing portions of the stream in the project area by augmenting the natural stream with planting native trees and shrubs.

Landscaping will be incorporated into the final design and construction plans in order to enhance the constructed environment and improve the buffers for pedestrians, cyclist and motorists. Trees will typically be included in the center medians and the grass strips between the curb and sidewalk in locations which will not be sight distance obstructions. Traffic islands at intersections will also be appropriately landscaped where widths are sufficient. Brick print style concrete will also be used on traffic islands to improve delineation and beautification.

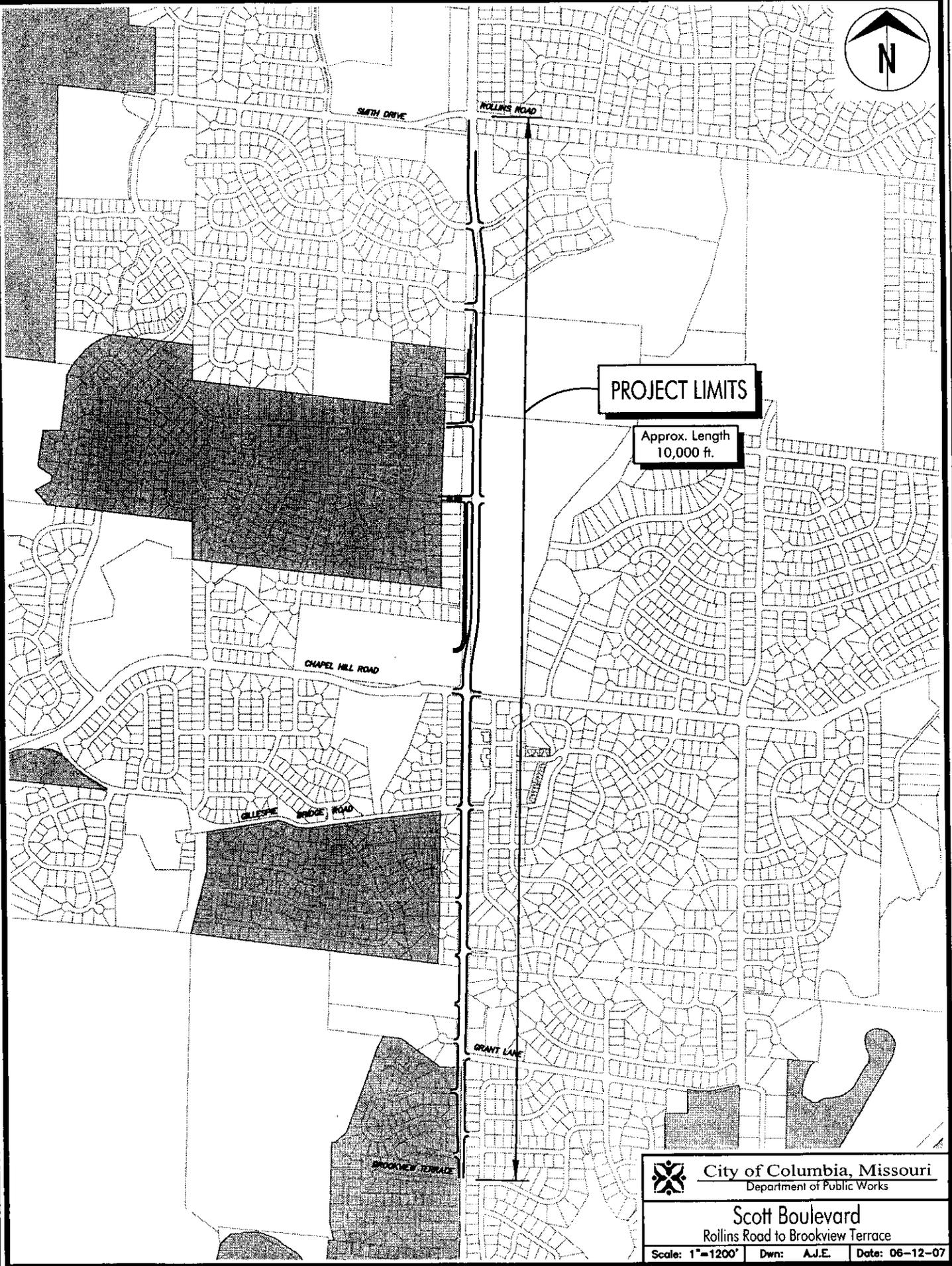
The preliminary construction cost estimate including estimates for utility relocations and Right of Way for the project is \$11,215,000. Permanent street easements, drainage easements, utility easements and temporary construction easements will be required to complete this project.

An open house meeting was held with adjacent property owners and other interested parties on March 13, 2007 at Smithton Middle School. The meeting was well attended and covered by the local media. A copy of this report has been provided to interested parties and property owners prior to this hearing.

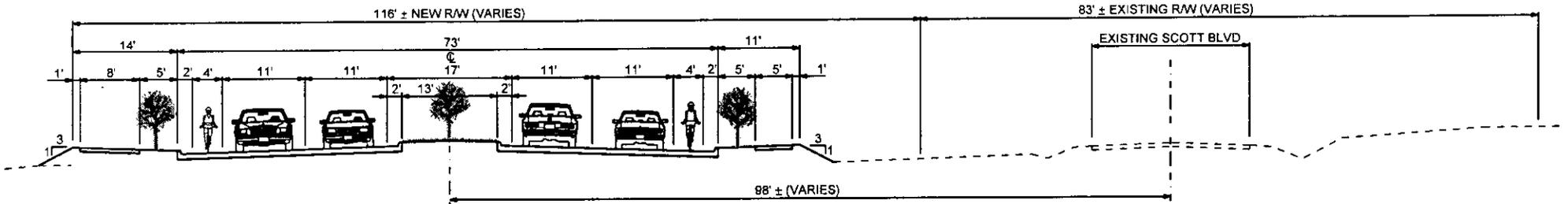
SUGGESTED COUNCIL ACTION

Following Council discussion and public input, the council should make a motion directing staff to proceed with plans and specifications for the project.

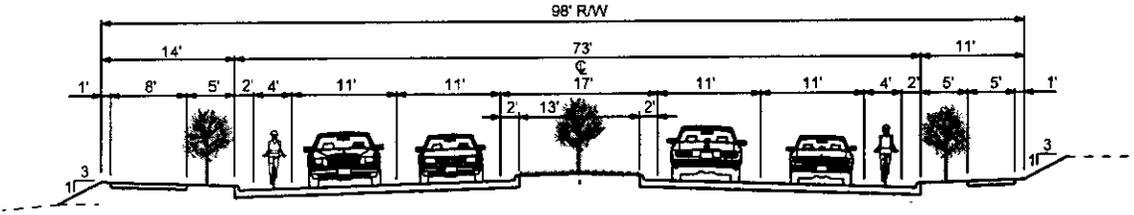
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|---|----------------------------|----------------|
|  | City of Columbia, Missouri | |
| | Department of Public Works | |
| Scott Boulevard | | |
| Rollins Road to Brookview Terrace | | |
| Scale: 1"=1200' | Dwn: A.J.E. | Date: 06-12-07 |



**TYPICAL SECTION
SCOTT BOULEVARD NORTH OF CHAPEL HILL ROAD**



**TYPICAL SECTION
SCOTT BOULEVARD SOUTH OF CHAPEL HILL ROAD**

Scott Boulevard Comment Sheet Transcript

The proposed project appears to be a well thought out, “past due,” west side improvement. The access looks good and the needed sidewalks are in place.

This will definitely help the flow of traffic and should help with future projects that will extend or come off of Scott Blvd.

My only proposal is there be traffic signals @ Chapel Hill and @ Smith Drive.

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We agree on widening Scott Blvd. to ease traffic and lessen accidents. Traffic lights and illumination of the Blvd. would help with safety. Lights down by the T Ball fields would really help. We need walk overs between neighborhoods so there is accessible pedestrian/bicycle/wheelchair pathways other than just traffic lights.

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There needs to be a stoplight at Smith & Scott. There is too much traffic and the speed of the traffic is much too fast for our elderly residents and our children crossing there. If possible, please put in crosswalks at Smith & Scott w/traffic lights. Please leave the “jog to the east” where it is on the drawing tonight starting at Sussix Dr.

We like the idea of improving the stream in front of the Hamlet. Beautification of that area is important to us.

- If you need easement from the Hamlet front entrance – Please let us know.
- Is it possible to move up the project by 1 yr.???

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The drawing as was shown me tonight 3/13 looks very good. My property is on the east side of Scott, the 2nd property south of Cedar Crest on Lake Town Dr. It appears that I might lose my back fence only while the grading is being done then the city will re-build my fence. I am in agreement with the proposed plans.

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We want to make sure that Flagstone is a not limited to right in – right out. We want a full access intersection.

Love the pedway & the median.

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I would like to see right hand turn lanes in order that traffic flow in the right lane does not have to continually slow, e.g. Stadium Blvd.

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Why not use the current Scott Road – as part of the widening and incorporate it into the new road, convert the current duplexes on the west side to office. This will conserve \$ as well as environmentally sound. Delete the green space dividing the road, save the green space by not disrupting all the current land on the east side.

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Unnamed tributaries with detention basins, west branch of Meridith Branch should include rec/pedway trail to open up Georgetown and Lexington Circle to alternate transportation.

Ped under or overpass across Scott should be provided for Meridith Branch Pedway.

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We are concerned about moving the street to the east particularly in the area immediately south of Hartfield. This will adversely the homes on Joslyn Court.

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I own lot 142 (at Rainbow Trout Dr. & Scott Blvd.). The proposed roadway alignment will jog east of this intersection and a section of existing Scott Blvd. which would be remnant is shown to be obiterated.

I have listened to neighbor comments for years that the creek bed which is not on my property but rather in the city's right of way has not been maintained. There must be some assurances that it will be maintained by the city if it is in effect broadened. Overgrowth in this area reduces automobile visibility (the ability of a driver to oncoming traffic). It also reduce visibility to my commercial (office zoned tract).

Residents of West Lawn Subdivision to the east are concerned about the proposed road encroachment into their neighborhood. I can understand that.

I have no objection to the proposed roadway following the existing right of way instead of its proposed eastward bend near Rainbow Trout Dr. In fact I think it would reduce the area that the city will need to maintain.

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It is particularly distressing that so much land area at West Lawn Subdivision will be affected by this proposal. This will affect the property owners because they did not expect their back lawns to be next to the freeway.

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I am in favor of the 4 lane highway.

My only concern is the common area in the West Lawn Subdivision. Lot 107 in West Lawn will suffer from the sharp curve. I would like to see Scott stay on the existing course till it gets past Sussex Dr. take the Sussex entrance out and move the entrance for the Hamlet and Quail Creek to the south of Sussex Drive.

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Gillespie Bridge – Scott Blvd Intersection

We live in the Meadowbrook West Subdivision and are very concerned that the Gillespie Bridge Road – Scott Blvd. intersection be FULL access.

If a left turn from Gil. Bridge onto Scott is not permitted, backtracking to the new Chapel Hill – Gil. Bridge joiner or cutting through adjacent subdivisions in order to get out onto Scott would NOT be acceptable!

Please configure this intersection as FULL access. Thank you, SO glad this is finally happening – needed 10 years ago!!

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My wife & I like the proposed plan. It seems to work good to move the drainage ditch/creek adjacent to “The Hamlet” away from the road. The curve at Sussex Drive seems appropriate, too.

As one of 3 Directors on our Homeowner Association, we are very willing to work with the Association, we are very willing to work with the City on this project. Signing easements for the project should not be a problem.

Thanks for the opportunity to view & comment on this project!

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I believe Scott Blvd. should be expanded to 4 lanes as show, with sidewalks & bike paths as shown.

However, I believe Scott Blvd. should be expanded using the existing roadbed & right of way, plus addition of right of way as needed.

I do not believe Scott Blvd. should be moved to the east, with existing Scott as an access road.

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The sidewalks on the project should not be wider on one side of the road; they should be the same. There isn't any reason for them to be wider than normal.

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We live at the corner of Scott & Grant and are concerned about your proposed raised divider on Scott. If you do this it will block our driveway when coming south from Columbia. On March 13, David Hurt said to access your driveway just drive a hundred feet past the raised divider, make a U-turn on Scott then drive back and turn right into your driveway. Doesn't sound like a very safe move. There is a rise in Scott between our driveway and Cedar Crest that blocks the view of Scott as it goes south.

Our suggestion is to modify the curb on Grant so a new driveway can be made to our house. What are your thoughts?

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I think the current plan for Scott Blvd is well designed and the improvements are needed immediately for many safety concerns. Our property value should not be impacted negatively and we endorse this plan as written today. 3/23/07
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A RESOLUTION

declaring the necessity for construction of improvements to Scott Boulevard, from Rollins Road to Brookview Terrace; stating the nature of and the estimate of the cost of the improvement; providing for payment for the improvement; providing for compliance with the prevailing wage law; and setting a public hearing.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council deems the construction of street pavement, sidewalks, a pedestrian underpass, and other miscellaneous work, all in accordance with the City of Columbia Street and Storm Sewer Specifications and Standards, on Scott Boulevard, from Rollins Road to Brookview Terrace, necessary to the welfare and improvement of the City.

SECTION 2. The nature and scope of the improvement shall consist of furnishing all labor, materials, transportation, insurance and all other items, accessories and incidentals thereto necessary for the complete construction of the improvements.

SECTION 3. The estimated cost of this improvement is \$11,215,000.00.

SECTION 4. Payment for this improvement shall be made from Capital Improvement Sales Tax Funds, Missouri Highways and Transportation Commission Funds, Boone County Funds, and such other funds as may be lawfully appropriated.

SECTION 5. Any work done in connection with the construction of the improvement specified above shall be in compliance with the provisions of the prevailing wage laws of the State of Missouri.

SECTION 6. This resolution shall be published in a daily newspaper of general circulation in the City of Columbia for seven (7) consecutive insertions, and a public hearing in respect to this improvement will be held in the Council Chamber of the Daniel Boone Building, 701 E. Broadway, Columbia, Missouri, at 7:00 p.m. on August 20, 2007.

ADOPTED this _____ day of _____, 2007.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor