



Corridor Plans for  
Highway 60 Between Lusk & Highway 71  
Highway 86 Between Harmony & Highway 71

**February 2008**

**Prepared for:**

**City of Neosho**

**203 E. Main St.**

**Neosho, MO 64850**

**Prepared by:**

**THE LANG [REDACTED]  
[REDACTED] GANG, INC.**

## Acknowledgment

The Lang Gang, Inc. acknowledges the assistance of Ms. Kim Messer, Planning Technician for the City of Neosho in providing information for mapping and documentation used in support of this Corridor Plan.

## **Introduction**

The City of Neosho retained the services of The Lang Gang, Inc. to undertake the preparation of a Corridor Plan for portions of Highway 60 and Highway 86. The major tasks associated with this project are as follows:

- Data gathering and review of existing conditions;
- Assessment of future traffic volumes generated from undeveloped tracts;
- Evaluation of Collector Street Plan to support future traffic volumes;
- Drafting of proposed regulations to assist in implementation of the Corridor Plan; and
- Preparation of a Final Report for use by the City of Neosho and the Missouri Department of Transportation.

This study includes an analysis of the ultimate development impact to the following roadways:

- Highway 60 between Lusk and Highway 71
- Highway 86 between Harmony and Highway 71

To undertake this study, The Lang Gang gathered and reviewed various information including aerial photographs, zoning maps, current and future land use plans, traffic volume data, and other available information.

Traffic volume data was obtained from City Staff of the City of Neosho based upon counts taken by the Missouri Department of Transportation. The staff also provided information on the remaining undeveloped tracts along these roadway segments, and a copy of the map prepared as a supplement to this Corridor Plan for use by the Missouri Department of Transportation (MODOT).

This Corridor Plan contains the following information:

- Map of existing roadway configuration;
- 2006 Average Daily Traffic (ADT) counts;

- Anticipated land use on the undeveloped tracts;
- Recommended access management strategy for Highway 60 and Highway 86; and
- Proposed language for the Zoning and Subdivision Regulations.

It is expected that in addition to the creation of zoning and subdivision regulation language to govern access management, that this Corridor Plan will serve as a supplemental Appendix to the City of Neosho Comprehensive Plan.

## **HIGHWAY 60**

### **Description**

Highway 60 is a major east-west route which extends across the State of Missouri and connects southern Missouri with both Kentucky and Oklahoma. Regionally, the highway connects the City of Neosho to the City of Springfield. Through the City of Neosho it functions as both “regular” Highway 60 and an alternate Business Route 60. This Corridor Plan addresses a segment of the “regular” Highway 60 which extends from Lusk Drive on the east, toward Highway 71 on the west.

This portion of Highway 60 can be characterized as a relatively undeveloped “stretch” of roadway. The most significant development is located at the southwest corner of the intersection of Lusk Drive and Highway 59 Business Route 60. This location contains a Wal-Mart commercial retail store.

The remainder of developed properties are primarily scattered large-lot, low-density, single-family residential development.

According to traffic counts undertaken by the Missouri Department of Transportation in 2006, daily traffic volumes along this segment of Highway 60 range from approximately 3,200-8,200 vehicles per day.

### **Land Use Analysis**

A review was made of the location and acreage of vacant/undeveloped tracts along this segment of Highway 60. City Staff provided details on these areas as shown on the accompanying map. These



2006 AADT

NEWTON COUNTY

IS 44 E ( Travelway Id : 9 )

Description	County Beg Log	County End Log	Dir	Site ID	St Svs	FC	Section	Year	Quantity
OKLAHOMA STATE LINE to U	0.000	0.351	E		IS	IS	1	2006	9,790
			W		IS	IS			9,780
US 166-WEIGHT ST to W UL J	0.351	2.841	E	760	IS	IS	1	2006A	11,918
			W		IS	IS			12,206
W UL JOPLIN to MO 43	2.841	3.990	E		IS	IS	2	2006	14,747
			W		IS	IS			14,529
MO 43 to MO 86	3.990	6.602	E	360	IS	IS	2	2006A	15,756
			W		IS	IS			16,621
MO 86 to BU 71	6.602	8.816	E	384	IS	IS	3	2006	19,763
			W		IS	IS			22,179
BU 71	8.816	10.699	E	362	IS	IS	3	2006A	17,615
			W		IS	IS			18,941

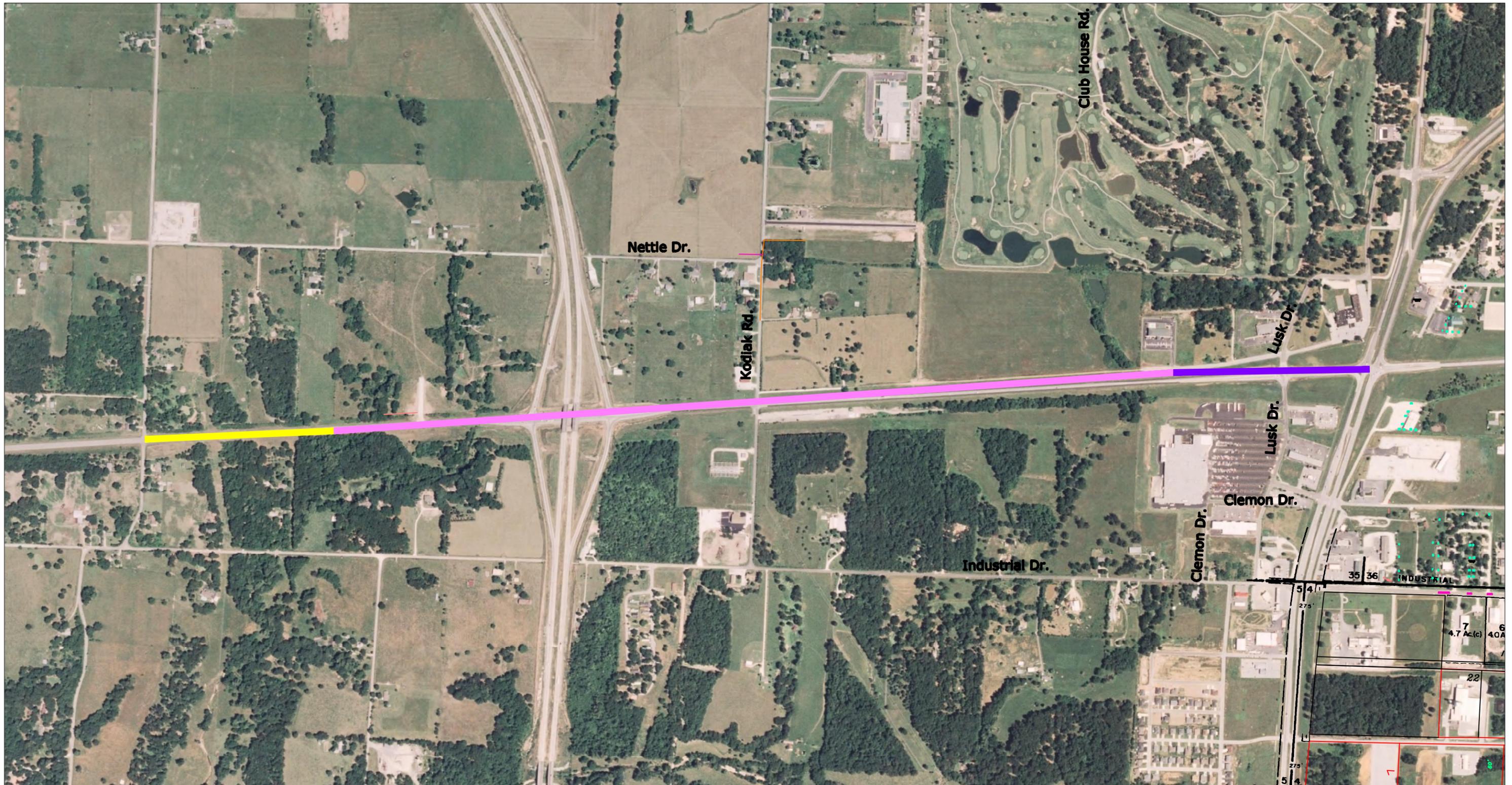
US 166 E ( Travelway Id : 3274 )

Description	County Beg Log	County End Log	Dir	Site ID	St Svs	FC	Section	Year	Quantity
KANSAS STATE LN to BEGIN I	0.000	0.392	U	267	PRI	PA	1	2006A	4,537
BEGIN DIV PAV to IS 44	0.392	0.549	U		PRI	PA	1	2006	4,533
IS 44	0.549	0.922	U		PRI	PA	1	2006	4,848

US 60 E ( Travelway Id : 7782 )

Description	County Beg Log	County End Log	Dir	Site ID	St Svs	FC	Section	Year	Quantity
OKLAHOMA ST LINE to MO 4	0.000	0.433	U		PRI	MA	1	2006	3,794
MO 43 to RTS Y-CC	0.433	5.519	U		PRI	MA	1	2006	6,888
RTS Y-CC to W U-L NEOSHO	5.519	12.252	U	325	PRI	MA	1	2006A	8,162
W U-L NEOSHO to BEGIN DIV	12.252	12.603	U		PRI	PA	2	2006	5,323
BEGIN DIV PAV to MO 59 S J	12.603	12.688	E		PRI	PA	2	2006	3,152
			W		PRI	PA			4,106
MO 59 S JCT to END DIV PAV	12.688	12.806	E		PRI	PA	2	2006	2,706
			W		PRI	PA			4,106
END DIV PAVE to N U-L NEOS	12.806	14.042	U	331	PRI	PA	2	2006	9,220
MO 59 N - END DIV PAVE to N U-L NEOSHO	6.027	7.263							
N U-L NEOSHO to RT HH	14.042	15.757	U	375	PRI	PA	3	2006A	8,944
MO 59 N - N U-L NEOSHO to RT HH	7.263	8.978							
RT HH to MO 86 S JCT	15.757	17.550	U		PRI	PA	3	2006	7,929
MO 59 N - RT HH to MO 86 S JCT	8.978	10.771							

Selection Criteria: Designations: 'IS', 'US', 'MO', 'AL', 'RT', 'LP', 'BU', 'SP', 'RV', 'OR', 'RP', 'RA', 'WS', 'CO', 'CST', 'CRD', 'NFS', 'NPS', 'FWS', 'COE', 'DOD', 'ALY', 'PVT'. Counties: 'NEWTON'. Traffic Info Types: 'AADT'. Traffic Years: '2006'



# NEOSHO, MO COLLECTOR STREET PLAN



SCALE: 1 IN = 600 FT.

	STUDY AREA		CITY LIMITS
	INADEQUATE COLLECTOR STREET		ZONING R-1
	PROPOSED LOCAL STREET		ZONING R-2
	PROPOSED COLLECTOR STREET		ZONING C-2
	PROPOSED ROAD REALIGNMENT		ZONING C-3
	PROPOSED TRAFFIC SIGNAL		

vacant tracts constitute 123 acres of new development potential. Of this acreage, approximately 73 acres are located north of Highway 60 and the remainder (50 acres) is located south of Highway 60 (between Highway 60 and Industrial Drive/Oak Road).

For the purposes of this analysis, the 50 acres of vacant property located south of Highway 60 is being “divided”. It is assumed that as development occurs in this area that one-half of the new development will directly access Highway 60, and the other one-half will access Industrial Drive.

A review of the City's Future Land Use map (enclosed) from its Comprehensive Plan shows this vacant area to be primarily developed commercially along Highway 60, with some scattered single-family residential removed from directly adjacent to the highway.

For the purpose of this analysis, and to calculate volumes “on the high-side”, the entire acreage will be assigned as commercial development. As such, the additional traffic volumes will include the 73 acres north of Highway 60 and 25 acres south of Highway 60 (½ of the overall vacant acreage) for a total of 98 acres of development potential along this corridor segment.

### **Trip Generation Rates**

In order to determine the traffic volumes to be generated from various land use activities, the 7<sup>th</sup> Edition of the Trip Generation manual was utilized. The Trip Generation manual is produced by the Institute of Transportation Engineers. The Institute conducts field studies of various land use activities and determines the amount of traffic generated from each land use activity. The land use activities associated with the Highway 60 and Highway 86 Corridor Plan were evaluated. The following applicable trip generation rates were used in assessing the range of traffic volumes associated with potential development of the identified vacant tracts.

<u>Land Use Activity</u>	<u>Trip End Rates*</u>
Office Park	11.42 Trip Ends/1,000 square feet of gross leasable area (or 195.11 Trip Ends/acre)
Commercial Shopping Center	42.94 Trip Ends/1,000 square feet of gross leasable area



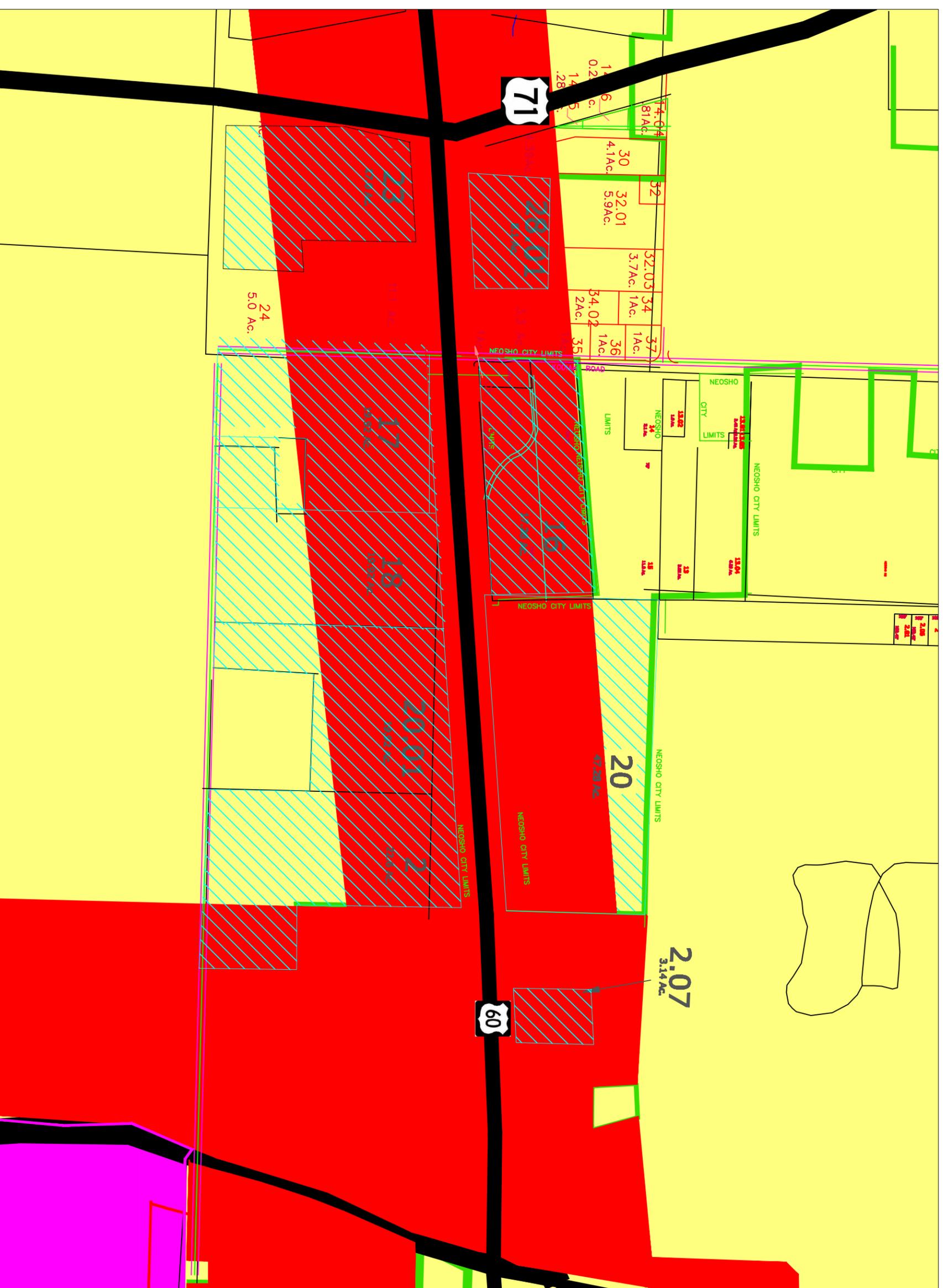
# Future Land Use Plan Property Vacancies

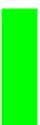
## West Highway 60 NEOSHO, MISSOURI

-  CITY LIMITS
-  AVAILABLE UNDEVELOPED PROPERTY

NOTE: Highway 60 ROW = 250 ft.

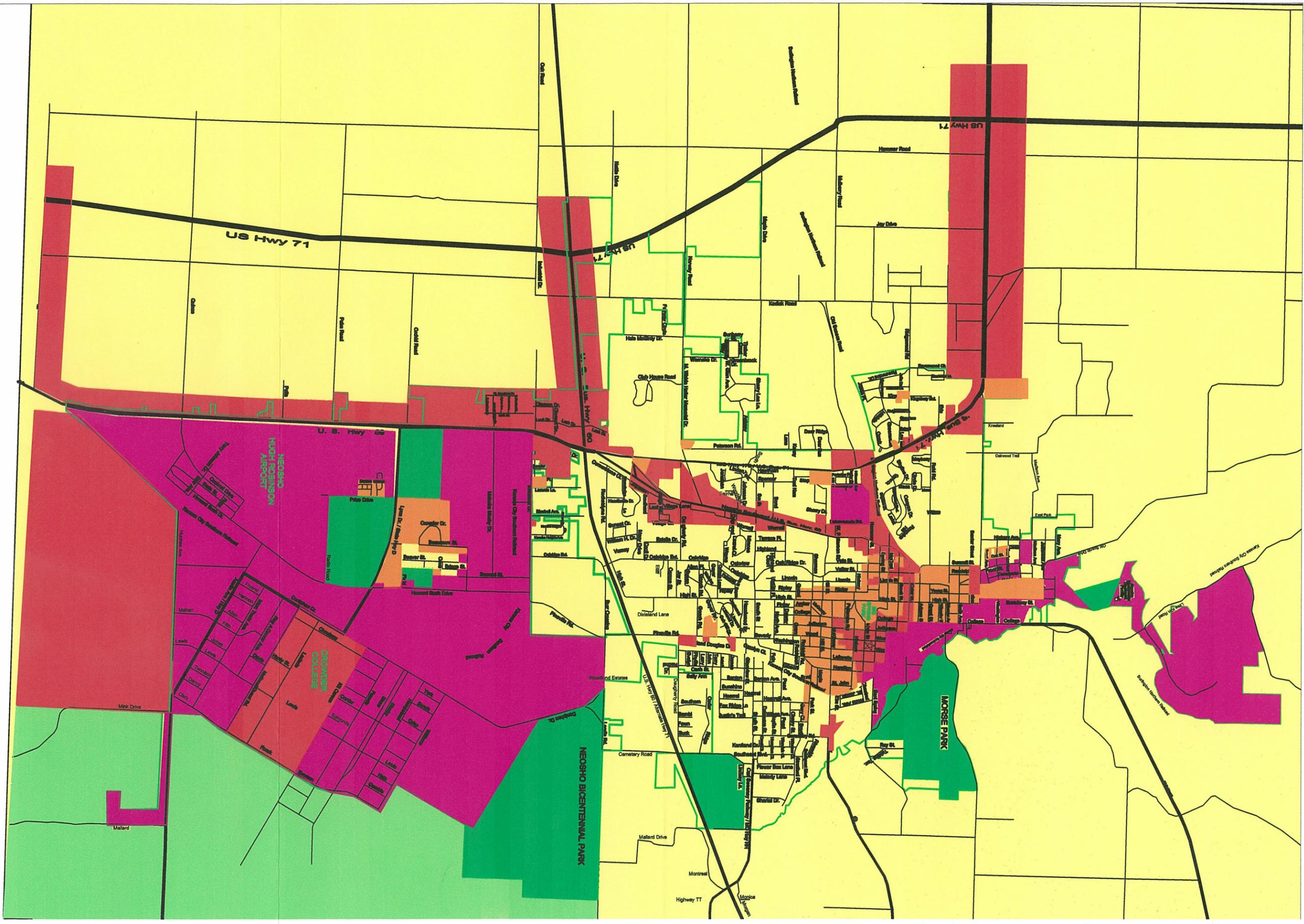
SCALE: 1 in. = 600 ft.



-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Parks
-  Agricultural

# CITY OF NEOSHO, MO Future Land Use

Nov. 2005



Single Family Residential  
Multi Family Residential  
Commercial  
Industrial  
Parks  
Agricultural

\* A Trip End is a trip either to, or from, a given location. By way of an example, leaving your house in the morning to go to work, and then returning to your house after work, results in 2.0 Trip Ends being generated.

Based upon this trip generation analysis, the traffic volumes associated with each type of land use are as follows:

<u>Land Use Activity</u>	<u>Resultant Trip Ends</u>
Office Park	195.11 Trip Ends/Acre yields approximately <b>19,000 Trip Ends/Day</b>
Commercial Shopping Center	10,000 square feet of gross leasable area/acre yields approximately <b>42,000 Trip Ends/Day</b>

Consequently, the resultant additional traffic volumes associated with a full-buildout of the Highway 60 corridor segment would yield anywhere from 19,000-42,000 additional Trip Ends (vehicles) per day.

**Conclusion and Recommendations**

It can be concluded from this analysis that once the entire vacant acreage along this Highway 60 Corridor segment (Lusk to Highway 71) has been developed for commercial activity, that there will be a significant increase over present traffic volumes. Such a potential increase certainly warrants consideration of regulations to achieve good access control and the placement of signalization and a supporting collector system to more efficiently move traffic. Following are a couple of key points to consider in phasing transportation improvements:

- Having 98 acres of commercial development will likely take an extended period of time for the market to absorb in a community the size of Neosho.
- While the Future Land Use map reflects future commercial development along this corridor

segment, the present zoning on some of these vacant tracts suggests that perhaps some low-density residential development may occur. Low-density detached residential housing generates only about 10 Trip Ends per residential dwelling per day. Residential development would generate considerably less traffic volume than commercial.

It should be noted that even with a mix of commercial and residential development, that a satisfactory system of supporting roadways and a reduction in curb cuts will be needed to support future volumes. The proposed Collector Street Plan has been developed to satisfactorily support anticipated future roadway volumes. As shown on the Collector Street Plan, an extension of Hale McGinty would provide a major linkage between Waldo Hatier Memorial Drive, Highway 60 and Industrial Drive. Another yet unnamed collector roadway is proposed between the Hale McGinty collector extension and Lusk Drive. This roadway would form a linkage between an extended Nettle Drive to the north and Lusk Drive to the south. Kodiak Road would become an improved collector street.

These three roadways; Hale McGinty, the unnamed collector, and Kodiak Road would become the principal north-south roadways providing arterial support for anticipated development along Highway 60. It is expected that based upon anticipated future traffic volumes, each of these collectors would be signalized at their intersection with Highway 60.

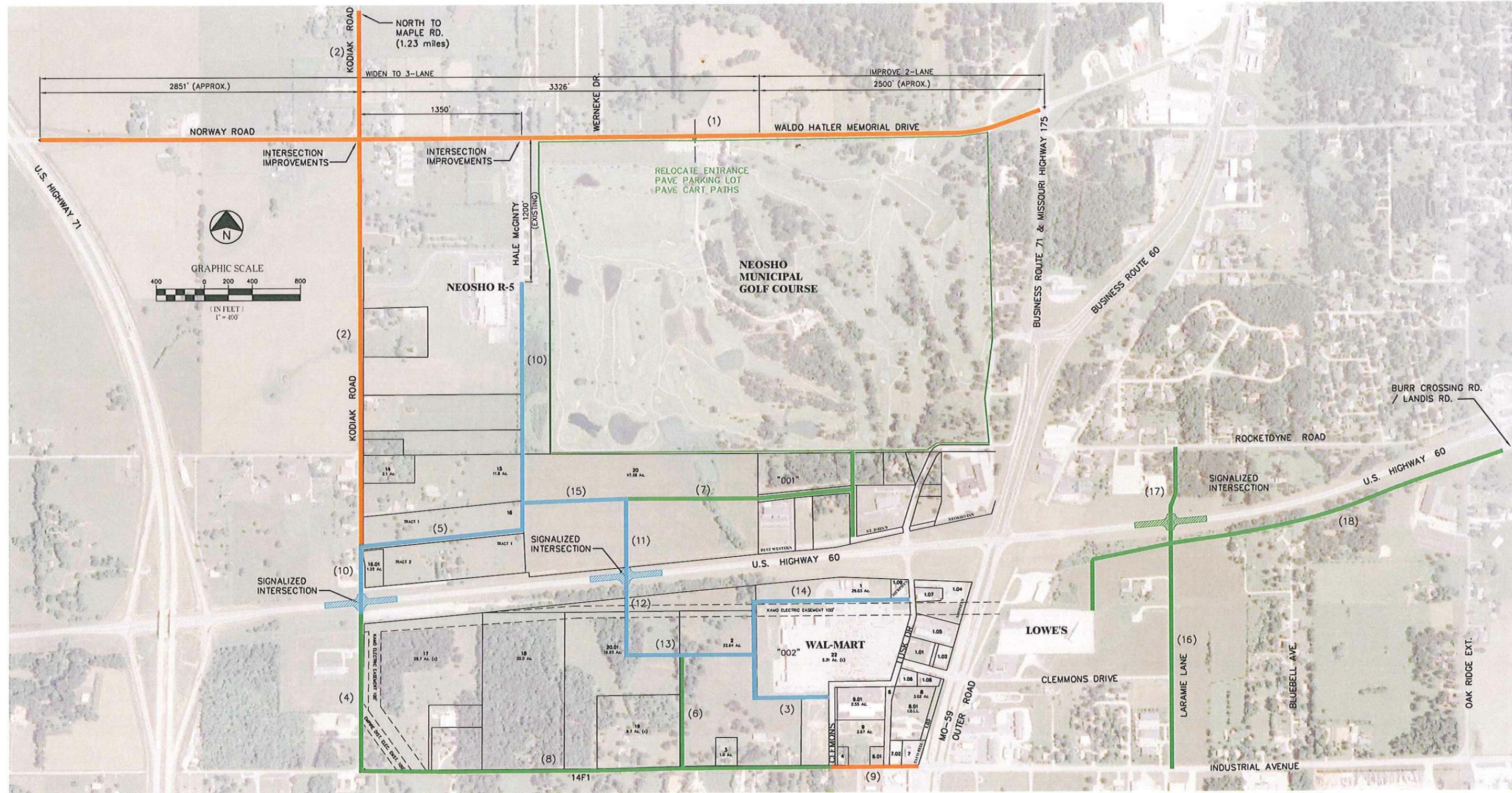
In addition to the proposed north-south collector system, there would be additional east-west connector roadways. North of Highway 60 is a proposed extension of Nettle Drive thus providing linkage between Kodiak Road and Business Route 60. South of Highway 60 is a collector road linking Kodiak Road to the unnamed north-south collector. Signalization of these intersections will occur as future traffic volumes warrant.

Overall, the Collector Street Plan is a coordinated grid system which will allow future traffic to disperse throughout the area and provide relief along Highway 60 by providing alternative routes. Such a Collector Street Plan forms the basis for an integrated access management plan including roadway construction/improvements and legislative and regulatory actions.

 TDD #1

 TDD #2

 TIFF



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 CONSULTING ENGINEERS · HYDROLOGISTS · SURVEYORS  
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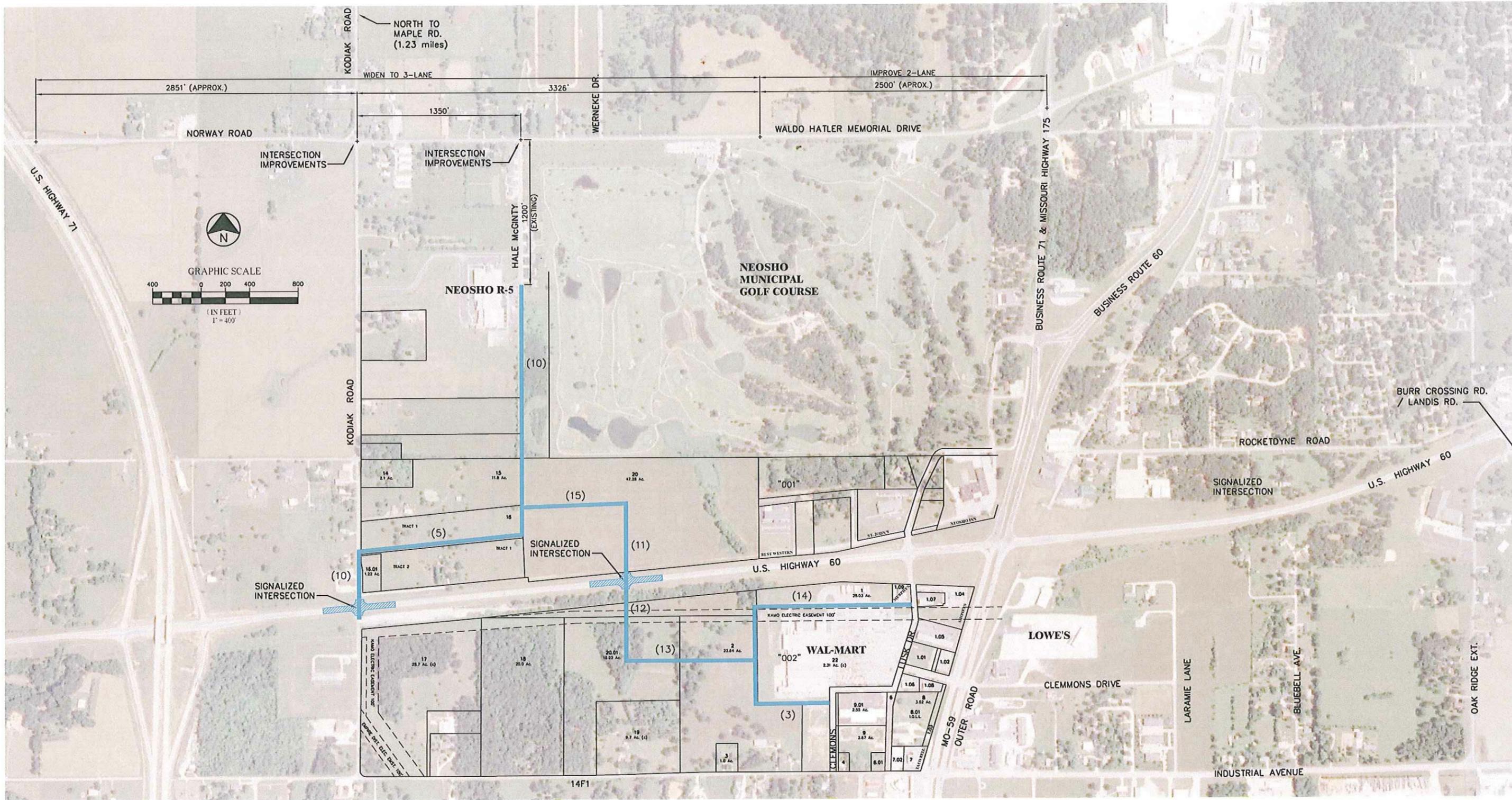
DATE	REVISION

DWN BY: DLM  
 CKD BY: MRA  
 APPD BY: MRA  
 DATE: FEB, 2008

PROPOSED PLAN  
 TDD & TIFF DISTRICTS  
 NEOSHO, MISSOURI

DWG. NO.

TDD #1



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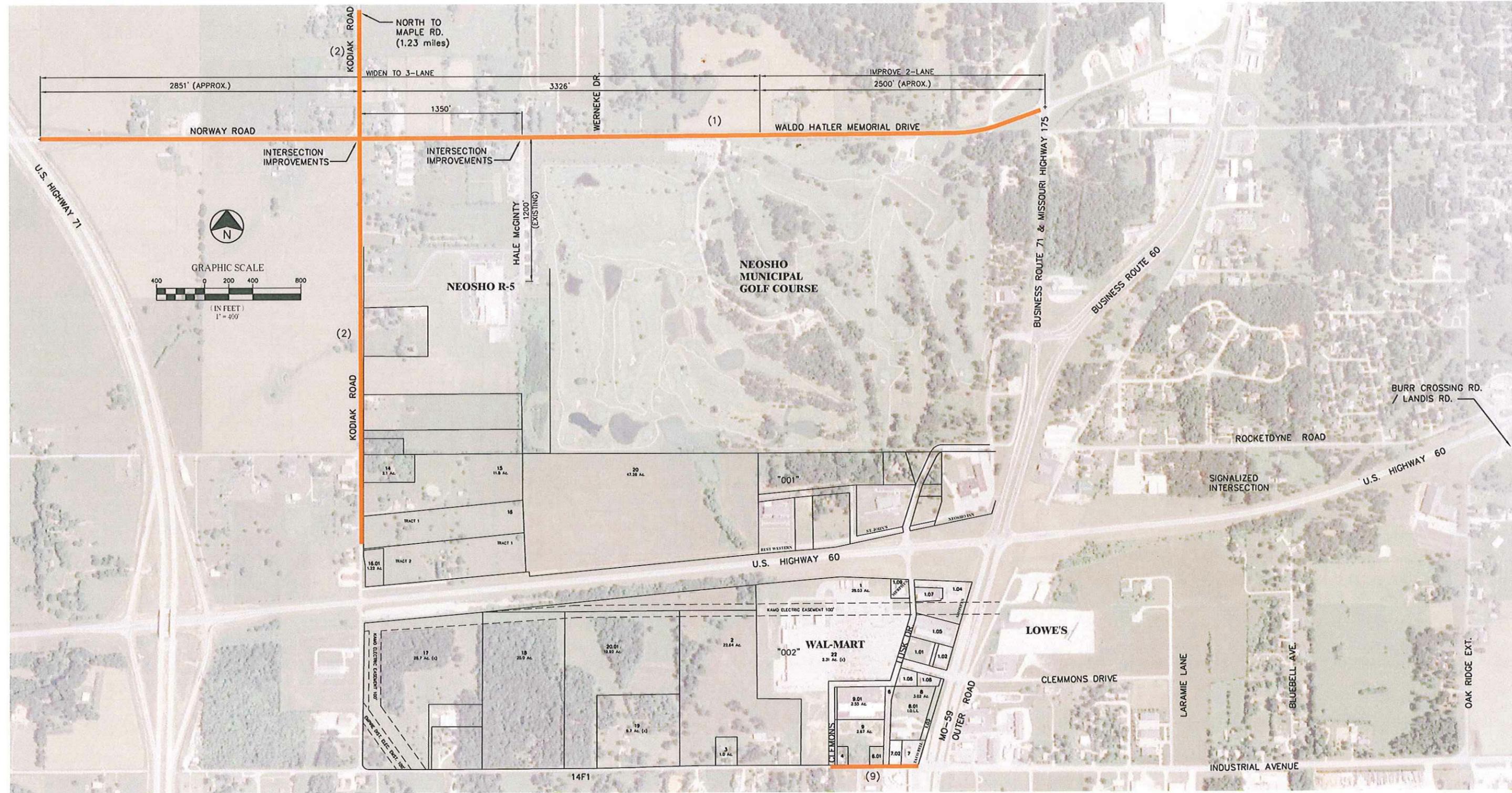
DATE	REVISION

DWN BY: DLM  
 CKD BY: MRA  
 APPD BY: MRA  
 DATE: FEB., 2008

PROPOSED PLAN  
 TDD #1 DISTRICT  
 NEOSHO, MISSOURI

DWG. NO.

**TDD #2**



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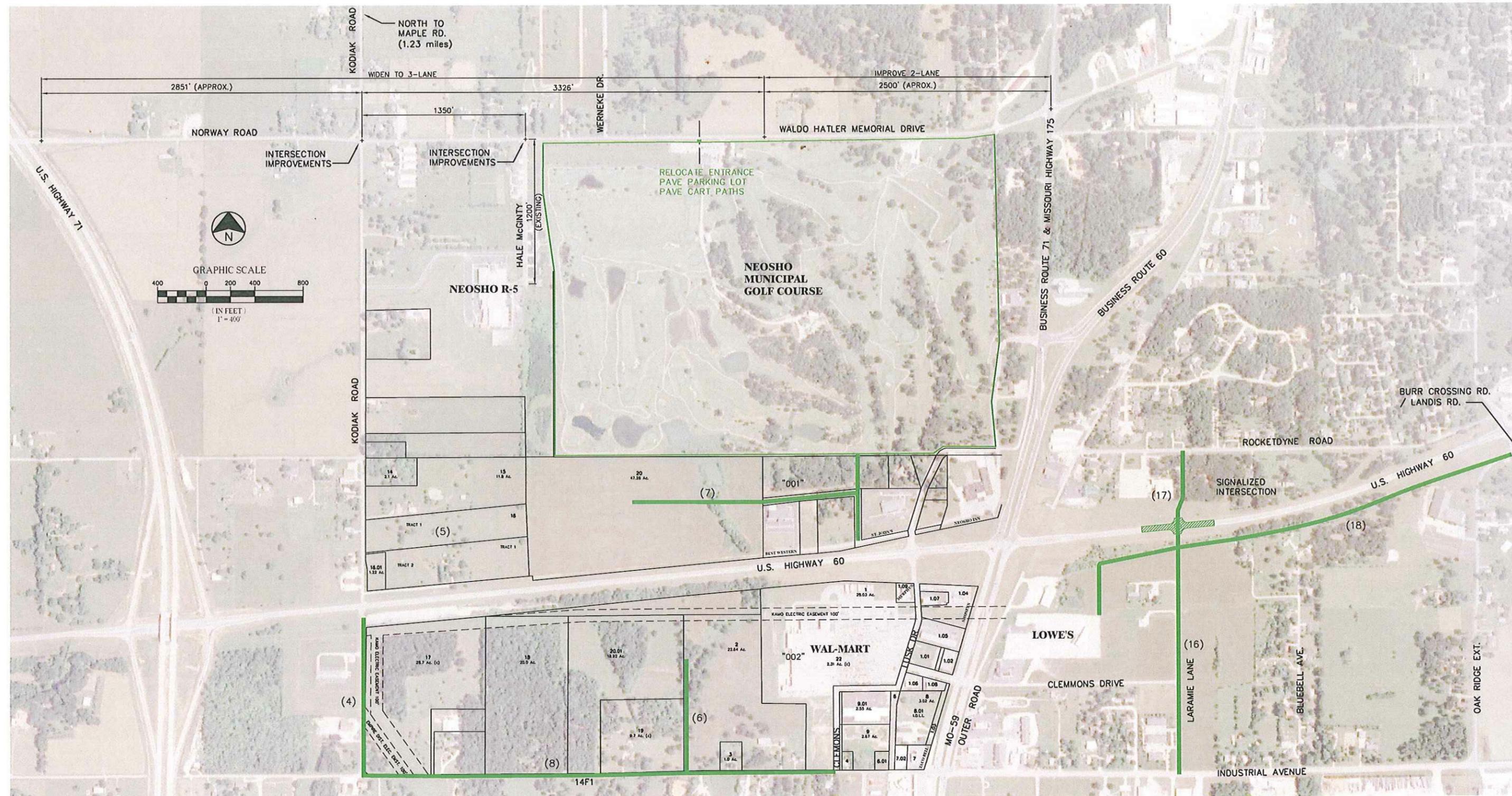
DATE	REVISION

DWN BY: DLJ  
 CKD BY: MRA  
 APPD BY: MRA  
 DATE: FEB., 2008

PROPOSED PLAN  
 TDD #2 DISTRICT  
 NEOSHO, MISSOURI

DWG. NO.

**TIFF**



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DATE	REVISION

DWN BY: DLM  
 CKD BY: MRA  
 APPD BY: MRA  
 DATE: FEB., 2008

PROPOSED PLAN  
 TIFF DISTRICT  
 NEOSHO, MISSOURI

DWG NO.

Legislative and regulatory actions could include compliance with the Major Street Plan in the City's Comprehensive Plan, encouragement of shared access, adequate spacing between curb cuts, "lining-up" of access points, and cross-access agreements between adjacent property owners.

## **HIGHWAY 86**

### **Description**

Highway 86 is a regional highway which extends from Highway 76 near Wheaton and Rocky Comfort in a north, northwesterly direction to connect to Interstate 44 in Joplin, Missouri. The roadway follows a circuitous route through the City of Neosho. The segment under study for this Corridor Plan extends between Harmony Street on the east to Highway 71 on the west.

This portion of Highway 86 can be characterized as a commercial corridor, with several large vacant tracts representing significant development opportunities. The segment under study connects near Harmony Street at Business Route 71 which is substantially developed north/northeast of Highway 86.

According to traffic counts undertaken by the Missouri Department of Transportation, the traffic volumes in 2006 along this segment ranged from almost 2,400-11,000 vehicles per day. The higher volumes occur along the segment of Missouri Route 175 to Business Route 60 where substantial commercial activity already exists.

### **Land Use Analysis**

A review was made of the location and acreage of vacant tracts along the Highway 86 segment from Harmony Street to Highway 71. The Neosho City Staff provided details on these areas as shown on the accompanying map.

These vacant areas comprise about 407 acres of new development opportunity. Of this acreage, 299 acres are located north and east of Highway 86. The remaining 108 acres are located south and west of the highway. Of particular note is the fact that 63 acres of the vacant acreage is located east of the intersection of Highway 86 and Missouri Route 175. It is expected that the added traffic generated from development of these parcels will be "split", with some percentage following Missouri Route 175 and the remainder staying on Highway 86. The remaining 344 acres are located between Highway 71 and Missouri Route 175.



Traffic Information (TR50)  
Sort : Year

MO 86 E ( Travelway Id : 3143 )

Description	County Beg Log	County End Log	Dir	Site ID	St Sys	FC	Section	Year	Quantity
IS 44 to RT NN N JCT	0.000	1.174	E	386	SUP	PA	1	2006	2,528
			W		SUP	PA			2,528
RT NN N JCT to S UL JOPLIN	1.174	1.538	U	237	SUP	MA	1	2006A	2,432
S UL JOPLIN to RT C	1.538	3.555	U		SUP	COL	2	2006	3,282
RT C to RT P	3.555	6.284	U		SUP	MAC	2	2006	1,641
RT P to RT BB	6.284	8.277	U	270	SUP	MAC	2	2006A	1,604
RT BB to RTS K-CC	8.277	10.455	U		SUP	MAC	2	2006	2,216
RTS K-CC to RT NN S JCT	10.455	14.120	U	489	SUP	MAC	3	2006	944
RT NN S JCT to MO 175	14.120	17.452	U	241	SUP	MAC	3	2006A	2,366
MO 175 to BU 60-NEOSHO B	17.452	19.651	U	77	SUP	MA	4	2006A	10,964
BU 60-NEOSHO BLVD to BU 6	19.651	20.377	U	159	SUP	PA	5	2006A	10,075
BU 60 E - BU 60-NEOSHO BLVD to BU 60-COLLEGE ST	2.033	2.759							
BU 60-COLLEGE ST to RT HH	20.377	21.644	U	78	NOS	MA	5	2006A	4,316
RT HH to MO 86 S JCT	21.644	23.906	U	84	SUP	COL	5	2006	4,802
MO 86 S JCT to US 60	23.906	24.156	U	284	PRI	PA	3	2006A	8,048
MO 59 N - MO 86 S JCT to US 60	10.771	11.021							
US 60 E - MO 86 S JCT to US 60	17.550	17.800							
US 60 to RTS B-H	24.156	27.276	U	322	PRI	MA	7	2006A	3,604
RTS B-H to RT M	27.276	31.298	U		PRI	MA	7	2006	2,571
RT M to RT EE	31.298	31.600	U		PRI	MA	7	2006	2,372
RT EE to RT O S JCT	31.600	32.638	U		PRI	MA	7	2006	1,975
RT O S JCT to RT HH	32.638	38.842	U	377	PRI	MA	8	2006A	1,628
RT HH to RT T	38.842	39.342	U		PRI	MA	8	2006	1,996
RT T	39.342	40.346	U		PRI	MA	8	2006	2,540

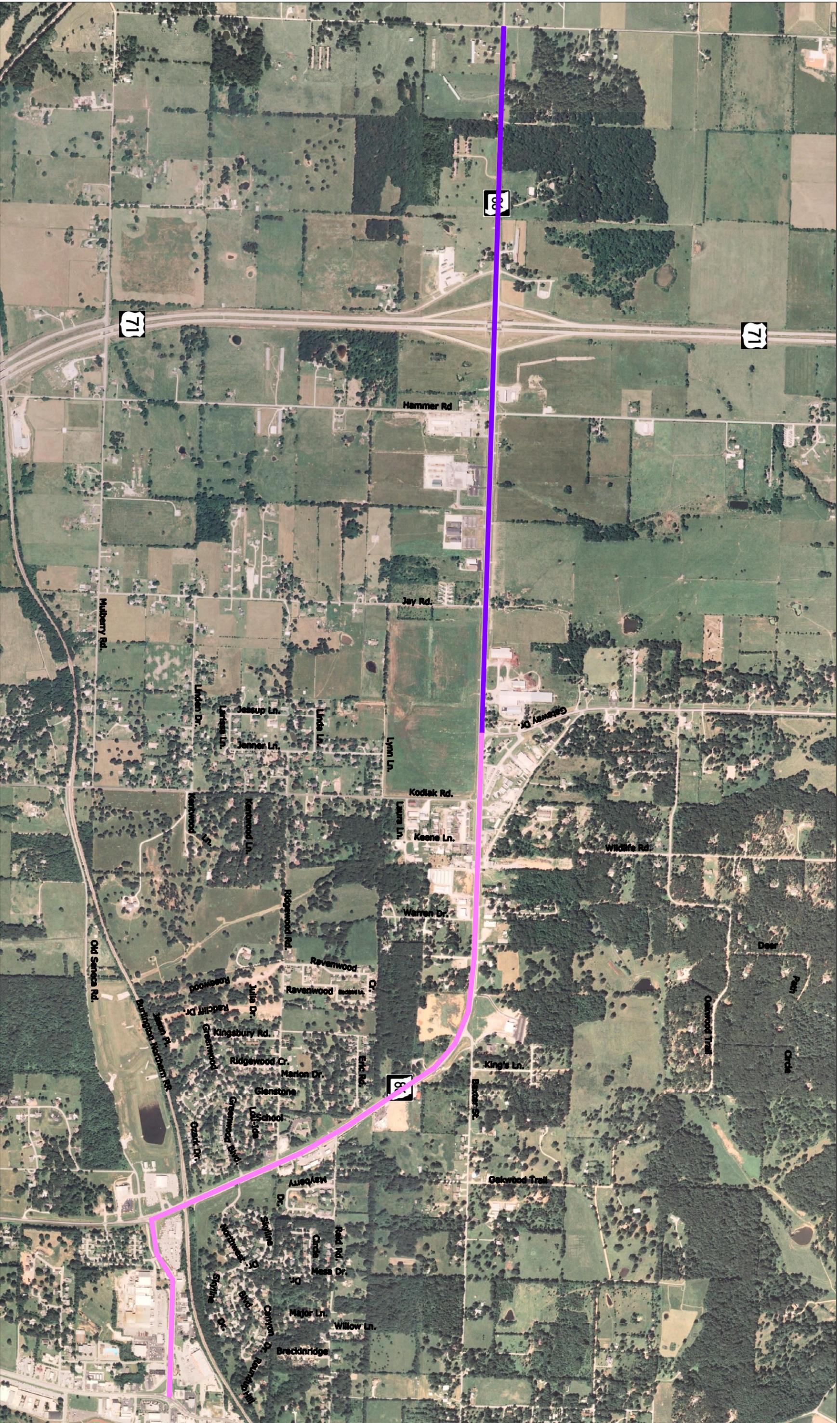
RT A E ( Travelway Id : 2033 )

Description	County Beg Log	County End Log	Dir	Site ID	St Sys	FC	Section	Year	Quantity
RT D to RT O	0.000	0.354	U		SUP	MAC	1	2006	440
RT O	0.354	8.316	U	44	SUP	MAC	1	2006A	752

RT B S ( Travelway Id : 3368 )

Description	County Beg Log	County End Log	Dir	Site ID	St Sys	FC	Section	Year	Quantity
US 60	0.000	2.628	U	324	SUP	MAC	1	2006A	1,266

Selection Criteria: Designations: 'IS', 'US', 'MO', 'AL', 'RT', 'LP', 'BU', 'SP', 'RV', 'OR', 'RP', 'RA', 'WS', 'CO', 'CST', 'CRD', 'NFS', 'NPS', 'FWS', 'COE', 'DOD', 'ALY', 'PVT'. Counties: 'NEWTON'. Traffic Info Types: 'AADT'. Traffic Years: '2006'



# NEOSHO, MO COLLECTOR STREET PLAN

SCALE: 1 IN = 2500 FT.

	STUDY AREA		CTY LIMITS
	IMMEDIATE COLLECTOR STREET		ZONING R-1
	PROPOSED LOCAL STREET		ZONING R-2
	PROPOSED COLLECTOR STREET		ZONING C-2
	PROPOSED ROAD REALIGNMENT		ZONING C-3
	PROPOSED TRAFFIC SIGNAL		

A review of the City's Future Land Use map indicates a mix of both commercial and low-density residential. The largest vacant tract of 154 acres also reflects a mix of both commercial and residential future land usage.

For the purpose of this analysis, this property will be divided into 1/3 for commercial development and 2/3 for low-density residential. As an aside, it should be noted that due to the elongated configuration of this tract, there will likely be other future roadways constructed which will connect this tract to Highway 71 and/or Missouri Route 175. However, for the purposes of this analysis, the entire tract will be contributed to the future calculated volumes for Highway 86.

**Trip Generation Rates**

As with the analysis for Highway 60, the 7<sup>th</sup> Edition of the Trip Generation manual was utilized for calculating traffic volumes generated from various land use activities. The volumes were calculated separately for the areas both east and west of the Highway 86/Missouri Route 175 intersection. The following applicable trip generation rates were used in assessing the range of traffic volumes from various potential development sites.

Land Use Activity

Trip End Rates

Office Park

11.42 Trip Ends/1,000 square feet of gross leasable area (or 195.11 Trip Ends/acre)

Single-Family Detached Housing

26.04 Trip Ends/acre\*

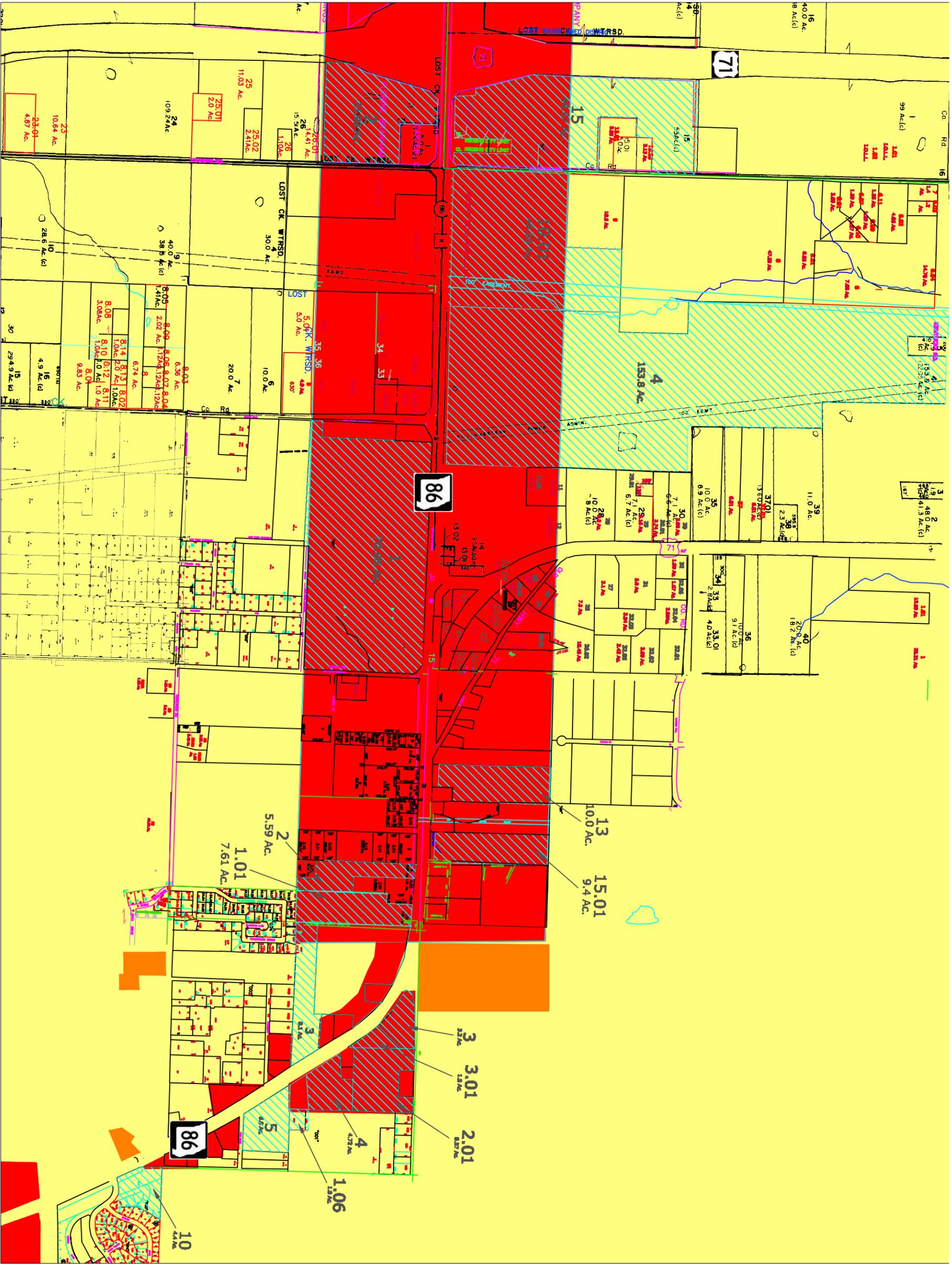
\*It should be noted that the Trip End data was for a non-peak period and does not reflect a peak-hour traffic count.

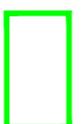
Based upon this trip generation analysis, the traffic volumes associated with each type of land use are as follows:



# Future Land Use Plan Property Vacancies

## West Highway 86 NEOSHO, MISSOURI



-  CITY LIMITS
-  AVAILABLE UNDEVELOPED PROPERTY

NOTE: Highway 86 ROW = 150 ft.

SCALE: 1 in. = 1000 ft.

-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Parks
-  Agricultural

## **East of Highway 86/Missouri Route 175 Intersection**

### Land Use Activity

Office Park and Single-  
Family Detached Housing

### Resultant Trip Ends

48.5 acres of commercial +  
14.5 acres of residential =  
63 acres of total development which yields  
approximately  
**9,800 Trip Ends/Day**

### Land Use Activity

Office Park and Single-  
Family Detached Housing

### Resultant Trip Ends

207 acres of commercial +  
137 acres of residential =  
344 acres of total development which yields  
approximately  
**44,000 Trip Ends/Day**

Due to the close proximity between Highway 71 and Missouri Route 175, and the opportunity for numerous traffic dispersions, no additional commercial calculations were made.

## **Conclusions and Recommendations**

As with Highway 60, it can be concluded from this analysis that should the entire vacant acreage along this Corridor segment (Harmony Street to Highway 71) be developed as envisioned in the Future Land Use Map, that there will be a significant increase over present traffic volumes. Such a potential increase certainly lends strong support for the previously agreed upon traffic signalization plan between the City of Neosho and MODOT. As indicated in the December 28, 2004 letter from MODOT (attached), the location of approved traffic signals are as follows:

- Southbound US 71 off-ramp
- Northbound US 71 off-ramp
- Hammer Road
- Mid-point between Hammer Road and Jay Drive
- Jay Drive
- MO 175
- Keene Lane

Additionally, a proposed relocation of Kodiak Road would allow the realignment to “flow” directly into Missouri Route 175.

In addition to the proposed signalized intersections, there is a proposed collector roadway system for the area. This system, shown on the attached map (along with the signalized intersections) is designed to create a grid street system which satisfactorily supports the envisioned future traffic volumes.

The majority of roadway improvements are concentrated in the area south of Highway 86, along with a few roadway extensions shown north of the highway. It is recognized that as future development occurs in this area, that the north-south extensions will continue to the north and form a linkage to an east-west collector system.

### **Proposed Zoning Code & Subdivision Regulation Language**

As previously stated, this Corridor Plan is expected to be adopted as an Appendix to the City of Neosho Comprehensive Plan. Additionally, the Zoning Code and Subdivision Regulations should be modified to include language which supports the Comprehensive Plan and specifically serves as a supplement to the Major Street Plan for the City of Neosho. The following language is proposed:

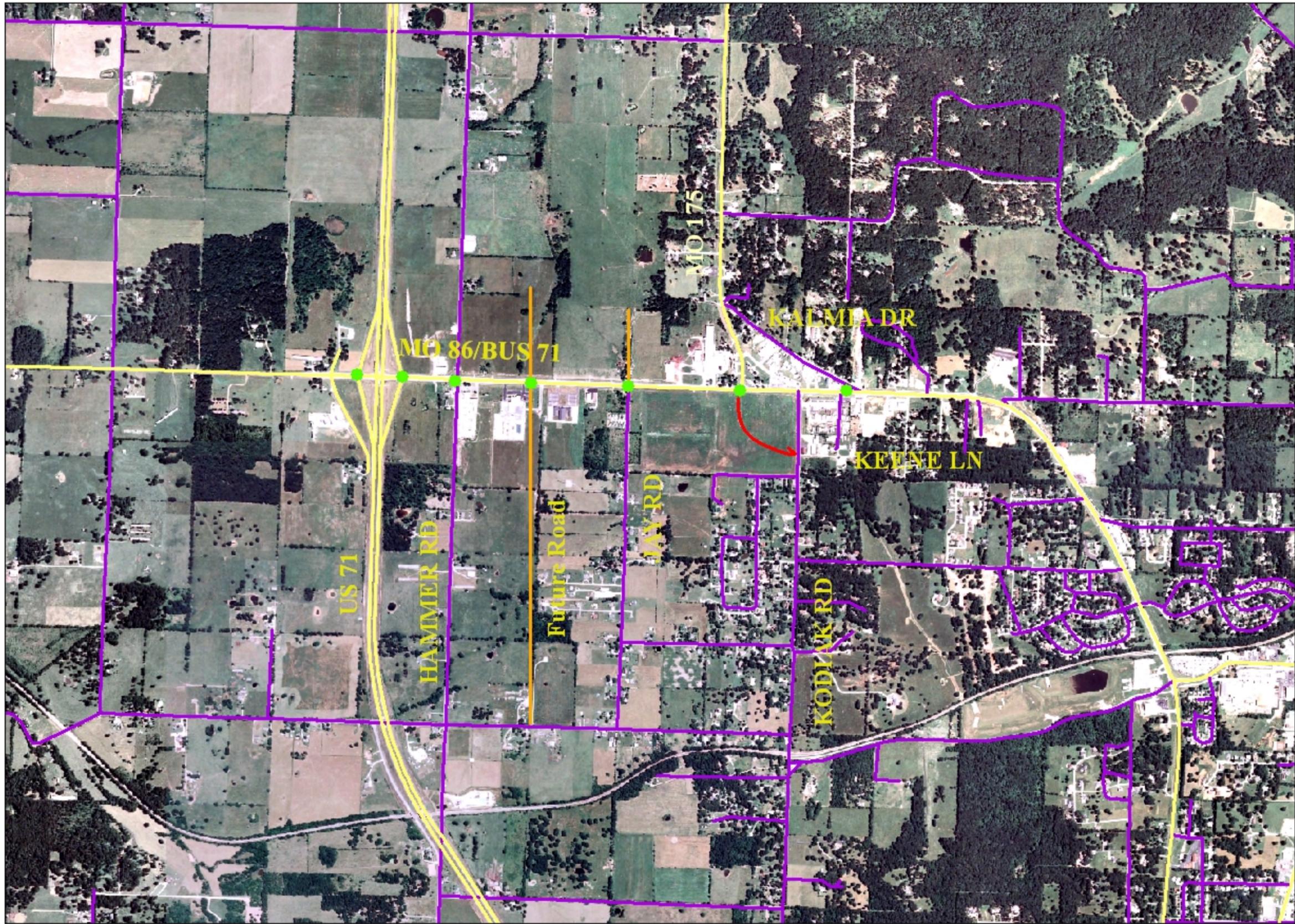
## **CHAPTER 400**

### **EFFECT OF ADOPTION OF MAJOR STREET PLAN**

After the Planning and Zoning Commission of the City of Neosho adopts a City Comprehensive Plan which includes at least a Major Street Plan, or progresses in its City planning to the making and adoption of a Major Street Plan, and files a certified copy of the Major Street Plan in the office of the Recorder of Deeds, then no plat of a subdivision of land lying within the municipality shall be filed or recorded until it has been submitted to, and a report and recommendations made by the Commission, to the City Council and the Council has approved the plat as provided by law.

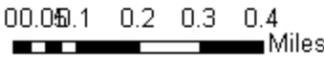
### **EFFECT OF ADOPTION OF MAJOR STREET PLAN AND SUBDIVISION REGULATIONS**

Upon adoption of a Major Street Plan and subdivision regulations, the City of Neosho shall not accept,



Proposed Future Signals  
 MO 86/Bus 71  
 Neosho

- Proposed Signals
- Proposed future public roads to connect to public road system
- Proposed realignment of Kodiak Road



lay out, open, improve, grade, pave or light any street, lay or authorize the laying of water mains, sewers, connections or other utilities in any street within the municipality unless the street has received the legal status of a public street prior to the adoption of a Major Street Plan; or unless the street corresponds in its location and lines with a street shown on a subdivision plat approved by the City Council or the Planning and Zoning Commission, or on a street plan made and adopted by the Commission. The City Council may locate and construct, or may accept, any other street if the Ordinance or other measure for the location and construction or for the acceptance is first submitted to the Commission for its approval, and approved by the Commission or, if disapproved by the Commission, is passed by the affirmative vote of not less than two-thirds (2/3) of the entire membership of the Council.

#### **ISSUANCE OF BUILDING PERMIT AFTER ADOPTION OF MAJOR STREET PLAN**

After the adoption of a Major Street Plan, no Building Permit shall be issued for, and no building shall be erected on, any lot within the territorial jurisdiction of the Commission unless the street giving access to the lot upon which the building is proposed to be placed conforms to the requirements above.

#### **ESTABLISHMENT, ALTERATION, EFFECT OF BUILDING OR SETBACK LINES**

Whenever a Major Street Plan has been adopted, the City Council upon recommendation of the Planning and Zoning Commission is authorized and empowered to establish, regulate and amend by Ordinance, building or setback lines on major streets and to prohibit any new building being located within building or setback lines. When a Major Street Plan or other public improvements has been adopted, the City Council may prohibit any new building being located within the proposed site or right-of-way unless the centerline of the proposed street or the limits of the proposed sites have been carefully determined and are accurately delineated on maps approved by the Planning and Zoning Commission and adopted by the Council.

### **CHAPTER 405**

#### **ACCESS MANAGEMENT**

To integrate access management into the City of Neosho, site plans shall be evaluated on a case-by-case basis for improvement of traffic circulation within the community. Access management strategies

shall include, but not be limited to; construction of joint curb cuts between adjoining properties, overall reduction in the size and number of curb cuts along collector and arterial roadways, removal of curb-cuts from near intersections, creation of an internal drive aisle to service multiple properties and/or uses, and the alignment of curb cuts across from each other to reduce potential vehicular impact points.

## **CHAPTER 410**

### **COMPREHENSIVE PLAN – COMPLIANCE**

The subdivision layout shall conform to the official Major Street Plan or other elements of the Comprehensive Plan. Whenever a tract to be subdivided embraces any part of a highway, thoroughfare or other major or collector street so designated on said Major Street Plan, such part of such public way shall be platted by the developer in the general location and at the width indicated in the Plan.

### **STREET LAYOUT**

Curb cuts. The location of all curb cuts, driveways, entrances, or other street access points within City rights-of-way shall be as reviewed and approved by the City Engineer. Proposed curb cuts, driveways, entrances, or other street access points shall indicated on a site development plan or plot plan. The fee for curb cuts, driveways, entrances, or other street access points review shall be paid to the City of Neosho according to the established fee schedule.

### **SUBDIVISION DESIGN STANDARDS**

Relation To Adjoining Street System. The arrangement of streets in new subdivisions shall make provisions for the continuation of the principal existing streets in adjoining areas (or their proper projection where adjoining land is not subdivided), insofar as they may be deemed necessary by the Commission for public requirements. The subdivider shall be required to construct certain existing or planned streets through or adjacent to the area that is being subdivided, whenever same is deemed necessary to provide for local movements of vehicles or to enable adjoining property to be properly subdivided. Off-set streets should be avoided. The angle of intersection between minor streets and major streets should not vary by more than ten degrees from a right angle. Streets obviously in alignment with existing streets shall bear the names of the existing streets. All proposed street names shall be checked against duplication of other street names and shall be approved by the City of Neosho.

The widths and locations of major streets shall generally conform to the widths and locations designated in the Comprehensive Plan.