



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee

## MEETING AGENDA

APRIL 20, 2022  
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101  
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee Meeting Agenda**

**Wednesday, April 20, 2022 1:30 p.m.**

**The TPC will convene in person –**

**OTO Offices Chesterfield Village**

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda**  
(1 minute/VanHorn)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of February 16, 2022 Meeting Minutes ..... Tab 1**  
(1 minute/VanHorn)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES**

**D. Public Comment Period for All Agenda Items..... Tab 11**  
(5 minutes/VanHorn)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee. **Due to the volume of input, comments are included at the end of the agenda in Tab 11.**

**E. Staff Report**

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

**F. Legislative Reports**

(5 minutes/Legislative Staff)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

**G. MoDOT Report**

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

**II. New Business**

- A. FY 2022-2025 TIP Administrative Modification Five..... Tab 2**  
(1 minute/Longpine)

One change is included for the FY 2022-2025 Transportation Improvement Program.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

- B. FY 2022-2025 TIP Amendment Five..... Tab 3**  
(5 minutes/Longpine)

Two changes are requested by City Utilities Transit for the FY 2022-2025 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 5 TO THE BOARD  
OF DIRECTORS**

- C. OTO Growth Trends Report..... Tab 4**  
(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

- D. Public Participation Plan Annual Evaluation..... Tab 5**  
(10 minutes/Faucett)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

- E. FY 2023 Unified Planning Work Program..... Tab 6**  
(10 minutes/Parks)

The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
FY 2023 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS**

- F. Major Thoroughfare Plan Amendment ..... Tab 7**  
(5 minutes/Longpine)

Greene County has requested an amendment to the Major Thoroughfare Plan.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED  
MAJOR THOROUGHFARE PLAN AMENDMENT TO THE BOARD OF DIRECTORS**

- G. Federal Functional Classification Map Change Request ..... Tab 8**  
(5 minutes/Thomason)

MoDOT is requesting changes to the Federal Functional Classification Map relating to the

construction at Glenstone and James River Freeway.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED  
FEDERAL FUNCTIONAL CLASS CHANGES TO THE BOARD OF DIRECTORS**

**H. Chadwick Flyer Crossing Study..... Tab 9**  
(10 minutes/Stevenson)

The Chadwick Flyer Crossing Study for the trail in Ozark over US 65 has been completed and members are asked to make a recommendation to accept the final product to the Board of Directors.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND THE BOARD OF  
DIRECTORS ACCEPT THE CHADWICK FLYER CROSSING STUDY**

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

**B. Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

**C. Articles for Technical Planning Committee Member Information..... Tab 10**

**IV. Adjournment**

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, June 15, 2022 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101 and via Zoom.

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

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

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

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



**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM I.C.**

**February 16, 2022 Meeting Minutes**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

Attached for Committee member review are the minutes from the Technical Planning Committee February 16, 2022 Meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee February 16, 2022 Meeting.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
FEBRUARY 16, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present, and the meeting was called to order at approximately 1:31 p.m. by Chairman Tommy VanHorn.

The following members were present:

Mr. Garrett Brickner, City of Republic	Mr. John Matthews, MSU
Mr. Dave Christensen (a), City of Strafford	Mr. Frank Miller, MoDOT
Ms. Dawne Gardner (a), City of Springfield	Ms. Britni O'Connor, MoDOT
Mr. Martin Gugel, City of Springfield	Mr. Jeff Roussell, City of Nixa
Mr. Zeke Hall, MoDOT	Ms. Beth Schaller, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. Tommy VanHorn, City of Battlefield
Mr. Joel Keller (a), Greene County	Mr. Todd Wiesehan, Christian County (Chair)
Ms. Mary Kromrey, Ozark Greenways	

*(a) Denotes alternate given voting privileges as a substitute when voting member not present*

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Jeremy Parsons, City of Ozark
Mr. Randy Brown, City of Willard	Mr. Jason Ray, SMCOG
Mr. Matt Crawford, City Utilities Transit	Mr. David Schaumburg, Springfield-Branson Airport
Ms. Emily Denniston, Spfld Chamber of Commerce	Mr. Mark Schenkelberg, FAA
Mr. Adam Humphrey, Greene County	Mr. Travis Shaw, Springfield Public Schools
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF

Others present were: Ms. Sonya Anderson & Mr. Dan Wadlington, Senator Blunt's Office; Mr. Jeremy Pruett, U.S. Representative Long's Office; Ms. Paula Brookshire & Mr. Tom Dancey, City of Springfield; Ms. Kim Ader & Ms. Stacy Reese, MoDOT; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

**I. Administration**

**A. Introductions**

Chairman Todd VanHorn welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Present
Brickner, Garrett	Present	Matthews, John	Present
Brown, Randy	Absent	Miller, Frank	Present
Christensen, Dave	Present	O'Connor, Britni	Present
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Present

Gardner, Dawne	Present	Schaller, Beth	Present
Gugel, Martin	Present	Schaumburg, David	Absent
Hall, Zeke	Present	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Present
Juranas, Kirk	Present	Wegner, Jeremy	Absent
Keller, Joel	Present	Wiesehan, Todd	Present

A quorum was present.

**B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Roussell made a motion to approve the Technical Planning Committee Meeting Agenda for February 16, 2022. Ms. Gardner seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	--
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Zeke	Aye	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent
Keller, Joel	Aye	Wiesehan, Todd	--

The motion passed.

**C. Approval of the December 15, 2021 Meeting Minutes**

Ms. Kromrey made a motion to approve the minutes from the December 15, 2021 Technical Planning Committee Meeting. Mr. Roussell seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	--
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent

Hall, Zeke	Aye	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent
Keller, Joel	Aye	Wiesehan, Todd	--

The motion passed.

**D. Public Comment Period for All Agenda Items**

Chairman VanHorn advised there were public comments included in the packet. Chairman VanHorn asked for comments or questions. Ms. Lisa Roller from Republic addressed the Committee concerning the Shuyler Creek Trail Extension.

**E. Staff Report**

Ms. Fields reported OTO is hard at work applying for discretionary funding as it is released. OTO is working on a RAISE Grant for Highway MM in Republic. OTO is preparing to apply for an INFRA Grant for I-44. Crawford, Murphy, & Tilly have been hired to assist in the process of applying for the grant although the notice of funding has not been released at this time. OTO is also working towards acquiring new and better data and more comprehensive travel speed information for the prioritization process and the congestion management program. OTO has entered into a contract with Urban SDK to do that. OTO is implementing a new Transportation Improvement Program software. A date for training on the new TIP software will be sent out.

The Chadwick Flyer Crossing study is still underway. A first draft of the study has been completed. Next will be the public comment process. Funds were awarded for Phase III of the Chadwick Flyer project and an RFQ is out for design services.

OTO is serving as the project manager on its first partnership project with the City of Nixa for Main Street. STBG-U funds are being used for this project.

The Growth Trends Report is delayed this year due to the delay in the release of Census data.

**F. Legislative Reports**

Mr. Wadlington, with Senator Blunt's Office, stated that Congress is working on trying to keep the government open. The House passed a continuing resolution to keep the government open until March 11<sup>th</sup>. The Senate is voting on several nominations. A new FDA Commissioner was approved.

Mr. Pruett, with Congressman Long's office, shared that the House passed the continuing resolution pushing the budget through March 11<sup>th</sup>. This could be the last continuing resolution for this fiscal year. By the end of March 11<sup>th</sup>, the bill may fund the government through the end of the fiscal year. There have been a lot of conversations on how to deal with the inflation. Part of those conversations have included the possibility of suspending the federal gas tax through the remainder of the year.

Ms. Fields asked if there was still room for Community Designated Projects in the budget. Mr. Pruett nor Mr. Wadlington knew. Mr. Pruett stated their Washington D.C. team could look into it.

## G. MoDOT Report

Mr. Miller reported MoDOT is still working on the Statewide Transportation Improvement Program. There is an early draft of the document available on the MoDOT website which currently only includes the road and bridge projects.

Ms. Reese stated MoDOT is still moving forward on the design build bridge project on I-44. The bridges closest to the OTO MPO area should begin construction in 2023.

## II. New Business:

### A. FY 2022-2025 TIP Amendment Four

Ms. Longpine stated that there were four items included as part of Amendment Number Four to the FY 2022-2025 Transportation Improvement Program.

1. \*New\* Farm Road 223 Bridge Replacement over Little Sac River (GR2210-22A4)  
Greene County is adding a project using BRO funding to replace a bridge over the Little Sac River for a total programmed amount of \$660,000.
2. \*New\* Greene County Bridge Projects on FR 102/150/171 (GR2211-22A4)  
Greene County is adding a bundle of bridge projects using BRO funding for a total programmed amount of \$735,000.
  - Farm Road 102 Replacement over branch of S. Dry Sac River (\$300,000)
  - Farm Road 150 Replacement over Wilson's Creek (\$360,000)
  - Farm Road 171 Rehabilitation/Repair over the Little Sac River (\$75,000)
3. \*Revised\* Scoping for Safety and Operational Improvements on Sunshine Street (SP1802-22A4) – Changing the scope from Glenstone to Bedford to Glenstone to Farm Road 199, with no change in programmed amount.
4. \*Revised\* Chestnut Expressway Safety Scoping (SP1812-22A4)  
Changing the scope from Kansas Expressway to Glenstone to I-44 to Glenstone, with no change in programmed amount.

Mr. Keller made a motion to recommend the Board of Directors approve Amendment 4 to the FY 2022-2025 Transportation Improvement Program. Ms. Kromrey seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	--
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Zeke	Aye	Shaw, Travis	Absent

Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

The motion passed.

#### **B. Overview of Bipartisan Infrastructure Law (IIJA)**

Ms. Longpine reported the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, was signed into law on November 15, 2021. This bill reauthorized the surface transportation program, as well as created several new programs to provide investments in a variety of infrastructure. Ms. Longpine provided an overview of the relevant provisions contained in the BIL.

This was informational only. No action was required.

#### **C. STIP Prioritization**

Ms. Fields shared that each year following the OTO annual project prioritization, MoDOT works to develop cost estimates for projects to work toward programming said projects. Once estimates are developed and the amount of available funding is projected, local MoDOT staff work with the Technical Planning Committee to determine the best and most feasible projects to program with available funds.

This year is an exciting year with additional funding projected from the Bipartisan Infrastructure Law and the increased motor fuel tax in Missouri. This funding has provided the region with the opportunity to recommend additional projects for programming in the STIP.

Two meetings were held in January 2022 to discuss projects. These meetings led to a list titled “OTO Recommended STIP Project List” which is the recommendation resulting from the special meetings held in January.

The OTO prioritized list of projects resulted in over 100 projects that were identified for improvement. OTO also worked with MoDOT to develop an unfunded needs list that contains three tiers representing possible funding scenarios. When selecting which projects to estimate, MoDOT selected the Top 15 from OTO’s list and the projects from Tier 1 and Tier 2 of the unfunded needs list. This combination formed the basis for the group to recommend projects for programming. Considerations in being selected included project readiness, the ability to group projects in proximity, associated asset management activities, and funding available. This year, an attempt was also made to ensure that a project near or in each community could be added.

MoDOT will consider OTO’s Recommended STIP Project List when developing the FY 2023-2027 Draft Statewide Transportation Improvement Program. The Draft is typically published for public comment in May and the Missouri Highways and Transportation Commission will adopt the STIP in July. The Draft will be provided as soon as available. Ms. Fields provided an overview of the OTO Recommended STIP Project List.

This was informational only. No action was required.

#### **D. UPWP Subcommittee**

Ms. Fields requested appointments of the UPWP Subcommittee to prepare the FY 2022 Unified Planning Work Program.

Ms. Kromrey made a motion to appoint Mr. Matt Crawford, Ms. Dawne Gardner, and Ms. Britni O'Connor to the UPWP Subcommittee. Mr. Juranas seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	Aye
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Zeke	Aye	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

The motion passed.

#### **E. TIP Subcommittee**

Ms. Longpine requested appointments to a subcommittee to prepare the FY 2023-2026 Transportation Improvement Program.

Mr. Juranas made a motion to appoint Mr. Adam Humphrey, Mr. Kirk Juranas, Mr. Frank Miller, Ms. Britni O'Connor, and Mr. Jeff Roussell to the Transportation Improvement Program subcommittee. Mr. Gugel seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	Aye
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Zeke	Aye	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent



Keller, Joel	Aye	Wiesehan, Todd	Aye
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The motion passed.

### III. Other Business

#### A. **Technical Planning Committee Member Announcements**

Mr. VanHorn shared the City of Battlefield will be doing a Highway FF Corridor Study. The initial kickoff meeting has been held which included OTO and CMT. They are hoping to have results by June.

Ms. Kromrey stated Ozark Greenways will be kicking off Bike, Walk, and Wheel Week May 14<sup>th</sup>.

Mr. Brickner shared the Second Shuyler Creek Trail public meeting will be held February 22<sup>nd</sup> at the Republic Community Center after a short City Council meeting which will start at 6:00 p.m.

Mr. Roussell thanked OTO staff member Mr. Stevenson for his assistance on the Main Street project in Nixa.

#### B. **Transportation Issues for Technical Planning Committee Member Review**

There were no transportation issues for Committee review.

#### C. **Articles for Technical Planning Committee Member Information**

Chairman VanHorn noted there were articles of interest included in the Agenda Packet. There was no discussion.

### IV. Adjournment

Mr. Roussell moved to adjourn the meeting. Mr. Juranas seconded the motion. Chairman VanHorn asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Kromrey, Mary	Aye
Brickner, Garrett	Aye	Matthews, John	Aye
Brown, Randy	Absent	Miller, Frank	Aye
Christensen, Dave	Aye	O'Connor, Britni	Aye
Crawford, Matt	Absent	Parsons, Jeremy	Absent
Denniston, Emily	Absent	Roussell, Jeff	Aye
Gardner, Dawne	Aye	Schaller, Beth	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Zeke	Aye	Shaw, Travis	Absent
Humphrey, Adam	Absent	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Wegner, Jeremy	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

The motion passed.

The meeting adjourned at approximately 2:29 p.m.

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Tommy VanHorn  
Technical Planning Committee Chair

**TAB 2**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.A.**

**Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

There is one item included as part of Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program.

**Basis for Administrative Modification**

*Changes in a project's programmed amount less than 25% (up to \$2,000,000)*

1. ITS Operations and Management (2023) (MO2301-22AM5)  
Increasing Springfield's share from \$430,000 to \$470,000, adding \$32,000 in STBG-U and \$8,000 in local.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807  
417-865-3047

22 March 2022

Ms. Britni O'Connor  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on March 22, 2022. The adoption included demonstration of fiscal constraint. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosure





## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Cost Shares Section

**TIP #** MO2301-22AM5 ITS OPERATIONS AND MANAGEMENT (2023)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3208

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	\$0	\$154,200	\$0	\$0	\$154,200
MoDOT-AC	State	PMT	\$0	\$616,800	\$0	\$0	\$616,800
FHWA (STBG-U)	Federal	OPER	\$0	\$376,000	\$0	\$0	\$376,000
LOCAL	Local	OPER	\$0	\$94,000	\$0	\$0	\$94,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,241,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,241,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,241,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Cost Shares Section

**TIP #** MO2301-20A5 ITS OPERATIONS AND MANAGEMENT (2023)

**Route** Various

**From** Various

**To** Various

**Location**

**Federal Agency**

**Project Sponsor** MoDOT

**Federal Funding Category** Advance Construction

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3208

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	\$0	\$154,200	\$0	\$0	\$154,200
MoDOT-AC	State	PMT	\$0	\$616,800	\$0	\$0	\$616,800
FHWA (STBG-U)	Federal	OPER	\$0	\$344,000	\$0	\$0	\$344,000
LOCAL	Local	OPER	\$0	\$86,000	\$0	\$0	\$86,000
<b>Totals</b>			<b>\$0</b>	<b>\$1,201,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,201,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG

**Prior Cost** \$0  
**Future Cost** \$0  
**Total Cost** \$1,201,000

## Section E

## 2022

[illegible]



## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$287,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,348	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,028,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$1,369,200	\$0	\$0	\$0	\$0	\$0	\$6,844,400
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$6,400	\$0	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$6,400
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2218-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$96,000	\$0	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,967,308	\$2,659,751	\$135,000	\$1,240,000	\$1,148,000	\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$26,293,922	\$0	\$0	\$12,511,276	\$683,500	\$5,627,000	\$142,137,181
<b>2023</b>																			
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$369,400	\$0	\$0	\$4,847,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,600	\$0	\$1,418,400	\$1,953,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR1907																			

## Section E

[illegible]

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
OT1901-22A2	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-22A3	\$2,296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,874,140	\$0	\$0	\$0	\$762,783	\$0	\$0	\$968,535	\$0	\$0	\$7,901,458
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$0	\$3,200,800	\$4,057,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$0	\$2,429,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$2,755,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$841,558	\$0	\$0	\$8,699,235	\$0	\$9,682,400	\$55,572,334
<b>2025</b>																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$164,000	\$0	\$11,200	\$0	\$0	\$0	\$1,476,814	\$0	\$0	\$6,116,400	\$0	\$23,057,600	\$32,875,070
GRAND TOTAL	\$43,983,291	\$22,935,039	\$6,246,000	\$1,240,000	\$1,280,000	\$832,392	\$60,764,152	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$35,903,053	\$0	\$970,000	\$39,239,229	\$683,500	\$57,112,400	\$309,671,608

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												TOTAL Federal Funds	Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	BRO	STAP	STBG	BUILD	CRRSSA	CRISI						
2022 Funds Programmed	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000	\$753,392	\$23,704,547	\$1,148,000	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$97,021,483	\$26,293,922	\$18,821,776	\$0	\$142,137,181	
2023 Funds Programmed	\$2,621,628	\$18,053,188	\$90,000	\$0	\$0	\$15,475,205	\$16,000	\$329,000	\$3,583,525	\$0	\$0	\$0	\$40,168,546	\$7,290,759	\$30,657,718	\$970,000	\$79,087,023	
2024 Funds Programmed	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,420,400	\$68,000	\$252,000	\$3,893,340	\$0	\$0	\$0	\$36,349,141	\$841,558	\$18,381,635	\$0	\$55,572,334	
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$164,000	\$48,000	\$0	\$11,200	\$0	\$0	\$0	\$2,224,256	\$1,476,814	\$29,174,000	\$0	\$32,875,070	
Total	\$43,983,291	\$22,935,039	\$6,246,000	\$1,240,000	\$832,392	\$60,764,152	\$1,280,000	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$175,763,426	\$35,903,053	\$97,035,129	\$970,000	\$309,671,608	

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$0	\$0	\$0	\$0	\$0
Funds from Other Sources (inc. Local)		\$26,293,922	\$8,260,759	\$841,558	\$1,476,814	\$36,873,053
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$58,933,279</b>	<b>\$87,369,119</b>	<b>\$84,076,440</b>	<b>\$55,777,653</b>	<b>\$38,774,310</b>	<b>\$324,930,801</b>
Prior Year Funding	\$58,933,279	\$4,165,217	\$9,154,634	\$9,359,952		--
Programmed State and Federal Funding		(\$142,137,181)	(\$79,087,023)	(\$55,572,334)	(\$32,875,070)	(\$309,671,608)
<b>TOTAL REMAINING</b>	<b>\$58,933,279</b>	<b>\$4,165,217</b>	<b>\$9,154,634</b>	<b>\$9,359,952</b>	<b>\$15,259,193</b>	<b>\$15,259,193</b>

See Table G.9 for details on Local Share Financial Capacity.

### Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

## STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000

\*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	\$30,925,857	\$3,633,199	\$384,592	\$0
Anticipated Allocation FY2022	\$7,324,197	\$2,755,075	\$307,843	\$292,904
Anticipated Allocation FY2023	\$7,470,681	\$2,872,825	\$314,000	\$298,762
Anticipated Allocation FY2024	\$7,620,095	\$2,866,486	\$320,280	\$304,738
Anticipated Allocation FY2025	\$7,772,496	\$2,923,816	\$326,686	\$310,832
<b>Total Anticipated Allocation</b>	<b>\$30,187,469</b>	<b>\$11,418,202</b>	<b>\$1,268,809</b>	<b>\$1,207,236</b>
<b>Programmed through FY2025</b>	<b>(\$47,499,913)</b>	<b>(\$14,988,753)</b>	<b>(\$1,126,474)</b>	<b>(\$781,756)</b>
Estimated Carryover Balance Through FY 2025	\$13,613,413	\$62,648	\$526,927	\$425,480

\* Includes STBG-U, TAP, Omnibus , and COVID funding

<b>Table G.9 Local Share Financial Capacity</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$204,703.20</b>	<b>\$541,206.93</b>	<b>\$877,182.38</b>	<b>\$1,212,621.64</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,107,330.74</b>	<b>\$3,121,522.57</b>	<b>\$5,185,278.63</b>	<b>\$7,247,053.67</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,521,694.84</b>	<b>\$3,417,988.58</b>	<b>\$5,313,824.46</b>	<b>\$7,209,195.60</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$381,405.00)	(\$630,352.00)	(\$762,783.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,556,177.41</b>	<b>\$2,860,512.70</b>	<b>\$4,029,478.42</b>	<b>\$5,958,244.50</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,563,294.92	\$56,364,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$546,010.00)	\$0.00	(\$400,000.00)
<b>Amount Available for Local Projects</b>	<b>\$11,270,140.65</b>	<b>\$33,563,294.92</b>	<b>\$56,364,334.41</b>	<b>\$78,726,677.24</b>

<b>Table G.9 Local Share Financial Capacity cont.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$111,846.12</b>	<b>\$223,636.64</b>	<b>\$335,370.73</b>	<b>\$447,047.55</b>
<b>City of Willard</b>				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$450,679.48</b>	<b>\$900,459.93</b>	<b>\$1,349,327.86</b>	<b>\$1,797,269.59</b>
<b>Christian County</b>				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$6,614,030.35</b>	<b>\$13,318,837.33</b>	<b>\$20,022,402.58</b>	<b>\$26,724,707.49</b>
<b>Greene County</b>				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$9,085,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
<b>Amount Available for Local Projects</b>	<b>\$15,065,968.08</b>	<b>\$34,202,603.12</b>	<b>\$58,315,819.15</b>	<b>\$81,423,459.88</b>
<b>City Utilities</b>				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
<b>Available for TIP Project Expenditures</b>	<b>\$764,808.00</b>	<b>\$964,808.00</b>	<b>\$964,808.00</b>	<b>\$3,464,808.00</b>
Carryover from Prior Year	--	\$440,592.00	\$1,166,200.00	\$1,778,184.00
Estimated TIP Project Expenditures	(\$324,216.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
<b>Amount Available for Local Projects</b>	<b>\$440,592.00</b>	<b>\$1,166,200.00</b>	<b>\$1,778,184.00</b>	<b>\$5,003,992.00</b>

**TAB 3**



**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.B.**

**Amendment Number Five to the FY 2022-2025 Transportation Improvement Program**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

There are two items included as part of Amendment Number Five to the FY 2022-2025 Transportation Improvement Program.

1. \*Revised\* FY 2022 Operating Assistance – Fixed Route (CU2200-22A5)  
City Utilities Transit is increasing the amount of federal funding and decreasing the amount of local funding for a new total programmed amount of \$7,830,598 compared to \$7,834,715.
2. \*Revised\* FY 2022 Transit Security – FTA 5307 (CU2203-22A5)  
City Utilities Transit is increasing the amount of funding for Transit Security for a new total programmed amount of \$43,750 compared to \$34,751.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program, with these changes...”



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** CU2200-22A5 **FY 2022 OPERATING ASSISTANCE - FIXED ROUTE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$2,515,406	\$0	\$0	\$0	\$2,515,406
LOCAL	Local	OPER	\$5,271,692	\$0	\$0	\$0	\$5,271,692
MoDOT	State	OPER	\$43,500	\$0	\$0	\$0	\$43,500
<b>Totals</b>			<b>\$7,830,598</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,830,598</b>

#### Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$7,830,598



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### F) Transit Section

**TIP #** CU2200-19 **FY 2022 OPERATING ASSISTANCE - FIXED ROUTE**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

Operating assistance up to 75% of apportionment to operate public transit service.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	\$1,799,523	\$0	\$0	\$0	\$1,799,523
LOCAL	Local	OPER	\$5,991,692	\$0	\$0	\$0	\$5,991,692
MoDOT	State	OPER	\$43,500	\$0	\$0	\$0	\$43,500
<b>Totals</b>			<b>\$7,834,715</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,834,715</b>

#### Notes

Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$7,834,715



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** CU2203-22A5 **FY 2022 TRANSIT SECURITY - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$34,782	\$0	\$0	\$0	\$34,782
LOCAL	Local	CAPITAL	\$8,968	\$0	\$0	\$0	\$8,968
<b>Totals</b>			<b>\$43,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,750</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$43,750



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### F) Transit Section

**TIP #** CU2203-19 **FY 2022 TRANSIT SECURITY - FTA 5307**

**Route** N/A

**From** N/A

**To** N/A

**Location** City Utilities

**Federal Agency** FTA

**Project Sponsor** City Utilities

**Federal Funding Category** 5307

**MoDOT Funding Category** None

**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	\$27,551	\$0	\$0	\$0	\$27,551
LOCAL	Local	CAPITAL	\$7,200	\$0	\$0	\$0	\$7,200
<b>Totals</b>			<b>\$34,751</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,751</b>

#### Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

**Prior Cost** \$0

**Future Cost** \$0

**Total Cost** \$34,751

## FINANCIAL SUMMARY

### Section F

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2022</b>						
CU2008-20A6	\$2,000,000	\$0	\$0	\$0	\$0	<b>\$2,000,000</b>
CU2200-22A5	\$2,515,406	\$0	\$0	\$5,271,692	\$43,500	<b>\$7,830,598</b>
CU2201-19	\$760,000	\$0	\$0	\$190,000	\$0	<b>\$950,000</b>
CU2202-19	\$168,001	\$0	\$0	\$42,000	\$0	<b>\$210,001</b>
CU2203-22A5	\$34,782	\$0	\$0	\$8,968	\$0	<b>\$43,750</b>
CU2204-19	\$0	\$0	\$311,756	\$55,016	\$0	<b>\$366,772</b>
CU2205-22	\$0	\$120,000	\$0	\$30,000	\$0	<b>\$150,000</b>
MO1729-19A4	\$0	\$352,413	\$0	\$88,102	\$0	<b>\$440,515</b>
MO1901-17A5	\$0	\$55,146	\$0	\$0	\$0	<b>\$55,146</b>
SUBTOTAL	\$5,478,189	\$527,559	\$311,756	\$5,685,778	\$43,500	\$12,046,782
<b>2023</b>						
CU2008-20A6	\$1,633,199	\$0	\$0	\$0	\$0	<b>\$1,633,199</b>
CU2300-20	\$1,854,074	\$0	\$0	\$5,991,692	\$43,500	<b>\$7,889,266</b>
CU2301-20	\$760,000	\$0	\$0	\$190,000	\$0	<b>\$950,000</b>
CU2302-20	\$168,001	\$0	\$0	\$42,000	\$0	<b>\$210,001</b>
CU2303-20	\$28,102	\$0	\$0	\$7,200	\$0	<b>\$35,302</b>
MO2304-22	\$0	\$23,075	\$0	\$0	\$0	<b>\$23,075</b>
MO2305-22	\$0	\$172,700	\$0	\$43,175	\$0	<b>\$215,875</b>
SUBTOTAL	\$4,443,376	\$195,775	\$0	\$6,274,067	\$43,500	\$10,956,718
<b>2024</b>						
CU2401-22	\$0	\$0	\$470,000	\$113,824	\$0	<b>\$583,824</b>
CU2402-22	\$1,909,820	\$0	\$0	\$5,991,692	\$43,500	<b>\$7,945,012</b>
CU2403-22	\$760,000	\$0	\$0	\$190,000	\$0	<b>\$950,000</b>
CU2404-22	\$168,001	\$0	\$0	\$42,000	\$0	<b>\$210,001</b>
CU2405-22	\$28,665	\$0	\$0	\$7,000	\$0	<b>\$35,665</b>
MO2304-22	\$0	\$23,459	\$0	\$0	\$0	<b>\$23,459</b>
MO2305-22	\$0	\$176,154	\$0	\$44,039	\$0	<b>\$220,193</b>
SUBTOTAL	\$2,866,486	\$199,613	\$470,000	\$6,388,555	\$43,500	\$9,968,154

## FINANCIAL SUMMARY

### Section F

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2025</b>						
CU2501-22	\$1,966,577	\$0	\$0	\$5,991,692	\$43,500	<b>\$8,001,769</b>
CU2502-22	\$760,000	\$0	\$0	\$190,000	\$0	<b>\$950,000</b>
CU2503-22	\$168,001	\$0	\$0	\$42,000	\$0	<b>\$210,001</b>
CU2504-22	\$29,238	\$0	\$0	\$7,000	\$0	<b>\$36,238</b>
MO2304-22	\$0	\$23,850	\$0	\$0	\$0	<b>\$23,850</b>
MO2305-22	\$0	\$179,677	\$0	\$44,919	\$0	<b>\$224,596</b>
SUBTOTAL	\$2,923,816	\$203,527	\$0	\$6,275,611	\$43,500	\$9,446,454
<b>GRAND TOTAL</b>	<b>\$15,711,867</b>	<b>\$1,126,474</b>	<b>\$781,756</b>	<b>\$24,624,011</b>	<b>\$174,000</b>	<b>\$42,418,108</b>

## FINANCIAL CONSTRAINT

### Section F

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 3,633,199	\$ 384,592	\$ -	\$ -	\$ -	\$ 4,017,791
FY 2022						
Funds Anticipated	\$ 3,478,188	\$ 307,843	\$ 292,904	\$ 6,945,328	\$ 43,500	\$11,067,763
Funds Programmed	(\$5,478,189)	(\$527,559)	(\$311,756)	(\$5,685,778)	(\$43,500)	(\$12,046,782)
Running Balance	\$1,633,198	\$164,876	-\$18,852	\$1,259,550	\$0	\$3,038,772
FY 2023						
Funds Anticipated	\$ 3,547,752	\$ 314,000	\$ 298,762	\$ 7,146,175	\$ 43,500	\$11,350,189
Funds Programmed	(\$4,443,376)	(\$195,775)	\$0	(\$6,274,067)	(\$43,500)	(\$10,956,718)
Running Balance	\$737,574	\$283,101	\$279,910	\$2,131,658	\$0	\$3,432,243
FY 2024						
Funds Anticipated	\$ 3,618,707	\$ 320,280	\$ 304,738	\$ 7,147,039	\$ 43,500	\$11,434,264
Funds Programmed	(\$2,866,486)	(\$199,613)	(\$470,000)	(\$6,388,555)	(\$43,500)	(\$9,968,154)
Running Balance	\$1,489,795	\$403,768	\$114,648	\$2,890,142	\$0	\$4,898,353
FY 2025						
Funds Anticipated	\$ 3,691,081	\$ 326,686	\$ 310,832	\$ 9,647,919	\$ 43,500	\$14,020,018
Funds Programmed	(\$2,923,816)	(\$203,527)	\$0	(\$6,275,611)	(\$43,500)	(\$9,446,454)
Running Balance	\$2,257,060	\$526,927	\$425,480	\$6,262,450	\$0	\$9,471,917



### Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

## PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

## STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
<b>MoDOT State/Federal Funding</b>	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	<b>\$207,666,000</b>

\*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
<b>Estimated Carryover Balance through FY2021</b>	<b>\$30,925,857</b>	<b>\$3,633,199</b>	<b>\$384,592</b>	<b>\$0</b>
<i>Anticipated Allocation FY2022</i>	<i>\$7,324,197</i>	<i>\$3,478,188</i>	<i>\$307,843</i>	<i>\$292,904</i>
<i>Anticipated Allocation FY2023</i>	<i>\$7,470,681</i>	<i>\$3,547,752</i>	<i>\$314,000</i>	<i>\$298,762</i>
<i>Anticipated Allocation FY2024</i>	<i>\$7,620,095</i>	<i>\$3,618,707</i>	<i>\$320,280</i>	<i>\$304,738</i>
<i>Anticipated Allocation FY2025</i>	<i>\$7,772,496</i>	<i>\$3,691,081</i>	<i>\$326,686</i>	<i>\$310,832</i>
<b>Total Anticipated Allocation</b>	<b>\$30,187,469</b>	<b>\$14,335,727</b>	<b>\$1,268,809</b>	<b>\$1,207,236</b>
<b>Programmed through FY2025</b>	<b>(\$47,499,913)</b>	<b>(\$15,711,867)</b>	<b>(\$1,126,474)</b>	<b>(\$781,756)</b>
Estimated Carryover Balance Through FY 2025	\$13,613,413	\$2,257,059	\$526,927	\$425,480

\* Includes STBG-U, TAP, Omnibus , and COVID funding

<b>Table G.9 Local Share Financial Capacity cont.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Strafford</b>				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$111,846.12</b>	<b>\$223,636.64</b>	<b>\$335,370.73</b>	<b>\$447,047.55</b>
<b>City of Willard</b>				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$450,679.48</b>	<b>\$900,459.93</b>	<b>\$1,349,327.86</b>	<b>\$1,797,269.59</b>
<b>Christian County</b>				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$6,614,030.35</b>	<b>\$13,318,837.33</b>	<b>\$20,022,402.58</b>	<b>\$26,724,707.49</b>
<b>Greene County</b>				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$9,085,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
<b>Amount Available for Local Projects</b>	<b>\$15,065,968.08</b>	<b>\$34,202,603.12</b>	<b>\$58,315,819.15</b>	<b>\$81,423,459.88</b>
<b>City Utilities</b>				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$5,271,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
<b>Available for TIP Project Expenditures</b>	<b>\$1,674,808.00</b>	<b>\$964,808.00</b>	<b>\$964,808.00</b>	<b>\$3,464,808.00</b>
Carryover from Prior Year	--	\$1,260,722.00	\$1,986,330.00	\$2,598,314.00
Estimated TIP Project Expenditures	(\$414,086.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
<b>Amount Available for Local Projects</b>	<b>\$1,260,722.00</b>	<b>\$1,986,330.00</b>	<b>\$2,598,314.00</b>	<b>\$5,824,122.00</b>

**TAB 4**

## **TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.C.**

### **OTO Growth Trends Report**

#### **Ozarks Transportation Organization (Springfield, MO Area MPO)**

##### **AGENDA DESCRIPTION:**

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website <https://media.ozarkstransportation.org/documents/2021-Growth-Trends-Report-Final.pdf>.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) and increased from 1,133 in 2020 to 1,243 in 2021. Greene County had the largest growth in single-family residential units in 2021 (343) for the OTO area followed by Nixa (274), Republic (229), and Ozark (197).
- Multi-family residential unit permitting for the OTO decreased in 2021 (583) compared to 2020 (640). Springfield had the most multi-family units added (441) followed by Ozark (60) and Republic (48) Most multi-family permitting occurred in NE Springfield along U.S. Highway 65.
- 2020 decennial census counts for Greene County, Springfield, and Republic were significantly higher than the 2020 US census population estimates. Republic had the highest percent change in population of any city in the OTO from 2010 to 2020.
- The annual average number of jobs in the MSA was lower in 2020 than it was in 2019 as would be expected due to the COVID pandemic. The decrease was most significant in Greene County while Christian & Webster Counties added jobs during this period.
- Vehicle miles travelled in the OTO area were down 8.71% in 2020 compared to 2019.

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.

# Growth Trends Report

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Through December 31, 2021

2208 W. Chesterfield Blvd, Suite  
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION  
ORGANIZATION

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# Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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# Introduction

---

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

- Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

- Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area and county-level migration trends are presented in this section. In addition, In- and out-migration maps are included depicting information from the IRS and the American Community Survey.

- Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

# Residential Units

## Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2021. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

In addition, permits for demolitions of existing residential units were included and subtracted from the total of newly constructed residential structures or existing structures converted to residential use to produce a net total of housing units added in each city or county within the OTO area. Only permit activity within the OTO boundary is included for unincorporated portions of counties in this report.

The new housing units added in 2021 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2021 is included as an appendix.





# Residential Units

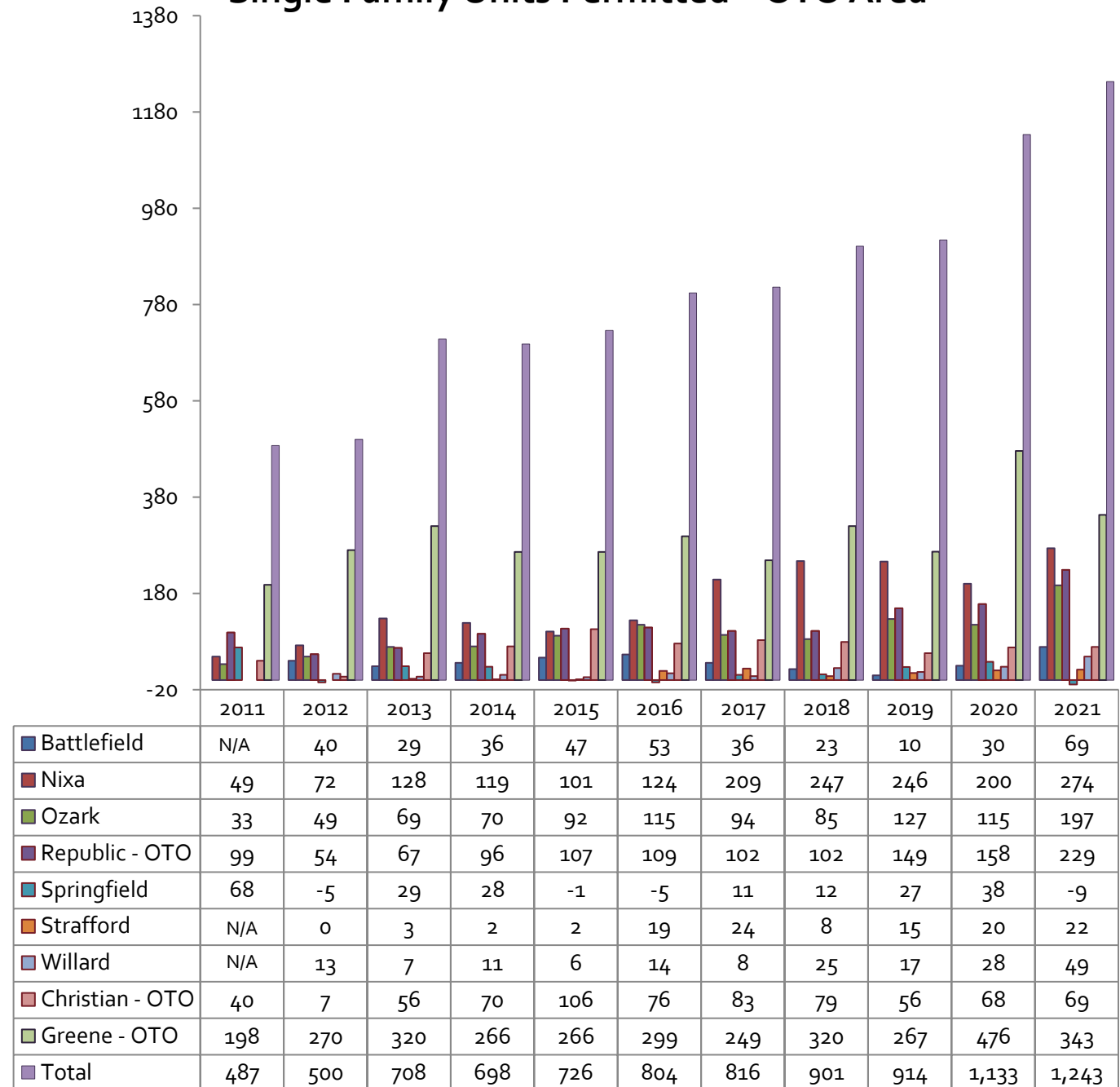
## Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2011 – 2021.

In 2021, single-family housing permits reached the highest level (1,243) since 2007 (1,558). The increase is mostly attributable to development in Greene County and the cities of Nixa, Ozark, and Republic.

The permit total for new single-family structures in the OTO Area was offset by the demolition 116 houses. Most demolitions occurred in Springfield (71) and Greene County (39).

## Single Family Units Permitted – OTO Area



# Residential Units

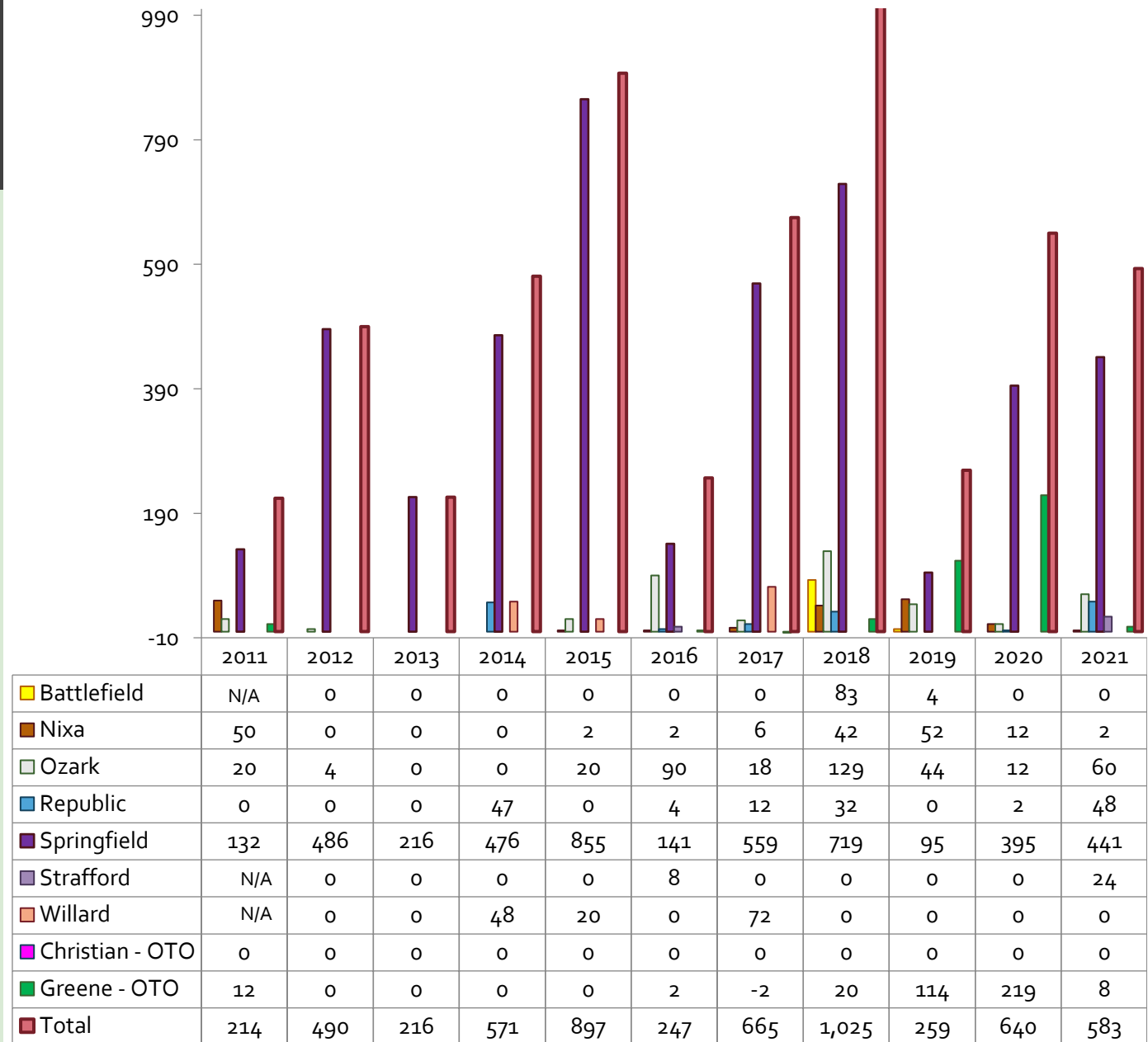
## Multi-Family

From 2011 to 2021, most multi-family housing construction permits were issued in the city of Springfield.

In 2021, the total number of multi-family units permitted was slightly higher than the average for the period from 2011 - 2021. The largest number of the 583 multi-family units added in the OTO area were in the city of Springfield followed by Ozark, Republic, and Strafford.

The largest multi-family developments permitted were for a 216-unit complex near Cherry & US 65 oriented towards dog-owners & 20 8-unit buildings at Springfield Golf & Country Club at I-44 and US 65.

## Multi-Family Units Permitted - OTO Area



# Residential Units Totals

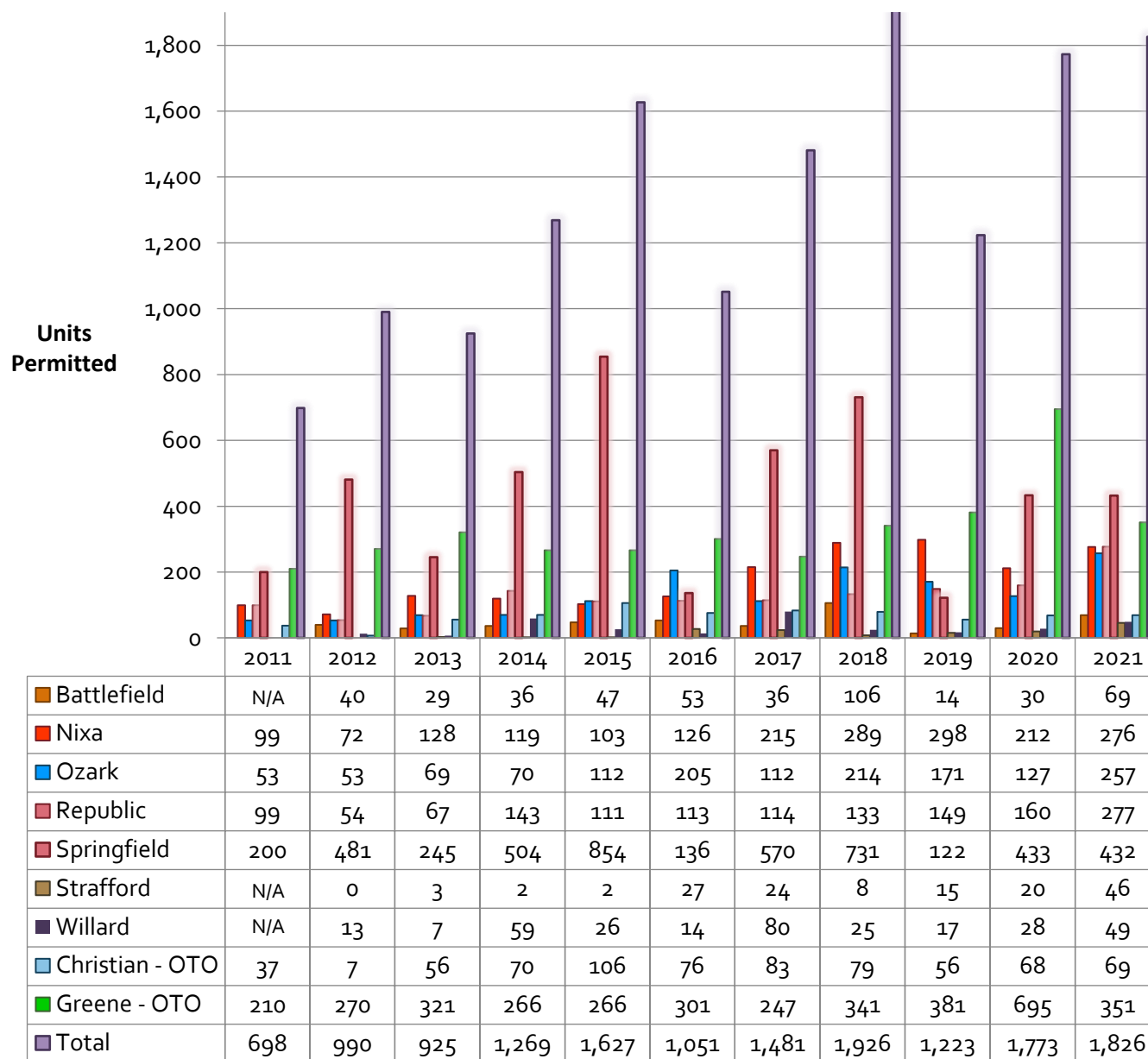
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2021 and the prior ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the “great recession” (see Appendix A).

Growth in residential structure permits has recovered somewhat in the last few years driven by single-family developments in Nixa, Republic, Greene County & 55+ developments.

In 2021, the 2<sup>nd</sup> highest number of residential structures were permitted in the OTO area since 2007 (3,019).

## OTO Area 2021 Total Residential Units Permitted



# Growth Trend Maps

## Changes in Housing Units

The maps on the following pages illustrate the locations of housing units added in 2021 as well as the period from 2010 to 2021.

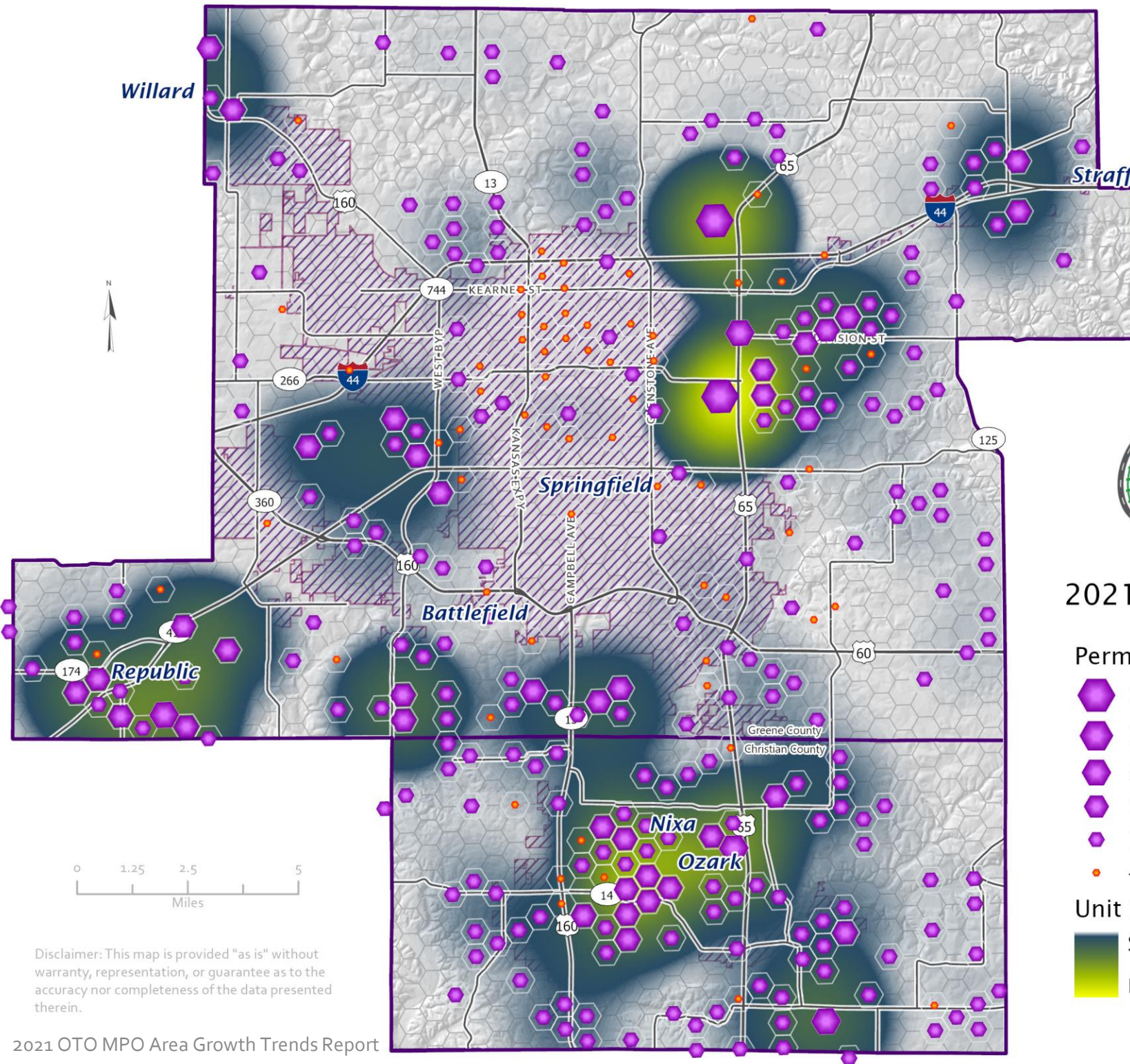
Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2021 as well as 2010 - 2021.

## Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2018 – 2019 are included. In addition, migration flows based on the American Community Survey 5-yr estimates for 2010 – 2014 & 2015 -2019 aggregated at the state-level included to identify trends in migration over the past decade.







## 2021 Permit Heat Map

### Permitted Housing Units

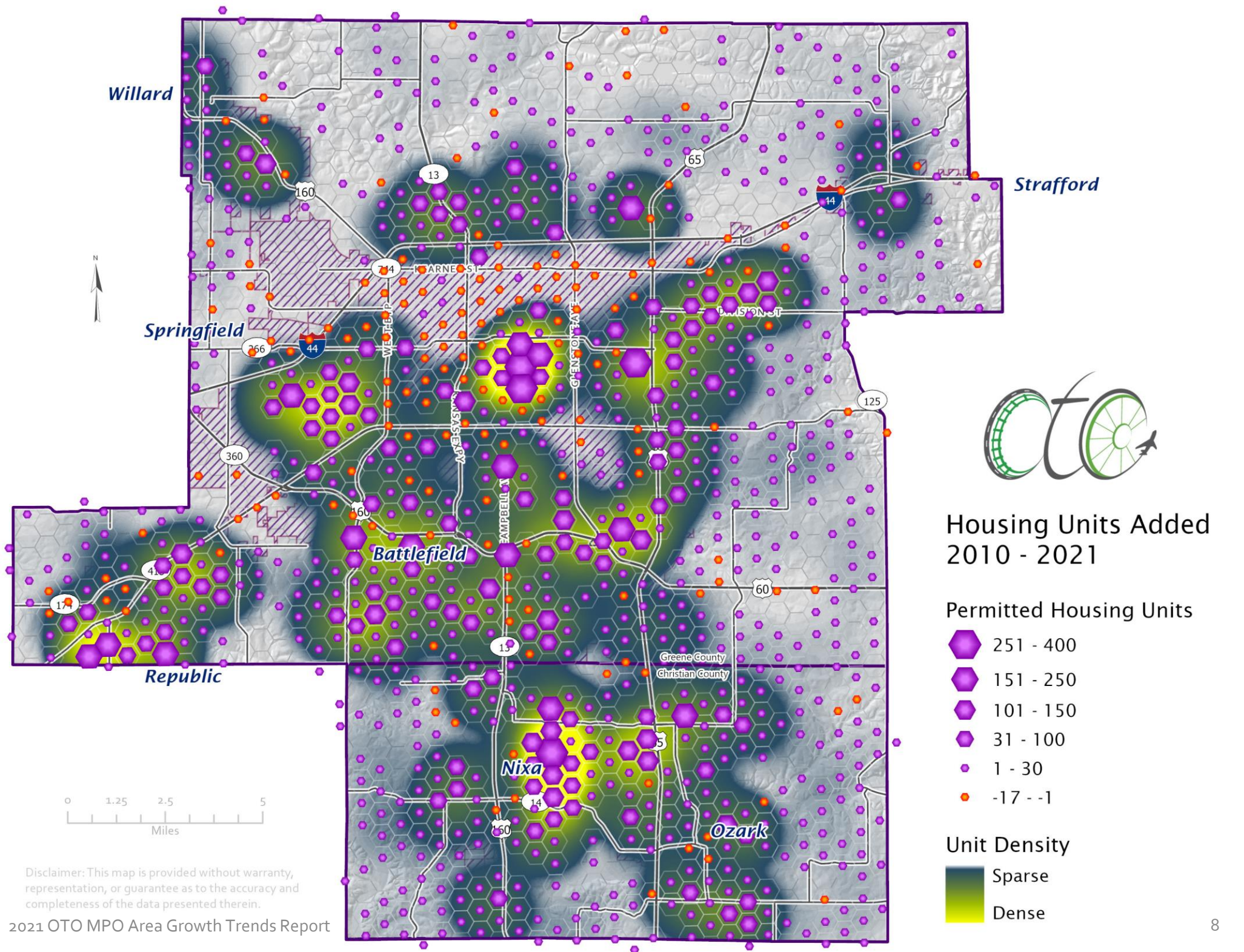
- 151 - 216
- 101 - 150
- 51 - 100
- 11 - 50
- 1 - 10
- 2 - -1

### Unit Density

- Sparse
- Dense

Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.







# County-to-County Inflow

## Greene County 2018-2019



0 175 350 700 Miles



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### Greene County Inflow 2018-2019



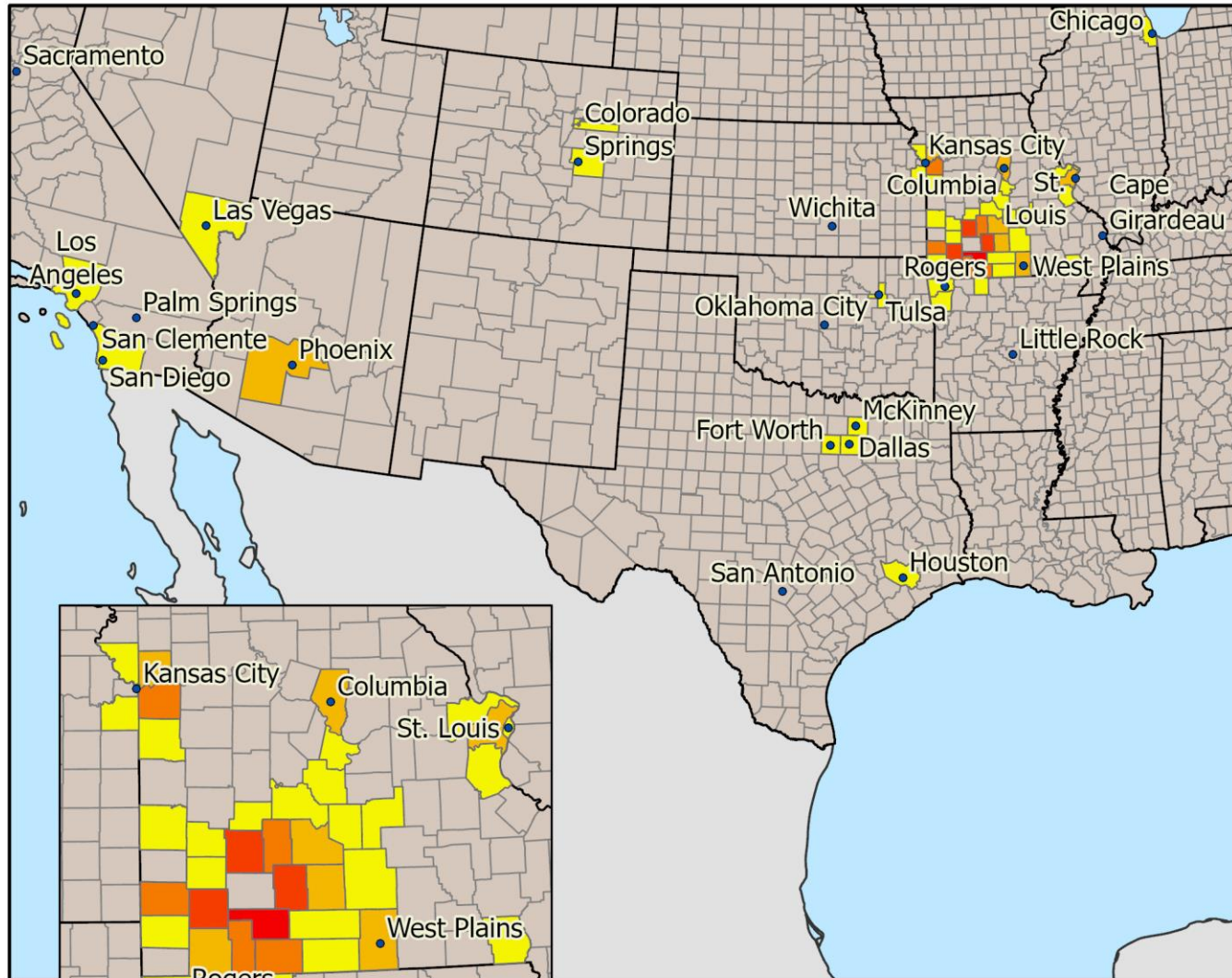
• Major Cities

■ Lakes

□ US States

■ Counties

■ World Countries

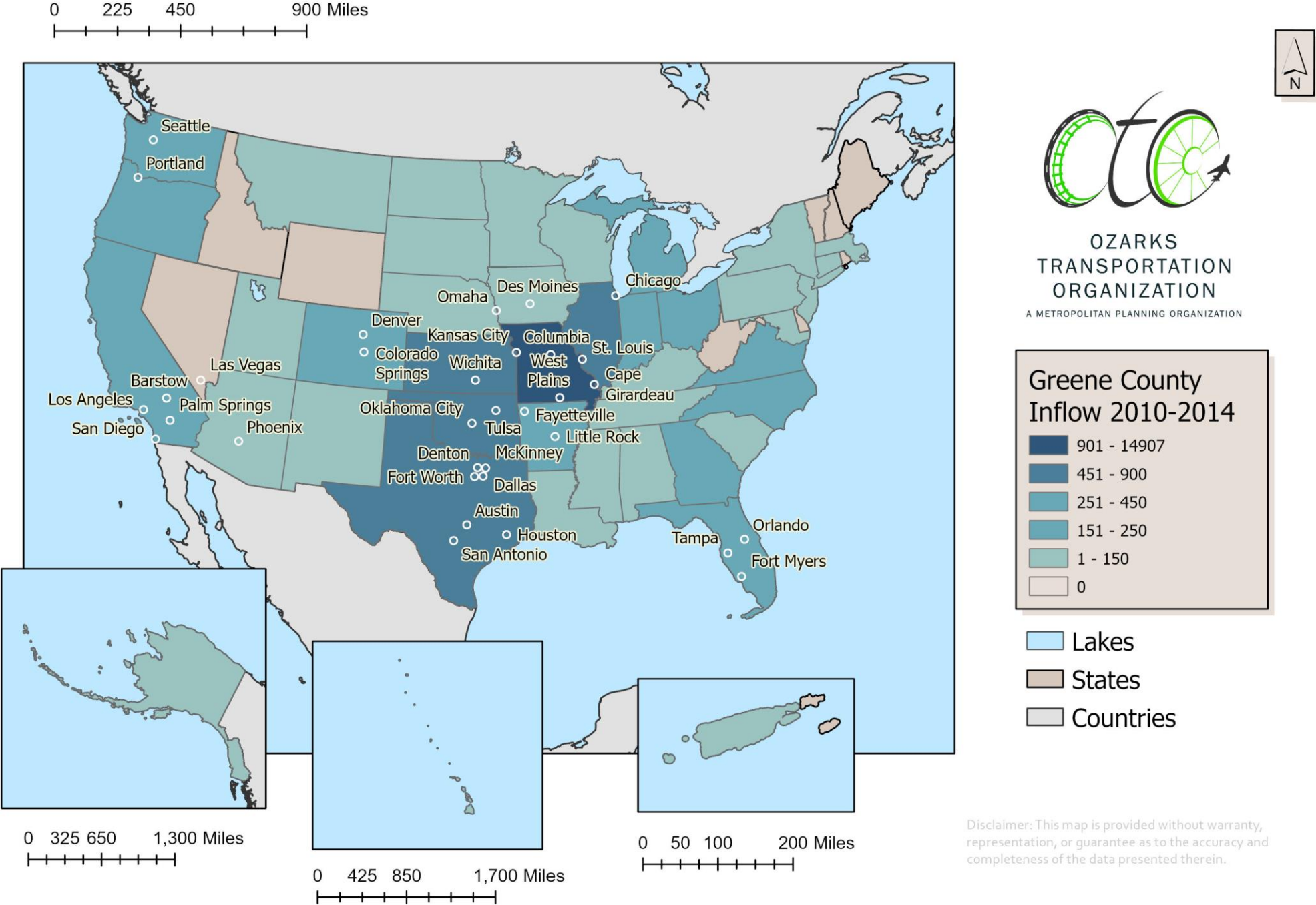


0 40 80 160 Miles

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

Returns: 7,755  
Exemptions: 13,979  
Adjusted Gross Income: \$359,886  
Average AGI per Return: \$46,407

# State-to-State Inflow Greene County 2010-2014





# State-to-State Inflow Greene County 2015-2019

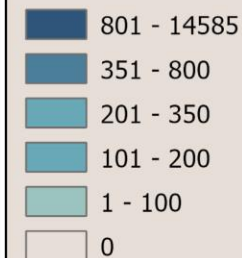
0 175 350 700 Miles






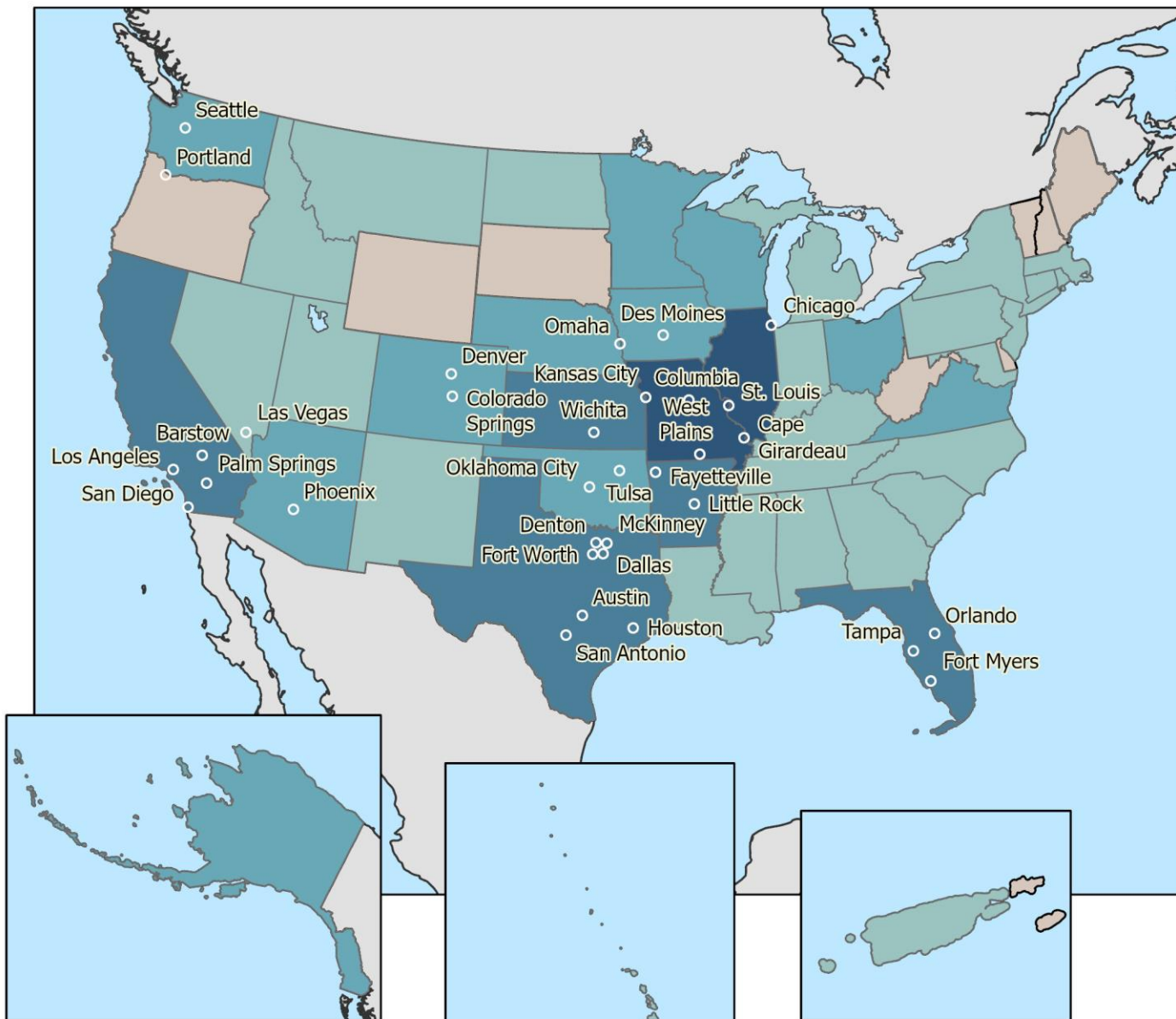
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## Greene County Inflow 2015-2019



 Lakes  
 States  
 Countries



0 250 500 1,000 Miles

0 250 500 1,000 Miles

0 40 80 160 Miles

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# County-to-County Outflow

## Greene County 2018-2019

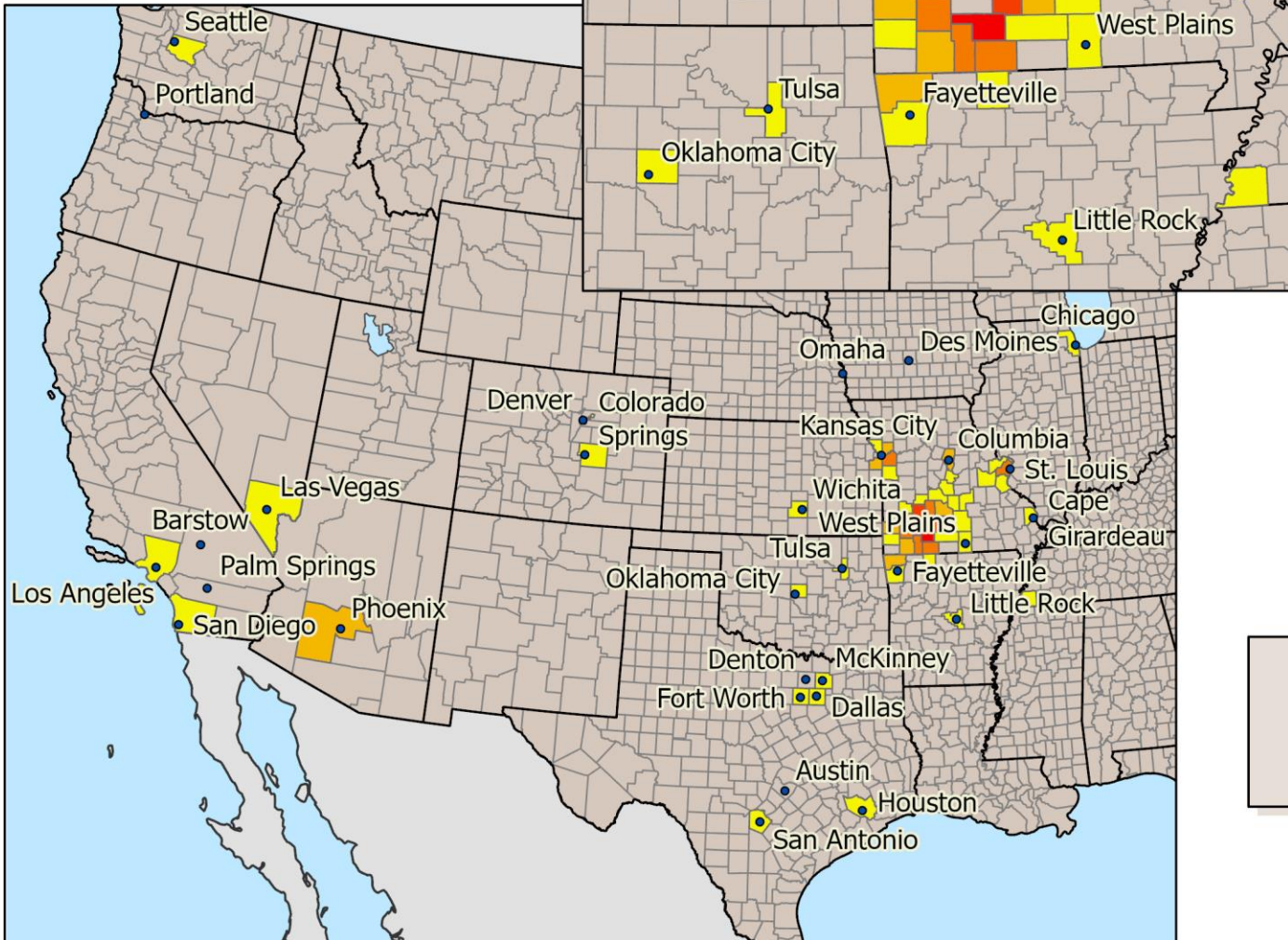


**OTZARKS  
TRANSPORTATION  
ORGANIZATION**

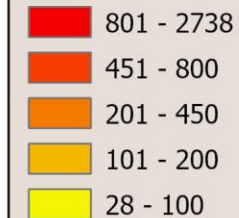
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0 75 150 300 Miles

0 165 330 660 Miles



### Greene County Outflow 2018-2019



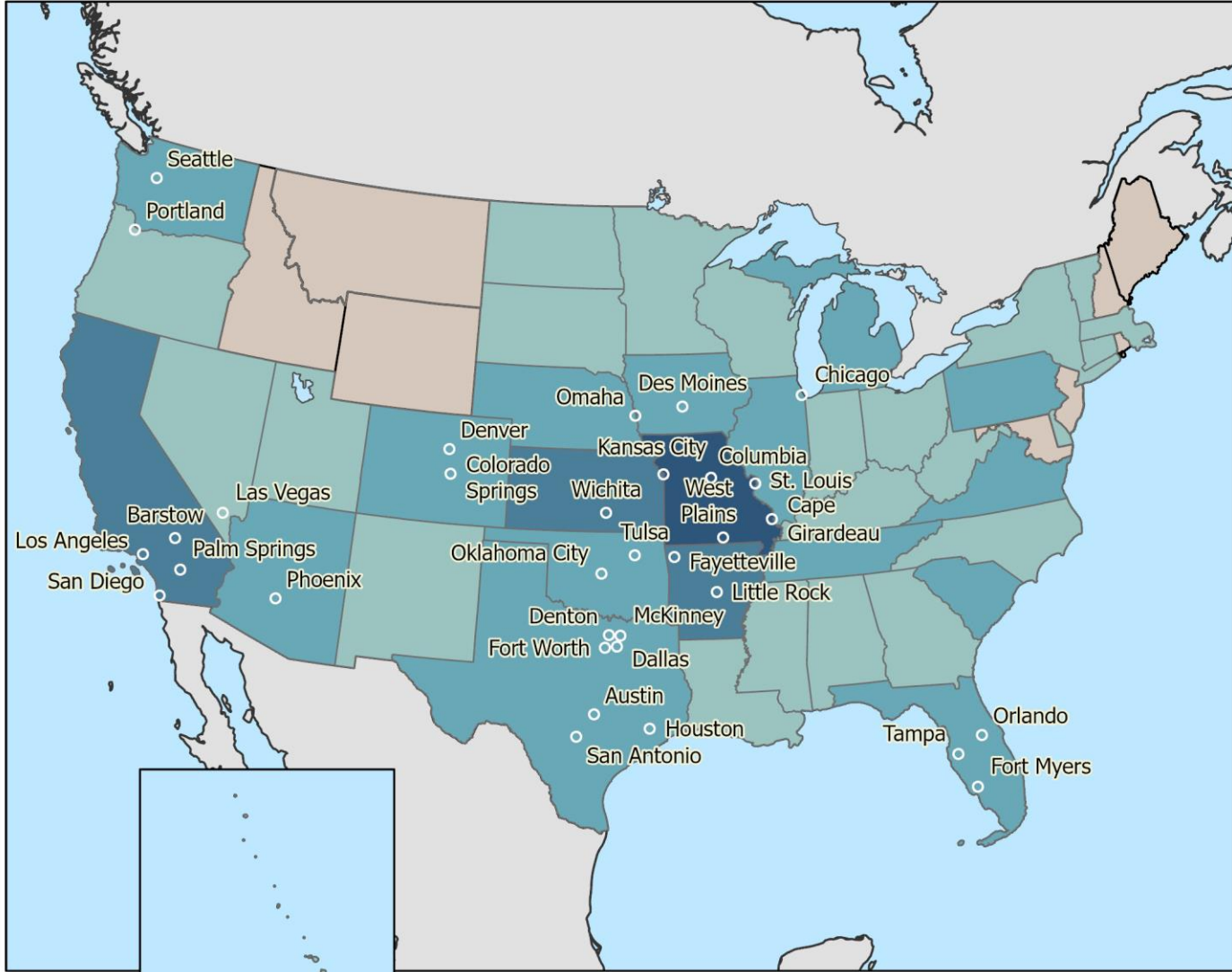
- Lakes
- US States
- Counties
- World Countries

Returns: 7,497  
Exemptions: 13,699  
Adjusted Gross Income: \$370,963  
Average AGI per Return: \$49,482

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



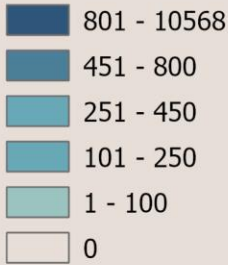
# State-to-State Outflow Greene County 2010-2014



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## Greene County Outflow 2010-2014



- Lakes
- States
- Countries

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

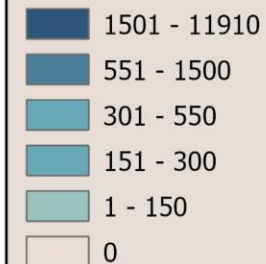
# State-to-State Outflow Greene County 2015-2019



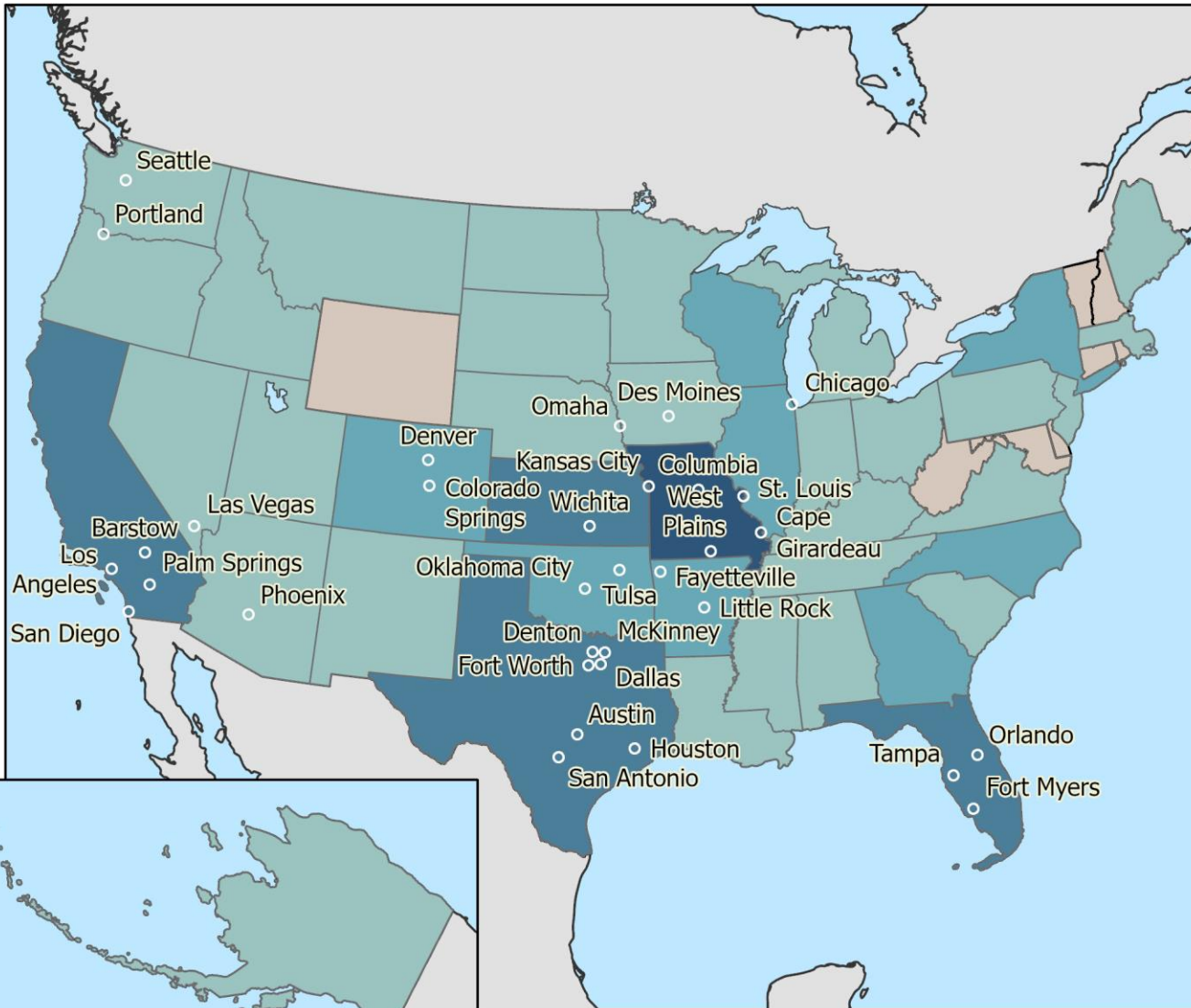
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## Greene County Outflow 2015-2019



Lakes  
 States  
 Countries



0 200 400 800 Miles

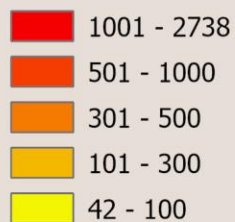
0 280 560 1,120 Miles

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



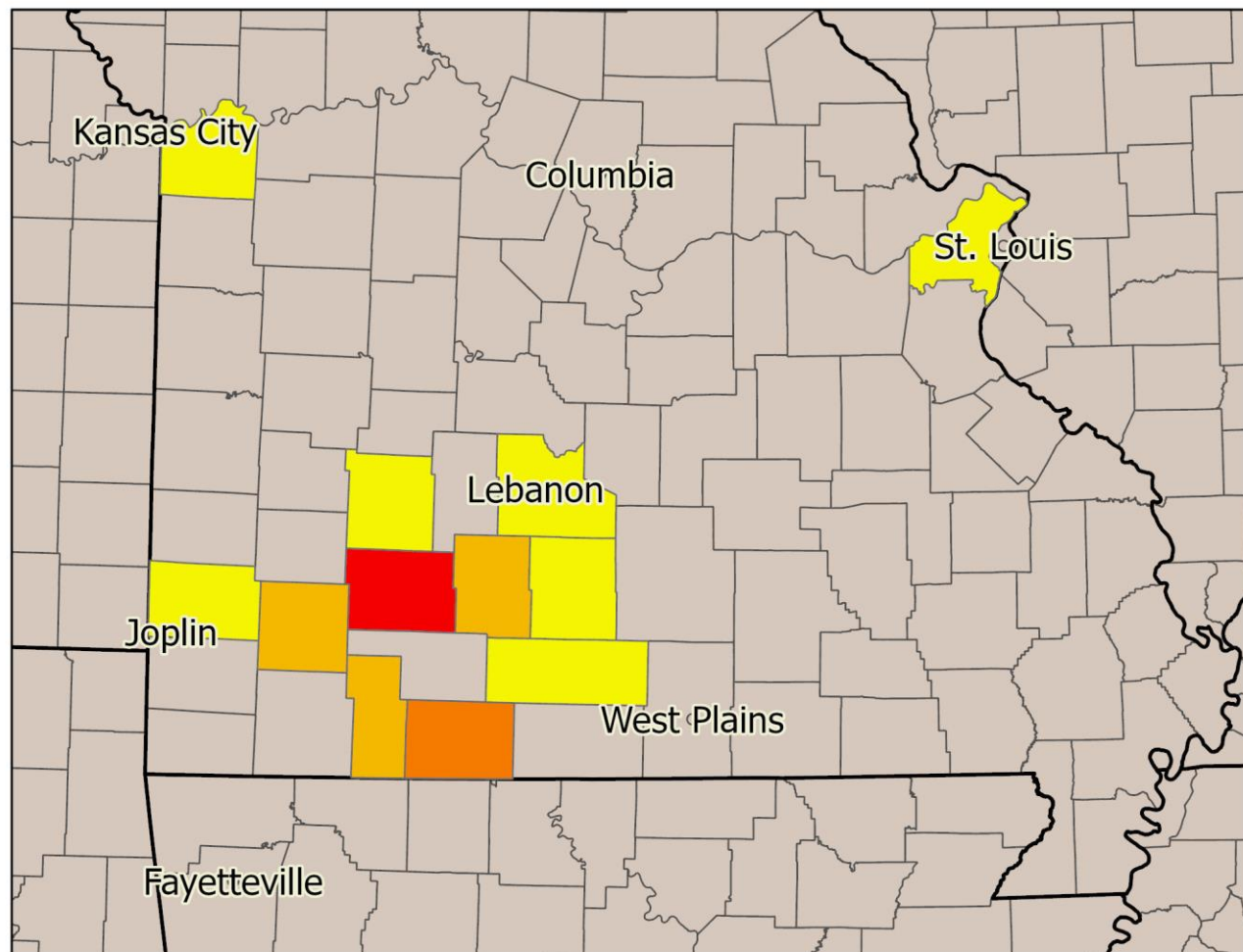
OT  
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TRANSPORTATION  
ORGANIZATION  
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### Christian County Inflow 2018-2019



- Major Cities
- US States
- Counties

## County-to-County Inflow Christian County 2018-2019



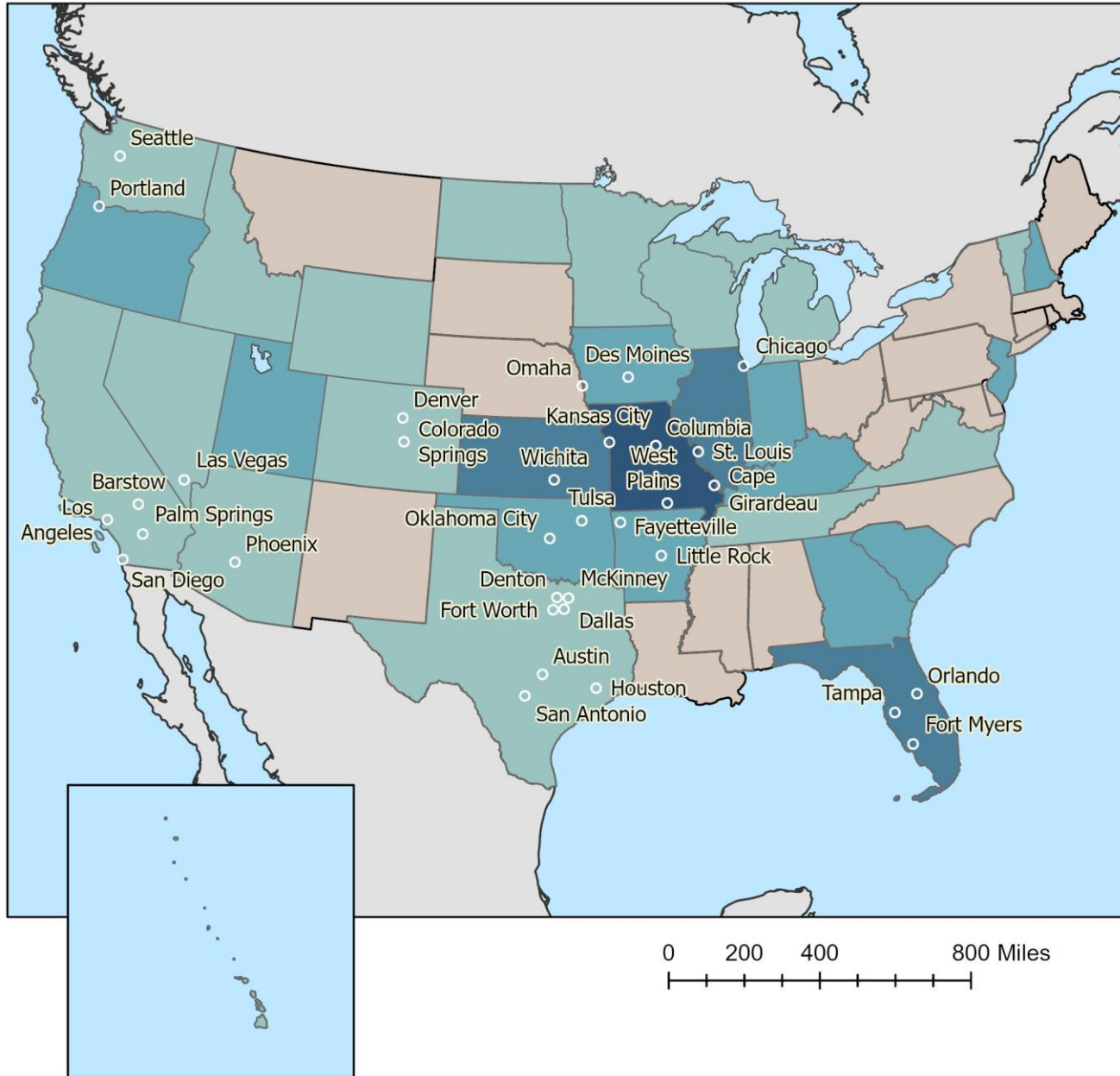
0 40 80 160 Miles

Returns: 3,199  
Exemptions: 6,630  
Adjusted Gross Income: \$179,657  
Average AGI per Return: \$56,160

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

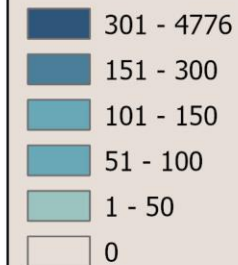


# State-to-State Inflow Christian County 2010-2014



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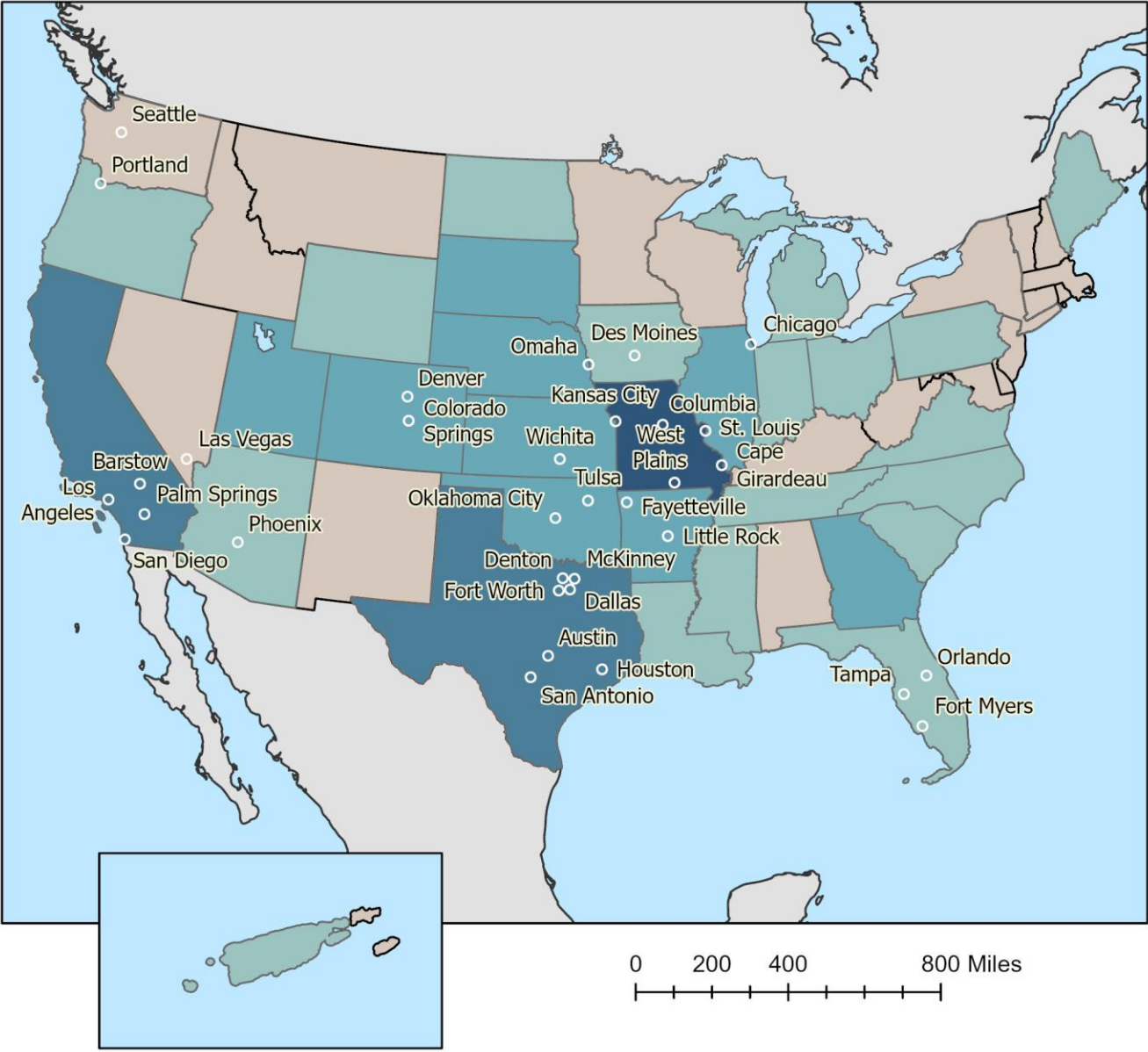
## Christian County Inflow 2010-2014



- Lakes
- States
- Countries

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

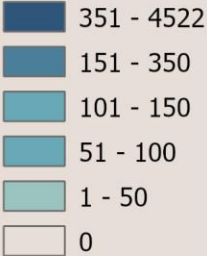
# State-to-State Inflow Christian County 2015-2019



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## Christian County Inflow 2015-2019



Lakes

States

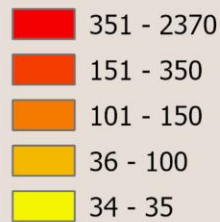
Countries

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



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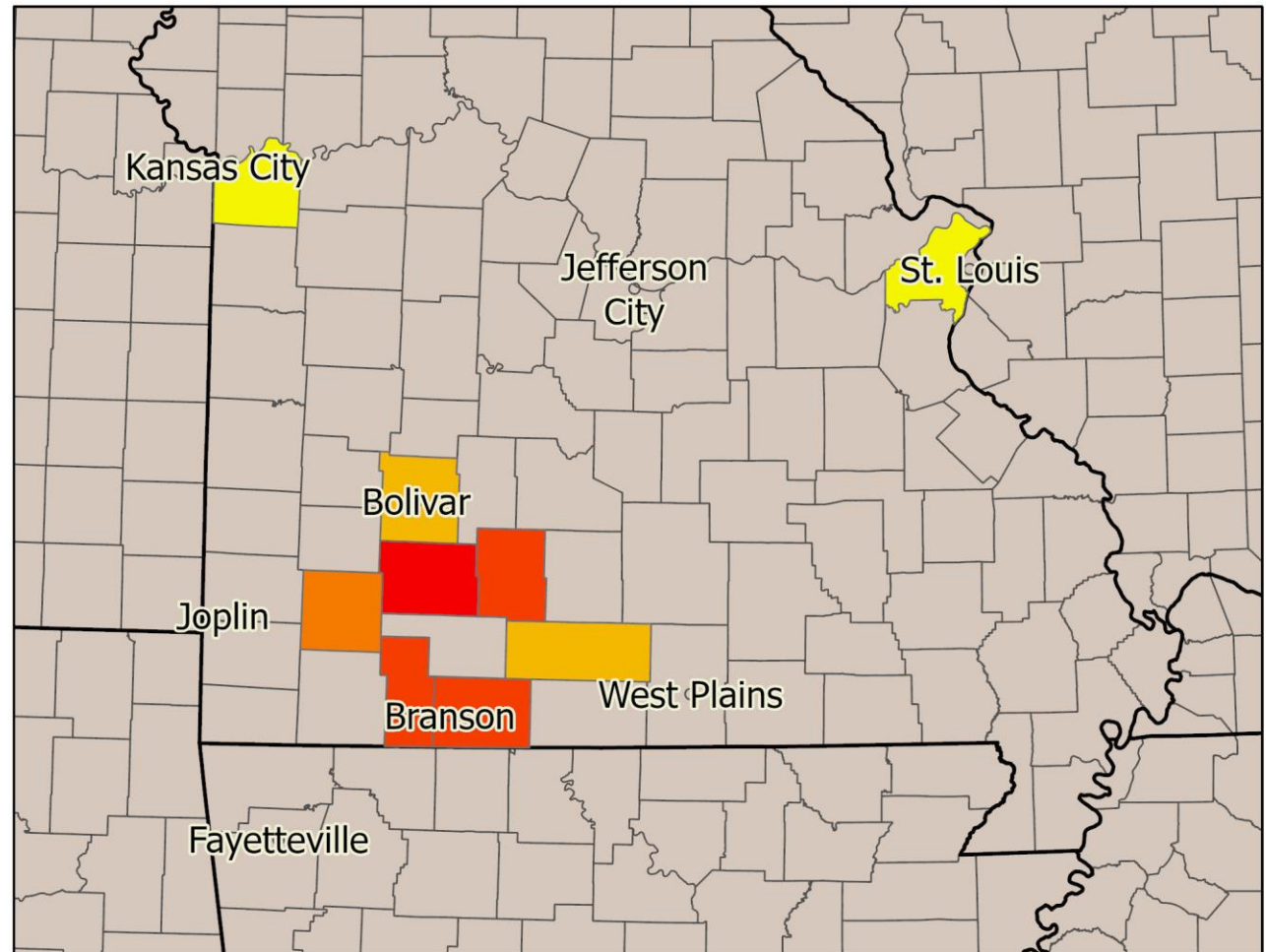
### Christian County Outflow 2018-2019



- Major Cities
- US States
- Counties

Returns: 2,773  
Exemptions: 5,519  
Adjusted Gross Income: \$157,353  
Average AGI per Return: \$56,745

## County-to-County Outflow Christian County 2018-2019



0 40 80 160 Miles

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



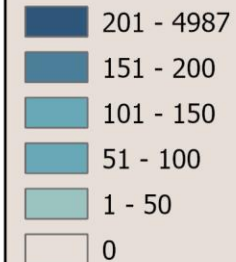
# State-to-State Outflow Christian County 2010-2014






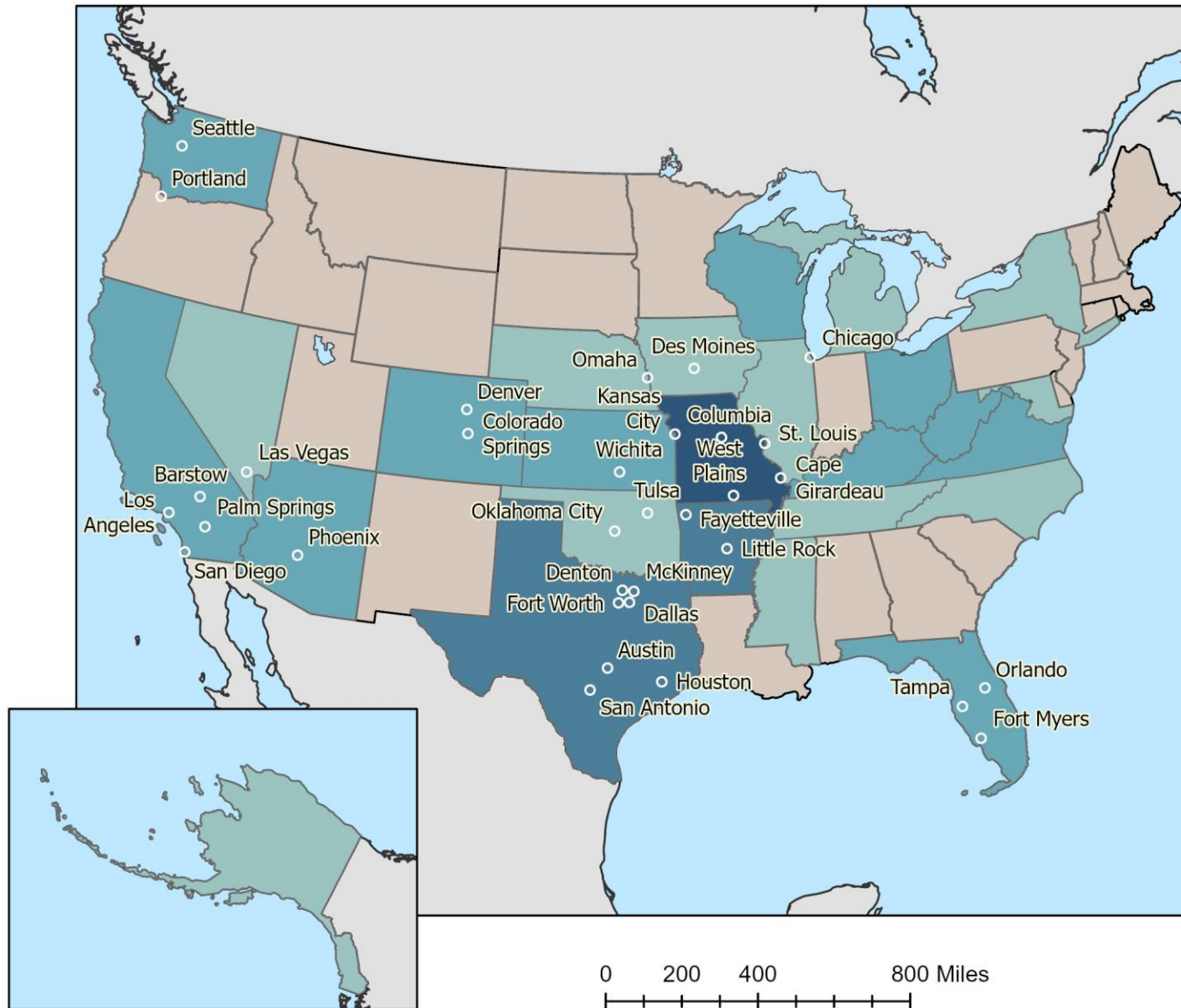
**OZARKS  
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## Christian County Outflow 2010-2014



 Lakes  
 States  
 Countries



0 375 750 1,500 Miles

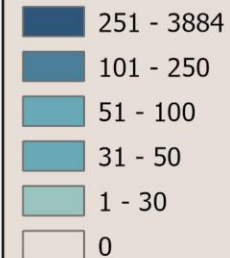
# State-to-State Outflow Christian County 2015-2019



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ORGANIZATION**

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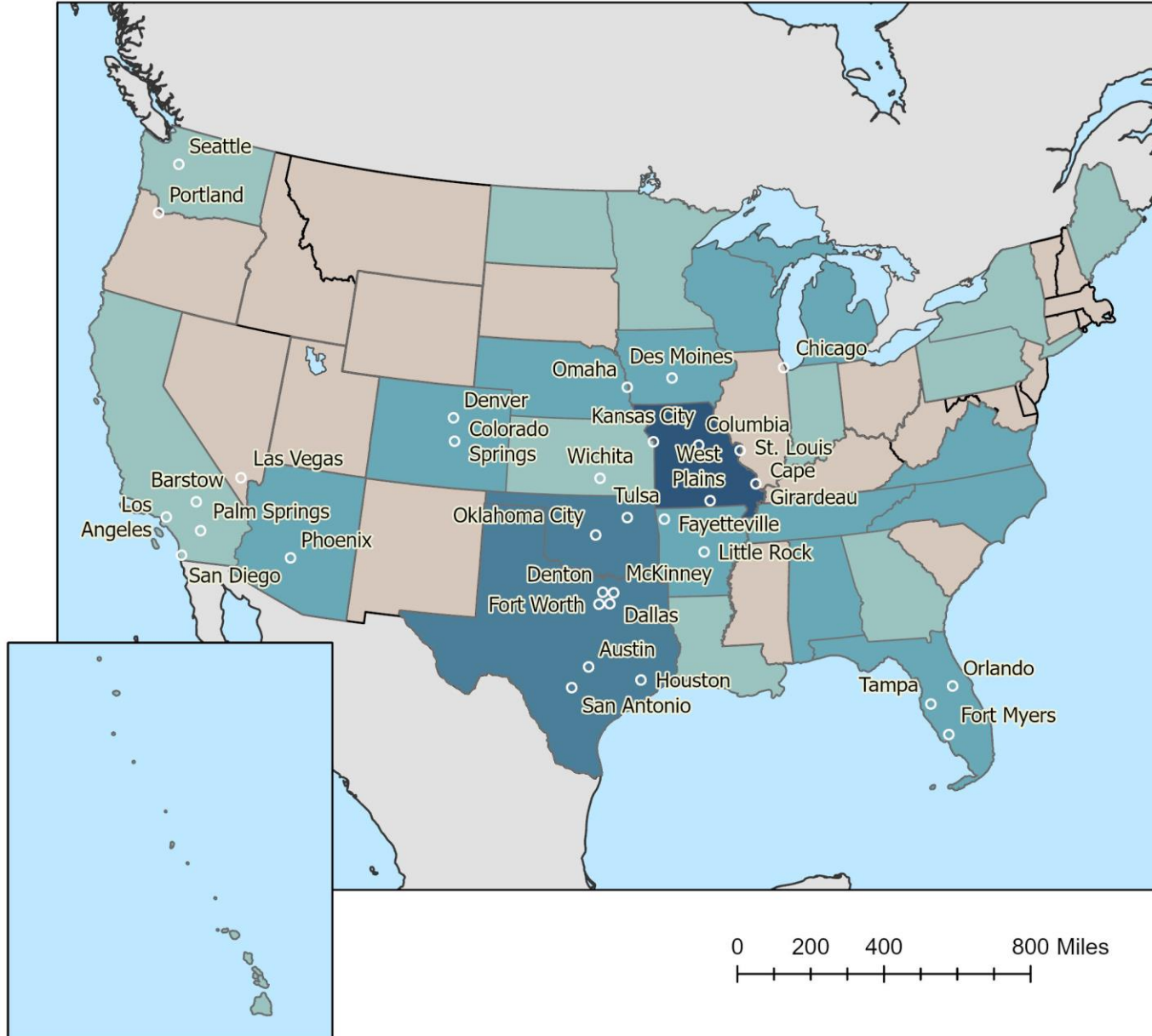
## Christian County Outflow 2015-2019



 Lakes

 States

 Countries



0 250 500 1,000 Miles

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# Demographics & Employment

## Population Change

This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up of Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of commuters from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



# Springfield MSA

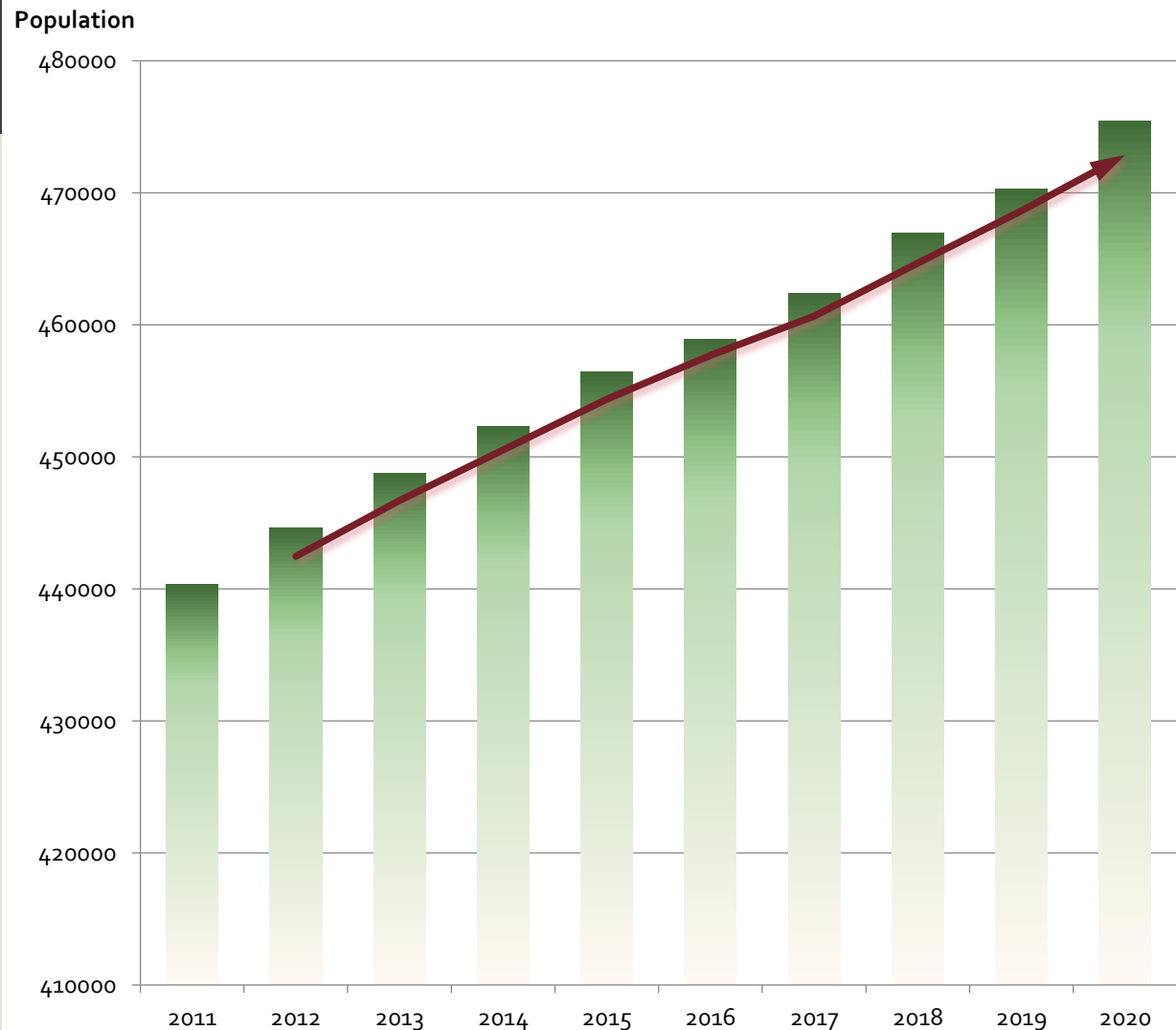
The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

The chart on this page shows the steady increase of the combined MSA county populations.

From 2011 to 2020, the MSA population has increased from 440,317 to 475,432. Increasing 8%, equaling a 0.8% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.77, it will take the Springfield MSA over 87 years to double in population to 950,864.

## Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties) Source: U.S. Census Bureau Population Estimates Program & 2020 Decennial Census



# Springfield MSA

## Continued

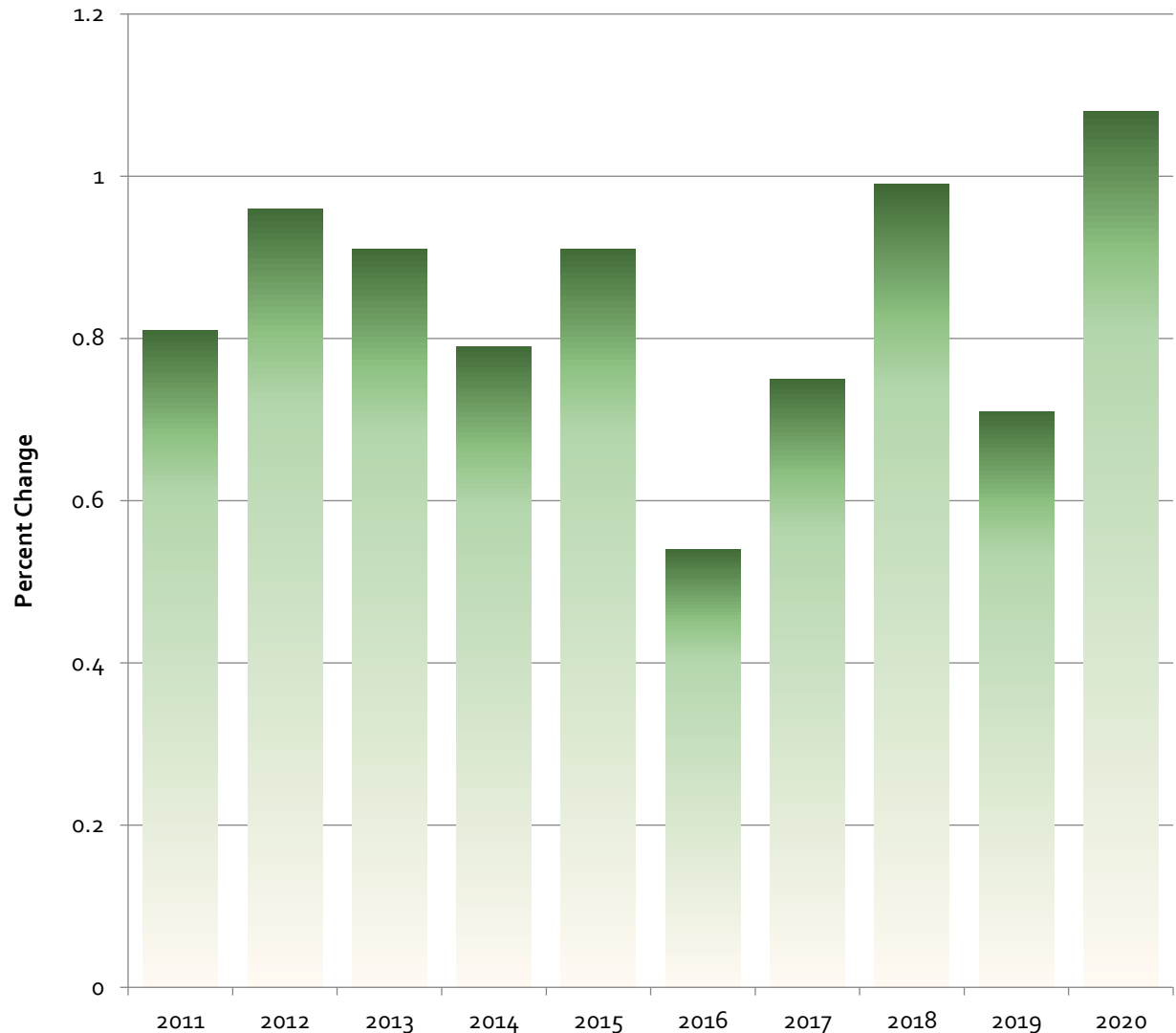
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2011 to 2020 was from 2019 to 2020.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it has been over 1% since 2009 to 2010.

## Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau Population Estimates Program & 2020 Decennial Census



# Individual Counties

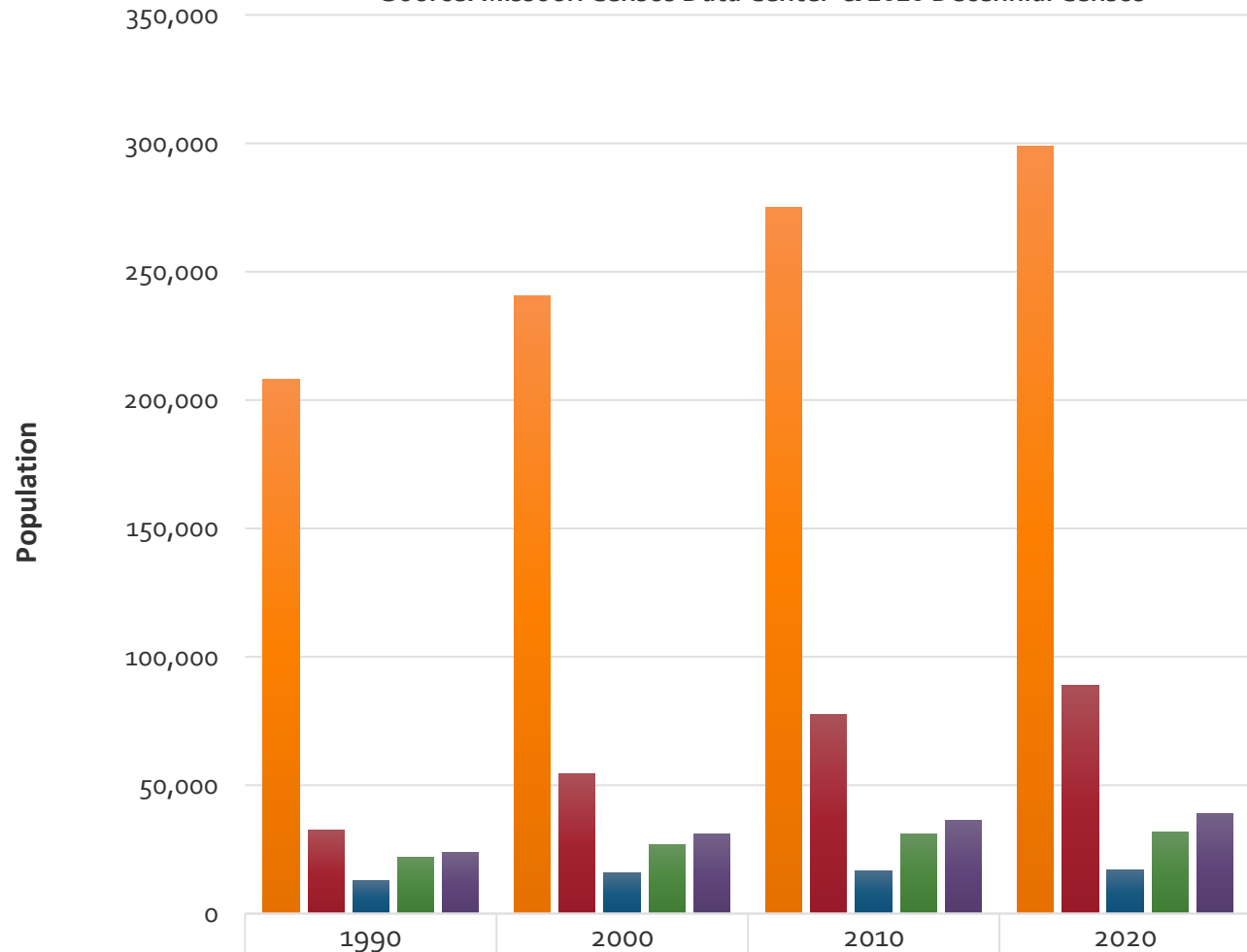
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2020.

Christian county was the fastest growing county in the MSA in terms of percent change during the 30-year period adding 56,198 people. Greene county grew the most in terms of raw numbers adding 90,966 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk, counties while increasing for Christian and remaining constant in Webster counties.

## Population Increase Springfield MSA Counties 1990-2020

Source: Missouri Census Data Center & 2020 Decennial Census



Greene County	207,949	240,391	275,174	298,915
Christian County	32,644	54,285	77,422	88,842
Dallas County	12,646	15,661	16,777	17,071
Polk County	21,826	26,992	31,137	31,519
Webster County	23,753	31,045	36,202	39,085

## Cities in the OTO Area

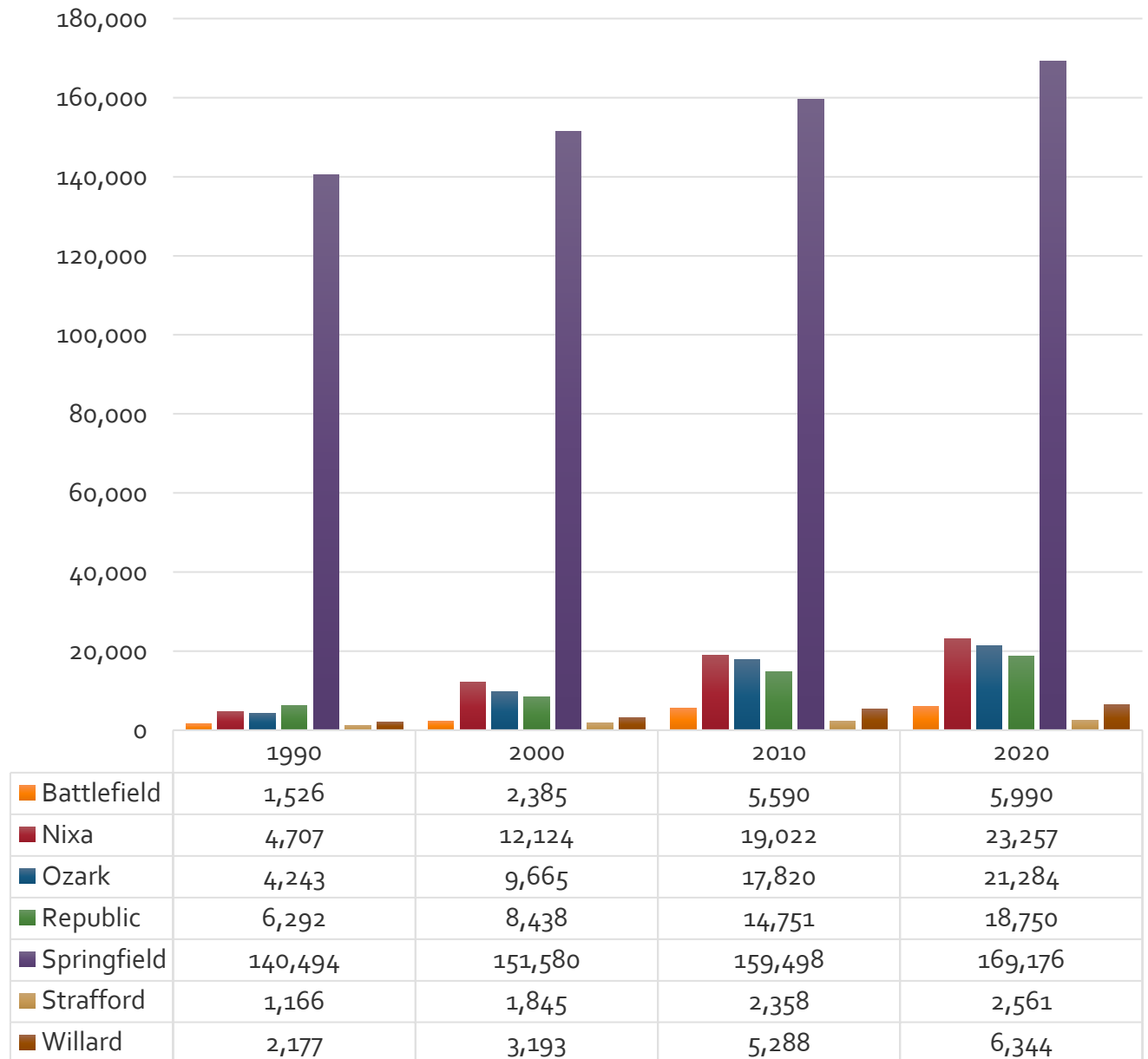
The information on this page shows population growth for cities within the OTO area from 1990 to 2020.

The City of Springfield has experienced steady growth since 2010 adding the most people (9,678) over the past decade to its population and remains the employment and activity hub for the OTO area.

Over three times as many people were added in cities other than Springfield from 2000 to 2010, 27,179 to 7,918.

During the period from 2010 to 2020, all cities other than Springfield added 13,357 people combined.

Population Growth for Cities in the OTO Area  
From 1990 to 2020





## Cities in the OTO Area

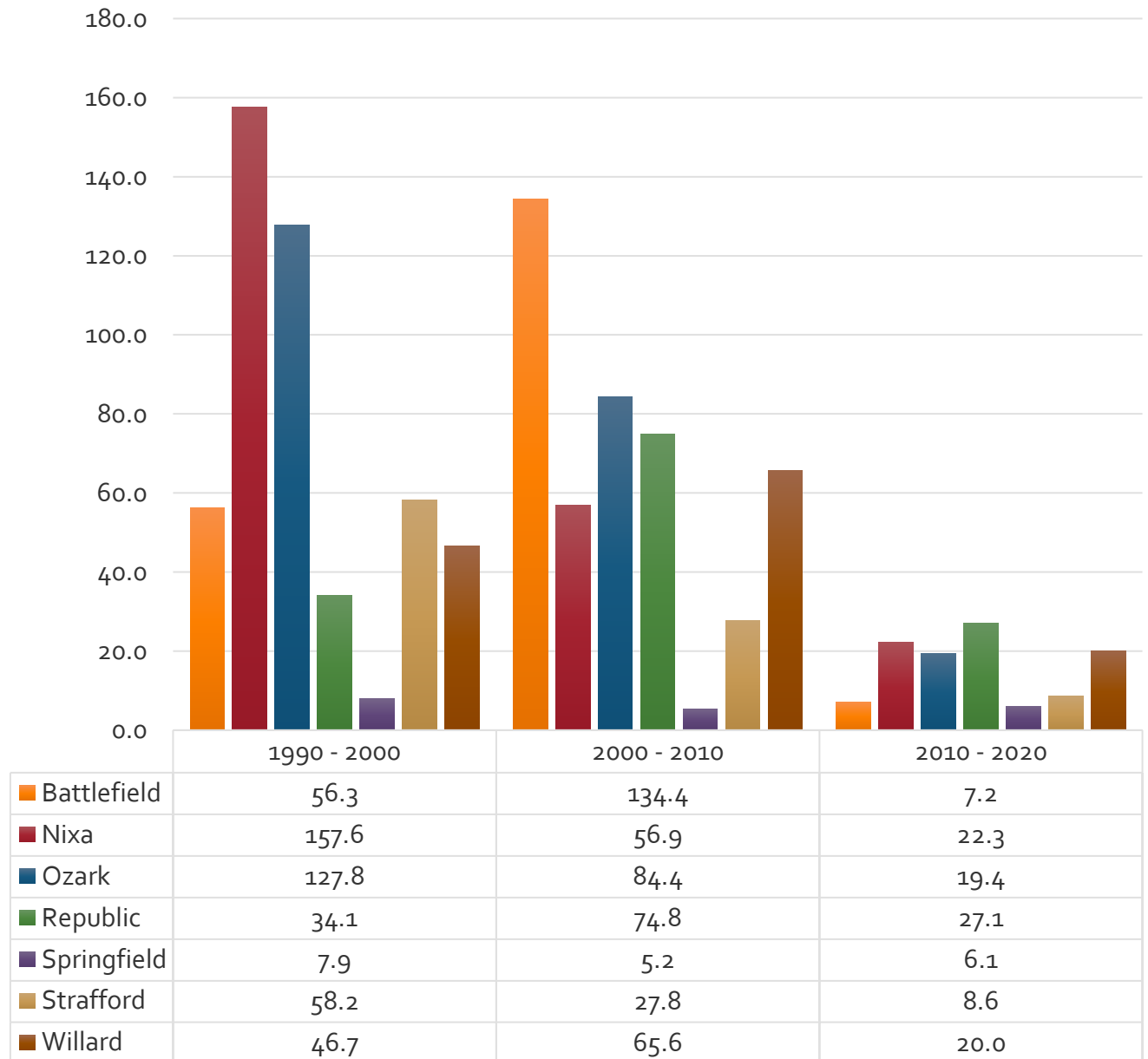
The information on this page shows population percent change for cities within the OTO for each decade from 1990 to 2020.

Although the City of Springfield has the most people to its population than any other city in each decade, its rate of growth has been the smallest.

This chart demonstrates the rapid growth in cities outside of Springfield in the 1990s and 2000s. These decades mark a period of urban sprawl in the metro area.

From 2010 – 2020, all cities experienced a significant decline in the rate of growth from prior decades apart from Springfield where the growth rate increased from the previous decade.

**Population Percent Change for Cities in the OTO Area by Decade from 1990 to 2020**





# In-Migration

## Age

## Characteristics

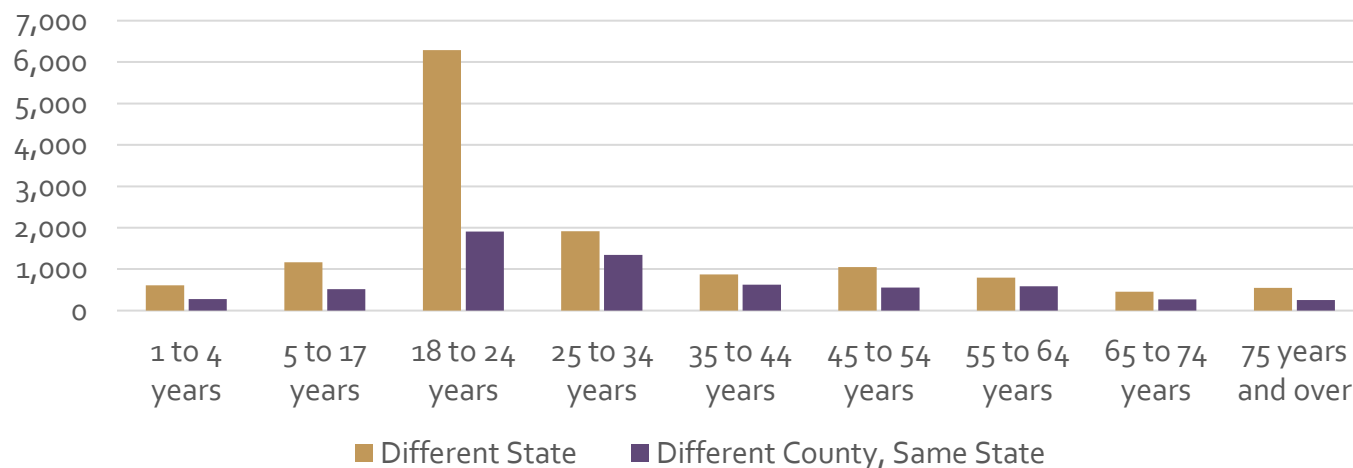
The age characteristics for individuals migrating into Greene and Christian counties in 2020 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was estimated to be 22.5.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 29.7 and 36 for those from other counties in Missouri and from other states, respectively.

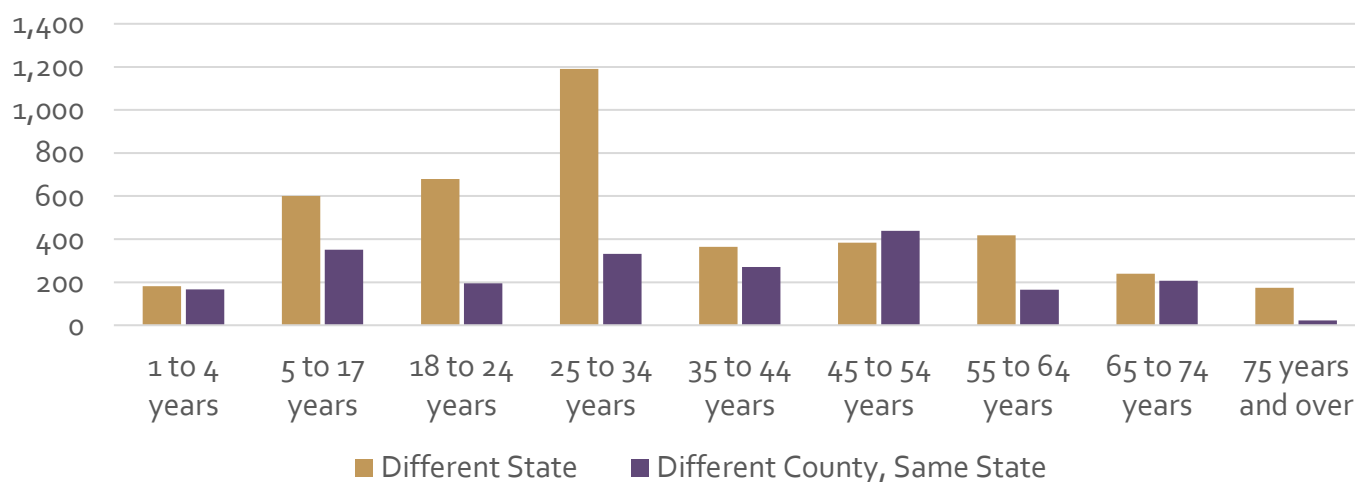
### Greene County

Source: ACS 2016 – 2020 Five Year Estimates



### Christian County

Source: ACS 2016 – 2020 Five Year Estimates



# In-Migration

## Race Characteristics

The race characteristics for individuals migrating into Greene County for two five-year periods from the prior decade are presented on this page.

The two largest racial groups of non-white alone that migrated into Greene County from 2016 to 2020 were individuals who reported being of two or more races when surveyed and Black or African American.

The same was true from 2011 – 2015, however, in 2020 individuals of two or more races had supplanted African American as the leading non-white racial group of in-migrants.

During the latter part of the prior decade, in-migrants into Greene County have become more racially diverse.

### Greene County

Source: ACS 2011 – 2015 Five Year Estimates



### Greene County

Source: ACS 2016 – 2020 Five Year Estimates



# In-Migration

## Race

### Characteristics

The race characteristics for individuals migrating into Christian County for two five-year periods from the prior decade are presented on this page.

Most in-migrants into Christian Counties are white alone. The proportion of in-migrants who were not white alone increased during the latter half of the last decade as depicted in the charts.

The two largest racial groups of non-white alone that migrated into Christian County from 2016 to 2020 were Black or African American and individuals who reported being of two or more races when surveyed.

## Christian County

Source: ACS 2011 – 2015 Five Year Estimates



## Christian County

Source: ACS 2016 – 2020 Five Year Estimates



# Median Household Income

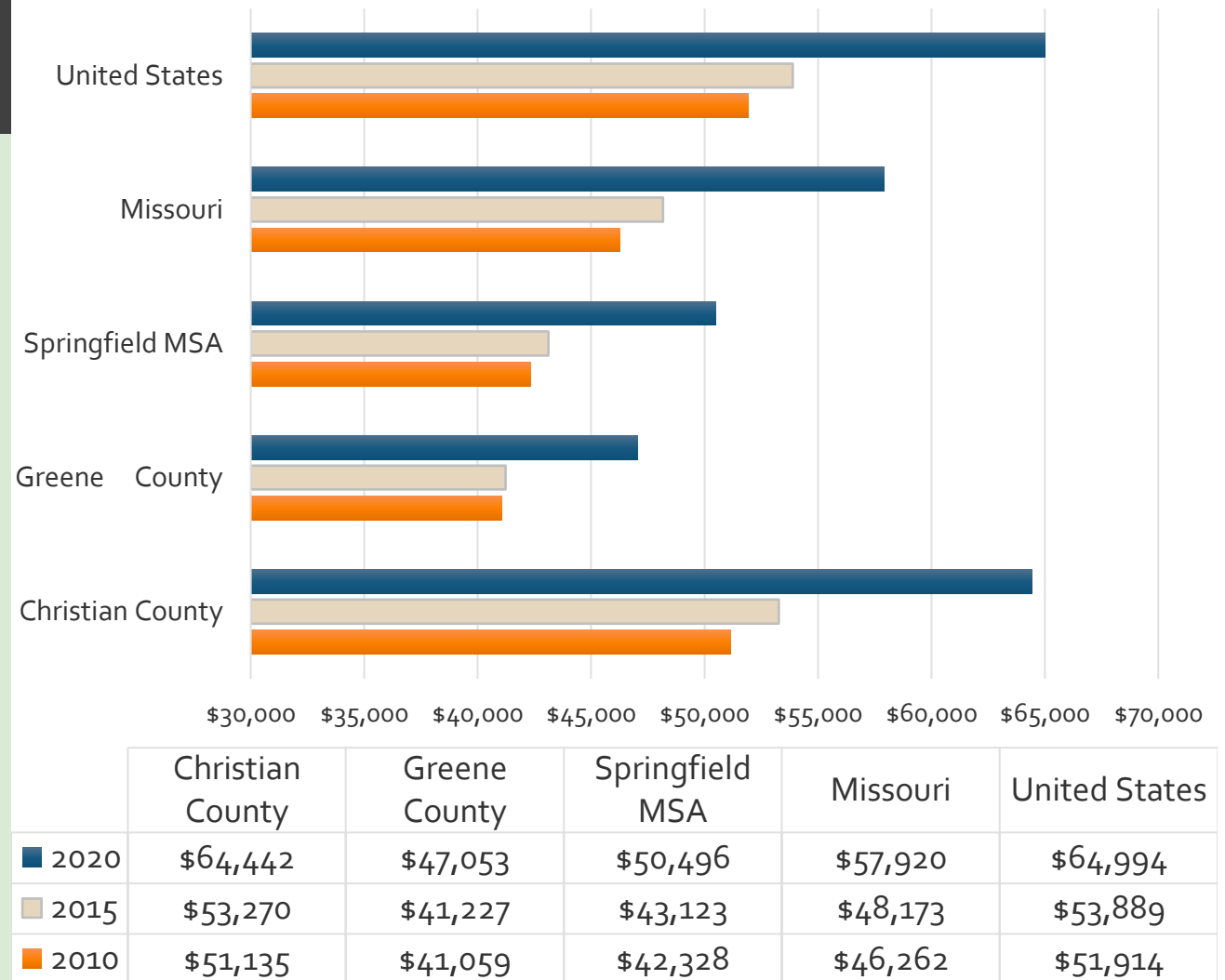
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2010, 2015, & 2020 American Community Survey 5-year estimates are presented here.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2020. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2010 & 2015 estimates and even outpace the rate of inflation.

## Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



# Per Capita Income

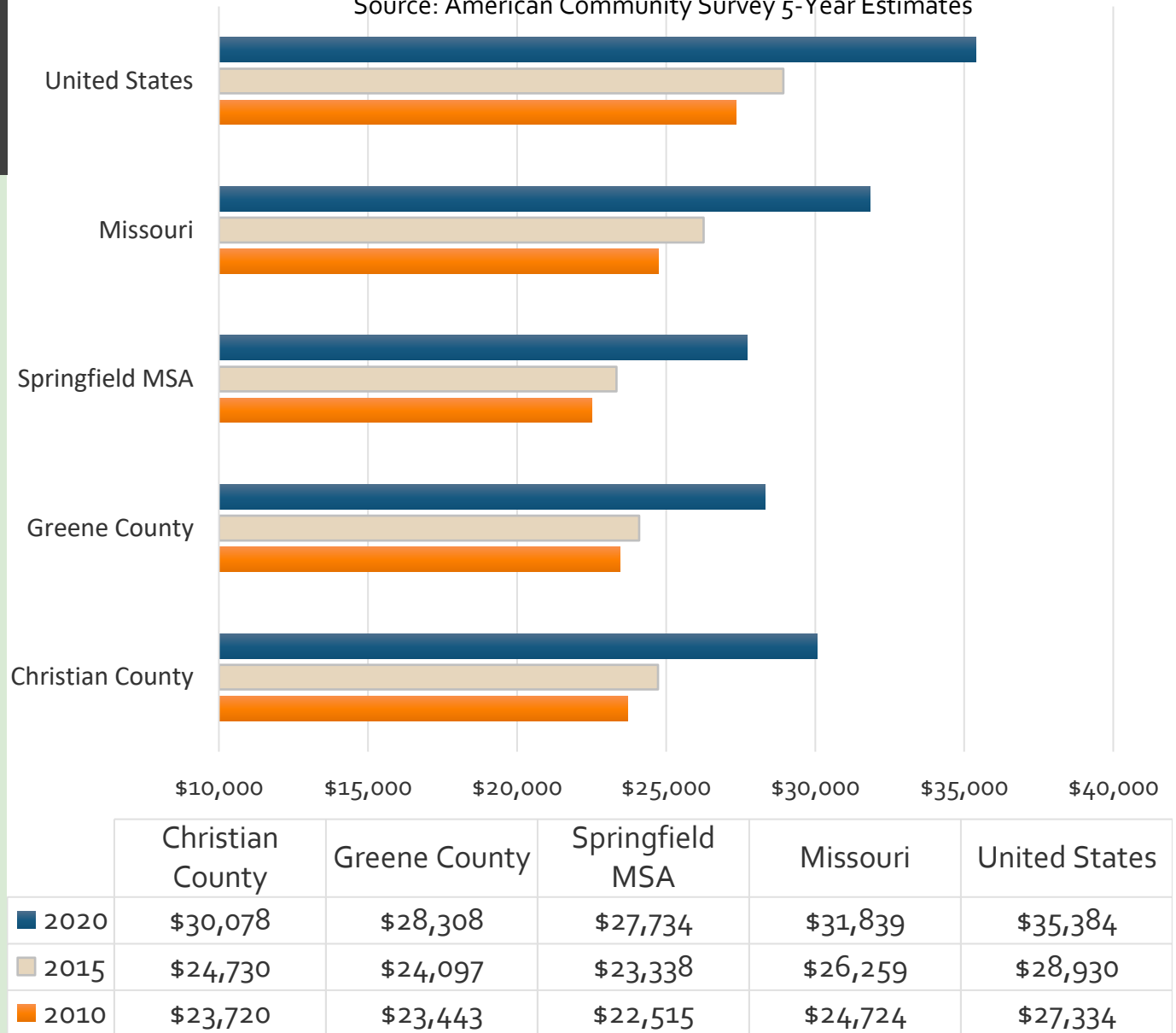
The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

The counties and MSA are below both the national (\$35,384) and state (\$31,839) per capita income levels for 2020.

As with the ACS data for median household income, comparing each survey's per capita income for statistical difference between samples indicates that all geographies have seen a statistically significant increase in per capita income through 2020.

## Per Capita Income Springfield, MO MSA and Counties

Source: American Community Survey 5-Year Estimates



# Per Capita Income

The chart to the right shows per capita income for each city within the OTO planning area.

The ACS estimate for 2020 is higher for all cities. However, there is no statistical difference in any of the estimates for Republic or Strafford. In the cases of Springfield, Battlefield, Ozark, Nixa, & Willard there is no significant difference between 2010 & 2015, but the 2020 estimate is statistically different from the earlier five-year samples.

## Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



# Individuals Living Below Poverty

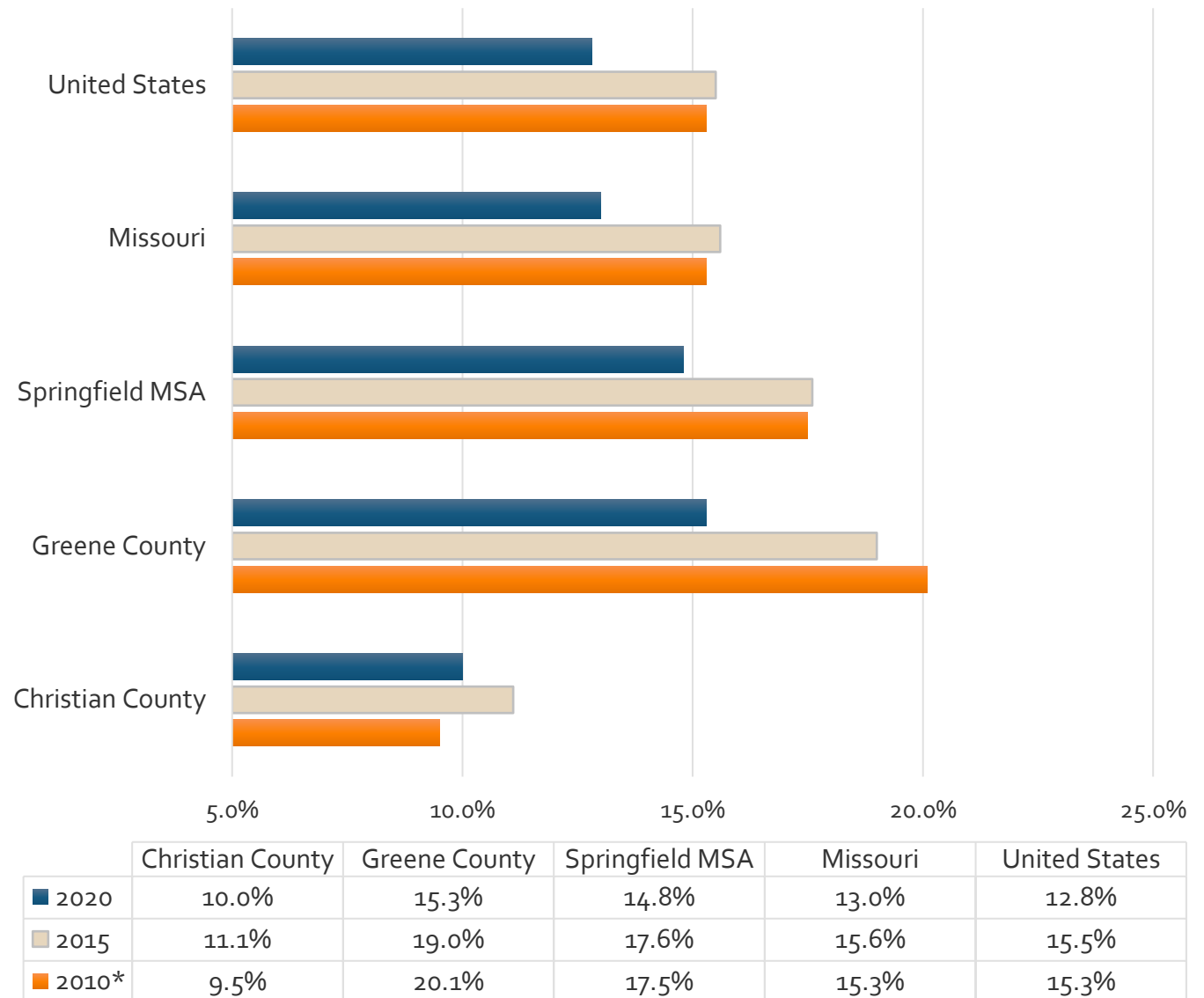
In 2020, the percentage of people living at or below the poverty level had dropped below 2010 & 2015 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Although the 2020 estimate for Christian County appears to worsened since 2010, the percentages in the survey years are not statistically different.

Apart from Christian County, survey estimates for 2020 are statistically different from 2010 & 2015 estimates for all geographies. This indicates that percentages of people living below poverty level were greatly reduced over the past decade.

## Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



# Children Living in Poverty

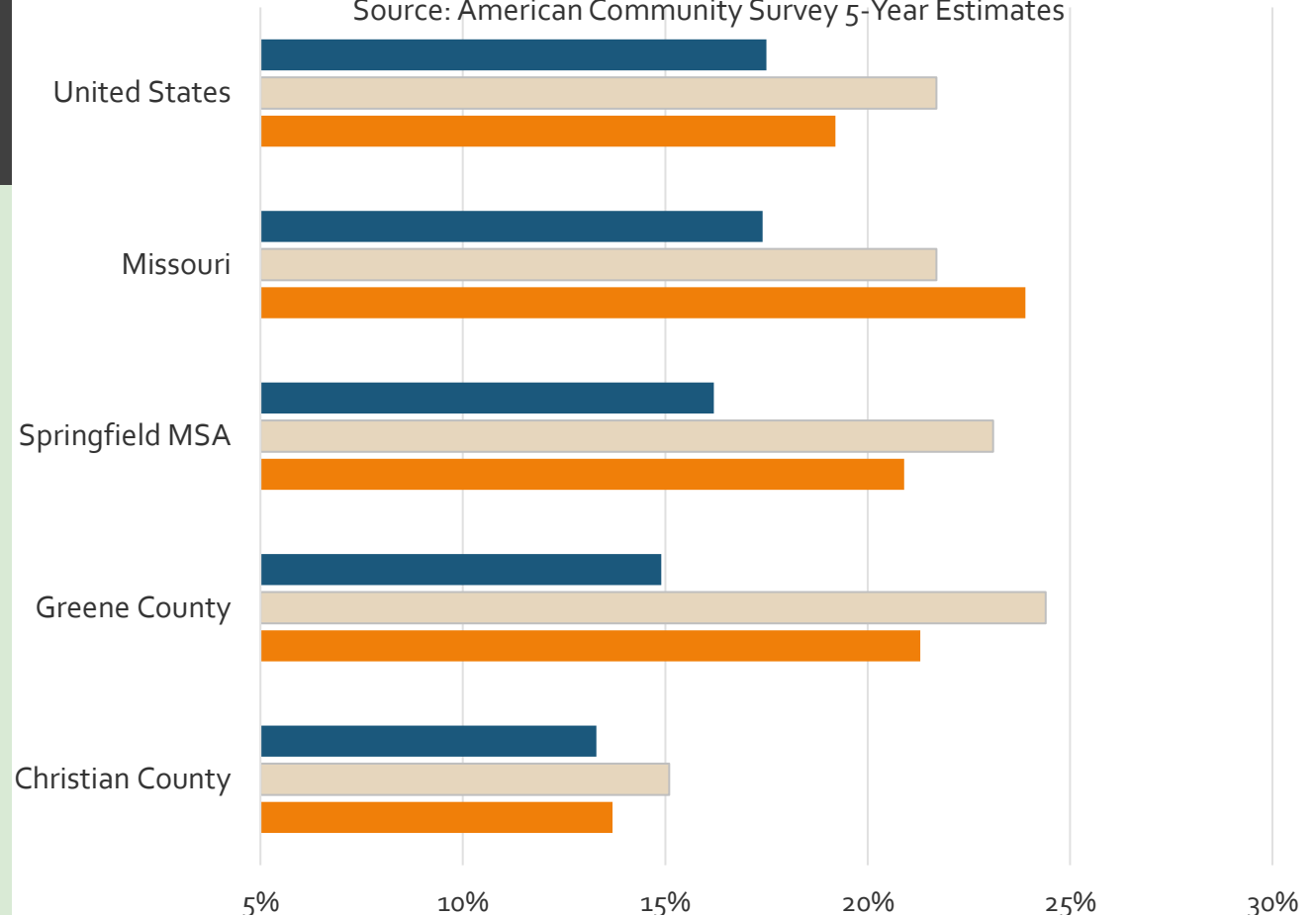
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

The estimates for the percentage of children living at or below the poverty level in 2010 & 2015 samples are not statistically different across all geographies. The five-year estimates for 2015 are significantly different from the 2020 sample in all geographies.

This indicates that children living at or below poverty level has returned to pre-recession levels or better across the board.

## Children Living in Poverty Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	13.3%	14.9%	16.2%	17.4%	17.5%
2015	15.1%	24.4%	23.1%	21.7%	21.7%
2010	13.7%	21.3%	20.9%	23.9%	19.2%



# Workforce Education Levels

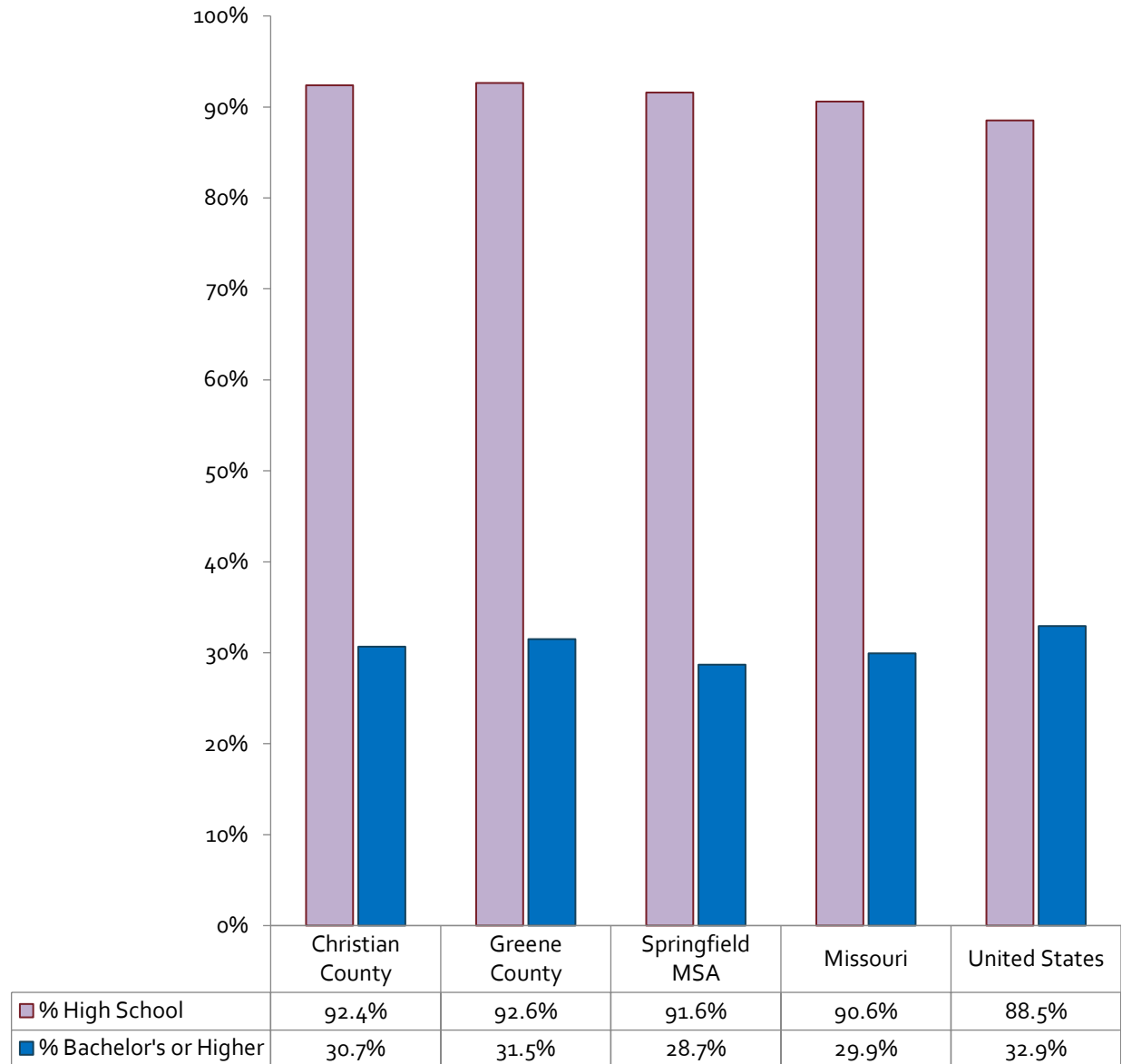
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 31.5 percent compared to all other geographies except for the U.S.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than the U.S.

## Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2020 ACS 5-Year Estimates



# Commuting Patterns

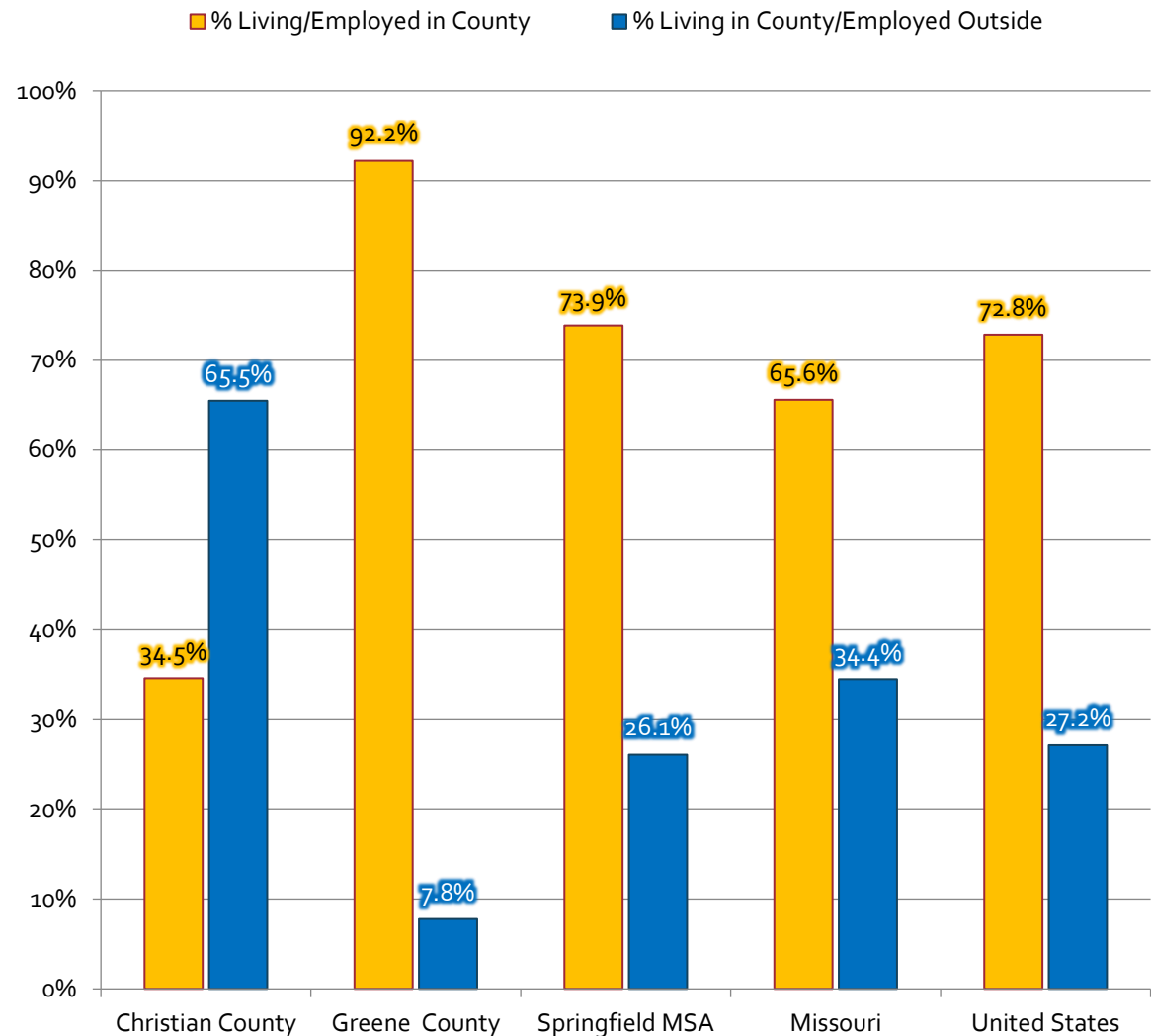
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 92.2 percent also live in Greene County. Conversely, the majority (65.5%) of Christian County residents commute to another county for work.

The MSA percentage of workers living in the same county as they are employed is comparable to that of the United States but nearly ten percent more than Missouri.

## County of Residence vs. County of Employment

Source: 2020 ACS 5-Year Estimates



# Mean Travel Time to Work

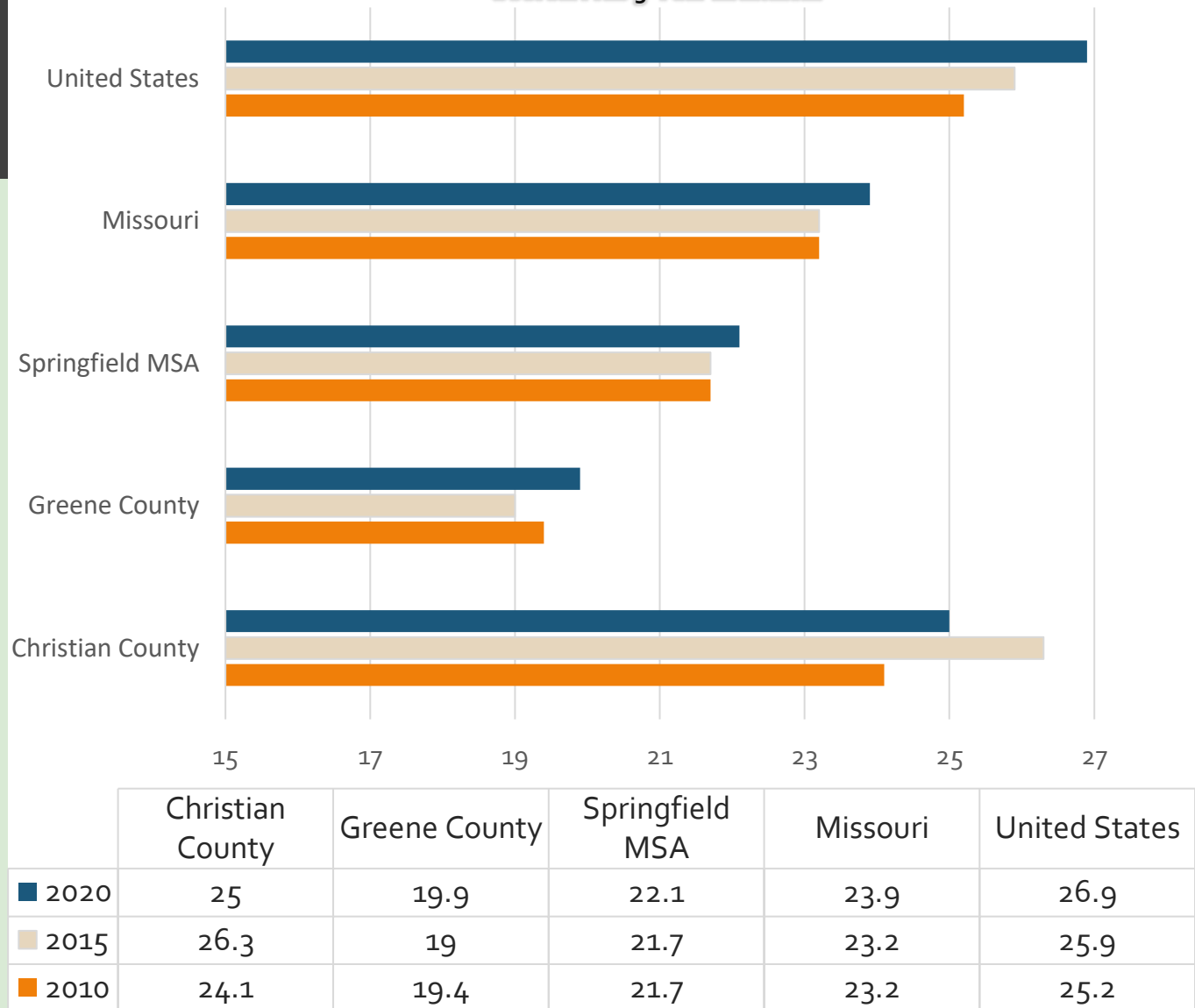
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.9 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25 minutes. This is comparable to the United States as a whole.

The travel time estimates for the United States are statistically different and have increased across all five-year samples. The Missouri estimate for 2020 is significantly more than previous estimates. Greene and Christian Counties are not statistically different across all samples.

## Mean Travel Time to Work in Minutes Counties & MSA

Source: ACS 5-Year Estimates



# Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

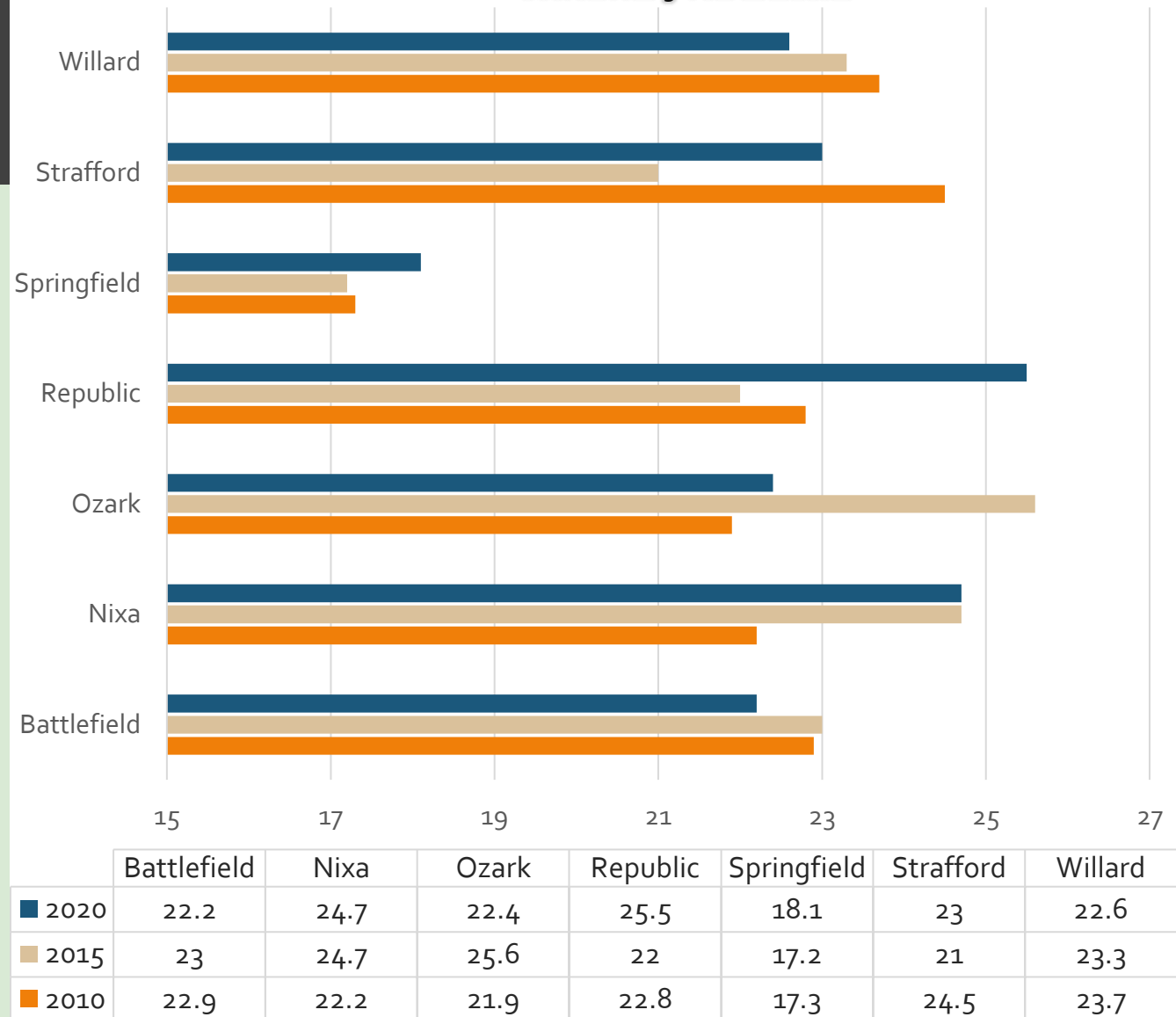
The 2020 estimates for Springfield & Republic are statistically different from 2015 showing an increase but the 2015 estimate is not statistically different from 2010.

The 2020 estimate is significantly higher than 2010 but no different than 2015 for Nixa. The estimates for Ozark indicate an increase in travel time from 2010 to 2015 and then back down to 2010 levels in 2020.

There is no statistical difference between any of the estimates for Battlefield, Strafford, or Willard.

## Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



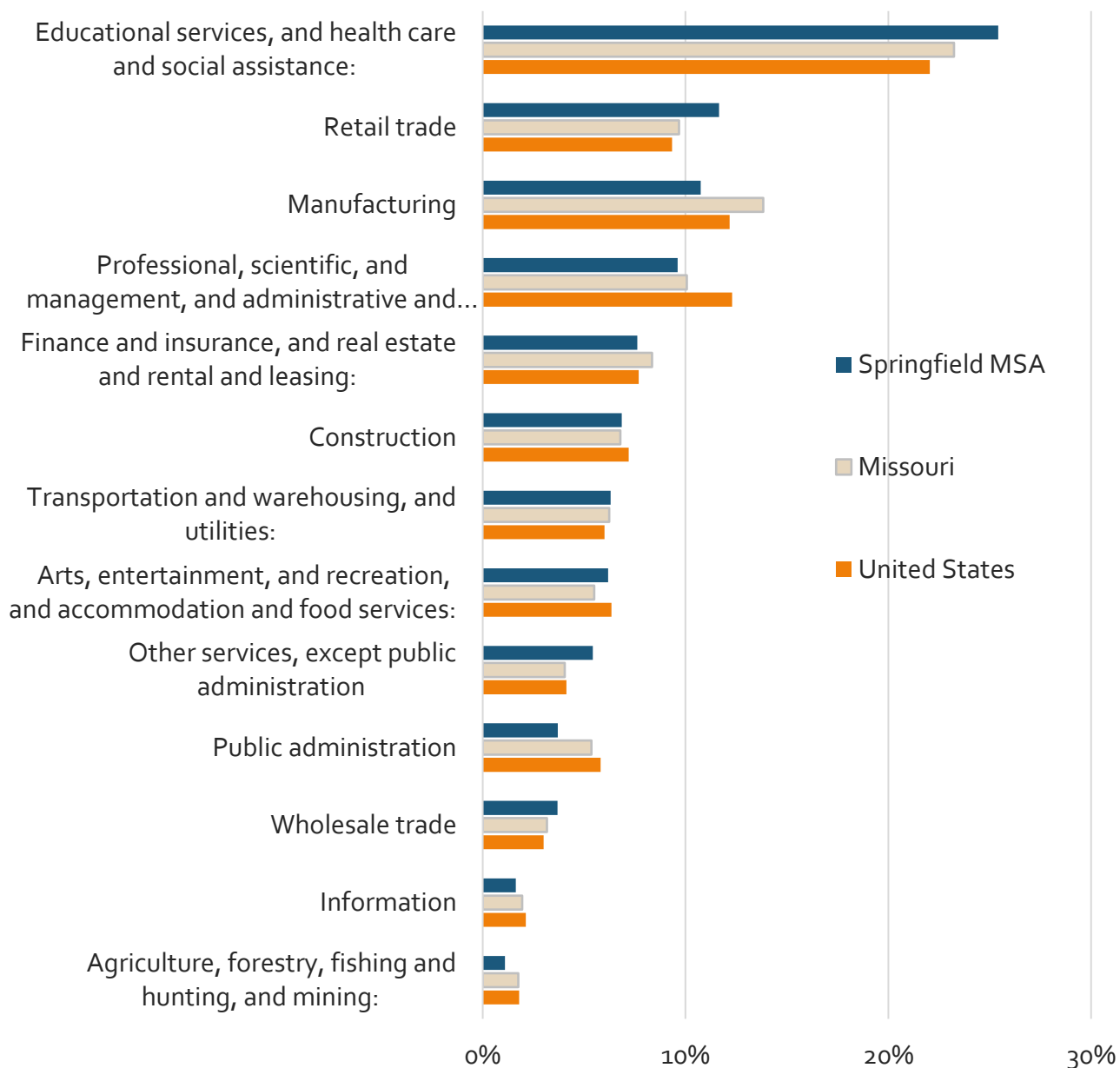
# Workforce By Industry

The chart to the right compares industry employment percentages for the workforce for the Springfield, MO MSA, Missouri, & the United States.

The percent of industry employment in the Springfield MSA is greater than MO & the U.S. in Educational service, health care, and social assistance, Retail trade, Other services except public administration, & Wholesale trade.

The MSA percentages lag MO & the U.S. in Professional, scientific, etc., Manufacturing, Public Administration, and Information industries.

Springfield MSA Percentage of Workers by Industry  
Source: ACS 2020 5-Year Estimates



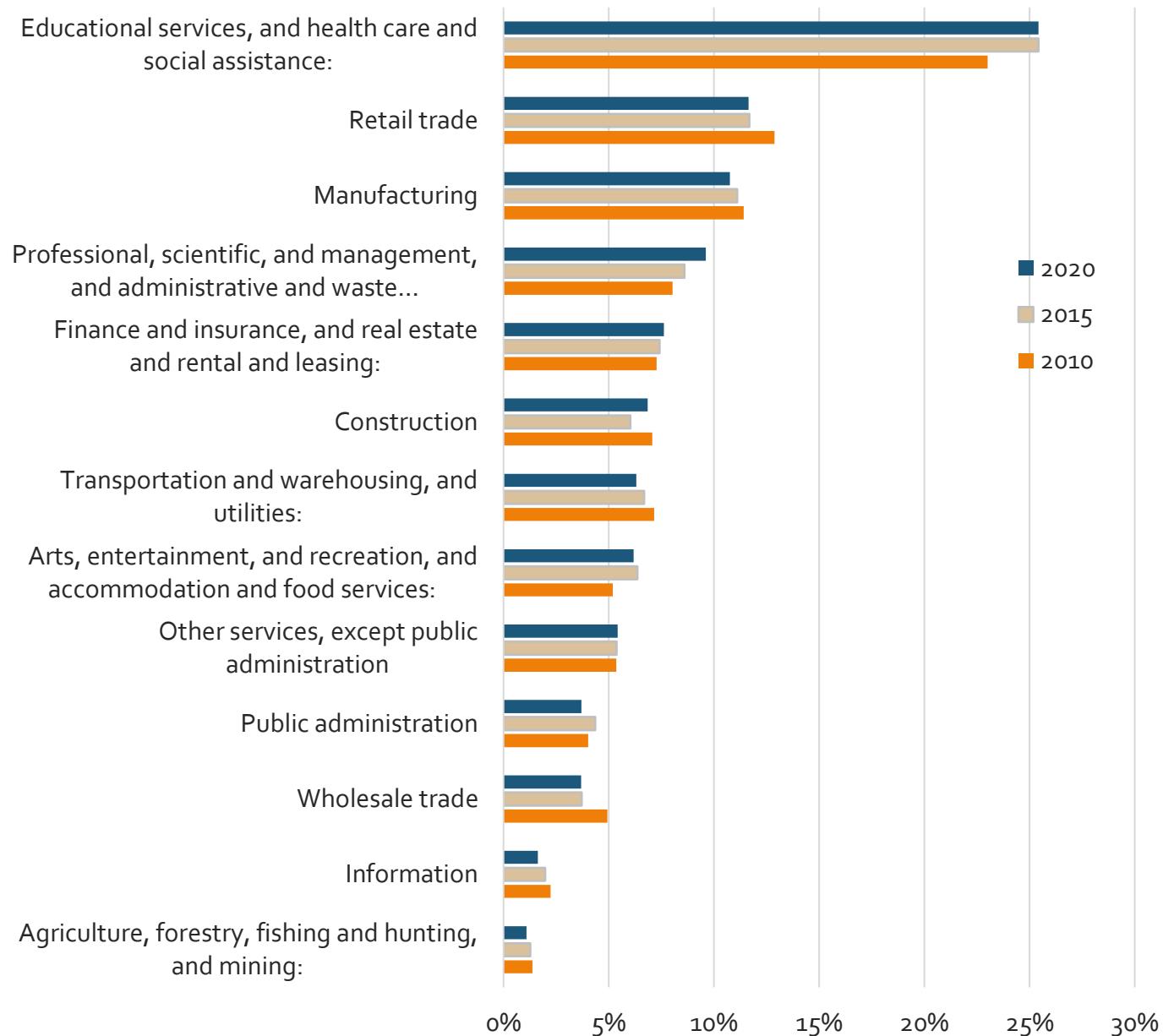
# Workforce By Industry Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry in the Springfield MSA for 2020, 2015, & 2010.

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries from prior 5-year samples, 2010 & 2015, respectively.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2015 to 2020 while employment in the Professional, Scientific, etc. sector increased.

Springfield MSA Percentage of Workers by Industry Source:  
ACS 5-Year Estimates

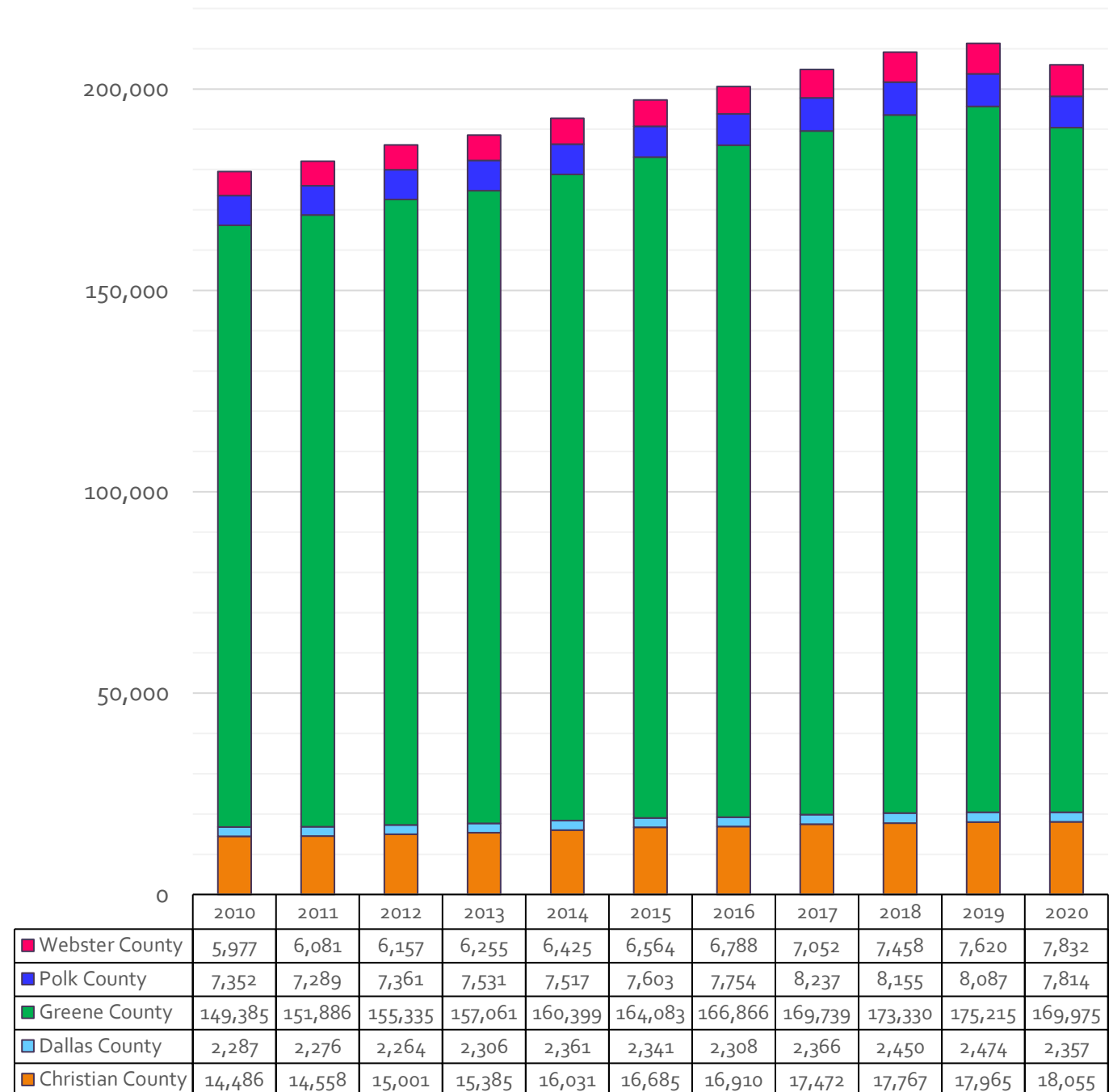


# Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The data show job losses from 2019 to 2020. Beginning in 2011, jobs numbers start to climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2010 to 2020 has remained relatively constant.



# Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

U.S. Census Bureau, 2020 Decennial Census. P.L. 94\_171 Redistricting Data

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 3/29/2022  
<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2021) LEHD Origin-Destination Employment Statistics (2002-2021) at  
<https://onthemap.ces.census.gov>. LODS 7.4 [version]

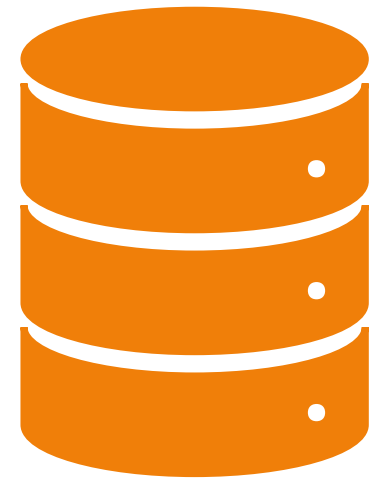
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2000.shtml>

Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2010.shtml>

U.S. Census Bureau, 2020, 2019, 2015, 2014, 2010 American Community Survey 5-Year Estimates. <https://data.census.gov/cedsci/>

[Internal Revenue Service, SOI Tax Stats – Migration Data](#), 2022.





# Appendix A: OTO Area Permit Activity 2001 - 2020

□ Battlefield

□ Nixa

□ Ozark

□ Republic

■ Springfield

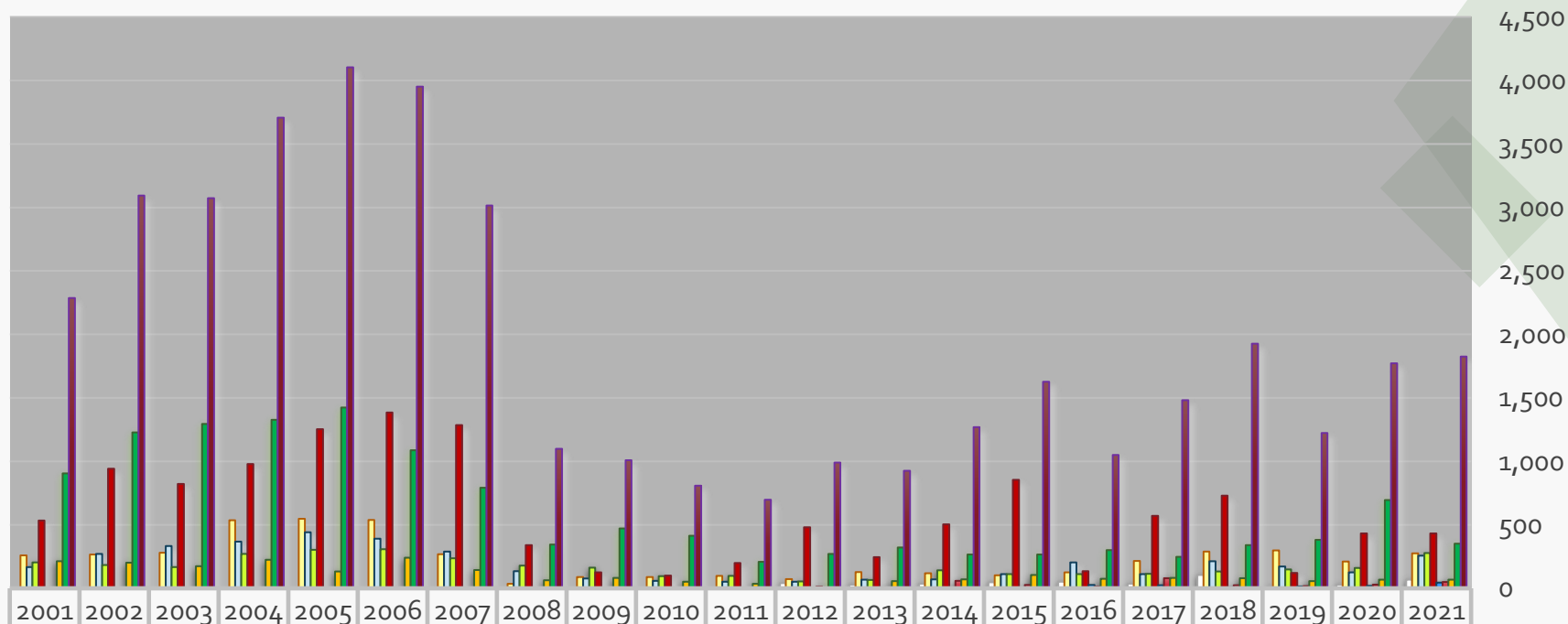
■ Strafford

■ Willard

■ Christian - OTO

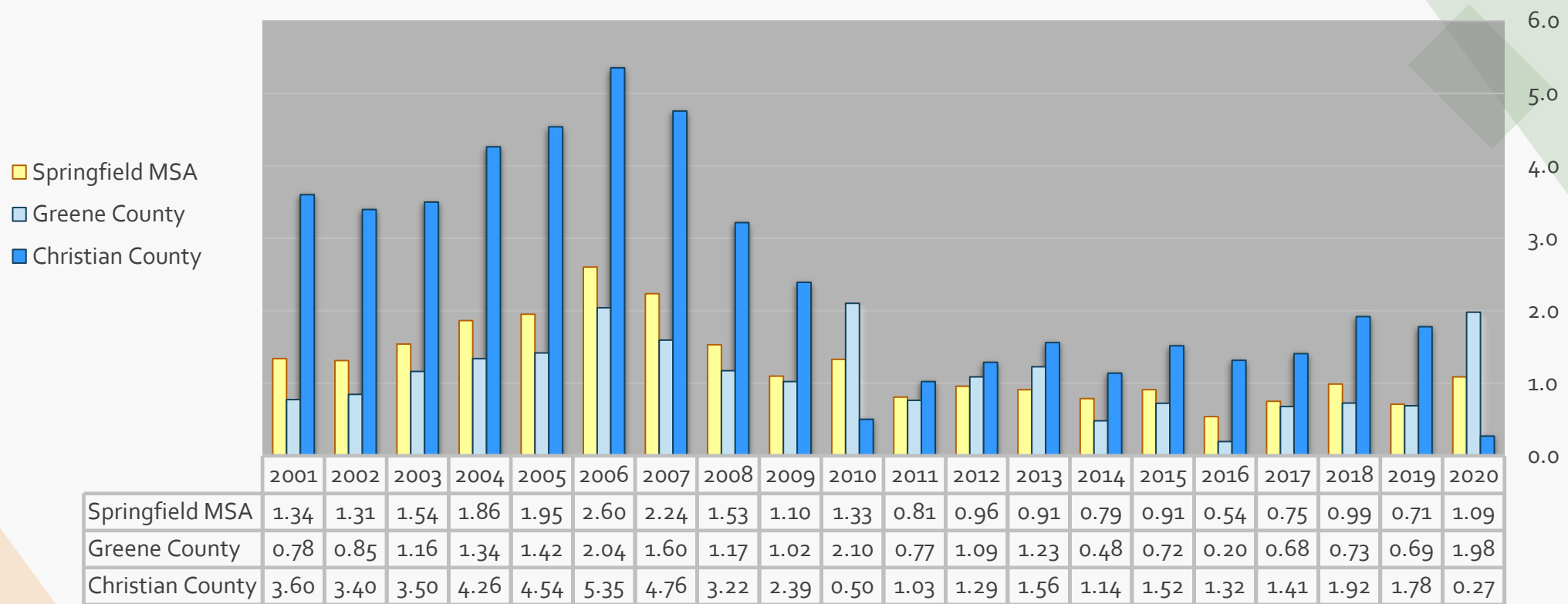
■ Greene - OTO

■ Total

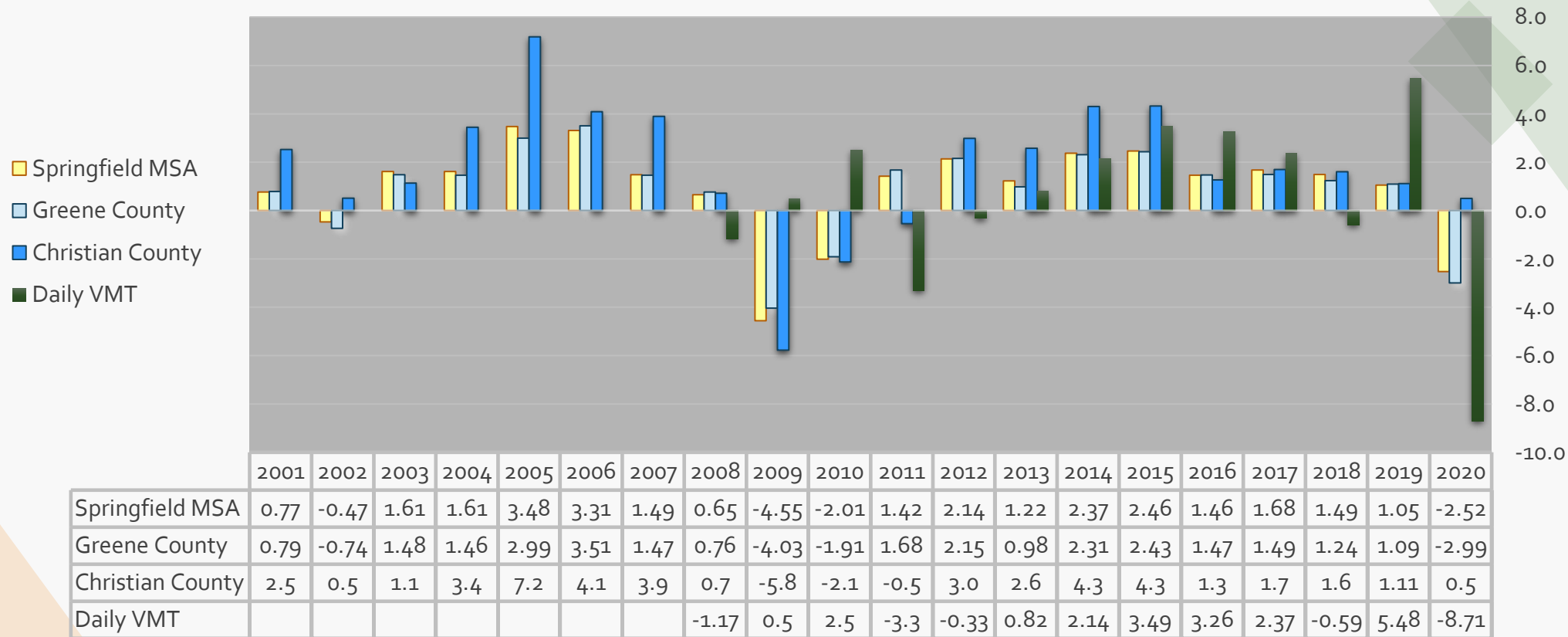


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30	69
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432
Strafford	-	-	-	-	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15	20	46
Willard												13	7	59	26	14	80	25	17	28	49
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826

# Appendix B: Year-over-Year Population Percent Change 2000 - 2020



# Appendix C: Year-over-Year Total Jobs Percent Change 2000 – 2020 & Daily Vehicle Miles Travelled



**TAB 5**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.D.**

**Public Participation Plan Annual Evaluation**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.

# Public Participation Plan 2021 Annual Evaluation



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2022

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation



## Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are documented and evaluated annually. This annual evaluation is conducted in accordance with the Public Participation Plan 2020 approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

## Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information, facilitate public involvement, and increase input.

## Previously Designated Action Items

As part of the 2021 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- Ensure that all comments and concerns related to State maintained roadways are relayed to MoDOT SW District in a timely manner. Identify points of contact at the district for relaying public comments.
- Develop and follow standard procedures for posting meeting notifications for various planning activities requiring different levels of public involvement, such as, strategizing, seeking input, taking action, and Board approval or adoption.
- Continue to expand the use of Zoom and Facebook live allowing for moderated comments from the public in real time and boosting ads/posts to communities in the OTO area.

- Develop a standard format for documenting public comments to be included in Technical Planning Committee and Board of Directors agenda packets including as much information from the comment log as possible.

## Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

### Facebook Participation

Date	Followers	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5

### Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4
March 2019	2	129	7	4	15	5
March 2020	3	207	21	5	41	13
March 2021	4	212	23	4	46	9
March 2022	20	208	30	-	47	38

## Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881
March 2021	264	309	1,964
March 2022	286	351	2,052

## Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

### Board of Directors

### Technical Planning Committee

### Local Coordinating Board for Transit

### Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

## Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8	-	6

\* Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.

## **Press Releases Sent**

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Press releases sent out for **2019 - 34**

Press releases sent out for **2020 - 45**

Press releases sent out for **2021 - 23**

## **Media Coverage of OTO**

The OTO maintains a log of all media articles and stories where OTO was featured or mentioned. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 - 20**

## **Events Attended by OTO Staff in 2021**

In past evaluations, public events attended by OTO staff are listed here. The OTO defines public events as any function where the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year staff did not attend any public events due to COVID-19.

## Website Statistics

The OTO has been tracking activity on our website utilizing Google Analytics to document usage since 2015. Below are the google analytics for ozarkstransportation.org from 2015 to 2021.

### Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100

## Legal Ads

Legal ads are utilized as documentation of efforts to include the public in the planning process as per the Public Participation Plan. Affidavits of publication are evidence of compliance with public comment periods by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1
2021	4

## Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public to the extent possible. Ideally, the log will include the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed

## OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187

## Action Items for 2022

The following action items were identified to enhance Public Participation in 2020. The updated list is based on progress towards previously designated action items and performance measures. The items are recommendations for moving forward and represent refocused objectives for 2020. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Develop printed materials, such as business cards with information with comment opportunities on the OTO website, and acquire swag items for distribution at events and expos in anticipation of increased in-person opportunities to engage the public at community-based functions.
- Expand the use of social media to promote the OTO and solicit comments using ads and “boosted” content to target segments of the public for their input on studies and projects that directly affect them.
- Continue to annually update and maintain the OTO interested parties and stakeholder group contacts list/database.
- Utilize geographic information systems and census data to identify areas within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring efforts to include them in the planning processes at the OTO.

## Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2021 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and the methods that the OTO employs to solicit public engagement. A summary of conclusions from the performance measures include:

- In 2021, 187 comments were logged compared to 37 in 2020. Most of the comments were submitted through the “Map It” feature on the OTO Website.
- The OTO Website had the highest number of users and page views in the period from 2015 to 2021 using Google analytics.
- The OTO sent out 23 press releases in 2021, the lowest amount in the ten-year period since 2012 while tying for the highest media coverage since 2014.



- The number of followers on OTO social media accounts has steadily increased. In 2021, the number of users following the Ozarks Transportation Page on twitter has increased for the first time in two years. Facebook has proven to be more an effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director Zoom meetings are broadcast on Facebook live to conform with sunshine laws. Several comments have been received during these meetings via social media.

The OTO staff will continue to work towards increasing public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and implementation of the updated action items will provide continuity and consistency in public involvement efforts at the OTO.

**TAB 6**

## TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.E.

### FY 2023 Unified Planning Work Program (UPWP)

#### Ozarks Transportation Organization (Springfield, MO Area MPO)

##### **AGENDA DESCRIPTION:**

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 1 – OTO General Administration
- Task 2 – OTO Committee Support
- Task 3 – General Planning and Plan Implementation
- Task 4 – Project Selection and Programming
- Task 5 – Safe and Accessible Transportation Options (new task for FY 2023)
- Task 6 – OTO Transit Planning
- Task 7 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
- Task 8 – Special Studies and Projects
- Task 9 – Transportation Demand Management
- Task 10 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2023 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2022 and FY 2023 is shown below:

	<u>FY 2022</u>	<u>Proposed FY 2023</u>
OTO Consolidated FHWA/FTA PL Funds	\$903,089	\$889,575
Surface Transportation Block Funds	\$156,800	\$180,743
Local Jurisdiction Match Funds	\$168,972	\$144,656
Local Jurisdiction Studies & Project Fees	0	\$4,117
In-Kind Match	\$36,000	\$36,000
MoDOT "Direct Costs"	<u>\$60,000</u>	<u>\$82,806</u>
Total OTO Revenue	\$1,324,861	\$1,337,897

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000. The total budget amount for FY 2023 UPWP is \$1,547,897.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings
- Long Range Transportation Plan Implementation

- FY 2024 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Implementation
- Special Transportation Studies
- Discretionary grant applications
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2023-2027 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- CRRSSA Trail Construction Project Administration
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- Aerial Photography files

**UPWP SUBCOMMITTEE ACTION TAKEN:**

The UPWP Subcommittee reviewed the draft FY 2023 UPWP at its March 22, 2022 meeting. Comments received by MoDOT, FTA, and FHWA have since been incorporated into the final draft, with minimal changes.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on April 13, 2022, the Executive Committee recommended that the FY 2023 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the FY 2023 Unified Planning Work Program be approved by the Board of Directors.”

OR

“Move to recommend the FY 2023 Unified Planning Work Program to the Board of Directors for approval with the following changes...”

# Unified Planning Work Program

Fiscal Year 2023

(July 1, 2022 – June 30, 2023)

---

*Adopted by the OTO Board of Directors:*

*Approved by USDOT:*

---



**OZARKS TRANSPORTATION ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 2208 W. Chesterfield Boulevard, Suite 101 Springfield, MO 65807
By telephone:	(417) 865-3042
By fax:	417-862-6013
By email:	<a href="mailto:staff@ozarkstransportation.org">staff@ozarkstransportation.org</a>
Online:	<a href="http://www.ozarkstransportation.org">www.ozarkstransportation.org</a>

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration, or the Federal Transit Administration.

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## Location of Referenced Documents

FY 2022 UPWP, as amended –

<https://media.ozarkstransportation.org/documents/AdminMod1UPWP10012021Revised.pdf>

Public Participation Plan - <https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

Public Participation Plan Annual Evaluation - <https://media.ozarkstransportation.org/documents/PPP-2020-evaluation.pdf>

*Transportation Plan 2045 -*

[https://media.ozarkstransportation.org/documents/ApprovedDestination2045\\_09162021.pdf](https://media.ozarkstransportation.org/documents/ApprovedDestination2045_09162021.pdf)

Regional Bicycle and Pedestrian Trail Investment Study

<https://media.ozarkstransportation.org/documents/Towards-A-Regional-Trail-System.pdf>

[https://media.ozarkstransportation.org/documents/OTO\\_Trail\\_Investment\\_Study\\_Complete.pdf](https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf)

[https://media.ozarkstransportation.org/documents/OTO\\_TIS\\_Nixa\\_Addendum.pdf](https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf)

Bylaws - <https://www.ozarkstransportation.org/our-resources/policies>

Title VI Program - [https://media.ozarkstransportation.org/documents/Title-VI\\_ADA-Program.pdf](https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf)



Limited English Proficiency Plan - <https://media.ozarkstransportation.org/documents/Limited-English-Proficiency-Plan.pdf>

Congestion Management Process - <https://media.ozarkstransportation.org/documents/CMP-Monitoring-and-Strategy-Evaluation-2020-Approved-Reduced.pdf>

Bicycle and Pedestrian Report - <https://media.ozarkstransportation.org/documents/CY20-Report.pdf>

State of Transportation Report – <https://media.ozarkstransportation.org/documents/State-of-Transportation-and-Infographic-2020.pdf>

Clean Air Action Plan - <https://media.ozarkstransportation.org/documents/2020CAAP.pdf>

FY 2022-2025 Transportation Improvement Program and Amendments - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

Annual Listing of Obligated Projects - <https://media.ozarkstransportation.org/documents/ALOPReport08312021.pdf>

Federal Funds Balance Report - <https://media.ozarkstransportation.org/documents/FundsBalanceReport12082021.pdf>

Transit Coordination Plan - <https://media.ozarkstransportation.org/documents/Transit-Coordination-Plan-2017.pdf>

Program Management Plan - <https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf>

Year End UPWP Progress Report - (Insert link once complete)

## Introduction

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for the MPO’s planning area. The planning area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO’s Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2023 (July 2022 - June 2023). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors. The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization’s Public Participation Plan may be found on the OTO website:

<https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf>

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area.

The tasks of the Unified Planning Work Program support these identified planning factors. The following table demonstrates the intersectionality between OTO's work program and the planning process as prescribed in federal law.

Planning Factors  UPWP Tasks										
	1. Economic Vitality	2. Safety	3. Security	4. Accessibility & Mobility	5. Environment	6. Connectivity	7. Management & Operations	8. System Preservation	9. Resiliency & Reliability	10. Travel & Tourism
Task 1 – General Administration										
Task 2 – Coordination & Public Engagement										
Task 3 – Planning & Implementation										
Task 4 – Project Selection & Programming										
Task 5 – Safe & Accessible Transportation Options										
Task 6 – OTO Transit Planning										
Task 7 – CU Transit Planning										
Task 8 – Ad Hoc Studies & Projects										
Task 9 – Operations & Demand Management										
Task 10 – MoDOT Studies & Data Collection										

The OTO also considered the 2021 Planning Emphasis Areas in the development of the FY 2023 UPWP. The Planning Emphasis Areas alignment with the UPWP work program is shown below.

<div> <div>2021 Planning Emphasis Areas</div> <div>UPWP Tasks</div> </div>	1. Transition to a Clean Energy, Resilient Future	2. Equity and Justice40 in Transportation Planning	3. Complete Streets	4. Public Involvement	5. STRAHNET/DOD Coordination	6. FLMA Coordination	7. Planning and Environment Linkages	8. Data in Transportation Planning
Task 1 – General Administration								
Task 2 – Coordination & Public Engagement								
Task 3 – Planning & Implementation								
Task 4 – Project Selection & Programming								
Task 5 – Safe & Accessible Transportation Options								
Task 6 – OTO Transit Planning								
Task 7 – CU Transit Planning								
Task 8 – Ad Hoc Studies & Projects								
Task 9 – Operations & Demand Management								
Task 10 – MoDOT Studies & Data Collection								

## Legend



— Major Road



Lake

City Limits

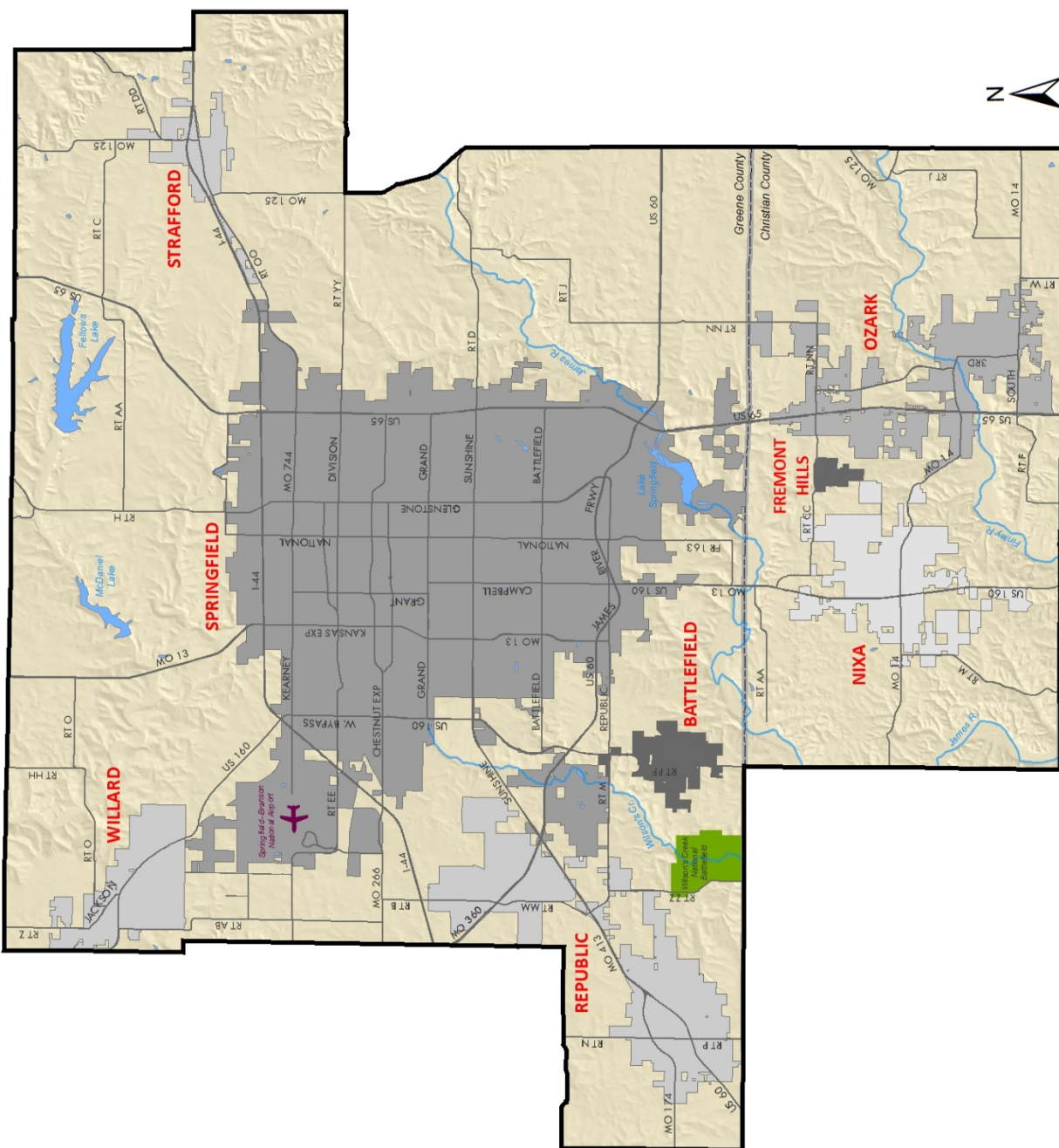
National Park

OTO Study Area



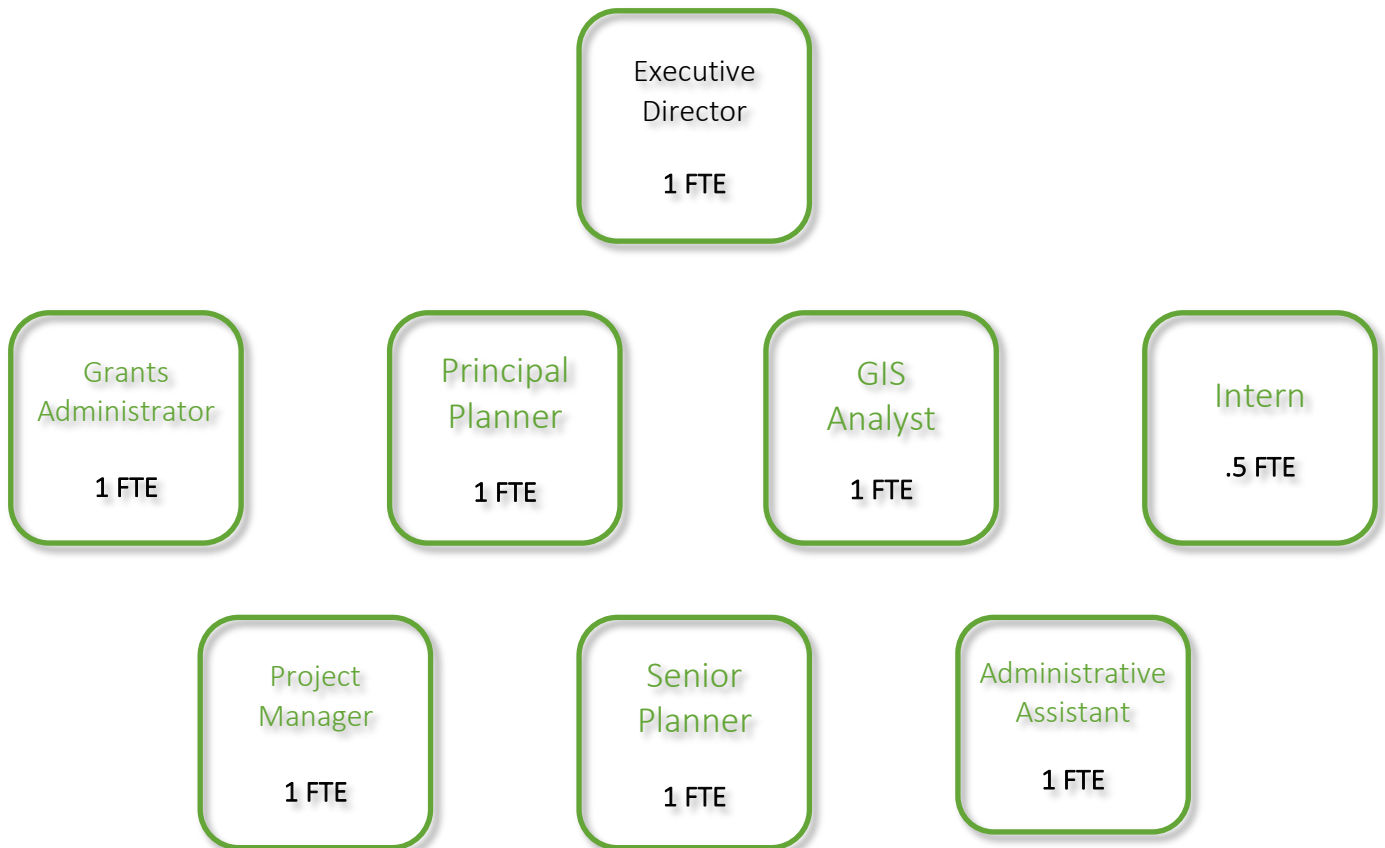
## DISCLAIMER

**DISCLAIMER**  
The Ozarks Transportation Organization is responsible for the contents and for accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



## Ozarks Transportation Organization Planning Staff

100% Dedicated to Transportation Planning



# Important Issues Facing the Ozarks Transportation Organization

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*MISSION: To provide a forum for cooperative decision-making in support of an excellent transportation system.*

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The OTO has adapted the planning process throughout the COVID-19 pandemic. The OTO overcame logistical challenges by incorporating virtual tools and conducting hybrid meetings. These changes have received positive feedback and will continue to be a tool used for broader participation. OTO has stayed on mission and continued advancing the planning process and cooperative decision-making. The region is continuing its work towards a more multi-modal, aesthetically pleasing transportation system, but it continues to struggle with funding challenges. In addition to COVID-19, the OTO planning partners are focused on ways to fund the transportation system with the threat of increased inflation in the upcoming transportation planning program and statewide transportation planning program.

Much of OTO's work is recurring, often annually, however, staff strives to improve upon past iterations, putting forth work exemplifying best practices and the region's needs. Familiar work includes:

- Transportation Improvement Program
- STIP Prioritization
- Performance Monitoring
- Committees such as Local Coordinating Board for Transit, Bicycle Pedestrian Advisory Committee, and Traffic Incident Management
- Technical Planning Committee
- Board of Directors/Executive Committee
- Public Involvement

The Unified Planning Work Program for FY 2023 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021)*, as well as the *Regional Bicycle and Pedestrian Trail Investment Study*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

The OTO continues to implement Planning and Environmental Linkages (PEL) into the planning processes. PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.

OTO will also continue to embrace the new tools that have become available and necessary over the past couple years. The future may be unpredictable, but by maintaining a quality planning process, the region can be resilient in the face of uncertainty. The region stands ready to utilize additional transportation investment as it becomes available to the region.



## Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY 2022 UPWP Year-End Report, which will be incorporated upon completion in July 2022.

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
<b>Task 1 – General Administration</b>	<b>\$198,718</b>		
1.1 Financial and Contract Management		OTO	Yes
1.2 Financial Audit		OTO	Yes
1.3 Unified Planning Work Program		OTO	No
1.4 Travel and Training		OTO	No
1.5 General Administration and Personnel		OTO	Yes
1.6 Electronic Support for OTO Operations		OTO	Yes
1.7 MPO Compliance and Certification		OTO	No
<b>Task 2 – Coordination and Public Engagement</b>	<b>\$306,641</b>		
2.1 OTO Committee Support		OTO	No
2.2 Stakeholder Education and Outreach		OTO	No
2.3 Public Involvement		OTO	No
2.4 Civil Rights Compliance		OTO	No
2.5 Member Attendance at OTO Meetings		OTO	No
<b>Task 3 – Planning and Implementation</b>	<b>\$280,672</b>		
3.1 Long Range Transportation Plan		OTO	No
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Active Transportation Planning and Implementation		OTO	No
3.6 Freight Planning		OTO	No
3.7 Air Quality Planning		OTO	No
3.8 Transition to a Clean Energy, Resilient Future			
3.9 Demographic and Geographic Data Management		OTO	Yes
3.10 Support for Jurisdictions' Plans		OTO	No
3.11 Aerial Photography		OTO	Yes
3.12 Strategic Highway Network (STAHNET) Planning		OTO	No
3.13 Federal Land Management Agency (FLMA) Coordination		OTO	No
<b>Task 4 – Project Selection and Programming</b>	<b>\$101,139</b>		
4.1 Project Programming		OTO	Yes
4.2 Federal Funds Tracking		OTO	No
4.3 STIP Prioritization and Scenarios		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
<b>Task 5 – Safe and Accessible Transportation Options</b>	<b>\$50,000</b>	<b>OTO</b>	
5.1 Transportation Options Best Practices		OTO	No
5.2 Jurisdiction Project Planning		OTO	No
5.3 Complete Streets		OTO	No
5.4 Pedestrian Transportation		OTO	No
5.5 Van Pool Program		OTO	No
5.6 Planning and Environment Linkages (PEL)		OTO	No
<b>Task 6 – OTO Transit Planning</b>	<b>\$48,534</b>		
6.1 Operational Planning		OTO	No
6.2 Transit Coordination Plan and Implementation		OTO	No
6.3 Program Management Plan Implementation		OTO	No
6.4 Data Collection and Analysis		OTO	No
6.5 Community Support		OTO	No
6.6 ADA/Title VI Appeal Process		OTO	No
6.7 CU Transit Fixed Route Analysis Coordination		OTO	No
<b>Task 7 – CU Transit Planning</b>	<b>\$210,000</b>		
7.1 Operational Planning		City Utilities	No
7.2 ADA Accessibility Planning		City Utilities	No
7.3 Transit Fixed Route/Regional Service Analysis Imp.		City Utilities	No
7.4 Service Planning		City Utilities	No
7.5 Financial Planning		City Utilities	No
7.6 Competitive Contract Planning		City Utilities	No
7.7 Safety, Security, and Drug/Alcohol Control Planning		City Utilities	No
7.8 Transit Coordination Plan Implementation		City Utilities	No
7.9 Program Management Plan Implementation		City Utilities	No
7.10 Data Collection and Analysis		City Utilities	No
7.11 Transit Fixed Route Analysis		City Utilities	Yes
<b>Task 8 – Ad Hoc Studies and Projects</b>	<b>\$222,530</b>		
8.1 Route FF through Battlefield Study		OTO	Yes
8.2 Transportation Consultant/Modeling Services		OTO	Yes
8.3 Grant Applications		OTO	Potentially
8.4 Other Studies in Accordance with LRTP		OTO	Potentially
8.5 Administration of CRRSA Funded Projects		OTO	No
8.6 Administration of Local Jurisdiction Projects		OTO	No
<b>Task 9 – Operations and Demand Management</b>	<b>\$46,857</b>		
9.1 Traffic Incident Management Planning		OTO	No
9.2 Intelligent Transportation Systems Coordination		OTO	No
9.3 Travel Sensing and Travel Time Services		OTO/Springfield/MoDOT	Yes
9.4 Coordinate Employer Outreach Activities		OTO/Springfield	No
9.5 Collect & Analyze Data to Determine Potential Demand		OTO	No
<b>Task 10 – MoDOT Studies and Data Collection</b>	<b>\$82,806</b>		
10.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
<b>TOTAL</b>	<b>\$1,547,897</b>		

## Task 1 – OTO General Administration

### Purpose

Activities required to manage the transportation planning process and all UPWP work products on a continual basis by offering professional staff services, administering the work program and budget, execute agreements with partner agencies, and administrative/operational activities required to function as an independent MPO.

### Work Elements

#### 1.1 Financial and Contract Management

*Timeframe – July 2022 to June 2023*

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end reports per existing agreements
- Maintenance of OTO accounts and budget, with reporting to Board of Directors
- Annual dues administration
- Coordinate contract development, management, and addendums
- Procurement in accordance with the OTO Purchasing manual and applicable guidance

#### 1.2 Financial Audit

*Timeframe – August 2022 to December 2022*

- Conduct an annual, and if necessary, single audit of FY 2022 and report to Board of Directors
- Implement measures as suggested by audit

#### 1.3 Unified Planning Work Program

*Timeframe – July 2022 to June 2023*

- Amendments to the FY 2023 UPWP as necessary
- Development of the FY 2024 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII.
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

#### 1.4 Travel and Training

*Timeframe – July 2022 to June 2023*

- Travel to meetings and trainings regionally, statewide, and nationally
  - MoDOT Planning Partner Meetings
  - Missouri Recreation Trails Committee
  - Missouri Highway and Transportation Commission meetings
  - Missouri Public Transit Association Board Meetings
  - Springfield Traffic Advisory Board
  - Ozark Greenways Technical Committee
  - Let's Go Smart Collaborative
  - Ozarks Section of Institute of Transportation Engineers
- Training and development of OTO staff and members through relevant educational programs, which could potentially include:
  - Association of MPOs Conferences and Webinars

- GIS industry-related conferences and training, such as MAGIC or ESRI
- Institute for Transportation Engineers Conferences and Webinars
- Transportation Research Board Conferences and Webinars
- American Planning Association Conferences and Webinars
- Missouri Public Transportation Association Conferences and Webinars
- Other relevant training for planning and non-planning staff
- OTO hosted training for members
- Employee Educational Assistance
- Industry memberships as appropriate

### **1.5 General Administration and Personnel**

*Timeframe – July 2022 to June 2023*

- Manage the day-to-day activities of the structurally independent MPO
- Update memorandums of understanding, as necessary
- Provide administrative services and management (including legal) review of all work products identified in the UPWP
- Legal services
- Policy and bylaws amendments, as necessary
- Develop and improve the internal operations of the MPO
- Personnel management including recruitment, evaluations, and transitions to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

### **1.6 Electronic Support for OTO Operations**

*Timeframe – July 2022 to June 2023*

- Ensure technical resources are available to implement the UPWP
- Maintain and update OTO hosted websites and associated services
- Maintain and update social media
- Software and associated updates
- Information Technology Managed Services, including data backup

### **1.7 MPO Compliance and Certification**

*Timeframe – July 2022 to June 2023*

- Continue to address items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Participate in efforts related to the 2020 Census, such as defining urban and planning boundaries, as well as other transportation-related products
- Monitor guidance from state and federal agencies on the regional transportation process and provide feedback as necessary through the federal register or other engagement process

### **Anticipated Outcomes**

- Implementation of the FY 2023 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2022 Year-End Report
- Adoption of the FY 2024 UPWP and execution of associated agreements
- Financial reporting to the Board of Directors

- FY 2022 Audit
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Continuously updated websites
- Social media engagement
- Revisions to inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT Grants

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Quarterly progress reports, payment requests and year-end report for FY 2021
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2021 Financial Statement Audit
- FY 2022 UPWP amendments and administrative modifications as needed through June 2022
- FY 2023 UPWP development and approval
- Conferences and training for staff
- Monthly website maintenance and associated updates
- Employment management
- Social media engagement
- Legal services and contracts
- Procurement Manual revision
- Cash Management Plan
- Financial Control Manual revision
- Bylaw Amendment
- Updated Continuity of Operations Plan
- Enhanced ability to manage multiple DOT Grants
- Addressed items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process

## Task 2 – Coordination and Public Engagement

### Purpose

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities. Inform and engage the public, media, and other stakeholders in the OTO planning process. Provide the community an opportunity for meaningful participation in planning process and plan development. Facilitate the planning and implementation of transportation projects and services, while strengthening working relationships among MPO members, MoDOT, and partner agencies.

### Work Elements

#### 2.1 OTO Committee Support

*Timeframe – July 2022 to June 2023*

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee and Traffic Incident Management meetings
- Respond to individual committee requests
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year

#### 2.2 Stakeholder Education and Outreach

*Timeframe – July 2022 to June 2023*

- Participate in and encourage collaboration among various community committees directly related to transportation

#### 2.3 Public Involvement

*Timeframe – July 2022 to June 2023*

- Maintain OTO website and public comment tools
- Facilitate public comment periods associated with the Public Participation Plan
- Comply with Missouri Sunshine Law requirements, including record retention
- Annual Public Participation Plan (PPP) Evaluation
- Continue to utilize social media for public education and input
- Publish public comments in agenda to ensure Board and Committees are informed.
- Integrating Virtual Public Involvement tools into the public involvement process

#### 2.4 Civil Rights Compliance

*Timeframe – July 2022 to June 2023*

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- Semi-annual DBE reporting
- Semi-annual Title VI/ADA reporting
- Accept and process complaint forms and review all projects for Title VI/ADA compliance
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process

## 2.5 Member Attendance at OTO Meetings

*Timeframe – July 2022 to June 2023*

- OTO member jurisdiction member's time spent at OTO meetings

### Anticipated Outcomes

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors
- Attendance of OTO staff and OTO members at various community committees
- Document meeting attendance for in-kind reporting
- Public input tracked and published
- Implementation of PPP through website and press release
- Annual PPP Evaluation
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT
- Public Input for Ad Hoc Studies and Administered Projects
- Integration of Virtual Public Involvement Tools

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Management of public input
- DBE and Title VI reports submitted to MoDOT
- Created Civil Rights and Title VI page on OTO website
- Public Input Websites for the North Highway 13 Study and 2022 I-44 INFRA Grant Application
- Public meetings conducted for the North Highway 13 Study, 2022 I-44 INFRA Discretionary Grant Application, and 2022 Highway MM RAISE Discretionary Grant Application



## Task 3 – Planning and Implementation

### Purpose

Short- and long-range planning activities supporting a multimodal transportation system, supported with best practices, latest available data. Providing for a performance-driven and outcome-based planning process.

### Work Elements

#### 3.1 Long Range Transportation Plan

*Timeframe – July 2022 to June 2023*

- Incorporating *Destination 2045* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate Planning and Environmental Linkages (PEL) into the planning process to include data on natural, cultural, and community resources as well as environmental justice demographics
- Implementation of action items and status summary

#### 3.2 Performance Measures

*Timeframe – July 2022 to June 2023*

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan

#### 3.3 Congestion Management Process Implementation

*Timeframe – July 2022 to June 2023*

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system
- Continue to integrate Planning and Environmental Linkages (PEL) into the CMP Process
- Produce CMP update

#### 3.4 Federal Function Classification Maintenance and Updates

*Timeframe – July 2022 to June 2023*

- Annual call for updates
- Facilitate change requests as necessary

#### 3.5 Active Transportation Planning and Implementation

*Timeframe – July 2022 to June 2023*

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and *Regional Bicycle and Pedestrian Trail Investment Study*.
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Work with member jurisdictions to identify funding and timelines for potential trail projects
- Manage consultant contracts for scoping, design and possible construction of trail projects

### **3.6 Freight Planning**

*Timeframe – July 2022 to June 2023*

- Participate in MoDOT freight planning efforts, including the implementation of statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Maintain participation in the Heartland Freight Technology Plan Consortium

### **3.7 Air Quality Planning**

*Timeframe – July 2022 to June 2023*

- Monitor air quality and its impact on transportation conformity
- Support the Ozarks Clean Air Alliance and its participation in the EPA Ozone and PM Advance Programs through the Clean Air Action Plan

### **3.8 Transition to a Clean Energy, Resilient Future**

- Review Alternative Fuel Corridor status and support electric vehicle charging implementation efforts
- Work with MoDOT and planning partners to identify the barriers to and opportunities for deployment of fueling and charging infrastructure
- Continued planning process incorporation of alternative modes of transportation

### **3.9 Demographic and Geographic Data Management**

*Timeframe – July 2022 to June 2023*

- Continue to develop and maintain the Geographic Information System (GIS) and curate data for transportation planning
- Develop and maintain mapping and graphics for OTO activities and reports, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials
- Continued maintenance of equity data and mapping to incorporate into the planning process
- Support transportation decision-making by collecting and compiling demographics, area development data, and migration statistics into a report on growth trends
- Use hazard environmental assessment database to identify endangered species and flood-vulnerable facilities as associated with potential transportation improvements
- Data acquisition for grants, plans, and performance measures
- Development of data sharing policy for OTO acquired data
- GIS license maintenance

### **3.10 Support for Jurisdictions' Plans**

*Timeframe – July 2021 to June 2023*

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested

### **3.11 Aerial Photography**

- Cooperatively purchase Aerial Photography with the City of Springfield, City Utilities, and other local jurisdictions. OTO pays a flat fee of the overall expected cost of \$305,748. 100% of the OTO portion will be used for regional transportation planning.

### **3.12 Strategic Highway Network (STAHNET) Planning**

- Review of the STRAHNET system to identify routes in the OTO boundary

### 3.13 Federal Land Management Agency (FLMA) Coordination

- Continued coordination through the planning process with the FLMA representatives in the MPO area

### Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- Congestion Monitoring Report
- Annual Bicycle/Pedestrian Implementation Report
- Resources for active transportation best practices and any associated trainings
- Continued development of trail projects for eventual construction
- Participation in statewide freight planning efforts
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- OTO data sharing policy
- Travel demand model updates as needed and associated model runs
- Aerial Photography files received
- Review of STRAHNET system
- FMLA Coordination
- Other projects as needed

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- *Adopted Destination 2045*
- *Transportation Plan 2040* amendment
- Performance target updates
- Annual State of Transportation Report
- Updated TPM Agreement
- Adoption of performance targets per the adopted Transportation Performance Measure (TPM) Agreement
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Bike/Ped Implementation Report
- Towards A Regional Trail System
- Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure (On the Path to Connected Pedestrian and Bicycle Networks)
- System Performance Report
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping

## Task 4 – Project Selection and Programming

### Purpose

Identify and implement priorities within the OTO through the development and maintenance of the Transportation Improvement Program.

### Work Elements

#### 4.1 Project Programming

*Timeframe – July 2022 to June 2023*

- Review and revise, as necessary, policies and procedures for project selection and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2023-2026 Transportation Improvement Program
- Develop and draft FY 2024-2027 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

#### 4.2 Federal Funds Tracking

*Timeframe – July 2022 to June 2023*

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website within 90 days of the end of the program year
- Monitor OTO suballocated funding balances and publish a semi-annual report
- Track area cost-share projects
- Track reasonable progress on project implementation following programming

#### 4.3 STIP Prioritization and Scenarios

*Timeframe – July 2022 to June 2023*

- Meet with member jurisdictions and agencies about their transportation planning issues, needs, and planned growth
- Review prioritization criteria and update as necessary, supporting the regional vision and goals
- Develop final recommendations to MoDOT, including unfunded needs and multi-modal needs, using a subcommittee of the Technical Planning Committee to prioritize projects

### Anticipated Outcomes

- Adoption and approval of the FY 2023-2026 Transportation Improvement Program
- Development of the draft FY 2024-2027 Transportation Improvement Program
- TIP Amendments and Administrative Modifications as necessary
- Maintain online TIP database
- Semiannual Federal Funds Balance Report
- Annual Listing of Obligated Projects
- Develop and prioritize potential projects for use of MoDOT system improvement funds

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Amendments and Administrative Modifications to the FY 2021-2022 Transportation Improvement Program
- Draft FY 2023-2026 Transportation Improvement Program
- New Online TIP database procurement and implementation
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization

## Task 5 – Safe and Accessible Transportation Options

### Purpose

Incorporate planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP. This section contains additional tasks for developing safe and accessible transportation options. This task is utilizing the 2.5% (\$14,541) set aside of Safe and Accessible Transportation Options Planning funds for the OTO.

### Work Elements

#### 5.1 Transportation Options Best Practices

- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics.

#### 5.2 Jurisdiction Project Planning

- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

#### 5.3 Complete Streets

- Maintain complete streets toolbox

#### 5.4 Pedestrian Transportation

- Distribute trail ordinance to member jurisdictions
- Maintain OTO Trail dashboard and work to fill in gaps
- Completion of a safety analysis of bicycle and pedestrian crashes throughout the OTO area
- Develop and maintain pedestrian crash maps

#### 5.5 Van Pool Program

- Research potential for van pool program in area
- Work with possible major employers to see feasibility at employer locations

#### 5.6 Planning and Environment Linkages (PEL)

- Coordinate with Ozark Greenways and other regional planning partners to incorporate PEL in the planning process

### Anticipated Outcomes

- Trail ordinance distributed to member jurisdictions
- Trail dashboard update
- Bicycle and Pedestrian Safety Analysis
- Complete Streets Toolbox
- Van Pool Program Development (multi-year process)

## Task 6 – OTO Transit Planning

### Purpose

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

### Work Elements

#### 6.1 Operational Planning

*Timeframe – July 2022 to June 2023*

- OTO staff shall support operational planning functions with available data
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey
- Attend the CU Advisory Committee
- Develop OTO Section 5310 Human Services Program Administration

#### 6.2 Transit Coordination Plan and Implementation

*Timeframe – July 2022 to June 2023*

- Transit Coordination Plan Implementation with one-page report on status of action items
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds
- OTO staffing of the Local Coordinating Board for Transit
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans
- Research additional funding for senior centers and human service agencies

#### 6.3 Program Management Plan Implementation

*Timeframe – July 2022 to June 2023*

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- Update Program Management Plan for OTO Section 5310 Human Services Vehicle program administration

#### 6.4 Data Collection and Analysis

*Timeframe – July 2022 to June 2023*

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts
- Explore barriers to transit use

#### 6.5 Community Support

*Timeframe – July 2022 to June 2023*

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives through the Let's Go Smart Transportation Collaborative

- Assist City of Springfield in exploring high frequency transit
- Attend Missouri Public Transit Board meetings

## 6.6 ADA/Title VI Appeal Process

*Timeframe – July 2022 to June 2023*

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process

## 6.7 CU Transit Fixed Route Analysis Coordination

- OTO staff assistance on CU Transit Fixed Route Analysis
- Attend Transit Fixed Route Analysis Committee meetings

## Anticipated Outcomes

- Transit agency coordination
- Continued TCP implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- PMP review
- Monitor 5310 vehicle delivery and OTO balance
- Regional paratransit coordination
- Transit Signal Priority Committee
- Let's Go Smart Transportation Collaborative participation
- Award of Section 5310 funding
- Updated Program Management Plan to include OTO Section 5310 program administration
- CU Transit Fixed Route Analysis assistance

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Adoption of Transit Coordination Plan
- Research and planning for OTO FTA 5310 program administration



## Task 7 – CU Transit Planning

### Purpose

Activities by City Utilities (CU) Transit utilizing Transit Planning funds. CU is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

### Work Elements

#### 7.1 Operational Planning

*Timeframe – July 2022 to June 2023*

- Route analysis
- City Utilities Transit grant submittal and tracking
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)

#### 7.2 ADA Accessibility Planning

*Timeframe – July 2022 to June 2023*

- CU Transit plans ADA accessibility projects for non-traditional ADA projects funded by Section 5310 grants

#### 7.3 Transit Fixed Route/Regional Service Analysis Implementation

*Timeframe – July 2022 to June 2023*

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis

#### 7.4 Service Planning

*Timeframe – July 2022 to June 2023*

- Collection of data from paratransit operations as required
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)
- Title VI service planning

#### 7.5 Financial Planning

*Timeframe – July 2022 to June 2023*

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources

#### 7.6 Competitive Contract Planning

*Timeframe – July 2022 to June 2023*

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers

### **7.7 Safety, Security, and Drug/Alcohol Control Planning**

*Timeframe – July 2022 to June 2023*

- Implementation of additional safety and security policies as required by FAST Act and/or subsequent legislation

### **7.8 Transit Coordination Plan Implementation**

*Timeframe – July 2022 to June 2023*

- Updating and implementation of the Transit Coordination Plan (due to Section 5310 grants and MAP-21 changes) to include annual training for applicants of 5310 funding and a focus on education, including media outreach

### **7.9 Program Management Plan Implementation**

*Timeframe – July 2022 to June 2023*

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization

### **7.10 Data Collection and Analysis**

*Timeframe – July 2022 to June 2023*

- Update demographics for CU's Title VI and LEP Plans as needed
- CU will collect and analyze ridership data for use in transit planning and other OTO planning efforts
- TAM Plan – As an agency on MoDOT's TAM plan, CU gathers data, as well as performs asset analysis and reporting activities to provide data to MoDOT for inclusion in the MoDOT TAM plan
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks, and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637

### **7.11 Transit Fixed Route Analysis**

- Analysis of the current fixed route system in order to recommend the most appropriate route structure of the current system as well as system expansion given budget restrictions.

## **Anticipated Outcomes**

- Operational Planning
- ADA Accessibility Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Data Collection and Analysis
- Transit Fixed Route Analysis

## **Prior Year Accomplishments**

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Operational Planning
- ADA Accessibility Planning
- Fixed Route Analysis

- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

## Task 8 – Ad Hoc Studies and Projects

### Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan.

### Work Elements

#### 8.1 Route FF through Battlefield Study

*Timeframe – July 2022 to June 2023*

- Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.

#### 8.2 Transportation Consultant/Modeling Services

*Timeframe – July 2022 to June 2023*

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making
- Benefit cost analysis and grant data services

#### 8.3 Grant Applications

*Timeframe – July 2022 to June 2023*

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

#### 8.4 Other Studies in Accordance with LRTP

*Timeframe – July 2022 to June 2023*

- Studies requested by member jurisdictions to examine traffic, parking, safety, walkability or land use
- Manage and fund studies to assist jurisdictions with the Planning and Environmental Linkages (PEL) process

#### 8.5 Administration of CRRSSA funded projects

*Timeframe – July 2022 to June 2023*

- Identify, plan and develop consultant procurement and contract to oversee selected project construction.
- Oversee multi-year consultant contract of Chadwick Flyer III Trail resulting in project completion.

#### 8.6 Administration of Local Jurisdiction Projects

- Oversee the project administration of local jurisdiction projects as needed

### Anticipated Outcomes

- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Other studies as requested
- CRRSA funded projects construction oversight FY23/24
- Project administration
- Route FF through Battlefield Study completed

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed RAISE Grant/INFRA Grant opportunities
- 2022 I-44 INFRA Discretionary Grant application submitted
- 2022 Highway MM RAISE Discretionary Grant submitted
- Chadwick Flyer Bridge Study completed
- North Highway 13 Study completed
- CRRSA funded project planned and contracts in place to begin project

## Task 9 – Operations and Demand Management

### Purpose

Planning activities to support the efficiency and to manage demand of the transportation system.

### Work Elements

#### 9.1 Traffic Incident Management Planning

*Timeframe – July 2022 to June 2023*

- Implementation of the Traffic Incident Management Action Plan
- Coordinate meetings of Traffic Incident Management Committee

#### 9.2 Intelligent Transportation Systems Coordination

*Timeframe – July 2022 to June 2023*

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed

#### 9.3 Travel Sensing and Travel Time Services

*Timeframe – July 2022 to June 2023*

- Ongoing maintenance of Wi-Fi travel time units

#### 9.4 Coordinate Employer Outreach Activities

*Timeframe – July 2022 to June 2023*

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups
- Rideshare Program outreach

#### 9.5 Collect and Analyze Data to Determine Potential Rideshare Demand

*Timeframe – July 2022 to June 2023*

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities

### Anticipated Outcomes

- Implementation of Traffic Incident Management Plan
- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Updated and published Rideshare Brochure

## Task 10 – MoDOT Studies and Data Collection

### Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

### Work Elements

#### 10.1 MoDOT Transportation Studies and Data Collection

*Timeframe – July 2022 to June 2023*

- OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model
- Transportation studies would be conducted to provide accident data for use in the Congestion Management Process
- Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process
- Miscellaneous studies to analyze congestion along essential corridors may also be conducted
- Maintenance of the travel time collection units

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$ 79,584	\$ 57,770	\$ 9,287	\$ 146,641	5%	\$ 7,332
Intermediate Traffic Study Specialist	\$ 58,058	\$ 42,144	\$ 6,775	\$ 106,978	30%	\$ 32,093
Senior Traffic Study Specialist	\$ 62,500	\$ 45,369	\$ 7,294	\$ 115,163	20%	\$ 23,033
Senior Traffic Study Specialist	\$ 62,500	\$ 45,369	\$ 7,294	\$ 115,163	5%	\$ 5,758
Intermediate Information Systems Technologist	\$ 52,789	\$ 38,320	\$ 6,160	\$ 97,269	15%	\$ 14,590
<b>Total</b>						<b>\$ 82,806</b>

### Anticipated Outcomes

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Maintenance of the travel time collection units

### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Signal timing



## Financial Tables

These tables can be found on the following pages:

- Expenditure Summary by Work Task
- Anticipated Contracts by Cost & Equipment Over \$5,000
- Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2023
- Budgeted Revenue for Actual Costs FY 2023
- Total Available Revenue for FY 2023 UPWP Work Activities
- Appendix A – FY 2023 UPWP Budget

**Expenditure Summary by Work Task**

	Local Funding			Federal Funding				
Task	Local Match 14.7219100%	City Utilities	In-Kind 2.868318%	CPG 70.87730%	STBG 14.40079%	5307	Total	Percent (%)
1	\$ 32,144	\$ -	\$ -	\$ 166,574	\$ -	\$ -	\$ 198,718	13.56%
2	\$ 13,601	\$ -	\$ 36,000	\$ 257,040	\$ -	\$ -	\$ 306,641	20.93%
3	\$ 45,400	\$ -	\$ -	\$ 235,272	\$ -	\$ -	\$ 280,672	19.16%
4	\$ 16,360	\$ -	\$ -	\$ 84,779	\$ -	\$ -	\$ 101,139	6.90%
5	\$ 7,361	\$ -	\$ -	\$ 42,639	\$ -	\$ -	\$ 50,000	3.41%
6	\$ 7,851	\$ -	\$ -	\$ 40,683	\$ -	\$ -	\$ 48,534	3.31%
7	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	14.33%
8	\$ 35,995	\$ -	\$ -	\$ 5,792	\$180,743	\$ -	\$ 222,530	15.19%
9	\$ 7,579	\$ -	\$ -	\$ 39,278	\$ -	\$ -	\$ 46,857	3.20%
TOTAL	\$ 166,291	\$ 42,000	\$ 36,000	\$ 872,057	\$ 180,743	\$ 168,000	\$ 1,465,091	100.00%
10	Value of MoDOT "Direct Cost"						\$ 82,806	
Total of Transportation Planning Work							\$ 1,547,897	

**Anticipated Contracts by Cost & Equipment Over \$5,000**

Cost Category	Budgeted Amount FY 2023	Equipment Purchase
Aerial Photography	\$ 25,000	No
Building Lease	\$ 54,060	No
Cleaning Services	\$ 4,500	No
Copy Machine Purchase	\$ 12,500	Yes
Data Acquisition	\$ 21,000	No
Data Storage	\$ 4,800	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation)	\$ 10,700	No
IT Managed Services	\$ 14,000	No
Maintenance	\$ 2,000	No
Online TIP Tool	\$ 15,228	No
Payroll Services/Cafeteria Plan Administration	\$ 4,000	No
Professional Services for Operations (Accounting, Audit, HR, Legal)	\$ 55,000	No
Trail Counters	\$ 5,000	Yes
Transportation Consultant/Modeling Services	\$ 100,000	No
Travel Demand Model Update	\$ 15,000	No
Travel Sensing	\$ 2,500	No
Webhosting	\$ 4,000	No

**Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2023**

Estimated Actual Costs of Tasks 1-9	\$ 1,465,091
Minus City Utilities Transit (FTA 5307 Funding)	\$ (210,000)
Actual Total Ozarks Transportation Organization Expenditures	\$ 1,255,091
PLUS, Value of Task 9 MoDOT Direct Costs Credit	\$ 82,806
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$ 1,337,897
Federal Pro-Rata share	80%
<b>Federal CPG and STBG Funding Eligible</b>	<b>\$ 1,070,318</b>

**Budgeted Revenue for Actual Costs FY 2023**

<b>Ozarks Transportation Organization Revenue</b>	<b>Total Amount Budgeted</b>
Federal CPG Funding Eligible	\$ 889,575
Surface Transportation Block Grant	\$ 180,743
Local Match to be Provided	\$ 144,656
Local Jurisdiction Studies & Project Fees	\$ 4,117
Value of In-Kind Match	\$ 36,000
MoDOT Direct Costs	\$ 82,806
<b>Total OTO Revenue</b>	<b>\$ 1,337,897</b>

### Total Available Federal Revenue for FY 2023 UPWP Work Activities

OTO CPG Fund Balance as of 1/31/2022 (includes FY 2022 estimated allocation)*	\$1,407,240.08
Less Remaining Expenses to be Billed for FY 2022	(\$491,190.75)
PLUS FY 2023 CPG Expected Allocation**	<u>\$728,408.00</u>
<b>TOTAL Estimated CPG Funds Available for FY 2023 UPWP</b>	<b>\$1,644,457.33</b>
LESS CPG Funds Programmed for FY 2023	<u>\$ (889,575)</u>
<b>Remaining Unprogrammed Balance</b>	<b>\$754,882.73</b>

\*Previously allocated, but unspent CPG Funds through 1/31/2022.

### Justification for Carryover Balance

The projected carryover balance of **\$754,882.73** represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.

**APPENDIX A**

		<b>FY 2023</b>
		<b>Jul '22 - Jun 23</b>
<b>Ordinary Revenue/Expenditures</b>		
<b>Revenue</b>		
<b>Other Types of Income</b>		
In-Kind Match, Donated Direct Cost	\$	118,806
<b>Total Other Types of Income</b>	\$	118,806
<b>OTO Revenue</b>		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	889,575
Local Jurisdiction Match Funds	\$	144,656
Local Jurisdiction Studies and Projects Match Funds	\$	4,117
Surface Transportation Block Grant	\$	180,743
<b>Total OTO Revenue</b>	\$	1,219,091
<b>Total Revenue</b>	\$	1,337,897
<b>Expenditures</b>		
<b>Personnel</b>		
Mobile Data Plans	\$	2,700
Payroll Services	\$	4,000
Salaries and Fringe	\$	750,803
Professional Services (Accounting, Audit, HR, Legal)	\$	55,000
<b>Total Personnel</b>	\$	812,503
<b>Operating</b>		
Copy Machine		\$12,500
Dues/Memberships		\$9,500
Education/Training/Travel		\$26,000
Food/Meeting Expense		\$9,500
Legal/Bid Notices		\$1,500
Postage/Postal Services		\$700
Printing/Mapping Services		\$4,000
Public Input Event Registration		\$800
Staff Mileage Reimbursement		\$3,200
Telephone/Internet		\$5,000
<b>Total Operating</b>		\$72,700
<b>Commodities</b>		
Office Supplies/Furniture	\$	7,500
Public Input Promotional Items	\$	2,500
Publications	\$	1,000
<b>Total Commodities</b>	\$	11,000

	<b>FY 2023</b>
	<b>Jul '22 - Jun 23</b>
<b>Information Technology</b>	
Computer Upgrades/Equipment Replacement	\$ 10,000
Data Storage/Backup	\$ 4,800
GIS Licenses	\$ 6,100
IT Maintenance Contract	\$ 14,000
Software	\$ 7,000
Webhosting	\$ 4,000
<b>Total Technology</b>	<b>\$ 45,900</b>
<b>Insurance</b>	
Directors and Officers	\$ 2,600
Errors and Omissions	\$ 3,300
Professional Liability	\$ 3,000
Workers Compensation	\$ 1,800
<b>Total Insurance</b>	<b>\$ 10,700</b>
<b>Service/Projects</b>	
Aerial Photos	\$ 25,000
Data Acquisition	\$ 21,000
Rideshare	\$ 500
TIP Tool Maintenance	\$ 15,228
Trail Counters	\$ 5,000
Transportation Consulting Services	\$ 100,000
Travel Demand Model Update	\$ 15,000
Travel Sensing and Travel Time Service Projects	\$ 2,500
<b>Total Service/Projects</b>	<b>\$ 184,228</b>
<b>Building</b>	
Building Lease	\$ 54,060
Common Area Maintenance Expense	\$ 18,000
Maintenance	\$ 2,000
Office Cleaning	\$ 4,500
Utilities	\$ 3,500
<b>Total Building</b>	<b>\$ 82,060</b>
<b>In-Kind Match Expense</b>	
Direct Cost - MoDOT Salaries	\$ 82,806
Membership Attendance at Meetings	\$ 36,000
<b>Total In-Kind Match Expense</b>	<b>\$ 118,806</b>
<b>Total Expenditures</b>	<b>\$ 1,337,897</b>
<b>Net Revenue Over Expenditures</b>	<b>\$ (0)</b>

**TAB 7**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.F.**

**Amendment Number 1 to *Destination 2045***

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

Greene County has requested a change to the Major Thoroughfare Plan:

- Remove proposed collector Farm Road 119 between Farm Roads 174 and 178

Due to the Greene County Planning and Zoning Board process, which typically includes three readings, it has been requested that OTO consider this amendment concurrently.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve *Destination 2045* Amendment 1, pending approval by the Greene County Commission.”

OR

“Move to recommend that *Destination 2045* Amendment 1 be sent to the Board of Directors with the following considerations...”

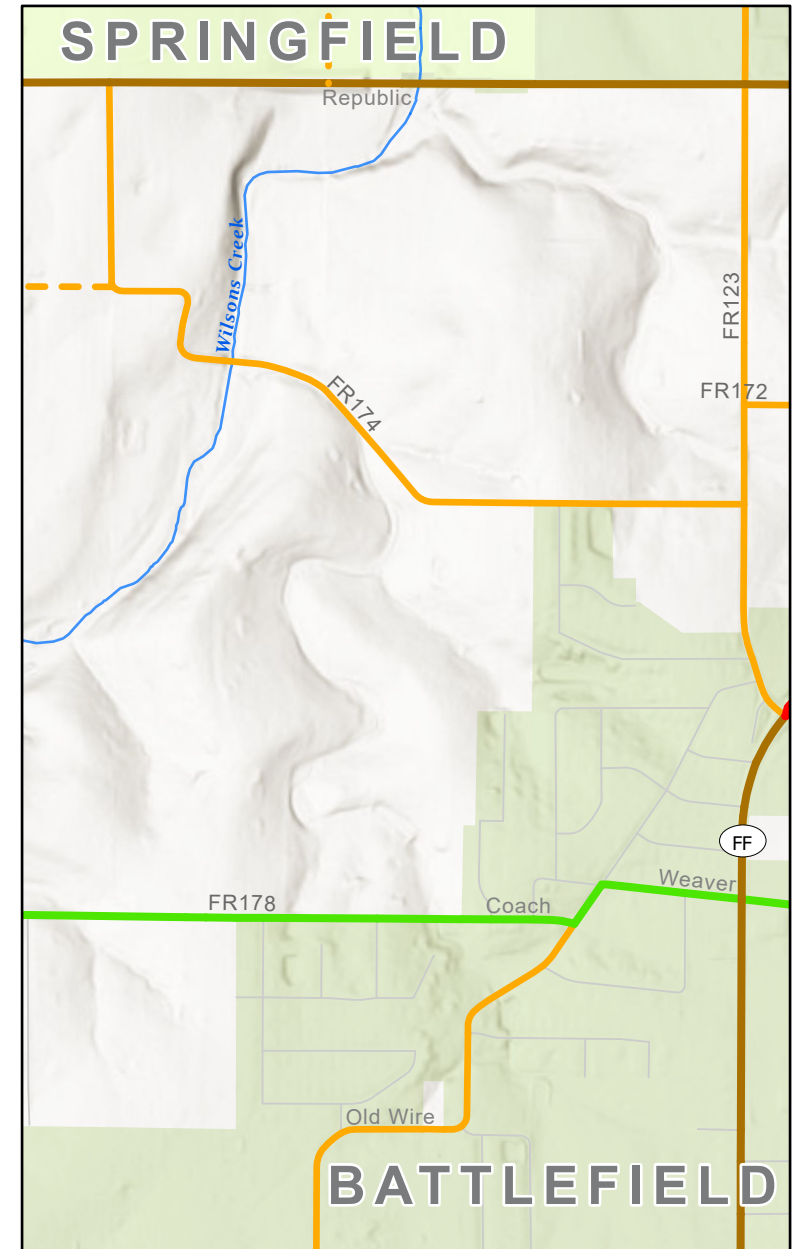
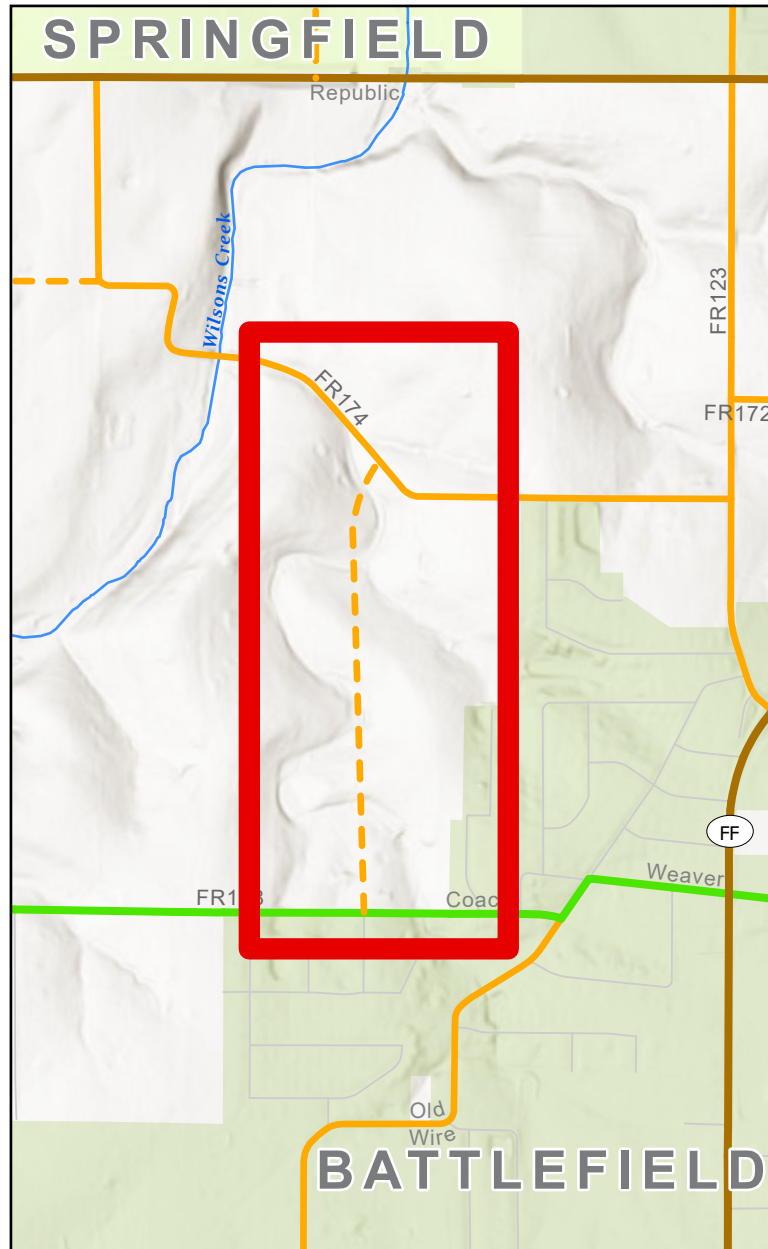
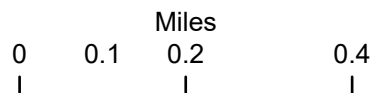


# Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors  
September 16, 2021

Proposed





County of **GREENE** State of Missouri



GREENE COUNTY HIGHWAY DEPARTMENT  
2065 N CLIFTON, SPRINGFIELD, MO 65803  
FAX (417) 831-5216  
(417) 831-3591

BOB DIXON  
Presiding Commissioner

RUSTY MACLACHLAN  
Commissioner 1<sup>st</sup> District

JOHN C. RUSSELL  
Commissioner 2<sup>nd</sup> District

RICK ARTMAN  
Administrator

March 30, 2022

Attention: Natasha Longpine  
Ozarks Transportation Organization  
2208 W. Chesterfield St. #101  
Springfield, MO 65807

RE: Proposed Amendment to Major Thoroughfare Plan  
Farm Road 119 between FR 174 and FR 178

Ms. Longpine,

The Greene County Highway Department has recently proposed a change to our county's Major Thoroughfare Plan, which would eliminate a future collector route along Farm Road 119 between Farm Road 174 and Farm Road 178 west of the City of Battlefield. This proposed change has been recommended by our Highway Department staff, but will require the formal approval of the Greene County Planning and Zoning board before it would become effective.

The Planning and Zoning Board completed the first reading of this proposed Major Thoroughfare Plan (MTP) amendment at their last public hearing held on March 15, 2022. Typically, these proposed MTP amendments necessitate three (3) public hearings prior to a vote being taken by the Planning Board members. The final hearing date upon which we anticipate the board members will vote on this proposed MTP amendment would take place on Tuesday, May 17<sup>th</sup>.

In an effort to try and reduce the overall timeline for adoption of this proposed amendment, we are hereby requesting that the OTO Technical Planning Committee proceed with reviewing this matter concurrently while the Greene County Planning Board is in process of considering this change. If the OTO Technical Planning Committee and the OTO Board of Directors is favorable to adopting this proposed change to the Major Thoroughfare Plan, we would ask that OTO's final approval would ultimately be contingent upon Greene County's formal adoption of this change. This will help to ensure consistency between both the Greene County and the OTO Major Thoroughfare Plans throughout these concurrent approval processes.

Attached is a staff report identifying the specific details and our Highway Department's reasoning for recommending this proposed amendment. Thank you in advance for your staff's consideration of this agenda item request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Adam Humphrey", with a stylized flourish at the end.

Adam Humphrey, P.E.  
Assistant Administrator  
Greene County Highway Department

# Amendment Request

## Major Thoroughfare Plan

### Roadway Data

**Roadway Name:** FUTURE Farm Road 119  
**From:** Farm Rd 174 west of Farm Rd 123  
**To:** Farm Rd 178 west of Hutchison Street in the City of Battlefield  
**Length (miles):** 0.51  
**Number of Lanes:** 2  
**Lane Width:** 12 ft.

### Amendment Requested and Justification

**Current Classification:** Collector

**Requested Change:** Remove the future collector route that is shown on the current Greene County Major Thoroughfare Plan.

**Describe Process for Justification Approval:**  
Requires Planning and Zoning Board Approval

**Date of Approval by Jurisdiction**  
Estimated date of March 2022

**Please describe the history causing need for the amendment:**

Greene County is recommending the removal of a future collector route (*future FR 119*) shown on the Greene County Major Thoroughfare Plan between FR 174 and FR 178 west of the City of Battlefield. Due to the platting of the large-lot subdivisions (*Butterfield Estates and Hidden Tree Subdivision*) without any right-of-way or easements reserved for the future roadway, we believe the MTP depiction should be removed. Any roadway network that may be built in the future will be developer driven and will consist of “local” connections.

**What impacts would this amendment have on future ability to comply with the OTO MTP?**

No future impacts on the ability to comply with OTO’s Major Thoroughfare Plan are foreseen. If approved by the Planning Board, Greene County staff will recommend that the Ozarks Transportation Organization amend their Major Thoroughfare Plan to reflect this change.

**Additional information you would like to include:**

The depiction of a future collector route in this area tends to offer no improvement to the mobility of a driver to get to their destination. Given the large lot subdivisions platted and the construction of the existing upper scale homes on these lots, It will be cost prohibitive to the county (*and will likely involve condemnation*) to purchase necessary right-of-way and construct a collector status road with little if any benefit to the targeted user.

**TAB 8**

## TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.G.

### Federal Functional Classification Change Request

#### Ozarks Transportation Organization (Springfield, MO Area MPO)

#### **AGENDA DESCRIPTION:**

Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

***The following information is a summary of the submitted application materials.***

MoDOT has requested the following changes to the federal functional classification system. The application is included.

- 1) **Roadway Name** – Republic Street/Glenstone Avenue/OR 60 (Roundabout), from west of the EB US 60 off ramp to North of Glenstone roundabout  
**Current Functional Classification** – Primary Arterial  
**Requested Functional Classification** – Expressway  
**Major Thoroughfare Plan** – Primary Arterial/Expressway

**Reasoning** – Construction of new roundabout and removal of EB on ramp changed how the Functional Classification connected in this area. These changes need to be made to maintain the continuity of the FC system.

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the Functional Classification Change request.”

OR

“Move to recommend that the Board of Directors approve the Functional Classification Change request with the following changes...”



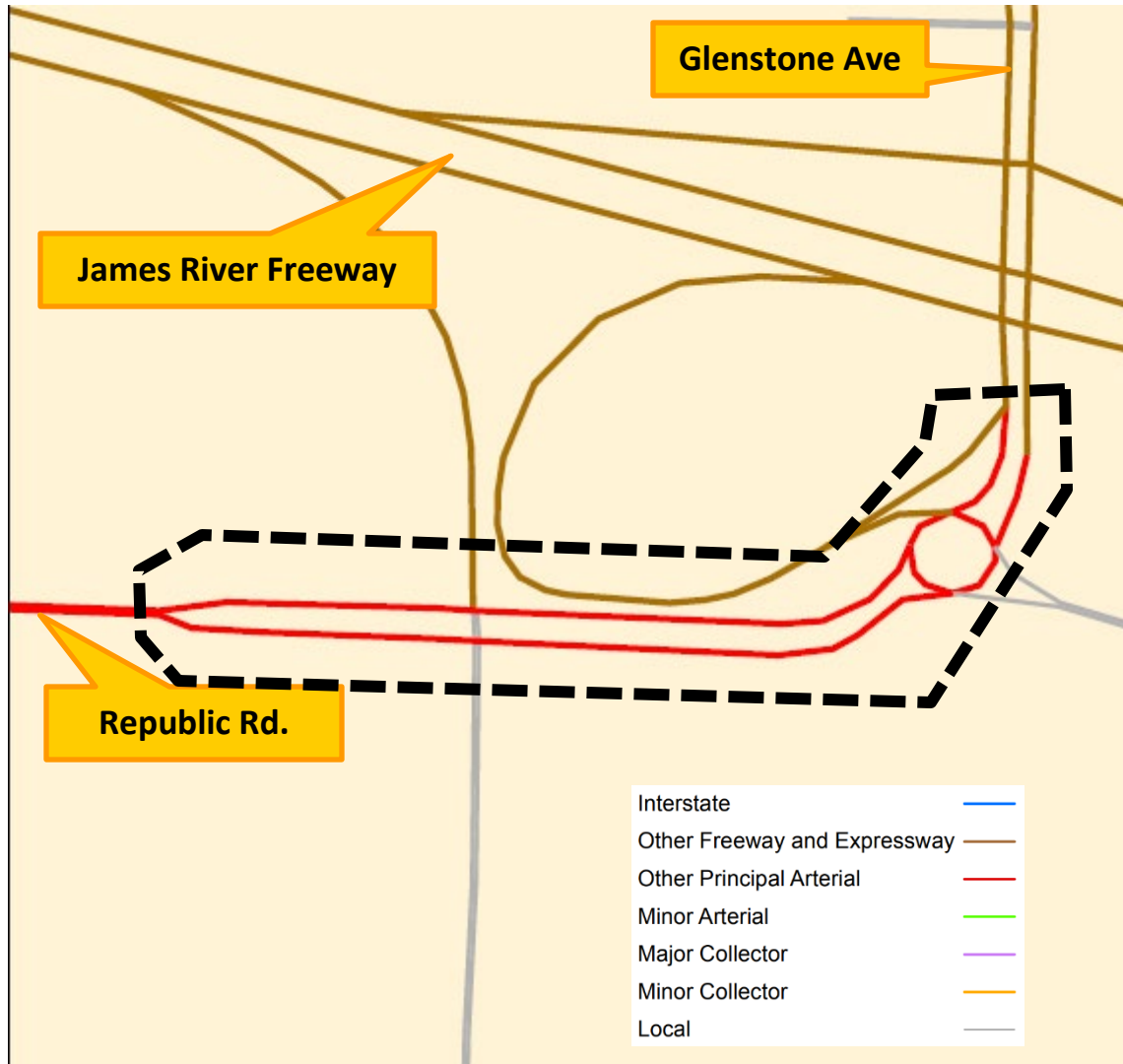
# General Area

## Springfield



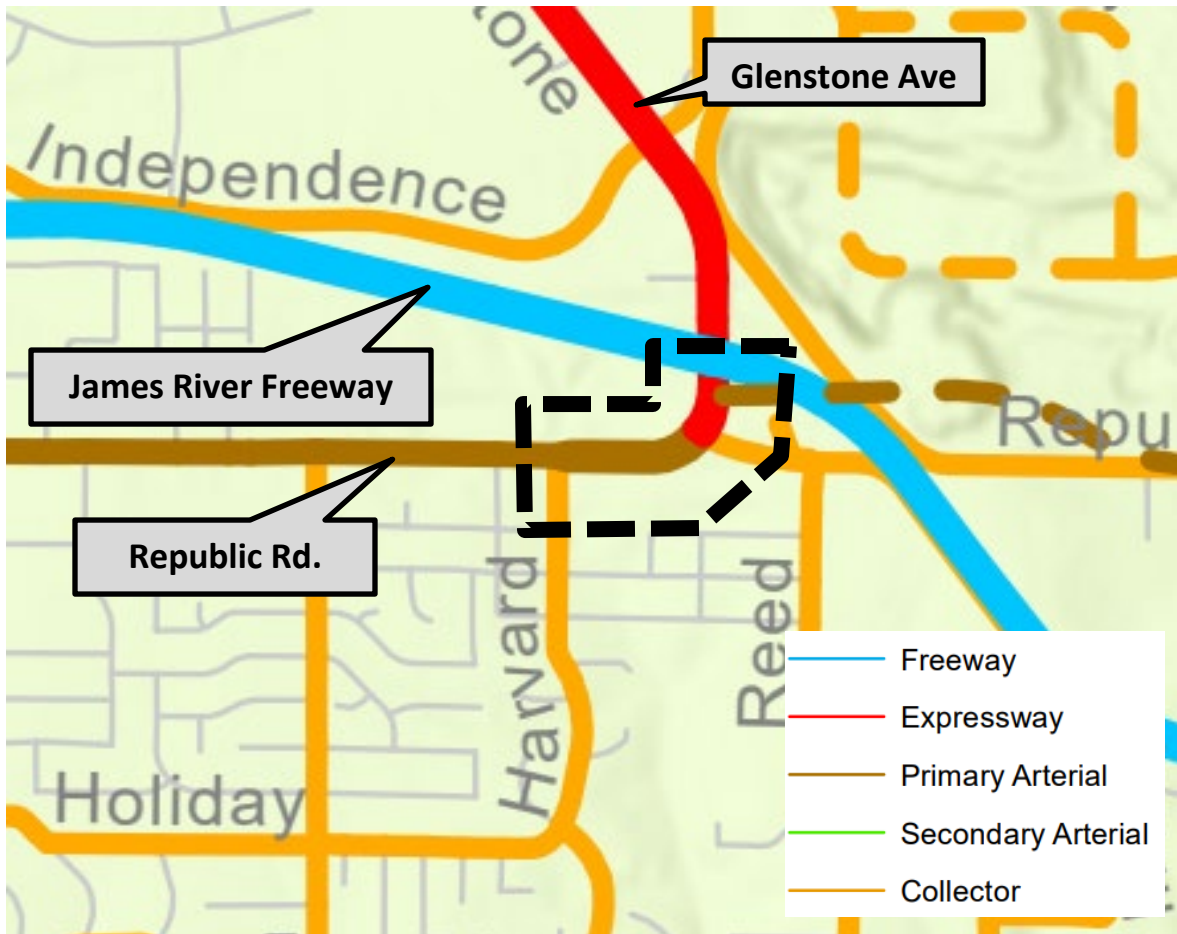
## Current Federal Classification (*Current Use*)

Springfield



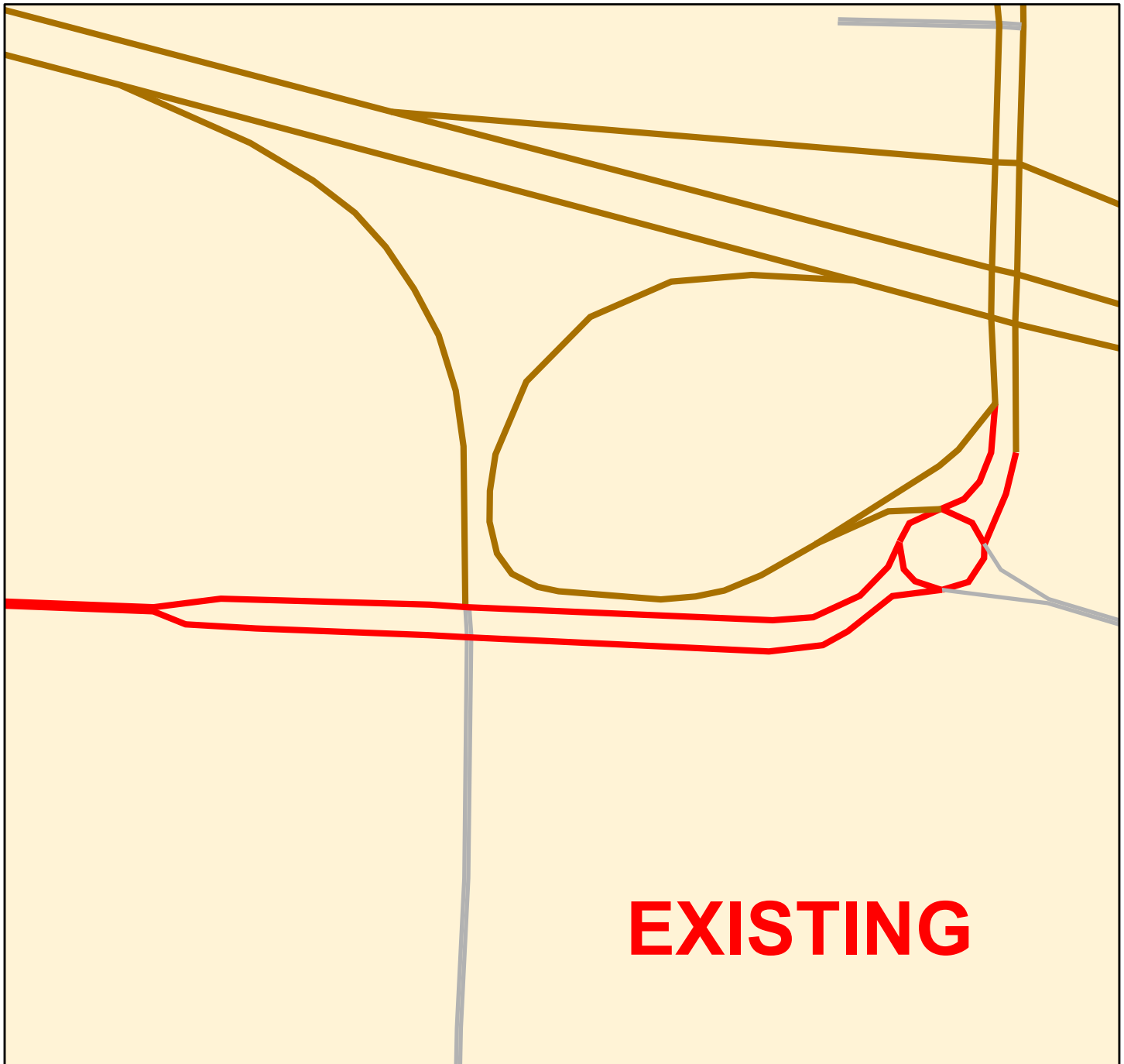


## Major Thoroughfare Plan - Proposed (Future Use)











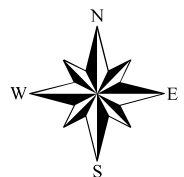
# Glenstone Avenue - Springfield

## Functional Classification



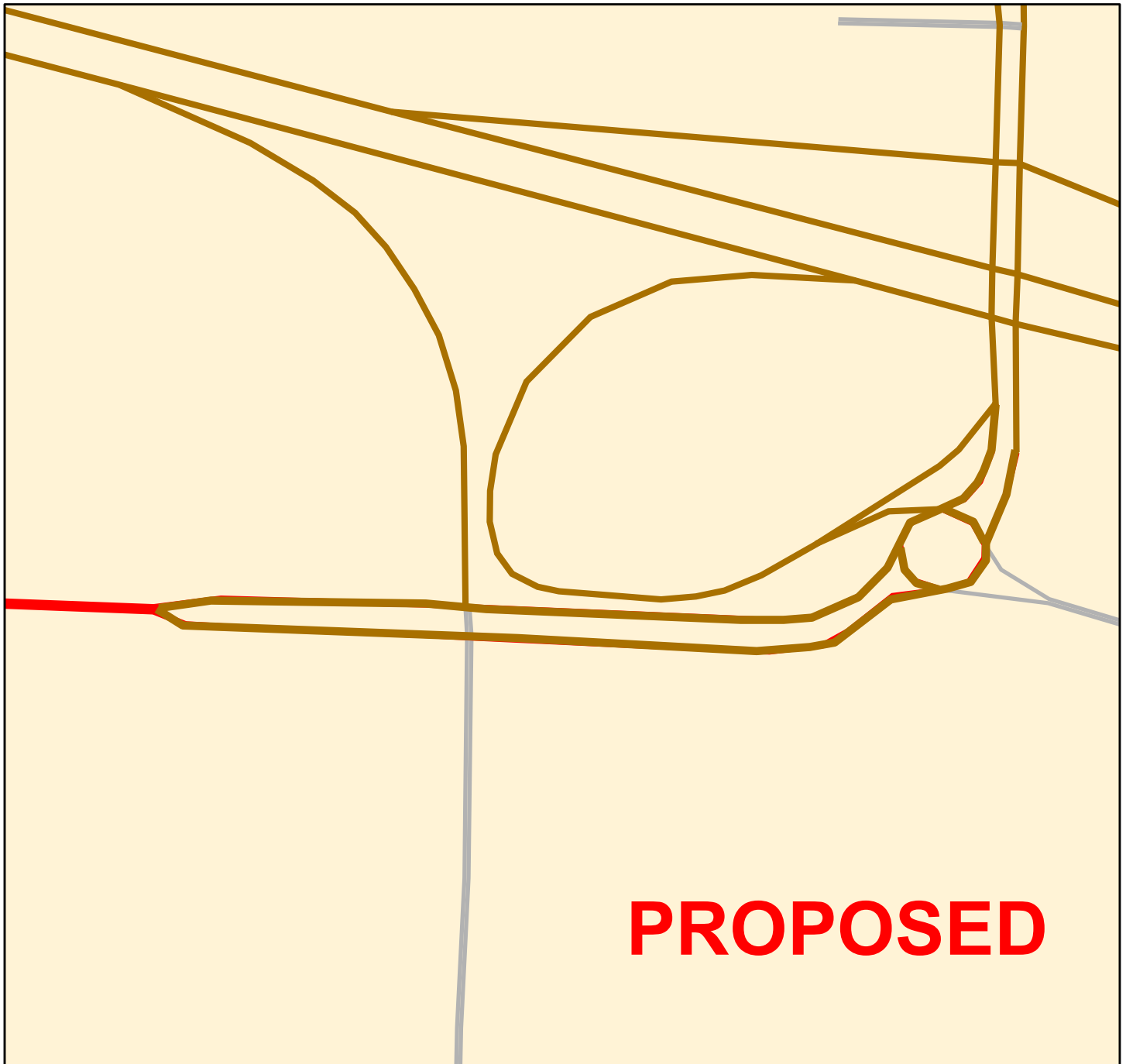
### Functional Classification

 INTERSTATE	 MAJOR COLLECTOR
 FREEWAY	 COLLECTOR
 EXPRESSWAY	 MINOR COLLECTOR
 PRINCIPAL ARTERIAL	 LOCAL
 MINOR ARTERIAL	












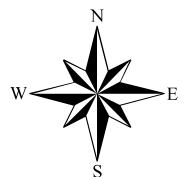
# Glenstone Avenue - Springfield

## Functional Classification



### Functional Classification

 INTERSTATE	 MAJOR COLLECTOR
 FREEWAY	 COLLECTOR
 EXPRESSWAY	 MINOR COLLECTOR
 PRINCIPAL ARTERIAL	 LOCAL
 MINOR ARTERIAL	





## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Application Federal Functional Classification Change

#### Instructions

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Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or [athomason@ozarkstransportation.org](mailto:athomason@ozarkstransportation.org).

#### Functional Reclassification Process

1. **Application.** A general call for applications will be made in December.
2. **Technical Committee.** The request will be heard at the December Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
4. **FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

#### Application Information

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**Date:** 4/6/2022

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#### Contact Information

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**Name:** Hanna Knopf  
**Title:** Transportation Planner  
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**Fax:** (417) 895-7610

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## Roadway Data

<b>Roadway Name:</b>	Republic Street/Glenstone Avenue/OR 60 (Roundabout)
<b>Termini of Roadway</b>	
<b>From:</b>	West of EB US 60 off ramp
<b>To:</b>	North of Glenstone roundabout
<b>Length (miles):</b>	0.37
<b>Number of Lanes:</b>	4
<b>Lane Width:</b>	12
<b>Traffic Volume (AADT):</b>	27,000

**Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.**

Existing

## Classification Change

<b>Type of Area:</b>	Urban
<b>Current Classification:</b>	Primary Arterial
<b>Requested Classification:</b>	Expressway

## Justification

**Explain why the roadway classification should be revised.**

Construction of new roundabout and removal of EB on ramp changed how the Functional Classification connected in this area. These changes need to be made to maintain the continuity of the FC system.

**Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?**

No.

**Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?**

N/A

**Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?**

No.

**Additional information you would like to include.**

**TAB 9**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM II.H.**

**Chadwick Flyer Crossing Study**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

The Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in October of 2021 to conduct a study to determine the safest and most practical location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail in Ozark, Missouri. In coordination with OTO, the City of Ozark, MoDOT, and Ozark Greenways, CMT has completed the study and developed a draft report of the findings that includes the identification of a preliminary preferred crossing location and method. A 15-day public review and comment period was initiated Monday, April 11 and continues until Monday, April 25.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors accept the Chadwick Flyer Crossing Study.”

OR

“Move to recommend the Board of Directors accept the Chadwick Flyer Crossing Study, with these changes...”



# CHADWICK FLYER TRAIL US-65 CROSSING



## LOCATION STUDY REPORT

**Ozark, Missouri**

April 4<sup>th</sup>, 2022

Prepared by:





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**Appendix A – Concept Exhibits**

**Appendix B – US 65 & Longview Interchange Alternative Executive Summary**

**Appendix C – Recommended Alternative Program Cost**

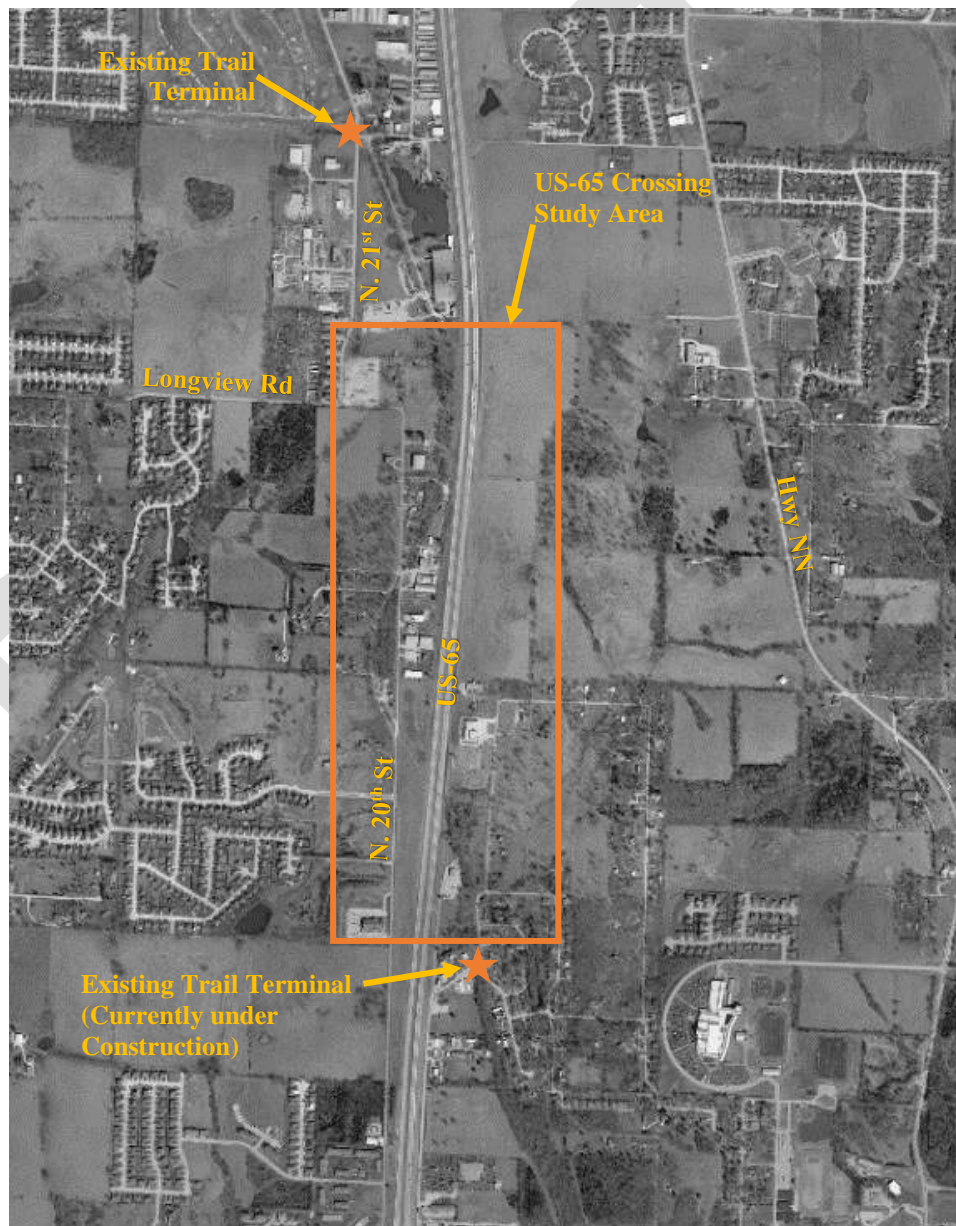
**Appendix D – Environmental Mapping Exhibit**

**Appendix E – Trail Sections 1, 2a, 2b, & 4 Program Cost**

## 1.0 INTRODUCTION

The primary goal of this study is to develop and evaluate overpass and underpass crossing alternative locations and methods for the Chadwick Flyer Trail at US-65 in Ozark, Missouri. The crossing is a vital connection piece for the Chadwick Flyer Trail which is ultimately going to provide an important bicycle and pedestrian corridor between the cities of Springfield and Ozark, Missouri. A high-level interchange alternative study was also developed to determine an appropriate location and program budget for a separated trail crossing of US-65 adjacent to the future Longview Road interchange.

Regular meetings were held between CMT and a core group of stakeholders including the Ozarks Transportation Organization (OTO), the City of Ozark, Ozark Greenways, and the Missouri Department of Transportation (MoDOT) to develop and lead the project study.



**Figure 1: Chadwick Flyer Trail Crossing Project Corridor**

## 2.0 PURPOSE AND NEED

The OTO Trail Investment Study completed in October 2017 identified the Chadwick Flyer Trail as a priority trail alignment for the region. This trail, once completed, will provide an important regional bicycle and pedestrian connection between the cities of Springfield and Ozark, Missouri. Once a section of the former Frisco rail system named the “Chadwick Flyer,” the old rail corridor was identified as a guiding alignment for the Trail.

The Chadwick Flyer Trail is a key priority for many local and agency partners, with a focus on the following community benefits:

- Utilize an important piece of Ozarks transportation history by utilizing much of the former Chadwick Flyer Rail corridor as the basis for the proposed trail alignment
- Promote regional connection for multi-use transportation by connecting the cities of Springfield and Ozark, Missouri
- Provide a safe transportation corridor for all trail users through congested urban and suburban areas.

With US-65 effectively dividing the trail corridor in two, a grade-separated crossing of the high-volume highway is a critical piece of the Chadwick Flyer Trail corridor. With much of the abandoned railroad right-of-way now owned by various third parties, exploration of several crossing locations and methods is warranted.

As such, the Ozarks Transportation Organization (OTO) contracted Crawford, Murphy & Tilly (CMT) to conduct a study to determine the safest and most practical location and method for the crossing of US-65 by the Chadwick Flyer Trail in Ozark, Missouri that aligns with the community benefits described above.

## 3.0 ALTERNATIVES ANALYSIS

### 3.1 PROPOSED DESIGN CRITERIA

The proposed Chadwick Flyer Trail crossing at US-65 will be a multi-use trail facility serving predominantly bicycle and pedestrian traffic. In accordance with design sources as noted, the following standards will be used when designing this facility:

Criteria	Standard	Source/Remarks
Bicycle Design Speed	30 mph (max.) 18 mph (min.)	AASHTO Bicycle Facilities Guide
Design Bicycle Lean Angle	20°	AASHTO Bicycle Facilities Guide
Superstructure Clearance Over Roadway	17'-6"	MoDOT EPG (Sec. 751.1.2.6.1)

Minimum Structure Width	14'-0" (10' two-way bikes & 2' shy distance)	AASHTO Bicycle Facilities Guide
Minimum Path Width	10'-0"	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Radius	60'-0"	AASHTO Bicycle Facilities Guide, ADA
Maximum Path Cross Slope	2%	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Shoulder Width	2'-0"	OTO Bicycle & Pedestrian Trail Investment Study
Standard Maximum Path Grade	5% (1% at structures)	AASHTO Bicycle Facilities Guide
Foreslopes (Fill)	0' to 2' – 6:1 or flatter 2' to 5' – 4:1 max. >5' – 3:1 max.	AASHTO Bicycle Facilities Guide & OTO Bicycle & Pedestrian Trail Investment Study
Backslopes (Cut)	0' to 2' – 6:1 or flatter 2' to 5' – 4:1 max. >5' – 3:1 max.	
Path Clear Zone Width	2'-0"	AASHTO Bicycle Facilities Guide

*Table 1: Proposed Design Criteria*

### 3.2 ALTERNATIVES DEVELOPMENT

Initially, several locations were explored for the Chadwick Flyer trail to cross U.S. Highway 65, but were dismissed early on due to topographic complications, residential or commercial property impacts, or significant associated costs. These locations included various points along US-65 between the original Chadwick Flyer Rail location and the Tracker Marine property. Although undeveloped land largely exists on the east side of US-65 in this area, a high density of established residences and businesses closely abut US-65 on the west side which makes establishing reasonable trail geometry a challenge and would likely require long structure lengths with high costs due to the required skew angle. Other options were explored where undeveloped land could be better utilized, however discussions with the core group identified a desire to consider future economic development opportunities in the immediate area. Due to trail geometry and the long approach lengths for overpass and underpass alternatives to meet required clearances, significant right-of-way would be needed to construct the crossings. Underpass crossings generally have smaller footprints due to shorter clearance requirements, however roadside ditches along US-65 and the condition of adjacent topography would require significant right-of-way or permanent easement to properly convey the water from MoDOT right-of-way to the appropriate and feasible downstream location. This initial investigation resulted in three crossing alternatives to be carried forward for further study:

- **Option 1** – Overpass structure near original Chadwick Flyer Rail alignment at US-65
- **Option 2** – Underpass structure near original Chadwick Flyer Rail alignment at US-65
- **Option 3** – Overpass structure adjacent to future Longview Rd & US-65 interchange

Vertical profiles and approximate grading limits were developed to evaluate potential right-of-way impacts and magnitude of cost for each alternative.

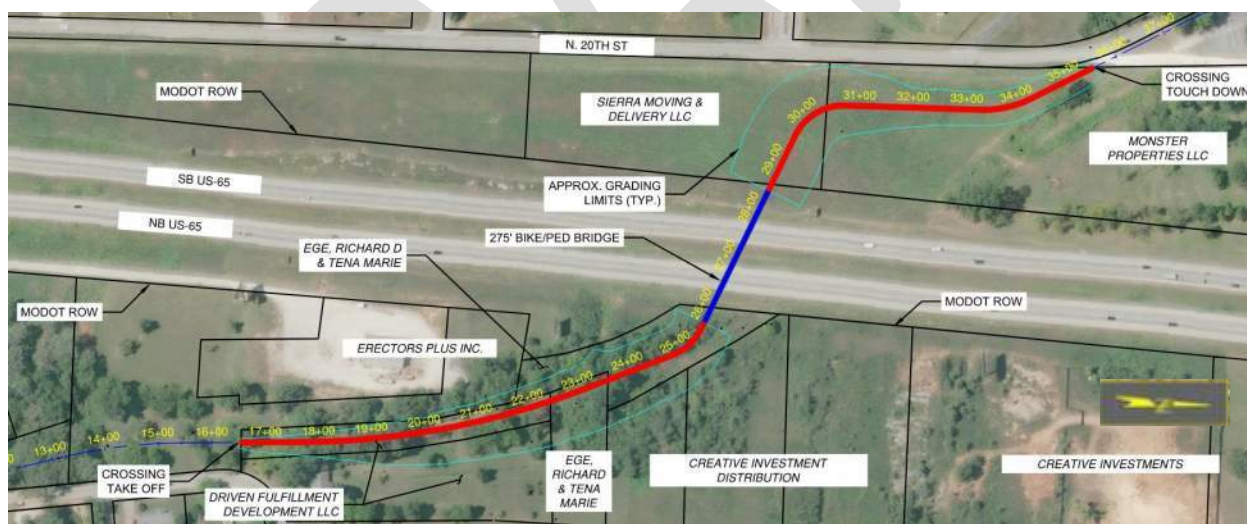
Alternatives were developed consistent with the AASHTO Guide for the Development of Bicycle Facilities (2012, 4<sup>th</sup> Edition), the OTO Trail Investment Study (October 2017), and MoDOT's *Engineering Policy Guide (EPG)*. Appendix A shows detailed conceptual layouts of the alternatives that were further analyzed.

### 3.3 OVERVIEW OF ALTERNATIVES

#### Option 1 – Overpass Structure Near Original Chadwick Flyer Rail Alignment at US-65 (South Overpass)

Appendix A - Option 1 Exhibit and Figure 2 below show the conceptual layout. Major features of Option 1 include:

- Approximately 275-foot ADA-compliant bike/ped bridge over US-65 with 14-foot width for 10-foot trail width and 2-foot shy distance on each side
- Earth embankment on bridge approaches with safety rail along trail, 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Accommodations for US-65 drainage discharge on the south bridge approach
- Total length of improvements of approximately 1,910 feet for construction of the overpass structure and trail approaches



**Figure 2: Crossing Option 1 – South Overpass**

#### Benefits

- Closely follows the original Chadwick Flyer rail alignment
- Provides a more isolated user experience versus following an adjacent roadway
- Independent of future Longview Road and US-65 interchange which will allow for minimal trail closures during construction of the interchange
- Less significant impact to US-65 traffic operations during construction versus an underpass option



- Opportunity for enhanced aesthetics to promote the trail and provide an attractive monument along US-65

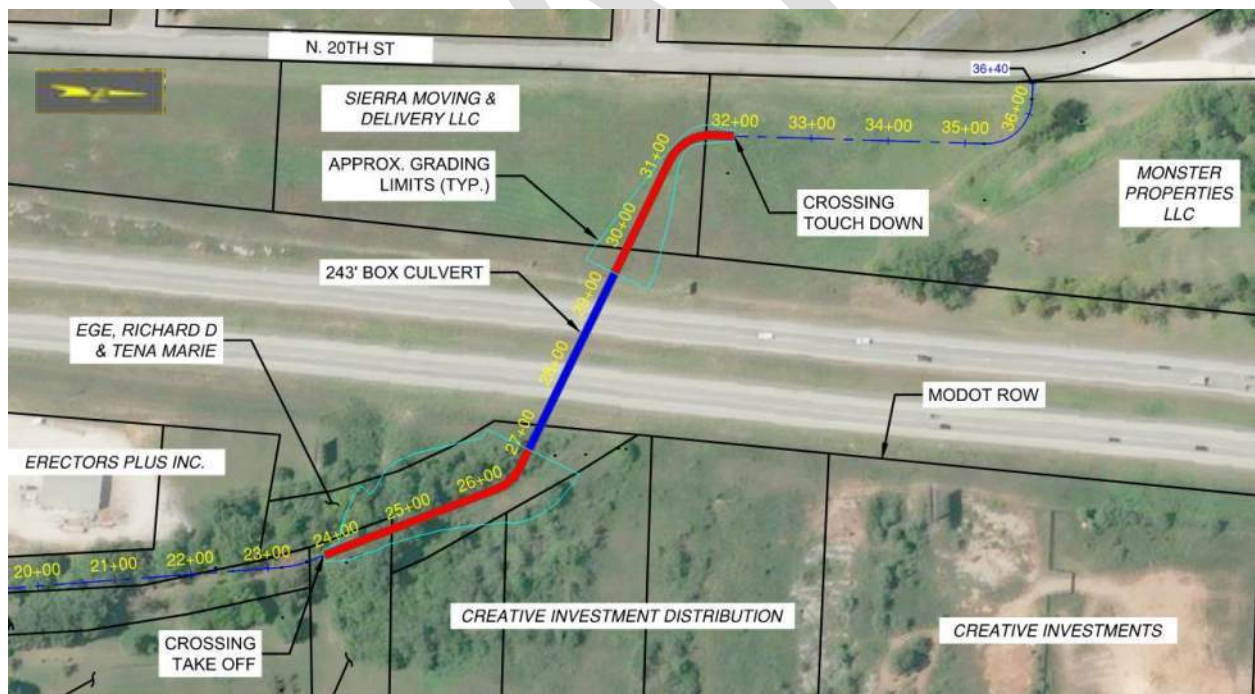
#### Disadvantages

- Narrow right-of-way on south bridge approach may require impacts to adjacent properties if retaining walls or an elevated trail concept are not utilized
- Bridge will be at a skew with relation to US-65 to limit right-of-way impacts and provide a better trail user experience

#### Option 2 – Underpass Structure Near Original Chadwick Flyer Rail Alignment at US-65 (South Underpass)

Appendix A - Option 2 Exhibit and Figure 3 below shows the conceptual layout. Major features of Option 2 include:

- Approximately 243-foot ADA-compliant box culvert sized to accommodate bicyclists constructed under US-65
- Special ditch profiles and other grading to accommodate drainage through the box culvert from US-65 roadside ditches
- 5% maximum trail profile grades for ADA compliance
- Total length of improvements of approximately 825 feet for construction of the box culvert and trail approaches



**Figure 3: Crossing Option 2 – South Underpass**

#### Benefits

- Less impact to adjacent parcels due to shorter take-off and touchdown limits of approaches to the box culvert
- Reduced maintenance costs

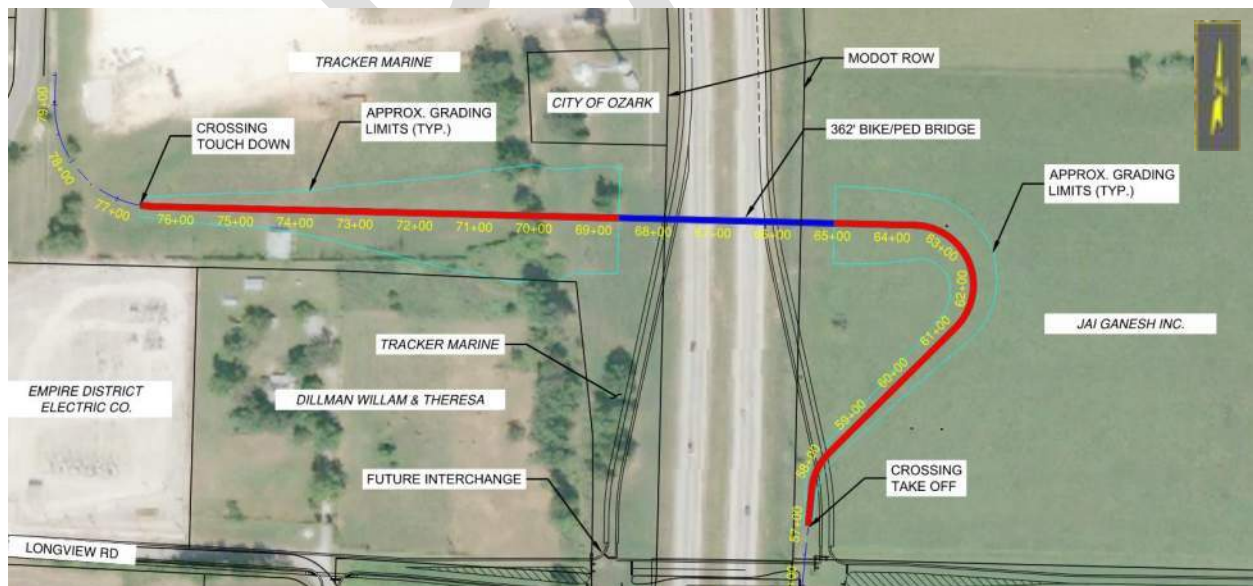
### Disadvantages

- Less opportunity for enhanced aesthetics for trail users and exposure to traveling public on US-65
- Poor user experience for pedestrians and bicyclists traveling underground for approximately 240 feet under US-65
- Greater impact to traffic operations on US-65 for construction of the box culvert. This would require an open cut of the roadway for installation and utilize significantly more traffic control
- Avoiding a newly installed water main west of US-65 could require slower bicycle design speeds of the trail while approaching the underpass to achieve a more perpendicular crossing of US-65 while limiting excavation limits of the trail construction

### Option 3 – Overpass Structure Adjacent to Future Longview Rd & US-65 Interchange (North Overpass)

Appendix A-Option 3 Exhibit shows the conceptual layout. Potential future interchange configurations were explored and developed as part of the Option 3 evaluation and summarized in the Interchange Alternatives Executive Summary seen in Appendix B. Major features of Option 3 include:

- Approximately 362-foot ADA-compliant bike/ped bridge over US-65 and future Longview Road interchange ramps with 14-foot width for 10-foot trail width and 2-foot shy distance on each side
- Earth embankment on bridge approaches with safety rail along trail, 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Chadwick Flyer Trail stays on east side of US-65 to the south prior to crossing
- Total length of improvements of approximately 1,960 feet for construction of the overpass structure and trail approaches



**Figure 4: Crossing Option 3 – North Overpass**

### Benefits

- Trail users would cross US-65 closer to a future interchange which may promote more use of the bridge structure and/or Chadwick Flyer Trail
- Lesser impact of trail alignment on established parcels west of US-65
- Opportunity for enhanced aesthetics to promote the trail and provide an attractive monument along US-65

### Disadvantages

- The bridge would need to be longer and thus more expensive than the Option 1 overpass due to accommodation of the future interchange ramps. Details about the US-65 and Longview Road future interchange can be found in the Interchange Executive Summary located in the appendix.
- Trail users would travel adjacent to US-65 and the user experience would lack a feeling of off-road or isolation from traditional roadway corridors
- Longer trail closures would be expected during construction of the future Longview Road interchange due to a need for significant reconstruction of the trail alignment.

## 3.4 MAINTENANCE OPERATIONS

### Prefabricated Steel Overpass Structures

The baseline design for overpass structures assumes the selection of a prefabricated steel bridge to achieve the long spans across US-65 in a cost-effective and efficient manner. Depending on the type of prefabricated structure type and bridge deck material chosen, a variety of maintenance activities should be considered to prolong the life of the structure. Such activities should include:

- Annual inspection of all safety rails, handrails, rubrails, fencing or other types of safety features
- Annual inspection of all deck surfaces for gaps, cracks, or projections to maintain a safe structure and ADA compliance of the trail
- Annual inspection of decking to ensure it is in satisfactory condition
- Annual inspection of steel structure surfaces, welded and bolted connections, any impact damage from strikes, abutments and bents, bearings and expansion joints, and any other structural component of the bridge
- Re-painting of painted structures every 5-10 years, depending on realized deterioration during annual inspections
- Rinsing of the steel surfaces on weathering steel bridges frequently if de-icing salts are used. This can severely damage the weathering steel
- Removal of vegetation or debris from weathering steel surfaces to encourage naturally
- Replacement of wood decking planks that have deteriorated past a useful and safe life or have cause unacceptable gaps, faults, or other uneven or slippery surfaces for ADA compliance
- Annual inspection of concrete or asphalt decking for excessive cracking and deterioration and replacement of failing pavement

Annual maintenance costs for prefabricated steel structures in Option 1 and Option 3 are estimated to be between \$2,500 and \$5,000 per year. The actual realized maintenance costs will depend on the preferred structure type, additional aesthetic enhancements to the bridge requiring maintenance, unfavorable or unexpected environmental impacts, and frequency of routine maintenance activities. Additional costs beyond regular maintenance such as replacement or repair of structural elements,



safety features, or other non-annual maintenance activities to preserve the structure are not included in the estimated regular maintenance costs.

### Concrete Box Culvert Underpass Structure

The baseline design for the underpass structure assumes use of a reinforced concrete box culvert large enough to accommodate bicyclists for vertical clearance and shy distance on either side of the trail. Due to the topography west and east of US-65 at the crossing location, excavation below grade would be required for the structure approaches to avoid any impacts to the US-65 roadway pavement structure. This will inherently introduce drainage from the US-65 roadside ditches and adjacent parcels into the box culvert. The following maintenance activities should be expected on the box culvert underpass option:

- Regular flushing of debris and sediment from the box culvert to maintain normal flow and avoid ponding on the trail surface
- Regular inspection of the box culvert condition should take place every five years. Specific items to evaluate and assess should include corrosion of concrete or reinforcement, abrasion of the culvert surface, coating loss of the culvert walls, cracks, joints, seams, changes in shape or deflection, undermining of the culvert, and other structural elements of the culvert.

Annual maintenance costs for the box culvert in Option 2 are estimated to be between \$1,000 and \$2,000 per year. Actual realized maintenance costs may differ depending on frequency of maintenance activities or unexpected environmental factors such as frequent rain events that may cause more frequent maintenance efforts. Additional costs beyond regular maintenance involving replacement or repair of structural elements, safety features, or other components of the structure are not included in the estimated regular maintenance costs.

### Other General Maintenance Activities

Outside the limits of the overpass and underpass structures, general maintenance of City-owned right-of-way and trail pavement will be required. Expected activities may include:

- Mowing, trimming or pruning of grasses, trees, shrubs or other vegetation will be required on regular intervals to prevent overgrowth on the trail surface or impacts to bicyclist clearances
- Regular inspection of trail pavement surface to discover and replace concrete or asphalt pavement causing gaps, tripping hazards, or slippery surfaces deemed out of compliance by ADA standards
- Regular flushing of drainage culverts to prevent sedimentation within the pipe and sediment removal of inlet or outlet rock linings
- Replacement of lighting elements

Costs associated with general maintenance activities of the trail outside the structure limits would be in addition to other similar City maintenance activities already being performed. Due to the increase right-of-way area for crews to maintain, the annual cost to maintain the trail outside the structure limits are estimated to be between \$2,000 and \$5,000 per year. Actual realized costs will depend on amount of vegetation present and higher than expected deterioration of the trail pavement surface. Additional costs beyond regular maintenance involving replacement or repair of structural elements, safety features, or other components of the structure are not included in the estimated regular maintenance costs.

### 3.5 COST ESTIMATES

In order to evaluate and compare the costs of the trail alternatives, high-level conceptual construction costs were determined for each alternative. A fully developed program cost estimate that includes construction, preliminary engineering, construction engineering, right of way, right of way incidental, and utility relocation costs was not performed until the core group agreed on a recommended alternative. A full program budget was performed on the recommended alternative and this budget can be found in Section 4.0 of this report.

The following estimated construction costs were developed for each option:

	<b>Option 1 - South Overpass</b>	<b>Option 2 - South Underpass</b>	<b>Option 3 - North Overpass</b>
<b>Total</b>	\$2,755,000	\$2,775,000	\$3,585,000

*Table 2: Estimated Construction Costs for Each Crossing Option*

### 3.6 UTILITY IMPACTS AND RELOCATIONS

Utility impacts are estimated to be minimal at the south crossing alternatives given the absence of many aerial or underground utilities. The City of Ozark recently installed a water main under US-65 north of the proposed overpass and underpass options (Options 1 and 2) which could require encasement of the pipe if large fills or loads were added atop the pipe location. However, it is anticipated that the trail crossing layout can be revised in future design phases to minimize or avoid impacts to the newly installed water main infrastructure. Other public or private utilities such as sanitary sewers or gas mains were not visible during a desktop review of the site and are not expected to have significant impacts as part of either crossing option. A more thorough field investigation should be anticipated in the future to locate any unexpected utilities in the area.

An existing electrical substation at the northeast corner of N. 21<sup>st</sup> Street and Longview Road contributes to aerial utilities present at the north overpass (Option 3) site. These aerial utilities run east-west along the Longview Road corridor and cross US-65 before branching off into north-south lines. Relocation of these distribution lines would be required as part of the Option 3 option. Other public or private utilities such as sanitary sewers or gas mains are not expected to be impacted for the Option 3 crossing, but are present closer to the N. 21<sup>st</sup> Street and Longview Road corridors. With underground utilities present nearby, a more thorough field investigation should be anticipated in the future.

### 3.7 RIGHT-OF-WAY IMPACTS

Each crossing option was evaluated with a baseline design including 3:1 fill slopes with earthen embankments for the overpasses and 3:1 cut slopes for the underpass. This design method is more intrusive on adjacent right-of-way but can be significantly more cost-effective than its structural alternatives such as retaining walls or bridges. The concept drawings in Appendix A visually reflect the slope limits evaluated for each crossing option.

Options 1 and 2 closely follow the original railroad right-of-way which has since been abandoned and is owned by private third parties. Due to the narrow and relatively unusable nature of the resulting parcels on the east side of US-65, full takings of these parcels are expected regardless of the approach option chosen (sloped or structural approaches). The west side of US-65 contains larger, more usable parcels and the trail approach type could limit impacts with higher construction costs.

Option 3 differs from the other options due to its distance away from the original Chadwick Flyer railroad corridor. This crossing alternative would leave more freedom for a larger embankment footprint on the east side, but the west side would significantly impact the Tracker Marine parcel with high embankments. As with Options 1 and 3, other structural alternatives could be chosen to limit right-of-way impacts on trail approaches to the overpass structure, but would require additional construction costs to do so. Option 3 would also require significant dedicated right-of-way from the immediate crossing location to the existing trail terminals north and south of the study limits. Unlike Options 1 and 2, the trail would not have any existing roadways or old railroad corridors to follow and would need significant donations or takings to implement.

The following table summarizes the total estimated right-of-way acquisition required for each crossing alternative within the crossing limits only. Right-of-way acquisition totals for the remaining trail gap are not included:

	<b>Option 1 - South Overpass</b>	<b>Option 2 - South Underpass</b>	<b>Option 3 – North Overpass</b>
Estimated Right-of-Way Acquisition Area (Acres)	6.3 AC	1.7 AC	6.9 AC

***Table 3: Program Budget for Preferred Crossing and Alternative Section 2 Alignments***

### **3.8 AESTHETICS**

The proposed alternative construction costs are based on a baseline design of a standard pre-fabricated pedestrian structure with no aesthetic upgrades and the utilization of 3:1 fill slopes for the take off and touch down rather than MSE walls or elevated trail. Additionally, no extra costs were estimated for specialized signage or elements along the trail. If aesthetic elements are desired, any associated costs from the aesthetic elements will be above and beyond the construction costs shown above and in Appendix A.

The OTO hosted a Visioning Committee meeting on January 6, 2022 that consisted of local stakeholders. No decisions were made with regards to aesthetic enhancements on the overpass structure but ideas were noted for further discussion.

**\*\*Include additional information and results from future public engagement session regarding aesthetic enhancements upon completion.**

### 3.9 SATISFACTION OF THE PURPOSE AND NEED

The proposed separated grade crossing of the Chadwick Flyer Trail at US-65 provides a safe, multi-modal transportation alternative for the planned bicycle and pedestrian corridor between the cities of Ozark and Springfield, Missouri. The three options evaluated as part of this study satisfy the purpose and needs of the trail corridor.

## 4.0 RECOMMENDED ALTERNATIVE

An evaluation matrix was developed to summarize the advantages of each crossing alternative as it relates to five important criteria set forth by the Ozarks Transportation Organization (OTO) at the start of the study. Those five criteria include: cost, safety, aesthetics, maintenance, and user comfort. The following matrix indicates the south overpass (Option 1) as the preferred alternative with the most benefit.

	South Overpass	South Underpass	North Overpass
Cost	3	3	1
Safety	3	3	3
Aesthetics	3	1	3
Maintenance	2	3	2
User Comfort	3	1	3
<b>Total Score</b>	<b>14</b>	<b>11</b>	<b>12</b>

*Table 4: Evaluation matrix with scoring to indicate a preferred alternative with relation to five categories.  
3=Most Advantageous, 1=Least Advantageous*

The South Overpass alternative provides a safe and economical crossing of US-65 while also providing a level of aesthetic customization to make the crossing a signature piece along the Chadwick Flyer trail corridor. Unlike the North Overpass option, the South Overpass closely follows the original Chadwick Flyer Rail alignment and pays homage to the rail line that was once prominent in the area. This overpass offers ample opportunity to provide aesthetic elements highlighting the railroad history and bringing attention to the trail corridor. This aesthetic enhancement is more challenging with the South Underpass and lacks the same effect when done at the North Overpass due to its location away from the original rail line. Historical elements aside, the South Overpass alternative provides a more isolated user experience off-alignment from adjacent roadway corridors when compared to the North Overpass, and decreases complications and costs when staying away from the future US-65 and Longview Road interchange. Due to all these factors, the South Overpass alternative is the recommended alternative to carry forward as the preferred method and location for the crossing of US-65.

A refined conceptual cost estimate was developed for Option 1 (South Overpass) as the preferred alternative, and was provided to the OTO for program budgeting purposes. The estimate includes three structure width options to accommodate any future trail standard updates, along with two trail alignment options to the north of the overpass limits. This refined cost estimate for Option 1 is attached in Appendix C.

## **5.0 ENVIRONMENTAL CONSTRAINTS SUMMARY**

A high-level environmental review was performed as part of this conceptual study with the assumption that federal permits or funding may be sought out for future design or construction of the Chadwick Flyer Trail crossing of US-65. The review was performed to identify constraints for both the crossing alternative locations and the trail alignment alternatives leading to each crossing.

The environmental review included the following environmental categories summarized below. Some of these constraints can be found in the environmental constraints map in Appendix D.

### **5.1 NOISE ASSESSMENT**

This project would be classified as a Type II project which means a noise analysis would not be required.

### **5.2 SECTION 4(F) AND SECTION 6(F)**

No 4(f) or 6(f) resources were identified within the project study area.

### **5.3 THREATENED AND ENDANGERED SPECIES**

According to a USFWS Information for Planning and Consultation (IPaC) review, the following federally-listed species may occur in the study area:

- Indiana bat (*Myotis sodalist*, endangered), Northern long-eared bat (*Myotis septentrionalis*, threatened)
  - Tree clearing of suitable habitat will require seasonal restrictions
- Gray bat (*Myotis grisescens*, endangered)
  - Project alignment will need to be assessed in the field for suitable cave habitats
  - MDNR GeoSTRAT reports no sinkholes in the study area
- Ozark cavefish (*Amblyopsis rosae*, threatened)
  - Based on a high-level review, cave streams are not likely to be located within the study area. A closer field evaluation will be required to confirm absence of suitable habitats

Further coordination will be required with MDC Natural Heritage Review to determine if there are records of federally or state-listed species or state-ranked species near the preferred trail alignment.

## **5.4 404 PERMIT – WETLANDS/STREAMS**

Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area. The South Overpass crossing alternative crosses one mapped stream, the South Underpass alternative does not impact any streams or wetlands, and the North Overpass may impact one mapped wetland area. Conceptual trail alignments beyond the crossing alternatives limits cross two mapped stream and impact one mapped wetland area. Based on aerial imagery, these features may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting

## **5.5 CULTURAL RESOURCES**

If the project requires a federal permit or receives federal funding, an architectural and/or archaeological survey will likely be needed for the proposed alignment along the former railroad bed and areas previously undisturbed.

## **5.6 FLOODPLAIN**

FEMA floodplain areas are located within the western portion of the study area. The proposed alignments do not cross the floodplains. Any construction within a floodplain will require a floodplain development permit.

## **5.7 HAZARDOUS WASTE SITES**

Based on the MDNR Environmental Site Tracking and Research Tool (E-Start), one former underground storage tank (UST) is mapped within the study area. The site is mapped in the new residential development in the northwest corner of the study area and should have no impact on the project.

## **5.8 FARMLAND**

Study area is located within the designated urbanized area of Springfield, MO. Project will not be subject to Farmland Protection Policy Act.

# **6.0 PUBLIC INVOLVEMENT**

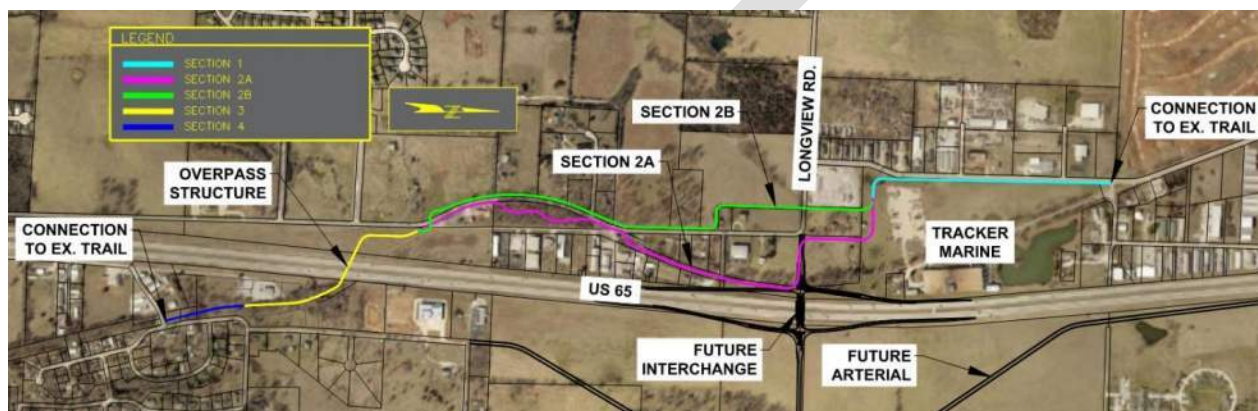
Public Involvement for this project is currently ongoing. Upon completion of the public involvement, this section will be updated with the final results of the survey and a summarizations of comments heard.

# **7.0 FULL TRAIL SECTION**

The original study limits for the project focused on the location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail as summarized above. However, the core group decided that

the preliminary study of the trail segments needed to connect the existing trail termini with the crossing location take off and touch down points was necessary to determine overall feasibility and costs. A summary of the sections evaluated is outlined below:

- **Section 1** – Begins at the existing trail terminal at W. Garton St. and follows the Tracker Marine frontage to connect with Section 2A or 2B
- **Section 2 (2A & 2B options)** – Two alignment options from Section 1 to the preferred South Overpass alternative
- **Section 3** – South Overpass location evaluated during the Crossing Study and the approximate section limits
- **Section 4** – Connects Section 3 to the trail terminal at Clay St.



*Figure 5: Preferred Crossing and Alternative Section 2 Trail Alignments*

Section 2A partially utilizes the original Chadwick Flyer railroad alignment and provides an enhanced user experience for bicyclists and pedestrians by going off-alignment of adjacent roadways. Section 2B follows the west side of N. 20<sup>th</sup> St. and deviates from the original railroad alignment to skirt the east side of a future development southwest of the N. 20<sup>th</sup> St. and Longview Rd. intersection. Further evaluation of Section 2A identified opportunity for use of an existing wooded parcel east of N. 20<sup>th</sup> St. for an improved user experience and the potential for park land or Chadwick Flyer trailhead parking.

Program costs for each section, including Sections 2A and 2B as separate alternatives, are listed below for the recommended Option 1 (South Overpass) crossing alternative. These program costs are intended to recommend a high-level programming budget for the trail gap and may increase with the inclusion of aesthetic enhancements, more expensive structure approaches, increases in property values, or other factors. A detailed estimate of the full program costs for each section and the entire project from existing trail connections (for the baseline and additional designs) can be found in Appendix E.

	<b>Section 1 Program Budget</b>	<b>Section 2A Program Budget</b>	<b>Section 2B Program Budget</b>	<b>Section 4 Program Budget</b>
<b>Construction Cost</b>	\$372,525	\$614,160	\$572,760	\$165,576
<b>Preliminary Engineering</b>	\$37,253	\$61,416	\$57,276	\$16,558
<b>Construction Engineering</b>	\$37,253	\$61,416	\$57,276	\$16,558
<b>Right-of-Way</b>	\$0	\$520,000	\$223,000	\$125,000
<b>Right-of-Way Incidentals</b>	\$0	\$30,000	\$55,000	\$5,000
<b>Utility Relocation Costs</b>	\$100,000	\$100,000	\$150,000	\$10,000
<b>TOTAL</b>	\$547,030	\$1,386,992	\$1,115,312	\$338,691

***Table 5: Program Budgets for Sections 1, 2 (2A & 2B), and 4***

	<b>Section 2A Alignment</b>	<b>Section 2B Alignment</b>
<b>Entire Trail Program Budget (Connection to Connection)</b>	\$6,520,000	\$6,240,000

***Table 6: Program Budget for Preferred Crossing and Alternative Section 2 Alignments (Baseline Design for Section 3)***

Submitted by:



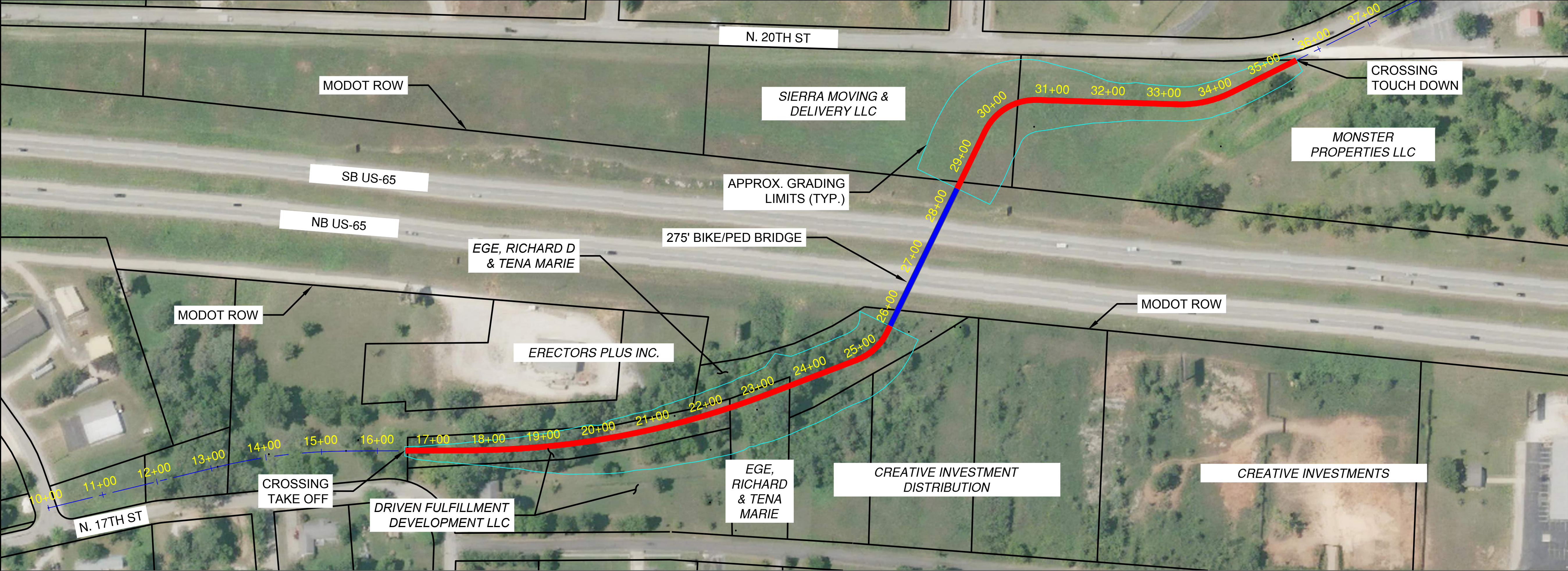

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Ryan Stehn, P.E.  
*CMT Project Manager*



# APPENDIX A



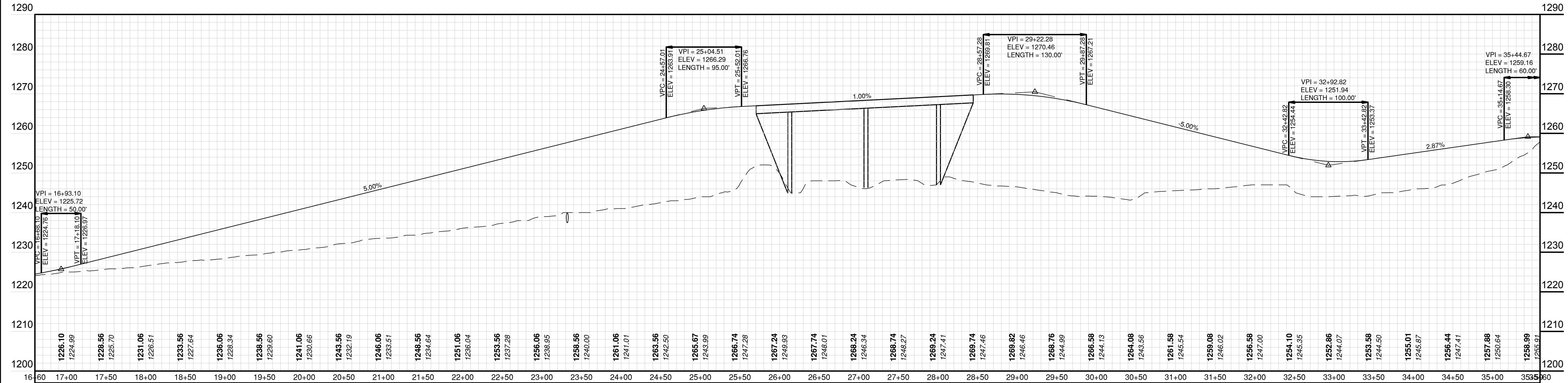


LEGEND

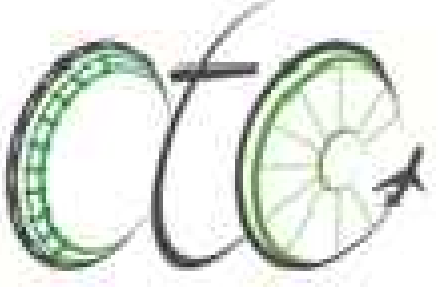
BIKE/PED OVERPASS

TAKE OFF TO TOUCH DOWN

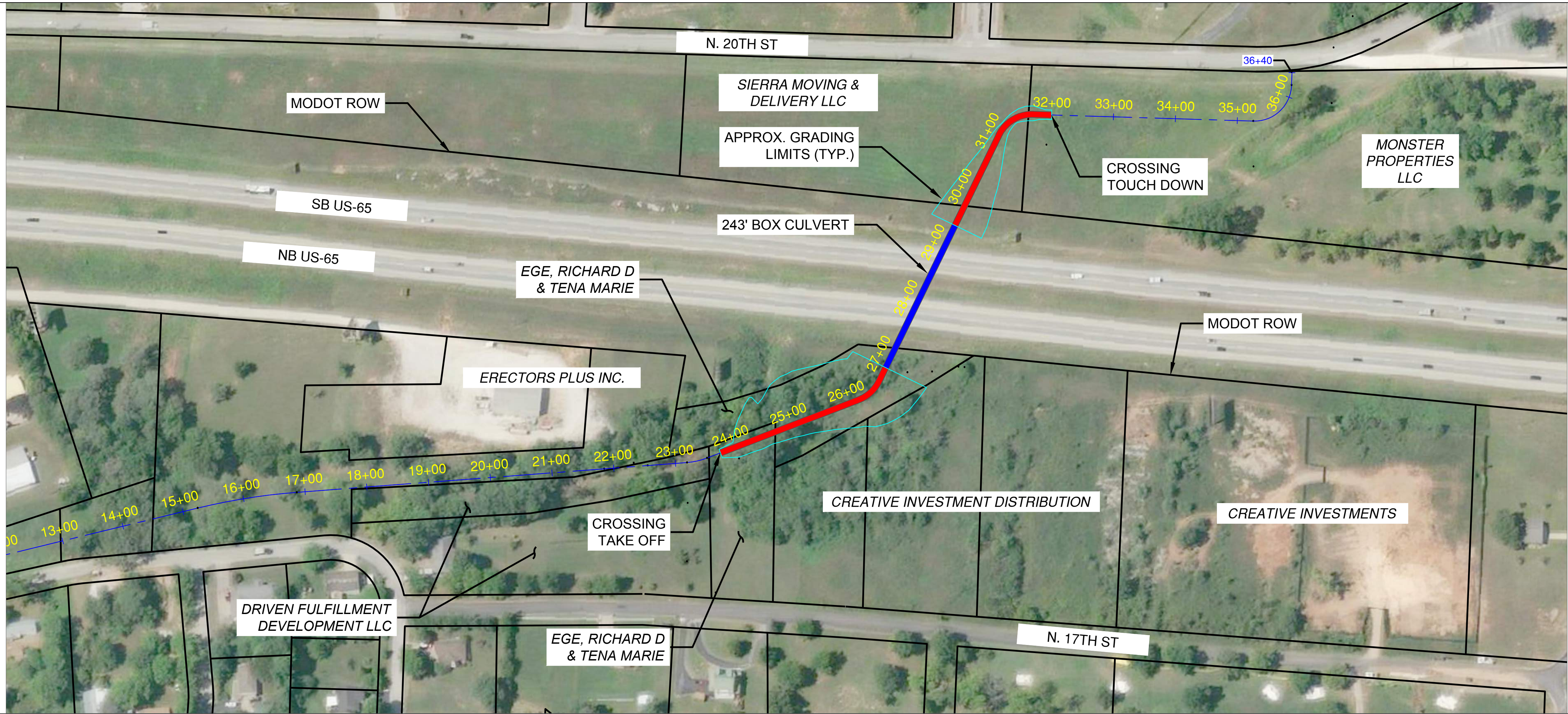
GRADING LIMITS



# CROSSING OPTION 1 SOUTH OVERPASS STRUCTURE

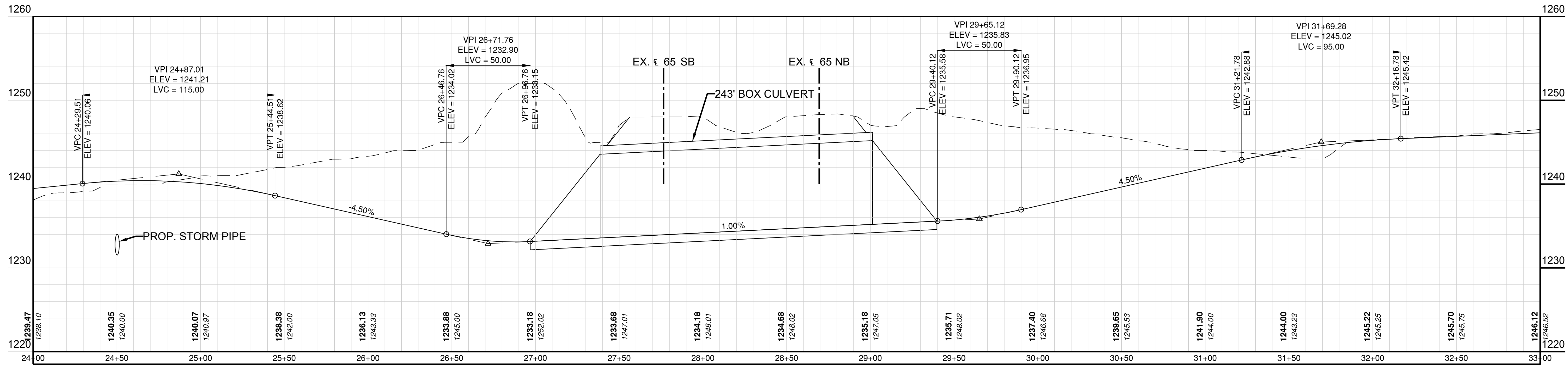
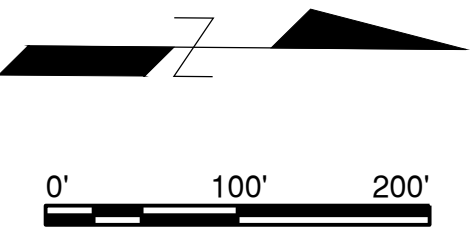




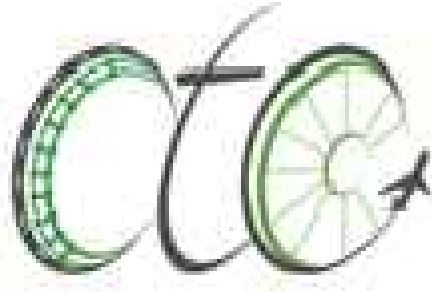


**LEGEND**

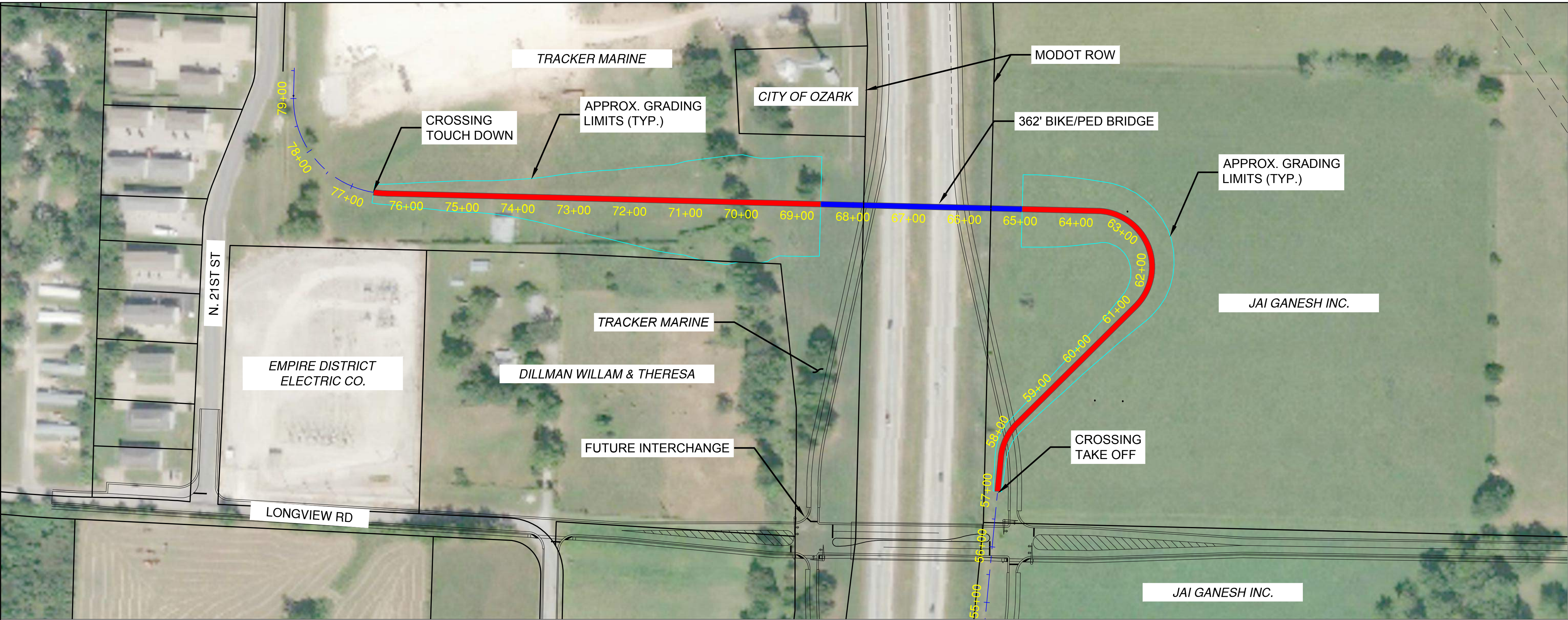
- BOX CULVERT
- TAKE OFF TO TOUCHDOWN
- GRADING LIMITS



**CROSSING OPTION 2  
BOX CULVERT  
UNDERPASS**





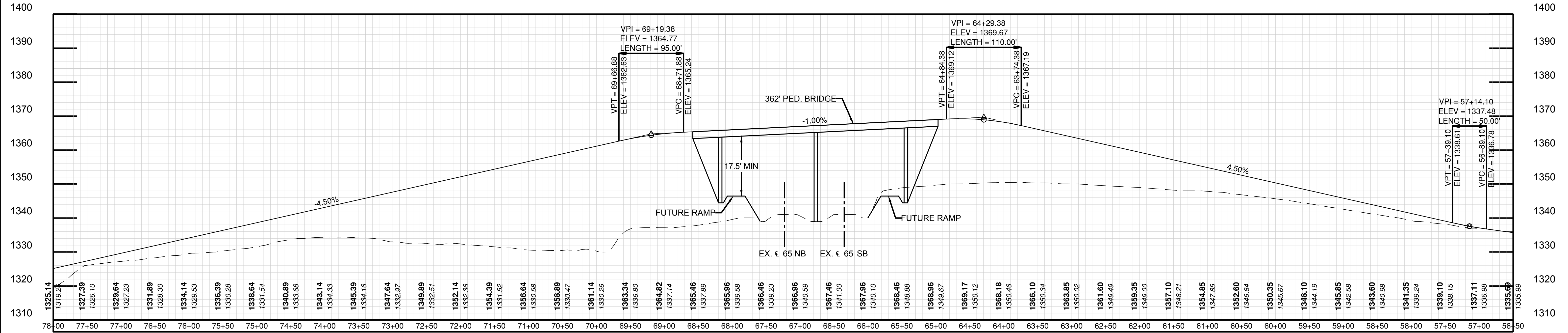


LEGEND

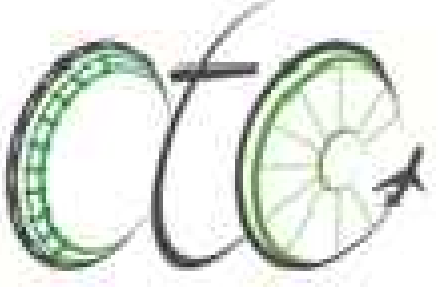
BIKE/PED BRIDGE

TAKE OFF TO TOUCHDOWN

GRADING LIMITS



CROSSING OPTION 3  
NORTH  
OVERPASS STRUCTURE





# **APPENDIX B**



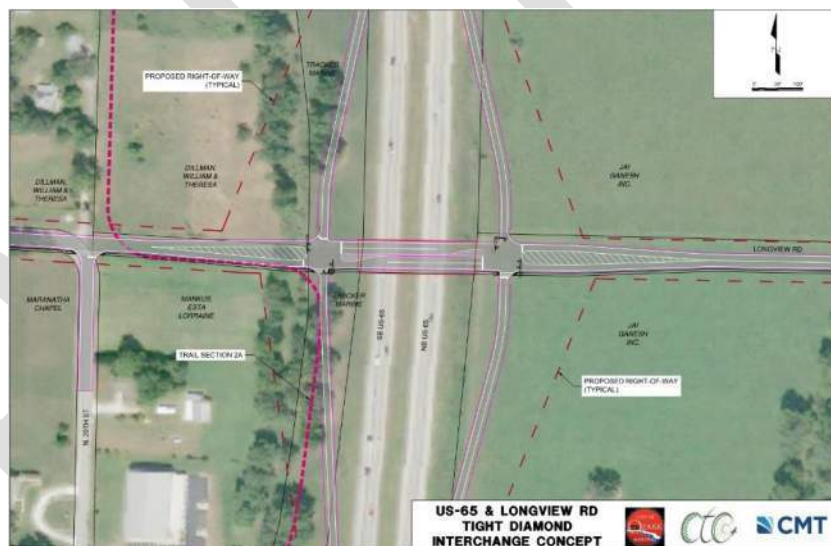
## **Introduction**

Crawford, Murphy & Tilly, Inc. (CMT) was retained by Ozarks Transportation Organization (OTO) and the City of Ozark, Missouri to develop potential future interchange configurations at US-65 and Longview Road to aid in the evaluation of trail crossing alternatives as part of the Chadwick Flyer Trail US-65 Crossing Study. The purpose of this exploratory conceptual development was to determine a realistic future interchange location and footprint for different interchange types using the OTO “Destination 2045” and City of Ozark “Major Thoroughfare Plan” documents. Determination of approximate interchange footprints allowed for a more accurate program budgets associated with the proposed Chadwick Flyer Trail crossing alternative adjacent to the future interchange.

As a result, CMT developed two interchange concepts deemed the most realistic from a cursory review of high-level traffic volume projections, estimated conceptual construction costs, available right-of-way, area topography, and other design considerations. More in-depth traffic and travel demand analyses would be required to determine actual interchange types and configurations to best address the needs of the Longview Road corridor and future land development in the area. Further described below are summaries for each interchange type explored as part of Chadwick Flyer Trail US-65 Crossing Study.

## **Option 1 – Tight Diamond Interchange**

The tight diamond interchange option was considered a suitable option due to its ability to handle the anticipated traffic with a relatively small footprint. This interchange option would include traffic signals at each ramp intersection along with dedicated left turn lanes across the overpass structure, as shown in Figure 1 and Appendix B.1. The left turn lanes are necessary for the interchange to operate at a level of service (LOS) B according to a high-level estimate of future 2045 peak hour traffic volumes. A 5’ wide sidewalk is also included along the south side of Longview Road and connecting entirely from the east project limit to the west across the new structure.



*Figure 1: Tight Diamond Interchange Concept*

If Trail Section 2A is chosen by the OTO as a preferred alignment for the Chadwick Flyer Trail, then reconstruction and accommodation of a portion of the trail would be required as part of the interchange construction.

Right-of-way acquisitions are anticipated to be smaller than the dogbone interchange concept (see Option 2 below) given the smaller footprint of a signalized intersection. A high-level vertical profile was applied to Longview Road through the interchange, along with interchange ramp profiles, to develop estimated grading and right-of-way limits for this option. As represented in Figure 1, the estimated right-of-way acquisitions from adjacent landowners total approximately 15 acres for the interchange construction. This includes the interchange and additional right-of-way required for an improved 2-lane typical section of Longview Road with sidewalk. Land values were estimated using recent real estate data to provide approximated costs if the land was acquired today. Further detailed design could differ from the anticipated acquisition area with more accurate topographic information, different structure grades, and/or use of space-saving design elements such as retaining walls.

Upon completion of a high-level environmental evaluation focusing on site conditions and habitats common to federal NEPA clearance, no major conflicts are anticipated for construction of this interchange option. A map showing potential environmental constraints within the study area can be found in Appendix B.2. Further field



evaluation of mapped streams and wetlands, along with threatened and endangered species habitats, should be performed to confirm absence of various environmental resources. Architectural and archaeological surveys should also take place in areas of previously undisturbed land or known locations of the former Chadwick Flyer railroad bed. These are all environmental resources that are either expected to be within the interchange project area or may be present upon a high-level review. More thorough investigations should be expected during future design phases. A map of environmental resources within the project area can be found in Appendix B.2.

The total program cost for this alternative is shown below in Table 1 with the detailed cost breakdown attached in Appendix B.3.

**Advantages:**

- Reduced footprint results in minimal right-of-way takings for construction
- Most cost-effective option
- Minimal environmental impacts

**Disadvantages:**

- Larger structure required for accommodation of dedicated left turn lanes
- Lower estimated level of service in 2045 (LOS B peak hours)
- Higher maintenance costs with the larger structure and traffic signals
- Future planned north-south arterial (identified in the City of Ozark "Major Thoroughfare Plan") would not be accommodated by the interchange and would require an additional intersection east of the interchange along Longview Road.

Option 1 – TIGHT DIAMOND INTERCHANGE PROGRAM DOLLARS	
Construction Cost	\$14,591,179
Preliminary Engineering (10%)	\$1,459,118
Construction Engineering (15%)	\$2,188,677
Right-of-Way	\$1,330,000
Right-of-Way Incidentals	\$180,000
Utility Relocation Costs	\$750,000
<b>TOTAL</b>	<b>\$20,498,974</b>

*Table 1: Tight Diamond Interchange Program Budget (2022 Dollars)*



## **Option 2 – Dogbone Interchange**

Option 2 is a dogbone interchange and the preferred option as it relates to safety and future traffic operations. Roundabouts provide significant intersection safety benefits given their reduced conflict points and reduced severe collisions when compared to traditional intersections. This concept is projected to operate at a LOS A or B during estimated 2045 peak hours and can be sized to accommodate the future north-south arterial, as shown in Figure 2 and Appendix B.1, planned east of US-65.

Allowing the arterial to favor the west side of the parcels improves economic development potential of the east parcels by resulting in a larger useable area free of bisecting thoroughfares. A 5' wide sidewalk is also included along the south side of Longview Road and connecting entirely from the east project limit to the west across the new structure. If Trail Section 2A is chosen by the OTO as a preferred alignment for the Chadwick Flyer Trail, then reconstruction and accommodation of a portion of the trail would be required as part of the interchange construction.



*Figure 2: Dogbone Interchange Concept*

The dogbone concept will likely require larger right-of-way acquisitions to account for the roundabout sizes. It should be noted that the addition of the future north-south arterial in the roundabout design also adds to the anticipated right-of-way taking totals. Right-of-way totals are estimated at approximately 18.3 acres for the dogbone concept. However, as previously discussed, the economic development benefits may outweigh the additional right-of-way costs for inclusion of the arterial in the east roundabout design. Other roadway network configurations could be evaluated as well to reduce the roundabout and overall interchange size, as well as use of retaining walls, profile grades, and more accurate topographic information. Anticipated right-of-way needs for the interchange construction are depicted in Figure 2.

Upon completion of a high-level environmental evaluation focusing on site conditions and habitats common to federal NEPA clearance, no major conflicts are anticipated for construction of this interchange option. Further field evaluation of mapped streams and wetlands, along with threatened and endangered species habitats, should be performed to confirm absence of various environmental resources. Architectural and archaeological surveys should also take place in areas of previously undisturbed land or known locations of the former Chadwick Flyer railroad bed. These are all environmental resources that are either expected to be within the interchange project area or may be present upon a high-level review. More thorough investigations should be expected during future design phases. A map of environmental resources within the project area can be found in Appendix B.2.

The total program cost for this alternative is shown below in Table 2 with the detailed cost breakdown attached in Appendix B.3.

### **Advantages:**

- Higher estimated level of service (LOS A or B) during estimated 2045 peak hours
- Increased safety for pedestrians and motorists
- Can accommodate the future north-south arterial (identified in the City of Ozark “Major Thoroughfare Plan”) on the east side of the interchange for improved economic development potential
- Minimal environmental impacts





**Disadvantages:**

- Higher construction and right-of-way acquisition costs due to larger footprint

Option 2 – DOGBONE INTERCHANGE PROGRAM DOLLARS	
Construction Cost	\$15,397,113
Preliminary Engineering (10%)	\$1,539,711
Construction Engineering (15%)	\$2,309,567
Right-of-Way	\$1,615,000
Right-of-Way Incidentals	\$180,000
Utility Relocation Costs	\$750,000
<b>TOTAL</b>	<b>\$21,791,391</b>

*Table 2: Dogbone Interchange Program Costs (2022 Dollars)*

## **Environmental Constraints Summary**

A high-level environmental review was performed as part of this study with the assumption that federal permits or funding may be sought out for future design or construction of an interchange at US-65 and Longview Road. The environmental review was performed to identify constraints for various interchange alternatives to be explored in this Interchange Location Study.

The review included the following environmental categories summarized below. Some of these constraints can be found in the environmental constraints map in Appendix B.2.

### Noise Assessment

This project would be classified as a Type II project which means a noise analysis would not be required.

### Section 4(f) and Section 6(f)

No 4(f) or 6(f) resources were identified within the project study area.

### Threatened and Endangered Species

According to a USFWS Information for Planning and Consultation (IPaC) review, the following federally-listed species may occur in the study area:

- Indiana bat (*Myotis sodalist*, endangered), Northern long-eared bat (*Myotis septentrionalis*, threatened)
  - Tree clearing of suitable habitat will require seasonal restrictions
- Gray bat (*Myotis grisescens*, endangered)
  - Project alignment will need to be assessed in the field for suitable cave habitats
  - MDNR GeoSTRAT reports no sinkholes in the study area
- Ozark cavefish (*Amblyopsis rosae*, threatened)
  - Based on a high-level review, cave streams are not likely to be located within the study area. A closer field evaluation will be required to confirm absence of suitable habitats

Further coordination will be required with MDC Natural Heritage Review to determine if there are records of federally or state-listed species or state-ranked species near the preferred trail alignment.

### 404 Permit – Wetlands/Streams

Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area. The interchange options evaluated at US-65 and Longview Road, along with the extension of Longview Road to the east to intersection Route NN, cross one mapped stream and could potentially



impact one wetland depending on resulting roadway alignment and grading limits. Based on aerial imagery, these features may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting

#### Cultural Resources

If the project requires a federal permit or receives federal funding, an architectural and/or archaeological survey will likely be needed for the proposed alignment along the former railroad bed and areas previously undisturbed.

#### Floodplain

FEMA floodplain areas are located within the western portion of the study area. The proposed alignments do not cross the floodplains. Any construction within a floodplain will require a floodplain development permit.

#### Hazardous Waste Sites

Based on the MDNR Environmental Site Tracking and Research Tool (E-Start), one former underground storage tank (UST) is mapped within the study area. The site is mapped in the new residential development in the northwest corner of the study area and should have no impact on the project.

#### Farmland

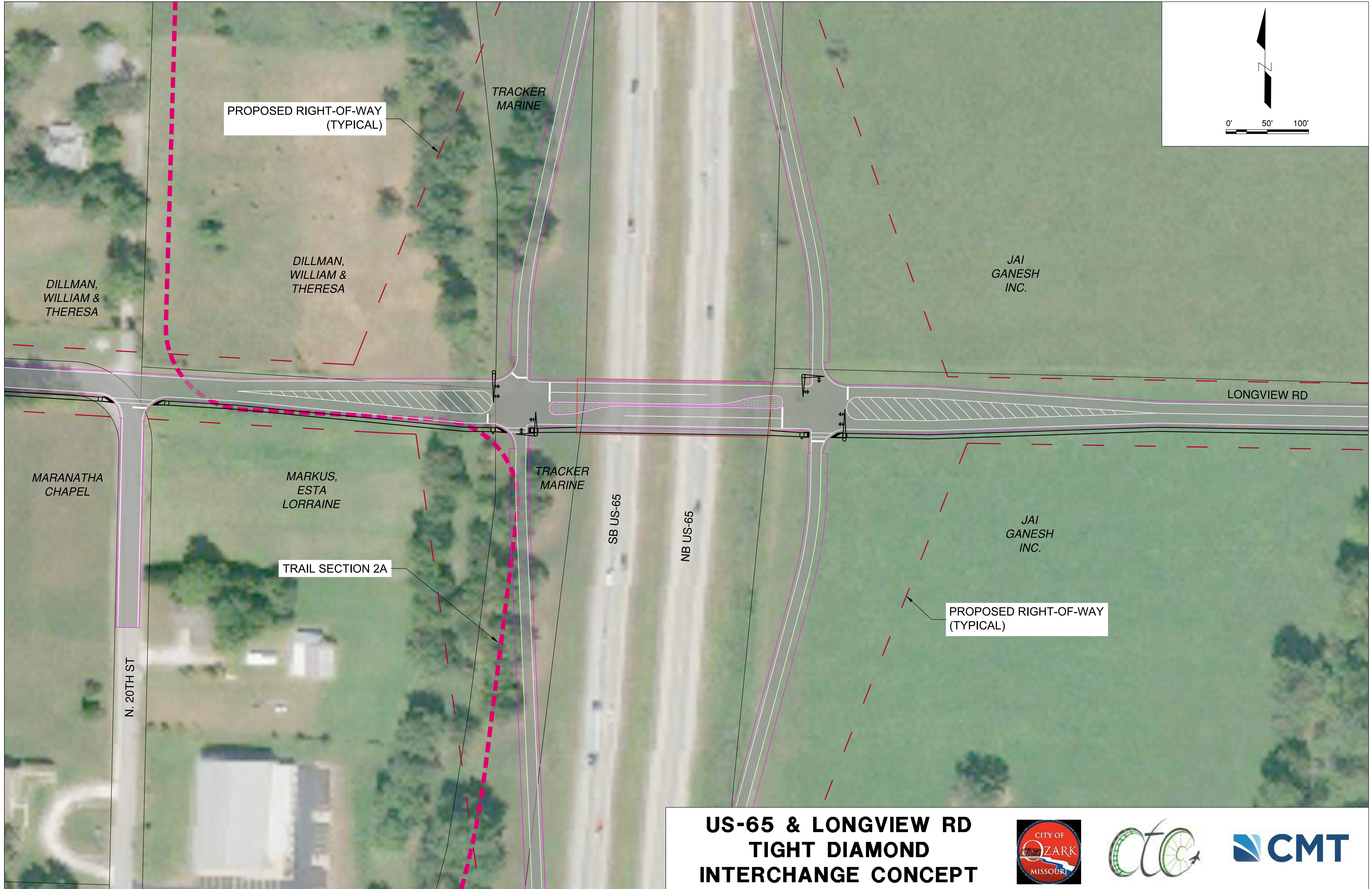
Study area is located within the designated urbanized area of Springfield, MO. Project will not be subject to Farmland Protection Policy Act.

#### Summary

Each interchange concept described herein will sufficiently provide residents and business owners with a reliable access point to the greater regional and national transportation system for the estimated future travel demands. The different interchange options offer their own unique characteristics that provide advantages and disadvantages from an initial cost and economic development standpoint but would ultimately prove beneficial to improving the regional transportation network. Enhanced connectivity for the region can have a significant positive impact on the surrounding communities. An interchange at US-65 and Longview Road would be a big step toward realizing that goal.

# **APPENDIX B.1**





PROPOSED RIGHT-OF-WAY  
(TYPICAL)

TRACKER  
MARINE

DILLMAN,  
WILLIAM &  
THERESA

JAI  
GANESH  
INC.

DILLMAN,  
WILLIAM &  
THERESA

LONGVIEW RD

MARANATHA  
CHAPEL

MARKUS,  
ESTA  
LORRAINE

TRACKER  
MARINE

SB US-65

NB US-65

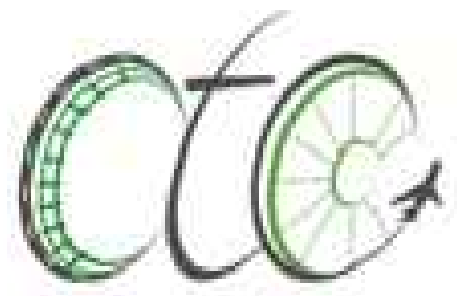
JAI  
GANESH  
INC.

TRAIL SECTION 2A

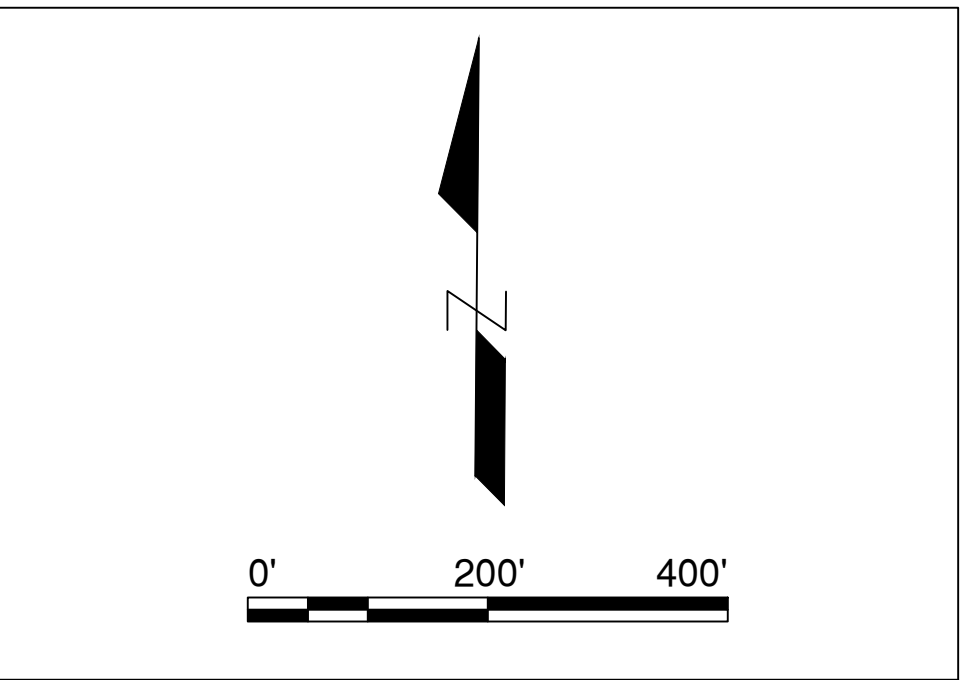
PROPOSED RIGHT-OF-WAY  
(TYPICAL)

N. 20TH ST

**US-65 & LONGVIEW RD  
TIGHT DIAMOND  
INTERCHANGE CONCEPT**



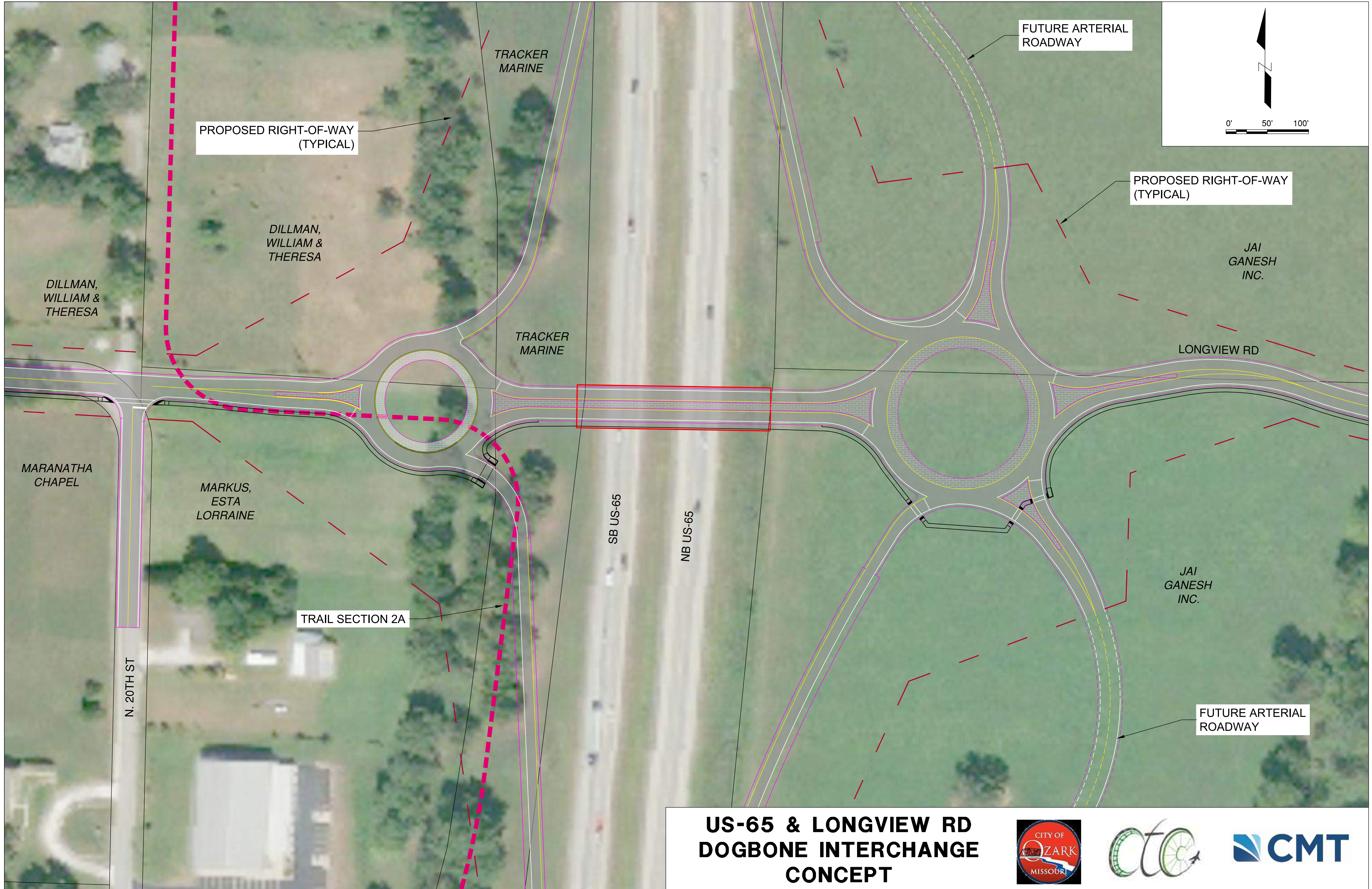




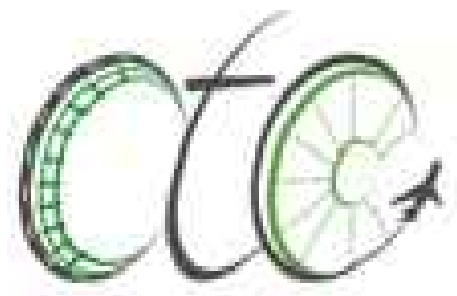
**US-65 & LONGVIEW RD  
TIGHT DIAMOND  
INTERCHANGE CONCEPT**



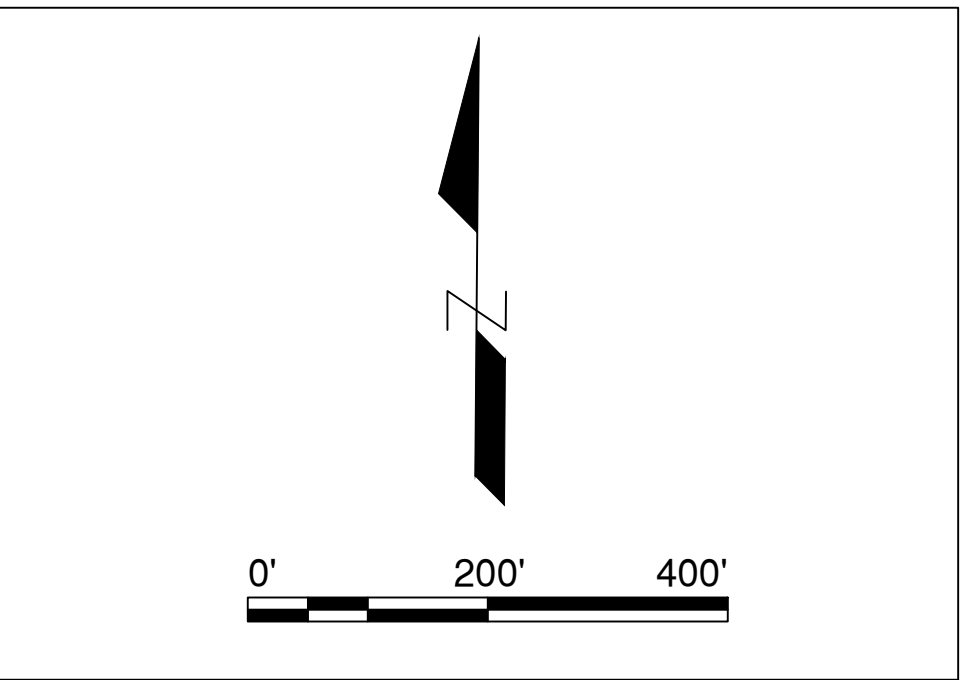
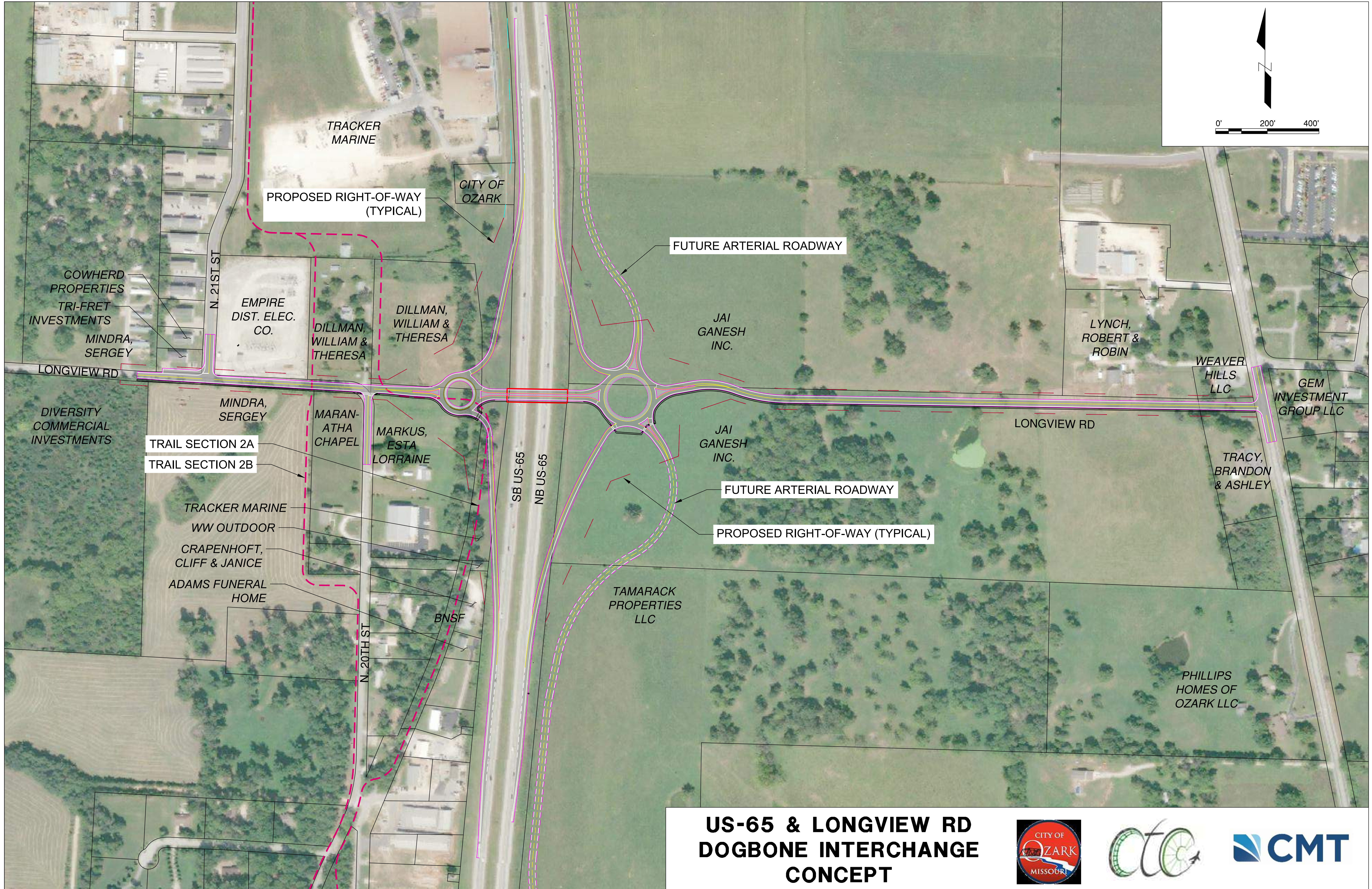




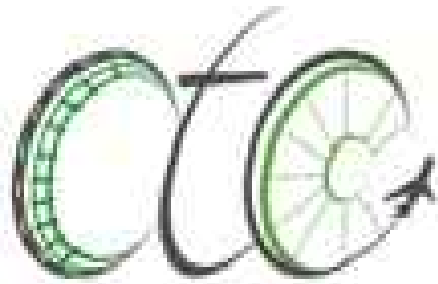
**US-65 & LONGVIEW RD  
DOGBONE INTERCHANGE  
CONCEPT**







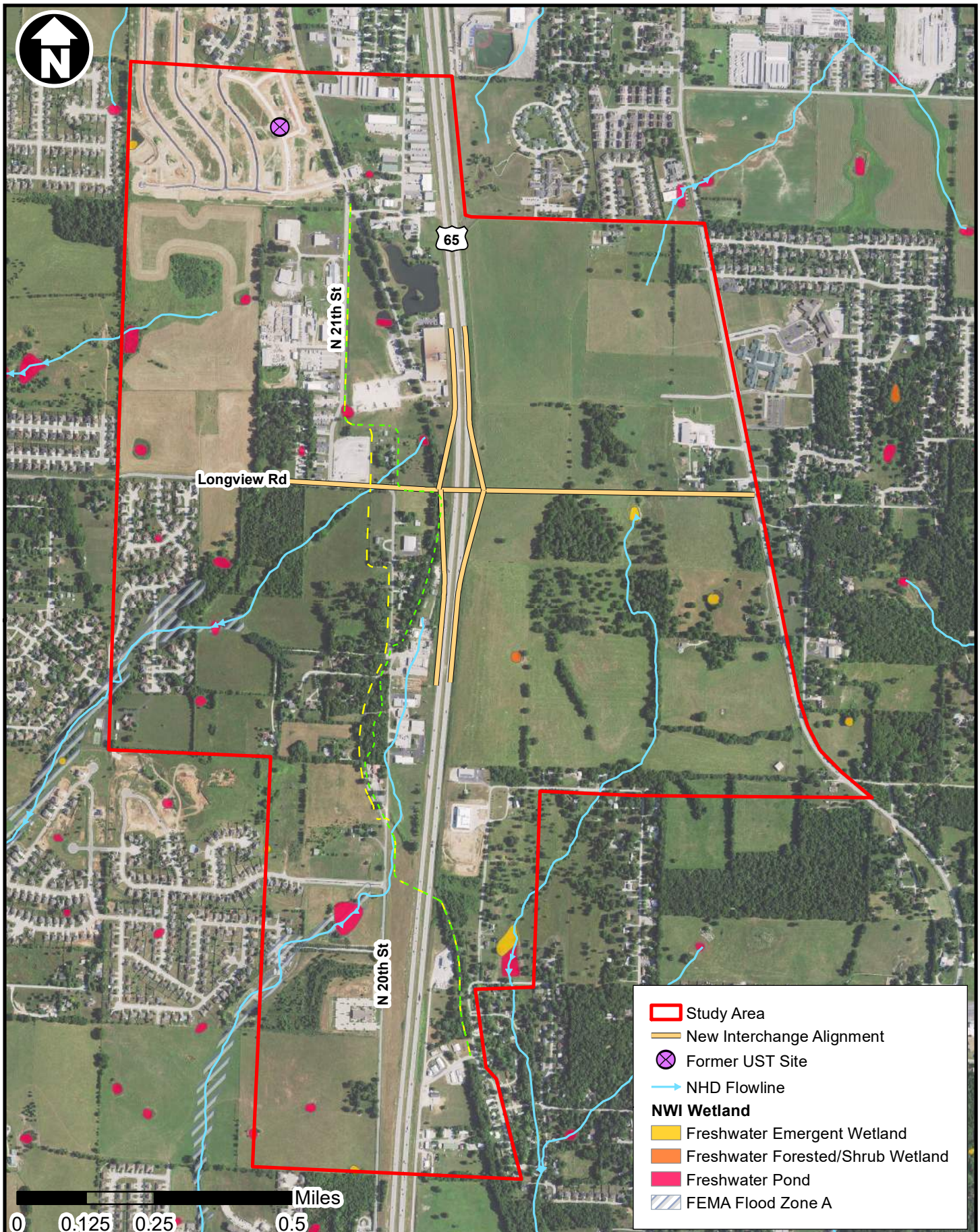
**US-65 & LONGVIEW RD  
DOGBONE INTERCHANGE  
CONCEPT**





## **APPENDIX B.2**





# Chadwick Flyer Trail - Christian Co., MO

## Environmental Resources Map

## **APPENDIX B.3**





## US-65 &amp; LONGVIEW RD INTERCHANGE

## STIP ESTIMATE

February 4, 2022



CONSTRUCTION DOLLARS (2022)	ITEM	UNIT COSTS	Dogbone Interchange Option		Tight Diamond Interchange Option	
	Removal of Improvements	\$200,000.00 / LS	1.00	\$200,000	1.00	\$200,000
	Clearing and Grubbing	\$3,000.00 / AC	23.00	\$69,000	22.00	\$66,000
	Class A Excavation	\$10.00 / CY	15,700.00	\$157,000	15,700.00	\$157,000
	Class C Excavation	\$50.00 / CY	1,800.00	\$90,000	1,800.00	\$90,000
	Compacting Embankment	\$5.00 / CY	13,300.00	\$66,500	13,300.00	\$66,500
	Embankment In Place	\$12.50 / CY	350,000.00	\$4,375,000	250,000.00	\$3,125,000
	Full Depth Pavement	\$65.00 / SY	25,500.00	\$1,657,500	23,270.00	\$1,512,550
	Full Depth Shoulder	\$55.00 / SY	6,430.00	\$353,650	7,110.00	\$391,050
	Base	\$9.00 / SY	25,500.00	\$229,500	23,270.00	\$209,430
	Curb and Gutter	\$40.00 / LF	10,460.00	\$418,400	8,615.00	\$344,600
	Interchange Signal	\$250,000.00 / EA	-	\$0	2.00	\$500,000
	Lighting	\$150,000.00 / EA	1.75	\$262,500	1.00	\$150,000
	Sidewalk/Medians/Truck Aprons	\$70.00 / SY	2,350.00	\$164,500	2,223.00	\$155,610
	Drainage	\$500,000.00 / LS	1.25	\$625,000	1.00	\$500,000
	Longview Rd & US-65 Overpass	\$175.00 / SF	12,180.00	\$2,131,500	15,690.00	\$2,745,750
	MSE Walls	\$70.00 / SF	5,800.00	\$406,000	5,800.00	\$406,000
	<b>Subtotal</b>			\$11,206,050		\$10,619,490
	Mobilization		6.0%	\$672,363	6.0%	\$637,169
	Erosion Control		1.5%	\$168,091	1.5%	\$159,292
	Traffic Control		3.0%	\$336,182	3.0%	\$318,585
	Signing		2.0%	\$224,121	2.0%	\$212,390
	Pavement Marking		1.0%	\$112,061	1.0%	\$106,195
	Contractor Furnished Surveying and Staking		1.0%	\$112,061	1.0%	\$106,195
	<b>Subtotal</b>			\$1,624,877		\$1,539,826
	Contingency	20%		\$2,566,185		\$2,431,863
			<b>Subtotal</b>	<b>\$15,397,113</b>	<b>Subtotal</b>	<b>\$14,591,179</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK ASSUMES ENTIRE PROJECT IS BUILT WITH DIRT STAYING ON EACH SIDE OF THE INTERSTATE.			
			ASSUMES NO ENVIRONMENTAL MITIGATION COSTS			
			CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS			

















PROGRAM DOLLARS		Dogbone Interchange Option	Tight Diamond Interchange Option
	Construction Cost	\$15,397,113	\$14,591,179
	Preliminary Engineering (10%)	\$1,539,711	\$1,459,118
	Construction Engineering (15%)	\$2,309,567	\$2,188,677
	Right of Way	\$1,615,000	\$1,330,000
	Right of Way Incidentals	\$180,000	\$180,000
	Utility Relocation Costs	\$750,000	\$750,000
	<b>TOTAL</b>	<b>\$21,791,390.88</b>	<b>\$20,498,974.08</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
			ANTICIPATED UTILITY CONFLICTS INCLUDE OVERHEAD DISTRIBUTION LINE N. OF LONGVIEW ROAD
			ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.

## **APPENDIX B.4**

# Lanes, Volumes, Timings













## 3: SB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	410	90	78	173	0	0	0	0	120	0	79
Future Volume (vph)	0	410	90	78	173	0	0	0	0	120	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976									0.946	
Flt Protected				0.950							0.971	
Satd. Flow (prot)	0	1818	0	1770	1863	0	0	0	0	0	1711	0
Flt Permitted				0.166							0.971	
Satd. Flow (perm)	0	1818	0	309	1863	0	0	0	0	0	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21									94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		662			283			348			394	
Travel Time (s)		15.0			6.4			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	446	98	85	188	0	0	0	0	130	0	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	544	0	85	188	0	0	0	0	0	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases				8						6		
Detector Phase		4		3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	

Lanes, Volumes, Timings  
3: SB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		9.5	22.5					22.5	22.5	
Total Split (s)		36.0		10.4	46.4					23.6	23.6	
Total Split (%)		51.4%		14.9%	66.3%					33.7%	33.7%	
Maximum Green (s)		31.5		5.9	41.9					19.1	19.1	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effect Green (s)		25.6		33.9	33.9						27.1	
Actuated g/C Ratio		0.37		0.48	0.48						0.39	
v/c Ratio		0.80		0.31	0.21						0.30	
Control Delay		28.3		12.1	12.0						12.1	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		28.3		12.1	12.0						12.1	
LOS		C		B	B						B	
Approach Delay		28.3			12.0						12.1	
Approach LOS		C			B						B	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 43 (61%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 55.8%

ICU Level of Service B

















Analysis Period (min) 15

Splits and Phases: 3: SB Ramps & Longview Rd.















Lanes, Volumes, Timings  
6: NB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	262	0	0	184	198	61	0	92	0	0	0
Future Volume (vph)	248	262	0	0	184	198	61	0	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt					0.930					0.919		
Flt Protected	0.950									0.981		
Satd. Flow (prot)	1770	1863	0	0	1732	0	0	1679	0	0	0	0
Flt Permitted	0.179									0.981		
Satd. Flow (perm)	333	1863	0	0	1732	0	0	1679	0	0	0	0
Right Turn on Red	Yes				Yes				Yes			
Satd. Flow (RTOR)					85					100		
Link Speed (mph)	30				30				30			
Link Distance (ft)	283				816				354			
Travel Time (s)	6.4				18.5				8.0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	270	285	0	0	200	215	66	0	100	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	285	0	0	415	0	0	166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Number of Detectors	1	2					2	1		2		
Detector Template	Left	Thru					Thru	Left		Thru		
Leading Detector (ft)	20	100					100	20		100		
Trailing Detector (ft)	0	0					0	0		0		
Detector 1 Position(ft)	0	0					0	0		0		
Detector 1 Size(ft)	20	6					6	20		6		
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0		
Detector 2 Position(ft)	94				94				94			
Detector 2 Size(ft)	6				6				6			
Detector 2 Type	Cl+Ex				Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0				0.0			
Turn Type	pm+pt	NA					NA	Perm		NA		
Protected Phases	7	4					8	2				
Permitted Phases	4											
Detector Phase	7	4					8	2		2		
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0		

Lanes, Volumes, Timings  
6: NB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5			22.5		22.5	22.5				
Total Split (s)	17.8	47.0			29.2		23.0	23.0				
Total Split (%)	25.4%	67.1%			41.7%		32.9%	32.9%				
Maximum Green (s)	13.3	42.5			24.7		18.5	18.5				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	36.0	36.0			18.9			25.0				
Actuated g/C Ratio	0.51	0.51			0.27			0.36				
v/c Ratio	0.63	0.30			0.78			0.25				
Control Delay	11.5	5.9			29.0			9.8				
Queue Delay	0.3	0.5			0.0			0.0				
Total Delay	11.8	6.4			29.0			9.8				
LOS	B	A			C			A				
Approach Delay		9.0			29.0			9.8				
Approach LOS		A			C			A				

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.5

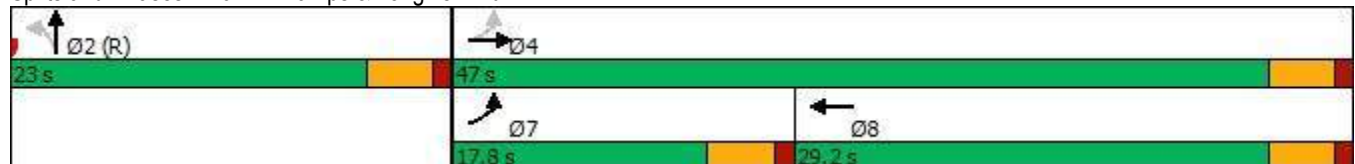
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: NB Ramps & Longview Rd.





















# Lanes, Volumes, Timings













## 3: SB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	251	104	116	336	0	0	0	0	243	0	223
Future Volume (vph)	0	251	104	116	336	0	0	0	0	243	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960									0.935	
Flt Protected				0.950							0.975	
Satd. Flow (prot)	0	1788	0	1770	1863	0	0	0	0	0	1698	0
Flt Permitted				0.219							0.975	
Satd. Flow (perm)	0	1788	0	408	1863	0	0	0	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									109	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		662			283			348			394	
Travel Time (s)		15.0			6.4			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	273	113	126	365	0	0	0	0	264	0	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	386	0	126	365	0	0	0	0	0	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases				8						6		
Detector Phase		4		3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	

Lanes, Volumes, Timings  
3: SB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		9.5	22.5					22.5	22.5	
Total Split (s)		23.0		9.6	32.6					27.4	27.4	
Total Split (%)		38.3%		16.0%	54.3%					45.7%	45.7%	
Maximum Green (s)		18.5		5.1	28.1					22.9	22.9	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effect Green (s)		15.9		23.5	23.5						27.5	
Actuated g/C Ratio		0.26		0.39	0.39						0.46	
v/c Ratio		0.77		0.46	0.50						0.61	
Control Delay		29.4		9.4	10.6						15.0	
Queue Delay		0.0		0.0	1.0						0.0	
Total Delay		29.4		9.4	11.6						15.0	
LOS		C		A	B						B	
Approach Delay		29.4			11.0						15.0	
Approach LOS		C			B						B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 23 (38%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.6

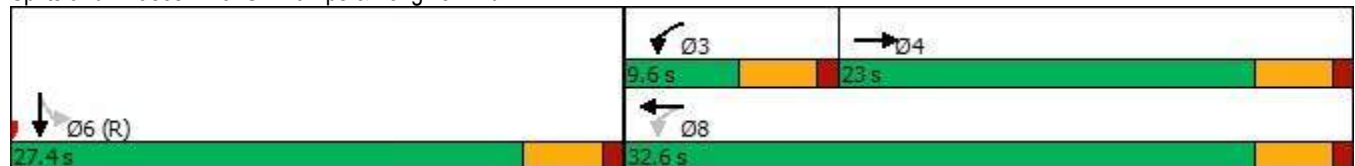
Intersection LOS: B

Intersection Capacity Utilization 90.8%

ICU Level of Service E

















Analysis Period (min) 15

Splits and Phases: 3: SB Ramps & Longview Rd.















Lanes, Volumes, Timings  
6: NB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	349	0	0	348	161	95	0	104	0	0	0
Future Volume (vph)	145	349	0	0	348	161	95	0	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt					0.957					0.929		
Flt Protected	0.950									0.977		
Satd. Flow (prot)	1770	1863	0	0	1783	0	0	1691	0	0	0	0
Flt Permitted	0.159									0.977		
Satd. Flow (perm)	296	1863	0	0	1783	0	0	1691	0	0	0	0
Right Turn on Red	Yes				Yes				Yes			
Satd. Flow (RTOR)					44					109		
Link Speed (mph)	30				30					30	30	
Link Distance (ft)	283				816					354	363	
Travel Time (s)	6.4				18.5					8.0	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	379	0	0	378	175	103	0	113	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	379	0	0	553	0	0	216	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12					0	0	
Link Offset(ft)	0				0					0	0	
Crosswalk Width(ft)	16				16					16	16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Number of Detectors	1	2			2			1	2			
Detector Template	Left	Thru			Thru			Left	Thru			
Leading Detector (ft)	20	100			100			20	100			
Trailing Detector (ft)	0	0			0			0	0			
Detector 1 Position(ft)	0	0			0			0	0			
Detector 1 Size(ft)	20	6			6			20	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0			0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0			0.0	0.0			
Detector 2 Position(ft)	94				94					94		
Detector 2 Size(ft)	6				6					6		
Detector 2 Type	Cl+Ex				Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0					0.0		
Turn Type	pm+pt	NA			NA			Perm	NA			
Protected Phases	7	4			8			2	2			
Permitted Phases	4							2				
Detector Phase	7	4			8			2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0			5.0	5.0			

Lanes, Volumes, Timings  
6: NB Ramps & Longview Rd.

02/17/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5			22.5		22.5	22.5				
Total Split (s)	10.2	37.2			27.0		22.8	22.8				
Total Split (%)	17.0%	62.0%			45.0%		38.0%	38.0%				
Maximum Green (s)	5.7	32.7			22.5		18.3	18.3				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	28.8	28.8			20.6			22.2				
Actuated g/C Ratio	0.48	0.48			0.34			0.37				
v/c Ratio	0.56	0.42			0.86			0.31				
Control Delay	13.0	9.7			32.2			9.8				
Queue Delay	0.0	0.9			0.0			0.0				
Total Delay	13.0	10.7			32.2			9.8				
LOS	B	B			C			A				
Approach Delay		11.3			32.2			9.8				
Approach LOS		B			C			A				

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 19.9

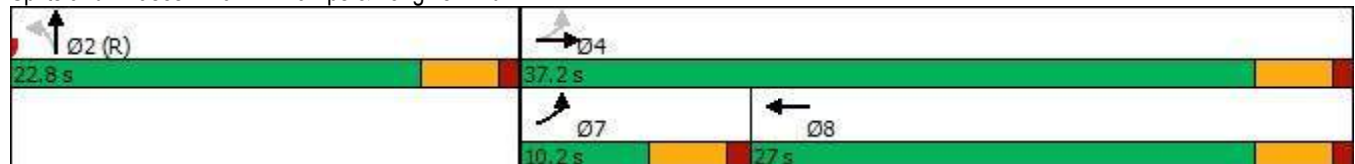
Intersection LOS: B

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: NB Ramps & Longview Rd.



# MOVEMENT SUMMARY

 **Site: 101 [SB Ramps-2045 AM (Site Folder: General)]**

US 65 & Longview Road

2045 AM

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] ft				
East: WB Longview														
1	L2	72	3.0	78	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
6	T1	173	3.0	188	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
Approach		245	3.0	266	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
North: RoadName														
7	L2	120	3.0	130	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	33.2
14	R2	79	3.0	86	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	32.2
Approach		199	3.0	216	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	32.8
West: EB Longview														
2	T1	410	3.0	446	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	33.1
12	R2	90	3.0	98	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	32.1
Approach		500	3.0	543	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	32.9
All Vehicles		944	3.0	1026	3.0	0.505	7.2	LOS A	3.3	84.1	0.39	0.29	0.39	33.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [NB Ramps-2045 AM (Site Folder: General)]**

US 65 & Longview Road  
2045 AM  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] ft				
South: NB Ramps														
3	L2	61	3.0	66	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	32.8
18	R2	92	3.0	100	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	31.8
Approach		153	3.0	166	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	32.2
East: WB Longview														
6	T1	184	3.0	200	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	33.1
16	R2	198	3.0	215	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	32.2
Approach		382	3.0	415	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	32.6
West: EB Longview														
5	L2	248	3.0	270	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
2	T1	282	3.0	307	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		530	3.0	576	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
All Vehicles		1065	3.0	1158	3.0	0.441	7.7	LOS A	2.4	62.4	0.30	0.27	0.30	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [NB Ramps-2045 PM (Site Folder: General)]

US 65 & Longview Road

2045 PM

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] ft				
South: NB Ramps														
3	L2	95	3.0	103	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	32.4
18	R2	104	3.0	113	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	31.4
Approach		199	3.0	216	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	31.9
East: WB Longview														
6	T1	348	3.0	378	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	32.5
16	R2	161	3.0	175	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	31.6
Approach		509	3.0	553	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	32.2
West: EB Longview														
5	L2	145	3.0	158	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
2	T1	349	3.0	379	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
Approach		494	3.0	537	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
All Vehicles		1202	3.0	1307	3.0	0.543	8.4	LOS A	4.1	106.0	0.37	0.33	0.40	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [SB Ramps-2045 PM (Site Folder: General)]**

US 65 & Longview Road

2045 PM

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] ft				
East: WB Longview														
1	L2	116	3.0	126	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
6	T1	327	3.0	355	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		443	3.0	482	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
North: RoadName														
7	L2	243	3.0	264	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	29.5
14	R2	223	3.0	242	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	28.7
Approach		466	3.0	507	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	29.1
West: EB Longview														
2	T1	251	3.0	273	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	33.0
12	R2	104	3.0	113	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	32.1
Approach		355	3.0	386	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	32.7
All Vehicles		1264	3.0	1374	3.0	0.627	10.2	LOS B	6.1	156.8	0.47	0.53	0.68	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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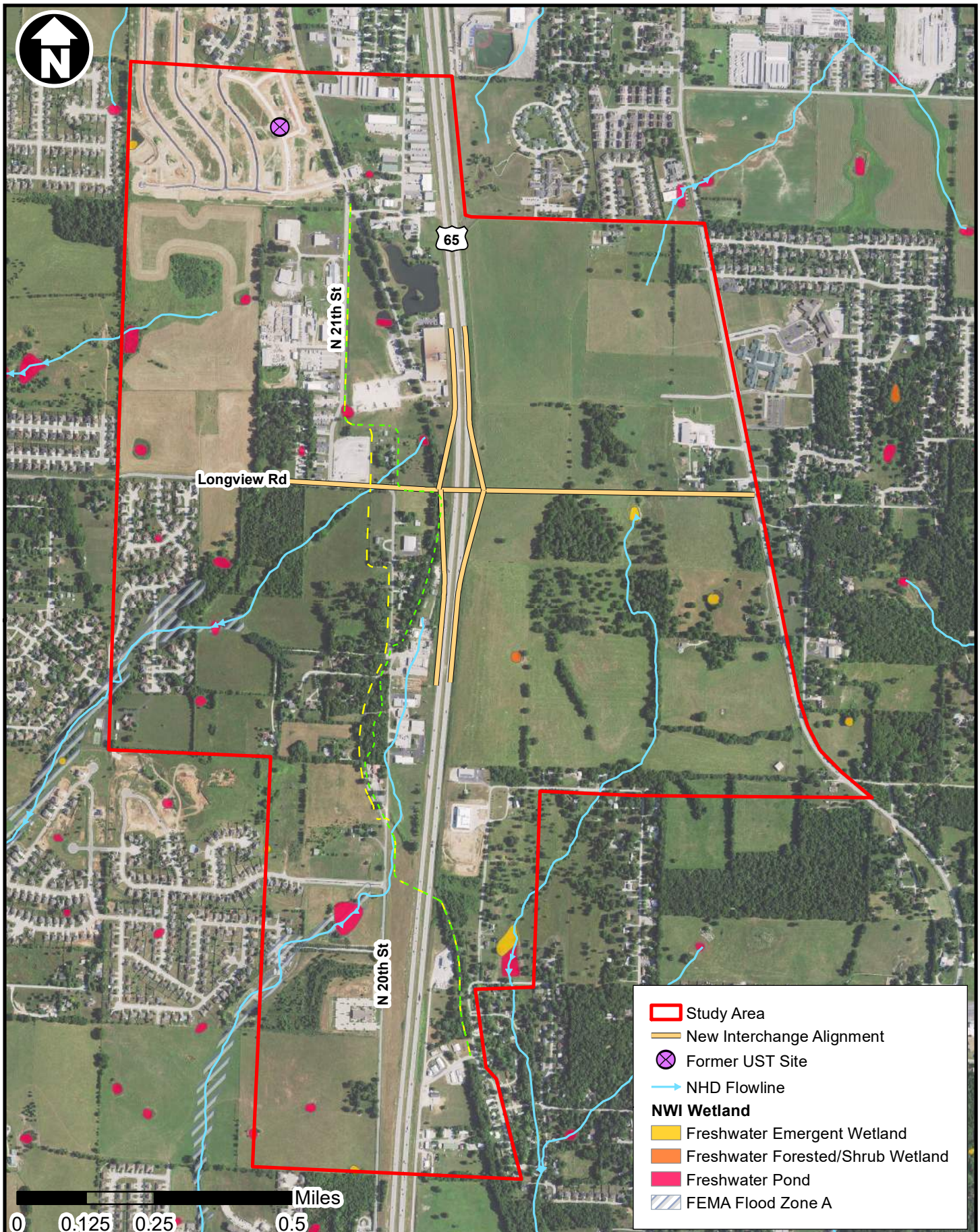


# APPENDIX C



# APPENDIX D





# Chadwick Flyer Trail - Christian Co., MO

## Environmental Resources Map

# **APPENDIX E**





OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 1  
STIP ESTIMATE  
February 4, 2022



CONSTRUCTION DOLLARS (2022)	ITEM	UNIT COSTS		SECTION 4	
	Unclassified Excavation	\$10.00	/ CY	1,000.00	\$10,000
	Embankment In Place	\$20.00	/ CY	1,000.00	\$20,000
	4" Concrete Trail	\$50.00	/ SY	2,500.00	\$125,000
	4" Aggregate Base	\$10.00	/ SY	2,500.00	\$25,000
	8" Aggregate Shoulder	\$20.00	/ SY	-	\$0
	Lighting	\$0.00	/ LS	1.00	\$0
	Drainage	\$20,000.00	/ LS	1.00	\$20,000
	Fencing	\$25.00	/ LF	2,450.00	\$61,250
	<b>Subtotal</b>				\$261,250
	Mobilization			6.0%	\$15,675
	Erosion Control			5.0%	\$13,063
	Traffic Control			3.0%	\$7,838
	Signing				\$10,000
	Contractor Furnished Surveying and Staking			1.0%	\$2,613
	<b>Subtotal</b>				\$49,188
	Contingency		20%		\$62,088
				<b>Subtotal</b>	<b>\$372,525</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION		
			ASSUMES NO ENVIRONMENTAL MITIGATION COSTS		
			CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS		
			PROJECT SCHEDULE & INFLATION		

PROGRAM DOLLARS		SECTION 4	
	Construction Cost		\$372,525
	Preliminary Engineering (10%)		\$37,253
	Construction Engineering (10%)		\$37,253
	Right of Way		\$0
	Right of Way Incidentals		\$0
	Utility Relocation Costs		\$100,000
	<b>TOTAL</b>		<b>\$547,030.00</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
			ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
			ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS





## OTO - CHADWICK FLYER TRAIL OVERPASS

## SECTION 2A

## STIP ESTIMATE

February 4, 2022



CONSTRUCTION DOLLARS (2022)	ITEM	UNIT COSTS		SECTION 4	
	Unclassified Excavation	\$10.00	/ CY	5,000.00	\$50,000
	Embankment In Place	\$20.00	/ CY	1,000.00	\$20,000
	4" Concrete Trail	\$50.00	/ SY	5,200.00	\$260,000
	4" Aggregate Base	\$10.00	/ SY	5,200.00	\$52,000
	8" Aggregate Shoulder	\$20.00	/ SY	-	\$0
	Lighting	\$0.00	/ LS	1.00	\$0
	Drainage	\$50,000.00	/ LS	1.00	\$50,000
	<b>Subtotal</b>				\$432,000
	Mobilization			6.0%	\$25,920
	Erosion Control			5.0%	\$21,600
	Traffic Control			3.0%	\$12,960
	Signing				\$15,000
	Contractor Furnished Surveying and Staking			1.0%	\$4,320
	<b>Subtotal</b>				\$79,800
	Contingency		20%		\$102,360
				<b>Subtotal</b>	<b>\$614,160</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION		
			ASSUMES NO ENVIRONMENTAL MITIGATION COSTS		
			CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS		
			PROJECT SCHEDULE & INFLATION		

PROGRAM DOLLARS		SECTION 4	
	Construction Cost	\$614,160	
	Preliminary Engineering (10%)	\$61,416	
	Construction Engineering (10%)	\$61,416	
	Right of Way	\$520,000	
	Right of Way Incidentals	\$30,000	
	Utility Relocation Costs	\$100,000	
	<b>TOTAL</b>	<b>\$1,386,992.00</b>	
	ESTIMATE ASSUMPTIONS & KEY NOTES		DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
			ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
			ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS



OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 2B

STIP ESTIMATE

February 4, 2022



CONSTRUCTION DOLLARS (2022)	ITEM	UNIT COSTS		SECTION 4	
	Unclassified Excavation	\$10.00	/ CY	5,000.00	\$50,000
	Embankment In Place	\$20.00	/ CY	1,000.00	\$20,000
	4" Concrete Trail	\$50.00	/ SY	4,700.00	\$235,000
	4" Aggregate Base	\$10.00	/ SY	4,700.00	\$47,000
	8" Aggregate Shoulder	\$20.00	/ SY	-	\$0
	Lighting	\$0.00	/ LS	1.00	\$0
	Drainage	\$50,000.00	/ LS	1.00	\$50,000
	<b>Subtotal</b>				\$402,000
	Mobilization			6.0%	\$24,120
	Erosion Control			5.0%	\$20,100
	Traffic Control			3.0%	\$12,060
	Signing				\$15,000
	Contractor Furnished Surveying and Staking			1.0%	\$4,020
	<b>Subtotal</b>				\$75,300
	Contingency		20%		\$95,460
				<b>Subtotal</b>	<b>\$572,760</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION		
			ASSUMES NO ENVIRONMENTAL MITIGATION COSTS		
			CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS		
			PROJECT SCHEDULE & INFLATION		

PROGRAM DOLLARS			SECTION 4
	Construction Cost		\$572,760
	Preliminary Engineering (10%)		\$57,276
	Construction Engineering (10%)		\$57,276
	Right of Way		\$223,000
	Right of Way Incidentals		\$55,000
	Utility Relocation Costs		\$150,000
	<b>TOTAL</b>		<b>\$1,115,312.00</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
			ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
			ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS



## OTO - CHADWICK FLYER TRAIL OVERPASS

## SECTION 4

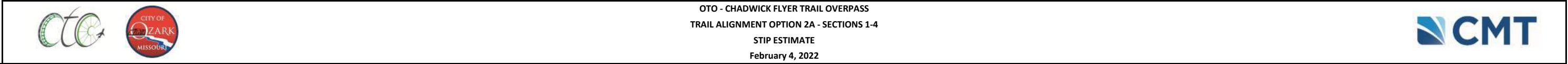
## STIP ESTIMATE

February 4, 2022



CONSTRUCTION DOLLARS (2022)	ITEM	UNIT COSTS		SECTION 4	
	Unclassified Excavation	\$10.00	/ CY	1,000.00	\$10,000
	Embankment In Place	\$20.00	/ CY	2,000.00	\$40,000
	4" Concrete Trail	\$50.00	/ SY	700.00	\$35,000
	4" Aggregate Base	\$10.00	/ SY	700.00	\$7,000
	8" Aggregate Shoulder	\$20.00	/ SY	-	\$0
	Lighting	\$0.00	/ LS	1.00	\$0
	Drainage	\$30,000.00	/ LS	1.00	\$30,000
	<b>Subtotal</b>				\$122,000
	Mobilization			6.0%	\$7,320
	Erosion Control			1.0%	\$1,220
	Traffic Control			1.0%	\$1,220
	Signing				\$5,000
	Contractor Furnished Surveying and Staking			1.0%	\$1,220
	<b>Subtotal</b>				\$15,980
	Contingency		20%		\$27,596
				<b>Subtotal</b>	<b>\$165,576</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION		
			ASSUMES NO ENVIRONMENTAL MITIGATION COSTS		
			CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS		
			PROJECT SCHEDULE & INFLATION		

PROGRAM DOLLARS		SECTION 4	
	Construction Cost	\$165,576	
	Preliminary Engineering (10%)	\$16,558	
	Construction Engineering (10%)	\$16,558	
	Right of Way	\$125,000	
	Right of Way Incidentals	\$5,000	
	Utility Relocation Costs	\$10,000	
	<b>TOTAL</b>	<b>\$338,691.20</b>	
	ESTIMATE ASSUMPTIONS & KEY NOTES		DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
			ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
			ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS



		12' Trail Width on Structures						14' Trail Width on Structures						16' Trail Width on Structures					
ITEM	UNIT COSTS	3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls	
Unclassified Excavation	\$10.00 / CY	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000	7,000.00	\$70,000
Embankment In Place	\$20.00 / CY	44,000.00	\$880,000	4,000.00	\$80,000	4,000.00	\$80,000	45,000.00	\$900,000	4,000.00	\$80,000	4,000.00	\$80,000	46,000.00	\$920,000	4,000.00	\$80,000	4,000.00	\$80,000
4" Concrete Trail	\$50.00 / SY	10,645.00	\$532,250	8,400.00	\$420,000	10,645.00	\$532,250	10,645.00	\$532,250	8,400.00	\$420,000	10,645.00	\$532,250	10,645.00	\$532,250	8,400.00	\$420,000	10,645.00	\$532,250
4" Aggregate Base	\$10.00 / SY	10,645.00	\$106,450	8,400.00	\$84,000	10,645.00	\$106,450	10,645.00	\$106,450	8,400.00	\$84,000	10,645.00	\$106,450	10,645.00	\$106,450	8,400.00	\$84,000	10,645.00	\$106,450
8" Aggregate Shoulder	\$20.00 / SY	-	\$0	-	\$0	-	\$0	-	\$0	-	\$0	-	\$0	-	\$0	-	\$0	-	\$0
Safety Railing	\$80.00 / LF	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600	3,370.00	\$269,600
Lighting	\$150,000.00 / LS	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000	1.00	\$150,000
Drainage	\$130,000.00 / LS	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000	1.00	\$130,000
Precast Pedestrian Overpass	\$210.00 / SF	3,850.00	\$808,500	3,850.00	\$808,500	3,850.00	\$808,500	4,400.00	\$924,000	4,400.00	\$924,000	4,400.00	\$924,000	4,950.00	\$1,039,500	4,950.00	\$1,039,500	4,950.00	\$1,039,500
Elevated Trail Structure	\$110.00 / SF	-	\$0	17,400.00	\$1,914,000	-	\$0	-	\$0	20,300.00	\$2,233,000	-	\$0	-	\$0	23,200.00	\$2,552,000	-	\$0
MSE Walls	\$70.00 / SF	-	\$0	-	\$0	36,820.00	\$2,577,400	-	\$0	-	\$0	36,920.00	\$2,584,400	-	\$0	-	\$0	37,020.00	\$2,591,400
Fencing	\$25.00 / LF	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250	2,450.00	\$61,250
Subtotal		\$3,008,050		\$3,987,350		\$4,785,450		\$3,143,550		\$4,421,850		\$4,907,950		\$3,279,050		\$4,856,350		\$5,030,450	
Mobilization		\$180,483		\$239,241		\$287,127		\$188,613		\$265,311		\$294,477		\$196,743		\$291,381		\$301,827	
Erosion Control		\$57,811		\$67,604		\$75,585		\$59,166		\$71,949		\$76,810		\$60,521		\$76,294		\$78,035	
Traffic Control		\$122,018		\$122,018		\$122,018		\$122,018		\$122,018		\$122,018		\$122,018		\$122,018		\$122,018	
Signing		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000		\$40,000	
Contractor Furnished Surveying and Staking		\$30,081		\$39,874		\$47,855		\$31,436		\$44,219		\$49,080		\$32,791		\$48,564		\$50,305	
Subtotal		\$430,392		\$508,736		\$572,584		\$441,232		\$543,496		\$582,384		\$452,072		\$578,256		\$592,184	
Contingency		\$492,044		\$492,044		\$492,044		\$492,044		\$492,044		\$492,044		\$492,044		\$492,044		\$492,044	
Subtotal		\$3,930,485	Subtotal	\$4,988,129	Subtotal	\$5,850,077	Subtotal	\$4,076,825	Subtotal	\$5,457,389	Subtotal	\$5,982,377	Subtotal	\$4,223,165	Subtotal	\$5,926,649	Subtotal	\$6,114,677	
ESTIMATE ASSUMPTIONS & KEY NOTES		EARTHWORK ASSUMES ENTIRE PROJECT IS BUILT WITH DIRT STAYING ON EACH SIDE OF THE INTERSTATE.																	
		ASSUMES NO ENVIRONMENTAL MITIGATION COSTS																	
		CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS																	
		PROJECT SCHEDULE & INFLATION																	

PROGRAM DOLLARS		12' Trail on Structure w/ 3:1 Fill Slopes	12' Trail on Structure w/ Elevated Trail	12' Trail on Structure w/ MSE Walls	14' Trail on Structure w/ 3:1 Fill Slopes	14' Trail on Structure w/ Elevated Trail	14' Trail on Structure w/ MSE Walls	16' Trail on Structure w/ 3:1 Fill Slopes	16' Trail on Structure w/ Elevated Trail	16' Trail on Structure w/ MSE Walls
	Construction Cost	\$3,930,485	\$4,988,129	\$5,850,077	\$4,076,825	\$5,457,389	\$5,982,377	\$4,223,165	\$5,926,649	\$6,114,677
	Preliminary Engineering (10%)	\$393,049	\$498,813	\$585,008	\$407,683	\$545,739	\$598,238	\$422,317	\$592,665	\$611,468
	Construction Engineering (10%)	\$393,049	\$498,813	\$585,008	\$407,683	\$545,739	\$598,238	\$422,317	\$592,665	\$611,468
	Right of Way	\$1,370,000	\$1,270,000	\$1,270,000	\$1,370,000	\$1,270,000	\$1,270,000	\$1,370,000	\$1,270,000	\$1,270,000
	Right of Way Incidentals	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
	Utility Relocation Costs	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000
	<b>TOTAL</b>	<b>\$6,511,582.00</b>	<b>\$7,680,754.80</b>	<b>\$8,715,092.40</b>	<b>\$6,687,190.00</b>	<b>\$8,243,866.80</b>	<b>\$8,873,852.40</b>	<b>\$6,862,798.00</b>	<b>\$8,806,978.80</b>	<b>\$9,032,612.40</b>
	ESTIMATE ASSUMPTIONS & KEY NOTES	DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL ANTICIPATED UTILITY CONFLICTS INCLUDE OVERHEAD TRANSMISSION LINE (ACROSS ROUTE 13), OVERHEAD ELECTRIC (ACROSS I-44), COS SANITARY SEWER AND FIBER IN MEDIAN OF I-44 ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.								



**TAB 10**



**TAB 11**

**TECHNICAL PLANNING COMMITTEE AGENDA 4/20/2022; ITEM I.D.**

**Public Comment**

**Ozarks Transportation Organization  
(Springfield, MO Area MPO)**

**AGENDA DESCRIPTION:**

Attached for Committee member review are Public Comments for the time frame between February 16, 2022 and April 11, 2022.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.



## PUBLIC COMMENT



**Area of concern:** Kearney Street Bridge over 65

**City/County of concern:** Springfield/Greene County

**Date received:** 02/20/2022

**Received through:** Facebook

**Contact Name:** Mykhael Hayes

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
6d · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

**Mykhael Hayes**  
Mark Riddle the kearney st bridge over 65 is embarrassing. Whole thing needs torn down and rebuilt.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2d [1](#)

**Author**  
**Ozarks Transportation Organization**  
Mykhael Hayes Thank you for your comment.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway 266 and Highway B Roundabout

**City/County of concern:** Greene County

**Date received:** 02/21/2022

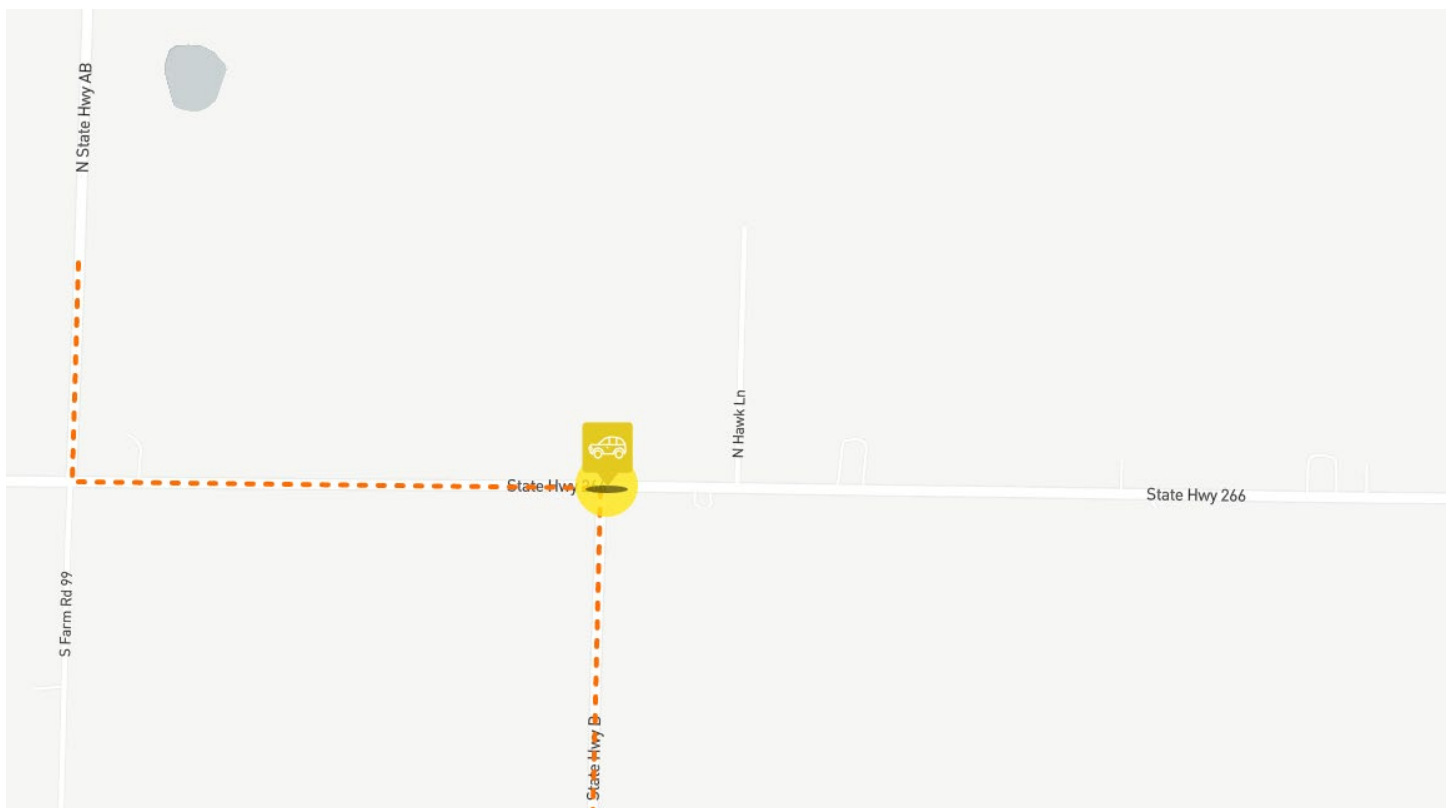
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Traffic circle.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** P Highway

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022


**Received through:** Facebook

**Contact Name:** Joey Wright

**Contact Email/Ph #:** not available


### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri https://hwyymmraise.questionpro.com/](https://hwyymmraise.questionpro.com/)


  
**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY


MESSANGER


Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,259 People reached    629 Engagements    — Distribution score

[Send message](#)    [Boost again](#)

 **Joey Wright**  
Really wish they would consider working on P highway between republic and clever. A 2 lane road with 20-30k cars a day down it...

[Like](#)    [Reply](#)    [Hide](#)    [Send Message](#)    38m     1

 **Author**  
**Ozarks Transportation Organization**  
**Joey Wright** Thank you for your comment. Your comment will be noted and reviewed. Most of P Highway is outside of the OTO MPO boundary. Here is a link to a map of the OTO MPO boundary <https://media.ozarkstransportation.org/.../MPOStudyArea....> Please contact MoDOT as well. Thank you!

[Like](#)    [Reply](#)    8m



## PUBLIC COMMENT



**Area of concern:** Highway 14 and 32<sup>nd</sup>

**City/County of concern:** Ozark/Christian County

**Date received:** 02/24/2022

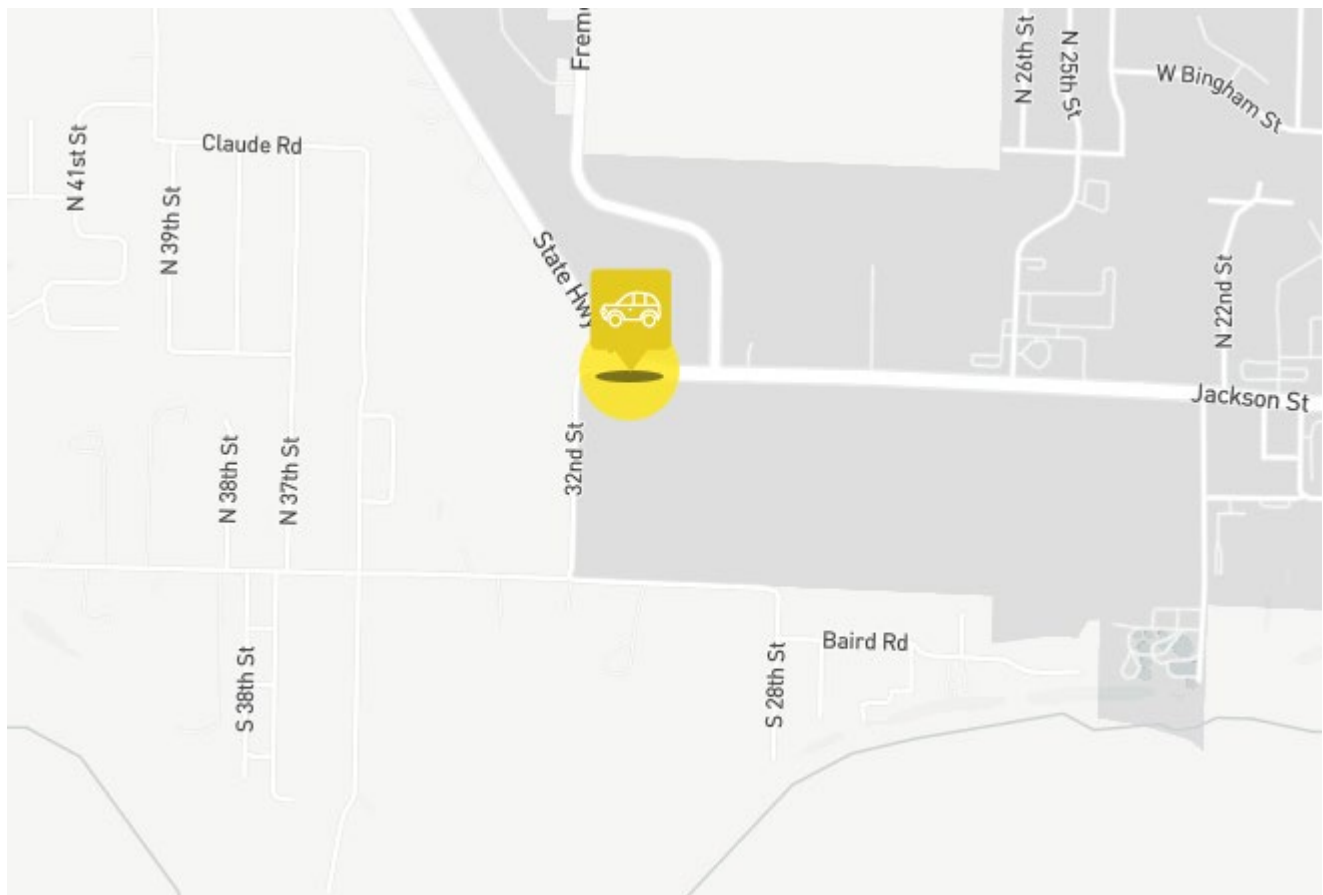
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Dangerous location for traffic exiting highway 14 to 32nd street. I personally have encountered multiple near miss collisions at this location when visiting family. The following area needs drastic attention to avoid future collisions.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature





## PUBLIC COMMENT



**Area of concern:** Highway FF and James River

**City/County of concern:** Greene County

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Zac Stevens

**Contact Email/Ph #:** not available


### OTO's Original Posting



### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.

<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Zac Stevens**  
I wish we could get FF over James River freeway fixed. This area is full of holes in the concrete. [Like](#) [Reply](#) [Hide](#) [Send Message](#) 17h  1

 **Ozarks Transportation Organization**  
Zac Stevens Thank you for your comment. [Like](#) [Reply](#) 2m



## PUBLIC COMMENT



**Area of concern:** Traffic Light Synchronization

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022

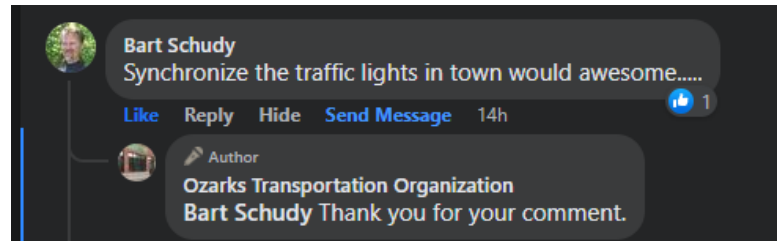
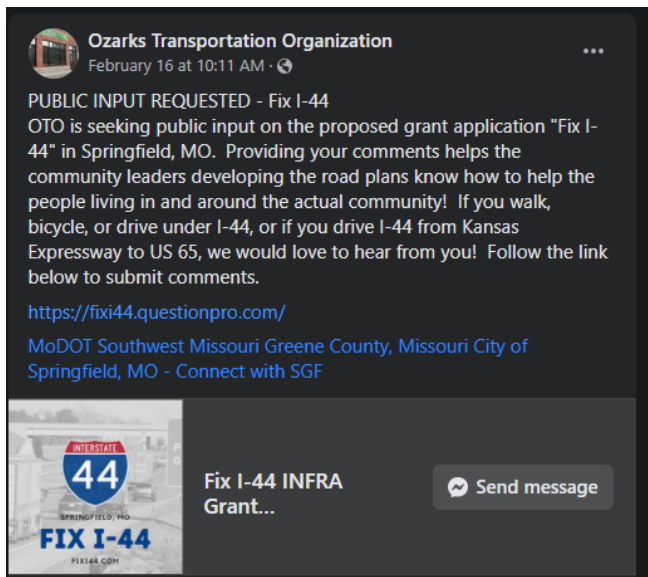
**Received through:** Facebook

**Contact Name:** Bart Schudy

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment





## PUBLIC COMMENT



**Area of concern:** James River Freeway & I-44 Interstate Loop

**City/County of concern:** Springfield/Greene County

**Date received:** 03/06/2022

**Received through:** Website

**Contact Name:** Keith Kappedal

**Contact Email/Ph #:** none

### Website comment

There was once talks of upgrading James River Freeway from Hwy 60/360 as well as Hwy 65, to an interstate loop that circles the city. With the improvements to James River Freeway on deck, this would be a logical next step. Example might be "I-244" or "I-644". I-44 is in dire need of widening to 6 lanes and having an Interstate loop around the city will help with congestion while Construction is complete.

**OTO Response:** Thank you for your comment. This will be shared with the OTO Technical Planning Committee and Board of Directors. Also, for more information regarding the I-44 INFRA Grant application, please visit [www.FixI44.com](http://www.FixI44.com).



## PUBLIC COMMENT



**Area of concern:** Highway 13 & Norton Road

**City/County of concern:** Springfield/Greene County

**Date received:** 03/07/2022

**Received through:** Email

**Contact Name:** Carol Minton

**Contact Email/Ph #:** minton4cg@gmail.com

**Email**

**From:** Carol Minton <[minton4cg@gmail.com](mailto:minton4cg@gmail.com)>

**Subject:** Hwy 13/Norton Road

**Date:** March 7, 2022 at 11:45:46 AM CST

**To:** [comment@ozartstransportation.org](mailto:comment@ozartstransportation.org)

Hello,

I would just like to vote for the roundabout option to alleviate congestion at the Norton Road/Highway 13 intersection. It is an awkward intersection right now. I use the Norton Road heading west to Highway 13 heading north route.

Thank you!

Carol Minton

**OTO Response:** Thank you for your comment. This will be shared with the project team.



## PUBLIC COMMENT



***Area of concern:*** Exclusive Taxi service for disabled community

***City/County of concern:*** Springfield/Greene County

***Date received:*** 03/14/2022

***Received through:*** Map-A-Concern contact form

***Contact Name:*** N/A

***Contact Email/Ph #:*** wheelchairguy1986@gmail.com

***Comment:*** Hi I'm 35 in a wheelchair I love Springfield but I have issues getting around town outside of paratransit which is great here but I believe the city needs an exclusive taxi service for the disabled community here for work to travel outside of Springfield or any social activities thanks have a good day

***OTO Response:*** Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors.



## PUBLIC COMMENT



**Area of concern:** Highway 60 and Hamilton

**City/County of concern:** Republic/Greene County

**Date received:** 03/15/2022

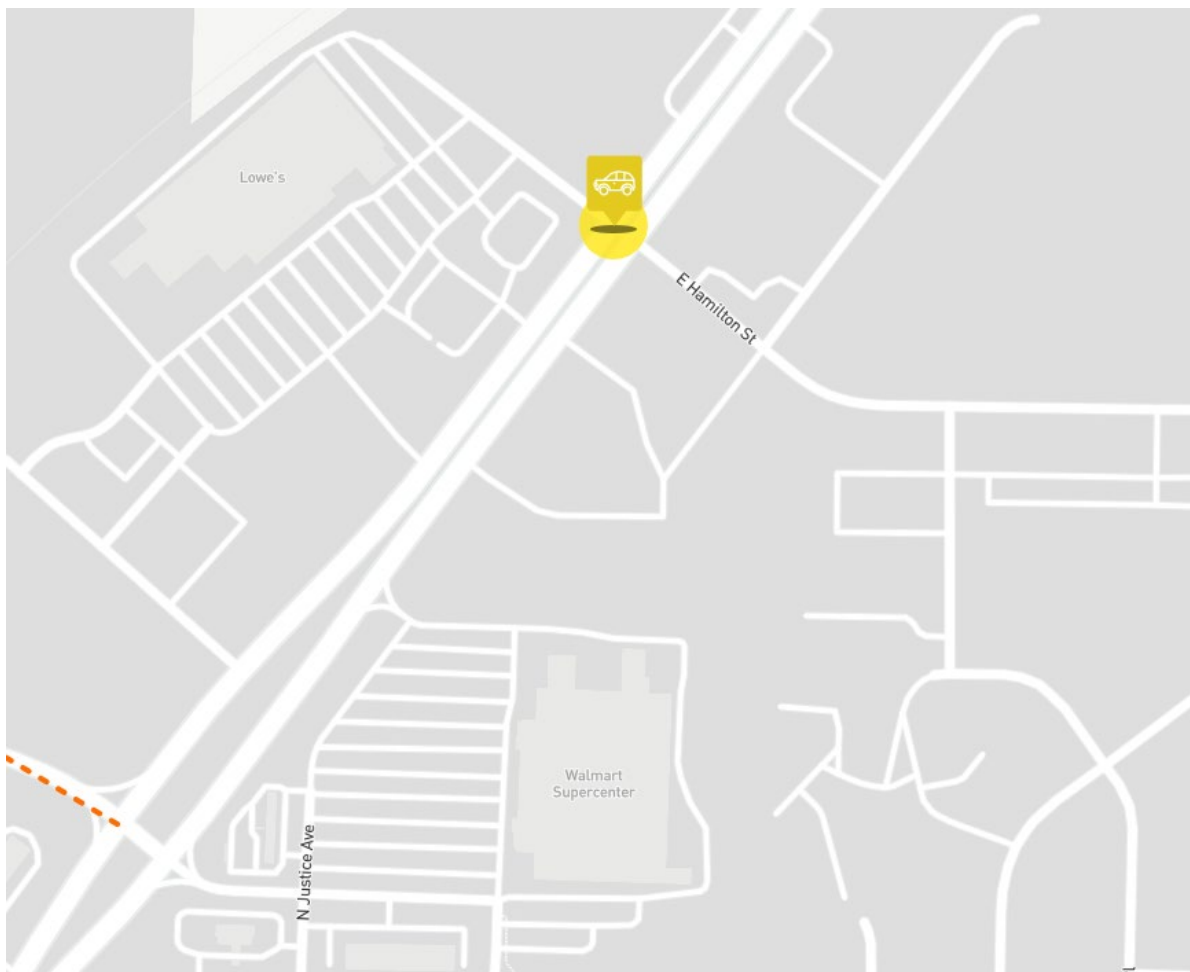
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Les White

**Contact Email/Ph #:**

**Comment:** The intersection of E Hamilton and Hwy 60 needs sidewalks and a cross walk across the highway. Getting across HWY 60 is very difficult and dangerous. The sidewalk needs to be completed all the way to the highway and beyond.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature





## PUBLIC COMMENT



**Area of concern:** Plainview and Farm Road 141

**City/County of concern:** Greene County

**Date received:** 04/11/2022

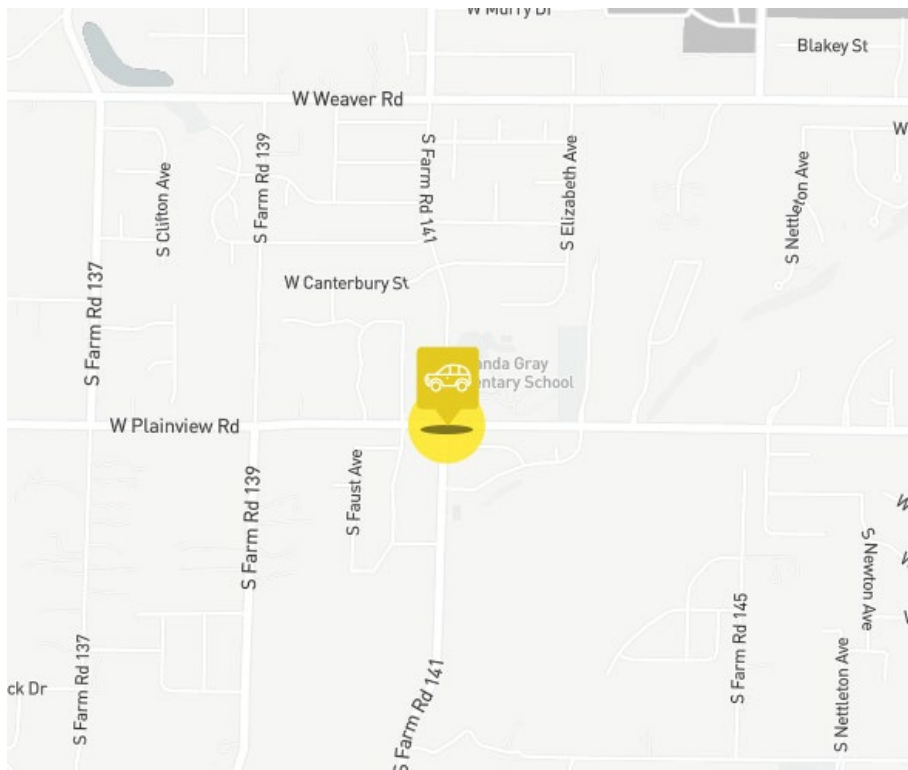
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Evan Fusco

**Contact Email/Ph #:**

**Comment:** This can be a very busy intersection and with turn lanes in all 4 directions is NOT appropriate for a 4-way stop signs. Nobody has any idea who has the right of way and it results in a game of "chicken". This is a very large intersection that would be ideal for a traffic circle/round-about. And while lots of people complain about those, it is an ideal location for one. The sooner the better.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature

# **Bike / Pedestrian Public Comments**





## PUBLIC COMMENT



**Area of concern:** Massey Blvd/Tracker Road/Nicholas Road

**City/County of concern:** Nixa/Christian County

**Date received:** 02/17/2022

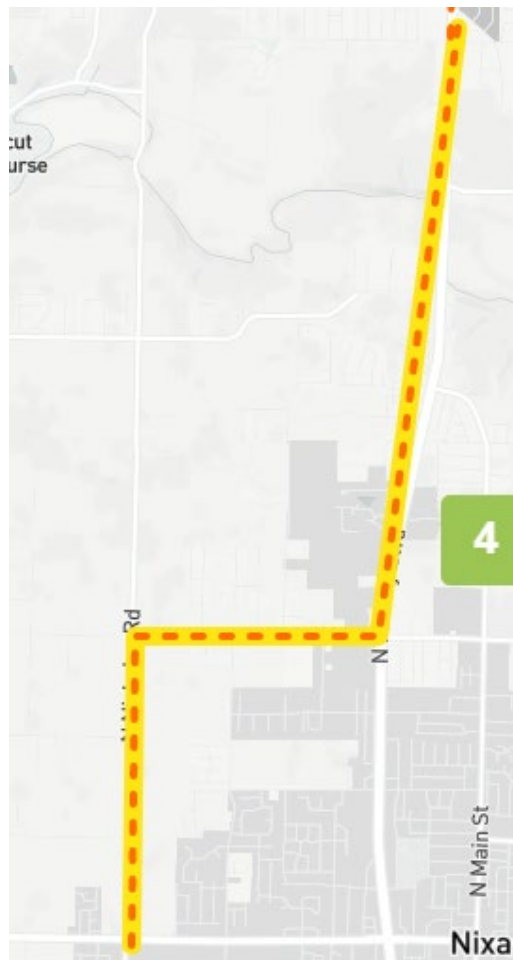
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton Swindle

**Contact Email/Ph #:**

**Comment:** Protected bicycle lane or extended buffer bicycle lane.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Lake Springfield Trail

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

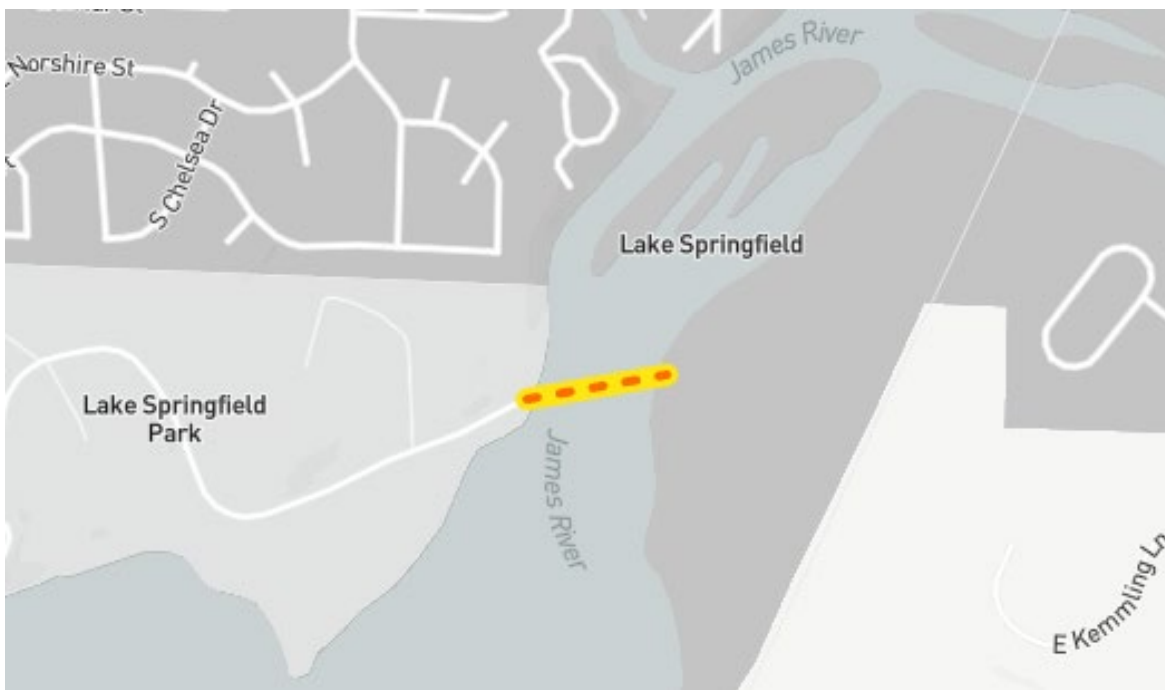
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton Swindle

**Contact Email/Ph #:**

**Comment:** Bicycle/Pedestrian Pathway that connects to existing trail network.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Multi-use path West Division

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

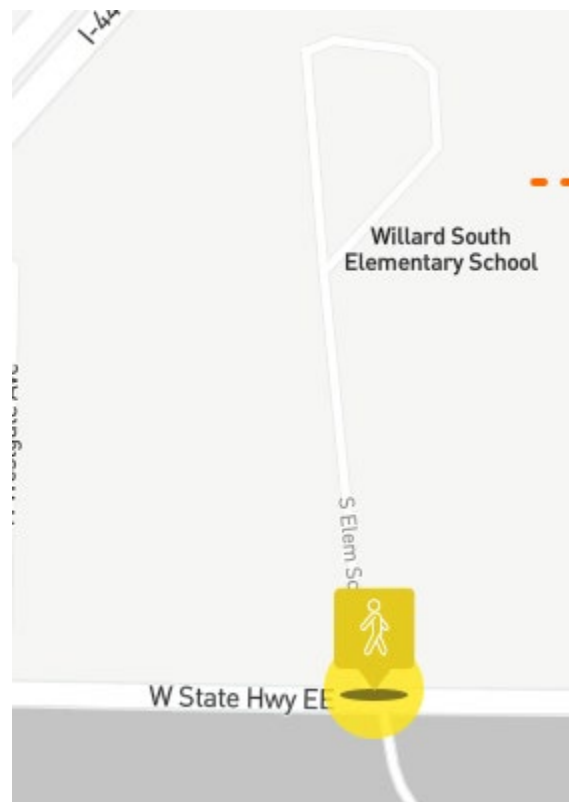
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** The following area requires a multi use path that allows pedestrians and bicycles to access the school. The following infrastructure is classified as car-dependent, which does not allow children, parents, and citizens to safely walk in the area. A protected multi use pathway that is a safe distance from the road is recommended. The following multi use pathway should be extended throughout division street to increase walkability and bicycle infrastructure. On street bicycle lanes not recommend.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Park Central Square Pedestrian Zone

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

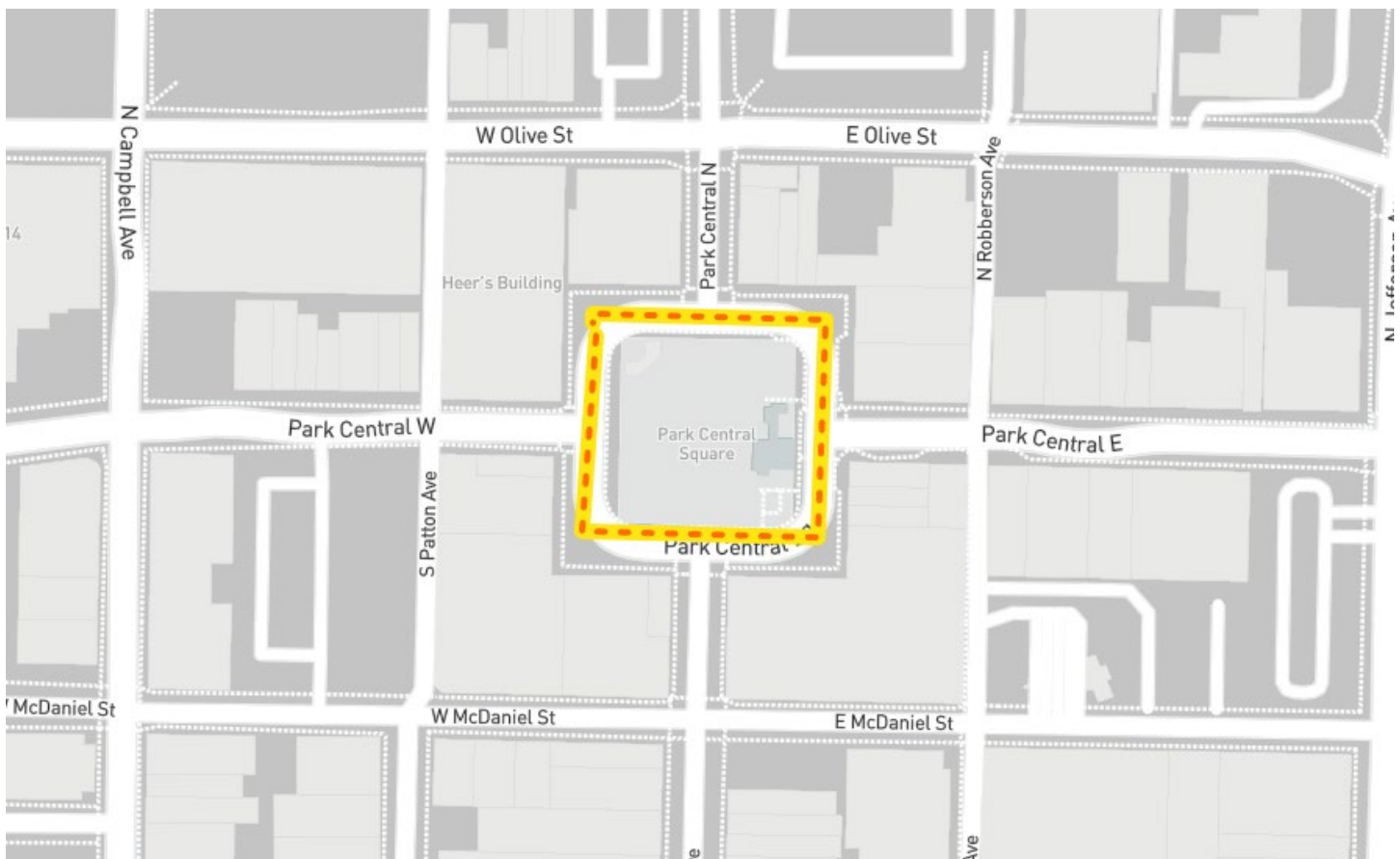
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** The following area does not support on site parking for vehicles. It should be classified as a pedestrian zone. The following area should be closed to traffic in increase walkability in the area.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature





## PUBLIC COMMENT



**Area of concern:** Multi-use path off Hwy AB near Hwy EE

**City/County of concern:** Greene County

**Date received:** 02/21/2022

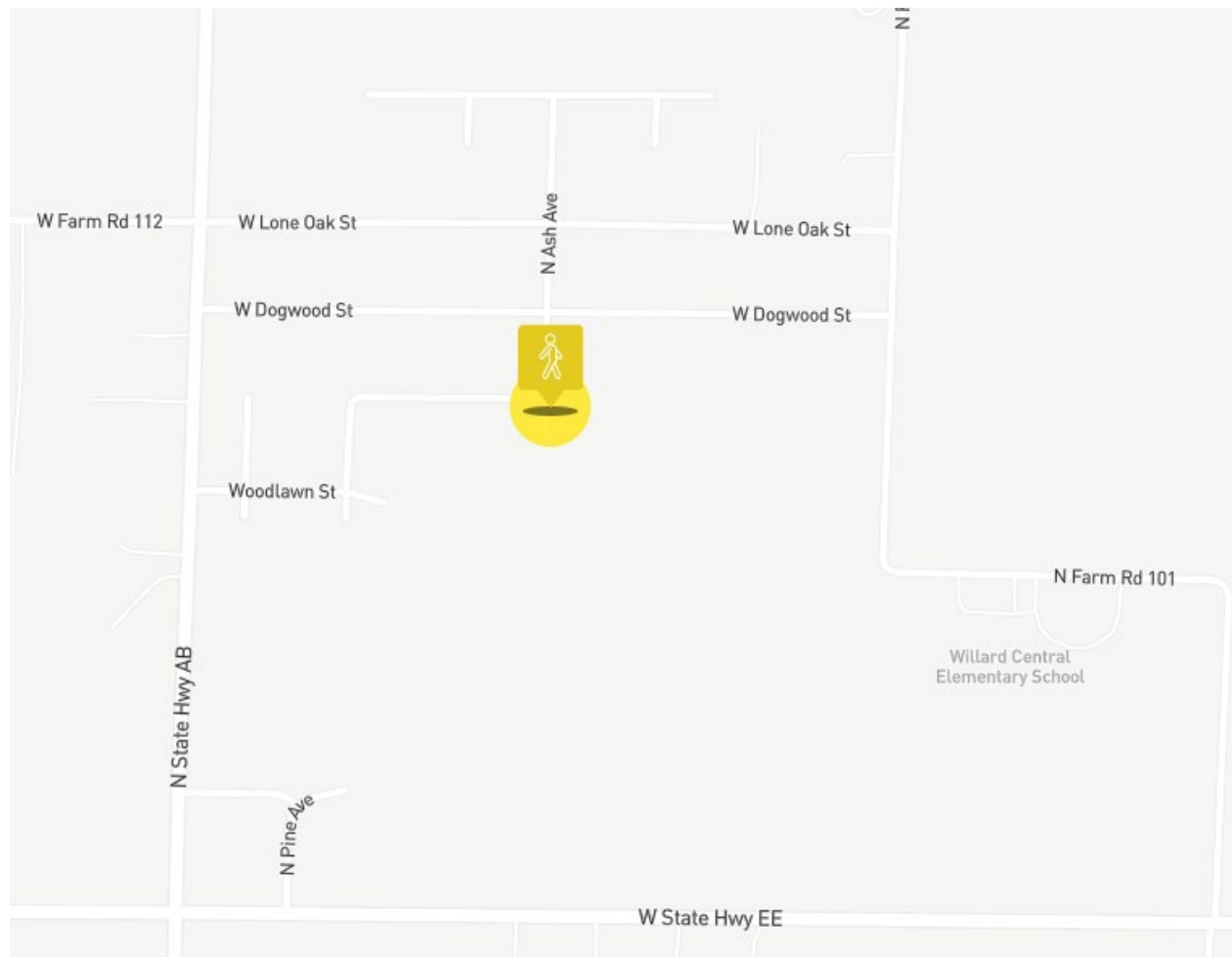
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Trail extension to increase walkability for the area.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Walking pathway near W. Division (Willard South Elem)

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

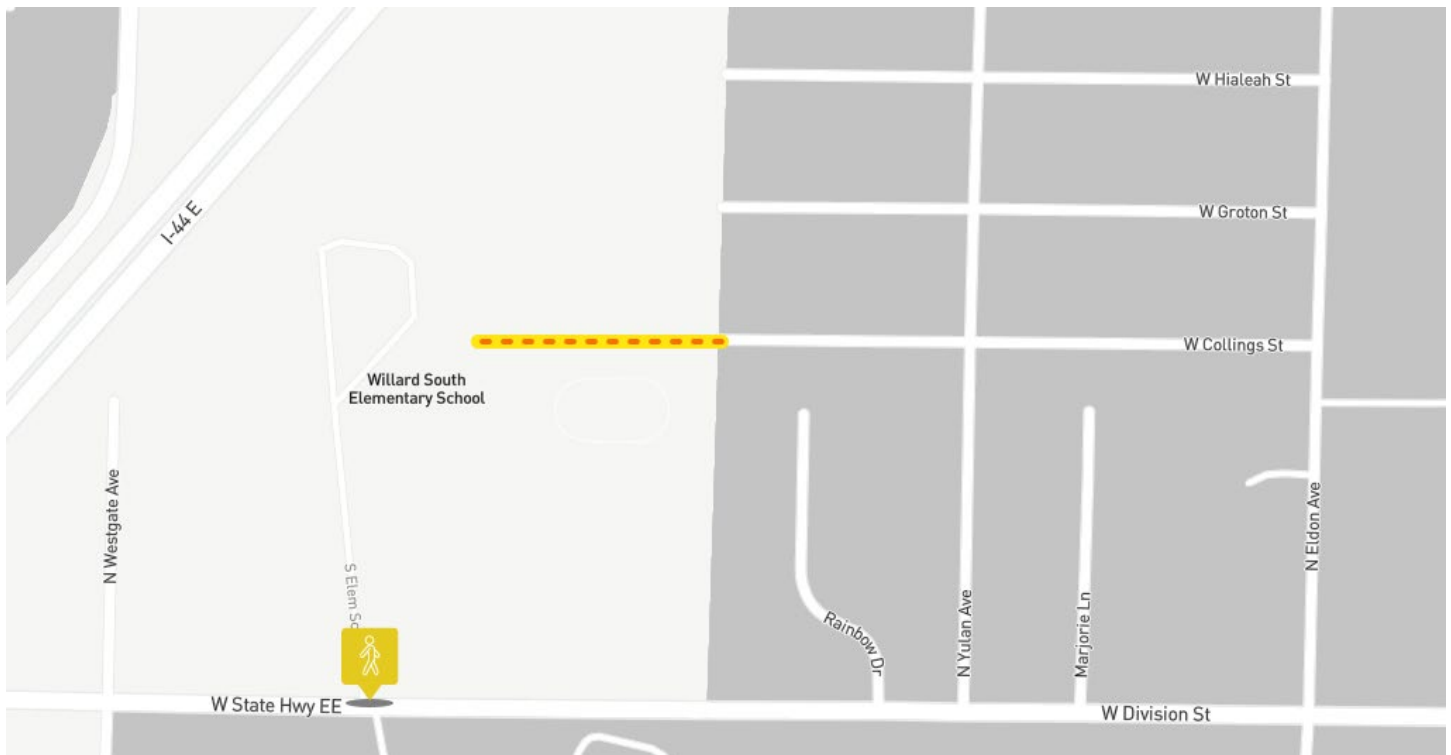
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** A walking pathway should be installed in the following area to cut down on travel time and increase walkability to the following school. The following would increase safety for children and parents by avoiding major collector and arterial roads.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** I-44 Pedestrian/Bicycle crossing(s)

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022

**Received through:** OTO Website Comment

**Contact Name:** Robert Stephens

**Contact Email/Ph #:** not available

### OTO Website Comment



**Kalt** • 2 days ago

I would love to see improved crossings for pedestrians and cyclists who need to cross I-44 safely. Improved signage, separated paths & culverts and/or bridges would be a plus. There are many parks & biking trails north of I-44 that should be safely accessible from south of I-44.

2 ^ | v • Reply • Share ›



**Ozarks Transportation Organiz.** Kalt • a minute ago

Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors.

^ | v • Edit • Reply • Share ›



## PUBLIC COMMENT



**Area of concern:** Protected Bike/Ped pathway Willard/Republic

**City/County of concern:** Republic/Willard/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S

**Contact Email/Ph #:**

**Comment:** Off street protected pedestrian/bicycle pathway to connect Republic/Willard. Increase accessibility to Frisco Trail Line.

**Map**  
(Highlighted line)



**Submitted Photo**



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Miller Road from Lynn Ave to Farm Road 97 – sidewalk/bike lane

**City/County of concern:** Republic/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern

**Contact Name:** Dalton S

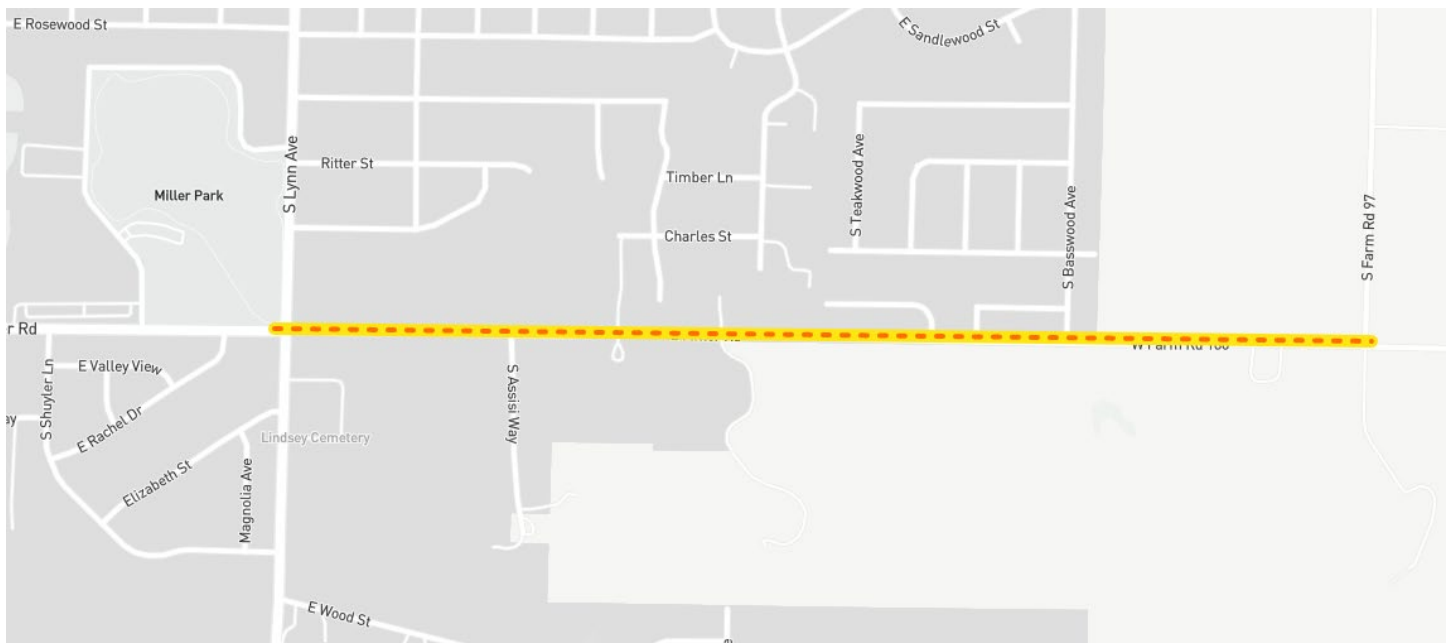
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

I agree! An off street, protected bike lane/pedestrian pathway would be a great assess to the community to increase walkability

**Original Map-A-Concern Comment**

With the addition of new subdivisions off of this street a sidewalk and bike lane would be beneficial to provide residents the ability to walk or bike safely to Miller Park - Sidewalks and bike lane



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Bailey Street from Farm Rd 186 to Hines – sidewalk/bike lane

**City/County of concern:** Republic/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern

**Contact Name:** Dalton S

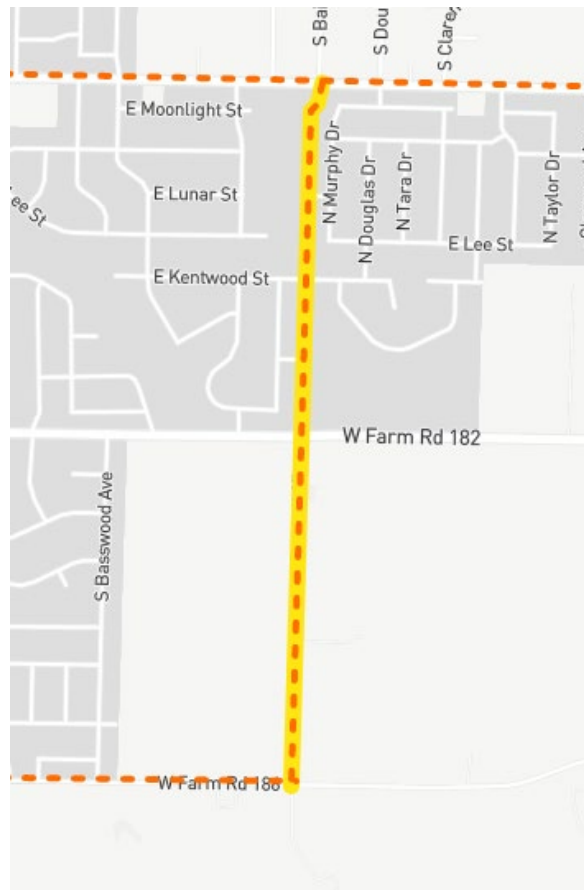
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

I agree! An off street, protected bike lane/pedestrian pathway would be a great assess to the community to increase walkability.

**Original Map-A-Concern Comment**

A sidewalk and bike lane would safely connect the north and south parts of republic without having to ride or walk in the street.



**OTO Response:** Unable to respond through the Map-A-Concern feature





## PUBLIC COMMENT



**Area of concern:** Hines from Oakwood to Highway ZZ

**City/County of concern:** Republic/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern

**Contact Name:** Dalton S

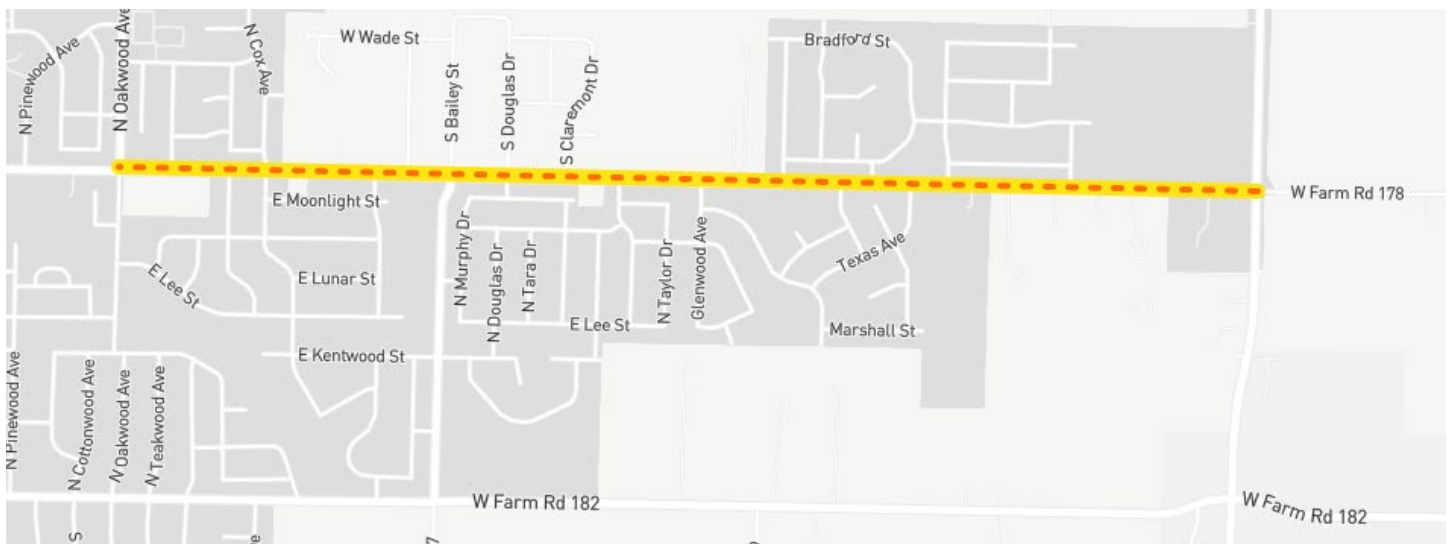
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

Off street protected pathway for bikes and pedestrians would be a great way to increase walkability and access to the school.

**Original Map-A-Concern Comment**

It would be amazing to have a sidewalk and a bike lane on hines.



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Highway ZZ from FR 182 to Hwy M – sidewalk to school/bike lane

**City/County of concern:** Republic/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern

**Contact Name:** Dalton S

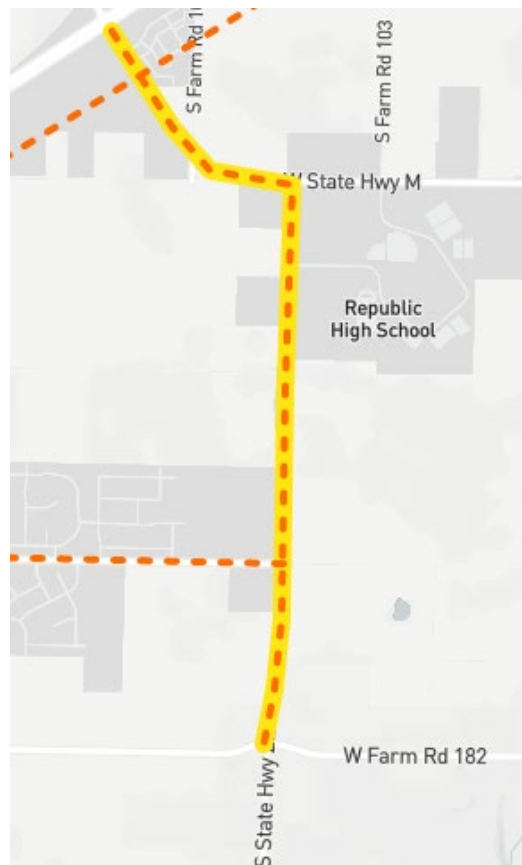
**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

"I agree! An off street, protected bike lane/pedestrian pathway would be a great assess to the community to increase walkability

**Original Map-A-Concern Comment**

If a designated bike lane and sidewalk were added then kids would have the ability to safely walk/bike to school.



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Highway 174 from Hwy 60 to Kansas Ave – sidewalks/bike lane

**City/County of concern:** Republic/Greene County

**Date received:** 03/09/2022

**Received through:** Map-A-Concern

**Contact Name:** Dalton S

**Contact Email/Ph #:** not available

**Map-A-Concern response**  
**Comment to ---->**

"I agree! An off street, protected bike lane/pedestrian pathway would be a great asset to the community to increase walkability.

**Original Map-A-Concern Comment**

Adding bike lane and sidewalks along highway 174 will give residents on the west side of town a safe way to navigate to school, library, parks, and shopping without obstructing traffic.



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail US 65 Crossing Study

**City/County of concern:** Ozark/Christian County

**Date received:** 04/11/2022

**Received through:** Email

**Contact Name:** James Hearron

**Contact Email/Ph #:** cold417@gmail.com

**Email**

As an area cyclist who regularly rides from SE Springfield to Ozark & back, I am in favor of the proposed Crossing Option #1 (Bridge). It appears to have better separation from traffic (and vehicle exhaust) and the bridge would promote the trail as opposed to a hidden culvert. It also seems like the eastern angle of the curve on Crossing Option 3 is much more acute, which is less desirable. Most of the existing culverts in the Springfield area are of poor design and regularly fill with water and debris, have poor ingress/egress visibility, and overall have a dark & dingy vibe. As far as the trail alignment with the future Longview Road interchange/crossings...the more separation, the better. If the left alignment goes straight across the road instead of requiring a cyclist to go through the roundabout, I would be in favor of that.

- James Hearron

**OTO Response:** Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



## PUBLIC COMMENT



**Area of concern:** Bicycle Route – Nixa/Springfield

**City/County of concern:** Springfield/Nixa/Greene County/Christian County

**Date received:** 04/11/2022

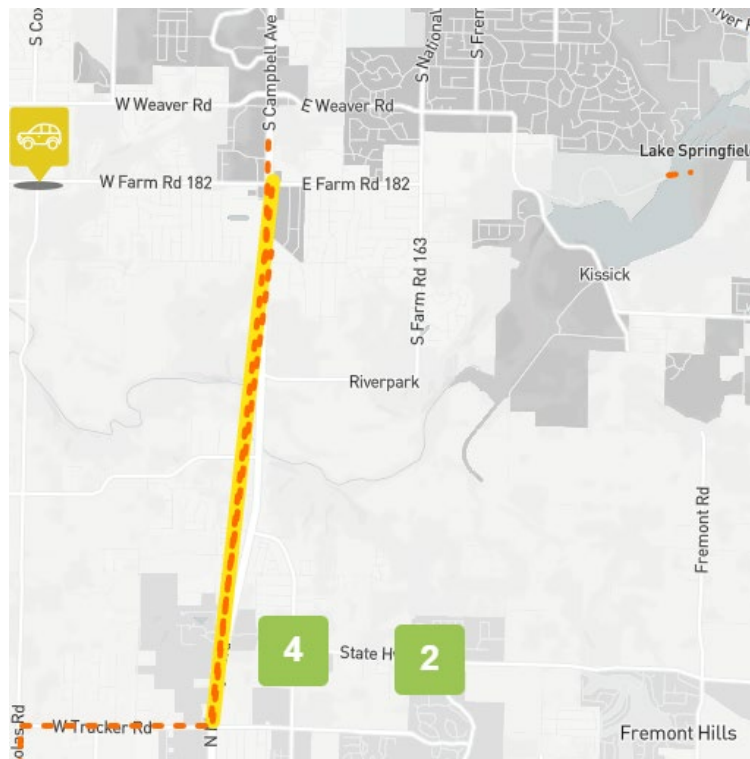
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Evan Fusco

**Contact Email/Ph #:**

**Comment:** There is currently no safe/practical route to ride a bicycle from Nixa to Springfield. While it can be done by an experienced strong cyclist taking side/rural roads, it is indirect. It is absolutely unsafe to ride on Hwy 160, which would be the most direct route. Protected bike lanes that would not collect road debris should be a priority as Nixa continues to grow and has a need to facilitate safe travel between Nixa and SGF.

**Map**  
**(Highlighted line)**



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail US65 Crossing Study

**City/County of concern:** Christian/Greene County

**Date received:** 04/11/2022

**Received through:** Facebook


**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

Ozarks Transportation Organization  
2h · 🌐


Public Input Needed -  
The OTO is seeking public input for the Chadwick Flyer Trail US 65 Crossing Study. See details below.  
<https://www.ozarkstransportation.org/.../public-comment...>

  
OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION


OZARKSTRANSPORTATION.ORG  
**Public Comment: Chadwick Flyer Trail US65 Crossing Study**  
| OTO

833 People reached   77 Engagements   — Distribution score   [Boost post](#)

### Facebook Thread

 Carolyn McGhee  
Many people who can't see well enough to drive can see well enough to ride a bike or are able to partner with someone who can see well enough to steer. A lot of the sensors originally used in the blind driver challenge and race car challenge are now pretty common minus the turn direction tactile or audio feedback. There's really no reason these days why a totally blind person couldn't ride a bike or drive their own car other than the fact it hadn't been incorporated for the average person yet just commercial vehicles.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1h

 **Author**  
Ozarks Transportation Organization  
Carolyn McGhee Thank you for your comment. It will be shared with the Project Team.

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail US 65 Crossing Study

**City/County of concern:** Ozark/Christian County

**Date received:** 04/11/2022

**Received through:** Email

**Contact Name:** Megan Buchbinder

**Contact Email/Ph #:** mbuchbinder@springfieldmo.org

Email

Hello!

After reviewing the Chadwick Flyer Trail US65 Crossing Study, my opinion would be that Option 1, the overpass structure that closely follows the original trail would be the best option. I do not believe an underpass is the way to go for this project as Option 2 suggests and I think we'd be missing a big marketing opportunity for the trail if we took it underground. I believe the additional costs associated with Option 3 don't provide enough positive to make it a better option than Option 1.

Thank you,

Megan

--

**Megan Buchbinder**

Director of Marketing  
Springfield, Missouri,  
Convention & Visitors Bureau

**OTO Response:** Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail US 65 Crossing Study

**City/County of concern:** Ozark/Christian County

**Date received:** 04/12/2022

**Received through:** Email

**Contact Name:** David Hutchison

**Contact Email/Ph #:** david2bike2u@gmail.com

**Email**

I have no opinion on the US 65 crossing locations other to rank them by cost. For the south crossing route alternative, I prefer 2A because it has one fewer street crossings. The extra cost above 2B is less significant to than the additional street crossing and being on or near the railroad bed rather than as a street sidepath. Each of the roadway crossings should be highly visible to motorists, possibly with median islands for refuge in center of roadway, and with thought of future signalization.

**OTO Response:** Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.



## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail US 65 Crossing Study

**City/County of concern:** Ozark/Christian County

**Date received:** 04/12/2022

**Received through:** Email

**Contact Name:** James Jeffries

**Contact Email/Ph #:** [jamesjeffries@gmail.com](mailto:jamesjeffries@gmail.com)

### Email

I reviewed the three options you presented for the 65 crossing. I prefer #1 - the bridge along the original line. Option #2 (box culvert) would be unpleasant and unsafe. Please don't build that one.

Thanks,  
James Jeffries --  
[jamesjeffries@gmail.com](mailto:jamesjeffries@gmail.com)

**OTO Response:** Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

# **Highway MM Corridor Facebook Boosted Posts Public Comments**





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Ann Elizabeth Compton/Gabrielle Poole

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...



The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.



[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)





Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment Thread

 **Ann Elizabeth Compton**  
Is there any way a graphic of the proposed change could be seen before?  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 3d  2

 **Gabrielle Poole**  
**Ann Elizabeth Compton** it's on their webpage. Click on the link and then the webpage from that link. Scroll down. There's a few. 😊 I had to dig too!  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 32m  1

 **Ozarks Transportation Organization**  
**Ann Elizabeth Compton** Thank you for the inquiry. Please visit this webpage for more information: <https://www.ozarkstransportation.org/highway-mm-corridor....> Also, the community open house will be a great time to visit with the project team to receive more details or you can leave a comment for the project team through the website listed above.

 **OZARKSTRANSPORTATION.ORG**  
**Highway MM Corridor RAISE Grant | OTO**  
[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Diana Chiles Shoemaker/Ethel Styron

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...

The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


**PLEASE GIVE YOUR**  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
6 - 8 PM


  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION


Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment Thread


 **Diana Chiles Shoemaker**  
I am also interested in the accident stats before and after the roundabout was put in at Republic Road in front of the high school.  
👍 4

Like Reply Hide 1w

 **Author**  
**Ozarks Transportation Organization**  
Diana Chiles Shoemaker Thank you for your inquiry. To leave a comment or question for the project team please visit:  
<https://www.ozarkstransportation.org/highway-mm-corridor....> Thank you!

 **OZARKSTRANSPORTATION.ORG**  
Highway MM Corridor RAISE Grant | OTO

Like Reply Remove Preview 1w 🗨️ 1

 **Ethel Styron**  
Diana Chiles Shoemaker me to. I hate roundabouts ,!!  
Like Reply Hide [Send Message](#) 2d





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/21/2022

**Received through:** Facebook


**Contact Name:** Sharron Schellman, Arthur Allen Black, Dean Rhodes

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...  
OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri  
<https://hwmmraise.questionpro.com/>





MESSENGER  
**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE... [Send message](#)


3,250	628	—
People reached	Engagements	Distribution score


[Boost again](#)


### Facebook Comment

**Sharron Schellman**  
I didn't visualize this very well. Will it get rid of the awful , death defying necessity when pulling off I 44 and onto MM where you have to basically gun it and pray noone is coming?  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  3

**Arthur Allen Black**  
**Sharron Schellman**, hopefully that's part of it  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h  3

**Sharron Schellman**  
**Arthur Allen Black** I dont have an answer as to how to fix that but I sure hope someone does.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h  1

**Arthur Allen Black**  
**Sharron Schellman**, when it goes to 5 lanes, I'd think they'd have to put in a signal there.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h  2

**Dean Rhodes**  
**Sharron Schellman** it's tuff. Even in a sunny where you sit up higher. You just can't see what's coming.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 11h  2

**Ozarks Transportation Organization**  
Dean Rhodes Sharron Schellman Arthur Allen Black Thank you all for your comments and inquiries. Please see this webpage for more information:  
<https://www.ozarkstransportation.org/highway-mm-corridor...> There will be a community meeting held February 28th from 6:00-8:00pm at the Republic Community Center. This is a time to visit with the project team to find out more details. You can also leave a comment for the project team through that webpage, as well. Thanks!  
[Like](#) [Reply](#) 4m Edited



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County


**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Sean Thouvenot


**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...


OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmraise.questionpro.com/)  
<https://hwymmraise.questionpro.com/>



**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

MESSANGER


**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...


 Send message


3,827      758      —  
People reached      Engagements      Distribution score


[Boost again](#)

### Facebook Comment

 **Sean Thouvenot**  
Probably should throw in some \$\$ to fix the Hwy N /FR168 crossing. Wrecks often happen and it's a matter of time before someone else is killed. Easy fix too, cut about 5 feet of the hilltop off, grade the ditches, pave it and all done. Also cutting off access to MM from 168 is a bad idea. That will just congest main and Hwy 174

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 14h  2

 **Author**  
**Ozarks Transportation Organization**  
Sean Thouvenot Thank you for your comment. Please share this with the project team, as well, at <https://hwymmraise.questionpro.com/>.



HWYMMRAISE.QUESTIONPRO.COM  
Highway MM Corridor RAISE Grant | Highway MM Corridor...

[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Dalton Swindle


**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

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<https://hwymmraise.questionpro.com/>



MESSANGER

**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...


Send message

3,827 People reached    758 Engagements    — Distribution score

Boost again


### Facebook Comment

**Dalton Swindle**  
The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit (bus, light rail), etc. I have personally seen many projects not include adequate sidewalk infrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.



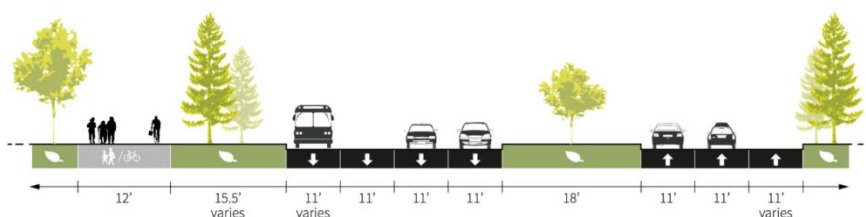
Like Reply Hide Send Message 16h

**Author**  
**Ozarks Transportation Organization**  
Dalton Swindle Thank you for your comment and the information. Please share this with the project team at <https://hwymmraise.questionpro.com/>.

 [HWYMMRAISE.QUESTIONPRO.COM](https://hwymmraise.questionpro.com/)  
Highway MM Corridor RAISE Grant | Highway MM Corridor...

### Graphic included by D.Swindle

AFTER





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

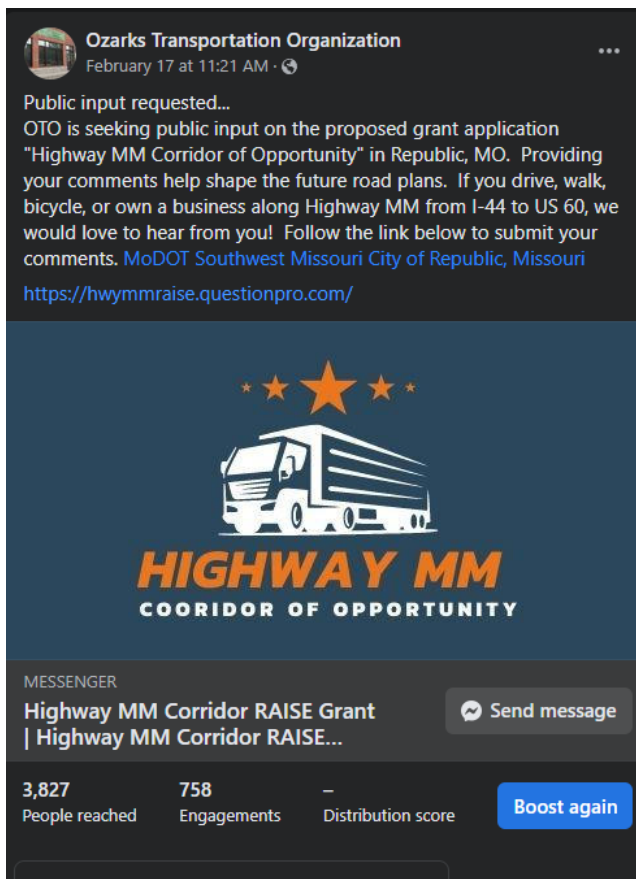
**Date received:** 02/22/2022

**Received through:** Facebook

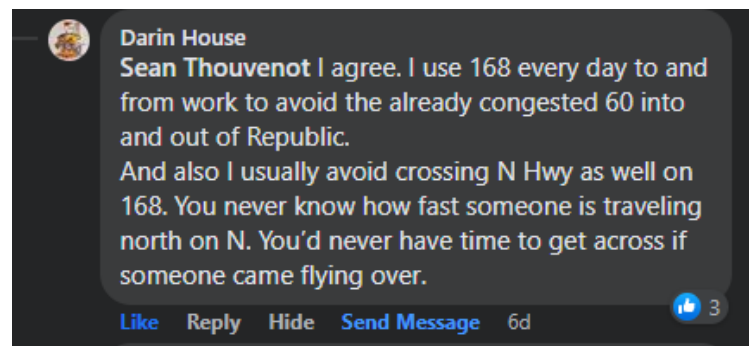
**Contact Name:** Darin House

**Contact Email/Ph #:** not available

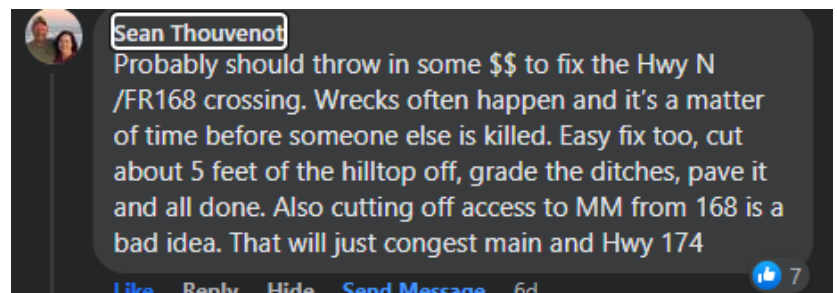
### OTO's Original Posting



### Facebook Comment



**Above Comment was a reply to the following**



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Joey Wright/DShawn Banwart/Kathi Fasching

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...  
OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmraise.questionpro.com/)  
<https://hwymmraise.questionpro.com/>



**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

MESSANGER  
**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...

3,827 People reached    758 Engagements    — Distribution score

[Boost again](#)

### Facebook Comment Thread


**Joey Wright**  
Widen the fkn road. 🍋 5

[Like](#) [Reply](#) [Hide](#) 1w

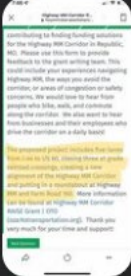
**DShawn Banwart**  
**Joey Wright** read the link. That is what they are trying to do! 🍋 1

[Like](#) [Reply](#) [Hide](#) 1w

**Joey Wright**  
**DShawn Banwart** I skimmed it. 🍋




**DShawn Banwart**  
**Joey Wright**



[Like](#) [Reply](#) [Hide](#) 1w

**Joey Wright**  
**DShawn Banwart**



**Tenor**

[Like](#) [Reply](#) [Hide](#) 1w

**Kathi Fasching**  
**Joey Wright** the point is "how much f'ing wider do you want it?" 10 lanes with a double roundabout?



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Jeffrey L Dryden

**Contact Email/Ph #:** not available

### Facebook Direct Message

Corridor RAISE Grant - Web Survey Tools



Improve visibility when merging from the 44 off ramps onto MM. straighten some of the curves as well as improving the one before the RR tracks approaching 60.

8:32 AM

Thank you for your comment. Please share this information with the project team at <https://hwymmrise.questionpro.com/>. Thank you!







## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Shakey Simmons

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...

The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


PLEASE GIVE YOUR  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
6 - 8 PM

  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment

 **Shakey Simmons**  
...

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Natalie Scheuber

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...

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[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


PLEASE GIVE YOUR  
**Opinion**  
Highway MM  
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Meeting

Monday  
February 28  
6 - 8 PM

  
OZARKS  
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ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment

 **Natalie Scheuber**  
**Greg Scheuber**

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Betty Salchow Stark

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐


You are invited...

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[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


**PLEASE GIVE YOUR**  
**Opinion**  
Highway MM  
Community  
Meeting


Monday  
February 28  
6 - 8 PM

  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A SUBORDINATE OF JENNIFER ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

**Betty Salchow Stark**  
Praying you don't take too much of 1stBaptist Brookline's parking lot!!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 13h  1

 **Author**  
**Ozarks Transportation Organization**  
Betty Salchow Stark Thank you for your comment.

[Like](#) [Reply](#) 25m



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/24/2022

**Received through:** Facebook

**Contact Name:** Randy Fowble

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...

The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)




PLEASE GIVE YOUR  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
6 - 8 PM

  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment

 **Randy Fowble**  
Dawn Bradleycheck with Lisa or Renee if this interest us  
???

Like Reply Hide [Send Message](#) 5d



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/26/2022

**Received through:** Facebook

**Contact Name:** Jeffrey Peeters

**Contact Email/Ph #:** not available

### OTO's Original Posting

Ozarks Transportation Organization  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri <https://hwymmraise.questionpro.com/>

MESSANGER  
Highway MM Corridor RAISE Grant | Highway MM Corridor RAISE...

3,827 People reached   758 Engagements   — Distribution score

### Facebook Comment

Jeffrey Peeters  
Dalton Swindle I called MODOT the first time I exited said ramp & thought I was being helpful in reporting the death-trap. Was told to deal with it. I never use that exit

Like Reply Hide Send Message 3d

### Above Comment was a reply to the following

Dalton Swindle  
The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit(bus, light rail), etc. I have personally seen many projects not include adequate sidewalk infrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** John Saunders

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

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**HIGHWAY MM**  
COORIDOR OF OPPORTUNITY

MESSANGER  
Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,827 People reached 758 Engagements — Distribution score [Boost again](#)

### Facebook Comment

**John Saunders**

Sean Thouvenot it is water over the bridge so to speak now but, the School District needs to STOP building/expanding all of their school buildings in the Center or older part of town. The District is larger than that..

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

**Above Comment was a reply to the following**

**Sean Thouvenot**

Probably should throw in some \$\$ to fix the Hwy N /FR168 crossing. Wrecks often happen and it's a matter of time before someone else is killed. Easy fix too, cut about 5 feet of the hilltop off, grade the ditches, pave it and all done. Also cutting off access to MM from 168 is a bad idea. That will just congest main and Hwy 174

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d

**OTO Response:** Liked the comment





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

**City/County of concern:** Republic/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Ray Moffitt

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

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<https://hwymmrise.questionpro.com/>

MESSANGER  
**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...

3,827 People reached   758 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment

**Ray Moffitt**  
Jeffrey Peeters to much crown on the bridge but what do we know about safety. We are not educated engineers, just everyday drivers. Notice they ask for input then tell you to go to the meeting

Like Reply Hide [Send Message](#) 1d

### Above Comment was a reply to the following

**Jeffrey Peeters**  
Dalton Swindle I called MODOT the first time I exited said ramp & thought I was being helpful in reporting the death-trap. Was told to deal with it. I never use that exit

Like Reply Hide [Send Message](#) 3d

**Dalton Swindle**  
The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit(bus, light rail), etc. I have personally seen many projects not include adequate sidewalkinfrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.

# **I-44 INFRA Grant Facebook Boosted Posts Public Comments**





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** Mykhael Hayes


**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
23h · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

**347** People reached   **65** Engagements   **—** Distribution score   [Boost again](#)

**Mykhael Hayes**  
Mark Riddle the kearney st bridge over 65 is embarrassing. Whole thing needs torn down and rebuilt.  
[Like](#) [Reply](#) [Hide](#) 1w [3](#)

**Ozarks Transportation Organization**  
Mykhael Hayes Thank you for your comment.  
[Like](#) [Reply](#) 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** J.L. Anderson

**Contact Email/Ph #:** not available

### Facebook Direct Message

Wednesday 7:36pm

Grant - Enterprise Survey Software

To reduce congestion at 13 and 44, out ramps in at Grant Street and I-44 and National Avenue and I-44. Due to increased local traffic and Fairgrounds traffic, both of these ramp additions are bound to lesson the congestion at 44 and 13. Thank you.



[Create appointment](#)



The word "out" should be "off and on" ramps.



9:33 AM

Thank you for your comment. Public input is vital to the planning process. Please visit the [www.FixI44.com](http://www.FixI44.com) page to leave comments that will go directly to the project team. Also, on this page is information regarding a community meeting which would be a great time to visit with the project team and share your ideas. Thank you, again!





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/16/2022

**Received through:** Facebook


**Contact Name:** Mark Riddle/M.Hayes/Tim Diaz

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
23h · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

347 People reached   65 Engagements   — Distribution score   [Boost again](#)


### Facebook Comment Thread

**Mark Riddle**  
I-44 from west Chestnut east to Mulroy on the east side of Springfield both directions needed attention long before JRF did but remember I-44 is going thru the north side of Springfield. Also the intersection of I-44 and Mo-13 needs a overhaul !!! Traffic coming into and leaving Springfield is a night mare early mornings- evenings and especially Friday evenings leaving town with traffic tied up by bumper to bumper traffic all the way back south to Kearney St on north Kansas Expressway .

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 12h Edited  2


The comment Ozarks Transportation Organization is replying to has been deleted.

**Author**  
**Ozarks Transportation Organization**  
Jeremy Wilcox Thank you for your input. The flow of traffic has shifted in that area over the years. Please visit [www.North13Study.com](http://www.North13Study.com) to leave comments for the study team.

 **OZARKSTRANSPORTATION.ORG**  
**North Hwy 13 Corridor Study | OTO**

[Like](#) [Reply](#) [Remove Preview](#) 39m

**Mark Riddle**  
Mykhael Hayes one would think that with MoDot Headquarters near by that bridge and all the vehicles MoDot has that travel over that bridge on Kearney St. that they would actually notice how bad the road surface really is!!!! Guess MoDot and its employees do not notice it or just ignore it hoping it will go away!!!! Just saying! Ranks right up there on priorities with pothole repair that lacks for the last 2 years which includes the city public works too!!!! JMO!!!!

[Like](#) [Reply](#) [Hide](#) 1w  2



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** Dale Fisher Milam

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

WWW.FIXI44.COM

*You're Invited!*

**COMMUNITY MEETING**


Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!




Ozarks Transportation Organization 


 **Dale Fisher Milam**  
Expand I-44 to 6 lanes around Springfield. This has been needed for decades

Like Reply Hide 1w

 **Ozarks Transportation Organization**  
Dale Fisher Milam Thank you for your comment. For more information about the proposed project, please visit <https://www.ozarkstransportation.org/fix-i-44....>

 **OZARKSTRANSPORTATION.ORG**  
Fix I-44 INFRA Grant Application | OTO

Like Reply Remove Preview 1w

 **Dale Fisher Milam**  
Hope I am able to make it

Like Reply Hide 1w





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** John Saunders

**Contact Email/Ph #:** not available

### Facebook Direct Message

John Saunders replied to a post.

Do you have a Proposal map of where New roads and any overpasses, if any might be ?



John Saunders

9:16 AM

Good morning!

The website [www.FixI44.com](http://www.FixI44.com) has a lot of information. There is map of the project boundaries on the main page. There is also a link under the heading "Project Boundaries" that links to a full project map. Hopefully this will provide the information you are looking for. There will be a community open house Tuesday, March 1st from 4:30 pm - 6:30 pm at the Library Station Frisco Community Room. There will be representatives of the project team there to answer any questions you may have. Thanks!

Ok, Thanks !

However I was wanting info about Statehighway MM and US 60 in the Republic area, the I-44 is needed too.



So sorry! Here is a link to the MM Corridor page <https://www.ozarkstransportation.org/highway-mm-corridor-raise-grant>. It provides a link to a proposed project improvement map. This may provide the information you are looking for. The community open house for this project will be Monday, February 29th from 6:00pm - 8:00pm at the Republic Community Center, Rooms A & B. Thank you!





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Randy Baker

**Contact Email/Ph #:** not available

### Facebook Direct Message

8:24 AM

Randy Baker replied to a post.

I-44 doesn't need fixed, it's good...just needs expanded...



65 is 3-4 lanes wide...yet not as busy as I-44 which in many places is still 2 lanes

9:31 AM

Thank you for your comment. Public input is vital to the planning project. The core of the project is to widen I-44 between Route 13 (Kansas Expressway) to US 65. Please visit [www.FixI44.com](http://www.FixI44.com) for more information and to leave comments that will go directly to the project team. Also, there is information on this page about a community meeting for the project. Thank you!

Thanks no plan up to Kansas coming into town from the west where the trucks are so congested? Odd Good luck Truck traffic is going to increase volumiously



That section is a priority, as well. Local funding match is a requirement for the grant and at this time there are not enough funds to match to get that segment completed. Staff are continuing to look for funding opportunities to complete that section. The project team that will be at the community meeting on March 1st at the Library Station will be able to provide more details. Thank you!

Create appointment



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook


**Contact Name:** Dan and Jenni Dawson

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)


1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment

**Dan AndJenni Dawson**  
I44 should have been 6 lanes years ago. But the monies went to improve 65 so we attract tax dollars and make a goid impression on those headed to Branson. As a truck driver, the diverging diamond from 13 is a hassle in all directions. It's really a pain driving north or south with a long trailer and almost as bad driving on I44. Some states have a traffic signal at on ramps so potential accidents are less likely. There are drivers in my company that will look for other ways into Springfield from the north rather than deal with the diverging diamond at 44 and 13.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  2

 **Ozarks Transportation Organization**  
**Dan AndJenni Dawson** Thank you for this information. There is currently a study being done for the North Highway 13 Corridor and the Hwy13/I-44 intersection. The goal of this study is to identify improvements to the existing interchange or identify alternative interchange designs. The project team for this study would appreciate your input. Please visit <http://north13study.com/> for more information and to leave comments for the project team.

 **OZARKSTRANSPORTATION.ORG**  
**North Hwy 13 Corridor Study | OTO**



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook


**Contact Name:** Nerissa King

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)


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### Facebook Comment

**Nerissa King**  
I live on Evergreen I can see I-44 out my kitchen window. If they're going to turn it to six lanes that is going to be a noise nuisance it already is I have a soundproof wall that is 12 in thick in the front of my house. If it goes to six Lanes we want a wall just like 65 Highway has the residents around here do not want it to turn to six Lanes. Approximately 1000 to 1,500 ft to the highway from my house as it is so are you planning on purchasing our homes to turn it into six Lanes? How is this really going to work. This is going to make our home values go down as well.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 10h  1

**Ozarks Transportation Organization**  
**Nerissa King** These are great questions. The project team is hosting a community open house to answer questions and to hear feedback/concerns. This would be a great time to ask them these questions. The community open house is Tuesday, March 1st from 4:30pm-6:30pm at the Library Station's Frisco Community Room. If you are unable to attend, please visit the website [www.FixI44.com](http://www.FixI44.com) and use the comment card to share your questions and concerns.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application LOTO**

**Nerissa King**  
**Ozarks Transportation Organization** I work during this time. So I won't have an opportunity.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 47m

**Nerissa King**  
It happen anyways truly our opinions don't matter.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 46m

**Ozarks Transportation Organization**  
**Nerissa King** I am sorry the meeting is not at a convenient time. The project team will read your comments and respond to any questions if you use the comment card on the website. Or, direct message us with your email and we will send it to the project team so they can answer your questions.

[Like](#) [Reply](#) 7m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Nerissa King

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
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[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**You're Invited! COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**  
SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** [Send message](#)

### Facebook Comment

**Nerissa King**  
Can't make meeting 😞  
Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** You can still share your comments or questions with the project team through the comment cards on the website [www.FixI44.com](http://www.FixI44.com). The project team would appreciate the feedback.

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**  
Like Reply Remove Preview 1w

**Nerissa King**  
Are you going to be purchasing homes? Part of Evergreen I'm speaking about is in between Grant Broadway. I literally can look out my kitchen window and there it is I-44.  
Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** Please fill out a comment on the website [www.FixI44.com](http://www.FixI44.com) so the team can respond or direct message u email address. Thank you.

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**  
Like Reply Remove Preview 1w

**Nerissa King**  
Ozarks Transportation Organization I have.  
Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** Thank you!!  
Like Reply 1w

**Nerissa King**  
I-44 is already a noise nuisance. I live on Evergreen Street I can look at my control and do and see I-44. I have a 12 in soundproof wall on the front of my house and I can still hear the noise from I-44 and my back bedroom. If it turns into six planes... See more  
Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** These are great questions. Please fill out the comment card on the website [www.FixI44.com](http://www.FixI44.com) with your questions for the project team. Or, direct message us with your email address so the project team can answer your questions. Thanks!

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**  
Like Reply Remove Preview 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Ray Bailey


**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment


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February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

**Ray Bailey**  
Ozarks Transportation Organization I like the diverging diamonds. I never had a problem with them and was a driver for over 20 years. But the speed limits are ver antiquated in Springfield. There are larger cities with faster speed limits. I think traffic has moved better than it has since I moved here 30 years ago. People have been speeding on 65 and 60 with no problems since Covid and traffic is moving smoother than ever.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 13h  1

**Author**  
Ozarks Transportation Organization  
Ray Bailey Thank you for your comment.

[Like](#) [Reply](#) 29m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022


**Received through:** Facebook

**Contact Name:** Dustin Tinsley


**Contact Email/Ph #:** not available

*OTO's Original Posting*



*Facebook Comment*


 **Ozarks Transportation Organization**  
23h · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

347 People reached   65 Engagements   — Distribution score   [Boost again](#)

 **Dustin Tinsley**  
Nothing wrong with it .  
Don't need a grant.  
Use the tax money you already have and fix the roads.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2h  1

 **Ozarks Transportation Organization**  
**Dustin Tinsley** Thank you for your comment. This area was a high priority in the OTO area based on scoring. Also, this area received the highest amount of public comments. The application for a grant is due to the estimated project scope for this project exceeds the tax base and there are other projects/maintenance throughout the OTO area that need to be completed, as well.  
[Like](#) [Reply](#) 34m

Write a comment...



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Billie Frye Thurman


**Contact Email/Ph #:** not available

**OTO's Original Posting**


**Facebook Comment**

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Billie Frye Thurman**  
Dale Fisher Milam needs to go from 65 to James River

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h

 **Ozarks Transportation Organization**  
**Billie Frye Thurman** That section is a priority. The project team is hosting a community open house. They would be able to provide more detail on that section of I-44. The community open house will be held on Tuesday, March 1st from 4:30-6:30pm at the Library Station's Frisco Community Room. Thank you.

[Like](#) [Reply](#) 17m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Mark Weller


**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)

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**Mark Weller**  
I am not shure what is needing "Fixed". 👍 1

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 15h

**Author**  
**Ozarks Transportation Organization**  
Mark Weller The website [www.FixI44.com](http://www.FixI44.com) shares the goal of the project and provides more detail. Thank you for your inquiry.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

[Like](#) [Reply](#) [Remove Preview](#) 29m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/18/2022


**Received through:** Facebook

**Contact Name:** Genny Seaburn Sexton


**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Genny Seaburn Sexton**  
I have filled out both surveys, added comments about the horrid conditions trying to commute 1 mile from the north side of I-44 to the south side of it, and yet have never received a confirmation or follow up. I own a business 1 mile north of the interstate off of 13 Hwy and a farm in which both utilize this corridor. I remember when you did the "first diverging diamond in the nation" there, and said if this isn't big enough, we will come back and expand the bridge. That's been how many years and traffic is still backed up for MILES! I blame your signal coordinator for a lot of that! They need to camp their arses there in a chair and actually see how traffic stacks up! Sat at the NB lights sometimes 4-5 light changes, meanwhile 2 cars cross SB, and vice versa depending on the times of day! Do better!! South National got a 4 lane diverging diamond before you expanded the original??? Again, do better! Quit treating the NS like red headed step children!!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 37m  1

 **Ozarks Transportation Organization**  
**Genny Seaburn Sexton** Thank you for filling out the surveys. The project teams will appreciate the information.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/18/2022

**Received through:** Facebook


**Contact Name:** James Hearron/Greg Jewell

**Contact Email/Ph #:** not available

### OTO's Original Posting


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)


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### Facebook Comment Thread

 **James Hearron**  
I would love to see improved crossings for pedestrians and cyclists who need to cross I-44 safely. Improved signage, seperated paths & culverts and/or bridges would be a plus. There are many parks & biking trails north of I-44 that should be safely a... [See more](#) [Like](#) [Reply](#) [Hide](#) 1w [6](#)

 **Author**  
**Ozarks Transportation Organization**  
James Hearron Thank you for your comments. There are Pedestrian/Bicycle improvements in the proposed project. More details can be found at [www.FixI44.com](http://www.FixI44.com). Also, please fill out the comment card on that website with your suggestions and questions.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO** [Like](#) [Reply](#) [Remove Preview](#) 1w [1](#)

 **Greg Jewell**  
James Hearron great point and ideas! [Like](#) [Reply](#) [Hide](#) 1w [2](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Mike Young

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
6d · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

**Mike Young**  
Too many good people have perished on this stretch of Highway already. Why has it taken so long? [Like](#) [Reply](#) [Hide](#) 1w [2](#)

**Author**  
**Ozarks Transportation Organization**  
**Mike Young** Thank you for your comment. [Like](#) [Reply](#) 1w





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Steven Wilcox

**Contact Email/Ph #:** not available

### Facebook Direct Message



I travel I-44 from Kansas expwy Dailey to 65 then to Ozark! I believe I-44 should be widened to 3 lanes east and west bound

11:20 AM

Thank you for your comment. Please leave a comment for the project team through the following website: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2lsJuMLAWrwK5rfYNArwtA8-IYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2lsJuMLAWrwK5rfYNArwtA8-IYrSU)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Dustin Tinsley

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).


[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization**  Send message

### Facebook Comment

**Dustin Tinsley**  
So here we go again fixing something that's not broke. How about fix all traffic lights, and other roads that actually need repaired .


[Like](#) [Reply](#) [Hide](#) [Send Message](#) 3d  2

**Ozarks Transportation Organization**  
Dustin Tinsley Thank you for your comment. To view one project list for the OTO MPO area, please visit <https://www.ozarkstransportation.org/what.../stip-priorities>.

**OZARKSTRANSPORTATION.ORG**  
Statewide Transportation Improvement Program Prioriti...

[Like](#) [Reply](#) [Remove Preview](#) 1w

**Dustin Tinsley**  
**Ozarks Transportation Organization**  
Nothing to view.  
Nothing needs to be fixed.  
Quit wasting tax payers money on crap that don't need to be done and 9 years ago when you did do something and everyone said it wouldn't work, look where we are at. trying to fix your screw up.

[Like](#) [Reply](#) [Hide](#) 1w  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/19/2022


**Received through:** Facebook

**Contact Name:** Mike Young


**Contact Email/Ph #:** not available

**OTO's Original Posting**



**Facebook Comment**


 **Ozarks Transportation Organization**  
6d · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

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 **Lindsey Parks**  
Use your best judgment by your best minds when all is said and before it's done. [Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Ozarks Transportation Organization**  
**Lindsey Parks** Thank you for your comment. [Like](#) [Reply](#) 1d

 **Lindsey Parks**  
**Ozarks Transportation Organization** 🙌 [Like](#) [Reply](#) [Hide](#) [Send Message](#) 22h



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County


**Date received:** 02/19/2022

**Received through:** Facebook


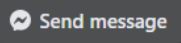
**Contact Name:** Mark Pearl/Mike Davis

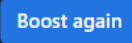
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### OTO's Original Posting






 **Ozarks Transportation Organization**  
6d · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF




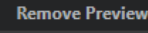
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



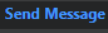
### Facebook Comment Thread





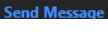
 **Mark Pearl**  
More lanes would just make it more difficult. Just lower the speed limit on 44 as it passes Springfield. Then have the left lane not be a drive as fast as you want lane, but make it the lane for vehicles that are not going to exit. Make the right lane for vehicles that are going to exit and merge on and off.  
   1w 

 **Ozarks Transportation Organization**  
**Mark Pearl** Thank you for your comment. Please follow this link to leave a comment for the project team: [https://fixi44.questionpro.com/...](https://fixi44.questionpro.com/)

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**  
   1w

 **Mike Davis**  
**Mark Pearl** 🤔🤔🤔🤔🤔🤔

 **Mark Pearl**  
**Mike Davis** 44 and 65 have a lot in common. When you're going north on 65 and taking the Kearney exit during morning rush hour, there are many times that the exit is backed up onto 65. Those coming up on this exit are unaware of the backup as the top the small hill there and have to make evasive maneuvers to avoid rear ending someone while driving 65-80 mph in the right lane. The other two lane have people driving even faster and cutting across several lanes at the last second to exit. There's really no way to make any evasive maneuvers with all the traffic wizzing by. There seems to be an accident several times per week there  
    23h

 **Mike Davis**  
**Mark Pearl** you said that 44 didn't need to be widened just need to lower the speed limit. Lowering the speed limit on a highway with an ever increasing volume of traffic is not the answer..... More lanes is the answer. Restrict semi's to the outer two lanes and it will work beautifully.  
    23h



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/19/2022


**Received through:** Facebook

**Contact Name:** Brenda Fulbright


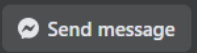
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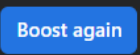
**OTO's Original Posting**


**Facebook Comment**




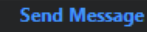

 **Ozarks Transportation Organization**  
6d · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** 



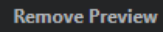
5,127 People reached 1,063 Engagements — Distribution score 

 **Brenda Fulbright**  
I avoid it like the plague. It seems extremely narrow, should be 6-lanes and the speed limit raised. I drive to Ozark every day and would rather take Kearney Street than I-44.

    3d Edited  3

 **Ozarks Transportation Organization**  
**Brenda Fulbright** Thank you for your comment. Please follow this link to leave a comment for the project team. [https://fixi44.questionpro.com/...](https://fixi44.questionpro.com/)

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

   1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/20/2022

**Received through:** Facebook


**Contact Name:** Christopher Mann/John Saunders

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Christopher Mann**  
Why, MoDot already has their mind made up, this public input is just a formality.  
[Like](#) [Reply](#) [Hide](#) 1w [👍 5](#)

**Author**  
**Ozarks Transportation Organization**  
**Christopher Mann** Thank you for your comment.  
[Like](#) [Reply](#) 1w

**John Saunders**  
**Christopher Mann** it is a " Here is what we are doing meeting ". Been going on for years..  
[Like](#) [Reply](#) [Hide](#) 1w [👍 1](#)

**Christopher Mann**  
**John Saunders** yep [👍 1](#)  
[Like](#) [Reply](#) [Hide](#) 1w





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/20/2022

**Received through:** Facebook

**Contact Name:** Jesse Hearndon/Scott Hall

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Jesse Hearndon**  
how about you do something about the BS 60mph speed limit on 44 that always seems to have LEOs camping to drum up revenue for the state.  
  
There was a time in my life where I could ride a bicycle that fast and the only time people are doing the limit ever is if one of your ubiquitous Explorer Interceptors are sitting in the median between Glenstone and 65 which I can always bet all the tea in China that one is there in the morning and I can set my watch by the sea of brake lights right before that LEO.  
  
this is Missouri, not New York.  
[Like](#) [Reply](#) [Hide](#) 1w Edited [1](#)

**Ozarks Transportation Organization**  
**Jesse Hearndon** Thank you for your comment.  
[Like](#) [Reply](#) 1w [1](#)

**Scott Hall**  
**Jesse Hearndon** I agree soon as you hit Springfield it's a bottle neck people slamming on there breaks because the speed limit reduces just keep the traffic flow moving  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 5d [1](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Robert DelMar

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

WWW.FIXI44.COM


*You're Invited!* **COMMUNITY MEETING** 


Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**  
SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!



Ozarks Transportation Organization  Send message

 **Robert DelMar**  
Dustin Tinsley like they just built the diamond interchange in 2009 and they want to do something different. Maybe they should do studies before building roads that don't work

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Ozarks Transportation Organization**  
Robert DelMar Thank you for your comment. The community meeting that will be held March 1st from 4:30-6:30pm at the Library Station may be of interest. Here the project team could share current traffic study data.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Rusty Swift

**Contact Email/Ph #:** not available

### Facebook Direct Message



Widening to 3 lanes would help prevent the congestion that happens so frequently. I would think it would help adding the extra lanes west to Chestnut Expressway or maybe MM? Traffic counts may not suggest it, but when driving west, traffic is always busy until beyond those exits.



11:01 AM

Thank you for your inquiry. The project team would appreciate your comments. Please follow this link to leave them a comment: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rfYNArwtA8-iYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rfYNArwtA8-iYrSU). Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Brett Franklin

**Contact Email/Ph #:** not available

### Facebook Direct Message



Widen to 3 lane, but add fly over interchange at hwy13

11:18 AM

Thank you for your comment. Please leave a comment for the project team through the following website: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rYNArwtA8-iYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rYNArwtA8-iYrSU)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Robert DelMar

**Contact Email/Ph #:** not available

### Facebook Direct Message

Mon 7:07 AM



would it benefit the community if we brought back a street car system?

11:07 AM

Thank you for your question. This question will be shared with our Board of Directors and Technical Planning Committee. Thank you!



I know we aren't Kansas City but I know the benefits of having their street car are there and it allows the downtown area to get more foot traffic, and cuts down on parking issues. It just seems like it would pay for itself in the long run.



I'm sure there are studies from the KC Street car and the benefits

They would be a good resource. I will include this information, as well. Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Rusty Harris


**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
6d · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

 **Rusty Harris**  
I44 should be 6 lanes from 744 to James River. At least if they are going to expand, PLAN for the future instead of letting it get bottled up in 20 years or less. Also, James River needs to be 6 lanes between 65 & FF.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 11h  1

 **Author**  
**Ozarks Transportation Organization**  
Rusty Harris Thank you for your comment.

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Greg Jewell



**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
6d · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...**  Send message

5,127 People reached    1,063 Engagements    — Distribution score    [Boost again](#)

 **Greg Jewell**  
Ozarks Transportation Organization as a former OTR driver, I actually like the diverging diamonds. The only problem was people that went through the wrong side or nervous people taking up more than their lane. And IMO, traffic is heavier on James River Exp and 65 during peak times.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Author**  
Ozarks Transportation Organization  
Greg Jewell Thank you for your comment.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Randy Craig


**Contact Email/Ph #:** not available

**OTO's Original Posting**



**Facebook Comment**


 **Ozarks Transportation Organization**  
6d · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

 **Randy Craig**  
The intersection at 13 and 44 what a JOKE ! Evenings coming into town on 13 , 2 mile backups , on Kansas traffic backed up past Kearney ! Avoid this intersection !!  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  2

 **Ozarks Transportation Organization**  
Randy Craig Thank you for your comment.  
[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Rusty Boersma/Debbie Morgan/Annie Schack/Joe Stokes & Serrel White Eagle

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached 1,063 Engagements — Distribution score [Boost again](#)

### Facebook Comment Thread

**Rusty Boersma**  
Rid this state of Republicans.....that's the first step....  
Like Reply Hide 1w 🍌🍌🍌 4

**Debbie Morgan**  
**Rusty Boersma** oh such a stupid statement  
Like Reply Hide 1w 🍌🍌🍌 2

**Rusty Boersma**  
**Debbie Morgan** how so? Every single one of our Republicans in Congress, voted against President Biden's infrastructure bill....  
Like Reply Hide 1w 🍌🍌🍌 4

**Annie Schack**  
**Rusty Boersma** thank goodness they did....  
Like Reply Hide 1w 🍌 1

**Rusty Boersma**  
**Annie Schack** yeah, because having bridges collapse is much better....  
Like Reply Hide 1w

**Rusty Boersma**  
**Annie Schack** thanks to President Biden's infrastructure bill, Christian county can now replace 3 dangerous bridges....  
Like Reply Hide 1w

**Joe Stokes**  
**Rusty Boersma** They wisely voted against it because of all the other socialist programs that were in it. Bring it up again without the socialist agenda items and see what happens. Besides, they still haven't spent all the money in the first stimulus package.

**Serrel White Eagle**  
**Joe Stokes** I guess he's also I favor of the millions of his tax dollars that we're going into the the Nancy piglosy memorial park in San Fran..... So much good for the entire country. 🍌  
Like Reply Hide [Send Message](#) 3d

**Joe Stokes**  
**Rusty Boersma** not true. There were 69 yea votes in the Senate. With only 50 Dems in the Senate, there must have been some Republicans that voted for it. Unless .....?



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Aaron Lance

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...  
The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).


[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**You're Invited!** **COMMUNITY MEETING**   
Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**  
SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!



Ozarks Transportation Organization 

 **Aaron Lance**  
John 5:39-47  
Jesus  
39 Search The Scriptures; for in them ye think ye have  
Eternal life: and they are they which Testify Of Me  
40 And ye will not Come To Me, that ye might have life  
41 I Receive not honor from men  
42 But I Know you, that ye have not The Love Of God in  
you  
43 I Am Come In My Father's Name, and ye receive Me  
not: if another shall come in his own name, him ye will  
receive  
44 How can ye believe, which receive honor 1 of another,  
and seek not The Honor That Comes From God Only  
45 Do not think that I Will accuse you to The Father:  
there is 1 that accuses you, even Moses, in whom ye trust  
read Jesus Word, hear Him  
Repent, Be Baptized. Beleive In Christ. The Kingdom Of  
Heaven Is At Hand, watch and pray

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Sheila Amyx Neff

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

### Facebook Comment

**Sheila Amyx Neff**  
Ozarks Transportation Organization the link doesn't open for me.  
Like Reply Hide 1w

**Author**  
Ozarks Transportation Organization  
Sheila Amyx Neff I will send you a message.  
Like Reply 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Tim Compton/Mark Riddle/Brad Grainger

**Contact Email/Ph #:** not available


### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

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<https://fixi44.questionpro.com/>

MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF



**Fix I-44 INFRA Grant...**

Send message

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Tim Compton**  
Adding lanes each direction. Fly over west bound to south 65. Flyover west bound to north 13, north of Norton road, no stops. Flyover South 13 to East bound 44.

Like Reply Hide 1w 3

**Mark Riddle**  
**Tim Compton** at one time- a few years ago MoDot said that the diverging diamond would solve problems at 13/44 interchange and that flyovers were not feasible due to lack of land to be acquired!!!! Too many businesses and homes near there!

Like Reply Hide 1w

**Tim Compton**  
**Mark Riddle** not very creative are they?

Like Reply Hide 1w


**Brad Grainger**  
**Mark Riddle** zero homes & businesses located at the NE corner of 13/44 where the proposed flyovers were suggested.

Like Reply Hide 1w

**Mark Riddle**  
**Brad Grainger** 1. Didn't know there was any proposed plans or architect drawings out for viewing and there are 4 residences in the NE area and vacant land that the city zoo owns and is buying more property in that area as we speak.  
2. Yes there are drawbacks to flyovers as stated from MoDot years ago but never say never but the 13/44 nightmare needs attention now or ASAP!

Like Reply Hide 1w 1

**Ozarks Transportation Organization**  
Tim Compton Thank you for your comments. Please use this link to leave comments for the project team: [https://fixi44.questionpro.com/...](https://fixi44.questionpro.com/)



**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

Like Reply Remove Preview 1w 1





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Michael Reynolds

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

**5,942** People reached **1,237** Engagements **—** Distribution score [Boost again](#)

Boosted on February 16 at 11:57 AM **Finishes in 9 days**  
By Ozarks Transportation

People reached	<b>5.2K</b>	Post Engagements	<b>235</b>
----------------	-------------	------------------	------------

[View results](#)

👍👎 41 68 Comments 17 Shares

### Facebook Comment

**Michael Reynolds**  
Ozarks Transportation Organization moving traffic around will make safer construction zones and will probably make construction time faster  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 12h

**Ozarks Transportation Organization**  
Michael Reynolds Thank you for your comment.  
[Like](#) [Reply](#) 1m

**Michael Reynolds**  
Ozarks Transportation Organization I've lived here since 1985, I-44 should be six lanes from just east of Strafford to about the 67 mile marker west of Springfield Traffic is horrible and will only get worse with population increase every year you can easily divert thru traffic around by using 65 and James river exp.  
[Like](#) [Reply](#) [Hide](#) 1w 4



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Tom Martz

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

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People reached	<b>5.2K</b>	Post Engagements	<b>235</b>
----------------	-------------	------------------	------------

[View results](#)

👍👎 41 68 Comments 17 Shares

### Facebook Comment

**Tom Martz**  
From I-44W to KS13N a direct lane would do lots to alleviate the flow of traffic off of the interstate until the light at Norton brings everything to a stop.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 17h

**Author**  
**Ozarks Transportation Organization**  
Tom Martz Thank you for your comment.

[Like](#) [Reply](#) 1m

**Tom Martz**  
Dan. As a person who lives here and drove based outta here the DD has been a hassle only without it, it would even be worse.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Dale Fisher Milam


**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
23h · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)

347 People reached 65 Engagements — Distribution score [Boost again](#)

**Dale Fisher Milam**  
This section of I-44 from 65 to Kansas Expressway needs to be 6 lanes. I feel that this section around Springfield is neglected and should have been 6 lanes a decade ago. MODOT is behind the times here.

Like Reply Hide 1w 7

**Author**  
**Ozarks Transportation Organization**  
Dale Fisher Milam Thank you for your comments. Please visit [www.FixI44.com](http://www.FixI44.com) to find out more information and to leave comments for the team. The goal of this grant application is to fix capacity issues on I-44 from Kansas Expressway and US 65.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

Like Reply Remove Preview 1w

**Billie Frye Thurman**  
Dale Fisher Milam needs to go from 65 to James River

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/23/2022

**Received through:** Facebook

**Contact Name:** Troy Clements

**Contact Email/Ph #:** not available

### *Facebook Direct Message*



Redo division between national and glenstone they keep patching and it keeps coming out it's rough on vehicle

Thu 7:53 AM

Thank you for your comment. This will be shared with our Technical Planning Committee and Board of Directors.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/24/2022

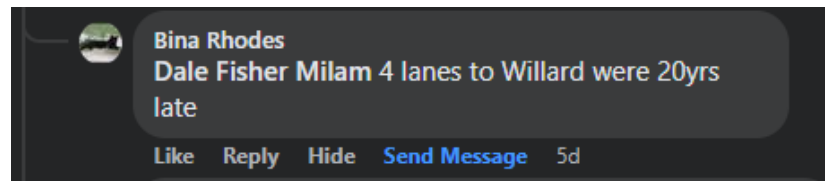
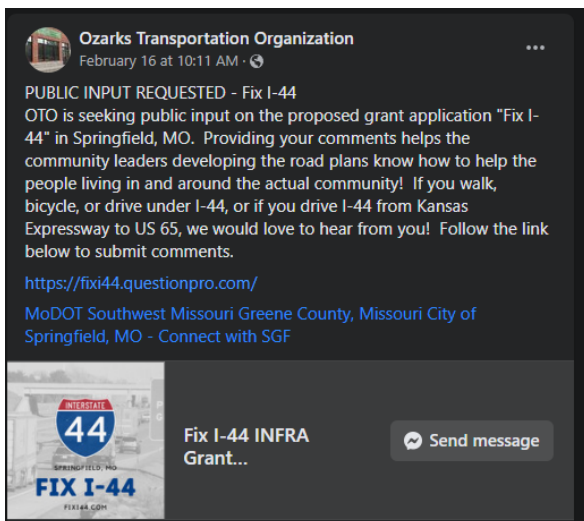
**Received through:** Facebook

**Contact Name:** Bina Rhodes

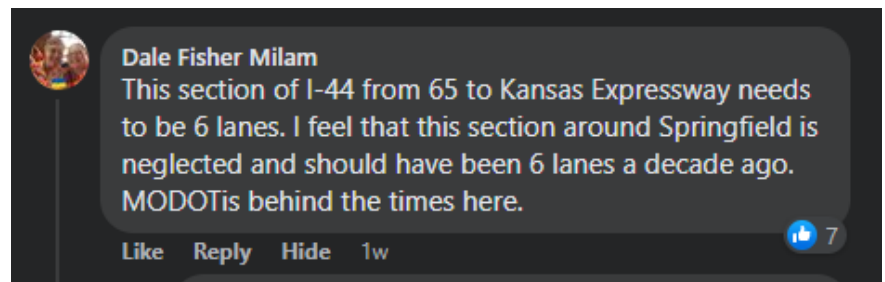
**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment



**Above Comment was a reply to the following**



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Scott Hall


**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment


**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)






7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

 **Scott Hall**  
Now someone is building a car wash at 44 and Kansas. More bottle necks and how many car washes do we need . There's one going up on every corner like gas stations

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 21h  1

 **Ozarks Transportation Organization**  
Scott Hall thank you for your comment.

[Like](#) [Reply](#) 16m

 Reply to Scott Hall...    





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Ross Grandanette


**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

 **Ross Grandanette**  
Hy. 13 at I 44 is bad. Probably shouldn't have been done like it is. I've seen numerous big rigs in a mess there. No doubt that is a top priority for you.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 40m

 **Author**  
**Ozarks Transportation Organization**  
**Ross Grandanette** Thank you for your comment.

[Like](#) [Reply](#) 14m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/26/2022

**Received through:** Facebook

**Contact Name:** Rusty Puckett

**Contact Email/Ph #:** not available

### Facebook Direct Message



I have been traveling 44/13 to 65 east of Spfd for over 33+ years.... I believe 6 lane's is just a temporary fix. I believe 8 lanes will be a long time fix and make the travel so much safer. The off/on ramps are still not long enough for safety purposes. Thank you for trying to fix this problems.

8:39 AM

Thank you for your comment. Public input is vital to the planning process. If you have not already, please share this information with the project team, as well at <https://fixi44.questionpro.com/>. Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022

**Received through:** Facebook

**Contact Name:** David Hughes


**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)


### Facebook Comment

**David Hughes**  
Somehow this intersection needs improvement. This weekend , traffic on 13 was backed up to the first corner waiting to get into Springfield.


[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  3

**Author**  
**Ozarks Transportation Organization**  
**David Hughes** Thank you for your comment. Please share this information with the project team, as well at <https://fixi44.questionpro.com/>.

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

[Like](#) [Reply](#) [Remove Preview](#) 1d  1

**David Hughes**  
**Ozarks Transportation Organization** just got done filling out the survey , thank you for posting the link .

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Gratr

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Serrel White Eagle

**Contact Email/Ph #:** not available


### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Serrel White Eagle**  
I-44 & 13 north & south every day is a backed up mess. Do you all ever get out & look at the messes you've created??

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Ozarks Transportation Organization**  
**Serrel White Eagle** Thank you for your comment.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022

**Received through:** Facebook

**Contact Name:** Justin Haase

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**You're Invited!**

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** Send message

### Facebook Comment

**Justin Haase**

I could support 70mph far left lane and 60 for the right two in this zone. I've been to 49 states and seen anything from unlimited Montana back in the day to speed traps on an interstate. I-44 is busy enough to support a 70mph far left lane and a 60mph middle and right lane. I've driven it as someone hauling a load from republic to Strafford...and the left lane now makes you feel like you are a burden despite the fact you aren't exiting locally... and the left with a load is a constant point of stress as on-ramps approach.

Like Reply Hide Send Message 11h 1

**Ozarks Transportation Organization**

**Justin Haase** Thank you for your comment. Please share this with the project team, as well at <https://fixi44.questionpro.com/>.

**FIXI44.QUESTIONPRO.COM**

**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

Like Reply Remove Preview 17m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** David Blevins

**Contact Email/Ph #:** not available


### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **David Blevins**  
Bypass I 44 towards Bolivar you already lost this section to bad design and good intentions leave it to the locals

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

 **Author**  
**Ozarks Transportation Organization**  
David Blevins Thank you for your comment.

 **David Blevins**  
**Ozarks Transportation Organization** off subject but since your listening would you consider the replacement for the cable ferry at Akers Ferry in Shannon County

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2h

 **Author**  
**Ozarks Transportation Organization**  
**David Blevins** This would be outside our area. The Ozarks Transportation Organization MPO area includes Christian and Greene Counties and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. Shannon County may be able to help or direct you to the correct contact for this request. Thank you!

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Susan Rathke


**Contact Email/Ph #:** not available


### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Susan Rathke**  
My aunt was on the team that designed I-44 many decades ago. She was one of the main engineers!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2d  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Jimmie Reed


**Contact Email/Ph #:** not available


### OTO's Original Posting

### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Jimmie Reed**  
Hwy13 need work also 6 land will help the back up of I44 to

Like Reply Hide [Send Message](#) 1d Edited

 **Author**  
**Ozarks Transportation Organization**  
Jimmie Reed Thank you for your comment.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Evan Neal

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

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**WWW.FIXI44.COM**

**You're Invited!**

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**

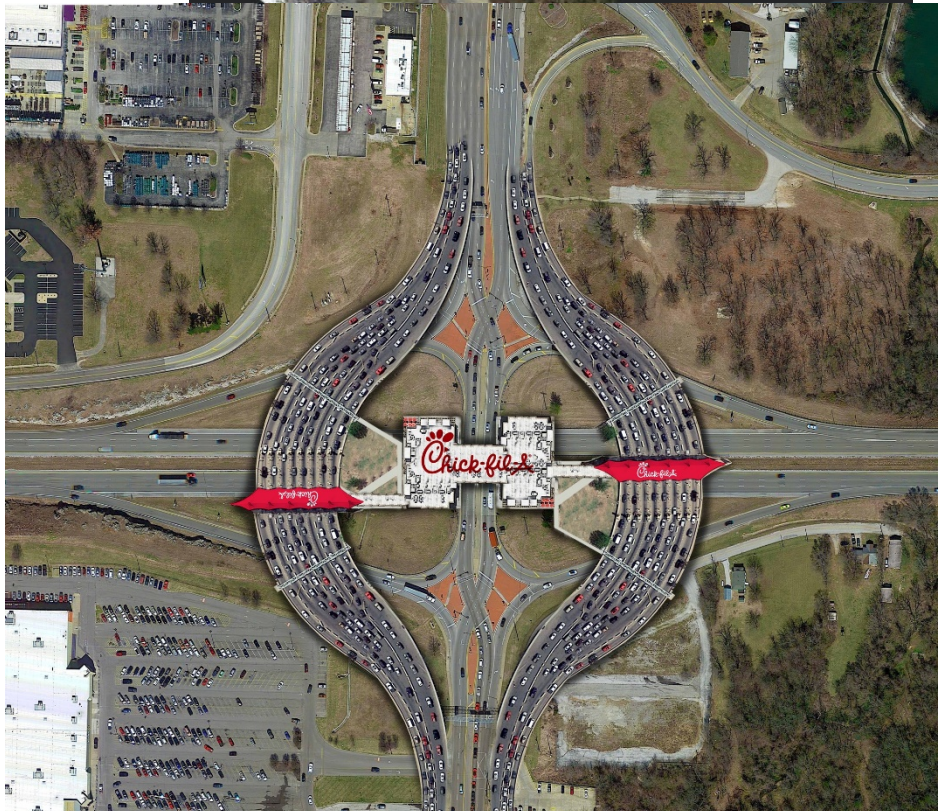

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** Send message

### Facebook Comment

**Evan Neal**

I'd like to submit my formal proposal for Highway 13 and I44.... Pros: Large amounts of traffic would be managed very efficiently.... Cons: May attract more traffic to the area than previously estimated.





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Eric Carden

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
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[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!





**Ozarks Transportation Organization** 

### Facebook Comment

 **Eric Carden**  
Ozarks Transportation Organization would you like a list of actual roads and streets that need attention?

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  3

 **Author**  
**Ozarks Transportation Organization**  
Eric Carden Thank you for your inquiry. Public input is vital to the planning process. If you have suggestions or concerns, please visit our "Give Us Your Input" page at <https://www.ozarkstransportation.org/give-us-your-input>. There are various ways to share your thoughts. Thank you!

 **OZARKSTRANSPORTATION.ORG**  
**Give Us Your Input | OTO**

[Like](#) [Reply](#) [Remove Preview](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 to Joplin and St. Louis

**City/County of concern:** Outside OTO MPO area

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Robert Stephens

**Contact Email/Ph #:** not available

### Facebook Direct Message

Robert Stephens replied to a post.



Public input request re I-44: This highway definitely needs to be expanded, not only between Kansas Expwy and 65, but all the way from St Louis to Joplin.



Thank you for your comment. The Ozarks Transportation Organization's boundary area does not include the portions to Joplin and St. Louis. The OTO MPO area includes Christian and Greene County and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. Please contact MoDOT with any questions, suggestions, or concerns for the portions located outside of this area. Here is a link to the OTO MPO area map, it is at the bottom of the page: <https://www.ozarkstransportation.org/our-resources/maps>.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Jean Ackley

**Contact Email/Ph #:** not available


### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

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 **Jean Ackley**  
I have to work till 6 p.m. you guys go get them

Like Reply Hide Send Message 20h

WWW.FIXI44.COM

*You're Invited!* **COMMUNITY MEETING** 

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!



Ozarks Transportation Organization 





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Tim Diaz

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

13,854	2,181	—
People reached	Engagements	Distribution score

[Boost again](#)

### Facebook Comment

**Tim Diaz**  
Mark Riddle nothing but a cobble stone highway with all the potholes and asphalt patches and repairs.lol

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 18h

**Above Comment was a reply to the following**

**Mark Riddle**  
I-44 from west Chestnut east to Mulroy on the east side of Springfield both directions needed attention long before JRF did but remember I-44 is going thru the north side of Springfield. Also the intersection of I-44 and Mo-13 needs a overhaul !!! Traffic coming into and leaving Springfield is a night mare early mornings- evenings and especially Friday evenings leaving town with traffic tied up by bumper to bumper traffic all the way back south to Kearney St on north Kansas Expressway .

[Like](#) [Reply](#) [Hide](#) 1w Edited [15](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Zac Stevens

**Contact Email/Ph #:** not available


### OTO's Original Posting



### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Zac Stevens**  
I wish we could get FF over James River freeway fixed. This area is full of holes in the concrete.  1

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

 **Author**  
**Ozarks Transportation Organization**  
Zac Stevens Thank you for your comment.  
[Like](#) [Reply](#) 1d



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Colby Forsythe


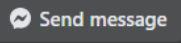
**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
6d · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...**  Send message

5,127 People reached    1,063 Engagements    — Distribution score    [Boost again](#)

 **Colby Forsythe**  
Northbound 44 & Kansas Expy needs something. The added distance on the highway offramp was an ineffective bandaid that doesn't work when you throw the length OTR trucks require into the mix. Also with the diverging diamond setup, it's difficult for passenger traffic to make a right turn from the offramp because you can't see the traffic coming on the diamond until its already there... which makes people wait. Adding to the congestion. We won't have the problems at the other diamonds in town; but only because they don't have the same kind of traffic at that intersection does headed north.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 21h  2

 **Ozarks Transportation Organization**  
**Colby Forsythe** Thank you for your comment.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Paul Mark


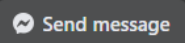
**Contact Email/Ph #:** not available

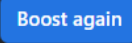
### OTO's Original Posting





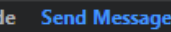

### Facebook Comment


 **Ozarks Transportation Organization**  
6d · 🌐




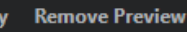
PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF





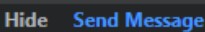

 **Fix I-44 INFRA Grant...** 

5,127 People reached   1,063 Engagements   — Distribution score   

 **Paul R Mark**  
Highway 13 and I 44 intersection needs to be moved west away it's current location. To much mixture of local into businesses and though traffic, separate though traffic from that mixture ! !  
    23h  3

 **Author**  
**Ozarks Transportation Organization**  
Paul R Mark Thank you for your comment. Please share this information with the project team, as well at: <https://fixi44.questionpro.com/>.

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**  
   22h

 **Paul R Mark**  
Take it (13) west to about I 44 and James River that would link more appropriately.  
    22h  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Tim Diaz


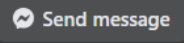
**Contact Email/Ph #:** not available

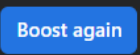
### OTO's Original Posting



### Facebook Comment



 **Ozarks Transportation Organization**  
6d · 🌐



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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** 

5,127 People reached    1,063 Engagements    — Distribution score    

 **Tim Diaz**  
kansas expressway at I44 is a headache.i avoid it as much as possible.ill travel to glenstone nb at I44 just to avoid it.the the I44 off ramp going nb 13 is too short and needs better signage and on ramp from kansas exp getting on to I44 eb is too short not giving truck enough length to get up to speed its a traffic merging nightmare.  1

 **Tim Diaz**  
signage is lacking because people still dont know how to merge into traffic properly  7h

 **Author**  
**Ozarks Transportation Organization**  
Tim Diaz Thank you for your comments.  1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Terry Blauvelt


**Contact Email/Ph #:** not available

### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Terry Blauvelt**  
**Ozarks Transportation Organization** I agree with the need for sound mitigation similar to what has been used on US 65 through Springfield. I live a mile away from I-44 in a well insulated, all brick house with triple pane windows and the traffic noise from I-44 is invasive during times of heavy traffic and is annoying otherwise.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

 **Ozarks Transportation Organization**  
**Terry Blauvelt** Thank you for your comment.

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 03/01/2022

**Received through:** Facebook

**Contact Name:** Steven L Reed

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

### Facebook Comment

**Steven L. Reed**  
Will it be a wise use of taxpayer money?

Like Reply Hide [Send Message](#) 12h

**Author**  
**Ozarks Transportation Organization**  
Steven L. Reed Thank you for your comment.

Like Reply 1m

WWW.FIXI44.COM

*You're Invited!*

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** [Send message](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

**City/County of concern:** Springfield/Greene County

**Date received:** 03/01/2022

**Received through:** Facebook

**Contact Name:** Brandon Steeley


**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

**Brandon Steeley**  
Maybe you should fix it right the first time instead of putting bandaid after bandaid on it, just wasting money.

Like Reply Hide [Send Message](#) 7h

 **Author**  
**Ozarks Transportation Organization**  
Brandon Steeley Thank you for your comment.

# **North Highway 13 Corridor Study Facebook Ads**





## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/10/2022

**Received through:** Facebook

**Contact Name:** Rita Silic

**Contact Email/Ph #:** not available

### OTO's Original Posting



**Ozarks Transportation Organization**  
March 2 at 9:09 AM · 🌐

North Highway 13 Corridor Study Public Meeting: Reviewing Design Options

An in-person meeting will be held Tuesday, March 8th from 4:30-6:30 pm at the Library Station's Frisco Room, 2535 N Kansas Expressway

A Virtual Meeting will be available from March 8 to March 21. Community members will be able to watch a pre-recorded presentation, review project maps and renderings, and complete a public input survey. The Virtual Meeting will be available at <https://www.ozarkstransportation.org/north13study>.

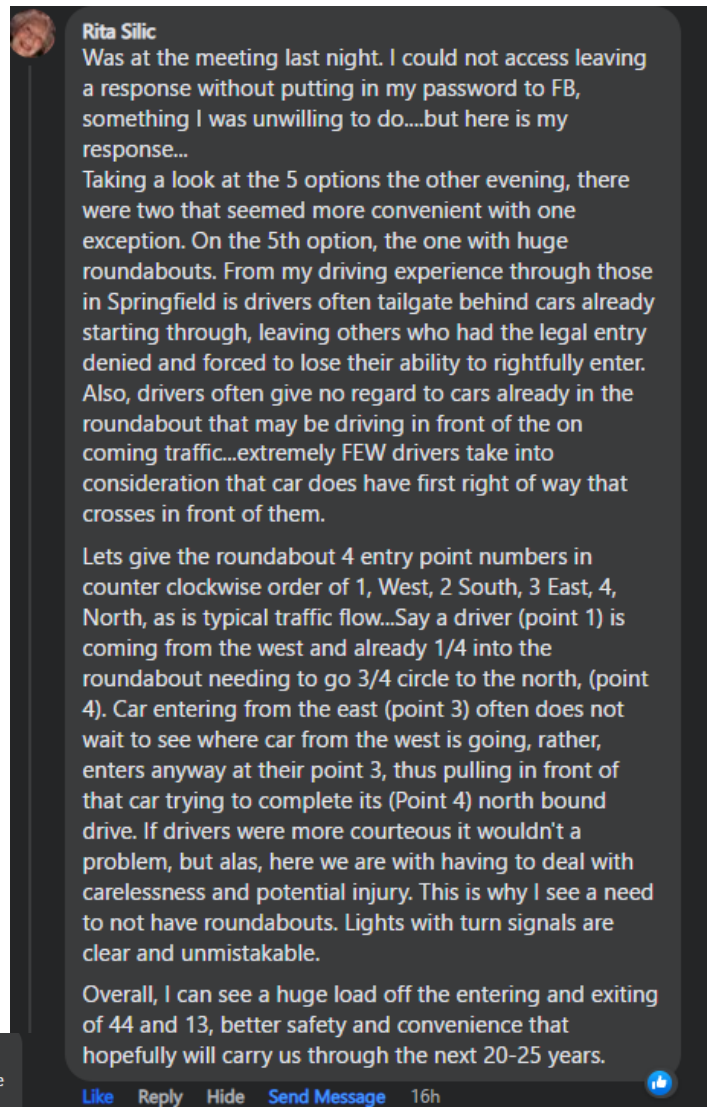
Greene County, Missouri City of Springfield, MO - Connect with SGF MoDOT Southwest Missouri

<https://www.ozarkstransportation.org/.../public-notice...>

**Public Notice: North Hwy 13 Corridor Study Public Meeting &... | OTO**

165 People reached   15 Engagements   ↑ +1.2x average Distribution score   **Boost post**

### Facebook Comment



**Rita Silic**

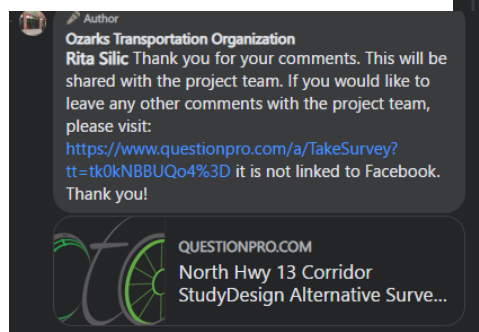
Was at the meeting last night. I could not access leaving a response without putting in my password to FB, something I was unwilling to do....but here is my response...

Taking a look at the 5 options the other evening, there were two that seemed more convenient with one exception. On the 5th option, the one with huge roundabouts. From my driving experience through those in Springfield is drivers often tailgate behind cars already starting through, leaving others who had the legal entry denied and forced to lose their ability to rightfully enter. Also, drivers often give no regard to cars already in the roundabout that may be driving in front of the on coming traffic...extremely FEW drivers take into consideration that car does have first right of way that crosses in front of them.

Lets give the roundabout 4 entry point numbers in counter clockwise order of 1, West, 2 South, 3 East, 4, North, as is typical traffic flow...Say a driver (point 1) is coming from the west and already 1/4 into the roundabout needing to go 3/4 circle to the north, (point 4). Car entering from the east (point 3) often does not wait to see where car from the west is going, rather, enters anyway at their point 3, thus pulling in front of that car trying to complete its (Point 4) north bound drive. If drivers were more courteous it wouldn't a problem, but alas, here we are with having to deal with carelessness and potential injury. This is why I see a need to not have roundabouts. Lights with turn signals are clear and unmistakable.

Overall, I can see a huge load off the entering and exiting of 44 and 13, better safety and convenience that hopefully will carry us through the next 20-25 years.

**Like Reply Hide Send Message 16h**



**Ozarks Transportation Organization**  
Rita Silic Thank you for your comments. This will be shared with the project team. If you would like to leave any other comments with the project team, please visit: <https://www.questionpro.com/a/TakeSurvey?tt=tk0kNBBUQo4%3D> it is not linked to Facebook. Thank you!

**QUESTIONPRO.COM**  
North Hwy 13 Corridor StudyDesign Alternative Surve...



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/13/2022

**Received through:** Facebook

**Contact Name:** Christopher Carsten

**Contact Email/Ph #:** not available

### OTO's Original Posting

 **Ozarks Transportation Organization**  
2d · 🌐

Visit Our Virtual Meeting to Learn About Possible Improvements at MO-13/I-44. Complete our Survey to Make Your Voice Heard

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**Which Design Would Fix the  
MO-13/I-44 INTERCHANGE?**

**MAKE YOUR VOICE HEARD  
TODAY!**

Visit [NORTH13STUDY.COM](https://NORTH13STUDY.COM) Now



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**Tell Us Which MO-13 Option You Like Best**  
Complete Our Design Survey [Learn more](#)

👍 6      6 Comments 6 Shares

### Facebook Comment

 **Christopher Carsten**  
Combine 1 and 2, need to expand the DDI and also eliminate the existing intersection at Norton Rd.

Like Reply [Send Message](#) 12h 



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/13/2022

**Received through:** Facebook

**Contact Name:** Jeff Swain/Dan Batson/JL Anderson **Contact Email/Ph #:** not available

### OTO's Original Posting

 Ozarks Transportation Organization  
2d · 🌐

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
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
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👍 6      6 Comments 6 Shares

### Facebook Comment

 Jeff Swain  
NONE OF THESE WILL WORK SHORT OR LONG TERM  
Like Reply Hide [Send Message](#) 1d

 Dan Batson  
Jeff Swain and you are the expert on this? What are your qualifications to make this statement and what is your solution?  
Like Reply Hide [Send Message](#) 13h

 J.L. Anderson  
Jeff Swain Agree, they don't do anything. They need to add ramps at Grant and 44. Remove Norton at Kansas(13) heading East. Add bypass 13 down Park Avenue to 44. Move Norton access further north on 13 to existing over pass with added ramps. For some reason they tend to avoid ramps and live intersections. 🙄  
Like Reply Hide [Send Message](#) 53m Edited





## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/13/2022

**Received through:** Facebook

**Contact Name:** Colby Barnes/Erik Netzer

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

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


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👍 6 6 Comments 6 Shares

 **Colby Barnes**  
Um didn't you just fix that already

Like Reply Hide [Send Message](#) 1d

 **Erik Andrew Netzer**  
Colby Barnes, 14 years is a long time.

Like Reply Hide [Send Message](#) 11h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/14/2022

**Received through:** Facebook

**Contact Name:** Mark Riddle

**Contact Email/Ph #:** not available

### OTO's Original Posting

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👍 6 6 Comments 6 Shares

### Facebook Comment

 Mark Riddle

Agreed!!! There were some good ideas BUT!!! Removing the diverging diamond is good and south to east bound flyover is good but with Norton being the only east/west roadway north of I-44 from Glenstone to Kansas/13 might have some effect on traffic !!!!!No to the round-a-bouts-not needed at this major intersection entrance to Springfield! JMO!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 8m



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/14/2022

**Received through:** Facebook

**Contact Name:** Joshua Cook/Brandon Alexander    **Contact Email/Ph #:** not available

### OTO's Original Posting

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2d · 🌐

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
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
### Facebook Comment

 **Joshua Charles Cook**  
Biden gas prices gonna have it wide open.  
Like Reply Hide [Send Message](#) 21h

 **Brandon Alexander**  
**Joshua Charles Cook** Did you come here to just say that and not contribute?  
Like Reply Hide [Send Message](#) 11h 🙄

 **Joshua Charles Cook**  
**Brandon Alexander** my comment is definitely more relevant than yours. Traffic is only gonna decrease as people can't afford to travel.  
Like Reply Hide [Send Message](#) 11h 👍

 **Brandon Alexander**  
**Joshua Charles Cook** No, you made a cynical comment because the president belongs to the other political party. Don't try to pretend it wasn't.  
Like Reply Hide [Send Message](#) 10h 🙄 2

 **Joshua Charles Cook**  
**Brandon** yeah I definitely did. It's still true  
Like Reply Hide [Send Message](#) 10h 👍



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/14/2022

**Received through:** Facebook

**Contact Name:** Cory Deckard

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
2d · 🌐

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👍 6 6 Comments 6 Shares

 **Cory Deckard**  
I feel like all the diverging diamonds suffer from the same flaws.

1. You cramp them in between two outer apposing lights that aren't synced with the lights on the diamonds. Examples being the light at Norton road and light to the road between McDonald's and Casey's. They restrict the flow of the diamonds. You may get a green on the diamond and then fall right into a red light at one of these apposing lights. It seems to be an issue at all the diamonds in town.
2. The lights on the diamonds are timed and not motion activated. Timing them just doesn't seem to work right.
3. The entry speed into the diamonds have heavy braking causing a domino effect causing stopped traffic at green lights. (Example southbound on 13 and starting on 13 through the diamond. If they had better entry angles to handle the speed limit, I think it would move more volume of vehicles. Kansas City diamonds have the ability to hold speed limit through the diamond safely.
4. Signage for the diamond on 13 needs to warn drivers sooner of what lane they need to be in.
5. Allowing turning left on Red after stopping like you are allowed on a right turn. (National and James River)

Like Reply Hide Send Message 10h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/14/2022

**Received through:** Facebook

**Contact Name:** Bob West

**Contact Email/Ph #:** not available

### *OTO's Original Posting*

### *Facebook Comment*

 **Ozarks Transportation Organization**  
2d · 🌐

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 **Bob West**  
About 4-8 roundabouts ought to fix it. Your brilliant DDI ain't so great is it?

[Like](#) [Reply](#) [Send Message](#) 14h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/15/2022

**Received through:** Facebook

**Contact Name:** Joseph Shook

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

 **Ozarks Transportation Organization**  
2d · 🌐

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MO-13/I-44 INTERCHANGE?**


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👍 6 6 Comments 6 Shares

 **Joseph Shook**  
Ha ha, you think the state is going to listen to what the citizens want.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 51m





## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Brian Fortenberry

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

 **Ozarks Transportation Organization**  
2d · 🌐

Visit Our Virtual Meeting to Learn About Possible Improvements at MO-13/I-44. Complete our Survey to Make Your Voice Heard

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MO-13/I-44 INTERCHANGE?**

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TODAY!**


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**Tell Us Which MO-13 Option You Like Best**  
Complete Our Design Survey

[Learn more](#)

👍 6      6 Comments 6 Shares

 **Brian Fortenberry**  
The fewer "diamonds" interchanges the better. Much as I love people cutting me off from BOTH sides.

Like Reply Hide [Send Message](#) 6h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Robert Macneil

**Contact Email/Ph #:** not available

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 **Robert Macneil**  
Need to figure out how to fix James river fwy and national first.



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** David Delcour

**Contact Email/Ph #:** not available

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 **David Delcour**

I just ask for the sake of us local truckers that THIS TIME please make us some room. As it is trying to get around that diamond is near impossible. Then we have trucks that have to ride side by side because one needs to go straight and the other needs the interstate. This makes it very difficult to get around and ends up slowing traffic because we have to slow up. And if you need proof of what I'm saying go look at the inside curb that a lot of guys end up having to hit and are ruining their tires. I'm not trying to start a "this trucker can drive better than this trucker " debate I'm simply asking, whatever design you choose to keep us truckers in mind. It seems we are always forgotten about until the thing is built and then it's a whoops (i.e. all of these stupid roundabouts).

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Danny Rothermel Jr.

**Contact Email/Ph #:** not available

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 **Danny Rothermel Jr.**  
No roundabouts to a highway. People get confused enough on the diamond. Make it a flyover to get to I44 from Kansas

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Michael Trussler

**Contact Email/Ph #:** not available

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 **Michael Trussler**  
Why not - obtain a huge sample of traffic data from the two roads, build a model of them in software and of the possible ways to link them, then run simulations of each, for as many million hours as you like (doesn't have to be real time), The report back the statistics associated with each.  
I don't think asking people which they would prefer is really the best way. Sure - appear friendly and open - like you want to listen, and value people's input, but - yeh, don't take any notice. Most people can't even use the correct lane or look in the mirror.  
You have the tools, run some simulations and choose the best option.



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Christopher Moak

**Contact Email/Ph #:** not available

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
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 **Christopher Moak**  
**Brian Fortenberry** "every time a bridge is built, you leave a year of retirement"  
\*\*in my best it's a wonderful life voice.\*\* The federal government is dumping  
trillions into bridges that aren't even in disrepair.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/16/2022

**Received through:** Facebook

**Contact Name:** Christopher Moak

**Contact Email/Ph #:** not available

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
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
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 **Christopher Moak**  
Brian Fortenberry "every time a bridge is built, you leave a year of retirement"  
\*\*in my best it's a wonderful life voice.\*\* The federal government is dumping  
trillions into bridges that aren't even in disrepair.

Like Reply Hide [Send Message](#) 13h

 **Christopher Moak**  
All this money is federal spending plunging us further and further into debt. I for  
one would much rather have an extra 10 minutes of traffic than spend trillions on  
roads and bridges that aren't even in disrepair. (The interchange isn't even 20 years  
old. If you can't build a bridge to last 20 years then you shouldn't be building  
bridges)



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/17/2022

**Received through:** Facebook

**Contact Name:** Brian Deck

**Contact Email/Ph #:** not available

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 **Brian Deck**  
I thought we fixed it with the country's first diverging diamond interchange

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/17/2022

**Received through:** Facebook

**Contact Name:** James Hulsey/Dave Berg/Christopher Carsten/Randy Baker/  
Angie Gibson

**Contact Email/Ph #:** not available

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**James Hulsey**  
The simplest thing that could start is getting rid of the diamond interchange, they were tried here in Springfield first to see if they were dangerous and they are most other cities have turn down any types of diamond interchanges because insurance companies say they're dangerous so why can't we in Springfield get that through our heads and get rid of them

Like Reply Hide [Send Message](#) 4d

**Dave Berg**  
**James Hulsey** I've been seeing them pop up in other parts of the nation. Washington State, for example.

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**James Hulsey**  
**Dave Berg** that's disappointing, I read An article from the Idaho statesman that when they were widening their freeway through Boise and had to replace all the overpass bridges they considered the diamond interchange until the national insurance safety commission warned them against it.

Like Reply Hide [Send Message](#) 4d

**Christopher Carsten**  
**James Hulsey** wonder why they were against it. It decreases conflicting turning movements and reduces the angle of impact if there were to be a crash.

Like Reply Hide [Send Message](#) 3d

**Randy Baker**  
**James Hulsey** maybe I'm just weird or lucky, but never seen a wreck yet in a diamond interchange. Not saying it doesn't happen but ....

Like Reply Hide [Send Message](#) 14h

**Angie Gibson**  
**Randy Baker** it happens. Trust me.

Like Reply Hide [Send Message](#) 12h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/18/2022

**Received through:** Facebook

**Contact Name:** Norman Cass/John Cologna

**Contact Email/Ph #:** not available

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**Facebook Thread**

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 **Norman Cass**  
How much money are you going to waste now!!!!  
How many times can you update an intersection????  
Mo dot is going crazy with Diamonds, roundabouts, and fly overs!!!!

Like Reply Hide [Send Message](#) 4d

 **John M Cologna**  
Norman lol I asked Chelsea didn't they just put that diamond in a few years ago? Probably been close to 10 now, but still. That was the greatest thing since sliced bread now what. Turns out it wasn't so great... go figure.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/19/2022

**Received through:** Facebook

**Contact Name:** Shannon Cape/Adam Evans

**Contact Email/Ph #:** not available

**OTO's Original Posting**

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 **Shannon M. Cape**  
How about an off ramp (west 44) that fly's over traffic going to 13 north and then the flyover option for southbound 13 traffic to east 44? All of 44 needs to be 6 lanes through Springfield. I feel flyovers are the only way to reduce the backups albeit they are probably the most expensive.

Like Reply Hide [Send Message](#) 2d  4

 **Adam Evans**  
**Shannon M. Cape** Amen about I-44. That thing is a death trap in the mornings when you're trying to get on 44 and some driver in front of you with a death wish decides to go down the on ramp and try to merge into traffic at 35mph.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/19/2022

**Received through:** Facebook

**Contact Name:** Timothy Hood

**Contact Email/Ph #:** not available

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 **Timothy Hood**

We need alternative ways to get to and from the shopping on north Kansas, so that traffic isn't all going to Kansas expressway. Need to add at least one more lane of traffic for both directions from Kearney north to outside of town. However you have to do it take the damn lights out so traffic can move.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/19/2022

**Received through:** Facebook

**Contact Name:** Robert Marxer/Amanda Carper

**Contact Email/Ph #:** not available

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


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
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 **Robert Marxer**  
It's called traffic...deal with it. 👍 2


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 **Amanda Lindsey Carper**  
Robert Marxer do you drive this intersection daily because it is not just traffic. It's poorly designed to handle the flow. It is often a 20-30 minute back up to get into Springfield.


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 **Robert Marxer**  
**Amanda Lindsey Carper** I drive that road every day The only time that road is backed up is in the morning and evening


Like Reply Hide [Send Message](#) 3d 👍 🗨️ 2

 **Amanda Lindsey Carper**  
**Robert Marxer** pretty important times don't you think?


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 **Robert Marxer**  
**Amanda Lindsey Carper** Not really

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 **Amanda Lindsey Carper**  
**Robert Marxer** ok. Well we have experienced that many times. I always think there must be a wreck but nope, just bad design.

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 **Robert Marxer**  
**Amanda Lindsey Carper** You hit the nail on the head a bad design

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/19/2022

**Received through:** Facebook

**Contact Name:** John W Middleton

**Contact Email/Ph #:** not available

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 **John W. Middleton**

The dedicated 44 exit onto Norton Rd was a Huge mistake! Only used at its potential during fair! Could have moved traffic so much faster into 13N w/ 2 lanes!

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/19/2022

**Received through:** Facebook

**Contact Name:** Jesse Yarbrough

**Contact Email/Ph #:** not available

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 **Jesse Yarbrough**  
Get rid of the redlights at Norton and Walmart. They are the biggest bottleneck.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Jamie Evans

**Contact Email/Ph #:** not available

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 **Jamie Evans**  
**Shove those roundabouts**

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Darren Haney

**Contact Email/Ph #:** not available

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 **Darren Haney**  
In my opinion, the Park Street Interchange looks like the best solution.

Like Reply Hide Send Message 11h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Rob Hanson

**Contact Email/Ph #:** not available

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 **Rob Hanson**  
I try and avoid it like the one across S National and 60

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Kristy Rose Hepner

**Contact Email/Ph #:** not available

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 **Kristy Rose Hepner**

I drive a semi truck through there on a regular basis. I don't see any problems with the current configuration that would justify the disruption caused by changing it.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Scott New

**Contact Email/Ph #:** not available

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 **Scott New**  
Removing the diverging diamond won't make shitty drivers less shitty.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Tom Oney

**Contact Email/Ph #:** not available

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 **Tom Oney**  
How about fly over all the N/S Hwy13 thru traffic and dedicate double 44 ramps both eastbound and westbound.

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/20/2022

**Received through:** Facebook

**Contact Name:** Dustin Tinsley

**Contact Email/Ph #:** not available

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 **Dustin Tinsley**  
What happen? The design that everyone said that wouldn't work didn't work huh?  
So now you want to waste more money to fix your screw up lmao.  
This town,and county is a joke.

Like Reply Hide [Send Message](#) 17h



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Joel Boyd

**Contact Email/Ph #:** not available

**OTO's Original Posting**

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



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 **Joel Boyd**  
A related question: Are there any plans to add lanes to I-44 through Springfield? 🧑🏻

Like Reply Hide [Send Message](#) 6h

 **Ozarks Transportation Organization**  
Joel Boyd Good question, please see the webpage [www.FixI44.com](https://www.FixI44.com) for more information.

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**Fix I-44 INFRA Grant Application | OTO**

Like Reply Remove Preview 1m



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Ed Castillo

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

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 **Ed Castillo**  
Try to reroute 13/I44 to west of current location or tied it with West bypass.

Like Reply Hide [Send Message](#) 13h





## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Shawn-mike Frerking

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment

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**Shawn-mike Frerking**

The intersection is fine- fix the fi\*\*\* potholes that are tearing our cars up.

[Like](#) [Reply](#) [Send Message](#) 33m



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Roger Kean

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

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 **Roger Kean**  
I thought it was fixed....

Like Reply Hide [Send Message](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Jamie Melton

**Contact Email/Ph #:** not available

### OTO's Original Posting

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 **Jamie Melton**  
How about fixing Glenstone and Jamse River. The current future fix isn't going to work either! The flow is definitely not working!

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## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Evan Neal

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

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 **Evan Neal**  
Alternative 5 needs an option from farm road 143 other than 13 North. Right now it looks like it is a forced right turn without any other turn available.

Like Reply Hide [Send Message](#) 1h



# PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Evan Neal

**Contact Email/Ph #:** not available

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## Facebook Comment

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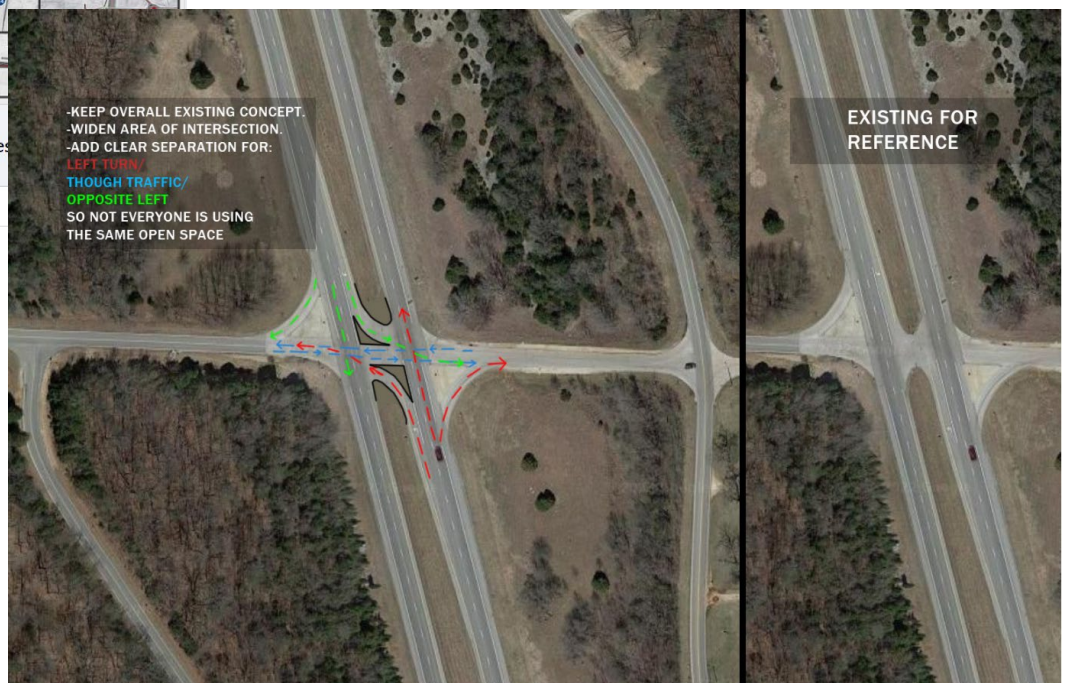


Evan Neal

There may be other safety concerns I'm not aware of, but simply separating the through traffic on farm road 94 from the left turns would be might vote for the 13/94 intersection.



Like Reply Send Message 8h







## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Evan Neal

**Contact Email/Ph #:** not available

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Evan Neal

Alternative 5 is missing an option to turn left to get to the roundabout, leaving no way to get to 13 North or the I44 Intersection... you may want to look at that again if this proposal goes through.



Like Reply Send Message 9h







## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Brad Oliver

**Contact Email/Ph #:** not available

**OTO's Original Posting**

**Facebook Comment**

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 **Brad Oliver**  
Alternative 4A is the best solution. Get busy.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 4m



## PUBLIC COMMENT



**Area of concern:** Highway 13 Corridor Study

**City/County of concern:** Springfield/Greene County

**Date received:** 03/21/2022

**Received through:** Facebook

**Contact Name:** Jon Parmalee

**Contact Email/Ph #:** not available

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### Facebook Comment

 **Jon Parmalee**  
You can't fix that cluster f\*\*\*

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# **Other Public Comments**





## PUBLIC COMMENT



**Area of concern:** Light rail transfer station

**City/County of concern:** Springfield/Greene County

**Date received:** 02/21/2022

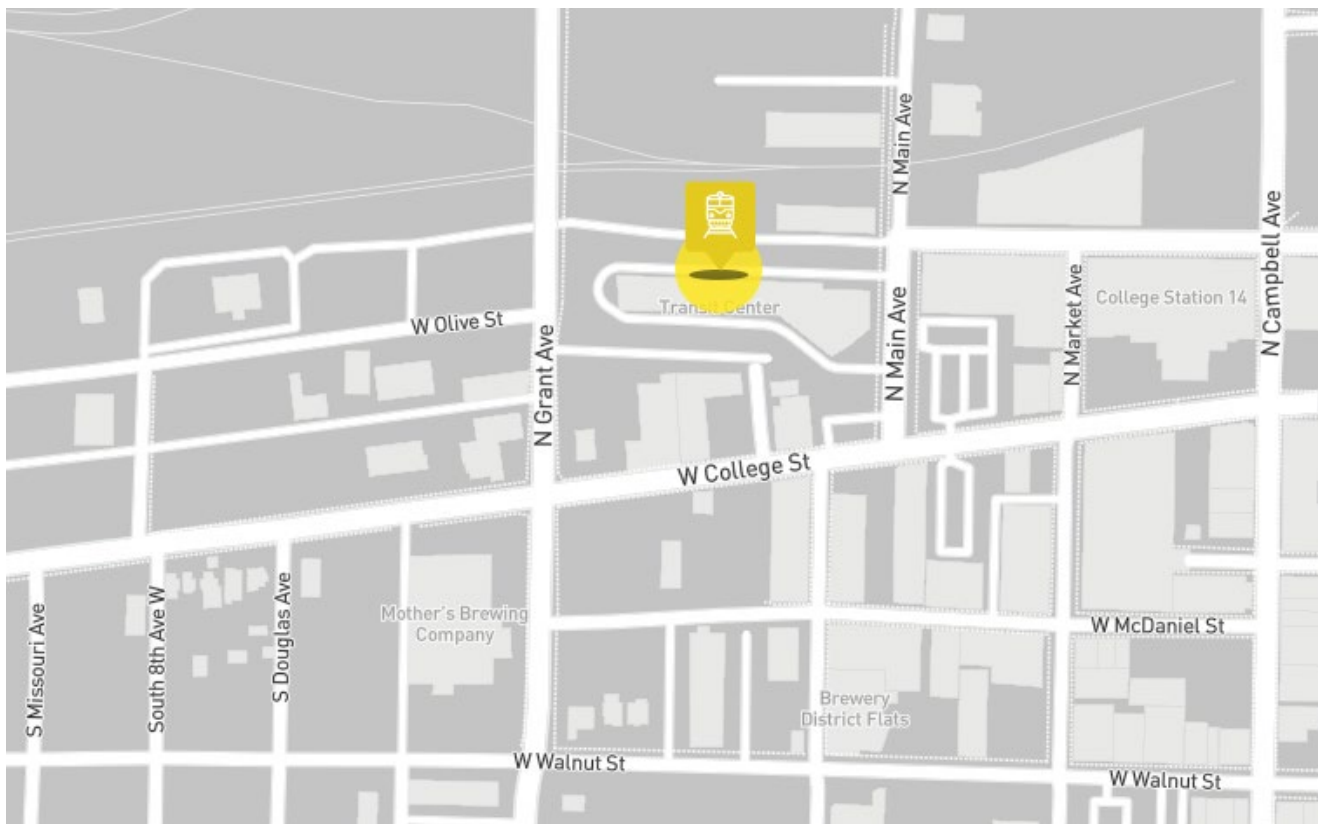
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton

**Contact Email/Ph #:** none

**Comment:** The following area serves as a bus hub for the area. The following could potentially be used as a transfer station for light rail in the area. There are unused railroad tracks and existing tracks utilized by BNSF. In addition the following network can be expanded to serve the community with an efficient transit system. The following could also serve high speed rail or connections outside of the city and state.

### Map



**OTO Response:** Unable to respond through the Map-A-Concern feature



## PUBLIC COMMENT



**Area of concern:** Internet Infrastructure

**City/County of concern:**

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Scott Kelbell

**Contact Email/Ph #:** not available

### Facebook Direct Message

Grant - Enterprise Survey Software



We need more internet infrastructure. We don't need to move people. This is a red state, right?

Thank you for your comment. Internet infrastructure is something the OTO is not able to assist with. The Ozarks Transportation Organization works with area stakeholders in regards to transportation. Please reach out to the city/county/state reps for your area. Thank you!



Already did it. Of course, the feds want you to take their money for their own purposes. Thank you for what you do, nonetheless.

We appreciate public input! It is an important part of the planning process. Please reach out anytime with suggestions or areas of concern that are within the OTO MPO area. Here is a link to the public input portion of our webpage: <https://www.ozarkstransportation.org/give-us-your-input>. Thank you again for reaching out. Have a great day!

