

Kirkville Connection

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Community news and information published by the City of Kirkville

Highway 63 Alternate Route Proposed

When State of Missouri funds were available for highway projects across the state, District 2 thought of Kirkville. The State took competitive proposals from each district and then scored and ranked the projects, granting funding to those ranked highest. Kirkville's Highway 63 Alternate Route was one of the projects chosen for funding.

On average there are 20,000 vehicles per day on Baltimore, and there are 11 signaled intersections and 208 entrances in a 3.5 mile stretch. There are also 800 heavy trucks that travel on Baltimore each day. MoDOT estimates that 80% of those trucks are just passing through and would divert to an alternate route.

"This project was selected by the District 2 Engineer because it is a priority for our district. And, because some of the work has been completed, it can be accomplished on the State's timeline," said Kirkville Mayor Martha Rowe. MoDOT purchased the right-of-way needed for an alternate route in 1996.

With that portion of the project complete it would be ready for bid by 2010, which is what the State required.

The City and MoDOT held a public information meeting on November 15 with more than 110 citizens attending and providing their comments.

"Overall the comments were very positive and in support of the project," said Mayor Rowe. "We wanted to know what the public thought of the project and whether they were willing to entertain the idea of a sales tax extension to fund the local portion."

More than 82% of those attending the public meeting and completing a feedback form were supportive of the project idea. And, 79% of those same citizens were in favor of local funding through a sales tax extension.



MoDOT proposes an Alternate Route for Highway 63 that would run along the east edge of Kirkville and divert the heavy truck traffic from Baltimore.

In order to get the local funding needed to move this project forward, the extension of the one-half cent sales tax, that is currently funding the local portion of the Highway 63 four-laning project, would need to be put before the Kirkville voters. The Kirkville City Council has until January 22 to approve putting a measure on the April 2008 ballot and intends to consider it at their January 15 council meeting.

City Completes Major Projects in 2007

2007 was a year for completing major projects in Kirkville. Residents saw construction in the Downtown as 50+ year old water mains were replaced with new adequately sized lines. The realignment and total resurfacing of Osteopathy Street has also been completed. This major north/south artery is now smoother and safer. Major street repairs and a new water line on

north New were completed this fall. Emmett Street from Novinger to Lincoln was also built. This new section won't be open to traffic until spring, but will be a major benefit to those using the North Park Complex next year. As Osteopathy Street reopened, so did an improved Spur Pond. With a new parking area, residents can better access the pond for

fishing. In November, the pond was stocked with trout, a rare fishing opportunity for this part of the state. And, in October, a disc golf course opened in Rotary Park. The City is grateful for the patience of our citizens during these projects. We know that progress is often messy and inconvenient. Thank you!

Kirkville Connection Gets A New Look

Since the City of Kirkville went to a new format for their utility billing, we have the capability to include other City information with our bills. So, to take advantage of this new opportunity, we will begin sending a new two-page format Kirkville Connection every other month with your water bill. We hope that this will allow us to provide even more valuable City information to you on a regular basis while saving the money for postage on a second mailing. Be looking for a new newsletter with each bill.

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Structural Engineer Assesses Downtown Canopies

Allstate Consultants, a structural engineering firm from Columbia, Missouri, was in Kirksville on November 16 to assess the current condition of the metal awnings in downtown Kirksville, and to make recommendations about their needed maintenance or repair. The canopies have been a hot topic for debate ever since their removal was one of the top recommendations in the 2004 Downtown Design Guidelines.

Many downtown business owners feel that they will lose customers if the awnings are removed and shoppers have to brave the elements when shopping downtown. Others feel the

canopies are an eyesore and need to be removed in order to make Downtown more beautiful. "The City wanted to know if the canopies were structurally sound," said City Manager, Mari Macomber. "As our Codes Department was making visual inspections of the canopies they saw some things that were of concern, but we felt we needed a structural engineer to evaluate their condition," she stated.

The City Council has now received the written report from Allstate, which cites several areas that need to be repaired, some immediately. "The areas that are safety concerns will be

addressed immediately," said Codes Administrator Brad Selby. "We won't allow those canopies to remain unless they are repaired to a safe condition."

The City Council has decided to form a committee, led by Mayor Pro Tem, Jill McCord, to discuss the canopy issue and come up with a list of recommendations for the City Council. A long-term plan for the canopies, whether that means keeping them or removing them, will need to take into account regular repair, maintenance, and general upkeep.



"The main concern that we had with the awnings was the connection of the awning to the buildings... Some were visible and appeared to be inadequate."

Kirksville Fire Department Gets A "New" Truck

On December 18, 2007, the City Council approved an agreement with Brindlee Mountain Fire Apparatus for the purchase of a 1996 E-One 105' platform truck for \$339,200. This truck will replace a 30+ year old ladder truck that was no longer meeting the needs of the community.

"The new ladder truck will give us far better reach than our existing truck," said Fire Chief Randy Behrens. "This means we will be

better and more safely able to respond to emergencies in multi-story structures." The City has been exploring ways to replace this truck for a number of years. Grants were pursued, but with a price tag of nearly \$1 million, it was difficult to find outside funding. When the City's Capital Improvement Sales Tax was renewed by voters in April 2007, an annual allocation to pay for a new truck was put into the 5 year plan. But, after reviewing bids

for a new truck at more than \$800,000, the fire department determined it would be fiscally responsible to look at used truck options. "While having a 100' aerial ladder truck is important to the community, the usage will be less than our other trucks," said Behrens. "By keeping costs down on this purchase, future funds will be available to replace our other trucks when needed." The City will take delivery of the new truck in the next 60 days.

Investigative Report
Allstate Consultants,
LLC



This 1996 aerial ladder truck will soon be on duty in Kirksville.

Carbon Monoxide Detectors Now Required in Kirksville Residences

A City of Kirksville ordinance that went into effect on September 1, 2007, requires any residence that contains a heat source that burns a fossil fuel or that has an attached garage to have properly installed and functioning carbon monoxide alarms.

There must be at least one approved carbon monoxide alarm in each residential unit. The alarms must be within 40 feet of

each room used for sleeping. The alarm should be placed so that it will be easily audible in every sleeping room. Every approved carbon monoxide alarm shall comply with all applicable state and federal regulations, shall bear the label of a nationally recognized standard testing laboratory, and shall meet the standards of UL2034 or its equivalent.

The owner of the residence is

responsible for installing the carbon monoxide alarms and supplying the required testing and maintenance information to at least one adult tenant in each dwelling unit. The tenant is responsible for conducting periodic tests, providing general maintenance, and replacing batteries as needed for the alarms in their unit.

