

# Taney County Transportation Advisory Board

## Project Prioritization List

July 24, 2018

Current Ranking	TCTAB Proj. No.	Project Name	Project Type	Scale	Roadway/ Intersection	Status of Project	Date
1	1-9	Taney County Expressway	Connectivity	Regional	Roadway	Grant Application Submitted	
2	6-10	76 Country Boulevard Complete Street	Facility Upgrade	Regional	Roadway	Planning and Design	
3	6-6	MO-165 (MO-76 to MO-265)	Capacity	Large	Roadway	Planning	
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	1-1	New Arterial Connector (Birch St to Maple St)	Traffic Safety	Large	Roadway	Grant Application Submitted	
7	4-3	Rockaway Beach and US-160 Intersection	Traffic Safety	Small	Intersection	Planning and Design	
8	1-2	US Bus Rte 65 (Hwy 76 to North Birch)	Geometric/Safety	Large	Roadway	Planning and Design	
9	1-10	US 65 Upgrade to Freeway Standards	Capacity	Regional	Intersection	Planning	
10	5-2	MO-248 and Branson Hills Pkwy Intersection	Geometric/Safety	Medium	Intersection	Planning	
11	2-4	US-160 and Y Hwy	Traffic Safety	Medium	Intersection	Planning	
12	3-6	Hwy 76 & US-160	Traffic Safety	Medium	Intersection	Construction	2018
13	4-4	US-160 and MO-248 Intersection	Traffic Safety	Small	Intersection	Planning	
14	6-1	MO-165 and Fall Creek Road Intersection	Geometric/Safety	Medium	Intersection	Grant Application Submitted	
15	1-12	Hwy 86 at Amanda Road	Traffic Safety	Small	Intersection	Planning	
16	7-1	Coon Creek Rd (Hwy Bb to MO-76)	Connectivity	Medium	Roadway	Construction	2018
17	1-6	New Interchange at MO-86 & US-65	Capacity	Regional	Intersection	Planning	
18	6-4	Fall Creek Rd (Wildwood Drive to MO-165)	Geometric/Safety	Large	Roadway	Planning	
19	1-7	Access Rd (US-65 to Branson Creek Blvd)	Connectivity	Regional	Roadway	Planning	
20	1-11	Transload Facility	Multimodal	Regional	Intersection	Planning	
21	1-13	Hwy 86 Extension	Connectivity	Regional	Roadway	Planning	
22	3-4	Hulls Ford Rd (MO-76 to End of Road)	Traffic Calming	Small	Roadway	Planning	
23	1-8	New Interchange at US-65 & connection to JJ	Connectivity	Regional	Roadway	Planning	
24	4-2	MO-176 and US-160 Rockaway Turnoff Int.	Traffic Safety	Small	Intersection	Planning	
25	6-2	Fall Creek Rd and Summer Ln	Geometric/Safety	Medium	Intersection	Planning	
26	1-5	New Interchange at MO-265 & US-65	Capacity	Regional	Intersection	Planning	
27	6-5	MO-165 and Pointe Royale Dr Intersection	Operations	Small	Intersection	Planning	
28	6-8	Tablerock Acres Subdivision	Facility Upgrade	Medium	Roadway	Planning	
29	6-11	New Interchange at MO-76 & MO-376	Capacity	Regional	Intersection	Planning	
30	6-9	Improve Skyview Drive (MO-265 to Luster Dr)	Traffic Safety	Medium	Roadway	Planning	
31	6-3	Safari Rd (Sharp Curve Area to MO-165)	Geometric/Safety	Medium	Roadway	Planning	
32	4-5	Round Mountain Road Bridge	Quality of Communities	Medium	Roadway	Construction	2019
33	5-1	MO-248 and Buchanan Rd Intersection	Traffic Safety	Small	Intersection	Planning	
34	2-6	Hwy 76 - Kirbyville School Turn Lanes	Traffic Safety	Small	Intersection	Planning	
35	3-8	Hulls Ford Bridge	Quality of Communities	Medium	Roadway	Planning	
36	7-5	Hwy Bb (Hill Billy Lane to Gobbler's Knob)	Traffic Safety	Large	Roadway	Planning	
37	5-3	MO-248 and Flynn Road Intersection	Geometric/Safety	Medium	Intersection	Planning	
38	3-1	Forsyth/Taneyville Rd (Strawberry Rd to MO-76)	Geometric/Safety	Medium	Roadway	Planning	
39	2-5	J-Hwy at Trigger Creek	Connectivity	Medium	Roadway	Planning	
40	5-6	MO-248 and Emory Creek Blvd	Traffic Safety	Small	Intersection	Planning	
41	5-4	MO-248 and Buena Vista Intersection	Geometric/Safety	Small	Intersection	Planning	
42	5-7	Buchanan Rd and Sunrise Dr Intersection	Traffic Safety	Small	Intersection	Planning	
43	3-2	Garrison Cutoff Road (MO-76 to County Line)	Geometric/Safety	Medium	Roadway	Planning	
44	5-5	Bee Creek Road and Rinehart Road	Capacity	Small	Intersection	Planning	
	3-5	Caney Creek Rd (W Hwy to Skyline Dr)	Traffic Safety	Medium	Roadway	Planning	
	6-7	Spring Creek Road at Branson City Limits	Geometric/Safety	Medium	Roadway	Planning	
	4-1	F Hwy and US-160 Intersection	Traffic Safety	Small	Intersection	Completed	2016
	2-1	K Hwy/Warren Rd at Bull Shoals Lake	Connectivity	Medium	Intersection	Completed	2012
	1-4	Acacia Club Rd (Sun Valley Circle to MO-165/V Hwy)	Connectivity	Medium	Roadway	Completed	2017
	3-3	Brace Hill Rd (Slough Hollow Rd to M Hwy)	Geometric/Safety	Medium	Roadway	Completed	2016
	7-2	Iowa Colony Rd (MO-165 to Diamond Hill Crt)	Traffic Safety	Medium	Roadway	Completed	2010
	2-2	Slough Hollow Rd (Fishermans Nose to Brace Hill)	Connectivity	Large	Roadway	Completed	2013
	2-3	M Hwy at Brace Hill and Nazarene Church Rd	Geometric/Safety	Medium	Intersection	Completed	
	7-4	MO-165 and MO-265 Intersection	Traffic Safety	Medium	Intersection	Completed	
	7-3	Lakeshore Drive (End)	Traffic Safety	Small	Roadway	Completed	



Proj. #: 1-1	Project Name: <b>New Arterial Connector (Birch St to Maple St)</b>
Project Type: <b>Traffic Safety</b>	Total Score <b>69.3</b> out of 100
<b>Project Description:</b> Construct a new 3,400 foot connector from Birch Street east to Maple Street. The roadway is proposed as a five-lane highway with pedestrian and bicycle facilities. Approximately 1,500 feet of Birch Street, from just south of the new connection north to Industrial Park Dr, would also be upgraded to a five-lane section with pedestrian and bicycle provisions.	
Status: Grant Application Submitted	Length: 0.93 miles
Project Scale: <b>Large</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Minor Arterial</b> (for the major street)	
Avg. Annual Daily Traffic (AADT): <b>2,500</b> (est. 2012, avg. for major street)	
Daily Truck Traffic: <b>50</b> (est. 2012, avg. for major street)	
Through Lanes: <b>4</b> (through lanes on major street)	
<b>Project Discussion:</b> Project provides a needed connection between the I-65 / Industrial Park Dr interchange and the existing and future residential development on Maple Street. It reduces travel time for residents on Maple Street; provides a more safe travel route (diverting traffic from the Bus 65 / Maple St intersection); opens development opportunities (commercial, industrial, and residential); and potentially initiates the proposed East-West Roadway project linking southern Hollister with MO-76 in Kirbyville.	



<b>Access to Opportunity</b>	Max	Actual	Weighted	Weight Factor = 5%	Total Points = <b>3.8</b> of 5
Eliminate Bike/Ped Barriers (ADA)	100%	25	25.0	1.3	
Project provides bike connections	<b>Yes</b>				Roadway will include bike facilities (per TIGER II app.)
Project provides pedestrian connections	<b>Yes</b>				Roadway will include pedestrian facilities (per TIGER II app.)
Project brings existing facilities up to ADA Regulations	<b>No</b>				use if first two do not apply
Project provides some bike/pedestrian facilities	<b>No</b>				use if first two do not apply
Transit	<b>No</b>	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	<b>100%</b>	50	50.0	2.5	Directly connects year-round housing with jobs and shopping

<b>Congestion Relief</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = <b>9.0</b> of 15
Level of Service	<b>F</b>	25	25.0	3.8	Estimated current LOS for left-out at Maple & BUS 65
Functional Classification1	Minor Arterial	40%	25	10.0	1.5
Daily Usage	625	25	0.1	0.0	(Modified MoDOT formula)
Local Congestion Relief Factors	<b>100%</b>	25	25.0	3.8	diverts traffic from congested area, new direct connection

<b>Economic Competitiveness</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = <b>19.4</b> of 20
Strategic Regional Economic Corridor	<b>Yes</b>	20	20.0	4.0	Affects BUS 65
Support Regional Economic Opportunities	<b>Yes</b>	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)	<b>18.0%</b>				2006-2010 ACS block group data - 2 block groups
Unemployment (tract)	<b>8.0%</b>				2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	<b>100%</b>	30	30.0	6.0	Important future development area, important linkage

<b>Efficient Movement of Freight</b>	Max	Actual	Weighted	Weight Factor = 10%	Total Points = <b>7.2</b> of 10
Large Vehicle Friendly Facilities	<b>Yes</b>	30	30.0	3.0	
Widens Road	<b>Yes</b>				
Improves Geometry	<b>Yes</b>				
Improves Load Rating	<b>Yes</b>				
Truck Usage	12.5	30	2.4	0.2	MoDOT formula
Local Efficient Movement of Freight Factors	<b>100%</b>	40	40.0	4.0	Road assumed to be built to meet criteria for trucks

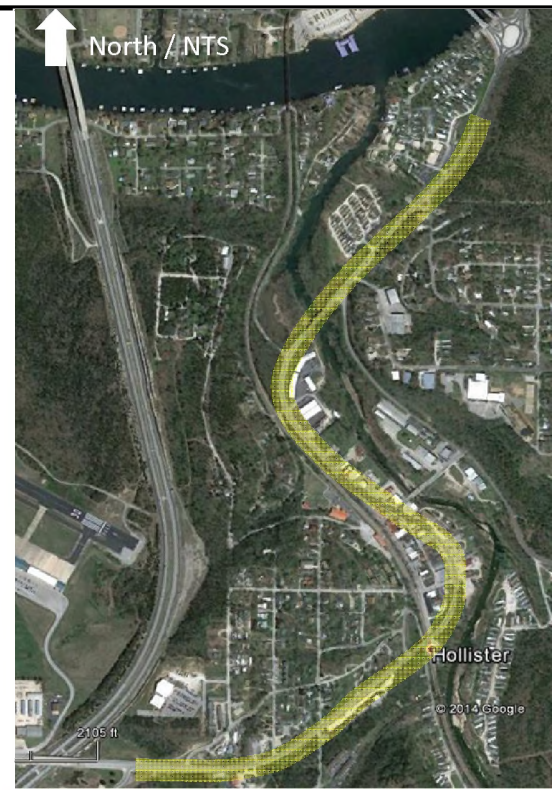
<b>Quality of Communities</b>	Max	Actual	Weighted	Weight Factor = 10%	Total Points = <b>8.0</b> of 10
Local/Regional Land Use Plans	<b>Yes</b>	30	30.0	3.0	
Consistent with Local Plans	<b>Yes</b>				On local plans and submitted as TIGER I & II Applications
Consistent with Regional Plans	<b>Yes</b>				East-West Roadway listed as need in SMOG regional plan
Connectivity	<b>Yes</b>	30	30.0	3.0	First section of the East-West Roadway (Hollister to Kirbyville)
Scenic and Visual	<b>No</b>	20	0.0	0.0	No major scenic or visual elements
Local Quality of Communities Factors	<b>100%</b>	20	20.0	2.0	Important to the local and regional community quality

<b>Environmental Protection</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = <b>14.3</b> of 15
Consistent with Stormwater Goals	<b>Yes</b>	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention facilities)
Consistent with Environmental Goals	<b>Yes</b>	30	30.0	4.5	Unmitigated environmental impacts are not expected
Avoids Historical Impacts	<b>Yes</b>	20	20.0	3.0	No known historical impacts
Local Environmental Protection Factors	<b>75%</b>	20	15.0	2.3	Few small wetlands in area, project includes stormwater BMP

<b>Safety</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = <b>5.9</b> of 20
Crashes (Major Road or Intersection)	PDO	<b>10</b>			
	Injury	<b>3</b>			
	Fatal	<b>0</b>			
	Years	<b>3</b>			
	2010 AADT	<b>13768</b>			
	Safety Index	0.16	50	5.9	1.2
Crash Rate	92.72				Crash data 2009-2011, used vol data from Bus 65 at Maple Int.
Accident Index	0.53				used crashes for Bus 65 at Maple intersection
Severity Index	1.58				
Safety Concern	<b>Yes</b>	5	5.0	1.0	Safety mentioned as important issue in TIGER II application
Safety Enhancements	<b>Yes</b>	5	5.0	1.0	Shift traffic from BUS 65 and new ped/bike connections
Emergency Response	<b>Yes</b>	5	5.0	1.0	Could improve emergency response times and access/egress
Local Safety Factors	<b>25%</b>	35	8.8	1.8	Improves safety for area residents

<b>Taking Care of the System</b>	Max	Actual	Weighted	Weight Factor = 5%	Total Points = <b>1.7</b> of 5
Roadway or Bridge Conditions	<b>Fair</b>	20	10.0	0.5	Existing portion of Birch Street
Substandard Roadway or Bridge Feature	<b>No</b>	20	0.0	0.0	
Functional Classification2	Minor Arterial	40%	10	4.0	0.2
Daily Vehicle Usage	625	10	0.0	0.0	(Modified MoDOT formula)
Local Taking Care of the System Factors	<b>50%</b>	40	20.0	1.0	Mainly new roadway, but benefits existing roadways

Proj. #: 1-2	Project Name: US Bus Rte 65 (Hwy 76 to North Birch)
Project Type: Geometric/Safety	Total Score: 68.3 out of 100
Project Description: Widen Business 65 from the Roundabout at Hwy 76 to North Birch. The widening would add a center two-way left-turn lane through the center of Hollister. It is assumed that the widening project will also include appropriate pedestrian improvements.	
Status: Planning and Design	Length: 1.5 miles
Project Scale: Large	Roadway or Intersection: Roadway
Functional Classification: Minor Arterial (for the major street)	
Avg. Annual Daily Traffic (AADT): 14,100 (estimated, avg. for major street)	
Daily Truck Traffic: 846 (estimated, avg. for major street)	
Through Lanes: 2 (through lanes on major street)	
Project Discussion: This portion of Business 65 had 2013 volumes of 12,000 to 16,000 vehicles per day. This is a considerable increase over prior counts, therefore these volumes were used in the ratings. There are safety issues on this segment of highway. There is a need for left-turn storage as well as improved pedestrian facilities. This project would connect the improved segments at either end of the project.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.4	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
Widens Road	Yes					roadway widening project	
Improves Geometry	Yes					adds turn lanes	
Improves Load Rating	No						
<b>Truck Usage</b>	423	30	13.8	1.4	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	50%	40	20.0	2.0	Should benefit truck traffic; important connector in Taney County		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.5	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0		
Consistent with Local Plans	No					not shown in applicable local plan (though a local project exists)	
Consistent with Regional Plans	No					not mentioned in SMOG regional plan	
<b>Connectivity</b>	Yes	30	30.0	3.0	important Hollister through route		
<b>Scenic and Visual</b>	No	20	0.0	0.0	limited scenic benefits		
<b>Local Quality of Communities Factors</b>	75%	20	15.0	1.5	important improvement in the heart of Hollister		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 12.8	of 15
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	4.5	Assume excess runoff mitigated	
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	4.5	Unmitigated environmental impacts are not expected	
<b>Avoids Historical Impacts</b>		Yes	20	20.0	3.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	25%	20	5.0	0.8	No known environmental impacts, historical impacts possible		

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.4	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		40%	25	10.0	0.5		
Project provides bike connections	No					assume no bike facility will be included with the project	
Project provides pedestrian connections	Yes					assumes pedestrian facilities inc. ped signals	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply					
Project provides some bike/pedestrian facilities	No	use if first two do not apply					
<b>Transit</b>	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines		
<b>Local Access to Opportunity Factors</b>	75%	50	37.5	1.9	Improved roadway and intersection could benefit ped access		

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 16.0	of 20
Crashes (Major Road or Intersection)	PDO	54					
	Injury	22					
	Fatal	0					
	Years	3					
	Avg AADT	13768					
	<b>Safety Index</b>	0.80	50	30.1	6.0	(Modified MoDOT formula)	
<b>Crash Rate</b>		336.09				Crash data 2009-2011	
<b>Accident Index</b>		1.92					
<b>Severity Index</b>		1.72					
<b>Safety Concern</b>	Yes	5	5.0	1.0	Concern raised by local leaders		
<b>Safety Enhancements</b>	Yes	5	5.0	1.0	Will result in widened road and other improvements		
<b>Emergency Response</b>	Yes	5	5.0	1.0	will improve response time, fire dept. < 1 mile east of project		
<b>Local Safety Factors</b>	100%	35	35.0	7.0	High number of crashes confirms local safety concern		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 10.3	of 15
<b>Level of Service</b>		F	25	25.0	3.8	based on volume/capacity on roadway	
<b>Functional Classification1</b>	Minor Arterial	40%	25	10.0	1.5		
<b>Daily Usage</b>	7050	25	8.6	1.3	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>	100%	25	25.0	3.8	moderate to high traffic, key location		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.6	of 5
<b>Roadway or Bridge Conditions</b>		Good	20	5.0	0.3	Both the Roadway and Bridges are in good condition	
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0		
<b>Functional Classification2</b>	Minor Arterial	40%	10	4.0	0.2		
<b>Daily Vehicle Usage</b>	7050	10	3.5	0.2	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	100%	40	40.0	2.0	improving roadway operations benefits existing system		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 13.4	of 20
<b>Strategic Regional Economic Corridor</b>		Yes	20	20.0	4.0	Business 65	
<b>Support Regional Economic Opportunities</b>		No	30	0.0	0.0	No directly linked to regional economic dev. opportunities	
<b>Level of Economic Distress</b>		85%	20	17.0	3.4		
Poverty (Block Group)	17.0%					2006-2010 ACS block group data - Comb. 2 block groups	
Unemployment (tract)	8.0%					2006-2010 ACS tract data - 1 tract	
<b>Local Economic Competitiveness Factors</b>	100%	30	30.0	6.0	Business 65 is an important economic corridor		

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 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
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)
Daily Truck Traffic: 334	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Both roads are two lane roads. MO-76 has 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 likely 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.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.4	of 10
Large Vehicle 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 Efficient Movement of Freight Factors	50%	40	20.0	2.0	MO-76 is an important commerce route, Lakeshore is not	

Quality of Communities	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 (not in Hollister or Branson)	
Consistent with Regional Plans	No				not mentioned in SMCOG regional plan	
Connectivity	Yes	30	30.0	3.0	Important connection for the Branson, Hollister & Kirbyville areas	
Scenic and Visual	No	20	0.0	0.0	no major scenic or visual benefits, except possibly landscaping	
Local Quality of Communities Factors	50%	20	10.0	1.0	this is an important intersection in the area	

Environmental Protection	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 stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5	Unmitigated environmental impacts are not expected	
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors	50%	20	10.0	0.5	no major mitigation expected	

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 first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			assume int control would incorporate ped provisions	
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	0%	50	0.0	0.0	no bike/ped improvements are currently assumed	

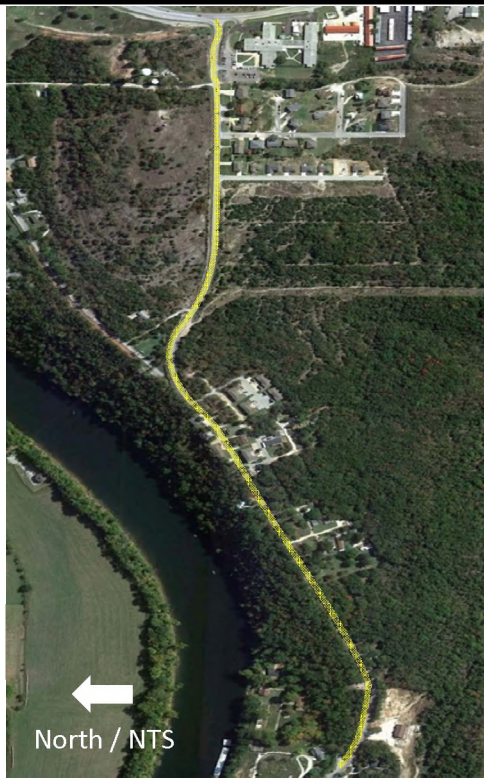
Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 26.7	of 30
Crashes (Major Road or Intersection)	PDO	14				
	Injury	12				
	Fatal	0				
	Years	3				
	Avg AADT	16306				
	Safety Index	1.18	50	44.1	13.2	(Modified MoDOT formula)
Crash Rate	145.61				Crash data 2009-2011	
Accident Index	2.21					
Severity Index	2.15					
Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5	improvements expected to address safety concerns	
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 concerns	

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 Classification1	Minor Arterial	40%	25	10.0	1.0	
Daily Usage	8350	25	17.4	1.7	(Modified MoDOT formula)	
Local Congestion Relief Factors	100%	25	25.0	2.5	moderate to high traffic, key location, can have high delay	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 15.2	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0	MO-76 assumed to be good or very good, Lakeshore Fair	
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	alignment decreases sight distance east of intersection	
Functional Classification2	Minor Arterial	40%	10	4.0	0.8	
Daily Vehicle Usage	8350	10	7.0	1.4	(Modified MoDOT formula)	
Local Taking Care of the System Factors	100%	40	40.0	8.0	Important local intersection	

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	

Proj. #: 1-4	Project Name: Acacia Club Rd (Sun Valley Circle to MO-165/V Hwy)
Project Type: <b>Connectivity</b>	Total Score <b>48.1</b> out of 100
Project Description: Construct Acacia Club Rd along a new alignment south of the existing alignment. This would essentially replace the existing two-lane road for through traffic.	
Status: Completed	2017 Length: 0.89 miles
Project Scale: <b>Medium</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Local</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>2,600</b>	(estimated, avg. for major street)
Daily Truck Traffic: <b>52</b>	(estimated, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on major street)
Project Discussion: The existing two-lane road is narrow (<20 ft) and has limited shoulders. This new roadway could be constructed to current design standards and could safely and efficiently accommodate additional traffic and development. It is possible that most if not all of the right-of-way required for the project could be obtained at minimal cost to the County. College of the Ozarks is currently working on relocating a portion of this road so a partnering opportunity may be available for the County.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.3	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
Widens Road	<b>Yes</b>						
Improves Geometry	<b>Yes</b>					realignment of the roadway	
Improves Load Rating	<b>Yes</b>						
<b>Truck Usage</b>		26	30	3.4	0.3	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>	<b>25%</b>	40	10.0	1.0		not a major truck route	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0		
Consistent with Local Plans	<b>No</b>					no applicable local plan	
Consistent with Regional Plans	<b>No</b>					not mentioned in SMOG regional plan	
<b>Connectivity</b>	<b>No</b>	30	0.0	0.0		Project begins and ends in Hollister	
<b>Scenic and Visual</b>	<b>Yes</b>	20	20.0	2.0		shifts traffic away from the water	
<b>Local Quality of Communities Factors</b>	<b>50%</b>	20	10.0	1.0		benefits local residents	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.0	of 5
<b>Consistent with Stormwater Goals</b>		<b>Yes</b>	30	30.0	1.5	Assume new runoff mitigated (new stormwater detention facilities)	
<b>Consistent with Environmental Goals</b>		<b>No</b>	30	0.0	0.0	environmental mitigation possible	
<b>Avoids Historical Impacts</b>		<b>Yes</b>	20	20.0	1.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	<b>50%</b>	20	10.0	0.5		unknown environmental issues	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.8	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		40%	25	10.0	0.5		
Project provides bike connections	<b>No</b>					it is not assumed that bike facilities would be constructed	
Project provides pedestrian connections	<b>Yes</b>					it is assumed that sidewalks would be constructed	
Project brings existing facilities up to ADA Regulations	<b>No</b>					use if first two do not apply	
Project provides some bike/pedestrian facilities	<b>No</b>					use if first two do not apply	
<b>Transit</b>	<b>No</b>	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>	<b>50%</b>	50	25.0	1.3		sidewalks and an improved road offer more ped/bike option	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.7	of 10
<b>Level of Service</b>	<b>B</b>	25	5.0	0.5		congestion is not expected to be a major issue	
<b>Functional Classification1</b>	Local	20%	25	5.0	0.5		
<b>Daily Usage</b>	1300	25	0.4	0.0		(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>	<b>25%</b>	25	6.3	0.6		congestion is not expected to be a major issue	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.0	of 10
<b>Strategic Regional Economic Corridor</b>		<b>No</b>	30	0.0	0.0		
<b>Support Regional Economic Opportunities</b>		<b>Yes</b>	20	20.0	2.0	expected to support education/business/residential dev	
<b>Level of Economic Distress</b>		85%	20	17.0	1.7		
Poverty (Block Group)	<b>17.0%</b>					2006-2010 ACS block group data - Comb. 2 block groups	
Unemployment (tract)	<b>8.0%</b>					2006-2010 ACS tract data - 1 tract	
<b>Local Economic Competitiveness Factors</b>	<b>75%</b>	30	22.5	2.3		would support continued development in the project area	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 14.0	of 30
Crashes (Major Road or Intersection)	PDO	<b>2</b>					
	Injury	<b>1</b>					
	Fatal	<b>0</b>					
	Years	<b>3</b>					
	Avg AADT	<b>2539</b>					
	<b>Safety Index</b>	0.38	50	14.1	4.2		(Modified MoDOT formula)
Crash Rate	121.26					Crash data 2009-2011	
Accident Index	0.69						
Severity Index	1.83						
<b>Safety Concern</b>	<b>Yes</b>	5	5.0	1.5		Concern raised by local leaders	
<b>Safety Enhancements</b>	<b>Yes</b>	5	5.0	1.5		project will result in new road that meets design stds	
<b>Emergency Response</b>	<b>Yes</b>	5	5.0	1.5		no major impact on response times or service	
<b>Local Safety Factors</b>	<b>50%</b>	35	17.5	5.3		project benefits safety through better design	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.4	of 20
<b>Roadway or Bridge Conditions</b>		<b>Fair</b>	20	10.0	2.0	existing road assumed to be in fair condition	
<b>Substandard Roadway or Bridge Feature</b>		<b>Yes</b>	20	20.0	4.0	existing road narrower than current standards	
<b>Functional Classification2</b>	Local	20%	10	2.0	0.4		
<b>Daily Vehicle Usage</b>	1300	10	0.2	0.0		(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>	<b>100%</b>	40	40.0	8.0		opportunity to upgrade the existing system	

Proj. #: 1-5	Project Name: <b>New Interchange at MO-265 &amp; US-65</b>
Project Type: <b>Capacity</b>	Total Score <b>53.4</b> out of 100
Project Description: Construct new interchange to replace existing at-grade intersection.	
Status: <b>Planning</b>	Length: <b>NA</b>
Project Scale: <b>Regional</b>	Roadway or Intersection <b>Intersection</b>
Functional Classification: <b>Freeway</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>17,800</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>1,100</b>	(est. 2012, avg. for major street)
Through Lanes: <b>4</b>	(through lanes on major street)
Project Discussion: Project will facilitate access/egress and development in the interchange vicinity. The project is proposed in conjunction with major economic initiatives in the US-65 corridor.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.1	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0			
	Widens Road	No						
	Improves Geometry	Yes						
	Improves Load Rating	Yes						
	<b>Truck Usage</b>	275	30	11.1	1.1	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>		<b>100%</b>	40	40.0	4.0	Interchange to meet criteria for freight; US-65 is an important faci		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0			
	Consistent with Local Plans	No				no applicable local plan (not in Hollister or Branson)		
	Consistent with Regional Plans	No				not mentioned in SMCOG regional plan		
	<b>Connectivity</b>	Yes	30	30.0	3.0	US-65 connects to Branson & Hollister and points beyond		
	<b>Scenic and Visual</b>	No	20	0.0	0.0	Interchange, no scenic benefits		
<b>Local Quality of Communities Factors</b>		<b>50%</b>	20	10.0	1.0	interchange could spur growth, could also cause more competitio		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	7.5	of 15
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities		
<b>Consistent with Environmental Goals</b>		No	30	0.0	0.0	large project; environmental mitigation possible		
<b>Avoids Historical Impacts</b>		Yes	20	20.0	3.0	no known historical impacts		
<b>Local Environmental Protection Factors</b>		<b>0%</b>	20	0.0	0.0	due to size of project, mitigation likely		


Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.5	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		100%	25	25.0	1.3			
	Project provides bike connections	Yes				assumes bike facilities will be part of project		
	Project provides pedestrian connections	Yes				assumes sidewalks will be part of project		
	Project brings existing facilities up to ADA Regulations	No				use if first two do not apply		
	Project provides some bike/pedestrian facilities	No				use if first two do not apply		
	<b>Transit</b>	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines		
<b>Local Access to Opportunity Factors</b>		<b>50%</b>	50	25.0	1.3	interchange could offer improved bike/ped crossing facilities		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	6.7	of 15
	<b>Level of Service</b>	B	25	5.0	0.8	congestion is not a major issue at this location		
	<b>Functional Classification1</b>	Freeway	100%	25	25.0	3.8		
	<b>Daily Usage</b>	4450	25	2.2	0.3	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>		<b>50%</b>	25	12.5	1.9	moderate to high traffic, but limited congestion		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	19.4	of 20
<b>Strategic Regional Economic Corridor</b>		Yes	20	20.0	4.0	US-65		
<b>Support Regional Economic Opportunities</b>		Yes	30	30.0	6.0	Interchange allows for large scale economic possibilities		
<b>Level of Economic Distress</b>		85%	20	17.0	3.4			
	Poverty (Block Group)	14.0%				2006-2010 ACS block group data - Comb. 3 block groups		
	Unemployment (tract)	8.0%				2006-2010 ACS tract data - Combining 2 tracts		
<b>Local Economic Competitiveness Factors</b>		<b>100%</b>	30	30.0	6.0	US-65 is an important economic corridor		

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	4.4	of 20			
Crashes (Major Road or Intersection)	PDO	7				<b>Safety Index</b> 0.22	50	8.3	1.7	(Modified MoDOT formula)	
	Injury	2				Crash Rate	47.29			Crash data 2009-2011	
	Fatal	0				Accident Index	0.72				
	Years	3				Severity Index	1.56				
	Avg AADT	17380				<b>Safety Concern</b>	No	5	0.0	0.0	
	<b>Safety Enhancements</b>		Yes	5	5.0	1.0	Interchange will improve safety over the at-grade intersection				
<b>Emergency Response</b>		No	5	0.0	0.0						
<b>Local Safety Factors</b>		<b>25%</b>	35	8.8	1.8	crash rate not significant relative to other projects					

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.8	of 5
<b>Roadway or Bridge Conditions</b>		Good	20	5.0	0.3			
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0			
	<b>Functional Classification2</b>	Freeway	100%	10	10.0	0.5		
	<b>Daily Vehicle Usage</b>	4450	10	0.9	0.0	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>		<b>0%</b>	40	0.0	0.0	system expansion / econ dev project		

Proj. #: 1-6	Project Name: <b>New Interchange at MO-86 &amp; US-65</b>	
Project Type: <b>Capacity</b>	Total Score <b>57.1</b> out of 100	
Project Description: Construct new interchange to replace existing at-grade intersection.		
Status: <b>Planning</b>	Length: <b>NA</b>	
Project Scale: <b>Regional</b>	Roadway or Intersection <b>Intersection</b>	
Functional Classification: <b>Freeway</b>	(for the major street)	
Avg. Annual Daily Traffic (AADT): <b>17,800</b>	(est. 2012, avg. for major street)	
Daily Truck Traffic: <b>1,100</b>	(est. 2012, avg. for major street)	
Through Lanes: <b>4</b>	(through lanes on major street)	
Project Discussion: Project will facilitate access/egress and development in the interchange vicinity. The project is proposed in conjunction with major economic initiatives in the US-65 corridor.		

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.1	of 10
<b>Large Vehicle Friendly Facilities</b>	Yes	30	30.0	3.0		
Widens Road	<b>No</b>					
Improves Geometry	<b>Yes</b>					
Improves Load Rating	<b>Yes</b>					
<b>Truck Usage</b>	275	30	11.1	1.1	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>	<b>75%</b>	40	30.0	3.0	Interchange to meet criteria for freight; US-65 is an important faci	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.0	of 10
<b>Local/Regional Land Use Plans</b>	Yes	30	30.0	3.0		
Consistent with Local Plans	<b>Yes</b>				correlated to the airport, which is mentioned in Branson plan	
Consistent with Regional Plans	<b>Yes</b>				airports in general are mentioned in SMOG regional plan	
<b>Connectivity</b>	<b>Yes</b>	30	30.0	3.0	US-65 connects to Branson & Hollister and points beyond	
<b>Scenic and Visual</b>	<b>No</b>	20	0.0	0.0	no scenic benefits	
<b>Local Quality of Communities Factors</b>	<b>100%</b>	20	20.0	2.0	Interchange could serve new development and airport traffic	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.5	of 15
<b>Consistent with Stormwater Goals</b>	<b>Yes</b>	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities	
<b>Consistent with Environmental Goals</b>	<b>No</b>	30	0.0	0.0	large project; environmental mitigation possible	
<b>Avoids Historical Impacts</b>	<b>Yes</b>	20	20.0	3.0	no known historical impacts	
<b>Local Environmental Protection Factors</b>	<b>0%</b>	20	0.0	0.0	due to size of project, mitigation likely	

Access to Opportunity	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.5	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	100%	25	25.0	1.3		
Project provides bike connections	<b>Yes</b>				assumes bike facilities will be part of project	
Project provides pedestrian connections	<b>Yes</b>				assumes sidewalks will be part of project	
Project brings existing facilities up to ADA Regulations	<b>No</b>				use if first two do not apply	
Project provides some bike/pedestrian facilities	<b>No</b>				use if first two do not apply	
<b>Transit</b>	<b>No</b>	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>	<b>50%</b>	50	25.0	1.3	interchange could offer improved bike/ped crossing facilities	

Safety	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 6.6	of 20
Crashes (Major Road or Intersection)	PDO	<b>6</b>				
	Injury	<b>4</b>				
	Fatal	<b>0</b>				
	Years	<b>3</b>				
	Avg AADT	<b>17380</b>				
	<b>Safety Index</b>	0.52	50	19.5	3.9	(Modified MoDOT formula)
<b>Crash Rate</b>	52.54				Crash data 2009-2011	
<b>Accident Index</b>	0.80					
<b>Severity Index</b>	2.00					
<b>Safety Concern</b>	<b>No</b>	5	0.0	0.0		
<b>Safety Enhancements</b>	<b>Yes</b>	5	5.0	1.0	Interchange will improve safety over the at-grade intersection	
<b>Emergency Response</b>	<b>No</b>	5	0.0	0.0		
<b>Local Safety Factors</b>	<b>25%</b>	35	8.8	1.8	crash rate not significant relative to other projects	

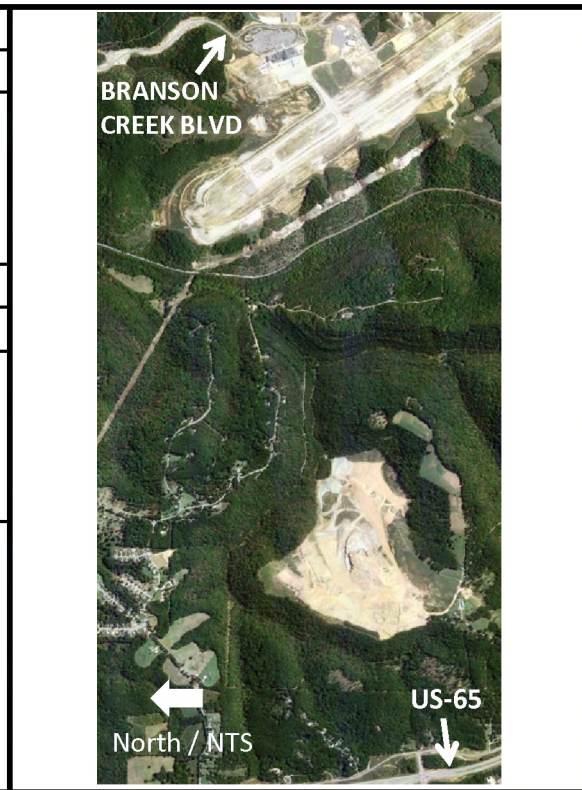
Congestion Relief	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 6.7	of 15
<b>Level of Service</b>	<b>B</b>	25	5.0	0.8	congestion is not a major issue at this location	
<b>Functional Classification1</b>	Freeway	100%	25	25.0	3.8	
<b>Daily Usage</b>	4450	25	2.2	0.3	(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>	<b>50%</b>	25	12.5	1.9	moderate to high traffic, but limited congestion	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.8	of 5
<b>Roadway or Bridge Conditions</b>	<b>Good</b>	20	5.0	0.3		
<b>Substandard Roadway or Bridge Feature</b>	<b>No</b>	20	0.0	0.0		
<b>Functional Classification2</b>	Freeway	100%	10	10.0	0.5	
<b>Daily Vehicle Usage</b>	4450	10	0.9	0.0	(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>	<b>0%</b>	40	0.0	0.0	system expansion / econ dev project	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 17.8	of 20
<b>Strategic Regional Economic Corridor</b>	<b>Yes</b>	20	20.0	4.0	US-65	
<b>Support Regional Economic Opportunities</b>	<b>Yes</b>	30	30.0	6.0	Interchange allows for large scale economic possibilities	
<b>Level of Economic Distress</b>	45%	20	9.0	1.8		
Poverty (Block Group)	<b>12.0%</b>				2006-2010 ACS block group data - Comb. 2 block groups	
Unemployment (tract)	<b>8.0%</b>				2006-2010 ACS tract data - Combining 2 tracts	
<b>Local Economic Competitiveness Factors</b>	<b>100%</b>	30	30.0	6.0	essential to current regional econ dev efforts	



Proj. #: 1-7	Project Name: Access Rd (US-65 to Branson Creek Blvd)
Project Type: Connectivity	Total Score 56.2 out of 100
Project Description: Construct a new 3-lane minor arterial between US-65 and the Branson Regional Airport. The project would serve new development in the corridor including a proposed new racetrack facility (Racetrack is likely not going to be constructed as of this update). It would also serve the airport with a second access/egress route.	
Status: Planning	Length: 3.3 miles
Project Scale: Regional	Roadway or Intersection Roadway
Functional Classification: Minor Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 8,000	(estimated, avg. for major street)
Daily Truck Traffic: 800	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: This roadway would provide a direct high-speed connection between US-65 and the airport. It could be designed with appropriate turn lanes and traffic control such that travel delay is minimized. If volumes grow past the assumed baseline of 8,000 ADT, the roadway could be expanded to 5 lanes with a center raised median.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.3	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0			
Widens Road	Yes						
Improves Geometry	Yes						
Improves Load Rating	Yes						
Truck Usage	400	30	13.4	1.3	MoDOT formula		
Local Efficient Movement of Freight Factors	100%	40	40.0	4.0	Road assumed to meet criteria for freight; 65 is an important facility		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 10.0	of 10
Local/Regional Land Use Plans	Yes	30	30.0	3.0			
Consistent with Local Plans	Yes				correlated to the airport, which is mentioned in Branson plan		
Consistent with Regional Plans	Yes				airports in general are mentioned in SMCOG regional plan		
Connectivity	Yes	30	30.0	3.0	connects proposed development and airport to US-65 & beyond		
Scenic and Visual	Yes	20	20.0	2.0	Landscaping, signage, art, etc.		
Local Quality of Communities Factors	100%	20	20.0	2.0	Connects US-65 directly to airport		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.5	of 15
Consistent with Stormwater Goals	Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities)		
Consistent with Environmental Goals	No	30	0.0	0.0	new road, proximity to airport; environmental mitigation possible		
Avoids Historical Impacts	Yes	20	20.0	3.0	No known historical impacts		
Local Environmental Protection Factors	0%	20	0.0	0.0	environmental mitigation likely		

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				assume bike provisions are incorporated into the project		
Project provides pedestrian connections	Yes				assume ped provisions are incorporated into the project		
Project brings existing facilities up to ADA Regulations	No				use if first two do not apply		
Project provides some bike/pedestrian facilities	No				use if first two do not apply		
Transit	Yes	25	25.0	1.3	Provides alternate route for airport-hotel shuttles		
Local Access to Opportunity Factors	100%	50	50.0	2.5	assumes new bike/ped facilities incorporated into corridor		

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 2.8	of 20
Crashes (Major Road or Intersection)	PDO	N/A					
	Injury	N/A					
	Fatal	N/A					
	Years	N/A					
	Avg AADT	7811					
	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula)	
Crash Rate	0.00				Crash data 2009-2011		
Accident Index	0.00						
Severity Index	0.00						
Safety Concern	No	5	0.0	0.0	Project driven by economic opportunities		
Safety Enhancements	No	5	0.0	0.0			
Emergency Response	Yes	5	5.0	1.0	could improve response time to / from airport		
Local Safety Factors	25%	35	8.8	1.8	provides alt route to/from airport if needed		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 5.3	of 15
Level of Service	B	25	5.0	0.8	design LOS B, street access restricted to maintain flow		
Functional Classification1	Minor Arterial	40%	25	10.0	1.5		
Daily Usage	4000	25	1.8	0.3	(Modified MoDOT formula)		
Local Congestion Relief Factors	75%	25	18.8	2.8	moderate to high traffic		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.2	of 5
Roadway or Bridge Conditions	Very Good	20	0.0	0.0	Future project		
Substandard Roadway or Bridge Feature	No	20	0.0	0.0	Future project		
Functional Classification2	Minor Arterial	40%	10	4.0	0.2		
Daily Vehicle Usage	4000	10	0.7	0.0	(Modified MoDOT formula)		
Local Taking Care of the System Factors	0%	40	0.0	0.0	Future project		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 17.0	of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	US-65		
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Supports regional econ efforts (racetrack, commerce, airport)		
Level of Economic Distress	85%	20	17.0	3.4			
Poverty (Block Group)	14.0%				2006-2010 ACS block group data - Comb. 3 block groups		
Unemployment (tract)	8.0%				2006-2010 ACS tract data - Combining 3 tracts		
Local Economic Competitiveness Factors	60%	30	18.0	3.6	Important to current regional econ efforts		

Proj. #: 1-8	Project Name: <b>New Interchange at US-65 &amp; connection to JJ</b>
Project Type: <b>Connectivity</b>	Total Score <b>54.7</b> out of 100
Project Description: Construct a new interchange near Ridgedale and a roadway connector between US-65 and Hwy-JJ.	
Status: <b>Planning</b>	Length: <b>1.7</b> miles
Project Scale: <b>Regional</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Collector</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>4,000</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>400</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on major street)
Project Discussion: This would provide an additional east-west connection and the only east-west connection to US-65 in MO, south of the airport. There does not appear to be significant background demand for this connector, therefore future development should be a major part of the plan. An assumed 4,000 ADT was selected as the baseline for this two-lane road. If significant development occurs along the corridor, a higher capacity facility could be considered. Also, if this roadway were connected to the airport the project definition and ratings would change.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.9	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0			
Widens Road		<b>Yes</b>						
Improves Geometry		<b>Yes</b>						
Improves Load Rating		<b>Yes</b>						
<b>Truck Usage</b>		200	30	9.5	0.9	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>		<b>100%</b>	40	40.0	4.0	Road assumed to meet criteria for freight; 65 is an important facili		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0			
Consistent with Local Plans		<b>No</b>				no applicable local plan (not in Hollister or Branson)		
Consistent with Regional Plans		<b>No</b>				not mentioned in SMOG regional plan		
<b>Connectivity</b>		No	30	0.0	0.0	Ridgedale (does not meet criteria for activity center) to Highway		
<b>Scenic and Visual</b>		No	20	0.0	0.0	Interchange & roadway, no scenic benefits		
<b>Local Quality of Communities Factors</b>		<b>50%</b>	20	10.0	1.0	benefits to Ridgedale area residents		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	7.5	of 15
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities		
<b>Consistent with Environmental Goals</b>		No	30	0.0	0.0	new road, proximity to airport; environmental mitigation possible		
<b>Avoids Historical Impacts</b>		Yes	20	20.0	3.0	No known historical impacts		
<b>Local Environmental Protection Factors</b>		<b>0%</b>	20	0.0	0.0	environmental mitigation likely		

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.5	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		100%	25	25.0	1.3			
Project provides bike connections		<b>Yes</b>				assume bike provisions are incorporated into the project		
Project provides pedestrian connections		<b>Yes</b>				assume ped provisions are incorporated into the project		
Project brings existing facilities up to ADA Regulations		<b>No</b>				use if first two do not apply		
Project provides some bike/pedestrian facilities		<b>No</b>				use if first two do not apply		
<b>Transit</b>		No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines		
<b>Local Access to Opportunity Factors</b>		<b>50%</b>	50	25.0	1.3	assumes new bike/ped facilities in corridor (moderate use)		

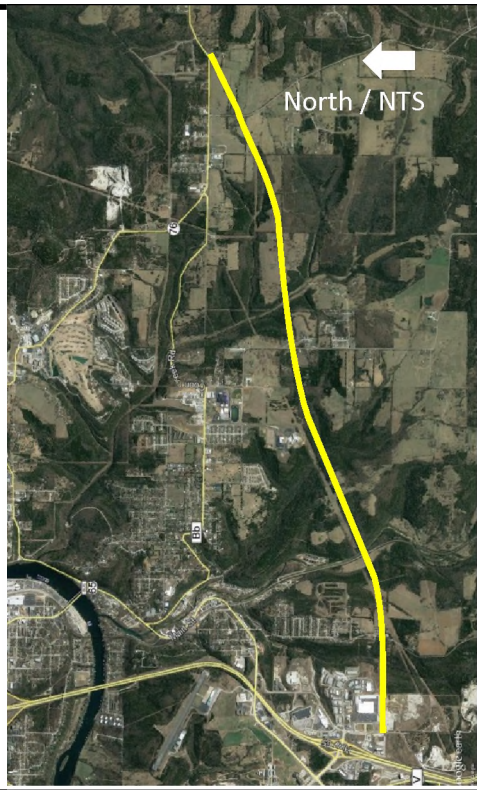
Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	12.4	of 20
Crashes (Major Road or Intersection)	PDO	<b>2</b>						
	Injury	<b>7</b>						
	Fatal	<b>0</b>						
	Years	<b>3</b>						
	Avg AADT	<b>3906</b>						
	<b>Safety Index</b>	1.05	50	39.4	7.9	(Modified MoDOT formula)		
Crash Rate		123.79				Crash data 2009-2011 (interchange area)		
Accident Index		0.71						
Severity Index		2.94						
<b>Safety Concern</b>		No	5	0.0	0.0			
<b>Safety Enhancements</b>		Yes	5	5.0	1.0	Interchange will provide numerous safety features		
<b>Emergency Response</b>		No	5	0.0	0.0			
<b>Local Safety Factors</b>		<b>50%</b>	35	17.5	3.5	crash rate not significant relative to other projects		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	3.8	of 15
<b>Level of Service</b>		B	25	5.0	0.8	design LOS B, street access restricted to maintain flow		
<b>Functional Classification1</b>		Collector	30%	25	7.5	1.1		
<b>Daily Usage</b>		2000	25	0.4	0.1	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>		<b>50%</b>	25	12.5	1.9	moderate to low traffic		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.2	of 5
<b>Roadway or Bridge Conditions</b>		Very Good	20	0.0	0.0	Future project		
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0	Future project		
<b>Functional Classification2</b>		Collector	30%	10	3.0	0.2		
<b>Daily Vehicle Usage</b>		2000	10	0.2	0.0	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>		<b>0%</b>	40	0.0	0.0	Future project		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	19.4	of 20
<b>Strategic Regional Economic Corridor</b>		Yes	20	20.0	4.0	US-65		
<b>Support Regional Economic Opportunities</b>		Yes	30	30.0	6.0	Interchange allows for large scale economic possibilities		
<b>Level of Economic Distress</b>		85%	20	17.0	3.4			
Poverty (Block Group)		<b>14.0%</b>				2006-2010 ACS block group data - Comb. 3 block groups		
Unemployment (tract)		<b>8.0%</b>				2006-2010 ACS tract data - Combining 3 tracts		
<b>Local Economic Competitiveness Factors</b>		<b>100%</b>	30	30.0	6.0	important part of current econ. dev efforts		

Proj. #: 1-9	Project Name: <b>Taney County Expressway</b>
Project Type: <b>Connectivity</b>	Total Score <b>76.9</b> out of 100
<b>Project Description:</b> 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: <b>Regional</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Major Arterial</b> (for the major street)	
Avg. Annual Daily Traffic (AADT): <b>4,000</b> (est. 2012, avg. for major street)	
Daily Truck Traffic: <b>200</b> (est. 2012, avg. for major street)	
Through Lanes: <b>2</b> (through lanes on major street)	
<b>Project Discussion:</b> 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.7	of 10
<b>Large Vehicle Friendly Facilities</b>	Yes	30	30.0	3.0				
Widens Road	Yes							
Improves Geometry	Yes							
Improves Load Rating	Yes							
<b>Truck Usage</b>		100	30	6.7	0.7	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	<b>100%</b>	40	40.0	4.0		Road assumed to be built to meet criteria for trucks		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.0	of 10
<b>Local/Regional Land Use Plans</b>	Yes	30	30.0	3.0				
Consistent with Local Plans	Yes					On local plans and submitted as TIGER Application		
Consistent with Regional Plans	Yes					East-West Roadway listed as need in SMOG regional plan		
<b>Connectivity</b>	Yes	30	30.0	3.0		Hollister to Kirbyville		
<b>Scenic and Visual</b>	No	20	0.0	0.0		No major scenic or visual elements		
<b>Local Quality of Communities Factors</b>	<b>100%</b>	20	20.0	2.0		Important to the local and regional community quality		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	12.8	of 15
<b>Consistent with Stormwater Goals</b>	Yes	30	30.0	4.5		Assume excess runoff mitigated(new stormwater detention facility)		
<b>Consistent with Environmental Goals</b>	Yes	30	30.0	4.5		Unmitigated environmental impacts are not expected		
<b>Avoids Historical Impacts</b>	Yes	20	20.0	3.0		No known historical impacts		
<b>Local Environmental Protection Factors</b>	<b>25%</b>	20	5.0	0.8		Will require several bridge crossings and greenfield construction		

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.8	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	20%	25	5.0	0.3				
Project provides bike connections	No					Only for a portion of the entire length (see below)		
Project provides pedestrian connections	No					Only for a portion of the entire length (see below)		
Project brings existing facilities up to ADA Regulations	No					use if first two do not apply		
Project provides some bike/pedestrian facilities	Yes					use if first two do not apply	Portion of highway will have sidewalk and bike lanes	
<b>Transit</b>	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines		
<b>Local Access to Opportunity Factors</b>	<b>100%</b>	50	50.0	2.5		Directly connects year-round housing with jobs and shopping		

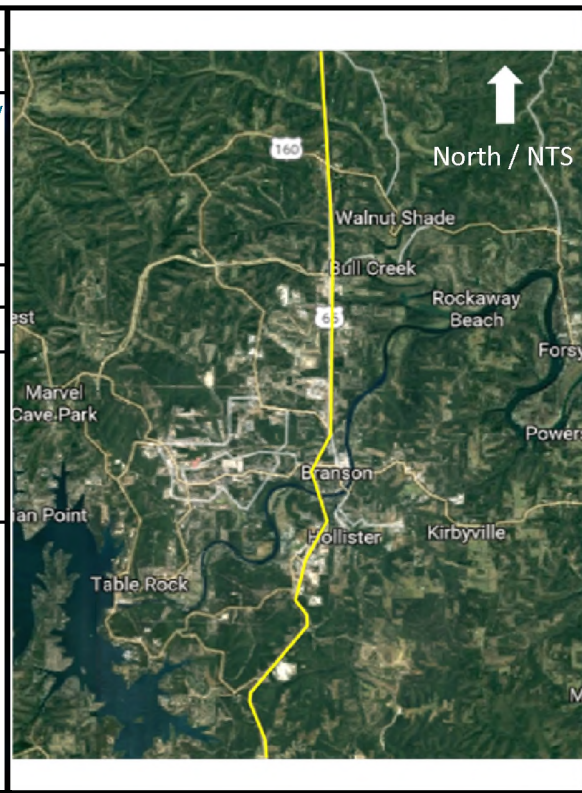
Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	9.4	of 15
<b>Level of Service</b>	F	25	25.0	3.8		Indirectly addresses LOS F condition identified for 1-2 & 1-3		
<b>Functional Classification1</b>	Major Arterial	50%	25	12.5	1.9			
<b>Daily Usage</b>	2000	25	0.4	0.1		(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>	<b>100%</b>	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
<b>Strategic Regional Economic Corridor</b>	Yes	20	20.0	4.0		Affects BUS 65 and Eastern Taney County		
<b>Support Regional Economic Opportunities</b>	Yes	30	30.0	6.0		Future development area, prior initiatives in corridor		
<b>Level of Economic Distress</b>	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		
<b>Local Economic Competitiveness Factors</b>	<b>100%</b>	30	30.0	6.0		Important future development area, important linkage		

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.3	of 20
Crashes (Major Road or Intersection)	PDO	54						
	Injury	22						
	Fatal	0						
	Years	3						
	2010 AADT	13768						
	<b>Safety Index</b>	0.80	50	30.1	6.0		(Modified MoDOT formula)	
<b>Crash Rate</b>	336.09					Crash data 2009-2011, used crash and volume data for Bus 65 used length data from BUS 65		
<b>Accident Index</b>	1.92							
<b>Severity Index</b>	1.72							
<b>Safety Concern</b>	Yes	5	5.0	1.0		Safety mentioned as important issue in TIGER II application		
<b>Safety Enhancements</b>	Yes	5	5.0	1.0		Shift traffic from Hwy 76 and BUS 65		
<b>Emergency Response</b>	Yes	5	5.0	1.0		Could improve emergency response times and access/egress		
<b>Local Safety Factors</b>	<b>75%</b>	35	26.3	5.3		Improves safety for area residents		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.0	of 5
<b>Roadway or Bridge Conditions</b>	Good	20	5.0	0.3		New roadway, but relieves traffic on other roads		
<b>Substandard Roadway or Bridge Feature</b>	Yes	20	20.0	1.0		Provides alternate to Coon Creek Road and Hwy 76		
<b>Functional Classification2</b>	Major Arterial	50%	10	5.0	0.3			
<b>Daily Vehicle Usage</b>	2000	10	0.2	0.0		(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	<b>25%</b>	40	10.0	0.5		Mainly new roadway, but benefits existing roadways		

Proj. #: 1-10	Project Name: US 65 Upgrade to Freeway Standards
Project Type: Capacity	Total Score: 66.2 out of 100
<b>Project Description:</b> Upgrade Highway 65 to meet freeway standards throughout Taney County. Upgrades would include improving Hwy 65 access points to grade-separated interchanges. This includes four intersections in the southern part of the county and up to three in the northern part of the county (though some access consolidation may be necessary). Some segment improvements signage upgrades may also be required.	
Status: Planning	Length: NA miles
Project Scale: Regional	Roadway or Intersection: Intersection
Functional Classification: Freeway (for the major street)	Avg. Annual Daily Traffic (AADT): 20,611 (2015 MoDOT Vehicle Count Map)
Daily Truck Traffic: 1,390 (2015 MoDOT Vehicle Count Map)	Through Lanes: 4 (through lanes on major street)
<b>Project Discussion:</b> 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 interchanges that still remain. These interchanges must be upgraded to full grade-separated 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.8	of 10
<b>Large Vehicle Friendly Facilities</b>		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					Will upgrade intersections and corridor to Interstate standards	
Improves Load Rating	No						
<b>Truck Usage</b>	347.5	30	12.5	1.3	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	50%	40	20.0	2.0	Will benefit freight primarily at access points		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
<b>Local/Regional Land Use Plans</b>		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					Local priority, intersections on plans, now corridor being added	
Consistent with Regional Plans	Yes					Listed as need in SMOG regional plan	
<b>Connectivity</b>	Yes	30	30.0	3.0	Countywide		
<b>Scenic and Visual</b>	No	20	0.0	0.0	No major scenic or visual elements		
<b>Local Quality of Communities Factors</b>	50%	20	10.0	1.0	Important to the local and regional community quality		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 14.3	of 15
<b>Consistent with Stormwater Goals</b>	Yes	30	30.0	4.5	Assume excess runoff mitigated (new stormwater detention facilities)		
<b>Consistent with Environmental Goals</b>	Yes	30	30.0	4.5	Unmitigated environmental impacts are not expected		
<b>Avoids Historical Impacts</b>	Yes	20	20.0	3.0	No known historical impacts		
<b>Local Environmental Protection Factors</b>	75%	20	15.0	2.3	Few small wetlands in area, project includes stormwater BMP		

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.9	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	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 first two do not apply					
Project provides some bike/pedestrian facilities	No	use if first two do not apply					
<b>Transit</b>	Yes	25	25.0	1.3	Affects Branson Shuttle and Jefferson Lines		
<b>Local Access to Opportunity Factors</b>	25%	50	12.5	0.6	Will not significantly change ped/bike/ransit access		

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.8	of 20
Crashes (Major Road or Intersection)	PDO	34					
	Injury	24					
	Fatal	2					
	Years	3					
	2010 AADT	19418					
<b>Safety Index</b>	0.60	50	22.7	4.5	(Modified MoDOT formula)		
<b>Crash Rate</b>	40.31				Crash data 2009-2011, at all non-interchange access locations (7) along US 65 volume multiplied by 7 for 7 intersections		
<b>Accident Index</b>	0.61						
<b>Severity Index</b>	2.27						
<b>Safety Concern</b>	Yes	5	5.0	1.0			
<b>Safety Enhancements</b>	Yes	5	5.0	1.0	Reduces conflict points		
<b>Emergency Response</b>	No	5	0.0	0.0	Unlikely to have a major impact on emergency response		
<b>Local Safety Factors</b>	75%	35	26.3	5.3	Improves safety for area residents		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 5.9	of 15
<b>Level of Service</b>	B	25	5.0	0.8	Intersections typically operate at LOS B or better		
<b>Functional Classification1</b>	Freeway 100%	25	25.0	3.8			
<b>Daily Usage</b>	5152.8	25	3.0	0.4	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>	25%	25	6.3	0.9	Not a major congestion relief project		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
<b>Roadway or Bridge Conditions</b>	Good	20	5.0	0.3	Existing Hwy 65		
<b>Substandard Roadway or Bridge Feature</b>	Yes	20	20.0	1.0	Does not meet FHWA standards for interstates		
<b>Functional Classification2</b>	Freeway 100%	10	10.0	0.5			
<b>Daily Vehicle Usage</b>	5152.75	10	1.2	0.1	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	50%	40	20.0	1.0	Mainly new intersections, but benefits existing roadways		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 17.9	of 20
<b>Strategic Regional Economic Corridor</b>	Yes	20	20.0	4.0	Affects all of Taney County		
<b>Support Regional Economic Opportunities</b>	Yes	30	30.0	6.0	Beneficial for attracting new businesses & development		
<b>Level of Economic Distress</b>	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.					
<b>Local Economic Competitiveness Factors</b>	75%	30	22.5	4.5	New development often favors Interstate access		

Proj. #: 1-11	Project Name: <b>Transload Facility</b>
Project Type: <b>Multimodal</b>	Total Score <b>55.8</b> out of 100
Project Description: Construct a new transload facility near the airport with railroad access. The site must have easy access to Hwy 65.	
Status: <b>Planning</b>	Length: <b>N/A</b> miles
Project Scale: <b>Regional</b>	Roadway or Intersection <b>Intersection</b>
Functional Classification: <b>Other</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>500</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>250</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 10.0	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
	Widens Road	<b>Yes</b>				Project effectively improves freight facilities	
	Improves Geometry	<b>Yes</b>				Project effectively improves freight facilities	
	Improves Load Rating	<b>Yes</b>				Project effectively improves freight facilities	
	<b>Truck Usage</b>	125	30	30.0	3.0	Adjusted to provide full points given project type	
<b>Local Efficient Movement of Freight Factors</b>		<b>100%</b>	40	40.0	4.0	Project is designed to improve freight movements	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.0	of 10
<b>Local/Regional Land Use Plans</b>		Yes	30	30.0	3.0		
	Consistent with Local Plans	<b>Yes</b>				MoDOT Statewide Freight Study recommends strengthening	
	Consistent with Regional Plans	<b>Yes</b>				Intermodal connectors	
	<b>Connectivity</b>	<b>No</b>	30	0.0	0.0		
	<b>Scenic and Visual</b>	<b>No</b>	20	0.0	0.0	No major scenic or visual elements	
<b>Local Quality of Communities Factors</b>		<b>50%</b>	20	10.0	1.0	Important to the local and regional community quality	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 13.5	of 15
<b>Consistent with Stormwater Goals</b>		<b>Yes</b>	30	30.0	4.5		
<b>Consistent with Environmental Goals</b>		<b>Yes</b>	30	30.0	4.5		
<b>Avoids Historical Impacts</b>		<b>Yes</b>	20	20.0	3.0		
<b>Local Environmental Protection Factors</b>		<b>50%</b>	20	10.0	1.5	Project provides an efficient means of transporting freight	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.0	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		0%	25	0.0	0.0		
	Project provides bike connections	<b>No</b>					
	Project provides pedestrian connections	<b>No</b>					
	Project brings existing facilities up to ADA Regulations	<b>No</b>				use if first two do not apply	
	Project provides some bike/pedestrian facilities	<b>No</b>				use if first two do not apply	
	<b>Transit</b>	<b>No</b>	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>		<b>0%</b>	50	0.0	0.0	This project does not affect bike/ped/transit access.	

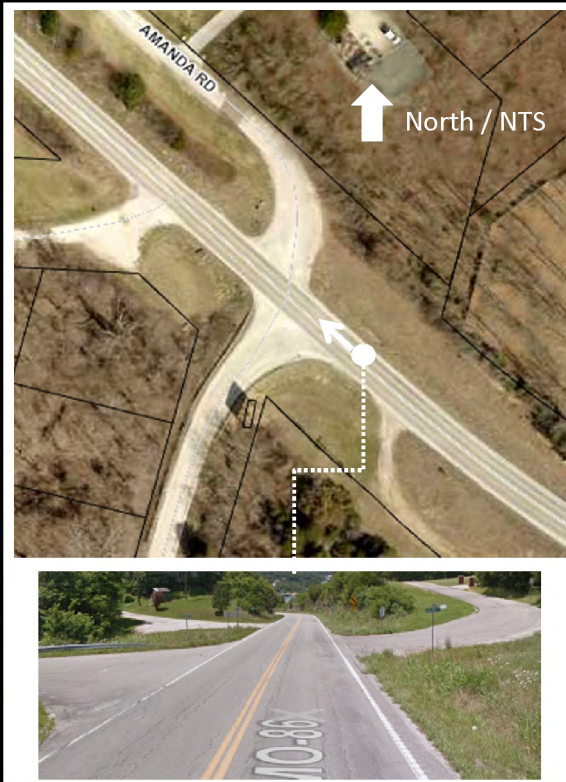
Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 5.3	of 20
Crashes (Major Road or Intersection)	PDO	<b>Safety Index</b>	-1.00	50	0.0	0.0	(Modified MoDOT formula)
	Injury	Crash Rate	0.00				
	Fatal	Accident Index	0.00				
	Years	Severity Index	0.00				
	2010 AADT	<b>Safety Concern</b>	<b>No</b>	5	0.0	0.0	
		<b>Safety Enhancements</b>	<b>No</b>	5	0.0	0.0	
	<b>Emergency Response</b>	<b>No</b>	5	0.0	0.0		
<b>Local Safety Factors</b>		<b>75%</b>	35	26.3	5.3	Project provides a safe way of moving freight	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 1.7	of 15
<b>Level of Service</b>		<b>B</b>	25	5.0	0.8	Could reduce regional truck traffic, but increase local traffic	
<b>Functional Classification1</b>	Other	0%	25	0.0	0.0		
<b>Daily Usage</b>		250	25	0.0	0.0	(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>		<b>25%</b>	25	6.3	0.9	Could reduce regional truck traffic, but increase local traffic	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.0	of 5
<b>Roadway or Bridge Conditions</b>		<b>Fair</b>	20	10.0	0.5		
<b>Substandard Roadway or Bridge Feature</b>		<b>No</b>	20	0.0	0.0		
<b>Functional Classification2</b>	Other	0%	10	0.0	0.0		
<b>Daily Vehicle Usage</b>		250	10	0.0	0.0	(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>		<b>75%</b>	40	30.0	1.5	Project provides an efficient multimodal way of moving freight	

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

Proj. #: 1-12	Project Name: Hwy 86 at Amanda Road
Project Type: Traffic Safety	Total Score 58.3 out of 100
Project Description: Improve safety at the intersection by modifying or upgrading the traffic control, signage, and geometry.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Minor Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 6,700	(2017 counts, avg. for major street)
Daily Truck Traffic: 335	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Traffic has increased at this intersection due to Long Creek Marina access by turning south. Sight distances are limited due to topography. There are no turn lanes at the intersection. MoDOT traffic counts indicate that this intersection likely does meet the turn lane warrant thresholds. Turn lanes may be the best option for improving safety at this location.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.4	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					intersection safety improvements	
Improves Load Rating	No						
Truck Usage	167.5	30	8.7	0.9	MoDOT formula		
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0	Minimal criteria met; Hwy 86 is an important arterial	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	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	No					not mentioned in SMOG regional plan	
Connectivity	No	30	0.0	0.0		Localized project only	
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		50%	20	10.0	1.0	Minimal criteria met; Hwy 86 is an important facility in Taney Co	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Modest project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5		Modest project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts	
Local Environmental Protection Factors		75%	20	15.0	0.8	Modest project, few issues expected	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes widened shoulders at intersection	
Transit	No	25	0.0	0.0		not on transit route	
Local Access to Opportunity Factors		50%	50	25.0	1.3	widened shoulders benefit bikes/peds	

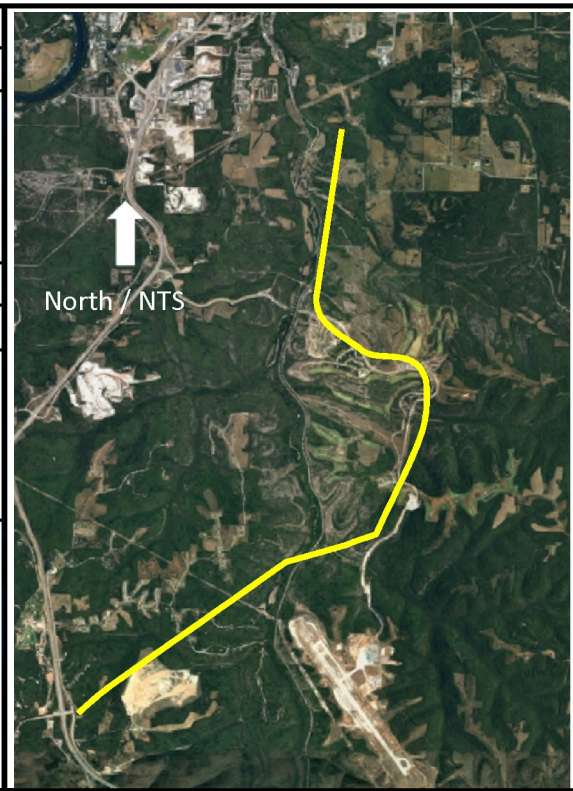
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.2	of 10
Level of Service	C	25	10.0	1.0		estimated peak hour LOS	
Functional Classification1	Minor Arterial	40%	25	10.0	1.0		
Daily Usage	3350	25	9.3	0.9		(Modified MoDOT formula)	
Local Congestion Relief Factors		50%	25	12.5	1.3	moderate localized congestion	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.7	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0		US-86	
Support Regional Economic Opportunities	Yes	20	20.0	2.0		Big Cedar / Bass Pro Resort Area Development	
Level of Economic Distress	70%	20	14.0	1.4			
Poverty (Block Group)	18%					2012-2016 ACS 5-year estimates for countywide	
Unemployment (tract)	4%					2012-2016 ACS 5-year estimates for countywide	
Local Economic Competitiveness Factors		75%	30	22.5	2.3	MO-86 is an important arterial and economic link	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 29.3	of 30
Crashes (Major Road or Intersection)	PDO	0					
	Injury	2					
	Fatal	0					
	Years	3					
	Avg AADT	6542					
	Safety Index	1.27	50	47.6	14.3		(Modified MoDOT formula)
Crash Rate	27.92					Crash data 2014-2016	
Accident Index	0.42						
Severity Index	3.50						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in intersection improvements (traffic control and safety)	
Emergency Response	Yes	5	5.0	1.5		Improves intersection near emergency responder (ambulance)	
Local Safety Factors		100%	35	35.0	10.5	All criteria met; crash rate is noteworthy	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 7.5	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0		Roadway cracking	
Substandard Roadway or Bridge Feature	No	20	0.0	0.0			
Functional Classification2	Minor Arterial	40%	10	4.0	0.8		
Daily Vehicle Usage	3350	10	3.7	0.7		(Modified MoDOT formula)	
Local Taking Care of the System Factors		50%	40	20.0	4.0	Important local intersection; provides access to marina	

Proj. #: 1-13	Project Name: Hwy 86 Extension
Project Type: Connectivity	Total Score: 55.7 out of 100
<b>Project Description:</b> Construct a new approximately 7.5 mile highway connection from Hwy 86 to the Branson Airport and eventually to Hwy 76 in Kirbyville via the East-West Corridor. The roadway is proposed as a two-lane highway. All intersections will be at-grade and likely stop-controlled. Multiple bridges will be required. A portion of this project is included in project 1-7.	
Status: Planning	Length: 7.5 miles
Project Scale: Regional	Roadway or Intersection: Roadway
Functional Classification: Major Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 8,000	(estimated, avg. for major street)
Daily Truck Traffic: 800	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
<b>Project Discussion:</b> Project would provide a needed connection between the Hwy 65 / Hwy 86 intersection 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.	



<b>Access to Opportunity</b>	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 below)
Project provides pedestrian connections	No				Only for a portion of the entire length (see below)
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			Portion of highway will have sidewalk and bike lanes
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	100%	50	50.0	2.5	Directly connects year-round housing with jobs and shopping

<b>Congestion Relief</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.8 of 15
Level 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	4000	25	1.8	0.3	(Modified MoDOT formula)
Local Congestion Relief Factors	50%	25	12.5	1.9	Diverts traffic from congested area, new direct connection

<b>Economic Competitiveness</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 17.3 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	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	75%	30	22.5	4.5	Important future development area, important linkage

<b>Efficient Movement of Freight</b>	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.3 of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0	
Widens Road	Yes				
Improves Geometry	Yes				
Improves Load Rating	Yes				
Truck Usage	400	30	13.4	1.3	MoDOT formula
Local Efficient Movement of Freight Factors	100%	40	40.0	4.0	Road assumed to be built to meet criteria for trucks

<b>Quality of Communities</b>	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.0 of 10
Local/Regional Land Use Plans	Yes	30	30.0	3.0	
Consistent with Local Plans	Yes				Not on any plans
Consistent with Regional Plans	Yes				Not on any plans
Connectivity	Yes	30	30.0	3.0	Hollister/Ridgedale to Kirbyville
Scenic and Visual	No	20	0.0	0.0	No major scenic or visual elements
Local Quality of Communities Factors	100%	20	20.0	2.0	Important to the local and regional community quality

<b>Environmental Protection</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.5 of 15
Consistent with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention facility)
Consistent with Environmental Goals	No	30	0.0	0.0	Unmitigated environmental impacts are not expected
Avoids Historical Impacts	Yes	20	20.0	3.0	No known historical impacts
Local Environmental Protection Factors	0%	20	0.0	0.0	Will require several bridge crossings and greenfield construction

<b>Safety</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 3.8 of 20
Crashes (Major Road or Intersection)	PDO	NA			
	Injury	NA			
	Fatal	NA			
	Years	NA			
	Avg AADT	7811			
	Safety Index	-1.00	50	0.0	0.0
Crash Rate	0.00				
Accident Index	0.00				
Severity Index	0.00				
Safety Concern	No	5	0.0	0.0	No safety concerns currently
Safety Enhancements	Yes	5	5.0	1.0	Shift traffic from Hwy 76 and BUS 65
Emergency Response	Yes	5	5.0	1.0	Could improve emergency response times and access/egress
Local Safety Factors	25%	35	8.8	1.8	Improves safety for area residents

<b>Taking Care of the System</b>	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.3 of 5
Roadway or Bridge Conditions	Very Good	20	0.0	0.0	New project
Substandard Roadway or Bridge Feature	No	20	0.0	0.0	New project
Functional Classification2	Major Arterial	50%	10	5.0	0.3
Daily Vehicle Usage	4000	10	0.7	0.0	(Modified MoDOT formula)
Local Taking Care of the System Factors	0%	40	0.0	0.0	Mainly new roadway, but benefits existing roadways

Proj. #: 2-1	Project Name: K Hwy/Warren Rd at Bull Shoals Lake
Project Type: Connectivity	Total Score 49.1 out of 100
Project Description: Raise roadway connection across waterway leading into Bull Shoals Lake to provide an all weather connection from K-Highway to Warren Road. The project would eliminate (or greatly minimize) the problem of flooding closing the roadway at this location.	
Status: Completed	2012 Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
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: There are about a dozen homes on Warren Road and Parksley Lane that could benefit from this improved connection, as well as the K-Dock Marina. This connection has flooded a number of times in the last few years. During those events residents, employees, and customers/visitors have considerable difficulty travel to and from the homes and marina. K-Highway along the lake frontage was recently improved, but this does not eliminate the flooding problem.	



Efficient Movement of Freight					Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.2	of 10
Large Vehicle Friendly Facilities					No	30	0.0	0.0		
Widens Road					No					
Improves Geometry					No					
Improves Load Rating					No					
Truck Usage					7	30	1.8	0.2	MoDOT formula	
Local Efficient Movement of Freight Factors					0%	40	0.0	0.0	Assumes no major truck accommodations in roadway improvement	

Quality of Communities					Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
Local/Regional Land Use Plans					No	30	0.0	0.0		
Consistent with Local Plans					No				no applicable local plan	
Consistent with Regional Plans					No				not mentioned in SMOG regional plan	
Connectivity					Yes	30	30.0	3.0	provides all-weather connectivity	
Scenic and Visual					Yes	20	20.0	2.0	Roadway carries recreational traffic; reduction of flooding impact	
Local Quality of Communities Factors					100%	20	20.0	2.0	Critical for local community (residents/businesses)	

Environmental Protection					Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
Consistent with Stormwater Goals					Yes	30	30.0	1.5	Will address stormwater and flooding issues	
Consistent with Environmental Goals					No	30	0.0	0.0	Raising roadway; environmental impacts possible	
Avoids Historical Impacts					Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors					25%	20	5.0	0.3	Floodplain and/or wetlands impacts possible	

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 first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities					No	use if first two do not apply			assumes no sidewalk, bike lanes, or widened shoulders	
Transit					No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors					50%	50	25.0	1.3	Flooding mitigation will be beneficial to bikes/peds as well	

Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points = 15.0	of 30
Crashes (Major Road or Intersection)	PDO	0								
	Injury	0								
	Fatal	0								
	Years	3								
	Avg AADT	700								
	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula)				
Crash Rate					0.00				Crash data 2009-2011	
Accident Index					0.00					
Severity Index					0.00					
Safety Concern					Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements					Yes	5	5.0	1.5	Raising the roadway will reduce impact from flooding	
Emergency Response					Yes	5	5.0	1.5	Emergency access not possible in severe flooding	
Local Safety Factors					100%	35	35.0	10.5	Emergency response issue is critical	

Congestion Relief					Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.1	of 10
Level of Service					B	25	5.0	0.5	LOS is not an issue here	
Functional Classification1					Collector	30%	25	7.5	0.8	
Daily Usage					350	25	0.0	0.0	(Modified MoDOT formula)	
Local Congestion Relief Factors					75%	25	18.8	1.9	addresses non-recurring delay due to weather	

Taking Care of the System					Max	Actual	Weighted	Weight Factor = 20%	Total Points = 16.6	of 20
Roadway or Bridge Conditions					Very Poor	20	20.0	4.0	crossing in poor condition, new road is by water	
Substandard Roadway or Bridge Feature					Yes	20	20.0	4.0	floods in high water	
Functional Classification2					Collector	30%	10	3.0	0.6	
Daily Vehicle Usage					350	10	0.0	0.0	(Modified MoDOT formula)	
Local Taking Care of the System Factors					100%	40	40.0	8.0	important to maintain all weather access	

Economic Competitiveness					Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.2	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)					20.0%				2006-2010 ACS block group data - 1 block group	
Unemployment (tract)					7.0%				2006-2010 ACS tract data - 1 tract	
Local Economic Competitiveness Factors					50%	30	15.0	1.5	Important to marina / lake activity	



Proj. #: 2-2	Project Name: Slough Hollow Rd (Fishermans Nose to Brace Hill)
Project Type: <b>Connectivity</b>	Total Score <b>34.7</b> out of 100
Project Description: Raise roadway to reduce the impact of flooding. This could include a combination of fill and/or structure. It would need to run the entire length of the roadway as it parallels the creek (approx. 3200 feet) at an estimated elevation of at least four feet.	
Status: Completed	2013 Length: 1.03 miles
Project Scale: <b>Large</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Local</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>200</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>4</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on major street)
Project Discussion: This roadway section floods in high water and becomes impassable. It is necessary to raise about a third of a mile of the roadway to eliminate this problem. This project would require coordination with state and federal agencies and would likely require some environmental mitigation. It could also be difficult and expensive (but not impossible) to implement.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	0.1	of 10
<b>Large Vehicle Friendly Facilities</b>		No	30	0.0	0.0			
Widens Road	<b>No</b>							
Improves Geometry	<b>No</b>							
Improves Load Rating	<b>No</b>							
<b>Truck Usage</b>	2	30	0.9	0.1	MoDOT formula			
<b>Local Efficient Movement of Freight Factors</b>	<b>0%</b>	40	0.0	0.0	not a major truck route			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0			
Consistent with Local Plans	<b>No</b>					no applicable local plan		
Consistent with Regional Plans	<b>No</b>					not mentioned in SMOG regional plan		
<b>Connectivity</b>	<b>Yes</b>	30	30.0	3.0	provides all-weather connectivity			
<b>Scenic and Visual</b>	<b>No</b>	20	0.0	0.0				
<b>Local Quality of Communities Factors</b>	<b>50%</b>	20	10.0	1.0	benefits local residents			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	7.5	of 15
<b>Consistent with Stormwater Goals</b>	<b>Yes</b>	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention facility)			
<b>Consistent with Environmental Goals</b>	<b>No</b>	30	0.0	0.0	Raising roadway; environmental impacts possible			
<b>Avoids Historical Impacts</b>	<b>Yes</b>	20	20.0	3.0	No known historical impacts			
<b>Local Environmental Protection Factors</b>	<b>0%</b>	20	0.0	0.0	Floodplain and wetlands impacts likely			

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.6	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	0%	25	0.0	0.0				
Project provides bike connections	<b>No</b>				does not apply			
Project provides pedestrian connections	<b>No</b>				does not apply			
Project brings existing facilities up to ADA Regulations	<b>No</b>	use if first two do not apply			assumes no sidewalks or bike lanes			
Project provides some bike/pedestrian facilities	<b>No</b>	use if first two do not apply			assumes no sidewalks, bike lanes, or widened shoulders			
<b>Transit</b>	<b>No</b>	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
<b>Local Access to Opportunity Factors</b>	<b>25%</b>	50	12.5	0.6	road improvements will be beneficial to bikes/peds as well			

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	4.5	of 15
<b>Level of Service</b>	<b>A</b>	25	0.0	0.0	peak hour congestion not a major issue			
<b>Functional Classification1</b>	Local	20%	25	5.0	0.8			
<b>Daily Usage</b>	100	25	0.0	0.0	(Modified MoDOT formula)			
<b>Local Congestion Relief Factors</b>	<b>100%</b>	25	25.0	3.8	road closure causes non-recurring congestion			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	4.0	of 20
<b>Strategic Regional Economic Corridor</b>	<b>No</b>	20	0.0	0.0				
<b>Support Regional Economic Opportunities</b>	<b>No</b>	30	0.0	0.0	not linked to any planned econ. dev. projects			
<b>Level of Economic Distress</b>	100%	20	20.0	4.0				
Poverty (Block Group)	<b>18.0%</b>				2006-2010 ACS block group data - Comb. 3 block groups			
Unemployment (tract)	<b>10.0%</b>				2006-2010 ACS tract data - 1 tract			
<b>Local Economic Competitiveness Factors</b>	<b>0%</b>	30	0.0	0.0	not linked to any planned econ. dev. projects			

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	10.1	of 20
Crashes (Major Road or Intersection)	PDO	<b>1</b>						
	Injury	<b>0</b>						
	Fatal	<b>0</b>						
	Years	<b>3</b>						
	Avg AADT	<b>200</b>						
	<b>Safety Index</b>	0.61	50	23.0	4.6	(Modified MoDOT formula)		
Crash Rate	443.32				Crash data 2009-2011			
Accident Index	2.53							
Severity Index	1.00							
<b>Safety Concern</b>	<b>Yes</b>	5	5.0	1.0	Concern raised by local leaders			
<b>Safety Enhancements</b>	<b>Yes</b>	5	5.0	1.0	Raising the roadway will reduce impact from flooding			
<b>Emergency Response</b>	<b>No</b>	5	0.0	0.0				
<b>Local Safety Factors</b>	<b>50%</b>	35	17.5	3.5	crash rate high given low volume, but only one crash			

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.9	of 5
<b>Roadway or Bridge Conditions</b>	<b>Poor</b>	20	15.0	0.8	roadway in poor-fair condition based on field observations			
<b>Substandard Roadway or Bridge Feature</b>	<b>Yes</b>	20	20.0	1.0	flooding problem			
<b>Functional Classification2</b>	Local	20%	10	2.0	0.1			
<b>Daily Vehicle Usage</b>	100	10	0.0	0.0	(Modified MoDOT formula)			
<b>Local Taking Care of the System Factors</b>	<b>100%</b>	40	40.0	2.0	improvement would benefit existing roadway system			

Proj. #: 2-3	Project Name: M Hwy at Brace Hill and Nazarene Church Rd
Project Type: Geometric/Safety	Total Score 34.5 out of 100
Project Description: Improve intersection to improve safety and address poor lines of sight, especially to from the north on Hwy-M. Improvements could include signage, striping, flashing beacons, tree removal, or realignment.	
Status: Completed	2016 Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 300	(est. 2012, avg. for major street)
Daily Truck Traffic: 6	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: All of the roads intersecting in this area are two-lane roads without turn lanes. Vehicles turning onto M-Hwy have limited sight distance to the north.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.6	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	No					
Improves Geometry	Yes					improves turns for trucks and other large vehicles
Improves Load Rating	No					
Truck Usage	3	30	1.2	0.1		MoDOT formula
Local Efficient Movement of Freight Factors	25%	40	10.0	1.0		not a major truck route

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No					no applicable local plan
Consistent with Regional Plans	No					not mentioned in SMOG regional plan
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits
Local Quality of Communities Factors	50%	20	10.0	1.0		important to and beneficial for local residents

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Modest project, few stormwater issues expected
Consistent with Environmental Goals	Yes	30	30.0	1.5		Modest project, no mitigation expected
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors	75%	20	15.0	0.8		Modest project, few issues expected

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 first two do not apply				assumes no sidewalks or bike lanes
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders at intersection
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3		Assumes improved shoulders at intersection

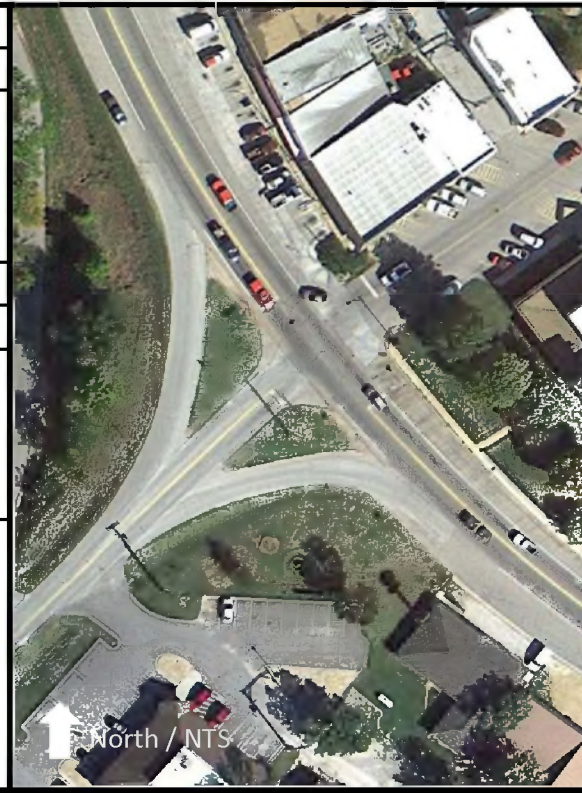
Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 8.3	of 30
Crashes (Major Road or Intersection)	PDO	0				
	Injury	0				
	Fatal	0				
	Years	3				
	Avg AADT	300				
	Safety Index	0.00	50	0.0	0.0	
Crash Rate	0.00					Crash data 2009-2011
Accident Index	0.00					
Severity Index	0.00					
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders
Safety Enhancements	Yes	5	5.0	1.5		Sight distance improvements
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	50%	35	17.5	5.3		no reported crashes from 2007-2011

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.8	of 10
Level of Service	A	25	0.0	0.0		congestion not a major issue
Functional Classification1	Collector	30%	25	7.5	0.8	
Daily Usage	150	25	0.0	0.0		(Modified MoDOT formula)
Local Congestion Relief Factors	0%	25	0.0	0.0		congestion not a major issue, safety project

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 13.6	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0		road in good condition based on field observations
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		limited sight distance
Functional Classification2	Collector	30%	10	3.0	0.6	
Daily Vehicle Usage	150	10	0.0	0.0		(Modified MoDOT formula)
Local Taking Care of the System Factors	100%	40	40.0	8.0		beneficial improvements to existing system

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.0	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)	17.0%					2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	10.0%					2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors	0%	30	0.0	0.0		Not linked to any planned econ. dev. projects

Proj. #: 2-4	Project Name: US-160 and Y Hwy
Project Type: Traffic Safety	Total Score: 64.2 out of 100
Project Description: Improve intersection to address traffic control, delay, and safety. Improvements could include signalization, a roundabout, or signage/stripping.	
Status: Planning	Length: NA
Project Scale: Medium	Roadway or Intersection: Intersection
Functional Classification: Minor Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 10,700	(est. 2012, avg. for major street)
Daily Truck Traffic: 210	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The intersection is an all-way stop control intersection. The volumes are not balanced and some movements therefore have higher delay values. The volumes are also near and possibly above the threshold for signal warrants. A roundabout could also work at this location.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.2	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes						location will be improved in a manner that benefits large vehicles
Improves Load Rating	No						
Truck Usage	105	30	6.9	0.7	MoDOT formula		
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0		trucks will benefit from the improved geometry and/or traffic control

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 10.0	of 10
Local/Regional Land Use Plans		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes						160 roadway improvements mentioned in Forsyth Strategic Plan
Consistent with Regional Plans	Yes						160 roadway improvements mentioned in SMOG regional plan
Connectivity	Yes	30	30.0	3.0			160 connects Forsyth to 176 (Merriam Woods/Rockaway Beach)
Scenic and Visual	Yes	20	20.0	2.0			possible conversion to roundabout; location of county seat
Local Quality of Communities Factors		100%	20	20.0	2.0		Critical intersection; 160 is important corridor through Forsyth

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5		Modest project, few stormwater issues expected
Consistent with Environmental Goals		Yes	30	30.0	1.5		Modest project, no mitigation expected
Avoids Historical Impacts		Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors		75%	20	15.0	0.8		Assume nearby floodplains & wetlands has no bearing on project

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.0	of 5
Eliminate Bike/Ped Barriers (ADA)		40%	25	10.0	0.5		
Project provides bike connections	No						consider adding bike lane or multi-use facility
Project provides pedestrian connections	Yes						assumed ped provisions are part of project
Project brings existing facilities up to ADA Regulations	No						use if first two do not apply
Project provides some bike/pedestrian facilities	No						use if first two do not apply
Transit	No	25	0.0	0.0			No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors		100%	50	50.0	2.5		project would benefit pedestrians crossing at the intersection

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 11.2	of 30
Crashes (Major Road or Intersection)	PDO	2					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	10448					
	Safety Index	0.26	50	9.7	2.9		
Crash Rate		26.22					Crash data 2009-2011
Accident Index		0.40					
Severity Index		1.83					
Safety Concern		Yes	5	5.0	1.5		Concern raised by local leaders
Safety Enhancements		Yes	5	5.0	1.5		Intersection and traffic control improvements
Emergency Response		No	5	0.0	0.0		
Local Safety Factors		50%	35	17.5	5.3		crash rate not significant relative to other projects

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.7	of 10
Level of Service		F	25	25.0	2.5		westbound movements LOS for stop control (Synchro)
Functional Classification1	Minor Arterial	40%	25	10.0	1.0		conservative assumption
Daily Usage	5350	25	7.2	0.7			(Modified MoDOT formula)
Local Congestion Relief Factors		100%	25	25.0	2.5		moderate to high traffic, key location

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.4	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0		
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0		LOS E and even F condition during peak times
Functional Classification2	Minor Arterial	40%	10	4.0	0.8		
Daily Vehicle Usage	5350	10	2.9	0.6			(Modified MoDOT formula)
Local Taking Care of the System Factors		100%	40	40.0	8.0		Important local intersection

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 10.0	of 10
Strategic Regional Economic Corridor		Yes	30	30.0	3.0		US-160
Support Regional Economic Opportunities		Yes	20	20.0	2.0		supports continued development and activity in Forsyth
Level of Economic Distress		100%	20	20.0	2.0		
Poverty (Block Group)	13.0%						2006-2010 ACS block group data - Comb. 3 block groups
Unemployment (tract)	12.0%						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

Proj. #: 2-5	Project Name: J-Hwy at Trigger Creek
Project Type: <b>Connectivity</b>	Total Score <b>41.0</b> 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 roadway.	
Status: <b>Planning</b>	Length: 0.1 miles
Project Scale: <b>Medium</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Collector</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>700</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>14</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5			
Widens Road		No						
Improves Geometry		Yes						improve alignment (low water area)
Improves Load Rating		No						
Truck Usage		7	30	1.8	0.2	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	benefits truck traffic, but not major truck focused improvement		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.5	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0			
Consistent with Local Plans		No				not known to be on any applicable local plan		
Consistent with Regional Plans		No				not mentioned in SMOG regional plan		
Connectivity		Yes	30	30.0	3.0	Kirbyville, Mincey		
Scenic and Visual		No	20	0.0	0.0	no scenic benefits		
Local Quality of Communities Factors		75%	20	15.0	1.5	links community together, especially in serious weather cond.		

Environmental Protection		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 be mitigatable		
Consistent with Environmental Goals		Yes	30	30.0	1.5	stream/floodplain crossing, but impacts should be mitigated		
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts		
Local Environmental Protection Factors		50%	20	10.0	0.5	environmental issues may require mitigation		

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		
Project brings existing facilities up to ADA Regulations		No	use if first two do not apply			assumes no sidewalks or bike lanes		
Project provides some bike/pedestrian facilities		No	use if first two do not apply			assumes no sidewalks, bike lanes, or widened shoulders		
Transit		No	25	0.0	0.0	no effect on Branson Shuttle or Jefferson Lines		
Local Access to Opportunity Factors		25%	50	12.5	0.6	minimal pedestrian/bicycle benefits		

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30
Crashes (Major Road or Intersection)	PDO	0						
	Injury	0						
	Fatal	0						
	Years	3						
	Avg AADT	700						
	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula)		
Crash Rate		0.00				Crash data 2009-2011		
Accident Index		0.00						
Severity Index		0.00						
Safety Concern		Yes	5	5.0	1.5	concern raised by local leaders		
Safety Enhancements		Yes	5	5.0	1.5	reduced flooding		
Emergency Response		Yes	5	5.0	1.5	Could improve response times		
Local Safety Factors		50%	35	17.5	5.3	project offers a number of safety benefits to the local community		

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

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.6	of 20
Roadway or Bridge Conditions		Fair	20	10.0	2.0	roadway and culvert appear to be in fair condition		
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0	road impassable during high water events		
Functional Classification2		Collector	30%	10	3.0	0.6		
Daily Vehicle Usage		350	10	0.0	0.0	(Modified MoDOT formula)		
Local Taking Care of the System Factors		100%	40	40.0	8.0	important to maintain all weather access		

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)		7%				2006-2010 ACS tract data - 1 tract		
Local Economic Competitiveness Factors		25%	30	7.5	0.8	minimal commerce on roadway		

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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.0	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
Widens Road	Yes					additional turn lanes	
Improves Geometry	Yes					additional lanes	
Improves Load Rating	No						
<b>Truck Usage</b>	205	30	9.6	1.0	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	50%	40	20.0	2.0	Hwy 76 is an important arterial		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.5	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0		
Consistent with Local Plans	No					no applicable local plans	
Consistent with Regional Plans	No					not mentioned in SMCOG regional plan	
<b>Connectivity</b>	Yes	30	30.0	3.0	Connects western and eastern Taney County		
<b>Scenic and Visual</b>	No	20	0.0	0.0	Intersection improvements, no scenic benefits		
<b>Local Quality of Communities Factors</b>	75%	20	15.0	1.5	Minimal criteria met; Hwy 76 is an important facility in Taney Co		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	1.5	Moderate project, few stormwater issues expected	
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	1.5	Moderate project, no mitigation expected	
<b>Avoids Historical Impacts</b>		Yes	20	20.0	1.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	75%	20	15.0	0.8	Moderate project, few issues expected		

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.3	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	No	use if first two do not apply				assumes no bike/pedestrian facilities	
<b>Transit</b>	No	25	0.0	0.0	no effect on Branson Shuttle or Jefferson Lines		
<b>Local Access to Opportunity Factors</b>	50%	50	25.0	1.3	assumes widened shoulders at intersection		

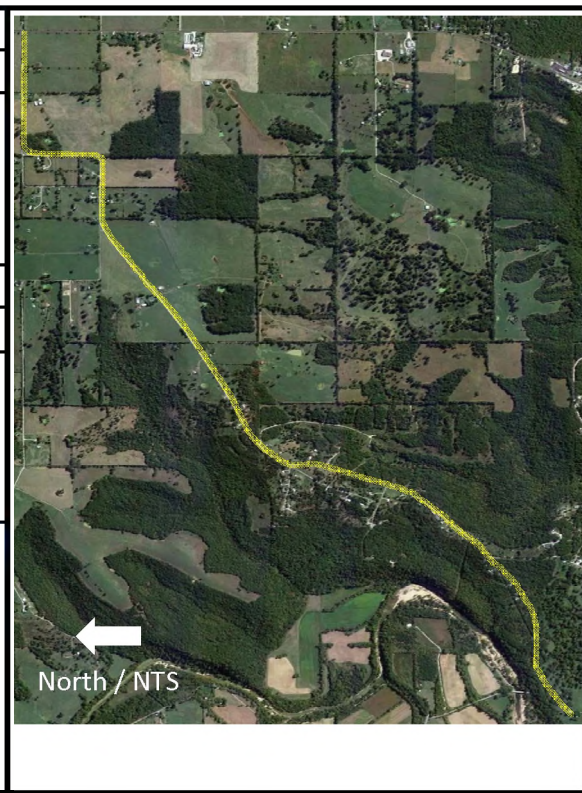
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.0	of 10
<b>Level of Service</b>		A	25	0.0	0.0	Int. LOS in PM Peak and School Dismissal Peak (Synchro)	
<b>Functional Classification1</b>	Minor Arterial	40%	25	10.0	1.0		
<b>Daily Usage</b>	3100	25	7.9	0.8	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>	50%	25	12.5	1.3	localized congestion		

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.4	of 10
<b>Strategic Regional Economic Corridor</b>		Yes	30	30.0	3.0	Hwy 76	
<b>Support Regional Economic Opportunities</b>		No	20	0.0	0.0	Not linked to any planned econ. dev. projects	
<b>Level of Economic Distress</b>		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	
<b>Local Economic Competitiveness Factors</b>	100%	30	30.0	3.0	MO-76 is an important arterial and economic link		

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 10.9	of 30			
Crashes (Major Road or Intersection)	PDO	0				Safety Index -1.00	50	0.0	0.0	(Modified MoDOT formula)
	Injury	0								
	Fatal	0				Accident Index 0.00				
	Years	3				Severity Index 0.00				
	Avg AADT	6054				Safety Concern Yes	5	5.0	1.5	Concern raised by local leaders
	<b>Safety Enhancements</b>	Yes	5	5.0	1.5	Improves intersection (traffic control and safety)				
<b>Emergency Response</b>		No	5	0.0	0.0					
<b>Local Safety Factors</b>	75%	35	26.3	7.9	crash rate not as high as some other projects					

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 8.4	of 20
<b>Roadway or Bridge Conditions</b>		Good	20	5.0	1.0	based on field observations and pictures considered good	
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0		
<b>Functional Classification2</b>	Minor Arterial	40%	10	4.0	0.8		
<b>Daily Vehicle Usage</b>	3100	10	3.2	0.6	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	75%	40	30.0	6.0			

Proj. #: 3-1	Project Name: Forsyth/Taneyville Rd (Strawberry Rd to MO-76)
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.	
Status: Planning	Length: 3.62 miles
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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.8	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	Yes					widen lanes and shoulders	
Improves Geometry	No						
Improves Load Rating	No						
Truck Usage		15	30	2.6	0.3	MoDOT formula	
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	not a major freight route	

Quality of Communities		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					not mentioned in Forsyth Strategic Plan	
Consistent with Regional Plans	No					not mentioned in SMOG regional plan	
Connectivity	Yes	30	30.0	3.0		Connects Forsyth and Taneyville	
Scenic and Visual	No	20	0.0	0.0		Roadway improvements, no scenic benefits	
Local Quality of Communities Factors		50%	20	10.0	1.0	provides alt. route btwn Forsyth & Taneyville	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Project includes drainage improvements	
Consistent with Environmental Goals		Yes	30	30.0	1.5	Little mitigation expected due to size of project	
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors		50%	20	10.0	0.5	Few issues expected; A few small wetlands (ponds) near road	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders	
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		50%	50	25.0	1.3	Assumes improved shoulders	

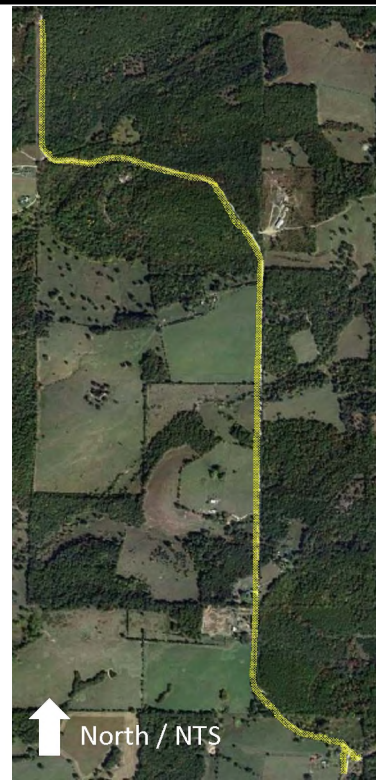
Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 13.1	of 30
Crashes (Major Road or Intersection)	PDO	1					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	1465					
Safety Index		0.43	50	16.1	4.8	(Modified MoDOT formula)	
Crash Rate		34.45				Crash data 2009-2011	
Accident Index		0.20					
Severity Index		2.25					
Safety Concern		Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements		Yes	5	5.0	1.5	Widen lanes & shoulders, improve drainage	
Emergency Response		No	5	0.0	0.0		
Local Safety Factors		50%	35	17.5	5.3	crash rate not significant relative to other projects	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.9	of 10
Level of Service		B	25	5.0	0.5	congestion not a major issue	
Functional Classification1	Local	20%	25	5.0	0.5		
Daily Usage		750	25	0.1	0.0	(Modified MoDOT formula)	
Local Congestion Relief Factors		75%	25	18.8	1.9	moderate to low volumes, time spent following possible issue	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.4	of 20
Roadway or Bridge Conditions		Fair	20	10.0	2.0	Chip and seal in fair condition	
Substandard Roadway or Bridge Feature		No	20	0.0	0.0		
Functional Classification2	Local	20%	10	2.0	0.4		
Daily Vehicle Usage		750	10	0.1	0.0	(Modified MoDOT formula)	
Local Taking Care of the System Factors		100%	40	40.0	8.0	improvements upgrade a connecting element of current system	

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	

Proj. #: 3-2	Project Name: Garrison Cutoff Road (MO-76 to County Line)
Project Type: Geometric/Safety	Total Score 36.7 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. The project may also result in moderate realignments. Garrison Cutoff Road connects Hwy 76 in northern Taney County to Hines Lane/Hwy 125 in southern Christian County.	
Status: Planning	Length: 2.18 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 200	(estimated, avg. for major street)
Daily Truck Traffic: 4	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The lanes and shoulders on this roadway are narrow, with lane widths of approximately 9 feet. Drainage is handled in swales at the roadway edge. The corridor is somewhat forested and a utility line (utility poles) run parallel to the roadway. Expanding the lanes and shoulders would improve safety and driver operations. It could also benefit pedestrians and bicyclists. The improvements may require expanding the right-of-way and/or relocating utilities to accomplish this. However, minor improvements may be possible without a major right-of-way expansion.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.6	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5			
	Widens Road	Yes				widen lanes and shoulders		
	Improves Geometry	No						
	Improves Load Rating	No						
	Truck Usage	2	30	0.9	0.1	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	not a major truck route		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0			
	Consistent with Local Plans	No				no applicable local plan		
	Consistent with Regional Plans	No				not mentioned in SMOG regional plan		
	Connectivity	Yes	30	30.0	3.0	Connectivity important to local rural residents		
	Scenic and Visual	No	20	0.0	0.0	Roadway improvements, no scenic benefits		
Local Quality of Communities Factors		25%	20	5.0	0.5	beneficial to residents		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Project includes drainage improvements		
Consistent with Environmental Goals		Yes	30	30.0	1.5	limited mitigation expected		
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts		
Local Environmental Protection Factors		75%	20	15.0	0.8	Few issues expected		

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		
	Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			assumes no sidewalks or bike lanes		
	Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			assumes improved shoulders		
	Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines		
Local Access to Opportunity Factors		25%	50	12.5	0.6	Very rural; local access is limited even with improvements		

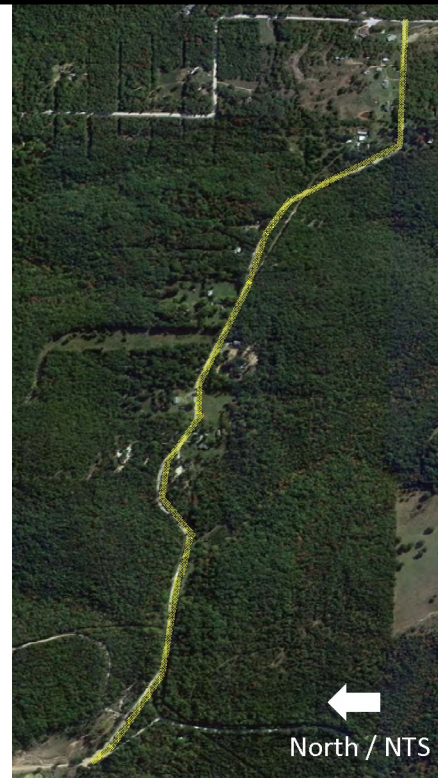
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.8	of 10
Level of Service		A	25	0.0	0.0	congestion not a major issue		
Functional Classification1	Local	20%	25	5.0	0.5			
Daily Usage		100	25	0.0	0.0	(Modified MoDOT formula)		
Local Congestion Relief Factors		50%	25	12.5	1.3	moderate to low volumes, time spent following possible issue		

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)	12.0%				2006-2010 ACS tract data - 1 tract		
Local Economic Competitiveness Factors		25%	30	7.5	0.8	removed from most economic dev activity		

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	7.1	of 30			
Crashes (Major Road or Intersection)	PDO	0				Safety Index	0.00	50	0.0	0.0	(Modified MoDOT formula)
	Injury	0				Crash Rate	0.00				Crash data 2009-2011
	Fatal	0				Accident Index	0.00				
	Years	3				Severity Index	0.00				
	Avg AADT	200				Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders
	Safety Enhancements		Yes	5	5.0	1.5	Widen lanes & shoulders, improve drainage				
Emergency Response		Yes	5	5.0	1.5	Could slightly improve rural emergency response times					
Local Safety Factors		25%	35	8.8	2.6	no reported crashes from 2007-2011					

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	13.4	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0	road in fair to good condition		
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0	Narrow lane widths; no shoulders		
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage		100	10	0.0	0.0	(Modified MoDOT formula)		
Local Taking Care of the System Factors		100%	40	40.0	8.0	Important local connection		

Proj. #: 3-3	Project Name: Brace Hill Rd (Slough Hollow Rd to M Hwy)
Project Type: Geometric/Safety	Total Score 47.0 out of 100
Project Description: Widen lanes and/or add shoulders, repave roadway, possibly expand right-of-way.	
Status: Completed	2016 Length: 1.38 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 200	(estimated, avg. for major street)
Daily Truck Traffic: 4	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: This roadway has narrow lanes and shoulders. The lanes are approximately 10 feet wide and there are essentially no shoulders. There is also a limited clear zone along most of the length of the roadway. The posted speed limit is 25 mph. Drainage is handled in ditches at the roadway edge. While it has a low estimated volume, it would benefit from a design that better met current standards.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.6	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5			
Widens Road	Yes					widen lanes and shoulders		
Improves Geometry	No							
Improves Load Rating	No							
Truck Usage	2	30	0.9	0.1	MoDOT formula			
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	not a major truck route		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0			
Consistent with Local Plans	No					no applicable local plan		
Consistent with Regional Plans	No					not mentioned in SMCOG regional plan		
Connectivity	Yes	30	30.0	3.0	Important local connector			
Scenic and Visual	No	20	0.0	0.0	Roadway improvements, no scenic benefits			
Local Quality of Communities Factors		25%	20	5.0	0.5	valuable to local residents		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Few stormwater issues expected		
Consistent with Environmental Goals		Yes	30	30.0	1.5	No mitigation expected due to size of project		
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts		
Local Environmental Protection Factors		50%	20	10.0	0.5	Few issues expected; A few small wetlands (ponds) near road		

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 first two do not apply				assumes no sidewalks or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders		
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
Local Access to Opportunity Factors		50%	50	25.0	1.3	Assumes improved shoulders for ped/bike use		

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	19.0	of 30
Crashes (Major Road or Intersection)	PDO	1						
	Injury	0						
	Fatal	0						
	Years	3						
	Avg AADT	200						
	Safety Index	0.36	50	13.4	4.0	(Modified MoDOT formula)		
Crash Rate		330.88				Crash data 2009-2011		
Accident Index		1.89						
Severity Index		1.00						
Safety Concern		Yes	5	5.0	1.5	Concern raised by local leaders		
Safety Enhancements		Yes	5	5.0	1.5	Widen roadway and possibly add shoulders		
Emergency Response		Yes	5	5.0	1.5	Could slightly improve local emergency response times; alt route		
Local Safety Factors		100%	35	35.0	10.5	one reported crash from 2007-2011		

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.8	of 10
Level of Service		A	25	0.0	0.0	congestion not a major issue		
Functional Classification1	Local	20%	25	5.0	0.5			
Daily Usage	100	25	0.0	0.0	(Modified MoDOT formula)			
Local Congestion Relief Factors		50%	25	12.5	1.3	moderate to low volumes, time spent following possible issues		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	11.4	of 20
Roadway or Bridge Conditions		Poor	20	15.0	3.0	roadway condition poor based on pictures and observations		
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0	narrow lanes		
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage	100	10	0.0	0.0	(Modified MoDOT formula)			
Local Taking Care of the System Factors		50%	40	20.0	4.0	improvements beneficial to existing system		

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)	21.0%					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		



Proj. #: 3-4	Project Name: Hulls Ford Rd (MO-76 to End of Road)
Project Type: Traffic Calming	Total Score: 54.8 out of 100
<b>Project Description:</b> Traffic control and/or traffic calming improvements to limit vehicular speeds and promote safe use of the roadway by all users (peds, bikes, autos, trucks). This could take the form of signage or even more aggressive traffic calming measures such as chicanes, speed humps, or rumble strips. Of course maintenance and proper use should be considered before any of these options are implemented.	
Status: Planning	Length: 3.81 miles
Project Scale: Small	Roadway or Intersection: Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 500	(estimated, avg. for major street)
Daily Truck Traffic: 10	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
<b>Project Discussion:</b> This project is intended to improve both the vehicular and pedestrian safety on Hulls Ford Road. For reference, the lanes are 9 feet wide, there is essentially no shoulder and drainage is handled in swales at the roadside edge. While the ADT is estimated at 500 vehicles per day, there have been five crashes on the road in the last 3 years. Additionally, this road is used by residents to reach a popular swimming hole. It is expected that low cost measures should be possible to better restrain traffic speeds on this roadway and promote safe travel for all users.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.2	of 10
<b>Large Vehicle Friendly Facilities</b>		No	30	0.0	0.0		
	Widens Road	No					
	Improves Geometry	No					
	Improves Load Rating	No					
	<b>Truck Usage</b>	5	30	1.5	0.2	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>		0%	40	0.0	0.0	not a major truck route	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0		
	Consistent with Local Plans	No				no applicable local plan	
	Consistent with Regional Plans	No				not mentioned in SMCOG regional plan	
	<b>Connectivity</b>	No	30	0.0	0.0		
	<b>Scenic and Visual</b>	Yes	20	20.0	2.0	promotes safe travel to/from swimming hole	
<b>Local Quality of Communities Factors</b>		100%	20	20.0	2.0	very important to local residents - safety	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
	<b>Consistent with Stormwater Goals</b>	Yes	30	30.0	1.5	Modest project, few stormwater issues expected	
	<b>Consistent with Environmental Goals</b>	Yes	30	30.0	1.5	Signage is very unlikely to cause impacts	
	<b>Avoids Historical Impacts</b>	Yes	20	20.0	1.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>		50%	20	10.0	0.5	Road crosses floodplain & wetland; but impacts not expected	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
	<b>Eliminate Bike/Ped Barriers (ADA)</b>	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 first two do not apply			assumes no sidewalks or bike lanes	
	Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			project designed to increase pedestrian safety	
	<b>Transit</b>	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>		100%	50	50.0	2.5	Traffic controls intended to make facility more ped friendly	

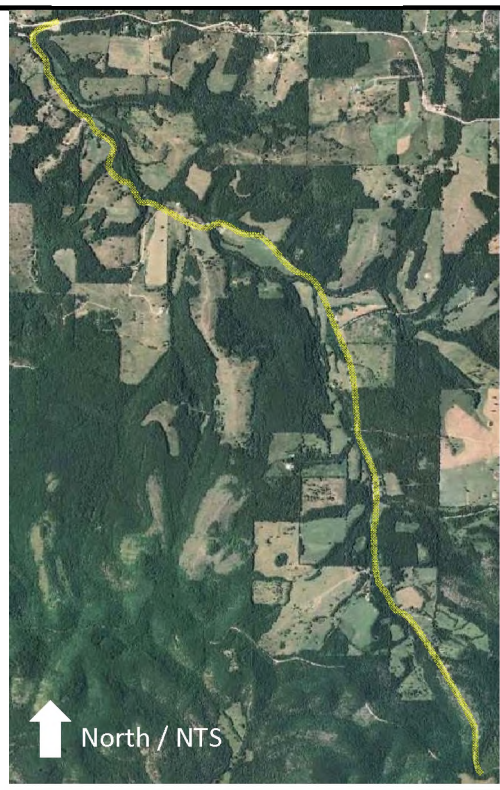
Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 28.5	of 30
Crashes (Major Road or Intersection)	PDO	1					
	Injury	4					
	Fatal	0					
	Years	3					
	Avg AADT	500					
	<b>Safety Index</b>	1.35	50	50.0	15.0	(Modified MoDOT formula)	
	Crash Rate	239.70				Crash data 2009-2011	
	Accident Index	1.37					
	Severity Index	3.00					
	<b>Safety Concern</b>	Yes	5	5.0	1.5	Concern raised by local leaders	
	<b>Safety Enhancements</b>	Yes	5	5.0	1.5	Speed slowing mechanisms (i.e. signs)	
	<b>Emergency Response</b>	No	5	0.0	0.0		
<b>Local Safety Factors</b>		100%	35	35.0	10.5	four reported crashes, including 4 injuries	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.8	of 10
	<b>Level of Service</b>	A	25	0.0	0.0	congestion not a major issue	
	<b>Functional Classification1</b>	Local	20%	25	5.0	0.5	
	<b>Daily Usage</b>	250	25	0.1	0.0	(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>		50%	25	12.5	1.3	moderate to low volumes, time spent following possible issue	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.4	of 20
	<b>Roadway or Bridge Conditions</b>	Fair	20	10.0	2.0	chip and seal - fair condition - some gravel	
	<b>Substandard Roadway or Bridge Feature</b>	Yes	20	20.0	4.0	unsafe pedestrian travel conditions	
	<b>Functional Classification2</b>	Local	20%	10	2.0	0.4	
	<b>Daily Vehicle Usage</b>	250	10	0.0	0.0	(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>		50%	40	20.0	4.0	improvements beneficial to existing system	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.8	of 10
	<b>Strategic Regional Economic Corridor</b>	No	30	0.0	0.0		
	<b>Support Regional Economic Opportunities</b>	No	20	0.0	0.0	Not linked to any planned econ. dev. projects	
	<b>Level of Economic Distress</b>	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	
<b>Local Economic Competitiveness Factors</b>		25%	30	7.5	0.8	Not linked to any planned econ. dev. projects	

Proj. #: 3-5	Project Name: Caney Creek Rd (W Hwy to Skyline Dr)
Project Type: Traffic Safety	Total Score: 33.7 out of 100
Project Description: Widen lanes and shoulders and potentially straighten horizontal curves.	
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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.1	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0			
Widens Road	Yes					widen lanes and shoulders		
Improves Geometry	Yes					straightening curves		
Improves Load Rating	No							
<b>Truck Usage</b>	1	30	0.7	0.1	MoDOT formula			
<b>Local Efficient Movement of Freight Factors</b>	25%	40	10.0	1.0	not a major truck route			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0			
Consistent with Local Plans	No					no applicable local plan		
Consistent with Regional Plans	No					not mentioned in SMOG regional plan		
<b>Connectivity</b>	Yes	30	30.0	3.0	Only N-S connector in a large rural area			
<b>Scenic and Visual</b>	No	20	0.0	0.0	Roadway improvements, no scenic benefits			
<b>Local Quality of Communities Factors</b>	25%	20	5.0	0.5	valuable to local residents			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.3	of 5
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	1.5	Few stormwater issues expected		
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	1.5	Proximity to floodplains & wetlands may be an issue		
<b>Avoids Historical Impacts</b>		Yes	20	20.0	1.0	No known historical impacts		
<b>Local Environmental Protection Factors</b>	25%	20	5.0	0.3	Roadway travels in/along floodplain area; small wetlands (ponds)			

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.9	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		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 first two do not apply				assumes no sidewalks or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders		
<b>Transit</b>	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
<b>Local Access to Opportunity Factors</b>	25%	50	12.5	0.6	Very rural; local access is limited even with improvements			

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.1	of 10
<b>Level of Service</b>		A	25	0.0	0.0	congestion not a major issue		
<b>Functional Classification1</b>	Local	20%	25	5.0	0.5			
<b>Daily Usage</b>	50	25	0.0	0.0	(Modified MoDOT formula)			
<b>Local Congestion Relief Factors</b>	25%	25	6.3	0.6	low volumes			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.8	of 10
<b>Strategic Regional Economic Corridor</b>		No	30	0.0	0.0			
<b>Support Regional Economic Opportunities</b>		No	20	0.0	0.0	Not linked to any planned econ. dev. projects		
<b>Level of Economic Distress</b>		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		
<b>Local Economic Competitiveness Factors</b>	25%	30	7.5	0.8	Not linked to any planned econ. dev. projects			

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30			
Crashes (Major Road or Intersection)	PDO	1				<b>Safety Index</b> 0.00	50	0.0	0.0	(Modified MoDOT formula)	
	Injury	0				Crash Rate	167.26			Crash data 2009-2011	
	Fatal	0				Accident Index	0.96				
	Years	3				Severity Index	1.00				
	Avg AADT	100				<b>Safety Concern</b>	Yes	5	5.0	1.5	Concern raised by local leaders
	<b>Safety Enhancements</b>		Yes	5	5.0	1.5	Widen lanes & shoulders, straighten curves				
<b>Emergency Response</b>		Yes	5	5.0	1.5	Could slightly improve rural response times					
<b>Local Safety Factors</b>		50%	35	17.5	5.3	one reported crash from 2007-2011					

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	7.4	of 20
<b>Roadway or Bridge Conditions</b>		Poor	20	15.0	3.0	Roadway in worse condition than bridge		
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0			
<b>Functional Classification2</b>	Local	20%	10	2.0	0.4			
<b>Daily Vehicle Usage</b>		50	10	0.0	0.0	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>		50%	40	20.0	4.0	improvements beneficial to existing system		

Proj. #: 3-6	Project Name: Hwy 76 & US-160
Project Type: Traffic Safety	Total Score 62.2 out of 100
Project Description: Improve intersection to address traffic control, delay, and safety. Improvements could include signalization, a roundabout, or signage/stripping.	
Status: Construction	2018 Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
Functional Classification: Minor Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 8,000	(est. 2012, avg. for major street)
Daily Truck Traffic: 640	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The intersection is a three-way stop control intersection. The volumes are not balanced and some movements therefore have higher delay values. The volumes are also near and possibly above the threshold for signal warrants. A roundabout could also work at this location.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.7	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	No					
Improves Geometry	Yes					location will be improved in a manner that benefits large vehicles
Improves Load Rating	No					
Truck Usage	320	30	12.0	1.2		MoDOT formula
Local Efficient Movement of Freight Factors	75%	40	30.0	3.0		trucks will benefit from the improved geometry and/or traffic control

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 10.0	of 10
Local/Regional Land Use Plans	Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					160 roadway improvements mentioned in Forsyth Strategic Plan
Consistent with Regional Plans	Yes					160 roadway improvements mentioned in SMOG regional plan
Connectivity	Yes	30	30.0	3.0		160 connects Forsyth to 76 (Kirbyville)
Scenic and Visual	Yes	20	20.0	2.0		possible conversion to roundabout; location of county seat
Local Quality of Communities Factors	100%	20	20.0	2.0		Critical intersection; 160 is important corridor through Forsyth

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.0	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Small increase in stormwater - could be mitigated
Consistent with Environmental Goals	No	30	0.0	0.0		May have fill in Corps of Engineer's Floodplain
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors	50%	20	10.0	0.5		Corps of Engineer's floodplain impacts

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					
Project provides pedestrian connections	Yes					assumed ped provisions are part of project
Project brings existing facilities up to ADA Regulations	No					use if first two do not apply
Project provides some bike/pedestrian facilities	No					use if first two do not apply
Transit	No	25	0.0	0.0		
Local Access to Opportunity Factors	50%	50	25.0	1.3		project could benefit peds crossing at the intersection

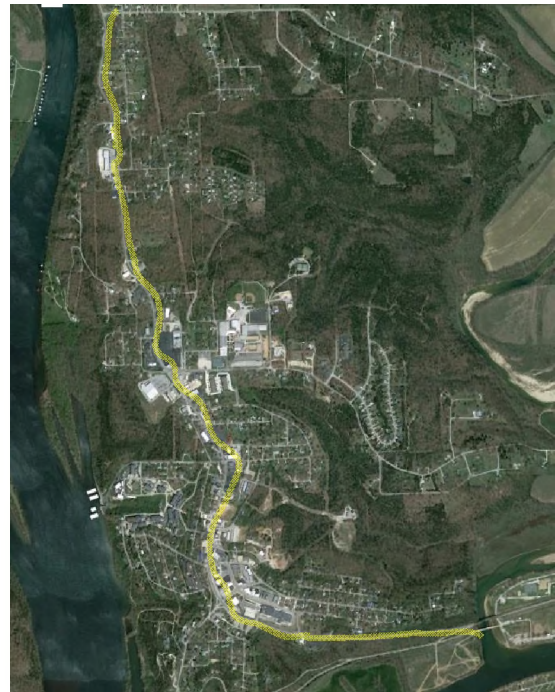
Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 16.5	of 30
Crashes (Major Road or Intersection)	PDO	10				
	Injury	3				
	Fatal	0				
	Years	3				
	Avg AADT	7811				
	Safety Index	0.87	50	32.6	9.8	
Crash Rate	151.98					Crash data 2009-2011
Accident Index	2.31					
Severity Index	1.58					
Safety Concern	No	5	0.0	0.0		
Safety Enhancements	Yes	5	5.0	1.5		Intersection and traffic control improvements
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	50%	35	17.5	5.3		Safety is an issue, most crashes are rear-end crashes

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.4	of 10
Level of Service	D	25	15.0	1.5		Lowest movement LOS for stop control (Synchro)
Functional Classification1	Minor Arterial	40%	25	10.0	1.0	conservative assumption
Daily Usage	4000	25	4.0	0.4		(Modified MoDOT formula)
Local Congestion Relief Factors	100%	25	25.0	2.5		moderate to high traffic, key location

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.1	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0		
Substandard Roadway or Bridge Feature	No	20	0.0	0.0		
Functional Classification2	Minor Arterial	40%	10	4.0	0.8	
Daily Vehicle Usage	4000	10	1.6	0.3		(Modified MoDOT formula)
Local Taking Care of the System Factors	100%	40	40.0	8.0		Important local intersection

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 9.7	of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0		US-160 and Hwy 76
Support Regional Economic Opportunities	Yes	20	20.0	2.0		supports continued development and activity in Forsyth
Level of Economic Distress	85%	20	17.0	1.7		
Poverty (Block Group)	16.0%					2006-2010 ACS block group data - Comb. 4 block groups
Unemployment (tract)	8.0%					2006-2010 ACS tract data - Comb. 3 tracts
Local Economic Competitiveness Factors	100%	30	30.0	3.0		US-160 and Hwy 76 are important corridors

Proj. #: 3-7	Project Name: US-160 Widening through Forsyth
Project Type: Capacity	Total Score: 73.4 out of 100
<b>Project Description:</b> 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)	
<b>Project Discussion:</b> 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
Widens Road	Yes					roadway widening project	
Improves Geometry	Yes					adds turn lanes	
Improves Load Rating	No						
<b>Truck Usage</b>	237.5	30	10.3	1.0	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	75%	40	30.0	3.0		Should benefit truck traffic; important connector in Taney County	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.5	of 10
<b>Local/Regional Land Use Plans</b>		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					mentioned in Forsyth strategic plan	
Consistent with Regional Plans	Yes					mentioned in SMOG regional plan	
<b>Connectivity</b>	Yes	30	30.0	3.0		important Forsyth through route	
<b>Scenic and Visual</b>	No	20	0.0	0.0		limited scenic benefits	
<b>Local Quality of Communities Factors</b>	75%	20	15.0	1.5		important improvement in the heart of Forsyth	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 13.5	of 15
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	4.5	Assume excess runoff mitigated	
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	4.5	Unmitigated environmental impacts are not expected	
<b>Avoids Historical Impacts</b>		Yes	20	20.0	3.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	50%	20	10.0	1.5		No known environmental impacts, historical impacts possible	

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

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 15.4	of 20
Crashes (Major Road or Intersection)	PDO	69					
	Injury	23					
	Fatal	0					
	Years	3					
	Avg AADT	9276					
	<b>Safety Index</b>	0.71	50	26.8	5.4	(Modified MoDOT formula)	
<b>Crash Rate</b>	323.48					Crash data 2009-2011	
<b>Accident Index</b>	1.85						
<b>Severity Index</b>	1.63						
<b>Safety Concern</b>	Yes	5	5.0	1.0		Concern raised by local leaders	
<b>Safety Enhancements</b>	Yes	5	5.0	1.0		Will result in widened road and other improvements	
<b>Emergency Response</b>	Yes	5	5.0	1.0		will improve response time, fire dept. on north side of project	
<b>Local Safety Factors</b>	100%	35	35.0	7.0		High number of crashes confirms local safety concern	

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

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.5	of 5
<b>Roadway or Bridge Conditions</b>		Good	20	5.0	0.3	Both the Roadway and Bridges are in good condition	
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0		
<b>Functional Classification2</b>	Minor Arterial	40%	10	4.0	0.2		
<b>Daily Vehicle Usage</b>	4750	10	1.6	0.1	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	100%	40	40.0	2.0		improving roadway operations benefits existing system	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 17.2	of 20
<b>Strategic Regional Economic Corridor</b>		Yes	20	20.0	4.0	US 160	
<b>Support Regional Economic Opportunities</b>		Yes	30	30.0	6.0	supports continued development and activity in Forsyth	
<b>Level of Economic Distress</b>		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	
<b>Local Economic Competitiveness Factors</b>	100%	30	30.0	6.0		US 160 is an important economic corridor	

Proj. #: 3-8	Project Name: Hulls Ford Bridge
Project Type: Quality of Commu	Total Score 45.8 out of 100
Project Description: Construct an all-weather river crossing (bridge) as well as all weather approach roadways.	
Status: Planning	Length: 0.1 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 200	(estimated, avg. for major street)
Daily Truck Traffic: 2	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Currently this is a low water crossing only. It also is only one lane wide. It has very modest traffic. A full bridge with approach ramps would be required to stay clear of the stream and floodwaters. The existing crossing is in poor condition.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	0.1	of 10
Large Vehicle Friendly Facilities	No	30	0.0	0.0				
Widens Road	No							
Improves Geometry	No							
Improves Load Rating	No							
Truck Usage	1	30	0.7	0.1	MoDOT formula			
Local Efficient Movement of Freight Factors	0%	40	0.0	0.0	not a major truck route			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.5	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	No				not mentioned in SMOG regional plan			
Connectivity	No	30	0.0	0.0				
Scenic and Visual	Yes	20	20.0	2.0	Popular swimming and fishing location			
Local Quality of Communities Factors	25%	20	5.0	0.5	beneficial to local area residents			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	Assume new runoff mitigated (new stormwater detention facilities)			
Consistent with Environmental Goals	No	30	0.0	0.0	Floodplains and wetland in project area			
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
Local Environmental Protection Factors	25%	20	5.0	0.3	Possible impacts - bridge crosses floodplains and wetland area			

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 first two do not apply			assumes no sidewalks or bike lanes			
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			all weather crossing, assumes shoulders			
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
Local Access to Opportunity Factors	50%	50	25.0	1.3	No existing connection; assumes shoulders			

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	19.1	of 30
Crashes (Major Road or Intersection)	PDO	0						
	Injury	1						
	Fatal	0						
	Years	3						
	Avg AADT	200						
	Safety Index	11.54	50	50.0	15.0	(Modified MoDOT formula)		
Crash Rate	4566.21				Crash data 2009-2011			
Accident Index	26.09							
Severity Index	3.50							
Safety Concern	No	5	0.0	0.0	not main reason for project			
Safety Enhancements	Yes	5	5.0	1.5	New two-lane high-water bridge			
Emergency Response	No	5	0.0	0.0				
Local Safety Factors	25%	35	8.8	2.6	project driven by factors other than safety			

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.0	of 10
Level of Service	A	25	0.0	0.0	capacity is not a major issue			
Functional Classification1	Local	20%	25	5.0	0.5			
Daily Usage	100	25	0.0	0.0	(Modified MoDOT formula)			
Local Congestion Relief Factors	100%	25	25.0	2.5	closure causes non-recurring delay to bridge users			

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	13.4	of 20
Roadway or Bridge Conditions	Poor	20	15.0	3.0	concrete deteriorating			
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	narrow and low water crossing			
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage	100	10	0.0	0.0	(Modified MoDOT formula)			
Local Taking Care of the System Factors	75%	40	30.0	6.0	improvement beneficial to existing local transportation system			

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	very little traffic on the bridge			
Level of Economic Distress	100%	20	20.0	2.0				
Poverty (Block Group)	15%				2006-2010 ACS block group data - 1 block group			
Unemployment (tract)	11%				2006-2010 ACS tract data - 1 tract			
Local Economic Competitiveness Factors	50%	30	15.0	1.5	development in the area not likely			

Proj. #: 4-1	Project Name: F Hwy and US-160 Intersection
Project Type: Traffic Safety	Total Score 73.6 out of 100
Project Description: Improve intersection alignment and traffic control. Re-align the through movement to connect US-160 in the southeast with F Highway in the east. Convert US-160 southbound (north leg) to stop control. Ensure adequate sight distance and relocate driveways as needed. A roundabout could be considered. This could reduce speeds, while limiting vehicle stops. It could also possibly reduce sight distance	
Status: Completed	2016 Length: NA
Project Scale: Small	Roadway or Intersection Intersection
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: 2010 ADTs on US-160 are 10,500 to the south and 2,700 to the north. 2010 ADT on Hwy F is 8,500. The locations of the heavy volumes highlight the need to adjust the through movement and/or install a roundabout. Truck traffic was estimated at 5% based on a truck count on Hwy F west of the intersection. The crash data indicted numerous rear-end crashes on Route F. This is the only east-west connection within Taney County between the communities north of the river and US-65. Nearly all east-west traffic between these areas passes through this intersection. The traffic volumes appear to meet signal warrants, but a detailed study is in order.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.6	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5			
Widens Road	No						
Improves Geometry	Yes					improves turns for trucks and other large vehicles	
Improves Load Rating	No						
Truck Usage	265	30	10.9	1.1	MoDOT formula		
Local Efficient Movement of Freight Factors	75%	40	30.0	3.0	important corridor		

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.0	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					SMCOG regional plan	
Connectivity	Yes	30	30.0	3.0		Connects communities north of river with Branson area	
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits	
Local Quality of Communities Factors	100%	20	20.0	2.0		Critical connection location within the County	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Modest project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5		Modest project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts	
Local Environmental Protection Factors	75%	20	15.0	0.8		Modest project, few issues expected	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders at intersection	
Transit	No	25	0.0	0.0		no effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	50%	50	25.0	1.3		assumes improved shoulders at intersection	

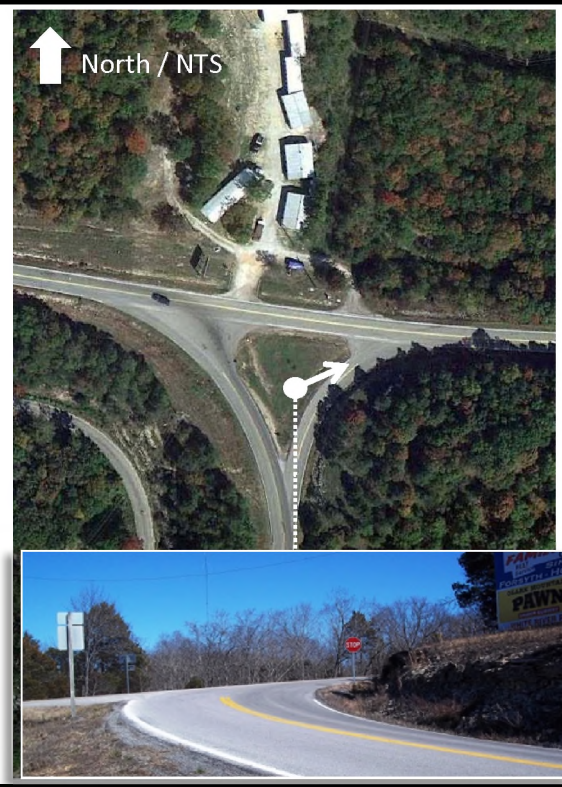
Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 28.5	of 30
Crashes (Major Road or Intersection)	PDO	26					
	Injury	10					
	Fatal	0					
	Years	3					
	Avg AADT	10252					
	Safety Index	1.96	50	50.0	15.0		(Modified MoDOT formula)
Crash Rate	320.67					Crash data 2009-2011	
Accident Index	4.87						
Severity Index	1.69						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in widened shoulders	
Emergency Response	No	5	0.0	0.0			
Local Safety Factors	100%	35	35.0	10.5		High crash rate confirms local concerns, many rear-end crashes on the west leg	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.7	of 10
Level of Service	D	25	15.0	1.5		eastbound left turn LOS for stop control	
Functional Classification1	Minor Arterial	40%	25	10.0	1.0		
Daily Usage	5250	25	22.8	2.3		(Modified MoDOT formula)	
Local Congestion Relief Factors	75%	25	18.8	1.9		moderate to high traffic, key location	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.6	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0		roadway in fair condition based on observations	
Substandard Roadway or Bridge Feature	No	20	0.0	0.0			
Functional Classification2	Minor Arterial	40%	10	4.0	0.8		
Daily Vehicle Usage	5250	10	9.1	1.8		(Modified MoDOT formula)	
Local Taking Care of the System Factors	75%	40	30.0	6.0		important intersection to maintain in good operation	

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	

Proj. #: 4-2	Project Name: MO-176 and US-160 Rockaway Turnoff Int.
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 sight distance should be provided (especially east and west) and driveways may need to be relocated and/or consolidated.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.6	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road		No					
Improves Geometry		Yes				realignment of intersection	
Improves Load Rating		No					
Truck Usage		265	30	10.9	1.1	MoDOT formula	
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0	US-160 is an important arterial	

Quality of Communities		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		No				not mentioned in SMOG regional plan	
Connectivity		Yes	30	30.0	3.0	Connects communities north of river with Branson area	
Scenic and Visual		No	20	0.0	0.0	Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		50%	20	10.0	1.0	Minimal criteria met; US-160 is an important facility in Taney Co	

Environmental Protection		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 stormwater issues expected	
Consistent with Environmental Goals		Yes	30	30.0	1.5	Moderate project, no mitigation expected	
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors		75%	20	15.0	0.8	Moderate project, few issues expected	

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 first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities		Yes	use if first two do not apply			widened shoulders and better ped crossing opportunities	
Transit		No	25	0.0	0.0	no effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		50%	50	25.0	1.3	assumes widened shoulders at intersection	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 15.8	of 30
Crashes (Major Road or Intersection)	PDO	3					
	Injury	3					
	Fatal	0					
	Years	3					
	Avg AADT	10252					
	Safety Index	0.67	50	25.3	7.6	(Modified MoDOT formula)	
Crash Rate		53.45				Crash data 2009-2011	
Accident Index		0.81					
Severity Index		2.25					
Safety Concern		Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements		Yes	5	5.0	1.5	Improves intersection (traffic control and safety)	
Emergency Response		No	5	0.0	0.0		
Local Safety Factors		50%	35	17.5	5.3	crash rate not as high as some other projects	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.0	of 10
Level of Service		D	25	15.0	1.5	northbound left LOS for stop control (Synchro)	
Functional Classification1		Minor Arterial	40%	25	10.0	1.0	
Daily Usage		5250	25	22.8	2.3	(Modified MoDOT formula)	
Local Congestion Relief Factors		50%	25	12.5	1.3	localized congestion	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 9.6	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0	based on field observations and pictures considered good	
Substandard Roadway or Bridge Feature		No	20	0.0	0.0		
Functional Classification2		Minor Arterial	40%	10	4.0	0.8	
Daily Vehicle Usage		5250	10	9.1	1.8	(Modified MoDOT formula)	
Local Taking Care of the System Factors		75%	40	30.0	6.0	important intersection to maintain in good operation	

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	

Proj. #: 4-3	Project Name: Rockaway Beach and US-160 Intersection
Project Type: Traffic Safety	Total Score 69.2 out of 100
Project Description: Improve safety at the intersection by modifying or upgrading the traffic control, signage, and geometry.	
Status: Planning and Design	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.6	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					intersection safety improvements	
Improves Load Rating	No						
Truck Usage	275	30	11.1	1.1	MoDOT formula		
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0	Minimal criteria met; US-160 is an important arterial	

Quality of Communities		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	No					not mentioned in SMOG regional plan	
Connectivity	Yes	30	30.0	3.0		Rockaway Beach/Merriam Woods connection to Forsyth	
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		50%	20	10.0	1.0	Minimal criteria met; US-160 is an important facility in Taney Co	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Modest project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5		Modest project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts	
Local Environmental Protection Factors		75%	20	15.0	0.8	Modest project, few issues expected	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes widened shoulders at intersection	
Transit	No	25	0.0	0.0		no effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		75%	50	37.5	1.9	widened shoulders benefit bikes/peds	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.8	of 10
Level of Service	C	25	10.0	1.0		eastbound estimated peak hour LOS	
Functional Classification1	Minor Arterial	40%	25	10.0	1.0		
Daily Usage	5500	25	25.0	2.5		(Modified MoDOT formula)	
Local Congestion Relief Factors		50%	25	12.5	1.3	moderate localized congestion	

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	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 30.0	of 30
Crashes (Major Road or Intersection)	PDO	3					
	Injury	4					
	Fatal	1					
	Years	3					
	Avg AADT	10741					
	Safety Index	1.36	50	50.0	15.0		(Modified MoDOT formula)
Crash Rate	68.02					Crash data 2009-2011	
Accident Index	1.03						
Severity Index	3.25						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in intersection improvements (traffic control and safety)	
Emergency Response	Yes	5	5.0	1.5		Improves intersection near emergency responder (ambulance)	
Local Safety Factors		100%	35	35.0	10.5	All criteria met; crash rate is noteworthy, head-on	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.8	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0		Roadway cracking	
Substandard Roadway or Bridge Feature	No	20	0.0	0.0			
Functional Classification2	Minor Arterial	40%	10	4.0	0.8		
Daily Vehicle Usage	5500	10	10.0	2.0		(Modified MoDOT formula)	
Local Taking Care of the System Factors		75%	40	30.0	6.0	Important local intersection	



Proj. #: 4-4	Project Name: US-160 and MO-248 Intersection
Project Type: Traffic Safety	Total Score 59.1 out of 100
<b>Project Description:</b> Improve traffic safety at this intersection by either reconfiguring the intersection to a more standard "T" intersection or constructing a roundabout. Consideration should be given to which movements are the major through movements. Also sight distance is somewhat limited for vehicles turning left onto MO-248 northbound. This sight-distance issue may need to be addressed.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 2,700	(est. 2012, avg. for major street)
Daily Truck Traffic: 220	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
<b>Project Discussion:</b> There is a fire house just west of the intersection on the north side of MO-160. 2010 MoDOT traffic counts on all three legs. Truck count on the east leg. Based on relatively recent MoDOT peak hour traffic counts it does not appear that the MUTCD intersection meets the peak hour signal warrants.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.2	of 10
<b>Large Vehicle Friendly Facilities</b>		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					improves turns for trucks and other large vehicles	
Improves Load Rating	No						
<b>Truck Usage</b>		110	30	7.0	0.7	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>	<b>75%</b>	40	30.0	3.0		fire house nearby, US-160 is an important arterial	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
<b>Local/Regional Land Use Plans</b>		Yes	30	30.0	3.0		
Consistent with Local Plans	No					no applicable local plans	
Consistent with Regional Plans	Yes					US 160 mentioned in SEMCOG regional plan	
<b>Connectivity</b>	<b>Yes</b>	30	30.0	3.0		List communities	
<b>Scenic and Visual</b>	<b>No</b>	20	0.0	0.0		Intersection improvements, no scenic benefits	
<b>Local Quality of Communities Factors</b>	<b>50%</b>	20	10.0	1.0			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	1.5	Small project, few stormwater issues expected	
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	1.5	Small project, no mitigation expected	
<b>Avoids Historical Impacts</b>		Yes	20	20.0	1.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	<b>75%</b>	20	15.0	0.8		Small project, few issues expected	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes widened shoulders at intersection	
<b>Transit</b>	<b>No</b>	25	0.0	0.0		no effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>	<b>50%</b>	50	25.0	1.3		assumes widened shoulders at intersection	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.2	of 10
<b>Level of Service</b>	<b>A</b>	25	0.0	0.0		estimated peak hour LOS for left turns	
<b>Functional Classification1</b>	Collector	30%	25	7.5	0.8		
<b>Daily Usage</b>	1350	25	1.5	0.2		(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>	<b>50%</b>	25	12.5	1.3			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.7	of 10
<b>Strategic Regional Economic Corridor</b>	<b>Yes</b>	30	30.0	3.0		US-160	
<b>Support Regional Economic Opportunities</b>	<b>No</b>	20	0.0	0.0		Not linked to any planned econ. dev. projects	
<b>Level of Economic Distress</b>	85%	20	17.0	1.7			
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	
<b>Local Economic Competitiveness Factors</b>	<b>100%</b>	30	30.0	3.0		MO-160 is an important arterial and economic link	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 20.1	of 30
Crashes (Major Road or Intersection)	PDO	3					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	2636					
	<b>Safety Index</b>	0.82	50	30.6	9.2		(Modified MoDOT formula)
Crash Rate	138.56					Crash data 2009-2011	
Accident Index	2.10						
Severity Index	1.63						
<b>Safety Concern</b>	<b>Yes</b>	5	5.0	1.5		Concern raised by local leaders	
<b>Safety Enhancements</b>	<b>Yes</b>	5	5.0	1.5		Will result in intersection improvements (traffic control and safety)	
<b>Emergency Response</b>	<b>No</b>	5	0.0	0.0			
<b>Local Safety Factors</b>	<b>75%</b>	35	26.3	7.9		crash types vary	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.7	of 20
<b>Roadway or Bridge Conditions</b>		Very Good	20	0.0	0.0	based on pictures and field observations, very good	
<b>Substandard Roadway or Bridge Feature</b>		<b>Yes</b>	20	20.0	4.0	Vertical alignment directly east of intersection	
<b>Functional Classification2</b>	Collector	30%	10	3.0	0.6		
<b>Daily Vehicle Usage</b>	1350	10	0.6	0.1		(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>	<b>75%</b>	40	30.0	6.0		Important local intersection	

Proj. #: 4-5	Project Name: Round Mountain Road Bridge
Project Type: Quality of Commu	Total Score 48.0 out of 100
Project Description: Construct and all-weather river crossing (bridge) as well as all weather approach roadways.	
Status: Construction	2019 Length: 0.1 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 200	(estimated, avg. for major street)
Daily Truck Traffic: 4	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Currently this is a low water crossing only. It also is only one lane wide. It has very modest traffic. A full bridge with approach ramps would be required to stay clear of the stream and floodwaters.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.1	of 10
Large Vehicle Friendly Facilities		No	30	0.0	0.0		
Widens Road	No						
Improves Geometry	No					not a freight facility	
Improves Load Rating	No						
Truck Usage	2	30	0.9	0.1	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	Assumed to meet criteria for freight; not an important facility	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.5	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	No					not mentioned in SMCOG regional plan	
Connectivity	Yes	30	30.0	3.0		provides connection to east side of creek	
Scenic and Visual	No	20	0.0	0.0		No scenic benefits	
Local Quality of Communities Factors		25%	20	5.0	0.5	beneficial to local area residents	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Assume new runoff mitigated (new stormwater detention facilities)	
Consistent with Environmental Goals	No	30	0.0	0.0		Floodplains and wetland in project area	
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts	
Local Environmental Protection Factors		25%	20	5.0	0.3	Possible impacts - bridge crosses floodplains and wetland area	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes wide shoulders	
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		50%	50	25.0	1.3	No existing connection; assumes wide shoulders	

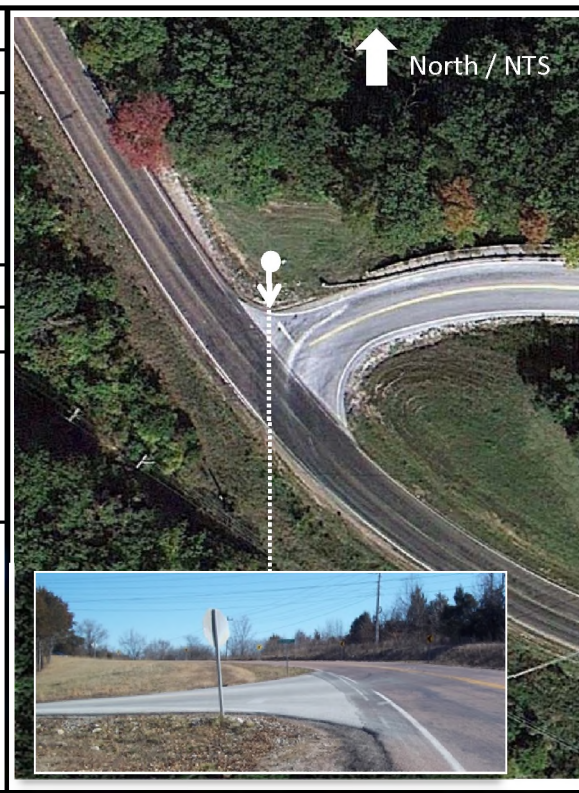
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.0	of 10
Level of Service	A	25	0.0	0.0		capacity is not a major issue	
Functional Classification1	Local	20%	25	5.0	0.5		
Daily Usage	100	25	0.0	0.0		(Modified MoDOT formula)	
Local Congestion Relief Factors		100%	25	25.0	2.5	closure causes non-recurring delay to bridge users	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.6	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0			
Support Regional Economic Opportunities	Yes	20	20.0	2.0		would support future development east of the bridge	
Level of Economic Distress	30%	20	6.0	0.6			
Poverty (Block Group)	11%					2006-2010 ACS block group data - 1 block group	
Unemployment (tract)	13%					2006-2010 ACS tract data - 1 tract	
Local Economic Competitiveness Factors		100%	30	30.0	3.0	supports local econ dev efforts	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 19.1	of 30
Crashes (Major Road or Intersection)	PDO	0					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	200					
	Safety Index	11.54	50	50.0	15.0		(Modified MoDOT formula)
Crash Rate	4566.21					Crash data 2009-2011	
Accident Index	26.09						
Severity Index	3.50						
Safety Concern	No	5	0.0	0.0		no main reason for project	
Safety Enhancements	Yes	5	5.0	1.5		New two-lane bridge high-water bridge	
Emergency Response	No	5	0.0	0.0			
Local Safety Factors		25%	35	8.8	2.6	project driven by factors other than safety	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.4	of 20
Roadway or Bridge Conditions	Poor	20	15.0	3.0		gravel road sections	
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		one lane low water bridge	
Functional Classification2	Local	20%	10	2.0	0.4		
Daily Vehicle Usage	100	10	0.0	0.0		(Modified MoDOT formula)	
Local Taking Care of the System Factors		50%	40	20.0	4.0	improvement beneficial to existing local transportation system	

Proj. #: 5-1	Project Name: MO-248 and Buchanan Rd Intersection
Project Type: Traffic Safety	Total Score 47.1 out of 100
Project Description: Intersection improvements including potential northbound right turn lane, signage and striping modifications, traffic signal, and advance warning signs. Other improvements such as a southbound left turn lane could also be considered.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 5300	(estimated, avg. for major street)
Daily Truck Traffic: 110	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: MO-248 and Buchanan are two-lane roads without turn lanes. Buchanan is stop controlled and approaches MO-248 on an upgrade. The posted speed limit on MO-248 is 45 mph, leading to a design sight distance of 500 feet. Initial measurements indicate that there is insufficient sight distance for drivers on Buchanan looking to the south due to vertical and horizontal alignment issues (see photo). The intersection does not meet signal warrants based on the available sample count data. More detailed traffic data will be required to evaluate the need for a signal at this location, and to evaluate the need for left and right turn lanes.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.0	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road		No					
Improves Geometry		Yes					intersection upgrades will better serve trucks and school buses
Improves Load Rating		No					
Truck Usage		55	30	5.0	0.5		MoDOT formula
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0		MO-248 is a potential freight route (though truck vols appear low)

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.5	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		No					not mentioned in SMCOG regional plan
Connectivity		No	30	0.0	0.0		
Scenic and Visual		No	20	0.0	0.0		Intersection improvements, no scenic benefits
Local Quality of Communities Factors		75%	20	15.0	1.5		Important for school traffic

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5		Small project, few stormwater issues expected
Consistent with Environmental Goals		Yes	30	30.0	1.5		Small project, no mitigation expected
Avoids Historical Impacts		Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors		50%	20	10.0	0.5		Small project, few issues expected

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 first two do not apply if signal is installed, pedestrians have safe crossing option
Transit		No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors		50%	50	25.0	1.3		Signalization would benefit bikes/peds as well

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 19.2	of 30
Crashes (Major Road or Intersection)	PDO	7					
	Injury	2					
	Fatal	0					
	Years	5					
	Avg AADT	5237					
	Safety Index	0.50	50	18.9	5.7		(Modified MoDOT formula)
Crash Rate		94.16					Crash data 2009-2013
Accident Index		1.43					
Severity Index		1.56					
Safety Concern		Yes	5	5.0	1.5		Concern raised by local leaders
Safety Enhancements		Yes	5	5.0	1.5		Improvements should address key safety issues
Emergency Response		No	5	0.0	0.0		
Local Safety Factors		100%	35	35.0	10.5		substantial community concern, not a large number of crashes

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.3	of 10
Level of Service		B	25	5.0	0.5		estimated LOS from sample count (more analysis needed)
Functional Classification1		Collector	30%	25	7.5	0.8	
Daily Usage		2650	25	5.8	0.6		(Modified MoDOT formula)
Local Congestion Relief Factors		100%	25	25.0	2.5		congestion during peak school traffic hours an issue

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 12.1	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0		roadway assumed to be in good condition
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0		sight distance issue
Functional Classification2		Collector	30%	10	3.0	0.6	
Daily Vehicle Usage		2650	10	2.3	0.5		(Modified MoDOT formula)
Local Taking Care of the System Factors		75%	40	30.0	6.0		Important local intersection to have function well

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.8	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		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		25%	30	7.5	0.8		not a major economic dev project

Proj. #: 5-2	Project Name: MO-248 and Branson Hills Pkwy Intersection
Project Type: Geometric/Safety	Total Score: 64.8 out of 100
Project Description: Intersection improvements including a potential traffic signal, southbound left turn lane, and advance warning signs.	
Status: Planning	Length: NA
Project Scale: Medium	Roadway or Intersection: Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 6600	(estimated, avg. for major street)
Daily Truck Traffic: 130	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: MO-248 is a two-lane, 45 mph highway without turn lanes. Branson Hills Parkway is a four lane divided roadway with stop control at MO-248. Based on the sample counts it appears that the intersection may meet the peak hour traffic signal warrants. The relatively high side-street volume contributes to this. The number and type of crashes, posted speed, and line of sight issues (to the north especially) support at least a turn lane if not signal installation. A roundabout could also be considered in the location.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.0	of 10
Large Vehicle 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	65	30	5.4	0.5		MoDOT formula
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0		Branson Hills Parkway is a potential commercial route

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.5	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No					Branson Rec-plex is mentioned in Branson Community Plan 2030
Consistent with Regional Plans	No					not mentioned in SMOG regional plan
Connectivity	No	30	0.0	0.0		
Scenic and Visual	Yes	20	20.0	2.0		Opportunity for building on Branson Hills Parkway landscaping
Local Quality of Communities Factors	75%	20	15.0	1.5		proximity to Branson Rec-plex, high school traffic uses intersection

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.3	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		few stormwater issues expected
Consistent with Environmental Goals	No	30	0.0	0.0		mitigation possible, mines could be an issue
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors	75%	20	15.0	0.8		few issues expected, but mines and topography are issues

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 first two do not apply				if signal is installed, pedestrians have safe crossing option
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3		Signalization would benefit bikes/peds as well

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 28.5	of 30
Crashes (Major Road or Intersection)	PDO	11				
	Injury	5				
	Fatal	1				
	Years	3				
	Avg AADT	6444				
	Safety Index	1.79	50	50.0	15.0	
Crash Rate	240.91					Crash data 2009-2011
Accident Index	3.66					
Severity Index	2.21					
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders
Safety Enhancements	Yes	5	5.0	1.5		Improvements should address key safety issues
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	100%	35	35.0	10.5		17 crashes in 3 years, mainly angle and rear-end

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.9	of 10
Level of Service	C	25	10.0	1.0		estimated peak hour LOS for westbound left turn
Functional Classification1	Collector	30%	25	7.5	0.8	
Daily Usage	3300	25	2.7	0.3		(Modified MoDOT formula)
Local Congestion Relief Factors	75%	25	18.8	1.9		peak hour congestion is an issue

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.8	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0		Roadway in fair condition
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		sight distance issues
Functional Classification2	Collector	30%	10	3.0	0.6	
Daily Vehicle Usage	3300	10	1.1	0.2		(Modified MoDOT formula)
Local Taking Care of the System Factors	100%	40	40.0	8.0		Important roadway and intersection to maintain high functionality

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

Proj. #: 5-3	Project Name: MO-248 and Flynn Road Intersection
Project Type: Geometric/Safety	Total Score 43.4 out of 100
Project Description: Intersection safety improvements including a northbound acceleration lane and a northbound right turn lane. Signage and striping improvements are also proposed.	
Status: Planning	Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 13000	(estimated, avg. for major street)
Daily Truck Traffic: 260	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Both roads are 2-lane roads without turn lanes. The posted speed on MO-248 is 45 mph. There is a driveway across from Flynn Road. There is limited sight distance to the north for both Flynn Road and the driveway. The sight distance design value is 500 ft. Grade adjustments may be necessary to improve the sight distance. Southbound advance warning signage may be warranted. Sample counts indicate that the intersection may be near or even meet the peak hour traffic signal warrants. The volume of traffic as well as the number of rear-end crashes on MO-165 indicates that turn lanes may be warranted.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.3	of 10
Large Vehicle 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	130	30	7.6	0.8	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	not a major truck route	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.5	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0		
Consistent with Local Plans	No					not mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	No					not mentioned in SMCOG regional plan	
Connectivity	No	30	0.0	0.0			
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		75%	20	15.0	1.5	important to residents that use this for access and circulation	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Small project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5		Small project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts	
Local Environmental Protection Factors		50%	20	10.0	0.5	Small project, few issues expected	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes widened shoulders at intersection	
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		75%	50	37.5	1.9	Proximity to existing businesses & residents bikes/peds	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.7	of 10
Level of Service	E	25	20.0	2.0		estimated peak hour LOS for westbound left turns	
Functional Classification1	Collector	30%	25	7.5	0.8		
Daily Usage	6500	25	10.6	1.1		(Modified MoDOT formula)	
Local Congestion Relief Factors		75%	25	18.8	1.9	congestion appears to be a peak period issue	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.0	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	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		0%	30	0.0	0.0	not an economic dev related project	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 10.9	of 30
Crashes (Major Road or Intersection)	PDO	7					
	Injury	0					
	Fatal	0					
	Years	3					
	Avg AADT	12694					
	Safety Index	0.00	50	0.0	0.0		(Modified MoDOT formula)
Crash Rate	50.36					Crash data 2009-2011	
Accident Index	0.76						
Severity Index	1.00						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		intersection improvements could address safety issues	
Emergency Response	No	5	0.0	0.0			
Local Safety Factors		75%	35	26.3	7.9	most crashes are rear-ends on MO-165	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 15.4	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0		roadway assumed to be in fair condition	
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		sight distance and turn lane issues	
Functional Classification2	Collector	30%	10	3.0	0.6		
Daily Vehicle Usage	6500	10	4.2	0.8		(Modified MoDOT formula)	
Local Taking Care of the System Factors		100%	40	40.0	8.0	important design / safety improvements	

Proj. #: 5-4	Project Name: MO-248 and Buena Vista Intersection
Project Type: Geometric/Safety	Total Score 38.9 out of 100
<b>Project Description:</b> Proposed intersection improvements include signage, striping, and other safety measures. A main concern is sight distance for turns from Buena Vista Road. Also a right-turn lane into Buena Vista Road has been proposed. Intersection and advance signage/striping would be reviewed. Sample counts indicate that a right-turn lane may be warranted in accordance with the MoDOT Access Management Guidelines.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 10100	(estimated, avg. for major street)
Daily Truck Traffic: 200	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
<b>Project Discussion:</b> MO-248 is a 2-lane road without turn lanes. Buena Vista Rd is a 3-lane road with left and right turn lanes at MO-248. Traffic on MO-248 appears to be approx. 10,000 ADT; Buena Vista traffic varies seasonally (serves a campground). One observation had very low volumes, another an est. ADT of 2,000. The 45 mph posted speed on MO-248 relates to a 500 ft sight distance. From Buena Vista looking south this should be available if the foliage is trimmed. To the north, the upgrade on Buena Vista and the sag vertical curve on MO-248 make the lines of sight more difficult. More precise measurements are needed. Grade work could improve the sight lines to the north.	



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				does not apply	
Project provides pedestrian connections	No				does not apply	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	No	use if first two do not apply			assumes no sidewalks or bike lanes	
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	0%	50	0.0	0.0	no pedestrian/bike elements to project	

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.6	of 10
Level of Service	D	25	15.0	1.5	estimated peak hour LOS for left turn out of Buena Vista	
Functional Classification1	Collector	30%	25	7.5	0.8	
Daily Usage	5050	25	21.1	2.1	(Modified MoDOT formula)	
Local Congestion Relief Factors	50%	25	12.5	1.3	project will improve safe & efficient traffic flow	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.3	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0		
Support Regional Economic Opportunities	Yes	20	20.0	2.0	Quarry, campground & potential developments to west	
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	75%	30	22.5	2.3	MO-248 is an important roadway, quarry adjacent	

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.2	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	No					
Improves Geometry	Yes				right turn lane could improve truck turns from MO-248	
Improves Load Rating	No					
Truck Usage	100	30	6.7	0.7	MoDOT formula	
Local Efficient Movement of Freight Factors	75%	40	30.0	3.0	Quarry, Mountain Complex & campground	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.5	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No				not mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	No				not mentioned in SMCOG regional plan	
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0	intersection improvements, no scenic benefits	
Local Quality of Communities Factors	25%	20	5.0	0.5	not a major community oriented project	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	Small project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5	Small project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors	50%	20	10.0	0.5	Small project, few issues expected	

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 10.6	of 30
Crashes (Major Road or Intersection)	PDO	6				
	Injury	1				
	Fatal	0				
	Years	3				
	Avg AADT	9862				
	Safety Index	0.21	50	7.8	2.3	(Modified MoDOT formula)
Crash Rate	64.82				Crash data 2009-2011	
Accident Index	0.98					
Severity Index	1.36					
Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5	intersection improvements will improve safety	
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	50%	35	17.5	5.3	crash types vary, not clear that project can address them directly	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 8.3	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0	roadway considered to be in fair condition	
Substandard Roadway or Bridge Feature	No	20	0.0	0.0		
Functional Classification2	Collector	30%	10	3.0	0.6	
Daily Vehicle Usage	5050	10	8.4	1.7	(Modified MoDOT formula)	
Local Taking Care of the System Factors	50%	40	20.0	4.0	prudent safety improvements	

Proj. #: 5-5	Project Name: Bee Creek Road and Rinehart Road
Project Type: Capacity	Total Score 35.2 out of 100
Project Description: Improve intersection by adding at least a northbound right-turn lane and appropriate traffic control (signing and striping).	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 4900	(estimated, avg. for major street)
Daily Truck Traffic: 50	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Roads are two-lane roads with no turn lanes. Rinehart Road is stop controlled. A church driveway is nearly aligned with Rinehart. The intersection angle makes turns between the south and east legs more difficult. Major traffic flows appear to be between these legs. Posted speed on Bee Creek Road is 35 mph. There are possible sight distance issues to/from the north. At 35 mph the sight distance requirement is 390 ft (from a point 14.5 ft back from the travelway), which may not be met. County Health Dept is located on the SE corner. Traffic volumes are predicted to increase due to development. Right turn lane would promote safe turns onto Rinehart Rd.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.8	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road		No					
Improves Geometry		Yes				turn lane to be added	
Improves Load Rating		No					
Truck Usage		25	30	3.4	0.3	MoDOT formula	
Local Efficient Movement of Freight Factors		75%	40	30.0	3.0	will benefit trucks turning onto Rinehart Road	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.5	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0		
Consistent with Local Plans		No				not mentioned in Branson Community Plan 2030	
Consistent with Regional Plans		No				not mentioned in SMOG regional plan	
Connectivity		No	30	0.0	0.0	does not connect any major communities	
Scenic and Visual		No	20	0.0	0.0	Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		25%	20	5.0	0.5	benefits local residents and businesses	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Small project, few stormwater issues expected	
Consistent with Environmental Goals		Yes	30	30.0	1.5	Small project, no mitigation expected	
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors		50%	20	10.0	0.5	Small project, few issues expected	

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				does not apply	
Project provides pedestrian connections		No				does not apply	
Project brings existing facilities up to ADA Regulations		No	use if first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities		No	use if first two do not apply			assumes no sidewalks, bike lanes, or widened shoulders	
Transit		No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		0%	50	0.0	0.0	turn lane will not affect ped/bike activity	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 8.3	of 30
Crashes (Major Road or Intersection)	PDO	2					
	Injury	0					
	Fatal	0					
	Years	3					
	Avg AADT	4784					
	Safety Index	0.00	50	0.0	0.0	(Modified MoDOT formula)	
Crash Rate		38.18				Crash data 2009-2011	
Accident Index		0.58					
Severity Index		1.00					
Safety Concern		Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements		Yes	5	5.0	1.5	will promote safety for turning vehicles	
Emergency Response		No	5	0.0	0.0	no substantial effect on emergency response	
Local Safety Factors		50%	35	17.5	5.3	relatively few crashes, not a high ranking safety problem	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.9	of 10
Level of Service		C	25	10.0	1.0	estimated peak hour LOS for westbound left turns	
Functional Classification1		Local	20%	25	5.0	0.5	
Daily Usage		2450	25	5.0	0.5	(Modified MoDOT formula)	
Local Congestion Relief Factors		75%	25	18.8	1.9	turn lane will promote smooth traffic flow	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 6.8	of 20
Roadway or Bridge Conditions		Very Good	20	0.0	0.0	roadway appears to be in very good condition.	
Substandard Roadway or Bridge Feature		No	20	0.0	0.0	project as scoped will not address sight distance issue	
Functional Classification2		Local	20%	10	2.0	0.4	
Daily Vehicle Usage		2450	10	2.0	0.4	(Modified MoDOT formula)	
Local Taking Care of the System Factors		75%	40	30.0	6.0	important local intersection / route to business park	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.4	of 10
Strategic Regional Economic Corridor		No	30	0.0	0.0		
Support Regional Economic Opportunities		Yes	20	20.0	2.0	will benefit nearby industrial development	
Level of Economic Distress		70%	20	14.0	1.4		
Poverty (Block Group)		18%				2006-2010 ACS block group data - 1 block group	
Unemployment (tract)		4%				2006-2010 ACS tract data - 1 tract	
Local Economic Competitiveness Factors		100%	30	30.0	3.0	important route for businesses on Rinehart Road	

Proj. #: 5-6	Project Name: MO-248 and Emory Creek Blvd
Project Type: Traffic Safety	Total Score 39.2 out of 100
Project Description: Intersection improvements including potential signage and striping modifications, traffic control modifications, roadway re-grading, advance warning signs, and/or other modifications to improve sight distance.	
Status: Planning	Length: NA
Project Scale: Small	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 2400	(estimated, avg. for major street)
Daily Truck Traffic: 230	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: MO-248 and Emory Creek Blvd are two-lane roads. Emory Creek is stop controlled. There is a northbound right-turn lane at the intersection. Residents have complained about safety at the intersection. One potential issue is the sight distance for drivers on Emory Creek looking to the south, due to vertical and horizontal alignment issues (see photo). More detailed traffic analysis may be required to evaluate the safety concerns, possible signage/traffic control changes, roadway re-grading needs, and the need for a southbound left-turn lane. 2009 to 2011 crash data showed two single vehicle crashes (no multi-vehicle crashes) on MO-248 near intersection.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.2	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road		No					
Improves Geometry		Yes					improvements would better serve trucks and school buses
Improves Load Rating		No					
Truck Usage		115	30	7.2	0.7	MoDOT formula	
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	MO-248 is a potential freight route (though truck vols appear low)	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	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		No					not mentioned in SMCOG regional plan
Connectivity		No	30	0.0	0.0		
Scenic and Visual		No	20	0.0	0.0		Intersection improvements, no scenic benefits
Local Quality of Communities Factors		50%	20	10.0	1.0	Important for local users	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5		Small project, few stormwater issues expected
Consistent with Environmental Goals		Yes	30	30.0	1.5		Small project, no mitigation expected
Avoids Historical Impacts		Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors		50%	20	10.0	0.5		Small project, few issues expected

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 first two do not apply				if signal is installed, ADA pedestrian provisions assumed
Project provides some bike/pedestrian facilities		Yes	use if first two do not apply				if signal is installed, pedestrians have safe crossing option
Transit		No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors		50%	50	25.0	1.3		Signalization could benefit bikes/peds as well

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 11.7	of 30
Crashes (Major Road or Intersection)	PDO	2					
	Injury	0					
	Fatal	0					
	Years	3					
	Avg AADT	2343					
	Safety Index	0.07	50	2.7	0.8		(Modified MoDOT formula)
Crash Rate		77.94					Crash data 2009-2011
Accident Index		1.18					
Severity Index		1.00					
Safety Concern		Yes	5	5.0	1.5		Concern raised by local residents and leaders
Safety Enhancements		Yes	5	5.0	1.5		Improvements should address key safety issues
Emergency Response		No	5	0.0	0.0		
Local Safety Factors		75%	35	26.3	7.9		substantial community concern, not a large number of crashes

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.1	of 10
Level of Service		A	25	0.0	0.0		estimated LOS from sample count (more analysis needed)
Functional Classification1		Collector	30%	25	7.5	0.8	
Daily Usage		1200	25	1.2	0.1		(Modified MoDOT formula)
Local Congestion Relief Factors		50%	25	12.5	1.3		improvements could benefit traffic flow, signal may add delay

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.7	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0		roadway assumed to be in good condition
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0		sight distance issue
Functional Classification2		Collector	30%	10	3.0	0.6	
Daily Vehicle Usage		1200	10	0.5	0.1		(Modified MoDOT formula)
Local Taking Care of the System Factors		75%	40	30.0	6.0		Important local intersection, future growth area

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)		22%					2006-2010 ACS block group data - 1 block groups
Unemployment (tract)		12%					2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors		50%	30	15.0	1.5		not a major economic dev project, local growth area



Proj. #: 5-7	Project Name: Buchanan Rd and Sunrise Dr Intersection
Project Type: Traffic Safety	Total Score 37.8 out of 100
<b>Project Description:</b> 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. Alternatively, 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)
<b>Project Discussion:</b> 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.1	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					improves turns for trucks and other large vehicles	
Improves Load Rating	No						
Truck Usage	70	30	5.6	0.6	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	limited truck traffic other than buses and trash trucks	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.0	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	No					not mentioned in SMCOG regional plan	
Connectivity	No	30	0.0	0.0		No significant improved connectivity	
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits	
Local Quality of Communities Factors		100%	20	20.0	2.0	Reduces driver frustration for school traffic	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Modest project, few stormwater issues expected	
Consistent with Environmental Goals		Yes	30	30.0	1.5	Modest project, no mitigation expected	
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors		75%	20	15.0	0.8	Modest project, few issues expected	

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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes improved shoulders at intersection	
Transit	No	25	0.0	0.0		no effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		50%	50	25.0	1.3	assumes improved shoulders at intersection	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 13.5	of 30
Crashes (Major Road or Intersection)	PDO	1					
	Injury	0					
	Fatal	0					
	Years	3					
	Avg AADT	2734					
	Safety Index	-0.20	50	0.0	0.0		(Modified MoDOT formula)
Crash Rate	33.40					Crash data 2009-2011	
Accident Index	0.51						
Severity Index	1.00						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in widened shoulders & improved intersection design	
Emergency Response	No	5	0.0	0.0			
Local Safety Factors		100%	35	35.0	10.5	Concern raised by local leaders	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.7	of 10
Level of Service	B	25	5.0	0.5		eastbound left turn LOS for stop control	
Functional Classification1	Local	20%	25	5.0	0.5		
Daily Usage	1400	25	1.6	0.2		(Modified MoDOT formula)	
Local Congestion Relief Factors		100%	25	25.0	2.5	moderate to high traffic, key location	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 8.5	of 20
Roadway or Bridge Conditions		Fair	20	10.0	2.0	roadway in fair condition based on observations	
Substandard Roadway or Bridge Feature		No	20	0.0	0.0		
Functional Classification2	Local	20%	10	2.0	0.4		
Daily Vehicle Usage	1400	10	0.6	0.1		(Modified MoDOT formula)	
Local Taking Care of the System Factors		75%	40	30.0	6.0	important intersection to maintain in good operation	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total 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. dev. projects	
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 tract	
Local Economic Competitiveness Factors		25%	30	7.5	0.8	Minimal economic impact outside of the school	

Proj. #: 6-1	Project Name: MO-165 and Fall Creek Road Intersection
Project Type: Geometric/Safety	Total Score 58.3 out of 100
Project Description: Improve intersection grade, alignment, geometry, and traffic control. This could include adding turn lanes and/or installing a signal. Actual alignment changes may be cost prohibitive, but could be considered.	
Status: Grant Application Submitted	Length: NA
Project Scale: Medium	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 westbound approach to the intersection (Fall Creek Road) is on a very steep downgrade. It terminates at a stop control. There are no turn lanes at the intersection. The posted speed on MO-165 at this location is 35 mph. There have been 12 crashes at this location in the last 3 years (including 3 injury crashes). Three of the 12 crashes were angle crashes. There were also a number of rear-end crashes, mainly on MO-165. Buses are prohibited from making northbound right turns at this location.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.5	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	No					
Improves Geometry	Yes					realignment of intersection, turn lanes to be added
Improves Load Rating	No					
Truck Usage	230	30	10.2	1.0		MoDOT formula
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0		Possible benefits to buses and trucks if all movements allowed

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	Yes					both facilities' mentioned in Branson Community Plan 2030
Consistent with Regional Plans	Yes					165 (from 76 to 265) mentioned in SMOG regional plan
Connectivity	Yes	30	30.0	3.0		MO-165 and Fall Creek are both important connectors
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits
Local Quality of Communities Factors	75%	20	15.0	1.5		Important connection location in system

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		few stormwater issues expected
Consistent with Environmental Goals	No	30	0.0	0.0		Possible stream and/or floodplain issues
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors	25%	20	5.0	0.3		Project has potential to require mitigation, need to avoid bridge

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 first two do not apply				if signal is installed, pedestrians have safe crossing option
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3		Signalization would benefit bikes/peds as well

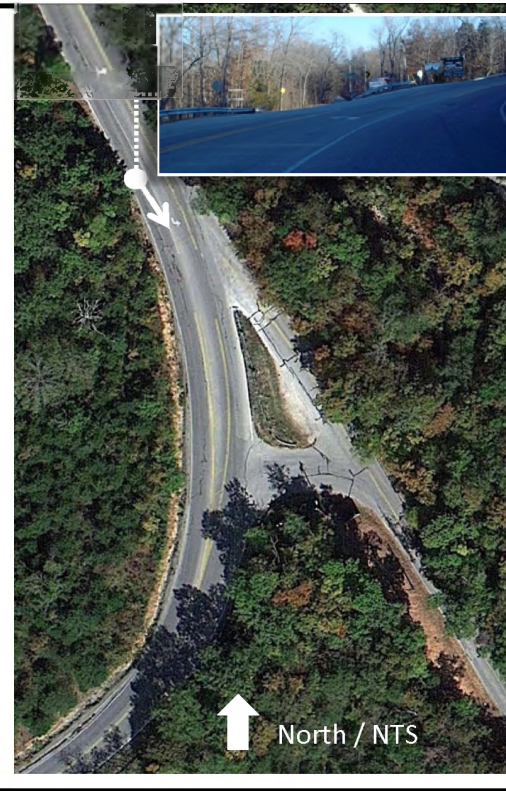
Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 19.0	of 30
Crashes (Major Road or Intersection)	PDO	9				
	Injury	3				
	Fatal	0				
	Years	3				
	Avg AADT	8885				
	Safety Index	0.72	50	27.1	8.1	
Crash Rate	123.34					Crash data 2009-2011
Accident Index	1.87					
Severity Index	1.63					
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders
Safety Enhancements	Yes	5	5.0	1.5		intersection improvements designed to improve safety
Emergency Response	No	5	0.0	0.0		no major impact on emergency response
Local Safety Factors	75%	35	26.3	7.9		crashes confirm local concerns

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.3	of 10
Level of Service	F	25	25.0	2.5		estimated peak hour LOS (lefts out), more analysis needed
Functional Classification1	Collector	30%	25	7.5	0.8	
Daily Usage	4550	25	5.2	0.5		(Modified MoDOT formula)
Local Congestion Relief Factors	100%	25	25.0	2.5		peak period congestion is an issue

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 12.0	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0		roadway appears to be in good condition
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		steep grade, bus prohibition
Functional Classification2	Collector	30%	10	3.0	0.6	
Daily Vehicle Usage	4550	10	2.1	0.4		(Modified MoDOT formula)
Local Taking Care of the System Factors	75%	40	30.0	6.0		important local intersection

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.5	of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0		MO-165
Support Regional Economic Opportunities	No	20	0.0	0.0		Not linked to any planned econ. dev. projects
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		important intersection in the transportation system

Proj. #: 6-2	Project Name: Fall Creek Rd and Summer Ln
Project Type: Geometric/Safety	Total Score 53.7 out of 100
Project Description: Improve intersection alignment and traffic control. Could include provision of turn lanes as well as realignment of intersection (vertical and horizontal). Possible improvement options include re-grading and/or relocating the intersection. A flashing beacon could be considered as an interim measure.	
Status: Planning	Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 5300	(estimated, avg. for major street)
Daily Truck Traffic: 110	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The intersection has stop controls for traffic turning from Summer Lane. There is a grade differential between Fall Creek Road and Summer Lane. Posted speed on Fall Creek Road is 35 mph. Two vehicle out-of-control crashes occurred at this intersection from 2009 to 2011. It does not appear that the intersection meets the peak hour signal warrants. Possible improvement options include re-grading and/or relocating the intersection.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.0	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					intersection improvements would benefit trucks/trailers	
Improves Load Rating	No						
Truck Usage	55	30	5.0	0.5	MoDOT formula		
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0	not a major truck/freight route, but it is a boat hauling route	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.0	of 10
Local/Regional Land Use Plans		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					Fall Creek Rd mentioned in Branson Community Plan 2030	
Consistent 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		Existing recreational signage can be updated and improved	
Local Quality of Communities Factors		50%	20	10.0	1.0	would improve a recreational access point	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	focused project, few stormwater issues expected	
Consistent with Environmental Goals		Yes	30	30.0	1.5	no substantial mitigation expected	
Avoids Historical Impacts		Yes	20	20.0	1.0	no known historical impacts	
Local Environmental Protection Factors		50%	20	10.0	0.5	no known unmitigatable issues, floodplain proximity	

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	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				assumes widened shoulders and improved grades	
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		25%	50	12.5	0.6	unlikely to provide significant bike/ped improvements	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.9	of 10
Level of Service		C	25	10.0	1.0	estimated peak hour LOS for Summer Lane lefts out	
Functional Classification1	Local	20%	25	5.0	0.5		
Daily Usage	2650	25	1.8	0.2	(Modified MoDOT formula)		
Local Congestion Relief Factors		50%	25	12.5	1.3	congestion is not a major issue	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.7	of 10
Strategic Regional Economic Corridor		No	30	0.0	0.0		
Support Regional Economic Opportunities		Yes	20	20.0	2.0	supports recreational econ dev	
Level of Economic Distress		70%	20	14.0	1.4		
Poverty (Block Group)	18%					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	supports local/regional rec development	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 17.2	of 30
Crashes (Major Road or Intersection)	PDO	1					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	5175					
	Safety Index	0.56	50	21.2	6.3	(Modified MoDOT formula)	
Crash Rate	35.29					Crash data 2009-2011	
Accident Index	0.54						
Severity Index	2.25						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in intersection improvements and road re-alignment	
Emergency Response	No	5	0.0	0.0		little effect on emergency response	
Local Safety Factors		75%	35	26.3	7.9	two veh. out of control crashes	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 12.5	of 20
Roadway or Bridge Conditions		Fair	20	10.0	2.0	road appears to be in fair condition	
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0	sharp curve does not meet design standards	
Functional Classification2	Local	20%	10	2.0	0.4		
Daily Vehicle Usage	2650	10	0.7	0.1	(Modified MoDOT formula)		
Local Taking Care of the System Factors		75%	40	30.0	6.0	roadway is not major, but upgrade is important	

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 middle of the roadway segment). A signal installation at MO-165 was also proposed.	
Status: Planning	Length: 0.88 miles
Project Scale: Medium	Roadway or Intersection Roadway
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	(through lanes on major street)
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.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.8	of 10
Large Vehicle 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 Efficient Movement of Freight Factors	0%	40	0.0	0.0		not a major truck/freight route

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.5	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No					not mentioned in Branson Community Plan 2030
Consistent with Regional Plans	No					not mentioned in SMOG regional plan
Connectivity	Yes	30	30.0	3.0		connects MO-165 in Branson with MO-265 in west
Scenic and Visual	No	20	0.0	0.0		Roadway improvements, no scenic benefits
Local Quality of Communities Factors	75%	20	15.0	1.5		not major community issue, could give residents a new direct route

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.5	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		Assume new runoff mitigated (stormwater detention facilities)
Consistent with Environmental Goals	No	30	0.0	0.0		Roadway crosses stream/floodplain; small wetlands
Avoids Historical Impacts	Yes	20	20.0	1.0		No known historical impacts
Local Environmental Protection Factors	0%	20	0.0	0.0		Possible impacts due to stream crossing

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				signal installation would meet ADA requirements
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply				signal would benefit peds/bikes
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3		Assumes no new sidewalks or bike lanes on Safari

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.8	of 10
Level of Service	C	25	10.0	1.0		estimated peak LOS on Safari (likely different at intersection)
Functional Classification1	Local	20%	25	5.0	0.5	
Daily Usage	1300	25	0.4	0.0		(Modified MoDOT formula)
Local Congestion Relief Factors	50%	25	12.5	1.3		congestion not a major issue, 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

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 22.1	of 30
Crashes (Major Road or Intersection)	PDO	10				
	Injury	1				
	Fatal	0				
	Years	3				
	Avg AADT	2539				
	Safety Index	0.76	50	28.7	8.6	
Crash Rate	449.66					Crash data 2009-2011
Accident Index	2.57					
Severity Index	1.23					
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-alignment
Emergency Response	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 4 in curve

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.4	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0		road appears to be in good condition in general
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		sharp curve does not meet design standards
Functional Classification2	Local	20%	10	2.0	0.4	
Daily Vehicle Usage	1300	10	0.2	0.0		(Modified MoDOT formula)
Local Taking Care of the System Factors	75%	40	30.0	6.0		roadway is not major, but upgrade is important

Proj. #: 6-4	Project Name: Fall Creek Rd (Wildwood Drive to MO-165)
Project Type: Geometric/Safety	Total Score 56.8 out of 100
Project Description: Widen lanes and shoulders and improve alignment (lower hills). This could require right-of-way acquisition as well as utility relocation. There are potential environmental issues to be addressed as well (streams, etc.).	
Status: Planning	Length: 2.69 miles
Project Scale: Large	Roadway or Intersection Roadway
Functional Classification: Collector	Modified from MoDOT (major st)
Avg. Annual Daily Traffic (AADT): 5200	(est. 2012, avg. for major street)
Daily Truck Traffic: 100	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The road is a two-lane highway with narrow shoulders. It has a posted speed of 35 mph. One of the main challenges is the vertical alignment in the central part of the corridor. Signs are posted that read "Danger Keep Right", due to the poor sight distance over these vertical crests. There are horizontal alignment issues that could be addressed as well. There are some homes with direct access to the road, though much of the road does not have direct residential access. This presents a good opportunity for maintaining restricted direct access.	



<b>Access to Opportunity</b>	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				consider adding bike lane or multi-use facility
Project provides pedestrian connections	No				consider multi-use facility (near residential communities)
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			assumes widened shoulders available for bikes/peds
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	75%	50	37.5	1.9	Widened shoulders benefit bike/peds

<b>Congestion Relief</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 5.4 of 15
Level of Service	D	25	15.0	2.3	est. peak hour LOS based on percent time spent following
Functional Classification1	Collector	30%	25	7.5	1.1 Consider upgrading to at least collector status
Daily Usage	2600	25	1.2	0.2	(Modified MoDOT formula)
Local Congestion Relief Factors	50%	25	12.5	1.9	congestion is limited issue, but there are no passing options

<b>Economic Competitiveness</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 5.8 of 20
Strategic Regional Economic Corridor	No	20	0.0	0.0	
Support Regional Economic Opportunities	No	30	0.0	0.0	Not linked to any planned econ. dev. projects
Level of Economic Distress	70%	20	14.0	2.8	
Poverty (Block Group)	18%				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	3.0	not a known major economic development area

<b>Efficient Movement of Freight</b>	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.5 of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0	
Widens Road	Yes				widening of shoulders
Improves Geometry	Yes				improved alignment (lower hills)
Improves Load Rating	Yes				assume roadway would be upgraded if reconstructed
Truck Usage	50	30	4.7	0.5	MoDOT formula
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0	not a major truck route, but benefits those that do use it

<b>Quality of Communities</b>	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	Yes				Fall Creek Rd mentioned in Branson Community Plan 2030
Consistent with Regional Plans	No				not mentioned in SMOG regional plan
Connectivity	Yes	30	30.0	3.0	improved roadway could connect southern Branson to US-65
Scenic and Visual	No	20	0.0	0.0	no scenic benefits
Local Quality of Communities Factors	75%	20	15.0	1.5	benefits community, esp residential dev along corridor

<b>Environmental Protection</b>	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 14.3 of 15
Consistent with Stormwater Goals	Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities)
Consistent with Environmental Goals	Yes	30	30.0	4.5	Proximity to stream, floodplain and small wetlands
Avoids Historical Impacts	Yes	20	20.0	3.0	No known historical impacts
Local Environmental Protection Factors	75%	20	15.0	2.3	Large project; potential for impacts; mitigation likely

<b>Safety</b>	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 12.5 of 20
Crashes (Major Road or Intersection)	PDO	15			
	Injury	8			
	Fatal	0			
	Years	3			
	Avg AADT	5077			
	Safety Index	0.47	50	17.7	3.5
Crash Rate	153.79				Crash data 2009-2011
Accident Index	0.88				
Severity Index	1.87				
Safety Concern	Yes	5	5.0	1.0	Concern raised by local leaders
Safety Enhancements	Yes	5	5.0	1.0	Will result in widened shoulders and vertical re-alignment
Emergency Response	No	5	0.0	0.0	no major effect on response times expected
Local Safety Factors	100%	35	35.0	7.0	Crashes confirm local concerns, also possible bus activity on road

<b>Taking Care of the System</b>	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.7 of 5
Roadway or Bridge Conditions	Fair	20	10.0	0.5	Fair based on field observations
Substandard Roadway or Bridge Feature	Yes	20	20.0	1.0	Vertical and horizontal alignment
Functional Classification2	Collector	30%	10	3.0	0.2
Daily Vehicle Usage	2600	10	0.5	0.0	(Modified MoDOT formula)
Local Taking Care of the System Factors	100%	40	40.0	2.0	Important local roadway

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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.5	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5		
Widens Road	No						
Improves Geometry	Yes					signal/roundabout could better facilitate truck movements	
Improves Load Rating	No						
Truck Usage	230	30	10.2	1.0	MoDOT formula		
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0	New traffic signal could benefit truck access/egress	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.5	of 10
Local/Regional Land Use Plans		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					165 mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	Yes					165 (from 76 to 265) mentioned in SMOG regional plan	
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	
Local Quality of Communities Factors		75%	20	15.0	1.5	benefits to residential dev. to south and businesses to north	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5	Small project, few stormwater issues expected	
Consistent with Environmental Goals		Yes	30	30.0	1.5	Small project, no mitigation expected	
Avoids Historical Impacts		Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors		50%	20	10.0	0.5	Small project, few issues expected	

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 first two do not apply				if signal is installed, pedestrians have safe crossing option	
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors		50%	50	25.0	1.3	Signalization/roundabout would benefit bikes/peds as well	

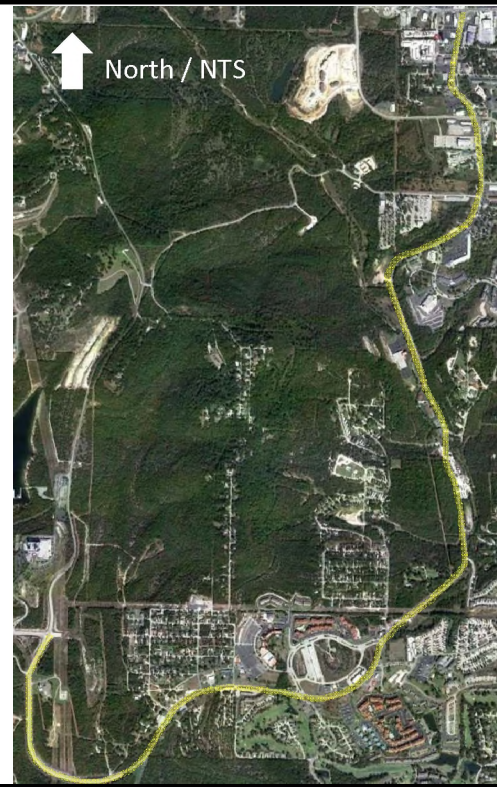
Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 13.6	of 30
Crashes (Major Road or Intersection)	PDO	1					
	Injury	1					
	Fatal	0					
	Years	3					
	Avg AADT	8885					
	Safety Index	0.47	50	17.8	5.3	(Modified MoDOT formula)	
Crash Rate	20.56					Crash data 2009-2011	
Accident Index	0.31						
Severity Index	2.25						
Safety Concern	Yes	5	5.0	1.5		Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5		Will result in intersection improvements (i.e. signal)	
Emergency Response	No	5	0.0	0.0		no major change to emergency response times	
Local Safety Factors		50%	35	17.5	5.3	number of crashes not large relative to other projects	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
Level of Service		E	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 Congestion Relief Factors		100%	25	25.0	2.5	peak period congestion is an issue	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.0	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0	intersection conditions appear good	
Substandard Roadway or Bridge Feature		No	20	0.0	0.0		
Functional Classification2	Collector	30%	10	3.0	0.6		
Daily Vehicle Usage	4550	10	6.8	1.4	(Modified MoDOT formula)		
Local Taking Care of the System Factors		100%	40	40.0	8.0	important local intersection	

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	

Proj. #: 6-6	Project Name: MO-165 (MO-76 to MO-265)
Project Type: Capacity	Total Score 74.0 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.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.0	of 10
<b>Large Vehicle Friendly Facilities</b>		Yes	30	30.0	3.0		
Widens Road	Yes					widen shoulders	
Improves Geometry	Yes					turn lanes to be added	
Improves Load Rating	No						
<b>Truck Usage</b>	230	30	10.2	1.0	MoDOT formula		
<b>Local Efficient Movement of Freight Factors</b>	75%	40	30.0	3.0		important corridor for commerce and trucks in this area	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.5	of 10
<b>Local/Regional Land Use Plans</b>		Yes	30	30.0	3.0		
Consistent with Local Plans	Yes					165 mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	Yes					165 (from 76 to 265) mentioned in SMOG regional plan	
<b>Connectivity</b>	Yes	30	30.0	3.0		165 connects south Branson to north Branson	
<b>Scenic and Visual</b>	No	20	0.0	0.0		no scenic benefits	
<b>Local Quality of Communities Factors</b>	75%	20	15.0	1.5		benefits residents and business community	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 12.8	of 15
<b>Consistent with Stormwater Goals</b>		Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities)	
<b>Consistent with Environmental Goals</b>		Yes	30	30.0	4.5	Impacts likely can be mitigated, potential floodplain issues	
<b>Avoids Historical Impacts</b>		Yes	20	20.0	3.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	25%	20	5.0	0.8		Large project; possible impacts	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>		20%	25	5.0	0.3		
Project provides bike connections	No					consider adding bike lane or multi-use facility	
Project provides pedestrian connections	No					consider multi-use facility	
Project brings existing facilities up to ADA Regulations	No					use if first two do not apply	
Project provides some bike/pedestrian facilities	Yes					assumes widened shoulders available for bikes/peds	
<b>Transit</b>	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>	50%	50	25.0	1.3		Widened shoulders benefit businesses & residents bikes/peds	

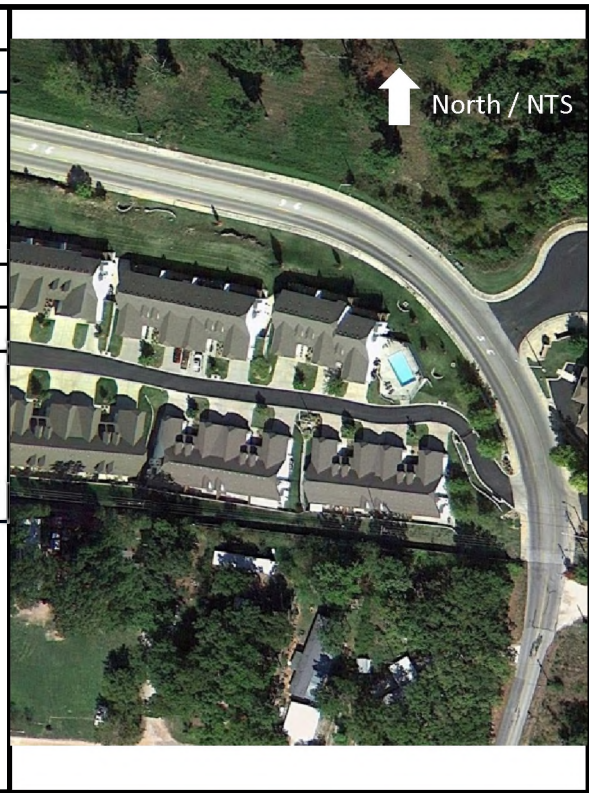
Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.3	of 15
<b>Level of Service</b>		C	25	10.0	1.5	est. 2-lane LOS s/o of Fall Creek Rd, more analysis needed	
<b>Functional Classification1</b>	Minor Arterial	40%	25	10.0	1.5	consider request to upgrade roadway classification	
<b>Daily Usage</b>	4550	25	3.6	0.5	(Modified MoDOT formula)		
<b>Local Congestion Relief Factors</b>	100%	25	25.0	3.8		capacity and turn lane issues likely, more doc needed	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 16.6	of 20
<b>Strategic Regional Economic Corridor</b>		Yes	20	20.0	4.0	MO-165	
<b>Support Regional Economic Opportunities</b>		Yes	30	30.0	6.0	important business and access / travel corridor	
<b>Level of Economic Distress</b>		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	
<b>Local Economic Competitiveness Factors</b>	100%	30	30.0	6.0		Important arterial and economic link	

Safety		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 18.8	of 20
Crashes (Major Road or Intersection)	PDO	136					
	Injury	63					
	Fatal	1					
	Years	3					
	Avg AADT	8885					
	<b>Safety Index</b>	1.17	50	44.0	8.8	(Modified MoDOT formula)	
<b>Crash Rate</b>		471.46				Crash data 2009-2011	
<b>Accident Index</b>		2.69					
<b>Severity Index</b>		1.83					
<b>Safety Concern</b>	Yes	5	5.0	1.0		Concern raised by local leaders	
<b>Safety Enhancements</b>	Yes	5	5.0	1.0		Will result in widened road (shoulders and turn lanes)	
<b>Emergency Response</b>	Yes	5	5.0	1.0		Additional turn lanes and widening could improve response times	
<b>Local Safety Factors</b>	100%	35	35.0	7.0		High number of crashes	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.5	of 5
<b>Roadway or Bridge Conditions</b>		Good	20	5.0	0.3	bridge and roadway appear to be in good condition	
<b>Substandard Roadway or Bridge Feature</b>		No	20	0.0	0.0	none known	
<b>Functional Classification2</b>	Minor Arterial	40%	10	4.0	0.2		
<b>Daily Vehicle Usage</b>	4550	10	1.4	0.1	(Modified MoDOT formula)		
<b>Local Taking Care of the System Factors</b>	100%	40	40.0	2.0		important to maintain functionality of corridor	

Proj. #: 6-7	Project Name: Spring Creek Road at Branson City Limits
Project Type: Geometric/Safety	Total Score 27.6 out of 100
Project Description: Improve vertical alignment, lower hill to improve sight distance and decrease steep grade.	
Status: Planning	Length: 0.1 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 1200	(est. 2012, avg. for major street)
Daily Truck Traffic: 20	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The alignment issue occurs at the transition from the Branson city street to the county roadway. The cross section decreases from 3 lanes to 2 lanes. There are driveways in the vicinity. Sight distances are limited due to the vertical alignment (i.e. drivers cannot see over the crest of the hill until they are very close to the crest). Lowering the hill would likely require additional right-of-way as well as utility relocation.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.2	of 10
<b>Large Vehicle Friendly Facilities</b>		No	30	0.0	0.0		
Widens Road	No						
Improves Geometry	No					not a freight oriented improvement	
Improves Load Rating	No						
<b>Truck Usage</b>		10	30	2.1	0.2	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>	<b>25%</b>	40	10.0	1.0		Not freight-oriented, but would have marginal benefits	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	of 10
<b>Local/Regional Land Use Plans</b>		No	30	0.0	0.0		
Consistent with Local Plans	No					not mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	No					not mentioned in SMOG regional plan	
<b>Connectivity</b>	No	30	0.0	0.0			
<b>Scenic and Visual</b>	No	20	0.0	0.0		Roadway improvements, no scenic benefits	
<b>Local Quality of Communities Factors</b>	<b>50%</b>	20	10.0	1.0		benefits local residents, including bike/ped	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5	of 5
<b>Consistent with Stormwater Goals</b>	Yes	30	30.0	1.5		few stormwater issues expected	
<b>Consistent with Environmental Goals</b>	Yes	30	30.0	1.5		no mitigation expected	
<b>Avoids Historical Impacts</b>	Yes	20	20.0	1.0		no known historical impacts	
<b>Local Environmental Protection Factors</b>	<b>50%</b>	20	10.0	0.5		few issues expected	

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.6	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	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 first two do not apply				assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	No	use if first two do not apply				assumes no sidewalks, bike lanes, or widened shoulders	
<b>Transit</b>	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines	
<b>Local Access to Opportunity Factors</b>	<b>25%</b>	50	12.5	0.6		Lowering the hill would likely benefit bikes/peds as well	

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points = 8.3	of 30
Crashes (Major Road or Intersection)	PDO	0				Safety Index -1.00 Crash Rate 0.00 Accident Index 0.00 Severity Index 0.00 Safety Concern Yes Safety Enhancements Yes Emergency Response No Local Safety Factors 50%	(Modified MoDOT formula) Crash data 2009-2011
	Injury	0					
	Fatal	0					
	Years	3					
	Avg AADT	1172					
<b>Safety Enhancements</b>	Yes	5	5.0	1.5		would result in improved sight distances	
<b>Emergency Response</b>	No	5	0.0	0.0		marginal response-time improvements	
<b>Local Safety Factors</b>	<b>50%</b>	35	17.5	5.3		no recorded crashes from 2007 to 2011	

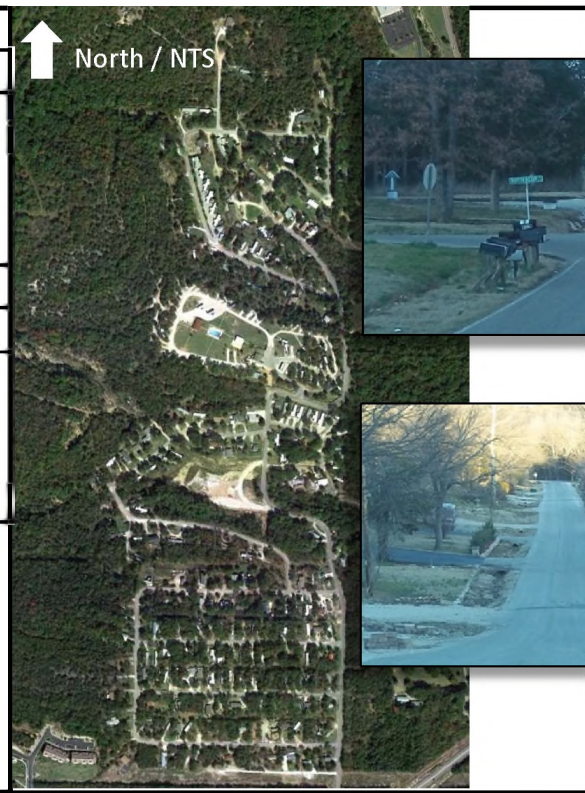
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.6	of 10
<b>Level of Service</b>	B	25	5.0	0.5		congestion is not a main issue	
<b>Functional Classification1</b>	Local	20%	25	5.0	0.5		
<b>Daily Usage</b>	600	25	0.1	0.0		(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>	<b>25%</b>	25	6.3	0.6		congestion is not a main issue	

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 10.4	of 20
<b>Roadway or Bridge Conditions</b>	Fair	20	10.0	2.0		Fair based on observations of the county roadway section	
<b>Substandard Roadway or Bridge Feature</b>	Yes	20	20.0	4.0		limited sight distance	
<b>Functional Classification2</b>	Local	20%	10	2.0	0.4		
<b>Daily Vehicle Usage</b>	600	10	0.0	0.0		(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>	<b>50%</b>	40	20.0	4.0		sight distance issue, but no recorded crashes in 5 years	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.0	of 10
<b>Strategic Regional Economic Corridor</b>	No	30	0.0	0.0			
<b>Support Regional Economic Opportunities</b>	No	20	0.0	0.0		Not linked to any known planned econ. dev. projects	
<b>Level of Economic Distress</b>	0%	20	0.0	0.0			
Poverty (Block Group)	0%					2006-2010 ACS block group data - 1 block group	
Unemployment (tract)	4%					2006-2010 ACS tract data - 1 tract	
<b>Local Economic Competitiveness Factors</b>	<b>0%</b>	30	0.0	0.0		not an economic development related project	



Proj. #: 6-8	Project Name: <b>Tablerock Acres Subdivision</b>
Project Type: <b>Facility Upgrade</b>	Total Score <b>52.6</b> out of 100
Project Description: <b>Install curbs, gutters, and sidewalks throughout the neighborhood. This could require utility relocation work and possibly new right-of-way.</b>	
Status: <b>Planning</b>	Length: <b>4 miles</b>
Project Scale: <b>Medium</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Local</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>3000</b>	(estimated, avg. for major street)
Daily Truck Traffic: <b>30</b>	(estimated, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on major street)
Project Discussion: <b>This neighborhood has stormwater issues. Stormwater is handled in roadside swales. It does not have sidewalks.</b>	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	0.3	of 10
Large Vehicle Friendly Facilities	No	30	0.0	0.0				
Widens Road	No							
Improves Geometry	No							
Improves Load Rating	No							
Truck Usage	15	30	2.6	0.3	MoDOT formula			
Local Efficient Movement of Freight Factors	0%	40	0.0	0.0	Not a truck travel related project; residential roads			

Quality of Communities		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				not mentioned in Branson Community Plan 2030			
Consistent with Regional Plans	No				not mentioned in SMOG regional plan			
Connectivity	No	30	0.0	0.0				
Scenic and Visual	Yes	20	20.0	2.0	will improve the aesthetics of the neighborhood			
Local Quality of Communities Factors	100%	20	20.0	2.0	will benefit residents' quality of life, address stormwater & ped/bik			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	5.0	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	directly addresses stormwater issues			
Consistent with Environmental Goals	Yes	30	30.0	1.5	no mitigation expected			
Avoids Historical Impacts	Yes	20	20.0	1.0	no known historical impacts			
Local Environmental Protection Factors	100%	20	20.0	1.0	few issues expected; addresses stormwater			

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.8	of 5
Eliminate Bike/Ped Barriers (ADA)	100%	25	25.0	1.3				
Project provides bike connections	Yes				curb improvements			
Project provides pedestrian connections	Yes				sidewalks to be installed			
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			does not apply			
Project provides some bike/pedestrian facilities	No	use if first two do not apply			does not apply			
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
Local Access to Opportunity Factors	100%	50	50.0	2.5	New sidewalks and curb improvements benefit bikes/peds			

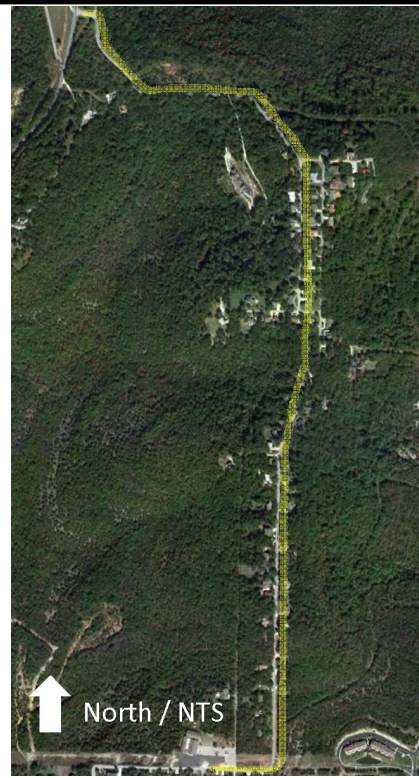
Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	23.3	of 30
Crashes (Major Road or Intersection)	PDO	1						
	Injury	1						
	Fatal	1						
	Years	3						
	Avg AADT	2929						
	Safety Index	1.75	50	50.0	15.0	(Modified MoDOT formula)		
Crash Rate	23.38				Crash data 2009-2011			
Accident Index	0.13							
Severity Index	4.50							
Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders			
Safety Enhancements	Yes	5	5.0	1.5	Will result in sidewalks, curbs, and gutters			
Emergency Response	No	5	0.0	0.0				
Local Safety Factors	50%	35	17.5	5.3	project will not likely address observed vehicle crashes			

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.2	of 10
Level of Service	C	25	10.0	1.0	estimated peak hour LOS			
Functional Classification1	Local	20%	25	5.0	0.5			
Daily Usage	1500	25	0.6	0.1	(Modified MoDOT formula)			
Local Congestion Relief Factors	25%	25	6.3	0.6	Project will not significantly benefit congestion			

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	13.4	of 20
Roadway or Bridge Conditions	Poor	20	15.0	3.0	stormwater issues			
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	lacks appropriate stormwater control			
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage	1500	10	0.2	0.0	(Modified MoDOT formula)			
Local Taking Care of the System Factors	75%	40	30.0	6.0	residential streets			

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	0.8	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0				
Support Regional Economic Opportunities	No	20	0.0	0.0				
Level of Economic Distress	0%	20	0.0	0.0				
Poverty (Block Group)	11%				2006-2010 ACS block group data - 1 block group			
Unemployment (tract)	4%				2006-2010 ACS tract data - 1 tract			
Local Economic Competitiveness Factors	25%	30	7.5	0.8	not an economic dev. project, benefits existing dev.			

Proj. #: 6-9	Project Name: Improve Skyview Drive (MO-265 to Luster Dr)
Project Type: Traffic Safety	Total Score: 48.4 out of 100
Project Description: Widen lanes and shoulders and improve alignment. This could include the need for more right-of-way. Trees, landscaping, utilities, and drainage could all be affected.	
Status: Planning	Length: 1.49 miles
Project Scale: Medium	Roadway or Intersection: Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 1500	(estimated, avg. for major street)
Daily Truck Traffic: 0	(estimated, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The travelway on Skyview Drive appears to be less than 18 feet in many places. The posted speed limit is 25mph and there are all-way stops located on Skyview Drive. It is a residential street with many driveways accessing the street. The daily traffic volume was estimated based on a sample count and an estimate of dwelling units in the corridor.	



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				no bike facilities assumed to be included	
Project provides pedestrian connections	No				no pedestrian facilities assumed to be included	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			does not apply	
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			assumes widened shoulders available to bike/peds	
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	75%	50	37.5	1.9	Widened shoulders benefit bikes/peds	

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.6	of 10
Level of Service	B	25	5.0	0.5		
Functional Classification1	Local	20%	25	5.0	0.5	
Daily Usage	750	25	0.1	0.0	(Modified MoDOT formula)	
Local Congestion Relief Factors	25%	25	6.3	0.6	capacity is not a major issue	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.8	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 known planned econ. dev. projects	
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	25%	30	7.5	0.8	not a major economic development corridor	

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	of 10
Large Vehicle Friendly Facilities	No	30	0.0	0.0		
Widens Road	No				widen lanes and shoulders	
Improves Geometry	No				improve alignment	
Improves Load Rating	No					
Truck Usage	0	30	0.0	0.0	MoDOT formula	
Local Efficient Movement of Freight Factors	25%	40	10.0	1.0	not a major truck route, but does provide for deliveries	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.5	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No				not mentioned in Branson Community Plan 2030	
Consistent with Regional Plans	No				not mentioned in SMCOG regional plan	
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0	no scenic benefits, could impact scenery	
Local Quality of Communities Factors	25%	20	5.0	0.5	could benefit local residents and could benefit peds/bikes	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.8	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	Modest project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5	Modest project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors	75%	20	15.0	0.8	Modest project, few issues expected, some are possible though	

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 23.3	of 30
Crashes (Major Road or Intersection)	PDO	2				
	Injury	1				
	Fatal	1				
	Years	3				
	Avg AADT	1465				
	Safety Index	1.56	50	50.0	15.0	(Modified MoDOT formula)
Crash Rate	167.39				Crash data 2009-2011	
Accident Index	0.96					
Severity Index	3.63					
Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5	would result in widened lanes, shoulders; re-alignment	
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	50%	35	17.5	5.3	roadway width is very narrow, but width could increase speeds	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.4	of 20
Roadway or Bridge Conditions	Fair	20	10.0	2.0	roadway appears to be in fair condition, little roadway cracking	
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	Lane widths do not meet design standards.	
Functional Classification2	Local	20%	10	2.0	0.4	
Daily Vehicle Usage	750	10	0.1	0.0	(Modified MoDOT formula)	
Local Taking Care of the System Factors	100%	40	40.0	8.0	roadway width is very narrow	

Proj. #: <b>6-10</b>	Project Name: <b>76 Country Boulevard Complete Street</b>
Project Type: <b>Facility Upgrade</b>	Total Score <b>74.4</b> 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: <b>Planning and Design</b>	Length: <b>3.9</b> miles
Project Scale: <b>Regional</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Major Arterial</b>	(for the major street)
Avg. Annual Daily Traffic (AADT): <b>23700</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>710</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(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.	



Access to Opportunity	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 5.0	of 5
<b>Eliminate Bike/Ped Barriers (ADA)</b>	100%	25	25.0	1.3		
Project provides bike connections	<b>Yes</b>				bike/pedestrian barriers will be eliminated	
Project provides pedestrian connections	<b>Yes</b>				pedestrian access is key part of project	
Project brings existing facilities up to ADA Regulations	<b>No</b>				use if first two do not apply	
Project provides some bike/pedestrian facilities	<b>No</b>				use if first two do not apply	
<b>Transit</b>	<b>Yes</b>	25	25.0	1.3	Transit stops are to be constructed	
<b>Local Access to Opportunity Factors</b>	<b>100%</b>	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
<b>Level of Service</b>	<b>F</b>	25	25.0	3.8	extended delays and long queues common	
<b>Functional Classification1</b>	Major Arterial	50%	25	12.5	1.9	
<b>Daily Usage</b>	11850	25	15.6	2.3	(Modified MoDOT formula)	
<b>Local Congestion Relief Factors</b>	<b>100%</b>	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
<b>Strategic Regional Economic Corridor</b>	<b>Yes</b>	20	20.0	4.0	project is center of highest economic area	
<b>Support Regional Economic Opportunities</b>	<b>Yes</b>	30	30.0	6.0	project is center of highest economic area	
<b>Level of Economic Distress</b>	30%	20	6.0	1.2		
Poverty (Block Group)	<b>12%</b>				2006-2010 ACS block group data - Comb. 2 block groups	
Unemployment (tract)	<b>4.0%</b>				2006-2010 ACS tract data - Combining 2 tracts	
<b>Local Economic Competitiveness Factors</b>	<b>75%</b>	30	22.5	4.5	needed to keep Branson economically competitive	

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 2.3	of 10
<b>Large Vehicle Friendly Facilities</b>	No	30	0.0	0.0		
Widens Road	<b>No</b>				no change	
Improves Geometry	<b>No</b>				no change	
Improves Load Rating	<b>No</b>				no change	
<b>Truck Usage</b>	355	30	12.6	1.3	MoDOT formula	
<b>Local Efficient Movement of Freight Factors</b>	<b>25%</b>	40	10.0	1.0	not a major truck route, but does provide for deliveries	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.5	of 10
<b>Local/Regional Land Use Plans</b>	Yes	30	30.0	3.0		
Consistent with Local Plans	<b>Yes</b>				part of Branson's Comprehensive and Strategic plan	
Consistent with Regional Plans	<b>No</b>				not mentioned in SMCOG regional plan	
<b>Connectivity</b>	No	30	0.0	0.0		
<b>Scenic and Visual</b>	<b>Yes</b>	20	20.0	2.0	plan would enhance landscaping, aesthetics, and views	
<b>Local Quality of Communities Factors</b>	<b>75%</b>	20	15.0	1.5	project will revive strip and increase tax revenues	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 14.3	of 15
<b>Consistent with Stormwater Goals</b>	<b>Yes</b>	30	30.0	4.5	Branson MS4 requirements will be followed	
<b>Consistent with Environmental Goals</b>	<b>Yes</b>	30	30.0	4.5	Rain gardens are planned	
<b>Avoids Historical Impacts</b>	<b>Yes</b>	20	20.0	3.0	No known historical impacts	
<b>Local Environmental Protection Factors</b>	<b>75%</b>	20	15.0	2.3	Environment to be showcased where possible	

Safety	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 16.2	of 20
Crashes (Major Road or Intersection)	PDO	<b>388</b>				
	Injury	<b>133</b>				
	Fatal	<b>0</b>				
	Years	<b>3</b>				
	Avg AADT	<b>23141</b>				
	<b>Safety Index</b>	1.19	50	44.5	8.9	(Modified MoDOT formula)
Crash Rate	527.20				Crash data 2009-2011	
Accident Index	3.01					
Severity Index	1.64					
<b>Safety Concern</b>	<b>Yes</b>	5	5.0	1.0	Concern raised by local leaders	
<b>Safety Enhancements</b>	<b>Yes</b>	5	5.0	1.0	pedestrian safety will be greatly enhanced	
<b>Emergency Response</b>	<b>No</b>	5	0.0	0.0		
<b>Local Safety Factors</b>	<b>75%</b>	35	26.3	5.3	will address pedestrian safety which is a major concern	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8	of 5
<b>Roadway or Bridge Conditions</b>	<b>Good</b>	20	5.0	0.3	roadway appears to be in good condition, little roadway cracking	
<b>Substandard Roadway or Bridge Feature</b>	<b>No</b>	20	0.0	0.0		
<b>Functional Classification2</b>	Major Arterial	50%	10	5.0	0.3	
<b>Daily Vehicle Usage</b>	11850	10	6.2	0.3	(Modified MoDOT formula)	
<b>Local Taking Care of the System Factors</b>	<b>100%</b>	40	40.0	2.0	improvements are needed for capacity	

Proj. #: 6-11	Project Name: New Interchange at MO-76 & MO-376
Project Type: Capacity	Total Score 49.5 out of 100
Project Description: Construct new interchange to replace existing at-grade intersection.	
Status: Planning	Length: NA
Project Scale: Regional	Roadway or Intersection Intersection
Functional Classification: Major Arterial	(for the major street)
Avg. Annual Daily Traffic (AADT): 12,800	(est. 2012, avg. for major street)
Daily Truck Traffic: 250	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Project would be designed to increase roadway capacity, facilitate local circulation, and promote development in the project vicinity. Due to the downgrades on Route 376 on both sides of Route 76, it is expected that Route 76 could be constructed as a bridge over Route 376. There are a number of options for handling the turning movements and the through movements on Route 376. Some concepts that could be considered include: tight diamond with signals, single-point type design, ramps with roundabouts, or two-lane roundabout under Route 76. Access to nearby properties as well as right-of-way are important issues for the project.	



Access to Opportunity	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.9	of 5
Eliminate Bike/Ped Barriers (ADA)	100%	25	25.0	1.3		
Project provides bike connections	Yes				assumes bike facilities will be part of project	
Project provides pedestrian connections	Yes				assumes sidewalks will be part of project	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply				
Project provides some bike/pedestrian facilities	No	use if first two do not apply				
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	25%	50	12.5	0.6	could increase speeds; project not pedestrian/bike scale	

Congestion Relief	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 8.4	of 15
Level of Service	E	25	20.0	3.0	congestion is an issue at this location	
Functional Classification1	Major Arterial	50%	25	12.5	1.9	
Daily Usage	6400	25	4.6	0.7	(Modified MoDOT formula)	
Local Congestion Relief Factors	75%	25	18.8	2.8	moderate to high traffic, with congestion	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.2	of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	Hwy 76	
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Interchange allows for large scale economic possibilities	
Level of Economic Distress	30%	20	6.0	1.2		
Poverty (Block Group)	12.0%				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	50%	30	15.0	3.0	benefit to existing economic conditions	

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.8	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0		
Widens Road	Yes					
Improves Geometry	Yes					
Improves Load Rating	Yes					
Truck Usage	125	30	7.5	0.8	MoDOT formula	
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0	Interchange to meet criteria for freight	

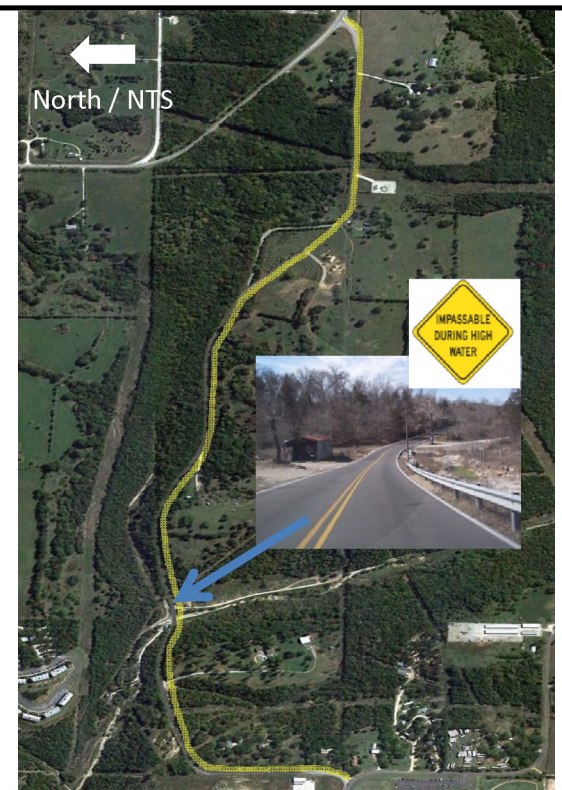
Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No				not found in Branson plan	
Consistent with Regional Plans	No				not mentioned in regional plan	
Connectivity	Yes	30	30.0	3.0	76 and 376 connect to points beyond	
Scenic and Visual	No	20	0.0	0.0	no scenic benefits	
Local Quality of Communities Factors	50%	20	10.0	1.0	interchange would benefit traffic flow, but may impact ROW	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 7.5	of 15
Consistent with Stormwater Goals	Yes	30	30.0	4.5	Assume new runoff mitigated (new stormwater detention facilities)	
Consistent with Environmental Goals	No	30	0.0	0.0	large project; environmental mitigation possible	
Avoids Historical Impacts	Yes	20	20.0	3.0	no known historical impacts	
Local Environmental Protection Factors	0%	20	0.0	0.0	due to size of project, mitigation likely	

Safety	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 6.7	of 20
Crashes (Major Road or Intersection)	PDO	15				
	Injury	2				
	Fatal	0				
	Years	3				
	Avg AADT	12498				
	Safety Index	0.53	50	19.9	4.0	(Modified MoDOT formula)
Crash Rate	124.22				Crash data 2009-2011	
Accident Index	1.88					
Severity Index	1.29					
Safety Concern	No	5	0.0	0.0		
Safety Enhancements	Yes	5	5.0	1.0	Interchange could improve safety over the at-grade intersection	
Emergency Response	No	5	0.0	0.0		
Local Safety Factors	25%	35	8.8	1.8	crash rate not significant relative to other projects	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.1	of 5
Roadway or Bridge Conditions	Good	20	5.0	0.3		
Substandard Roadway or Bridge Feature	No	20	0.0	0.0		
Functional Classification2	Major Arterial	50%	10	5.0	0.3	
Daily Vehicle Usage	6400	10	1.8	0.1	(Modified MoDOT formula)	
Local Taking Care of the System Factors	25%	40	10.0	0.5	improvement over existing intersection	

Proj. #: 7-1	Project Name: Coon Creek Rd (Hwy Bb to MO-76)
Project Type: <b>Connectivity</b>	Total Score <b>57.3</b> out of 100
Project Description: Improve the roadway to address the section that floods (existing culvert). This could include using fill and/or a structure to raise the roadway. Also improve the sharp curve at the west end of the corridor.	
Status: Construction	2018 Length: 1.52 miles
Project Scale: <b>Medium</b>	Roadway or Intersection <b>Roadway</b>
Functional Classification: <b>Collector</b>	Modified from MoDOT (major st)
Avg. Annual Daily Traffic (AADT): <b>3000</b>	(est. 2012, avg. for major street)
Daily Truck Traffic: <b>240</b>	(est. 2012, avg. for major street)
Through Lanes: <b>2</b>	(through lanes on major street)
Project Discussion: The closure of this roadway during high water events impacts east-west travel and causes traffic to have to re-route MO-76. This affects commerce, emergency response times, and general travel. The roadway appears to be in relatively good condition with regards to pavement. There are guardrails and various advance warning signs. The sharp curve is posted with a 15mph warning sign.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.2	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5			
Widens Road		No						
Improves Geometry		Yes						improve alignment (low water area, sharp curve)
Improves Load Rating		No						
Truck Usage		120	30	7.3	0.7			MoDOT formula
Local Efficient Movement of Freight Factors		50%	40	20.0	2.0			benefits truck traffic, but not major truck focused improvement

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	5.0	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0			
Consistent with Local Plans		No						not known to be on any applicable local plan
Consistent with Regional Plans		No						not mentioned in SMOG regional plan
Connectivity		Yes	30	30.0	3.0			Hollister, Kirbyville
Scenic and Visual		No	20	0.0	0.0			no scenic benefits
Local Quality of Communities Factors		100%	20	20.0	2.0			links community together, especially in serious weather cond.

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.3	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5			stormwater issues should be mitigatable
Consistent with Environmental Goals		No	30	0.0	0.0			stream/floodplain crossing, potential for impacts
Avoids Historical Impacts		Yes	20	20.0	1.0			No known historical impacts
Local Environmental Protection Factors		75%	20	15.0	0.8			environmental issues may require mitigation

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
Project brings existing facilities up to ADA Regulations		No						use if first two do not apply assumes no sidewalks or bike lanes
Project provides some bike/pedestrian facilities		No						use if first two do not apply assumes no sidewalks, bike lanes, or widened shoulders
Transit		No	25	0.0	0.0			no effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors		25%	50	12.5	0.6			minimal pedestrian/bicycle benefits

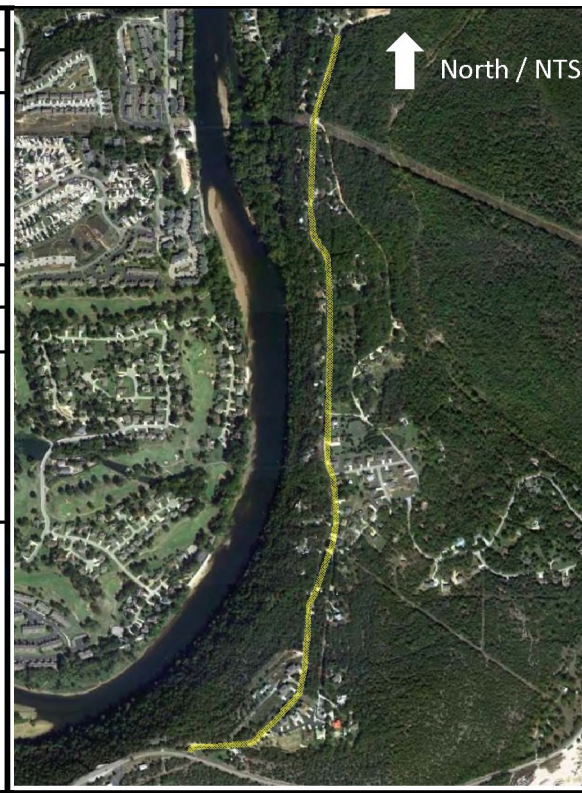
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.8	of 10
Level of Service		B	25	5.0	0.5			estimated peak hour LOS (near LOS C)
Functional Classification1		Collector	30%	25	7.5	0.8		
Daily Usage		1500	25	0.6	0.1			(Modified MoDOT formula)
Local Congestion Relief Factors		100%	25	25.0	2.5			addresses a major non-recurring congestion/delay issue

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.7	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)		19%						2006-2010 ACS block group data - Comb. 3 block groups
Unemployment (tract)		7%						2006-2010 ACS tract data - Combining 3 tracts
Local Economic Competitiveness Factors		100%	30	30.0	3.0			all weather connection/commerce, links communities

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	22.0	of 30
Crashes (Major Road or Intersection)	PDO	4						
	Injury	5						
	Fatal	0						
	Years	3						
	Avg AADT	2929						
	Safety Index		0.86	50	32.1	9.6		
Crash Rate		184.60						Crash data 2009-2011
Accident Index		1.05						
Severity Index		2.39						
Safety Concern		Yes	5	5.0	1.5			concern raised by local leaders
Safety Enhancements		Yes	5	5.0	1.5			roadway re-alignment
Emergency Response		Yes	5	5.0	1.5			Could improve response times, Fire station 1 mile west
Local Safety Factors		75%	35	26.3	7.9			project offers a number of safety benefits to the local community

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	13.6	of 20
Roadway or Bridge Conditions		Good	20	5.0	1.0			roadway and culvert appear to be in good condition
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0			road impassable during high water events
Functional Classification2		Collector	30%	10	3.0	0.6		
Daily Vehicle Usage		1500	10	0.2	0.0			(Modified MoDOT formula)
Local Taking Care of the System Factors		100%	40	40.0	8.0			Important to address this connection issue

Proj. #: 7-2	Project Name: Iowa Colony Rd (MO-165 to Diamond Hill Cr)
Project Type: Traffic Safety	Total Score: 46.4 out of 100
Project Description: Add shoulders to this relatively narrow residential road. This could affect drainage and right-of-way. Lanes could be widened as well, but that is not assumed to be part of the project.	
Status: Completed	2010 Length: 1.33 miles
Project Scale: Medium	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 1200	(est. 2012, avg. for major street)
Daily Truck Traffic: 0	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: The travelway width is approximately 20 feet, depending on the location, with another foot of pavement outside the edge lines. Shoulders and the clear zone are minimal in many locations. The pavement condition is good based on field observations. Posted speed limit is 35mph. Sample traffic count was conducted near the south end of the roadway on a weekday in late May. The volume may be higher further to the north and/or during a different season.	



Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.5	of 10
Large Vehicle Friendly Facilities		Partial Yes	30	15.0	1.5			
Widens Road	Yes							shoulders to be added
Improves Geometry	No							
Improves Load Rating	No							
Truck Usage	0	30	0.0	0.0	MoDOT formula			
Local Efficient Movement of Freight Factors		25%	40	10.0	1.0			not a major truck / freight improvement project

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.0	of 10
Local/Regional Land Use Plans		No	30	0.0	0.0			
Consistent with Local Plans	No							not known to be on any applicable local plan
Consistent with Regional Plans	No							not mentioned in SMOG regional plan
Connectivity	No	30	0.0	0.0				
Scenic and Visual	No	20	0.0	0.0				no scenic benefits to shoulder widening on this roadway
Local Quality of Communities Factors		50%	20	10.0	1.0			potential benefits to residents - esp. for walking

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
Consistent with Stormwater Goals		Yes	30	30.0	1.5			few stormwater issues expected
Consistent with Environmental Goals		Yes	30	30.0	1.5			little or no mitigation expected
Avoids Historical Impacts		Yes	20	20.0	1.0			no known historical impacts
Local Environmental Protection Factors		75%	20	15.0	0.8			few issues expected, though stormwater could be an issue

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 first two do not apply						assumes no sidewalks or bike lanes
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply						shoulders to be installed
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines			
Local Access to Opportunity Factors		50%	50	25.0	1.3			Shoulders to be installed will benefit bikes/peds

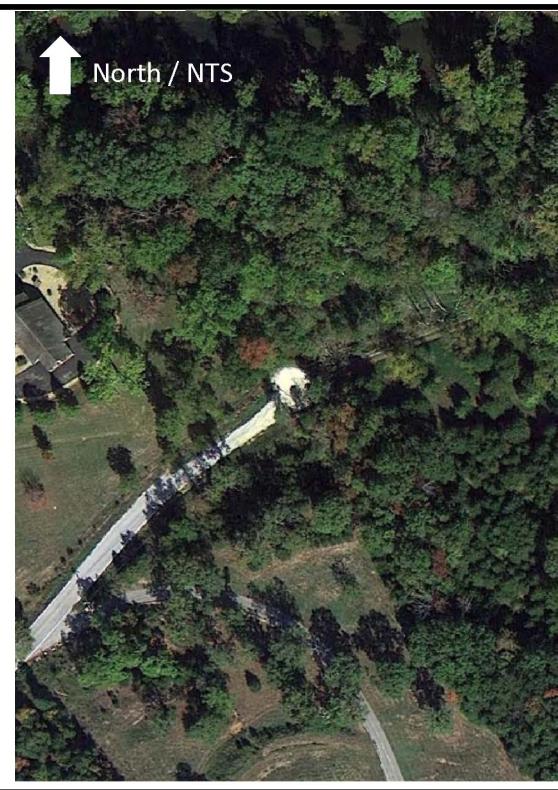
Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	1.6	of 10
Level of Service		B	25	5.0	0.5			est. peak hour LOS for 2-lane roadway (HCM Class III)
Functional Classification1	Local	20%	25	5.0	0.5			
Daily Usage	600	25	0.1	0.0	(Modified MoDOT formula)			
Local Congestion Relief Factors		25%	25	6.3	0.6			congestion is not a major 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)	13%							2006-2010 ACS block group data - Comb. 2 block groups
Unemployment (tract)	8%							2006-2010 ACS tract data - 1 tract
Local Economic Competitiveness Factors		25%	30	7.5	0.8			Not a major economic dev. issue, supports current dev.

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	22.1	of 30
Crashes (Major Road or Intersection)	PDO	0						
	Injury	1						
	Fatal	0						
	Years	3						
	Avg AADT	1172						
	Safety Index	1.23	50	46.3	13.9	(Modified MoDOT formula)		
Crash Rate		58.60						Crash data 2009-2011
Accident Index		0.33						
Severity Index		3.50						
Safety Concern		Yes	5	5.0	1.5			concern raised by local leaders
Safety Enhancements		Yes	5	5.0	1.5			shoulders could improve auto and ped safety
Emergency Response		No	5	0.0	0.0			nominal benefits for emergency responders
Local Safety Factors		50%	35	17.5	5.3			local concern, does not meet design stds; only one crash in 3 yrs

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	10.4	of 20
Roadway or Bridge Conditions		Very Good	20	0.0	0.0			based on field observations
Substandard Roadway or Bridge Feature		Yes	20	20.0	4.0			lanes, shoulders, and clear zones do not meet standards
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage	600	10	0.0	0.0	(Modified MoDOT formula)			
Local Taking Care of the System Factors		75%	40	30.0	6.0			upgrades offer benefits to users and potential users

Proj. #: 7-3	Project Name: Lakeshore Drive (End)
Project Type: Traffic Safety	Total Score 31.0 out of 100
Project Description: Construct turnaround (cul-de-sac) in accordance with Taney County design standards.	
Status: Completed	2016 Length: NA
Project Scale: Small	Roadway or Intersection Roadway
Functional Classification: Local	(for the major street)
Avg. Annual Daily Traffic (AADT): 10	(est. 2012, avg. for major street)
Daily Truck Traffic: 0	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: This improvement would provide emergency responders as well as other traffic with a safe and efficient means for turning around at the end of Lakeshore Drive. Currently, the end of the street is relatively narrow and the pavement is in poor condition. The current roadway end does not meet Taney County's design standards (minimum diameters: 100 ft ROW and 80 ft paved).	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.0	of 10
Large Vehicle Friendly Facilities	No	30	0.0	0.0		
Widens Road	No					
Improves Geometry	No				turnaround or cul-de-sac	
Improves Load Rating	No					
Truck Usage	0	30	0.0	0.0	MoDOT formula	
Local Efficient Movement of Freight Factors	0%	40	0.0	0.0	not a truck/freight route	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No				not known to be on any applicable local plan	
Consistent with Regional Plans	No				not mentioned in SMOG regional plan	
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0		
Local Quality of Communities Factors	50%	20	10.0	1.0	issue to local residents and for emergency response	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 5.0	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	Small project, few stormwater issues expected	
Consistent with Environmental Goals	Yes	30	30.0	1.5	Small project, no mitigation expected	
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts	
Local Environmental Protection Factors	100%	20	20.0	1.0	Small project, few issues expected; floodplain & wetland to north	

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				does not apply	
Project provides pedestrian connections	No				does not apply	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply			assumes no sidewalks or bike lanes	
Project provides some bike/pedestrian facilities	No	use if first two do not apply			assumes no sidewalks, bike lanes, or widened shoulders	
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	0%	50	0.0	0.0	Cul-de-sac or turnaround does not substantially benefit ped	

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.5	of 10
Level of Service	A	25	0.0	0.0	no congestion issues	
Functional Classification1	Local	20%	25	5.0	0.5	
Daily Usage	5	25	0.0	0.0	(Modified MoDOT formula)	
Local Congestion Relief Factors	0%	25	0.0	0.0	no congestion issues	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.3	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0		
Support Regional Economic Opportunities	No	20	0.0	0.0	no significant direct benefits	
Level of Economic Distress	15%	20	3.0	0.3		
Poverty (Block Group)	4%				2006-2010 ACS block group data - 1 block group	
Unemployment (tract)	6%				2006-2010 ACS tract data - 1 tract	
Local Economic Competitiveness Factors	0%	30	0.0	0.0	no significant direct benefits	

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 9.8	of 30
Crashes (Major Road or Intersection)	PDO	0				
	Injury	0				
	Fatal	0				
	Years	3				
	Avg AADT	NA				
	Safety Index	0.00	50	0.0	0.0	(Modified MoDOT formula)
Crash Rate	0.00				Crash data 2009-2011	
Accident Index	0.00					
Severity Index	0.00					
Safety Concern	Yes	5	5.0	1.5	concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.5	Turnaround or cul-de-sac	
Emergency Response	Yes	5	5.0	1.5	Will allow emergency responders to turn around	
Local Safety Factors	50%	35	17.5	5.3	Localized issue, no known crashes from 2007 to 2011	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.4	of 20
Roadway or Bridge Conditions	Very Poor	20	20.0	4.0	Gravel Roadway	
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	Dead end, does not meet typical design standards	
Functional Classification2	Local	20%	10	2.0	0.4	
Daily Vehicle Usage	5	10	0.0	0.0	(Modified MoDOT formula)	
Local Taking Care of the System Factors	75%	40	30.0	6.0	Important local improvement	

Proj. #: 7-4	Project Name: MO-165 and MO-265 Intersection
Project Type: Traffic Safety	Total Score 34.2 out of 100
Project Description: Improve intersection to address sight distance and possible safety issues. Improvements could include modified traffic control, turn lanes, or roadway realignment.	
Status: Completed	2015 Length: NA
Project Scale: Medium	Roadway or Intersection Intersection
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 4300	(est. 2012, avg. for major street)
Daily Truck Traffic: 240	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Main issue is sight distance for drivers turning left from the MO-265 leg onto MO-165 westbound. The MO-265 side street is stop controlled. Most traffic travels between the MO-165 southwest leg and the other two legs. Very little traffic travels between the northeast and east legs of the intersection. Posted speed limit on MO-165 is 45 mph. The embankment has been cut such that there is additional sight distance to the northeast. At 45 mph the design intersection sight distance is 500 ft (AASHTO Green book). It appears the available sight distance in one or both directions may be less than this value. The intersection does not appear to meet signal warrants.	



Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.2	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	No					
Improves Geometry	Yes					improve sight distance, geometry, and/or traffic control
Improves Load Rating	No					
Truck Usage	120	30	7.3	0.7		MoDOT formula
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0		will benefit truck traffic (which requires longer stopping distances)

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 0.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No					not known to be on any applicable local plan
Consistent with Regional Plans	No					not mentioned in SMOG regional plan
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0		Intersection improvements, no scenic benefits
Local Quality of Communities Factors	0%	20	0.0	0.0		not a major community quality issue

Environmental Protection	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 5.0	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5		few stormwater issues expected
Consistent with Environmental Goals	Yes	30	30.0	1.5		little or no mitigation expected
Avoids Historical Impacts	Yes	20	20.0	1.0		no known historical impacts
Local Environmental Protection Factors	100%	20	20.0	1.0		few issues expected (unless major earthwork is undertaken)

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					does not apply
Project provides pedestrian connections	No					does not apply
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply				assumes no sidewalks or bike lanes
Project provides some bike/pedestrian facilities	No	use if first two do not apply				assumes no sidewalks or bike lanes
Transit	No	25	0.0	0.0		No effect on Branson Shuttle or Jefferson Lines
Local Access to Opportunity Factors	0%	50	0.0	0.0		Assumes no new bike or ped facilities

Congestion Relief	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.9	of 10
Level of Service	C	25	10.0	1.0		side-street left estimated peak hour LOS
Functional Classification1	Collector	30%	25	7.5	0.8	
Daily Usage	2150	25	1.2	0.1		(Modified MoDOT formula)
Local Congestion Relief Factors	0%	25	0.0	0.0		Congestion does not appear to be a major issue

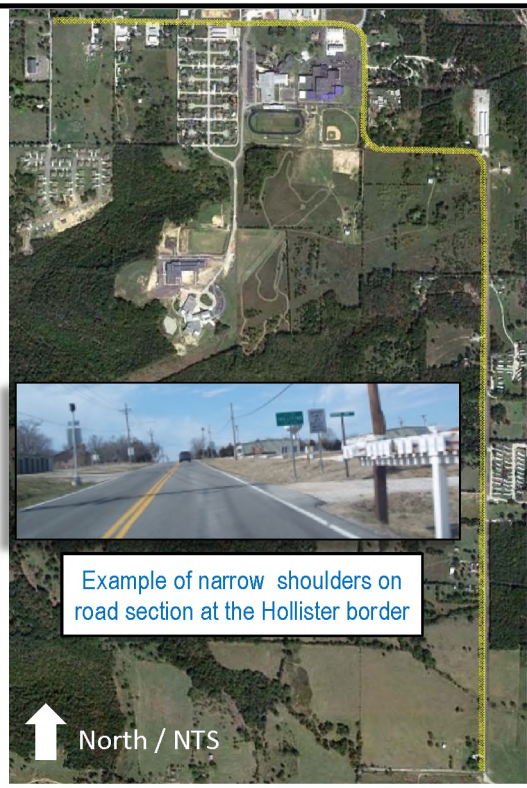
Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.2	of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0		
Support Regional Economic Opportunities	No	20	0.0	0.0		Not linked to any planned econ. dev. projects
Level of Economic Distress	85%	20	17.0	1.7		
Poverty (Block Group)	14%					2006-2010 ACS block group data - Comb. 3 block groups
Unemployment (tract)	8%					2006-2010 ACS tract data - Combining 2 tracts
Local Economic Competitiveness Factors	50%	30	15.0	1.5		Important intersection for the area

Safety	Max	Actual	Weighted	Weight Factor = 30%	Total Points = 8.3	of 30
Crashes (Major Road or Intersection)	PDO	3				
	Injury	0				
	Fatal	0				
	Years	3				
	Avg AADT	4199				
	Safety Index	0.00	50	0.0	0.0	
Crash Rate	65.25					Crash data 2009-2011
Accident Index	0.99					
Severity Index	1.00					
Safety Concern	Yes	5	5.0	1.5		concern raised by local leaders
Safety Enhancements	Yes	5	5.0	1.5		Intersection improvements (sight distance)
Emergency Response	No	5	0.0	0.0		little impact on emergency responders
Local Safety Factors	50%	35	17.5	5.3		crash rate not significant relative to other projects

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.7	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0		minor roadway rutting
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0		possible sight distance issue
Functional Classification2	Collector	30%	10	3.0	0.6	
Daily Vehicle Usage	2150	10	0.5	0.1		(Modified MoDOT formula)
Local Taking Care of the System Factors	75%	40	30.0	6.0		Important local intersection



Proj. #: 7-5	Project Name: Hwy Bb (Hill Billy Lane to Gobbler's Knob)
Project Type: Traffic Safety	Total Score 45.0 out of 100
Project Description: Involves 2.3 miles of roadway improvements that could include shoulder and/or lane widening and the addition of turn lanes. Roadway has limited shoulders (if any at all). Some locations would benefit from a turn lane or center two-way left-turn lane. Stormwater issues should be addressed if the road is widened and right-of-way may have to be expanded, especially in the south.	
Status: Planning	Length: 2.3 miles
Project Scale: Large	Roadway or Intersection Roadway
Functional Classification: Collector	(for the major street)
Avg. Annual Daily Traffic (AADT): 3500	(est. 2012, avg. for major street)
Daily Truck Traffic: 266	(est. 2012, avg. for major street)
Through Lanes: 2	(through lanes on major street)
Project Discussion: Roadway is classified as a Major Collector. Traffic count is based on an inflated 2007 County count for a location directly north of the high school. A 2012 sample count indicates the volume may be higher. This roadway serves the Hollister High School. Some intersections have turn lanes, while other do not. No truck traffic estimates available - assumed 3%. Drainage is handled in swales at the roadway edge. Project might score better if pedestrian and bicycle provisions were incorporated. This could include the addition of a bike lane or multi-use facility. Ped/bike provisions could connect to the school. It could also increase the cost of the project.	



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				consider adding bike lane or multi-use facility	
Project provides pedestrian connections	No				consider multi-use facility	
Project brings existing facilities up to ADA Regulations	No	use if first two do not apply				
Project provides some bike/pedestrian facilities	Yes	use if first two do not apply			assumes widened shoulders available for bikes/peds	
Transit	No	25	0.0	0.0	No effect on Branson Shuttle or Jefferson Lines	
Local Access to Opportunity Factors	100%	50	50.0	2.5	Widened shoulders will benefit high school bikes/peds	

Congestion Relief	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 4.6	of 15
Level of Service	C	25	10.0	1.5	estimated peak hour LOS based on v/c ~0.33	
Functional Classification1	Collector	30%	25	7.5	1.1	
Daily Usage	1750	25	0.5	0.1	(Modified MoDOT formula)	
Local Congestion Relief Factors	50%	25	12.5	1.9	benefits congestion around school	

Economic Competitiveness	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 6.4	of 20
Strategic Regional Economic Corridor	No	20	0.0	0.0		
Support Regional Economic Opportunities	No	30	0.0	0.0	not linked to known planned econ. dev. projects	
Level of Economic Distress	85%	20	17.0	3.4		
Poverty (Block Group)	21%				2006-2010 ACS block group data - 2 block groups	
Unemployment (tract)	8%				2006-2010 ACS tract data - Combining 2 tracts	
Local Economic Competitiveness Factors	50%	30	15.0	3.0	benefits general continued development in the area	

Efficient Movement of Freight	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.3	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5		
Widens Road	Yes				widen shoulders and/or lanes	
Improves Geometry	No				uncertain	
Improves Load Rating	No				uncertain	
Truck Usage	133	30	7.7	0.8	MoDOT formula	
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0	minimal criteria met, but road would be widened	

Quality of Communities	Max	Actual	Weighted	Weight Factor = 10%	Total Points = 1.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0		
Consistent with Local Plans	No				not known to be on any applicable local plan	
Consistent with Regional Plans	No				not mentioned in SMOG regional plan	
Connectivity	No	30	0.0	0.0		
Scenic and Visual	No	20	0.0	0.0	no scenic benefits	
Local Quality of Communities Factors	50%	20	10.0	1.0	minimal criteria met, but benefits schools and therefore communi	

Environmental Protection	Max	Actual	Weighted	Weight Factor = 15%	Total Points = 14.3	of 15
Consistent with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff mitigated (new stormwater facilities)	
Consistent with Environmental Goals	Yes	30	30.0	4.5	Large project; possible impacts likely to be mitigated	
Avoids Historical Impacts	Yes	20	20.0	3.0	No known historical impacts	
Local Environmental Protection Factors	75%	20	15.0	2.3	Large project; potential for impacts, though likely to be mitigated	

Safety	Max	Actual	Weighted	Weight Factor = 20%	Total Points = 11.0	of 20
Crashes (Major Road or Intersection)	PDO	5				
	Injury	4				
	Fatal	0				
	Years	3				
	Avg AADT	3417				
	Safety Index	0.51	50	19.0	3.8	(Modified MoDOT formula)
Crash Rate	104.57				Crash data 2009-2011	
Accident Index	0.60					
Severity Index	2.11					
Safety Concern	Yes	5	5.0	1.0	concern raised by local leaders	
Safety Enhancements	Yes	5	5.0	1.0	Will result in widened shoulders	
Emergency Response	No	5	0.0	0.0	Nominal benefits to emergency response	
Local Safety Factors	75%	35	26.3	5.3	Improves a road with possible safety and design issues	

Taking Care of the System	Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.7	of 5
Roadway or Bridge Conditions	Very Good	20	0.0	0.0	no known issues	
Substandard Roadway or Bridge Feature	No	20	0.0	0.0	none known	
Functional Classification2	Collector	30%	10	3.0	0.2	
Daily Vehicle Usage	1750	10	0.2	0.0	(Modified MoDOT formula)	
Local Taking Care of the System Factors	25%	40	10.0	0.5	Not a major maintenance issue	

# Taney County Transportation Prioritization

## Revised Weighting Factors

August 28, 2012

	Category Weights					Subcategory Weights			
	Small	Medium	Large	Regional		Small	Medium	Large	Regional
<b>Access to Opportunity</b>	5%	5%	5%	5%	Eliminate Bike/Ped Barriers (ADA)	25	25	25	25
					Transit	25	25	25	25
					Local Factors	50	50	50	50
						100	100	100	100
<b>Congestion Relief</b>	10%	10%	15%	15%	Level of Service	25	25	25	25
					Functional Classification I	25	25	25	25
					Daily Usage	25	25	25	25
					Local Factors	25	25	25	25
						100	100	100	100
<b>Economic Competitiveness</b>	10%	10%	20%	20%	Strategic Regional Economic Corridor	30	30	20	20
					Support Regional Economic Opportunities	20	20	30	30
					Level of Economic Distress	20	20	20	20
					Local Factors	30	30	30	30
						100	100	100	100
<b>Efficient Movement of Freight</b>	10%	10%	10%	10%	Large Vehicle Friendly Facilities	30	30	30	30
					Truck Usage	30	30	30	30
					Local Factors	40	40	40	40
						100	100	100	100
<b>Quality of Communities</b>	10%	10%	10%	10%	Local/Regional Land Use Plans	30	30	30	30
					Connectivity	30	30	30	30
					Scenic and Visual	20	20	20	20
					Local Factors	20	20	20	20
						100	100	100	100
<b>Environmental Protection</b>	5%	5%	15%	15%	Consistent with Stormwater Goals	30	30	30	30
					Consistent with Environmental Goals	30	30	30	30
					Avoids Historical Impacts	20	20	20	20
					Local Factors	20	20	20	20
						100	100	100	100
<b>Safety</b>	30%	30%	20%	20%	Safety Index	50	50	50	50
					Emergency Response	5	5	5	5
					Safety Concern	5	5	5	5
					Safety Enhancements	5	5	5	5
					Local Factors	35	35	35	35
						100	100	100	100
<b>Taking Care of the System</b>	20%	20%	5%	5%	Roadway or Bridge Conditions	20	20	20	20
					Substandard Roadway or Bridge Feature	20	20	20	20
					Functional Classification2	10	10	10	10
					Daily Vehicle Usage	10	10	10	10
					Local factors	40	40	40	40
						100	100	100	100
	100%	100%	100%	100%					