Taney County Transportation Advisory Board

Project Prioritization List

November 3, 2023

ROADWAY LIST

Current Ranking	TCTAB Proj. No.	Project Name	Project Type	Scale	Roadway/ Intersection	Status of Project	Date
1	3-7	US-160 Widening through Forsyth	Capacity	Large	Roadway	Planning	
2	1-3	MO-76 and Lakeshore Dr	Traffic Safety	Medium	Intersection	Planning and Design	2018
3	4-3	Rockaway Beach and US-160 Intersection	Traffic Safety	Small	Intersection	Planning and Design	
4	1-15	Hollister Parkway Extension	Connectivity	Large	Roadway	Planning	
5	4-6	MO-248 Corridor	Traffic Safety	Large	Roadway	Planning	
6	1-10	US 65 Upgrade to Freeway Standards	Capacity	Regional	Intersection	Planning	
7	6-10	76 Country Boulevard Complete Street	Facility Upgrade	Regional	Roadway	Planning and Design	
8	4-1	F Hwy and US-160 Intersection	Traffic Safety	Small	Intersection	Planning	2016
9	6-6	MO-165 (MO-76 to MO-265)	Capacity	Large	Roadway	Planning	
10	1-14	Hwy 86 Corridor	Capacity	Regional	Roadway	Planning	
11	5-8	Branson Hills & Town Center Dr Intersection	Geometric/Safety	Medium	Intersection	Planning	
12	7-9	Hwy 165 Dale to Ingalls Turn Lane	Traffic Safety	Medium	Intersection	Planning	
13	2-7	Thunder Road	Connectivity	Medium	Roadway	Planning and Design	
14	4-2	MO-176 and US-160 Rockaway Turnoff Int.	Traffic Safety	Small	Intersection	Planning	
15	6-5	MO-165 and Pointe Royale Dr Intersection	Operations	Small	Intersection	Planning	
16	6-3	Safari Rd (Sharp Curve Area to MO-165)	Geometric/Safety	Medium	Roadway	Planning	
17	5-9	Highroad & Buchanan Roundabout	Geometric/Safety	Medium	Intersection	Planning	
18	7-6	Clevenger Cove	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
19	3-1	Forsyth/Taneyville Rd (Strawberry Rd to MO-76)	Geometric/Safety	Medium	Roadway	Planning	
20	7-7	Graham Clark	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
21	7-8	Happy Hollow	Traffic Safety	Medium	Roadway	Verbal Corps Approval	
22	2-5	J-Hwy at Trigger Creek	Connectivity	Medium	Roadway	Planning	
23	5-7	Buchanan Rd and Sunrise Dr Intersection	Traffic Safety	Small	Intersection	Planning	
24	3-5	Caney Creek Rd (W Hwy to Skyline Dr)	Traffic Safety	Medium	Roadway	Planning	

MULTIMODAL LIST

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

COMPLETED LIST

	3-6	Hwy 76 & US-160	Traffic Safety	Medium	Intersection	Completed	2018
	7-1	Coon Creek Rd (Hwy Bb to MO-76)	Connectivity	Medium	Roadway	Completed	2018
	3-9	Old Cheese Plant Road	Connectivity	Medium	Roadway	Completed	2022
	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
	4-5	Round Mountain Road Bridge	Quality of Communities	Medium	Roadway	Completed	2021
	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
	2-6	Hwy 76 - Kirbyville School Turn Lanes	Traffic Safety	Small	Intersection	Completed	2023
	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	2016
	7-4	MO-165 and MO-265 Intersection	Traffic Safety	Medium	Intersection	Completed	2015
	6-7	Oremus Road	Traffic Safety	Small	Roadway	Completed	2020
		Fairview Church	Traffic Safety	Small	Roadway	Completed	2020
		Dalton Road Bridge	Traffic Safety	Medium	Roadway	Completed	2021
		Craig Road Intersection Improvements	Traffic Safety	Small	Intersection	Completed	2020
		Church St Box Culvert	Traffic Safety	Medium	Roadway	Completed	2022
		Goodnight Hollow Box Culvert	Traffic Safety	Medium	Roadway	Completed	2022
		Round Mountain Base	Traffic Safety	Small	Roadway	Construction	2023
		Buena Vista Bridge	Traffic Safety	Medium	Roadway	Permit App BRO	2023
		Bear Creek Bridge	Traffic Safety	Medium	Roadway	Permit App BRO	2023
		Protem Cedar Creek Bridge	Traffic Safety	Medium	Roadway	Planning	2024

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.3 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
Project brings existing facilities up to ADA Regulations	No	*use if 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	

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	

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	

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	

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points = 26.7 of 30
Crashes (Major Road or Intersection)			**Safety Index**	1.18	50	44.1	13.2	*(Modified MoDOT formula)*
PDO	**14**		Crash Rate	145.61				Crash data 2009-2011
Injury	**12**		Accident Index	2.21				
Fatal	**0**		Severity Index	2.15				
Years	**3**							
Avg AADT	**16306**		**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

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	

Data Check3 OK

Data Check1 OK

Data Check2 OK

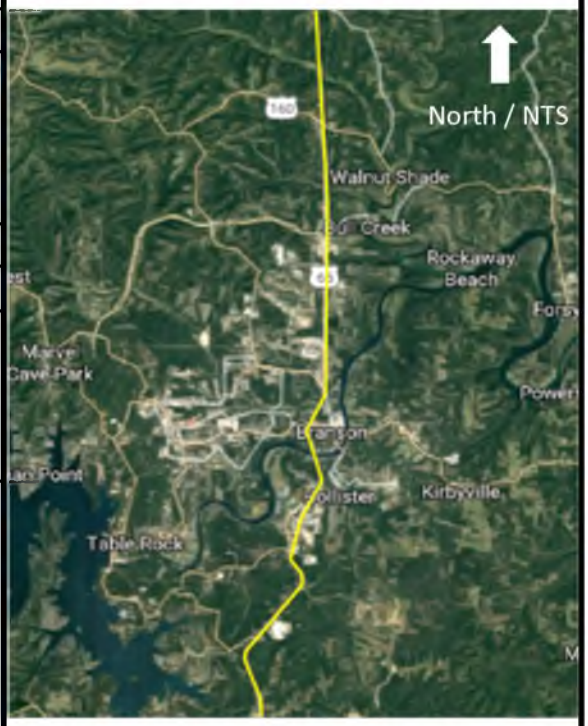
Proj. #:	1-10	Project Name:	US 65 Upgrade to Freeway Standards
Project Type:	Capacity	Total Score	66.2 out of 100

Project Description: Upgrade Highway 65 to meet freeway standards throughout Taney County. Upgrades would include improving Hwy 65 access points to grade-seprated 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 necesary). 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)*

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.9 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0		
Project provides bike connections	No					
Project provides pedestrian connections	No					
Project brings existing facilities up to ADA Regulations	No	*use if 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	Affects Branson Shuttle and Jefferson Lines	
Local Access to Opportunity Factors	25%	50	12.5	0.6	Will not significantly change ped/bike/ransit access	

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

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

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**				Will upgrade intersections and corridor to Interstate standards			
Improves Load Rating	**No**							
Truck Usage	347.5	30	12.5	1.3	*MoDOT formula*			
Local Efficient Movement of Freight Factors	**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
Local/Regional Land Use Plans	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 SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	Countywide			
Scenic and Visual	**No**	20	0.0	0.0	No major scenic or visual elements			
Local Quality of Communities Factors	**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
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention faciliti			
Consistent with Environmental Goals	**Yes**	30	30.0	4.5	Unmitigated environmental impacts are not expected			
Avoids Historical Impacts	**Yes**	20	20.0	3.0	No known historical impacts			
Local Environmental Protection Factors	**75%**	20	15.0	2.3	Few small wetlands in area, project includes stormwater BMP			

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

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

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	1-11	Project Name:	Transload Facility		
Project Type:	Multimodal	Total Score	55.8	out of	100

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

Status:	Planning	**Length:** N/A miles
Project Scale:	Regional	**Roadway or Intersection** Intersection
Functional Classification:	Other	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	500	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	250	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(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.

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.0 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0		
Project provides bike connections	No					
Project provides pedestrian connections	No					
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	0%	50	0.0	0.0	This project does not affect bike/ped/transit access.	

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

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	10.0	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
Widens Road	**Yes**				Project effectively improves freight facilities			
Improves Geometry	**Yes**				Project effectively improves freight facilities			
Improves Load Rating	**Yes**				Project effectively improves freight facilities			
Truck Usage	125	30	30.0	3.0	*Adjusted to provide full points given project type*			
Local Efficient Movement of Freight Factors	**100%**	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
Local/Regional Land Use Plans	Yes	30	30.0	3.0				
Consistent with Local Plans	**Yes**				MoDOT Statewide Freight Study recommends strengthening			
Consistent with Regional Plans	**Yes**				Intermodal connectors			
Connectivity	**No**	30	0.0	0.0				
Scenic and Visual	**No**	20	0.0	0.0	No major scenic or visual elements			
Local Quality of Communities Factors	**50%**	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
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5				
Consistent with Environmental Goals	**Yes**	30	30.0	4.5				
Avoids Historical Impacts	**Yes**	20	20.0	3.0				
Local Environmental Protection Factors	**50%**	20	10.0	1.5	Project provides an efficient means of transporting freight			

Safety				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	5.3	of 20
Crashes (Major Road or Intersection)	PDO	**Safety Index**	-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	**Safety Concern**	**No**	5	0.0	0.0				
		Safety Enhancements	**No**	5	0.0	0.0				
		Emergency Response	**No**	5	0.0	0.0				
		Local Safety Factors	**75%**	35	26.3	5.3	Project provides a safe way of moving freight			

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

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	1-14	Project Name:	Hwy 86 Corridor		
Project Type:	Capacity	Total Score	63.1	out of	100

Project Description: Improve Highway 86 between Hwy 65 and the Long Creek Bridge by adding lanes and improving geometry. Project would also add an interchange at Hwy 65 and extend the road to the Branson Airport.

Status:	Planning	**Length:**	6.5 miles
Project Scale:	Regional	**Roadway or Intersection**	Roadway

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

Project Discussion: Project need has been increased due to development in the Branson Creek and Big Cedar areas as well as the development of the Thunder Ridge Arena. Large event traffic creates extreme congestion on Hwy 86 and Hwy 65. The area has created a TDD and CID to help fund the proposed improvements. Construction is underway to add lanes and a new entrance to Thunder Ridge.

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.8 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				Only for a portion of the entire length (see 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	Yes	25	25.0	1.3	Includes Big Cedar Shuttles	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Directly connects year-round housing with jobs and shoppi	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 5.4 of 15
Level of Service	C	25	10.0	1.5	Addresses congestion issues during events	
Functional Classification1 Major Arterial	50%	25	12.5	1.9		
Daily Usage	2504	25	0.7	0.1	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	50%	25	12.5	1.9	Helps traffic from congested area during events.	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 15.8 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	Affects BUS 65 and Western Taney County	
Support Regional Economic Opportunities	Yes	30	30.0	6.0	Future development area, prior initiatives in corridor	
Level of Economic Distress	70%	20	14.0	2.8		
Poverty (Block Group)	18.0%				2012-2016 ACS 5-year estimates for countywide	
Unemployment (tract)	4.0%				2012-2016 ACS 5-year estimates for countywide	
Local Economic Competitiveness Factors	50%	30	15.0	3.0	Important future development area, important linkage	

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.9	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
Widens Road	**Yes**							
Improves Geometry	**Yes**							
Improves Load Rating	**Yes**							
Truck Usage	839.5	30	19.4	1.9	*MoDOT formula*			
Local Efficient Movement of Freight Factors	**50%**	40	20.0	2.0	Road assumed to be built to meet criteria for trucks			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	9.0	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	Ridgedale to Hollister/Branson			
Scenic and Visual	**Yes**	20	20.0	2.0	Big Cedar Scenic Tourist Area			
Local Quality of Communities Factors	**50%**	20	10.0	1.0	Important to the local and regional community quality			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	9.0	of 15
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention faciliti			
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	**50%**	20	10.0	1.5	Will require new clearing and environmental studies			

Safety					Max	Actual	Weighted	Weight Factor = 20%	Total Points =	12.7	of 20
Crashes (Major Road or Intersection)	PDO	**40**	**Safety Index**	0.83	50	31.0	6.2	*(Modified MoDOT formula)*			
	Injury	**5**	Crash Rate	419.42				Crash data 2018-2021,			
	Fatal	**1**	Accident Index	2.40				along Hwy 86			
	Years	**4**	Severity Index	1.45							
	Avg AADT	**5008**	**Safety Concern**	**Yes**	5	5.0	1.0	Sight distance and congestion issues			
			Safety Enhancements	**Yes**	5	5.0	1.0	Sight distance and congestion issues			
			Emergency Response	**Yes**	5	5.0	1.0	During large events			
			Local Safety Factors	**50%**	35	17.5	3.5	Improves safety for area residents and tourists			

Taking Care of the System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.5	of 5
Roadway or Bridge Conditions	**Good**		20	5.0	0.3	Partially new project			
Substandard Roadway or Bridge Feature	**No**		20	0.0	0.0	Partially new project			
Functional Classification2	Major Arterial	50%	10	5.0	0.3				
Daily Vehicle Usage	2504		10	0.3	0.0	*(Modified MoDOT formula)*			
Local Taking Care of the System Factors	**50%**		40	20.0	1.0	Partially new roadway, but benefits existing roadways			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #:	1-15	Project Name:	Hollister Parkway Extension
Project Type:	Connectivity	Total Score	66.5 out of 100

Project Description: Construct a new approximately 0.4 mile connection from Hollister Parkway to Maple Street in Hollister. A bridge will be required.

Status:	Planning	**Length:**	0.4 miles
Project Scale:	Large	**Roadway or Intersection**	Roadway

Functional Classification:	Major Arterial	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	445	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	22	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

Project Discussion: Project would provide a needed connection between the Hollister Parkway business district and Maple Street. It would reduce traffic volumes on Bus Hwy 65 and provide convenience for residents. The project is a portion of a larger project previously considered.

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				Could provide bike access	
Project provides pedestrian connections	No				Could provide ped connection	
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	75%	50	37.5	1.9	Directly connects year-round housing with jobs and shoppir	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 6.2 of 15
Level of Service	C	25	10.0	1.5		
Functional Classification1 Major Arterial	50%	25	12.5	1.9		
Daily Usage	222.5	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	75%	25	18.8	2.8	Diverts traffic from congested area, new direct connection	

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.2 of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0		
Widens Road	**Yes**					
Improves Geometry	**Yes**					
Improves Load Rating	**Yes**					
Truck Usage	11.125	30	2.2	0.2	*MoDOT formula*	
Local Efficient Movement of Freight Factors	**100%**	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
Local/Regional Land Use Plans	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 SMCOG regional plan	
Connectivity	**Yes**	30	30.0	3.0		
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	

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

Safety				Max	Actual	Weighted	Weight Factor = 20%	Total Points = 8.3 of 20
Crashes (Major Road or Intersection)			**Safety Index**	-1.00	50	0.0	0.0	*(Modified MoDOT formula)*
	PDO	**0**	Crash Rate	0.00				Crash data 2019-2023
	Injury	**0**	Accident Index	0.00				New road so no accident data
	Fatal	**0**	Severity Index	0.00				
	Years	**5**						
	2023 AADT	**445**	**Safety Concern**	**Yes**	5	5.0	1.0	Safety mentioned as important issue in TIGER II application
			Safety Enhancements	**Yes**	5	5.0	1.0	Shift traffic from other roads
			Emergency Response	**Yes**	5	5.0	1.0	Could improve emergency response times and access/egress
			Local Safety Factors	**75%**	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
Roadway or Bridge Conditions	**Good**	20	5.0	0.3	New roadway, but relieves traffic on other roads	
Substandard Roadway or Bridge Feature	**Yes**	20	20.0	1.0	Provides alternate route	
Functional Classification2	Major Arterial	50%	10	5.0	0.3	
Daily Vehicle Usage	222.5	10	0.0	0.0	*(Modified MoDOT formula)*	
Local Taking Care of the System Factors	**25%**	40	10.0	0.5	Mainly new roadway, but benefits existing roadways	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	2-5	Project Name:	J-Hwy at Trigger Creek		
Project Type:	Connectivity	Total Score	41.0	out of	100

Project Description: Improve the roadway to address the section that floods (existing culverts) at Trigger Creek. This could include using fill and/or a structure to raise the roadway.

Status:	Planning	**Length:**	0.1 miles
Project Scale:	Medium	**Roadway or Intersection**	Roadway

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	700	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	14	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	**Weight Factor = 5%**	**Total Points =**	**0.6**	of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
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 =**	**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			

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			

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 SMCOG 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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30
Crashes (Major Road or Intersection)			Safety Index	-1.00	50	0.0	0.0	*(Modified MoDOT formula)*		
PDO	0		Crash Rate	0.00				Crash data 2009-2011		
Injury	0		Accident Index	0.00						
Fatal	0		Severity Index	0.00						
Years	3									
Avg AADT	700		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		

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			

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 2-7	Project Name: Thunder Road		
Project Type: Connectivity	Total Score	56.1	out of 100

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

Status:	Planning and Design	**Length:** 0.1 miles
Project Scale:	Medium	**Roadway or Intersection** Roadway
Functional Classification:	Local	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	240	*(est. 2020 count)*
Daily Truck Traffic:	12	*(est. 2020 count)*
Through Lanes:	2	*(through lanes on major street)*

Project Discussion: The closure of this roadway during high water events impacts local residents. This affects agriculture, emergency response times, and general travel. The roadway appears to be in relatively good condition with regards to pavement. The flooding is relatively infrequent. The project is currently waiting on a permit from the Osage Nation.

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 = 1.6 of 10
Level of Service	B	25	5.0	0.5	estimated peak hour LOS	
Functional Classification1 Local	20%	25	5.0	0.5		
Daily Usage	120	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	25%	25	6.3	0.6	addresses an infrequent delay issue	

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

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	6	30	1.6	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 =	4.0	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 SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	Local residential			
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits			
Local Quality of Communities Factors	**50%**	20	10.0	1.0	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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.8	of 30
Crashes (Major Road or Intersection)			**Safety Index**	8.30	50	50.0	15.0	*(Modified MoDOT formula)*		
PDO	**1**		Crash Rate	3805.18				Crash data 2018-2020		
Injury	**0**		Accident Index	21.74						
Fatal	**0**		Severity Index	1.00						
Years	**3**									
Avg AADT	**240**		**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	**60%**	35	21.0	6.3	project offers a number of safety benefits to the local community		

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 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 Local	20%	10	2.0	0.4				
Daily Vehicle Usage	120	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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

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 .

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			

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			

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			

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 SMCOG 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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.1	of 30
Crashes (Major Road or Intersection)			**Safety Index**	0.43	50	16.1	4.8	*(Modified MoDOT formula)*		
PDO	**1**		Crash Rate	34.45				Crash data 2009-2011		
Injury	**1**		Accident Index	0.20						
Fatal	**0**		Severity Index	2.25						
Years	**3**									
Avg AADT	**1465**	**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			

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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

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.

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 = 1.1 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	50	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	**25%**	25	6.3	0.6	low volumes	

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.1	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
Widens Road	**Yes**				widen lanes and shoulders			
Improves Geometry	**Yes**				straightening curves			
Improves Load Rating	**No**							
Truck Usage	1	30	0.7	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	Only N-S connector in a large rural area			
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 =	4.3	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	Proximity to floodplains & wetlands may be an issue			
Avoids Historical Impacts	**Yes**	20	20.0	1.0	No known historical impacts			
Local Environmental Protection Factors	**25%**	20	5.0	0.3	Roadway travels in/along floodplain area; small wetlands (ponds)			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	9.8	of 30
Crashes (Major Road or Intersection)	PDO	**1**	**Safety Index**	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**	**Safety Concern**	**Yes**	5	5.0	1.5	Concern raised by local leaders		
			Safety Enhancements	**Yes**	5	5.0	1.5	Widen lanes & shoulders, straighten curves		
			Emergency Response	**Yes**	5	5.0	1.5	Could slightly improve rural response times		
			Local Safety Factors	**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
Roadway or Bridge Conditions	**Poor**	20	15.0	3.0	Roadway in worse condition than bridge			
Substandard Roadway or Bridge Feature	**No**	20	0.0	0.0				
Functional Classification2	Local	20%	10	2.0	0.4			
Daily Vehicle Usage	50	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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

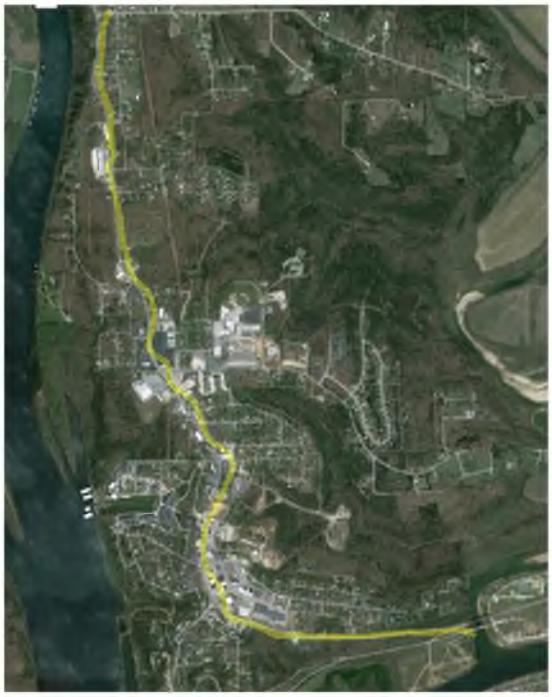
Proj. #:	3-7	Project Name:	US-160 Widening through Forsyth		
Project Type:	Capacity	Total Score	73.4	out of	100

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

Status:	Planning	**Length:**	2.8 miles
Project Scale:	Large	**Roadway or Intersection**	Roadway

Functional Classification:	Minor Arterial	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	9,500	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	475	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.4	of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5				
Project provides bike connections	No				assume no bike facility 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*						
Transit	No	25	0.0	0.0				
Local Access to Opportunity Factors	75%	50	37.5	1.9	Improved roadway and intersection could benefit ped acces			

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

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
Widens Road	**Yes**				roadway widening project			
Improves Geometry	**Yes**				adds turn lanes			
Improves Load Rating	**No**							
Truck Usage	237.5	30	10.3	1.0	*MoDOT formula*			
Local Efficient Movement of Freight Factors	**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
Local/Regional Land Use Plans	Yes	30	30.0	3.0				
Consistent with Local Plans	**Yes**				mentioned in Forsyth strategic plan			
Consistent with Regional Plans	**Yes**				mentioned in SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	important Forsyth through route			
Scenic and Visual	**No**	20	0.0	0.0	limited scenic benefits			
Local Quality of Communities Factors	**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
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5	Assume excess runoff mitigated			
Consistent with Environmental Goals	**Yes**	30	30.0	4.5	Unmitigated environmental impacts are not expected			
Avoids Historical Impacts	**Yes**	20	20.0	3.0	No known historical impacts			
Local Environmental Protection Factors	**50%**	20	10.0	1.5	No known environmental impacts, historical impacts possible			

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

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

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #:	4-1	Project Name:	F Hwy and US-160 Intersection
Project Type:	Traffic Safety	Total Score	65.6 out of 100

Project Description: Improve intersection alignment and traffic control. A roundabout could be considered. This could reduce speeds, while limiting vehicle stops. It could also possibly reduce sight distance concerns. Intersection may also need a high friction surface to reduce accidents.

Status:	Planning	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: The locations of the heavy volumes highlight the need to install a roundabout. Truck traffic was estimated at 5% based on a truck count on Hwy F west of the intersection. 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.

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	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.0 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	50%	25	12.5	1.3	moderate to high traffic, key location	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.5 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	50%	30	15.0	1.5	MO-160 is an important arterial and economic link	

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 =	7.0	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	50%	20	10.0	1.0	Critical connection location within the County			

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	Modest 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	Modest project, few issues expected			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.9	of 30
Crashes (Major Road or Intersection)			Safety Index	1.96	50	50.0	15.0	*(Modified MoDOT formula)*		
PDO	26		Crash Rate	320.67				Crash data 2009-2011		
Injury	10		Accident Index	4.87						
Fatal	0		Severity Index	1.69						
Years	3									
Avg AADT	10252		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	75%	35	26.3	7.9	High crash rate confirms local concerns, many rear-end crashes on the west leg		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	8.6	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	50%	40	20.0	4.0	important intersection to maintain in good operation			

Data Check3 OK

Data Check1 OK

Data Check2 OK

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.

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	

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	

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	

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 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	**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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	15.8	of 30
Crashes (Major Road or Intersection)	PDO	**3**	**Safety Index**	0.67	50	25.3	7.6	*(Modified MoDOT formula)*		
	Injury	**3**	Crash Rate	53.45				Crash data 2009-2011		
	Fatal	**0**	Accident Index	0.81						
	Years	**3**	Severity Index	2.25						
	Avg AADT	**10252**	**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		

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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #: 4-3	Project Name:	Rockaway Beach and US-160 Intersection		
Project Type: Traffic Safety	Total Score	69.2	out of 100	

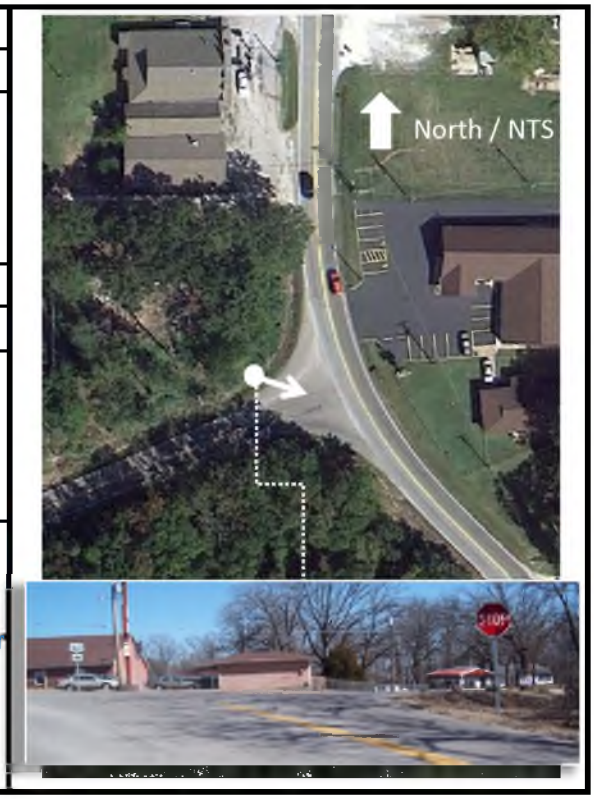
Project Description: Improve safety at the intersection by modifying or upgrading the traffic control, signage, and geometry.

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. A turn lane was added, but the geometry of the curve and the guardrail proximity to the road have resulted in more accidents.



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	

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 SMCOG 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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	30.0	of 30
Crashes (Major Road or Intersection)	PDO	**3**	**Safety Index**	1.36	50	50.0	15.0	*(Modified MoDOT formula)*		
	Injury	**4**	Crash Rate	68.02				Crash data 2009-2011		
	Fatal	**1**	Accident Index	1.03						
	Years	**3**	Severity Index	3.25						
	Avg AADT	**10741**	**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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

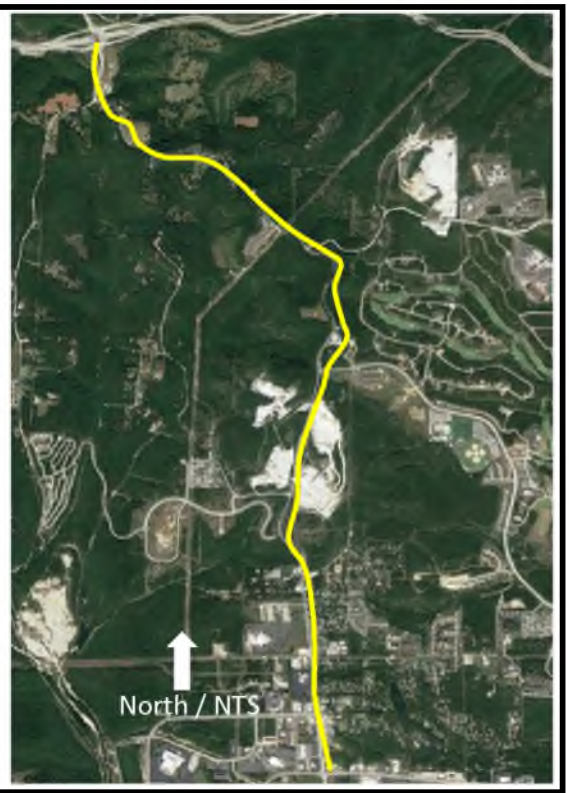
Proj. #:	4-6	Project Name:	MO-248 Corridor		
Project Type:	Traffic Safety	Total Score	66.5	out of	100

Project Description: Improve traffic safety along this entire corridor. Improvements may include geometry at curves, sight distance at multiple intersections, and widening of lanes and providing shoulders. **Project may also including adding a turn lane on Bird Road.**

Status:	Planning	**Length:**	4.1 miles
Project Scale:	Large	**Roadway or Intersection**	Roadway

Functional Classification:	Minor Arterial	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	11,504	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	2,815	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

Project Discussion: This has become a heavily traveled road as Branson has continued to grow. Provides an alternative route to commercial areas and residential areas. Two "T" intersections are in need of "near-term" safety attention due to sight distance/speed concerns: 1) the intersection at Branson Hills Parkway and 2) the intersection at Buchanan Road. The intersection at Branson Hills Parkway has temporary placarding placed to address this accident-prone location and is a candidate for installation of signalization due to significantly increased commercial and residential traffic. The intersection at Buchanan Road is also a candidate for signalization due high traffic of school buses and student related auto traffic (Branson H.S., Intermediate School, Elementary School).



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	assumes widened shoulders at intersection	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 5.0 of 15
Level of Service	B	25	5.0	0.8	estimated peak hour LOS for left turns	
Functional Classification1 Minor Arterial	40%	25	10.0	1.5		
Daily Usage	5752	25	5.7	0.9	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	50%	25	12.5	1.9		

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 8.5 of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0		
Widens Road	**Yes**					
Improves Geometry	**Yes**				improves turns for trucks and other large vehicles	
Improves Load Rating	**No**					
Truck Usage	1407.5	30	25.2	2.5	*MoDOT formula*	
Local Efficient Movement of Freight Factors	**75%**	40	30.0	3.0	Important corridor for economy	

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 7.5 of 10
Local/Regional Land Use Plans	Yes	30	30.0	3.0		
Consistent with Local Plans	**No**				no applicable local plans	
Consistent with Regional Plans	**Yes**				US 248 mentioned in MoDOT plans	
Connectivity	**Yes**	30	30.0	3.0	List communities	
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits	
Local Quality of Communities Factors	**75%**	20	15.0	1.5		

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 14.3 of 15
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5	Small project, few stormwater issues expected	
Consistent with Environmental Goals	**Yes**	30	30.0	4.5	Small project, no mitigation expected	
Avoids Historical Impacts	**Yes**	20	20.0	3.0	No known historical impacts	
Local Environmental Protection Factors	**75%**	20	15.0	2.3	Few issues expected	

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

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

Data Check3 #N/A Data Check1 OK Data Check2 OK

Proj. #: 5-7	Project Name:	Buchanan Rd and Sunrise Dr Intersection
Project Type: Traffic Safety	Total Score	37.8 out of 100

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

Status: Planning **Length:** NA

Project Scale: Small **Roadway or Intersection** Intersection

Functional Classification:	Local	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	2,800	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	140	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
Project brings existing facilities up to ADA Regulations	No	*use if 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	

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	

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	

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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.5	of 30
Crashes (Major Road or Intersection)	PDO	1	**Safety Index**	-0.20	50	0.0	0.0	*(Modified MoDOT formula)*		
	Injury	0	Crash Rate	33.40				Crash data 2009-2011		
	Fatal	0	Accident Index	0.51						
	Years	3	Severity Index	1.00						
	Avg AADT	2734	**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		

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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #:	5-8	Project Name:	Branson Hills & Town Center Dr Intersection		
Project Type:	Geometric/Safety	Total Score	60.5	out of	100

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

Status:	Planning	**Length:**	NA
Project Scale:	Medium	**Roadway or Intersection**	Intersection

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	5935	*(estimated, avg. for major street)*
Daily Truck Traffic:	120	*(estimated, avg. for major street)*
Through Lanes:	4	*(through lanes on major street)*

Project Discussion: Branson Hills Parkway is a four lane divided roadway with a traffic signal at Town Center Dr. There are a high number of crashes in the area due to the high traffic into and out of businesses in the area. Improvements may include limiting left turns into and out of specific drives, removal of portion of left turn median to lengthen turning autos tail-space, as well as better sequencing of the left turn signal.

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.4	of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5				
Project provides bike connections	**No**				does not apply			
Project provides pedestrian connections	**No**				does not apply			
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	**75%**	50	37.5	1.9	Signalization would benefit bikes/peds as well			

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.8	of 10
Level of Service	**B**	25	5.0	0.5				
Functional Classification1 Collector	30%	25	7.5	0.8				
Daily Usage	1483.8	25	0.6	0.1	*(Modified MoDOT formula)*			
Local Congestion Relief Factors	**100%**	25	25.0	2.5	peak hour congestion is an issue			

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 4.9 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	30	30	3.7	0.4	*MoDOT formula*	
Local Efficient Movement of Freight Factors	**75%**	40	30.0	3.0	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 SMCOG 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 and many businesses	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.0 of 5
Consistent with Stormwater Goals	**Yes**	30	30.0	1.5	few stormwater issues expected	
Consistent with Environmental Goals	**No**	30	0.0	0.0	mitigation possible	
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	

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points = 27.3 of 30
Crashes (Major Road or Intersection)								
PDO	**20**	**Safety Index**	1.23	50	46.0	13.8	*(Modified MoDOT formula)*	
Injury	**4**	Crash Rate	226.93				Crash data 2017-2021	
Fatal	**0**	Accident Index	3.44					
Years	**5**	Severity Index	1.42					
Avg AADT	**5795**	**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		

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	
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		1483.75	10	0.2	0.0	*(Modified MoDOT formula)*	
Local Taking Care of the System Factors		**50%**	40	20.0	4.0	Important roadway intersection to maintain high functionality	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	5-9	Project Name:	Highroad & Buchanan Roundabout
Project Type:	Geometric/Safety	Total Score	48.3 out of 100

Project Description: Intersection improvements including potential roundabout.

Status: Planning **Length:** NA

Project Scale: Medium **Roadway or Intersection** Intersection

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	5844	*(estimated, avg. for major street)*
Daily Truck Traffic:	263	*(estimated, avg. for major street)*
Through Lanes:	4	*(through lanes on major street)*

Project Discussion: This intersection has seen increased traffic with growth in the area resulting in long wait times for turning movements. Signals are not preferred due to the proximity of other signalized intersections.

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 2.4 of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
Project brings existing facilities up to ADA Regulations	Yes	*use if first two do not apply*			if RAB is installed, ADA pedestrian provisions assumed	
Project provides some bike/pedestrian facilities	Yes	*use if first two do not apply*			if RAB 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	75%	50	37.5	1.9	Signalization would benefit bikes/peds as well	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 3.2 of 10
Level of Service	B	25	5.0	0.5		
Functional Classification1 Collector	30%	25	7.5	0.8		
Daily Usage	1461	25	0.5	0.1	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	75%	25	18.8	1.9	peak hour congestion is an issue	

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	Buchanan outer road has some commercial	
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	beneficial to make outer road function better	

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 5.0 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	65.75	30	5.4	0.5	*MoDOT formula*	
Local Efficient Movement of Freight Factors	**75%**	40	30.0	3.0	Outer road 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**				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	**Yes**	20	20.0	2.0	Opportunity for building on landscaping	
Local Quality of Communities Factors	**75%**	20	15.0	1.5	proximity to businesses	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 3.0 of 5
Consistent with Stormwater Goals	**Yes**	30	30.0	1.5	few stormwater issues expected	
Consistent with Environmental Goals	**No**	30	0.0	0.0	mitigation possible	
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	

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points = 20.3 of 30
Crashes (Major Road or Intersection)								
PDO	**15**	**Safety Index**	0.60	50	22.7	6.8	*(Modified MoDOT formula)*	
Injury	**1**	Crash Rate	150.02				Crash data 2019-2023	
Fatal	**0**	Accident Index	2.28					
Years	**5**	Severity Index	1.16					
Avg AADT	**5844**	**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		

Taking Care of the System			Max	Actual	Weighted	Weight Factor = 20%	Total Points = 6.6 of 20
Roadway or Bridge Conditions		**Fair**	20	10.0	2.0	Roadway in fair condition	
Substandard Roadway or Bridge Feature		**No**	20	0.0	0.0	no sight distance issues	
Functional Classification2	Collector	30%	10	3.0	0.6		
Daily Vehicle Usage		1461	10	0.2	0.0	*(Modified MoDOT formula)*	
Local Taking Care of the System Factors		**50%**	40	20.0	4.0	Important roadway intersection to maintain high functionality	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #:	6-3	Project Name:	Safari Rd (Sharp Curve Area to MO-165)		
Project Type:	Geometric/Safety	Total Score	48.4	out of	100

Project Description: Improve alignment to eliminate sharp curves (especially the curve in the 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.

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	

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 SMCOG 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 rou	

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	

Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points = 22.1 of 30
Crashes (Major Road or Intersection)			**Safety Index**	0.76	50	28.7	8.6	*(Modified MoDOT formula)*	
PDO	10		Crash Rate	449.66				Crash data 2009-2011	
Injury	1		Accident Index	2.57					
Fatal	0		Severity Index	1.23					
Years	3								
Avg AADT	2539		**Safety Concern**	Yes	5	5.0	1.5	Concern raised by local leaders	
			Safety Enhancements	Yes	5	5.0	1.5	Will result in signal at MO-165 and roadway re-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	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 6-5	Project Name:	MO-165 and Pointe Royale Dr Intersection		
Project Type: Operations	Total Score	53.0	out of 100	

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

Status: Planning **Length:** NA

Project Scale: Small **Roadway or Intersection** Intersection

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	9100	*(estimated, avg. for major street)*
Daily Truck Traffic:	460	*(estimated, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.8 of 5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5		
Project provides bike connections	**No**				does not apply	
Project provides pedestrian connections	**No**				does not apply	
Project brings existing facilities up to ADA Regulations	**Yes**	*use if first two do not apply*			if signal is installed, ADA pedestrian provisions assumed	
Project provides some bike/pedestrian facilities	**Yes**	*use if 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	

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	

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	

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 SMCOG 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			

Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.6	of 30
Crashes (Major Road or Intersection)			**Safety Index**	0.47	50	17.8	5.3	*(Modified MoDOT formula)*			
PDO	**1**		Crash Rate	20.56				Crash data 2009-2011			
Injury	**1**		Accident Index	0.31							
Fatal	**0**		Severity Index	2.25							
Years	**3**										
Avg AADT	**8885**		**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			

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			

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 6-6	Project Name: MO-165 (MO-76 to MO-265)		
Project Type: Capacity	Total Score	65.5	out of 100

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

Status: Planning **Length:** 4.36 miles

Project Scale: Large **Roadway or Intersection** Roadway

Functional Classification:	Minor Arterial	*Modified from MoDOT (major st)*
Avg. Annual Daily Traffic (AADT):	9100	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	460	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				consider adding bike 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	50%	50	25.0	1.3	Widened shoulders benefit businesses & residents bikes/pe	

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

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0				
Widens Road	**Yes**				widen shoulders			
Improves Geometry	**Yes**				turn lanes to be added			
Improves Load Rating	**No**							
Truck Usage	230	30	10.2	1.0	*MoDOT formula*			
Local Efficient Movement of Freight Factors	**50%**	40	20.0	2.0	important corridor for commerce and trucks in this area			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	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 SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	165 connects south Branson to north Branson			
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits			
Local Quality of Communities Factors	**50%**	20	10.0	1.0	benefits residents and business community			

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

Safety				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	15.3	of 20
Crashes (Major Road or Intersection)	PDO	**136**	**Safety Index**	1.17	50	44.0	8.8	*(Modified MoDOT formula)*		
	Injury	**63**	Crash Rate	471.46				Crash data 2009-2011		
	Fatal	**1**	Accident Index	2.69						
	Years	**3**	Severity Index	1.83						
	Avg AADT	**8885**	**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 road (shoulders and turn lanes)		
			Emergency Response	**Yes**	5	5.0	1.0	Additional turn lanes and widening could improve response times		
			Local Safety Factors	**50%**	35	17.5	3.5	High number of crashes		

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.5	of 5
Roadway or Bridge Conditions	**Good**	20	5.0	0.3	bridge and roadway appear to be in good condition			
Substandard Roadway or Bridge Feature	**No**	20	0.0	0.0	none known			
Functional Classification2	Minor Arterial	40%	10	4.0	0.2			
Daily Vehicle Usage	4550	10	1.4	0.1	*(Modified MoDOT formula)*			
Local Taking Care of the System Factors	**50%**	40	20.0	1.0	important to maintain functionality of corridor			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #:	6-10	Project Name:	76 Country Boulevard Complete Street
Project Type:	Facility Upgrade	Total Score	65.8 out of 100

Project Description: Street improvement project to improve pedestrian safety and tourist attraction to the 76 Strip. Portions of the project have been constructed while other phases are in the planning and preliminary design phase.

Status:	Planning and Design	**Length:**	3.9 miles
Project Scale:	Regional	**Roadway or Intersection**	Roadway

Functional Classification:	Major Arterial	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	23700	*(est. 2012, avg. for major street)*
Daily Truck Traffic:	710	*(est. 2012, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

Project Discussion: This project has been a priority for the City of Branson. The City has committed $18 million to the project. Project will include relocation (likely underground) of existing electric utilities. The goals of the project include increasing visitor trips, managing traffic congestion, increasing safety, improving access and mobility, improving visual appearance, preserving and celebrating heritage, encouraging investment and development, and strengthening existing destinations and businesses.

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				bike/pedestrian barriers will be eliminated	
Project provides pedestrian connections	Yes				pedestrian access is key 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	Yes	25	25.0	1.3	Transit stops are to be constructed	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Pedestrian/Bike/Transit considerations very prominent	

Congestion Relief		Max	Actual	Weighted	Weight Factor = 15%	Total Points = 9.8 of 15
Level of Service	F	25	25.0	3.8	extended delays and long queues common	
Functional Classification1 Major Arterial	50%	25	12.5	1.9		
Daily Usage	11850	25	15.6	2.3	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	50%	25	12.5	1.9	project increases capacity - a major issue, worst in County	

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 20%	Total Points = 14.2 of 20
Strategic Regional Economic Corridor	Yes	20	20.0	4.0	project is center of highest economic area	
Support Regional Economic Opportunities	Yes	30	30.0	6.0	project is center of highest economic area	
Level of Economic Distress	30%	20	6.0	1.2		
Poverty (Block Group)	12%				2006-2010 ACS block group data - Comb. 2 block groups	
Unemployment (tract)	4.0%				2006-2010 ACS tract data - Combining 2 tracts	
Local Economic Competitiveness Factors	50%	30	15.0	3.0	needed to keep Branson economically competitive	

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.3	of 10
Large Vehicle Friendly Facilities	No	30	0.0	0.0				
Widens Road	**No**				no change			
Improves Geometry	**No**				no change			
Improves Load Rating	**No**				no change			
Truck Usage	355	30	12.6	1.3	*MoDOT formula*			
Local 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 =	6.0	of 10
Local/Regional Land Use Plans	Yes	30	30.0	3.0				
Consistent with Local Plans	**Yes**				part of Branson's Comprehensive and Strategic plan			
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	plan would enhance landscaping, aesthetics, and views			
Local Quality of Communities Factors	**50%**	20	10.0	1.0	project will revive strip and increase tax revenues			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 15%	Total Points =	13.5	of 15
Consistent with Stormwater Goals	**Yes**	30	30.0	4.5	Branson MS4 requirements will be followed			
Consistent with Environmental Goals	**Yes**	30	30.0	4.5	Rain gardens are planned			
Avoids Historical Impacts	**Yes**	20	20.0	3.0	No known historical impacts			
Local Environmental Protection Factors	**50%**	20	10.0	1.5	Environment to be showcased where possible			

Safety				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.4	of 20
Crashes (Major Road or Intersection)	PDO	**388**	**Safety Index**	1.19	50	44.5	8.9	*(Modified MoDOT formula)*		
	Injury	**133**	Crash Rate	527.20				Crash data 2009-2011		
	Fatal	**0**	Accident Index	3.01						
	Years	**3**	Severity Index	1.64						
	Avg AADT	**23141**	**Safety Concern**	**Yes**	5	5.0	1.0	Concern raised by local leaders		
			Safety Enhancements	**Yes**	5	5.0	1.0	pedestrian safety will be greatly enhanced		
			Emergency Response	**No**	5	0.0	0.0			
			Local Safety Factors	**50%**	35	17.5	3.5	will address pedestrian safety which is a major concern		

Taking Care of the System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.8	of 5
Roadway or Bridge Conditions	**Good**		20	5.0	0.3	roadway appears to be in good condition, little roadway cracking			
Substandard Roadway or Bridge Feature	**No**		20	0.0	0.0				
Functional Classification2	Major Arterial	50%	10	5.0	0.3				
Daily Vehicle Usage	11850		10	6.2	0.3	*(Modified MoDOT formula)*			
Local Taking Care of the System Factors	**50%**		40	20.0	1.0	improvements are needed for capacity			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #:	7-6	Project Name:	Clevenger Cove		
Project Type:	Traffic Safety	Total Score	42.8	out of	100

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

Status: Verbal Corps Approval **Length:** 0.36 miles

Project Scale: Medium **Roadway or Intersection** Roadway

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	336	*(est. 2019, MoDOT)*
Daily Truck Traffic:	20	*(est. 2019, MoDOT)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 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 = 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		168	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors		25%	25	6.3	0.6	addresses an infrequent delay issue	

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

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	10	30	2.1	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 =	4.8	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 SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	Residential traffic only			
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits			
Local Quality of Communities Factors	**90%**	20	18.0	1.8	links community together, especially in serious weather cond.			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	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	**75%**	20	15.0	0.8	environmental issues may require mitigation			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30
Crashes (Major Road or Intersection)			**Safety Index**	-1.00	50	0.0	0.0	*(Modified MoDOT formula)*		
PDO	**0**		Crash Rate	0.00				Crash data 2018-2020		
Injury	**0**		Accident Index	0.00						
Fatal	**0**		Severity Index	0.00						
Years	**3**									
Avg AADT	**336**		**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	**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 =	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	168		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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #: 7-7	Project Name: Graham Clark		
Project Type: Traffic Safety	Total Score	42.3	out of 100

Project Description: Improve the roadway to address the section that floods when Table Rock Lake level is high. This involves raising approximately 450 LF of roadway a maximum of 10 feet.

Status:	Verbal Corps Approval	**Length:**	0.36 miles
Project Scale:	Medium	**Roadway or Intersection**	Roadway
Functional Classification:	Collector	*(for the major street)*	
Avg. Annual Daily Traffic (AADT):	300	*(est. 2020, Count)*	
Daily Truck Traffic:	20	*(est. 2020, Count)*	
Through Lanes:	2	*(through lanes on major street)*	

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 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 = 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	150	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors	25%	25	6.3	0.6	addresses an infrequent delay issue	

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

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	10	30	2.1	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 = 4.6 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 SMCOG regional plan	
Connectivity	**Yes**	30	30.0	3.0	Residential traffic only	
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits	
Local Quality of Communities Factors	**80%**	20	16.0	1.6	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	

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points = 12.4 of 30
Crashes (Major Road or Intersection)			**Safety Index**	-1.00	50	0.0	0.0	*(Modified MoDOT formula)*
PDO	**0**		Crash Rate	0.00				Crash data 2018-2020
Injury	**0**		Accident Index	0.00				
Fatal	**0**		Severity Index	0.00				
Years	**3**							
Avg AADT	**300**		**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	**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 = 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	150		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	

Data Check3 OK

Data Check1 OK

Data Check2 OK

Proj. #: 7-8	Project Name: Happy Hollow		
Project Type: Traffic Safety	Total Score	41.8	out of 100

Project Description: Improve the roadway to address the section that floods when Table Rock Lake level is high. This involves raising approximately 230 LF of roadway a maximum of 10 feet.

Status: Verbal Corps Approval **Length:** 0.36 miles

Project Scale: Medium **Roadway or Intersection** Roadway

Functional Classification:	Collector	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	25	*(est. 2020, Count)*
Daily Truck Traffic:	1	*(est. 2020, Count)*
Through Lanes:	2	*(through lanes on major street)*

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

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 0.6 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
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 = 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		12.5	25	0.0	0.0	*(Modified MoDOT formula)*	
Local Congestion Relief Factors		25%	25	6.3	0.6	addresses an infrequent delay issue	

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

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	**No**							
Improves Geometry	**Yes**				improve alignment (low water area)			
Improves Load Rating	**No**							
Truck Usage	0.5	30	0.5	0.0	*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 =	4.2	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 SMCOG regional plan			
Connectivity	**Yes**	30	30.0	3.0	Residential traffic only			
Scenic and Visual	**No**	20	0.0	0.0	no scenic benefits			
Local Quality of Communities Factors	**60%**	20	12.0	1.2	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			

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30
Crashes (Major Road or Intersection)			**Safety Index**	-1.00	50	0.0	0.0	*(Modified MoDOT formula)*		
PDO	**0**		Crash Rate	0.00				Crash data 2018-2020		
Injury	**0**		Accident Index	0.00						
Fatal	**0**		Severity Index	0.00						
Years	**3**									
Avg AADT	**25**		**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	**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 =	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	12.5		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			

Data Check3 OK

Data Check1 OK

Data Check2 OK

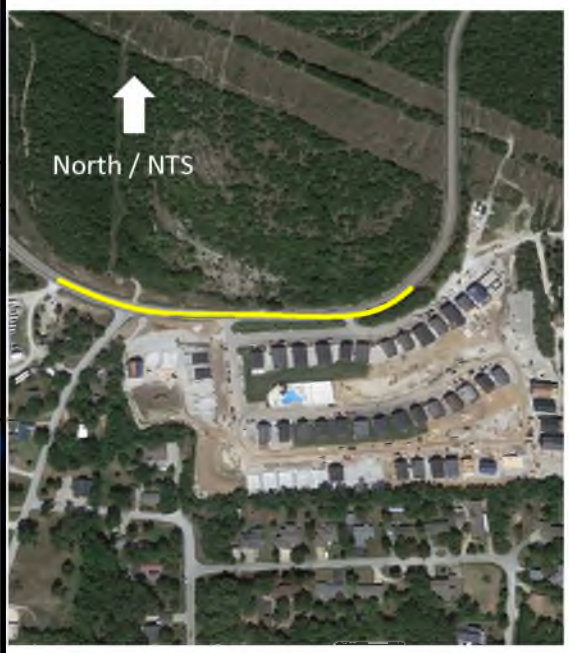
Proj. #:	7-9	Project Name:	Hwy 165 Dale to Ingalls Turn Lane		
Project Type:	Traffic Safety	Total Score	57.2	out of	100

Project Description: Addition of a turn lane and/or acceleration/deceleration lanes to improve safety for turns off of Hwy 165.

Status:	Planning	**Length:**	NA
Project Scale:	Medium	**Roadway or Intersection**	Intersection

Functional Classification:	Minor Arterial	*(for the major street)*
Avg. Annual Daily Traffic (AADT):	2,600	*(est. 2016, avg. for major street)*
Daily Truck Traffic:	702	*(est. 2016, avg. for major street)*
Through Lanes:	2	*(through lanes on major street)*

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.3 of 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
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	
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	

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

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

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points = 6.3 of 10
Large Vehicle Friendly Facilities	Yes	30	30.0	3.0		
Widens Road	**Yes**				additional turn lanes	
Improves Geometry	**Yes**				additional lanes	
Improves Load Rating	**No**					
Truck Usage	351	30	12.6	1.3	*MoDOT formula*	
Local Efficient Movement of Freight Factors	**50%**	40	20.0	2.0	Hwy 76 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 SMCOG regional plan	
Connectivity	**Yes**	30	30.0	3.0	Connects western and eastern Taney County	
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 165 is an important facility in Taney Co	

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 4.5 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	**50%**	20	10.0	0.5	Moderate project, few issues expected	

Safety				Max	Actual	Weighted	Weight Factor = 30%	Total Points = 25.9 of 30
Crashes (Major Road or Intersection)			**Safety Index**	2.58	50	50.0	15.0	*(Modified MoDOT formula)*
	PDO	**3**	Crash Rate	263.44				Crash data 2018-2021
	Injury	**6**	Accident Index	4.00				
	Fatal	**1**	Severity Index	3.30				
	Years	**4**						
	Avg AADT	**2600**	**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	**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 = 5.8 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		1300	10	0.2	0.0	*(Modified MoDOT formula)*	
Local Taking Care of the System Factors		**50%**	40	20.0	4.0		

Data Check3 OK

Data Check1 OK

Data Check2 OK