



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

AUGUST 16, 2023
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, August 16, 2023 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

<https://www.facebook.com/ozarkstransportationorganization>

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of May 17, 2023 E-Meeting and June 21, 2023 Meeting Minutes..... Tab 1

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(5 minutes/Roussell)

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.

E. Executive Director's 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

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

II. New Business

A. Route 66 Trail Alignment Study Tab 3

(10 minutes/Fields)

CMT will present the final Route 66 Trail Study, which evaluates trail locations between LeCompte Road in Springfield and Strafford.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE INCLUDED ROUTE 66 TRAIL STUDY TO THE BOARD OF DIRECTORS

B. FY 2023-2026 TIP Administrative Modification Seven Tab 4

(1 minute/Longpine)

One revision has been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2024-2027 TIP Amendment One..... Tab 5

(5 minutes/Longpine)

Three changes are proposed to the FY 2024-2027 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2024-2027 TIP AMENDMENT ONE TO THE BOARD OF DIRECTORS

D. UPWP Administrative Modification One Tab 6

(1 minute/Parks)

Revisions have been made to the FY 2024 Unified Planning Work Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Federal Functional Classification Change Request Tab 7

(5 minutes/Longpine)

Federal Functional Classification changes have been requested.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FUNCTIONAL CLASSIFICATION CHANGES TO THE BOARD OF DIRECTORS

F. Annual Listing of Obligated Projects Tab 8

(5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE ANNUAL LISTING OF OBLIGATED PROJECTS BY THE BOARD OF DIRECTORS

G. Safe Streets and Roads for All Advisory Committee

(15 minutes/Longpine)

Members are requested to appoint an Advisory Committee to guide the development of the Safe Streets and Roads for All Safety Action Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE SS4A ADVISORY COMMITTEE

H. Safe Streets and Roads for All Safety Goals..... Tab 9

(15 minutes/Longpine)

Staff will lead a discussion regarding the setting of Safety Goals as required by the Safe Streets and Roads for All Action Planning Grant.

NO ACTION REQUESTED – INFORMATIONAL ONLY

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, October 18, 2023 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con Nicole Stokes 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 Nicole Stokes 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 or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the May 17, 2023 e-meeting and the June 21, 2023 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 May 17 and June 21, 2023 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
MAY 17, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Wednesday, May 17, 2023, to consider recommending approval of the FY 2023-2026 Transportation Improvement Program (TIP) Amendment Six to the Board of Directors.

Chair Jeff Roussell called the electronic meeting to order at approximately 9:00 a.m.

Mary Kromrey moved the Technical Planning Committee recommend approval of the FY 2023-2026 Transportation Improvement Program (TIP) Amendment Six to the Board of Directors. John Matthews seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Matt Crawford, Martin Gugel, Kirk Juranas, Adam Humphrey, Mary Kromrey, John Matthews, Frank Miller, Andy Novinger, Jeff Roussell, Beth Schaller, Randall Whitman, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeff Roussell adjourned the electronic meeting at approximately 10:22 a.m.

Jeff Roussell
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 21, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Roussell began the meeting at approximately 1:30 p.m.

The following members were present:

Garrett Brickner (a), City of Republic	Frank Miller, MoDOT
Paula Brookshire (a), City of Springfield	John Montgomery (a), Ozark Greenways
Valerie Carr (a), City of Ozark	Andy Novinger (a), City of Battlefield
Matt Crawford, City Utilities	Jeff Roussell, City of Nixa (Chair)
Adam Humphrey, Greene County	Beth Schaller, MoDOT
Kirk Juranas, City of Springfield	Tim Schowe, City of Strafford
John Matthews, Missouri State University	Todd Wiesehan, Christian County

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

The following members were not present:

Scott Hayes, City of Willard	Aishwarya Shrestha, SMCOG
Joel Keller (a), Greene County	Mark Webb, Greene County
Ahmad Mokhtee, FTA	Jeremy Wegner, BNSF
David Schaumburg, Springfield-Branson Airport	Daniel Weitkamp, FHWA
Mark Schenkelberg, FAA	Randall Whitman (a), City of Springfield
Jonathan Shelden, Springfield Public Schools	

Others present were: Kimberly Ader, MoDOT; Tom Dancey, City of Springfield; Jered Taylor, Congressman Eric Burlison's Office; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, Libby Robinson, and Nicole Stokes, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Roussell welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for June 21, 2023. Kirk Juranas seconded the motion. The motion passed.

C. Approval of April 19, 2023 Meeting Minutes

Todd Wiesehan made a motion to approve the minutes from the April 19, 2023 Technical Planning Committee Meeting. Adam Humphrey seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Roussell advised there were public comments included in the packet and asked for comments or questions.

E. Executive Director's Report

Sara Fields stated that \$28 million for I-44 was included in the State of Missouri general revenue budget. It is awaiting the Governor's signature. This would provide six lanes from US 65 to Highway 13 and a complete pavement rebuild. This would also include a trail underpass connecting Doling Park to Norton Road.

Included in the agenda are proposed Transportation Alternative Projects in the amount of \$5.7 million and approximately \$500,000 in Electric Vehicle Charging awards. Staff are working on improving the project delivery timeline, getting funds obligated, and innovative ways to get projects done faster.

OTO has an open position, Reasonable Progress Manager. The job description is on the OTO website.

The Chadwick Flyer Trail Phase III has been bid and the notice to proceed has been sent with work beginning on June 26th.

The City of Ozark received funding for the Chadwick Flyer US 65 overpass from the DED. This project is close to being fully funded. This project is on track to be delivered in calendar year 2024. Phase II near Tracker Marine will be under construction in 2024, as well.

The FF Extension Study is underway with a public meeting scheduled for July 18th from 4:00 pm - 6:00 pm at Nixa City Hall.

Staff are beginning to work on the State and Federal Legislative Priorities.

OTO is presenting a Grant Workshop on June 29th, 11:30 am – 1:30 pm. Registration is still open.

F. Legislative Report

Jered Taylor with Congressman Burlison's Office shared the Transportation and Infrastructure Committee passed the FAA Reauthorization Act. The Congressman added an amendment for a study on how Uber, Lyft, and other companies are charged at the airport. It passed unanimously out of Committee. The Congressman introduced new legislation prioritizing freight around rail yards and ports to help with the issues of getting freight around the country since Amtrak has priority. The Congressman also introduced legislation to get rid of the rule that requires farmers to have a vet present when they administer antibiotics.

G. MoDOT Report

Frank Miller reported there have been some minor changes to the Unfunded Needs list. The OTO staff worked with the BPAC to create the Multimodal Unfunded Needs list.

Beth Schaller stated the main construction project in the area is the James River Freeway project. A major permit underway is for the new Bucc-ees on the north side which should be completed soon. The design build project is in its second of three years on the interstate and next year will be off the interstate.

H. Committee Reports and Grant Opportunities

Natasha Longpine shared that the Bicycle and Pedestrian Advisory Committee (BPAC) worked on the Multimodal Unfunded Needs list. The Committee also worked on a Master Trail Map.

Debbie Parks stated the Local Coordinating Board for Transit awarded 5310 Funds to the Ozark Community Center.

II. New Business

A. FY 2023-2026 TIP Administrative Modifications Four, Five, and Six

Natasha Longpine stated there were 2 items included as part of Administrative Modification Four, 1 item as part of Administrative Modification Five, and 1 item as part of Administrative Modification Six to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification Four

1. N. Main Street (NX2101-23AM4)
Programming congressionally designated funding of \$206,000 in place of STBG-U funding already programmed. The total programmed amount of \$2,341,432 does not change.
2. Garrison Springs Trail (OK2303-23AM4)
Changing federal funding source to TAP from CRP to correspond to the Programming Agreement. The total programmed amount of \$550,000 does not change.

Administrative Modification Five

1. 5310 Traditional Projects Reserve 2021-2023 (MO1729-23AM5)
The Ozark Senior Center was recommended by the Local Coordinating Board for Transit and the OTO Board of Directors to receive \$56,193.76 in FTA Section 5310 funding to purchase one conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of \$14,048.44.

Administrative Modification Six

1. Chadwick Flyer US65 Crossing (OK2304-AM6)
Funding category changes were made based on the MO-ARPA award from DED and to reflect the correct amount of STBG-U provided by Christian County. Funding between phases has been adjusted, as well.

This was informational only. No action required.

B. 2023 Public Participation Plan Update

Dave Faucett shared the OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties. The OTO updates its PPP every three years, ensuring the latest techniques and use of the most up-to-date resources, keeping the public involved with and informed of OTO's planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Dave Faucett presented the Public Participation Plan Update.

Kirk Juranas made a motion to recommend the Board of Directors approve the proposed Public Participation Plan. Adam Humphrey seconded the motion. The motion passed.

C. Destination 2045 Amendment Three

Natasha Longpine reported that three sets of changes are proposed for OTO's long range transportation plan, *Destination 2045*:

- Main Avenue Bridge over Jordan Creek – estimated project cost of \$7,500,000
- Green Bridge in Christian County – estimated project cost of \$3,560,000
- EV Charger Program - \$973,500 program for about 60 chargers

The fiscal constraint section of *Destination 2045* does not include the Carbon Reduction Program suballocated funding. This has been added in the funding description and alongside the STBG-U Set-Aside in the funding tables. The annual TAP funding allocation has also been updated to reflect new funding levels.

A revised trail map has been developed in consultation with the Bicycle and Pedestrian Advisory Committee and as a result of the *Towards a Regional Trail System* planning document. This has been incorporated as the Official OTO Trail Map into Chapter 8: Implementation Plan.

Kirk Juranas made a motion to recommend the Board of Directors approve Amendment Three to *Destination 2045*. Garrett Brickner seconded the motion. The motion passed.

D. OTO Discretionary Funding Approval

Natasha Longpine stated that OTO has recently solicited several types of projects for funding:

- OTO/MoDOT Sidewalk Cost Share (Open Application Process)
- Electric Vehicle Chargers (Deadline June 1, 2023)
- Bicycle and Pedestrian Infrastructure (Deadline June 1, 2023)

OTO/MoDOT Sidewalk Cost Share

At its meeting on June 13, 2023, the Bicycle and Pedestrian Advisory Committee recommended the Technical Planning Committee, and the Board of Directors approve a sidewalk cost share between MoDOT and the City of Strafford. This would provide sidewalks along Route OO from Washington to Route 125 as part of MoDOT's intersection improvements in that same location. Total project cost \$600,800, with OTO's (TAP) Share being \$240,320.

Electric Vehicle Chargers

OTO made \$750,000 in Carbon Reduction Program funding available to its members for electric vehicle chargers and associated improvements. In total, 5 agencies applied, requesting \$514,721 in federal funds to provide 42 ports throughout the region.

Bicycle and Pedestrian Infrastructure

Fifteen applications were received and fell within the amount of available funding. Five applications received a full award, five were awarded PE with construction contingent upon reasonable progress compliance, and five others were awarded with various conditions. All projects have been incorporated into the draft FY 2024-2027 Transportation Improvement Program, with conditional awards outlined as relevant.

Natasha Longpine provided an overview of the awards.

Adam Humphrey made a motion to recommend the Board of Directors approve the OTO discretionary funding applications as presented. Todd Wiesehan seconded the motion. The motion passed.

E. Draft FY 2024-2028 Statewide Transportation Improvement Program

Frank Miller shared that each year, MoDOT adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2024-2028 STIP will be adopted at the July 12, 2023 Missouri Highways and Transportation Commission meeting. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the draft OTO 2024-2027 Transportation Improvement Program. Natasha Longpine highlighted the 2024-2028 Scoping and Design Projects and the 2024-2028 Highway and Bridge Construction Schedule.

Kirk Juranas made a motion to endorse the FY 2024-2028 Statewide Transportation Improvement Program. Adam Humphrey seconded the motion. The motion passed.

F. Draft FY 2024-2027 Transportation Improvement Program

Natasha Longpine reported that OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The draft TIP will be made available for public comment beginning on June 18, 2023. Any comments will be provided to the Board of Directors for consideration. The draft document is currently under review by MoDOT and USDOT.

Frank Miller made a motion to recommend the Board of Directors approve the FY 2024-2027 Transportation Improvement Program with any necessary changes of federal funds to maximize obligations before August Redistribution and the end of the fiscal year. Garrett Brickner seconded the motion. The motion passed.

G. 2025-2029 Draft STIP Prioritization Criteria

Sara Fields stated the STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. The Draft Prioritization Glossary defines the criteria to be used for the next round of prioritization. The 2025-2029 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria in prior years and the staff is not recommending any specific changes this year. The Committee was encouraged to make any recommendations for changes to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Sara Fields reviewed the STIP Prioritization Criteria with the Committee.

Beth Schaller made a motion to recommend the Board of Directors approve the STIP Project Prioritization Criteria as presented. Valerie Carr seconded the motion. The motion passed.

H. FY 2025-2029 Draft STIP Prioritization Project List

Sara Fields shared OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program (TIP). This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During June and July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members were asked to review the FY 2025-2029 Draft STIP Prioritization List.

III. Other Business

A. Technical Planning Committee Member Announcements

Jeff Roussell stated that MoDOT will be hosting a public meeting on July 25th from 4:00 pm – 6:00 pm at the Nixa City Hall about the CC and Main Street intersection. The City of Nixa will be doing the final inspection of Truman Boulevard with the opening being the first part of July.

Natasha Longpine shared the summer ozone levels are the highest they have been in years and shared ideas of how to help.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Roussell noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Kirk Juranas made a motion to adjourn the meeting. Beth Schaller seconded the motion. The motion passed. The meeting was adjourned at approximately 2:37 p.m.

Jeff Roussell
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; 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 June 21, 2023 and August 9, 2023.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Route 66 Trail Alignment Study

City/County of concern: Strafford/Greene County

Date received: 06/15/2023

Received through: Website Comment Form

Contact Name: Sarah [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi! If this were to connect strafford to East Springfield....maybe....but, not to north Springfield. We are close enough to the Homeless situation there. We don't want a super highway foot trail to Strafford. Sarah Davis

OTO Response:

Good morning, Sarah!

Thank you for your comment. This information will be shared with the Route 66 Trail team, our Technical Planning Committee, and our Board of Directors.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: Route 66 Trail Study

City/County of concern: Strafford/Greene County

Date received: 06/28/2023

Received through: Website Comment Form

Contact Name: Jesse [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I'm all for a trail connecting to the city, I am not however okay with it being proposed on the North side of Route 66, any trail needs to be on the souther side of the road. There are too many people homes and yards on the north side of the road and it isn't fair to any of those homeowners. There is plenty of room on the south side of the road.

OTO Response:

Good morning, Jesse!

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!



PUBLIC COMMENT



Area of concern: I-45

City/County of concern: Strafford/Greene County

Date received: 07/02/2023

Received through: Website Comment Form

Contact Name: Katty [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I live on route 66. I'm concerned about bikers having convenient access to the private mailboxes of residents along Route 66. In addition, bikers would need to navigate safely across dozens & dozens of driveways. Residents are not accustomed to checking for cyclists when pulling out or backing out onto the road. The South side of Route 66 seems a far more reasonable choice and would be far less likely to intrude on anyone's privacy or compromise their safety or security.

OTO Response:

Good morning, Katty,

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/13/2023

Received through: Website Comment Form

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I called on this last year.

I was told it was no longer practical to development.

What changed? Where will it be?

Seems kinda poor planning to say one thing, do another, yet release no plans/proposals.

Right?

OTO Response:

Good morning,

Thank you for reaching out. The information that you were given last year was correct. There are no plans or proposals for an FF extension. The purpose of the public meeting is to find out from the community their ideas on a possible FF extension. A study is being done, as well, to find out where possible pathways could be for an FF extension. It would be great if you could attend the public meeting to share your thoughts. Let us know if you have any more questions.

Thank you!



PUBLIC COMMENT



Area of concern: FF Extension Study

City/County of concern: Nixa/Christian County

Date received: 07/14-7/17/2023

Received through: Facebook

Contact Name: Various

Contact Email/Ph #: not available

Original Facebook Ad

Ozarks Transportation Organization
4d · 🌐

Ozarks Transportation Organization (OTO) is seeking input on the best alignment for State Highway FF from the Greene County line to Highway 14 in Christian County. There will be a Community Meeting on Tuesday, July 18th from 4:00 pm - 7:00 pm at the Nixa City Hall, 715 W Mount Vernon Street.

Community Meeting: Tuesday, July 18 @ 4-7 PM

PLEASE GIVE YOUR Opinion
Highway FF Extension Community Meeting

Give your input on the future road alignment of State Highway FF from Greene County Line to Highway 14 in Christian County.

Meeting Location:
Nixa City Hall
715 W Mount Vernon St., Nixa, MO

www.ozarkstransportation.org/hwyffextstudy

Facebook Thread Begins on the Next Page

Facebook Thread



Jack Brown

This project makes much more sense than the Kansas extension. Extend all the way to RT 14.

Like Reply Hide [Send message](#) 3d



Sarah Shelton

[Jack Brown](#) none of it makes sense!

Like Reply Hide [Send message](#) 16h



Annie Hasty Pope

[Sarah Shelton](#) agree

Like Reply Hide [Send message](#) 14h



Annie Hasty Pope

This looks like it affects west Nixa more than battlefield. Battlefield needs a center turn lane and widened and I agree, this extension isn't needed with the Kansas expressway one already connecting to Nicholas.

Like Reply Hide [Send message](#) 14h



Jack Brown

[Annie Hasty Pope](#) as the area grows, this will be beneficial.



Annie Hasty Pope

[Jack Brown](#) I disagree. We moved out here in Nixa to be in the country and quiet. Pretty soon with too many highways there won't be quiet.

Like Reply Hide [Send message](#) 9h



Jack Brown

[Annie Hasty Pope](#) unfortunately that's what happens. Springfield is growing and will eventually double in size.

Like Reply Hide [Send message](#) 2h



Linda Leseman

They are already doing the Kansas express extension and now redoing the way traffic will flow on 1-60 do we really need another route???

Like Reply Hide [Send message](#) 3d



Janae Spencer

[Linda Leseman](#) exactly

Like Reply Hide [Send message](#) 2d



Bill N Kathy Young

[Linda Leseman](#) no we dont

Like Reply Hide [Send message](#) 15h



Paul Montgomery

Truth is they're required by law to hold the meeting. But they will do whatever they deem necessary.

Like Reply Hide [Send message](#) 3d



Lance N Caroline Williams

[Paul Montgomery](#) they've already made their decision what they plan to do.

Like Reply Hide [Send message](#) 1d



Krystal M Nelms

I hope they do not do this. This isn't something that's needed. Traffic does not need to increase through battlefield. There are plenty of routes to get to Nixa and the surrounding areas. We need to protect our farmlands and small communities.

Like Reply Hide [Send message](#) 2d



Jack Brown

[Krystal M Nelms](#) it actually made a lot more sense to do an extension of FF to 14 over Kansas extension. This would actually benefit the growth of the communities.

Like Reply Hide [Send message](#) 2d



Krystal M Nelms

[Jack Brown](#) but since they already have started the one. They do not need to do this one. Neither of them were really needed.

Like Reply Hide [Send message](#) 2d



Jack Brown

[Krystal M Nelms](#) this one is, Kansas was not.

Like Reply Hide [Send message](#) 2d



Darwin Trivitt

[Jack Brown](#) obviously your home , property farm is not impacted by this ridiculous idea.

Like Reply Hide [Send message](#) 1d



Jack Brown

[Darwin Trivitt](#) it's not. But at some point everybody has been affected by a new road.

Like Reply Hide [Send message](#) 23h



Bill N Kathy Young

[Krystal M Nelms](#) you are so correct

Like Reply Hide [Send message](#) 15h



John Anderson

None of this makes sense unless 14 becomes four lanes west to Clever. If you can't see that happening, there is no justification for this expense.

Like Reply Hide [Send message](#) 2d



Charles Yates

The only thing I see it needs is a turning lane. Continuing ff to 14 doesn't make since.

Like Reply Hide [Send message](#) 2d



Katrina Giles Spencer

[Mason Spencer](#)

Like Reply Hide [Send message](#) 2d



Lisa Huff

As a resident of Battlefield I do not know about an extension. But I do know that already, at peak times of the day especially, turning on or crossing FF, is dangerous. This also happens to be the time of day when children are being transported to a... See more

Like Reply Hide [Send message](#) 1d



Barbara June Randolph Parker

[Lisa Huff](#) as a Battlefield resident I have the same concerns.

Like Reply Hide [Send message](#) 1d



Lance N Caroline Williams

Lisa Huff we are Battlefield residents as well. The intersection at FF and Weaver Rd needs to be addressed and completed before talking about any extensions.

Like Reply Hide [Send message](#) 1d Edited



Laura Starkey

Honestly if they put in the 3 or 4 round-a-bouts that they talked about when they had our meeting I don't see a lot of Nixa people traveling through Battlefield anymore. Even as a Battlefield resident I would try to avoid the hwy anymore.

Like Reply Hide [Send message](#) 20h



Sarah Shelton

I vote option E, none of the above. Leave Battlefield out of this!!! We are small for a reason and do NOT want to grow with the shitty Nixa traffic drivers. Not to mention that is beautiful farm land right there, leave it alone.

Like Reply Hide [Send message](#) 16h



Annie Hasty Pope

[Sarah Shelton](#) well, I'm in Nixa and not a shitty driver, but I understand your frustration. I don't agree with this extension either.

Like Reply Hide [Send message](#) 14h



Sarah Shelton

[Annie Hasty Pope](#) I guess that came out wrong...I meant the shitty traffic caused by the Nixa drivers. Sorry!! 😊

Like Reply Hide [Send message](#) 3h



Barbara June Randolph Parker

From what I understand there isn't even funding for it yet. Property would have to be purchased, before the work begins. I doubt this will happen anytime soon, look how long it has taken them to get Kansas from Republic Road ~~to~~ even started; ~~to~~ and when is it to be completed? ~~to~~

Like Reply Hide [Send message](#) 12h Edited



Kelly McWilliams Lister

There actually is a way to get from FF to highway 14 but it is currently closed at the Nelson Mill bridge. How about we complete that project that was supposed to be done last month but now it s not expected to restart until December. This is a huge inconvenience for people in this area. Very frustrating...



PUBLIC COMMENT



Area of concern: FF Extension Study

City/County of concern: Nixa/Christian County

Date received: 07/14/2023

Received through: Facebook

Contact Name: Mike Dugan

Contact Email/Ph #: not available

Original Facebook Ad

Ozarks Transportation Organization (OTO) is seeking input on the best alignment for State Highway FF from the Greene County line to Highway 14 in Christian County. There will be a Community Meeting on Tuesday, July 18th from 4:00 pm - 7:00 pm at the Nixa City Hall, 715 W Mount Vernon Street.

Community Meeting: Tuesday, July 18 @ 4-7 PM

PLEASE GIVE YOUR
Opinion
Highway FF
Extension
Community
Meeting

Give your input on the future road alignment of State Highway FF from Greene County Line to Highway 14 in Christian County.

Meeting Location:
Nixa City Hall
715 W Mount Vernon St., Nixa, MO
www.ozarkstransportation.org/hwyffextstud

Facebook Thread



Mike Dugan

Some of us have to work. It's hard to get off this early. This is an unbelievably short notice for this.

Like Reply Hide Send message 3d



Ozarks Transportation Organization

Mike Dugan Scheduling meetings is a challenge. All of the information that will be available that evening will also be available here:

<https://www.ozarkstransportation.org/hwyffextstud>

At the bottom of that page is a link to leave a comment and there will be a short survey available soon. Thank you for reaching out.



OZARKSTRANSPORTATION.ORG
State Highway FF Extension
Study | OTO

Like Reply Remove Preview 3d





PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/14/2023

Received through: Website Comment Form

Contact Name: Mark [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

We live in Battlefield MO and would be concerned about the increased traffic through town. At times, it is dangerous to navigate the traffic at a couple of intersections with FF, especially at W. Weaver Rd. Would it be under consideration to add a traffic signal here to breakup the flow in order to create traffic gaps allowing safer entering and exiting FF?

OTO Response:

Thank you for your inquiry. A study was recently completed for the section of FF in the City of Battlefield. The study proposed a roundabout at the intersection of Weaver/FF. Here is a link to that study:
<https://www.ozarkstransportation.org/uploads/documents/0119-FINAL-Battlefield-MO-Route-FF.pdf>. We are currently working with the City, and MoDOT to identify funding for the improvement.

Thank you again!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/15/2023

Received through: Website Comment Form

Contact Name: Kristin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I am opposed to the route going through Misty River subdivision as shown on the proposed map. This is a gated community where the residents bought and built due to the quiet natural surroundings and their desire to live in a community that would remain quiet with heavy treed lots and nature left undisturbed as much as possible. In addition to not disturbing the Misty River subdivision, I would suggest that this project is routed along property edges of farmland as much as possible, as well as avoiding existing homes and heavily treed natural areas.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the study team and our Technical Planning Committee and Board of Directors.

Have a wonderful Monday!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/15/2023

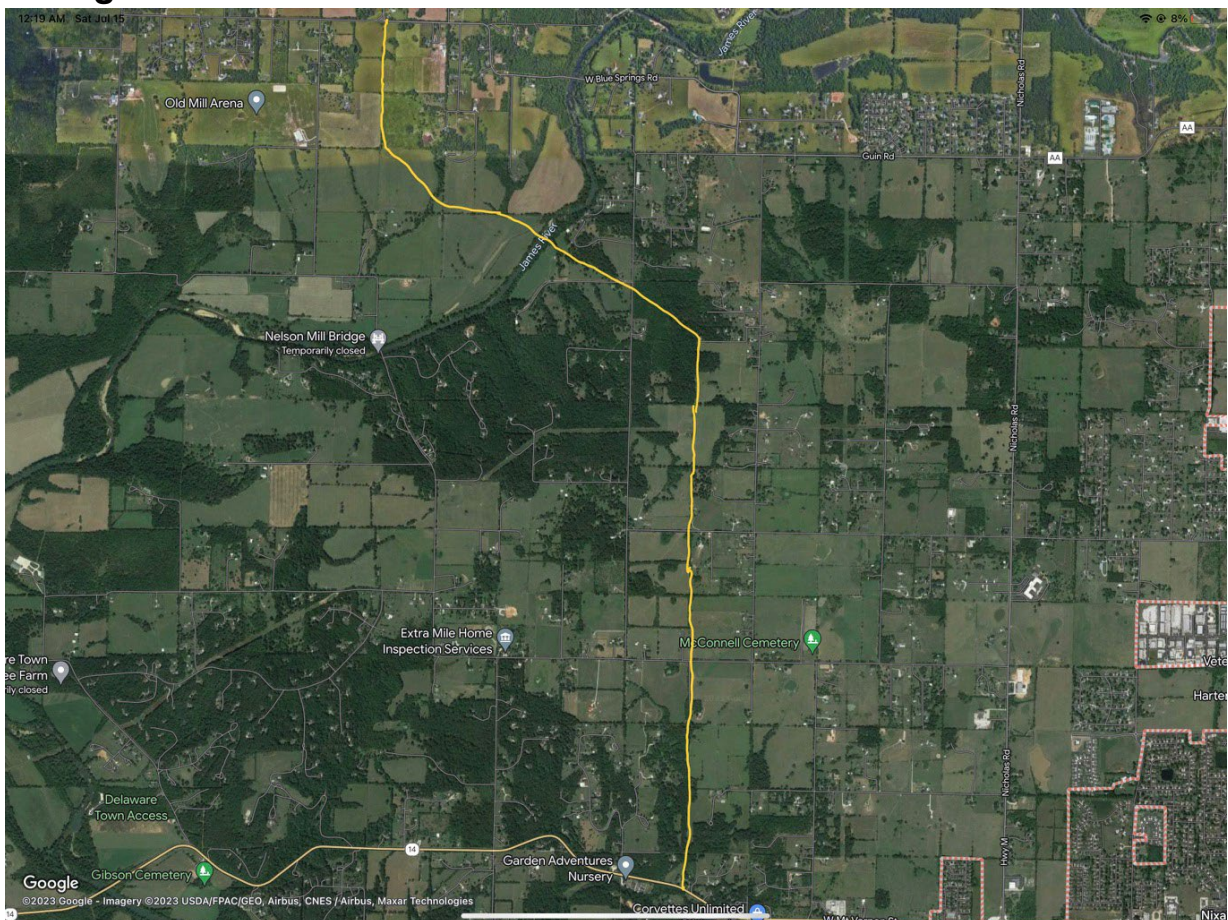
Received through: Website Comment Form

Contact Name: Not Given

Contact Email/Ph #: [REDACTED]

Comment:

This is a suggestion for an alternative route linking FF and Hwy 14 that seems to avoid existing homes and subdivisions the most.



OTO Response:

Thank you for this suggestion and the map! Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee and Board of Directors.

Have a wonderful Monday!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/16/2023

Received through: Website Comment Form

Contact Name: Sandra [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I see no need to do this extension at this time. It is hard to imagine the impact of the current projects underway. Battlefield is a very small community and building an extension thru this area would bring additional traffic to an area that cannot handle the daily traffic concerns that already exist. The land owners along this corridor did not anticipate this interruption and it should not be disturbed.

OTO Response:

Thank you for your comment! Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee and Board of Directors.

Have a wonderful Monday!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/16/2023

Received through: Website Comment Form

Contact Name: Brian [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Is the meeting from 4-7pm or is it walk in with open discussion anytime during that timeframe?

OTO Response:

This is a walk-in meeting and open discussion anytime between 4:00 pm and 7:00 pm. Thank you for your interest!

Have a wonderful Monday.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/17/2023

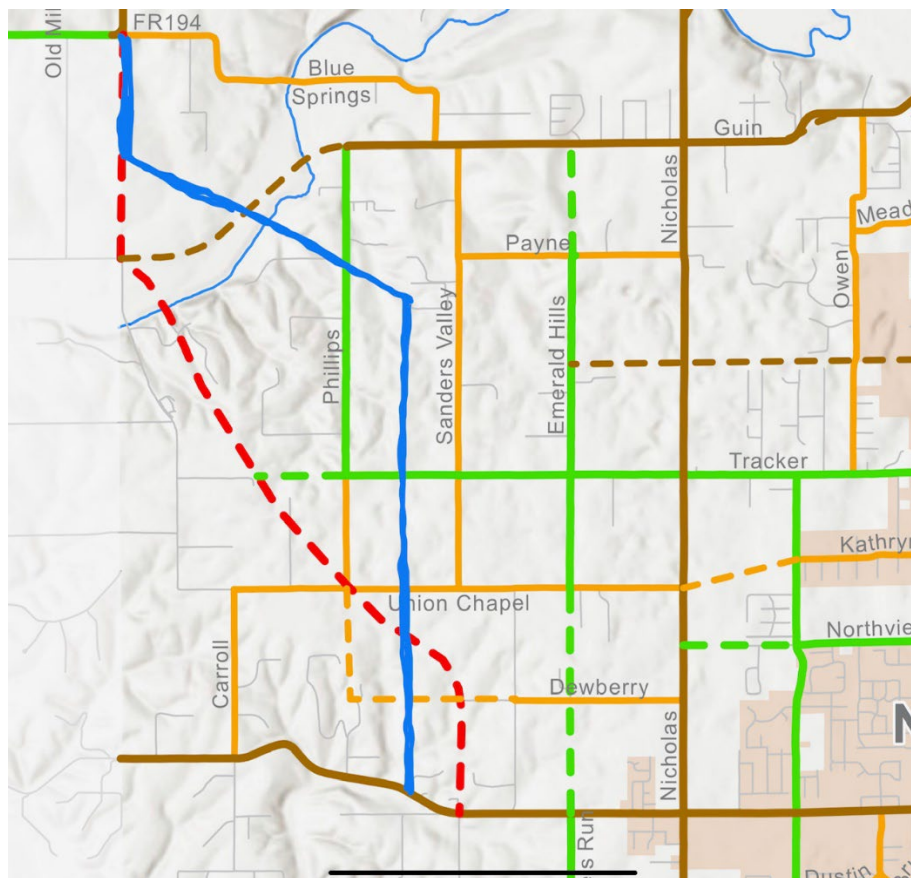
Received through: Website Comment Form

Contact Name: Not Given

Contact Email/Ph #: [REDACTED]

Comment:

This blue line shows it on your planning map (an alternative for the red dotted line). Another advantage would be that it shortens the eventual link to Guin Road, perhaps saving some money.



OTO Response:

Thank you for this information, as well!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/18/2023

Received through: Website Comment Form

Contact Name: Travis [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I am a resident in Misty Rivers subdivision in Nixa, MO and FF extension is intended to go right by our neighborhood. These documents were only released days ago and it was explained to me at tonight's meeting in Nixa City Hall that these plans will go to a vote in September. I am sure this is standard in this line of business but for a project of this scope, size, cost and impact to property owners it is extremely short notice. The public needs ample time to provide input and the OTO needs ample time to hear this input and properly research it along with alternate solutions. The area the new road is intended to go is very rural and unlikely to ever be developed into more than additional 3-5 acre lots. Additionally the proposed extension is a road to NOWHERE with no traffic delays or congestion. I travel from Misty Rivers to Springfield and back daily and have yet to once be overwhelmed or slowed down by traffic. This new road is planning for a traffic count that will never come. Will it cause additional traffic to come? Yes, but there are much better roads to expand that lead to developed areas that need better routes (Republic, Clever, Christian County). When Kansas Expwy is extended and Nicholas expanded that will solve many travel delays for Nixa and Highlandville commuters. The other road that badly needs expanded is ZZ and Republic Rd West of FF.

I urge you to reconsider and have OTO go back to the drawing board to consider expanding roads that make sense, as opposed to expanding a road at a cost of \$100 million plus tax payer dollars that leads to an underdeveloped area.

I hope you and other members will consider the public's comments and not plan to expand a line on a map that was drawn 20 plus years ago in anticipation of development that has not occurred and is not going to occur to the degree this road calls for.

I greatly appreciate any consideration that you can give to my and the public's thoughts. At the very least, this upcoming vote is severely premature and the project needs more research and consideration.

Best,

[REDACTED]
[REDACTED]

OTO Response:

Thank you for this additional information. It will be shared with the study team, our Technical Planning Committee, and Board of Directors. We appreciate your input.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/18/2023

Received through: Website Comment Form

Contact Name: Sandra [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Ridiculous, the only way to describe your plans.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee, and Board of Directors.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/18/2023

Received through: Website Comment Form

Contact Name: Jim [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment – OTO Responses in Red:

1. Notification of the meeting was extremely poor and unacceptable for such an important meeting. Only those who were Facebook friends with the City of Nixa Municipal Government would have seen the meeting notice. The postcard was postmarked July 13 and it arrived at our home the day of the meeting. Many neighbors did not receive the postcard and did not know about the meeting.

-- We apologize for the inconvenience of the short meeting notice. We did have the meeting notice go out via the City of Nixa, City of Battlefield, City of Clever and on the OTO website. In addition, The OTO placed Facebook ads for the zip codes affected. Postcards were mailed to the property owners listed in the Christian County accessor database for the parcels in the proposed area. We have learned though, that our effort was not enough. In the future, we will try additional avenues and mail the post cards out earlier. As this is an effort to obtain public opinion on this proposed road alignment, the information is also on our website at www.ozarkstransportation.org/hwyffextstudy as well as an online survey to allow people to comment.

2. The notification said this was a meeting. There was no meeting - it was a come-and-go event.

--We could have clarified that it was a come-and-go event. The goal of the event was to show the public what was being considered and allow individuals to comment.

3. The first map people saw as they entered the room was misleading since it was the major thoroughfare planned route which apparently is no longer being considered.

--Thank you for this feedback. We will consider our map placements better in our future meetings.

4. Additional questions:

a) Who will pay for the upkeep of the potential highway?

--Currently there is no funding source identified. There are no plans currently to build the road.

b) Will Nixa city sales taxes increase due to funding of the potential highway?

--Currently there is no plan to build the road. The project is in Christian County, so City of Nixa would not be increasing sales tax for this project.

c) There are several dangerous intersections on Hwy 14 and the areas shown on the map. What is the improvement plan for Hwy 14?

--Several safety improvements have been made along the Highway 14 corridor and safety is continuing to be monitored since these improvements. Additional plans for this section of 14 are unknown at this time.

d) Has the widening of FF in Battlefield been approved and funding secured?

--The widening of FF in Battlefield is currently unfunded and there are no immediate plans to widen FF in Battlefield.

5. With the given information, I am not in favor of the extension of FF to 14. People in Clever can take Holder Road to go north. One day the Kansas extension will reach Nixa via Nicholas Rd which gives a second major road to Spfd. Reaching the town of Battlefield is not an issue. Therefore, any funds designated for this extension would be better spent on areas of greater need.

--We appreciate you feedback and opinion. We will add this to comment for consideration of the final study.

Thank you again for reaching out. If you have any more comments or questions, please let us know.

Have a great evening!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/18/2023

Received through: Website Comment Form

Contact Name: Travis [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I found your email through the OTO site and wanted to reach out regarding concerns with the FF extension discussions. We live in Misty Rivers Subdivision in Nixa and the alignment maps provided for discussion seem to only show very limited options with slight variations. The residents of Misty Rivers are VERY concerned with the possibility of a major expressway running alongside our subdivision as we all chose to live in a very rural area to specifically avoid things like this. From looking at Google maps it appears it would be very easy to add a new road of roughly 1 mile from FF and Blue Springs Road running Southeast until it meets Phillips Road. Then follow Phillips Road South to 14.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee and Board of Directors.

Have a great day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/19/2023

Received through: Website Comment Form

Contact Name: Bob [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi Mrs. Fields, nice meeting you at the community meeting. I just wanted to drop a line and say that I am concerned that not enough thought has gone into this plan.

Speaking with the engineers, they had not considered several very basic things such as the need to elevate a good portion of the roadway north of Nelson Mill bridge to say nothing of how they are going to get around the environmental concerns about construction in the wetlands in that same area. Additionally, they could not answer basic questions such as proposed population density served, pros and cons of alternative routes and many others.

The public has only been privy to this plan for about a week and it is apparent that more needs to be done. The proposal they have is not realistic, nor were they able to communicate how it is going to serve the population since most of the area is either already built, in agricultural trusts or on land that could only be parsed out in 3acre lots so not much can happen there. The future capacity is quite low and can't justify this kind of expense and disruption.

One of the engineers estimated the build to be about \$67 million, however that does not include having to elevate a portion of the road (which they didn't count on). All told it will be way over \$100 million not including the property you will need to purchase and there are some very nice homes in the way.

I ask you to not allow this to be presented in September, the wetland and suspended roadway issues at a minimum should be addressed before it could be considered a 'plan' worthy of consideration.

Please allow more time for some very real concerns to be addressed.

Thank you

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. Sara is out of town the rest of the week, but she will see this when she returns. These details will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you again!

Have a wonderful day!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/20/2023

Received through: Website Comment Form

Contact Name: [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I have read your plans and projections and attended your "we value your input" meeting on the extension of FF through to Highway 14. I have participated in urban user meetings in other cities I have lived in. And

This is the most poorly conceived plans that I have ever seen.

The founding data for predictions have no concrete proof that this is what the current traffic even indicates. Your basis of need for the extension is presented by an estimated traffic number. No year as to when the estimate of the traffic will be reached. No hard data on the roadway use in Christian County. Not even a means to collect data. Only a computer generated model of what it could be.

Really?

Further, your physical planning data is severely flawed. "engineers determined the nelson mill bridge is the best place to bridge the James River." Where is this report? Where is the soil/ environmental/ bedrock data? Where else was tested? Was there any other testing at all? None was presented.

Your plans continue the FF corridor through to Nelson Mill road. Right through an area that is well known for Semi annual flooding. Not 100 year floods. Not 10 year floods. But several times a year floods. In fact you bridge that you use and possible duplicate as traffic grows is currently out of service due to the cast steel supports being rusted through in several spots. (current replacement cost \$1M and growing.)How you you think the crucial supports not only rusted, but rusted through to the point of being unsalvageable? WATER! FLOODING!

The approach to the bridge from the north is in the same plain that destroyed the current bridge. How do you plan on justifying a \$64M roadway that consistently floods? Raise the roadway? Where does the floodwater go to then? Simple hydrodynamics - Back upstream to rte 160. Raised roadway? Again, where is the soil study?

On the south side of the bridge the topography raises rises rapidly on the east and west side immediately next to the roadway. The expensive subdivisions on those bluffs have built on the very land you seek to degrade. Have you counted for structure damage to roads and homes? These roads are the only way that citizens/taxpayers have to get out of their neighborhoods.

Further to the south three of your four options place the improvements within 50-75 feet of a known sinkhole. These owners kayak in the water as it rains. And your planners think is is a good spot for a highway? No.

Also, the FF improvement that you seek to protect and implement run near and sometimes through established homes south of the river. Not sure what you are thinking. but this is some of the most expensive neighborhoods in Christian County. Not to mention the destruction of the tax base that the county needs to finance this. Homes aren't worth as much when you run a highway through/next to them.

Your timetable is EXTREMELY SUSPECT. No maps were published until Monday July 16th. A final vote is scheduled for mid September. hmmm. Don't need to be Dick Tracy to realize that this stinks and is getting ready to be rammed down our throat.

Your planner mention the increased traffic on 14/mount Vernon. Where this improvement is planned to dead end is 14/Mt Vernon. it's only TWO lanes there. Why haven't the plans to widen this road been announced? Is is even possible to widen Rte 14? Look to be very difficult if no impossible between Carrol Rd to Shady Hills. Height and Depth challenges abound along with line of sight issues. Increasing traffic to a twisting roadway that is known for more than its fair share of accidents seems NEGLIGENT! You are creating an unsafe situation that can only be resolved by stoplights. This increases the very commute time you are claiming you attempt to reduce.

Also, are we sure this project is even necessary? The Northwest area bounded by Nicolas, west to the James River, and to the South by Rte 14 is not a booming metropolis. in fact, Clever, Republic, and Battlefield have much more development than this area you are claiming needs this boondoggle. Your are not reducing the commute time of the population by not improving the roads that serve the areas of population density that are increasing. AGAIN, you are not serving the areas of increased population density. Republic has seen a development boom. Battlefield and Clever are developing on smaller yet higher than normal rates. DO YOU REALLY BELIEVE THAT THAT MANY CITIZENS NEED TO GET FROM BATTLEFIELD TO NIXA HARDWARE FASTER? and if that's true, again, why isnts rte 14 West of Nicolas being widened already.

Pebble Creek is a crown jewel in Christian County. But it's built out. There are only a handful of lots available. Most of which are unbuildable due to terrain. To

the North is a Century Farm Trust. All cupped by the James River. The land to the south of 14 is not even mentioned for possible extension of this road. Why? Because there is no where to build new homes.

Any traffic density to the west of Nixa already has a huge expansion of Kansas Expressway to Nicolas Road as a primary reliever. RIGHT?! So within 3 minutes drive time of this expansion that is already under way , you feel the need to RESTRICT PROPERTY RIGHTS OF CITIZENS?

I say NO!

Now, for the true planning part of your job. If the POPULATION is increasing in Battlefield, Clever, and Republic areas- WHY aren't you improving the roads there? So simple, it's easy. Right? I guess not. Expanding FF and ZZ in not just a thought but a necessity. With the business expansion in Republic WHY ARE YOU NOT EXPANDING A NORTH SOUTH ROUTE TO SERVE THE OBVIOUS? A Southbound spur of ZZ to 14 will cut the more commute times you are claiming make this project necessary. With much less disruption and cost than this will cause to a quiet area of NW Nixa has no need now or in the foreseeable future. Even is all available land becomes high density subdivisions, the current structure is more than capable of handling the needs.

I am shocked that a professional traffic planning commission cannot adapt to the real time needs and trends of this area as a whole. The big picture design that you are selling is not what is really happening.

I urge you to refuse these plans as a whole. Expand your scope to truly serve the taxpayers for a smart future for all of us!

[REDACTED]
[REDACTED]

THIS IS A ROAD TO NOWHERE.

OTO Response:

Thank you for your comment. This information will be shared with the study team, our Technical Planning Committee, and Board of Directors.

Have a great evening.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/21/2023

Received through: Website Comment Form

Contact Name: Shelia [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Makes no sense using any of the 3-4 routes you displayed at the meeting on 7/18. The ideal route would be connecting FF to Hiway ZZ(which is an existing hiway) then where Hiway ZZ begins to get windy connect to Holder Road and come out at Hiway 14. That would be more beneficial to the growing population in Clever and the areas West of Nixa.

There won't be as many homes ruined and peoples lives ruined because more open land with that route.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors.

Have a wonderful Monday!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Brian [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Thank you for the update. Some additional comments.

Adding another bridge across the James River is a good thing.

Why we we build a 2 lane bridge at Nelson Mill today and tear it down before it's like expectancy.

Phillips Rd, which I own land off of also, is a much better option that Nelson Mill. How on earth would you access Misty River Subdivision if the bridge there was a 4 lane?

Carol Rd and 14 is a deadly intersection. Can believe it is still the way it is.

Thanks for being reasonable and understanding what was presented was no where near thought through.

OTO Response:

Thank you for the additional comments. These will be shared with our Technical Planning Committee and Board of Directors.

Thank you again. Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Amy [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I still do not understand why you are trying to economically cripple Christian County and the city of Nixa. I thought this organization was formed to benefit the entire area, yet the extension of FF Highway to Highway 14 without the corresponding commercial infrastructure only serves to benefit the cities of Battlefield, Springfield and Republic. Will you please explain to me why you believe Christian County and the city of Nixa need to be bypassed in such a way? Thank you.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a great weekend.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Susan [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I wanted to let you know that I believe a better option would be to connect Highway ZZ to State Highway N using Holder Road. The current options for FF all go through flood plains which will be very costly. Also, the current FF plans also affect a few century farms. By connecting ZZ to N using Holder road you would not need to build any new road ways, just simply expand already existing roadways.

Thank you for your time.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a great day.



PUBLIC COMMENT



Area of concern: OTO Volunteering for the United Way Day of Caring

City/County of concern: OTO

Date received: 06/22/2023

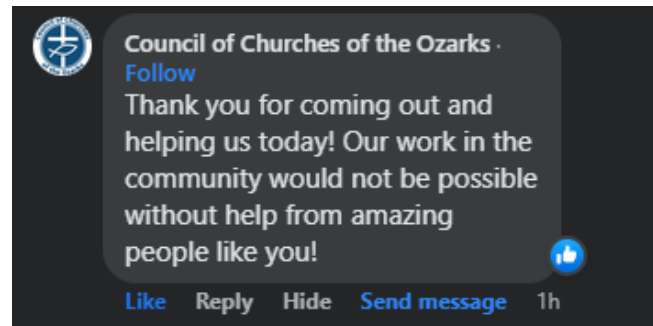
Received through: Facebook

Contact Name: Council of Churches of the Ozarks **Contact Email/Ph #:** not available

Original Facebook Post



Facebook Thread





PUBLIC COMMENT



Area of concern: SS4A

City/County of concern: OTO/MPO

Date received: 06/28/2023

Received through: Website Comment Form

Contact Name: Joshua [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The City of Liberty is applying for SS4A Action Planning funds and I noted OTO received SS4A Action Planning funds in 2022. I was hoping to talk to whomever made the application for OTO so that I can see what set your application apart from competitors.

OTO Response:

Hello Joshua!

Debbie Parks is our Grants Administrator. She will be in contact with you soon. She is conducting a Grants Workshop today, so it may be tomorrow or next week. Thank you for reaching out!

Have a wonderful day!



PUBLIC COMMENT



Area of concern: RRFB (Pedestrian Beacon)

City/County of concern: Springfield/Greene County

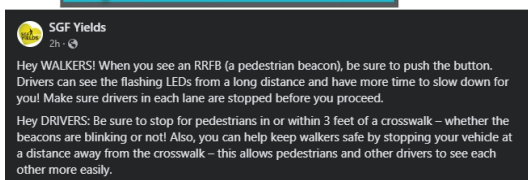
Date received: 07/11/2023

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

Original Facebook Post



Facebook Thread

Carolyn McGhee

They have audio that tells blind pedestrians it's active but it's still just a caution light: they don't HAVE to stop and there's nothing preventing them from turning right in front of us and cutting us off. I wish we could get rid of the caution light concept altogether and go with a solid red light like they've got near MSU on National.

Like Reply Hide Send message 1h



Ozarks Transportation Organization

Carolyn McGhee Thank you for this information!

Like Reply 1m



PUBLIC COMMENT



Area of concern: Roads

City/County of concern: OTO MPO Area

Date received: 07/14/2023

Received through: Website Comment Form

Contact Name: Jim [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Don't build and they won't come. Widening streets, when will it end. Invest in a Montral train system (above ground).

OTO Response:

Good morning,

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: Greenbridge Road and N. 10 Avenue

City/County of concern: Ozark/Christian County

Date received: 07/25/2023

Received through: Website Comment Form

Contact Name: Teresa [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I work for TREKK Design Group and we are preparing a Preliminary Transportation Assessment for a proposed development near the intersection of Greenbridge Rd and N. 10 Ave. I am looking for daily traffic counts for these routes. Would you possibly have any AADT data available for these low volume routes?

I appreciate your time and response to this.
Thanks.

OTO Response:

Thank you for the inquiry. After talking with our team, we do not have AADT data for that area.

Hope you have a wonderful day!



PUBLIC COMMENT



Area of concern: Roundabouts

City/County of concern: OTO MPO Area

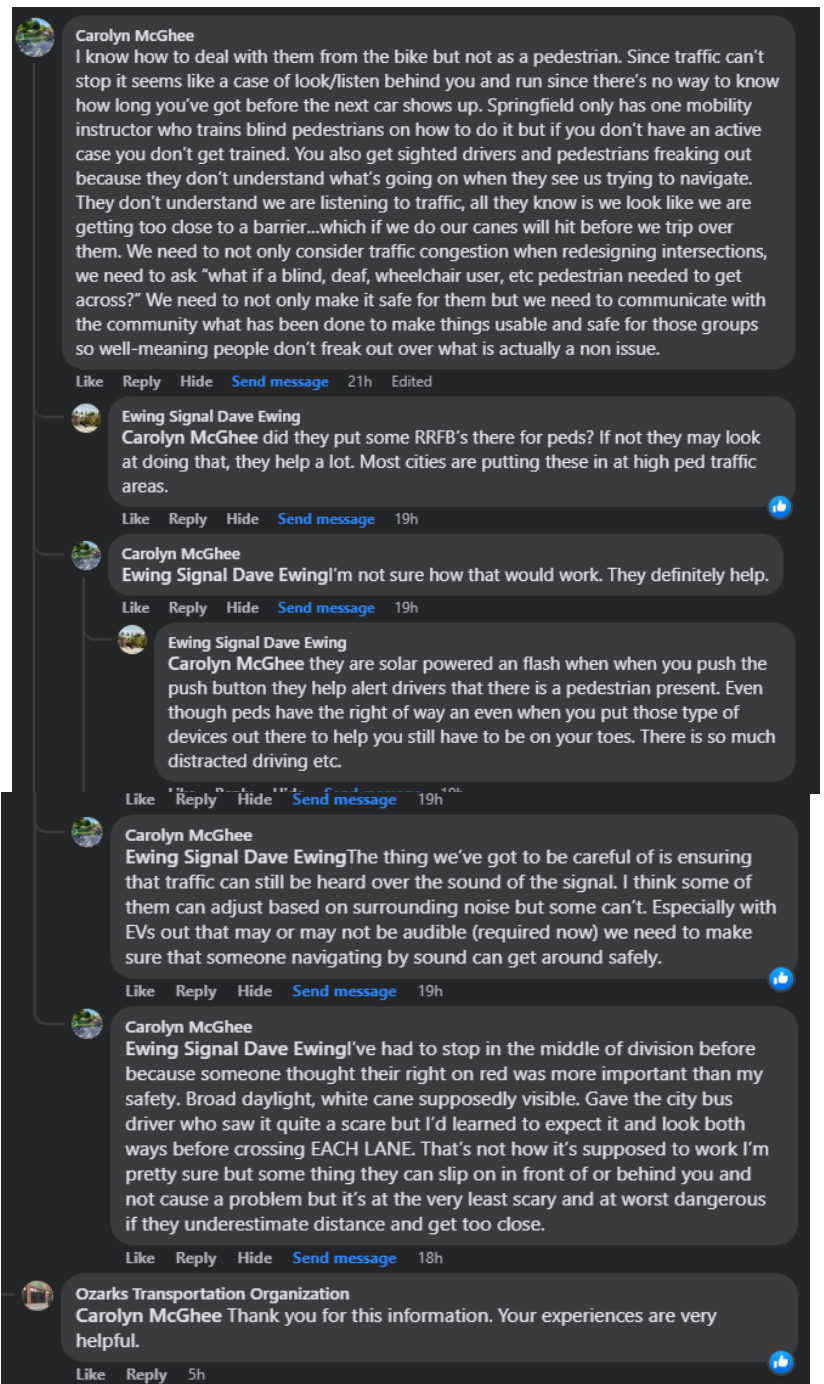
Date received: 07/27/2023

Received through: Facebook

OTO's Original Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: CC & Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 08/03/2023

Received through: Website Comment Form

Contact Name: Brent

Contact Email/Ph #: [REDACTED]

Comment:

I am requesting a stop light be placed at the intersection of CC & Old Castle in Nixa. At certain times of the day it is VERY difficult and dangerous to go from Old Castle onto CC. In the morning, especially when school is in session, and rush hour. I live in the Eagle Crest subdivision and have noticed debris from accidents at this intersection several times. Anyone who thinks this isn't an issue try and go onto CC from the subdivision at rush hour & then tell me about it. I don't think the light would have to regulate traffic all the time just certain times of the day.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee, and Board of Directors as well as the City of Nixa and MoDOT.

Thank you!

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.A.

Route 66 Trail Alignment Study

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in November of 2022 to conduct a study to evaluate the existing Highway 125/Route 66 Corridor, including the BNSF right-of-way, to find the preferred alignment of the Route 66 Trail between Le Comte Rd in Springfield to the City of Strafford, Missouri. The OTO coordinated with the City of Strafford, City of Springfield, MoDOT, and CMT to complete the study and develop a draft report of the findings that includes key recommendations for alignment and future planning.

The study evaluated the following alternatives for trail alignment –

- Option 1 – Alignment following Old Route 66 between the highway and railroad
- Option 2A – South of Old Route 66 from Le Comte to Partnership, North from Partnership to Strafford
- Option 2B – Adjacent along north side of Old Route 66 for entire alignment
- Option 3A – Diversion through Strafford along Pine Street
- Option 3B – Diversion through Strafford along Old Orchard Dr., McCabe St., and Washington Ave.
- Option 3C – Diversion through Strafford along Old Orchard Dr., McCabe St., and Madison Ave.
- Option 3D – Diversion through Strafford along Pinecrest Ave., McCabe St., and Chestnut St.

After review of the above alternatives the study provided a recommended alternative of Option 2B (North Parallel) to provide a safe and economical trail between Springfield and Strafford while also providing opportunities for aesthetic customization to make the trail a signature attraction of the area. It also coincides best with future plans the City of Stafford has for expansion of their internal sidewalk system into the downtown area.

A refined conceptual cost estimate was developed for Option 2B (North Parallel) as the preferred alternative and is provided in the study. A public meeting was held on June 15, 2023, with 20 attendees. The study will be available for public comment ahead of the Board of Directors meeting in September.

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 Route 66 Trail Alignment Study.”

OR

“Move to recommend the Board of Directors accept the Route 66 Trail Alignment Study, with these changes...”



ROUTE 66/STRAFFORD TRAIL



DRAFT CONCEPTUAL STUDY REPORT

Greene County, Missouri

July 25th, 2023

Prepared by:



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1.0 INTRODUCTION

The primary goal of this study is to develop and evaluate alternative trail locations for the Historic Route 66 (Strafford) Trail from LeCompte Rd. in Springfield, MO to Strafford, MO. This trail would be a connection from Strafford to the Springfield Regional Trail System and will ultimately connect to future trail and greenway alignments such as the Division Street Trail and North Jordan Creek Greenway.



Figure 1: Route 66 (Strafford) Trail Study Limits

2.0 PURPOSE AND NEED

In November of 2022, the Ozarks Transportation Organization (OTO) contracted Crawford, Murphy & Tilly (CMT) to determine the safest and most practical location and method for the Route 66 (Strafford) Trail connecting Springfield, MO (at the intersection of LeCompte Rd. and Kearney St.) to Strafford, MO along Historic US Route 66. The purpose of the Route 66 Trail is to provide regionally important bicycle and pedestrian connection between the cities of Springfield and Strafford, Missouri.

The OTO Trail Investment Study completed in October 2017 identified the Route 66 (Strafford) Trail as a priority trail alignment for the region. The project is a key priority for many local and agency partners, with a focus on the following community benefits:

- Reimagine an important piece of Ozarks transportation history by utilizing much of the Historic US Route 66 corridor as the basis for the proposed trail alignment
- Promote regional connection for multi-use transportation by connecting the cities of Springfield and Strafford, Missouri
- Provide a safe transportation corridor for all trail users through congested urban and suburban areas

3.0 ALTERNATIVES ANALYSIS

3.1 PROPOSED DESIGN CRITERIA

The proposed Route 66 Trail will be a multi-use trail facility serving predominantly bicycle and pedestrian traffic. In accordance with design criteria as noted, the following criteria 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
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

In March 2023, three meetings were held to discuss seven different alignment alternatives for the Route 66/Strafford Trail. Other alignments were briefly explored but dismissed due to topographic complications, residential or commercial impacts, or significant associated costs. The seven alternatives presented were:

1. **Option 1** – Alignment following Old Route 66 between the highway and railroad
2. **Option 2A** – South of Old Route 66 from Le Compte to Partnership, North from Partnership to Strafford
3. **Option 2B** – Adjacent along north side of Old Route 66 for entire alignment
4. **Option 3A** – Diversion through Strafford along Pine Street
5. **Option 3B** – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Washington Ave.
6. **Option 3C** – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Madison Ave.
7. **Option 3D** – Diversion through Strafford Along Pinecrest Ave., McCabe St., and Chestnut St.

Alternatives were developed consistent with the AASHTO Guide for the Development of Bicycle Facilities (2012, 4th 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

3.3.1 BASE ALIGNMENT OPTIONS

Option 1 – Alignment following Old Route 66 between the highway and railroad (South Parallel)

Figure 2 below shows the conceptual layout. Major features of Option 1 include:

- Connection to existing sidewalk at the southeast quadrant of Le Compte
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- Accommodations for Old Route 66 and BNSF Railroad drainage discharge on the south side of the road, including large sections of enclosed drainage structures
- Total length of improvements of approximately 6.23 miles for construction of the trail



Figure 2: Option 1 – South Parallel

Benefits

- Minimal commercial and/or residential impacts
- Provides minimal driveway/roadway intersection points
- Limits signal impacts at Le Compte and Mulroy intersections

Disadvantages

- Right-of-way impacts on the south side of the roadway will require BNSF approval
- Safety concerns with such close proximity to BNSF Railroad
- Fence likely required the majority of the alignment
- Enclosed drainage system required along much of proposed alignment due to drainage challenges
- Avoids connection with numerous businesses along the north side of the highway as well as existing sidewalk infrastructure and businesses within Strafford

Option 1 (South Parallel) was ultimately determined not feasible due to expected right-of-way/permanent easement acquisition issues with BNSF as well as anticipated costs associated with grading, drainage, and fencing.

Option 2A – South of Old Route 66 from Le Compte to Partnership, North from Partnership to Strafford (2017 Trail Study Option)

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

- At-grade pedestrian crossing (HAWK signalization) at the intersection of Old Route 66 and Partnership Blvd. In Springfield, MO
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Connection to existing sidewalk in front of businesses in Strafford along Old Route 66

- Total length of improvements of approximately 5.96 miles for construction of the trail



Figure 3: Option 2A – 2017 Trail Study Option

Benefits

- Connects to businesses and residences along the north side of the highway
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway

Disadvantages

- Numerous driveway and roadway intersections
- No areas that allow for an isolated user experience due to the close adherence to the adjacent roadway
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)
- Traffic and Safety concerns associated with short distance from signalized intersection at Le Compté to HAWK signal

Option 2B – Adjacent along north side of Old Route 66 for entire alignment (North Parallel)

Figure 4 below shows the conceptual layout. Major features of Option 2B include:

- Signal & pedestrian crossing improvements at Le Compté
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Connection to existing sidewalk in front of businesses in Strafford along Old Route 66
- Total length of improvements of approximately 5.95 miles for construction of the trail



Figure 4: Option 2B – North Parallel

Benefits

- Connects to businesses and residences along the north side of the highway
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal

Disadvantages

- Numerous driveway and roadway intersections
- No areas that allow for an isolated user experience due to the close adherence to the adjacent roadway
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

3.3.2 STRAFFORD ALIGNMENT OPTIONS

Option 3A – Diversion through Strafford along Pine Street (Pine Street)

Figure 5 below shows the conceptual layout. Major features of Option 3A include:

- North Parallel Alignment from Le Compte intersection to Washington Ave. in Strafford
- Direct connection of downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 1,820 ft. for construction of the trail (6.29 miles when included with Option 2B)



Figure 5: Option 3A – Pine Street

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66

Disadvantages

- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)
- Does not align with goals of the City of Strafford

Option 3B – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Washington Ave. (Washington Avenue)

Figure 6 below shows the conceptual layout. Major features of Option 3B include:

- North Parallel alignment from Le Compte intersection to Old Orchard Dr. in Strafford

- Trail passes in front of Strafford High school on the north side of McCabe St. until turning south on Washington Ave. to connect to downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 4,790 ft. for construction of the trail (6.57 miles when included with Option 2B)



Figure 6: Option 3B – Washington Avenue

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66
- Allows access for students walking to/from school

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

- Tight right-of-way along Washington Ave.

Option 3C – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Madison Ave. (Madison Avenue)

Figure 7 below shows the conceptual layout. Major features of Option 3C include:

- North Parallel alignment from Le Compte intersection to Old Orchard Dr. in Strafford
- Trail passes in front of Strafford High school on the north side of McCabe St. until turning south on Madison Ave. to connect to downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 4,710 ft. for construction of the trail (6.56 miles when included with Option 2B)



Figure 7: Option 3C – Madison Avenue

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66
- Allows access for students walking to/from school
- Right-of-way along Madison Ave. is more conducive to a trail than that of Washington Ave.

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

Option 3D – Diversion through Strafford Along Pinecrest Ave., McCabe St., and Chestnut St. (Pinecrest to Chestnut)

Figure 8 below shows the conceptual layout. Major features of Option 3D include:

- North Parallel alignment from Le Compte intersection to Pinecrest Ave. in Strafford
- Trail passes in front of Strafford High school on the north side of McCabe St. until continuing along the north side of Chestnut St. connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 1.13 miles for construction of the trail (6.56 miles when included with Option 2B)



Figure 8: Option 3D – Pinecrest to Chestnut

Benefits

- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- Provides the longest distance through Strafford creating a more pleasant user experience within Strafford due to the separation from Old Route 66
- Creates access through residential areas on the west side of Strafford
- Allows access for students walking to/from school
- Right-of-way along Madison Ave. is more conducive to a trail than that of Washington Ave.

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

After team discussion and stakeholder involvement from the City of Strafford, the trail purpose and need of creating a safe regional bike and pedestrian connection between Springfield and Strafford is achievable without the added trail length and cost of going through Strafford. Omitting the trail connectivity through town also affords the City of Strafford the freedom to develop its own pedestrian and bicycle facilities that better align with the needs of the community in the future. Ultimately, it was determined that Options 3A-3D are not a priority with which to move forward, and the trail will tie in to existing and future ADA facilities within Strafford at the west side of the intersection of Old Route 66 and Washington Avenue.

3.4 MAINTENANCE OPERATIONS

Other General Maintenance Activities

General maintenance of City-owned right-of-way, MoDOT-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

MoDOT currently is responsible for maintaining the roadway right-of-way corridor along Old Route 66 which is the location of the trail alignment. Additional maintenance activities added due to the trail construction are the upkeep of the trail itself to ensure it maintains ADA compliance and upkeep of additional drainage infrastructure. The annual costs for the maintenance of this infrastructure are

difficult to pinpoint as multiple factors have an impact on the amount of maintenance required from year to year. It is recommended that \$5,000 to \$10,000 be put aside each year to cover panel replacements to ensure the trail maintains ADA compliance and to cover additional maintenance needs. MoDOT's current policy notes that the State will not maintain multi-use paths within their right-of-way. Due to this, the local jurisdictions and/or Ozark Greenways will be responsible for the maintenance of the trail.

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 7.0 of this report as well as **Appendix B**.

The following estimated construction costs were developed for each option:

Estimated Construction Costs	
Option 2A <i>2017 Trail Study Option</i>	Option 2B <i>North Parallel</i>
\$7,592,902.46	\$7,142,405.48

Table 2: Estimated Construction Costs for Each Alignment Option

3.6 UTILITY IMPACTS AND RELOCATIONS

Utility impacts are estimated to be substantial in every alternative analyzed. There are several pull boxes and telecom risers that will be impacted by the proposed trail; however, most appear to be within existing right-of-way. It is likely the individual utilities will elect to adjust the pull boxes to the new grade. Risers will be addressed on a case-by-case basis. If the riser falls within the grading limits of the trail, the pedestal will likely need to be replaced with a new pull box set to grade. There are also a few guy anchors impacted by the project.

Most utility impacts between Le Compte Rd. and Mulroy Rd. (Trail Section 1) will be lighting and electric pole relocations. There is continuous whiteway lighting along the Industrial Park (between Partnership Blvd. and Mustard Way) that will be impacted by the trail and/or grading. City Utilities has a high-pressure steel gas main along the north side of the highway that varies from 8"-12" in size as well as a parallel ductile iron water main ranging in size from 12"-16". CU also has electrical transmission in this area, but it should not be impacted. To the west of the intersection of Mulroy Rd. and Old Route 66, there is a 3P transmission line that will have impacts to various poles.

Between Mulroy Rd. and TransLand (Trail Section 2) there are numerous power pole relocations necessary (likely requiring the purchase of easements). Just east of 3075 W Old Route 66 (Gillespie Excavation), there is a CU electrical transmission line and gas main running N-S. The transmission line pole will not be affected; however, the anchor may need adjustment.

Utility impacts for the remainder of the trail are mostly within right-of way. There is a Southwest Electric Co-Op 1P power line set close to the right-of-way line that will need numerous pole relocations (requiring parallel easements to the north). Also, CU has vent pipes on their gas main casing for the highway crossing at the intersection of MO 125 and Old Route 66.

3.7 RIGHT-OF-WAY IMPACTS

Each option was evaluated with a baseline design including 3:1 fill slopes. 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.

Both options utilize existing MoDOT right-of-way for the alignment of the trail. Temporary Construction Easements as well as some Permanent Utility Easements are anticipated due to the narrow right-of-way corridor.

The following table summarizes the total estimated right-of-way acquisition (Temporary Construction Easements and Permanent Utility Easements) anticipated to be required for each trail alternative within the trail limits:

Option 2A <i>2017 Trail Study Option</i>		Option 2B <i>North Parallel</i>	
TCE	PUE	TCE	PUE
2.25	0.57	2.22	0.56

Table 3: Estimated Right-of-Way Acquisition Area for Each Alignment Option

3.8 AESTHETICS

The proposed alternative construction costs are based on a baseline design of a standard 10' trail with 3:1 cut/fill slopes rather than Mechanically Stabilized Earth walls with no additional aesthetic upgrades. Additionally, no extra costs were estimated for specialized signage or elements along the trail.

The Route 66/Strafford trail has many opportunities for aesthetic upgrades throughout the alignment building on the historic nature of Route 66. Kiosks, signs, information boards, and trailhead locations can all be utilized to attract tourism and trail use. Figures 9 through 11 below show a few aesthetic enhancements used along Route 66 Trails in other states.



Figure 9: Route 66 Trail Sign Example – Santa Monica, California



Figure 10: Route 66 Trail Kiosk Examples – Berwyn, Illinois



Figure 11: Route 66 Trail Sign & Rest Area Examples – Lexington, Illinois

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 B**.

3.9 SATISFACTION OF THE PURPOSE AND NEED

The proposed separated Route 66/Strafford Trail provides a safe, multi-modal transportation alternative for the planned bicycle and pedestrian corridor between the cities of Springfield and Strafford, Missouri. The seven options evaluated as part of this study satisfy the needs and purpose 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 North Parallel (Option 2B) as the preferred alternative with the most benefit.

	Option 2A	Option 2B
Cost	2	3
Safety	1	3
Aesthetics	3	3
Maintenance	2	2
User Comfort	2	3
Total Score	10	15

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

Option 2B (North Parallel) provides a safe and economical trail between Springfield and Strafford while also providing opportunities for aesthetic customization to make the trail a signature attraction of the area. It also coincides best with future plans the City of Strafford has for expansion of their internal sidewalk system into the downtown area. Due to all these factors, the North Parallel alternative is the recommended alternative to carry forward as the preferred method and location for the crossing of US Highway 65.

A refined conceptual cost estimate was developed for Option 2B (North Parallel) as the preferred alternative, and was provided to the OTO for program budgeting purposes. This refined cost estimate for Option 2B is attached in **Appendix B**.

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 Route 66/Strafford Trail. The following environmental categories, some of which can be found in the

environmental constraints map in **Appendix C**, were reviewed and summarized to include each crossing option:

5.1 NOISE ASSESSMENT

If a project is classified as a Type I or Type II project, a noise analysis may be required. However, because this is a trail project, a noise analysis is not expected.

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
 - (Nov. 1 to Oct. 31)
- Gray bat (*Myotis grisescens*, endangered)
 - Project alignment will need to be assessed in the field for suitable cave habitats
 - Missouri Department of Natural Resources (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
- Niangua darter (*Etheostoma nianguae*, threatened)
 - Study area does not overlap with the darter's critical habitat
 - Project alignment will need to be assessed for suitable aquatic habitat
- Monarch Butterfly (*Danaus plexippus*, candidate endangered)
 - No critical habitat identified, historical range in Missouri
 - Project alignment will need to be assessed for habitat- prairie habitat that contains milkweed

Further coordination will be required with Missouri Department of Conservation 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 boundaries: two mapped intermittent streams/riverine wetlands, the Brown Branch and Pierson Creek, are within the study area. Based on aerial imagery, Brown Branch 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

No National Register sites are located within the project area. Area will likely need to be reviewed for buildings and structures that are over 45 years of age.

5.6 FLOODPLAIN

Most of the project area is outside of the floodplain. There is one small area toward the central portion of the study area that is in Zone A (1% annual chance of flooding). Any construction within a floodplain will require a floodplain development permit.

5.7 HAZARDOUS WASTE SITES

Based on MDNR Environmental Site Tracking and Research Tool (E-Start) sites within or adjacent to study area:

- Operating UST with no known releases: 3
- Facility closed prior to implementation of 2004 tanks RBCA: 8
- Former UST issued a NFA letter without restriction: 1
- Former UST Investigation/Corrective action is ongoing or incomplete: 1
- Brownfield Assessment Site: 1
- If right-of-ways or easements will be required from these properties, additional investigation will likely be necessary.

5.8 FARMLAND

The study area does not encompass any farmland. Project will not be subject to Farmland Protection Policy Act.

6.0 PUBLIC INVOLVEMENT

A public meeting pertaining to the Route 66 (Strafford) Trail Study Report was held on June 15th, 2023, with an attendance of 20. Numerous comments were made in person, and six (6) written

comments were received. See **Appendix F** for the public meeting sign-in sheet and written comments. A summary of the common themes of the public comments is provided below.

- A trail connection from Springfield to Strafford was strongly favored by both local citizens and business owners.
- There was some concern expressed about the impacts of Option 2 on commercial and residential properties.
- Concern was also noted regarding the safety of the numerous driveway intersections along the trail on the north side of the highway, as well as the concern for easy access to property (yards, mailboxes, etc.) along the trail.
- Connection to the north side of Springfield would provide a much-needed pedestrian connection, however there is concern about the large homeless population having increased access to Strafford.

Additional public and stakeholder input will be continued during future phases of the project, as funding is identified for various sections.

7.0 ADDITIONAL TRAIL CONSIDERATIONS

7.1 CONSTRUCTION PHASING

Due to the substantial length of the trail, a multi-phase approach is the most feasible approach to build the trail as funding becomes available. The trail has been broken up into the following three sections:

Section 1 – Le Compte to Mulroy

Begins at the intersection of Le Compte Rd. and Kearney St. (Old Route 66) and ends at the northwest quadrant of the intersection of Mulroy Rd. and Old Route 66.



Figure 12: Trail Section 1

The challenges in the construction of this phase include:

- Signal improvements at Le Compte Rd.
- Tight right-of-way immediately west of Partnership Blvd.
- Rail spur crossing at PIC West
- Grading/drainage solutions vary greatly along alignment
- Utility easements required in a few areas

Section 2 –Mulroy to TransLand

Begins at the intersection of Mulroy Rd. and Old Route 66 and ends at the intersection of Old Route 66 and the entrance to TransLand.

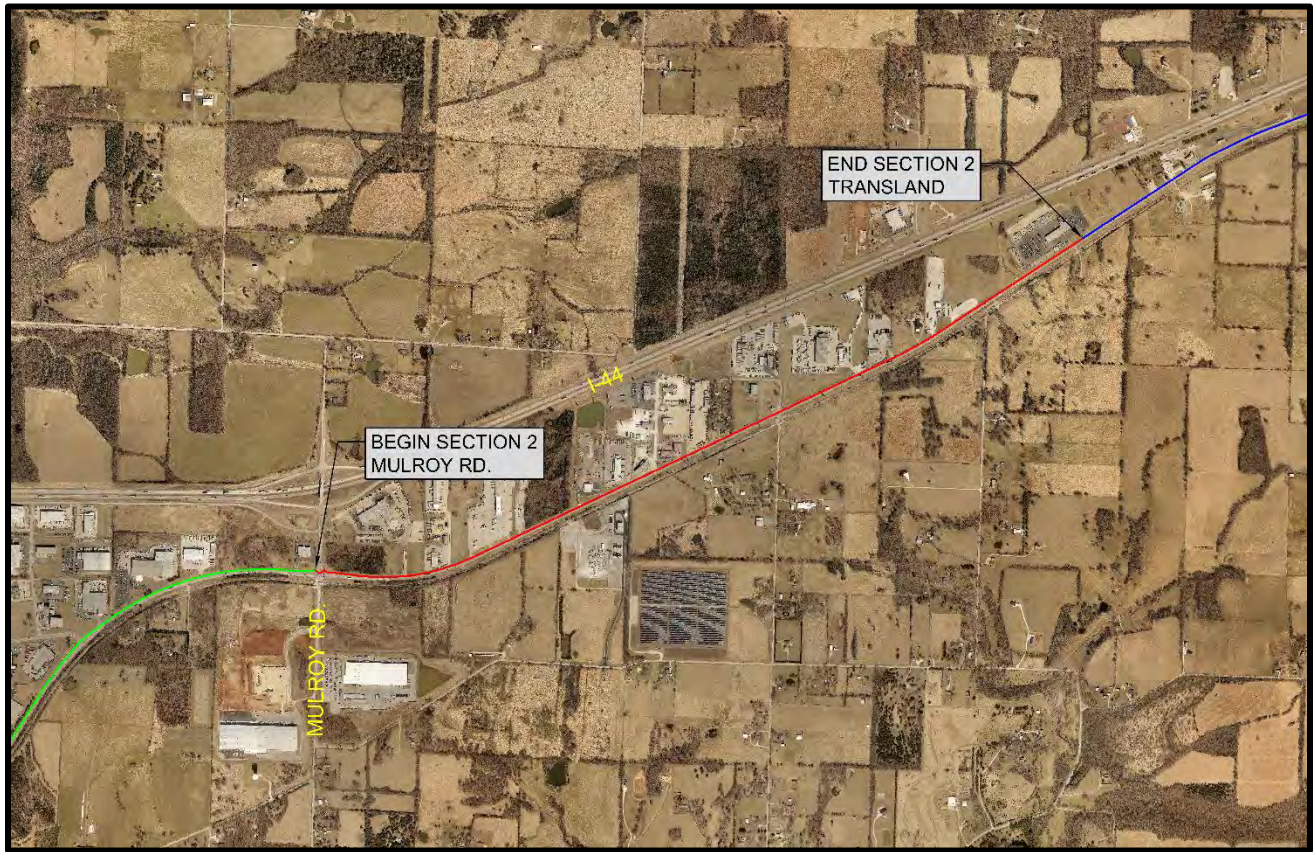


Figure 13: Trail Section 2

The challenges in the construction of this phase include:

- Crossing adjustments at Mulroy Rd.
- Grading/drainage solutions vary greatly along alignment
- Utility easements required in a few areas

Section 3 – TransLand to Washington Ave.

Begins at the intersection of Old Route 66 and the entrance to TransLand and ends at the northwest quadrant of the intersection of Old Route 66 and Washington Ave. in Strafford.



Figure 14: Trail Section 3

The challenges in the construction of this phase include:

- Signal improvements at Le Compte Rd.
- Enclosed Drainage required in multiple areas
- Utility easements required in a few areas



Figure 15: Preferred Trail Alignment Sections

Program costs for each section are listed below for the recommended Option 2B (North Parallel) 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 drainage solutions, increases in property values, or other factors. A detailed summary of the full program costs for each section and the entire project (for the baseline and additional designs) can be found in **Appendix E**.

	Section 1 Program Budget	Section 2 Program Budget	Section 3 Program Budget
Construction Cost	\$2,222,676.72	\$2,538,779.76	\$2,381,049.00
Preliminary Engineering (12%)	\$266,721.21	\$304,653.57	\$285,725.88
Construction Engineering (12%)	\$222,267.67	\$253,877.98	\$238,104.90
Right-of-Way	\$80,000	\$71,000	\$43,000
Right-of-Way Incidentals	\$80,000	\$100,000	\$190,000
Utility Relocation Costs	\$105,000	\$90,000	\$70,000
Section Total	\$2,976,665.60	\$3,358,311.31	\$3,207,879.78
Total	\$9,542,856.69		

Table 5: Option 2B Program Budgets* for Sections 1, 2, and 3

** Program Cost is based on 2023 dollars and assumes a reasonable schedule for construction with no additional contingencies for acceleration. Program Cost does not include any additional contingencies for escalation of steel and fuel costs and is subject to change based on unforeseen fluctuation in costs necessary to construction that are out of the control of CMT.*

7.2 IMPLEMENTATION PLAN

As shown above, it is anticipated that the construction of the Old Route 66/Strafford Trail will need to take a phased approach due to the length and cost of the trail improvements. Below are additional suggestions to help streamline the implementation of the trail corridor:

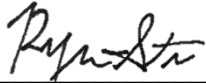
1. Coordinate with MoDOT, City of Springfield, Greene County, and City of Strafford requiring new developments along the corridor to install 10' trail. See City of Ozark for examples of this.
2. Coordinate with MoDOT, City of Springfield, Greene County, and City of Strafford to ensure any roadway projects within the corridor accommodate the future trail alignment.
3. Keep a lookout for potential funding opportunities, see Section 7.2.1 below.

7.2.1 FUNDING OPPORTUNITIES

Trails are ever-growing in popularity in recent history and with this growth there has been additional grant funding allocated to trail projects. Some of these grant programs include Surface Transportation Block Grants, Department of Economic Development Grants, and Department of Natural Resource Grants.

As the project gains momentum, those grants (along with others) should be explored to provide valuable sources of potential funding for the project. One caveat to nearly all grant programs is that in order to obtain funding, dollar-for-dollar matches will be required. Therefore, as funding becomes available, it can be allocated to build the budget needed for the cost-share.

Submitted by:



Ryan Stehn, P.E.
CMT Project Manager

**APPENDIX A – ROUTE 66
(STRAFFORD) TRAIL CONCEPT
EXHIBITS**

OPTION 1 - SOUTH PARALLEL

BEGIN TRAIL IMPROVEMENTS
KEARNEY ST. (OLD ROUTE 66)
& LE COMPTE RD.
MATCH EXIST SIDEWALK

SPUR CROSSING

PIC WEST

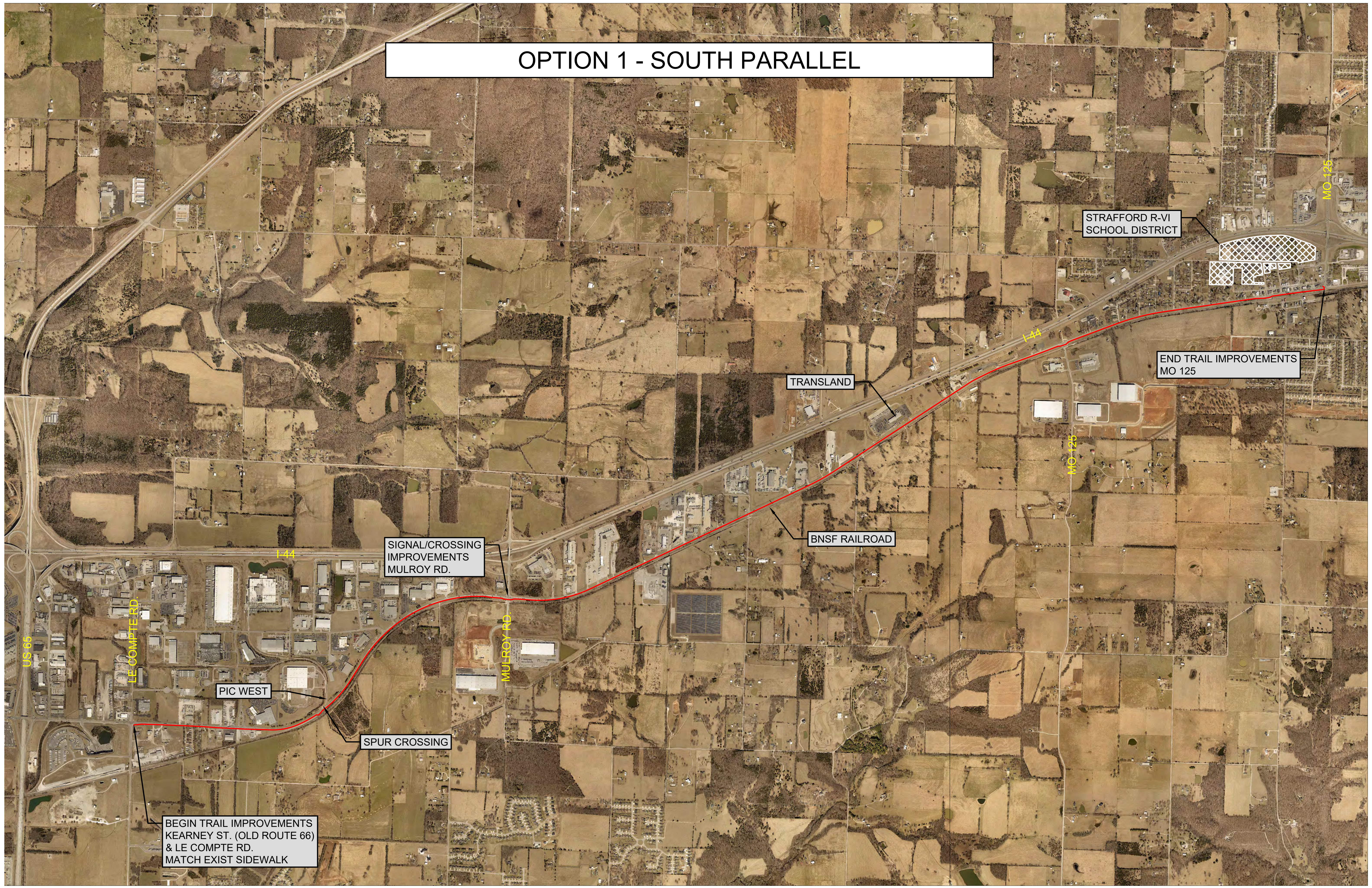
SIGNAL/CROSSING
IMPROVEMENTS
MULROY RD.

TRANSLAND

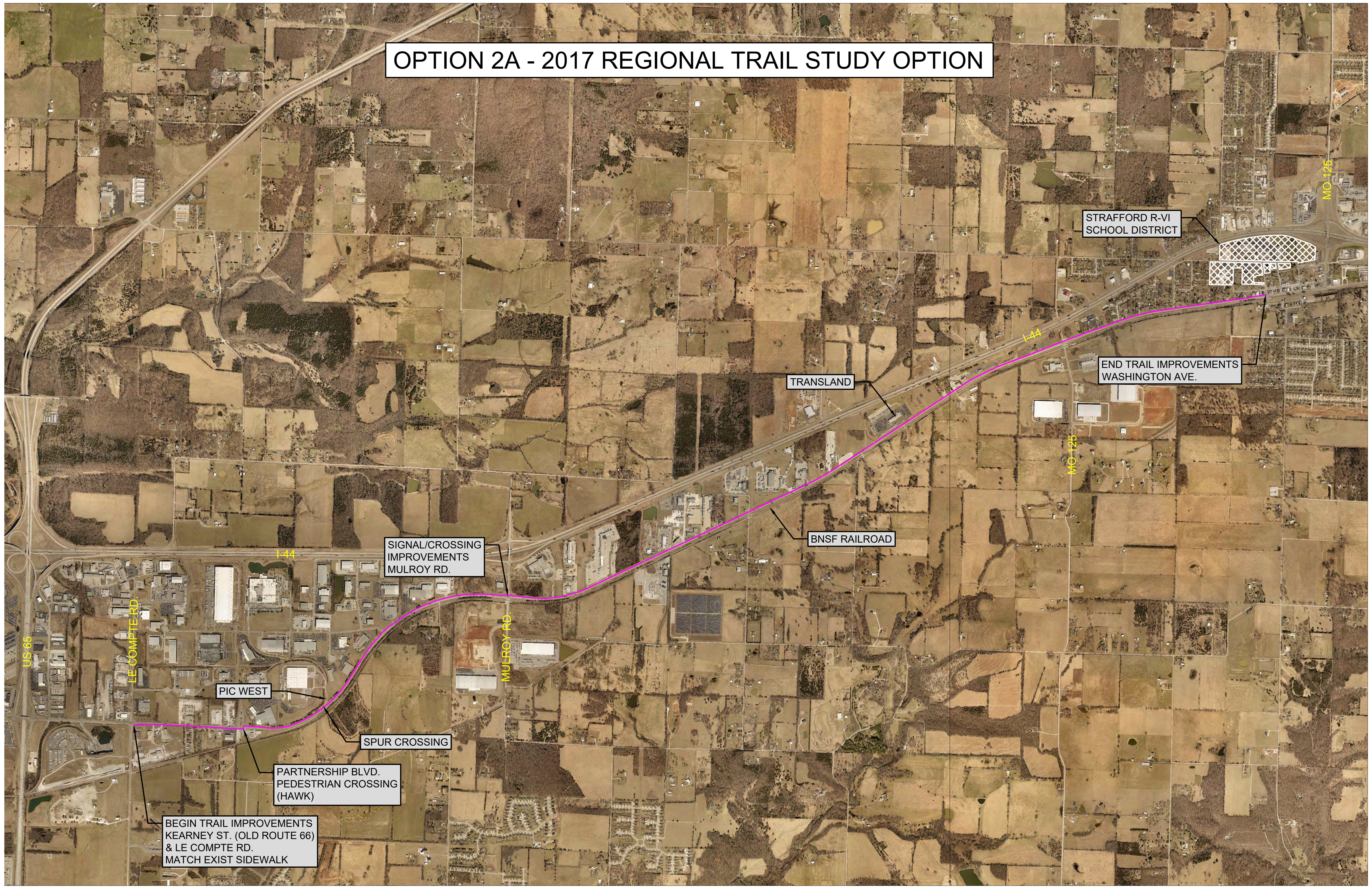
BNSF RAILROAD

END TRAIL IMPROVEMENTS
MO 125

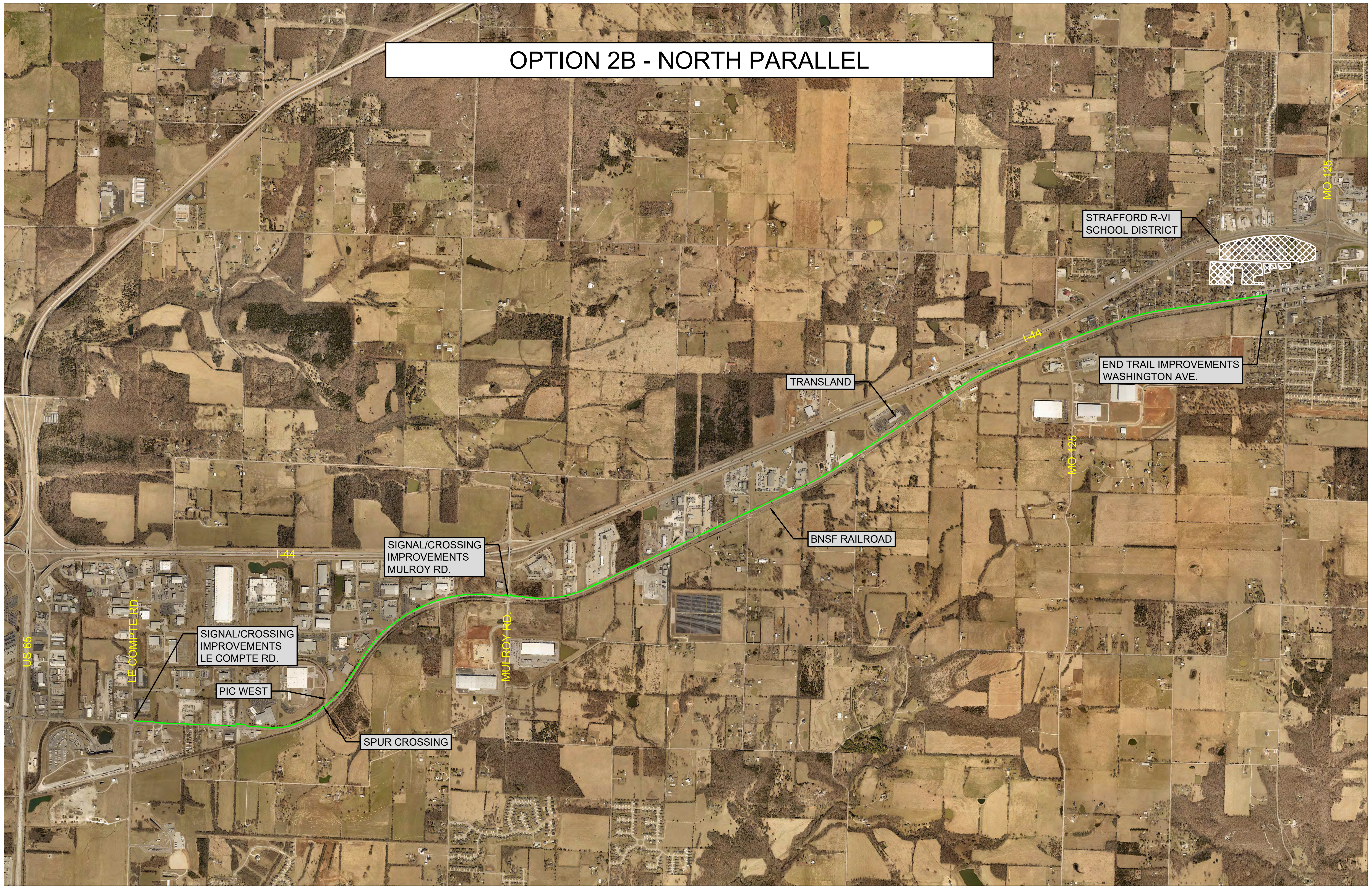
STRAFFORD R-VI
SCHOOL DISTRICT



OPTION 2A - 2017 REGIONAL TRAIL STUDY OPTION



OPTION 2B - NORTH PARALLEL



STRAFFORD R-VI
SCHOOL DISTRICT

END TRAIL IMPROVEMENTS
WASHINGTON AVE.

TRANSLAND

BNSF RAILROAD

SIGNAL/CROSSING
IMPROVEMENTS
MULROY RD.

SIGNAL/CROSSING
IMPROVEMENTS
LE COMPTE RD.

PIC WEST

SPUR CROSSING

MULROY RD

LE COMPTE RD

I-44

I-44

MO-125

MO-125

US 65

OPTION 3A - PINE ST.

STRAFFORD R-VI
SCHOOL DISTRICT

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

WESTBOUND I-44
EASTBOUND I-44

McCABE ST.

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

FOLLOWS WEST SIDE
OF WASHINGTON AVE.

END IMPROVEMENTS
PINE ST. & MO 125

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

OLD ROUTE 66

BNSF RAILROAD

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

OLD ORCHARD DR.

MO 125



OPTION 3B - WASHINGTON AVE.

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

FOLLOWS WEST SIDE
OF OLD ORCHARD DR.

FOLLOWS NORTH SIDE
OF McCABE ST.

FOLLOWS EAST SIDE
OF WASHINGTON AVE.

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

END IMPROVEMENTS
PINE ST. & MO 125

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

STRAFFORD R-VI
SCHOOL DISTRICT

WESTBOUND I-44
EASTBOUND I-44

McCABE ST.

OLD ORCHARD DR.

OLD ROUTE 66

BNSF RAILROAD

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

PINE ST.

MO 125

OPTION 3C - MADISON AVE.

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

BNSF RAILROAD

OLD ROUTE 66

OLD ORCHARD DR.

McCABE ST.

WESTBOUND I-44
EASTBOUND I-44

STRAFFORD R-VI
SCHOOL DISTRICT

FOLLOWS NORTH SIDE
OF McCABE ST.

FOLLOWS WEST SIDE
OF OLD ORCHARD DR.

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

FOLLOWS WEST SIDE
OF MADISON AVE.

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

END IMPROVEMENTS
PINE ST. & MO 125

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

MO 125



OPTION 3D - PINECREST TO CHESTNUT

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

FOLLOWS WEST SIDE
OF PINECREST AVE.

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

BNSF RAILROAD

OLD ROUTE 66

OLD ORCHARD DR.

MCCABE ST.

FOLLOWS NORTH SIDE
OF MCCABE ST.

WASHINGTON AVE.

MADISON AVE.

PINE ST.

JEFFERSON AVE.

END IMPROVEMENTS
CHESTNUT ST. & MO 125

STRAFFORD R-VI
SCHOOL DISTRICT

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

MO 125

WESTBOUND I-44
EASTBOUND I-44



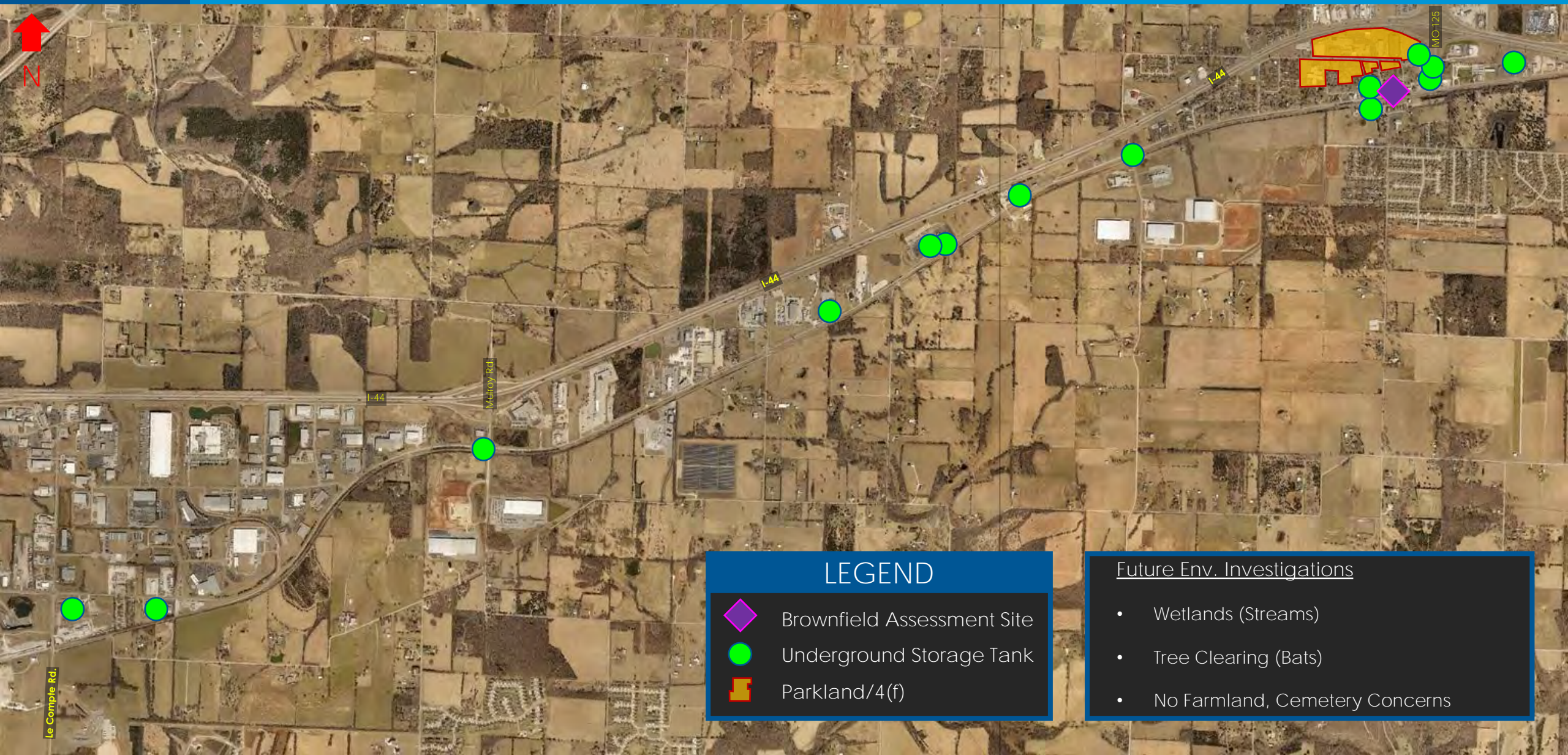
**APPENDIX B – RECOMMENDED
ALTERNATIVE (OPTION 2B)
PROGRAM COST**

Route 66/Strafford Trail				
Conceptual Design Alternatives				
4/27/2023				
Item	Unit	Unit Price	NORTH PARALLEL	
			QTY	Total Cost
Removal of Improvements	LS	\$ 100,000.00	2.2	\$ 220,000.00
Excavation	CY	\$ 15.00	15000	\$ 225,000.00
Embankment	CY	\$ 20.00	8500	\$ 170,000.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	31559	\$ 1,893,540.00
4" Agg. Base	SY	\$ 10.00	46107	\$ 461,070.00
8" Paved Approach	SY	\$ 120.00	8370	\$ 1,004,400.00
Concrete Curb & Gutter	LF	\$ 45.00	6000	\$ 270,000.00
Detectable Warning	SF	\$ 30.00	1210	\$ 36,300.00
Bollard	EA	\$ 1,000.00	23	\$ 23,000.00
Erosion Control	LS	\$ 150,000.00	1	\$ 150,000.00
Traffic Control	LS	\$ 10,000.00	2.5	\$ 25,000.00
Signals	LS	\$ 150,000.00	1	\$ 150,000.00
Signing	LS	\$ 10,000.00	4.5	\$ 45,000.00
Pavement Markings	LS	\$ 10,000.00	3	\$ 30,000.00
Drainage	LS	\$ 1,000,000.00	1.3	\$ 1,300,000.00
8 In. Pin-On Median	SY	\$ 50.00	178	\$ 8,900.00
Subtotal			\$	6,012,210.00
Mobilization (8%)			\$	480,976.80
Contingency (10%)			\$	649,318.68
TOTAL CONSTRUCTION COST			\$	7,142,505.48




CONSTRUCTION COST	\$ 7,142,505.48
PRELIMINARY ENGINEERING (12%)	\$ 857,100.66
CONSTRUCTION ENGINEERING (10%)	\$ 714,250.55
RIGHT-OF-WAY	\$ 194,000.00
RIGHT-OF-WAY INCEDENTALS	\$ 370,000.00
UTILITY RELOCATION COST	\$ 265,000.00
TOTAL PROGRAM COST	\$ 9,542,856.69

APPENDIX C – ENVIRONMENTAL MAPPING EXHIBIT

Environmental Constraints



LEGEND

-  Brownfield Assessment Site
-  Underground Storage Tank
-  Parkland/4(f)

Future Env. Investigations

- Wetlands (Streams)
- Tree Clearing (Bats)
- No Farmland, Cemetery Concerns

**APPENDIX D – TRAIL
ALTERNATIVE 2A
CONSTRUCTION COST**

Route 66/Strafford Trail				
Conceptual Design Alternatives				
4/27/2023				
<u>Item</u>	<u>Unit</u>	<u>Unit Price</u>	2017 REGIONAL TRAIL STUDY	
			<u>QTY</u>	<u>Total Cost</u>
Removal of Improvements	LS	\$ 100,000.00	2.2	\$ 220,000.00
Class 1 Linear Grading	STA	\$ 1,300.00	347.02	\$ 451,126.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	32000	\$ 1,920,000.00
4" Agg. Base	SY	\$ 12.50	46400	\$ 580,000.00
8" Paved Approach	SY	\$ 120.00	8800	\$ 1,056,000.00
Concrete Curb & Gutter	LF	\$ 45.00	5500	\$ 247,500.00
Detectable Warning	SF	\$ 30.00	1250	\$ 37,500.00
Bollard	EA	\$ 1,000.00	23	\$ 23,000.00
Erosion Control	LS	\$ 150,000.00	1	\$ 150,000.00
Traffic Control	LS	\$ 10,000.00	1	\$ 10,000.00
Signals	LS	\$ 200,000.00	1	\$ 200,000.00
Signing	LS	\$ 45,000.00	1	\$ 45,000.00
Drainage	LS	\$ 1,000,000.00	1.3	\$ 1,300,000.00
Pavement Markings	LS	\$ 30,000.00	1	\$ 30,000.00
8 In. Pin-On Median	SY	\$ 50.00	100	\$ 5,000.00
Subtotal			\$	6,275,126.00
Mobilization (10%)			\$	627,512.60
Contingency (10%)			\$	690,263.86
TOTAL CONSTRUCTION COST			\$	7,592,902.46

**APPENDIX E – RECOMMENDED
ALTERNATIVE (OPTION 2B)
PHASED COST**

Route 66/Strafford Trail								
Conceptual Design Alternatives								
4/27/2023								
Item	Unit	Unit Price	Phase 1 (Le Compte to Mulroy)		Phase 2 (Mulroy to TransLand)		Phase 3 (TransLand to Strafford)	
			QTY	Total Cost	QTY	Total Cost	QTY	Total Cost
Removal of Improvements	LS	\$ 100,000.00	1.2	\$ 120,000.00	0.5	\$ 50,000.00	0.5	\$ 50,000.00
Excavation	CY	\$ 15.00	7200	\$ 108,000.00	5700	\$ 85,500.00	2100	\$ 31,500.00
Embankment	CY	\$ 20.00	3800	\$ 76,000.00	2300	\$ 46,000.00	2400	\$ 48,000.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	11304	\$ 678,240.00	12150	\$ 729,000.00	8105	\$ 486,300.00
4" Agg. Base	SY	\$ 10.00	14260	\$ 142,600.00	16662	\$ 166,620.00	15185	\$ 151,850.00
8" Paved Approach	SY	\$ 120.00	1850	\$ 222,000.00	3640	\$ 436,800.00	2880	\$ 345,600.00
Concrete Curb & Gutter	LF	\$ 45.00	1000	\$ 45,000.00	800	\$ 36,000.00	4200	\$ 189,000.00
Detectable Warning	SF	\$ 30.00	360	\$ 10,800.00	450	\$ 13,500.00	400	\$ 12,000.00
Bollard	EA	\$ 1,000.00	8	\$ 8,000.00	5	\$ 5,000.00	10	\$ 10,000.00
Erosion Control	LS	\$ 150,000.00	0.4	\$ 60,000.00	0.3	\$ 45,000.00	0.3	\$ 45,000.00
Traffic Control	LS	\$ 10,000.00	1.5	\$ 15,000.00	0.5	\$ 5,000.00	0.5	\$ 5,000.00
Signals	LS	\$ 150,000.00	1	\$ 150,000.00	0	\$ -	0	\$ -
Signing	LS	\$ 10,000.00	2	\$ 20,000.00	1	\$ 10,000.00	1.5	\$ 15,000.00
Pavement Markings	LS	\$ 10,000.00	1	\$ 10,000.00	0.5	\$ 5,000.00	1.5	\$ 15,000.00
Drainage	LS	\$ 1,000,000.00	0.2	\$ 200,000.00	0.5	\$ 500,000.00	0.6	\$ 600,000.00
8 In. Pin-On Median	SY	\$ 50.00	106	\$ 5,300.00	72	\$ 3,600.00	0	\$ -
Subtotal			\$	1,870,940.00	\$	2,137,020.00	\$	2,004,250.00
Mobilization (8%)			\$	149,675.20	\$	170,961.60	\$	160,340.00
Contingency (10%)			\$	202,061.52	\$	230,798.16	\$	216,459.00
TOTAL CONSTRUCTION COST			\$	2,222,676.72	\$	2,538,779.76	\$	2,381,049.00

CONSTRUCTION COST	\$	2,222,676.72	\$	2,538,779.76	\$	2,381,049.00
PRELIMINARY ENGINEERING (12%)	\$	266,721.21	\$	304,653.57	\$	285,725.88
CONSTRUCTION ENGINEERING (10%)	\$	222,267.67	\$	253,877.98	\$	238,104.90
RIGHT-OF-WAY	\$	80,000.00	\$	71,000.00	\$	43,000.00
RIGHT-OF-WAY INCIDENTALS	\$	80,000.00	\$	100,000.00	\$	190,000.00
UTILITY RELOCATION COST	\$	105,000.00	\$	90,000.00	\$	70,000.00
TOTAL PROGRAM COST	\$	2,976,665.60	\$	3,358,311.31	\$	3,207,879.78

**APPENDIX F – PUBLIC MEETING
ATTENDANCE SHEET & WRITTEN
COMMENTS**

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET

[illegible]

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET

[illegible]

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET



NAME (PLEASE PRINT)	PHONE	EMAIL
Linda Harmening	417-766-8865	lovelybarn23@gmail.com
David Laura Berry	417-225-8010	laurafreeinchristberry@gmail.com
JAN + DARLENE HARMON	417-849-2680	JPHARMON6658@GMAIL.COM
Brentid'herrydlesley	(417) 343-0933	ncgarcia@aol.com
John John Berry	417-425-9924	
Gary Shahan	417-736-2154	gshahan@straflordma.net
Ashley French	417-988-6424	
ALICE NALE	417-343-2689	alice65757@yahoo.com
Becca Stampf	636-365-4111	beccagrace.langer@gmail.com
RICHARD W CLARK	417-350-7815	N/A
Michelle Fronick	417-343-8288	michelle.fronick@hotmail.com
C Chip Broommer	417-844-294	chip@advancedauto-mo.com
Debbie Cordova	417-496-6842	debbie.class83@yahoo.com



Route 66 Trail Alignment Study

Have a comment about the study?

Name Theresa Houska



Email czarktroutchaser@gmail.com

If possible, please include a barrier (guardrail) between automobile traffic on Kearney and the bike trail. Thank you.



Route 66 Trail Alignment Study

Have a comment about the study?

Name Becca Stengel



Email becca.glace@langer@gmail.com

I like the idea of a trail in Strafford. I live here and often have to go to Springfield, Marshfield, or Fellows Lake to walk my dog/hike. I like the route going past the school; it would be more scenic. It would add to the accessibility of old Route 66 as well in a different way besides driving.





Route 66 Trail Alignment Study

Have a comment about the study?

Name GARY Kellogg



Email _____

Please put the trail on the south side of the highway (between road & RAIL). MODOT tried and failed to fix a drainage problem. Fix the problem and put the trail between the road & RAIL. I live on "OO" and I really don't want this trail going through my front yard and within 50 ft of my front door!



"Gateway to Opportunity"





PUBLIC COMMENT



Area of concern: Route 66 Trail Alignment Study

City/County of concern: Strafford/Greene County

Date received: 06/15/2023

Received through: Website Comment Form

Contact Name: Sarah Davis

Contact Email/Ph #: sdavis8633@gmail.com

Comment:

Hi! If this were to connect strafford to East Springfield....maybe....but, not to north Springfield. We are close enough to the Homeless situation there. We don't want a super highway foot trail to Strafford. Sarah Davis

OTO Response:

Good morning, Sarah!

Thank you for your comment. This information will be shared with the Route 66 Trail team, our Technical Planning Committee, and our Board of Directors.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: Route 66 Trail Study

City/County of concern: Strafford/Greene County

Date received: 06/28/2023

Received through: Website Comment Form

Contact Name: Jesse Sims

Contact Email/Ph #: jesssfx@gmail.com

Comment:

I'm all for a trail connecting to the city, I am not however okay with it being proposed on the North side of Route 66, any trail needs to be on the souther side of the road. There are too many people homes and yards on the north side of the road and it isn't fair to any of those homeowners. There is plenty of room on the south side of the road.

OTO Response:

Good morning, Jesse!

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!



PUBLIC COMMENT



Area of concern: Route 66 Trail Study

City/County of concern: Strafford/Greene County

Date received: 07/02/2023

Received through: Website Comment Form

Contact Name: Katty Kellogg

Contact Email/Ph #: garyandkatty@gmail.com

Comment:

I live on route 66. I'm concerned about bikers having convenient access to the private mailboxes of residents along Route 66. In addition, bikers would need to navigate safely across dozens & dozens of driveways. Residents are not accustomed to checking for cyclists when pulling out or backing out onto the road. The South side of Route 66 seems a far more reasonable choice and would be far less likely to intrude on anyone's privacy or compromise their safety or security.

OTO Response:

Good morning, Katty,

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.B.

Administrative Modification 7 to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is 1 item included as part of Administrative Modification 7 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. Chadwick Flyer Phase II (EN2204-23AM7)

Changes were made to reflect the replacement of CRRSAA funding with STBG-U funding, the necessary increased match, moving construction from FY 2023 to FY 2024, and a slight increase for an updated cost estimate. The revised total programmed amount is \$928,560.

Basis for Administrative Modification

- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
- *Minor changes to funding sources between federal funding categories or between state and local sources*
- *Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project (if no other funding, scoping, or termini changes occurring)*
- *Changes in a project's programmed amount less than 25% (up to \$2,000,000)*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

29 June 2023

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 Seven to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on June 29, 2023. 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
Transportation Planning Manager

Enclosure



Project Overview

1 Projects Listed

EN2204-23AM7 - CHADWICK FLYER PHASE II

Plan Revision
23AM7

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$928,560

MoDoT ID
-

Federal ID
9901837

Project From
-

Project To
-

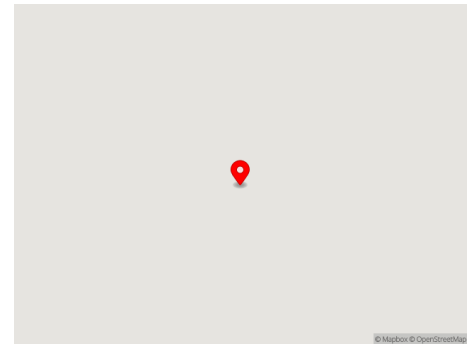
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Construction of Chadwick Flyer west of US 65 in Ozark.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$58,716	-	-	-	-	\$58,716
Engineering	Local	-	\$14,679	-	-	-	-	\$14,679
Total Engineering		-	\$73,395	-	-	-	-	\$73,395
Construction	Local	-	-	\$171,033	-	-	-	\$171,033
Construction	STBG-U (FHWA)	-	-	\$684,132	-	-	-	\$684,132
Total Construction		-	-	\$855,165	-	-	-	\$855,165
Total Programmed		-	\$73,395	\$855,165	-	-	-	\$928,560

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Minor changes to funding sources between federal funding categories or between state and local sources - Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project (if no other funding, scoping, or termini changes occurring) - Changes in a project's programmed amount less than 25% (up to \$2,000,000)
PROJECT CHANGES	ID changed from "EN2204-22AM1" to "EN2204-23AM7" Plan Revision Name changed from "23Adopted" to "23AM7"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$16,000 to \$14,679 - Decrease funds in FY 2023 in CON from \$29,250 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$171,033 <p>CRRSAA (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$573,750 to \$0 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$64,000 to \$58,716 - Decrease funds in FY 2023 in CON from \$117,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$684,132
FEDERAL PROJECT COST	Decreased from \$754,750 to \$742,848 (-1.58%)
TOTAL PROJECT COST	Increased from \$800,000 to \$928,560 (16.07%)



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$151,073,001	\$106,453,151	\$124,024,758	\$98,774,950	\$518,118,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,447,430)	(\$11,664,642)	(\$1,162,170)	(\$1,077,005)	(\$30,351,247)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,483,699	\$54,217,253	\$64,669,752	\$64,704,195	\$233,074,899

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$440,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,110,480	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$15,210,119	\$11,651,882	\$4,596,679	\$268,018
TAP (FHWA)	\$1,915,085	\$1,497,874	\$374,000	\$0
Federal Subtotal	\$99,787,800	\$42,591,228	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,447,430	\$11,664,642	\$1,162,170	\$1,077,005
Other	\$9,263,560	\$1,223,450	\$0	\$0
Local/Other Subtotal	\$25,710,990	\$12,888,092	\$1,162,170	\$1,077,005
Total	\$173,548,330	\$102,941,917	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$25,710,990	\$12,888,092	\$1,162,170	\$1,077,005	\$40,838,257
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$154,690,538	\$96,378,714	\$110,219,941	\$86,110,104	\$483,711,401
Carryover		\$36,312,104	\$17,454,312	\$10,891,108	\$13,014,362	--
Programmed State and Federal Funding		(\$173,548,330)	(\$102,941,917)	(\$108,096,688)	(\$43,995,677)	(\$428,582,612)
TOTAL REMAINING	\$36,312,104	\$17,454,312	\$10,891,108	\$13,014,362	\$55,128,789	\$55,128,789

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.C.

Amendment Number One to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are three items included as part of Amendment Number One to the FY 2024-2027 Transportation Improvement Program.

1. ***New*** Weaver Road Improvements (BA2402-24A1)
The City of Battlefield will work with MoDOT to study the Weaver Corridor along with MoDOT's engineering of the Weaver and Route FF intersection. This project includes the City of Battlefield portion only for a total programmed amount of \$100,000.
2. ***Revised*** Grand Street Trail (SP2314-24A1)
The City of Springfield has requested to study all of the Grand corridor from Kansas Expressway to National Avenue before constructing the trail that was submitted and awarded through the expression of interest process. The scope was lengthened and the overall project cost reduced for a total programmed amount of \$300,000.
3. ***New*** Evergreen Road Improvements (ST2402-24A1)
MoDOT is requesting to add funding for scoping of the Evergreen Corridor east of Route 125 in Strafford for a total programmed amount of \$40,000.

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 1 to the FY 2024-2027 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program, with these changes..."

Project Overview

3 Projects Listed

BA2402-24A1 - WEAVER ROAD IMPROVEMENTS

Plan Revision 24A1	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Battlefield	Status Programmed	Total Cost \$100,000
MoDoT ID SU0210	Federal ID -	Project From Rte. FF	Project To Cloverdale Lane

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

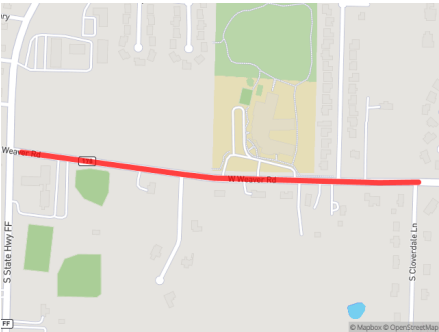
Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$20,000	-	-	-	-	\$20,000
Engineering	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total Engineering		-	\$100,000	-	-	-	-	\$100,000
Total Programmed		-	\$100,000	-	-	-	-	\$100,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$80,000
TOTAL PROJECT COST	Stays the same \$100,000



SP2314-24A1 - GRAND STREET TRAIL

Plan Revision
24A1

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$300,000

MoDoT ID
-

Federal ID
-

Project From
Kansas Expressway

Project To
National Avenue

Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$240,000	-	-	-	-	\$240,000
Engineering	Local	-	\$60,000	-	-	-	-	\$60,000
Total Engineering		-	\$300,000	-	-	-	-	\$300,000
Total Programmed		-	\$300,000	-	-	-	-	\$300,000

ST2402-24A1 - EVERGREEN ROAD IMPROVEMENTS

Plan Revision 24A1	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Strafford	Status Programmed	Total Cost \$40,000
MoDOT ID SU0160	Federal ID -	Project From Rte. 125	Project To 1.1 miles east of Rte. 125

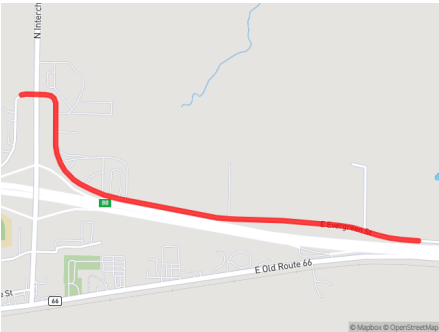
Project Considerations
Environmental Justice Area

Project Description
Scoping for improvement to Evergreen Road from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	-	\$20,000	\$20,000	-	-	-	\$40,000
Total Engineering		-	\$20,000	\$20,000	-	-	-	\$40,000
Total Programmed		-	\$20,000	\$20,000	-	-	-	\$40,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$40,000



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,451,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,905,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,947,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,192,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$27,245,300	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$85,590,048	\$73,217,355	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$16,492,551	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,509,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$40,506,439	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,451,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$148,935,490	\$126,462,451	\$66,526,346	\$67,264,839

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355	\$27,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,793,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$10,644,092	\$29,168,273	\$44,608,448	--
Programmed State and Federal Funding		(\$148,935,490)	(\$126,462,451)	(\$66,526,346)	(\$67,264,839)	(\$409,189,126)
TOTAL REMAINING	\$40,786,088	\$10,644,092	\$29,168,273	\$44,608,448	\$60,424,188	\$60,424,188

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.D.

UPWP Administrative Modification Number 1

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

AGENDA DESCRIPTION:

An administrative modification to the UPWP was processed to reflect a change to Funding Table 2. This change was to correct an excel error that had the incorrect amount shown in the CPG and Local Match columns.

The original version of Table 2 from the Board Adopted UPWP:

Table 2

Funding Totals

	Local Funding			Federal Funding						
Task	Local Match 13.7659%	City Utilities	In-Kind 2.4238%	CPG 69.8668%	STBG 16.3672%	2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307	Total	Percent (%)
1	\$ 36,608	\$ -	\$ -	\$ 229,325	\$ -	\$ -	\$ -	\$ -	\$ 265,933	17.73%
2	\$ 4,811	\$ -	\$ 36,000	\$ 255,656	\$ -	\$ -	\$ -	\$ -	\$ 296,467	19.77%
3	\$ 41,614	\$ -	\$ -	\$ 260,682	\$ -	\$ -	\$ -	\$ -	\$ 302,296	20.16%
4	\$ 14,893	\$ -	\$ -	\$ 93,292	\$ -	\$ -	\$ -	\$ -	\$ 108,185	7.21%
5	\$ 5,280	\$ -	\$ -	\$ 33,079	\$ -	\$ -	\$ -	\$ -	\$ 38,359	2.56%
6	\$ 21,418	\$ -	\$ -	\$ 134,167	\$ -	\$ -	\$ -	\$ -	\$ 155,585	10.37%
7	\$ 2,009	\$ -	\$ -	\$ 12,585	\$ -	\$ -	\$ -	\$ -	\$ 14,594	0.97%
9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,458	\$ -	\$ -	\$ 14,458	0.96%
10	\$ 60,775	\$ -	\$ -	\$ -	\$ 243,101	\$ -	\$ -	\$ -	\$ 303,876	20.26%
Total	\$ 187,408	\$ -	\$ 36,000	\$ 1,018,786	\$ 243,101	\$ 14,458	\$ -	\$ -		
Total of CPG/STBG Expenses									\$ 1,499,753	100.00%
8	Value of MoDOT "Direct Cost"								\$ 97,670	
Total of CPG/STBG Work Program									\$ 1,597,423	
11	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
12	\$ 57,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ -	\$ 286,000	
Totals	\$ 57,200	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ 168,000		
Total of Transportation Planning Work									\$ 2,093,423	

Corrected Table 2 for UPWP Administrative Modification #1:

Table 2

Funding Totals

	Local Funding			Federal Funding						
Task	Local Match 12.1969%	City Utilities	In-Kind 2.4004%	CPG 68.2293%	STBG 16.2094%	2.5% Set Aside Safe & Access Trans	SS4A Discretion ary Grant	5307	Total	Percent (%)
1	\$ 40,330	\$ -	\$ -	\$ 225,603	\$ -	\$ -	\$ -	\$ -	\$ 265,933	17.73%
2	\$ 39,501	\$ -	\$ 36,000	\$ 220,966	\$ -	\$ -	\$ -	\$ -	\$ 296,467	10.85%
3	\$ 45,844	\$ -	\$ -	\$ 256,452	\$ -	\$ -	\$ -	\$ -	\$ 302,296	11.06%
4	\$ 16,407	\$ -	\$ -	\$ 91,778	\$ -	\$ -	\$ -	\$ -	\$ 108,185	3.96%
5	\$ 5,817	\$ -	\$ -	\$ 32,542	\$ -	\$ -	\$ -	\$ -	\$ 38,359	1.40%
6	\$ 23,595	\$ -	\$ -	\$ 131,990	\$ -	\$ -	\$ -	\$ -	\$ 155,585	5.69%
7	\$ 2,213	\$ -	\$ -	\$ 12,381	\$ -	\$ -	\$ -	\$ -	\$ 14,594	0.53%
9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,458	\$ -	\$ -	\$ 14,458	0.53%
10	\$ 9,217	\$ -	\$ -	\$ 51,558	\$ 243,101	\$ -	\$ -	\$ -	\$ 303,876	11.12%
Total	\$ 182,923	\$ -	\$ 36,000	\$ 1,023,271	\$ 243,101	\$ 14,458	\$ -	\$ -	\$ 1,499,753	
Total of CPG/STBG Expenses									\$ 1,499,753	62.87%
8	Value of MoDOT "Direct Cost"								\$ 97,670	
Total of CPG/STBG Work Program									\$ 1,597,423	
11	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
12	\$ 57,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ -	\$ 286,000	
Totals	\$ 57,200	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ 168,000		
Total of Transportation Planning Work									\$ 2,093,423	

This correction does not affect any of the other funding tables in the UPWP and the task total dollar values remain the same.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.E.

Federal Functional Classification Change Request

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

AGENDA DESCRIPTION:

Pursuant to §470.105.b, 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.

The Ozarks Transportation Organization has requested the following changes to the federal functional classification system. The application is included.

1) Roadway Name – E Evergreen St/ N Farm Rd 249/ E Farm Rd 84/ N Farm Rd 243

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector

Reasoning – The E Evergreen Corridor will see major commercial development, which will increase commercial traffic to and from MO 125 and to and from State Highway DD. The corridor will be the direct access to the highway system.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

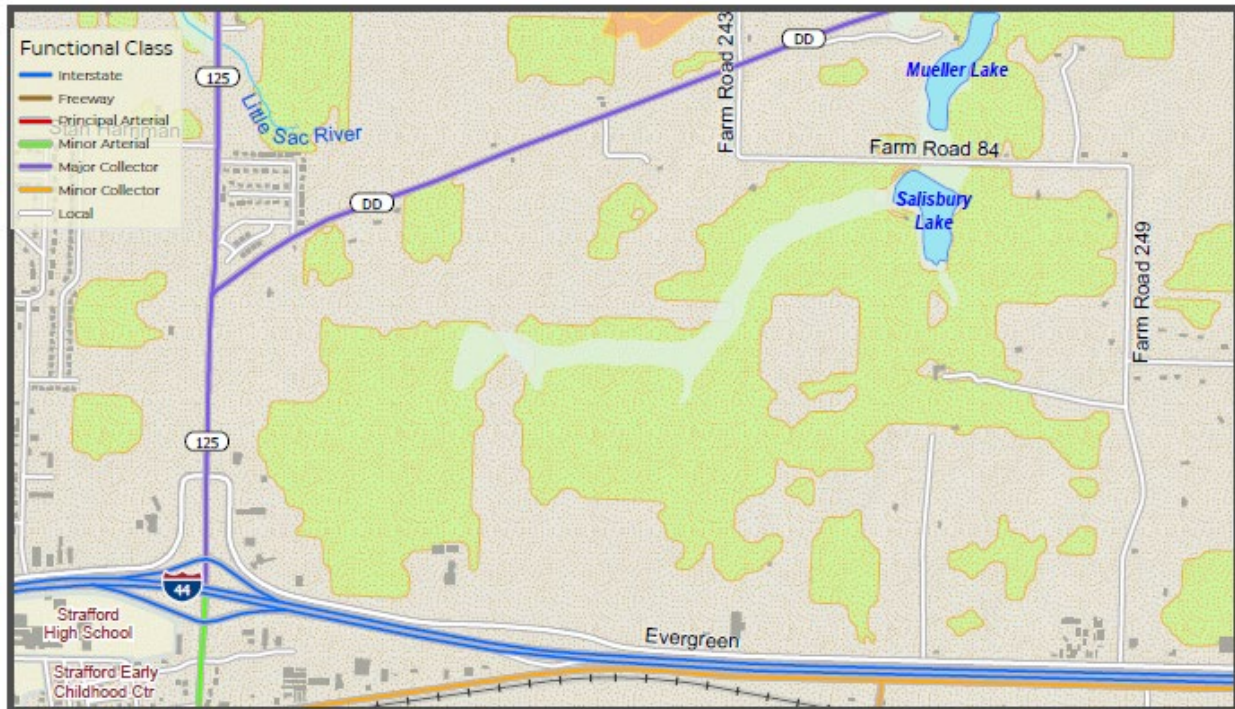
A member of the Technical Planning Committee is requested to make one of the following motions:

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

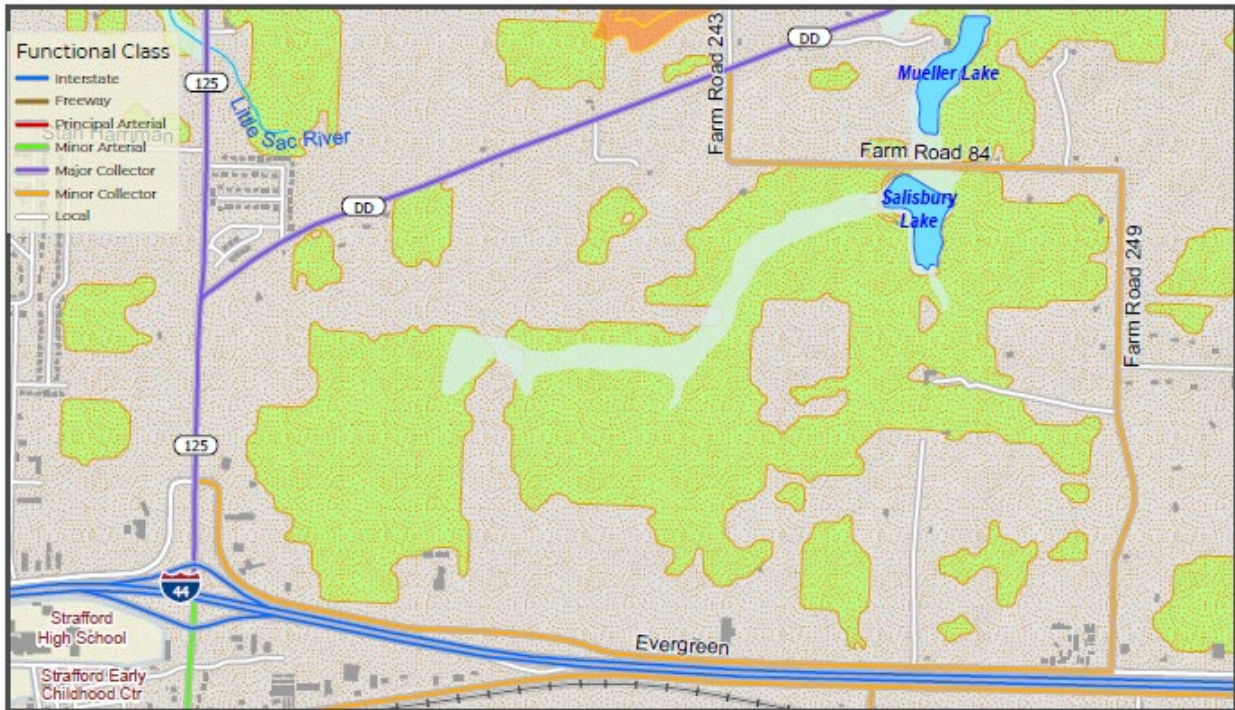
OR

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

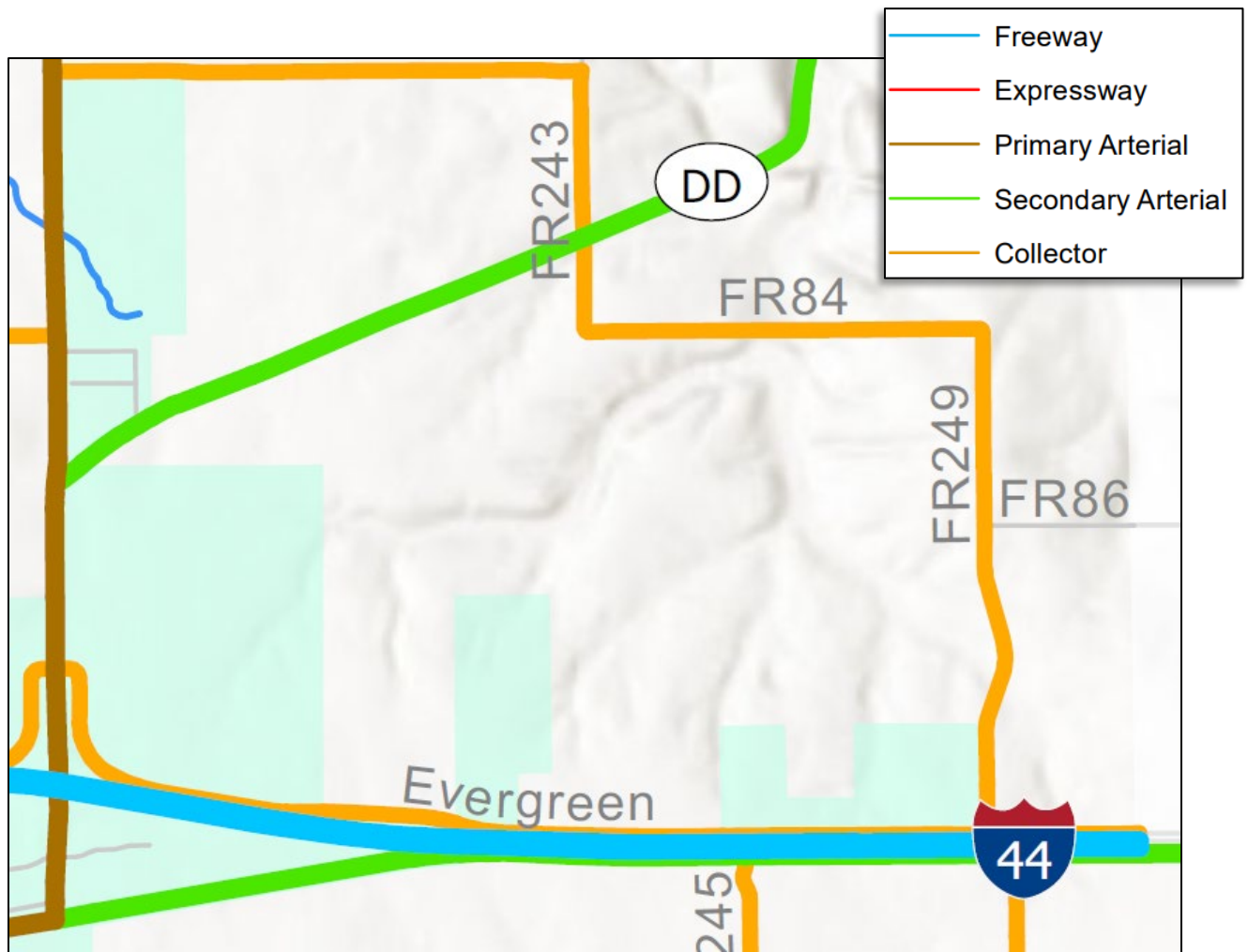
Existing Federal Classification (*Current Use*)



Proposed Federal Classification (*Current Use*)



Major Thoroughfare Plan - Proposed (Future Use)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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 dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November 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 December. 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

Date: 8/4/2023

Contact Information

Name: David Knaut
Title: Multimodal Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W Chesterfield Blvd. Suite 101
City/State/Zip: Springfield/ MO/ 65807
Email: dknaut@ozarkstransportation.org
Phone: 417.865.3042 x 107
Fax: 417.862.6013

Roadway Data

Roadway Name: E Evergreen St/ N Farm Rd 249/ E Farm Rd 84/ N Farm Rd 243

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

Termini of Roadway	
From:	MO 125/ E Evergreen St/ N Farm Rd 249/ E Farm Rd 84
To:	N Farm Road 249/ E Farm Rd 84/ N Farm RD 243/ E Sate Hwy DD
Length (miles):	1.9/ 2/ 0.8/ 0.2
Number of Lanes:	2 lanes
Lane Width:	10'
Traffic Volume (AADT):	250/ unknown/ unknown/ unknown

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.

All roadways are existing roadways.

Classification Change

Type of Area:	Industrial, Commercial and Agricultural
Current Classification:	Local/ Local/ Local/ Local
Requested Classification:	Minor Collector/ Minor Collector/ Minor Collector/ Minor Collector

Justification

Explain why the roadway classification should be revised.

The E Evergreen Corridor will see major commercial development, which will increase commercial traffic to and from MO 125 and to and from State Highway DD. The corridor will be the direct access to the highway system.

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

Yes, the E Evergreen Corridor will see major commercial development and potential change of land use along the whole corridor. The commercial development will include a business park and several freight related commercial businesses.

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

Yes, the roadways will provide direct access to a planned business park and freight industries from the current highway system.

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

The demand on the roadway will change, especially for commercial traffic volumes.

Additional information you would like to include.

[Click [here](#) and type additional information]

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.F.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Program Year 2023 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Program Year 2023 includes the time period from July 1, 2022 to June 30, 2023.

Please note that this is required to be published by September 28, 2023.

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 Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept the Annual Listing of Obligated Projects with the following corrections...”

FY 2023 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding program year, which runs from July 1 to June 30. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Annual Listing of Obligated Projects (ALOP)

The ALOP is a requirement of metropolitan planning areas, per § 450.334:

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Destination 2045*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

The Report

As stated in federal law, the ALOP has a number of required elements. Below is an explanation of each column included in the report.

PROJECT NO

This is the Federal Number assigned to a project when it is entered into the federal financial management system.

JOB NO

This is an ID assigned by MoDOT (Missouri Department of Transportation) for tracking of projects at the state level.

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

The OTO assigns each project a unique identifier to track it through the local process. This number is often assigned before the state and federal IDs are known.

TIP YEARS

The TIP is developed annually with a four-year time horizon. This column indicates each edition of the TIP where the project appears. An additional qualifier, like “A1” or “AM2,” indicates if the project was part of an amendment or administrative modification to the TIP.

PROGRAMMED YEAR

This lists the actual years when funding was planned to be obligated for the project. The (AC) appearing after certain years indicates the expected year of advance construction conversion. MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to program year 2023.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after program year 2023.

PROGRAM CODE

The program code is associated with the category of federal funding that was obligated for the project. The program code changes with each surface transportation bill and extension. A search of this document (<http://www.fhwa.dot.gov/federalaid/projects.cfm>) will provide information on the source of funding for each program code. As a quick reference, the first letter in the code is related to a particular surface transportation bill. Funding from the FAST Act, the most recent bill, starts with the letter “Z,” MAP-21, starts with the letter “M,” while funding that starts with the letter “L” is from SAFETEA-LU. Some funding is still shown for some older projects as having come from TEA-21 (Q) and from an extension of TEA-21 (H). To learn more about the current surface transportation bill, the FAST Act, click here - <http://www.fhwa.dot.gov/fastact/>. The U.S. DOT website is a good source of information on federal funding programs.

TRANSACTION DATE

This is the date that funding was obligated during the 2023 program year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2023 program year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2023, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2023 program year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

This shows how much money is left to obligate based on the amount of funding programmed in the OTO Transportation Improvement Program. If the project is complete, the amount is left at \$0.00, which is also the case when the obligated amount has maxed the available programmed funding. Generally, this number is determined by subtracting all obligated funding from all programmed funds, regardless of the year in which funding was programmed.

FY 2023 Annual Listing of Obligated Projects (July 1, 2022 - June 30, 2023)

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S615	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #669 819E ON FARM RD 97 NEAR ELWOOD IN GREENE COUNTY, MO	GREENE	MoDOT	N/A	N/A	N/A	N/A	N/A	MS40	3/06/2023 8/04/2022	(1,580.24) 6,480.00	0.00	PROJECT CLOSED 3/6/23
00FY822	N/A	OTO OBLIGATION FOR THE 2022 ANNUAL CPG AGREEMENT	CHRISTIAN/ GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, & SEE FY 2022 UPWP	2021	\$220,500.00	N/A	18MP M450 Z230 Z450 20MP	5/12/2023 5/12/2023 5/12/2023 5/12/2023 5/12/2023	(16,825.51) (75,487.30) (12,155.20) (14,680.00) (92,965.95)	225,772.25 303,519.60 156,800.00 373,798.16 215,123.25	PROJECT CLOSED 5/12/23
00FY823	N/A	2023 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	CHRISTIAN/ GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025 & SEE FY 2023 UPWP	2022	\$231,525.00	N/A	Y230 Y410 Y450 Z230 Z45E	11/10/2022 11/10/2022 11/10/2022 -- --	50,782.00 0.00 36,378.00 0.00 0.00	29,082.00 0.00 0.00 180,743.00 645,369.75	N/A
00FY824	N/A	2024 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026 & SEE FY 2024 UPWP	2023	\$243,101.00	N/A	Y410 Y450 Z230	6/23/2023 6/23/2023 6/23/2023	12,085.50 1,023,271.00 243,101.00	0.00 0.00 0.00	0.00
0132076	J8P2390	MO 13, GREENE CO. SIGNAL IMPROVEMENTS ON KANSAS EXP. AT SUNSET ST AND WALNUT LAWN ST. 0.20 MI.	GREENE	MODOT	SP1401 SP1816 (SUNSET) SP1817 (WALNUT LAWN)	2018-2021 A2, 2019-2022, 2020-2023 A6	2013, 2014, 2015, 2016, 2017, 2018, 2019	REMOVED FROM TIP 20A6 SEE 0132093	REMOVED FROM TIP 20A6 SEE 0132093	M001	--	0.00	318.57	PROJECT CLOSED 1/6/23
0132089	J8P3118	MO 13, GREENE CO. PAVEMENT RESURFACING FROM RT WW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$1,896,000.00	\$0.00	Y001 Z001	1/09/2023 --	94,314.97 0.00	0.00 929,990.13	PROJECT CLOSED 2/24/23
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$2,347,200.00	\$0.00	RN94 Z001	2/08/2023 6/29/2023	3,839.99 (21,354.09)	0.00 69,047.24	2,295,666.86
0132092	J8P3087F	MO 13 S, GREENE CO, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD.	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,706,800.00	\$0.00	Y001 Y230 Z001 Z001 Z230 Z23E Z972	6/01/2023 6/01/2023 -- -- -- -- 6/01/2023	1,054,017.43 731,915.71 0.00 0.00 0.00 0.00 573,750.00	0.00 0.00 280,800.00 148,800.00 134,930.67 13,869.33 0.00	0.00
0132097	JSU0079	MO 13 S, GREENE, INTERCHANGE IMPROVEMENTS AT I-44 IN SPRINGFIELD.	GREENE	MODOT	SP2301	2023-2026, 2024-2027	2023, 2024, 2025, 2026, 2027	\$400,000.00	\$30,113,600.00	Y001	5/05/2023 4/13/2023 11/16/2022	1,041,558.39 181,972.09 1,484,000.00	0.00	27,806,069.52
0141026	J8P3093	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES AND DRAINAGE FROM WESTMINSTER DR TO ESTES ST AND ADD FIBER OPTIC CONNECTION FROM RT M (NICHOLAS RD) TO RD	CHRISTIAN	MODOT	NX1702	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$6,544,000.00	\$0.00	M2E1 Z230 Z001 Z231	-- 2/03/2023 -- --	0.00 59,365.51 0.00 0.00	48,000.00 0.00 0.00 6,169,468.69	PROJECT CLOSED 4/25/23
0141030	J8P3088C	MO 14, CHRISTIAN CO, INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$3,435,200.00	\$0.00	M23E Z240	-- --	0.00 0.00	1,525,146.69 1,495,277.65	PROJECT CLOSED 5/19/23
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Y001 Z001 Z230	12/22/2022 -- --	209,436.93 0.00 0.00	0.00 3,343,788.58 130,000.00	0.00
0141033	J8P3115	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM TIFFANY BLVD NEAR NIXA TO 32NS RD IN OZARK, FROM MCCracken RD TO HARTLEY ST IN OZARK, & FROM 6TH AVE TO RT W IN OZARK	CHRISTIAN	MODOT	NX1901	2019-2022, 2020-2023	2019, 2020	\$458,400.00	\$0.00	Z001	2/16/2023 --	(28,079.88) 0.00	0.00 442,410.16	PROJECT CLOSED 2/16/23
0442305	J8I3044	IS 44, GREENE CO, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD.	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$425,000.00	\$360,000.00	Y001 Z001 Z0E1	5/05/2023 12/07/2022 -- 5/05/2023	(19,561.78) 31,587.12 0.00 (545,653.95)	0.00 0.00 529,685.30 3,857,812.70	0.00
0442335	J8I3225	IS 44, GREENE CO, PAVEMENT RESURFACING .6 MI W OF RT 266(CHESTNUT EXPRESS) TO RT H(GLENSTONE AVE) IN SPRINGFIELD AND RT 65 SPRINGFIELD .5 MI E OF RT 125 IN STRAFFORD.	GREENE	MODOT	GR2201	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025	\$110,700.00	\$9,868,000.00	Y001 Z0E1	5/05/2023 --	48,276.05 0.00	0.00 96,300.00	9,834,123.95
0442337	J8I3044C	IS 44 W, GREENE, ADD LANES FROM RTE. H (GLENSTONE AVENUE) TO RTE. 65 IN SPRINGFIELD.	GREENE	MODOT	SP2203	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025	\$413,200.00	\$14,394,800.00	Y001 Z0E1	5/05/2023 --	415,529.17 0.00	0.00 520,200.00	13,872,270.83
0442346	JSU0146	IS 44 W, GREENE, REBUILD PAVEMENT ON THE WESTBOUND LANES FROM 2.1 MILES EAST OF RTE. 125 TO 0.7 MILE EAST OF RTE. 125 NEAR STRAFFORD.	GREENE	MODOT	GR2302	2023-2026 A4, 2024-2027	2023, 2024	\$11,200.00	\$3,654,400.00	Y001	11/16/2022	144,000.00	0.00	3,521,600.00
0442349	JSU0013	IS 44 W, GREENE, PAVEMENT RESURFACING FROM 0.5 MILE EAST OF RTE. 125 IN STRAFFORD TO THE WEBSTER COUNTY LINE.	GREENE	MODOT	ST2301	2023-2026, 2024-2027	2026, 2024, 2025	\$1,800.00	\$405,400.00	Y001	5/05/2023	10,800.00	0.00	396,400.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0442350	JSU0114	IS 44 E, GREENE, SOUND ABATEMENT AT VARIOUS LOCATIONS FROM RTE. 13 (KANSAS EXPRESSWAY) TO RTE. 65 IN SPRINGFIELD	GREENE	MODOT	SP2303	2023-2026, 2024-2027	2023 (AC), 2024, 2025, 2026	\$120,000.00	\$3,751,200.00	Y001	5/05/2023	442,130.18	0.00	3,429,069.82
0602093	J8P0683E	US 60, GREENE CO, ADD INTERCHANGE AT RTE 125 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025 A3, 2023-2026	2015, 2016, 2017, 2018, 2019, 2021, 2022, 2023	\$22,484,194.00	\$0.00	Y240	3/14/2023	110,587.34	0.00	879,729.68
										Y240	9/20/2022	600,108.08	0.00	
										YS30	6/18/2023	382,934.70	0.00	
										YS31	3/14/2023	14,962,648.91	0.00	
										Z001	3/14/2023	4,008,000.00	0.00	
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,258,400.00	\$0.00	Z001	1/09/2023	3,822.88	0.00	PROJECT CLOSED 3/21/23
										Z001	1/09/2023	1,071,103.22	0.00	
										ZS30	1/09/2023	(4,080.73)	39,733.88	
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2020 (AC)	\$695,200.00	\$0.00	Z001	1/09/2023	(9,579.66)	625,628.84	PROJECT CLOSED 1/9/23
0602106	J8P3129	US 60, GREENE CO, UPGRADE PED FACILITY TO COMPLY WITH ADA TRANSITION PLAN AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC AND VARIOUS LOCATIONS ON SUNSHINE ST FROM SCENIC AVE TO KANSAS EXPY IN SPRINGFIELD	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023 AM8	2018, 2019, 2020, 2021	\$1,078,400.00	\$0.00	Z001	1/20/2023	(31,242.83)	164,590.40	PROJECT CLOSED 1/20/23
										Z0E1	1/20/2023	(43,210.72)	347,576.49	
										Z24E	--	0.00	577,000.00	
0602110	J8P3122B	US 60 E, GREENE, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BOULEVARD EAST OF SPRINGFIELD TO WEST OF RTE. 125 IN ROGERSVILLE	GREENE	MODOT	GR1907	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,812,800.00	\$0.00	Y001	12/15/2022	174,790.33	0.00	97,635.96
										Y002	8/01/2022	1,500,648.35	0.00	
										Z002	12/15/2022	1,025.80	0.00	
0602111	J8S3159B, J8S3159B	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5, 2020-2023	2019, 2020	\$1,476,800.00	\$0.00	Z001	11/18/2022	10,699.56	28,000.00	PROJECT CLOSED 11/18/22
										Z001	11/18/2022	(65,878.07)	1,648,634.08	
0602114	J8P3207	GREENE COUNTY; US 60, ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFIELD	GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021 (AC), 2022 (AC)	\$847,400.00	\$0.00	Y240	11/16/2022	22,432.20	1,063,579.65	0.00
0602115	J8P3032C	GREENE CO, US 60, ADD LANES & SOUND ABATEMENT ON JAMES RIVER FREEWAY FROM W OF RT 160(CAMPBELL AVE)TO NATIONAL AVE IN SPRINGFIELD.	GREENE	MODOT	SP2205	2022-2025	2022	\$7,818,400.00	\$0.00	Y001	7/22/2022	10,885,780.50	0.00	0.00
										Z0E1	--	0.00	4,000.00	
0602116	J8P3032D	US 60, GREENE CO; ADD LANES ON JAMES RIVER FREEWAY FROM RT 13 (KANSAS EXP) TO W/O RT 160 (CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2204	2022-2025	2022	\$5,475,200.00	\$0.00	Y001	7/22/2022	7,297,251.88	0.00	0.00
0602120	J8P3198	GREENE CO, US 60, PAVE RESURF FROM CO RD 194 TO .7 MI W OF ILLINOIS ST IN REPUBLIC.	GREENE	MODOT	RP2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$196,000.00	\$0.00	Y240	9/16/2022	275,948.08	0.00	0.00
										Z0E1	--	0.00	8,000.00	
0602121	J8P3201	GREENE CO, US 60, PAVE RESURF ON AUXILIARY RAMPS FROM RT 13(KANSAS EXPRESSWAY) TO RT 160(CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2207	2022-2025	2022	\$104,800.00	\$0.00	Y001	7/22/2022	135,807.41	0.00	0.00
										Z0E1	7/22/2022	6,845.84	8,000.00	
0602124	JSU0078	US 60 E, GREENE, CAPITAL IMPROVEMENT FROM WEST OF COUNTY ROAD 103 TO RTE. 360 (JAMES RIVER FREEWAY) IN REPUBLIC.	GREENE	MODOT	RP2303	2023-2026, 2024-2027	2023, 2024, 2025, 2026, 2027	\$40,000.00	\$14,278,400.00	Y001	12/07/2022	347,200.00	0.00	13,971,200.00
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$1,664,800.00	\$0.00	Z001	7/06/2022	94,873.75	1,454,110.34	PROJECT CLOSED 9/8/22
0651082	J8P0605I	US 65, CHRISTIAN CO; ADD LANES FROM RT CC TO RT 14 IN OZARK	CHRISTIAN	MODOT	CC1901	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$10,302,400.00	\$0.00	Y001	8/29/2022	40,000.00	0.00	10,262,400.00
0651083	J8P0605J	US 65, CHRISTIAN CO; ADD LANES FROM RT 14 TO RT F AND BRIDGE REHAB OVER THE FINLEY RIVER IN OZARK	CHRISTIAN	MODOT	CC1902	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$8,232,800.00	\$0.00	Y001	8/29/2022	42,638.40	0.00	8,190,161.60
0652107	J8S3117	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BNSF RAILWAY S OF CHESTNUT EXPRESSWAY TO BATTLEFIELD RD IN SPRINGFIELD	GREENE	MODOT	SP1904	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,194,400.00	\$0.00	Y240	1/30/2023	335,767.47	0.00	0.00
										Z001	9/16/2022	1,714,745.75	0.00	
0652108	J8S3112	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) & ON NATURE CENTER WAY AT REED AVE IN SPRINGFIELD	GREENE	MODOT	SP1903	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$710,400.00	\$0.00	Y240	1/30/2023	115,897.00	0.00	0.00
										Z001	9/16/2022	679,766.98	0.00	
0652112	J8S3160	BUS 65, GREEN CO; MODIFY ACCESS, SIGNALS, ADA IMPROVEMENS AND REPLACE BUS STOP PADS FROM VALLEY WATER MILL RD TO RT 60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 A7, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$7,392,300.00	\$0.00	Y001	3/17/2023	28,679.76	0.00	0.00
										Y240	11/08/2022	113,132.00	0.00	
										Y240	4/07/2023	134,999.63	0.00	
										Y240	3/17/2023	(42,502.11)	0.00	
										YS30	9/21/2022	5,612,864.84	0.00	
										YS31	4/07/2023	4,664.24	0.00	
										YS31	3/17/2023	178,625.03	0.00	
										YS31	9/21/2022	12,000.00	0.00	
										Z001	3/17/2023	677,903.00	0.00	
										Z001	3/17/2023	0.00	1,645,645.74	
										Z0E1	--	0.00	354,435.14	
0652116	J8P3043	US 65, GREENE CO, PAVEMENT RESURFACING ON VARIOUS SECTIONS AT THE RT D (SUNSHINE ST) INTERCHANGE.	GREENE	MODOT	SP2208	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$324,000.00	\$0.00	Y001	2/16/2023	46,267.17	0.00	0.00
										Z0E1	8/01/2022	343,908.34	0.00	
0652121	J8P3220	US 65, GREENE CO; SCOPING FOR INTERCHANGE & BRIDGE IMPROVEMENTS AT RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP2214	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025, 2026	\$32,000.00	\$48,000.00	Y240	9/16/2022	159,722.40	0.00	0.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
1601063	J8P3088B	US 160, CHRISTIAN CO, ADD INTERSECTION TURN LANES AND UPGRADE SIGNALS ON MASSEY BLVD AT TRACKER RD & NORTHVIEW RD IN NIXA	CHRISTIAN	MODOT	NX1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$1,900,800.00	\$0.00	M2E1 Z001 Z230 Z230 Z230	-- 3/6/2022 3/6/2022 9/6/2022 9/6/2022	0.00 (6,532.39) (58,854.35) (58,854.35) 0.00	114,781.23 205,156.21 205,156.21 205,156.21 167,984.19	PROJECT CLOSED 9/5/22
1601066	J8S3138	US 160 E, CHRISTIAN, ADD INTERSECTION TURN LANES, REPLACE SIGNALS AND UPGRADE STRIPING AND SIGNAGE AT RTE. CC NEAR NIXA.	CHRISTIAN	MODOT	CC1802	2018-2021, 2019-2022, 2020-2023, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$5,104,800.00	\$0.00	Y001 Y001 YS30 Y001 Z0E1	4/18/2023 12/02/2022 4/18/2023 12/02/2022 --	658,775.93 4,458,454.91 2,825.80 5,766.00 0.00	0.00 0.00 0.00 0.00 855,619.74	0.00
1601072	J8Q3180	GREENE CO, US 160, ADD ITS FOR OZARKS TRAFFIC ON MASSEY BLVD FROM CO RD 192 IN SPRINGFIELD TO S ST IN NIXA	CHRISTIAN, GREENE	MODOT	NX2001	2020-2023	2020 (AC)	\$480,000.00	\$0.00	Z001 Z0E1 Z240	-- -- --	0.00 0.00 0.00	365,318.62 15,162.07 37,117.99	PROJECT CLOSED 8/29/22
1601075	J8S3138B	US 160, GREENE CO, REHABILITATE NORTHBOUND BRIDGE OVER THE JAMES RIVER AND ADD TURN LANES AND REPLACE SIGNAL AT RTE AA	CHRISTIAN, GREENE	MODOT	CC2102	2020-2023 A7, 2022-2025, 2023-2026	2021 (AC), 2022 (AC), 2023 (AC)	\$4,532,800.00	\$0.00	Y001 Y001 YS30	4/14/2023 12/02/2022 4/14/2023	493,937.72 3,648,339.44 (8,023.50)	0.00 0.00 0.00	360,606.34
1601079	JSU0020	US 160 W, GREENE, BRIDGE DECK SEALING ON NORTHBOUND BRIDGE OVER JAMES RIVER OVERFLOW SOUTH OF SPRINGFIELD.	GREENE	MODOT	SP2213	2022-2025, 2023-2026	2022, 2023	\$132,800.00	\$0.00	Y001 Y001 YS30	4/17/2023 11/23/2022 4/17/2023	(144,415.57) 764,460.36 (5,000.00)	0.00 0.00 0.00	0.00
2661017	J8S3188	GREENE CO, MO 266, PAVEMENT RESURFACING & ADD SHOULDERS FROM RT AB TO I-44 IN SPRINGFIELD.	GREENE	MODOT	GR2008	2020-2023	2020 (AC), 2021 (AC)	\$752,800.00	\$0.00	Z231 ZS30	4/18/2023 4/18/2023	(23,401.21) (776.59)	452,006.36 66,950.14	PROJECT CLOSED 4/18/23
2661018	JSU0080	MO 266, GREENE CO; ADD ROUNDABOUT AT RT AB AND AT RT B WEST OF SPRINGFIELD	GREENE	MODOT	SP2306	2023-2026, 2024-2027	2023 (AC), 2024 (AC), 2025 (AC)	\$240,000.00	\$2,922,400.00	Y240	8/22/2022	320,000.00	0.00	2,842,400.00
3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD.	GREENE	MODOT	SP2010	2020-2023	2020	\$2,373,600.00	\$0.00	Y001 YS30 Z001 ZS30	2/09/2023 2/09/2023 -- --	12,825.43 1,942.50 0.00 0.00	0.00 0.00 1,436,363.04 51,667.00	PROJECT CLOSED 3/14/23
3601006	J8P3223	GREENE CO, MO 360, BRIDGE REHAB ON EB BRIDGE OVER FARM RD 156 & BNSF RR & ON RT 60 EB BRIDGE OVER SOUTH CREEK WEST OF RT 160.	GREENE	MODOT	GR2209	2022-2025	2022	\$226,400.00	\$0.00	Y001 Z0E1	7/23/2022 7/23/2022	426,294.11 441.82	0.00 11,200.00	0.00
4131009	J8S3157	GREENE CO, MO 413, BRIDGE REPLACEMENT, ADD SIDEWALKS, AND ADA TRANS PLAN IMPROVE ON SUNSHINE ST - 1M E/O SCENIC AVE TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1908	2019-2022 A2, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024	\$984,000.00	\$4,511,200.00	Y001 Z001 Z0E1	11/02/2022 -- --	106,600.00 0.00 0.00	0.00 261,600.00 270,400.00	4,856,600.00
5900849	N/A	MILL/FILL AND ADA UPGRADES ON FARM RD 135(GOLDEN AVE) FROM REPUBLIC RD TO CITY LIMITS AND FARM RD 102(VALLEY WATER MILL) FROM FARM RD 171 TO FARM RD	GREENE	GREENE	GR2106	2020-2023 A5, 2022-2025	2022	\$560,000.00	\$0.00	H230 L23E L23R Y230	-- -- -- 5/26/2023	0.00 0.00 0.00 40,193.00	21,308.22 262,442.91 234,340.01 0.00	1,715.86
5901810	JSU0044	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED	GREENE	MODOT	SP1902	2018-2021 A4, 2019-2022, 2020-2023 AM5, 2022-2025 AM4	2019, 2021, 2022	\$1,200,000.00	\$0.00	M230 Z230	-- 8/01/2022	0.00 242,532.40	46,088.00 862,134.78	49,244.82
5901811	N/A	CITY OF SPRINGFIELD, CONSTRUCTING SIDEWALK ALONG LONE PINE AVE - GREENWOOD ST TO CONVINGTON ST & ALONG CONVINGTON ST FROM LONE PINE AVE TO GALLOWAY TR	GREENE	SPRINGFIELD	EN1909	2019-2022 A3, 2020-2023 AM6	2021	\$183,365.00	\$0.00	Z230	11/28/2022	(10,146.70)	150,441.52	PROJECT CLOSED 11/28/22
5901812	N/A	CITY OF SPRINGFIELD, RECONSTRUCTION OF GALLOWAY TRAIL FROM SEQUOIA PARK TO REPUBLIC RD	GREENE	SPRINGFIELD	EN1910	2019-2022 A3, 2020-2023 AM6	2021	\$146,098.00	\$0.00	Z230	11/18/2022	(5,101.32)	113,104.00	PROJECT CLOSED 11/18/22
5901814	N/A	CITY OF SPRINGFIELD, TRAIL&SIDEWALK CONNECTIONS ALONG BENNETT ST FROM	GREENE	SPRINGFIELD	EN1911/ EN1912	2019-2022 A3, 2020-2023	2020	\$158,619.00	\$0.00	Y301 Z301	1/09/2023 --	6,046.26 0.00	0.00 139,411.20	PROJECT CLOSED 5/30/23
5901815	N/A	GREENE CO, CITY OF SPRINGFIELD, SIDEWALK CONNECTIONS IN SPRINGFIELD ALONG HARVARD AVE FROM SWALLOW ST TO ALADDIN COURT.	GREENE	SPRINGFIELD	EN1913	2019-2022 A3, 2020-2023	2020	\$110,869.00	\$0.00	Z230	11/28/2022	(15,261.00)	78,948.40	PROJECT CLOSED 11/28/22
5901817	N/A	CITY OF SPRINGFIELD, GREENE CO; CONST APPROX 1.650 LINEAR FT OF FASSNIGHT CREEK GREENWAY, EXTENDING TRAIL FROM CLAY ST THROUGH PHELPS GROVE PARK TO BROOKSID DR W/O THE ART MUSEUM	GREENE	SPRINGFIELD	EN2009	2020-2023 A3, 2022-2025, 2023-2026	2023	\$217,461.00	\$0.00	Z230	9/01/2022	1,000.00	216,461.00	0.00
5901818	N/A	CITY OF SPRINGFIELD, GREENE CO, TRAFFIC SIGNAL SYSTEM IMPROVEMENT	GREENE	SPRINGFIELD	SP2011	2020-2023 AM6	2021	\$640,000.00	\$0.00	Z230	5/26/2023	(22,044.23)	640,000.00	PROJECT CLOSED 5/26/23
5901822	N/A	OTO, GREENE CO, CONSTRUCTION OF CHADWICK FLYER PHASE III NEAR LAKE SPRINGFIELD.	GREENE	OTO	EN2203	2022-2025 AM1, 2023-2026	2022, 2023	\$1,132,750.00	\$0.00	Z230 Z972	5/19/2023 3/14/2023	84,516.80 285,567.32	71,419.94 0.00	0.00
5901823	N/A	GREEN CO, REPLACEMENT OF BRIDGE #1750227 ON FARM ROAD 175 OVER FARMER'S BRANCH.	GREENE	GREENE	GR2105	2022-2025, 2023-2026	2023	\$520,000.00	\$0.00	Y230 Z910 Z919	11/16/2022 11/16/2022 11/16/2022	225,906.50 63,865.30 261,917.44	0.00 0.00 0.00	0.00
5901824	N/A	TRAFFIC SIGNAL REPLACEMENTS ON BATTLEFIELD RD AND FORT AVE(INCLUDING FIBER OPTIC INTERCONNECT); CAMPBELL AVE AND BROADMOR ST; GRANT AVE AND ATLANTIC	GREENE	SPRINGFIELD	SP2202	2022-2025, 2023-2026 AM2, 2024-2027	2023-2024	\$125,230.00	\$1,074,770.00	Y230	4/17/2023	125,229.00	0.00	1,074,771.00
5905811	N/A	CITY OF SPRINGFIELD, GREEN CO; CITY/MODOT TMC SALARIES FOR FY2023	GREENE	MODOT	MO2301	2022-2025 AM5, 2023-2026	2023, 2023 (AC)	\$988,000.00	\$0.00	Y230	11/10/2022	360,000.00	0.00	628,000.00
5907801	J8S0758	RT 160 & WEAVER RD, SPRINGFIELD--RDWY REALIGNMENT & INTERSECTION	GREENE	MODOT	GR0512	2007-2010, 2010-2013	2007, 2010	\$3,504,000.00	\$0.00	L200 L230	-- --	0.00 0.00	366,847.66 2,165,590.49	PROJECT CLOSED 3/21/23

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5909802	N/A	GREENE CO; PUBLIC IMPROVEMENTS FOR THE EXTENSION OF KANSAS EXPRESSWAY FROM REPUBLIC RD TO THE FUTURE EAST/WEST ARTERIAL.	GREENE	GREENE	GR1501, GR1901, GR1902	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2024	\$19,027,460.00	\$12,800,000.00	H230 HY10 L230 L23R LY10 M230 Y230 Z230 Z23E Z905 Z910	-- -- -- -- -- 11/10/2022 9/09/2022 -- -- --	0.00 0.00 0.00 0.00 0.00 12,968.61 72,878.43 0.00 0.00 0.00	41,433.73 273,751.00 352,977.68 353,969.80 1,166,089.00 3,043,427.54 13,105,919.75 0.00 1,625,285.00 408,019.70	11,664,737.71
5910811	N/A	CITY OF SPRINGFIELD, GREENE COUNTY, OPERATIONS AND MANAGEMENT OF OZARKS TRAFFIC LITS.	GREENE	MODOT	MO2402	2022-2025, 2023-2026 AM2, 2024-2027	2024, 2024 (AC)	\$0.00	\$1,216,000.00	Y230	6/16/2023	358,400.00	0.00	857,600.00
5916807	N/A	CITY OF SPRINGFIELD, OVERLAY & ADA IMPROVEMENTS AT VARIOUS LOCATIONS ON SUNSHINE ST, NATIONAL AVE, & BATTLEFIELD RD.	GREENE	SPRINGFIELD	SP2012	2020-2023 A7	2021	\$2,392,000.00	\$0.00	Z23E	5/05/2023 8/17/2022	(26,830.88) 636,419.44	2,383,758.56	PROJECT CLOSED 5/5/23
5916808	N/A	CITY OF SPRINGFIELD, ADA IMPROVE IN CONJUNCTION W/ OVERLAY NATIONAL AVE BETWEEN KEARNEY ST AND SUNSET ST, BATTLEFIELD RD BETWEEN GOLDEN AVE AND SCENIC	GREENE	SPRINGFIELD	SP2014	2020-2023 A7, 2022-2025, 2023-2026	2023	\$1,288,000.00	\$0.00	Y230 Z230	5/19/2023 --	329,463.00 0.00	0.00 295,001.60	663,535.40
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701	2017-2020 AM1, 2018-2021, 2019-2022 AM3	2017, 2018, 2019	\$1,059,980.00	\$0.00	L23R M23E Z230	1/30/2023 1/30/2023 1/30/2023	(13,829.74) (6,408.83) (17,027.98)	140,000.00 162,509.31 631,917.38	PROJECT CLOSED 1/30/23
6900813	N/A	CITY OF REPUBLIC, GREENE CO; DESIGN & RW ACQUISITION FOR APPROX 1.7 MI OF TRAIL EXTENSION OF SHUYLER CREEK TRAIL TO ELM ST/FARM RD 182 & ALONG FARM RD 182 TO THE ENTRANCE OF WILSON CREEK	GREENE	REPUBLIC	EN2010	2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2021, 2024	\$178,969.00	\$1,944,848.00	Y230 Y301 Z230	1/20/2023 12/15/2022 1/06/2023	(324,125.92) 324,125.92 324,125.91	0.00 0.00 0.00	1,620,722.06
7441016	J8S3162	GREENE CO, MO 744 E, PAVEMENT RESURFACING FROM EAST OF LOOP 44 (GLENSTONE AVENUE) TO MULROY ROAD AND ON MULROY ROAD FROM RTE. 00 TO I-44.	GREENE	MODOT	GR2004	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$30,400.00	\$1,286,400.00	Y001 Z001	5/04/2023 --	1,617,815.45 0.00	0.00 22,400.00	0.00
7441017	J8S3172	MO 744E, GREENE CO, UPGRADE PED FACIL TO COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE) TO LECOMPT RD	GREENE	MODOT	EN2005	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$388,000.00	\$1,424,800.00	Y001 Z001	5/09/2023 12/07/2022	1,542,726.12 8,770.40	202,062.40 180,528.80	0.00
7441018	J8S3190	GREENE CO, MO 744 W, UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160 (W BYPASS) TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$475,200.00	\$1,544,000.00	Y001 Z001	5/04/2023 --	2,192,215.87 0.00	395,017.60 211,853.60	0.00
7441019	J8S3149	GREENE CO, MO 744 E, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN ON KEARNEY STREET AT VARIOUS LOCATIONS BETWEEN RTE. 13 (KANSAS EXPRESSWAY) AND LOOP 44 (GLENSTONE AVENUE) IN SPRINGFIELD.	GREENE	MODOT	EN1901	2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$547,200.00	\$1,756,000.00	Y001 Z001	5/09/2023 --	2,586,011.82 0.00	661,387.20 231,337.60	0.00
7441020	J8P3050C	GREENE CO, MO 744 E, PAVEMENT RESURFACING ON KEARNEY STREET FROM RTE. 13 (KANSAS EXPRESSWAY) TO LOOP 44 (GLENSTONE AVENUE).	GREENE	MODOT	SP1708	2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$15,200.00	\$620,800.00	Y001	5/04/2023	1,118,347.07	0.00	0.00
7441021	J8S3145	MO 744, GREENE CO; SCOPING FOR SAFETY IMPROVEMENTS A KEARNEY ST FROM SPRINGFIELD -BRANSON NATIONAL AIRPORT TO LACOMPT AVE	GREENE	MODOT	SP1811	2018-2021, 2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$96,000.00	\$27,000.00	YS30 ZS30	1/30/2023 --	88,211.70 0.00	0.00 130,268.70	0.00
7441022	JSU0085	MO 744 E, GREENE, ADD LANES AND MODIFY SIGNALS ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO LECOMPT AVENUE.	GREENE	MODOT	SP2307	2023-2026, 2024-2027	2023, 2024	\$285,600.00	\$1,532,000.00	Y001 YS31	5/04/2023 11/16/2022	263,650.01 288,000.00	0.00 0.00	684,879.20
9901817	N/A	CITY OF BATTLEFIELD, SIDEWALK CONNECTIONS IN BATTLEFIELD ALONG 3RD ST/CLAIRBORNE ST/4TH ST/ELM ST INTO CHEROKEE TRAIL OF TEARS PARK FROM RT FF TO BATTLEFIELD CITY HALL.	GREENE	BATTLEFIELD	EN1904	2019-2022 A3, 2020-2023 AM6, 2022-2025	2019, 2020, 2022	\$300,000.00	\$0.00	Y301 Z301	5/26/2023 7/06/2022	2,588.60 (61,386.49)	0.00 293,666.40	65,131.49
9901820	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT RD FROM MO 14 TO THE OTC RICHWOOD VALLEY TRAIL WEST OF FREMONT.	CHRISTIAN	OZARK	EN1906	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$205,560.00	\$0.00	M23E Z23E	-- --	0.00 0.00	17,531.92 188,028.08	PROJECT CLOSED 2/24/23
9901821	N/A	CITY OF OZARK, SIDEWALK CONNECTION IN OZARK ALONG EASTERN EDGE OF SOUTH ELEMENTARY SCHOOL PROPERTY FROM NORTHERN TERMINUS OF EXISTING SIDEWALK ALONG 13TH ST, S OF SCHOOL PROPERTY TO MO 14.	CHRISTIAN	OZARK	EN1907	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$152,670.00	\$0.00	Z301	--	0.00	152,670.00	PROJECT CLOSED 12/19/22

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
9901822	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT EXTENDING N & S OF RT CC & INTERSECTIONS IMPROVE AT FREMONT & RT CC	CHRISTIAN	OZARK	EN1908	2019-2022 A3, 2020-2023 AM6	2021	\$139,621.00	\$0.00	Z301	12/19/2022	(4,208.19)	207,443.67	PROJECT CLOSED 12/19/22
										Z302	12/19/2022	(23.88)	27,739.94	
9901826	N/A	GREENE CO; BRIDGE REPLACEMENT (#1690225) W/ MINOR ROADWAY APPROACH WORK ON FARM RD 169 OVER FARMER BRANCH	GREENE	GREENE	GR2009	2020-2023 AM6	2021	\$440,000.00	\$0.00	Z230	12/07/2022	(3,936.80)	400,347.20	PROJECT CLOSED 12/7/22
9901827	N/A	CITY OF OZARK, CONST 3,200 FT CHADWICK FLYER TRAIL BETWEEN CLAY ST&JACKSON ST, 500FT TRAIL RUNNING NW FROM JACKSON, W OF 12TH ST, TO DIANE ST, 2 PED UNDERPASSES	CHRISTIAN	OZARK	EN2008	2020-2023 AM6, 2022-2025	2021, 2022	\$870,949.00	\$0.00	Y230	11/02/2022	54,307.00	0.00	
										Z230	--	0.00	79,874.23	56,584.44
										Z23E	8/09/2022	46,281.62	633,901.71	
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST AND SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL	GREENE	BATTLEFIELD	EN2011	2020-2023 A3, 2022-2025	2020, 2021	\$286,886.00	\$0.00	Y230	6/16/2023	32,786.61	0.00	
										Z230	7/05/2022	97,167.08	102,052.00	54,880.31
9901829	N/A	GREENE CO, OZARK GREENWAYS, 2021 SALARIES FOR REGIONAL TRAIL, PLANNING SERVICE TO REFINE EXISTING TRAIL ALIGN, ENGAGE W/LANDOWNERS, ENGAGE W/OTO MUNICIPALITIES	GREENE	OZARK GREENWAYS	EN2012	2020-2023 A3	2020	\$100,000.00	\$0.00	Z230	--	0.00	100,000.00	PROJECT CLOSED 8/11/22
9901830	N/A	CHRISTIAN CO; REHAB, WIDING & REDECKING OF BRIDGE ALONG WITH WIDENING THE APPROACH ROADWAY TO MATCH NEW BRIDGE ON NELSON MILL RD BRIDGE	CHRISTIAN	CHRISTIAN	CC2103	2022-2025, 2023-2026 A6	2023	\$800,000.00	\$0.00	Z230	9/09/2022	392,000.00	0.00	408,000.00
9901831	N/A	CITY OF NIXA, CHRISTIAN CO, NORTH MAIN ST WIDENING, SIDEWALKS, & ASSOCIATED IMPROVEMENTS FROM NORTH OF TRACKER TO SOUTH OF RT CC	CHRISTIAN	NIXA	NX2101	2022-2025, 2023-2026 AM4, 2024-2027	2023, 2024	\$131,584.00	\$1,741,562.00	Y230	11/02/2022	131,584.31	0.00	1,741,561.69
9901833	N/A	CITY OF NIXA, ENGINEERING FOR NORTH ST IMPROVEMENTS FROM EAST OF MAPLEWOOD HILLS TO THE INTERSECTION AT CHEYENNE.	CHRISTIAN	NIXA	NX2102	2020-2023 A5, 2022-2025	2022	\$430,354.00	\$0.00	Y230	6/16/2023	(6,364.79)	0.00	
										Z230	--	0.00	430,353.99	0.00
9901837	N/A	CITY OF OZARK, CHRISTIAN CO; CONSTRUCT A SECTION OF CHADWICK FLYER TRAIL FROM THE TERMINUS OF EXISTING TRAIL LOCATED ON THE SE CORNER OF THE OLDE WORLD PLANNED UNIT DEVELOPMENT. WILL CONNECT NEAR INTERSECTION OF WEST GARTON RD & 21ST ST ON N TO VICINITY OF LONGVIEW RD OR N BIAGO ST ON THE SOUTH.	CHRISTIAN	OZARK	EN2204	2022-2025 AM1, 2023-2026 AM7, 2024-2027	2023, 2024	\$58,716.00	\$684,132.00	Y230	11/10/2022	58,716.29	0.00	684,131.71
9901850	N/A	GREENE AND CHRISTIAN COUNTIES, REGIONAL TRAIL PLANNING SERVICES TO REFINE EXISTING TRAIL ALIGNMENTS	GREENE	OZARK GREENWAYS	EN2301	2023-2026	2023	\$260,201.00	\$0.00	Y301	2/08/2023	260,201.00	0.00	0.00
B039040	N/A	GREENE CO, BRIDGE REPLACEMENT AND ROADWAY REALIGNMENT FOR BRIDGE 2230071 ON FARM RD 223 OVER LITTLE SAC RIVER	GREENE	GREENE	GR2210	2022-2025 A4, 2023-2026	2023	\$560,000.00	\$0.00	Y233	6/06/2023	(152,073.00)	0.00	0.00
											4/06/2023	794,872.00		
NBIS819	N/A	GREENE CO 2022 NATIONAL BRIDGE INSPECTION STANDARD INSPECTION PLAN - OFF SYSTEM	GREENE	MODOT	MO1905	2019-2022, 2020-2023, 2022-2025 A1, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$48,000.00	\$137,600.00	Z240	3/06/2023	(8,438.29)	15,000.00	PROJECT CLOSED 3/6/23
S602027	J8P3087C, JSU0106	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED AT CAMPBELL AVE	GREENE	MODOT	SP1818	2018-2021 A4, 2019-2022 A3, 2020-2023 AM5, 2022-2025 AM4	2018, 2019, 2022	\$3,532,000.00	\$0.00	Y001	8/04/2022	275,084.34	0.00	
										Z001	--	0.00	1,387,686.04	0.00
										Z0E1	--	0.00	0.00	
										Z230	8/04/2022	251,888.62	1,625,223.11	
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$575,200.00	\$0.00	Z231	12/21/2022	(24,127.04)	445,076.80	PROJECT CLOSED 12/21/22
										Z240	--	0.00	15,339.06	
										ZS30	12/21/2022	(3,639.86)	67,093.88	
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$1,232,000.00	\$0.00	L1CE	8/09/2022	5,530.40	0.00	PROJECT CLOSED 9/8/22
										Z001	8/09/2022	39,235.23	857,931.22	
										Z002	8/09/2022	(3,923.27)	41,800.00	
S602093	J8S0836B	GREENE CO, RT MM, ADD LANES ON BROOKLINE AVENUE FROM I-44 TO RTE. 360 (JAMES RIVER	GREENE	MODOT	RP1703	2022-2025 A3, 2023-2026	2017, 2018, 2019, 2020, 2021, 2022	\$878,725.00	\$6,307,802.00	Z230	11/16/2022	(302,916.17)	0.00	7,186,527.00
											9/08/2022	302,916.17		
S603017	J8P3050B	BU 65, GREENE CO; PVM1 RESURF ON GLENSTONE AVE FROM EVERGREEN ST TO	GREENE	MODOT	SP1710	2022-2025, 2023-2026	2017, 2018, 2019, 2020, 2021, 2022, 2023	\$969,600.00	\$0.00	Y240	2/24/2023	54,770.78	0.00	0.00
											9/14/2022	1,072,235.71		
S603023	J8S3187, J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD.	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$552,000.00	\$0.00	Z231	1/06/2023	(26,999.56)	315,220.62	PROJECT CLOSED 1/6/23
										ZS30	1/06/2023	(6,462.77)	93,606.62	
S603047	J8S3175	OR 60E, GREENE CO, UPGRADE PED FACILITY TO COMPLY W/ADA TRANS PLAN ON NATURE CENTER WAY FROM .1 MI E OF REPUBLIC RD TO END OF ROUTE	GREENE	MODOT	EN1914	2019-2022 AM2, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023 (AC)	\$406,400.00	\$0.00	Y240	4/07/2023	15,995.18	0.00	0.00
											2/24/2023	395,204.16		
											9/16/2022	410,057.08		
										Z24E	--	0.00	241,822.35	
S603057	J8S3169	GREENE CO, MO 744 W, PAVEMENT RESURFACING ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO WEST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP2006	2020-2026, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$19,200.00	\$707,200.00	Y001	5/04/2023	1,225,225.76	0.00	0.00
										Y240	5/04/2023	1,204.73	0.00	
										Z24E	--	0.00	20,800.00	
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING ROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$158,400.00	\$0.00	Y23E	1/09/2023	7,041.99	0.00	PROJECT CLOSED 2/24/23
										Z231	--	0.00	69,864.89	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
S603063	J8S3204	RT ZZ, GREENE CO, P/MT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$81,600.00	\$0.00	Z231	--	0.00	59,759.17	PROJECT CLOSED 9/8/22
S603084	J7Q3414, JJ7Q3414, JJ8Q3181	VARIOUS, VARIOUS, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE RURAL & URBAN SW DISTRICT.	CHRISTIAN/ GREENE	MODOT	MO2104	2020-2023 AM10, 2022-2025	2021, 2022	\$902,400.00	\$0.00	Z230 Z24E	4/07/2023 4/07/2023	(12,943.32) (26,135.57)	360,000.00 709,600.00	PROJECT CLOSED 4/7/23
S603085	J8P3192	VARIOUS, VARIOUS, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA	CHRISTIAN/ GREENE	MODOT	EN2002	2022-2025, 2023-2026,	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC),	\$329,600.00	\$3,088,000.00	Y001 Z0E1	6/06/2023 --	244,358.20 0.00	0.00 120,000.00	0.00 3,053,240.80
S604032	J8I3243	MO 744 E, GREENE, REPLACE SIGNS AT VARIOUS LOCATIONS ON RTE. 744 (KEARNEY STREET), LOOP 44 (CHESTNUT EXPRESSWAY), BUS. 65 (GLENSTONE AVENUE), RTE. 13	GREENE	MODOT	MO2205	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$357,600.00	\$0.00	Y001 Z0E1	6/08/2023 --	23,190.87 0.00	0.00 31,500.00	302,909.13
S604033	J8P3229	CHRISTIAN CO, MO 14, PAV PRESERV TREAT - ANTLER RD TO RT M IN NIXA, RT F FROM RIVERDALE RD TO RT65 IN OZARK, RT DD FRM 125 TO END ST MAIN NEAR STRAFFORD	CHRISTIAN/ GREENE	MODOT	MO2202	2022-2025	2022 (AC)	\$218,400.00	\$0.00	Y237 Z24E	7/05/2022 --	227,320.57 0.00	0.00 4,000.00	0.00
S604036	J8P3242	US 65 S, CHRISTIAN, CONCRETE REPAIRS AT VARIOUS LOCATIONS FROM RTES. A AND KK TO 0.9 MILE SOUTH OF RTE. F IN OZARK AND ON RTE. 60 AT VARIOUS LOCATIONS	CHRISTIAN/ GREENE	MODOT	MO2212	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$506,400.00	\$0.00	Y240 Z24E Z200 Y237 Z240 Z2E1	4/17/2023 -- 1/29/2022 3/06/2023 9/13/2022 --	(146,227.71) -- 233,275.16 2,864.35 161,802.90 0.00	0.00 -- 8,000.00 0.00 0.00 8,000.00	217,015.67
S604037	J8S3199	GREENE CO, RT P, PAVEMENT RESURFING FROM RT 60 TO COUNTY RD 194 IN REPUBLIC.	GREENE	MODOT	RP2203	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$158,400.00	\$0.00	Y240 Z2E1	9/13/2022 --	161,802.90 0.00	0.00 8,000.00	0.00
S604038	J8S3200	RT P N, GREENE, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN FROM RTE. 60 TO GRACE STREET AND ON RTE. 174 FROM LINDSEY AVENUE	GREENE	MODOT	EN2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$281,600.00	\$0.00	Z2E1	6/29/2023	(29,110.94)	90,068.26	220,642.68
S604040	J8S3212	CST BATTLEFIELD RD, GREENE CO, PAVEMENT RESURFACING FROM MOULDER AVE TO RUSKIN AVE SPRINGFIELD.	GREENE	MODOT	SP2209	2022-2025, 2023-2026	2022, 2023	\$356,902.00	\$0.00	Y001 Z0E1	2/16/2023 8/01/2022 8/01/2022	53,431.48 379,471.42 12,694.11	0.00 8,000.00 8,000.00	0.00
S604041	J8S3222	GREENE CO, RT KK, REPLACE CULVERT EAST OF HIDDEN LAKE LANE.	GREENE	MODOT	GR2206	2022-2025	2022 (AC)	\$231,200.00	\$0.00	Y001 Z0E1	2/27/2023 2/27/2023	44,215.10 (7,148.29)	174,800.74 12,800.00	PROJECT CLOSED 4/18/23
S604043	J8S3239	RT MM, GREENE CO, ADD SIGNALS AT RAMP AND RECONFIGURE LANES AT I-44	GREENE	MODOT	RP2201	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$64,000.00	\$1,055,200.00	Y240 Z03E Z24E	1/09/2023 9/21/2022 --	301,553.66 320,000.00 0.00	0.00 159,793.29 48,000.00	289,853.05
S604064	J8S3238	GREENE CO, MO 125 S, INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN STRAFFORD.	GREENE	MODOT	ST2201	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC), 2025 (AC)	\$520,000.00	\$6,515,200.00	Y238 Z232 Z2E2	11/16/2022 -- --	600,832.00 0.00 0.00	0.00 212,094.78 27,905.23	6,194,367.99
S604089	J8S3156	CRD 127 E, GREENE, BRIDGE IMPROVEMENT ON MELVILLE ROAD OVER I-44 IN SPRINGFIELD.	GREENE	MODOT	SP1911	2019-2022 A2, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024, 2025	\$240,000.00	\$4,016,000.00	Y001	5/05/2023	114,150.48	324,800.00	3,817,049.52
S604093	J8S0736F	RT CC, CHRISTIAN CO, SCOPING FOR INTERSECTION IMPROVEMENTS AT MAIN STREET IN NIXA	CHRISTIAN	MODOT	NX2202	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$284,000.00	\$3,095,200.00	Y237	3/21/2023	192,890.08	212,000.00	2,974,309.92
S604094	J8S3221	CST CHERRY ST, GREEN CO, PAVEMENT RESURFACING, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN AND BRIDGE REHABILITATION OVER RTE 65 FROM INGRAM MILL AVENUE TO EASTGATE AVENUE IN SPRINGFIELD.	GREENE	MODOT	SP2210	2022-2025, 2023-2026	2022, 2023	\$215,200.00	\$0.00	Y240	2/16/2023 8/04/2022	96,294.47 300,005.35	0.00	0.00
S605013	JSU0065	RT AA E, CHRISTIAN, PAVEMENT PRESERVATION TREATMENT FROM RTE. 160 TO BLUE SPRINGS ROAD (END OF STATE MAINTENANCE) AND ON RTE. JJ FROM RTE. 125 TO RTE. 14	CHRISTIAN	MODOT	CC2303	2023-2026	2023 (AC)	\$177,600.00	\$0.00	Y236	4/18/2023 12/02/2022	33,775.78 170,126.76	0.00	0.00
S605022	JSU0054	RT ZZ N, GREENE, ADD BICYCLE AND PEDESTRIAN TRAIL FROM RTE. M TO COUNTY ROAD 182 IN REPUBLIC.	GREENE	MODOT	EN2205	2022-2025 AM1, 2023-2026 AM1	2023, 2023 (AC)	\$1,747,330.00	\$0.00	L23R M23E Z230 Z230 Z230 Z230 Z972	5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023	13,829.74 5,405.91 23,925.99 23,925.99 246,484.96 246,484.96 1,246,730.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	211,895.54
MO340029	N/A	OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2111	2020-2023 A1	2021	\$1,496,329.00	\$0.00	CAPITAL	8/31/2022	(20,000.00)	1,496,329.00	20,000.00
MO340031	N/A	BUS ASSOCIATED TRANSIT IMPROVEMENTS	GREENE	CITY UTILITIES	CU2007	2020-2023 A6	2020	\$300,494.00	\$0.00	CAPITAL	7/7/2022	(49,794.00)	176,794.00	173,494.00
MO16X090	N/A	5310 PROJECTS - OATS ARPA	CHRISTIAN/ GREENE	MODOT/ OATS	OA2301	2023-2026 A5	2023	\$50,792.00	\$0.00	OPERATING	5/4/2023	50,792.00	0.00	0.00
MO340032	N/A	BUS - ROLLING STOCK PARATRANSIT BUSES	GREENE	CITY UTILITIES	CU2204, CU2401	2022-2025, 2023-2026, 2024-2027	2023, 2024	\$1,031,756.00	\$0.00	CAPITAL	7/18/2022	49,794.00 311,756.00 287,161.00 50,000.00 50,000.00 33,045.00	0.00	250,000.00
MO90X393		OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2201	2022-2025	2022	\$760,000.00	\$0.00	MAINT	7/18/2022	760,000.00	0.00	0.00
		BUS - STATION/STOPS/TERMINALS	GREENE	CITY UTILITIES	CU2203	2022-2025		\$34,782.00	\$0.00	SECURITY	7/18/2022	27,826.00	0.00	6,956.00
		OPERATING ASSISTANCE	GREENE	CITY UTILITIES	CU2200	2022-2025		\$2,522,362.00	\$0.00	OPERATING	7/18/2022	2,522,362.00	0.00	0.00
		METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2202	2022-2025		\$168,001.00	\$0.00	PLANNING	7/18/2022	168,000.00	0.00	1.00
MO-90-X404		BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2407	2024-2027	2024	\$1,100,000.00	\$0.00	CAPITAL	4/14/2023	1,100,000.00	0.00	0.00
		BUS - STATION/STOPS/TERMINALS	GREENE	CITY UTILITIES	CU2304	2023-2026	2023	\$4,447,855.00	-\$1,100,000.00	CAPITAL/ PLANNING	4/14/2023 4/14/2023 4/14/2023	80,000.00 2,967,855.00 300,000.00	0.00	0.00

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 8/16/2023; ITEM II.H.

Safe Streets and Roads for All Safety Goals

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Earlier this year, the Ozarks Transportation Organization was awarded a Safe Streets and Roads for All grant, providing support for the development of a comprehensive Safety Action Plan. With this plan in place, OTO member jurisdictions will be able to apply for implementation grant funding in future years.

A safety action plan that is eligible for implementation grant funding must include the following components:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration

The Leadership Commitment and Goal Setting component requires an official public commitment to an eventual goal of zero roadway fatalities and serious injuries. This must be achieved through one of the following:

- (1) The target date for achieving zero roadway fatalities and serious injuries; OR
- (2) An ambition percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Currently, in meeting the requirements of the National Performance Management Goals and Target Setting, OTO has been agreeing to plan and program in support of the statewide safety goals. MoDOT has set their goals based on zero fatalities by 2030 and zero serious injuries by 2040. These are the goals outlined in the State Highway Safety Plan, *Show-Me Zero*.

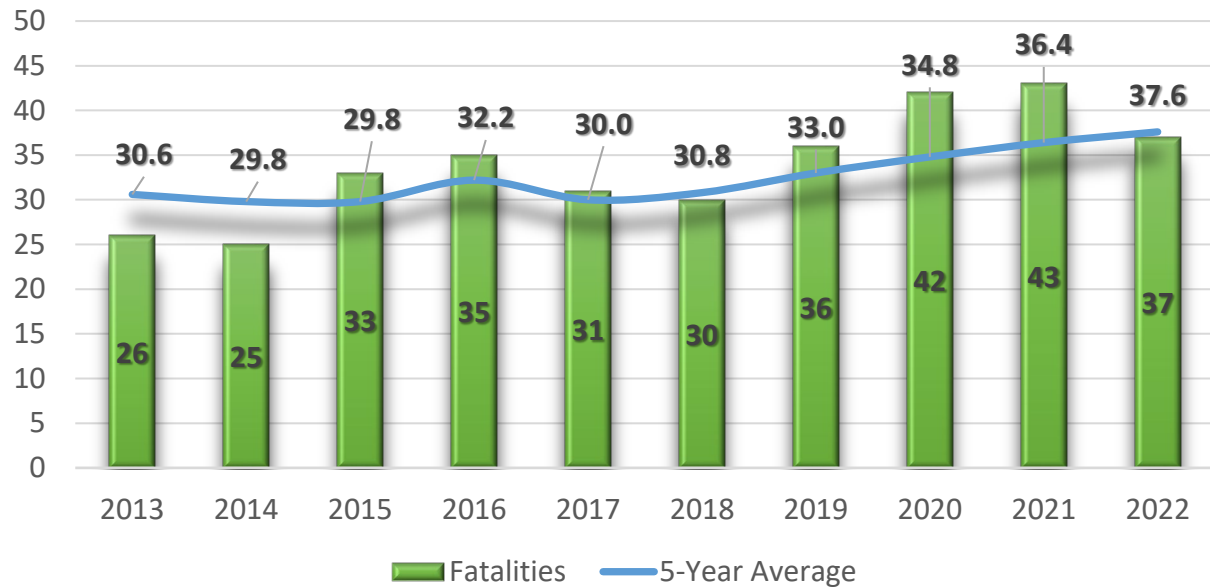
OTO and its members will need to establish a set of goals and a target date for meeting those goals as part of the Safety Action Plan Process. Included for member consideration are the following:

- Crash statistics by type between 2013 and 2022
- Crash statistics by class and time of day between 2013 and 2022
- High Injury Network Map, based on crashes between 2013 and 2022

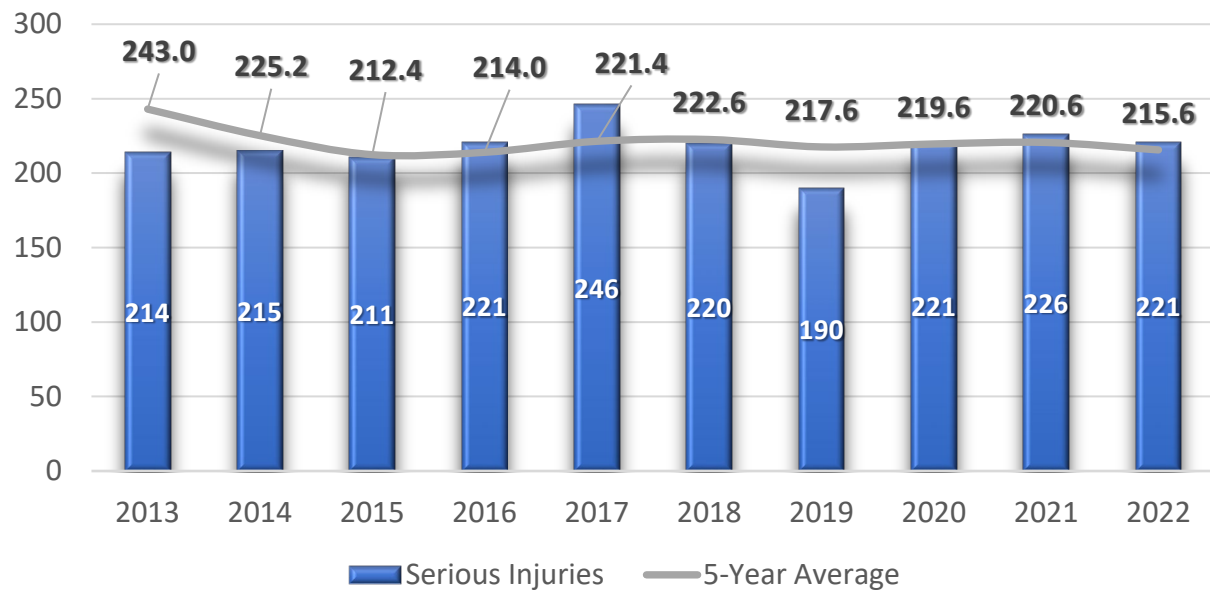
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY

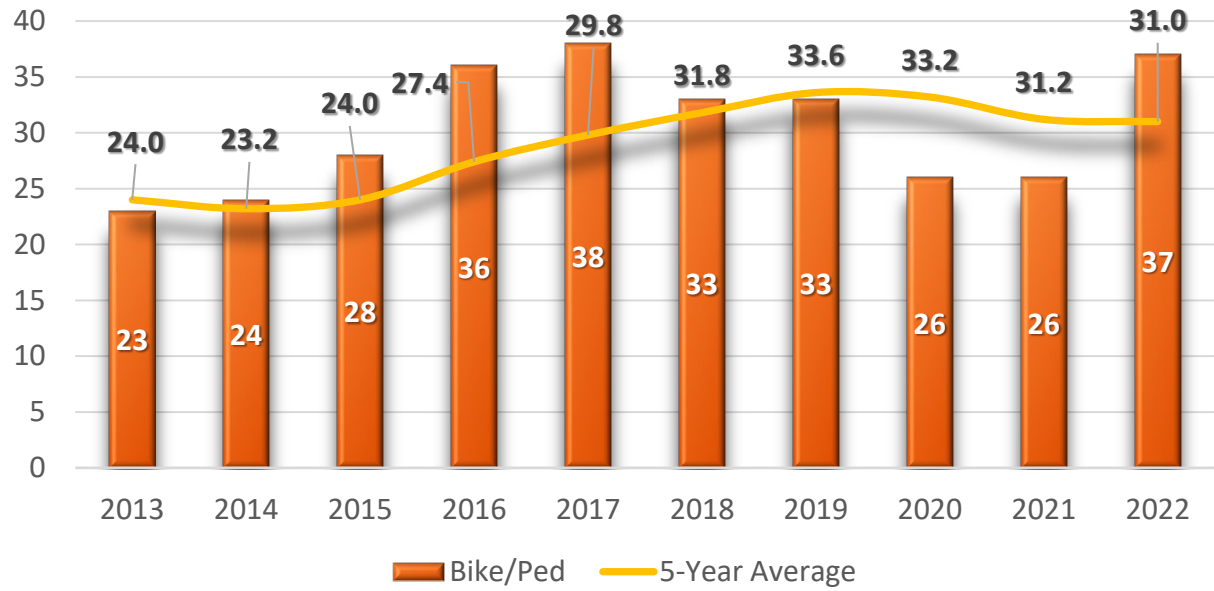
OTO Fatalities



OTO Serious Injuries



Bike/Ped Fatalities and Serious Injuries



Fatal and Serious Injury 2013 - 2022 by Class

Crash Class Types SI & F	Total
Out of Control	633
Rear End	323
Right Angle	258
Left Turn	200
Pedestrian	199
Left Turn Right Angle Collision	160
Head On	158
Pedalcycle	61
Passing	50
Other	43
Avoiding	26
Fixed Object	22
Parking or Parked Car	18
Right Turn Right Angle Collision	17
Sideswipe	16
Changing Lane	10
Deer	8
Cross Median	6
U - Turn	6
Right Turn	3
Backing	2
Animal Driven Veh/Ridden Animal	1
Dog	1
Farm Animal	1
Total SI & F 2013 - 2022	2,222

Fatal & Serious Injury Crashes 2013 - 2022 by Hour of Day

Hour (24)	Crash Count
0	45
1	56
2	36
3	22
4	22
5	32
6	50
7	93
8	69
9	64
10	73
11	83
12	105
13	127
14	117
15	153
16	161
17	219
18	169
19	131
20	129
21	117
22	77
23	68

TAB 10

Introduction to the Bipartisan Infrastructure Law (BIL) and Federal Requirements - Guidance for Local & Tribal Agencies

Why is this training important?

Through the Bipartisan Infrastructure Law (BIL)—also known as the Infrastructure Investment and Jobs Act (IIJA)—there is a historic amount of funding available to transportation programs. Approximately \$567 billion is available for transportation funding across all modes over 5 years and about \$351 billion of that is for highway-specific programs. There are also many new formula programs and new, competitive, discretionary programs. It's important to know how to get this money.

What does this training cover?

This training gives basic program familiarization awareness, including some content of the BIL, as well as key Federal program and project requirements. This training will not make you an expert in everything you need to know about these topics; however, it should greatly assist you in being able to identify what some of your program or project issues might be before you apply for a grant and who/where to get the answers to some of your questions.

Who is this training for?

This training is focused on local agencies. While Tribal agencies are encouraged to participate in this training, please note that a Tribal agency-specific version is planned in cooperation with the Tribal Transportation Program (TTP).

When is it and how do I register?

A webinar is scheduled for Wednesday, September 6th at 2:00 pm EST. The training is approximately 90 minutes with a question and answer session to follow. Pre-registration is required for all participants. Once registered, a web link to access the webinar will be provided.



Source: Freepik; FHWA

Topics to be covered in this training include:

- Funding opportunities that the BIL provides to local and tribal agencies
- Key federal project delivery requirements, how they may apply during the different phases of project delivery, and where to find answers on federal requirements
- Steps that should take place prior to application for Federal projects and BIL grants
- Activities, objectives, and outcomes of the application (pre-award), review and award, and post-award phases for Federal grants
- Resources to leverage throughout the Federal project and BIL grant application, award, and post-award phases of project delivery



(<https://aashtojournal.org/>)



In the Iowa City area, the Iowa Department of Transportation is working with its “Highway Helper” contractor, Autobase, to test the use of drones to help clear highway incidents faster so traffic can get moving normally again.

[Above image by Iowa DOT]

The idea for the project came up when Andy Lewis, traffic operations bureau director for the agency, learned about drones being used for quick clearance in other states.

“Being a licensed drone pilot myself, I’m always interested in new technology and uses for that technology,” he explained in a blog post

(<https://www.transportationmatters.iowadot.gov/2023/04/high-flying-safety-initiative-aims-to-get->

[traffic-moving-more-quickly-after-an-incident.html](#)). “When I learned about states using drones to get traffic moving more quickly, I looked for ways to bring that to Iowa. It makes sense to have the Highway Helper provide this service since they are already on the scene.”

Lewis noted that staffers in Iowa DOT’s Traffic Management Center in Ankeny often use live video feeds from stationary cameras to assess highway incidents and then relay information to the “boots on the ground” to get the road cleared as quickly as possible.



“By using the drone, we can quickly get a camera out to areas where we don’t currently have those stationary cameras,” he said. “The drone we’re using in Iowa City has the capability to stream live video as well as take high-resolution still photographs.”



To that end, Lewis and Autobase worked out a process to add a drone to the “Highway Helper” tool kit. “We’re always looking for ways to improve safety on the road. That includes the safety of all travelers and first responders,” noted Travis Schooley, Autobase project manager. “If we can use drones to visualize a scene and help clear it more quickly, everyone benefits.”

Lewis added that, in addition to the live-streamed video, the footage and still images can be captured and saved for review to see if the traffic incident management principles that were used could be improved.

“Using the drone provides a whole new vantage point that we’ve not had before,” he explained. “We can use it when we’re setting up a work zone to make sure all elements are positioned correctly to make the area as safe as possible. If an incident does happen, we can use the drone footage to review the road set-up and how responders worked together during the incident to make suggestions that may improve safety even more.”

As Lewis noted earlier, other state departments are testing drones in similar use cases. For example, in February 2022 (<https://aashtojournal.org/2022/02/25/ncdot-testing-highway-use-of-tethered-drone/>), the North Carolina Department of Transportation began testing a “tethered drone” system in conjunction with the agency’s highway patrol service to improve safety on North Carolina roadways.



Image via NCDOT

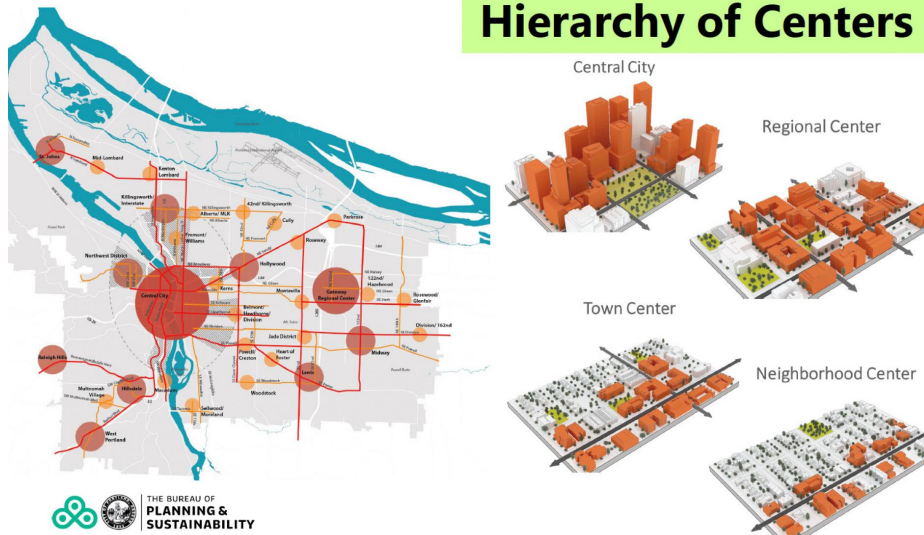
The agency’s incident management assistance patrol or IMAP and its Division of Aviation tested drones tethered to specific IMAP vehicles to help responders assess incidents, provide situational awareness to NCDOT’s Statewide Transportation Operations Center or STOC and Traffic Management Centers or TMCs, and assist with overall traffic management of the incidents.

042823 ([HTTPS://AASHTOJOURNAL.ORG/TAG/042823/](https://aashtojournal.org/tag/042823/))

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Source: City of Portland. Image courtesy of Bill Cunningham, a planner with the City of Portland

GOT A MINUTE (/PUBLICSQUARE/CATEGORY/GOT-A-MINUTE)

Hierarchy of centers for the 15-minute city

ROBERT STEUTEVILLE (/node/538) JUL. 28, 2023



(<http://www.facebook.com/sharer/sharer.php?u=https%3A//www.cnu.org/node/9871&title=Hierarchy%20of%20centers%20for%20the%2015-minute%20city>)



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(<mailto:?subject=Check%20out%20Hierarchy%20of%20centers%20for%20the%2015-minute%20city&body=https%3A//www.cnu.orgpublicsquare/2023/07/28/hierarchy-centers-15-minute-city>)

I recently spoke on a panel discussing the 15-minute city, and the cool graphic above was presented showing a hierarchy of mixed-use centers throughout the City of Portland, Oregon. This kind of analysis would help many cities plan to achieve an urban environment where owning an automobile is optional—or at least car-light living is possible.

To achieve a 15-minute city, you not only need safe and interesting places to walk, but you also need useful destinations. That's where mixed-use centers come in. As the map above shows, there are 32 urban centers in Portland, but

they are not all the same. Twenty-one are “neighborhood centers,” which can be defined as a small main street. Each neighborhood center contains about 2,500 households within a half-mile radius (a 10-minute walk from edge to center).

Buildings may be up to four stories tall—but are often one to three stories—in these smaller centers. “Neighborhood centers are hubs of commercial services, activity, and transportation for surrounding neighborhoods. They typically include small parks or plazas that support local activity and gathering,” according to the city (<https://www.portland.gov/bps/planning/comp-plan-2035/documents/urban-design-direction/download>). They are scattered throughout Portland.

The next step up is “town centers,” of which there are nine. They include housing for about 7,000 households in a half-mile radius, with buildings up to 5-7 stories. “Each Town Center is a hub of commercial and public services, activity, and transportation for the broad area of the city it serves,” the city explains. “Town Centers include parks or public squares to support their roles as places of focused activity and population. They provide housing capacity within a half-mile radius for enough population to support a full-service neighborhood business district.” Town centers are also scattered throughout the city, although less frequently than neighborhood centers.

Portland has one regional center, the Gateway Regional Center, a major commercial district serving much of the city—especially the eastern half. Finally, downtown Portland serves not just the city, but the entire region.

For Portland, identifying these centers is step towards boosting non-automotive access to services and employment for citizens throughout the city. Strengthening these centers may involve changes in housing or parking policy, or improving infrastructure—especially for walking, biking, and transit. Each center and its surrounding neighborhoods should have a diversity of people and uses to support a 15-minute city.

Editor's note: This article addresses CNU's Strategic Plan

(<https://www.cnu.org/organization/strategic-plan-2020#:~:text=Our%20strategies%20can%20be%20summarized,and%20mitigate%20its%20future%20impact.>) of working to change codes and regulations blocking walkable urbanism, to grow the supply of neighborhoods that are both walkable and affordable, and to advance design strategies that help communities adapt to climate change and mitigate its future impact.



Robert Steuteville is editor of Public Square: A CNU Journal and senior communications adviser for the Congress for the New Urbanism.

(</publicsquare/author/robert-steuteville>)

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Report: Autonomous Vehicles Need National Framework

July 28, 2023



The U.S. Chamber of Commerce recently released a report that quantifies the potential social and economic benefits of passenger autonomous vehicles or AVs.

[Above photo by Waymo]

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[Editor's note: The American Association of State Highway and Transportation Officials also addressed these topics in [both an eight-page policy paper](#) and during a [knowledge session](#) at its 2022 Annual Meeting in Orlando; one focused on the future of connected and autonomous vehicles or CAVs.]

Where do we go from here? The future of CAVs



"As autonomous vehicle technology moves from proving grounds to city streets, this report quantifies the tremendous benefits these cars bring to consumers, businesses, and the economy, and presents a historic opportunity for the U.S. to lead in this industry of the future," explained Jordan Crenshaw, senior VP for the U.S. Chamber's Technology Engagement Center, in a [statement](#).

"However, autonomous vehicle policy in the U.S. is stuck in neutral, making it challenging to unlock the promising benefits of this transformational technology," Crenshaw added.

Innovation Highway:

Unlocking the Social and Economic Benefits
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and other foreign competitors.

"The country that leads the world in autonomous vehicle innovation will set the rules of the road for a generation," said Dr. Robert J. Shapiro, lead author of the U.S. Chamber's report and chairman of Sonecon, LLC.

[Editor's note: Michigan State University and the U.S. Army Ground Vehicle Systems Center recently launched a [new mobility research initiative](#) as part of an ongoing five-year research program to advance autonomous ground vehicle research with Central Michigan University and the University of Michigan.]

The U.S. Chamber's report noted that the timeframe for widespread AV adoption varies – with some experts predicting it to be within the next five to 15 years.

Meanwhile, many state departments of transportation across the country are also playing a key role in a wide variety of AV projects.

[In January](#), AVs began operating on rural roadways in central and southeast Ohio as part of the Rural Automated Driving Systems or RADS project spearheaded by DriveOhio, a division of the Ohio Department of Transportation.

[Also in January](#), the Pennsylvania Department of Transportation participated in autonomous transit vehicle testing in Philadelphia, along with researchers from Drexel University and consulting firm AECOM.

[In June](#), the Hawaii Department of Transportation began operating its very first autonomous all-electric passenger shuttle bus. And in 2022, the Minnesota Department of Transportation helped launch a free, low-speed, driverless, all-electric, multi-passenger shuttle service called "[Bear Tracks](#)" for the city of White Bear Lake. The agency also helped May Mobility and transit technology provider Via test AVs for [rural transit service](#) as well.

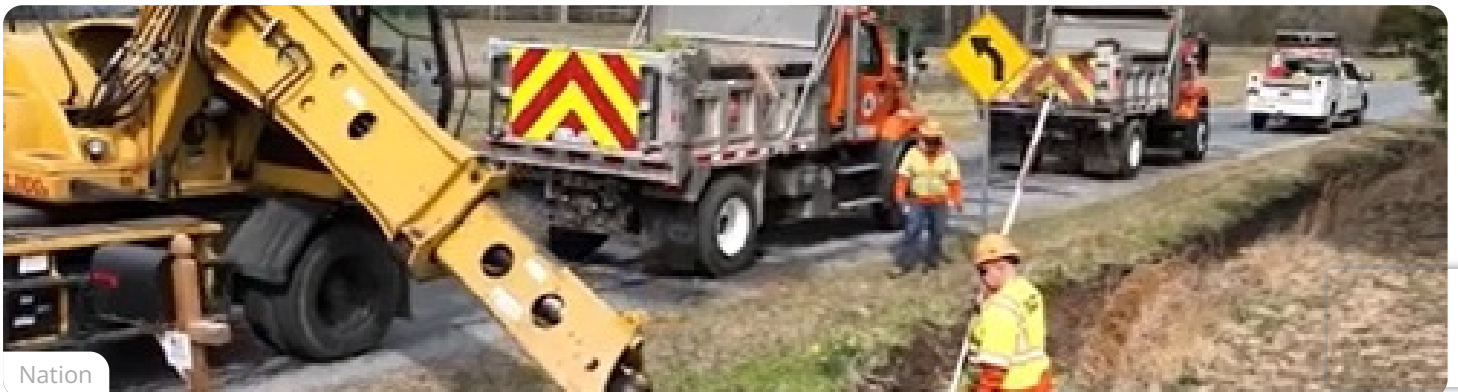


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