



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

STIP Prioritization Meeting

August 15, 2024

2:00 PM

Zoom

<https://us02web.zoom.us/j/89364153409?pwd=63kxHQ7yAdtjVR8a9aQI8hKOVVb2Aq.1>

Agenda

- I. **MoDOT Update**
- II. **Project Scores.** Staff has completed scoring with current criteria. The Committee is requested to discuss and propose any changes.
- III. **Unfunded Needs List.** Staff will discuss the unfunded needs list.
- IV. **Recommendations and Discussion.**
- VI. **Future Meetings**
August 29th- 2:00pm
September 19th- 2:00 pm

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Knaut at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

FY 2026-2030 Proposed Projects for STIP Prioritization

Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition
MO 744	Kearney Street Phase II Safety and Intersection Improvements	76	10	10	15	0	14	4	4	1	2	14	2
MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd	68	6	10	15	0	14	4	4	1	0	14	0
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon	68	10	10	15	0	14	4	4	1	0	10	0
MO 13 (Kansas Expressway)	Context Sensitive Solution from Mt. Vernon Street to Grand Street	68	10	10	15	0	14	4	4	1	0	10	0
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division	68	10	10	15	0	14	4	4	1	0	10	0
Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements	66	6	10	15	0	14	4	2	1	0	14	0
US 160	Capacity Improvements from Plainview to AA	64	10	10	15	0	7	4	0	1	1	14	2
US 60 & Hamilton	(Public Comment)	62	6	10	15	0	14	4	2	1	0	10	0
US 60	Rte 174 to Bailey Intersection Improvements as noted in study	62	6	10	15	0	14	4	2	1	0	10	0
US 60/US 65	Phase II interchange improvements at Rte. 65	62	15	10	15	0	14	4	0	1	1	0	2
US 160	Six-Lane from AA to CC	62	6	10	15	0	11	4	0	1	1	14	0
MO 13/Division	Intersection improvements at Kansas Expressway and Division Street	61	6	10	15	0	11	4	4	1	0	10	0
I-44/US 65	Phase II interchange improvements at Rte. 65	61	15	10	10	0	14	4	2	1	3	0	2
Rte CC & Fremont	(Public Comment)	59	1	10	15	0	14	4	0	1	0	14	0
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)	59	6	10	15	0	7	4	2	1	0	14	0
US 60 & Elm	Intersection improvements	57	3	10	15	0	14	0	0	1	0	14	0
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements	57	3	10	15	0	7	4	2	2	0	14	0
Rte FF/ Weaver	Intersection Improvements	57	1	10	10	0	0	4	2	1	0	4	0
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029	55	3	10	15	0	11	4	2	2	2	4	2
US 160/ FR146	Intersection Improvements	55	6	10	15	0	0	4	4	1	1	14	0
US 60 & Hines	Intersection improvements	54	3	10	15	0	11	0	0	1	0	14	0
US 60	Bailey to Rte MM	54	6	0	15	0	14	4	4	1	0	10	0
Campbell (South) & Plainview	(Public Comment)	54	10	10	15	0	0	4	0	1	0	14	0
US 60 & Main	Intersection improvements	54	3	10	15	0	7	4	0	1	0	14	0
Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan	53	3	10	15	0	7	4	2	2	0	10	0
US 60 & FR 189	New Interchange	53	6	10	15	0	14	4	2	1	1	0	0
MO 744	Intersection improvements at National Avenue	53	3	10	15	0	0	4	4	1	2	14	0
US 60 & Bailey	Intersection improvements at Bailey Avenue	52	6	0	15	0	14	4	2	1	0	10	0
Glenstone/Evergreen	Intersection improvements/ped safety	52	3	10	15	0	0	4	4	2	0	14	0
US 65	Capacity from 14 to F	52	10	10	10	0	0	4	2	1	1	10	4
Rte 160 & Grand	Intersection improvements	52	6	10	15	0	0	4	2	1	0	14	0
Rte J	Additional WB lane between Farmer Branch & 17th	51	1	10	15	0	14	0	0	1	0	10	0
Rte J/NN	2 thru lanes EB/WB at intersection	51	1	10	15	0	14	0	0	1	0	10	0
Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan	51	3	10	15	0	0	4	4	1	0	14	0
US 160/Chestnut Expwy	Intersection improvements	51	3	10	15	0	0	4	4	1	0	14	0
Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street	51	3	10	15	0	0	4	4	1	0	14	0
US 60 & FR 107	Intersection improvements at FR 107 and FR 107 grade crossing closure	51	3	10	15	4	0	4	0	1	0	14	0
US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)	50	6	10	10	0	7	0	0	1	0	14	2
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary	50	6	10	15	0	0	4	0	1	2	10	2
US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)	50	6	10	15	0	0	4	0	1	0	14	0
Glenstone & Luster	(Public Comment)	49	6	10	15	0	7	0	0	1	0	10	0
Chestnut Expwy	Kansas to National (City of Springfield)	49	3	10	15	0	0	4	4	1	0	10	2
I-44	Capacity/Operational Improvements from 125 to 65	48	15	0	10	0	11	0	2	1	3	4	2
US 160/Mt Vernon	Intersection improvements	48	6	10	15	0	0	0	2	1	0	14	0
Rte MM/MO 360	Bridge Widening at MO 360 interchange	48	1	10	10	0	7	4	4	1	1	10	0
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan	47	3	10	15	0	0	4	4	1	0	10	0

Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition
US 160/Division	Intersection improvements	47	3	10	15	0	0	4	4	1	0	10	0
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont	47	1	10	10	0	11	4	0	1	0	10	0
US 160/Nichols	Intersection improvements	47	3	10	15	0	0	4	4	1	0	10	0
Rte 14/Rte W	Intersection Improvements	46	1	10	15	0	11	0	4	1	0	4	0
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard	45	3	10	15	0	0	4	2	1	0	10	0
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60	45	3	10	15	0	0	4	2	1	0	10	0
US 60/Kansas Expwy	Interchange improvements	45	3	10	15	0	0	4	2	1	0	10	0
US 60	Capacity improvements Rte FF to MO 360	44	6	10	10	0	0	0	2	1	1	14	0
Rte MM	MO 360 to I-44	44	1	10	10	0	7	4	0	1	1	10	0
US 60	Upgrade to freeway from Routes NN/J to west of Route 125	43	6	10	10	0	14	0	0	1	2	0	0
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne	43	1	10	15	0	0	4	0	1	0	10	2
Rte 14	Capacity and Safety Improvements 14th Street to W	42	1	10	15	0	11	0	0	1	0	4	0
US 65	Longview Interchange	41	15	0	10	0	14	0	0	1	1	0	0
Rte 14	NN to 3rd Bridge widening	41	1	0	15	0	14	4	2	1	0	4	0
US 65 SB ramp to JRF	MoDOT	40	1	10	10	0	14	4	0	1	0	No Data	0
US 60/FR 103	Intersection improvements at relocated Rte MM	39	3	10	15	0	0	0	0	1	0	10	0
Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan	39	1	10	15	0	0	0	2	1	0	10	0
Rte 14/Church	(City of Ozark) - including pedestrian improvements	38	1	0	15	0	14	0	2	2	0	4	0
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan	38	6	0	10	0	14	4	2	1	1	0	0
Rte MM/Sawyer	Intersection Improvements	38	0	10	10	0	0	4	0	1	3	10	0
Rte FF	Capacity Improvements through Battlefield	38	1	10	10	0	0	4	2	1	0	10	0
Rte 14	3rd Street in Ozark	37	1	0	15	0	14	0	2	1	0	4	0
Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing	37	3	10	10	0	0	0	2	2	0	10	0
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)	37	10	10	10	0	0	0	0	1	2	4	0
MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan	37	1	10	15	0	0	0	0	1	0	10	0
MO 413 - JRF to West Bypass	Six Lane	37	1	10	15	0	0	0	0	1	0	10	0
Rte MM/FR 168	Safety/Capacity Improvements	37	0	10	10	0	0	0	4	1	2	10	0
Rte MM	Realignment and RR overpass from Haile St. to US 60	37	0	10	10	4	0	0	0	1	2	10	0
I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan	37	10	0	10	0	7	4	2	1	3	0	0
MO 13 & FR 94	Add J-turn at FR 94.	37	6	0	10	0	0	4	4	1	2	10	0
US 160	Safety and Capacity 14 to OTO Southern Boundary	37	1	10	10	0	0	4	0	1	1	10	0
Rte MM	Capacity and Safety Improvements 360 to Haile St	37	0	10	10	0	0	4	0	1	2	10	0
US 60/National Ave	Interchange/Operational improvements	36	6	0	15	0	0	4	0	1	0	10	0
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14	36	0	10	5	0	0	4	0	1	2	14	0
US 160	4 lane to Pembroke/Rosedale	36	1	10	10	0	0	4	0	1	0	10	0
US 60	JRF- Capacity Improvements Kansas to West Bypass	35	10	0	10	0	0	0	2	1	0	10	2
Rte 744 & Mulroy	Intersection improvements	35	0	10	10	0	0	4	4	1	2	4	0
Rte D	Capacity improvements from SGF limit to Hwy 125	35	3	0	10	0	7	4	0	0	1	10	0
I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)	34	10	10	10	0	0	0	0	1	3	0	0
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)	34	1	10	10	0	0	0	2	1	0	10	0
RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill	34	1	0	10	0	0	4	4	1	0	14	0
US 65	6-lane 65 from F to EE	33	6	0	10	0	0	0	2	1	0	10	4
Rte 413 & FR 115	(Public Comment)	32	1	10	10	0	0	0	0	1	0	10	0
Le Compte Rd/Rte YY	Intersection improvements	32	0	0	15	0	0	4	2	1	0	10	0
Rte P	Center turn lane from US 60 to Lombardy	32	1	0	15	0	7	4	0	1	0	4	0
Rte 125/OO South	Intersection Improvements	31	1	0	10	0	7	4	2	1	2	4	0
Rte OO	Center turn lane from Rte 125 N to Rte 125 S	31	1	0	10	0	7	4	2	1	2	4	0
Rte 125/Evergreen	(City of Strafford)	30	0	0	15	0	0	0	2	1	2	10	0
Rte 125/DD	(City of Strafford)	30	0	0	15	0	0	0	2	1	2	10	0
Rte 174/Main St	Intersection Improvements	30	0	0	15	0	0	4	0	1	0	10	0
Rte M/FR 101	Operational improvements	29	0	0	10	0	0	0	4	1	0	14	0

Roadway	Project Description	2024 Score	High Volume	High Injury Network	Crashes per Mile	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Percent	Travel Time	Bridge Condition
Rte B	Capacity improvements from 266 to I-44	29	0	0	10	0	0	4	0	1	0	14	0
US 60 (James River Freeway)	Northbound ramp improvement at Route 65	29	15	0	0	0	7	4	0	1	0	0	2
Rte FF & 3rd	Battlefield	29	0	10	10	0	0	4	0	1	0	4	0
US 160/FR 123	Intersection Improvements	28	1	10	10	0	0	0	2	1	0	4	0
Rte 125/Rte D	intersection improvements	28	0	0	5	0	0	4	2	1	2	14	0
Rte CC	Capacity and Safety Improvements Main to Cheyenne	28	1	0	10	0	0	4	2	1	0	10	0
Rte P/Miller Ave	Intersection Improvements	28	1	0	15	0	7	4	0	1	0	0	0
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)	28	1	0	15	0	0	4	2	1	1	4	0
Rte 14/Fremont	Intersection improvements	27	1	0	15	0	0	0	0	1	0	10	0
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160	27	0	10	5	0	0	4	4	2	0	0	2
US 160/Battlefield	Intersection improvements at Battlefield Road	26	3	0	10	0	0	0	2	1	0	10	0
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves	26	0	10	5	0	0	0	0	1	0	10	0
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd	26	1	0	10	0	0	4	0	1	0	10	0
US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)	26	1	10	10	0	0	4	0	1	0	0	0
I-44 & Rte MM	Phase II interchange improvements at Route MM	25	0	0	10	0	0	4	0	1	0	10	0
Rte AB	Railroad grade separation	25	0	0	5	4	0	4	0	1	1	10	0
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)	25	1	0	15	0	0	4	2	1	0	No Data	2
Rte 266	Capacity & Safety improvements Rte B to Rte AB	25	0	0	10	0	0	4	0	1	0	10	0
I-44	Future Overpass by Exotic Animal Paradise	24	10	0	10	0	0	0	0	1	3	0	0
Rte ZZ/FR 174	Signal/Roundabout	24	0	0	5	0	0	4	4	1	0	10	0
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic	24	0	0	5	0	0	4	4	1	0	10	0
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)	24	0	0	5	0	0	4	4	1	0	10	0
Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266	24	0	0	5	0	0	4	0	1	0	14	0
Rte 174	Capacity Improvements Main to 60	23	0	0	10	0	0	0	2	1	0	10	0
Rte NN	Capacity and Safety Improvements Weaver to Jackson	23	0	10	10	0	0	0	2	1	0	0	0
Rte NN/FR 194	Intersection improvements	23	0	0	10	0	0	0	2	1	0	10	0
Rte 14/Oak	Intersection Improvements	23	1	0	15	0	0	0	2	1	0	4	0
Division	RR seperation west of US 65	23	0	0	10	4	0	4	0	1	0	4	0
Rte 14 & 32nd	(Public Comment)	22	1	0	10	0	0	0	0	1	0	10	0
Rte CC	Widening from US 160 to Main MoDOT	22	1	0	10	0	0	0	0	1	0	10	0
Rte EE	Safety improvements I-44 to Airport Blvd	22	0	0	5	0	0	0	4	1	0	10	2
Rte NN	Realign curve south of Route 60	22	0	0	5	0	0	4	2	1	0	10	0
US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037	22	0	0	15	0	0	4	0	1	0	0	2
Rte 174/Boston Ave	Intersection Improvements	21	0	0	10	0	0	0	0	1	0	10	0
Rte AB & Rte EE	Intersection improvements	21	0	0	5	0	0	4	0	1	1	10	0
Rte 125 N. of JJ	Improve curve delineation	20	0	10	5	0	0	0	0	1	0	4	0
Rte 14	Capacity and Safety Improvements W to JJ	20	1	0	10	0	0	0	4	1	0	4	0
Rte AB & Hwy 160	Intersection improvements with pedestrian underpass	20	0	0	10	0	0	4	0	2	0	4	0
I-44	Widen to six lanes from MO 360 to Rte MM	19	10	0	5	0	0	0	0	1	3	0	0
Rte M	Capacity Improvements ZZ to FF	19	1	0	5	0	0	0	2	1	0	10	0
Rte EE & Willard S. Elementary	(Public Comment)	18	0	10	5	0	0	0	2	1	0	0	0
Rte 125/YY	Intersection Improvements	18	0	0	5	0	0	4	2	1	2	4	0
US 65/Rte AA	Intersection Improvements	17	3	0	5	0	0	0	2	1	2	4	0
Main/FR 168	Four way stop/Flashing light	17	0	0	5	0	0	0	0	1	1	10	0
US 60	Capacity and Safety Improvements west of Republic	17	1	0	0	0	7	4	0	1	0	4	0
Plainview & FR 141	(Public Comment)	17	0	0	10	0	0	4	2	1	0	No Data	0
Hwy 125 & FR 186	Intersection improvements	16	0	0	5	0	0	0	0	1	0	10	0
Rte 14	Nicholas to OTO Western Limits	15	0	0	5	0	0	4	0	1	1	4	0
Rte AB	Safety Improvements from Rte 160 to EE	14	0	0	5	0	0	4	0	1	0	4	0
Rte AA/Owen Rd	Intersection Safety Improvements	13	0	0	10	0	0	0	0	1	2	0	0
Rte 125/FR 84	Intersection Improvements	12	0	0	5	0	0	0	2	1	0	4	0
Rte 125/FR 132	Intersection Improvements	12	0	0	5	0	0	4	0	1	2	0	0

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Rte NN	Capacity and Safety Improvements J to Pheasant	11	0	0	10	0	0	0	0	1	0	0	0
Rte NN/Melton	Intersection improvements	11	0	0	10	0	0	0	0	1	0	0	0
FR 115 & FR 140	Roundabout Greene County	11	0	0	10	0	0	0	0	1	0	No Data	0
Rte 360	ITS Improvements from I-44 to 60	10	1	0	5	0	0	0	0	1	3	0	0
Rte 125	Safety Improvements FR 84 to OTO North Boundary	10	0	0	5	0	0	0	0	1	0	4	0
Rte YY	Intersection improvements at FR 193	8	0	0	5	0	0	0	2	1	0	0	0
Rte MM	Extension from new intersection at US 60 to Rte M	7	0	0	0	0	0	0	4	1	2	0	0
Rte O (Willard)	(Public Comment)	7	0	0	5	0	0	0	0	1	1	No Data	0
Rte NN to Sunset	Bike lanes & sidewalks	7	0	0	5	0	0	0	0	2	0	0	0
Rte AB & FR 84	(Public Comment/City of Willard)	6	0	0	5	0	0	0	0	1	0	0	0
Rte AB & FR 94	(Public Comment/City of Willard)	6	0	0	5	0	0	0	0	1	0	0	0
Rte NN/Sunset	Intersection improvements	6	0	0	5	0	0	0	0	1	0	0	0
Nicholas & Tracker	Intersection improvements	6	0	0	5	0	0	0	0	1	0	No Data	0
US 160	Widening from Jackson to Hwy 123	5	0	0	0	0	0	0	0	1	0	4	0



Missouri

HIGH-PRIORITY UNFUNDED NEEDS



DRAFT
July 2024



TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	BOONE	US 63	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 63/RTE. WW INTERCHANGE	\$13,954	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 50/TRUMAN BLVD/COUNTRY CLUB DR INTERCHANGE ON NW QUADRANT; INCORPORATE PEDESTRIAN FACILITIES	\$8,320	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MARIES	US 63	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 63 FROM NORTH OF VIENNA TO SOUTH OF VIENNA	\$40,426	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	CRD OLD HIGHWAY 100	BRIDGE REPLACEMENT AT EAST 5TH STREET.	\$1,720	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	FRANKLIN	MO 100	INTERSECTION IMPROVEMENTS FROM ST. JOHNS RD TO I-44	\$20,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	RT N	CAPACITY IMPROVEMENTS - (PARTIAL 1 OF 2) FROM I-64 / MO 364 TO HIGHWAY Z	\$30,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	US 61	SAFETY AND INTERCHANGE IMPROVEMENTS FROM LINCOLN CO. TO RTE A. (PARTIAL 2 OF 2)	\$50,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	CST NORTH HANLEY RD	SAFETY IMPROVEMENTS AT I-70 INTERCHANGE	\$3,920	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64	INTERCHANGE IMPROVEMENTS AND REHABILITATE BRIDGES (PARTIAL 1 OF 2) FROM KINGSHIGHWAY TO JEFFERSON	\$30,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	IS 70	INTERCHANGE IMPROVEMENTS FROM BRANCH TO GOODFELLOW.	\$11,400	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	MO 30	SAFETY AND INTERCHANGE IMPROVEMENTS FROM CITY LIMITS TO I-44.	\$8,620	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	BENTON	MO 7	CURVE AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM TIGHTWAD TO WARSAW AND FROM RTE. 65 TO CAMDEN COUNTY	\$30,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CEDAR	MO 32	PHASE 2 CAPACITY AND GEOMETRIC IMPROVEMENTS FROM STOCKTON TO BOLIVAR	\$4,077	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	GREENE	RT WW	CORRIDOR LOCATION AND ENVIRONMENTAL STUDY FOR NEW NORTH CORRIDOR IN THE SPRINGFIELD METROPOLITAN AREA	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	CRD CENTRAL CITY RD	CORRIDOR LOCATION AND ENVIRONMENTAL STUDY FOR NEW WEST CORRIDOR IN THE JOPLIN METROPOLITAN AREA	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171	INTERSECTION IMPROVEMENTS ON MCARTHUR DRIVE AT LOOP 49 (MADISON AVENUE) IN WEBB CITY	\$3,862	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	STONE	MO 76	CORRIDOR STUDY FROM RTE. 13 IN BRANSON WEST TO RTE. 265 NEAR INDIAN POINT	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT FF	INTERSECTION IMPROVEMENTS AT WEAVER ROAD IN BATTLEFIELD	\$3,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60	PHASE I INTERSECTION AND CAPITAL IMPROVEMENTS FROM ROUTE P (MAIN ST) TO ROUTE MM	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2024 Dollars (Uninflated)

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST URBAN	GREENE	US 65	DESIGNATION OF A POTENTIAL INTERSTATE LOOP ON ROUTES 60, 65 AND 360 IN SPRINGFIELD.	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	RT B	ADD RUMBLESTRIPES FROM RTE. 72 TO RTE. 34	\$3,364	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	CST BLOOMFIELD RD	BRIDGE IMPROVEMENTS OVER IS 55	\$5,633	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	CAPE GIRARDEAU	US 61	INTERSECTION IMPROVEMENTS AT SHAWNEE BOULEVARD	\$2,786	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CARTER	RT C	PAVEMENT IMPROVEMENTS AND ADD RUMBLESTRIPES FROM RTE. 60 TO RTE. F	\$2,595	IMPROVE ROAD CONDITIONS
SOUTHEAST	DOUGLAS	MO 5	INTERSECTION IMPROVEMENTS AT RTE. Y.	\$2,586	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49	SAFETY IMPROVEMENTS FROM RAILROAD SPUR TO COUNTY ROAD 118	\$2,558	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	MO 72	INTERSECTION IMPROVEMENTS AT RTE. OO	\$1,214	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PERRY	RT F	ADD RUMBLESTRIPES FROM RTE. B TO RTE. 61	\$1,798	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	REYNOLDS	MO 21	SAFETY IMPROVEMENTS FROM RTE. H TO RTE. 60	\$2,868	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	RIPLEY	MO 21	BRIDGE IMPROVEMENTS OVER BRIAR CREEK	\$2,314	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	SCOTT	RT Y	INTERSECTION IMPROVEMENTS AT KINGSHIGHWAY	\$1,402	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SHANNON	US 60	INTERSECTION IMPROVEMENTS AT RTE. T.	\$2,633	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	MO 8	INTERSECTION IMPROVEMENTS AT HAWTHORNE STREET	\$3,181	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32	INTERSECTION IMPROVEMENTS AT RTE. C	\$1,139	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	BU 60	INTERSECTION IMPROVEMENTS AT RTE. AD	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	RT TT	INTERSECTION IMPROVEMENTS AT THE SOUTH RAMPS OF RTE. 60	\$283	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63	INTERSECTION IMPROVEMENTS AT OAK HILL ROAD	\$517	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WAYNE	MO 49	ADD RUMBLESTRIPES FROM THE SOUTH INTERSECTION OF RTE. 34 TO RTE. 67	\$5,918	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WRIGHT	MO 5	SAFETY IMPROVEMENTS FROM MANSFIELD TO HARTVILLE	\$2,769	IMPROVE ROAD CONDITIONS
TIER 1 NEEDS - STATEWIDE TOTAL				\$475,504	

* Amounts in 2024 Dollars (Uninflated)

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	CHRISTIAN	US 65	PHASE 3 SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. EE NEAR OZARK TO THE ARKANSAS STATE LINE	\$35,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	DALLAS	US 65	INTERSECTION IMPROVEMENTS AT KELLY ROAD SOUTH OF BUFFALO	\$4,900	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	GREENE	US 60	SAFETY, ACCESS, AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 125 IN ROGERSVILLE TO EAST OF RTE. K IN SEYMOUR	\$40,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171	CAPITAL IMPROVEMENTS FROM THE KANSAS STATE LINE TO RTE. Z IN CARL JUNCTION	\$20,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171	DESIGN, RIGHT-OF-WAY FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$23,246	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	WEBSTER	US 60	CAPITAL IMPROVEMENTS IN FORDLAND	\$35,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14	INTERSECTION IMPROVEMENTS AT RTE. W	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14	WESTBOUND JACKSON STREET OPERATIONAL IMPROVEMENTS AND BRIDGE WIDENING FROM RTE. NN TO THIRD STREET IN OZARK	\$8,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT CC	INTERSECTION IMPROVEMENTS AT FREMONT ROAD	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT J	WESTBOUND CAPITAL IMPROVEMENTS FROM FARMER BRANCH TO 17TH STREET IN OZARK	\$5,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT NN	INTERSECTION IMPROVEMENTS AT RTE. J IN OZARK	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13	OPERATIONAL, SAFETY AND PEDESTRIAN IMPROVEMENTS FROM EVERGREEN STREET TO DIVISION STREET IN SPRINGFIELD	\$11,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13	PHASE II KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM RTE 413 (SUNSHINE STREET) TO BATTLEFIELD ROAD	\$10,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 174	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO ROUTE AA IN NIXA	\$22,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160	INTERSECTION IMPROVEMENTS AT MOUNT VERNON STREET IN SPRINGFIELD	\$4,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60	EXTEND OZARKSTRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM SPRINGFIELD TO ROGERSVILLE	\$1,700	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60	PHASE II INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. P (MAIN ST) TO RTE. MM IN REPUBLIC.	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 65	INTERCHANGE IMPROVEMENTS AT RTE. 744 (KEARNEY STREET) IN SPRINGFIELD	\$29,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2024 Dollars (Uninflated)

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	JASPER	RT HH	SAFETY AND INTERSECTION IMPROVEMENTS FROM CHAPEL ROAD TO GARRISON AVENUE IN CARTHAGE	\$7,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	NEWTON	MO 59	SAFETY IMPROVEMENTS AT CULLUM STREET IN DIAMOND	\$2,041	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	POLK	MO 13	INTERSECTION IMPROVEMENTS AT COUNTY ROAD 430 AND ON RTE 83 AT OAKLAND STREET IN BOLIVAR	\$8,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	ST. CLAIR	US 54	INTERMITTENT SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 13 IN COLLINS TO RTE. 73 NEAR BRANCH	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	TANEY	MO 86	CAPACITY AND SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM LONG CREEK ARM OF TABLE ROCK LAKE TO RTE. 65 IN RIDGEDALE	\$34,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	US 160	INTERSECTION IMPROVEMENTS AT PEMBROOK IN NIXA	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 125	INTERSECTION IMPROVEMENTS AT EVERGREEN STREET IN STRAFFORD	\$15,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT AB	SAFETY IMPROVEMENTS SOUTH OF ROUTE 160 IN WILLARD	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT MM	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO HAILE STREET IN REPUBLIC	\$29,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60	PHASE II INTERCHANGE IMPROVEMENT AT ROUTE 65	\$15,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	MO 51	SAFETY IMPROVEMENTS FROM RTE. FF TO COUNTY ROAD 400	\$1,972	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	IS 55	CAPACITY IMPROVEMENTS FROM RTE 61 AT EXIT 93 TO RTE K	\$12,912	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	IS 55	CAPITOL IMPROVEMENTS AT EXIT 93.	\$22,188	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	MO 177	ADD SHOULDERS FROM RTE. 61 TO RTE. J	\$1,572	IMPROVE ROAD CONDITIONS
SOUTHEAST	CAPE GIRARDEAU	US 61	INTERSECTION IMPROVEMENTS FROM I-55 IN FRUITLAND TO RTE. D	\$11,799	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	DUNKLIN	US 412	CAPACITY IMPROVEMENTS FROM RTE. C TO RTE. O	\$45,536	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

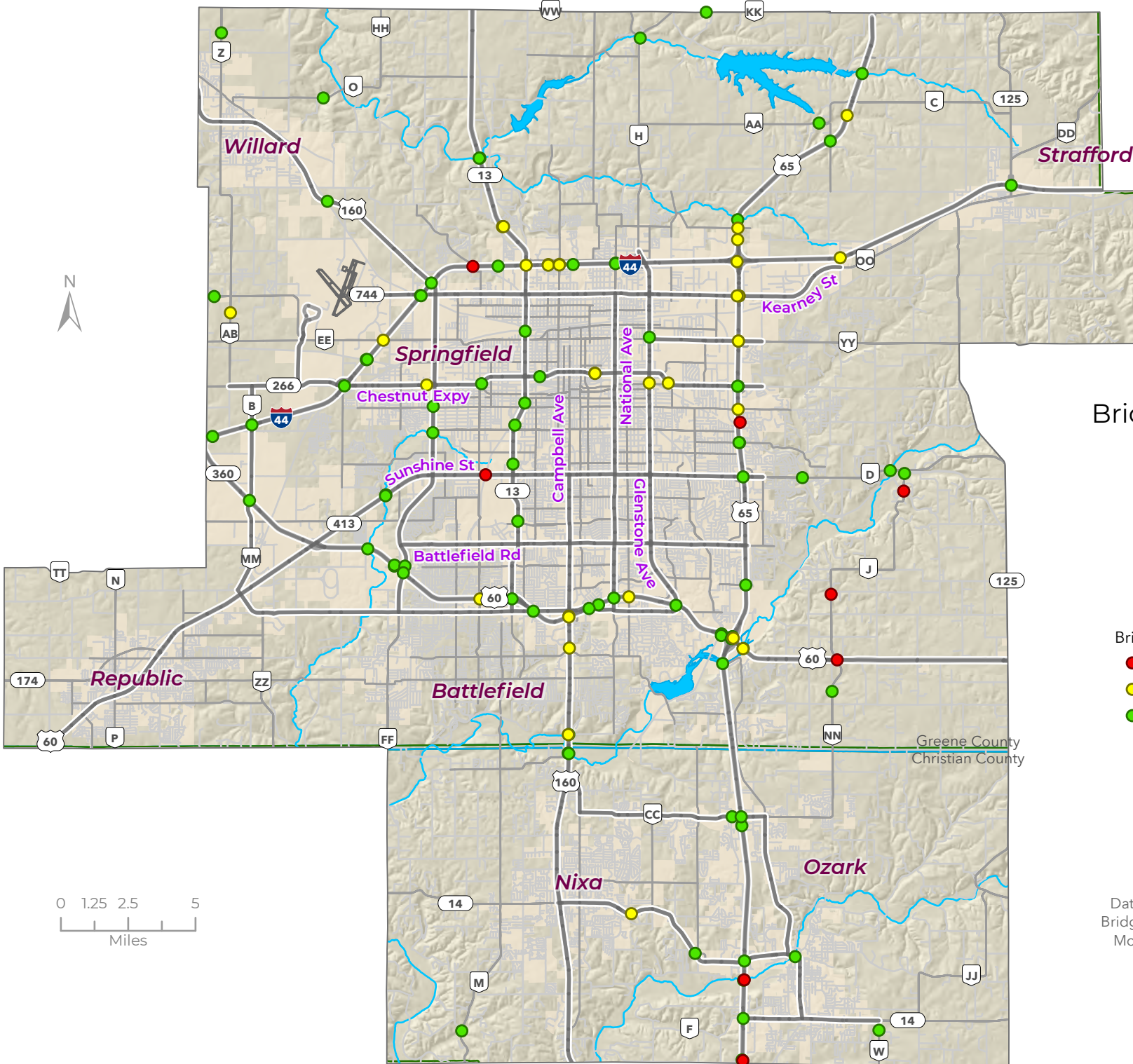
* Amounts in 2024 Dollars (Uninflated)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	HENRY	RT HH	RAIL EXTENSION IN MONTROSE	\$1,359	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	JASPER	MO 66	SWITCH REPLACEMENT PROGRAM FOR MISSOURI & NORTHERN ARKANSAS RAILROAD IN JASPER COUNTY	\$355	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	ST. CLAIR	CST 1ST	RAIL CROSSING IMPROVEMENTS IN APPLETON CITY	\$543	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	GREENE	CST PACKER RD	OATS CAPITAL ASSET MANAGEMENT IN THE RURAL SOUTHWEST DISTRICT	\$2,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD	OATS CAPITAL EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$2,732	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD	OATS SERVICE OPERATIONS EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$6,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD	OPERATING ASSISTANCE FOR VARIOUS SMALL CITIES IN RURAL SOUTHWEST DISTRICT	\$80	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	JASPER	MO 66	JOPLIN TRANSIT CAPITAL IMPROVMENTS	\$354	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	JASPER	MO 66	TRANSFER CENTER IN JOPLIN	\$3,375	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	TANEY	CST MADDUX ST	BRANSON AREA MULTIMODAL COMMUTER STUDY	\$667	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	VERNON	US 54	ADDRESS GAPS IN RURAL TRANSIT IN KAYSINGER BASIN REGIONAL PLANNING COMMISSION AREA	\$283	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	CHRISTIAN	MO 14	ADD SIDEWALKS ON 3RD STREET FROM CHURCH STREET TO ELM STREET IN OZARK	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14	PEDESTRIAN CROSSING IMPROVEMENTS AT 3RD AVENUE AND CHURCH STREET IN OZARK	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14	SHARED USE PATH FROM CHEYENNE ROAD IN NIXA TO FREMONT ROAD IN OZARK	\$1,750	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

* Amounts in 2024 Dollars (Uninflated)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST URBAN	CHRISTIAN	RT NN	SIDEWALK, SHARED USE PATH FROM RTE. J TO RTE. 14 IN OZARK	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST DIVISION ST	SHARED USE PATH FROM PACKER ROAD TO EASTGATE AVENUE IN SPRINGFIELD	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT AB	ADD SIDEWALKS FROM NEW MELVILLE ROAD TO SOUTHVIEW STREET IN WILLARD	\$250	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT EE	CONSTRUCT PEDESTRIAN IMPROVEMENTS ON RTE. EE FROM HASELTINE ROAD TO RTE. 160 (WEST BYPASS) IN SPRINGFIELD	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT FF	ADD PEDESTRIAN CROSSING AT INTERSECTION OF RTE. FF AND REPUBLIC ROAD IN BATTLEFIELD	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT M	PHASE I SHARED USE PATH FROM RTE. ZZ IN REPUBLIC TO RTE. FF IN BATTLEFIELD	\$3,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT OO	ROUTE 66 TRAIL SHARED USE PATH FROM MULROY ROAD TO ROUTE 125 IN STRAFFORD	\$8,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT Z	ADD SIDEWALKS FROM EAGLE LANE TO WILLIARD SPORTS COMPLEX	\$200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	US 160	PEDESTRIAN CROSSING IMPROVEMENTS ON WEST BYPASS FROM RTE 744 (KEARNEY STREET) TO BATTLEFIELD ROAD IN SPRINGFIELD	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE	CONSTRUCT T-HANGER TAXIWAY AT SPRINGFIELD-BRANSON NATIONAL AIRPORT	\$1,350	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST URBAN	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE	REHABILITATE RUNWAY 14-32 AT SPRINGFIELD-BRANSON NATIONAL AIRPORT	\$900	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST URBAN	GREENE	CST DIVISION ST	RAILROAD GRADE SEPARATION OVER BNSF WEST OF US 65 IN SPRINGFIELD	\$26,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST URBAN	GREENE	CST MAIN AVE	CITY UTILITIES TRANSIT BUS REPLACEMENT	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	GREENE	CST PACKER RD	FTA SECTION 5310 VEHICLE MATCH	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

* Amounts in 2024 Dollars (Uninflated)



Bridge Condition

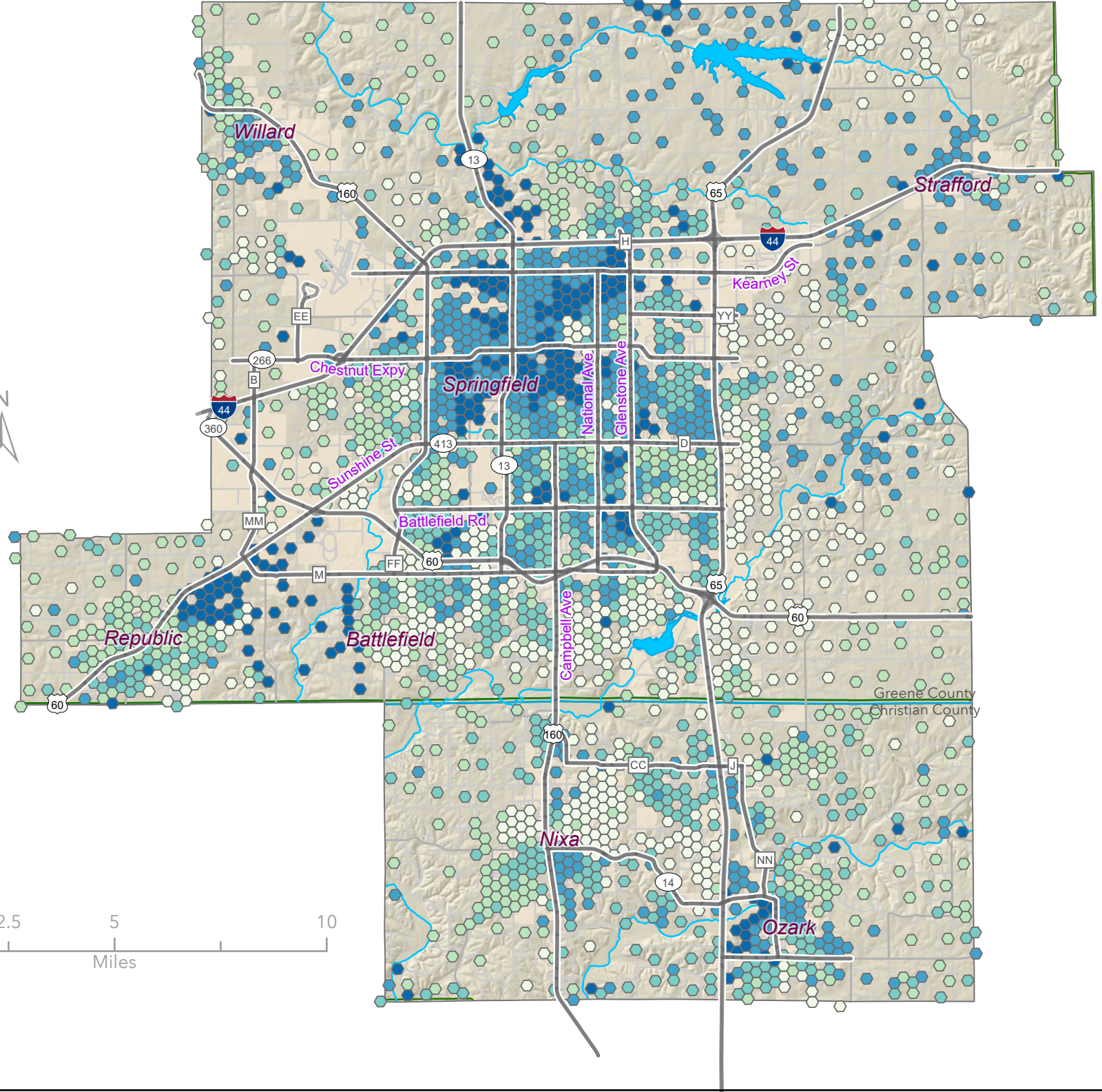
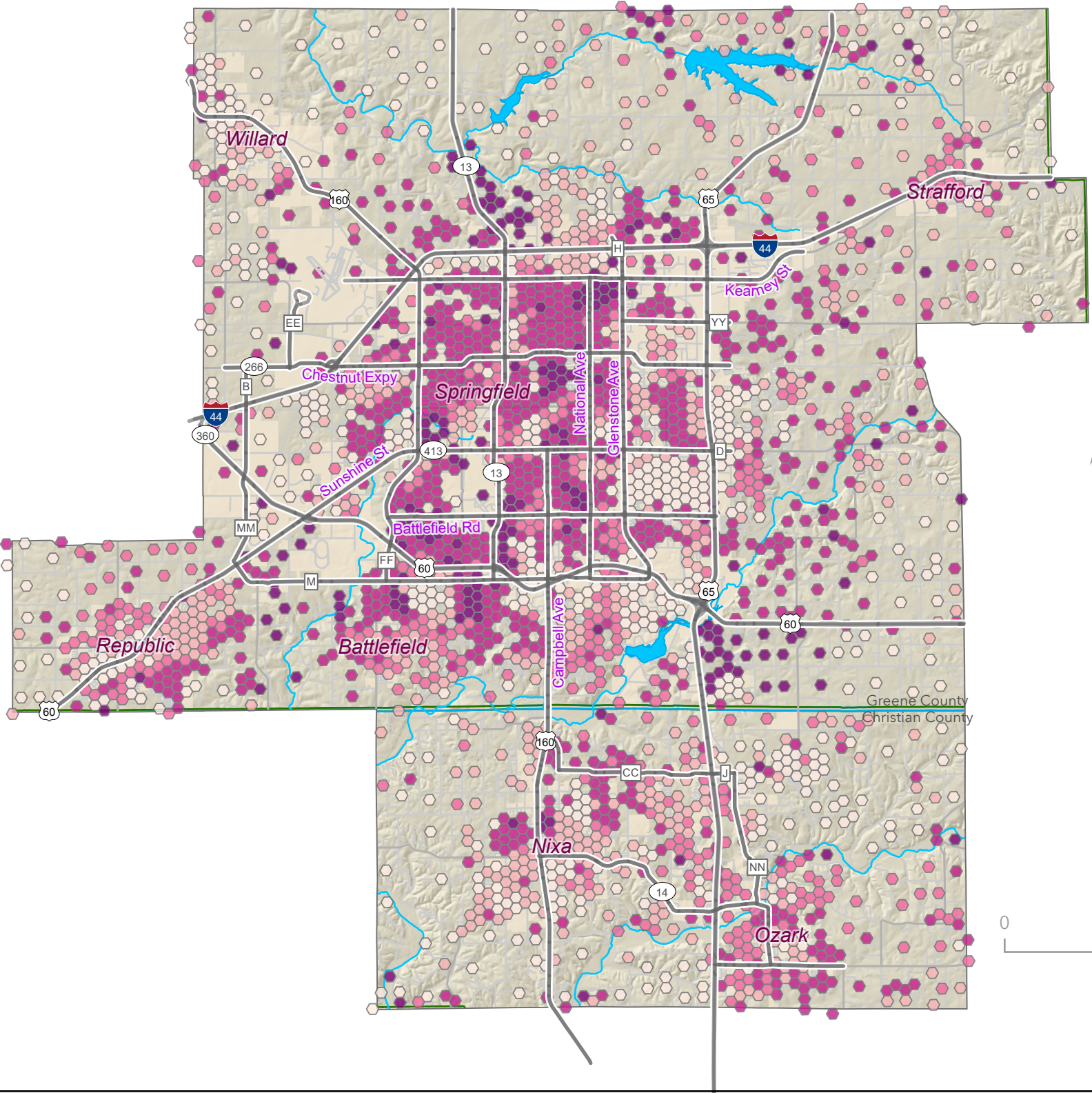
- Bridge Condition Rating
- Poor (4 points)
 - Fair (2 points)
 - Good (0 points)



Data Source: 2024 National Bridge Inventory, Provided by MoDOT SW District Office.

Percent Minority Population

Percent Low-Income Population



0 2.5 5 10
Miles

Percent Racial Minority

- 25.4% - 100%
- 12.5% - 25.3%
- 9.2% - 12.4%
- 6% - 9.1%
- 0% - 5.9%



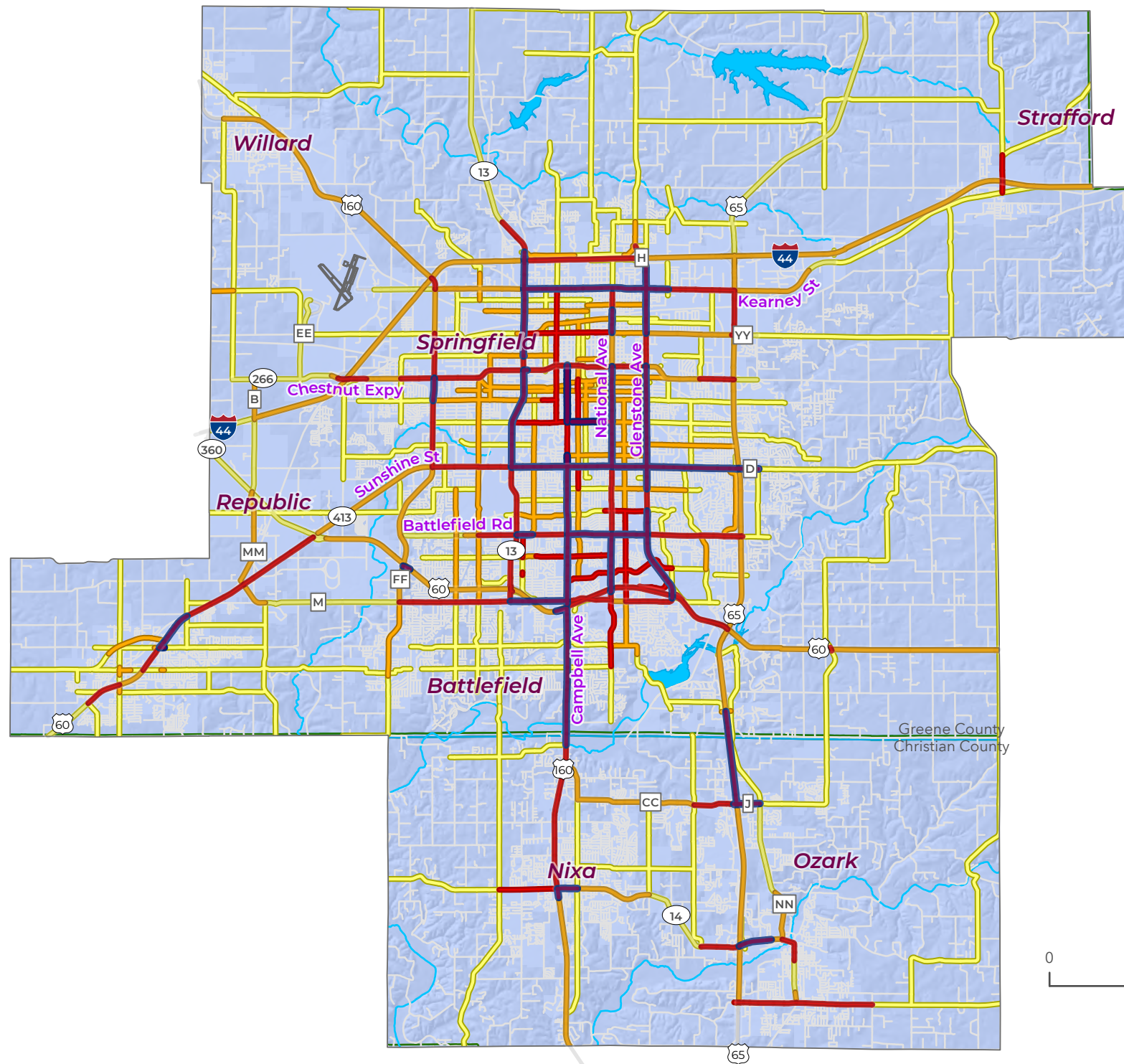
Data Sources: 2020 Decennial Census, American Community Survey 5-Year Estimates 2018 - 2022, & 2021 - 2023 OTO Area Building Permits.

Minority Hex Bin Average: 12.4%
Low-Income Hex Bin Average 14.8%

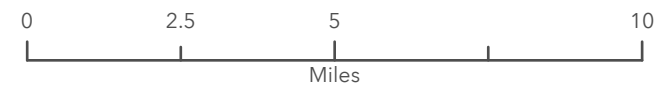
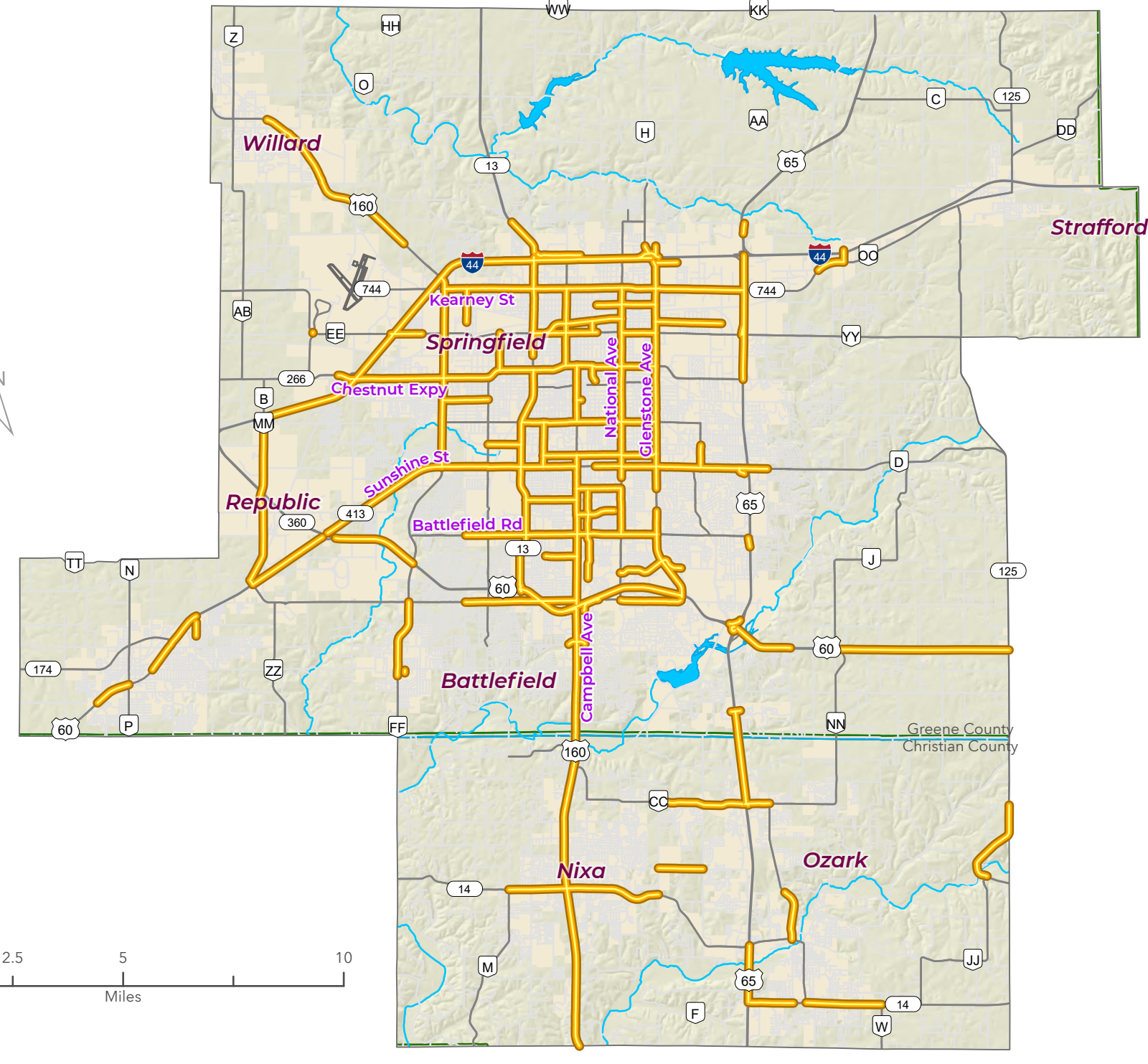
Percent Below Poverty

- 30.1% - 100%
- 14.9% - 30%
- 8.7% - 14.8%
- 4.9% - 8.6%
- 0% - 4.8%

Crashes per Mile 2019 - 2023



High Injury Network



- Crashes per Mile
- █ 176.8 - 608.4 (15 points)
 - █ 76.0 - 176.7 (10 points)
 - █ 32.3 - 75.9 (5 points)
 - █ 0.0 - 32.2 (0 points)

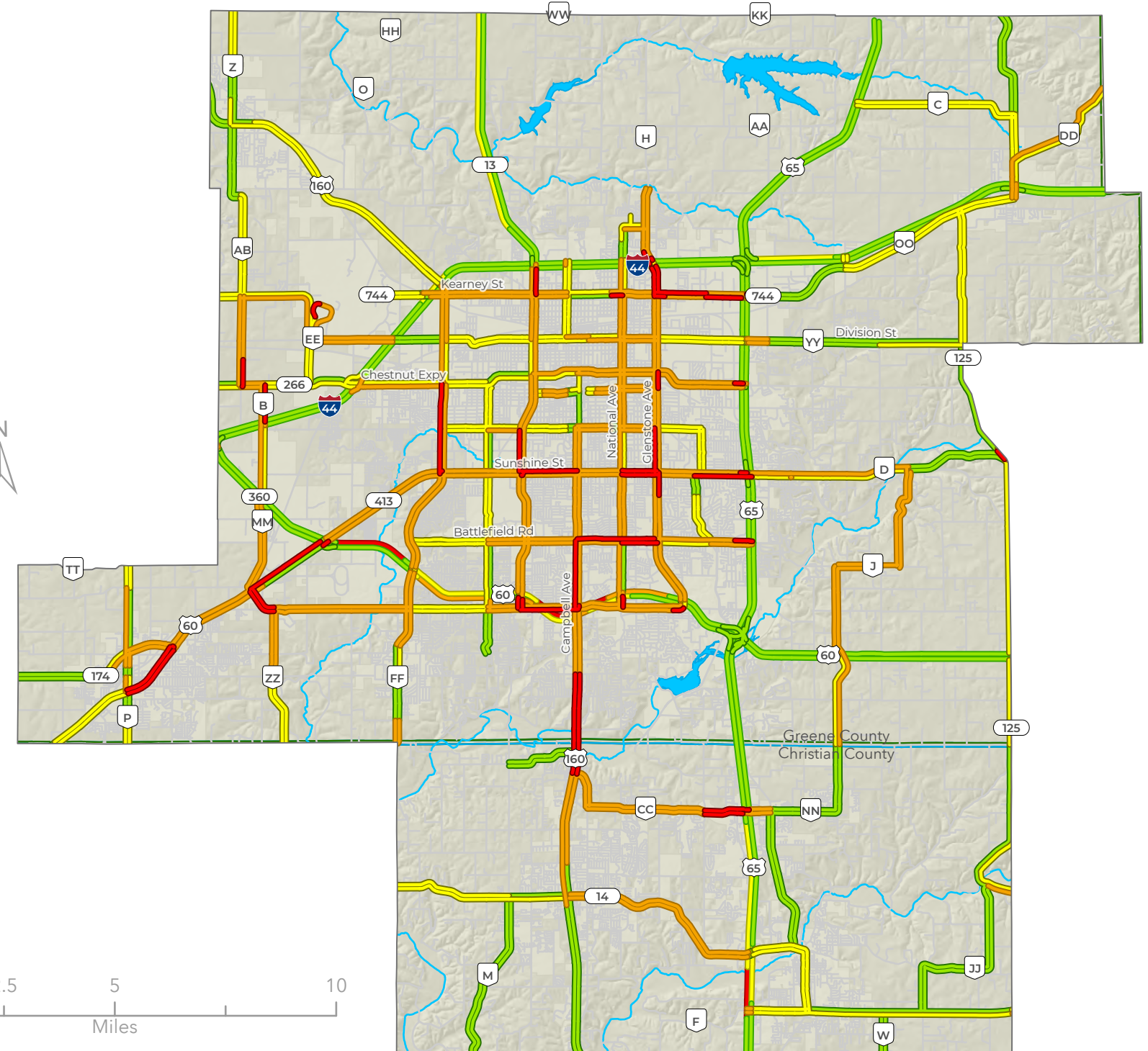
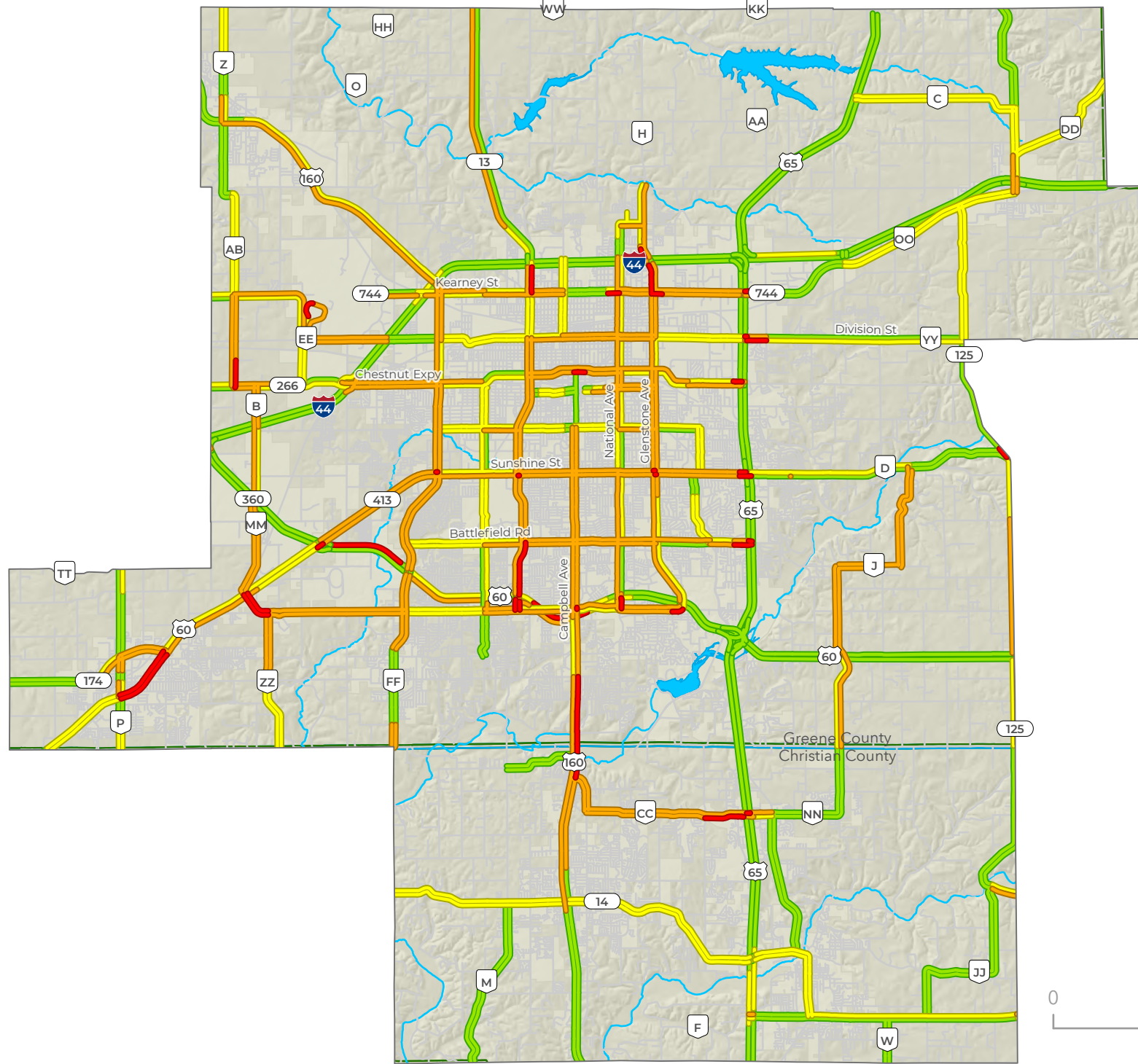


Data Sources: MoDOT Crash Statistics Map. Crashes per mile is based on total crashes from 2019 to 2023. The High Injury Network is based on fatal and serious injury crashes from 2018 - 2022. Segments with 2 or more fatal or serious injury crashes per mile are included in the High Injury Network.

- █ High Injury Network (10 points)

AM Travel Delay 2024

PM Travel Delay 2024



Arterial & Expressway Scores

- █ > or = 20 mph below Speed Limit (14 points)
- █ 10.0 - 19.9 mph below Speed Limit (10 points)
- █ 5.0 - 9.9 mph below Speed Limit (4 points)
- █ < or = 4.9 mph below Speed Limit (0 points)

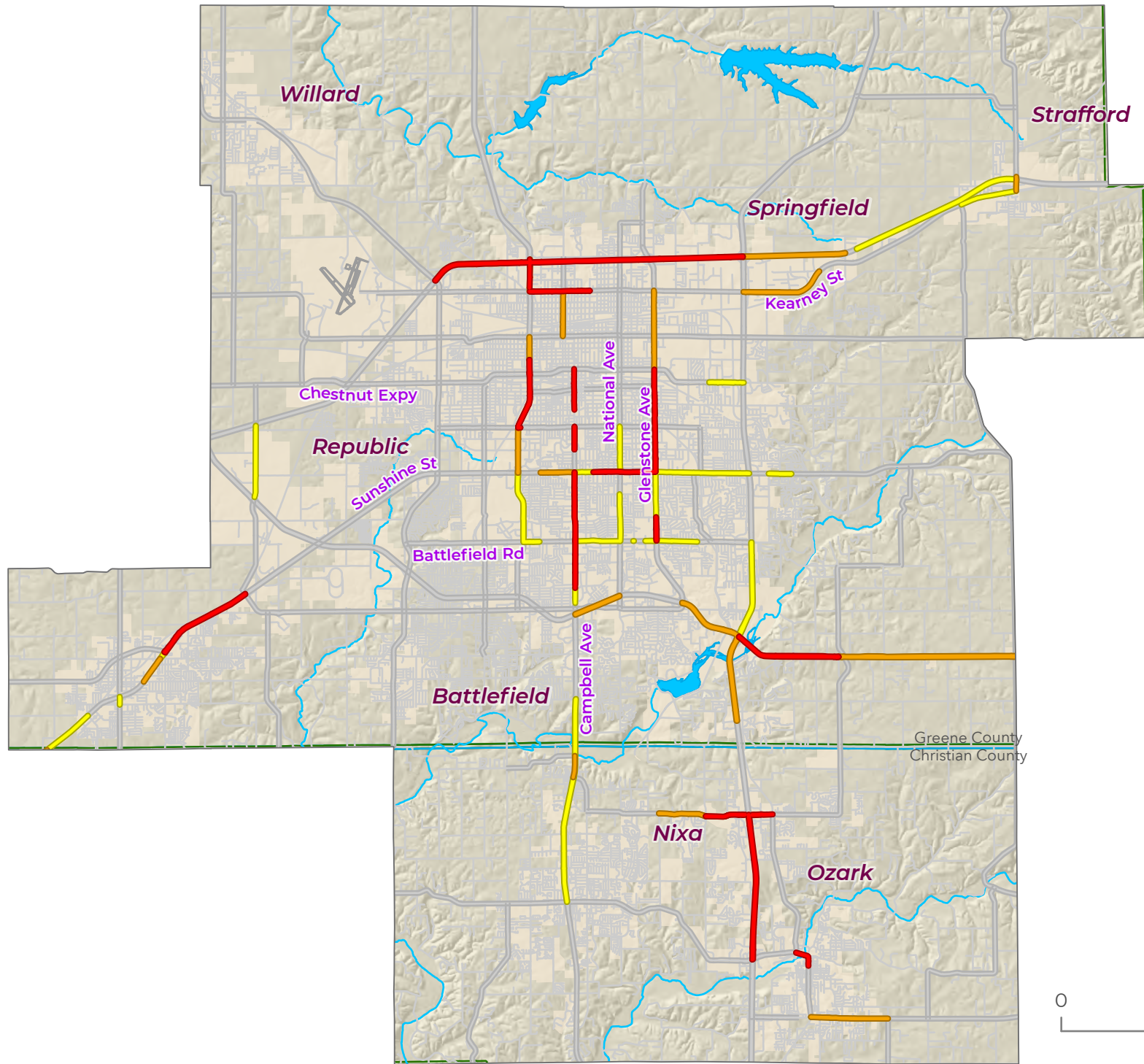


Data Source: INRIX NPMRDS & HERE speed data for business days during March, April, & May 2024 from 7:15 - 8:15 am, 5:00 - 6:00 pm, and 5:30 - 6:30 pm.

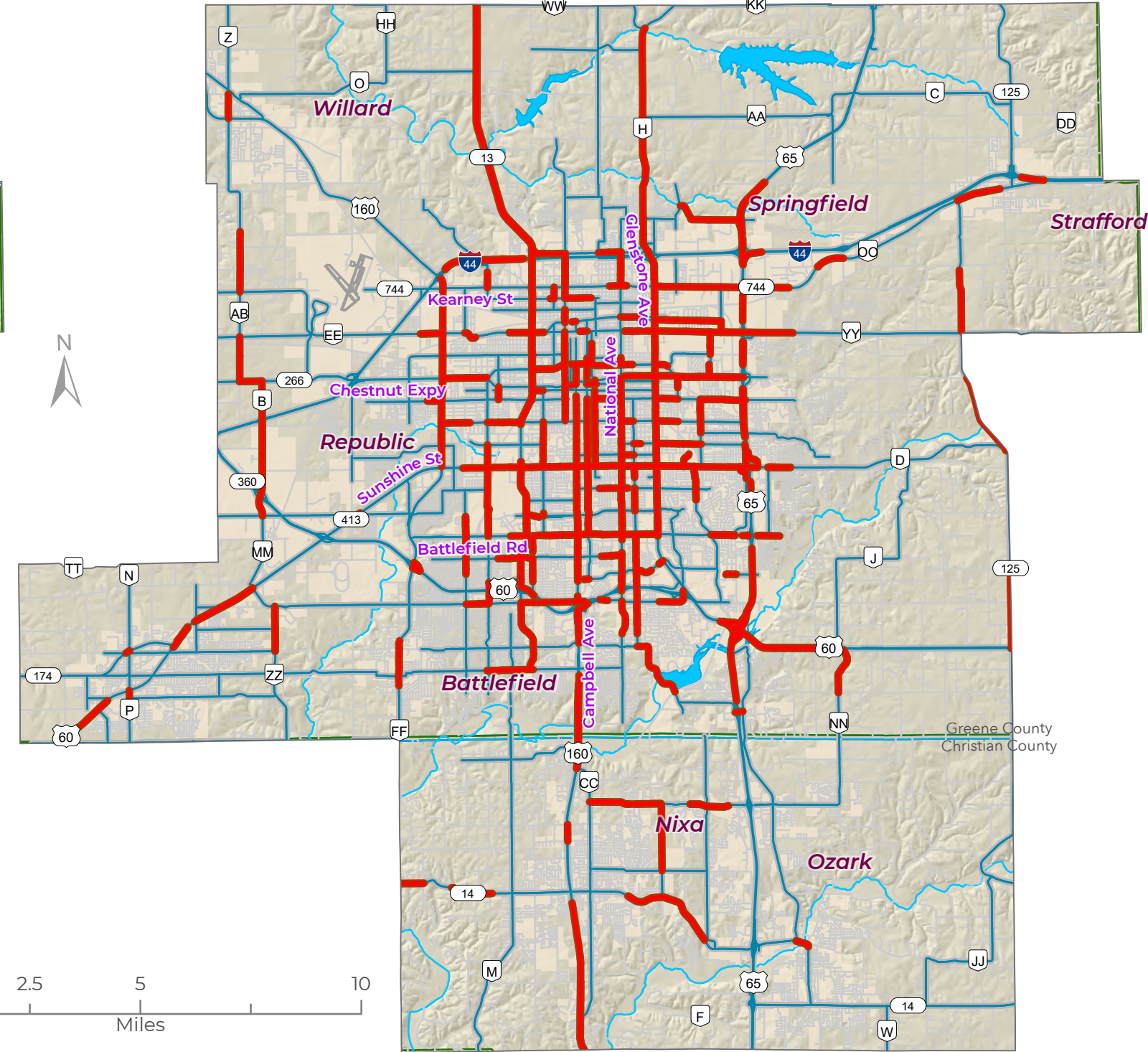
Freeway Scores

- █ > or = 10.0 mph below Speed Limit (14 points)
- █ 5.0 - 9.9 mph below Speed Limit (10 points)
- █ 0.1 - 4.9 mph below Speed Limit (4 points)
- █ < or = 0 mph below Speed Limit (0 points)

Current Roadway Volume-to-Capacity Ratios



Future Volume-to-Capacity Ratios



Current Volume/Capacity Ratio

Red	1.01 - 1.45 (14 points)
Orange	0.93 - 1.00 (11 points)
Yellow	0.87 - 0.92 (7 points)
Grey	0.02 - 0.86 (0 points)



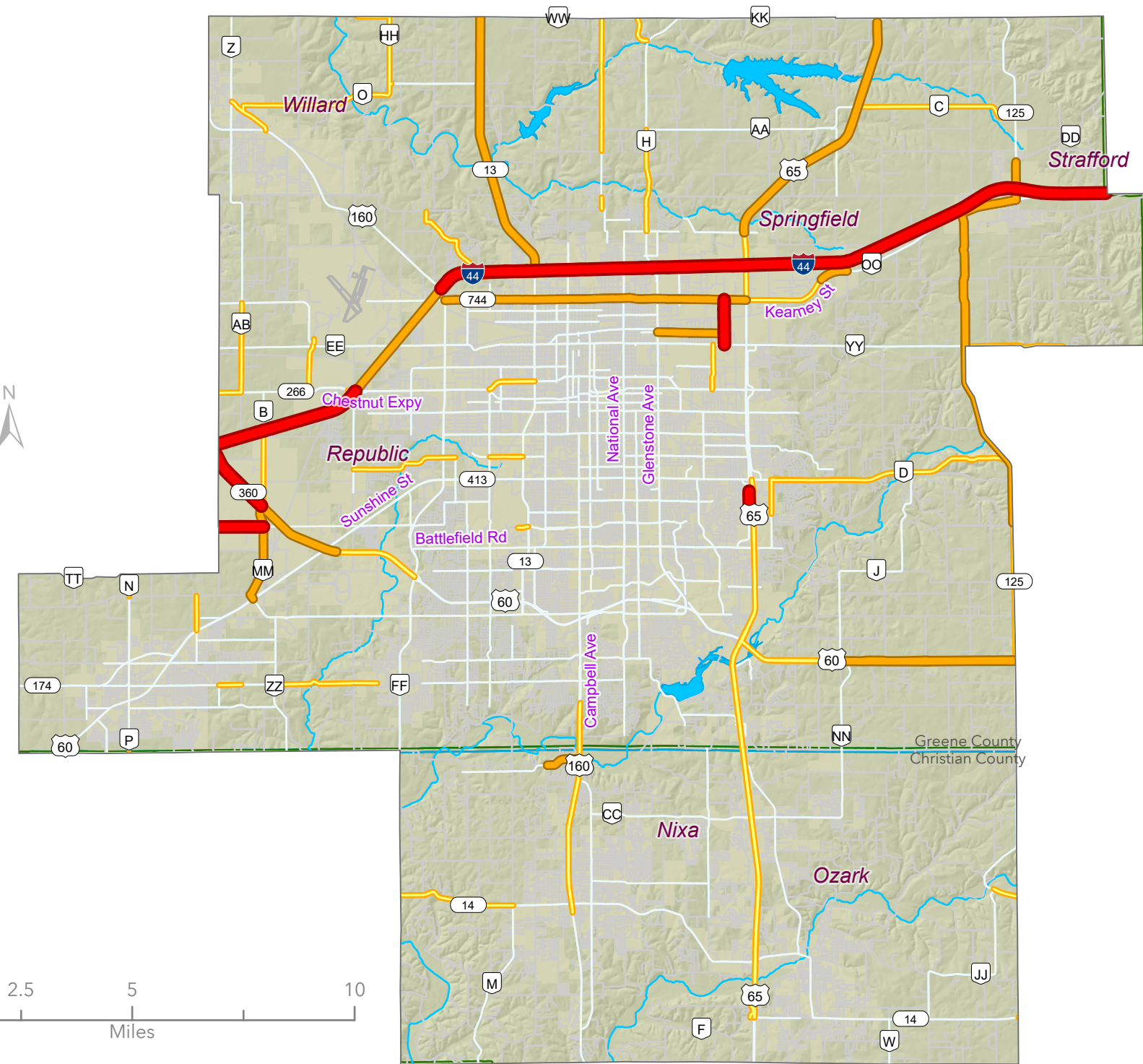
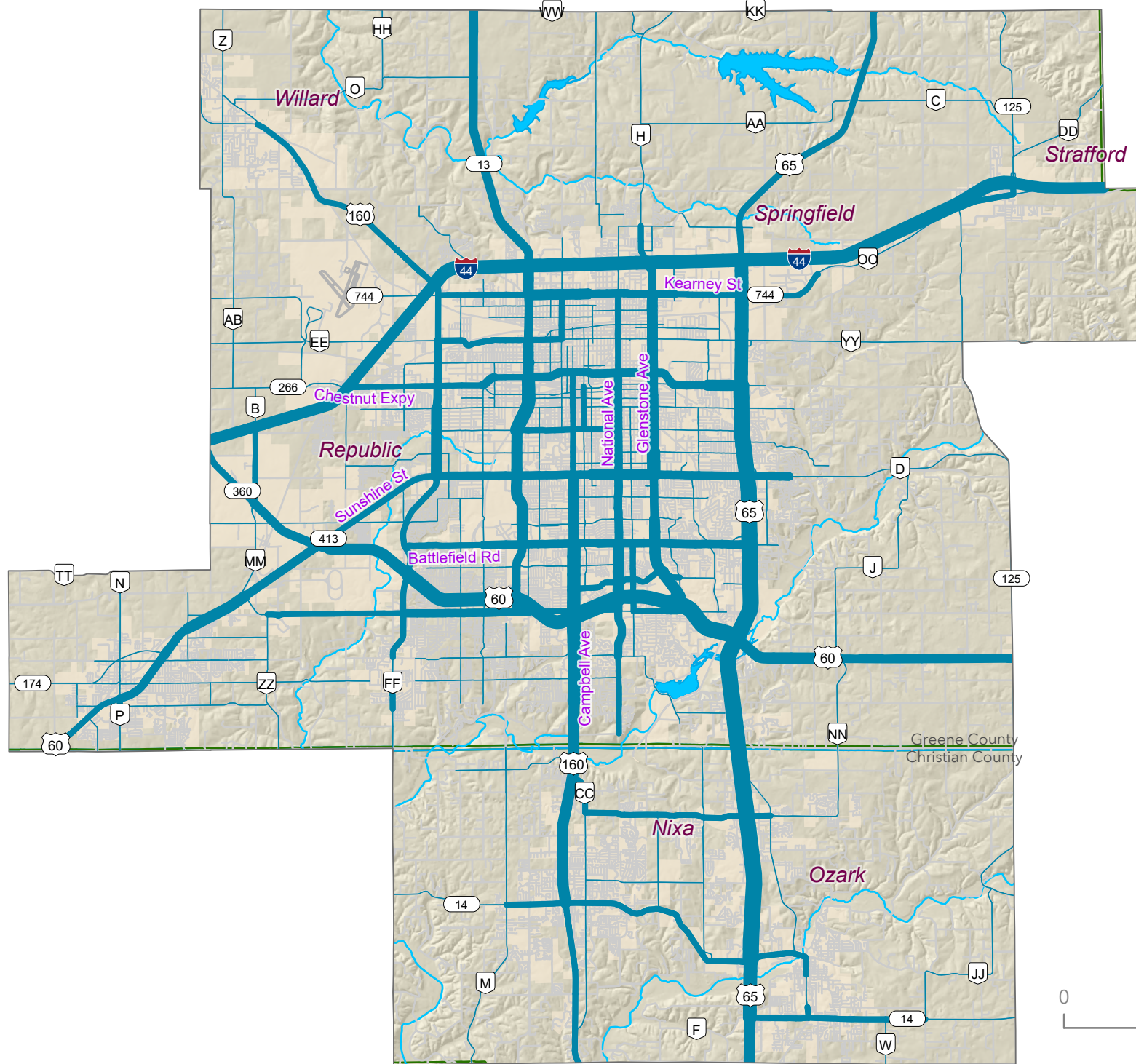
Data Sources: 2023 MoDOT AADT by Vehicle Type & the OTO 2045 Travel Demand Model.

2045 Volume/Capacity Ratio

Red	> 0.86 (4 points)
Blue	0.0 - 0.86 (0 points)

2023 Average Annual Daily Traffic

Percent Freight Traffic



Roadway Average Daily Volume

- █ 65,001 - 83,078 (15 points)
- █ 40,001 - 65,000 (10 points)
- █ 30,001 - 40,000 (6 points)
- █ 20,001 - 30,000 (3 points)
- █ 10,001 - 20,000 (1 point)
- █ 267 - 10,000 (0 points)



Freight % of Daily Traffic

- █ 20.1% - 35% (3 points)
- █ 15.1% - 20% (2 points)
- █ 10.1% - 15% (1 point)
- █ 0% - 10% (0 points)

Data Source: 2023 AADT by Vehicle Type,
MoDOT Central Office

FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 = 15 Points

40,000 to 65,000 = 10 Points

30,000 to 40,000 = 6 Points

20,000 to 30,000 = 3 Points

10,000 to 20,000 = 1 Points

2. **Safety. (25 pts possible)**

A. **Crash Rate Sum (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. The following formula was applied to create a crash rate using the crash sum and roadway attributes for each segment.

$$\text{Total crashes} * 1,000,000$$

$$5 \text{ years} * 365 \text{ days} * \text{Roadway AADT} * \text{Roadway Length}$$

The crash rate for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75th percentile and up = 15 points

75th – 50th percentile = 10 points

50th – 25th percentile = 5 points

25th – 0th percentile = 0 points

B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible).** Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

Yes = 10

No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives five points.*

Yes = 4

No = 0

4. **Congestion Management Current (14 points possible)**

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2022 or 2023 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway

AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2016 – 2020 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects that have a higher percentage of minorities than the OTO area as a whole = 2 points

Project that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 0 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free

flow speed is calculated using the 95th percentile speed and the average speed is calculated using the 50th percentile speed during the worst hour long period. The average speed is then subtracted from the free flow speed.

Arterials

20.0 mph or more Below the Free Flow Speed = 14

10.0 to 19.9 mph Below the Free Flow Speed = 10

5.0 to 9.9 mph Below the Free Flow Speed = 4

Freeways

10 mph or more Below the Free Flow Speed = 14

9.9 to 5 mph Below the Free Flow Speed = 10

4.9 to 0.1 mph Below the Free Flow Speed = 4

10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus. Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2029 for programming in the 2030-2034 STIP.