## Taney County Transportation Advisory Board Project Prioritization List

November 22, 2022

ROADW	AY LIST						
Current	ICIAB				Koadway/		
Ranking	Proj. No.	Project Name	Project Type	Scale	Intersection	Status of Project	Date
- 1	1-9	Taney County Expressway	Connectivity	Regional	Roadway	Grant Application Submitted	
2	1-14	Hwy 86 Corridor	Capacity	Regional	Roadway	Planning	
3	6-10	76 Country Boulevard Complete Street	Facility Upgrade	Regional	Roadway	Planning and Design	
4	3-7	US-160 Widening through Forsyth	Capacity	Large	Roadway	Planning	
5	1-3	MO-76 and Lakeshore Dr	Traffic Safety	Medium	Intersection	Planning and Design	2018
6	4-3	Rockaway Beach and US-160 Intersection	Traffic Safety	Small	Intersection	Planning and Design	
7	4-6	MO-248 Corridor	Traffic Safety	Large	Roadway	Planning	
8	1-10	US 65 Upgrade to Freeway Standards	Capacity	Regional	Intersection	Planning	
9	6-6	MO-165 (MO-76 to MO-265)	Capacity	Large	Roadway	Planning	
10	5-8	Branson Hills & Town Center Dr Intersection	Geometric/Safety	Medium	Intersection	Planning	
11	7-9	Hwy 165 Dale to Ingalls Turn Lane	Traffic Safety	Medium	Intersection	Planning	
12	2-7	Thunder Road	Connectivity	Medium	Roadway	Planning and Design	
13	4-2	MO-176 and US-160 Rockaway Turnoff Int.	Traffic Safety	Small	Intersection	Planning	
14	6-5	MO-165 and Pointe Royale Dr Intersection	Operations	Small	Intersection	Planning	
15	6-3	Safari Rd (Sharp Curve Area to MO-165)	Geometric/Safety	Medium	Roadway	Planning	
16	2-6	Hwy 76 - Kirbyville School Turn Lanes	Traffic Safety	Small	Intersection	Planning	
17	7-6	Clevenger Cove	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
18	3-1	Forsyth/Taneyville Rd (Strawberry Rd to MO-76)	Geometric/Safety	Medium	Roadway	Planning	
19	7-7	Graham Clark	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
20	7-8	Happy Hollow	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
21	2-5	J-Hwy at Trigger Creek	Connectivity	Medium	Roadway	Planning	
22	5-7	Buchanan Rd and Sunrise Dr Intersection	Traffic Safety	Small	Intersection	Planning	
23	3-5	Caney Creek Rd (W Hwy to Skyline Dr)	Traffic Safety	Medium	Roadway	Planning	

MULTIM	ODAL LIST	•					
Current	TCTAB				Roadway/		
Ranking	Proj. No.	Project Name	Project Type	Scale	Intersection	Status of Project	Date
	1-11	Transload Facility	Multimodal	Regional	Intersection	Planning	2022

TED LIST						
4-1	F Hwy and US-160 Intersection	Traffic Safety	Small	Intersection	Completed	20
3-6	Hwy 76 & US-160	Traffic Safety	Medium	Intersection	Completed	20
7-1	Coon Creek Rd (Hwy Bb to MO-76)	Connectivity	Medium	Roadway	Completed	2
3-9	Old Cheese Plant Road	Connectivity	Medium	Roadway	Completed	2
2-1	K Hwy/Warren Rd at Bull Shoals Lake	Connectivity	Medium	Intersection	Completed	2
1-4	Acacia Club Rd (Sun Valley Circle to MO-165/V Hwy)	Connectivity	Medium	Roadway	Completed	2
4-5	Round Mountain Road Bridge	Quality of Communities	Medium	Roadway	Completed	2
3-3	Brace Hill Rd (Slough Hollow Rd to M Hwy)	Geometric/Safety	Medium	Roadway	Completed	2
7-2	lowa Colony Rd (MO-165 to Diamond Hill Crt)	Traffic Safety	Medium	Roadway	Completed	2
2-2	Slough Hollow Rd (Fishermans Nose to Brace Hill)	Connectivity	Large	Roadway	Completed	2
2-3	M Hwy at Brace Hill and Nazarene Church Rd	Geometric/Safety	Medium	Intersection	Completed	2
7-4	MO-165 and MO-265 Intersection	Traffic Safety	Medium	Intersection	Completed	2
7-3	Lakeshore Drive (End)	Traffic Safety	Small	Roadway	Completed	2
6-7	Spring Creek Road at Branson City Limits	Geometric/Safety	Medium	Roadway	Completed	
	Oremus Road	Traffic Safety	Small	Roadway	Completed	2
	Fairview Church	Traffic Safety	Small	Roadway	Completed	2
	Dalton Road Bridge	Traffic Safety	Medium	Roadway	Completed	2
	Craig Road Intersection Improvements	Traffic Safety	Small	Intersection	Completed	2
	Church St Box Culvert	Traffic Safety	Medium	Roadway	Completed	2
	Goodnight Hollow Box Culvert	Traffic Safety	Medium	Roadway	Completed	2
	Round Mountain Base	Traffic Safety	Small	Roadway	Planning	2
	Buena Vista Bridge	Traffic Safety	Medium	Roadway	Permit App BRO	2
	Bear Creek Bridge	Traffic Safety	Medium	Roadway	Permit App BRO	2

Proj. #: 1-3 Project Name: MO-76 and Lakeshore Dr

Project Type: Traffic Safety Total Score 71.0 out of 100

Project Description: Improve intersection to address safety issues. Improvements

**Project Description:** Improve intersection to address safety issues. Improvements include possible turn lanes, raised islands, and modified traffic control. A continuous Green-T intersection could also be considered at this location.

Status: Planning and Design 2018 Length: NA

Daily Truck Traffic: 334

Project Scale: Medium Roadway or Intersection Intersection

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 16,700 (estimated, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** Both roads are two lane roads. MO-76 hs a high volume of traffic. There are no turn lanes on MO-76. The intersection is large and is not level (it slopes from northeast to southwest). The curvature of the road and grade limit sight lines to the east. Lakeshore is stop controlled. The posted speed on MO-76 is 35 mph, though the 85th percentile traffic liekly exceeds that speed. Left turn traffic during peak periods can have a longer than desirable delay. Traffic volumes fluctuate with seasonal activity and may meet signal warrants during peak times.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.3	of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assume int control would	d incorporate ped pr	ovision	S
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Li	ines	
Local Access to Opportunity Factors	0%	50	0.0	0.0	no bike/ped improvemer	nts are currently ass	sumed	

(estimated, avg. for major street)

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points = 7.7 of 10
	Level of Service	F	25	25.0	2.5	westbound left turn LOS for stop control (Synchro)
Functional Classificat	ion1 Minor Arterial	40%	25	10.0	1.0	
	Daily Usage	8350	25	17.4	1.7	(Modified MoDOT formula)
Local Conge	estion Relief Factors	100%	25	25.0	2.5	moderate to high traffic, key location, can have high delay

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 8.2 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	MO-76
Support Regional Economic Opportunities	Yes	20	20.0	2.0	supports rec development in the Lakeshore corridor
Level of Economic Distress	85%	20	17.0	1.7	
Poverty (Block Group)	14.0%				2006-2010 ACS block group data - Comb. 4 block groups
Unemployment (tract)	7.0%				2006-2010 ACS tract data - Combining 3 tracts
Local Economic Competitiveness Factors	50%	30	15.0	1.5	important local intersection

Efficie	nt Movemer	nt of Freig	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.4	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				turn lanes to be added			
			Improves Load Rating	No							
			Truck Usage	167	30	8.7	0.9	MoDOT formula			
	Local Eff	icient Move	ment of Freight Factors	50%	40	20.0	2.0	MO-76 is an important com	merce route, Lak	eshore is	not
Quality	of Commu	ınities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
			egional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans (no	ot in Hollister or E	Branson)	
		Consi	stent with Regional Plans	No				not mentioned in SMCOG re	egional plan		
			Connectivity	Yes	30	30.0	3.0	Important connection for the	Branson, Hollis	ter & Kirb	yville areas
			Scenic and Visual	No	20	0.0	0.0	no major scenic or visual be	enefits, except po	ssibly lar	ndscaping
	Loc	cal Quality o	of Communities Factors	50%	20	10.0	1.0	this is an important intersect	tion in the area		
Enviro	nmental Protection  Consistent with Stormwater Goals Ves				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
	Consistent with Stormwater Goals Yes				30	30.0	1.5	Modest project, few stormw			
	Co		th Environmental Goals	Yes	30	30.0	1.5	Unmitigated environmental i	•	expected	
			oids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
	Loca	I Environme	ental Protection Factors	50%	20	10.0	0.5	no major mitigation expecte	d		
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	26.7	of 30
oad	PDO	14	Safety Index	1.18	50	44.1	13.2	(Modified MoDOT formula)			
or R( tion)	Injury	12	Crash Rate	145.61				Crash data 2009-2011			
(Maj	Fatal	0	Accident Index	2.21							
Crashes (Major Road or Intersection)	Years	3	Severity Index	2.15							
Cras	Avg AADT	16306	Safety Concern	Yes	5	5.0	1.5	Concern raised by local lead	ders		
			Safety Enhancements	Yes	5	5.0	1.5	improvements expected to a	address safety co	ncerns	
			Emergency Response	No	5	0.0	0.0	no major effect on response	times		
			Local Safety Factors	100%	35	35.0	10.5	crash data confirms local co	ncerns		
Taking	Care of the				Max 20	Actual	Weighted	Weight Factor = 20%	Total Points =	15.2	of 20
	Roadway or Bridge Conditions Good					5.0	1.0	MO-76 assumed to be good			
	Substandard Roadway or Bridge Feature Yes					20.0	4.0	alignment decreases sight of	distance east of in	ntersectio	on
Fu	Functional Classification2 Minor Arterial 40%				10	4.0	0.8				
			Daily Vehicle Usage	8350	10	7.0	1.4	(Modified MoDOT formula)			
	Local	Taking Car	e of the System Factors	100%	40	40.0	8.0	Important local intersection			

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 1-9 Project Name:	Taney County E	xpressw	ay
Project Type: Connectivity	Total Score	76.9	out of 100

**Project Description:** Construct a new approximately 4.6 mile highway connection from Birch Street in Hollister to Hwy 76 in Kirbyville. The roadway is proposed as a two-lane highway. All intersections will be at-grade and likely stop-controlled. Multiple bridges will be required.

Status: Grant Application Submitted Length: 4.6 miles

Project Scale: Regional Roadway or Intersection Roadway

Functional Classification: Major Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 4,000 (est. 2012, avg. for major street)

Daily Truck Traffic: 200 (est. 2012, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** Project would provide a needed connection between the Hwy 65 / Industrial Park Dr interchange and the east side of Taney County. It would reduce traffic volumes on Hwy 76 in the Lakeshore area; provide a more safe travel route (diverting traffic from Hwy 76); and open development opportunities (commercial, industrial, and residential). It would also divert traffic from Hwy Bb and Coon Creek Road, providing an alternative to Coon Creek Road in high water conditions. This project includes project 1-1 and it could address some of the needs identified in project 7-1.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.8 of 5	
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				Only for a portion of the	entire length (see be	elow)	
Project provides pedestrian connections	No				Only for a portion of the	entire length (see be	elow)	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply				
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	Portion of highway will h	ave sidewalk and bil	ke lanes	
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Li	nes	
Local Access to Opportunity Factors	100%	50	50.0	2.5	Directly connects year-ro	ound housing with jo	bs and shop	ppir

Congestion Relief			Max	Actual	Weighted	Weight Factor = 15% Total Points = 9.4 of 15
	evel of Service	F	25	25.0	3.8	Indirectly addresses LOS F condition identified for 1-2 & 1-3
Functional Classification1	Major Arterial	50%	25	12.5	1.9	
	Daily Usage	2000	25	0.4	0.1	(Modified MoDOT formula)
Local Congestion	Relief Factors	100%	25	25.0	3.8	Diverts traffic from congested area, new direct connection

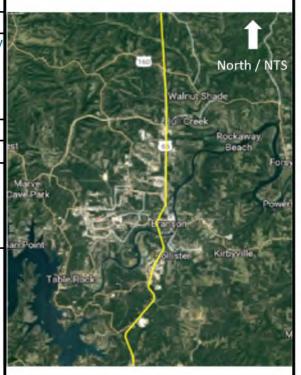
Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 20.0 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	Affects BUS 65 and Eastern Taney County
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Future development area, prior initiatives in corridor
Level of Economic Distress	100%	20	20.0	4.0	
Poverty (Block Group)	20.0%				2011-2015 ACS block group data - 3 block groups
Unemployment (tract)	10.0%				2011-2015 ACS tract data - 2 tracts
Local Economic Competitiveness Factors	100%	30	30.0	6.0	Important future development area, important linkage

Efficie	ent Movemen	nt of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.7	of 10
		Large Ve	ehicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes							
			Improves Geometry	Yes							
			Improves Load Rating	Yes							
			Truck Usage	100	30	6.7	0.7	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	100%	40	40.0	4.0	Road assumed to be built	to meet criteria for	trucks	
Qualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.0	of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0				
		Co	onsistent with Local Plans	Yes				On local plans and submit	ted as TIGER Appl	ication	
		Consi	stent with Regional Plans	Yes				East-West Roadway listed	as need in SMCO	G region	al plan
			Connectivity	Yes	30	30.0	3.0	Hollister to Kirbyville			
			Scenic and Visual	No	20	0.0	0.0	No major scenic or visual of	elements		
	Loc	al Quality	of Communities Factors	100%	20	20.0	2.0	Important to the local and	regional communit	y quality	
Envir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	12.8	of 15
		Consistent	with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff miti	igated(new stormw	ater dete	ention faciliti
	Co	nsistent wi	th Environmental Goals	Yes	30	30.0	4.5	Unmitigated environmenta	ll impacts are not e	xpected	
		A	oids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ts		
	Local	Environme	ental Protection Factors	25%	20	5.0	0.8	Will require several bridge	crossings and gre	enfield c	onstruction
Safety	/				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.3	of 20
toad	PDO	54	Safety Index	0.80	50	30.1	6.0	(Modified MoDOT formula,	)		
jor F ction	Injury	22	Crash Rate	336.09				Crash data 2009-2011, us	ed crash and volur	ne data i	for Bus 65
(Ma erse	Fatal	0	Accident Index	1.92				used length data from BUS	S 65		
ashes (Major Road or Intersection)	Years	3	Severity Index	1.72							
Ora	2010 AADT	13768	Safety Concern	Yes	5	5.0	1.0	Safety mentioned as impo	rtant issue in TIGE	R II appl	ication
			Safety Enhancements	Yes	5	5.0	1.0	Shift traffic from Hwy 76 at	nd BUS 65		
			Emergency Response	Yes	5	5.0	1.0	Could improve emergency	response times ar	nd acces	s/egress
			Local Safety Factors	<b>75</b> %	35	26.3	5.3	Improves safety for area re	esidents		
Takin	g Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.0	of 5
		ay or Bridge Conditions	Good	20	5.0	0.3	New roadway, but relieves	traffic on other roa	ads		
	Substa	andard Roa	dway or Bridge Feature	Yes	20	20.0	1.0	Provides alternate to Coor	Creek Road and	Hwy 76	
F	unctional Clas	sification2	Major Arterial	50%	10	5.0	0.3				
	Daily Vehicle Usage				10	0.2	0.0	(Modified MoDOT formula	)		
	Local	Taking Car	e of the System Factors	2000 <b>25%</b>	40	10.0	0.5	Mainly new roadway, but b		adwavs	
		g - ai									

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 1-10 Project Name: US 65 Upgrade to Freeway Standards											
Project Type: Capacity	Total Score	66.2	out of 100								
Project Description: Upgrade Highw	vay 65 to meet fr	eeway sta	andards throughout Taney								
County. Upgrades would include improving Hwy 65 access points to grade-seprated											
interchanges. This includes four inte	rsections in the s	outhern p	art of the county and up								
to three in the northern part of the co	unty (though son	ne access	consolidation may be								
necesary). Some segment improvem	ents signage up	grades ma	ay also be required.								
Status: Planning		Length:	NA miles								
Project Scale: Regional	Roadway	or Inters	ection Intersection								
Functional Classification:	Freeway	(for the m	najor street)								
Avg. Annual Daily Traffic (AADT):	20,611	2015 Moi	DOT Vehicle Count Map								
Daily Truck Traffic:	1,390	2015 Moi	DOT Vehicle Count Map								
Through Lanes:	4	(through	lanes on major street)								
Project Discussion: Highway 65 is	the primary nor	h-south hi	ighway through Taney								

**Project Discussion:** Highway 65 is the primary north-south highway through Taney County. It was upgraded to 4-lanes with a median in the 1990's. Several grade-separated interchanges have also been built; however, there are seven at-grade intersections that still remain. These intersections must be upgraded to full grade-seprated interchanges or closed to meet Interstate standards. Other design features such as fencing, signage, ramp tapers, and clear-zones must also be examined and possibly improved. The focus of the evaluation is on the southern four intersections.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.9 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0			
Project provides bike connections	No						
Project provides pedestrian connections	No						
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply			
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply			
Transit	Yes	25	25.0	1.3	Affects Branson Shuttle	and Jefferson Lines	
Local Access to Opportunity Factors	25%	50	12.5	0.6	Will not significantly char	nge ped/bike/ransit	access

Conge	estion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	5.9	of 15
	Level of Service B			25	5.0	0.8	Intersections typically ope	erate at LOS B or	better	
	Functional Classification1 Freeway 100%			25	25.0	3.8				
	Daily Usage 5152.8		25	3.0	0.4	(Modified MoDOT formul	a)			
	Local Congestion	Relief Factors	25%	25	6.3	0.9	Not a major congestion re	elief project		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 17.9 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	Affects all of Taney County
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Beneficial for attracting new businesses & development
Level of Economic Distress	85%	20	17.0	3.4	
Poverty (Block Group)	17.0%				2011-2015 ACS block group data - 4 block groups, near ints.
Unemployment (tract)	9.0%				2011-2015 ACS tract data - 3 tracts, near ints.
Local Economic Competitiveness Factors	75%	30	22.5	4.5	New development often favors Interstate access

Efficie	ent Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.8	of 10
		Large Ve	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				Will upgrade intersections	and corridor to Int	erstate s	tandards
			Improves Load Rating	No							
			Truck Usage	347.5	30	12.5	1.3	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	50%	40	20.0	2.0	Will benefit freight primaril	y at access points		
walit	y of Commu	nitios			May	A atual	Mainhte d	Weight Factor = 10%	Total Points =	7.0	of 10
uani	y or commu		egional Land Use Plans	Yes	Max 30	Actual 30.0	Weighted 3.0	weight Factor - 10/6	Total Pollits -	7.0	01 10
			onsistent with Local Plans	Yes	30	30.0	3.0	Local priority, intersection	e on plane, now co	rridor be	ina adda
			istent with Regional Plans	Yes				Listed as need in SMCOG		iriuoi be	iliy adde
		00113	Connectivity	Yes	30	30.0	3.0	Countywide	regional plan		
			Scenic and Visual	No	20	0.0	0.0	No major scenic or visual	elements		
	Loc	al Ouality	of Communities Factors	50%	20	10.0	1.0	Important to the local and		h, quality	
	Loc	al Quality	or communities ractors	30 /0	20	10.0	1.0	important to the local and	regional communi	ty quality	
nviro	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	14.3	of 15
				Yes	30	30.0	4.5	Assume excess runoff mit	igated(new stormw	ater det	ention fa
	Co	Consistent with Environmental Goals			30	30.0	4.5	Unmitigated environments	al impacts are not e	expected	
		A	voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ets		
	Local	Environm	ental Protection Factors	75%	20	15.0	2.3	Few small wetlands in are	a, project includes	stormwa	ater BMP
afety	•				May	A -4l	\A/ = : a/a / a/	Mainht Fratar - 209/	Total Points =	11.8	of 20
	PDO	34	Safety Index	0.60	Max 50	Actual 22.7	Weighted 4.5	Weight Factor = 20%  (Modified MoDOT formula		11.0	01 20
Intersection)	Injury	24	Crash Rate	40.31	50	22.1	4.5	Crash data 2009-2011,	)		
Intersection)	Fatal	2	Accident Index	0.61				at all non-interchange acc	ess locations (7) a	long IIS	65
Inter	Years	3	Severity Index	2.27				volume multiplied by 7 for		iong oo	00
9	2010 AADT	19418	Safety Concern	Yes	5	5.0	1.0	volume maniphed by 7 for	7 Intersections		
)	2010 AAD1	13410	Safety Enhancements	Yes	5	5.0	1.0	Reduces conflict points			
			Emergency Response		5	0.0		Unlikely to have a major in	mport on omorgan	ov roope	nco
				No 75%	35		0.0			by respon	iis <del>e</del>
			Local Safety Factors	75%	33	26.3	5.3	Improves safety for area r	esidents		
akind	g Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.8	of 5
			ay or Bridge Conditions	Good	20	5.0	0.3	Existing Hwy 65			
	Substa		idway or Bridge Feature	Yes	20	20.0	1.0	Does not meet FHWA sta	ndards for interstat	es	
Fu	unctional Clas			100%	10	10.0	0.5				
			Daily Vehicle Usage		10	1.2	0.1	(Modified MoDOT formula	1)		
			,		,,,		V. 1	,	7		

50%

40

20.0

1.0

Data Check3 OK Data Check1 OK Data Check2 OK

Mainly new intersections, but benefits existing roadways

Proj. #: 1-11 Project Name: Transload Facility

Project Type: Multimodal Total Score 55.8 out of 100

**Project Description:** Construct a new transload facility near the airport with railroad acces. The site must have easy access to Hwy 65.

Status: Planning Length: N/A miles

Through Lanes: 2

Project Scale: Regional Roadway or Intersection Intersection

Functional Classification: Other (for the major street)

Avg. Annual Daily Traffic (AADT): 500 (est. 2012, avg. for major street)

Daily Truck Traffic: 250 (est. 2012, avg. for major street)

**Project Discussion:** The transload facility could provide economic benefits to the area. It could promote manufacturing and industrial development in the County and specifically near the new facility. It could promote job growth and make Taney County a hub for distribution services.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.0	of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No							
Project provides pedestrian connections	No							
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply				
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply				
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson L	ines	
Local Access to Opportunity Factors	0%	50	0.0	0.0	This project does not aff	ect bike/ped/transit	access	

(through lanes on major street)

Congestion Relief			Max	Actual	Weighted	Weight Factor = 15% Total Points = 1.7 of 15
	Level of Service	В	25	5.0	0.8	Could reduce regional truck traffic, but increase local traffic
Functional Classification	n1 Other	0%	25	0.0	0.0	
	Daily Usage	250	25	0.0	0.0	(Modified MoDOT formula)
Local Congest	tion Relief Factors	25%	25	6.3	0.9	Could reduce regional truck traffic, but increase local traffic

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 19.4 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Future development area, prior initiatives in corridor
Level of Economic Distress	85%	20	17.0	3.4	
Poverty (Block Group)	18.0%				2011-2015 ACS block group data - countywide
Unemployment (tract)	9.0%				2006-2010 ACS tract data - countywide
Local Economic Competitiveness Factors	100%	30	30.0	6.0	This project is focused on local and regional development

	ent Movement of Freigh	t		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	10.0	of 10
	Large Vel	nicle Friendly Facilities	Yes	30	30.0	3.0				
		Widens Road	Yes				Project effectively improve	s freight facilities		
		Improves Geometry	Yes				Project effectively improve	s freight facilities		
		Improves Load Rating	Yes				Project effectively improve	s freight facilities		
		Truck Usage	125	30	30.0	3.0	Adjusted to provide full po	ints given project t	ype	
	Local Efficient Moven	nent of Freight Factors	100%	40	40.0	4.0	Project is designed to impl	rove freight moven	nents	
uali	ty of Communities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
	Local/Re	gional Land Use Plans	Yes	30	30.0	3.0				
	Cor	nsistent with Local Plans	Yes				MoDOT Statewide Freight	Study recommend	ds streng	ythening
	Consis	tent with Regional Plans	Yes				Intermodal connectors			
		Connectivity	No	30	0.0	0.0				
		Scenic and Visual	No	20	0.0	0.0	No major scenic or visual	elements		
	Local Quality of	f Communities Factors	50%	20	10.0	1.0	Important to the local and	regional communit	y quality	
nvir	vironmental Protection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	13.5	of 15
		with Stormwater Goals	Yes	30	30.0	4.5				
	Consistent witl	h Environmental Goals	Yes	30	30.0	4.5				
	Consistent with Environmental Goals  Avoids Historical Impacts		Yes	20	20.0	3.0				
	AV	162	20	20.0	0.0					
		oids Historical Impacts ntal Protection Factors	50%	20	10.0	1.5	Project provides an efficie	nt means of transp	orting fre	eight
	Local Environme	•					Project provides an efficie			
afety	Local Environme	ntal Protection Factors				1.5 Weighted	Weight Factor = 20%	Total Points =	orting fre	of 20
_	Local Environmen  y  PD0	ntal Protection Factors Safety Index	<b>50%</b>	20	10.0	1.5		Total Points =		
_	Local Environmen  y  PD0	Safety Index Crash Rate	-1.00 0.00	20 Max	10.0	1.5 Weighted	Weight Factor = 20%	Total Points =		
tersection)	Local Environmen  y  PD0	Safety Index Crash Rate Accident Index	-1.00 0.00 0.00	20 Max	10.0	1.5 Weighted	Weight Factor = 20%	Total Points =		
tersection)	Local Environmen  y  PD0	Safety Index Crash Rate Accident Index Severity Index	-1.00 0.00	20 Max	10.0  Actual  0.0	1.5 Weighted 0.0	Weight Factor = 20%	Total Points =		
lersection)	Local Environmen  y  PDO Injury  Fatal	Safety Index Crash Rate Accident Index	-1.00 0.00 0.00	20 Max	10.0	1.5 Weighted	Weight Factor = 20%	Total Points =		
tersection)	PDO Injury Fatal Years	Safety Index Crash Rate Accident Index Severity Index	-1.00 0.00 0.00 0.00	20 Max 50	10.0  Actual  0.0	1.5 Weighted 0.0	Weight Factor = 20%	Total Points =		
tersection)	PDO Injury Fatal Years	Safety Index Crash Rate Accident Index Severity Index Safety Concern	-1.00 0.00 0.00 0.00 No	20 Max 50	10.0  Actual  0.0  0.0	1.5 Weighted 0.0	Weight Factor = 20%	Total Points =		
tersection)	PDO Injury Fatal Years	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	-1.00 0.00 0.00 0.00 No	20 Max 50	10.0  Actual 0.0  0.0  0.0	1.5 Weighted 0.0 0.0 0.0	Weight Factor = 20%	Total Points =	5.3	
or Intersection)	PDO Injury Fatal Years	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	-1.00 0.00 0.00 0.00 No No	20 Max 50 5 5 5	10.0  Actual  0.0  0.0  0.0  0.0	1.5  Weighted  0.0  0.0  0.0  0.0  0.0	Weight Factor = 20%  (Modified MoDOT formula)	Total Points =	5.3	
or Intersection)	PDO Injury Fatal Years 2010 AADT	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	-1.00 0.00 0.00 0.00 No No	20 Max 50 5 5 5 5 35	10.0  Actual  0.0  0.0  0.0  0.0  26.3	1.5  Weighted  0.0  0.0  0.0  0.0  5.3	Weight Factor = 20%  (Modified MoDOT formula)  Project provides a safe was	Total Points = )  ay of moving freigh	<b>5.3</b>	of 20
or Intersection)	PDO Injury Fatal Years 2010 AADT	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	-1.00 0.00 0.00 0.00 No No No 75%	20 Max 50 5 5 5 35 Max	10.0  Actual  0.0  0.0  0.0  0.0  26.3	1.5  Weighted  0.0  0.0  0.0  0.0  5.3  Weighted	Weight Factor = 20%  (Modified MoDOT formula)  Project provides a safe was	Total Points = )  ay of moving freigh	<b>5.3</b>	of 20
or Intersection)	PDO Injury Fatal Years 2010 AADT	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	-1.00 0.00 0.00 No No No 75%	20 Max 50 5 5 5 5 35 Max 20	10.0  Actual  0.0  0.0  0.0  0.0  26.3  Actual  10.0	1.5  Weighted  0.0  0.0  0.0  0.0  5.3  Weighted  0.5	Weight Factor = 20%  (Modified MoDOT formula)  Project provides a safe was	Total Points = )  ay of moving freigh	<b>5.3</b>	of 20

**75**%

40

30.0

1.5

Data Check3 OK Data Check1 OK Data Check2 OK

Project provides an efficient multimodal way of moving freight

Project Type: Capacity	Total Score	74.4	out of 100
Project Description: Improve High	way 86 between h	lwy 65 ar	nd the Long Creek Bridge
by adding lanes and improving geom	netry. Project wou	ıld also a	dd an interchange at Hwy

**Hwy 86 Corridor** 

65 and extend the road to the Branson Airport.

Status: Planning Length: 6.5 miles

Proj. #: 1-14 Project Name:

Roadway or Intersection Roadway Project Scale: Regional

Functional Classification: Major Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 5,008 (estimated, avg. for major street) Daily Truck Traffic: 1,679 (estimated, avg. for major street) Through Lanes: 2 (through lanes on major street)

Project Discussion: Project need has been increased due to development in the Branson Creek and Big Cedar areas as well as the development of the Thunder Ridge Arena. Large event traffic creates extreme congestion on Hwy 86 and Hwy 65. The area is in the process of creating a TDD and CID to help fund the proposed improvements. A overpass or underpass is also being considered at the entrance to Thunder Ridge Arena.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.0 of 5
Eliminate Bike/Ped Barriers (ADA	20%	25	5.0	0.3			
Project provides bike connections	No				Only for a portion of the	entire length (see b	elow)
Project provides pedestrian connections No					Only for a portion of the	entire length (see b	elow)
roject brings existing facilities up to ADA Regulations	No	use if fi	irst two d	o not apply			
Project provides some bike/pedestrian facilities	Yes	use if fi	irst two d	o not apply	Portion of highway will h	ave sidewalk and b	ike lanes
Transi	Yes	25	25.0	1.3	Includes Big Cedar Shut	ttles	
Local Access to Opportunity Factors	100%	50	50.0	2.5	Directly connects year-ro	ound housing with j	obs and shopp

Cong	estion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	<b>7.2</b> c	of 15
	Level of Service C			25	10.0	1.5	Addresses congestion iss	sues during events		
	Functional Classification1 Major Arterial 50%			25	12.5	1.9				
	Daily Usage 2504			25	0.7	0.1	(Modified MoDOT formula	a)		
	Local Congestion Relief Factors 100%			25	25.0	3.8	Helps traffic from conges	ted area during eve	ents.	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 18.8 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	Affects BUS 65 and Western Taney County
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Future development area, prior initiatives in corridor
Level of Economic Distress	70%	20	14.0	2.8	
Poverty (Block Group)	18.0%				2012-2016 ACS 5-year estimates for countywide
Unemployment (tract)	4.0%				2012-2016 ACS 5-year estimates for countywide
Local Economic Competitiveness Factors	100%	30	30.0	6.0	Important future development area, important linkage

fficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.9	of 10
		Large Ve	ehicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes							
			Improves Geometry	Yes							
			Improves Load Rating	Yes							
			Truck Usage	839.5	30	19.4	1.9	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	100%	40	40.0	4.0	Road assumed to be built	to meet criteria for	trucks	
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	10.0	of 10
	•		egional Land Use Plans	Yes	30	30.0	3.0				•
			onsistent with Local Plans	Yes				Not on any plans			
		Consi	istent with Regional Plans	Yes				Not on any plans			
			Connectivity	Yes	30	30.0	3.0	Ridgedale to Hollister/Bra	nson		
			Scenic and Visual	Yes	20	20.0	2.0	Big Cedar Scenic Tourist	Area		
	Loc	al Quality	of Communities Factors	100%	20	20.0	2.0	Important to the local and	regional communit	y quality	
nviro	ironmental Protection				Max	Actual	Weighted	Weight Factor = 15%	Total Points =	9.0	of 15
	Consistent with Stormwater Goals			Yes	30	30.0	4.5	Assume excess runoff mit	-		
	Consistent with Environmental Goals			No	30	0.0	0.0	Unmitigated environments	·	expected	
			voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac			
	Local	Environme	ental Protection Factors	50%	20	10.0	1.5	Will require new clearing a	and environmental	studies	
afety	1				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.4	of 20
ac	PDO	40	Safety Index	0.83	50	31.0	6.2	(Modified MoDOT formula	n)		
ntersection)	Injury	5	Crash Rate	419.42				Crash data 2018-2021,			
es (major road Intersection)	Fatal	1	Accident Index	2.40				along Hwy 86			
r Inte	Years	4	Severity Index	1.45							
or la	Avg AADT	5008	Safety Concern	Yes	5	5.0	1.0	Sight distance and conges	stion issues		
			Safety Enhancements	Yes	5	5.0	1.0	Sight distance and conges	stion issues		
			Emergency Response	Yes	5	5.0	1.0	During large events			
	Local Safety Factors				35	26.3	5.3	Improves safety for area r	esidents and touris	sts	
aking	g Care of the				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.0	of 5
	Roadway or Bridge Conditions				20	5.0	0.3	Partially new project			
	Substandard Roadway or Bridge Feature No.				20	0.0	0.0	Partially new project			
	Functional Classification2 Major Arterial 5										
Fu	ınctional Clas	sification2	Major Arterial	50%	10	5.0	0.3				

75%

40

30.0

1.5

Data Check3 OK Data Check1 OK Data Check2 OK

Partially new roadway, but benefits existing roadways

**Project Type: Connectivity** Total Score 41.0 out of 100 Project Description: Improve the roadway to address the section that floods (existing culverts) at Trigger Creek. This could include using fill and/or a structure to raise the

J-Hwy at Trigger Creek

roadway.

Status: Planning Length: 0.1 miles

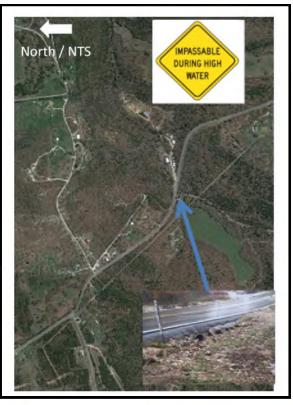
Proj. #: 2-5 Project Name:

Roadway or Intersection Roadway Project Scale: Medium

**Functional Classification: Collector** (for the major street) Avg. Annual Daily Traffic (AADT): 700 (est. 2012, avg. for major street)

> Daily Truck Traffic: 14 (est. 2012, avg. for major street) Through Lanes: 2 (through lanes on major street)

Project Discussion: The closure of this roadway during high water events impacts north south travel and causes traffic to have to re-route. This affects commerce, emergency response times, and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.6 of 5	
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks of	or bike lanes	
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply	assumes no sidewalks, bike lanes, or widened shoulders		
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lines	
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits	

Congestion Re	ief			Max	Actual	Weighted	Weight Factor = 10% Total Points =	1.9	of 10
		Level of Service	В	25	5.0	0.5	estimated peak hour LOS		
Functiona	al Classification1	Collector	30%	25	7.5	0.8			
		Daily Usage	350	25	0.0	0.0	(Modified MoDOT formula)		
	Local Congestion Relief Factors 25%				6.3	0.6	addresses an infrequent delay issue		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 2.5 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	85%	20	17.0	1.7	
Poverty (Block Group)	22%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	<b>7</b> %				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	25%	30	7.5	0.8	minimal commerce on roadway

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10
		Large V	ehicle Friendly Facilities F	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improve alignment (low wa	ater area)		
			Improves Load Rating	No							
			Truck Usage	7	30	1.8	0.2	MoDOT formula			
	Local Effic	cient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but no	ot major truck focu	sed imp	rovement
Qualit	y of Commur	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.5	of 10
		Local/R	Regional Land Use Plans	No	30	0.0	0.0				
		С	onsistent with Local Plans	No				not known to be on any ap	plicable local plan		
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Kirbyville, Mincey			
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loc	al Quality	of Communities Factors	75%	20	15.0	1.5	links community together,	especially in serio	us weath	ner cond.
										4.5	
nviro	nmental Protection  Consistent with Stormwater Goals Yes				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
	Consistent with Stormwater Goals Yes				30	30.0	1.5	stormwater issues should		Tallian and	4: 4I
	Cor	Consistent with Environmental Goals Yes			30	30.0	1.5	stream/floodplain crossing	·	ila be mi	tigated
	11		voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac			
	Local	Environm	ental Protection Factors	50%	20	10.0	0.5	environmental issues may	require mitigation		
Safety	1				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30
oad )	PDO	0	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula	)		
isnes (Major Ko or Intersection)	Injury	0	Crash Rate	0.00				Crash data 2009-2011			
s (Major Road Itersection)	Fatal	0	Accident Index	0.00							
shes or Int	Years	3	Severity Index	0.00							
Crashee or In	Avg AADT	700	Safety Concern	Yes	5	5.0	1.5	concern raised by local lea	aders		
			Safety Enhancements	Yes	5	5.0	1.5	reduced flooding			
			Emergency Response	Yes	5	5.0	1.5	Could improve response ti	mes		
			Local Safety Factors	50%	35	17.5	5.3	project offers a number of	safety benefits to	the local	communit
Takin	Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.6	of 20
rakımı	, 32 01 1.10		vay or Bridge Conditions	Fair	20	10.0	2.0	roadway and culvert appe			
rakını								• • • • • • • • • • • • • • • • • • • •			
aking	Substa		•	Yes	20	20.0	4.0	road impassable during his	gh water events		
		ndard Roa	adway or Bridge Feature	<b>Yes</b> 30%	20 10	20.0	4.0 0.6	road impassable during hi	gh water events		
	Substa Inctional Class	ndard Roa	adway or Bridge Feature	Yes 30% 350	20 10 10	20.0 3.0 0.0	4.0 0.6 0.0	road impassable during his  (Modified MoDOT formula			

100%

**Local Taking Care of the System Factors** 

40

40.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

important to maintain all weather access

Proj. #: 2-6 Project Name: Hwy 76 - Kirbyville School Turn Lanes

Project Type: Traffic Safety Total Score 46.2 out of 100

**Project Description:** Addition of a turn lane and/or acceleration/deceleration lanes to improve safety for Middle School entrance.

Status: Planning Length: NA

Project Scale: Small Roadway or Intersection Intersection

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 6,200 (est. 2016, avg. for major street)

Daily Truck Traffic: 410 (est. 2016, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** Highway 76 is a two-lane roadway at the entrance to the Kirbyville Middle School. The posted speed limit is 55 mph with a 45 mph school zone. Flashing lights have recently been installed to alert motorists to the school zone. Concerns have been expressed over the safety of buses and school traffic entering and exiting. Proposed improvements may include some combination of turn lanes and acceleration and deceleration lanes. Previous study by MoDOT has indicated a traffic signal or additional lanes were warranted, but funding was not available.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.3	of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply	assumes no bike/pedes	trian facilities		
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson L	ines	
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes widened shoul	ders at intersection		

Conges	stion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.0	of 10
	L	evel of Service	Α	25	0.0	0.0	Int. LOS in PM Peak and	School Dismissal	Peak (S	Synchro)
F	Functional Classification1	Minor Arterial	40%	25	10.0	1.0				
		Daily Usage	3100	25	7.9	0.8	(Modified MoDOT formula	a)		
	Local Congestion	Relief Factors	50%	25	12.5	1.3	localized congestion			

Economic Competitiveness	Economic Competitiveness				Weight Factor = 10% Total Points = 7.4 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	Hwy 76
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	70%	20	14.0	1.4	
Poverty (Block Group)	18.0%				2012-2016 ACS 5-year estimates for countywide
Unemployment (tract)	4.0%				2012-2016 ACS 5-year estimates for countywide
Local Economic Competitiveness Factors	100%	30	30.0	3.0	MO-76 is an important arterial and economic link

fficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
		Large V	ehicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes				additional turn lanes			
			Improves Geometry	Yes				additional lanes			
			Improves Load Rating	No							
			Truck Usage	205	30	9.6	1.0	MoDOT formula			
	Local Effic	cient Move	ement of Freight Factors	50%	40	20.0	2.0	Hwy 76 is an important ar	terial		
uality	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.5	of 10
		Local/F	Regional Land Use Plans	No	30	0.0	0.0				•
		С	onsistent with Local Plans	No				no applicable local plans			
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Connects western and ea	stern Taney Count	y	
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	s, no scenic benefit	S	
	Loc	al Quality	of Communities Factors	75%	20	15.0	1.5	Minimal criteria met; Hwy	76 is an important	facility in	Taney 0
										4.0	
nviro	onmental Protection  Consistent with Stormwater Goals				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
		Yes	30	30.0	1.5	Moderate project, few stor		ected			
	Consistent with Environmental Goals			Yes	30	30.0	1.5	Moderate project, no mitig	•		
			voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac			
	Local	Environm	ental Protection Factors	75%	20	15.0	0.8	Moderate project, few issu	ies expected		
afety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	10.9	of 30
s (major rusa)	PDO	0	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula	)		
tou)	Injury	0	Crash Rate	0.00				Crash data 2014-2016			
or Intersection)	Fatal	0	Accident Index	0.00							
1 1 1	Years	3	Severity Index	0.00							
orlin	Avg AADT	6054	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Improves intersection (tra-	ffic control and safe	ety)	
			Emergency Response	No	5	0.0	0.0				
		Local Safety Factors	75%	35	26.3	7.9	crash rate not as high as	some other projects	3		
-1-!		O. and a second			1.4		184 1 1 4		T (   D ) (	0.4	
akınç	Care of the		ray an Buildea Canaditian	Good	Max	Actual	Weighted	Weight Factor = 20%	Total Points =	8.4	of 20
	Roadway or Bridge Conditions				20 20	5.0 0.0	1.0 0.0	based on field observation	is and pictures con	sidered	good
E	Substandard Roadway or Bridge Feature			<b>No</b> 40%		4.0	0.0				
ru	Functional Classification2 Minor Arterial				10						
	Daily Vehicle Usage			3100	10	3.2	0.6	(Modified MoDOT formula	.1		

**75**%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

Project Type: Connectivity

Total Score 56.1 out of 100

Project Description: Improve the roadway to address the section that floods at Tumbling Creek. This will likely include a large culvert or box culvert to raise the road along with some realignment on the east side of the creek..

**Thunder Road** 

 Status:
 Planning and Design
 Length:
 0.1 miles

 Project Scale:
 Medium
 Roadway or Intersection
 Roadway

Functional Classification: Local (for the major street)

Avg. Annual Daily Traffic (AADT): 240 (est. 2020 count)

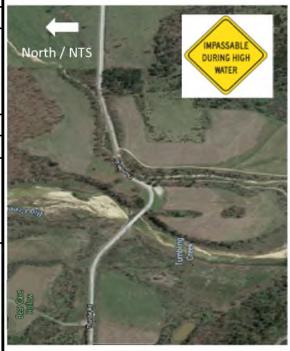
Daily Truck Traffic: 12 (est. 2020 count)

Through Lanes: 2 (through lanes on major street)

Project Name:

Proj. #: 2-7

**Project Discussion:** The closure of this roadway during high water events impacts local residents. This affects agriculture, emergency response times, and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.6	of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply	assumes no sidewalks, bike lanes, or widened shoulders			ulders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	nes	
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyo	cle benefits		

Conge	stion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points =	1.6	of 10
	L	evel of Service	В	25	5.0	0.5	estimated peak hour LOS		
	Functional Classification1	Local	20%	25	5.0	0.5			
		Daily Usage	120	25	0.0	0.0	(Modified MoDOT formula)		
	Local Congestion Relief Factors 25			25	6.3	0.6	addresses an infrequent delay issue		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 2.5 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	100%	20	20.0	2.0	
Poverty (Block Group)	24%				2016-2020 ACS block group data
Unemployment (tract)	11%				2016-2020 ACS tract data - 1 tract
Local Economic Competitiveness Factors	15%	30	4.5	0.5	minimal commerce on roadway

fficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10		
		Large Ve	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5						
			Widens Road	No									
			Improves Geometry	Yes				improve alignment (low wa	iter area)				
			Improves Load Rating	No									
			Truck Usage	6	30	1.6	0.2	MoDOT formula					
	Local Effi	cient Move	ment of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but no	ot major truck focu	sed impr	ovement		
uality	of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10		
			egional Land Use Plans	No	30	0.0	0.0						
			onsistent with Local Plans	No				not known to be on any ap	•				
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan				
			Connectivity	Yes	30	30.0	3.0	Local residential					
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits					
	Local Quality of Communities Factors 50%					10.0	1.0	links community together, especially in serious weather cond					
nviro	nmental Pro				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5		
			t with Stormwater Goals	Yes	30	30.0	1.5	stormwater issues should l	•				
	Col		th Environmental Goals	Yes	30	30.0	1.5	stream/floodplain crossing	•	ld be mit	igated		
			voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac					
	Local	Environm	ental Protection Factors	50%	20	10.0	0.5	environmental issues may	require mitigation				
afety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.8	of 30		
	PDO	1	Safety Index	8.30	50	50.0	15.0	(Modified MoDOT formula)		20.0	01 00		
Ou)	Injury	0	Crash Rate	3805.18		00.0	10.0	Crash data 2018-2020					
rsection)	Fatal	0	Accident Index	21.74									
45	Years	3	Severity Index	1.00									
or Inte	Avg AADT	240	Safety Concern	Yes	5	5.0	1.5	concern raised by local lea	iders				
	7.0970.2		Safety Enhancements	Yes	5	5.0	1.5	reduced flooding					
			Emergency Response	Yes	5	5.0	1.5	Could improve response ti	mes				
			Local Safety Factors	60%	35	21.0	6.3	project offers a number of		he local	commun		
			Local Salety Factors	00 76	33	21.0	0.3	project offers a fluffiber of	salety belieffts to t	ne local	commun		
ıking	Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.4	of 20		
		Roadw	ay or Bridge Conditions	Fair	20	10.0	2.0	roadway and culvert appea	ar to be in fair cond	lition			
			, ,					7					

Substandard Roadway or Bridge Feature

Local Taking Care of the System Factors

Local

**Daily Vehicle Usage** 

**Functional Classification2** 

Yes

20%

120

100%

20

10

10

40

20.0

2.0

0.0

40.0

4.0

0.4

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

road impassable during high water events

important to maintain all weather access

Project Type: Geometric/Safety Total Score 42.6 out of 100

Project Description: Widen the lanes and shoulders and improve drainage along this low density rural roadway. The improvements may require additional right-of-way as well as utility and stormwater swale relocation.

Forsyth/Taneyville Rd (Strawberry Rd to MO-76)

Status: Planning Length: 3.62 miles

Proj. #: 3-1 Project Name:

Project Scale: Medium Roadway or Intersection Roadway

Functional Classification: Local (for the major street)

Avg. Annual Daily Traffic (AADT): 1,500 (estimated, avg. for major street)

Daily Truck Traffic: 30 (estimated, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** The roadway has moderate to low daily traffic volumes; however, it also has narrow lanes (approx. 9 feet), no shoulders and what appears to be a narrow right-of-way. Improvements are appropriate for this roadway, which is essentially a collector roadway (though it is currently classified as a local street). This roadway provides an alternate to MO-76 for travel between Forsyth and Taneyville.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assumes improved shou	ılders
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3	Assumes improved shou	ulders

Congestion Relief			May	Actual	Weighted	Weight Factor = 10%	Total Points = 2.9 of 10
Soligestion Relief			IVIUA	Aotuai			
L	evel of Service	В	25	5.0	0.5	congestion not a major is	sue
Functional Classification1	Local	20%	25	5.0	0.5		
	Daily Usage	750	25	0.1	0.0	(Modified MoDOT formula	a)
Local Congestion Relief Factors 75%				18.8	1.9	moderate to low volumes	, time spent following possible iss

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 3.5 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	100%	20	20.0	2.0	
Poverty (Block Group)	15.0%				2006-2010 ACS block group data - 1 block group
Unemployment (tract)	12.0%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	50%	30	15.0	1.5	minor economic linkages

_	ent Movemen	t of Freigl	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.8	of 10
		Large Ve	ehicle Friendly Facilities F	Partial Yes	30	15.0	1.5				
			Widens Road	Yes				widen lanes and shoulders	S		
			Improves Geometry	No							
			Improves Load Rating	No							
			Truck Usage	15	30	2.6	0.3	MoDOT formula			
	Local Effic	cient Move	ment of Freight Factors	25%	40	10.0	1.0	not a major freight route			
uali	ty of Commur	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
		Local/R	egional Land Use Plans	No	30	0.0	0.0				-
		Co	onsistent with Local Plans	No				not mentioned in Forsyth	Strategic Plan		
		Consi	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
		Connectivity			30	30.0	3.0	Connects Forsyth and Tar	neyville		
		No	20	0.0	0.0	Roadway improvements, r	no scenic benefits				
	Loc	50%	20	10.0	1.0	provides alt. route btwn Fo	orsyth & Taneyville				
nvir	nmental Protection				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
	Consistent with Stormwater Goals				30	30.0	1.5	Project includes drainage	•		
	Cor		th Environmental Goals	Yes	30	30.0	1.5	Little mitigation expected		ct	
			voids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	Few issues expected; A fe	w small wetlands (	ponds) ı	near roa
afety	I				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.1	of 30
_	PDO	1	Safety Index	0.43	Max 50	Actual	Weighted 4.8	Weight Factor = 30% (Modified MoDOT formula		13.1	of 30
_		1 1	Safety Index Crash Rate	0.43 34.45						13.1	of 30
_	PDO		_					(Modified MoDOT formula		13.1	of 30
tersection)	PDO Injury	1	Crash Rate	34.45				(Modified MoDOT formula		13.1	of 30
tersection)	PDO Injury Fatal	0	Crash Rate Accident Index	34.45 0.20				(Modified MoDOT formula	)	13.1	of 30
tersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index	34.45 0.20 2.25	50	16.1	4.8	(Modified MoDOT formula Crash data 2009-2011	aders	13.1	of 30
tersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern	34.45 0.20 2.25 <b>Yes</b>	50 5	5.0	4.8	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le	aders	13.1	of 30
tersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	34.45 0.20 2.25 Yes Yes	50 5 5	5.0 5.0	4.8 1.5 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le	aders improve drainage		of 30
orasne or Ir	PDO Injury Fatal Years Avg AADT	1 0 3 1465	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	34.45 0.20 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 17.5	1.5 1.5 0.0 5.3	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Widen lanes & shoulders, crash rate not significant r	aders improve drainage elative to other pro	jects	
or Intersection)	PDO Injury Fatal Years	1 0 3 1465 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	34.45 0.20 2.25 Yes Yes No 50%	50 5 5 5 35	5.0 5.0 0.0 17.5	1.5 1.5 0.0 5.3	(Modified MoDOT formula Crash data 2009-2011  Concern raised by local le Widen lanes & shoulders, crash rate not significant r	aders improve drainage elative to other pro Total Points =		of 30
or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 3 1465 System Roadw	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions	34.45 0.20 2.25 Yes Yes No 50%	50 5 5 5 35 Max 20	5.0 5.0 0.0 17.5 Actual	4.8 1.5 1.5 0.0 5.3 Weighted 2.0	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Widen lanes & shoulders, crash rate not significant r	aders improve drainage elative to other pro Total Points =	jects	
or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 3 1465 System Roadwandard Road	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions dway or Bridge Feature	34.45 0.20 2.25 Yes Yes No 50%	5 5 5 35 Max 20 20	5.0 5.0 0.0 17.5 Actual 10.0 0.0	1.5 1.5 0.0 5.3 Weighted 2.0 0.0	(Modified MoDOT formula Crash data 2009-2011  Concern raised by local le Widen lanes & shoulders, crash rate not significant r	aders improve drainage elative to other pro Total Points =	jects	
or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 3 1465 System Roadwandard Road	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions dway or Bridge Feature	34.45 0.20 2.25 Yes Yes No 50%	50 5 5 5 35 Max 20	5.0 5.0 0.0 17.5 Actual	4.8 1.5 1.5 0.0 5.3 Weighted 2.0	(Modified MoDOT formula Crash data 2009-2011  Concern raised by local le Widen lanes & shoulders, crash rate not significant r	aders improve drainage elative to other pro  Total Points = tion	jects	

100%

40

40.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

improvements upgrade a connecting element of current system

Project Type: Traffic Safety	Total Score	33.7	out of 100
Project Description: Widen lanes a	nd shoulders and	potential	ly straighten horizontal
curves.			

Proj. #: 3-5

Project Name:

Caney Creek Rd (W Hwy to Skyline Dr)

Status: Planning		Length: 5.46 miles
Project Scale: Medium	Roadway	or Intersection Roadway
Functional Classification:	Local	(for the major street)
Avg. Annual Daily Traffic (AADT):	100	(estimated, avg. for major street)
Daily Truck Traffic:	2	(estimated, avg. for major street)
Through Lanes:	2	(through lanes on major street)

**Project Discussion:** This low volume road has approximately 9 foot lanes (18 foot travelway). There are no pavement markings on the roadway. It also has sharp curves in a number of locations. Improving these curves and providing shoulders would improve safety and benefit the users of this roadway.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.9	of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assumes improved shou	ılders		
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson L	ines	
Local Access to Opportunity Factors	25%	50	12.5	0.6	Very rural; local access	is limited even with	improv	ements

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.1	of 10
	Level of Service	Α	25	0.0	0.0	congestion not a major is	sue		
Functional Classificat	ion1 Local	20%	25	5.0	0.5				
	Daily Usage	50	25	0.0	0.0	(Modified MoDOT formula	a)		
Local Cong	estion Relief Factors	25%	25	6.3	0.6	low volumes			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 2.8 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	100%	20	20.0	2.0	
Poverty (Block Group)	15.0%				2006-2010 ACS block group data - 1 block group
Unemployment (tract)	10.0%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	25%	30	7.5	0.8	Not linked to any planned econ. dev. projects

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.1	of 10
		Large Ve	ehicle Friendly Facilities	Yes	30	30.0	3.0				
		_	Widens Road	Yes				widen lanes and shoulders	3		
			Improves Geometry	Yes				straightening curves			
			Improves Load Rating	No							
			Truck Usage	1	30	0.7	0.1	MoDOT formula			
	Local Effic	cient Move	ment of Freight Factors	25%	40	10.0	1.0	not a major truck route			
Qualit	y of Commui	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
		Local/R	egional Land Use Plans	No	30	0.0	0.0				
		C	onsistent with Local Plans	No				no applicable local plan			
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Only N-S connector in a la	rge rural area		
			Scenic and Visual	No	20	0.0	0.0	Roadway improvements, r	o scenic benefits		
	Loc	al Quality	of Communities Factors	25%	20	5.0	0.5	valuable to local residents			
Enviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.3	of 5
	Consistent with Stormwater Goals			Yes	30	30.0	1.5	Few stormwater issues ex	pected		
	Cor	nsistent wi	th Environmental Goals	Yes	30	30.0	1.5	Proximity to floodplains &	wetlands may be a	n issue	
		A	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ts		
	Local	Environm	ental Protection Factors	25%	20	5.0	0.3	Roadway travels in/along t	loodplain area; sm	all wetla	ınds (ponds
Safety	I				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30
oad )	PDO	1	Safety Index	0.00	50	0.0	0.0	(Modified MoDOT formula,			
or R	Injury	0	Crash Rate	167.26				Crash data 2009-2011			
hes (Major Road r Intersection)	Fatal	0	Accident Index	0.96							
ashes (Major Ro or Intersection)	Years	3	Severity Index	1.00							
Crasl	Avg AADT	100	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Widen lanes & shoulders,	straighten curves		
			Emergency Response	Yes	5	5.0	1.5	Could slightly improve rura	l response times		
			Local Safety Factors	50%	35	17.5	5.3	one reported crash from 2	007-2011		
Taking	g Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	7.4	of 20
		Roadw	ay or Bridge Conditions	Poor	20	15.0	3.0	Roadway in worse condition	on than bridge		
	Substa	ndard Roa	dway or Bridge Feature	No	20	0.0	0.0				
Fu	ınctional Clas		-	20%	10	2.0	0.4				
			Daily Vehicle Usage	50	10	0.0	0.0	(Modified MoDOT formula)			
	Local 1	Taking Car	e of the System Factors	50%	40	20.0	4.0	improvements beneficial to			
	Lovai	G Cal		0070	10	20.0	1.0	provomonto pononolar te	o dioding by oto in		

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 3-7 Project Name:	US-160 Widening thre	ough Forsyth
Project Type: Capacity	Total Score 73.	<b>4</b> out of 100

**Project Description:** Widen US 160 from west of the Hwy 76 Intersection to Casey Road. The widening would add a center two-way left-turn lane through the center of Forsyth. It is assumed that the widening project will also include appropriate pedestrian improvements. Existing stormwater ditches may have to be converted to an enclosed system.

 Status:
 Planning
 Length:
 2.8 miles

 Project Scale:
 Large
 Roadway or Intersection
 Roadway

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 9,500 (est. 2012, avg. for major street)

Daily Truck Traffic: 475 (est. 2012, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** This portion of US-160 has daily traffic volumes of between 8,500 and 10,500. It is the main street through Forsyth and is important for both local and through traffic. There are safety, access, and capacity issues on this highway. The addition of a center two-way left-turn lane as well as possible access improvements and consolidations would help address these issues.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.4 of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5		
Project provides bike connections	No				assume no bike facility v	will be included with the project
Project provides pedestrian connections	Yes				assumes pedestrian fac	ilities inc. ped signals
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply		
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply		
Transit	No	25	0.0	0.0		
Local Access to Opportunity Factors	75%	50	37.5	1.9	Improved roadway and i	ntersection could benefit ped ac

Cong	estion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	7.9 of 15
	L	evel of Service	Е	25	20.0	3.0	planning level - based on	volume/capacity o	n roadway
	Functional Classification1	Minor Arterial	40%	25	10.0	1.5			
		Daily Usage	4750	25	3.9	0.6	(Modified MoDOT formula	a)	
	Local Congestion	Relief Factors	75%	25	18.8	2.8	moderate to high traffic, k	key location	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 17.2 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	US 160
Support Regional Economic Opportunities	Yes	30	30.0	6.0	supports continued development and activity in Forsyth
Level of Economic Distress	30%	20	6.0	1.2	
Poverty (Block Group)	11.0%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	11.0%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	100%	30	30.0	6.0	US 160 is an important economic corridor

Efficie	nt Movemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	of 10
		Large Ve	hicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes				roadway widening project			
			Improves Geometry	Yes				adds turn lanes			
			Improves Load Rating	No							
			Truck Usage	237.5	30	10.3	1.0	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	75%	40	30.0	3.0	Should benefit truck traffic	; important connec	tor in Ta	ney Count
<u> </u>		121									
Quality	y of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.5	of 10
			egional Land Use Plans	Yes	30	30.0	3.0				
			onsistent with Local Plans	Yes				mentioned in Forsyth strate	•		
		Consi	stent with Regional Plans	Yes				mentioned in SMCOG regi			
			Connectivity	Yes	30	30.0	3.0	important Forsyth through	route		
			Scenic and Visual	No	20	0.0	0.0	limited scenic benefits			
	Loc	al Quality o	of Communities Factors	75%	20	15.0	1.5	important improvement in	the heart of Forsytl	n	
										40.5	
Enviro	nmental Pro				Max	Actual	Weighted	Weight Factor = 15%	Total Points =	13.5	of 15
			with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff miti	_		
	Co		th Environmental Goals	Yes	30	30.0	4.5	Unmitigated environmenta	•	xpected	
			oids Historical Impacts	Yes	20	20.0	3.0	No known historical impac			
	Local	Environme	ental Protection Factors	50%	20	10.0	1.5	No known environmental in	mpacts, historical i	mpacts	oossible
Safety					May	A -4l	Mainhte d	Mainht Factor - 200/	Total Points =	15.4	of 20
	PDO	69	Cafatu Inday	0.71	Max 50	Actual 26.8	Weighted 5.4	Weight Factor = 20%		13.4	01 20
Roa			Safety Index Crash Rate	323.48	50	20.8	5.4	(Modified MoDOT formula)			
lajor ectic	Injury	23						Crash data 2009-2011			
ishes (Major Ro or Intersection)	Fatal	0	Accident Index	1.85							
Crashes (Major Road or Intersection)	Years	3	Severity Index	1.63							
င်	Avg AADT	9276	Safety Concern	Yes	5	5.0	1.0	Concern raised by local lea	aders		
			Safety Enhancements	Yes	5	5.0	1.0	Will result in widened road	and other improve	ments	
			Emergency Response	Yes	5	5.0	1.0	will improve response time	, fire dept. on north	n side of	project
			Local Safety Factors	100%	35	35.0	7.0	High number of crashes co	onfirms local safety	concer	1
Taking	Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.5	of 5
		Roadwa	ay or Bridge Conditions	Good	20	5.0	0.3	Both the Roadway and Bri	dges are in good c	ondition	
	Substa	andard Roa	dway or Bridge Feature	No	20	0.0	0.0				
Fu	nctional Clas	sification2	Minor Arterial	40%	10	4.0	0.2				
			Daily Vehicle Usage	4750	10	1.6	0.1	(Modified MoDOT formula)			
	Local	Taking Car		100%	40	40.0	2.0	improving roadway operati		ng syste	m
	Local Taking Care of the System Factors				,,		~		The section of the se	.9 0,000	

Data Check3 OK Data Check1 OK Data Check2 OK

Project Type: Traffic Safety Total Score 54.3 out of 100 Project Description: Improve intersection alignment and traffic control. Could include construction of a roundabout or installation of a traffic signal if warranted. Roundabout could potentially reduce speeds without increasing vehicle stops and delay. Adequate

MO-176 and US-160 Rockaway Turnoff Int.

sight distance should be provided (especially east and west) and driveways may need to be relocated and/or consolidated.

Status: Planning Length: NA

Proj. #: 4-2 Project Name:

Roadway or Intersection Intersection Project Scale: Small

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 10,500 (est. 2012, avg. for major street) Daily Truck Traffic: 530 (est. 2012, avg. for major street) Through Lanes: 2 (through lanes on major street)

Project Discussion: Both roadways are two-lanes. The northbound approach is stop controlled; however, it splits with traffic on both sides of the island as shown on the figure to the right. There is also a grade differential, with the northbound approach traveling up to meet the east-west through street (US-160). In planning for improvements to this intersection, the speed of traffic approaching the intersection should be taken into account. The posted speed on US-160 is 55 mph and the posted speed on MO-176 is 45 mph. The traffic volumes at this location appear to meet or be near meeting peak hour signal warrants.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1	.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two do	not apply	widened shoulders and	better ped crossing op	portunities
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Line	S
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes widened shoul	ders at intersection	

Congestion Relie	f			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	<b>6.0</b> of 10
	L	evel of Service	D	25	15.0	1.5	northbound left LOS for s	stop control (Synchro	0)
Functional	Classification1	Minor Arterial	40%	25	10.0	1.0			
		Daily Usage	5250	25	22.8	2.3	(Modified MoDOT formul	a)	
Lo	ocal Congestion	Relief Factors	50%	25	12.5	1.3	localized congestion		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 8.0 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	US-160
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	100%	20	20.0	2.0	
Poverty (Block Group)	20.0%				2006-2010 ACS block group data - Comb. 3 block groups
Unemployment (tract)	13.0%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	100%	30	30.0	3.0	MO-160 is an important arterial and economic link

	ent Movemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.6	of 10
		Large Ve	hicle Friendly Facilities	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				realignment of intersection	l		
			Improves Load Rating	No							
			Truck Usage	265	30	10.9	1.1	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	50%	40	20.0	2.0	US-160 is an important art	erial		
ualit	ty of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
		Local/R	egional Land Use Plans	No	30	0.0	0.0				
		Co	onsistent with Local Plans	No				no applicable local plans			
		Consi	stent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Connects communities no	rth of river with Br	anson are	ea
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	, no scenic benef	its	
	Loc	al Quality	of Communities Factors	50%	20	10.0	1.0				Taney C
nvir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
	Consistent with Stormwater Goals		Yes	30	30.0	1.5	Moderate project, few stor			0.0	
	Consistent with Stormwater Goals  Consistent with Environmental Goals		Yes	30	30.0	1.5	Moderate project, no mitig		pootod		
			oids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	·		
	Local		ental Protection Factors	75%	20	15.0	0.8	Moderate project, few issu			
_								10/-: P4 200/	T ( I D ! (	150	of 30
					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	15.8	
	PDO	3	Safety Index	0,67	50	25.3	Weighted 7.6	(Modified MoDOT formula)		13.0	
afety action)	PDO Injury	3	Crash Rate	53.45						15.0	
lersection)	PDO Injury Fatal	3	Crash Rate Accident Index	53.45 0.81				(Modified MoDOT formula)		15.0	
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index	53.45 0.81 2.25	50	25.3	7.6	(Modified MoDOT formula, Crash data 2009-2011	)	15.0	
lersection)	PDO Injury Fatal	3	Crash Rate Accident Index Severity Index Safety Concern	53.45 0.81		25.3	7.6 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	53.45 0.81 2.25	50	25.3	7.6 1.5 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern	53.45 0.81 2.25 <b>Yes</b>	50 5	25.3	7.6 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	53.45 0.81 2.25 Yes Yes	50 5 5	25.3 5.0 5.0	7.6 1.5 1.5	(Modified MoDOT formula, Crash data 2009-2011	) aders fic control and saf	ety)	
or Intersection)	PDO Injury Fatal Years	3 0 3 10252	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	53.45 0.81 2.25 Yes Yes No	5 5 5 5	5.0 5.0 0.0	7.6 1.5 1.5 0.0	(Modified MoDOT formula) Crash data 2009-2011  Concern raised by local le Improves intersection (traf	) aders fic control and saf	ety)	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	53.45 0.81 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 5.0 0.0 17.5	7.6 1.5 1.5 0.0 5.3	(Modified MoDOT formula, Crash data 2009-2011  Concern raised by local le Improves intersection (traf	aders fic control and sate come other project  Total Points =	iety) ts	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252 System Roadw	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions	53.45 0.81 2.25 Yes Yes No 50%	50 5 5 5 35	5.0 5.0 0.0 17.5	7.6  1.5  1.5  0.0  5.3  Weighted	(Modified MoDOT formula) Crash data 2009-2011  Concern raised by local le Improves intersection (traf crash rate not as high as s  Weight Factor = 20%	aders fic control and sate come other project  Total Points =	iety) ts	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252  System Roadwandard Roadwandar	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions dway or Bridge Feature	53,45 0.81 2.25 Yes Yes No 50%	50 5 5 5 35 Max 20	5.0 5.0 0.0 17.5 Actual 5.0	7.6  1.5  1.5  0.0  5.3  Weighted  1.0	(Modified MoDOT formula) Crash data 2009-2011  Concern raised by local le Improves intersection (traf crash rate not as high as s  Weight Factor = 20%	aders fic control and sate come other project  Total Points =	iety) ts	of 20

**75**%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

important intersection to maintain in good operation

Project Type: Traffic Safety **Total Score 69.2** out of 100 Project Description: Improve safety at the intersection by modifying or upgrading the

**Rockaway Beach and US-160 Intersection** 

traffic control, signage, and geometry.

Status: Planning and Design Length: NA

Proj. #: 4-3 Project Name:

Roadway or Intersection Intersection Project Scale: Small

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 11,000 (est. 2012, avg. for major street) Daily Truck Traffic: 550 (est. 2012, avg. for major street) Through Lanes: 2 (through lanes on major street)

Project Discussion: Both roadways are two-lane roads. There are no turn lanes at the intersection. There was one fatal crash at the location, a head-on crash related to one vehicle passing another vehicle. MoDOT traffic counts indicate that this intersection likely does not meet the signal warrant thresholds. Turn lanes may be the best option for improving safety at this location.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.	1 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assumes widened shoul	ders at intersection	
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lines	
Local Access to Opportunity Factors	75%	50	37.5	1.9	widened shoulders bene	efit bikes/peds	

Conges	tion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	5.8	of 10
	Level of	Service C	25	10.0	1.0	eastbound estimated pea	ık hour LOS		
F	Functional Classification1 Minor A	Arterial 40%	6 25	10.0	1.0				
	Daily	Usage 550	0 25	25.0	2.5	(Modified MoDOT formula	a)		
	Local Congestion Relief	Factors 50%	<b>6</b> 25	12.5	1.3	moderate localized conge	estion		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 7.2 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	US-160
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	60%	20	12.0	1.2	
Poverty (Block Group)	12%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	14%				2006-2010 ACS tract data - Combining 3 tracts
Local Economic Competitiveness Factors	100%	30	30.0	3.0	MO-160 is an important arterial and economic link

Efficie	nt Movemer	nt of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.6	of 10
		Large V	ehicle Friendly Facilities	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				intersection safety improve	ements		
			Improves Load Rating	No							
			Truck Usage	275	30	11.1	1.1	MoDOT formula			
	Local Effi	cient Move	ement of Freight Factors	50%	40	20.0	2.0	Minimal criteria met; US-16	60 is an important	arterial	
۱:4 1:4		!4!						W. 14 F 4 400/	TILDIA	4.0	
luant	y of Commu			11	Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
			Regional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans	and a set of the		
		Cons	istent with Regional Plans	No	20	20.0	2.0	not mentioned in SMCOG		. 4. F	ماله د
			Connectivity	Yes	30	30.0	3.0	Rockaway Beach/Merriam			sytn
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements			
	Loc	al Quality	of Communities Factors	50%	20	10.0	1.0	Minimal criteria met; US-16	50 is an important	facility in	Taney Co
nviro	onmental Pro	otection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
			t with Stormwater Goals	Yes	30	30.0	1.5	Modest project, few stormy			
			ith Environmental Goals	Yes	30	30.0	1.5	Modest project, no mitigati	•		
		Yes	20	20.0	1.0	No known historical impac	•				
	Local	Environm	ental Protection Factors	75%	20	15.0	0.8	Modest project, few issues	expected		
Safety	1				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	30.0	of 30
ies (Major Koad Intersection)	PDO	3	Safety Index	1.36	50	50.0	15.0	(Modified MoDOT formula)			
es (wajor ro Intersection)	Injury	4	Crash Rate	68.02				Crash data 2009-2011			
erse	Fatal	1	Accident Index	1.03							
asnes or Inf	Years	3	Severity Index	3.25							
Crash of	Avg AADT	10741	Safety Concern	Yes	5	5.0	1.5	Concern raised by local lea	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Will result in intersection in	nprovements (traff	ic contro	l and safe
			Emergency Response	Yes	5	5.0	1.5	Improves intersection near	emergency respo	nder (an	nbulance)
			Local Safety Factors	100%	35	35.0	10.5	All criteria met; crash rate	s noteworthy, hea	d-on	
aking	g Care of the				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	10.8	of 20
			ay or Bridge Conditions	Fair	20	10.0	2.0	Roadway cracking			
			adway or Bridge Feature	No	20	0.0	0.0				
Fu	ınctional Clas	sification2	Minor Arterial	40%	10	4.0	8.0				
			Daily Vehicle Usage	5500	10	10.0	2.0	(Modified MoDOT formula)			

**75**%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

Important local intersection

Proj. #: 4-6 Project Name: MO-248 Corridor

Project Type: Traffic Safety Total Score 66.5 out of 100

**Project Description:** Improve traffic safety along this entire corridor. Improvements may include geometry at curves, sight distance at multiple intersections, and widening of lanes and providing shoulders.

Status: Planning Length: 4.1 miles

Project Scale: Large Roadway or Intersection Roadway

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 11,504 (est. 2012, avg. for major street)

Daily Truck Traffic: 2,815 (est. 2012, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** This has become a heavily traveled road as Branson has continued to grow. Provides an alternative route to commercial areas and residential areas. Branson schools are accessed along this road so traffic increases at certain times of the day. Intersections at Branson Hills Parkway and Buchanan Road are known to have safety concerns within the community. These intersections should have priority for future improvements per TCTAB.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.1	of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks of	or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two de	o not apply	assumes widened shoul	ders at intersection		
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lir	nes	
Local Access to Opportunity Factors	75%	50	37.5	1.9	assumes widened shoul	ders at intersection		

Cong	estion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	5.0	of 15
	Leve	el of Service	В	25	5.0	0.8	estimated peak hour LOS	for left turns		
	Functional Classification1 Mi	inor Arterial	40%	25	10.0	1.5				
		Daily Usage	5752	25	5.7	0.9	(Modified MoDOT formula	a)		
	Local Congestion Re	elief Factors	50%	25	12.5	1.9				

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 19.4 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	US-160
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Developing area
Level of Economic Distress	85%	20	17.0	3.4	
Poverty (Block Group)	13%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	7%				2006-2010 ACS tract data - Combining 2 tracts
Local Economic Competitiveness Factors	100%	30	30.0	6.0	MO-248 is an important arterial and economic link

Efficier	nt Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.5	of 10
	Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
	Widens Road	Yes							
	Improves Geometry	Yes				improves turns for trucks a	ınd other large vehi	cles	
	Improves Load Rating	No							
	Truck Usage	1407.5	30	25.2	2.5	MoDOT formula			
	Local Efficient Movement of Freight Factors	75%	40	30.0	3.0	Important corridor for econ	omy		
Quality	of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.5	of 10
	Local/Regional Land Use Plans	Yes	30	30.0	3.0				
	Consistent with Local Plans	No				no applicable local plans			
	Consistent with Regional Plans	Yes				US 248 mentioned in MoD	OT plans		
	Connectivity	Yes	30	30.0	3.0	List communities			
	•								

Enviro	nmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	14.3	of 15
	Consistent with Stormwater Goals	Yes	30	30.0	4.5	Small project, few stormwa	ater issues expecte	ed	
	Consistent with Environmental Goals	Yes	30	30.0	4.5	Small project, no mitigation	n expected		
	Avoids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ts		
	Local Environmental Protection Factors	75%	20	15.0	2.3	Few issues expected			

15.0

1.5

20

75%

**Local Quality of Communities Factors** 

Safety					Max	Actual	Weighted	Weight Factor = 20% Total Points = 7.6 of 20
oad	PDO	48	Safety Index	0.05	50	1.9	0.4	(Modified MoDOT formula)
or R	Injury	10	Crash Rate	84.23				Crash data 2018-2021
(Maj ersec	Fatal	0	Accident Index	0.48				
Crashes (Major Road or Intersection)	Years	4	Severity Index	1.43				
	Avg AADT	11504	Safety Concern	Yes	5	5.0	1.0	Concern raised by local leaders
			Safety Enhancements	Yes	5	5.0	1.0	Will result in intersection improvements
			Emergency Response	No	5	0.0	0.0	
			Local Safety Factors	75%	35	26.3	5.3	crash types vary

Taking	g Care of the System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.1	of 5
	Roadway or Bridge Conditions Substandard Roadway or Bridge Feature		Good	20	5.0	0.3	based on pictures and field	lobservations		
			No	20	0.0	0.0				
Fι	ınctional Classification2	Minor Arterial	40%	10	4.0	0.2				
		Daily Vehicle Usage	5752	10	2.3	0.1	(Modified MoDOT formula)			
	Local Taking Care o	of the System Factors	75%	40	30.0	1.5	Important local road			

Data Check2 OK

Proj. #: 5-7 Project Name: Buchanan Rd and Sunrise Dr Intersection

Project Type: Traffic Safety Total Score 37.8 out of 100

**Project Description:** Improve intersection alignment and traffic control. Re-align the through movement to connect Sunrise Dr in the north with Buchanan Rd in the west and convert Sunrise Dr. northbound (south leg) to stop control. Alternativey, install a roundabout. This may address the same issues more cost effectively.

Status: Planning Length: NA

Project Scale: Small Roadway or Intersection Intersection

Functional Classification: Local (for the major street)

Avg. Annual Daily Traffic (AADT): 2,800 (est. 2012, avg. for major street)

Daily Truck Traffic: 140 (est. 2012, avg. for major street)

Through Lanes: 2 (through lanes on major street)

Project Discussion: Buchanan Rd is the location of the Branson High School, Intermediate School, and Elementary School as well as the Taney County Transfer Station. Traffic is heavy at peak times when school is in session. The south leg of Sunrise Dr has only a handful of residences. The locations of the heavy volumes highlight the need to adjust the through movement and/or install a roundabout. A roundabout offers the benefit of reducing speeds, while limiting vehicle stops. It also could limit the amount of new right-of-way. The final design should ensure adequate sight distance and relocate driveways as needed.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.5	of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
Project brings existing facilities up to ADA Regulations	No	use if fi	irst two d	not apply	assumes no sidewalks o	r bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if fi	irst two d	not apply	assumes improved shou	lders at intersection	1	
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	nes	
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes improved shou	Iders at intersection	1	

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.7	of 10
	Level of Service	В	25	5.0	0.5	eastbound left turn LOS fo	or stop control		
Functional Classification	Local	20%	25	5.0	0.5				
	Daily Usage	1400	25	1.6	0.2	(Modified MoDOT formula	)		
Local Congesti	on Relief Factors	100%	25	25.0	2.5	moderate to high traffic, ke	ey location		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total F	Points =	0.8	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	Not a strategic corridor			
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. d	lev. projec	ts	
Level of Economic Distress	0%	20	0.0	0.0				
Poverty (Block Group)	7.0%				2006-2010 ACS block group data	- 1 block	group	
Unemployment (tract)	3.0%				2006-2010 ACS tract data - 1 trac	et		
Local Economic Competitiveness Factors	25%	30	7.5	0.8	Minimal economic impact outside	of the sch	ool	

Efficie	nt Movemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.1	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improves turns for trucks a	and other large veh	icles	
			Improves Load Rating	No							
			Truck Usage	70	30	5.6	0.6	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	25%	40	10.0	1.0	limited truck traffic other th	nan buses and tras	n trucks	
Quality	of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.0	of 10
			egional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans			
		Consi	stent with Regional Plans	No				not mentioned in SMCOG			
			Connectivity	No	30	0.0	0.0	No significant improved co	onnectivity		
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	s, no scenic benefit	S	
	Loc	al Quality o	of Communities Factors	100%	20	20.0	2.0	Reduces driver frustration	for school traffic		
Enviro	nmental Pro			Yes	Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
	Consistent with Stormwater Goals				30	30.0	1.5	Modest project, few storm		ted	
	Consistent with Environmental Goals Avoids Historical Impacts			Yes	30	30.0	1.5	Modest project, no mitigat	•		
				Yes	20	20.0	1.0	No known historical impac			
	Local	Environme	ental Protection Factors	75%	20	15.0	8.0	Modest project, few issues	s expected		
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.5	of 30
-	PDO	1	Safety Index	-0.20	50	0.0	0.0	(Modified MoDOT formula		10.0	01 30
·Ros	Injury	0	Crash Rate	33.40	50	0.0	0.0	Crash data 2009-2011	)		
/ajor secti	Fatal	0	Accident Index	0.51				014011 4444 2000 2011			
ashes (Major Road or Intersection)	Years	3	Severity Index	1.00							
rash			Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	adore		
ວັ	Avg AADT	2734	Safety Enhancements	Yes	5 5	5.0	1.5	Will result in widened sho		ntoroact	ion dooler
			Emergency Response					will result in widefied Shot	uiueis a iiiipioved i	ntersect	on design
				No	5	0.0	0.0				
			Local Safety Factors	100%	35	35.0	10.5	Concern raised by local le	aders		
Taking	Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	8.5	of 20
Taking	Care or the	•	ay or Bridge Conditions	Fair	20	10.0	2.0	roadway in fair condition b			01 20
	Subate		dway or Bridge Feature	No	20	0.0	0.0	Todaway III Idii Goridilori k	Jacoa on observant	,,10	
F											
ru	nctional Clas	SITICATION 2	Local	20%	10	2.0	0.4	Marker IN DOT	Y		
			Daily Vehicle Usage	1400	10	0.6	0.1	(Modified MoDOT formula	•		
	Local	Taking Car	e of the System Factors	75%	40	30.0	6.0	important intersection to n	naintain in good op	eration	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 5-8 Project Name: Branson Hills & Town Center Dr Intersection

Project Type: Geometric/Safety Total Score 60.5 out of 100

**Project Description:** Intersection improvements including potential signal changes, delineators, islands, etc..

Status: Planning Length: NA

Project Scale: Medium Roadway or Intersection Intersection

Functional Classification: Collector (for the major street)

Avg. Annual Daily Traffic (AADT): 5935 (estimated, avg. for major street)

Daily Truck Traffic: 120 (estimated, avg. for major street)

Through Lanes: 4 (through lanes on major street)

**Project Discussion:** Branson Hills Parkway is a four lane divided roadway with a traffic signal at Town Center Dr. There are a high number of crashes in the area due to the high traffic into and out of businesses in the area. Improvements may include limiting left turns into and out of specific drives.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.4 of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
roject brings existing facilities up to ADA Regulations	Yes	use if fi	rst two d	o not apply	if signal is installed, ADA	A pedestrian provisions assumed
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	if signal is installed, pede	estrians have safe crossing option
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lines
Local Access to Opportunity Factors	75%	50	37.5	1.9	Signalization would bene	efit bikes/peds as well

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Poi	nts = 3.8	of 10
	Level of Service	В	25	5.0	0.5			
Functional Classification	Collector	30%	25	7.5	8.0			
	Daily Usage	1483.8	25	0.6	0.1	(Modified MoDOT formula)		
Local Congestion	on Relief Factors	100%	25	25.0	2.5	peak hour congestion is an issue		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 5.0 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	Yes	20	20.0	2.0	Branson Hills Parkway provides key development access
Level of Economic Distress	0%	20	0.0	0.0	
Poverty (Block Group)	9%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	4%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	100%	30	30.0	3.0	beneficial to make Branson Hills Parkway function better

Efficie	nt Movemer	nt of Freigh	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.9	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				intersection upgrades will	better serve trucks		
			Improves Load Rating	No							
			Truck Usage	30	30	3.7	0.4	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	75%	40	30.0	3.0	Branson Hills Parkway is a	potential commer	cial route	Э
Quality	of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
		Local/R	egional Land Use Plans	No	30	0.0	0.0				
		Co	onsistent with Local Plans	No				Branson Rec-plex is ment	oned in Branson C	ommuni	ty Plan 2
		Consi	stent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	No	30	0.0	0.0				
			Scenic and Visual	Yes	20	20.0	2.0	Opportunity for building or	Branson Hills Par	kway lan	dscapin
	Loc	al Quality o	of Communities Factors	75%	20	15.0	1.5	proximity to Branson Rec-	plex and many bus	inesses	
nviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.0	of 5
		Consistent	with Stormwater Goals	Yes	30	30.0	1.5	few stormwater issues exp	ected		
	Consistent with Environmental Goals			No	30	0.0	0.0	mitigation possible			
	Avoids Historical Impacts Yes				20	20.0	1.0	No known historical impac	ts		
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	few issues expected			
											_
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	27.3	of 30
(oad	PDO	20	Safety Index	1.23	50	46.0	13.8	(Modified MoDOT formula	)		
officer a	Injury	4	Crash Rate	226.93				Crash data 2017-2021			
ssnes (Major Ko or Intersection)	Fatal	0	Accident Index	3.44							
ashes (Major Koad or Intersection)	Years	5	Severity Index	1.42							
2	Avg AADT	5795	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Improvements should add	ress key safety iss	ues	
			Emergency Response	No	5	0.0	0.0				
			Local Safety Factors	100%	35	35.0	10.5				
aking	Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	10.6	of 20
		Roadwa	ay or Bridge Conditions	Fair	20	10.0	2.0	Roadway in fair condition			
	Substandard Roadway or Bridge Feature Yes					20.0	4.0	sight distance issues			
Fu	nctional Clas	sification2	Collector	30%	10	3.0	0.6				
			Daily Vehicle Usage	1483.75	10	0.2	0.0	(Modified MoDOT formula	)		
			e of the System Factors					Important roadway interse			

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	6-3	Project Name: Safari Rd (Sharp Curve Area to MO-165)									
Project	Type:	Geometric/Safety	Total Score	48.4	out of 100						
Project Description: Improve alignment to eliminate sharp curves (especially the curve											
in the mi	in the middle of the roadway segment). A signal installation at MO-165 was also										

proposed.

Status: Planning Length: 0.88 miles

Roadway or Intersection Roadway Project Scale: Medium

Functional Classification: Local (for the major street) Avg. Annual Daily Traffic (AADT): 2600 (est. 2012, avg. for major street) Daily Truck Traffic: 50 (est. 2012, avg. for major street) Through Lanes: 2

Project Discussion: Safari Road is a two-lane road with few access points. It is particularly winding where it crosses the valley in the middle of the segment. There are no posted speed limits, so it was assumed that a 25 mph limit applied. The traffic volume at the intersection of Safari Road and MO-165 was examined in a very preliminary manner with respect to traffic signal warrants. Based on the estimated ADTs, it appears it is near the peak hour warrant threshold. Traffic counts will be required to determine if the intersection fully meets one or more warrants. It may be good to split these two projects unless the entire eastern portion of the road is to be upgraded.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.8 of 5	
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
roject brings existing facilities up to ADA Regulations	Yes	use if fi	rst two do	not apply	signal installation would meet ADA requirements		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two do	not apply	signal would benefit ped	s/bikes	
Transit	No	25	0.0	0.0	No effect on Branson Sh	uttle or Jefferson Lines	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Assumes no new sidewa	alks or bike lanes on Safari	

(through lanes on major street)

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.8 of 10
	Level of Service	С	25	10.0	1.0	estimated peak LOS on S	Safari (likely different at intersection
Functional Classification1	Local	20%	25	5.0	0.5		
	Daily Usage	1300	25	0.4	0.0	(Modified MoDOT formul	a)
Local Congestic	n Relief Factors	50%	25	12.5	1.3	congestion not a major is	sue, but seasonality could affect it

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.5 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	no known regional economic opportunities
Level of Economic Distress	0%	20	0.0	0.0	
Poverty (Block Group)	10%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	4%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	50%	30	15.0	1.5	benefits local businesses, could be direct route to MO-265

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1	. <b>8</b> of 10
		Large V	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
			Widens Road	No					
			Improves Geometry	Yes				eliminates sharp curves	
			Improves Load Rating	No					
			Truck Usage	25	30	3.4	0.3	MoDOT formula	
	Local Effic	cient Move	ement of Freight Factors	0%	40	0.0	0.0	not a major truck/freight route	
<b>ualit</b>	y of Commu				Max	Actual	Weighted	Weight Factor = 10% Total Points = 4	. <mark>5</mark> of 10
			Regional Land Use Plans	No	30	0.0	0.0		
			onsistent with Local Plans	No				not mentioned in Branson Community Plan 2030	
		Cons	istent with Regional Plans	No				not mentioned in SMCOG regional plan	
			Connectivity	Yes	30	30.0	3.0	connects MO-165 in Branson with MO-265 in wes	st
		Scenic and Visual	No 75%	20	0.0	0.0	Roadway improvements, no scenic benefits		
	Local Quality of Communities Factors				20	15.0	1.5	not major community issue, could give residents a	a new direct r
									-
nviro	nmental Pro				Max	Actual	Weighted	Weight Factor = 5% Total Points = 2	
			t with Stormwater Goals th Environmental Goals	Yes	30	30.0	1.5	Assume new runoff mitigated (stormwater detention	
	Col	No	30	0.0	0.0	Roadway crosses stream/floodplain; small wetlan	<b>GS</b>		
	1 1		voids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts	
	Local	Environm	ental Protection Factors	0%	20	0.0	0.0	Possible impacts due to stream crossing	
afety					Max	Actual	Weighted	Weight Factor = 30% Total Points = 22	.1 of 30
og Og	PDO	10	Safety Index	0.76	50	28.7	8.6	(Modified MoDOT formula)	
es (major Ru Intersection)	Injury	1	Crash Rate	449.66				Crash data 2009-2011	
(Majo	Fatal	0	Accident Index	2.57					
crashes (Major Koad or Intersection)	Years	3	Severity Index	1.23					
	Avg AADT	2539	Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders	
			Safety Enhancements	Yes	5	5.0	1.5	Will result in signal at MO-165 and roadway re-ali	gnment
			<b>Emergency Response</b>	No	5	0.0	0.0		
			Local Safety Factors	100%	35	35.0	10.5	crashes on Safari were veh. out of control with 3 of	of 4 in curve
	0 641	Cyrotom			Max	Actual	Weighted	Weight Factor = 20% Total Points = 11	.4 of 20
Takino	g Care of the	System							
akin	g Care of the		ay or Bridge Conditions	Good	20	5.0	1.0	road appears to be in good condition in general	
akinç		Roadw	ay or Bridge Conditions adway or Bridge Feature	Good Yes	20 20	5.0 20.0	1.0 4.0	road appears to be in good condition in general sharp curve does not meet design standards	
		Roadw	adway or Bridge Feature						
	Substa	Roadw	adway or Bridge Feature	Yes	20	20.0	4.0		

75%

30.0

6.0

40

Data Check3 OK Data Check1 OK Data Check2 OK

roadway is not major, but upgrade is important

Proj. #: 6-5 Project Name: MO-165 and Pointe Royale Dr Intersection

Project Type: Operations Total Score 53.0 out of 100

**Project Description:** Improve intersection traffic control and/or geometric design. Consider traffic signal and/or a roundabout.

Status: Planning Length: NA

Project Scale: Small Roadway or Intersection Intersection

Functional Classification: Collector (for the major street)

Avg. Annual Daily Traffic (AADT): 9100 (estimated, avg. for major street)

Daily Truck Traffic: 460 (estimated, avg. for major street)

Through Lanes: 2 (through lanes on major street)

Project Discussion: The intersection is stop controlled on the side-streets. The posted speed limit is 40 mph. There are left-turn lanes in both directions on MO-165. There are also turn lanes for the north-south direction. The intersection appears to function acceptably during most hours of the day; however during peak periods some side-street drivers have to wait longer than desired. A sample count indicated that the location may be close to meeting signal warrants. This is especially true if the high-speed (> 40 mph) thresholds are employed. A speed study and traffic counts could be conducted to determine if the warrants are met. A roundabout could also be considered.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.8 of 5	
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
Project brings existing facilities up to ADA Regulations	Yes	use if first two do not apply			if signal is installed, ADA pedestrian provisions assumed		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	if signal is installed, ped	estrians have safe crossing option	
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lines	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Signalization/roundabou	t would benefit bikes/peds as well	

Conge	stion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points = 7.0 of 10
		Level of Service	Е	25	20.0	2.0	estimated peak hour LOS (southbound throughs and lefts)
	Functional Classification1	Collector	30%	25	7.5	0.8	
		Daily Usage	4550	25	17.1	1.7	(Modified MoDOT formula)
	Local Congestio	n Relief Factors	100%	25	25.0	2.5	peak period congestion is an issue

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 5.3 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	MO-165 is an important arterial and economic link
Support Regional Economic Opportunities	No	20	0.0	0.0	not a regional economic dev. Project
Level of Economic Distress	0%	20	0.0	0.0	
Poverty (Block Group)	4%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	4%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	75%	30	22.5	2.3	could promote additional dev. north of intersection

	ent Movemer	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
		Large Ve	hicle Friendly Facilities F	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				signal/roundabout could b	etter facilitate truck	movem	ents
			Improves Load Rating	No							
			Truck Usage	230	30	10.2	1.0	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	25%	40	10.0	1.0	New traffic signal could be	enefit truck access/e	egress	
ualif	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.5	of 10
aunt	y or commu		egional Land Use Plans	Yes	30	30.0	3.0	Weight Factor = 1070	Total Tollits =	0.0	01 10
			onsistent with Local Plans	Yes	00	00.0	0.0	165 mentioned in Bransor	n Community Plan 2	2030	
			stent with Regional Plans	Yes				165 (from 76 to 265) mentioned in SMCOG regional			olan
			Connectivity	No	30	0.0	0.0	not a major connectivity project			
			Scenic and Visual	Yes	20	20.0	2.0	Roundabout could enhance aesthetics			
	Loc	Local Quality of Communities Factors 75%				15.0	1.5	benefits to residential dev. to south and businesses to			o north
nvir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
	Consistent with Stormwater Goals Yes					30.0	1.5	Small project, few stormw	ater issues expecte	d	
	Co	nsistent wi	th Environmental Goals	Yes	30	30.0	1.5	Small project, no mitigatio	n expected		
		Av	oids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ots		
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	Small project, few issues	expected		
- 1	1									40.0	
				0.47	Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.6	of 30
g g	PDO	1	Safety Index	0.47	Max 50	Actual 17.8	Weighted 5.3	(Modified MoDOT formula		13.6	of 30
g g g	PDO Injury	1	Crash Rate	20.56						13.6	of 30
ersection)	PDO Injury Fatal	1	Crash Rate Accident Index	20.56				(Modified MoDOT formula		13.6	of 30
ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index	20.56 0.31 2.25	50	17.8	5.3	(Modified MoDOT formula Crash data 2009-2011	)	13.6	of 30
ersection)	PDO Injury Fatal	1	Crash Rate Accident Index Severity Index Safety Concern	20.56 0.31 2.25 <b>Yes</b>	50 5	17.8 5.0	5.3	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le	aders		of 30
(Major Road ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	20.56 0.31 2.25 Yes Yes	50 5 5	17.8 5.0 5.0	5.3 1.5 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in	aders mprovements (i.e. s	signal)	of 30
(Major Noau ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No	50 5 5 5	5.0 5.0 0.0	1.5 1.5 0.0	(Modified MoDOT formula Crash data 2009-2011  Concern raised by local le Will result in intersection in no major change to emerge	aders mprovements (i.e. s gency response time	signal) es	
(Major Road ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	20.56 0.31 2.25 Yes Yes	50 5 5	17.8 5.0 5.0	5.3 1.5 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in	aders mprovements (i.e. s gency response time	signal) es	
	PDO Injury Fatal Years Avg AADT	1 0 3 8885	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 17.5	1.5 1.5 0.0 5.3	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerg number of crashes not lar	eaders mprovements (i.e. s gency response time ge relative to other	ignal) es projects	
Orasnes (Major Road or Intersection)	PDO Injury Fatal Years	1 0 3 8885	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	20.56 0.31 2.25 Yes Yes No 50%	50 5 5 5 35	5.0 5.0 0.0 17.5	5.3 1.5 1.5 0.0 5.3 Weighted	(Modified MoDOT formula Crash data 2009-2011  Concern raised by local le Will result in intersection in no major change to emerg number of crashes not lar	naders mprovements (i.e. signer response time ge relative to other	signal) es	
Orasnes (Major Road or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 3 8885 • System Roadwa	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 17.5	1.5 1.5 0.0 5.3	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerg number of crashes not lar	naders mprovements (i.e. signer response time ge relative to other	ignal) es projects	

Daily Vehicle Usage

**Local Taking Care of the System Factors** 

4550

100%

10

40

6.8

40.0

1.4

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important local intersection

Proj. #: 6-6 Project Name: MO-165 (MO-76 to MO-265)

Project Type: Capacity Total Score 65.5 out of 100

**Project Description:** Widen road. Add turn lanes and widen shoulders. This could require additional right-of-way as well as utility relocation work. Stormwater issues will also have to be addressed. Also, different portion of the roadway would require different treatments.

Status: Planning Length: 4.36 miles

Project Scale: Large Roadway or Intersection Roadway

Functional Classification: Minor Arterial Modified from MoDOT (major st)

Avg. Annual Daily Traffic (AADT): 9100 (est. 2012, avg. for major street)

Daily Truck Traffic: 460 (est. 2012, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** MO-165 has varying typical sections and posted speeds. 1) MO-76 south to Van Buren Road: 2-lanes with left turn lanes at some locations (inc. several major intersections); 2) Van Buren Road to Pointe Royale Drive: 3-lanes (center left-turn lane); 3) Pointe Royale Dr. to Auston Ave: 2-lanes without turn lanes; 4) Auston Ave to MO-265 4-lane undivided. The posted speed ranges from 35 mph near MO-76 (in Branson) to 45 in the southwest. MoDOT ADTs range from 11,000 near MO-76 to 7000 near MO-265 in the southwest (an avg. value was used in the analysis). However, Google ADTs are as high as approx. 13,000 and sample counts showed over 15,000.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				consider adding bike lan	e or multi-use facility
Project provides pedestrian connections No					consider multi-use facility	y
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assumes widened should	ders available for bikes/peds
Transit	No	25	0.0	0.0	No effect on Branson Sh	uttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3	Widened shoulders bene	efit businesses & residents bikes/pe

Congestion Relief			Max	Actual	Weighted	Weight Factor = 15% Total Points = 6.4 of 15
Leve	el of Service	С	25	10.0	1.5	est. 2-lane LOS s/o of Fall Creek Rd, more analysis needed
Functional Classification1 M	inor Arterial	40%	25	10.0	1.5	consider request to upgrade roadway classification
	Daily Usage	4550	25	3.6	0.5	(Modified MoDOT formula)
Local Congestion Re	elief Factors	75%	25	18.8	2.8	capacity and turn lane issues likely, more doc needed

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 15.1 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	MO-165
Support Regional Economic Opportunities	Yes	30	30.0	6.0	important business and access / travel corridor
Level of Economic Distress	15%	20	3.0	0.6	
Poverty (Block Group)	10%				2006-2010 ACS block group data - Comb. 5 block groups
Unemployment (tract)	5%				2006-2010 ACS tract data - Combining 2 tracts
Local Economic Competitiveness Factors	75%	30	22.5	4.5	Important arterial and economic link

Efficie	nt Movemer	nt of Freia	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
			ehicle Friendly Facilities	Yes	30	30.0	3.0				
		90 11	Widens Road	Yes	00	00.0	0.0	widen shoulders			
			Improves Geometry	Yes				turn lanes to be added			
			Improves Load Rating	No							
			Truck Usage	230	30	10.2	1.0	MoDOT formula			
	Local Effi	icient Move	ment of Freight Factors	50%	40	20.0	2.0	important corridor for com	merce and trucks i	n this ar	ea
								<u> </u>			
Quality	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0				
		Co	onsistent with Local Plans	Yes				165 mentioned in Branson	Community Plan	2030	
		Consi	istent with Regional Plans	Yes				165 (from 76 to 265) ment	ioned in SMCOG r	egional	plan
			Connectivity	Yes	30	30.0	3.0	165 connects south Brans	on to north Branso	n	
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loc	Local Quality of Communities Factors				10.0	1.0	benefits residents and bus	iness community		
Enviro	nmental Pro	otection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	12.8	of 15
	Consistent with Stormwater Goals Yes				30	30.0	4.5	Assume new runoff mitiga	ted (new stormwat	er deten	ition facili
	Consistent with Environmental Goals Ye				30	30.0	4.5	Impacts likely can be mitig	ated, potential floo	dplain is	ssues
		A۱	voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ts		
	Local	l Environme	ental Protection Factors	25%	20	5.0	0.8	Large project; possible imp	pacts		
Safety					Max	Actual	Weighted	Weight Factor = 20%	Total Points =	15.3	of 20
) cad	PDO	136	Safety Index	1,17	50	44.0	8.8	(Modified MoDOT formula,			
ashes (Major Ko or Intersection)	Injury	63	Crash Rate	471.46				Crash data 2009-2011			
(IVIa	Fatal	1	Accident Index	2.69							
Crashes (Major Road or Intersection)	Years	3	Severity Index	1.83							
S S	Avg AADT	8885	Safety Concern	Yes	5	5.0	1.0	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.0	Will result in widened road	(shoulders and tu	rn lanes	)
			Emergency Response	Yes	5	5.0	1.0	Additional turn lanes and v	videning could imp	rove res	sponse tim
			Local Safety Factors	50%	35	17.5	3.5	High number of crashes			
Taking	Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.5	of 5
		Roadw	ay or Bridge Conditions	Good	20	5.0	0.3	bridge and roadway appea	ar to be in good co	ndition	
	Subst	andard Roa	idway or Bridge Feature	No	20	0.0	0.0	none known			
Fu	Functional Classification 2 Minor Arterial 40%					4.0	0.2				
					10						
			Daily Vehicle Usage	4550	10	1.4	0.1	(Modified MoDOT formula	)		

Data Check3 OK Data Check1 OK Data Check2 OK

Project Type: Facility Upgrade  Total Score  74.4 out of 100  Project Description: Street improvement project to improve pedestrian safety and tourist attraction to the 76 Strip. Project is in the planning and preliminary design phase.  Status: Planning and Design  Length: 3.9 miles  Project Scale: Regional  Roadway or Intersection Roadway  Functional Classification: Major Arterial  Avg. Annual Daily Traffic (AADT): 23700  (est. 2012, avg. for major street)  Daily Truck Traffic: 710  (est. 2012, avg. for major street)  Through Lanes: 2  (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging investment and development, and strengthening existing destinations and businesses.						
Project Description: Street improvement project to improve pedestrian safety and tourist attraction to the 76 Strip. Project is in the planning and preliminary design phase.  Status: Planning and Design  Length: 3.9 miles  Project Scale: Regional  Roadway or Intersection Roadway  Functional Classification: Major Arterial  Avg. Annual Daily Traffic (AADT): 23700  (est. 2012, avg. for major street)  Daily Truck Traffic: 710  (est. 2012, avg. for major street)  Through Lanes: 2  (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Proj. #: 6-10	Project Name:	76 Country Bou	levard C	omplet	e Street
Status: Planning and Design  Project Scale: Regional  Functional Classification: Major Arterial  Avg. Annual Daily Traffic (AADT): 23700  Daily Truck Traffic: 710  Cest. 2012, avg. for major street)  Through Lanes: 2  (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Project Type:	Facility Upgrade	Total Score	74.4	out of	100
Status: Planning and Design  Project Scale: Regional  Functional Classification: Major Arterial  Avg. Annual Daily Traffic (AADT): 23700  Daily Truck Traffic: 710  (est. 2012, avg. for major street)  Through Lanes: 2  (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Project Descri	ption: Street improv	ement project to ir	nprove pe	edestria	n safety and
Functional Classification: Major Arterial (for the major street)  Avg. Annual Daily Traffic (AADT): 23700 (est. 2012, avg. for major street)  Daily Truck Traffic: 710 (est. 2012, avg. for major street)  Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	tourist attractior	n to the 76 Strip. Pro	oject is in the plan	ning and p	relimin	ary design phase
Project Scale: Regional Roadway or Intersection Roadway  Functional Classification: Major Arterial (for the major street)  Avg. Annual Daily Traffic (AADT): 23700 (est. 2012, avg. for major street)  Daily Truck Traffic: 710 (est. 2012, avg. for major street)  Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging						
Project Scale: Regional Roadway or Intersection Roadway  Functional Classification: Major Arterial (for the major street)  Avg. Annual Daily Traffic (AADT): 23700 (est. 2012, avg. for major street)  Daily Truck Traffic: 710 (est. 2012, avg. for major street)  Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging						
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Functional Classification: Major Arterial (for the major street)  Avg. Annual Daily Traffic (AADT): 23700 (est. 2012, avg. for major street)  Daily Truck Traffic: 710 (est. 2012, avg. for major street)  Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging						
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Daily Truck Traffic: 710 (est. 2012, avg. for major street)  Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Functi	ional Classification:	: Major Arterial	(for the n	najor st	reet)
Through Lanes: 2 (through lanes on major street)  Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Avg. Annual D	aily Traffic (AADT):	23700	(est. 201	2, avg.	for major street)
Project Discussion: This project has been a priority for the City of Branson. The City has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging		Daily Truck Traffic:	710	(est. 201	2, avg.	for major street)
has committed \$18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging		Through Lanes:	2	(through	lanes d	n major street)
underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	Project Discus	ssion: This project h	as been a priority	or the Cit	y of Bra	anson. The City
visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging	has committed	\$18 million to the pro	oject. Project will i	nclude re	locatior	ı (likely
mobility, improving visual appearance, preserving and celebrating heritage, encouraging	underground) o	of existing electric util	lities. The goals o	f the proje	ect inclu	ide increasing
	visitor trips, ma	naging traffic conges	stion, increasing sa	afety, imp	roving a	access and
investment and development, and strengthening existing destinations and businesses.	mobility, improv	ving visual appearand	ce, preserving and	celebrati	ng heri	tage, encouragin
	investment and	l development, and s	trengthening exist	ing destin	ations	and businesses.

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5% Total Points = 5.0 of 5
Eliminate Bike/Ped Barriers (ADA)	100%	25	25.0	1.3	
Project provides bike connections	Yes				bike/pedestrian barriers will be eliminated
Project provides pedestrian connections	Project provides pedestrian connections Yes				pedestrian access is key part of project
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply	
Transit	Yes	25	25.0	1.3	Transit stops are to be constructed
Local Access to Opportunity Factors	100%	50	50.0	2.5	Pedestrian/Bike/Transit considerations very prominent

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15% Total Points = 11.7 of 15
Level of Service	F	25	25.0	3.8	extended delays and long queues common
Functional Classification1 Major Arterial	50%	25	12.5	1.9	
Daily Usage	11850	25	15.6	2.3	(Modified MoDOT formula)
Local Congestion Relief Factors	100%	25	25.0	3.8	project increases capacity - a major issue, worst in County

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20% Total Points = 15.7 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	project is center of highest economic area
Support Regional Economic Opportunities	Yes	30	30.0	6.0	project is center of highest economic area
Level of Economic Distress	30%	20	6.0	1.2	
Poverty (Block Group)	12%				2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	4.0%				2006-2010 ACS tract data - Combining 2 tracts
Local Economic Competitiveness Factors	<b>75</b> %	30	22.5	4.5	needed to keep Branson economically competitive

<mark>nt M</mark> ovemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.3	of 10
	Large Ve	hicle Friendly Facilities	No	30	0.0	0.0				
		Widens Road	No				no change			
		Improves Geometry	No				no change			
		Improves Load Rating	No				no change			
		Truck Usage	355	30	12.6	1.3	MoDOT formula			
Local Effi	cient Move	ment of Freight Factors	25%	40	10.0	1.0	not a major truck route, bu	t does provide for	deliverie	S
v of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.5	of 10
,		egional Land Use Plans	Yes						0.0	
					00.0	0.0	part of Branson's Comprel	nensive and Strate	egic plan	
									9.5 p	
		Connectivity		30	0.0	0.0		5 p		
		Scenic and Visual					plan would enhance lands	caping, aesthetics	and vie	WS
Loc							•			
	,						,			
nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	14.3	of 15
	Consistent	with Stormwater Goals	Yes	30	30.0	4.5	Branson MS4 requirement	ts will be followed		
Co	nsistent wi	th Environmental Goals	Yes	30	30.0	4.5	Rain gardens are planned			
	A۱	oids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ts		
Local	Environme	ental Protection Factors	75%	20	15.0	2.3	Environment to be showca	ased where possib	le	
							224		40.0	
		2.4.1.1							16.2	of 20
				50	44.5	8.9		)		
							Crash data 2009-2011			
Fatal	0	Accident Index								
Years	3	Severity Index	1.64							
Years Avg AADT	3 23141	Safety Concern	Yes	5	5.0	1.0	Concern raised by local le			
		Safety Concern Safety Enhancements		5	5.0	1.0	Concern raised by local le pedestrian safety will be g			
		Safety Concern Safety Enhancements Emergency Response	Yes				pedestrian safety will be g	reatly enhanced		
		Safety Concern Safety Enhancements	Yes Yes	5	5.0	1.0	·	reatly enhanced	jor conce	rn
Avg AADT	23141	Safety Concern Safety Enhancements Emergency Response	Yes Yes No	5 5 35	5.0 0.0 26.3	1.0 0.0 5.3	pedestrian safety will be g	reatly enhanced		
	23141 System	Safety Concern Safety Enhancements Emergency Response Local Safety Factors	Yes Yes No	5 5 35 Max	5.0 0.0 26.3 Actual	1.0 0.0 5.3 Weighted	pedestrian safety will be g will address pedestrian sa Weight Factor = 5%	reatly enhanced fety which is a ma  Total Points =	2.8	of 5
Avg AADT	23141  System  Roadw	Safety Concern Safety Enhancements Emergency Response	Yes Yes No 75%	5 5 35	5.0 0.0 26.3	1.0 0.0 5.3	pedestrian safety will be g will address pedestrian sa	reatly enhanced fety which is a ma  Total Points =	2.8	of 5
Avg AADT	System  Roadwandard Roa	Safety Concern Safety Enhancements Emergency Response Local Safety Factors  ay or Bridge Conditions dway or Bridge Feature	Yes Yes No 75% Good	5 5 35 Max 20	5.0 0.0 26.3 Actual 5.0	1.0 0.0 5.3 Weighted 0.3	pedestrian safety will be g will address pedestrian sa Weight Factor = 5%	reatly enhanced fety which is a ma  Total Points =	2.8	of 5
	Local Effic y of Commun Loc onmental Pro Col Local	Local Efficient Move  y of Communities  Local/R  Consistent  Consistent  Consistent wi  Av  Local Environme  PDO 388  Injury 133	Improves Geometry Improves Load Rating Truck Usage Local Efficient Movement of Freight Factors  y of Communities  Local/Regional Land Use Plans Consistent with Local Plans Consistent with Regional Plans Connectivity Scenic and Visual Local Quality of Communities Factors  commental Protection  Consistent with Stormwater Goals Consistent with Environmental Goals Avoids Historical Impacts Local Environmental Protection Factors  PDO 388 Safety Index Injury 133 Crash Rate	Large Vehicle Friendly Facilities Widens Road Improves Geometry No Improves Load Rating No Truck Usage 355 Local Efficient Movement of Freight Factors 25%  Yes Consistent with Local Plans Consistent with Regional Plans Connectivity No Scenic and Visual Yes Consistent with Stormwater Goals Consistent with Environmental Goals Yes Avoids Historical Impacts Yes Local Environmental Protection Factors 75%  PDO 388 Injury 133 Crash Rate 527.20	Large Vehicle Friendly Facilities  Widens Road  Improves Geometry  Improves Load Rating  Truck Usage  355  30  Local Efficient Movement of Freight Factors  Yes  Consistent with Local Plans  Consistent with Regional Plans  Connectivity  No  Scenic and Visual  Consistent with Stormwater Goals  Consistent with Environmental Goals  Avoids Historical Impacts  Consumer Ves  Consistent with Environmental Goals  Avoids Historical Impacts  Consistent With Environmental Protection Factors  Max  PDO  388  Safety Index  1,19  50  Max  PDO  388  Safety Index  1,19  50  Crash Rate  527.20	Large Vehicle Friendly Facilities   No   30   0.0     Widens Road   No     Improves Geometry   No     Improves Load Rating   No     Truck Usage   355   30   12.6     Local Efficient Movement of Freight Factors   25%   40   10.0     Yof Communities   Max   Actual     Local/Regional Land Use Plans   Yes   30   30.0     Consistent with Local Plans   No     Connectivity   No   30   0.0     Scenic and Visual   Yes   20   20.0     Local Quality of Communities Factors   75%   20   15.0     Dommental Protection   Max   Actual     Consistent with Stormwater Goals   Yes   30   30.0     Consistent with Environmental Goals   Yes   30   30.0     Consistent with Environmental Goals   Yes   30   30.0     Avoids Historical Impacts   Yes   20   20.0     Local Environmental Protection Factors   75%   20   15.0     Max   Actual     PDO   388	Large Vehicle Friendly Facilities   No   30   0.0   0.0     Widens Road   No     Improves Geometry   No     Improves Load Rating   No     Truck Usage   355   30   12.6   1.3     Local Efficient Movement of Freight Factors   25%   40   10.0   1.0     Yof Communities   Max   Actual   Weighted     Local/Regional Land Use Plans   Yes   30   30.0   3.0     Consistent with Local Plans   Yes     Consistent with Regional Plans   No     Connectivity   No   30   0.0   0.0     Scenic and Visual   Yes   20   20.0   2.0     Local Quality of Communities Factors   75%   20   15.0   1.5     Onmental Protection   Max   Actual   Weighted     Consistent with Environmental Goals   Yes   30   30.0   4.5     Consistent with Environmental Goals   Yes   30   30.0   4.5     Consistent with Environmental Goals   Yes   30   30.0   4.5     Avoids Historical Impacts   Yes   20   20.0   3.0     Local Environmental Protection Factors   75%   20   15.0   2.3     Max   Actual   Weighted     PDO   388   Safety Index   1.19   50   44.5   8.9     Injury   133   Crash Rate   527.20	Large Vehicle Friendly Facilities  Widens Road  No  Improves Geometry  No  Improves Load Rating  No  Truck Usage  Truck Usage  To Communities  Max  Actual  Consistent with Local Plans  Consistent with Regional Plans  Connectivity  No  Scenic and Visual  Local Quality of Communities Factors  Consistent with Environmental Goals  Consistent with Environmental Goals  Avoids Historical Impacts  Local Environmental Protection Factors  Max  Actual  Meighted  Meight Factor = 10%  No  No  No  No  No  No  No  No  No  N	Large Vehicle Friendly Facilities  Widens Road  Improves Geometry Improves Load Rating  Truck Usage  Truck Usage  Truck Usage  Very of Communities  Local/Regional Land Use Plans Consistent with Local Plans Consistent with Regional Plans  Consistent With Stormwater Goals  Local Quality of Communities Factors  Tocal Quality of Communities Factors  Consistent with Stormwater Goals  Consistent with Environmental Goals  Actual Weighted  Weight Factor = 10%  Weight Factor = 10%  Total Points = 10	Large Vehicle Friendly Facilities No 30 0.0 0.0   Widens Road No

40

40.0

2.0

Local Taking Care of the System Factors

Data Check3 OK Data Check1 OK Data Check2 OK

improvements are needed for capacity

Proj. #: 7-6 Project Name: Clevenger Cove

Project Type: Traffic Safety Total Score 42.8 out of 100

**Project Description:** Improve the roadway to address the section that floods when Table Rock Lake level is high. This involves raising approximately 1,900 LF of roadway a maximum of 10 feet.

Status: Verbal Corps Approval Length: 0.36 miles

Project Scale: Medium Roadway or Intersection Roadway

Functional Classification: Collector (for the major street)

Avg. Annual Daily Traffic (AADT): 336 (est. 2019, MoDOT)

Daily Truck Traffic: 20 (est. 2019, MoDOT)

Through Lanes: 2 (through lanes on major street)

Project Discussion: The closure of this roadway during high water events impacts local residential traffic and causes traffic to have to re-route through Emory Creek. This affects emergency response times and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent. Due to a change in the Emory Creek board, this alternative route may no longer be available in the future.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	<b>0.6</b> of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	No	use if fi	use if first two do not apply		assumes no sidewalks, l	bike lanes, or wider	ned shoulders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	ines
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits	

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.9 o	of 10
	evel of Service	В	25	5.0	0.5	estimated peak hour LOS	
Functional Classification1	Collector	30%	25	7.5	0.8		
	Daily Usage	168	25	0.0	0.0	(Modified MoDOT formula)	
Local Congestion	n Relief Factors	25%	25	6.3	0.6	addresses an infrequent delay issue	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.1 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	15%	20	3.0	0.3	
Poverty (Block Group)	11%				2016-2020 ACS block group data
Unemployment (tract)	8%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	25%	30	7.5	0.8	minimal commerce on roadway

	ent Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10
		Large V	ehicle Friendly Facilities	artial Yes	30	15.0	1.5				•
			Widens Road	No							
			Improves Geometry	Yes				improve alignment (low wa	ater area)		
			Improves Load Rating	No							
			Truck Usage	10	30	2.1	0.2	MoDOT formula			
	Local Effic	cient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but n	ot major truck focus	ed impr	ovement
ıali	ty of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.8	of 10
10111	.y or commu		Regional Land Use Plans	No	30	0.0	0.0	Proight Factor = 1070	Total Tollito -	110	01 10
			onsistent with Local Plans	No	50	0.0	0.0	not known to be on any ap	onlicable local plan		
			sistent with Regional Plans	No				not mentioned in SMCOG			
			Connectivity	Yes	30	30.0	3.0	Residential traffic only	g		
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loc	al Quality	of Communities Factors	90%	20	18.0	1.8	links community together,	especially in seriou	s weath	er cond.
								, ,	1		
vir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
		Consisten	t with Stormwater Goals	Yes	30	30.0	1.5	stormwater issues should	be mitigatable		
	Cor	nsistent w	ith Environmental Goals	Yes	30	30.0	1.5	stream/floodplain crossing	, but impacts should	d be mit	igated
		A	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ts		
	Local	Environm	ental Protection Factors	75%	20	15.0	0.8	environmental issues may	require mitigation		
fot						A ( 1	186 1 1 6 1	200/	Total Daints -	12.4	-6.20
		0	Cofefy Index	4.00	Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30
	PDO	0	Safety Index	-1.00	Max 50	Actual 0.0	Weighted 0.0	(Modified MoDOT formula	-	12.4	of 30
	PDO	0	Crash Rate	0.00					-	12.4	of 30
ersection)	PDO	0	Crash Rate Accident Index	0.00				(Modified MoDOT formula	-	12.4	of 30
ersection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index	0.00 0.00 0.00	50	0.0	0.0	(Modified MoDOT formula Crash data 2018-2020	)	12.4	of 30
ersection)	PDO	0	Crash Rate Accident Index Severity Index Safety Concern	0.00 0.00 0.00 <b>Yes</b>	50 5	5.0	0.0	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lea	)	12.4	of 30
ersection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	0.00 0.00 0.00 Yes Yes	50 5 5	5.0 5.0	0.0 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding	aders	12.4	of 30
ersection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5	5.0 5.0 5.0	0.0 1.5 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to	aders mes		
or Intersection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	0.00 0.00 0.00 Yes Yes	50 5 5	5.0 5.0	0.0 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding	aders mes		
or Intersection)	PDO Injury Fatal Years	0 0 3 336	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5	5.0 5.0 5.0	0.0 1.5 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to	aders mes		
or Intersection)	PDO Injury Fatal Years Avg AADT	0 0 3 336	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5 35	5.0 5.0 5.0 26.3	1.5 1.5 1.5 7.9	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local leaded reduced flooding Could improve response to project offers a number of	aders mes safety benefits to the	ne local	commun
or Intersection)	PDO Injury Fatal Years Avg AADT	0 0 3 336 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	0.00 0.00 0.00 Yes Yes Yes 75%	5 5 5 5 35	5.0 5.0 5.0 26.3	0.0 1.5 1.5 1.5 7.9	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to project offers a number of the weight Factor = 20%	aders  mes safety benefits to the safety benefits to the in fair conditions.	ne local	commun

**Daily Vehicle Usage** 

Local Taking Care of the System Factors

168

100%

10

40

0.0

40.0

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

Proj. #: 7-7 Project Name: **Graham Clark** Project Type: Traffic Safety Total Score 42.3 out of 100 Project Description: Improve the roadway to address the section that floods when North / NTS Table Rock Lake level is high. This involves raising approximately 450 LF of roadway a maximum of 10 feet. Status: Verbal Corps Approval Length: 0.36 miles Project Scale: Medium Roadway or Intersection Roadway Functional Classification: Collector (for the major street) Avg. Annual Daily Traffic (AADT): 300 (est. 2020, Count) Daily Truck Traffic: 20 (est. 2020, Count) Through Lanes: 2 (through lanes on major street) Project Discussion: The closure of this roadway during high water events impacts local residential traffic and causes traffic to have to re-route. This affects emergency response times and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	<b>0.6</b> of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections	No				does not apply		
Project brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply	assumes no sidewalks, l	bike lanes, or wider	ned shoulders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson L	ines
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits	

Conge	estion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points =	1.9	of 10
	L	evel of Service	В	25	5.0	0.5	estimated peak hour LOS		
	Functional Classification1	Collector	30%	25	7.5	0.8			
		Daily Usage	150	25	0.0	0.0	(Modified MoDOT formula)		
	Local Congestion	Relief Factors	25%	25	6.3	0.6	addresses an infrequent delay issue		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.1 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	15%	20	3.0	0.3	
Poverty (Block Group)	11%				2016-2020 ACS block group data
Unemployment (tract)	8%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	25%	30	7.5	0.8	minimal commerce on roadway

_	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10
		Large Ve	ehicle Friendly Facilities	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improve alignment (low wa	ater area)		
			Improves Load Rating	No							
			Truck Usage	10	30	2.1	0.2	MoDOT formula			
	Local Effic	cient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but n	ot major truck focu	sed imp	rovemen
ıalit	y of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.6	of 10
		Local/R	Regional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				not known to be on any ap			
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Residential traffic only			
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loc	Local Quality of Communities Factors 80%			20	16.0	1.6	links community together,	especially in serior	us weath	er cond.
viro	onmental Pro				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
			t with Stormwater Goals	Yes	30	30.0	1.5	stormwater issues should	•		
	Cor		ith Environmental Goals	Yes	30	30.0	1.5	stream/floodplain crossing	•	ld be mi	tigated
		Α·	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ets		
								·			
	Local		ental Protection Factors	50%	20	10.0	0.5	environmental issues may			
fetv			ental Protection Factors	50%			0.5		require mitigation	12.4	of 30
fety	1	Environm			Max	Actual	0.5 Weighted	Weight Factor = 30%	require mitigation  Total Points =	12.4	of 30
	PDO		Safety Index Crash Rate	<b>-1.00</b> 0.00			0.5	Weight Factor = 30% (Modified MoDOT formula)	require mitigation  Total Points =	12.4	of 30
	1	Environme 0	Safety Index	-1.00	Max	Actual	0.5 Weighted	Weight Factor = 30%	require mitigation  Total Points =	12.4	of 30
	PDO Injury Fatal	0 0 0	Safety Index Crash Rate Accident Index	-1.00 0.00 0.00	Max	Actual	0.5 Weighted	Weight Factor = 30% (Modified MoDOT formula)	require mitigation  Total Points =	12.4	of 30
	PDO Injury Fatal Years	0 0 0 0 3	Safety Index Crash Rate Accident Index Severity Index	-1.00 0.00 0.00 0.00	<b>Max</b> 50	Actual 0.0	0.5 Weighted 0.0	Weight Factor = 30% (Modified MoDOT formula Crash data 2018-2020	Total Points =	12.4	of 30
	PDO Injury Fatal	0 0 0	Safety Index Crash Rate Accident Index Severity Index Safety Concern	-1.00 0.00 0.00 0.00 Ves	Max 50	Actual 0.0 5.0	0.5 Weighted 0.0	Weight Factor = 30%  (Modified MoDOT formula  Crash data 2018-2020  concern raised by local lea	Total Points =	12.4	of 30
rsection)	PDO Injury Fatal Years	0 0 0 0 3	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	-1.00 0.00 0.00 0.00 Yes	Max 50 5 5	Actual 0.0 5.0 5.0	0.5  Weighted  0.0  1.5  1.5	Weight Factor = 30%  (Modified MoDOT formula  Crash data 2018-2020  concern raised by local lead reduced flooding	Total Points =	12.4	of 30
rsection)	PDO Injury Fatal Years	0 0 0 0 3	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	-1.00 0.00 0.00 0.00 Yes Yes	Max 50 5 5 5 5	5.0 5.0 5.0	0.5  Weighted  0.0  1.5  1.5  1.5	Weight Factor = 30%  (Modified MoDOT formula Crash data 2018-2020  concern raised by local leaded reduced flooding  Could improve response to	Total Points =		
	PDO Injury Fatal Years	0 0 0 0 3	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	-1.00 0.00 0.00 0.00 Yes	Max 50 5 5	Actual 0.0 5.0 5.0	0.5  Weighted  0.0  1.5  1.5	Weight Factor = 30%  (Modified MoDOT formula  Crash data 2018-2020  concern raised by local lead reduced flooding	Total Points =		
or Intersection)	PDO Injury Fatal Years	0 0 0 3 300	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	-1.00 0.00 0.00 0.00 Yes Yes	Max 50 5 5 5 5	5.0 5.0 5.0	0.5  Weighted  0.0  1.5  1.5  1.5	Weight Factor = 30%  (Modified MoDOT formula Crash data 2018-2020  concern raised by local leaded reduced flooding  Could improve response to	Total Points =		
	PDO Injury Fatal Years Avg AADT	0 0 0 3 300	Safety Index Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	-1.00 0.00 0.00 0.00 Yes Yes	Max 50 5 5 5 35	5.0 5.0 5.0 26.3	0.5  Weighted 0.0  1.5 1.5 1.5 7.9	Weight Factor = 30%  (Modified MoDOT formula Crash data 2018-2020  concern raised by local leadereduced flooding Could improve response to project offers a number of	Total Points =  or require mitigation  Total Points =  or require mitigation	the local	commur

**Functional Classification2** 

Collector

Local Taking Care of the System Factors

**Daily Vehicle Usage** 

30%

150

100%

10

10

40

3.0

0.0

40.0

0.6

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

Project Type: Traffic Safety Total Score 41.8 out of 100 Project Description: Improve the roadway to address the section that floods when Table Rock Lake level is high. This involves raising approximately 230 LF of roadway a

**Happy Hollow** 

maximum of 10 feet.

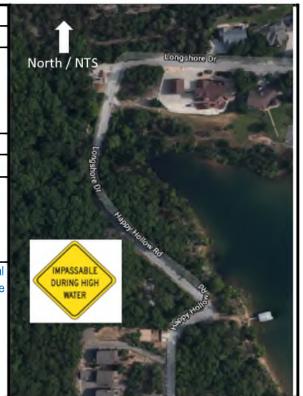
Proj. #: 7-8 Project Name:

Status: Verbal Corps Approval Length: 0.36 miles Roadway or Intersection Roadway Project Scale: Medium

Functional Classification: Collector (for the major street) Avg. Annual Daily Traffic (AADT): 25 (est. 2020, Count) Daily Truck Traffic: 1 (est. 2020, Count)

> Through Lanes: 2 (through lanes on major street)

Project Discussion: The closure of this roadway during high water events impacts local residential traffic and causes traffic to have to re-route. This affects emergency response times and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.6	of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply	assumes no sidewalks, l	bike lanes, or wider	ned sho	oulders
Transit I	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson L	ines	
Local Access to Opportunity Factors 2	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits		

Congesti	on Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.9	of 10
		Level of Service	В	25	5.0	0.5	estimated peak hour LOS	
Fu	nctional Classification1	Collector	30%	25	7.5	0.8		
		Daily Usage	12.5	25	0.0	0.0	(Modified MoDOT formula)	
	Local Congestio	n Relief Factors	25%	25	6.3	0.6	addresses an infrequent delay issue	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.1 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities	No	20	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	15%	20	3.0	0.3	
Poverty (Block Group)	11%				2016-2020 ACS block group data
Unemployment (tract)	8%				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	25%	30	7.5	0.8	minimal commerce on roadway

	nt Movemen	t of Freia	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.5	of 10
			ehicle Friendly Facilities F	artial Yes	30	15.0	1.5	110191111111111111111111111111111111111	10001101110		01 10
		9	Widens Road	No							
			Improves Geometry	Yes				improve alignment (low wa	ater area)		
			Improves Load Rating	No					·		
			Truck Usage	0.5	30	0.5	0.0	MoDOT formula			
	Local Effic	ient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but n	ot major truck focus	sed imp	rovement
ıalit	y of Commur	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.2	of 10
		Local/R	Regional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				not known to be on any ap			
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Residential traffic only			
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loca	Local Quality of Communities Factors 609			20	12.0	1.2	links community together,	especially in seriou	is weath	ner cond.
_										4 =	
iviro	onmental Pro				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
			t with Stormwater Goals	Yes	30	30.0	1.5	stormwater issues should	-		
	Cor		ith Environmental Goals	Yes	30	30.0	1.5	stream/floodplain crossing		d be mi	tigated
			voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac			
	Local	Environm	ental Protection Factors	50%	20	10.0	0.5	environmental issues may	require mitigation		
ıfetv	1				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30
		0	Safety Index	-1.00	Max 50	Actual 0.0	Weighted 0.0	Weight Factor = 30% (Modified MoDOT formula	Total Points =	12.4	of 30
	PDO	0	Safety Index Crash Rate	-1.00 0.00	Max 50	Actual 0.0	Weighted 0.0	Weight Factor = 30% (Modified MoDOT formula Crash data 2018-2020		12.4	of 30
								(Modified MoDOT formula		12.4	of 30
rsection)	PDO Injury Fatal	0	Crash Rate Accident Index	0.00				(Modified MoDOT formula		12.4	of 30
or Intersection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index	0.00 0.00 0.00	50	0.0	0.0	(Modified MoDOT formula Crash data 2018-2020	)	12.4	of 30
ersection)	PDO Injury Fatal	0	Crash Rate Accident Index Severity Index Safety Concern	0.00 0.00 0.00 <b>Yes</b>	50 5	5.0	0.0	(Modified MoDOT formula Crash data 2018-2020 concern raised by local lea	)	12.4	of 30
rsection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	0.00 0.00 0.00 Yes	50 5 5	5.0 5.0	0.0 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding	aders	12.4	of 30
rsection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5	5.0 5.0 5.0	0.0 1.5 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to	aders imes		
rsection)	PDO Injury Fatal Years	0 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	0.00 0.00 0.00 Yes	50 5 5	5.0 5.0	0.0 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding	aders imes		
or Intersection)	PDO Injury Fatal Years	0 0 3 25	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5	5.0 5.0 5.0	0.0 1.5 1.5 1.5	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to	aders imes		
or Intersection)	PDO Injury Fatal Years Avg AADT	0 0 3 25	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	0.00 0.00 0.00 Yes Yes	5 5 5 5 35	5.0 5.0 5.0 26.3	1.5 1.5 1.5 7.9	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local leaded reduced flooding Could improve response to project offers a number of	aders imes safety benefits to the	he local	commur
or Intersection)	PDO Injury Fatal Years Avg AADT	0 0 3 25 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	0.00 0.00 0.00 Yes Yes Yes 75%	50 5 5 5 35	5.0 5.0 5.0 26.3	0.0 1.5 1.5 1.5 7.9	(Modified MoDOT formula) Crash data 2018-2020  concern raised by local lead reduced flooding Could improve response to project offers a number of the weight Factor = 20%	aders imes safety benefits to the safety benefits to the safety conditions are to be in fair conditions.	he local	commun

**Daily Vehicle Usage** 

Local Taking Care of the System Factors

12.5

100%

10

40

0.0

40.0

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

Proj. #:	7-9	Project Name:	Hwy 165 Dale to Ingalls Turn Lane						
Project	Type:	Traffic Safety	Total Score	57.2	out of 100				
Project [	Descri	ption: Addition of a	turn lane and/or a	cceleratio	n/deceleration lanes to				

improve safety for turns off of Hwy 165.

Status: Planning Length: NA

Project Scale: Medium Roadway or Intersection Intersection

Functional Classification: Minor Arterial (for the major street)

Avg. Annual Daily Traffic (AADT): 2,600 (est. 2016, avg. for major street)

Daily Truck Traffic: 702 (est. 2016, avg. for major street)

Through Lanes: 2 (through lanes on major street)

**Project Discussion:** This area has seen considerable development in recent years and has resulted in an increased amount of traffic entering and leaving Hwy 165.



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.3 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	r bike lanes
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply	assumes no bike/pedest	rian facilities
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes widened should	ders at intersection

Congesti	ion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.8	of 10
	Level of Service		В	25	5.0	0.5				
Fu	nctional Classification1	Minor Arterial	40%	25	10.0	1.0				
		Daily Usage	1300	25	0.4	0.0	(Modified MoDOT formula	a)		
	Local Congestion Relief Factors 50%			25	12.5	1.3	localized congestion			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 6.7 of 1	10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	Hwy 165	
Support Regional Economic Opportunities	No 20 0.0 0.0 Not linked to any planned econ. dev. projects					
Level of Economic Distress	70%	20	14.0	1.4		
Poverty (Block Group)	Poverty (Block Group) 18.0%				2012-2016 ACS 5-year estimates for countywide	
Unemployment (tract)	4.0%				2012-2016 ACS 5-year estimates for countywide	
Local Economic Competitiveness Factors	75%	30	22.5	2.3	MO-165 is an important arterial and economic link	

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.3	of 10
		Large Ve	ehicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes				additional turn lanes			
			Improves Geometry	Yes				additional lanes			
			Improves Load Rating	No							
			Truck Usage	351	30	12.6	1.3	MoDOT formula			
	Local Efficient Movement of Freight Factors				40	20.0	2.0	Hwy 76 is an important art	terial		
		141								4.0	
ualit	y of Commur			4.1	Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
	Local/Regional Land Use Plans			No	30	0.0	0.0				
	Consistent with Local Plans			No				no applicable local plans			
	Consistent with Regional Plans  Connectivity			No	00	00.0	0.0	not mentioned in SMCOG	,		
				Yes	30	30.0	3.0	Connects western and eas			
	Scenic and Visual		No	20	0.0	0.0	Intersection improvements				
	Loca	al Quality	of Communities Factors	50%	20	10.0	1.0	Minimal criteria met; Hwy	165 is an important	t facility i	n Taney (
nviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
IVIIC	Consistent with Stormwater Goals Consistent with Environmental Goals Avoids Historical Impacts Local Environmental Protection Factors			Yes	30	30.0	1.5	Moderate project, few stor			01.3
				Yes	30	30.0	1.5	Moderate project, no mitig		COICG	
				Yes	20	20.0	1.0	No known historical impac	•		
				50%	20	10.0	0.5	Moderate project, few issu			
								model and project, ion ion			
afety	,				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.9	of 30
0 0	PDO	3	Safety Index	2.58	50	50.0	15.0	(Modified MoDOT formula	)		
Intersection)	Injury	6	Crash Rate	263.44				Crash data 2018-2021			
erse	Fatal	1	Accident Index	4.00							
Crashes (Major Road or Intersection)	Years	4	Severity Index	3.30							
	Avg AADT	2600	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Improves intersection (traf	fic control and safe	ty)	
			Emergency Response	No	5	0.0	0.0				
			Local Safety Factors	75%	35	26.3	7.9	crash rate not as high as	some other projects	3	
aking	Care of the	-			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	5.8	of 20
			ay or Bridge Conditions	Good	20	5.0	1.0	based on field observation	ns and pictures con	sidered (	good
	Substandard Roadway or Bridge Feature			No	20	0.0	0.0				
Fu	ınctional Clas	sification2	Minor Arterial	40%	10	4.0	8.0				
			Daily Vehicle Usage	1300	10	0.2	0.0	(Modified MoDOT formula	A		
			Daily Veilicle Osage	1300	10	0.2	0.0	(Modified MoDO) Torridia	)		

Local Taking Care of the System Factors

50%

40

20.0

4.0

Data Check3 OK Data Check1 OK Data Check2 OK