

CASS COUNTY ROAD ADVISORY / PLANNING COMBINED BOARD MEETINGS

Results of May 26th and July 28th 2009 Meetings and Site Reports

Proposed Agenda for September 22nd Meeting

2007 Priority List for Upgrades

This List was developed during 2006 and 2007. Roads numbered and in **bold type** were reviewed in a public meeting on July 28th by the Combined Boards. Prior to the Meeting public comments were taken by telephone and email, following advertising of the agenda in the May 8th Democrat. The road list was placed on *casscounty.com* under the Public Meeting link.

Meeting Results of July 28th

There were no comments received from either method. No one attended the Meeting to provide comments on the second and last group of roads being reviewed by the Combined Boards. The conclusions reached are indicated as a set of groups, each with a proposed action plan and schedule. The total list of 35 roads is arranged below into those action groups.

Background Notes

Traffic Service Areas: In ordinances established in 2005, Cass County designated 10 areas as service areas for purposes of utilizing the Road Impact Fees gained as part of the development of new parcels. These 10 areas provide for more effective maintenance and competitive bidding of road improvements.

In later studies, the County reviewed conditions and traffic issues on this group of 35 roads representing some 87 miles of the 1200 mile road system in the County. The Commission and Road Department established these 35 roads as priority targets for consideration of increased maintenance and improvements if funds became available.

Priority Index Value, PIV: The roads being reviewed had been assigned values based on road classification, historic maintenance expense, alignment issues, school bus routing by the Road Superintendent, Robert Leeper, and traffic factors based on traffic counts made by Cook, Flatt and Strobel Engineers in late 2008. The Road Department assigned a maximum of 21 possible points to each of the roads.

The Road Advisory / Planning Board (RA/P Boards, or the Boards) then assigned a maximum of 8 points more for those roads which already had a full 60 foot right of way according to County tax document mapping. Roads which had less than 60 feet are too limited by the R.O.W. to allow for normal maintenance and protection from water issues, and therefore are candidates for further investigation. Thus the highest Base Priority Index Value a road could have would be 29 from the consideration of all these issues.

*The RA/P Boards considered comments from the audience regarding issues such as ditch and road base conditions, needed bridge work, flooding or surface water issues. Several Board Members actually drove some of the target roads as well. The Boards then could add or deduct points for special conditions, an Adjusted **PIV**.*

Traffic Service Area 1: Township: 46; Range: 32/33
None

Traffic Service Area 2: Township: 46; Range: 31

1. 203rd St. intersecting at Raffurty Rd and ¼ mi. east (see #2 below in Traffic Service Area 4).

Traffic Service Area 3: Township: 46; Range: 30
None

Study One Group

**11. Thorngrove Rd., starting at the intersection with E. 215th St.; south 2 mi, to the intersection with 231st St.; ending 0.8 mi. east (see #15 below in Traffic Service Area 7). Base PIV 13, Adjusted PIV 13 Right of Way 60 feet, TSA 5
Results: Further study before commit to a scope of work by County...
Update:**

**16. Prettyman Rd., starting at the intersection with 231st St.; south 1 mi.; then southeast 1 3/8 mi. to the city limits of Harrisonville, which is .34 mi. east of the intersection with Manor Lane.
Base PIV 17, Adjusted PIV 17 Right of Way 60 feet, TSA 7
Results: Further study before commit to a scope of work by County...
Update:**

**17. Grand River Rd., starting at the intersection with Hwy 2; south 3 mi., to the intersection with Morgan Rd.; southwest .35 mi., then becoming 293rd St.; west ¼ mi., ending at the intersection with Zellmer Rd. (See #30 below in Traffic Service Area 9)
Base PIV 17, Adjusted PIV 17 Right of Way 60 feet, TSA 7
Results: Further study before commit to a scope of work by County...
Update:**

This group of roads, due to their proximity and connections to possible road changes in the vicinity of the MoDOT alterations to bridge over Route 71 and the newly opened Cass Medical Center, were placed in this Study One group in order to integrate possible County work with the State and City of Harrisonville plans for this area. Study should include considering any possibility of joint bidding of work by MoDOT. Depending on the results of that Study, these 3 roads might then be allocated to one of the other action groups.

Study Two Group

**34. 323rd St., starting at the intersection with Hwy T; east 3 mi., ending at the intersection with Hwy F.
Base PIV 13, Adjusted PIV 15 Right of Way 60 feet, TSA 10
Results: Further study before commit to a scope of work by County...
Update:**

**35. 331st St., starting at the intersection with Hwy F; east 3 ½ mi., to the intersection with Chandler Rd.; south ¼ mi., to the intersection with 333rd St.; east 1 mi., to the intersection with Thunder Rd.; north ¾ mi., ending at the intersection with Hwy 7. Base PIV 13, Adjusted PIV 15 Right of Way 60 feet, TSA 10
Results: Further study before commit to a scope of work by County...
Update:**

**34.323rd St., starting at the intersection with Hwy T; east 3 mi., ending at the intersection with Hwy F.
Base PIV 12, Adjusted PIV 14 Right of Way 60 feet, TSA 10
Results: Further study before commit to a scope of work by County...
Update:**

This group of roads, due to their proximity and connections to possible road changes as part of the Route 71 to Interstate 49 Project, and the likely revisions to the connections to 307th and 323rd Streets, were placed in this Study One group in order to integrate possible County work with the Federal plans for this area. Study should include considering any possibility of joint bidding of work by. Depending on the results of that Study, these 3 roads might then be allocated to one of the other action groups.

ROW or Right of Way Group

19. 299th St, starting at the intersection with Hwy 71; east 2 ½ mi., ending at the intersection with Hwy TT.
Base PIV 18, Adjusted PIV 18, TSA 7
Results: Research R.O.W. and ditch conditions, Place road into priority rating for CapImprovement.
Update: Place road in ROW Group

17. Grand River Rd., starting at the intersection with Hwy 2; south 3 mi., to the intersection with Morgan Rd.; southwest .35 mi., then becoming 293rd St.; west ¼ mi., ending at the intersection with Zellmer Rd. (See #30 below in Traffic Service Area 9)
Base PIV 17, Adjusted PIV 17, TSA 7
Results: Research R.O.W. and ditch conditions, then place road into priority rating for CapImprovement.
Update: Obie Carl inspection of about 6.14.09. Route 2 southward, GRR has been chip/sealed. OHP poles on east at about 20-25 feet in 60 foot r.o.w. To 293rd and eastward, 293rd is gravel with OHP poles at 25-30 feet on south side, at edge of 60 foot r.o.w. Ditching work needed in some spots.

12. 259th St., starting at the intersection with Hwy D; east .57 mi., to the intersection with West Line Rd.; south ¼ mi., to the intersection with 261st St.; east 2 ¼ mi., ending at the intersection with Groh Rd.
Base PIV 16, Adjusted PIV 16, TSA 5
Results: Research R.O.W. which Road Dept considers as less than 60 feet.
Update:

25. Gunn City Rd., starting at the intersection with Hwy M; east / northeast 1 mi., to the intersection with Old Drum Rd.; north 1.3 mi., to the intersection with 233rd St.; east ¾ mi., ending at the intersection with Hadsell Rd. at the Cass County / Johnson County line.

Base PIV 15, Adjusted PIV 15, TSA 8

Results: Research R.O.W. and ditch conditions, Place road into priority rating for CapImprovement.

Update:

26. 235th St., starting at the intersection of Camp Branch Rd.; east 3 mi., ending at the intersection with Hwy K.

Base PIV 13, Adjusted PIV 13, TSA 8

Results: Research R.O.W. and ditch conditions.

Update:

30. 291st St., starting at the intersection with Hwy O; east 1 ¼ mi., to the intersection with Harper Rd.; south ¼ mi., to the intersection with 293rd St.; east 1 ¾ mi., to the intersection with Zellmer Rd. (See #17 above in Traffic Service Area7).

Base PIV 13, Adjusted PIV 13, TSA 9

Results: Resolve coordination with new Drexel Water Line, Research R.O.W. and ditch conditions, Place road into priority rating for CapImprovement.

Update:

31. 335th St., starting at the intersection with Hwy O; east 3 ¾ mi., ending at the intersection with Hwy W.

Base PIV 13, Adjusted PIV 13, TSA 9

Results: Research R.O.W. and ditch conditions, Place road into priority rating for CapImprovement.

Update:

2. 203rd St., starting ¼ mi. east of the intersection with Raffurty Rd.; east ¾ mi., ending at the intersection with Hwy 7 (see #1 above in Traffic Service Area 2).

Base PIV 7, Adjusted PIV 7 TSA 4 Right of Way only 40 feet

Results: R.O.W limits work, research for improving R.O.W. ownership by County...

Update:

3. 161st St., starting at the intersection with Hwy E; east ½ mi., connecting to 162nd St., east ½ mi., ending at the intersection with Hwy KK.

Base PIV 7, Adjusted PIV 7 TSA 4 Right of Way only 40 feet

Results: R.O.W limits work, research for improving R.O.W. ownership by County.

Road has been chipped and sealed...

Update:

32. Lone Tree Rd., starting at the intersection with 307th St.; south 2 ½ mi., to the intersection with 327th St.; east 3 ½ mi., to the intersection with Reeves Rd.; south ¼ mi., to the intersection with 329th St.; east ¼ mi., to the intersection with Hartwell Rd.; south ¾ mi., ending at the intersection with 335th St.

Base PIV 5, Adjusted PIV 5, TSA 10 Right of Way only 40 feet Adjust Distance to 7 miles from 2.75 in the chart.

Results: R.O.W limits work, research for improving R.O.W. ownership by County.
Research R.O.W. and ditch conditions and MoDOT improvements proposed for the 307th and 327th Route 71 interchanges before placing into priority rating.

4. 171st St. intersecting at Hwy E, 1 ¾ mi. east, ending at the intersection with S. Osborn.
Base PIV 5, Adjusted PIV 5 TSA 4 Right of Way only 40 feet

Results: R.O.W limits work, research for improving R.O.W. ownership by County.
Road needs bridge and ditch work.

Update:

This group of roads, due to the uncertainty of the existing right of way as being adequate to allow for correct ditching and maintenance, were placed in this review group. The intent is to allow for evaluation of recorded documents and field inspections to confirm the potential for ditching work prior to assigning these roads to one of the other action groups.

ASPR Group

Recommended for immediate base and ditch preparation and asphalt paving as soon in 2010 as capital planning permits, due to the traffic counts exceeding 200 trips a day and overall Priority Indexing.

9. 227th St., starting at the intersection with S. Knight Rd.; west 1 1/8 mi., ending at the intersection with French Rd.

Base PIV 20, Adjusted PIV 24 due to traffic count of 854 cars per day, highest count of any gravel surface road in County. TSA 5

Results: Research for improving road ditching and base to heavy traffic surfacing under next Capital Improvement Plan. Revise route, deleting 227th west of Abbott Drive and replacing with southbound Abbott and westbound 229th to incorporate subdivision.

Update:

10. 233rd St., starting at the intersection with Hwy C; east 1 mi., to the intersection with Cowger Rd.; south ½ mi., to the intersection with 237th St.; east .84 mi., ending at the intersection with Hwy 71.

Base PIV 18, Adjusted PIV 21 TSA 5

Results: Research pending development within Peculiar immediately north of this road.
Update: Insp. of 6.18.09. Beginning at Rte C, eastward, two narrow culvert bridges to be widened, OHP poles on north side at 20 ft +/- off CL of road. Some fencing. Cowger section south, same. Embankment on east is several feet higher than road bed, and ditching will be narrow. 237th eastward. Same. 60 foot r.o.w. will include the power poles.

22. 267th St., starting at the intersection with Blinker Light Rd.; east 1 mi., ending at the intersection with Freedom Rd. (see #23 below in Traffic Service Area8).

Base PIV 17, Adjusted PIV 19, TSA 7

Results: Schedule replacement of culvert at Freedom Road and Place road into priority rating for CapImprovement.

Update: Insp. of 6.18.09. Beginning at Blinker Light, eastward, 60 foot r.o.w. has OHP poles on north side at 20-25 ft +/- off CL of road. Some fencing on each side. Power or comm.. substation within 25 feet on south.

8. 231st St., starting at the intersection with Hwy D; east 1 ¼ mi., then south ¼ mi. to 233rd St.; east .5 mi., ending at the intersection with S. Cleveland.

Base PIV 15, Adjusted PIV 17, TSA 5

Results:

23. 267th St., starting at the intersection with Blinker Light Rd.; east 1 mi., ending at the intersection with Freedom Rd. (see #23 below in Traffic Service Area8).

Base PIV 17, Adjusted PIV 17, TSA 8

Results: Schedule replacement of culvert at Freedom Road and Place road into priority rating for CapImprovement.

Update: Insp. of 6.18.09. Beginning at Blinker Light, eastward, 60 foot r.o.w. has OHP poles on north side at 20-25 ft +/- off CL of road. Some fencing on each side. Power or comm.. substation within 25 feet on south.

5. 215th St. starting at the intersection with State Line Rd.; east 1 mi., ending at the intersection with Hwy D.

Base PIV 15, Adjusted PIV 11, reduced by 4, TSA 5

Results:

CSR Group

Recommended for immediate base and ditch preparation and chip and seal paving as soon in 2010 as capital planning permits, due to the traffic counts and overall Priority Indexing.

24. Sycamore Grove Rd., starting at the intersection with Hwy 7; north 4 mi., ending at the intersection with Hwy 2.

Base PIV 13, Adjusted PIV 13, TSA 8

Results:

14. 215th St., starting at the intersection with Jefferson Pkwy.; east 1 mi., to the intersection with S. Ore Rd.; north ½ mi., ending at the intersection with Hwy P.

Base PIV 13, Adjusted PIV 11, reduced by 2, TSA 7

Results:

27. 307th St., starting at the intersection with Hwy D; east 1 mi., to the intersection with Crook Rd.; north ½ mi., to the intersection with 303rd St.; east 2.7 mi., to the intersection with Vanmeter Rd.; south ½ mi., to the intersection with 307th St again; and east 1 mi., ending at the intersection with Hwy O.

Base PIV 13, Adjusted PIV 11, reduced by 2, TSA 9

Results:

28. Shaler Rd., starting at the intersection with 303rd St; north 1 ½ mi., ending at the intersection with Hwy W.

Base PIV 13, Adjusted PIV 11, reduced by 2, TSA 9

Results:

29. Bennett Rd., starting at the intersection with Hwy 2; south 1 ¾ mi., ending at the intersection with 291st St.

Base PIV 12, Adjusted PIV 10, reduced by 2, TSA 9

Results:

Enhanced Maintenance Requirement Group

Recommended for immediate base and ditch preparation and development of more aggressive maintenance inspection and performance planning beginning in 2010.

These roads are all indicated as having only 40 feet of row.

6. Prospect Ave., starting at the intersection with E. 203rd St.; south 3.5 mi., ending at the intersection with 231st St.,

Base PIV 9, Adjusted PIV 9, TSA 5

Results:

7. S. Cleveland, starting at the intersection with 219th St.; south 1.3 mi., ending at the intersection with 233rd St.

Base PIV 7, Adjusted PIV 7, TSA 5

Results:

18. 275th St., starting at the intersection with Hwy 71 and Hwy 7; west 1 ½ mi., to the intersection with Buford Rd.; south / southwest 2 1/8 mi., to the intersection with 289th St.; west ¼ mi., to the intersection with Sawmill Rd.; south ½ mi., to the intersection with 289th St.; west 0.17 mi., to the intersection with Hess Rd.; south 1.6 mi., ending at the intersection with 307th St.

Base PIV 5, Adjusted PIV 5, TSA 7

Results:

20. 283rd St., starting at the intersection with Walker Rd.; east 1 ½ mi., ending at the intersection with Hwy TT.

Base PIV 5, Adjusted PIV 5, TSA 7

Results:

21. Hartzler Rd., starting at the intersection with 307th St.; north 1 ½ mi., to the intersection with 295th St.; west ½ mi., to the intersection with Walker Rd.; north 2 ½ mi., ending at the intersection with Hwy 7.

Base PIV 5, Adjusted PIV 5, TSA 7

Results: