Taney County Transportation Advisory Board Project Prioritization List

November 3, 2023

ROADWA	AY LIST						
Current	ICTAB				Roadway/	C (D	
Ranking	Proj. No.	Project Name	Project Type	Scale	Intersection	Status of Project	Date
I		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	
П	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-I	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	

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

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

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

Project Type: Traffic Safety Total Score 71.0 out of 100

Project Description: Improve intersection to address safety issues. Improvements

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

Status: Planning and Design 2018 Length: NA

Daily Truck Traffic: 334

Project Scale: Medium Roadway or Intersection Intersection

Functional Classification: Minor Arterial (for the major street)

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

Through Lanes: 2 (through lanes on major street)

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



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

(estimated, avg. for major street)

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

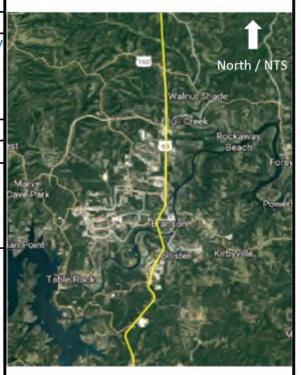
Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 8.2 of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	MO-76
Support Regional Economic Opportunities	Yes	20	20.0	2.0	supports rec development in the Lakeshore corridor
Level of Economic Distress	85%	20	17.0	1.7	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

Efficie	nt Movemer	nt of Freig	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.4	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				turn lanes to be added			
			Improves Load Rating	No							
			Truck Usage	167	30	8.7	0.9	MoDOT formula			
	Local Eff	icient Move	ment of Freight Factors	50%	40	20.0	2.0	MO-76 is an important com	merce route, Lak	eshore is	not
Quality	of Commu	ınities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
			egional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans (no	ot in Hollister or E	Branson)	
		Consi	stent with Regional Plans	No				not mentioned in SMCOG re	egional plan		
			Connectivity	Yes	30	30.0	3.0	Important connection for the	Branson, Hollis	ter & Kirb	yville areas
			Scenic and Visual	No	20	0.0	0.0	no major scenic or visual be	enefits, except po	ssibly lar	ndscaping
	Loc	cal Quality o	of Communities Factors	50%	20	10.0	1.0	this is an important intersect	tion in the area		
Enviro	nmental Pro				Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
	Consistent with Stormwater Goals Yes				30	30.0	1.5	Modest project, few stormw			
	Consistent with Environmental Goals Yes				30	30.0	1.5	Unmitigated environmental i	•	expected	
			oids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
	Loca	I Environme	ental Protection Factors	50%	20	10.0	0.5	no major mitigation expecte	d		
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	26.7	of 30
oad	PDO	14	Safety Index	1.18	50	44.1	13.2	(Modified MoDOT formula)			
or R(tion)	Injury	12	Crash Rate	145.61				Crash data 2009-2011			
(Maj	Fatal	0	Accident Index	2.21							
Crashes (Major Road or Intersection)	Years	3	Severity Index	2.15							
Cras	Avg AADT	16306	Safety Concern	Yes	5	5.0	1.5	Concern raised by local lead	ders		
			Safety Enhancements	Yes	5	5.0	1.5	improvements expected to a	address safety co	ncerns	
			Emergency Response	No	5	0.0	0.0	no major effect on response	times		
			Local Safety Factors	100%	35	35.0	10.5	crash data confirms local co	ncerns		
Taking	Care of the				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	15.2	of 20
			ay or Bridge Conditions	Good	20	5.0	1.0	MO-76 assumed to be good			
	Substandard Roadway or Bridge Feature Yes				20	20.0	4.0	alignment decreases sight of	distance east of in	ntersectio	on
Fu	nctional Clas	ssification2	Minor Arterial	40%	10	4.0	0.8				
			Daily Vehicle Usage	8350	10	7.0	1.4	(Modified MoDOT formula)			
	Local	Taking Car	e of the System Factors	100%	40	40.0	8.0	Important local intersection			

Data Check3 OK Data Check1 OK Data Check2 OK

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

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



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

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

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

Efficie	ent Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.8	of 10
		Large Ve	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				Will upgrade intersections	and corridor to Int	erstate s	tandards
			Improves Load Rating	No							
			Truck Usage	347.5	30	12.5	1.3	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	50%	40	20.0	2.0	Will benefit freight primaril	y at access points		
walit	y of Commu	nitios			May	A atual	Mainhte d	Weight Factor = 10%	Total Points =	7.0	of 10
uani	y or commu		egional Land Use Plans	Yes	Max 30	Actual 30.0	Weighted 3.0	weight Factor - 10/6	Total Pollits -	7.0	01 10
			onsistent with Local Plans	Yes	30	30.0	3.0	Local priority, intersection	e on plane, now co	rridor be	ina adda
			istent with Regional Plans	Yes				Listed as need in SMCOG		iriuoi be	iliy adde
		00113	Connectivity	Yes	30	30.0	3.0	Countywide	regional plan		
			Scenic and Visual	No	20	0.0	0.0	No major scenic or visual	elements		
	Loc	al Ouality	of Communities Factors	50%	20	10.0	1.0	Important to the local and		h, quality	
	Loc	al Quality	or communities ractors	30 /0	20	10.0	1.0	important to the local and	regional communi	ty quality	
nviro	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	14.3	of 15
		Consisten	t with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff mit	igated(new stormw	ater det	ention fa
	Co	nsistent wi	th Environmental Goals	Yes	30	30.0	4.5	Unmitigated environments	al impacts are not e	expected	
		A	voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ets		
	Local	Environm	ental Protection Factors	75%	20	15.0	2.3	Few small wetlands in are	a, project includes	stormwa	ater BMP
afety	•				May	A -4l	\A/ = : a/a / a/	Mainht Fratar - 209/	Total Points =	11.8	of 20
	PDO	34	Safety Index	0.60	Max 50	Actual 22.7	Weighted 4.5	Weight Factor = 20% (Modified MoDOT formula		11.0	01 20
Intersection)	Injury	24	Crash Rate	40.31	50	22.1	4.5	Crash data 2009-2011,)		
Intersection)	Fatal	2	Accident Index	0.61				at all non-interchange acc	ess locations (7) a	long IIS	65
Inter	Years	3	Severity Index	2.27				volume multiplied by 7 for		iong oo	00
9	2010 AADT	19418	Safety Concern	Yes	5	5.0	1.0	volume maniphed by 7 for	7 Intersections		
)	2010 AAD1	13410	Safety Enhancements	Yes	5	5.0	1.0	Reduces conflict points			
			Emergency Response		5	0.0		Unlikely to have a major in	mport on omorgan	ov roope	nco
				No 75%	35		0.0			by respon	iis e
			Local Safety Factors	75%	33	26.3	5.3	Improves safety for area r	esidents		
akind	g Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.8	of 5
			ay or Bridge Conditions	Good	20	5.0	0.3	Existing Hwy 65			
	Substandard Roadway or Bridge Feature			Yes	20	20.0	1.0	Does not meet FHWA sta	ndards for interstat	es	
Fu	unctional Clas			100%	10	10.0	0.5				
		5152.75	10	1.2	0.1	(Modified MoDOT formula	1)				
			,		,,,		V. 1	,	7		

Local Taking Care of the System Factors

50%

40

20.0

1.0

Data Check3 OK Data Check1 OK Data Check2 OK

Mainly new intersections, but benefits existing roadways

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

Project Type: Multimodal Total Score 55.8 out of 100

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

Status: Planning Length: N/A miles

Through Lanes: 2

Project Scale: Regional Roadway or Intersection Intersection

Functional Classification: Other (for the major street)

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

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

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



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

(through lanes on major street)

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

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

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

Local Taking Care of the System Factors

75%

40

30.0

1.5

Data Check3 OK Data Check1 OK Data Check2 OK

Project provides an efficient multimodal way of moving freight

Proj. #: 1-14 Project Name:	Hwy 86 Corrido		
Project Type: Capacity	Total Score	63.1	out of 100
Project Description: Improve High	way 86 between I	Hwy 65 ar	nd the Long Creek Bridge
the contribution of the co	Destar Land	All the second	All the Continue to a continue of the con-

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 be	elow)
Project provides pedestrian connections				Only for a portion of the	entire length (see be	elow)	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply			
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	Portion of highway will have sidewalk and bike lanes		
Transit	Yes	25	25.0	1.3	Includes Big Cedar Shut	ttles	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Directly connects year-ro	ound housing with jo	bs and shoppir

Congestion Rel	ief			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				0.7	0.1	(Modified MoDOT formula	a)	
Local Congestion Relief Factors 50%				25	12.5	1.9	Helps traffic from conges	ted area during eve	ents.

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

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.9	of 10
		Large Vo	ehicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes							
			Improves Geometry	Yes							
			Improves Load Rating	Yes							
			Truck Usage	839.5	30	19.4	1.9	MoDOT formula			
	Local Effic	cient Move	ment of Freight Factors	50%	40	20.0	2.0	Road assumed to be built	to meet criteria for	trucks	
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	9.0	of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0				
		C	onsistent with Local Plans	Yes				Not on any plans			
		Cons	istent with Regional Plans	Yes				Not on any plans			
			Connectivity	Yes	30	30.0	3.0	Ridgedale to Hollister/Bra			
			Scenic and Visual	Yes	20	20.0	2.0	Big Cedar Scenic Tourist	Area		
	Loc	al Quality	of Communities Factors	50%	20	10.0	1.0	Important to the local and	y quality		
nviro	vironmental Protection				Max	Actual	Weighted	Weight Factor = 15%	Total Points =	9.0	of 15
			t with Stormwater Goals	Yes	30	30.0	4.5	Assume excess runoff mit	•		ention fac
	Coi		th Environmental Goals	No	30	0.0	0.0	Unmitigated environmenta	•	expected	
			voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac			
	Local	Environm	ental Protection Factors	50%	20	10.0	1.5	Will require new clearing a	and environmental	studies	
afety					Max	Actual	Weighted	Weight Factor = 20%	Total Points =	12.7	of 20
	PDO	40	Safety Index	0.83	50	31.0	6.2	(Modified MoDOT formula			0.1 2.0
- F	Injury	5	Crash Rate	419.42		01.0	0.2	Crash data 2018-2021,	9		
Intersection)	Fatal	1	Accident Index	2.40				along Hwy 86			
Intersection)	Years	4	Severity Index	1.45				,			
2 2	Avg AADT	5008	Safety Concern	Yes	5	5.0	1.0	Sight distance and conges	stion issues		
			Safety Enhancements	Yes	5	5.0	1.0	Sight distance and conges			
			Emergency Response	Yes	5	5.0	1.0	During large events			
			Local Safety Factors	50%	35	17.5	3.5	Improves safety for area r	esidents and touris	sts	
			,								
aking	Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.5	of 5
		Roadw	ay or Bridge Conditions	Good	20	5.0	0.3	Partially new project			
	Substa	ndard Roa	dway or Bridge Feature	No	20	0.0	0.0	Partially new project			
Fu	nctional Clas	sification2	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

Data Check3 OK Data Check1 OK Data Check2 OK

Partially new roadway, but benefits existing roadways

Proj. #: 1-15	Project Name:	Hollister Parkway Extension								
Project Type:	Connectivity	Total Score	66.5	out of	100					
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: Planni	ing		Length:	0.4	miles					
Project Scale:	Large	Roadway	or Inters	ection	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 acces	SS	
Project provides pedestrian connections	No				Could provide ped conne	ection	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply			
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	y Portion of highway will have sidewalk and bike lanes		
Transit	No	25	0.0	0.0	No effect on Branson Sh	uttle or Jefferson Lines	
Local Access to Opportunity Factors	75%	50	37.5	1.9	Directly connects year-ro	ound housing with jobs and shoppi	

Congestion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	6.2 of 15
	Level of Service	С	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	a)	
Local Congestio	n Relief Factors	75%	25	18.8	2.8	Diverts traffic from conge	sted area, new dire	ect 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

- cc. .	4.84	· (= · ·	4					70 400
ETTICIE	nt Movement				Max	Actual	Weighted	Weight Factor = 10% Total Points = 7.2 of 10
		Large Ve	hicle 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 Effic	ient Move	ment of Freight Factors	100%	40	40.0	4.0	Road assumed to be built to meet criteria for trucks
ualit	y of Commur	nities			Max	Actual	Weighted	Weight Factor = 10% Total Points = 8.0 of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0	
		Co	onsistent with Local Plans	Yes				On local plans and submitted as TIGER Application
		Consi	stent 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
	Loca	al Quality o	of Communities Factors	100%	20	20.0	2.0	Important to the local and regional community quality
nviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15% Total Points = 12.8 of 15
	Consistent with Stormwater Goals			Yes	30	30.0	4.5	Assume excess runoff mitigated(new stormwater detention fa
	Consistent with Environmental Goals Avoids Historical Impacts			Yes	30	30.0	4.5	Unmitigated environmental impacts are not expected
				Yes	20	20.0	3.0	No known historical impacts
	Local	Environme	ental Protection Factors	25%	20	5.0	0.8	Will require several bridge crossings and greenfield construct
afety					Max	Actual	Weighted	Weight Factor = 20% Total Points = 8.3 of 20
	PDO	0	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula)
) (E)	Injury	0	Crash Rate	0.00	00	0.0	0.0	Crash data 2019-2023
sections	Fatal	0	Accident Index	0.00				New road so no accident data
or Intersection)	Years	5	Severity Index	0.00				Now road so no doordon data
9		445	Safety Concern	Yes	_	5.0	1.0	Cofety mantiaged as important issue in TICED II application
)	2023 AADT	445	•		5		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/egres
			Local Safety Factors	75%	35	26.3	5.3	Improves safety for area residents
o kin -	Coro of the	Cuatam			N/	A = 41	Majolete I	Weight Footon = 50/ Tatal Bainta = 2.0
акіпр	Care of the	•	ay or Bridge Conditions	Good	Max 20	Actual 5.0	Weighted 0.3	Weight Factor = 5% Total Points = 2.0 of 5 New roadway, but relieves traffic on other roads
	Cubat-		•					•
г.			dway or Bridge Feature	Yes	20	20.0	1.0	Provides alternate route
Fu	inctional Class	sirication2	Major Arterial	50%	10	5.0	0.3	WA 15 114 DOT ()
Daily Vehicle Usage 222.5				222.5 25%	10	0.0	0.0	(Modified MoDOT formula)
	Local Taking Care of the System Factors				40	10.0	0.5	Mainly new roadway, but benefits existing roadways

Data Check3 OK Data Check1 OK Data Check2 OK

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

J-Hwy at Trigger Creek

roadway.

Status: Planning Length: 0.1 miles

Proj. #: 2-5 Project Name:

Roadway or Intersection Roadway Project Scale: Medium

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

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



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

Conge	stion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points =	1.9	of 10
		Level of Service	В	25	5.0	0.5	estimated peak hour LOS		
	Functional Classification1	Collector	30%	25	7.5	0.8			
		Daily Usage	350	25	0.0	0.0	(Modified MoDOT formula)		
	Local Congestion	on 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

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

100%

Local Taking Care of the System Factors

40

40.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

important to maintain all weather access

Project Type: Connectivity

Total Score

out of 100

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

Thunder Road

Project Name:

Proj. #: 2-7

 Status:
 Planning and Design
 Length:
 0.1 miles

 Project Scale:
 Medium
 Roadway or Intersection
 Roadway

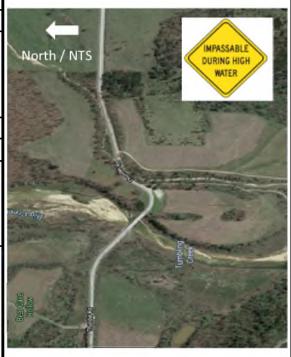
Functional Classification: Local (for the major street)

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	f 5
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply	assumes no sidewalks,	bike lanes, or widen	ed shou	Iders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	nes	
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyo	cle benefits		

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

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

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

Substandard Roadway or Bridge Feature

Local Taking Care of the System Factors

Local

Daily Vehicle Usage

Functional Classification2

Yes

20%

120

100%

20

10

10

40

20.0

2.0

0.0

40.0

4.0

0.4

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

road impassable during high water events

important to maintain all weather access

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

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

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

Status: Planning Length: 3.62 miles

Proj. #: 3-1 Project Name:

Project Scale: Medium Roadway or Intersection Roadway

Functional Classification: Local (for the major street)

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

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

Through Lanes: 2 (through lanes on major street)

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



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

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

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

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

Local Taking Care of the System Factors

100%

40

40.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

improvements upgrade a connecting element of current system

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

Proj. #: 3-5

Project Name:

Caney Creek Rd (W Hwy to Skyline Dr)

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

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



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

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

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

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

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 3-7 Project Name:	US-160 Widening 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 v	will be included with the project
Project provides pedestrian connections Yes					assumes pedestrian fac	ilities inc. ped signals
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two do	not apply		
Project provides some bike/pedestrian facilities	No	use if fi	rst two do	not apply		
Transit	No	25	0.0	0.0		
Local Access to Opportunity Factors	75%	50	37.5	1.9	Improved roadway and i	ntersection could benefit ped ac

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

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

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	of 10
		Large Ve	hicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes				roadway widening project			
			Improves Geometry	Yes				adds turn lanes			
			Improves Load Rating	No							
			Truck Usage	237.5	30	10.3	1.0	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	75%	40	30.0	3.0	Should benefit truck traffic	; important connec	tor in Ta	ney County
Qualit	y of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.5	of 10
			egional Land Use Plans	Yes	30	30.0	3.0				
		Co	onsistent with Local Plans	Yes				mentioned in Forsyth strat	egic plan		
		Consi	stent with Regional Plans	Yes				mentioned in SMCOG reg			
			Connectivity	Yes	30	30.0	3.0	important Forsyth through	route		
			Scenic and Visual	No	20	0.0	0.0	limited scenic benefits			
	Loc	al Quality	of Communities Factors	75%	20	15.0	1.5	important improvement in	the heart of Forsyt	h	
Enviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	13.5	of 15
		Consistent with Stormwater Goals			30	30.0	4.5	Assume excess runoff miti	gated		
	Consistent with Environmental Goals			Yes	30	30.0	4.5	Unmitigated environmenta	l impacts are not e	xpected	
		A۱	oids Historical Impacts	Yes	20	20.0	3.0	No known historical impac	ts		
	Local	Environme	ental Protection Factors	50%	20	10.0	1.5	No known environmental i	mpacts, historical i	mpacts	possible
Safety			·		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	15.4	of 20
Soad	PDO	69	Safety Index	0.71	50	26.8	5.4	(Modified MoDOT formula)		
yor F ctior	Injury	23	Crash Rate	323.48				Crash data 2009-2011			
(Ma erse	Fatal	0	Accident Index	1.85							
Crashes (Major Road or Intersection)	Years	3	Severity Index	1.63							
Cra	Avg AADT	9276	Safety Concern	Yes	5	5.0	1.0	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.0	Will result in widened road	and other improve	ements	
			Emergency Response	Yes	5	5.0	1.0	will improve response time	e, fire dept. on nort	h side of	project
			Local Safety Factors	100%	35	35.0	7.0	High number of crashes co	onfirms local safety	concer	n
Taking	g Care of the	System			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	2.5	of 5
	Roadway or Bridge Conditions				20	5.0	0.3	Both the Roadway and Bri	dges are in good o	ondition	
	Substandard Roadway or Bridge Feature				20	0.0	0.0				
Fu	ınctional Clas	sification2	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				40	40.0	2.0	improving roadway operat		ng syste	m
			,	100%	-			1 3		0 - 7 - 10	

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 4-1 Project Name:	F Hwy and US-1	60 Inters	ection
Project Type: Traffic Safety	Total Score	65.6	out of 100
Project Description: Improve inters	ection alignment	and traffic	control. A roundabout

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	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	lo not apply	assumes no sidewalks o	or bike lanes
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	lo not apply	assumes improved shou	ulders at intersection
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes improved shou	ulders at intersection

Conge	estion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
			D	25	15.0	1.5	eastbound left turn LOS f	or stop control		
			40%	25	10.0	1.0				
			5250	25	22.8	2.3	(Modified MoDOT formula	a)		
	Local Congestic	n Relief Factors	50%	25	12.5	1.3	moderate to high traffic, k	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

Efficie	ent Movemer	nt of Freigl	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	5.6	of 10
		Large Ve	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improves turns for trucks a	and other large veh	icles	
			Improves Load Rating	No							
			Truck Usage	265	30	10.9	1.1	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	75 %	40	30.0	3.0	important corridor			
Qualit	y of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.0	of 10
			egional Land Use Plans	Yes	30	30.0	3.0				
			onsistent with Local Plans	No				no applicable local plans			
		Consi	stent with Regional Plans	Yes				SMCOG regional plan			
			Connectivity	Yes	30	30.0	3.0	Connects communities no	rth of river with Bra	nson ar	ea
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	s, no scenic benefit	S	
	Loc	al Quality	of Communities Factors	50%	20	10.0	1.0	Critical connection location	n within the County		
									_		
Envir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
		Consistent with Stormwater Goal			30	30.0	1.5	Modest project, few storm	water issues expec	ted	
	Consistent with Environmental Goals			Yes	30	30.0	1.5	Modest project, no mitigat	ion expected		
	Avoids Historical Impacts			Yes	20	20.0	1.0	No known historical impac	ets		
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	Modest project, few issues	s expected		
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.9	of 30
Road γ	PDO	26	Safety Index	1.96	50	50.0	15.0	(Modified MoDOT formula)		
gor F	Injury	10	Crash Rate	320.67				Crash data 2009-2011			
ashes (Major Ro or Intersection)	Fatal	0	Accident Index	4.87							
Crashes (Major Road or Intersection)	Years	3	Severity Index	1.69							
Cia	Avg AADT	10252	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Will result in widened shou	ulders		
			Emergency Response	No	5	0.0	0.0				
			Local Safety Factors	75%	35	26.3	7.9	High crash rate confirms le	ocal concerns, man	y rear-e	nd crashes
								on the west leg			
Taking	g Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	8.6	of 20
		Fair	20	10.0	2.0	roadway in fair condition b	ased on observation	ns			
	Substa	andard Roa	dway or Bridge Feature	No	20	0.0	0.0				
Fı	unctional Clas	sification2	Minor Arterial	40%	10	4.0	0.8				
			Daily Vehicle Usage	5250	10	9.1	1.8	(Modified MoDOT formula)		
	Local	Taking Car	e of the System Factors	50%	40	20.0	4.0	important intersection to m	•	eration	
	Local	. Jiming Gai		0070		20.0	1.0	portant into rood for to fi	.artain in good opt		

Data Check3 OK Data Check1 OK Data Check2 OK

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

MO-176 and US-160 Rockaway Turnoff Int.

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

Status: Planning Length: NA

Proj. #: 4-2 Project Name:

Roadway or Intersection Intersection Project Scale: Small

Functional Classification: Minor Arterial (for the major street)

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

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



Access to Opportunity		Мах	Actual	Weighted	Weight Factor = 5%	Total Points = 1.5 of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3		
Project provides bike connections	No				does not apply	
Project provides pedestrian connections	No				does not apply	
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two de	o not apply	assumes no sidewalks o	or bike lanes
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	widened shoulders and	better ped crossing opportunities
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Lines
Local Access to Opportunity Factors	50%	50	25.0	1.3	assumes widened shoul	lders at intersection

Conges	tion Relief			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
	Level of Service C Functional Classification1 Minor Arterial 40			25	15.0	1.5	northbound left LOS for s	stop control (Synch	iro)	
F				25	10.0	1.0				
	Daily Usage		5250	25	22.8	2.3	(Modified MoDOT formul	a)		
	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

	ent Movemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.6	of 10
		Large Ve	hicle Friendly Facilities	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				realignment of intersection	l		
			Improves Load Rating	No							
			Truck Usage	265	30	10.9	1.1	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	50%	40	20.0	2.0	US-160 is an important art	erial		
ualit	ty of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
		Local/R	egional Land Use Plans	No	30	0.0	0.0				
		Co	onsistent with Local Plans	No				no applicable local plans			
		Consi	stent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	Yes	30	30.0	3.0	Connects communities no	rth of river with Br	anson are	ea
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	, no scenic benef	its	
	Loc	Local Quality of Communities Factors			20	10.0	1.0	Minimal criteria met; US-1	60 is an important	facility in	Taney C
nvir	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
		nmental Protection Consistent with Stormwater Goals Yes				30.0	1.5	Moderate project, few stor			0.0
		Consistent with Stormwater Goals Yes Consistent with Environmental Goals Yes				30.0	1.5	Moderate project, no mitig		pootod	
			oids Historical Impacts	Yes	30 20	20.0	1.0	No known historical impac	·		
	Local		ental Protection Factors	75%	20	15.0	0.8	Moderate project, few issu			
_								10/-: P4 200/	T (I D ! (1 4 5 0	of 30
					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	15.8	
	PDO	3	Safety Index	0,67	50	25.3	Weighted 7.6	(Modified MoDOT formula)		13.0	<u> </u>
afety action)	PDO Injury	3	Crash Rate	53.45						15.0	
lersection)	PDO Injury Fatal	3	Crash Rate Accident Index	53.45 0.81				(Modified MoDOT formula)		15.0	
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index	53.45 0.81 2.25	50	25.3	7.6	(Modified MoDOT formula, Crash data 2009-2011)	15.0	
lersection)	PDO Injury Fatal	3	Crash Rate Accident Index Severity Index Safety Concern	53.45 0.81		25.3	7.6 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	53.45 0.81 2.25	50	25.3	7.6 1.5 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern	53.45 0.81 2.25 Yes	50 5	25.3	7.6 1.5	(Modified MoDOT formula, Crash data 2009-2011	aders		
lersection)	PDO Injury Fatal Years	3 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	53.45 0.81 2.25 Yes Yes	50 5 5	25.3 5.0 5.0	7.6 1.5 1.5	(Modified MoDOT formula, Crash data 2009-2011) aders fic control and saf	ety)	
or Intersection)	PDO Injury Fatal Years	3 0 3 10252	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	53.45 0.81 2.25 Yes Yes No	5 5 5 5	5.0 5.0 0.0	7.6 1.5 1.5 0.0	(Modified MoDOT formula) Crash data 2009-2011 Concern raised by local le Improves intersection (traf) aders fic control and saf	ety)	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	53.45 0.81 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 5.0 0.0 17.5	7.6 1.5 1.5 0.0 5.3	(Modified MoDOT formula, Crash data 2009-2011 Concern raised by local le Improves intersection (traf	aders fic control and sat some other projec Total Points =	iety) ts	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252 System Roadw	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors ay or Bridge Conditions	53.45 0.81 2.25 Yes Yes No 50%	50 5 5 5 35	5.0 5.0 0.0 17.5	7.6 1.5 1.5 0.0 5.3	(Modified MoDOT formula) Crash data 2009-2011 Concern raised by local le Improves intersection (traf crash rate not as high as s Weight Factor = 20%	aders fic control and sat some other projec Total Points =	iety) ts	of 20
or Intersection)	PDO Injury Fatal Years Avg AADT	3 0 3 10252 System Roadwandard Roadwandar	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors ay or Bridge Conditions dway or Bridge Feature	53,45 0.81 2.25 Yes Yes No 50%	50 5 5 5 35 Max 20	5.0 5.0 0.0 17.5 Actual 5.0	7.6 1.5 1.5 0.0 5.3 Weighted 1.0	(Modified MoDOT formula) Crash data 2009-2011 Concern raised by local le Improves intersection (traf crash rate not as high as s Weight Factor = 20%	aders fic control and sat some other projec Total Points =	iety) ts	of 20

Local Taking Care of the System Factors

75%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

important intersection to maintain in good operation

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

Rockaway Beach and US-160 Intersection

traffic control, signage, and geometry.

Status: Planning and Design Length: NA

Proj. #: 4-3 Project Name:

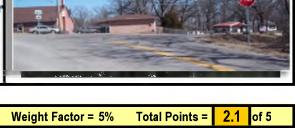
Roadway or Intersection Intersection Project Scale: Small

Functional Classification: Minor Arterial (for the major street)

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

Project Discussion: Both roadways are two-lane roads. There are no turn lanes at the intersection. There was one fatal crash at the location, a head-on crash related to one vehicle passing another vehicle. MoDOT traffic counts indicate that this intersection likely does not meet the signal warrant thresholds. Turn lanes may be the best option for improving safety at this location. 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					does not apply			
Project provides pedestrian connections N					does not apply			
roject brings existing facilities up to ADA Regulations	No	use if fi	irst two d	o not apply	assumes no sidewalks or bike lanes			
Project provides some bike/pedestrian facilities	Yes	use if fi	irst two d	o not apply	assumes widened shoul	ders at intersection		
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	nes	
Local Access to Opportunity Factors	75%	50	37.5	1.9	widened shoulders bene	efit bikes/peds		

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

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

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

Local Taking Care of the System Factors

75%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

Important local intersection

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

Project Type: Traffic Safety Total Score 66.5 out of 100

Project Description: Improve traffic safety along this entire corridor. Improvements may include geometry at curves, sight distance at multiple intersections, and widening of lanes and providing shoulders. **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 "nearterm" 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			
roject brings existing facilities up to ADA Regulations	No	use if fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes		
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	assumes widened shoul	ders at intersection		
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	ines	
Local Access to Opportunity Factors	75%	50	37.5	1.9	assumes widened shoul	ders at intersection		

Conge	stion Relief			Max	Actual	Weighted	Weight Factor = 15%	Total Points =	5.0	of 15
		_evel of Service	В	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	a)		
	Local Congestion	n 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

	nt Movemer	nt of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.5	of 10
		Large Ve	hicle Friendly Facilities	Yes	30	30.0	3.0				
			Widens Road	Yes							
			Improves Geometry	Yes				improves turns for trucks a	nd other large vehic	les	
			Improves Load Rating	No							
			Truck Usage	1407.5	30	25.2	2.5	MoDOT formula			
	Local Effi	icient Move	ment of Freight Factors	75%	40	30.0	3.0	Important corridor for econ	omy		
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	7.5	of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0				
			onsistent with Local Plans	No				no applicable local plans			
		Consi	stent with Regional Plans	Yes				US 248 mentioned in MoD	OT plans		
			Connectivity	Yes	30	30.0	3.0	List communities			
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loc	al Quality o	of Communities Factors	75%	20	15.0	1.5				
nviro	nmental Pro				Max	Actual		Weight Factor = 15%	Total Points =	14.3	of 15
			with Stormwater Goals	Yes	30	30.0	4.5	Small project, few stormwa			
	Co		th Environmental Goals	Yes	30	30.0	4.5	Small project, no mitigation	•		
			oids Historical Impacts	Yes	20	20.0	3.0	No known historical impact	s		
	Local	l Environme	ental Protection Factors	75%	20	15.0	2.3	Few issues expected			
afety					Max	Actual	Weighted	Weight Factor = 20%	Total Points =	7.6	of 20
afety		48	Safety Index	0.05	Max 50	Actual	Weighted 0.4	Weight Factor = 20% (Modified MoDOT formula)	Total Points =	7.6	of 20
	PDO		Safety Index Crash Rate	0.05 84.23	Max 50	Actual 1.9	Weighted 0.4	Weight Factor = 20% (Modified MoDOT formula) Crash data 2018-2021		7.6	of 20
		48 10 0	-	0.05 84.23 0.48				(Modified MoDOT formula)		7.6	of 20
	PDO Injury Fatal	10	Crash Rate Accident Index	84.23 0.48				(Modified MoDOT formula)		7.6	of 20
	PDO Injury Fatal Years	10 0 4	Crash Rate Accident Index Severity Index	84.23 0.48 1.43	50	1.9	0.4	(Modified MoDOT formula) Crash data 2018-2021		7.6	of 20
section)	PDO Injury Fatal	10	Crash Rate Accident Index Severity Index Safety Concern	84.23 0.48 1.43 Yes	50 5	5.0	0.4	(Modified MoDOT formula) Crash data 2018-2021 Concern raised by local lea	aders	7.6	of 20
	PDO Injury Fatal Years	10 0 4	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	84.23 0.48 1.43 Yes Yes	50 5 5	5.0 5.0	1.0 1.0	(Modified MoDOT formula) Crash data 2018-2021	aders	7.6	of 20
	PDO Injury Fatal Years	10 0 4	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	84.23 0.48 1.43 Yes Yes No	50 5 5 5	5.0 5.0 0.0	1.0 1.0 0.0	(Modified MoDOT formula) Crash data 2018-2021 Concern raised by local lead Will result in intersection in	aders	7.6	of 20
	PDO Injury Fatal Years	10 0 4	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	84.23 0.48 1.43 Yes Yes	50 5 5	5.0 5.0	1.0 1.0	(Modified MoDOT formula) Crash data 2018-2021 Concern raised by local lea	aders	7.6	of 20
or Intersection)	PDO Injury Fatal Years	10 0 4 11504	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	84.23 0.48 1.43 Yes Yes No	50 5 5 5	5.0 5.0 0.0	1.0 1.0 0.0 5.3	(Modified MoDOT formula) Crash data 2018-2021 Concern raised by local lead Will result in intersection in	aders	7.6	of 20

0.0

4.0

2.3

30.0

20

10

10

40

No

40%

5752

75%

Substandard Roadway or Bridge Feature

Local Taking Care of the System Factors

Minor Arterial

Daily Vehicle Usage

Functional Classification2

0.0

0.2

0.1

1.5

(Modified MoDOT formula)

Important local road

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
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.
convert Sunrise Dr. northbound (south leg) to stop control. Alternativey, install a
, , , , , , , , , , , , , , , , , , ,

Buchanan Rd and Sunrise Dr Intersection

Proj. #: 5-7 Project Name:

Status: Planning

Project Scale: Small

Functional Classification: Local

Avg. Annual Daily Traffic (AADT): 2,800

Daily Truck Traffic: 140

(est. 2012, avg. for major street)

Through Lanes: 2

(through lanes on major street)

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



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

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

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.1	of 10
		Large V	ehicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improves turns for trucks a	and other large veh	icles	
			Improves Load Rating	No							
			Truck Usage	70	30	5.6	0.6	MoDOT formula			
	Local Effi	cient Move	ement of Freight Factors	25%	40	10.0	1.0	limited truck traffic other th	nan buses and trasl	n trucks	
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.0	of 10
			Regional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans			
		Cons	istent with Regional Plans	No				not mentioned in SMCOG	regional plan		
			Connectivity	No	30	0.0	0.0	No significant improved co	onnectivity		
			Scenic and Visual	No	20	0.0	0.0	Intersection improvements	s, no scenic benefit	S	
	Loc	al Quality	of Communities Factors	100%	20	20.0	2.0	Reduces driver frustration	for school traffic		
nviro	nmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5
		Consisten	t with Stormwater Goals	Yes	30	30.0	1.5	Modest project, few storm	water issues expec	ted	
	Cor	nsistent w	ith Environmental Goals	Yes	30	30.0	1.5	Modest project, no mitigat	ion expected		
		A	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ets		
	Local	Environm	ental Protection Factors	75%	20	15.0	0.8	Modest project, few issues	s expected		
afety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.5	of 30
	PDO	1	Safety Index	-0.20	50	0.0	0.0	(Modified MoDOT formula			
ntersection)	Injury	0	Crash Rate	33.40				Crash data 2009-2011	,		
ntersection)	Fatal	0	Accident Index	0.51							
Inte	Years	3	Severity Index	1.00							
0	Avg AADT	2734	Safety Concern	Yes	5	5.0	1.5	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Will result in widened show	ulders & improved i	ntersect	ion desig
			Emergency Response	No	5	0.0	0.0				
			Local Safety Factors	100%	35	35.0	10.5	Concern raised by local le	aders		
ald.	Comp of the	Overt-			D.4	A - 1	10/-1-1 (-1	Matural Ford	T-4-ID : 4	0 5	-6.00
akınç	Care of the		roy or Bridge Conditions	Enir	Max	Actual	Weighted	Weight Factor = 20%	Total Points =	8.5	of 20
	Cubete		ray or Bridge Conditions	Fair	20	10.0	2.0	roadway in fair condition b	oased on observatio	ITIS	
г			adway or Bridge Feature	No	20	0.0	0.0				
Fu	inctional Clas	SITICATION2		20% 1400	10	2.0	0.4	(Madified McDOT formula	A.		
Daily Vehicle Usage					10	0.6	0.1	(Modified MoDOT formula)		

Local Taking Care of the System Factors

75%

40

30.0

6.0

Data Check3 OK Data Check1 OK Data Check2 OK

important intersection to maintain in good operation

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

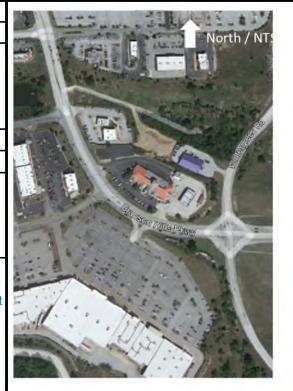
Functional Classification: Collector (for the major street)

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 fi	rst two d	o not apply	if signal is installed, ADA	A pedestrian provisions assumed
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	o not apply	if signal is installed, pede	estrians have safe crossing option
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lines
Local Access to Opportunity Factors	75%	50	37.5	1.9	Signalization would bene	efit bikes/peds as well

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10% Total P	oints = 3.8 of 10
	Level of Service	В	25	5.0	0.5		
Functional Classification	1 Collector	30%	25	7.5	0.8		
	Daily Usage	1483.8	25	0.6	0.1	(Modified MoDOT formula)	
Local Congest	on Relief Factors	100%	25	25.0	2.5	peak hour congestion is an issue	

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

Efficie	nt Movemer	nt of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.9	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				intersection upgrades will b	etter serve trucks		
			Improves Load Rating	No							
			Truck Usage	30	30	3.7	0.4	MoDOT formula			
	Local Effi	icient Move	ment of Freight Factors	75%	40	30.0	3.0	Branson Hills Parkway is a	potential commer	cial route	e
Quality	of Commu				Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
			egional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				Branson Rec-plex is mention		Communi	ty Plan 2
		Consi	stent with Regional Plans	No				not mentioned in SMCOG r	regional plan		
			Connectivity	No	30	0.0	0.0				
	Scenic and Visual Y		Yes	20	20.0	2.0	Opportunity for building on	Branson Hills Par	kway lan	dscapin	
	Loc	cal Quality o	of Communities Factors	75%	20	15.0	1.5	proximity to Branson Rec-p	olex and many bus	sinesses	
=nviro	nmental Pro	otection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.0	of 5
	illional i i		with Stormwater Goals	Yes	30	30.0	1.5	few stormwater issues expe		0.0	01.0
	Co		th Environmental Goals	No	30	0.0	0.0	mitigation possible	50.0 u		
			Yes	20	20.0	1.0	No known historical impact	S			
	Local		ental Protection Factors	50%	20	10.0	0.5	few issues expected			
								·			
Safety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	27.3	of 30
oad •	PDO	20	Safety Index	1.23	50	46.0	13.8	(Modified MoDOT formula)			
or R	Injury	4	Crash Rate	226.93				Crash data 2017-2021			
sshes (Major Ro or Intersection)	Fatal	0	Accident Index	3.44							
Crashes (Major Road or Intersection)	Years	5	Severity Index	1.42							
Ç g	Avg AADT	5795	Safety Concern	Yes	5	5.0	1.5	Concern raised by local lea	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Improvements should addr	ess key safety iss	ues	
			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
		Roadwa	ay or Bridge Conditions	Fair	20	10.0	2.0	Roadway in fair condition			
	Subst	andard Roa	dway or Bridge Feature	Yes	20	20.0	4.0	sight distance issues			
Fu	nctional Clas	sification2	Collector	30%	10	3.0	0.6				
			Daily Vehicle Usage	1483.75	10	0.2	0.0	(Modified MoDOT formula)			
	Local	Taking Card	e of the System Factors	50%	40	20.0	4.0	Important roadway intersec	ction to maintain h	igh functi	ionality

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		
roject 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 fi	rst two d	not apply	if RAB is installed, pedestrians have safe crossing option		
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lines	
Local Access to Opportunity Factors	75%	50	37.5	1.9	Signalization would bene	efit bikes/peds as well	

Congestion Relief			Max	Actual	Weighted	Weight Factor = 10% Total Points =	3.2	of 10
	Level of Service	В	25	5.0	0.5			
Functional Classificat	ion1 Collector	30%	25	7.5	8.0			
	Daily Usage	1461	25	0.5	0.1	(Modified MoDOT formula)		
Local Conge	estion 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)	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

	nt Movemer	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	5.0	of 10
		Large Ve	hicle Friendly Facilities	Partial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				intersection upgrades will b	etter serve trucks		
			Improves Load Rating	No							
			Truck Usage	65.75	30	5.4	0.5	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	75%	40	30.0	3.0	Outer road is a potential co	mmercial route		
ualit	y of Commu	nitios			May	A atrial	Mainhtad	Weight Factor = 10%	Total Points =	3.5	of 10
uanı	y or Commu		egional Land Use Plans	No	Max 30	Actual 0.0	Weighted 0.0	weight Factor - 10%	Total Politis -	3.3	01 10
			onsistent with Local Plans	No	30	0.0	0.0	Not mentioned in Branson	Community Plan 2	വദവ	
	Consistent with Regional Plans No						not mentioned in SMCOG r	•	030		
		001131	Connectivity	No	30	0.0	0.0	The monder of owners	ogionai pian		
			Scenic and Visual	Yes	20	20.0	2.0	Opportunity for building on	landscaping		
				75%	20	15.0	1.5	proximity to businesses	iamasaping		
	200	ar addity o		1070	20	10.0	1.0	proximity to businesses			
nviro	onmental Pro	tection			Max	Actual	Weighted	Weight Factor = 5%	Total Points =	3.0	of 5
		Consistent	with Stormwater Goals	Yes	30	30.0	1.5	few stormwater issues exp	ected		•
	Co	nsistent wi	th Environmental Goals	No	30	0.0	0.0	mitigation possible			
		A۱	oids Historical Impacts	Yes	20	20.0	1.0	No known historical impact	S		
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	few issues expected			
_					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	20.3	of 30
g g	PDO	15	Safety Index	0.60	Max 50	Actual 22.7	Weighted 6.8	(Modified MoDOT formula)	Total Points =	20.3	of 30
2	PDO Injury	1	Crash Rate	150.02					Total Points =	20.3	of 30
rsection)	PDO Injury Fatal	1 0	Crash Rate Accident Index	150.02 2.28				(Modified MoDOT formula)	Total Points =	20.3	of 30
rsection)	PDO Injury Fatal Years	1 0 5	Crash Rate Accident Index Severity Index	150.02 2.28 1.16	50	22.7	6.8	(Modified MoDOT formula) Crash data 2019-2023		20.3	of 30
(Major Road	PDO Injury Fatal	1 0	Crash Rate Accident Index Severity Index Safety Concern	150.02 2.28 1.16 Yes	50 5	5.0	6.8	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local lea	nders		of 30
(Major Road	PDO Injury Fatal Years	1 0 5	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	150.02 2.28 1.16	50	5.0 5.0	6.8 1.5 1.5	(Modified MoDOT formula) Crash data 2019-2023	nders		of 30
rsection)	PDO Injury Fatal Years	1 0 5	Crash Rate Accident Index Severity Index Safety Concern	150.02 2.28 1.16 Yes	50 5	5.0	6.8	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local lea	nders		of 30
(Major Road ersection)	PDO Injury Fatal Years	1 0 5	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	150.02 2.28 1.16 Yes Yes	50 5 5	5.0 5.0	6.8 1.5 1.5	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local lea	nders		of 30
or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 5 5844	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	150.02 2.28 1.16 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 35.0	6.8 1.5 1.5 0.0 10.5	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local leading improvements should address	nders ess key safety issu	ies	
<u> </u>	PDO Injury Fatal Years	1 0 5 5844	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	150.02 2.28 1.16 Yes Yes No 100%	50 5 5 5 35	5.0 5.0 0.0 35.0	1.5 1.5 0.0 10.5	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local leading improvements should address Weight Factor = 20%	nders		
Orasnes (Major Road or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 5 5844 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	150.02 2.28 1.16 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 35.0	6.8 1.5 1.5 0.0 10.5	(Modified MoDOT formula) Crash data 2019-2023 Concern raised by local leading improvements should address	nders ess key safety issu	ies	of 30

Daily Vehicle Usage

Local Taking Care of the System Factors

1461

50%

10

40

0.2

20.0

0.0

4.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

Important roadway intersection to maintain high functionality

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	Project Description: Improve alignment to eliminate sharp curves (especially the curve									
in the mi	in the middle of the roadway segment). A signal installation at MO-165 was also									

proposed.

Status: Planning Length: 0.88 miles

Roadway or Intersection Roadway Project Scale: Medium

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

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



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

(through lanes on major street)

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

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

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

Local Taking Care of the System Factors

75%

30.0

6.0

40

Data Check3 OK Data Check1 OK Data Check2 OK

roadway is not major, but upgrade is important

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

Project Type: Operations Total Score 53.0 out of 100

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

Status: Planning Length: NA

Project Scale: Small Roadway or Intersection Intersection

Functional Classification: Collector (for the major street)

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

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

Through Lanes: 2 (through lanes on major street)

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	1.8 of 5	5
Eliminate Bike/Ped Barriers (ADA)	40%	25	10.0	0.5				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
roject brings existing facilities up to ADA Regulations	Yes	use if fi	rst two de	not apply	if signal is installed, ADA	A pedestrian provisio	ns assume	ed
Project provides some bike/pedestrian facilities	Yes	use if fi	rst two d	not apply	if signal is installed, ped	estrians have safe c	ossing op	otion
Transit	No	25	0.0	0.0	No effect on Branson Sh	nuttle or Jefferson Lin	nes	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Signalization/roundabou	t would benefit bikes	/peds as v	well

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

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

	ent Movemen	t of Freigh	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	3.5	of 10
		Large Ve	hicle Friendly Facilities F	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				signal/roundabout could b	etter facilitate truck	movem	ents
			Improves Load Rating	No							
			Truck Usage	230	30	10.2	1.0	MoDOT formula			
	Local Effi	cient Mover	ment of Freight Factors	25%	40	10.0	1.0	New traffic signal could be	enefit truck access/e	egress	
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.5	of 10
	,		egional Land Use Plans	Yes	30	30.0	3.0				
			onsistent with Local Plans	Yes				165 mentioned in Bransor	n Community Plan 2	2030	
		Consi	stent with Regional Plans	Yes				165 (from 76 to 265) ment	•		plan
			Connectivity	No	30	0.0	0.0	not a major connectivity p	roject		
			Scenic and Visual	Yes	20	20.0	2.0	Roundabout could enhance	ce aesthetics		
	Loc	al Quality o	of Communities Factors	75%	20	15.0	1.5	benefits to residential dev	to south and busin	nesses t	o north
nviro	onmental Pro	tection			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 stormw	ater issues expecte	ed	
	Co	nsistent wit	th Environmental Goals	Yes	30	30.0	1.5	Small project, no mitigatio	n expected		
		Av	oids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ets		
	Local	Environme	ental Protection Factors	50%	20	10.0	0.5	Small project, few issues	expected		
• •									- / /	40.0	
			0.6444	0.47	Max	Actual	Weighted	Weight Factor = 30%	Total Points =	13.6	of 30
3	PDO	1	Safety Index	0.47	Max 50	Actual 17.8	Weighted 5.3	(Modified MoDOT formula		13.6	of 30
3	PDO Injury	1	Crash Rate	20.56						13.6	of 30
ersection)	PDO Injury Fatal	1 0	Crash Rate Accident Index	20.56				(Modified MoDOT formula		13.6	of 30
rsection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index	20.56 0.31 2.25	50	17.8	5.3	(Modified MoDOT formula Crash data 2009-2011)	13.6	of 30
ersection)	PDO Injury Fatal	1 0	Crash Rate Accident Index Severity Index Safety Concern	20.56 0.31 2.25 Yes	50 5	17.8 5.0	5.3 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le	aders		of 30
ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	20.56 0.31 2.25 Yes Yes	50 5 5	17.8 5.0 5.0	5.3 1.5 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in) aders mprovements (i.e. s	signal)	of 30
rsection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No	50 5 5 5	5.0 5.0 0.0	1.5 1.5 0.0	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerge	aders mprovements (i.e. s gency response time	signal) es	
ersection)	PDO Injury Fatal Years	1 0 3	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements	20.56 0.31 2.25 Yes Yes	50 5 5	17.8 5.0 5.0	5.3 1.5 1.5	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in	aders mprovements (i.e. s gency response time	signal) es	
5	PDO Injury Fatal Years Avg AADT	1 0 3 8885	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No	5 5 5 5 35	5.0 5.0 0.0 17.5	1.5 1.5 0.0 5.3	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerg number of crashes not lar	aders mprovements (i.e. s gency response time	signal) es	
or Intersection)	PDO Injury Fatal Years	1 0 3 8885	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response Local Safety Factors	20.56 0.31 2.25 Yes Yes No	50 5 5 5	5.0 5.0 0.0	1.5 1.5 0.0	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerge	aders mprovements (i.e. s gency response time ge relative to other Total Points =	signal) es projects	
or Intersection)	PDO Injury Fatal Years Avg AADT	1 0 3 8885 System	Crash Rate Accident Index Severity Index Safety Concern Safety Enhancements Emergency Response	20.56 0.31 2.25 Yes Yes No 50%	50 5 5 5 35	5.0 5.0 0.0 17.5	5.3 1.5 1.5 0.0 5.3 Weighted	(Modified MoDOT formula Crash data 2009-2011 Concern raised by local le Will result in intersection in no major change to emerg number of crashes not lar	aders mprovements (i.e. s gency response time ge relative to other Total Points =	signal) es projects	

Daily Vehicle Usage

Local Taking Care of the System Factors

4550

100%

10

40

6.8

40.0

1.4

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important local intersection

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

Project Type: Capacity Total Score 65.5 out of 100

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

Status: Planning Length: 4.36 miles

Project Scale: Large Roadway or Intersection Roadway

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

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

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

Through Lanes: 2 (through lanes on major street)

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



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

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

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

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

Data Check3 OK Data Check1 OK Data Check2 OK

Proj. #: 6-10	Project Name:	76 Country Bou	levard C	omplet	e Street
Project Type:	Facility Upgrade	Total Score	65.8	out of	100
Project Descri	iption: Street improve	ement project to i	mprove pe	edestria	n safety and
	n to the 76 Strip. Por				structed while
other phases a	re in the planning and	d preliminary desi	gn phase		
Status: Planı	ning and Design		Length:	3.9	miles
Project Scale:	Regional	Roadway	or Intere	section	Roadway
Functi	ional Classification:	Major Arterial	(for the n	najor sti	reet)
Avg. Annual D	Daily Traffic (AADT):	23700	(est. 201	2, avg.	for major street)
	Daily Truck Traffic:	710	(est. 201	2, avg.	for major street)
	Through Lanes:	2	(through	lanes o	n major street)
Project Discus	ssion: This project ha	as been a priority	for the Ci	ty of Bra	anson. The City
	\$18 million to the pro				* *
	of existing electric utili	•			* · · · ·
	anaging traffic conges				
	ving visual appearand				
investment and	d development, and s	trengthening exis	ting destir	nations	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 fi	rst two de	not apply			
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	not apply			
Transit	Yes	25	25.0	1.3	Transit stops are to be o	onstructed	
Local Access to Opportunity Factors	50%	50	25.0	1.3	Pedestrian/Bike/Transit	considerations very p	orominent

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

Efficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.3	of 10
		Large Ve	ehicle Friendly Facilities	No	30	0.0	0.0				
			Widens Road	No				no change			
			Improves Geometry	No				no change			
			Improves Load Rating	No				no change			
			Truck Usage	355	30	12.6	1.3	MoDOT formula			
	Local Effi	cient Move	ment of Freight Factors	25%	40	10.0	1.0	not a major truck route, bu	t does provide for	deliverie	S
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.0	of 10
		Local/R	egional Land Use Plans	Yes	30	30.0	3.0				•
		C	onsistent with Local Plans	Yes				part of Branson's Compreh	nensive and Strate	egic plan	
		Cons	istent 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 lands	caping, aesthetics	s, and vie	WS
	Loc	al Quality	of Communities Factors	50%	20	10.0	1.0	project will revive strip and	increase tax reve	enues	
nviro	onmental Protection Consistent with Stormwater Goals				Max	Actual	Weighted	Weight Factor = 15%	Total Points =	13.5	of 15
				Yes	30	30.0	4.5	Branson MS4 requirement	s will be followed		
	Co		th Environmental Goals	Yes	30	30.0	4.5	Rain gardens are planned			
			voids Historical Impacts	Yes	20	20.0	3.0	No known historical impac			
	Local	Environme	ental Protection Factors	50%	20	10.0	1.5	Environment to be showca	ised where possit	ile	
afety					Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.4	of 20
g	PDO	388	Safety Index	1.19	50	44.5	8.9	(Modified MoDOT formula,			
or Intersection)	Injury	133	Crash Rate	527.20				Crash data 2009-2011			
s (Major Road Itersection)	Fatal	0	Accident Index	3.01							
rint	Years	3	Severity Index	1.64							
orli	Avg AADT	23141	Safety Concern	Yes	5	5.0	1.0	Concern raised by local le	aders		
			Safety Enhancements	Yes	5	5.0	1.0	pedestrian safety will be g	reatly enhanced		
			Emergency Response	No	5	0.0	0.0				
	Local Safety Factors			50%	35	17.5	3.5	will address pedestrian sa	fety which is a ma	jor conce	rn
	0 (1)	0 1								4.0	
	g Care of the		D.1. 0	0 .	Max	Actual	Weighted	Weight Factor = 5%	Total Points =		of 5
akınç		Roadw	ay or Bridge Conditions	Good	20	5.0	0.3	roadway appears to be in	good condition, lit	tle roadw	ay crackir
aking	0.1.4		decree as Daily E. C.	M							
			dway or Bridge Feature	No	20	0.0	0.0				
	Substa Inctional Clas			No 50% 11850	20 10 10	0.0 5.0 6.2	0.0 0.3 0.3	(Modified MoDOT formula			

40

20.0

1.0

Local Taking Care of the System Factors

Data Check3 OK Data Check1 OK Data Check2 OK

improvements are needed for capacity

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

Project Type: Traffic Safety Total Score 42.8 out of 100

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

Status: Verbal Corps Approval Length: 0.36 miles

Project Scale: Medium Roadway or Intersection Roadway

Functional Classification: Collector (for the major street)

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

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

Through Lanes: 2 (through lanes on major street)

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	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 fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply	assumes no sidewalks, l	bike lanes, or wider	ned shoulders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson Li	ines
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits	

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

fficie	nt Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.7	of 10			
		Large V	ehicle Friendly Facilities F	Partial Yes	30	15.0	1.5		(low water area) c, but not major truck focused improve 10% Total Points = 4.8 of any applicable local plan MCOG regional plan inly gether, especially in serious weather of 5% Total Points = 4.8 of should be mitigatable rossing, but impacts should be mitigat I impacts es may require mitigation 30% Total Points = 12.4 of formula) 020					
			Widens Road	No										
			Improves Geometry	Yes				improve alignment (low w	ater area)					
			Improves Load Rating	No										
			Truck Usage	10	30	2.1	0.2	MoDOT formula						
	Local Effi	cient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but n	ot major truck focus	sed impr	ovement			
ualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.8	of 10			
			Regional Land Use Plans	No	30	0.0	0.0							
			onsistent with Local Plans	No		0.0	0.0	not known to be on any a	oplicable local plan					
			sistent with Regional Plans	No				not mentioned in SMCOG						
			Connectivity	Yes	30	30.0	3.0	Residential traffic only	3					
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits						
	Loc	al Quality	of Communities Factors	90%	20	18.0	1.8	links community together.	especially in seriou	s weath	er cond.			
		<u> </u>						, , ,	1 7					
nviro	ronmental Protection					Actual	Weighted	Weight Factor = 5%	Total Points =	4.8	of 5			
		Consistent with Stormwater Goals Ye				30.0	1.5	stormwater issues should	be mitigatable					
	Co	Consistent with Stormwater Goals Ye Consistent with Environmental Goals Ye				30.0	1.5	stream/floodplain crossing	g, but impacts shoul	d be mit	igated			
		Α	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ots					
	Local	Environm	ental Protection Factors	75%	20	15.0	0.8	environmental issues may	require mitigation					
afety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30			
	PDO	0	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula	n)					
ersection)	Injury	0	Crash Rate	0.00				Crash data 2018-2020						
	Fatal	0	Accident Index	0.00										
or Infe	Years	3	Severity Index	0.00										
5	Avg AADT	336	Safety Concern	Yes	5	5.0	1.5	concern raised by local le	aders					
			Safety Enhancements	Yes	5	5.0	1.5	reduced flooding						
			Emergency Response	Yes	5	5.0	1.5	Could improve response t	imes					
			Local Safety Factors	75%	35	26.3	7.9	project offers a number of	safety benefits to the	ne local	commun			
aking	Care of the	System			Max	Actual	Weighted	Weight Factor = 20%	Total Points =	14.6	of 20			
		Roadw	ay or Bridge Conditions	Fair	20	10.0	2.0	roadway and culvert appe	ar to be in fair cond	ition				
	Substa	andard Roa	adway or Bridge Feature	Yes	20	20.0	4.0	road impassable during hi	gh water events					
Fu	nctional Clas	sification2	2 Collector	30%	10	3.0	0.6							

Daily Vehicle Usage

Local Taking Care of the System Factors

168

100%

10

40

0.0

40.0

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	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 fi	rst two d	o not apply	assumes no sidewalks o	or bike lanes	
Project provides some bike/pedestrian facilities	No	use if fi	rst two d	o not apply	assumes no sidewalks, l	bike lanes, or wider	ned shoulders
Transit	No	25	0.0	0.0	no effect on Branson Sh	uttle or Jefferson L	ines
Local Access to Opportunity Factors	25%	50	12.5	0.6	minimal pedestrian/bicyd	cle benefits	

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

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

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

Functional Classification2

Collector

Local Taking Care of the System Factors

Daily Vehicle Usage

30%

150

100%

10

10

40

3.0

0.0

40.0

0.6

0.0

8.0

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

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

Happy Hollow

maximum of 10 feet.

Proj. #: 7-8 Project Name:

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

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

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

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



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

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

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 1.1 of 10
Strategic Regional Economic Corridor	No	30	0.0	0.0	
Support Regional Economic Opportunities		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

HUI	ent Movemen	t of Freig	ht		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	2.5	of 10
		Large V	ehicle Friendly Facilities F	artial Yes	30	15.0	1.5				
			Widens Road	No							
			Improves Geometry	Yes				improve alignment (low wa	ater area)		
			Improves Load Rating	No							
			Truck Usage	0.5	30	0.5	0.0	MoDOT formula			
	Local Effic	cient Move	ement of Freight Factors	25%	40	10.0	1.0	benefits truck traffic, but no	ot major truck focus	sed impi	rovemen
ıali	ty of Commur	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.2	of 10
	,		egional Land Use Plans	No	30	0.0	0.0				-
			onsistent with Local Plans	No				not known to be on any ap	plicable local plan		
		Cons	istent with Regional Plans	No				not mentioned in SMCOG			
			Connectivity	Yes	30	30.0	3.0	Residential traffic only			
			Scenic and Visual	No	20	0.0	0.0	no scenic benefits			
	Loca	al Quality	of Communities Factors	60%	20	12.0	1.2	links community together,	especially in seriou	s weath	er cond.
vir	ronmental 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		
	Cor	nsistent w	th Environmental Goals	Yes	30	30.0	1.5	stream/floodplain crossing	, but impacts shoul	d be mi	igated
		A	voids Historical Impacts	Yes	20	20.0	1.0	No known historical impac	ts		
	Local	Environm	ental Protection Factors	50%	20	10.0	0.5	environmental issues may require mitigation			
e										40.4	
fet			2444	4.00	Max	Actual	Weighted	Weight Factor = 30%	Total Points =	12.4	of 30
(u	PDO	0	Safety Index	-1.00	50	0.0	0.0	(Modified MoDOT formula))		
(uoi	Injury	0	Crash Rate	0.00				Crash data 2018-2020			
ecti	Fatal	0	Accident Index	0.00							
ntersection)	V	2	Cassanih da dase	0.00							
or Intersecti	Years	3	Severity Index	0.00	E	5 0	4.5	compound the local local	-dana		
or Intersecti	Years Avg AADT	3 25	Safety Concern	Yes	5	5.0	1.5	concern raised by local lea	aders		
	Years		Safety Concern Safety Enhancements	Yes Yes	5	5.0	1.5	reduced flooding			
or Intersecti	Years		Safety Concern Safety Enhancements Emergency Response	Yes Yes Yes	5 5	5.0 5.0	1.5 1.5	reduced flooding Could improve response to	mes		
	Years		Safety Concern Safety Enhancements	Yes Yes	5	5.0	1.5	reduced flooding	mes	ne local	commur
or Int	Years	25	Safety Concern Safety Enhancements Emergency Response	Yes Yes Yes	5 5	5.0 5.0	1.5 1.5 7.9	reduced flooding Could improve response to	mes	ne local	commur
or Inte	Years Avg AADT	25 System	Safety Concern Safety Enhancements Emergency Response	Yes Yes Yes	5 5 35	5.0 5.0 26.3	1.5 1.5	reduced flooding Could improve response ti project offers a number of	mes safety benefits to the Total Points =	14.6	
or Inte	Years Avg AADT g Care of the	25 System Roadw	Safety Concern Safety Enhancements Emergency Response Local Safety Factors	Yes Yes Yes 75%	5 5 35 Max	5.0 5.0 26.3 Actual	1.5 1.5 7.9 Weighted	reduced flooding Could improve response ti project offers a number of Weight Factor = 20%	mes safety benefits to the safety benefits to the safety benefits to the safety benefits to the safety benefits to be in fair conditions.	14.6	

0.0

40.0

0.0

8.0

10

40

Daily Vehicle Usage

Local Taking Care of the System Factors

12.5

100%

Data Check3 OK Data Check1 OK Data Check2 OK

(Modified MoDOT formula)

important to maintain all weather access

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

improve safety for turns off of Hwy 165.

Status: Planning Length: NA

Project Scale: Medium Roadway or Intersection Intersection

Functional Classification: Minor Arterial (for the major street)

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

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

Through Lanes: 2 (through lanes on major street)

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



Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points = 1.3 of 5	
Eliminate Bike/Ped Barriers (ADA)	0%	25	0.0	0.0			
Project provides bike connections	No				does not apply		
Project provides pedestrian connections				does not apply			
roject 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 fi	rst two d	o not apply	assumes no bike/pedest	rian 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 should	ders at intersection	

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

Economic Competitiveness		Max	Actual	Weighted	Weight Factor = 10% Total Points = 6.7 of 10	0
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	

Efficie	nt Movemen	t of Freigl	nt		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	6.3	of 10
		Large Ve	hicle 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 Effic	cient Move	ment of Freight Factors	50%	40	20.0	2.0	Hwy 76 is an important art	erial		
Qualit	y of Commu	nities			Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
	,		egional Land Use Plans	No	30	0.0	0.0				
			onsistent with Local Plans	No				no applicable local plans			
			stent with Regional Plans	No				not mentioned in SMCOG	regional plan		
	Connectivity		•	Yes	30	30.0	3.0	Connects western and eas		/	
	Scenic and Visual		No	20	0.0	0.0	Intersection improvements				
	Local Quality of Communities Factors			50%	20	10.0	1.0	Minimal criteria met; Hwy			in Tanev
		,						, ,			,
nviro	nvironmental 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 store	mwater issues exp	ected	
	Consistent with Environmental Goals			Yes	30	30.0	1.5	Moderate project, no mitigation expected			
		Av	oids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
	Local	Environme	ntal Protection Factors	50%	20	10.0	0.5	Moderate project, few issues expected			
										0.5.0	
afety					Max	Actual	Weighted	Weight Factor = 30%	Total Points =	25.9	of 30
70gC	PDO	3	Safety Index	2.58	50	50.0	15.0	(Modified MoDOT formula)			
ajor	Injury	6	Crash Rate	263.44				Crash data 2018-2021			
les (Major Road Intersection)	Fatal	1	Accident Index	4.00							
or In	Years	4	Severity Index	3.30							
Crash P	Avg AADT	2600	Safety Concern	Yes	5	5.0	1.5	Concern raised by local lea	aders		
			Safety Enhancements	Yes	5	5.0	1.5	Improves intersection (traff	fic control and safe	ty)	
			Emergency Response	No	5	0.0	0.0				
			Local Safety Factors	75%	35	26.3	7.9	crash rate not as high as s	ome other projects	3	
<mark>Taking</mark>	Care of the				Max	Actual	Weighted	Weight Factor = 20%	Total Points =	5.8	of 20
			y or Bridge Conditions	Good	20	5.0	1.0	based on field observation	s and pictures con	sidered	good
			dway or Bridge Feature	No	20	0.0	0.0				
Fu	inctional Clas	sification2	Minor Arterial	40%	10	4.0	8.0				
			Daily Vehicle Usage	1300	10	0.2	0.0	(Modified MoDOT formula)			
	Local	of the System Factors	50%	40	20.0	4.0					

Data Check3 OK Data Check1 OK Data Check2 OK