



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JULY 18, 2018
1:30 - 3:00 PM

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

AGENDA



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, July 18, 2018 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 16, 2018 Meeting Minutes Tab 1
(1 minute/Juranas)

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

D. Public Comment Period for All Agenda Items..... Tab 2
(5 minutes/Juranas)
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. Staff Report
(5 minutes/Fields)
Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. MoDOT Update
(5 minutes/Miller)
An update on any important information from MoDOT will be given.

G. 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.

II. New Business

A. Transportation Plan 2040 Amendment 9A Tab 3 (5 minutes/Longpine)

An amendment is proposed to the OTO Metropolitan Transportation Plan in order to comply with the FAST Act, as well as to move the 60/125 interchange to the Constrained Project List ahead of its inclusion in the 2019-2022 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED PLAN AMENDMENTS TO THE BOARD OF DIRECTORS

B. Transportation Plan 2040 Amendment 9B – Greene County MTP Amendments Tab 4 (5 minutes/Longpine)

There are several changes requested to OTO Major Thoroughfare Plan which are outlined in the included documents.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED MAJOR THOROUGHFARE PLAN AMENDMENTS TO THE BOARD OF DIRECTORS

C. Federal Functional Classification Map Change Request Tab 5 (5 minutes/Thomason)

There is one change to the Federal Functional Classification Map requested by the City of Nixa and outlined in the attached materials.

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

D. Nixa Trail Study Addendum Tab 6 (10 minutes/Thomason)

Staff will present the details of the Nixa Trail Study Addendum.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE NIXA TRAIL STUDY ADDENDUM TO THE BOARD OF DIRECTORS

E. Approved 2019-2023 STIP Tab 7 (5 minutes/Miller)

The 2019-2023 Statewide Transportation Improvement Program was approved by the Missouri Highway and Transportation Commission on July 11, 2018 and is included for your information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Draft FY 2019-2022 Transportation Improvement Program Tab 8 (15 minutes/Longpine)

The Draft FY 2019-2022 Transportation Improvement Program (TIP) is available in electronic format for member review.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE DRAFT FY 2018-2021 TIP TO THE BOARD OF DIRECTORS.

- G. OTO/MoDOT Freeway Study Tab 9**
(15 minutes/Haynes)
HDR will presenting the findings of the Freeway Study which analyzed I-44, and US 60 from West Bypass to Highway 125.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE TO THE BOARD OF DIRECTORS.

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, September 19, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Dan Smith, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE 7/18/2018; ITEM I.C.

May 16, 2018 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the May 16, 2018 Technical Planning Committee 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.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to approve the May 16, 2018 Technical Planning Committee meeting minutes.”

OR

“Move to approve the May 16, 2018 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 16, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:33 p.m. by Co-Chair Kirk Juranas.

The following members were present:

Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Kirk Juranas, City of Springfield (Co-Chair)
Ms. Paula Brookshire, City of Springfield (a)	Mr. Frank Miller, MoDOT
Ms. Megan Clark, SMCOG	Mr. Andrew Nelson, City of Republic (a)
Mr. Eric Claussen, City of Springfield (a)	Mr. David O'Connor, City of Willard (a)
Mr. King Coltrin, City of Strafford	Mr. Cole Pruitt, Missouri State University
Ms. Dawn Gardner, City of Springfield (a)	Mr. Jeff Roussell, City of Nixa
Mr. Martin Gugel, City of Springfield (Co-Chair)	Mr. Garrett Tyson, City of Republic
Mr. Adam Humphrey, Greene County	Mr. Chad Zickefoose, MoDOT
Mr. Joel Keller, Greene County (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Jason Ray, SMOG (a)
Mr. Rick Artman, Greene County	Mr. Andrew Seiler, MoDOT
Mr. Joshua Bird, Christian County (a)	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Randall Brown, City of Willard (Vice Chair)	Mr. Mark Schenkelberg, FAA Representative
Mr. John Caufield, BNSF	Mr. Frank Schoneboom, City of Battlefield
Mr. Doug Colvin, City of Nixa (a)	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Justin Cohan, Springfield Chamber of Commerce	Ms. Mary Lilly Smith, City of Springfield
Ms. Mary Kromrey, Ozark Greenways	Mr. Kelly Turner, City Utilities Transit
Mr. Kevin Lambeth, City of Battlefield (a)	Ms. Janette Vomund, MoDOT
Mr. Bradley McMahon, FHWA	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Mr. Todd Wiesehan, Christian County
Mr. Jeremy Parsons, City of Ozark (a)	

Others present were: Jeremy Pruett, Congressman Billy Long's Office; Dan Wadlington, Senator Roy Blunt's Office; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Those in attendance made self-introductions stating their name and the organization they represent.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Coltrin moved approval of the Technical Planning Committee Meeting Agenda for May 16, 2018. Mr. Humphrey seconded the motion and it was unanimously approved.

C. Approval of the March 21, 2018, Meeting Minutes

Mr. Gugel moved for approval of the minutes from the March 21, 2018, Technical Planning Committee Meeting. Ms. Bork seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated the Nixa trail study is underway and the first public meeting had been held. She added Alta (the Consultant), is working on the trail alignment which should be available for the next public meeting, which is May 24, from 4:30 pm to 6:30 pm.

Ms. Fields stated invitations had been sent for the webinars for the BUILD Transportation grant, which replaces TIGER. Ms. Fields added she would like the Committee to mark their calendars for June 20, 8:00 am to 1:00 pm, for a seminar. She said the OTO is having Spack Consulting from Minnesota to educate and assist staff in developing a traffic study policy. She noted it will be a tiered policy that will allow the member jurisdictions to utilize the policy when looking at development or traffic issues in their communities. She stated the OTO desires to work together as a Region on a policy that will work for jurisdictions.

Ms. Fields noted the Missouri Highway Commission is coming to Springfield on June 10 and 11. She indicated that at this time she was unsure of the plan for addressing the Commission.

Ms. Fields stated that staff has been meeting with all the member jurisdictions to discuss their priorities for future Statewide Transportation Improvement Program (STIP) to ensure they are incorporated into next year's plans.

Ms. Fields stated MoDOT and the OTO is involved in a joint Freeway Study and the results will be presented at the next meeting of the Technical Planning Committee.

Ms. Fields thanked the members of the Committee for their assistance to Ms. Longpine on the development of the Transportation Improvement Program (TIP) that she is currently working on.

F. MoDOT Update

Frank Miller stated that in the past, the Statewide Transportation Improvement Projects (STIP) was available for public comment at this time. However, this year MoDOT chose to conduct a comprehensive review of all the projects to ensure cost efficiency. He stated he

anticipates the STIP will be released for public comment around June 6 and anticipates it will be presented to the Technical Planning Committee in July.

G. Legislative Reports

Jeremy Pruitt, Representative Billy Long's Office, noted that it was doubtful that there would be an infrastructure bill this year. He added there had been a change in the direction that was being taken, and that was to submit smaller bills with projects, as opposed to one massive bill.

Dan Wadlington, Senator Roy Blunt's Office, stated if anyone was going to submit a BUILD grant application, the Senator's Office would be happy to write a letter of support. Ms. Fields stated she would distribute the form for letters of support to the member entities.

II. New Business

A. Amendment Number Five to the FY 2018-2021 TIP

Natasha Longpine stated there are three changes that make up Amendment Number Five to the 2018-2019 TIP, all of which have been requested by MoDOT. The first item is moving the ITS Operations and Management to FY 2018; the Springfield portion will remain in FY 2019. The next two items add scoping for bridge improvements and scoping for safety improvements. Both items add \$200 each to the funding in FY 2018.

Mr. Gugel moved the Technical Planning Committee recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Five to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

B. Federal Funds Balance Report

Natasha Longpine referenced the Federal Fund Balance Report that had been distributed at the meeting. She noted that many of those present had been provided the information in the meetings that staff has conducted with the member jurisdictions. She noted that staff had simplified the information by removing past project information. Ms. Longpine asked that the member jurisdictions review the information provided and let her know of any questions or changes.

Co-Chair Juranas noted this item was for informational purposes only and no action by the Committee was required.

C. FY 2019 DBE Program Goal

Kimberly Cooper stated the Ozarks Transportation Organization is required by the Federal Highway Administration (FHWA) to set a Disadvantaged Business Enterprise (DBE) Program goal. The goals are set by using the calculations provided to us by the FHWA. She added that using those calculations, the OTO proposed FY 2019 DBE Goal is 0%.

Mr. O'Connor moved to recommend that the Board of Directors approve the FY 2019 DBE Program Goal and Appendix D to the Disadvantaged Business Enterprise Program. Mr. Tyson seconded the motion and it was approved.

Note: Prior to the Board of Directors meeting on June 21, 2018, it was brought to staff's attention that the OTO does not meet the requirements for establishing a DBE goal, therefore, this item was not forwarded to the Board of Directors.

D. Additional Federal Funding

Sara Fields stated the OTO was advised that when Congress passed the Omnibus budget bill, there was an additional \$1.53 million in federal funding for our area. She noted these monies will be a one-time funding source and must be obligated by September 30, 2021. Ms. Fields added that since there is already quite a bit of funding in the STBG-Urban budget, staff recommends these funds be placed in the Transportation Alternatives Program (TAP). She said these funds added to what is currently budgeted in the program, will allow a little over \$2.5 million for projects approved by the TAP subcommittee.

Following a brief discussion as to whether TAP was the best option for this funding, Ms. Gardner moved to recommend to the Board of Directors the additional \$1,153,506 in available funding is awarded through the Transportation Alternatives Program grant process in the fall of 2018. Mr. Zickefoose seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Co-Chair Juranas announced that he and Mr. Gugel will be exchanging duties and responsibilities. Mr. Gugel will be supervising the Engineering areas of the City of Springfield Public Works Department and Mr. Juranas will be supervising the Operations area.

Dawn Gardner announced the Regional ADA Coordinators group meets every three months to assess the progress in the Springfield area. She stated she believed their efforts are going well.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles for Technical Planning Committee Member Information

Co-Chair Juranas noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

Adjournment

With no additional business to come before the Committee, the meeting was adjourned at 2:30 pm.

TAB 2

Brenda Cirtin

From: Comment Comment
Sent: Monday, June 4, 2018 10:31 AM
To: Alderman Warren Griffith; Brenda Cirtin; Commissioner Bob Cirtin; Commissioner Harold Bengsch; Commissioner Ray Weter; Dr. Elise Crain ; Jan Fisk; Jeff Ussery; Jim O'Neal - City of Springfield (joneal@WilsonLogistics.com); Kimberly Cooper; Mayor Brian Steele; Mayor Corey Hendrickson; Mayor Rick Gardner; Mr. Bradley McMahon; Mr. Bryant Doss; Mr. Jerry Compton; Mr. Mark Schenkelberg; Mr. Mokhtee Ahmad; Mr. Richard Walker; Mr. Skip Jansen; Sara Fields; Travis Koestner (travis.koestner@modot.mo.gov); Bradley Gray (ca@cityofwillard.org); Mayor Debra Hickey; Mr. Andrew Mueller; Mr. Brian Weiler; Mr. Chris Coulter; Mr. Dan Smith ; Mr. Daniel Nguyen; Mr. David Cameron; Mr. Jeremiah Shuler; Mr. John Elkins; Mr. Justin Orf; Mr. Steve Bodenhamer; Mr. Steve Childers; Mr. Travis Cossey ; Ms. Laurel McKean
Subject: FW: Follow-Up Materials for How to Compete for BUILD Transportation Grants

We would like to say "thank you" to those who attended the BUILD webinars. We were delighted to host them and trust you found them to be of value.

Below is the link to the webinar conducted on May 24. This link will also connect you to the other webinar recordings as they are posted. If you have any additional questions, feel free to contact Natasha Longpine at 417-865-3042 ext. 103. She will be happy to respond to your questions, or assist you in contacting the appropriate entity.

Brenda M. Cirtin
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Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

From: Coene, Nicole L. <NICOLE.L.COENE@leidos.com>
Sent: Monday, June 4, 2018 9:50 AM
To: Coene, Nicole L. <NICOLE.L.COENE@leidos.com>
Subject: Follow-Up Materials for How to Compete for BUILD Transportation Grants

Hello,

Thank you for your interest in the BUILD Grant Program. The recording of the May 24th webinar on How to Compete for BUILD Transportation Grants now posted at <https://www.transportation.gov/BUILDgrants/outreach>. The presentation is available at <https://www.transportation.gov/BUILDgrants/outreach/slides/compete>. As always, questions about the TIGER grant program can be addressed to BUILDgrants@dot.gov.

Nicole

Nicole Coene | Leidos
Task Manager | Surface Transportation Solutions
phone: 703.318.4267
Nicole.L.Coene@leidos.com | leidos.com



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2018; ITEM II.A.

Amendment Number 9A to the Long Range Transportation Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Projects placed for programming in the Transportation Improvement Program must be on the Constrained List of Projects in *Transportation 2040*, OTO's long range transportation plan. In the development of the FY 2019 to FY 2022 TIP, one project has been requested for programming that is currently on the Unconstrained Project List:

ID	Description	Time Band	Inflated Cost
M103	Route 60 Freeway Improvements from FR 213 to FR 247, including Route 125 interchange	2018-2022	\$15,380,000
		2023-2030	\$10,007,326

The proposed project for programming in the TIP is RG0901-18A1, adding construction funding to a scoping project, for the construction of the Route 125 interchange. The remaining freeway improvements will stay as an LRTP project with the funding shown in the 2023-2030 time band.

After May 20, 2018, any amendment to a long range transportation plan requires the plan itself to be updated to reflect the performance-based planning requirements of the FAST Act. Chapter 3 – Goals has been updated to include the most recent guidance on the National Performance Goals. Appendix 8 – Amendments has now become Appendix 9 and Appendix 8 is now the System Performance Report which describes baselines, targets, and progress toward meeting the National Performance Measures.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Amendment 5 to the LRTP was for the addition of \$215 million in revenue.

Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.

Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.

Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 9A.”

OR

“Move to recommend that *Transportation Plan 2040* Amendment 8 be sent to the Board of Directors with the following considerations...”

Vision and Measuring Performance

Vision and Goal Development

The OTO Long Range Transportation Plan Subcommittee used input from the public input process at the beginning of plan development as guidance for the Plan Vision and Goals. A survey asked the public what they thought was important regarding transportation in the region. This, coupled with federal guidance regarding what metropolitan planning areas should consider in the planning process, was used to develop a vision and set of goals appropriate for the region.

Vision

An excellent transportation system supporting the success of the OTO region.

Goals

Through public input and discussion among the Long Range Transportation Plan Subcommittee, twelve goals were developed. These goals help shape the recommendations to come from this plan and guide the actions of the OTO over the life of this plan, including programming in the Transportation Improvement Program.

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

Actions

OTO has developed a series of actions for each goal that will guide the implementation of this plan. These actions embolden priorities and outline plans and studies for staff to put the plan into action.

- 1. Support the economic vitality of the region**
 - a. Prioritize projects that encourage job creation, retention, and wage growth.
 - b. Use the congestion management system to identify improvements that reduce congestion and improve mobility.
 - c. Encourage a balanced multimodal system providing transportation to all.
 - d. Connect the bicycle network to national routes and provide local bicycle wayfinding.

- 2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements**
 - a. Regularly update the Major Thoroughfare Plan and Bicycle/Pedestrian Plan to align with land use decisions by local governments.
 - b. Review development proposals for compliance with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
 - c. Encourage all jurisdictions align their design standards with the Major Thoroughfare Plan and Bicycle/Pedestrian Plan.
 - d. Make land use recommendations where gaps in commercial uses exist along arterials and proposed new arterials, expressways, and nodes.
- 3. Increase the Safety and Security of the Transportation System for all users**
 - a. Support the MoDOT Blueprint for Safety and other efforts to reduce traffic accidents.
 - b. Prioritize projects that support the recommendations of state and local highway safety plans.
 - c. Review local Emergency Management and Hazard Mitigation plans to ensure that transportation is included.
 - d. Conduct an inventory of flood-vulnerable transportation facilities.
 - e. Support the coordination of education programs for bicyclists, pedestrians, and motorists.
 - f. Continue to support safe routes to school through TAP prioritization.
- 4. Increase accessibility and mobility for all transportation modes**
 - a. Develop and provide to member jurisdictions model policies for a complete street network and other facilities.
 - b. Review roadway improvement projects for opportunities to provide for all modes of transportation.
 - c. Look for opportunities to expand transit ridership.
 - d. Identify a high-frequency transit corridor with fewer stops and develop a land use plan to promote the density needed to support transit.
 - e. Give priority to Project Selection criteria for improvements that make bus stops more accessible.
 - f. Continue to develop Bicycle and Pedestrian Implementation plans and update periodically to ensure relevancy.
 - g. Amend Greene County Destination Plan to include Christian County.
 - h. Share best practices via a single resource regarding bicycle and pedestrian facilities.
 - i. Create and support the position of a regional bicycle and pedestrian coordinator in partnership with and within the OTO region.
 - j. Continue to support efforts to bring inter-city passenger rail to Springfield.
- 5. Improve connections within and between all modes of transportation**
 - a. Draft a model ordinance providing for subdivision street connections and cross access requirements and encourage area jurisdictions to adopt.

6. Encourage efficient system management and operations

- a. Promote transportation demand management strategies.
- b. Encourage efficient traffic incident management (TIM) principles.
- c. Partner with the Transportation Management Center of the Ozarks efforts to coordinate signals, new technologies, and monitor congestion, and expand coordination.
- d. Develop a traffic incident management subcommittee.

7. Preserve the existing transportation system and monitor system performance

- a. Emphasize system preservation when allocating available funding.
- b. Continue to monitor the condition of roads, bridges, transit facilities, and the bicycle/pedestrian network.
- c. Publish an annual report documenting system performance.

8. Maximize resources by promoting partnerships, collaboration and good planning principles

- a. Encourage collaboration among OTO jurisdictions.
- b. Maximize resources by encouraging the use of multiple funding sources including local, state, federal, and private for a single project.
- c. Develop sample ordinances that require neighborhood connectivity and prohibit private street networks, require multiple ingress and egress and support the development of a grid pattern street network and encourage jurisdictions to adopt.

9. Actively seek secure and reliable transportation funding

- a. Create a subcommittee to monitor funding and be actively engaged in order to respond to discretionary funding opportunities.
- b. Educate elected officials and the public regarding the need for additional stable transportation funding.
- c. Provide letters of support for activities related to Transportation Plan 2040 priorities.

10. Provide education and advocacy for transportation

- a. Provide presentations to elected officials, board and community committees on the transportation system.
- b. Use media outlets to educate the public on transportation issues.

11. Protect and enhance the environment when planning for transportation improvements

- a. Inventory environmentally sensitive areas for consideration in planning decisions.
- b. Continue to monitor air quality standards and encourage actions that might pre-empt a nonattainment designation.
- c. Support water quality best practices where feasible.

12. Support the efficient movement of goods

- a. Continue to pursue funding for the Springfield Railroad Reconfiguration Plan.
- b. Identify essential freight corridors and monitor freight performance.
- c. Conduct a regional freight study to better understand needs and impacts of goods movement.

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming”[§1203; 23 USC 150(a)].

National Performance Goals

With this, seven nation performance goals were established for the Federal-aid highway program. From these seven goals, ~~fifteen-seventeen~~ performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

- a. Number of fatalities
- b. Rate of fatalities per 100 million vehicle miles traveled
- c. Number of serious injuries
- d. Rate of serious injuries per 100 million vehicle miles traveled
- e. Number of non-motorized fatalities and non-motorized serious injuries

2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

- a. Percentage of NHS Bridges Classified as in Good Condition
- b. Percentage of NHS Bridges Classified as in Poor Condition
- c. Percentage of Pavements of the Interstate in Good Condition
- d. Percentage of Pavements of the Interstate in Poor Condition
- e. Percentage of Pavements of the non-Interstate NHS in Good Condition
- f. Percentage of Pavements of the non-Interstate NHS in Poor Condition
- ~~a. Bridge condition on the NHS~~
- ~~b. Pavement condition of the interstate system~~
- ~~c. Pavement condition of the NHS excluding the interstate system~~

3. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

- a. Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- b. Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)
- ~~a. Traffic congestion~~

4. System Reliability

To improve the efficiency of the surface transportation system

- a. Performance of the interstate system
- b. Performance of the NHS excluding the interstate system

5. Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

- a. Freight movement on the interstate system

6. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

- a. On-road mobile source emissions

7. Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Plus two transit performance goals with four measures ~~measures~~:

1. Transit state of good repair

a. Equipment (non-revenue service vehicles) State of Good Repair

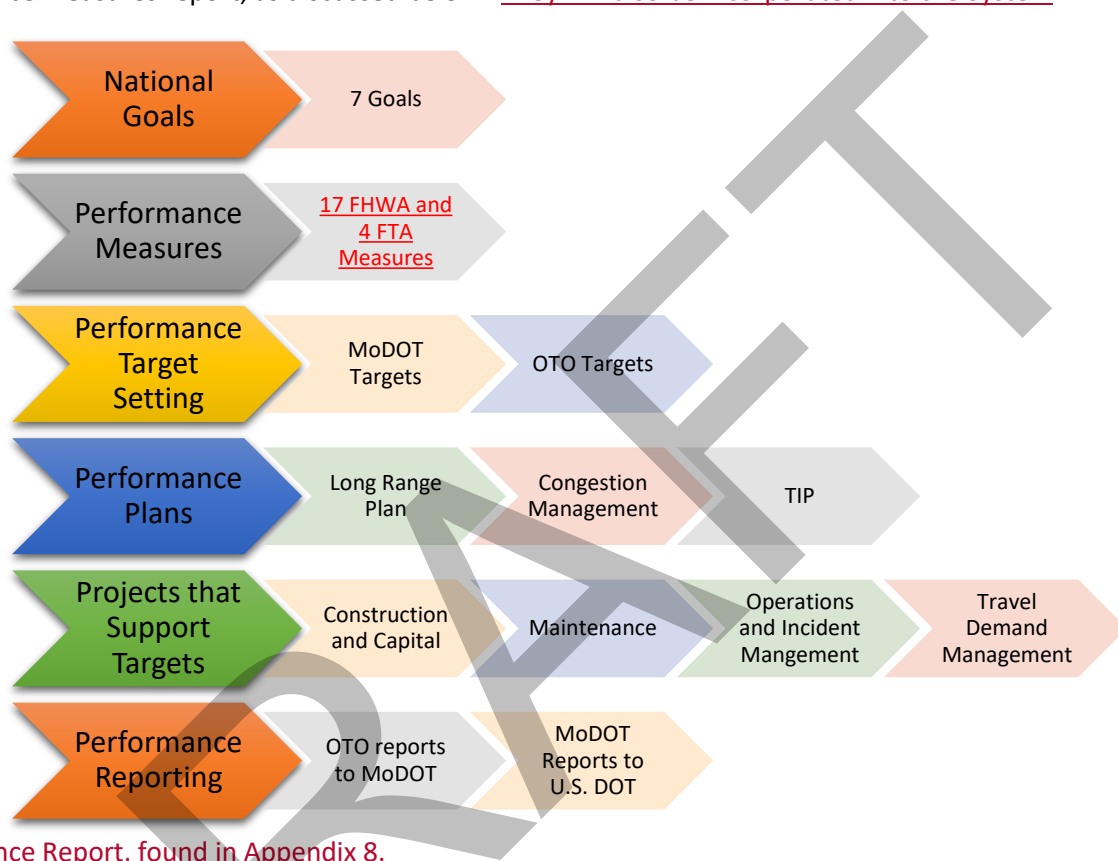
b. Facilities State of Good Repair

c. Infrastructure State of Good Repair

~~a-d.~~ Rolling Stock State of Good Repair

~~b-2.~~ Transit safety performance criteria and vehicle safety performance standards

Guidance for these goals are still a work in progress and should be expected from FHWA and FTA sometime during 2016. Upon release of final guidance, the Missouri Department of Transportation will develop statewide targets. The Once MoDOT sets targets, OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project programming. These regional targets will be reflected in a performance measures report, as discussed below. They will also be incorporated into the System



Performance Report, found in Appendix 8.


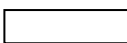

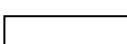







Regional Performance Goals

With *Journey 2035*, the OTO developed eleven performance measures, providing a benchmark for the region in terms of safety, system performance, and public health. OTO produces an annual report, indicating the current trend for each measure. The 2014 Annual Performance Measures Report is included in the Appendix. (By the time of Plan adoption, the 2015 report will be available and will replace the information shown in the table below.)

As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.



Table 3-1: OTO Performance Measures

Performance Measure	Target	Relation to 2040 Plan Goals	2014 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	1, 2, 10, 12	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	4, 5, 10	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	1, 2, 4, 5, 8, 9, 10, 11	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	3, 8, 9, 10	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	4, 5, 6, 8, 9, 10	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	1, 2, 4, 5, 10	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	1, 2, 4, 6, 8, 9, 10, 12	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	1, 2, 4, 6, 8, 9, 10, 12	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	3, 7, 8, 9, 10, 12	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	3, 7, 8, 9, 10, 12	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	1, 3, 6, 10, 11	

Throughout this process, OTO has encountered challenges in reporting performance. Data is not always available for each desired measure or timeframe. The disparate sizes of the OTO communities dictate which American Community Survey timeframes are available. Other data is not collected annually, meaning it does not change from one report to the next. The MAP-21 requirements, carried into the FAST Act, only stipulate that reports are made with the update of the long range transportation plan. This may solve some of the data availability issues for the measures related to meeting these

requirements. MoDOT has also been working with its planning partners, including OTO, to ensure data availability as required by the measures.

Design Standards

OTO has an established Major Thoroughfare Plan (MTP) that shows the projected functional class of the roadway system through 2040 and beyond. This differs from the Federal Functional Classification System, which reflects how roadways currently function. The MTP roadway classification system provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the OTO study area. Both systems use a set of standards which group roadways based on similar characteristics.

Adopted Standards

In *Journey 2030*, the OTO adopted design standards, which are desired minimums based on the recommendations of the Major Thoroughfare Plan. OTO jurisdictions are encouraged to adopt more stringent standards, as well as employ best practices. “Complete Streets” and “Livable Streets” are among the most recent best practices in roadway design.

Recommended Changes

With the review of the Major Thoroughfare Plan in preparation for the *Transportation Plan 2040* planning process, one change was recommended to the Design Standards. This was the inclusion of a Rural Collector. This designation is only applied to certain collectors in Christian County outside of the Tier 2 planning areas. These roadways would have a 50-foot right-of-way applied and open ditch would replace curb, gutter, and sidewalk requirements. With the adoption of Transportation Plan 2040, this change will be incorporated into the OTO Design Standards.

The revised Design Standards are included in the Appendix.

Variance from the Standard

These standards are intended for new construction or the retrofitting of existing roadways. In the event that a roadway project has not been constructed, but is has been designed and right-of-way has been purchased to previous standards, the project is not required to meet these standards. Otherwise, deviations from the OTO Design Standards require recommendation of a variance from a special subcommittee of the OTO Technical Planning Committee to the Board of Directors, who can approve or deny the request.

Bicycle and Pedestrian Design Standards

With the adoption of *Journey 2035*, OTO adopted minimum standards for bicycle and pedestrian facilities in the region, revised from the initial Comprehensive OTO Area Bicycle-Pedestrian Plan. These are also included in the Appendix.

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		25
Located along a Priority Corridor of Regional Significance	Yes	25
	No	0
2. Safety		25
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	15
	Better than rates on similar OTO FCs	0
Safety Concern	Yes	5
	No	0
Improvement or Removal of At-Grade Railroad Crossing	Yes	5
	No	0
3. Congestion Management		20
Volume-to-Capacity Ratio	Current ≥ 0.86	7
	Future (2040) ≥ 0.86	5
Complies with MTP Access Management	Yes	3
	No	0
Included in Regional ITS Arch.	Yes	5
	No	0
4. Environmental Justice		5
	Inside 4 EJ Tracts	5
	Inside 3 EJ Tracts	4
	Inside 2 EJ Tracts	3
	Inside 1 EJ Tract	2
	Inside 0 EJ Tracts	0
5. Multi-modal		10
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	7
	Facilitates transfer or intermodal potential between 1 to 2 modes	5
	No intermodal potential	0
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	3
	No trip reduction	0
6. Economic Development		15
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	5
	No	0
Local Priority Project	Defined leadership and strong political support	10
	Unknown or no leadership or political support	0
TOTAL		100

Programmatic Project List

Maintenance - \$401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about \$401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - \$18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - \$10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - \$4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - \$500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - \$73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is \$1,440,754,598. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,756,938,275. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about \$348,221,517 through 2040 with estimated needs of \$949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	\$1,440,754,598
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$933,680,598

Available Funding (through 2040)	\$1,440,754,598
Constrained Costs (Uninflated)	(\$736,276,601)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$318,338,003)

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$7,013,122	\$ -	\$ -	\$7,013,122	\$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$3,949,115	\$ -	\$ -	\$3,949,115	\$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	\$ -	\$11,068,865	\$12,831,848	\$23,900,713	\$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$ -	\$ -	\$24,401,898	\$24,401,898	\$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$ -	\$7,867,503	\$ -	\$7,867,503	\$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	\$3,004,999	\$ -	\$ -	\$3,004,999	\$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$44,911,468	\$44,911,468	\$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	\$ -	\$12,680,000	\$ -	\$12,680,000	\$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$1,639,091	\$ -	\$ -	\$1,639,091	\$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	\$3,170,001	\$ -	\$ -	\$3,170,001	\$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,347,332	\$ -	\$ -	\$1,347,332	\$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$ -	\$ -	\$2,851,522	\$2,851,522	\$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$19,592,595	\$ -	\$ -	\$19,592,595	\$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$7,748,205	\$ -	\$7,748,205	\$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$9,224,054	\$ -	\$9,224,054	\$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	\$2,513,272	\$ -	\$ -	\$2,513,272	\$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$14,257,609	\$14,257,609	\$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$28,515,218	\$28,515,218	\$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	\$467,687	\$ -	\$ -	\$467,687	\$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	\$1,564,785	\$ -	\$ -	\$1,564,785	\$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	\$2,106,778	\$ -	\$ -	\$2,106,778	\$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	\$ -	\$1,319,655	\$ -	\$1,319,655	\$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$6,000,000	\$11,975,000	\$19,750,000	\$37,725,000	\$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	\$ -	\$ -	\$21,386,413	\$21,386,413	\$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,986,578	\$ -	\$ -	\$1,986,578	\$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	\$2,841,090	\$ -	\$ -	\$2,841,090	\$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	\$2,731,818	\$ -	\$ -	\$2,731,818	\$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	\$1,092,727	\$ -	\$ -	\$1,092,727	\$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	\$ -	\$2,459,748	\$ -	\$2,459,748	\$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	\$2,185,454	\$ -	\$ -	\$2,185,454	\$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	\$1,715,581	\$ -	\$ -	\$1,715,581	\$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,622,545	\$ -	\$ -	\$2,622,545	\$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,098,036	\$ -	\$ -	\$2,098,036	\$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,240,090	\$ -	\$ -	\$2,240,090	\$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	\$6,685,304	\$ -	\$ -	\$6,685,304	\$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	\$8,741,816	\$ -	\$ -	\$8,741,816	\$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$ -	\$13,754,909	\$ -	\$13,754,909	\$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$4,294,417	\$ -	\$ -	\$4,294,417	\$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$5,734,631	\$ -	\$ -	\$5,734,631	\$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$ -	\$21,522,793	\$ -	\$21,522,793	\$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	\$ -	\$4,919,495	\$ -	\$4,919,495	\$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$ -	\$1,885,397	\$ -	\$1,885,397	\$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$ -	\$ -	\$1,524,138	\$1,524,138	\$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	\$ -	\$1,885,397	\$ -	\$1,885,397	\$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$3,114,272	\$ -	\$ -	\$3,114,272	\$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	\$2,185,454	\$ -	\$ -	\$2,185,454	\$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	\$ -	\$26,128,670	\$ -	\$26,128,670	\$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	\$499,376	\$ -	\$ -	\$499,376	\$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$2,921,952	\$ -	\$ -	\$2,921,952	\$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$ -	\$3,228,419	\$ -	\$3,228,419	\$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	\$1,381,207	\$ -	\$ -	\$1,381,207	\$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$ -	\$ -	\$1,461,405	\$1,461,405	\$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	\$1,115,510	\$ -	\$ -	\$1,115,510	\$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	\$ -	\$1,259,268	\$ -	\$1,259,268	\$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	\$1,654,061	\$ -	\$ -	\$1,654,061	\$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$642,523	\$ -	\$ -	\$642,523	\$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	\$ -	\$3,074,685	\$ -	\$3,074,685	\$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	\$12,321,590	\$ -	\$ -	\$12,321,590	\$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	\$ -	\$36,896,216	\$ -	\$36,896,216	\$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	\$ -	\$2,459,748	\$ -	\$2,459,748	\$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$ -	\$ -	\$28,515,218	\$28,515,218	\$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$9,555,801	\$12,298,739	\$ -	\$21,854,540	\$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	\$7,321,271	\$ -	\$ -	\$7,321,271	\$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$ -	\$ -	\$12,200,236	\$12,200,236	\$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	\$ -	\$ -	\$40,447,411	\$40,447,411	\$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$408,680	\$ -	\$ -	\$408,680	\$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$ -	\$21,483,437	\$ -	\$21,483,437	\$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	\$ -	\$2,593,804	\$ -	\$2,593,804	\$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$ -	\$348,054	\$ -	\$348,054	\$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	\$972,336	\$ -	\$ -	\$972,336	\$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	\$ -	\$ -	\$14,257,609	\$14,257,609	\$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$ -	\$16,418,816	\$ -	\$16,418,816	\$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	\$ -	\$14,758,486	\$ -	\$14,758,486	\$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	\$ -	\$657,983	\$ -	\$657,983	\$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,419,452	\$ -	\$ -	\$1,419,452	\$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	\$ -	\$4,919,495	\$ -	\$4,919,495	\$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	\$ -	\$1,362,700	\$ -	\$1,362,700	\$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE 00 TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	\$ -	\$1,967,798	\$ -	\$1,967,798	\$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	\$546,364	\$ -	\$ -	\$546,364	\$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	\$3,000,000	\$ -	\$ -	\$3,000,000	\$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$ -	\$ -	\$25,164,680	\$25,164,680	\$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$ -	\$50,432,208	\$ -	\$50,432,208	\$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$ -	\$49,058,439	\$ -	\$49,058,439	\$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$ -	\$ -	\$27,909,269	\$27,909,269	\$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$ -	\$ -	\$30,281,735	\$30,281,735	\$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527

Transit Constrained List

Table 7-4: Transit Funding Summary

Available Funding (through 2040)	\$348,221,517
Total Needs (through 2040)	(\$949,601,734)
Funding Shortfall	(\$601,380,217)

As operating expenses continue to grow, City Utilities will need to delay vehicle and other capital purchases, and continue to seek outside funding to help maintain a state of good repair for the transit system. The ratepayers for City Utilities water, gas, and electricity, as well as farebox revenue and advertising are prioritized to cover operating expenses. As City Utilities develops its asset management plan, determining capital purchase needs will be more straightforward. In the meantime, this plan assumes these expenses will be the first delayed, in order to maintain fiscal constraint. Human Service Agencies rely on federal transit funding for vehicles. The costs shown are for the maximum vehicles available to the area. Need for replacement vehicles depends on the ability of local agencies to match the federal funds and the replacement cycles of their individual vehicles, as well as the service needs they are fulfilling.

Table 7-5: Transit Constrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
Operating Expenses	\$42,620,000	\$49,408,000	\$57,277,000	\$66,400,000	\$44,814,000
Preventative Maintenance	\$5,520,000	\$6,400,000	\$7,419,000	\$8,601,000	\$5,805,000
Planning	\$1,157,000	\$1,342,000	\$1,555,000	\$1,803,000	\$1,217,000
Security	\$182,000	\$211,000	\$245,000	\$284,000	\$192,000
ADA Enhancements	\$1,809,000	\$2,081,000	\$2,412,000	\$2,796,000	\$1,887,000
8 Fixed-Route and 4 Paratransit Buses	\$4,500,000	\$0	\$0	\$0	\$0
8 Fixed-Route and 4 Paratransit Buses	\$0	\$5,137,000	\$0	\$0	\$0
7 Fixed-Route and 1 Paratransit Buses	\$0	\$0	\$4,849,000	\$0	\$0
6 Fixed-Route Buses	\$0	\$0	\$0	\$4,673,900	\$0
2 Fixed-Route and 3 Paratransit Buses	\$0	\$0	\$0	\$0	\$2,380,000
Shelter/Signs/ Amenities	\$81,000	\$63,000	\$233,000	\$168,100	\$207,000
ITS	\$390,000	\$453,000	\$522,000	\$603,000	\$551,000
Other Agency Vehicles	\$1,799,000	\$1,987,000	\$2,193,000	\$2,422,000	\$1,572,000
TOTAL	\$58,058,000	\$67,082,000	\$76,705,000	\$87,751,000	\$58,625,000
REMAINING FUNDING	\$0	\$0	\$0	\$0	\$0

Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	\$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	\$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	\$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	\$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	\$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$3,505,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	\$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	\$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	\$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	\$209,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	\$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	\$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	\$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	\$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	\$1,673,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$300,000
G402	GREENE COUNTY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	\$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	\$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	\$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$3,744,000
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	\$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	\$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$12,755,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	\$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	\$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	\$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	\$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	\$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	\$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	\$1,500,000
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$261,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	\$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	\$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	\$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$4,386,000
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$23,233,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$374,000
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	\$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	\$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	\$8,168,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	\$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	\$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	\$7,000,000
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	\$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$14,876,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	\$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	\$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	\$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	\$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	\$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	\$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	\$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	\$2,236,000
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	\$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	\$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$457,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	\$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	\$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	\$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$21,372,000
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$792,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$374,000
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	\$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	\$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	\$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	\$2,500,000

Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Also included are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include in Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

Table 7-7: Transit Unconstrained List

Expenses	2018-2022	2023-2027	2028-2032	2033-2037	2038-2040
10 Fixed-Route Buses	\$5,000,000	\$0	\$0	\$0	\$0
2 Fixed-Route Buses	\$0	\$1,160,000	\$0	\$0	\$0
8 Fixed-Route and 3 Paratransit Buses	\$0	\$0	\$5,879,000	\$0	\$0
4 Fixed-Route Buses	\$0	\$0	\$0	\$3,116,000	\$0
1 Paratransit Bus	\$0	\$0	\$0	\$0	\$226,000
Shelter/Signs/ Amenities	\$93,000	\$138,000	\$0	\$101,900	\$0
Route Study Level I Additional Costs	\$6,426,105	\$6,383,085	\$8,743,661	\$8,578,333	\$5,789,621
Route Study Level II Additional Costs	\$13,135,181	\$11,517,597	\$18,727,716	\$15,478,688	\$10,446,754
Route Study Level III Additional Costs	\$17,339,590	\$17,411,821	\$23,840,525	\$23,400,032	\$17,093,366
Route Study Level IV Additional Costs	\$19,385,976	\$16,909,144	\$27,665,828	\$22,724,475	\$15,337,024
Route Study Level V Additional Costs	\$49,579,852	\$47,097,901	\$70,296,315	\$63,295,641	\$45,753,264
Limited Stop Circulator	\$626,281	\$674,683	\$726,825	\$782,997	\$498,553
TOTAL	\$111,585,985	\$101,292,231	\$155,879,870	\$137,478,066	\$95,144,582

Transportation Plan 2040: Constrained Project List

Map 7-1

Legend

Existing Roads

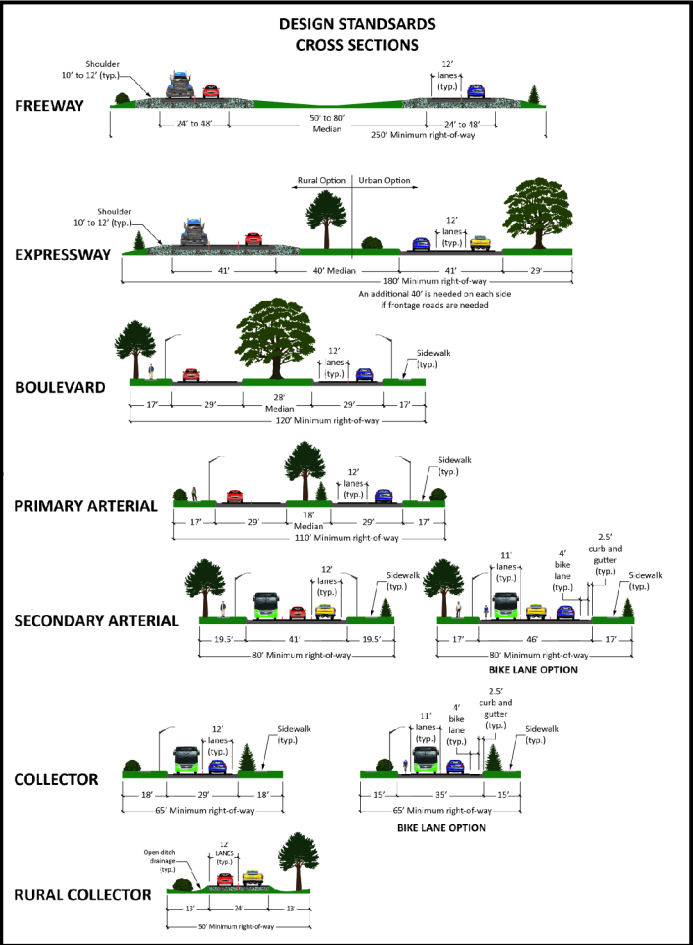
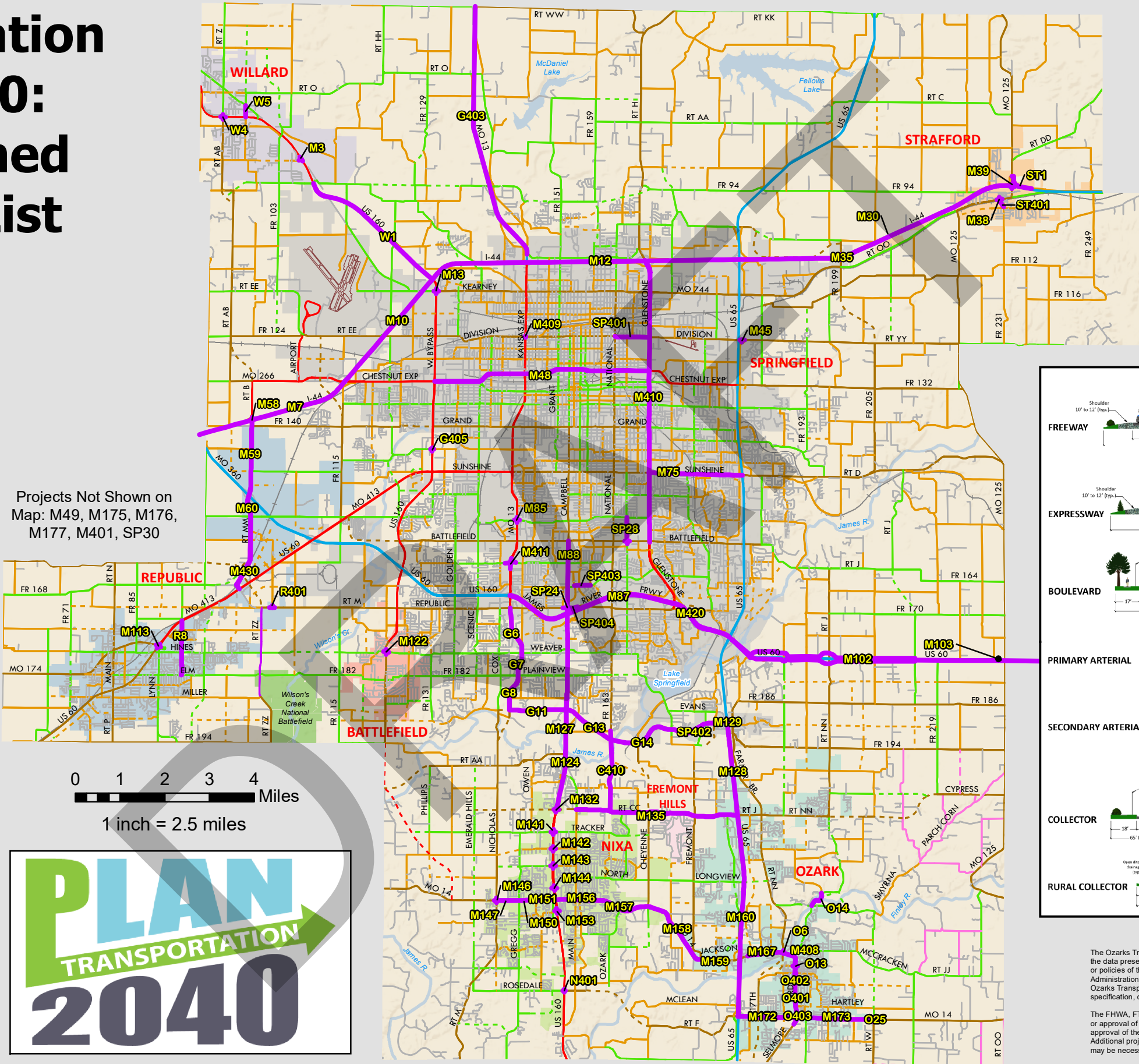
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street

OTO LRTP

- Constrained Project



Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system.

Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on February 16, 2017

Transit is the first area where targets were set. Targets must be established within 180 days of the date targets are set by the State and transit agency.

City Utilities is partnering with the State of Missouri on their Transit Asset Management Plan. State, and thereby CU, targets for the Plan were required by January 1, 2017. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets have been set by the State. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on February 16, 2017, the OTO Board of Directors accepted the Transit Asset Management Targets as set forth by MoDOT and City Utilities.

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	Performance Measure	Targets
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	50 percent
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	50 percent
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	Not Applicable
Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	25 percent with condition rating below 3.0 on FTA TERM* Scale

*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

Transit System Performance Report

A transit system performance report is required for long range transportation plans amended or updated on or after October 1, 2018. The State Transit Asset Management Plan is also due by this date. System performance, as reported in the State TAM Plan, will be included with the next amendment following October 1, 2018.

The Constrained Project List for Transit in *Transportation Plan 2040* includes the replacement of fixed-route and paratransit buses, as well as other agency assets. The Unconstrained Project list highlights the additional needs for asset replacement, as well as those projects which could not be included on the constrained list due to bus replacement needs.

Safety Targets

Adopted by the OTO Board of Directors on December 14, 2017

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 14, 2017, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2018, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2012-2016)	Statewide Target for CY2018
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

Safety System Performance Report

According to MoDOT's state long range transportation plan, *A Citizen's Guide to Missouri's Transportation Future*, Missouri has seen a 25 percent reduction in fatalities between 2005 and 2016, from 1,257 in 2005 to 947 in 2016. In recent years, however, Missouri has seen an increase in fatalities from 826 in 2012 to 947 in 2016. The graphs below depict the safety data on fatalities and serious injuries.

Figure A8-1: Number of Fatalities by Calendar Year

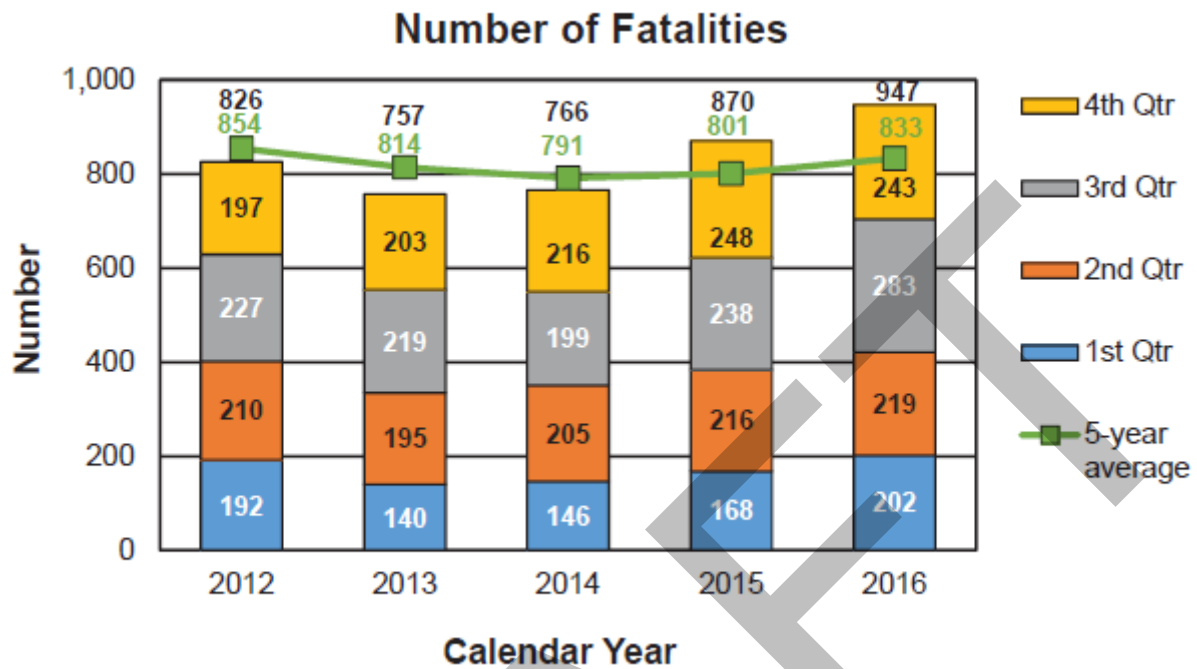


Figure A8-2: Rate of Fatalities by Calendar Year

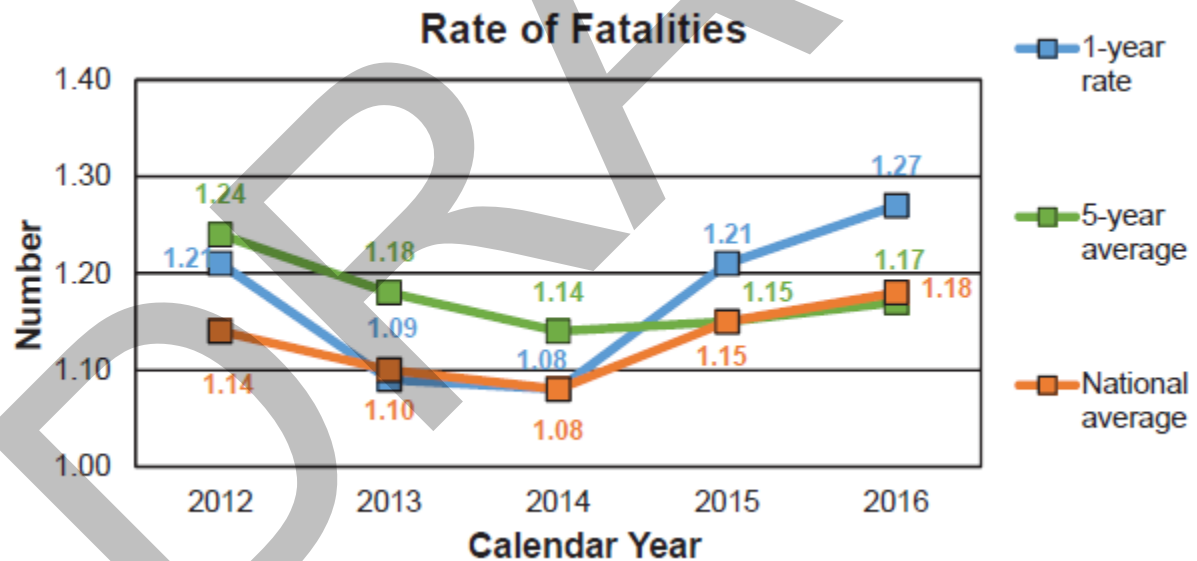


Figure A8-3: Number of Serious Injuries by Calendar Year

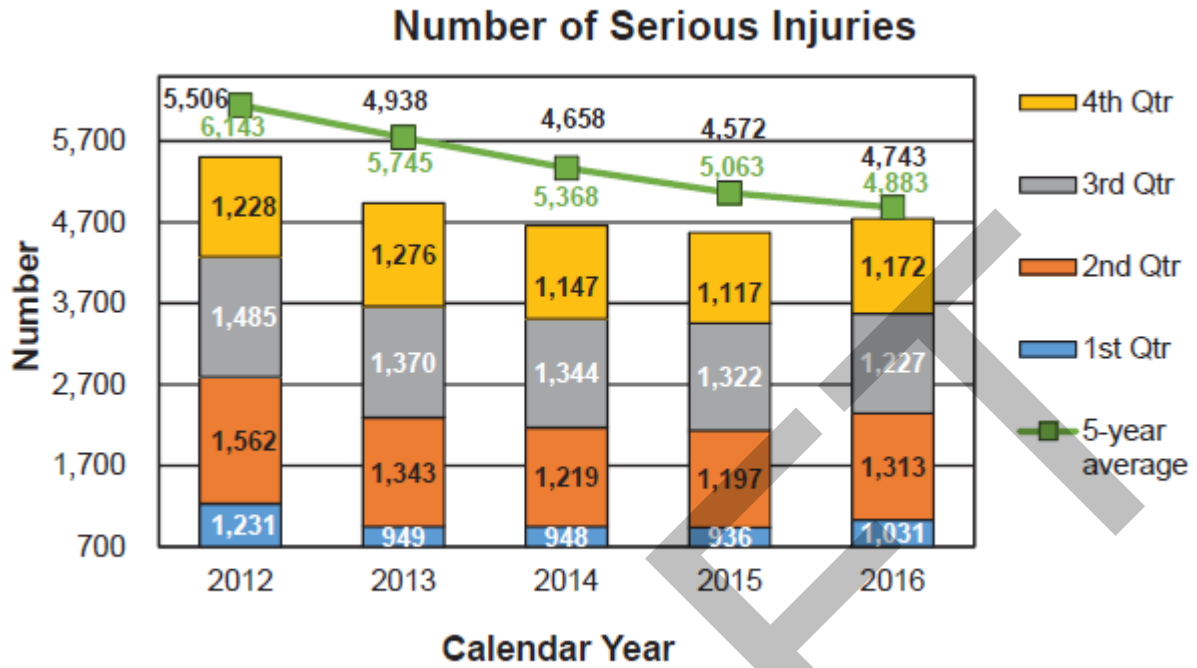


Figure A8-4: Rate of Serious Injuries by Calendar Year

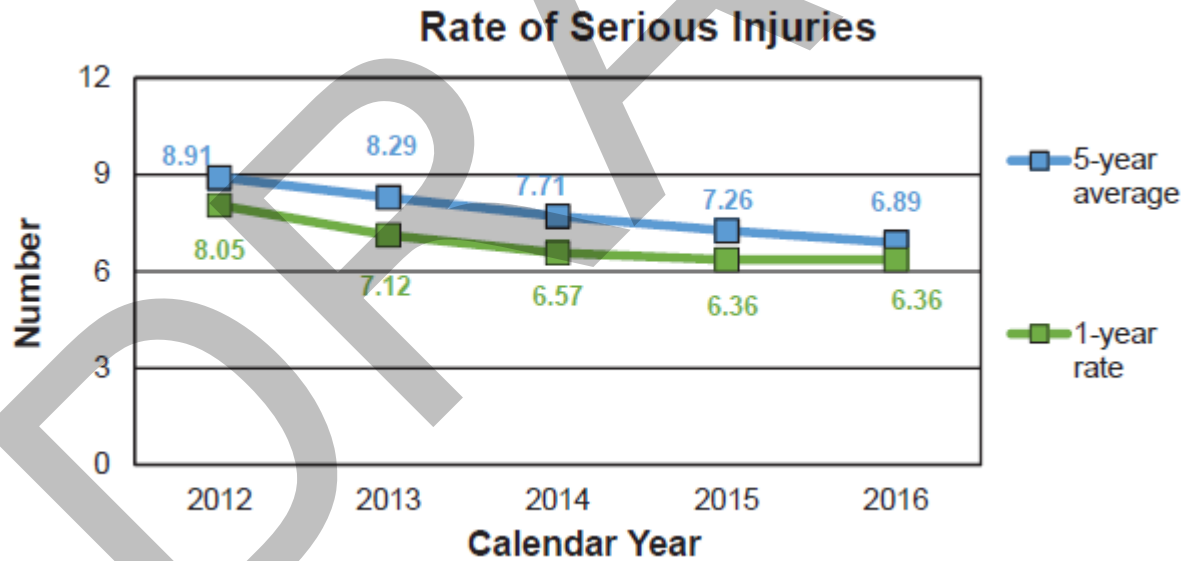


Figure A8-5: Number of Pedestrian Fatalities and Serious Injuries by Calendar Year

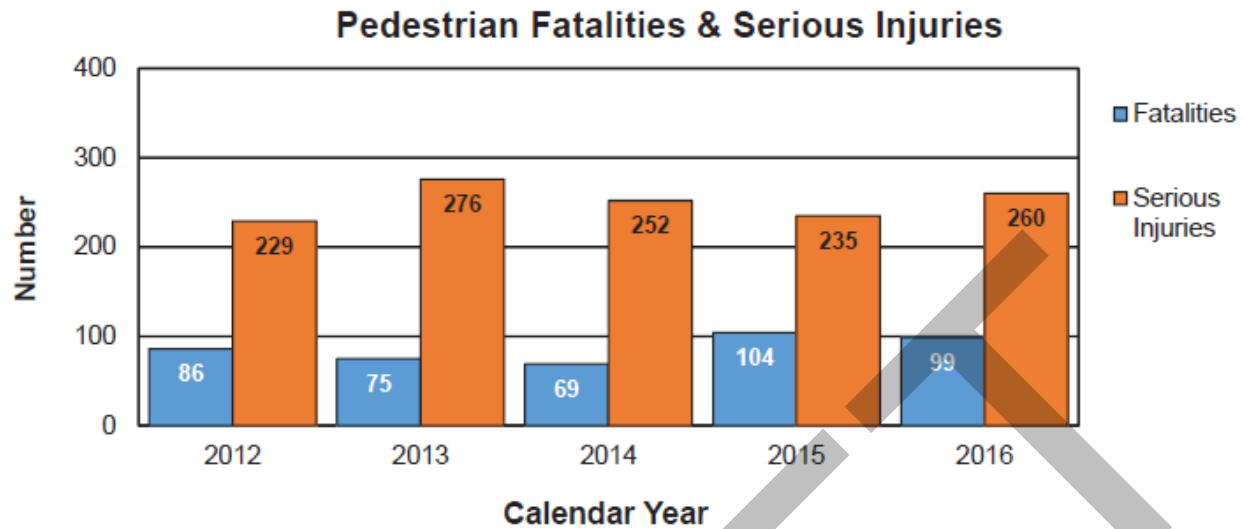
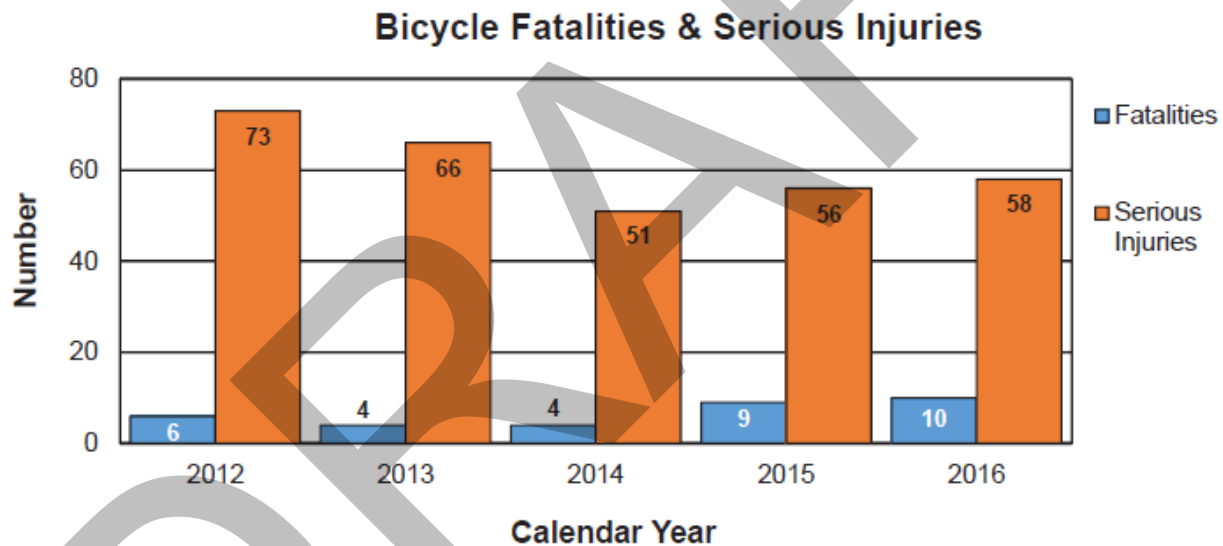


Figure A8-6: Number of Bicycle Fatalities and Serious Injuries by Calendar Year



OTO has agreed to plan and support MoDOT in the statewide targets. OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/16/2018; ITEM II.B.

Amendment Number 9B to the Long Range Transportation Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Greene County has requested two changes to the Major Thoroughfare Plan.

- Realignment of proposed Farm Road 94 to connect straight across to AB. This new alignment is in the city limits of Willard, who has concurred with the proposed amendment.
- Removal of proposed Farm Road 140 (Grand Street) between Orchard Crest and West Bypass. The construction of this connection is prevented by established single-family residential and terrain. This connection is partially in the city limits of Springfield, who has concurred with the proposed amendment.

Greene County will take these changes through their approval process based on the recommendation of the OTO Board of Directors. OTO approval will remain pending until formal concurrence by Greene County.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Amendment 5 to the LRTP was for the addition of \$215 million in revenue.

Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.

Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.

Amendment 8 to the LRTP was for the MTP change to realign Inman Road in Nixa.

Proposed Amendment 9A to the LRTP is to add the 60/125 interchange to the constrained list and to include Fast Act Performance Based Planning required updates.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

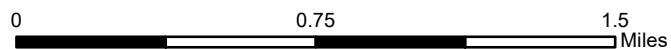
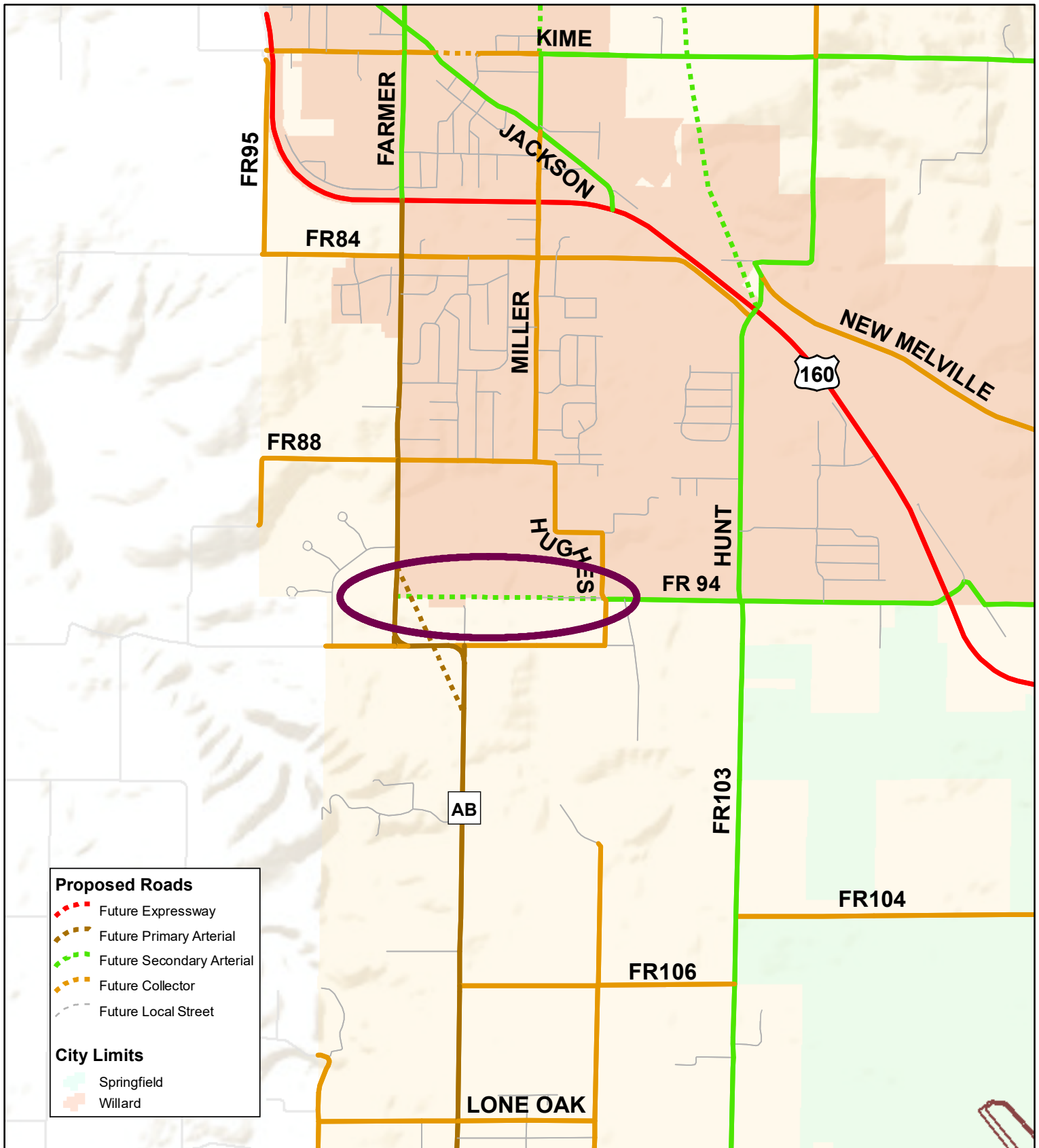
“Move to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 9B, pending Greene County approval.”

OR

“Move to recommend that *Transportation Plan 2040* Amendment 9B be sent to the Board of Directors with the following considerations...”

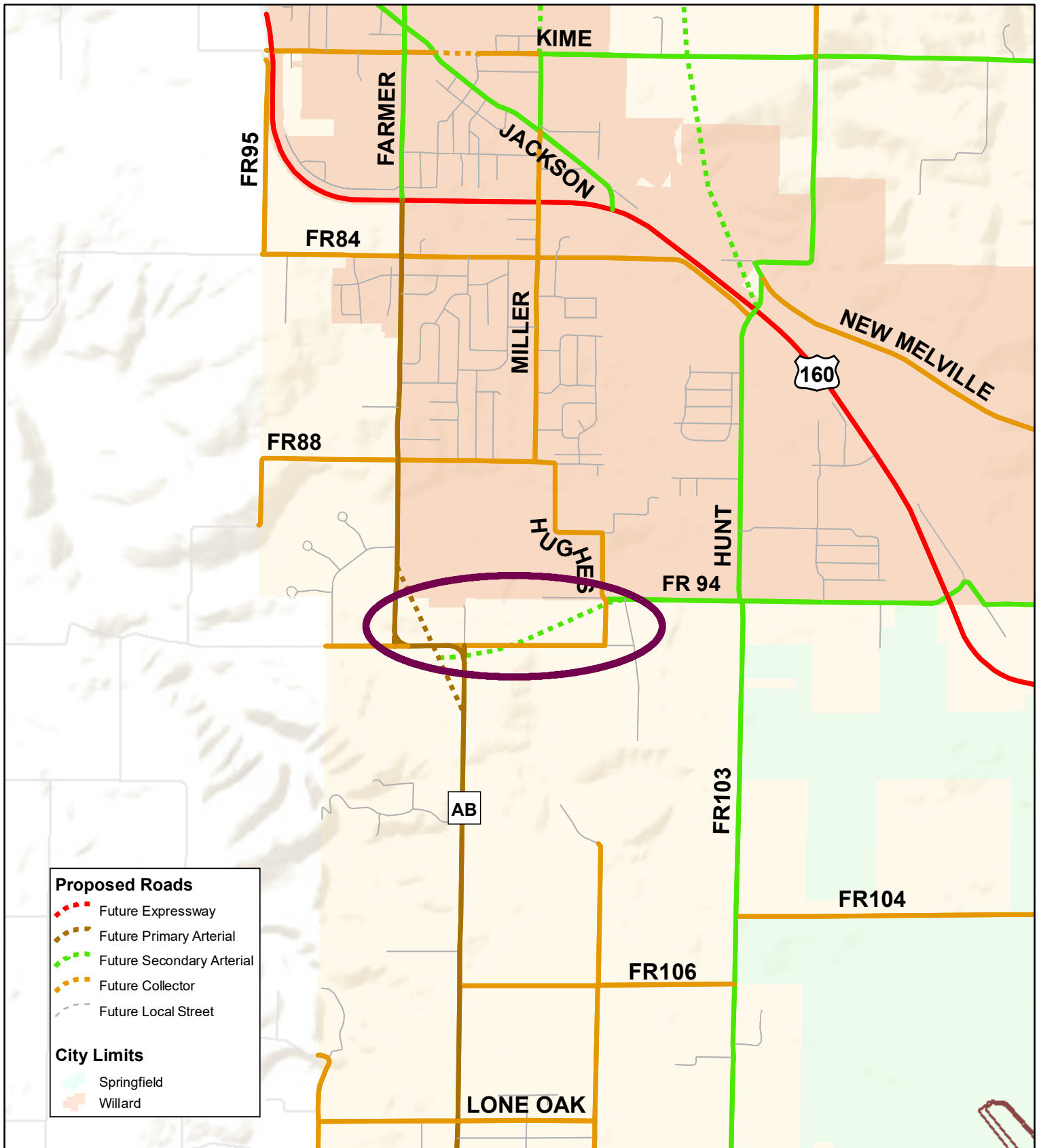
Major Thoroughfare Plan

Greene County FR 94 Future Corridor Alignment Amendment Proposed



Major Thoroughfare Plan

Greene County FR 94 Future Corridor Alignment Amendment Original



0 0.75 1.5 Miles





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date: June 29, 2018

Contact Information

Name: Joel Keller
Title: Transportation Planner
Agency: Greene County Highway Dept.
Street Address: 2064 N. Clifton Ave.

City/State/Zip: Springfield, MO 65803
Email: jkeller@greencountymo.gov
Phone: (417) 829-6517
Fax: (417) 868-4811

Roadway Data

Roadway Name: Farm Rd. 94
Termini of Roadway
 From: The intersection with Farm Rd 101
 To: The intersection with State Highway AB
Length (miles): .75

Number of Lanes: 2
Lane Width: Existing 10', future 12'

Amendment Requested and Justification

Current Classification:
Secondary Arterial

Requested Change:
Request realignment of future corridor.

Describe Process for Jurisdiction Approval?
Requires Planning and Zoning Board approval.

Date of Approval by Jurisdiction
Estimated date Sept. 2018

Please describe the history causing need for the amendment:

Greene County is requesting a change in the future alignment of Farm Rd. 94 west of the intersection with Farm Rd. 101. The current MTP shows an alignment that is dependent upon the future realignment of State Highway AB. Extending Farm Rd. 94 directly west of the Farm Rd. 101 intersection is a more easily defined corridor that is not dependent upon improvements being made on the state system and should facilitate the connection of Farm Rd. 94 to State Highway AB in a timelier manner.

What impacts would this amendment have on future ability to comply with the OTO MTP?
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.

The majority of the south half of the right of way for the new alignment lies in Greene County and the northern portion within the City of Willard.

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information
If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

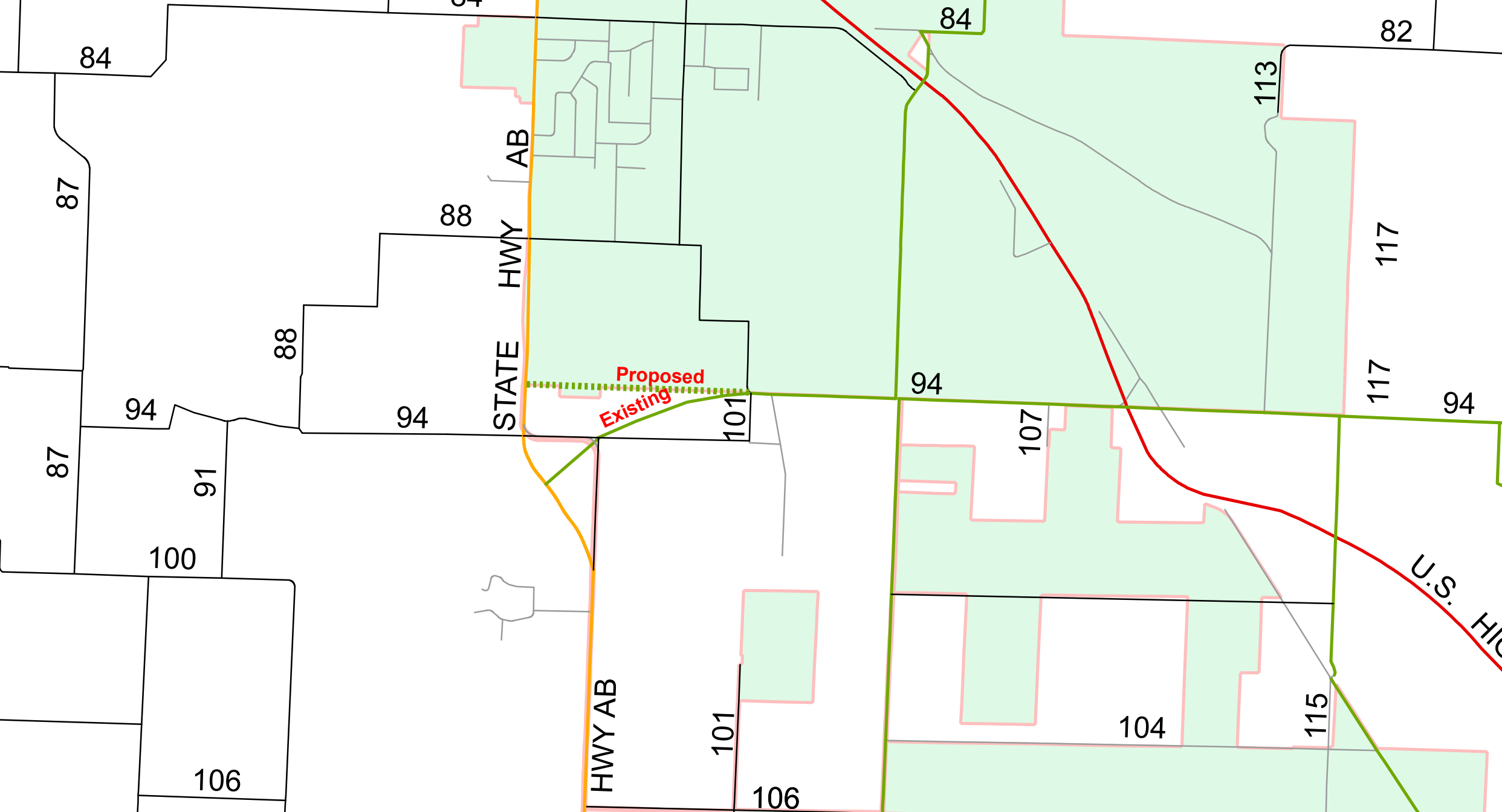
STATE

Existing

Proposed

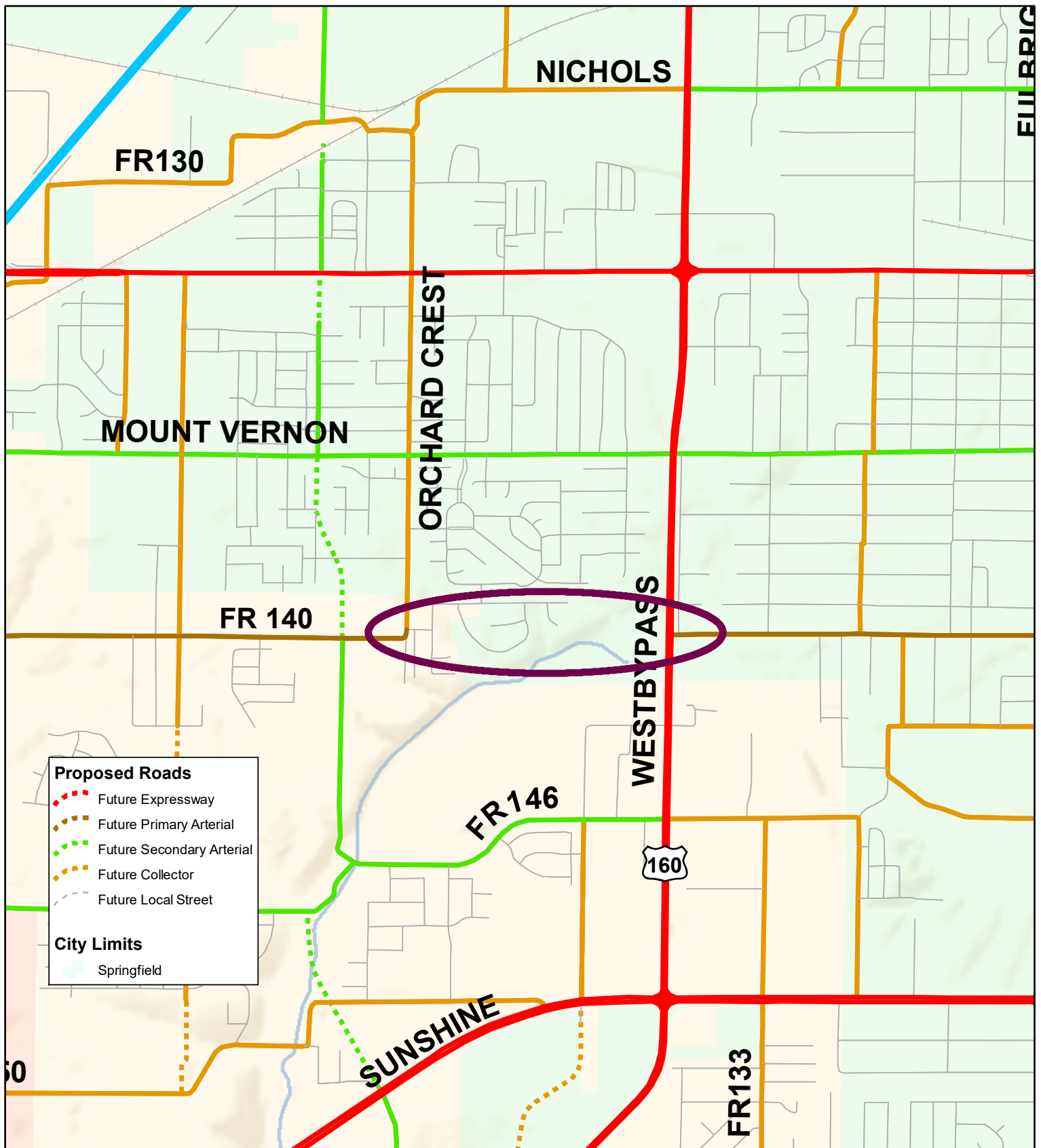
101





Major Thoroughfare Plan

Greene County FR 140 Future Corridor Alignment Amendment Proposed

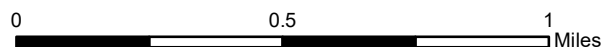
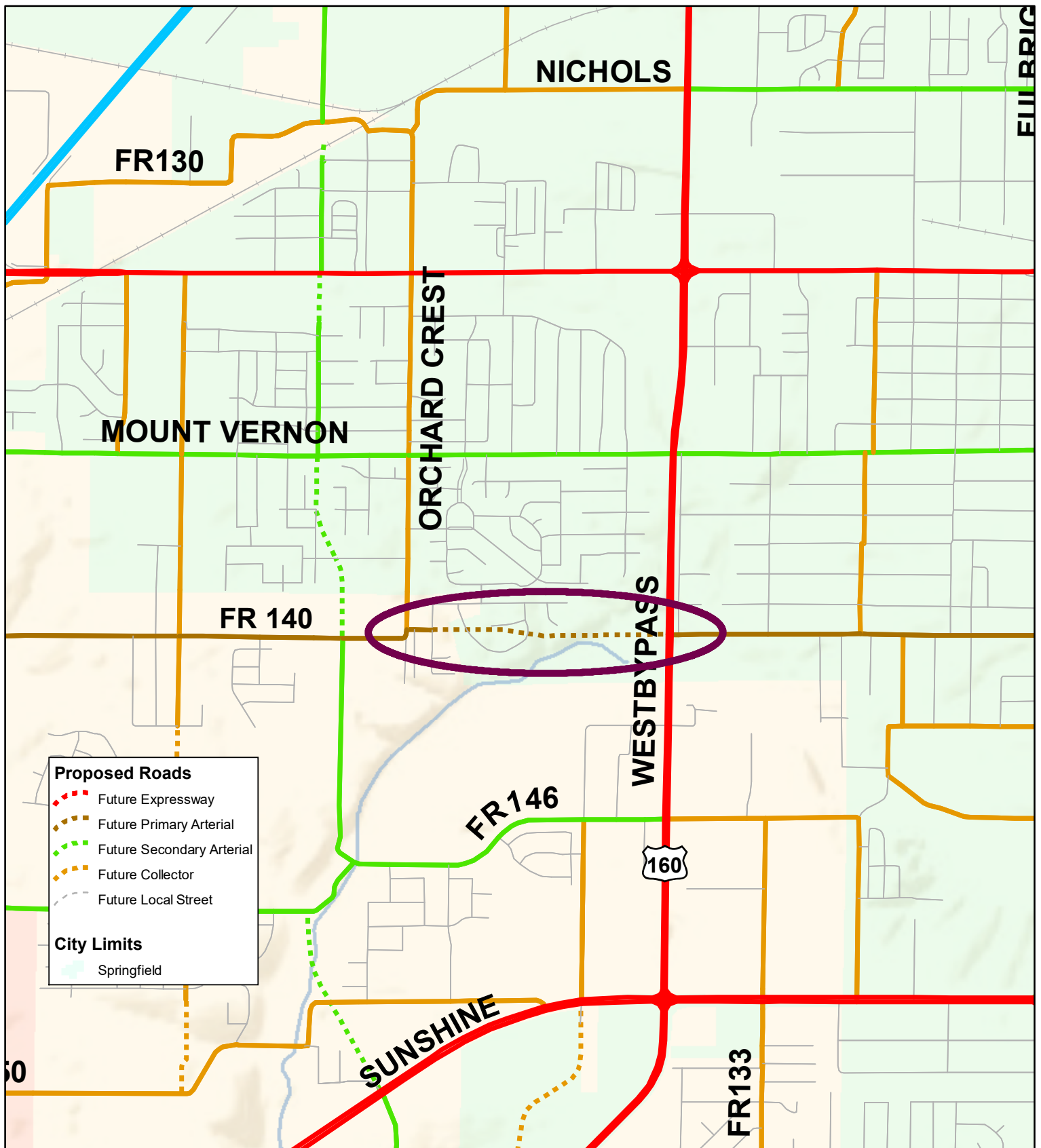


0 0.5 1 Miles



Major Thoroughfare Plan

Greene County FR 140 Future Corridor Alignment Amendment Original





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date: June 29, 2018

Contact Information

Name: Joel Keller
Title: Transportation Planner
Agency: Greene County Highway Dept.
Street Address: 2046 N. Clifton Ave.

City/State/Zip: Springfield, MO 65803
Email: jkeller@greencountymo.org
Phone: (417) 829-6517
Fax: (417) 831-5216

Roadway Data

Roadway Name: Farm Road 140 (Grand St.)
Termini of Roadway
From: East of S. Orchard Crest Ave.
To: West Bypass, U.S. Highway 160
Length (miles): .71

Number of Lanes: 3-5
Lane Width: N/A

Amendment Requested and Justification

Current Classification:
Primary Arterial

Requested Change:
Remove the proposed future extension of Farm Rd. 140 (Grand St.) east of Orchard Crest Ave. to West Bypass (U.S. 160).

Describe Process for Jurisdiction Approval?
Requires Planning Board approval.

Date of Approval by Jurisdiction
Estimated date September 2018

Please describe the history causing need for the amendment:
The proposed future alignment of Farm Rd. 140 east of Orchard Crest extends through an established single-family neighborhood. Right of way dedicated as part of the Timbercreek Subdivision lies partially within the floodplain for Wilson Creek and is an area with significant elevation change. The area would not be a practical location for the road extension.

What impacts would this amendment have on future ability to comply with the OTO MTP?
No future impacts on the ability to comply with the OTO's MTP are foreseen.

Additional information you would like to include.
A portion of the corridor lying west of Jonathan Ave. is in the county. The vast majority of the corridor including that part east of Jonathan is within the City of Springfield,

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information
If you have questions or need help regarding this application, please contact us:

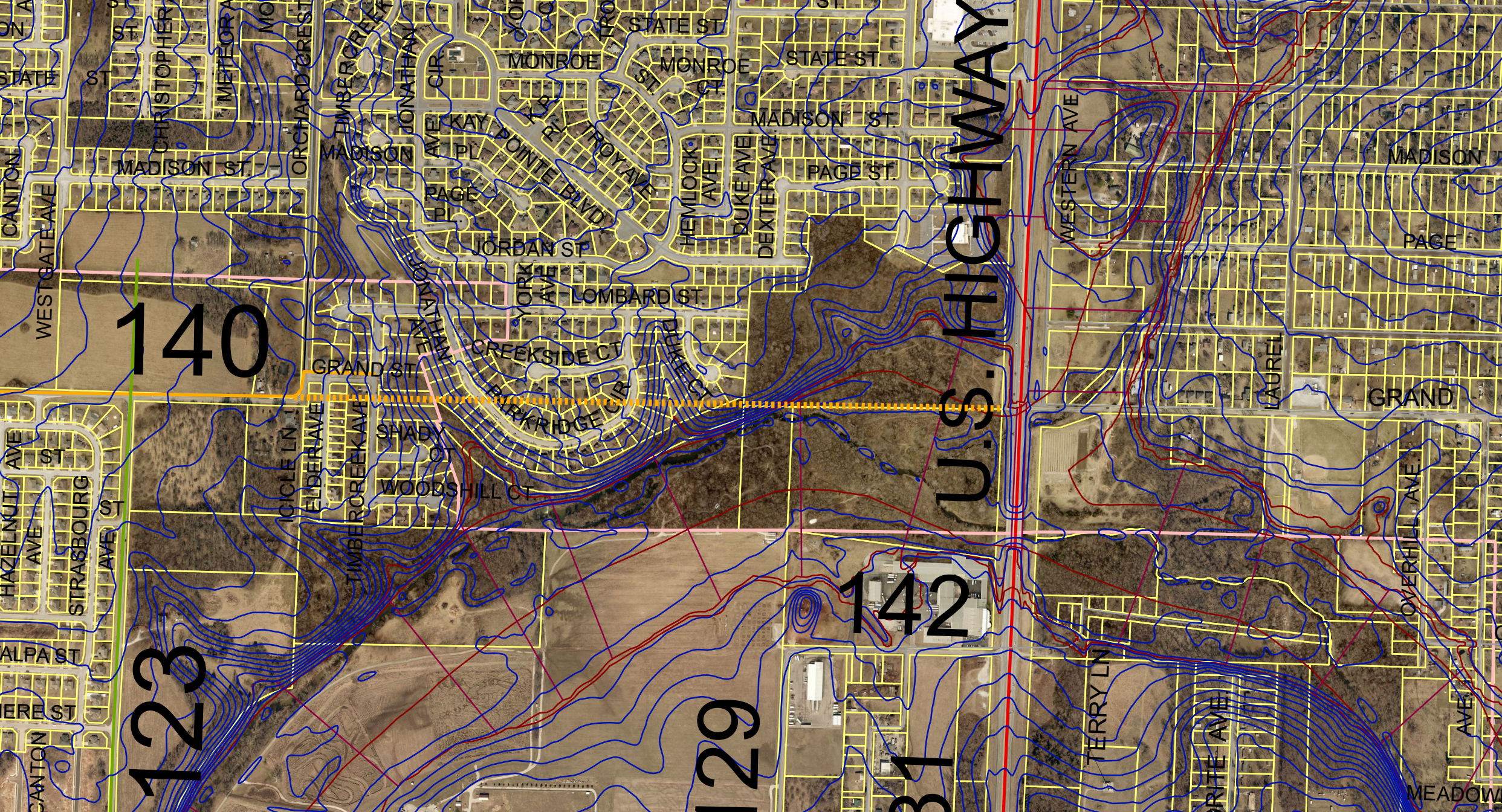
Natasha L. Longpine, AICP

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Springfield, MO 65807



140

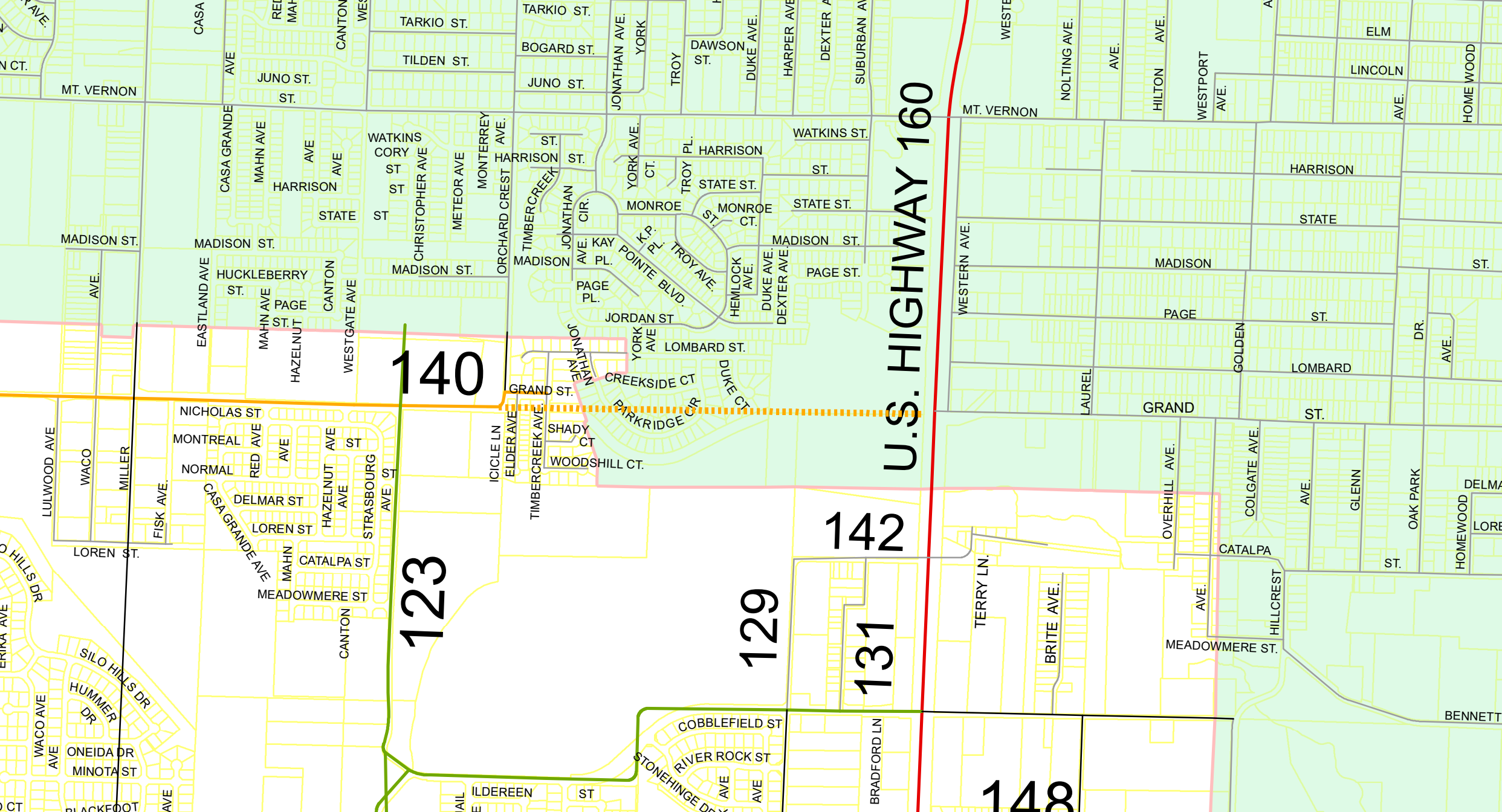
U.S. HIGHWAY

142

123

129

31



140

123

129

142

131

148

U.S. HIGHWAY 160

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/18/2018; ITEM II.C.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

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

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

The City of Nixa has requested the following change to the federal functional classification system. The application is included.

- 1) **Truman Blvd**, from MO 14 to Norton, with new alignments; **Norton**, from Truman Blvd. to Rosedale
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector
Reasoning – Norton Rd. is currently used by Nixa residents from four different subdivisions and many County residents. Current traffic counts indicate an ADT of 1,096 vehicles traveling a section of Norton Rd. that is narrower than twenty feet in places. This connection would also alleviate traffic congestion at the intersection of South St and Hwy 160. The reclassification to Major Collector would also coincide with the proposed Major Thoroughfare Plan aiding in the future connectivity of Inman Rd.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System.

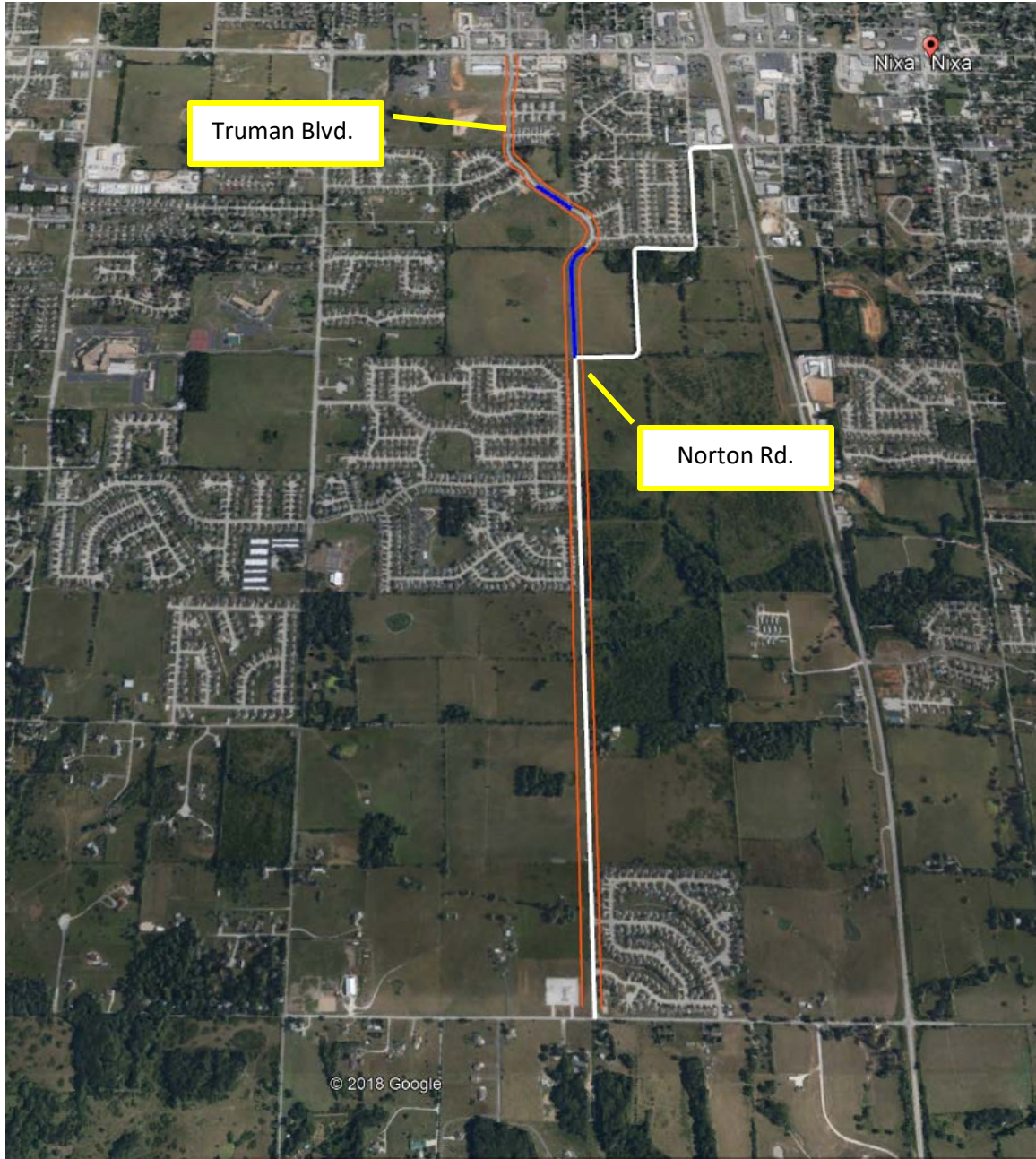
That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend approval of the Functional Classification Change to the Board of Directors.”

OR

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

Truman / Norton Functional Classification Change



Corridor being Considered



New Segments of Truman Blvd.





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

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: 6 - 15 - 2018

Contact Information

Name: Jeff Roussell
Title: Street Superintendent
Agency: City of Nixa
Street Address: PO Box 395, 1111 Kathryn

City/State/Zip: Nixa Missouri 65714
Email: jroussell@nixa.com
Phone: (417) 725-2353
Fax: (417) 725-2480

Roadway Data

Roadway Name:	Truman Blvd / Norton Rd
Termini of Roadway	
From:	Hwy 14 / Truman Blvd
To:	Norton / Rosedale
Length (miles):	0.63 miles / 1.52 miles
Number of Lanes:	Two / Two
Lane Width:	16 Feet / 11 feet
Traffic Volume (AADT):	-- / 1096

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.

[Click **here** and type explanation]

Truman

- Future Rd: The extension of Truman Blvd. to Norton Rd would eliminate a narrow and dangerous section of Norton Rd.
- A large portion of this proposed roadway (.75miles) will soon be under construction, June or July of 2018, as part of the development of Meadowbrook and Oakhurst subdivisions.
- The City of Nixa and C.J.W. Engineering have designed plans for this needed connection of Truman Blvd to Norton Rd.

Norton

- Existing Road

Classification Change

Type of Area:	Residential / Commercial
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

Norton Rd. is currently used by Nixa residents from four different subdivisions and many County residents. Current traffic counts indicate an ADT of 1,096 vehicles traveling a section of Norton Rd. that is narrower than twenty feet in places. This connection would also alleviate traffic congestion at the intersection of South St and Hwy 160. The reclassification to Major Collector would also coincide with the proposed Major Thoroughfare Plan aiding in the future connectivity of Inman Rd.

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

Meadowbrook sub-division has been approved by Nixa Planning and Development and is scheduled for construction in the summer of 2018. This new development will add an additional 185 buildable lots. Oakhurst subdivision is also preliminary plated and will have 122 lots that will be zoned multi-family, residential and residential/commercial. Nixa has also recently adopted an amendment to the comprehensive plan that master planned this section of the City. In that plan, multiple future commercial sites were identified along with multifamily and single family development sites that will impact the corridor. The development patterns, both existing and future, will utilize this corridor as a major North / South connection to Hwy 14.

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

Yes; This proposed connection would tie into State Hwy 14 where many businesses, restaurants, Nixa City Hall and the Nixa Police Department are located.

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

Both; Current and future development will add to an already under classified and over utilized roadway.

Additional information you would like to include.

[Click **here** and type additional information]

TAB 6

BOARD OF DIRECTORS AGENDA 7/19/2018; ITEM II.D.

**Nixa Addendum
Regional Bicycle and Pedestrian Trail Investment Study**

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

AGENDA DESCRIPTION:

The Nixa Addendum to the Regional Bicycle and Pedestrian Trail Investment Study has been completed by Alta Planning and Design, Inc. The 76 miles of trail included in the Regional Investment study did not include any connections to the City of Nixa. There are no well-established corridor concepts in this part of Christian County. This was recognized as a critical shortcoming and a solution was built into the original contract. An on-call provision allowed us to negotiate on-call services for a period of five years. When Nixa was ready to explore trails, we would work to bring Alta in again.

Nixa was ready in January 2018. The City of Nixa received a donation of park land on Christian County Rt. AA, bordering the James River. Community leaders have a strong desire to see this land connected to the developed portions of Nixa. A contract was signed in February 2018 to have Alta propose two or three trail connections that would integrate Nixa into the trail system evaluated in the Regional Investment Study.

A total of 12.03 miles of regional trails were proposed in the Nixa Addendum. The *Eoff Trail* connects Rotary Park in central Nixa to the new park land and north across the James River to the future E/W Arterial. The *NE Chadwick Flyer Connector* connects the Eoff Trail, at Tracker Road, to the proposed *South Chadwick Flyer* trail along Rt. CC, west of Fremont. Finally, the *Finley River Connector Trail* connects the X Center and McCauley Park to the Finley River, south of Cheyenne. These trails provide connections to Ozark, southwest Springfield along the Kansas Extension, and southeast Springfield along the Galloway Creek trail.

Additional, Alta outlined approximately 72 miles of local trails, sidepaths, and on-street connections. These facilities were included in the addendum to provide context and help us understand why Alta settled on the final three alignments. During the development of the Regional Investment Study, Alta had established corridors to evaluate and bike/ped concepts in several communities with which to work. This wasn't the case in Nixa.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the *Nixa Addendum to the Regional Bicycle and Pedestrian Trail Investment Study*.

That a member of the Technical Planning Committee makes one of the following motions:

"Move to recommend approval of the *Nixa Addendum to the Regional Bicycle and Pedestrian Trail Investment Study* to the Board of Directors."

OR

"Move to recommend approval of the *Nixa Addendum to the Regional Bicycle and Pedestrian Trail Investment Study* to the Board of Directors with the following changes..."



Ozarks Transportation Organization Bicycle & Pedestrian Trail Investment Study



Nixa Area Addendum

June 2018



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ACKNOWLEDGEMENTS

Ozarks Transportation Organization

Staff

Sara Fields, AICP, Executive Director
Natasha Longpine, AICP, Principal Planner
Andy Thomason, AICP, Planner, Project Manager

Board of Directors, Executive Committee

Dan Smith, Director of Public Works, City of Springfield, Chair
Ray Weter, Presiding Commissioner, Christian County, Past Chair
Travis Cossey, Director of Planning and Development, City of Nixa, Secretary
David Cameron, City Administrator, City of Republic, Treasurer
Bob Cirtin, Presiding Commissioner, Greene County, Past Chair
Brian Weiler, Director, Springfield-Branson National Airport
Steve Childers, City Administrator, City of Ozark

Bicycle and Pedestrian Advisory Committee

Josh Bird, Christian County
Steve Bodenhamer, City of Strafford
Randy Brown, City of Willard
Jeremy Parsons, City of Ozark
Debra Hickey, City of Battlefield
Derrick Estell, City of Springfield
Karen Haynes, City of Republic
Joel Keller, Greene County Highway Department
Frank Miller, MoDOT
Matt Crouse, City of Nixa
Kelly Turner, City Utilities
John Montgomery, Ozark Greenways
David Hutchison, Citizen Representative
Cole Pruitt, Missouri State University

City of Nixa

Staff

Matt Crouse, Director of Parks and Recreation
Travis Cossey, Planning and Development Director
Doug Colvin, Director of Public Works, Interim City Administrator

City Council

Mayor Brian Steele
Jimmy Ledbetter, Mayor Pro Tempore (District I)
Scott Perryman (District I)
Matt Barker (District II)
Aron Peterson (District II)
Darlene Graham (District III)
Justin Orf (District III)



Consultant

Alta Planning + Design

Paul Wojciechowski, P.E., AICP, Principal, Project Manager
Kevin Neill, AICP, Senior Planner
Joel Birke, P.E., Senior Engineer



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CHAPTER ONE: INTRODUCTION

Background and Purpose

Located six miles south of the Springfield and 30 miles north of the Branson, the City of Nixa offers a balance of small-town sense of community with access to big-town services and attractions. As one of the fastest growing communities in Missouri, the City of Nixa prides itself on its pro-active comprehensive and strategic planning efforts, which have resulted in responsible, quality growth and development. Nixa continues to deliver high-quality public services to the community’s growing population, which increased by more than 68 percent in the last two decades (from 12,201 in 2000 to an estimated 20,520 in 2016). Excellent public schools, police and fire services, community facilities, commercial services, and employment opportunities reinforce Nixa’s reputation as a great place to live, work, and play.

In recent comprehensive and strategic planning efforts, the City has recognized the importance of and need for trails, sidewalks, and bicycle facilities to increase community connectivity, expand recreational opportunities, and support active transportation and recreation. While these planning efforts have resulted in the identification of an on-street bicycle network and locations for new sidewalks, they lack the elements that will connect to and expand on the priority trail network established by the Ozarks Transportation Organization..

In Fall 2017, the Ozarks Transportation Organization, the federally-designated regional transportation planning organization for the Springfield Metropolitan Area, completed the Bicycle & Pedestrian Trail Investment Study. The

study analyzed and refined 75 miles of regionally significant trail alignments, developed cost estimates to assist local agencies with programming and project development, and created a sample prioritization process to assign value to trail corridors and assist the OTO in allocating federal funding to trail projects throughout the region. While a number of planned priority trail corridors examined in the Trail Investment Study extended south of the James River and into Christian County, there were no planned priority trails providing a direct connection to the City of Nixa. To address this deficiency in the priority trail network, the OTO, in partnership with the City of Nixa, has commissioned this study to identify trail opportunities connecting the City of Nixa to the regional trail network. This Nixa Area Trails Study will serve as an addendum to the regional Trail Investment Study.



Bicycling and walking are popular activities in Nixa, but the lack of trails, sidewalks and bikeways limit opportunities.

Plan Outline

The plan document consists of seven chapters, outlined below.

Introduction

The Introduction Chapter describes the context and purpose of the Nixa Area Trails Study, its relationship to the 2017 Trail Investment Study, and the contents of the document.

Existing Conditions

The Existing Conditions Chapter examines completed plans and studies and documents current conditions for walking and bicycling in order to identify opportunities and challenges to future trail development. Understanding these conditions is critical to the development of practical, implementable recommendations for future trail development.

Public Engagement

Public participation and input is critical to the planning process. The Public Engagement Chapter documents the outreach activities and input received from community members during the course of the project.

Vision and Goals

The Vision and Goals are based on those of the regional Trail Investment Study and reflect the community's ambitions, values, and needs with respect to trails and active transportation. The Vision and Goals provide the foundation for the plan's recommendations.

Regional Trail Alignment Development

Regional trails will connect the City of Nixa to surrounding amenities, destinations, and future trails and greenways. This chapter of the plan analyzes potential trail corridors and identifies preferred trail alignments for key regional trails.

Recommendations

The Recommendations Chapter identifies key regional trail corridors to connect the City of Nixa to the regional trail network and to surrounding communities and destinations. The chapter will also include general recommendations for the City of Nixa to link local destinations to regional trail facilities and to support walking and bicycling activity.

Prioritization

Using the sample prioritization methodology developed for the Trail Investment Study, the Prioritization Chapter of the Nixa Area Trails Study analyzes the value of the recommended Nixa Area regional trails. The results of this prioritization may be used in coordination with the 75 miles of previously studied regional trails. This will integrate the Nixa Area regional trails into the sample prioritization model and draft prioritization results.



Trails, greenways, and on-street connections recommended in this study will build on the City's network of existing sidewalks, trails and bikeways to make walking and bicycling safe, convenient, and enjoyable ways to travel throughout Nixa. (Bottom picture, courtesy of Shannon Cochran)

CHAPTER TWO: EXISTING CONDITIONS

Introduction

Sidewalks, bicycle lanes, and short trails form the foundation of Nixa’s active transportation environment. These walking and bicycling facilities reflect the City’s growing interest in supporting walking and bicycling as safe, convenient, and enjoyable ways to travel around the community for both transportation and recreation. However, the lack of longer linear trails and greenways, both within the City of Nixa, and connecting Nixa to adjacent communities, limits bicycling and walking for transportation and recreation. The Existing Conditions Chapter of this plan reviews completed plans and studies pertaining to active transportation and trail development and documents the current state of the environment of bicycling and walking. The focus of this existing conditions examination will be to identify opportunities and challenges to future trail development, particularly regionally-significant trails that connect the City of Nixa to surrounding communities, destinations, and regional amenities.

Local and Regional Planning Context

The Nixa Trails Plan is not the first planning study to address the subject of bicycle and pedestrian facility development in Nixa. Both the City of Nixa and the Ozarks Transportation Organization (OTO), the metropolitan planning organization (MPO) for the Springfield Metropolitan Planning Area, have completed long-range planning studies that incorporate recommendations for bicycle and pedestrian facilities, including sidewalks, trails, and on-street bikeways. These plans and studies are summarized below to identify key information, themes, and recommendations that may impact this planning effort.

Local Plans

Through its local planning efforts, the City of Nixa has established the importance of trails and greenways as a valued component of a diverse program of recreational offerings to Nixa residents and visitors. Adopted plans highlight trails, sidewalks, and on-street bikeways as desirable amenities.

While these adopted plans do not identify specific locations for future trail development, the City has begun to look at specific corridors for future trails and sidewalks.

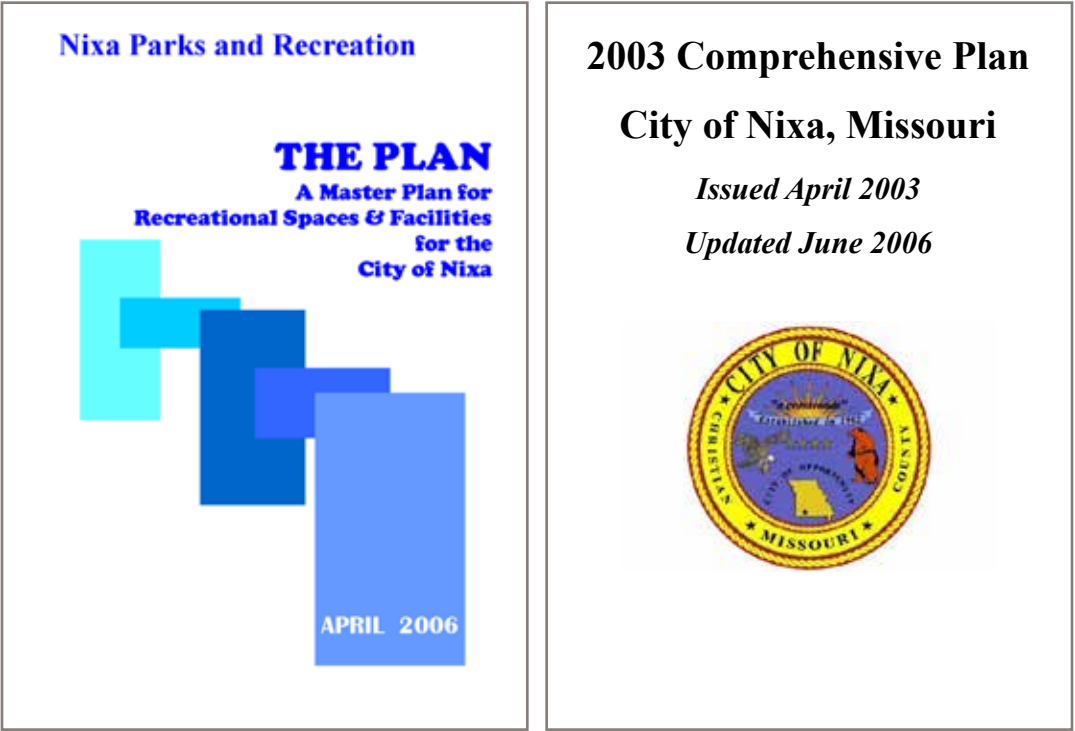
City of Nixa Comprehensive Plan (2006)

Completed in 2006, the City of Nixa Comprehensive Plan guides the City’s growth, development, and provision of infrastructure and services. The plan chapters represent key service areas and include specific goals, objectives, and activities. Multiple service areas and corresponding goals point to the importance of walking and bicycling infrastructure to serve both recreation and transportation needs. While the plan clearly states that vehicular traffic is the dominant mode of transportation within the community, it acknowledges that pedestrian and bicycle infrastructure can and should be incorporated into the transportation system where possible.

Trails that support walking and bicycling are a critical component of the comprehensive plan and support the City’s goal of providing diverse recreational and cultural opportunities in harmony with preserving and improving the natural setting, resources, and habitat. One of the objectives to achieve this goal is the provision of passive recreational opportunities geared towards walking and bicycling. This includes not only completing trail projects already in development, but also working with Ozarks Greenways and other regional organizations to plan and develop a regional trail system.

City of Nixa Parks and Recreation Master Plan (2006)

The City of Nixa’s Parks and Recreation Master Plan, formally titled The Plan: A Master Plan for Recreational Spaces & Facilities for the City of Nixa, presents a comprehensive strategy for increasing high quality parks facilities, delivering complete and comprehensive leisure services and programs, and providing non-motorized transportation amenities. The plan’s fifth of five goals focuses specifically on bicycling and walking: Provide a comprehensive sidewalk and bikeway



The City’s Comprehensive Plan and Parks & Recreation Master Plan support trail development.

system to provide residents with safe and convenient access to parks, schools’ play space, and other leisure endeavors and allow ample alternative transportation opportunities.

The bicycle and pedestrian element of the Parks and Recreation Master Plan was drafted by the Ozarks Transportation Organization. The recommended facilities consist primarily of new sidewalks and on-street bikeways that focus on connections to key community destinations like parks and schools. While the plan highlights the importance of preserving greenways for future development of trails, the plan does not identify specific corridors for future trails.

Regional Plans

Regional plans completed by the OTO establish a framework for investment in transportation infrastructure that includes bicycle and pedestrian facilities as an integral component of a balanced transportation system. The Plans summarized below highlight efforts to set a course for regional trail network development.

Long-Range Transportation Plan (2017)

In 2017, the Ozarks Transportation Organization, the regional metropolitan planning organization, completed its Long-Range Transportation Plan (LRTP), which will guide federally-funded infrastructure development for the Springfield Metropolitan Area. During the planning process, citizens from across the region voiced their interest in allocating funds to the development of trails and on-street bikeways. When asked how they would allocate \$100 dollars to transportation, participants allocated the second largest amount of funding to bicycle lanes and trails, behind only new highway construction.



While the LRTP identifies future trails and on-street bike-ways, most of these projects were initially identified at the local level, reflecting previous municipal planning efforts for bicycle and pedestrian facilities. Because the City of Nixa has not previously undertaken planning efforts to identify and prioritize greenways or trails within the community, there are no future trail projects in Nixa included in the LRTP. There are, however, numerous planned trails surrounding Nixa, many of which lead directly to the edge of the City. These include the Finley Creek Greenway, multiple short trail segments connecting the Finley Creek Greenway to the City of Nixa, the OTC Richwood Valley Campus Trail, Wilson’s Creek Greenway, the James River Greenway, and the Chadwick Flyer Rail Trail. These planned trail facilities can be seen in Map 1. Some of these trails can be extended into the City of Nixa to increase Nixa’s access to the regional trail network. For other trails, like the James River Greenway and the Chadwick Flyer Rail Trail, new trail facilities must be developed to connect Nixa to these regional trail facilities.

In addition to trails and greenways, the Long Range Transportation Plan also identifies priority sidewalk corridors within Nixa and connecting Nixa to adjacent municipalities. These sidewalk corridors are listed in Table 1.

Where feasible and desirable, the installation of sidepaths along these priority sidewalk corridors can be considered as an alternative to sidewalks. Sidepaths can support both pedestrian and bicycle transportation, and their typical level of comfort supports a wide range of bicyclists, from children to seniors. In effect, sidepaths can function as an extension of the trail network, connecting residents to destinations not served by trails and greenways within independent rights-of-way.



Table 1: LRTP Nixa Area Priority Sidewalk Corridors

Trail Corridor	From	To
Highway CC	Highway 13	City of Ozark
Highway 14	Western City Limits	City of Ozark
Main Street	South Street	Highway 13
Tracker Road	Nicholas Road	Cheyenne Road
McCauley Farm Road	Main Street	Cheyenne Road
Northview Road	Gregg Road	Main Street
Ellen Street	Highway 14	Northview Road
Gregg Road	Highway 14	Northview Road
South Street	West Street	Main Street

Trail Investment Study (2017)

Also completed in 2017, the OTO’s Trail Investment Study examined 75 miles of planned trails identified as regional priorities for federal funding. The study analyzed existing conditions along the planned priority trails, refined original conceptual alignments based on land use, topographic, environmental, and other critical factors. The study also included a sample prioritization methodology and draft prioritization results to assign value to each trail corridor and to assist the OTO in allocating federal funding to these projects through its competitive Transportation Alternatives Program (TAP). A vision for the region’s trail system, along with a series of supporting goals, provided the framework for alignment development and subsequent corridor prioritization.

Of the 75 miles of planned priority trails included in the study, none connect to the City of Nixa, and only three trails are located within or cross into Christian County. This gap in the regional priority trail network was duly noted during the process, and the interest in greenway connections from Nixa to the regional greenway network, as well as to Ozark, were identified as an addition to the investment study process. This Nixa Area Addendum to the Trail Investment Study will support the “downtown-to-downtown” focus of the regional priority trail network and integrate the City of Nixa into future decisions in regional trail investments.

Through its Long Range Transportation Plan, Bicycle & Pedestrian Trail Investment Study, and other efforts, the OTO has been at the forefront of strategic discussions, planning, and funding for trail network development at the regional level.

Existing Trail Facilities

Sidewalks, signed bicycle routes, dedicated bicycle lanes, and shared-use paths (known commonly as trails or multi-purpose trails) comprise the City of Nixa’s facilities for walking and bicycling. The existing inventory of walking and bicycling facilities in Nixa is generally oriented to local travel, with the majority of sidewalks and trails located within park properties, school sites, and residential subdivisions. In recent years, the City of Nixa has integrated sidewalks and bicycle lanes into capital improvement projects along collector and arterial roads, which is a clear sign of the City’s intention to increase connectivity and safety for walking and bicycling. Each type of walking and bicycle facility is inventoried and described in greater detail below and shown in Map 1 on the following page.

Regional Trails

Regional trails provide a paved surface bicycling, walking, and other non-motorized uses and connect communities within the region. While there are no regional trails in Nixa, there are existing and planned regional trails within close proximity, as previously mentioned. As planned regional trails like the James River Greenway, the Finley Creek Greenway, and the Chadwick Flyer Rail Trail are developed, it will be important for the City of Nixa to provide residents and visitors with access to these valuable recreation and active transportation resources.

Linear Trails

Linear trail facilities provide a path for walking and bicycling between two or more community destinations. Linear trails are often located along riparian corridors like rivers and streams, along utility corridors, and even adjacent to roadways. Linear trails are different than sidewalks because they are intentionally designed to accommodate walking, bicycling, and other forms of non-motorized transportation. There are currently no linear trail facilities in the City of Nixa.

Local Trail Segments

The City of Nixa has a number of short trails that serve as recreational amenities within local parks, on school campuses, and in subdivision common ground and open space. While some of these trails, such as the McCauley Park Trail and the Century Elementary School Trail meet design standards for shared-use paths, most are between five and eight

feet wide and intended primarily for walking and jogging. These narrower trails include the Mercy Walking Trail, the Copper Leaf Community Trail, and the Parkmore Heights walking trail.

On-Street Bikeways

In recent years, Nixa has installed a number of bicycle lanes to support active transportation. Dedicated bicycle lanes provide a separate space on the roadway for exclusive use by bicyclists through striping, markings, and signage. Bicycle lanes are located on Butterfield Drive, Main Street, Tracker Road, and Old Castle Road. In total, there are 2.47 miles of bicycle lanes in Nixa. The lack of connectivity between these bike lanes, as well as the lack of other bicycle facilities like signed bicycle routes and shared-use paths, limits their effectiveness to support bicycle transportation. These bike lanes do, however, serve an important function in building awareness for bicycle facilities and the presence of bicyclists on streets throughout the City. In addition, the bike lanes will form the foundation of Nixa’s bicycle network, which will continue to grow as Nixa’s roadway system is updated to meet its growing population and their desire for more trails and bikeways.



Recent additions of bicycle lanes and pedestrian crossings with active warning beacons highlight the City’s commitment to walking and bicycling.

Sidewalks

There are more than 45 miles of existing sidewalks in the City of Nixa. While these sidewalks do provide access to many of the City’s schools and parks, the lack of connectivity between sidewalks diminishes their utility and limits the potential of walking to serve as a viable transportation choice for community residents. Most of the City’s existing sidewalks are clustered in recently-developed residential subdivisions, including The Columns at Century Park, The Springs, Park Hill Place, Carriage Crossing, Cobble Creek, Walnut Creek, Jacks Place, Dogwood Estates, Woodfield, Rolling Hills, and Forest South. There are some segments of sidewalk along collector and arterial roadways, such as Aldersgate Drive, Gregg Road, Nicholas Road, Old Castle Road, Main Street, and North Street; however, few of these sidewalk segments connect to one another. The two major highways that bisect the City of Nixa, Highway 14 and US Highway 160, divide the community into quadrants and serve as barriers to walking and bicycling. There is a lack of sidewalks and safe crossings along and across both of these corridors.



Map 1: Existing Trails, Sidewalks, and Bikeways

Land Development and Infrastructure

Nixa’s rapid growth from a small town with rural roots and character to a largely residential suburban community with strong ties to both Springfield and Branson can be seen in the changes in land use and transportation patterns that radiate from the city’s center.

Land Use

While generally residential in nature, the City’s land use and development patterns highlight the diversity of amenities, services, businesses, and employment opportunities within the community. Commercial uses along Main Street represent the City’s historic commercial spine. Many of the businesses and services along Main Street are neighborhood and community oriented. Commercial uses along Highway 14 and US Highway 160 are more auto-oriented. As a whole, these commercial uses provide Nixa residents and visitors with a variety of services, from restaurants and retail to professional and medical services.

Nixa Public Schools are located throughout the City and in future growth areas outside the city limits. Nixa’s parks are also dispersed throughout the City but have not kept pace with residential growth. These land uses can be complemented and better supported through an interconnected network of trails, sidewalks, and on-street bikeways, which can support short, non-motorized trips by people walking

and bicycling. In December 2017, the City received a donation of more than 50 acres of park land north of Guin Road (Hwy. AA) at Owen Road. This property can support regional trail connectivity between Nixa and the James River Trail. The City of Nixa is also poised to take possession of a property south of Guin Road (Highway AA), west of Owen Road. Both of these locations are in Christian County and are not within the city limits of Nixa. When opened to the public, these facilities will be assets in regional connectivity, local outdoor recreation, and connection to historic assets.

There are larger, undeveloped parcels in parts of the city and surrounding growth area. These parcels, which are likely to be developed in the near future, represent key opportunities to integrate trails, sidewalks, and bikeways into land development patterns and supporting infrastructure, as well as offer an opportunity for regional trail development.

Transportation

Nixa’s existing roadway system reflects the community’s transformation from a small, rural-oriented community to a growing residential suburb. Linear local streets that characterize traditional, small-town development patterns are centered around the intersection of Main Street and Highway 14. Most of these streets do not have sidewalks or bicycle facilities. Further from the center of Nixa, these traditional development patterns give way to residential subdivision developments, characterized by winding roads, cul-de-sacs, and limited connectivity between adjacent developments. While many of these recent developments include sidewalks,

the lack of connectivity can increase walking trip lengths and reduce the attractiveness of walking for activities other than recreation.

Given Nixa’s considerable growth rate over the last few decades, many of the City and surrounding area’s arterial and collector roads are at capacity and no longer provide an adequate level of service for current motor vehicle traffic. In addition, new roadways have been identified in the Long-Range Transportation Plan to increase connectivity between the City of Nixa and surrounding areas and to accommodate anticipated growth in the area. To address these deficiencies and better accommodate current and future levels of traffic, Nixa has begun to improve these roadways throughout the City. These capital improvement projects provide ideal opportunities for incorporating sidewalks, bicycle lanes, and/or sidepaths to support walking and bicycling activity. Recently completed projects like Tracker Road, Old Castle Road, and Main Street are excellent examples of capital improvement projects that support all modes of transportation.

Utility Corridors

Corridors for utilities such as sewer, water, and electric transmission provide long, often uninterrupted paths that can accommodate shared-use paths. These corridors are often located within public rights-of-way, like the electric transmission corridor parallel to US Highway 160, or within separate rights-of-way or easements through private property.



These aerial images illustrate the changing nature of land development and transportation system improvements in Nixa, as well as the likelihood of continued growth in the near future.

Natural Environment

Topography

Situated on the upland Springfield Plateau of the Ozark Mountains, the City of Nixa's topography is characterized by gently rolling hills that give way to steeper slopes at the City's northern and southern edges, which approach the James River and Finley Creek, respectively. While these topographic conditions limit land development and development density, they can be assets for active and passive recreation.

Riparian Corridors

The streams and rivers surrounding the City of Nixa offer unique opportunities for linear trail and greenway development. The City is surrounded on three sides by riparian corridors: the James River to the north and west, and Finley Creek to the south. The James River Greenway is identified in both the Long-Range Transportation Plan and the Trail Investment Study as a corridor for future trail development, and the Finley Creek Greenway is identified in the Long-Range Transportation Plan for future trail development. These riparian corridors are largely undeveloped and showcase the area's rich natural environment, with a diversity of

plant and wildlife, and unique karst features like sinkholes, caves, and disappearing streams. Trails and greenways can provide a direct link to these natural features and incorporate learning opportunities to help people better understand and appreciate the importance of preserving the natural environment.

The Eoff Family Century Farm Park, a 50-acre site donated to the City of Nixa in December 2017, offers an ideal access point to the James River and the planned James River Greenway.



The rolling hills, ephemeral streams, and nearby rivers shown above capture the essence of the natural environment in Nixa and the surrounding areas. These three photographs were all taken at the Eoff Family Century Farm, Nixa's most recent addition to the park system. A master planning process in the near future will determine the park's amenities and activities.

Opportunities and Challenges

Conditions are generally favorable for future trail development in the City of Nixa and the surrounding areas. Adapting to the various land use, transportation, and environmental contexts that characterize the community will be critical to the creation of a trail network in the community. In addition, the City must capitalize on opportunities to integrate trails into the fabric of the community and acknowledge the challenges facing this ambitious yet achievable task. The following opportunities and challenges summarize the existing conditions and previous planning efforts, setting the stage for recommendations for trail development in Nixa and the surrounding area.

Opportunities

- Previous planning efforts by the City of Nixa highlight the importance of trails as key recreation and transportation amenities that should be integrated into existing roadways and future land development.
- Regional planning efforts have identified trails and greenways in Christian County that extend to the Nixa city limits.
- Trail facilities, sidewalks, and on-street bikeways can be integrated into future residential development in the City of Nixa and in the surrounding growth areas.
- Roadway improvements along arterial and collector roadways can incorporate trails, sidewalks, and on-street bikeways (where right-of-way is available).
- Riparian corridors to the north and south of Nixa offer potential links to the regional trail network.
- The recent donation of the 50-acre Eoff Family Century Farm Park along the James River provides a potential connection to the planned James River Greenway.
- Development of large land parcels can allow for location of greenways that can serve the development, city and region.

Challenges

- Existing development patterns offer few alternatives for trail development aside from sidepaths adjacent to arterial and collector roadways.
- There are no existing linear trails in the City of Nixa.
- The existing sidewalk system is disjointed and does not provide adequate service to local destinations.
- The existing network of on-street bikeways is still in its infancy, and most facilities are not connected to one another.
- There are few potential corridors for trail alignments within developed areas of the City.
- Presence of sinkholes and other natural features will impact design and implementation of the trail network.

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CHAPTER THREE: PUBLIC ENGAGEMENT

Introduction

Public engagement is critical to the success of the Nixa Trails Study. Input provided by community residents and stakeholders helps align the study’s vision, goals and recommendations with the community needs and aspirations. During the course of the study, the City of Nixa and the Ozarks Transportation Organization held two open house meetings and hosted a table at a community event. These activities are documented in this chapter of the study.

Health & Wellness Expo

On Saturday, April 7, 2018, the City of Nixa hosted a booth at the annual Health & Wellness Expo to share information about the Nixa Trail Study and solicit input from attendees. A representative from the City of Nixa Parks Department discussed the study and opportunities for trail development throughout the City with people who stopped by the booth.



Open House #1

On Tuesday, April 17, 2018, the Ozarks Transportation Organization and the City of Nixa hosted the first of two open houses at the Nixa Community Center. The study team provided project information boards, maps, and a study overview handout to explain the purpose of the study and generate input from those in attendance. Fifteen people attended the open house, sharing their input regarding study goals, desired trail types, trail locations, and other opportunities and constraints impacting trail development in and around the community.

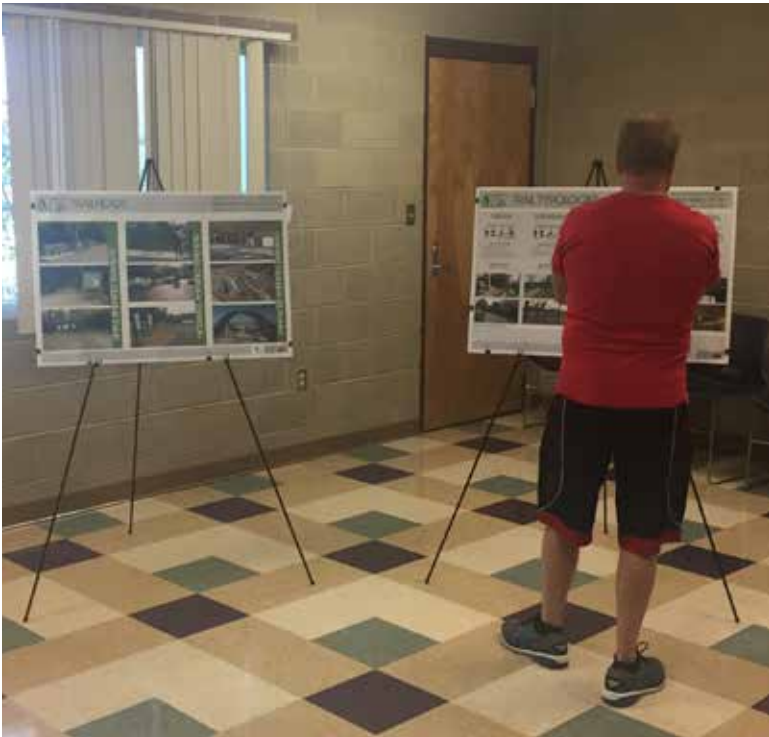
Developing an interconnected trail system that connects to local destinations and regional trails and amenities ranked as the highest goal. Attendees identified suburban trails, like off-street trails that wind through subdivision common grounds, open space, and forested areas, and riparian trails, which travel along stream and river corridors, as their preferred trail types.



Open House #2

On Thursday, May 25, 2018, the Ozarks Transportation Organization and the City of Nixa hosted the second open house at the Nixa Community Center. This meeting focused on the draft Nixa Trail Network, which provided an overview of how trails, sidepaths, and on-street walking and bicycling connections can link community destinations and increase opportunities for active transportation and recreation. Also discussed were various opportunities for supporting programs and policies to support the growing trail network by helping to make bicycling and walking safer, easier, and more accessible to people of all ages and abilities.

The twelve people in attendance at the second open house provided supportive comments and shared their excitement for the future of trails in Nixa. The comments forms submitted by attendees are included at the end of the study. The input received during this second open house informed the refinement of the proposed trail network and the recommendations for programs, policies, and implementation.



Attendees at the first open house shared their input by drawing on community maps and voting for their preferred trail types and other improvements on project boards throughout the room.

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CHAPTER FOUR: VISION AND GOALS

Introduction

The Nixa Area Addendum to the OTO Bicycle & Pedestrian Trail Investment Study provides an ambitious blueprint for trails and greenways that link the City of Nixa to the regional trail system. The vision and goals for this study are based on those initially developed for the Trail Investment Study. The vision is both aspirational and ambitious, representing the desired future for trails in Nixa. The study goals are broad, value-based expressions of the community’s desires that can guide decision-making and bring the plan vision to life. Goals give direction to the plan and are concerned with the long-term.

Vision

The Nixa Area Addendum to the Bicycle & Pedestrian Trail Investment Study will serve as the City of Nixa and the OTO’s guiding document for investments in trails and greenways, enhancing transportation and recreation choices for residents and visitors and connecting Nixa to the regional trail network.

Goals

1. Create an interconnected network of trails and greenways to link Nixa to the regional trail system and to adjacent cities, and to support active transportation to destinations throughout the City.
2. Support economic development.
3. Support healthy, efficient, and attractive connections throughout the City and surrounding area.
4. Strengthen collaborative planning for trails and greenways with community partners and local government agencies.
5. Support diverse and sustainable transportation choices.
6. Prioritize trail investments to generate the greatest impact.
7. Define opportunities, constraints, and project costs.
8. Prepare environmental documentation for future trail development.



The future of bicycling and walking in Nixa is bright (photo sources, left to right: Downtown Nixa, City of Nixa, and Nixa Skate Park Committee).

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CHAPTER FIVE: ALIGNMENT EVALUATION

Introduction

Regional trails connecting the City to adjacent communities, regional amenities, and planned priority trails will be critical to the success of the Nixa Trail Network. Given their importance in both the local and regional trail networks, regional trail corridors identified early in the planning process have been subjected to an additional level of analysis. For each corridor, two or more possible alignments were developed, as discussed in greater detail in the next section of this chapter. These alignment alternatives were then evaluated based on criteria developed by the OTO as part of its 2017 Bicycle and Pedestrian Trail Investment Study. The alignment that received the highest score during this evaluation process was selected as the preferred alignment and included in the recommended trail network. In some cases, segments of other alignments not selected as the preferred alignment have been retained as local trails or on-street connections.

This chapter of the plan documents the alignment evaluation process for three regional corridors:

- **The Eoff Trail Corridor**, connecting Rotary Park in the heart of Nixa to the future Eoff Century Farm Park along the banks of the James River and further north to the planned Rivercut Parkway sidepath.
- **The Northeast Chadwick Flyer Connector Corridor**, which traverses north Nixa from east to west and links the community to the planned Chadwick Flyer Rail Trail, a high-priority regional trail linking Ozark and Springfield.
- **The X Center - Finley River Greenway Connector Corridor**, which provides a connection from McCauley Park and the X Center to the Finley River Greenway, a planned trail that will connect Nixa to Ozark.

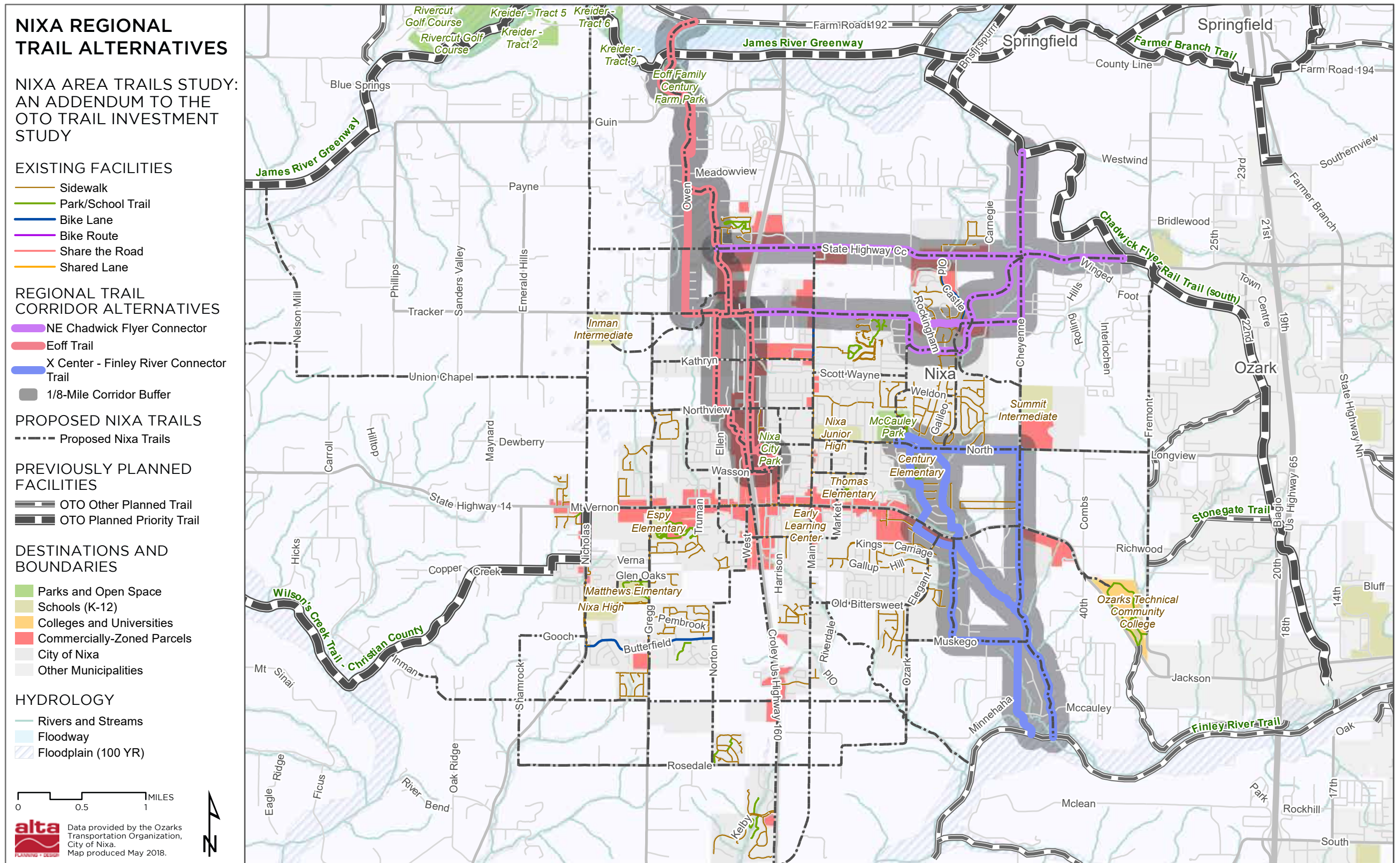
These corridors are identified on Map 2 on page 16. The alignment alternatives for the Eoff Trail Corridor are highlighted in coral red, Northeast Chadwick Flyer Connector Corridor in purple, and X Center - Finley River Greenway Corridor in blue.

Alignment Development

Trails can provide a variety of valuable services to the community. Most commonly, trails are considered as recreational amenities. When constructed as linear facilities, trails can connect multiple destinations within a community or region and serve as a transportation corridor for bicycling, walking, and other forms of active transportation. In some cases, trails can serve as a buffer between sensitive environments and adjacent land uses, providing a level of protection from adverse impacts of development. Trails can connect residents and visitors to open spaces and natural areas, enhancing the community's understanding of and appreciation for its natural resources. Trails can also contribute to community health, property values, community character and branding, and overall quality of life. With the potential for trails to provide such a strong, positive impact, it is important that trails are planned and designed in a manner to maximize their benefit to the community.

The development of alignment alternatives for significant regional trails in Nixa incorporated many of the considerations listed above, as well as other critical factors. These include:

- Connections to local and regional destinations, such as parks, schools, shopping, neighborhoods, and civic facilities.
- Environmentally sensitive areas, such as sinkholes, wetlands, floodplains, hazardous substance investigation sites, and hazardous waste and petroleum storage tanks.
- Directness of alignment.
- Ability to provide a unique and attractive trail experience.
- Ability to serve as an asset to surrounding land uses and to enhance community character.
- Property ownership, rights-of-way, and planned transportation and capital improvements within the corridor.



Evaluation Criteria and Alignment Scoring

For each of the regional trail corridors identified in the Nixa Trail Study, multiple alignments have been developed. In order to identified a preferred alignment, the study utilizes the OTO’s data-driven evaluation criteria established for the 2017 Bicycle & Pedestrian Trail Investment Study. These criteria are listed in Table 2.

On the following pages, alternatives for each planned priority trail segment are described, evaluated, and mapped, and the preferred alignment for each segment is identified. The index map and table on the following page identify the section page number for each trail segment.

Table 2: Alignment Scoring		
Value	Score	Criteria Description
Highest Community Value	1: Network Connections	
	<input type="radio"/>	Least number of active transportation connections (trails, on-street bikeways, etc)
	<input checked="" type="radio"/>	Moderate number of active transportation connections (trails, on-street bikeways, etc)
	<input type="radio"/>	Greatest number of active transportation connections (trails, on-street bikeways, etc)
	2: User Experience	
	<input type="radio"/>	Offers little to no scenic qualities, on-site amenities, or unique experiences
	<input checked="" type="radio"/>	Offers some scenic qualities, on-site amenities, or unique experiences
	<input type="radio"/>	Offers many scenic qualities, on-site amenities, or unique experiences
	3: Enhances Bicycling and Walking	
	<input type="radio"/>	Does not improve walking and bicycling conditions or safety
	<input checked="" type="radio"/>	Moderately improves walking and bicycling conditions or safety
	<input type="radio"/>	Substantially improves walking and bicycling conditions or safety (ie. - no existing facility or alternative)
Alignment Scoring, continued		
Value	Score	Criteria Description
Medium Community Value	4: Logical Segments	
	<input type="radio"/>	Does not connect to existing trail at either end
	<input checked="" type="radio"/>	Extends existing trail (connection at one end)
	<input type="radio"/>	Fills gap in existing trail corridor (existing trails at both ends)
	5: Cultural & Natural Resources	
	<input type="radio"/>	Few to no cultural or natural resources in close proximity
	<input checked="" type="radio"/>	Some cultural or natural resources in close proximity
	<input type="radio"/>	Many cultural or natural resources in close proximity
	6: Environmental Conditions	
	<input type="radio"/>	Many limiting environmental factors
	<input checked="" type="radio"/>	Some limiting environmental factors
	<input type="radio"/>	Few, if any, limiting environmental factors
Alignment Scoring, continued		
Value	Score	Criteria Description
Lowest Community Value	7: Cost	
	<input type="radio"/>	Highest number of additional cost elements (over and above basic unit cost)
	<input checked="" type="radio"/>	Moderate number of additional cost elements (over and above basic unit cost)
	<input type="radio"/>	Lowest number of additional cost elements (over and above basic unit cost)
	8: Route Directness	
	<input type="radio"/>	Least direct routing alternative
	<input checked="" type="radio"/>	Moderately direct routing alternative
	<input type="radio"/>	Most direct routing alternative
	9: Ownership & Right-Of-Way	
	<input type="radio"/>	Greatest need for property acquisition and/or easements
	<input checked="" type="radio"/>	Moderate need for property acquisition and/or easements
	<input type="radio"/>	Least need for property acquisition and/or easements

Eoff Trail

Corridor Description

The Eoff Trail provides a valuable link between the City of Nixa and the newest addition to the city’s park system, the Eoff Century Farm Park. To enhance connectivity to the OTO priority trail system, the Eoff Trail corridor would also extend north across the James River and connect to either the James River Greenway or the future sidepath along the planned Rivercut Parkway extension. Map 3 on the following page shows the two alignment alternatives for the Eoff Trail corridor, along with many of the environmental, land use, and transportation characteristics that have been considered for alignment development and evaluation.

Environmental conditions along the Eoff Trail corridor are characterized by a more significant presence of identified sinkholes compared to other areas of Nixa and the surrounding area in Christian and Green Counties. These sinkholes and other sensitive karst features may present a challenge to trail development. The Eoff Trail Corridor also crosses the James River north of the future Eoff Century Farm Park. As such, the preferred alignment will traverse the river’s floodplain and floodway. While enhancing connectivity to natural resources like the James River is a desired attribute of Nixa’s future trail system, flooding events can cause significant damage to trails and greenways located in a floodplain or floodway.

There are also a number of petroleum and hazardous substance storage tanks located along the corridor, particularly in the southern half of the corridor along or close to US 160. These storage tanks are visible on the corridor map on the following page. Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO’s Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

Alignment One (Preferred)

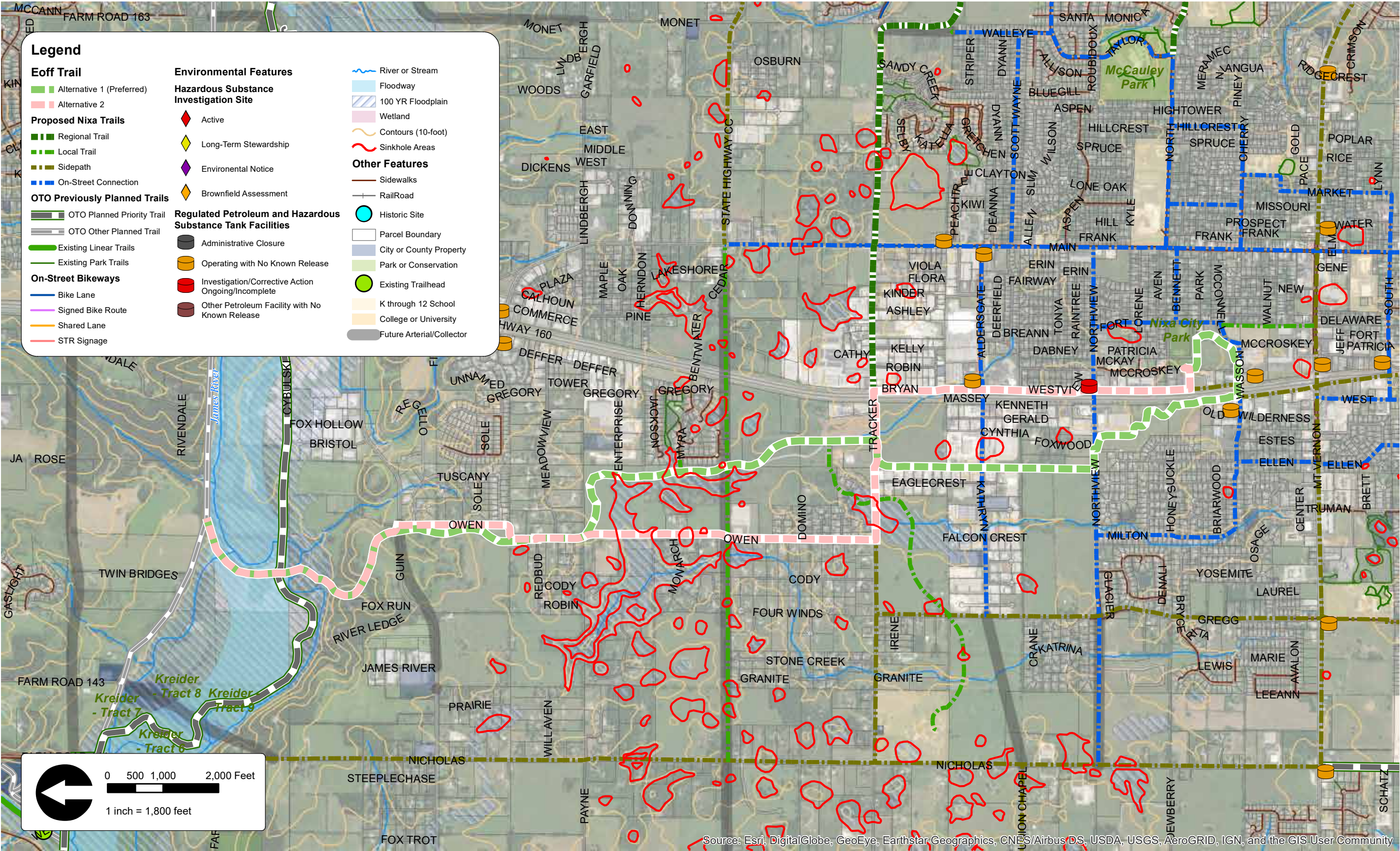
Alignment Alternative One (AA1) begins at the future Rivercut Parkway extension north of the James River and roughly 1,200 feet east of the existing Twin Bridges Lane. The alignment travels southwest and crossings the planned James River Greenway and the James River at the City of Nixa Eoff Farm Century Park. AA1 exits the park at Guin Road and Owen Road, continues south along Owen Road, then travels southeast through undeveloped agricultural parcels before reaching Tracker Road. The alignment crosses Tracker Road and travels along the western edge of the Bass Pro Outdoor World, LLC parcels to Kathryn Road. AA1 continues directly south to Northview Road, then southeast through undeveloped agricultural parcels before reaching the US 160 (Highway 13/Massey Blvd) right-of-way east of Old Wilderness Road. Once at the US 160 right-of-way, the alignment continues south to the Wasson Drive intersection, turns east on Wasson Drive, then north to Nixa City Park.

Alignment Two

Alignment Alternative Two (AA2) begins at the same location as Alignment One and continues on the same course until reaching the intersection of Guin Road and Owen Road. From here, the alignment continues south as a sidepath adjacent to Owen Road until reaching Tracker Road. AA2 then travels east along Tracker Road and crosses US 160 (Highway 13/Massey Blvd). The alignment turns south and travels along the east side of US 160 for nearly 6,000 feet, then travels across the vacant parcel south of the Super 8 Motel and ends at Nixa City Park.

Table 3: Alignment Alternatives Scoring

Score	Priority	AA1	AA2
Network Connections	High	●	●
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	●	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●



Map 3: Eoff Trail Corridor Alternatives

Northeast Chadwick Flyer Rail Trail Connector

Corridor Description

The Northeast Chadwick Flyer Rail Trail Connector offers Nixa a vital connection to the Chadwick Flyer Rail Trail, an OTO Planned Priority Trail that extends from Lake Springfield southeast to the Ozark Community Center (The OC). By linking to this planned priority trail, Nixa can gain access to the regional trail system, to regional recreational amenities like Lake Springfield, and the neighboring cities of Springfield and Ozark.

Environmental conditions along the Northeast Chadwick Flyer Rail Trail Connector are generally favorable to trail development. The area's topography, consisting of subtle, rolling hills, creates opportunities for scenic viewsheds. There are a number of sinkholes along the corridor, particularly to the west. There are also multiple seasonal and ephemeral streams along the corridor that, while often dry, may be inundated during heavy rainfalls and may be subject to flooding.

Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO's Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

Alignment One (Preferred)

Alignment Alternative One (AA1) begins at the planned Chadwick Flyer Rail Trail on the north side of Highway CC, roughly 1,250 feet west of Fremont Road. The alignment travels along the north side of Highway CC to Cheyenne Road, then continues southwest through undeveloped agricultural and wooded properties before reaching Old Castle

Road north of Striper Road. AA1 continues west along the undeveloped parcel north of Striper Road and across the undeveloped parcel owned by Nixa Public Schools before turning north and joining Tracker Road. At Tracker Road, the trail continues west as a sidepath along the roadway and terminates at the proposed Eoff Trail west of US 160 (Highway 13/Massey Blvd).

Alignment Two

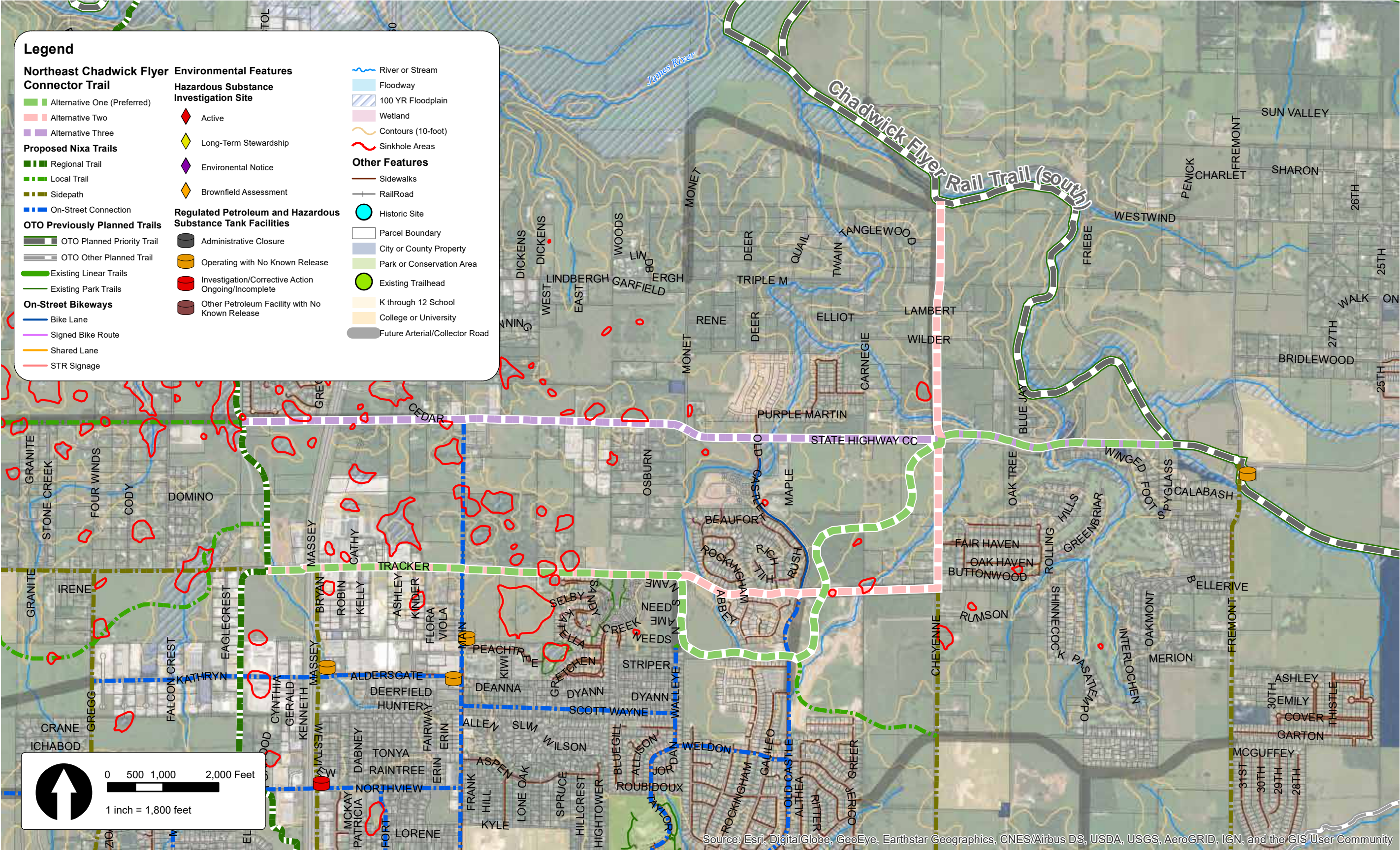
Alignment Alternative Two (AA2) begins at the intersection of the planned Chadwick Flyer Rail Trail and the future Cheyenne Road extension. The alignment travels south alongside the future Cheyenne Road extension and continues south from Highway CC along Cheyenne Road. AA2 turns west at the future Tracker Road extension between Cheyenne Road and Old Castle Road and continues west along Tracker Road until reaching the proposed Eoff Trail. Unlike AA1, AA2 would be a sidepath along existing and planned roadways for its entirety.

Alignment Three

Alignment Alternative Three (AA3) begins at the planned Chadwick Flyer Rail Trail on the north side of Highway CC, roughly 1,250 feet west of Fremont Road. The alignment travels west along Highway CC and the planned Highway CC extension west of Main Street for its entirety, terminating at the proposed Eoff Trail west of US 160 (Highway 13/Massey Blvd). Similar to AA2, AA3 would be a sidepath along existing and planned roadways for its entirety.

Table 4: Alignment Alternatives Scoring

Score	Priority	AA1	AA2	AA3
Network Connections	High	●	●	●
User Experience	High	●	○	○
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Medium	●	●	●
Cultural & Natural Resources	Medium	●	○	○
Environmental Conditions	Medium	●	●	●
Cost	Low	○	●	●
Route Directness	Low	○	●	●
Ownership / Right-of-Way	Low	○	●	●



Map 4: Northeast Chadwick Flyer Connector Corridor Alternatives

X Center to Finley River Greenway Trail

Corridor Description

The X Center to Finley River Greenway Trail Corridor stretches from McCauley Park southeast to the OTO-planned Finley River Greenway, providing a scenic link between Nixa and Ozark. Upon completion of both the X Center to Finley River Greenway Trail and the Finley River Greenway, the community centers of these two communities will be connected by a high-quality bicycle and pedestrian connection.

Environmental conditions along the Northeast Chadwick Flyer Rail Trail Connector are generally favorable to trail development, but existing residential developments present some challenges to trail routing. The gentle, rolling hills slope downward towards Finley River to the south, and some open space and wooded areas have been preserved between residential developments and along riparian corridors. There are no significant sinkholes along the trail corridor. A small stream leads directly from McCauley Park south to the Finley River. While often dry, the stream may become inundated during heavy rainfalls and may be subject to flooding.

Additional documentation of environmental, social, cultural, and historical characteristics for the larger study area can be found in the OTO’s Bicycle and Pedestrian Trail Investment Study, Planning and Environmental Linkages (PEL) section.

Alignment Alternative One

Alignment Alternative One (AA1) begins at McCauley park and extends eastward through Maplewood Hills Homeowners Association common ground before crossing North Road immediately east of Century Elementary School. The alignment travels south from North Road along the unnamed creek, following parcel boundaries until reaching Peach Brook at Brook Forest. At the southern cul-de-sac of Peach Brook the alignment traverses multiple residential parcels before reaching Highway 14 (Mt. Vernon Street). From Highway 14, the trail continues along the unnamed creek through large-lot residential, agricultural, and wooded parcels until reaching Finley River and the planned Finley River Greenway.

Alignment Alternative Two

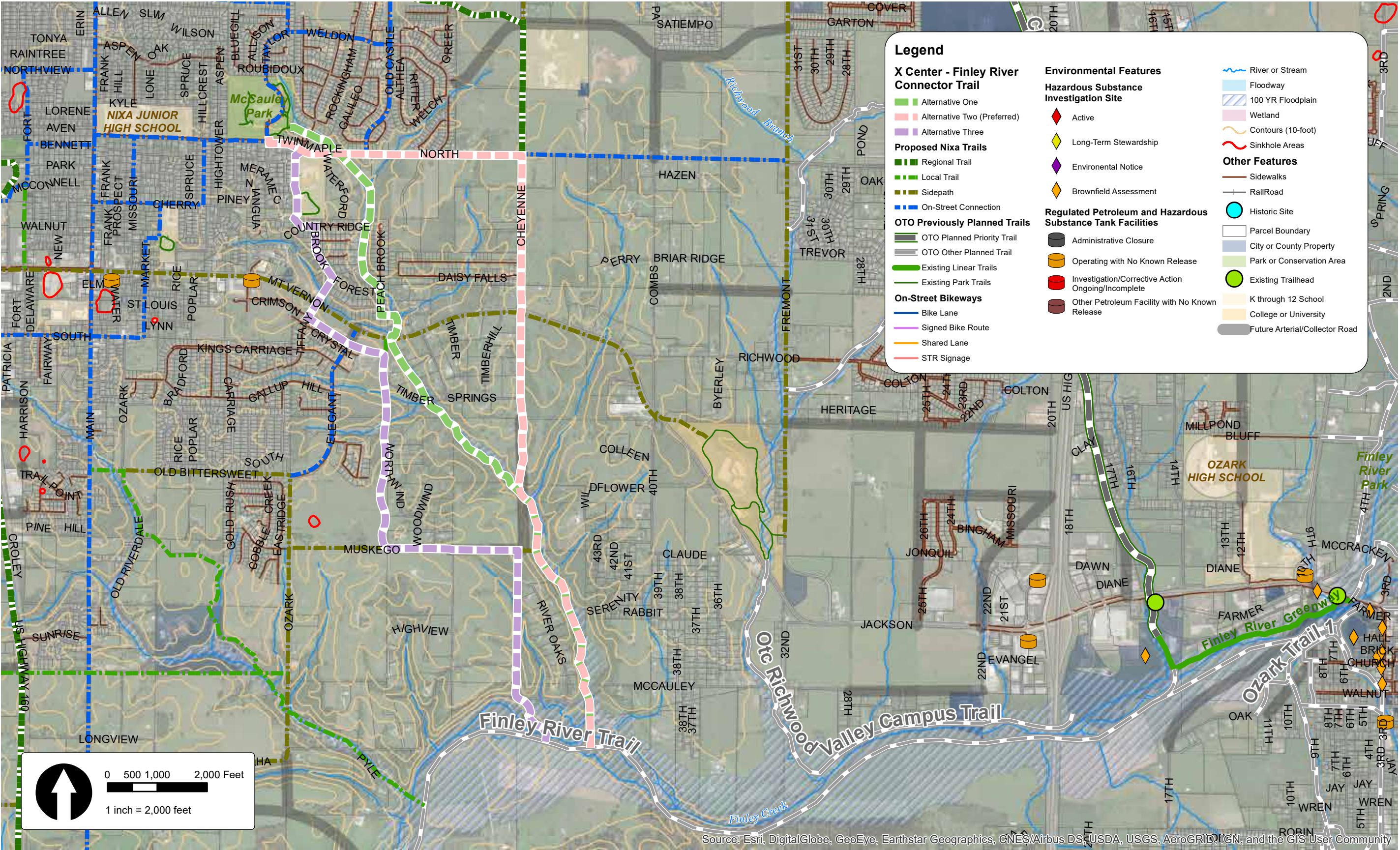
Alignment Alternative Two (AA2) acknowledges the difficulties in acquiring property and easements for trail development through developed residential neighborhoods. AA2 travels east along the south side North Road from McCauley Park in the form of a sidepath. At Cheyenne Road, AA2 turns south and continues to the southern terminus of Cheyenne Road, south of Highway 14 (Mt. Vernon Street). From there, AA2 continues south as a shared-use path (or as a side-path along the future Cheyenne Road Extension south to Muskego Road) until reaching the unnamed creek corridor, at which point the alignment follows the same path as AA1 already described.

Alignment Alternative Three

Alignment Alternative Three (AA3) alignment also acknowledges the difficulties of property and easement acquisition, but takes a less direct route than AA2. The alignment begins at McCauley Park and crosses to the south side of North Road, continuing east to the entrance drive at Century Elementary School. AA3 then travels south along the western side of the school parcel and reaches East Country Ridge Street by way of the sidewalk at the cul-de-sac. The alignment continues south along Brook Forest in the form of an on-street bikeway and accompanying sidewalk, then turns south on Majestic Oak to Highway 14 (Mt. Vernon Street). AA3 crosses Highway 14, turns from Tiffany Blvd to Crimson Avenue, traveling east past Elegant Drive along the north edge of an undeveloped Eoff parcel at 901 E Timber Springs Road. The alignment then turns south along the edge of the parcel line until reaching Musekgo Road, travels east past the current eastern terminus of Muskego Road, which is slated for an extension. Upon reaching the future Cheyenne Road southern extension, AA3 turns south and travels along a utility transmission line, crosses East Minnehaha Road, then continues south and east to connect to the Finley River and planned Finley River Greenway.

Table 5: Alignment Alternatives Scoring

Score	Priority	AA1	AA2	AA3
Network Connections	High	●	●	●
User Experience	High	●	●	○
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Medium	○	○	○
Cultural & Natural Resources	Medium	●	●	●
Environmental Conditions	Medium	○	●	●
Cost	Low	○	●	●
Route Directness	Low	●	○	●
Ownership / Right-of-Way	Low	○	●	●



Map 5: X Center - Finley River Greenway Connector Corridor Alternatives

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CHAPTER SIX: RECOMMENDATIONS

Introduction

Building on an understanding of existing conditions and public input gathered during the course of the planning process, this chapter provides a comprehensive set of recommendations to increase bicycle and pedestrian transportation and recreation throughout the City of Nixa. Recommendations consist of infrastructure improvements like new trails and on-street bikeways, programs to support trail use and increase physical activity, and policies to incorporate bicycling and walking into capital improvements and private development. The chapter begins by presenting the proposed trail network and describing the various trail facility types and supporting infrastructure that will comprise the network. This is followed by programming and policy recommendations that provide a diverse and comprehensive strategy to activate the trail system and increase walking and bicycling across Nixa.

Proposed Trail Network

The City of Nixa’s inventory of trails, sidewalks, and on-street bikeways has grown substantially in recent years. From sidewalks installed concurrently with residential developments to on-street bikeways added to existing roads through striping projects and capital improvements, efforts to increase bicycling and walking are visible across the City. However, there is a notable lack of connectivity among these facilities, and residents and visitors alike have difficulties accessing key destinations like parks, schools, shopping, restaurants, and employment destinations.

The proposed trail network directly addresses this lack of connectivity by presenting the ultimate vision for a safe, accessible, and interconnected network of bicycling and walking facilities that link neighborhoods and destinations throughout Nixa. In addition, the proposed trail network provides multiple links to the growing regional trail network.

In total, there are more than seventy-five miles of proposed facilities that provide coverage across the entire City and

future growth area. The recommendations include connections to the OTO Priority Trail Network and other OTO planned trails through a hierarchy of regional, local, and on-street connections. These proposed trail facilities are based on an analysis of existing conditions; an inventory of planned improvements and programmed capital projects; an evaluation of alignment opportunities for regional trails; and input from community residents.

Constructing the proposed network of trail facilities is a long-term endeavor will require defining priorities, funding, and coordination for regional connectivity. The City of Nixa must employ multiple strategies to develop the trail network, including resource allocation through annual capital budgeting, impact fees from impact-generating land development, and coordination with partnering agencies like MoDOT, Christian County, and the City of Ozark. These implementation strategies are discussed in greater detail in the following chapter.



Creating the Nixa Trail Network will require strategic use of existing public rights-of-way and careful planning and acquisition of undeveloped parcels and easements.

Trail Types

The proposed trail network consists of three general types of trail facilities: regional trails, local trails, and on-street connections. These trail types are described below and depicted as the building blocks of the Proposed Nixa Trail Network in the map on the following page.

Regional Trails

Regional trails serve as the major arteries of the Nixa trail system and link the City to the regional trail network. These trails will take the form of a shared-use path, located either in an exclusive right-of-way or easement, or within a roadway right-of-way. Given the importance and intended prominence of these regional trails as the primary means of access between Nixa and adjacent communities and recreational amenities, these trails should be designed to accommodate moderate to heavy volumes of use. There is a total of 12.03 miles of proposed regional trails.

Local Trails

Local trails enhance connectivity between the proposed regional trails and local destinations, and support bicycle and pedestrian mobility along arterial and collector roadways throughout Nixa. Local trails will also take the form of a shared-use path and will be located primarily in an exclusive right-of-way or easement. There is a total of 10.83 miles of proposed local trails.

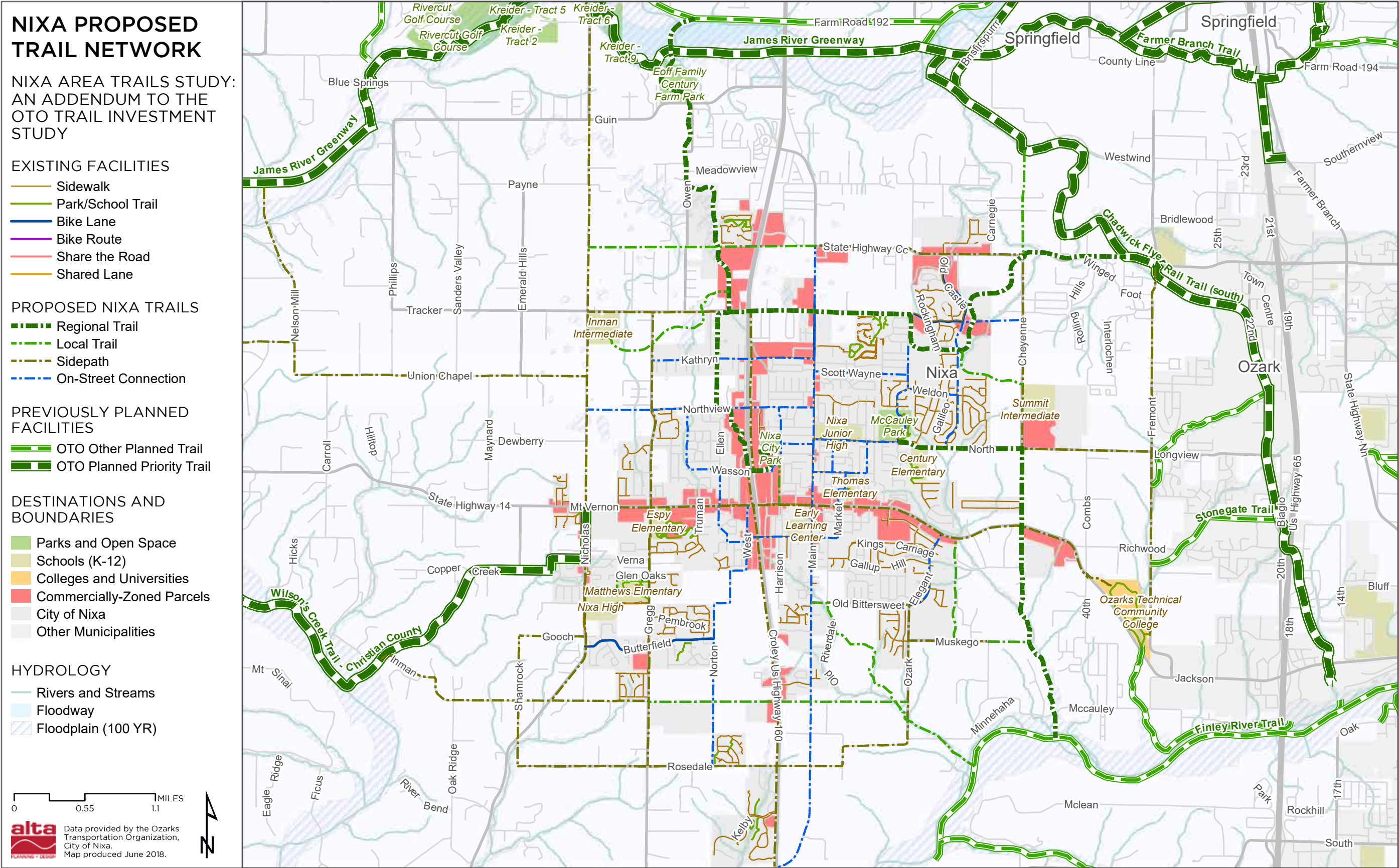
Sidepaths

Sidepaths provide an additional layer of network connectivity in the form of a shared-use path within an existing roadway right-of-way. Sidepaths are wider than sidewalks and are designed to support people walking, bicycling, and other forms of active transportation. There is a total of 41.71 miles of proposed sidepaths.

On-Street Connections

On-Street Connections consist of sidewalks, on-street bicycle facilities, and wayfinding signage that provide a finer grain of connectivity through existing neighborhoods. These on-street connections link neighborhoods to nearby schools, parks, trails, and other local destinations. On-street connections take into account previous planning efforts and will connect to proposed regional and local trails. The appropriate type of on-street bikeway for each recommended on-street connection will require further study, taking into account available right-of-way and curb-to-curb widths, average daily motor vehicle traffic volumes, posted speed limits, and other characteristics. There is a total of 19.93 miles of proposed on-street connections.





Map 6: Nixa Proposed Trail Network

Supporting Infrastructure

While trails, sidewalks, and on-street bikeways form the foundation of the trail network in Nixa, the City must also focus on supporting infrastructure that will enhance the trail network’s accessibility, visibility, and functionality. The following supporting infrastructure should be installed in strategic locations throughout Nixa to encourage trail use.

Trailheads

Trailheads function like gateways to the trail system, providing visible and welcoming access points for those arriving at the trail system by car, transit, bicycle or other modes. In addition to trail access, trailheads often include additional include information and amenities for trail user comfort. Trailheads and trail access points can be located at the beginning or end of a trail, periodically along the length of a trail, or at the intersection of two or more trails. For the purposes of this study, trailheads and trail access points are divided into three categories that correspond to the level of amenities provided and their context within both the trail corridor they serve and the larger trail network.

MAJOR TRAILHEADS

Major Trailheads are highly visible, easily accessible, and amenity-rich destinations along the trail system. While their primary purpose is to serve as a beginning, ending, or access point for trail users, they contribute to the character and sense of place of the trail itself by providing trail users with a variety of amenities, from vehicle parking, bicycle parking, wayfinding maps, and information kiosks to restrooms, shelters, drinking fountains, and picnic tables. The recently constructed Tal’s Trailhead on the Wilson’s Creek Greenway is an example of local Major Trailhead.

Major Trailheads can be co-located in parks or next to commercial developments, transit centers, or other popular destinations to increase their visibility and take advantage of high volumes of traffic generated by adjacent sites. Major Trailheads should also be designed to provide emergency and maintenance vehicle access and turnaround. Accessible parking spaces should be provided at a rate of one accessible space per 25 standard spaces.

MINOR TRAILHEADS

Similar to Major Trailheads, Minor Trailheads serve a vital function of providing access to and information about the trail or trail system they serve, while also enhancing the trail’s character and identity. Minor Trailheads are smaller in scale and often less visible than Major Trailheads. They are often located at locally known spots, such as parks and residential developments. Typical design features at a Minor Trailhead include a small parking lot for up to ten passenger vehicles, an information and map kiosk, benches, trash receptacles, and bicycle parking.

TRAIL ACCESS POINTS

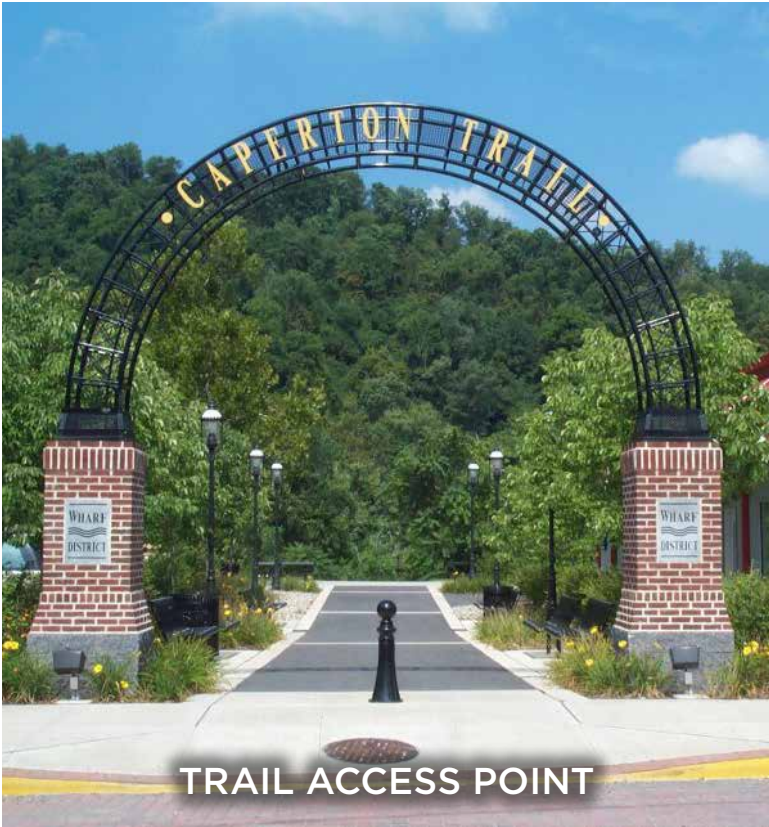
Trail access points provide residents and visitors entry to the trail from public rights-of-way or even private developments. Typical locations include roadway crossings, residential neighborhood access points, and access points from adjacent commercial developments. Unlike trailheads, trail access points usually provide little to no amenities except for trail identification signage and possibly wayfinding signage to destinations along the trail. In some cases, trail access points can be complemented with additional gateway features or branding to highlight the trail it serves, particularly at major road crossings and other high-visibility areas.



MAJOR TRAILHEAD



MINOR TRAILHEAD



TRAIL ACCESS POINT

Bicycle Parking

Bicycle parking is an integral component of a successful, functional trail network. Without secure, accessible, and convenient bicycle parking, people are less likely to choose to ride a bicycle. The City of Nixa should continue to increase bicycle parking supply with secure, attractive, and highly visible bicycle parking facilities, including short-term bicycle parking solutions like racks and corrals, and long-term solutions like lockers and secure parking areas. Providing context-appropriate facilities to enhance Nixa’s trail network could be as simple as providing short-term bicycle parking outside popular destinations like parks and schools, and secure bicycle parking at the X Center and City Hall. Policies requiring secure long-term bicycle parking in new residential and commercial buildings, or the retrofit of older buildings with secure bicycle parking and shower/changing rooms in large employment centers, will make it easier to make bicycling a habit for future building users. Table 6 shows the general characteristics of short-term and long-term bicycle parking.

Policies and programs to increase bicycle parking are described in greater detail later in this chapter.

Table 6: Characteristics of Short-Term and Long-Term Bicycle Parking

Criteria	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Parking Duration	Less than two hours	More than two hours
Typical Fixture Types	Bicycle racks and on-street corrals	Lockers or secure bicycle parking (racks provided in a secured area)
Weather Protection	Unsheltered or sheltered	Sheltered or enclosed
Security	High reliance on personal locking devices and passive surveillance (e.g., eyes on the street)	Restricted access and/or active supervision Unsupervised: <ul style="list-style-type: none">• “Individual-secure,” e.g., bicycle lockers• “Shared-secure,” e.g., bicycle room or locked enclosure Supervised: <ul style="list-style-type: none">• Valet bicycle parking• Video, closed circuit television, or other surveillance
Typical Land Uses	Commercial or retail, medical/ healthcare, parks and recreation areas, community centers, libraries	Multi-family residential, workplace, transit, schools



Bicycle Repair Stations (Cycle Aid Stations)

Minor bicycle repairs, like changing a tire or adjusting brakes and derailleurs, can be difficult without access to a bike stand, an air pump, and other tools. Many bicyclists may find the need to make repairs like these while on the move or unloading their bikes at a trailhead, but may not carry the appropriate tools. Cities across the country have begun to address this need by installing bicycle repair stations in high-traffic locations. In neighboring Springfield, bike repair stations, also called cycle aid stations, can be found along The LINK, Springfield’s major on-street north-south bicycle corridor.

The City of Nixa should install bicycle repair stations at locations across the City with high volumes of bicycle activity. These locations may include parks, trailheads, the X Center, and City Hall. It is important that the City target locations of existing bicycle infrastructure or install repair stations in tandem with bicycle infrastructure development in order to maximize the repair stations’ value and use.



BICYCLE REPAIR STATION

Bicycle & Pedestrian Wayfinding

Landmarks, destinations, neighborhood business districts, natural features and other visual cues help residents and visitors travel through Nixa. However, many of the recommended trails and on-street connections utilize less familiar, lower-volume roadways and proposed trail alignments that may not be as familiar to many people. The placement of wayfinding signs along the proposed trail network will indicate to trail users their direction of travel, the location of popular destinations, and the distance to those destinations. This will in turn increase the comfort, convenience and utility of the trail network. Wayfinding signs also provide a branding element to raise the visibility of Nixa’s growing active transportation network.

- Signage can serve both wayfinding and safety purposes, including:
- Helping to familiarize users with the bikeway system
 - Helping users identify the best routes to destinations
 - Helping to address commonly-held perceptions about travel time and distance
 - Creating seamless transitions between on-street and off-street bikeways



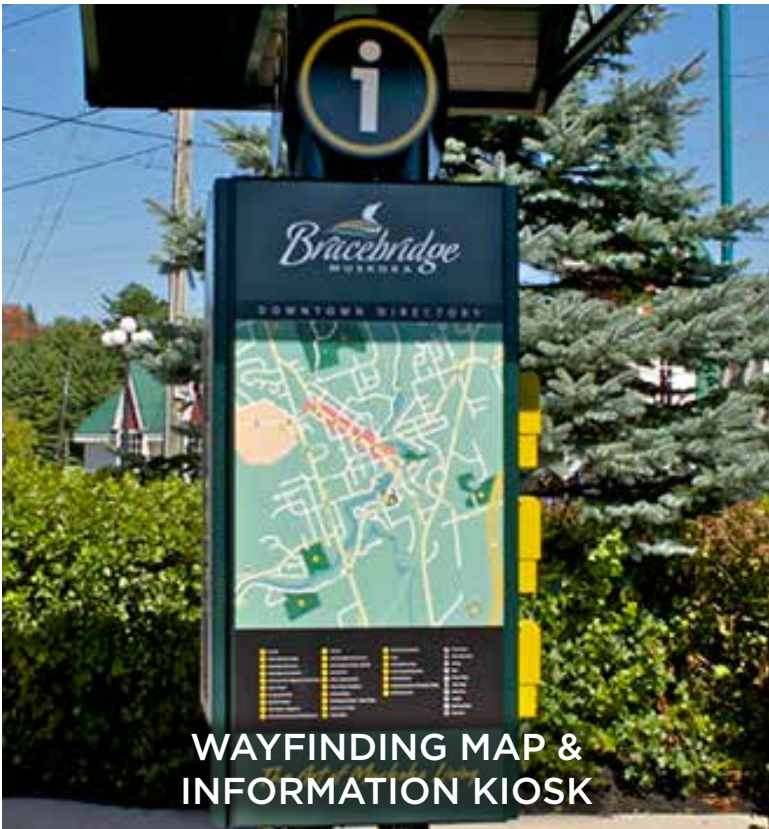
BICYCLE WAYFINDING

- Helping overcome a “barrier to entry” for people who do not bicycle often and who fear becoming lost
- Alerting motorists that they are driving along a bicycle route and should use caution

Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes. The City of Nixa should develop a community-wide Trail Wayfinding Signage Plan that identifies:

- Sign locations along existing and planned bicycle routes
- Sign type—what information should be included and what is the sign design
- Destinations to be highlighted on each sign—key destinations for bicyclists
- Approximate distance and riding time to each destination

General cost estimates for wayfinding signage range from standard Manual of Uniform Traffic Control Devices (MUTCD) signage to customized signage with branded elements and posts. Costs of wayfinding signage will depend on the type of signing and materials chosen for fabrication of the signs.



WAYFINDING MAP & INFORMATION KIOSK

Supporting Programs and Policies

The City of Nixa should establish a variety of supporting programs and policies to assist in the development of the proposed trail network and increase bicycle and pedestrian activity for transportation and recreation. The program and policy recommendations included in this section of the study are intended to cover the breadth of the Six E's of a bikeable and walkable community: engineering, education, encouragement, enforcement, evaluation and equity. Some recommendations may touch on more than one of these categories, while others focus on just a single category. The City of Nixa and its community partners should explore opportunities to implement these programs as staff and financial capacity permits.

Complete Streets Ordinance

A Complete Streets ordinance codifies a jurisdiction's desire and intent to plan, design, operate, and maintain streets in order to enable safe, comfortable and convenient travel for users of all ages and abilities, regardless of their mode of transportation. As of May 2018, 39 communities in Missouri have endorsed Complete Streets through policy statements, ordinances, resolutions, or adopted plans. In addition, the Missouri General Assembly passed resolution HCR 23 supporting state, regional, and local agencies' efforts to adopt Complete Streets policies. Unlike resolutions and policy statements, an ordinance provides greater strength and accountability, ensuring that the adopting agency has clear procedures to address and incorporate all modes of transportation in roadway projects.

The City of Nixa should develop and adopt a Complete Streets Ordinance to reaffirm its commitment to supporting walking, bicycling, and all modes of transportation. The resources listed below offer sample ordinances and other tips and tools for developing a municipal Complete Streets ordinance.

Resources

Missouri Bicycle and Pedestrian Federation Complete Streets Resources: <http://mobikefed.org/CompleteStreets>

Complete Streets Local Policy Workbook, National Complete Streets Coalition (Smart Growth America): <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>

Bicycle & Pedestrian Count Program

Many local, regional, and state agencies in Missouri conduct traffic counts to understand traffic patterns and plan for future investments in transportation infrastructure. However, people bicycling and walking are often left out of these counts, which often focus solely on motor vehicles. Counts of bicycle and pedestrian activity are very important to understanding how people get around on bike and foot. By measuring bicycle and pedestrian activity year-over-year, the City of Nixa can understand changes in activity and how new trails and facilities impact activity.

The City of Nixa should develop a bicycle and pedestrian count program to document bicycling and walking activity and to measure before-and-after changes along recommended project corridors. These counts can help measure changes in activity and can help to justify expenditures for bicycle and pedestrian infrastructure. Counts can be conducted manually by City Staff or volunteers, or by automatic counting devices. Nixa should consider using both counting methods as appropriate.

Resources

National Bicycle and Pedestrian Documentation Project: <http://bikepeddocumentation.org/>



Bicycle and pedestrian counts are an effective way to measure active transportation and trail usage.

Bicycle Parking Ordinance

Zoning regulations dictate the character and quality of development within the City. As future growth and development occur in Nixa, it is important that appropriate ordinances are in place to support bicycle transportation. The City of Nixa should consider adopting a bicycle parking ordinance to ensure that bicycle parking is integrated into future developments. Such an ordinance would dictate the number of bicycle parking spaces required based on land use and development size. Additional parking design and siting details can be integrated into the bicycle parking ordinance to guarantee both quality and visibility of parking facilities. The resource links below include a sample bicycle parking ordinance that can serve as a starting point for the development of a local bicycle parking ordinance, and the Association of Pedestrian and Bicycle Professionals’ (APBP) Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015). The Essentials of Bicycle Parking is a detailed guide that can assist the City of Nixa, community partners, and local businesses in choosing the right bicycle parking facilities and placing them in the right location.

Resources

Model Bicycle Parking Ordinance, ChangeLab Solutions: <https://www.changelabsolutions.org/publications/bike-parking>

Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking that Works, Association of Pedestrian and Bicycle Professionals (2015): <http://www.apbp.org/?page=publications>

Bicycle Parking Program

Many local businesses and community organizations share the City of Nixa’s desire to make bicycling more convenient but may not know how to best contribute. The City of Nixa should establish a bicycle parking program to encourage local businesses and community organizations to support bicycling by installing bicycle parking racks. There are multiple benefits to a City-run bicycle parking program. By buying the racks in bulk, the City can achieve an economy of scale and offer the racks to community partners at a lower cost. The City can also have control over parking design, siting, and installation, ensuring that high-quality bicycle racks are properly installed in visible, easy-to-reach locations. Like many local agencies with bicycle parking programs, Nixa can incorporate City branding elements into the bicycle rack to increase the visibility of the bicycle parking program.

Resources

Bike Rack Purchase and Installation Program, City of St. Louis, MO: <https://www.stlouis-mo.gov/government/departments/street/streets-sidewalks-traffic/permits-inspections/bike-rack-installation.cfm>

Bike Rack Program, City of Fort Collins, CO: <https://www.fcgov.com/bicycling/parking.php>

Safe Routes to School

In the City of Nixa, many children live within walking or bicycling distance to school, yet walking and bicycling represent only a small percentage of trips to school. A Safe Routes to School program can be an effective method of increasing physical activity for children and families by encouraging more kids to walk and bike to school. Through various activities like Walking School Buses, Bike Trains, Bicycle Rodeos, National Walk to School Day, and walking maps, Safe Routes to School programs have proven to be effective in their purpose of increasing physical activity.

The City of Nixa should partner with Nixa Public Schools to explore opportunities for the development of a Safe Routes to School program.



Parents, teachers, and school resource officers can all play a role in Safe Routes to School.

Resources

Safe Routes to School National Partnership: <https://www.saferoutespartnership.org/>

National Center for Safe Routes to School: <http://www.saferoutesinfo.org/>

Missouri Department of Transportation Safe Routes to School Grant Program: <http://www.modot.org/safety/SRTSGrants.htm>

Adult Bicycle Safety & Maintenance Workshops

Classes and workshops provide education and skills training to bicyclists of varying confidence levels. Training classes and workshops offer many benefits: they enhance understanding, confidence, and independence related to bicycling for transportation and provide a supportive learning environment where participants can ask questions or express concerns. Furthermore, classes can be tailored to a variety of topics and demographics, such as:

- **General Classes:**
- Basic bike maintenance



Bicycle safety and skills classes build confidence and encourage people to take to the streets on two wheels.

- How to change a tire
- Safe riding and traffic skills training
- Shopping by bike
- Commuting 101
- Bicycle legal clinic
- No car needed: how to get around without driving
- **Demographic Specific:**
 - Women’s maintenance 101
 - Youth safety and skills training
 - Families on bike
 - Bicycling for seniors

The City of Nixa should partner with local bike shops, advocacy groups, or community members to host workshops and classes. The presenter of the workshop should be confirmed at least a month in advance of the workshop to give adequate preparation time. Workshops should be held at lunch time, or in the evening or weekends to accommodate work and school schedules.



Bicycle maintenance classes give people the know-how to complete basic bicycle repairs, like changing a tire.

Youth Bicycle Safety Education

Instilling a love for bicycling in children and young adults can support long-term gains in cultural acceptance of and support for bicycling activity. While many children learn bicycling at a young age, it is not a part of physical education curriculums in most schools in Nixa and across the country, partially due to the lack of access to resources. Some school districts, however, have begun to incorporate basic bicycling safety and skills into physical education curriculums with great success, often partnering with local police departments, non-profits, and certified bicycling instructors to provide bicycles for students and offer effective instructions to encourage safe riding practices and a basic understanding of rules and responsibilities when riding around motor vehicle traffic. The City of Nixa should coordinate with the Nixa Public Schools to explore opportunities to teach basic bicycling skills to younger students.

Resources

SHAPE America (Society of Health and Physical Educators) Bicycle Safety Curriculum: http://www.shapeamerica.org/publications/resources/teachingtools/qualitytype/bicycle_curriculum.cfm



Bicycle safety and skills classes can be part of a well-rounded physical education curriculum.

League of American Bicyclists Bicycling Skills 123 Youth and Safe Routes to Schools courses:

<http://www.bikeleague.org/content/find-take-class>

Safe Routes to School National Partnership Traffic Safety Training Resources:

<http://www.saferoutespartnership.org/state/bestpractices/curriculum>

Earn-A-Bike Program

Some children in Nixa may lack access to quality bicycles and bicycle maintenance training and tools. In order to address this lack of access, the City and its community partners should develop an Earn-A-Bike. An Earn-A-Bike program typically involves multiple classes to teach children the basics of bicycle maintenance, safety, and maneuvering. Students who complete the program will receive a refurbished bike along with a helmet, bike lock, and bike lights.

Should there be a need, the City can expand the program to include adults as well. A number of communities in Missouri have established Earn-A-Bike programs for both children and adults.



Children learn basic bicycle maintenance and safety skills as part of an Earn-A-Bike program in St. Louis (Source: STL Bike Works)

Resources

Earn-A-Bike Program, St. Louis Bicycle Works (St. Louis, MO): <http://www.bworks.org/bikeworks/earn-a-bike/>

Earn-A-Bike Program, RevolveKC (Kansas City, MO): <http://revolvekc.org/earn-a-bike/>

Earn-A-Bike Program, CoMo Bike Co-Op (Columbia, MO): <https://www.como.gov/parksandrec/facilities/como-bike-co-op/>

Themed Group Bicycle Rides

Organized bicycle rides offer people a comfortable and fun way to explore Nixa’s trails and bicycle routes in a group setting. For many, these types of events build participants’ confidence and knowledge of the trail network, giving them the tools necessary to choose bicycling for trips around town. Target audiences for these organized bicycle rides should reflect the diversity of the community and include children, seniors, families, low-income residents, minority residents.

Smaller group rides with capped attendance can capitalize on cultural assets and amenities like historic monuments and buildings, city parks, business districts, and other unique locations. In St. Louis, Missouri, Trailnet’s free weekly

Community Rides center around the city’s history and culture, with themes ranging from museums, breweries, jazz, prohibition, greenways, and the Underground Railroad. Many of these rides are organized and led by local historians and civic enthusiasts.

Larger group rides called cruiser rides that offer family-friendly environment have become mainstays in communities across the country. The Denver Cruiser Ride, the Slow Roll in Detroit, and Freewheel in Memphis attract hundreds to thousands of participants, move at a leisurely pace, and welcome people of all ages and abilities.

The City should coordinate with local advocacy organizations and other community partners to explore opportunities develop group bicycle rides as an essential tool to encourage bicycling activity and trail use in Nixa.

Resources

Trailnet (St. Louis, MO) Community Rides: <http://trailnet.org/tag/community-rides/>

Slow Roll (Detroit, MI): <http://slowroll.bike/>

Denver Cruiser Ride: <http://denvercruiserride.com/>

People for Bikes, How to Start a Cruiser Ride: <http://pfb.peopleforbikes.org/take-a-brake/how-to-start-a-cruiser-ride/>

Community Walking & Biking Maps

In order to encourage biking and walking, the City of Nixa should develop bicycling and walking maps that provide route and facility information and highlight local destinations and amenities.

One of the most effective ways of encouraging people to bike is through the use of maps and guides to show that the infrastructure exists, to demonstrate how easy it is to access different parts of the city by bike, and to highlight unique areas, shopping districts or recreational areas. Maps can be citywide, district-specific, or neighborhood/family-friendly and can be printed on paper or made available online as interactive maps.

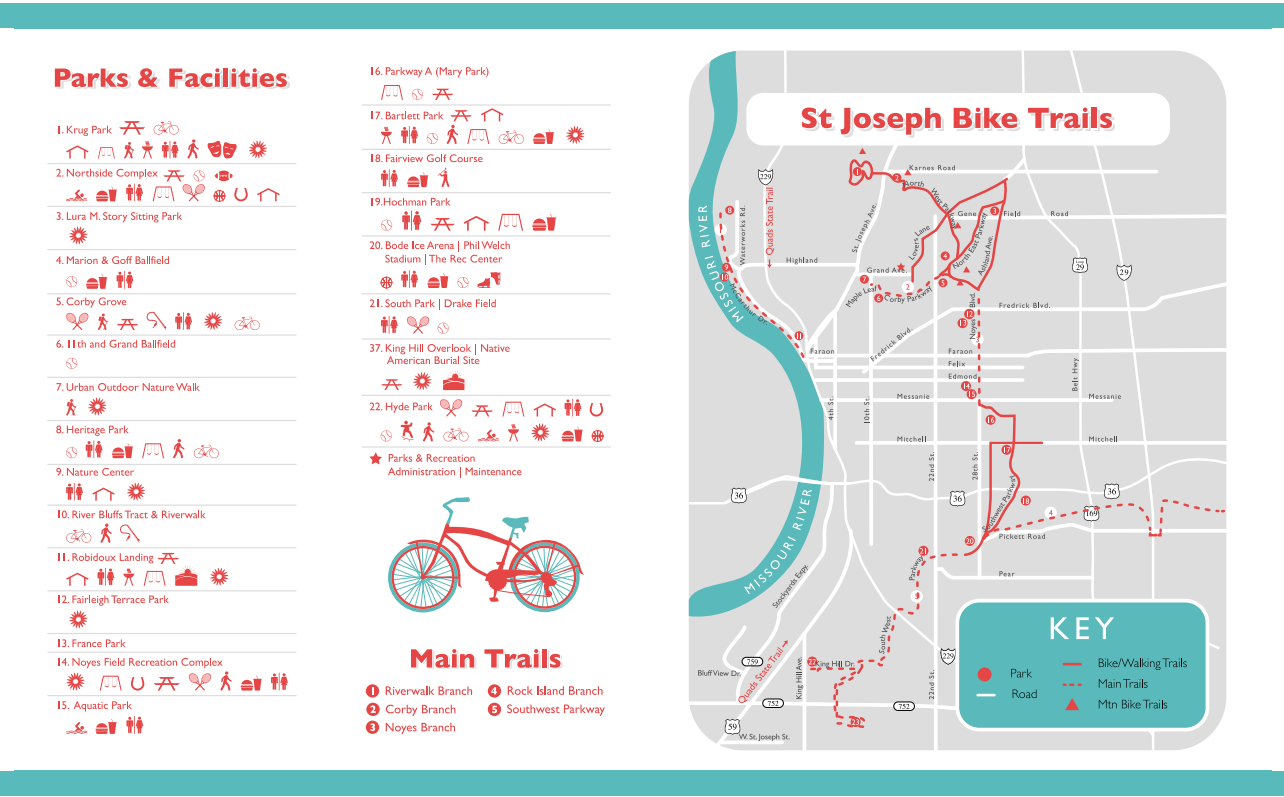
Sample Resources

Online Biking and Trail Map, City of Columbia, MO: <https://www.como.gov/publicworks/biking/>

Biking and Trail Map, City of St. Joseph, MO: <https://stjomo.com/wp-content/uploads/2016/03/bike-map.pdf>



In St. Louis, Missouri, Trailnet’s community rides series takes people on themed bicycle rides that explore the city’s history and culture (Source: Trailnet).



St. Joseph, Missouri’s Bike Trails Map provides a colorful and informative guide to local trails, parks, and other community destinations.

Targeted Law Enforcement Activities

Targeted enforcement is an effective way of encouraging lawful travel behavior and instilling respect for other road users. Enforcement activities may include deployment of speed reader boards, police “sting” operations at high crash intersections, wrong-way riding enforcement, bike light enforcement, and even distribution of safety literature along corridors with high volumes of bicycle activity. In the City of Chicago, police officers partner with the City’s Bicycling Ambassadors educate road users.

The Nixa Police Department should explore opportunities for regularly-scheduled enforcement activities at strategic locations around the community to support bicycling activity and create safer environments for all road users.

Resources

City of Chicago Targeted Enforcement (Chicago, IL): <http://chicagocompletestreets.org/safety/targetedenforcement/>



The City of Chicago’s Crosswalk Enforcement Program encourages safe, responsible travel for all road users.

Bicycle Facility Fact Sheets

As the City of Nixa develops its trail network, many residents may be unfamiliar with trails, bicycle lanes, and travel lanes with shared lane markings. Driving alongside people bicycling on these new facilities may be uncomfortable or challenging for some, and the City of Nixa can address this lack of knowledge by providing bicycle facility fact sheets and other information to help drivers understand how to operate a motor vehicle next to a bicycle lane or in a shared travel lane.

A great resource to draw from is A Driver’s Guide to Active Transportation, a document developed by the Missouri Bicycle and Pedestrian Federation in 2016 to support local communities and advocacy organizations across the state. The document explains various signs and roadway markings, providing constructive information about how to interact with other road users. The City of Nixa consider this document as a starting point for developing bicycle facility fact sheets specific to new infrastructure installed in the City.

Resources

A Driver’s Guide to Active Transportation, Missouri Bicycle and Pedestrian Federation: <https://trailnet.org/files/2016/05/DriversGuideToActiveTransportationReduced.pdf>

Project Outreach

The City of Nixa uses multi-pronged outreach efforts for many capital projects in order to actively engage and educate residents about changes to public infrastructure. As bicycle facility projects are developed and installed, it will be important to continue these outreach efforts and inform residents along project corridors about how to interact with these new bicycle facilities and the likely increase in bicycle activity that will result. By using online videos, temporary signs, updates through social media, neighborhood meetings, and other outlets, the City of Nixa can build awareness and support for these new facilities as important elements of the transportation system. Examples of project outreach via community meetings and an online presence are listed below.

Resources

Seattle DOT Bicycle Program Projects (Seattle, WA): <http://www.seattle.gov/transportation/bikeprojects.htm>

Cincinnati Bicycle Transportation Plan Current Projects (Cincinnati, OH): <http://www.cincinnati-oh.gov/bikes/bike-projects/>

Denver City and County Current Projects (Denver, CO): <https://www.denvergov.org/content/denvergov/en/bicycling-in-denver/infrastructure.html>

FACT SHEET

2ND AVE MOBILITY IMPROVEMENTS

Signal upgrades and protected bike lane extension

Fall 2016

PROJECT DESCRIPTION

The Seattle Department of Transportation (SDOT) is making traffic signal improvements and extending the 2-way protected bike lane along 2nd Ave from Pike St to Denny Way. These improvements will organize the street and move people and goods more efficiently.

Construction will start in early 2017 and we expect work to last through the summer. We'll be in touch with local businesses and residences as we have more information about construction timing and phasing.

PROJECT INFORMATION AND CONTACT

www.seattle.gov/transportation/2ndave.htm
2ndave@seattle.gov | (206) 905-3439
SDOT Communications Lead: Sara Colling
SDOT Project Manager: Marilyn Yim

Seattle DOT’s project handouts provide valuable information about current projects, keeping everyone informed.

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CHAPTER SEVEN: IMPLEMENTATION

Introduction

Constructing the proposed trail network and implementing the programs and policies recommended in this study is a long-term, incremental endeavor. Projects must be pursued in a strategic manner in order to maximize the City’s investment, leverage local resources, and sustain community support over time,

The Implementation Chapter provide the City of Nixa and the Ozarks Transportation Organization with a blueprint to begin the implementation process and monitor progress over time. The chapter includes five key elements: early action steps; regional trail prioritization; potential funding sources; measuring plan performance; and ongoing system maintenance.

Early Action Steps

The following early action steps are designed to initiate implementation, sustain momentum generated during the planning process, and set the foundation for future progress. Six early action items, which represent a mix of policy, procedures, capital projects, and programs, provide early opportunities to engage community partners and establish strong and lasting relationships on which successful implementation efforts will depend.

Step 1: Adopt the Trail Study

Adopting the Plan is an important step, not just for its symbolic value representing the City’s and the Ozarks Transportation Organization’s commitment to bicycling and walking, but also for its policy value as a guiding document for future capital investments and transportation decisions.

The adoption process varies from community to community, depending on existing policies and procedures. Whether the City of Nixa should undertake a formal adoption process and incorporate this study as a supplemental document supporting the Comprehensive Plan, or choose to draft a resolution in support of the study, it is important that this study be acknowledged for its potential to increase walking and bicycling and be used as a guide for future decision-making and

investments. The major advantage of adopting the study as an addendum to the Comprehensive Plan is added weight the recommended network will carry as an official planning document. Whether applying for external funding or discussing development impacts with prospective developers, having an official study to reference is a valuable asset.

Step 2: Identify and Implement a Low-Cost Project

Immediate investments in bicycle, pedestrian, and trail facilities demonstrate the City of Nixa’s commitment to implementing the recommendations of the study and achieving the long-term vision of a complete, interconnected trail network. The City of Nixa should identify a low-cost project to complete within one year of plan completion. Potential projects should be selected from the recommended on-street connections. On-street connections, particularly on local and low-volume collector roadways, may consist of relatively lower-cost improvements, such as sidewalk infill, crosswalk markings, shared lane markings, bicycle wayfinding signage, and minor traffic calming improvements (if necessary). This project can sustain momentum generated during the planning process and generate excitement and support within the community.

Step 3: Integrate Proposed Trail Network Recommendations into Capital Improvements Plan

The Capital Improvements Plan (CIP) guides the City’s investments in transportation, facilities, and other capital improvements over a five-year period. The CIP is updated regularly and incorporated into the City’s annual budget. In order to allocate funding for trail, sidepath, on-street bikeway, and sidewalk projects, the City of Nixa should incorporate recommended trail segments into the CIP. Recommendations for sidewalks, on-street bikeways, and sidepaths can be incorporated into previously identified roadway projects, while off-street trail projects may require insertion into the CIP as separate, new line items.

Step 4: Organize and Host a Community Bicycle Ride

Building a community culture that values bicycling takes more than trails and bikeways. To encourage bicycling and demonstrate the City’s support for active transportation, Nixa should develop an all-ages, family-friendly organized bike ride (or series of bike rides). By routing the event along existing and proposed bikeways and connecting to key destinations throughout the City, participants can explore bike routes in a low-stress environment, building their ability and confidence to bicycle on local streets and access local destinations.

Step 5: Adopt a Complete Streets Policy

Complete Streets are planned, designed, constructed and maintained to accommodate all street users - pedestrians, bicyclists, transit users, and motor vehicle drivers. The Ozarks Transportation Organization has incorporated Complete Streets elements in its Plan 2040 Long Range Transportation Plan in order to provide regional leadership and to tie Complete Streets policies and elements to the selection and awarding of federal funds for the planning, design, right-of-way acquisition, engineering, and construction of roadways and other transportation facilities.

The City of Nixa should coordinate with the Ozarks Transportation Organization to draft and adopt a Complete Streets ordinance or resolution to integrate all modes of transportation into roadway funding, design, construction, operations and maintenance. Establishing a municipal policy will delegate roles and responsibilities and create a system through which all transportation projects can be evaluated. The policy will support implementation of proposed trail network segments by incorporating them into future roadway projects.

Cost Estimates

Cost estimates are an essential planning tool used for programming capital improvements and drafting applications for external funding sources. For this study, planning-level cost estimates have been developed for all recommended projects, and detailed cost estimates have been developed for the three regional trails for which refined alignments were determined in Chapter Four.

Planning-Level Cost Estimates

Cost estimates have been developed for each project based on initial planning-level examples of similar constructed projects and industry averages. These costs were then refined with the assistance of City and Ozarks Transportation Organization staff based on local experience. All facility designs and associated cost estimates proposed in this plan are conceptual in nature and must undergo final engineering design and review through coordination between all concerned departments in order to arrive at detailed project costs. These costs are provided in 2018 dollars and include a 20 percent contingency. Inflation should be included in costs in future years when bikeway improvements are programmed.

The cost estimates do not include costs for corridor planning, public engagement, surveying, engineering design, right-of-way acquisition, and other work required to implement a project, since these are planning-level costs. Based on city experiences, these elements can and should be added as these projects are programmed into the CIP. Depending on the type of improvement, these additional costs can generally be estimated at up to 25 percent of the facility construction cost, in the case of a shared use path design or a two-way cycle track. Construction costs will vary based on the ultimate project scope (i.e., combination with other projects) and economic conditions at the time of construction. When combined with larger roadway projects, the city can achieve economies of scale and maximize the value of every dollar spent on transportation infrastructure.

Cost estimates for each type of recommended linear facility are listed in Table 7. A complete list of cost estimates for each individual project is shown in Table 8 on the following page. For On-Street Connections, the study utilizes cost ranges rather than a single cost estimate to acknowledge variables that must be analyzed in greater detail in order to provide more accurate cost estimates. These facilities

range may range from sidewalks, shared lane markings, and wayfinding signage to sidewalks and separated bike lanes. It should also be noted that facility cost estimates for on-street connections only take into account the bicycle facility and related wayfinding and other signage, not pedestrian facilities like sidewalks or crosswalks. In order to determine the appropriate facility type and associated cost, additional study will be required.

Table 7: Cost Estimates by Facility Type

Facility Type	Cost Per Mile	Recommended Miles
Regional Trail	\$1,300,000*	12.03
Local Trail	\$1,300,000*	10.83
Sidepath	\$1,00,000**	41.71
On-Street Connection	\$3,700 - \$198,000***	19.93
Total		84.50

*The cost per mile estimate used for regional and local trails represents the “Suburban Trail Type”. This trail type cost estimate was initially developed for the OTO Bicycle & Pedestrian Trail Investment Study and used to generate planning-level cost estimates for the region’s planned priority trails.

**The cost per mile estimate used for sidepaths represents a combination of the “Rural Trail Type” and “Suburban Trail Type” from the OTO Bicycle & Pedestrian Trail Investment Study.

***On-street connections range from shared lane markings and wayfinding signage to buffered bicycle lanes. On-street connections do not include costs for sidewalks, which are standard design elements in the City of Nixa’s

Table 8: Cost Estimates for Individual Project Recommendations

Recommended Facility	Limit From	Limit To	Project Length (Miles)	Planning Level Cost Estimate
Regional Trails				
Eoff Trail	Northview Drive	Future Rivercut Parkway	4.77	\$6,195,843
Finley River Connector Trail	Finley Creek Greenway	McCauley Park	3.32	\$4,317,338
NE Chadwick Flyer Connector	Eoff Trail	Chadwick Flyer Trail at Hwy CC	3.94	\$5,117,925
Local Trails				
Cheyenne Road Extension (North)	Highway CC	Chadwick Flyer Rail Trail	0.81	\$1,054,486
Fort Road Trail Connector	Highway 14	McConnell Road	0.32	\$412,471
Highway CC Extension	Nicholas Road	Main Street	1.77	\$2,297,817
Inman Trail	Inman Intermediate	Eoff Trail	1.33	\$1,722,663
Muskego Road Extension (East)	Muskego Road	SE Finley Creek Connector	0.33	\$1,221,559
Muskego-Mt Vernon Connector	Muskego Road	Highway 14	0.81	\$1,057,955
Myra-Eoff Trail Connector	Eoff Trail	Myra Drive	0.05	\$60,463
Nixa High - Matthews Elementary Connector	Nicholas Road	Gregg Road	0.62	\$808,581
SE Finley Creek Connector Alternative 3	Finley Creek Greenway	Main Street	2.09	\$2,719,372
South Nixa East-West Trail	Inman Road	Ozark Road	2.03	\$2,632,734
Summit Connector	Cheyenne Road	Chad Flyer Conn at Old Castle	0.64	\$834,942
Walleye Connector Trail	Walleye Street	NE Chadwick Flyer Connector	0.03	\$43,104
Sidepaths				
Cheyenne Road Sidepath	Highway CC	North Road	1.49	\$1,494,040
Delaware Town Road	Wilson's Creek Trail	Landers Road	1.27	\$1,272,000
Fremont Road	OTC Richwoods Campus	Highway CC	2.89	\$2,885,200
Gooch Road	Shamrock Road	Nicholas Road	0.51	\$512,343
Gregg Road	Rosedale Road	Tracker Rd	3.56	\$3,563,880
Highway 14 Sidepath	Nicholas Road	Ozark Community College	4.42	\$4,416,700
Highway CC Sidepath	Main Street	Cheyenne Road	1.64	\$1,644,730
Inman Road	Wilsons Crk Trl - Christian Co	Inman Road	2.27	\$2,271,510
Landers Road	Deleware Town Road	Nelson Mill Road	1.54	\$1,539,380
Minnehaha Road	Rosedale Road	Ozark Road	0.52	\$522,401
Muskego Road	Ozark Road	Muskego Road (90 Degree Turn)	0.61	\$612,269
Nelson Mill Road	Union Chapel Road	James River Greenway	1.54	\$1,537,140
Nicholas Road	Highway 14	James River Greenway	4.19	\$4,190,330
Nicholas Road	Inman Road	Vintage Road	1.20	\$1,199,020
North Street Bike/Walk Corridor	City Park	Fremont Road	1.01	\$1,007,090
Old Bittersweet Road	Old Riverdale Road	Ozark Road	0.64	\$635,202
Ozark Road	Minnehaha Road	Old Bittersweet Road	1.05	\$1,047,800
Rosedale Road	Shamrock Road	Minnehaha Road	2.69	\$2,685,930
Shamrock Road	Rosedale Road	Gooch Road	1.02	\$1,015,990
Tracker Road	Nicholas Road	Eoff Trail	1.04	\$1,043,390
Union Chapel Road	Nelson Mill Road	Nicholas Road	2.27	\$2,272,400
US 160	South Main Street	Wasson Road	3.10	\$3,098,810
US 160	Wasson Road	Tracker Road	1.24	\$1,244,830

Table 8: Cost Estimates by Facility Type, Continued

Recommended Facility	Limit From	Limit To	Project Length (Miles)	Planning Level Cost Estimate
On-Street Connections				
Aldersgate Road	US 160	Main Street	0.51	\$1,900.80 - \$101,718.74
Bryant Street	Ellen Street	West Street	0.16	\$576.59 - \$30,855.52
Cherry Street	Main Street	Hillcrest Road	0.42	\$1,549.73 - \$82,931.76
Elegant Drive	Old Bittersweet Road	Highway 14	0.68	\$2,511.20 - \$134,383.37
Ellen Street	Bryant Street	Highway 14	0.31	\$1,155.99 - \$61,861.33
Ellen Street	Highway 14	Wasson Drive	0.27	\$1,013.32 - \$54,226.19
Fort Avenue	McConnell Road	Northview Road	0.45	\$1,654.58 - \$88,542.44
Hillcrest Road	Cherry Street	North Street	0.25	\$915.43 - \$48,987.97
Kathryn Road	Gregg Road	US 160	0.75	\$2,788.45 - \$149,219.68
Main Street Bike/Walk Corridor	Hwy 160	Hwy CC	4.94	\$18,269.42 - \$977,661.07
Market Street	South Road	Cherry Street	0.56	\$2,066.07 - \$110,562.42
Milton Drive	Wasson Drive	Northview Road	0.48	\$1,789.91 - \$95,784.37
Missouri Avenue	Cherry Street	North Street	0.25	\$926.67 - \$49,589.52
North Road	Rosedale Road	West Road	1.64	\$6,073.35 - \$325,006.05
North Street Bike/Walk Corridor	Rotary Park	Taylor Way	0.94	\$3,482.57 - \$186,364.81
Northview Drive Bike/Walk Corridor	Nicholas Road	Main Street	1.77	\$6,564.48 - \$351,288.29
Old Castle Road	North Street	Tracker Road	1.03	\$3,804.07 - \$203,569.28
Scott Wayne Drive	Main Street	Walleye Street	0.73	\$2,709.57 - \$144,998.51
South Road	West Road	Market Street	0.71	\$2,609.07 - \$139,620.35
Taylor Way	North Street	Walleye Street	0.51	\$1,902.19 - \$101,793.09
Tracker (Future Road Construction)	Old Castle Road	Cheyenne Road	0.46	\$1,717.23 - \$91,894.98
Walleye Street	Taylor Way	N/O Striper Drive	0.34	\$1,249.13 - \$66,845.29
Wasson Drive	Milton Drive	Fort Avenue	0.74	\$2,744.17 - \$146,850.43
Weldon Drive	Walleye Street	Old Castle Road	0.40	\$1,461.97 - \$78,234.97
West Road	North Road	Highway 14	0.63	\$2,325.33 - \$124,436.40

Detailed Cost Estimates

The detailed estimates developed for each preferred alignment described in the previous chapter of the study incorporate an extensive list of cost factors to provide accurate estimates, including clearing, grading, base, surface, structures, culverts, signage, lighting, signalization, pavement markings, seeding, mulching, temporary traffic control. Additional cost factors, including engineering and surveying, easements and rights-of-way, and construction administration and inspection, have been added to the total cost as percentages.

Table 9: Eoff Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	3	AC	\$7,500.00	\$22,500.00
Linear Grading Class 1	252	STA	\$3,000.00	\$756,000.00
Compacting Subgrade	28,989	SY	\$2.00	\$57,978.00
4" Aggregate Base	28,989	SY	\$9.00	\$260,901.00
6" Concrete Pavement	27,989	SY	\$85.00	\$2,379,065.00
7" Non-reinforced Concrete (Road Base Pvmt)	225	SY	\$85.00	\$19,125.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	25	TON	\$95.00	\$2,375.00
Tack Coat (0.10 GAL/SY)	225	GAL	\$5.00	\$1,125.00
Driveway Repairs & Reconstruction	325	SY	\$90.00	\$29,250.00
Curb Ramps	450	SY	\$135.00	\$60,750.00
Truncated Domes	360	SF	\$30.00	\$10,800.00
Concrete Curb	360	LF	\$35.00	\$12,600.00
Wayfinding Signage (1 per 0.25 MI of Trail)	20	EA	\$1,000.00	\$20,000.00
Rock Lining (100 CY per bridge abutment)	200	CY	\$85.00	\$17,000.00
24" White Stop Bars	84	LF	\$15.00	\$1,260.00
24" White Yield Markings	36	EA	\$50.00	\$1,800.00
30" White High Visibility Markings	540	LF	\$20.00	\$10,800.00
Trail Signage & Posts (2 signs per 500')	101	EA	\$350.00	\$35,350.00
Roadway Signage & Posts (4 signs per Crossing)	36	EA	\$350.00	\$12,600.00
RRFB	6	EA	\$10,000.00	\$60,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	1	EA	\$50,000.00	\$50,000.00
Seed, mulch, etc	10	ACRE	\$5,000.00	\$50,000.00
Temporary Silt Fence	25,190	LF	\$3.00	\$75,570.00
Ditch Checks	252	EA	\$225.00	\$56,677.50
Sediment Removal	504	CY	\$40.00	\$20,152.00
Pedestrian Bridge (12' wide)	1,860	SF	\$300.00	\$558,000.00
Decorative Pedestrian Guardrail	100	LF	\$120.00	\$12,000.00
Contractor Construction Staking (1%)	1	LSUM	\$45,936.79	\$45,936.79
Site Furnishings (1.5%)	1	LSUM	\$68,905.18	\$68,905.18
Removal of Improvements (3%)	1	LSUM	\$137,810.36	\$137,810.36
Temporary Traffic Control (3%)	1	LSUM	\$137,810.36	\$137,810.36
Drainage Improvements (5%)	1	LSUM	\$229,683.93	\$229,683.93
Landscaping (5%)	1	LSUM	\$229,683.93	\$229,683.93
Utility Relocations (5%)	1	LSUM	\$229,683.93	\$229,683.93
Mobilization (10%)	1	LSUM	\$459,367.85	\$459,367.85
Subtotal				\$6,132,561
Contingency 25%				\$1,533,140
Total				\$7,665,701
Engineering & Surveying Costs 15%				\$1,149,855
Construction Administration & Inspection Costs 10%				\$766,570
Easement & Right-of-Way Costs 5%				\$383,285
Grand Total				\$9,965,411
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				

Table 10: Northeast Chadwick Flyer Connector Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	2	AC	\$7,500.00	\$15,000.00
Linear Grading Class 1	208	STA	\$3,000.00	\$624,000.00
Compacting Subgrade	24,744	SY	\$2.00	\$49,488.00
4" Aggregate Base	24,744	SY	\$9.00	\$222,696.00
6" Concrete Pavement	23,089	SY	\$85.00	\$1,962,565.00
7" Non-reinforced Concrete (Road Base Pvmt)	400	SY	\$85.00	\$34,000.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	44	TON	\$95.00	\$4,222.22
Tack Coat (0.10 GAL/SY)	400	GAL	\$5.00	\$2,000.00
Driveway Repairs & Reconstruction	455	SY	\$90.00	\$40,950.00
Curb Ramps	800	SY	\$135.00	\$108,000.00
Truncated Domes	640	SF	\$30.00	\$19,200.00
Concrete Curb	640	LF	\$35.00	\$22,400.00
Wayfinding Signage (1 per 0.25 MI of Trail)	16	EA	\$1,000.00	\$16,000.00
Rock Lining (100 CY per bridge abutment)	0	CY	\$85.00	\$0.00
24" White Stop Bars	210	LF	\$15.00	\$3,150.00
24" White Yield Markings	12	EA	\$50.00	\$600.00
30" White High Visibility Markings	960	LF	\$20.00	\$19,200.00
Trail Signage & Posts (2 signs per 500')	84	EA	\$350.00	\$29,400.00
Roadway Signage & Posts (4 signs per Crossing)	64	EA	\$350.00	\$22,400.00
RRFB	2	EA	\$10,000.00	\$20,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	3	EA	\$50,000.00	\$150,000.00
Seed, mulch, etc	8	ACRE	\$5,000.00	\$40,000.00
Temporary Silt Fence	20,780	LF	\$3.00	\$62,340.00
Ditch Checks	208	EA	\$225.00	\$46,755.00
Sediment Removal	416	CY	\$40.00	\$16,624.00
Pedestrian Bridge (12' wide)	0	SF	\$300.00	\$0.00
Decorative Pedestrian Guardrail	0	LF	\$120.00	\$0.00
Contractor Construction Staking (1%)	1	LSUM	\$35,309.90	\$35,309.90
Site Furnishings (1.5%)	1	LSUM	\$52,964.85	\$52,964.85
Removal of Improvements (3%)	1	LSUM	\$105,929.71	\$105,929.71
Temporary Traffic Control (3%)	1	LSUM	\$105,929.71	\$105,929.71
Drainage Improvements (5%)	1	LSUM	\$176,549.51	\$176,549.51
Landscaping (5%)	1	LSUM	\$176,549.51	\$176,549.51
Utility Relocations (5%)	1	LSUM	\$176,549.51	\$176,549.51
Mobilization (10%)	1	LSUM	\$353,099.02	\$353,099.02
Subtotal				\$4,713,872
Contingency 25%				\$1,178,468
Total				\$5,892,340
Engineering & Surveying Costs 15%				\$883,851
Construction Administration & Inspection Costs 10%				\$589,234
Easement & Right-of-Way Costs 5%				\$294,617
Grand Total				\$7,660,042
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				

Table 11: X Center to Finley River Greenway Connector Trail Opinion of Probable Cost, 10ft Paved Path with 12ft Bridges

ITEM	QTY.	UNIT	UNIT COST	COST(\$)
Clearing & Grubbing	4	AC	\$7,500.00	\$30,000.00
Linear Grading Class 1	185	STA	\$3,000.00	\$555,000.00
Compacting Subgrade	21,449	SY	\$2.00	\$42,898.00
4" Aggregate Base	21,449	SY	\$9.00	\$193,041.00
6" Concrete Pavement	20,479	SY	\$85.00	\$1,740,715.00
7" Non-reinforced Concrete (Road Base Pvmt)	150	SY	\$85.00	\$12,750.00
Bituminous Pavement Mix PG64-22 BP-1 (2")	17	TON	\$95.00	\$1,583.33
Tack Coat (0.10 GAL/SY)	150	GAL	\$5.00	\$750.00
Driveway Repairs & Reconstruction	520	SY	\$90.00	\$46,800.00
Curb Ramps	300	SY	\$135.00	\$40,500.00
Truncated Domes	240	SF	\$30.00	\$7,200.00
Concrete Curb	240	LF	\$35.00	\$8,400.00
Wayfinding Signage (1 per 0.25 MI of Trail)	14	EA	\$1,000.00	\$14,000.00
Rock Lining (100 CY per bridge abutment)	400	CY	\$85.00	\$34,000.00
24" White Stop Bars	70	LF	\$15.00	\$1,050.00
24" White Yield Markings	12	EA	\$50.00	\$600.00
30" White High Visibility Markings	360	LF	\$20.00	\$7,200.00
Trail Signage & Posts (2 signs per 500')	74	EA	\$350.00	\$25,900.00
Roadway Signage & Posts (4 signs per Crossing)	24	EA	\$350.00	\$8,400.00
RRFB	2	EA	\$10,000.00	\$20,000.00
Signal Modification (Pedestrian-Cyclist Upgrades)	1	EA	\$50,000.00	\$50,000.00
Seed, mulch, etc	7	ACRE	\$5,000.00	\$35,000.00
Temporary Silt Fence	18,431	LF	\$3.00	\$55,293.00
Ditch Checks	184	EA	\$225.00	\$41,469.75
Sediment Removal	369	CY	\$40.00	\$14,744.80
Pedestrian Bridge (12' wide)	2,520	SF	\$300.00	\$756,000.00
Decorative Pedestrian Guardrail	200	LF	\$120.00	\$24,000.00
Contractor Construction Staking (1%)	1	LSUM	\$37,672.95	\$37,672.95
Site Furnishings (1.5%)	1	LSUM	\$56,509.42	\$56,509.42
Removal of Improvements (3%)	1	LSUM	\$113,018.85	\$113,018.85
Temporary Traffic Control (3%)	1	LSUM	\$113,018.85	\$113,018.85
Drainage Improvements (5%)	1	LSUM	\$188,364.74	\$188,364.74
Landscaping (5%)	1	LSUM	\$188,364.74	\$188,364.74
Utility Relocations (5%)	1	LSUM	\$188,364.74	\$188,364.74
Mobilization (10%)	1	LSUM	\$376,729.49	\$376,729.49
Subtotal				\$5,029,339
Contingency 25%				\$1,257,335
Total				\$6,286,673
Engineering & Surveying Costs 15%				\$943,001
Construction Administration & Inspection Costs 10%				\$628,667
Easement & Right-of-Way Costs 5%				\$314,334
Grand Total				\$8,172,675
Costs Based on 2018 prices. Should include Inflation for each year beyond 2018				

Funding Sources

Funding bicycle and pedestrian infrastructure projects and supporting programs requires a diversified strategy and a creative approach. Local funding in particular will be critical to the implementation of the plan, whether used as local match for external funding sources or for projects and ongoing maintenance for locally-funded projects. The City of Nixa should determine an annual budget commitment to the implementation of bicycle, pedestrian and trail projects based on the needs identified in this plan. When possible, this budget line item should be leveraged as local match for external funding in order to maximize the City’s return on investment. In addition, the City of Nixa must be flexible and spontaneous enough to capitalize on partnerships, in-kind matches, and other non-traditional funding opportunities when possible. The following section of this chapter provides an overview of funding sources that can be utilized to build the Nixa trail network.

Local Funding Sources

Because external funding sources for bicycle and pedestrian projects and programs continue to be in short supply and high demand, local funds are often the most reliable funding source for infrastructure projects and encouragement and education programs. In addition, local funding is often required as match for external funding sources. With this in mind, it is imperative that the City of Nixa explore, identify, and pursue one or more of these local funding strategies as a means of implementing the plan.

Capital Improvement Plan Set-Aside

As with most communities, the City of Nixa has limited funds with which to implement active transportation projects and programs. By creating a dedicated set-aside in the Capital Improvement Program, the City can prioritize and plan for capital expenditures for trails, on-street bikeways, sidewalks, and other projects that improve conditions for walking and bicycling. This set-aside may also be used as a local match for external funding sources, or as contribution towards bicycle and pedestrian elements of larger projects.

LOCAL OPTION SALES TAX

A Local Option Sales Tax is a special-purpose tax implemented and levied at the city or county level. A local option sales tax is often used as a means of raising funds for specific local or area projects, such as improving area streets and

roads, or refurbishing a community’s downtown area. Special Improvement Districts are often created to define a sales tax area and administer the collection and expenditures of generated tax.

GENERAL OBLIGATION BOND

General obligation bonds offer local agencies the opportunity to acquire necessary finances for capital improvements and remit payment over time. These general obligation bonds are among the most common form of capital project financing and can cover everything from stormwater and sanitary sewers to streets, sidewalks, and trails. General obligation bonds require majority approval of a popular vote for passage.

DEVELOPMENT IMPACT FEES

The Nixa Municipal Code allows the City to exact development impact fees for new development that generates an impact on municipal infrastructure and services, as outlined in Chapter 109: Impact Fees and Capacity Fees. To the extent that future development generates an impact on the City’s transportation, recreation, and other infrastructure, these developments can be required to pay a fee to defray all or a portion of the costs required to accommodate new developments at level-of-service standards. Parks, park facilities, park land acquisition, pedestrian access, planning and design of park facilities, and other related costs may be applicable uses of impact fees if so determined by an impact fee assessment.

Federal and State Funding Sources

The federal government has numerous programs and funding mechanisms to support bicycle and pedestrian projects, most of which are allocated by the US Department of Transportation to state, regional, and local entities. In many cases, state and regional entities administer these funds to local agencies through competitive grant programs.

Fixing America’s Surface Transportation (FAST) Act

In 2015, the FAST Act was signed into law, authorizing \$305 billion in transportation infrastructure planning and investment for a five-year period from 2016-2020. Multiple programs have been carried over from the previous transportation bill, Moving Ahead for Progress in the 21st Century, or MAP-21. Funding for FAST Act programs available to the

City of Nixa is administered by the Ozarks Transportation Organization and allocated through a competitive application process. The following four FAST Act programs commonly used to fund bicycle and pedestrian projects are described in this section:

Surface Transportation Program

Transportation Alternatives Program

Highway Safety Improvement Program

Section 402 Highway Safety Grant Program

SURFACE TRANSPORTATION PROGRAM (STP)

The STP provides funding that may be used by States and localities for projects to preserve and improve the conditions on any Federal-aid highway, bridge and tunnel projects, public road projects, pedestrian and bicycle infrastructure, and transit capital projects. Bicycle and pedestrian infrastructure projects include ADA sidewalk modification, recreational trails, bicycle transportation, on- and off-road trail facilities for non-motorized transportation, and infrastructure projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and has been continued by the Fixing America’s Surface Transportation (FAST) Act, through federal fiscal year 2020. Eligible project activities for TAP funding include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity. The TAP program replaced multiple pre-MAP-21 programs, including the Transportation Enhancement Program, the Safe Routes to School Program, and the National Scenic Byways Program.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program (HSIP) is intended to achieve significant reduction in traffic fatalities and serious injuries on all public roads by funding projects, strategies and activities consistent with a state’s Strategic Highway Safety Plan (SHSP).

Section 402 State and Community Highway Safety Grant Program

Section 402 funds can be used to develop education, enforcement and research programs designed to reduce traffic crashes, deaths, severity of crashes, and property damage. Eligible program areas include reducing impaired driving, reducing speeding, encouraging the use of occupant protection, improving motorcycle safety, and improving bicycle and pedestrian safety. Examples of bicycle and pedestrian safety programs funded by Section 402 are comprehensive school-based pedestrian and bike safety education programs, helmet distribution programs, pedestrian safety programs for older adults, and general community information and awareness programs.

BUILD Transportation Grants Program

The US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants Program replaces the TIGER Discretionary Grants Program and retains the same purpose of funding road, rail, transit and port projects that achieve critical national objectives, including livability, economic competitiveness, environmental sustainability, and safety. Forty projects were awarded funding in FY2016 for a combined total of nearly \$500M, and fifteen of the forty projects directly benefit bicycling through the provision of dedicated and often protected bicycle facilities. Examples include a \$21M in complete streets projects in Mobile, Alabama, \$22M in bridge reconstruction and rehabilitation in Des Moines, Iowa, and \$40M in roadway reconstruction and multi-modal improvements in Flint, Michigan that will occur in tandem with water transmission line replacement. Given the scale of most successful BUILD projects, this grant is only likely to fund recommendations in the Master Bicycle and Pedestrian Plan if they are combined with other projects as part of a larger area-wide initiative.

<https://www.transportation.gov/BUILDgrants>

Recreational Trails Program (RTP)

The Missouri Department of Natural Resources (MODNR) maintains and awards federal funding through the Federal Recreational Trails Program (RTP). The program was originally established as part of the Inter-modal Surface Transportation Efficiency Act (ISTEA) in 1991 and has been incorporated into all subsequent transportation bills, even if under different titles. Trail projects can include hiking

and walking, bicycling, cross-country skiing, snowmobiling, horseback riding, canoeing, and off-highway vehicles. Missouri receives between \$1 and \$1.5 million annually for the RTP program and caps trail project awards at \$250,000.

<https://mostateparks.com/page/61220/recreational-trails-program-rtp-grants>

Land and Water Conservation Fund (LWCF)

The goal of the Land and Water Conservation Fund is the creation and maintenance of high quality recreation resources through the acquisition and development of public outdoor recreation areas and facilities. The program, operated by MODNR, requires a 50 percent match from the project sponsor. After the funding is awarded and the project is completed, the local agency receives a reimbursement of 50 percent of the actual project costs. The maximum award for LWCF projects is \$250,000.

<https://mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants>

Other Funding

People for Bikes Community Grants Program

People for Bikes, formerly known as Bikes Belong, is a national organization working to make bicycling better throughout the United States through programs and advocacy work. Eligible projects and activities include the following:

- Bike paths, lanes, trails, and bridges
- Mountain bike facilities
- Bike parks and pump tracks
- BMX facilities
- Bicycle parking, repair stations, and bike storage
- Ciclovias and open streets events
- Campaigns to increase investments in bike infrastructure

People for Bikes has funded hundreds of infrastructure projects and education and encouragement programs since it first launched in 1999, including five projects in the State of Missouri. In 2016, TrailSpring received a \$5,000 grant to fund the Connection, a project to connect two greenways in Springfield that were separated by a freeway.

<https://peopleforbikes.org/get-local/#state-MO>

Community Foundations

Community and corporate foundations can play an important role in funding bicycle and pedestrian infrastructure and programs. With a growing evidence base highlighting the connection between the built environment and community health outcomes, health foundations throughout the country have joined environmental foundations to support infrastructure projects that increase opportunities for walking, bicycling and physical activity. Foundations like the Surdna Foundation, Robert Wood Johnson Foundation, the Conservation Fund and the Missouri Foundation for Health have provided funding for greenways, trails and related infrastructure projects, as well as education and outreach programming.

Volunteer Assistance

Support for plan implementation – facility development, maintenance and operations, programs, etc. – can and should come in all shapes and sizes. By soliciting volunteer assistance and partnering with local non-profits and community organizations, the City of Nixa can provide opportunities for area residents to play a role in making these cities better places to walk and bike. Adopt-A-Trail programs provide an opportunity for area residents, Boy and Girl Scout Troops, and other civic groups to support maintenance efforts on area trails. Group bike rides and walks can be a great opportunity to engage local historians, the Christian County Historical Society, or even faculty and students at the nearby universities. Local high school students at Nixa High School can assist municipal parks departments and partnering agencies in the delivery of education and encouragement programming.

Ongoing Maintenance and Operations

Facility maintenance is important to the overall quality and condition of the trail network and supports safe and comfortable travel. Different facility types require different maintenance activities, from trail sweeping and snow clearance to bike lane restriping and sign replacement. The City of Nixa should develop a maintenance schedule and program to delegate maintenance roles and responsibilities, create maintenance funding projections, and provide the budget for long-term sustainability of the system. Maintenance can be separated into two categories: routine maintenance and remedial maintenance.

Routine Maintenance

Routine maintenance refers to the regularly-scheduled and day-to-day activities to keep the greenways, trails, sidewalks, and on-street bikeways in a functional and orderly condition. These activities, which can be incorporated in normal routine maintenance by operations staff, include trash and debris removal, landscaping, weed and dust control, trail and street sweeping, snow removal, shoulder mowing, and tree and shrub trimming. Spot maintenance such as sealing cracks, spot replacement of small sections of sidewalk, filling pot-holes, and replacing damaged or worn signs also fall under this category.

Remedial Maintenance

Remedial maintenance refers to the correcting of significant facility defects and the repairing, replacing and restoring of major facility components. Remedial maintenance activities include periodic repairs like crack sealing or micro surfacing asphalt pavement; restriping of bike lanes; replacement of wayfinding and other signs; repainting, replacement of trail amenities and furnishings (benches, bike racks, lighting, etc.); and more substantial projects like hillside stabilization, bridge replacement, trail or street surface repaving; and trail repairs due to washout and flooding. Pavement markings and striping maintenance will depend on anticipated and actual product life cycle, which can range from one to ten years, depending on material type. Minor remedial maintenance for trails and greenways can be completed on a five to ten-year cycle, while larger projects should be budgeted on an as-needed or anticipated basis.

Maintenance Cost Estimates

Maintenance costs vary depending on the quality and durability of materials, expected life cycle, use and wear, climate, weather, and other external factors. Conservative planning-level maintenance cost estimates are provided below in Table 12 to assist in the development of maintenance budgets and resource allocation. These are conservative estimates based upon the best information available at the time of this plan. They should be used as a guide for allocation of resources and should be refined as the City of Nixa gains more experience with maintaining various types of trail and bicycle facilities.

Table 12: Planning-Level Maintenance Costs

Facility Type	Annualized Cost Per Mile	Typical Maintenance Tasks
Shared-Use Path	\$10,000	Sweeping, trash removal, mowing, weed abatement, snow removal, crack seal, sign repair.
Sidepath	\$2,500	Sweeping, trash removal, mowing, weed abatement, snow removal, crack seal, sign repair.
Separated/Protected Bike Lanes	\$4,000	Debris removal/sweeping, repainting stripes and stencils, sign replacement, replacing damaged barriers.
Bike Lane/Advisory Bike Lane	\$2,500	<ul style="list-style-type: none">Repainting stripes and stencils, debris removal/sweeping, snow removal, signage replacement as needed.
Bicycle Boulevard	\$1,500	Sign and shared lane marking stencil replacement as needed.
Shared Connecting Route	\$1,000	Sign and shared lane marking stencil replacement as needed.

Network Stewardship and Enhancement

An important element of on-going maintenance activities is stewardship, which refers to the long-term care and oversight of Nixa’s trail network as a resource that adds value to the community and enhances the quality of life for citizens of the region. The trail and bicycle network will require active stewardship by those who operate the facilities (and

those who benefit from it) to ensure this valuable recreation and transportation infrastructure can provide a high level of service and a quality user experience for Nixa residents and visitors. This will require coordination among all agencies involved in the care and maintenance of the trails, bike-ways, sidewalks, and their surroundings; protection of these resources from external factors that may reduce their value and utility; and encouragement of community participation in the upkeep and enhancement of the network as a valuable community asset. Community participation through Adopt-A-Trail and Adopt-A-Street programs, annual trash cleanup events, and educational programming activities along trails and greenways can heighten community awareness of bicycling facilities as valuable community assets. The City of Nixa should explore partnership opportunities with local and regional agencies and organizations like Ozark Greenways to actively manage the trail system as a valued community asset.

Sample Regional Trail Prioritization

The prioritization of planned priority trail corridors is essential to rational and orderly growth of the local and regional trail systems. In order to integrate key regional trails recommended in this trail study into the regional planned priority trails, this prioritization process utilizes the data-driven, value-based scoring system outlined in the the OTO’s Bicycle & Pedestrian Trail Investment Study’s sample prioritization methodology. The scoring system reflects the needs and aspirations of the community as expressed through the public engagement process and includes additional factors critical to project phasing and network development, such as availability of public lands, maintenance resources and capacities, and planned infrastructure investments.

Data-Driven Corridor Scoring

The data-driven scoring process applies 20 criteria to all 21 priority trail corridors (including the three Nixa regional trail corridors proposed in this study) to capture the full value of each corridor based on eight important themes, which include safe connections, regional coordination/impact, connectivity, and project readiness. This process is objective in nature and is dependent on spatial analysis of GIS-based data to assign value to each corridor. The methodology for this data-driven, value-based scoring process is described below.

1. Safe Connections

1.1. GAP CLOSURE

This sample prioritization criterion reflects the ability of a corridor to address trail system gaps.

1.1: Gap Closure Scoring

- Does not connect to any existing trail segments
- ◐ Connects to one existing trail segment, but does not link two existing/separate segments
- Connects to two or more separate trail segments and closes a gap in the regional trail system

1.2. NEED FOR CROSSING IMPROVEMENTS

This sample prioritization criterion is based on required number of at-grade intersection and mid-block crossings. Fewer at-grade crossings of roadways creates fewer conflict points between trail users and motor vehicles. Scores are calculated on a per-mile basis.

1.2: Need for Crossing Improvements Scoring

- More than 1.5 crossings per mile
- ◐ Between 1 and 1.5 crossings per mile
- Less than 1 crossing per mile

2. Regional Coordination/Regional Impact

2.1. CONNECTING COMMUNITIES

This category highlights the importance of connecting local communities throughout the region and is calculated based on the number of municipalities and/or counties through which a trail corridor passes. This category is weighted more heavily than others, reflecting the importance of regional connectivity as communicated by area residents and stakeholders.

2.1: Connecting Communities Scoring

- Trail is entirely within a single jurisdiction
- ◐ Trail extends outside of a single municipality and into unincorporated county/counties
- Trail extends into two or more municipalities

2.2. POPULATION SERVED

Population density within 1/2-mile of the trail corridor provides a relative scoring system to measure the number of people that can benefit from nearby access to trails.

2.2: Population Served Scoring

- Less than one person per acre
- ◐ Between one and three persons per acre
- More than three persons per acre

3. Connectivity

3.1. PROXIMITY TO PARKS

For people bicycling and walking, trails can serve as vital connectors to and between local and regional parks. This scoring category measures the acres of parks that intersect a 1/2-mile buffer around the trail corridor (not limited only to park land within the half-mile buffer) and groups them into three categories as shown below.

3.1: Proximity to Parks Scoring

- Less than 5 acres per mile
- ◐ 5 to 100 acres per mile
- More than 100 acres per mile

3.2. PROXIMITY TO SCHOOLS

Trails can also provide needed access to schools for children and families. This category measures the number of K-12 schools, colleges, and universities within 1/2-mile of each trail corridor. The scores are calculated on a per-mile basis in order to account for the varying lengths of the corridors.

3.2: Proximity to Schools Scoring

- Zero schools per mile
- ◐ Between zero and two schools per mile
- More than two schools per mile

3.3. CONNECTIVITY TO OTHER TRANSPORTATION MODES

Trails can serve as valuable transportation corridors to access nearby and regional destinations. On-street bike routes and transit can increase trail users’ ability to bike and walk for transportation purposes. This trail prioritization category measures the number of intersecting bike and transit routes within 1/2-mile of each trail corridor, calculated on a per-mile basis.

3.3: Connectivity to Other Transportation Modes Scoring

- Less than one on-street bike route or transit route per mile
- ◐ One to two routes per mile
- More than two routes per mile

4. Project Readiness

4.1. COST

Cost can be a major factor for the development of trail projects. This category rates each corridor based on estimated cost.

4.1: Corridor Cost Scoring

- ☐ More than \$1.5M
- ☒ \$1.0M - \$1.5M
- ☐ Less than \$1.0M

4.2. AVAILABLE PUBLIC LANDS

The availability of public lands may lessen the need to acquire additional property or easements for future trail development. This scoring category measures the percentage of a corridor alignment located within public road right-of-way or publicly-owned land

4.2: Available Public Lands Scoring

- ☐ Less than 20% of corridor within public road right-of-way or publicly-owned land
- ☒ Between 20% and 60% of corridor
- ☐ 60% or more

5. Scenic / Historic Value

5.1. PROXIMITY TO NATURAL RESOURCES

Through the public input process, community members expressed their desire for trail types that provided access to natural resources, in particular riparian (stream/river) corridors, which support biodiversity. This category uses proximity to streams and rivers to develop a natural resources score for each trail corridor.

5.1: Proximity to Natural Resources Scoring

- ☐ No creeks, streams, or rivers within 1/2-mile of trail corridor
- ☒ Trail corridor intersects one to two creeks, streams, or rivers
- ☐ Trail corridor intersects more than two creeks, streams, or rivers, or parallels riparian corridor

5.2. ACCESS TO HISTORIC DISTRICTS AND SITES

This category measures the number of historic districts and sites within 1/2-mile of each trail corridor and calculates scores on a per-mile basis. If the entire corridor is an historic byway, road or trail, then it receives the highest possible score.

5.2: Access to Historic Districts and Sites Scoring

- ☐ No historic districts and sites within 1/2-mile of trail corridor
- ☒ Less than one per mile
- ☐ More than one per mile, or if the corridor is on a historic byway, road or trail

6. Environmental Impacts

6.1. WETLANDS

While wetlands can provide a unique user experience, trail development can have lasting impacts on these sensitive natural resources. This category scores each trail corridor based on the number of acres of wetlands per mile within 50 feet of the corridor.

6.1: Wetlands Scoring

- ☐ More than 1 acres of wetlands per mile
- ☒ 1/2 to 1 acres of wetlands per mile
- ☐ Less than 1/2 acres of wetlands per mile

6.2. 100-YEAR FLOODPLAIN

Similar to wetlands, floodplains serve a vital environmental function. Trail development through floodplains requires extra documentation and permitting to ensure the floodplain's continued functionality as a buffer between riparian corridors and adjacent land and buildings.

6.2: Floodplains Scoring

- ☐ More than 50% of trail corridor within 100-year floodplain
- ☒ Less than 50% of trail corridor within 100-year floodplain
- ☐ 0% of trail corridor within 100-year floodplain

7. Community Value

7.1. TRAIL ACCESS

Trailheads and access points increase the permeability of trails and provide multiple locations for adjacent residents, nearby employees, and area visitors to get on and off the trail. This category measures the number of existing and future trailheads, potential trail access points, and parking facilities, calculated on a per-mile basis.

7.1: Trail Access Scoring

- ☐ Less than one trailhead or access point per mile
- ☒ One to two trailheads or trail access points per mile
- ☐ More than two trailheads or trail access points per mile

7.2. PUBLIC SUPPORT

This prioritization criterion scores each corridor based on feedback from community residents during the course of the study by measuring the number of comments in support of each trail corridor received through online mapping and comment forms, and at open house meetings.

3.1: Public Support Scoring

- ☐ No public support
- ☒ Some public support (1-3 supportive comments)
- ☐ Most public support (4 or more supportive comments)

8. Economic Impact Potential

8.1. EMPLOYMENT CENTERS

Connecting trails to employment centers can create opportunities for walking and bicycling to work, as well as provide adjacent businesses and employees with healthy, accessible recreation options. This prioritization criterion measures the number of employees within 1/2-mile of each trail corridor, calculated on a per-mile basis.

8.1: Employment Centers Scoring

- ☐ Less than 300 employees per mile of trail corridor
- ☒ 300 to 1500 employees per mile of trail corridor
- ☐ More than 1500 employees per mile of trail corridor

8.2. PROXIMITY TO COMMERCIAL DISTRICTS

By connecting trails to commercial districts, people can choose to walk and bike to local businesses. For many commercial areas, trail development can serve as an economic booster by providing a valuable amenity that attracts people to the area. This prioritization criterion measures the number of commercial districts within 1/2-mile of each trail corridor, calculated on a per-mile basis.

8.1: Proximity to Commercial Districts Scoring

- No business districts within 1/2-mile of trail corridor
- Less than one business district per two miles of trail corridor
- More than one business district per two miles of trail corridor

Sample Scoring Results

Table 13 incorporates the three Nixa regional trails into the results of the scoring process completed in October, 2017. The Nixa regional trails are highlighted in yellow.

This sample prioritization is indicative of a process that might be used as a starting process in scoring project proposals.

Based on the scoring results, none of the three Nixa regional trail projects rank among the top ten planned priority trail projects, which were targeted in the OTO Bicycle & Pedestrian Trail Investment Study for development within the next five years. Regardless, these projects still offer tremendous value to the City of Nixa, its residents, its businesses, and its visitors. As such, the City of Nixa should explore and pursue opportunities to develop these regional trails as signature projects that will build the foundation for a local trail network and establish connections to the regional trail system.

Table 13: Sample Data-Driven Scoring Results with Potential Nixa-Area Regional Priority Trails

Trail Corridor	Total Score	Ranking	Safe Connections		Regional Coordination / Impact		Connectivity			Project Readiness		Scenic/ Historic Value		Environmental Impacts		Equity & Community Value		Economic Impact Potential	
			1.1	1.2	2.1	2.2	3.1	3.2	3.3	4.1	4.2	5.1	5.2	6.1	6.2	7.1	7.2	8.1	8.2
Maximum Possible Score	37	N/A	2	2	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trail of Tears	27	1	2	0	5	2	1	2	1	2	1	0	2	2	1	2	1	1	2
North Jordan	24	2	1	1	0	1	1	1	2	1	2	2	2	2	1	2	1	2	2
Ward Branch	24	2	1	2	3	1	2	1	1	0	1	2	0	2	1	2	1	2	2
Fassnight	23	3	2	0	0	2	1	2	2	2	1	2	0	1	1	2	1	2	2
Chadwick North	22	4	2	0	0	2	1	1	2	0	0	1	2	2	1	2	2	2	2
Chadwick South	22	4	1	2	5	0	0	1	0	1	1	1	1	2	1	1	2	1	2
Fort Scott	22	4	1	0	3	1	1	1	2	0	1	0	2	2	1	2	1	2	2
Lower Jordan	22	4	2	0	0	2	1	2	2	0	2	2	2	0	0	2	1	2	2
Wilson's Creek-Battlefield	21	5	1	1	5	0	2	1	0	0	2	1	1	2	1	1	2	0	1
Route 66	20	7	0	1	5	0	0	1	0	1	2	0	2	2	1	1	2	1	1
South Jordan	20	7	1	0	0	1	1	1	1	0	2	1	2	2	1	2	1	2	2
Wilson's Creek	20	6	2	2	3	1	2	0	1	0	1	2	0	0	0	1	2	1	2
Republic-Battlefield	19	8	1	1	3	1	2	0	0	1	2	1	1	2	1	1	2	0	0
South Creek	19	8	2	2	3	1	0	0	2	1	0	2	0	2	0	2	2	0	0
Eoff Trail	17	9	0	1	3	1	1	1	0	0	1	1	0	2	1	1	1	1	2
Farmers Branch	17	9	0	1	5	0	0	0	0	2	1	2	0	2	1	1	0	0	2
I-44	17	9	1	1	3	0	0	0	0	1	2	0	0	2	2	1	2	1	1
Northeast Chadwick Flyer Connector	15	10	0	0	3	1	1	1	0	0	1	1	0	2	1	1	1	1	1
X Center to Finley River Connector	13	11	0	1	3	0	1	1	0	0	1	1	0	1	1	1	1	0	1
James River	12	12	0	2	3	0	1	0	0	1	1	2	0	0	0	0	1	0	1
West Wilson's Creek	10	13	1	1	0	0	2	0	0	0	1	2	0	1	0	1	1	0	0

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 7/18/2018; ITEM II.E.

2019-2023 MoDOT Statewide Transportation Improvement Program (STIP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The 2019 to 2023 Draft STIP was open to public comment through July 6, 2018. Comments will be presented at the July 11, 2018 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. This prioritized list was given to MoDOT in October 2017.

After developing an asset management plan to ensure that the roadways could be maintained, projects to improve safety and relieve congestion could be programmed. The roadways and the bridges in the OTO have been determined to be in overall good condition and several pavement improvements are included in the Draft STIP. There are also several new projects from the OTO prioritized list that are included in the Draft STIP.

New this year:

- **60/125 Interchange** (half urban funding)
- **60** (James River Freeway) from west of Glenstone to US65 Operational and Safety Improvements

Continuing Projects:

- Additional lanes on **Highway 14** from
 - 22nd to 32nd, west of US 65 in Ozark (FY20)
 - from US 65 to NN in Ozark (FY20),)
 - 160 East to Tiffany in Nixa (FY20)
 - 160 West to Nicholas in Nixa (FY19)
- Roadway Improvements on **160** in Christian County from AA to CC (FY23) and J-turn Improvements in Greene County at **160** and FR 157 and FR 192 (FY19)
- **160** expansion to four lanes from I-44 to Jackson in Willard (FY19)
- **ITS** Improvements (FY19)
- **ADA Improvements/Sidewalks**
- Intersection Improvements to include:
 - 14/NN (FY20)
 - 160 and Tracker (FY19)
 - 160 and Northview (FY19)
 - 160 and South (FY20)
 - Kansas Expressway and Sunset (FY21)
 - Kansas Expressway and Walnut Lawn (FY21)
 - Roundabout at Republic Road and Republic High School Entrance (FY19)

Projects underway:

- Adding lanes on **US65** from Evans to CC (FY18)
- Adding lanes to **BR65**/South Street in Ozark to Third Street (FY18)
- Intersection Improvements at South Street and **14** in Ozark (FY18)
- **I-44** Interchange Ramp Extensions
- **US 60** (JRF) Auxiliary lanes between National and Glenstone (including sound walls)
- **US 65** and Division Interchange including relocation of Eastgate

The projects listed in the STIP for the OTO area (SW Urban) are incorporated into the Draft OTO 2019-2022 Transportation Improvement Program. MoDOT requested review and comment on the 2019-2023 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program by July 6, 2018. The OTO Board of Directors endorsed the STIP at the June meeting and a letter was sent to affirm OTO's endorsement. At the Missouri Highway Commission Meeting on July 11, 2018, the proposed 2019-2023 STIP was approved.

BOARD OF DIRECTORS ACTION TAKEN:

At the Board of Directors Meeting on June 21, 2018 the Board endorsed the MoDOT 2019-2023 Draft Statewide Transportation Improvement Program (STIP).

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is included for informational purposes only. No action is required.



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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2018- 6/2019	7/2019- 6/2023
County: Christian Route: MO 14 Anticipated Federal Category: STBG	Job No: 8P0588	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.	Fed 12	State 3	Local 0 Future Cost: 25,001 - 50,000	1,148	5	10
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605	Scoping for capacity improvements from north of Valley Water Mill Road in Springfield to Rte. F in Ozark.	Fed 402	State 100	Local 0 Future Cost: 25,001 - 50,000	4,158	500	2
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605I	Scoping for capacity improvements from Rte. CC to Rte. 14 in Ozark.	AC-State 10	State 0	Local 0 Future Cost: 10,001 - 15,000	0	2	8
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605J	Scoping for capacity improvements, provide auxiliary lane between ramps from Rte. 14 to Rte. F.	AC-State 10	State 0	Local 0 Future Cost: 10,001 - 15,000	0	2	8
County: Christian Route: RT CC Anticipated Federal Category: STBG	Job No: 8S0736	Scoping for capacity and safety improvements from Main Street in Nixa to Pheasant Road in Ozark. To be scoped by Christian County.	Fed 3	State 0	Local 0 Future Cost: 25,001 - 50,000	82	2	1
County: Christian Route: RT M Anticipated Federal Category: Safety	Job No: 8S3143	Scoping for safety improvements on Nicholas Road from Gooch Road to Shelvin Rock Road.	Fed 8	State 0	Local 0 Future Cost: 1,001 - 2,000	80	2	6
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087E	Scoping for intersection improvements on Kansas Expressway at Sunset Street in Springfield. \$227,168 Springfield, \$908,672 Springfield STBG funds.	Fed 110	State 28	Local 0 Future Cost: 1,001 - 2,000	75	5	133
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087F	Scoping for intersection improvements on Kansas Expressway at Walnut Lawn Street in Springfield. Cost participation: \$244,335 Springfield, \$977,339 Springfield STBG-Urban funds.	Fed 117	State 29	Local 0 Future Cost: 1,001 - 2,000	100	5	141



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							STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)					
							Prior Prog.	7/2018- 6/2019	7/2019- 6/2023			
County: Greene Route: US 160		Job No: 8P0601	Scoping to improve capacity and safety from Rte. 123 in Willard to I-44 in Springfield.				Fed 12	State 3	Local 0	109	15	0
Anticipated Federal Category: STBG				Future Cost: 10,001 - 15,000								
County: Greene Route: US 160		Job No: 8P3033	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.				Fed 4	State 0	Local 0	4	2	2
Anticipated Federal Category: NHPP				Future Cost: 25,001 - 50,000								
County: Greene Route: US 160		Job No: 8P3087D	Scoping for intersection improvements on West Bypass at Rte. 744 (Kearney Street) in Springfield. \$261,451 Springfield, \$1,045,803 Springfield STBG.				Fed 160	State 40	Local 0	75	175	25
Anticipated Federal Category: NHPP				Future Cost: 2,001 - 5,000								
County: Greene Route: IS 44		Job No: 8I3044	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.				Fed 63	State 7	Local 0	170	50	20
Anticipated Federal Category: NHPP				Future Cost: 50,001 - 75,000								
County: Greene Route: IS 44		Job No: 8I3134	Scoping for safety improvements from Rte. 360 to 2.0 miles east of Rte. 125.				Fed 44	State 6	Local 0	25	25	25
Anticipated Federal Category: Safety				Future Cost: 2,001 - 5,000								
County: Greene Route: LP 44		Job No: 8P3144	Scoping for safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue).				Fed 8	State 0	Local 0	80	2	6
Anticipated Federal Category: Safety				Future Cost: 1,001 - 2,000								
County: Greene Route: US 60		Job No: 8P0683G	Scoping for freeway improvements from 0.2 mile west of Highland Springs Road to Rte. 125.				Fed 24	State 6	Local 0	101	10	20
Anticipated Federal Category: NHPP				Future Cost: 10,001 - 15,000								
County: Greene Route: US 60		Job No: 8P0865	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.				Fed 24	State 6	Local 0	35	10	20
Anticipated Federal Category: NHPP				Future Cost: 2,001 - 5,000								



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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2018- 6/2019	7/2019- 6/2023
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P3032	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 65 in Springfield.	Fed 80	State 20	Local 0 Future Cost: 15,001 - 25,000	160	50	50
County: Greene Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P3103	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.	Fed 48	State 12	Local 0 Future Cost: 1,001 - 2,000	40	20	40
County: Greene Route: BU 65 Anticipated Federal Category: NHPP	Job No: 8S3131	Scoping for safety and operational improvements on Glenstone Avenue from Loop 44 (Chestnut Expressway) to Battlefield Road.	Fed 4	State 0	Local 0 Future Cost: 2,001 - 5,000	50	2	2
County: Greene Route: MO 744 Anticipated Federal Category: Safety	Job No: 8S3145	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Fed 8	State 0	Local 0 Future Cost: 1,001 - 2,000	80	2	6
County: Greene Route: CST CAMPBELL AVE Anticipated Federal Category: NHPP	Job No: 8P3087C	Review of design for intersection improvements at Republic Road in Springfield. Design by Springfield.	Fed 4	State 1	Local 0 Future Cost: 1,001 - 2,000	5	5	0
County: Greene Route: RT D Anticipated Federal Category: NHPP	Job No: 8S3133	Scoping for safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	Fed 4	State 0	Local 0 Future Cost: 2,001 - 5,000	50	2	2
County: Greene Route: RT MM Anticipated Federal Category: STBG	Job No: 8S0836	Scoping for railroad crossing improvements on Brookline Avenue at BNSF railroad in Republic.	AC-State 8	State 0	Local 0 Future Cost: 25,001 - 50,000	441	2	6
County: Greene Route: RT MM Anticipated Federal Category: STBG	Job No: 8S0836B	Scoping for roadway improvements on Brookline Avenue from I-44 to Morning Star Lane in Republic.	Fed 8	State 0	Local 0 Future Cost: 15,001 - 25,000	4	2	6



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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2018- 6/2019	7/2019- 6/2023
County: Various	Route: Various	Job No: 8P3027	Surveying to sell excess right of way in the urban Southwest District.			50	15	60
Anticipated Federal Category: State			Fed 0	State 75	Local 0			
Future Cost: 0								
County: Various	Route: Various	Job No: 8P3065	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.			21	11	20
Anticipated Federal Category: STBG			Fed 25	State 6	Local 0			
Future Cost: 1,001 - 2,000								
County: Various	Route: Various	Job No: 8P3067	Scoping for bridge improvements at various locations in the urban Southwest District.			96	250	200
Anticipated Federal Category: NHPP			Fed 360	State 90	Local 0			
Future Cost: 2,001 - 5,000								
County: Various	Route: Various	Job No: 8P3068	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.			10	5	9
Anticipated Federal Category: NHPP			Fed 11	State 3	Local 0			
Future Cost: 301 - 1,000								
County: Various	Route: Various	Job No: 8P3069	Scoping for safety improvements at various locations in the urban Southwest District.			59	260	240
Anticipated Federal Category: Safety			Fed 450	State 50	Local 0			
Future Cost: 2,001 - 5,000								
County: Various	Route: Various	Job No: 8P3099	Scoping for pavement improvements on major routes in the urban Southwest District.			42	50	200
Anticipated Federal Category: NHPP			Fed 200	State 50	Local 0			
Future Cost: 10,001 - 15,000								
County: Various	Route: Various	Job No: 8S3066	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.			8	50	200
Anticipated Federal Category: STBG			Fed 200	State 50	Local 0			
Future Cost: 2,001 - 5,000								
			AC-State 28	Fed 2,393	State 585	Local 0	District Engineering Total:	
						7,358	1,538	1,468



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	2019	2020	2021	2022	2023
State	282	111	89	52	51
AC-State	6	6	6	6	4
Local	0	0	0	0	0
Sub-total State	288	117	95	58	55
Federal					
Sub-total Federal	1,250	443	338	188	174
Grand Total	1,538	560	433	246	229



2019 - 2023 Scoping and Design Projects

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2018- 6/2019	7/2019- 6/2023
County: Butler Route: RT M Anticipated Federal Category: STBG	Job No: 9S3453	Scoping for safety improvements from County Road 472 to County Road 470.	AC-State 5	State 1	Local 0 Future Cost: 301 - 1,000	5	5	1
County: Cape Girardeau Route: US 61 Anticipated Federal Category: NHPP	Job No: 9P3122	Scoping for bridge improvements over I-55. Project involves bridge A0628.	Fed 3	State 0	Local 0 Future Cost: 301 - 1,000	15	2	1
County: Cape Girardeau Route: US 61 Anticipated Federal Category: STBG	Job No: 9P3450	Scoping for capacity improvements from I-55 to Rte. 25.	AC-State 5	State 1	Local 0 Future Cost: 5,001 - 10,000	5	5	1
County: Cape Girardeau Route: US 61 Anticipated Federal Category: NHPP	Job No: 9P3451	Scoping for intersection improvements at Shawnee Drive and Donna Drive in Jackson.	AC-State 5	State 1	Local 0 Future Cost: 1,001 - 2,000	5	5	1
County: Cape Girardeau Route: US 61 Anticipated Federal Category: NHPP	Job No: 9P3575	Scoping for drainage improvements from Rte. W to Southern Expressway.	AC-State 16	State 4	Local 0 Future Cost: 301 - 1,000	0	10	10
County: Iron Route: MO 32 Anticipated Federal Category: STBG	Job No: 9P3447	Scoping for safety improvements from Rte. KK to Rte. Z.	AC-State 5	State 1	Local 0 Future Cost: 301 - 1,000	5	5	1
County: Oregon Route: MO 142 Anticipated Federal Category: STBG	Job No: 9P3444	Scoping for drainage improvements from bridge over Eleven Point River to Rte. UU.	AC-State 5	State 1	Local 0 Future Cost: 2,001 - 5,000	5	5	1
County: Perry Route: MO 51 Anticipated Federal Category: NHPP	Job No: 9P3239	Location study and environmental document for bridge improvements over Mississippi River at Chester. Project involves bridge L0135.	Fed 9	State 2	Local 0 Future Cost: 25,001 - 50,000	1,010	10	1
County: Reynolds Route: RT K Anticipated Federal Category: STBG	Job No: 9S3455	Scoping for safety improvements from Rte. 21 to Rte. 49.	AC-State 5	State 1	Local 0 Future Cost: 1,001 - 2,000	5	5	1



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					STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
					Prior Prog.	7/2018- 6/2019	7/2019- 6/2023
County: Ripley Route: MO 142 Anticipated Federal Category: STBG	Job No: 9S3454	Scoping for bridge improvements over Harris Creek and Ditch No. 2. Project involves bridges S0814 and T0758.	AC-State 5	State 1	Local 0 Future Cost: 1,001 - 2,000	5	5
County: Shannon Route: MO 19 Anticipated Federal Category: NHPP	Job No: 9P3305	Scoping for bridge improvements over Current River and Round Spring. Project involves bridges J0420 and G0804.	Fed 17	State 4	Local 0 Future Cost: 5,001 - 10,000	20	1
County: St. Francois Route: MO 8 Anticipated Federal Category: NHPP	Job No: 9P3448	Scoping for intersection improvements at Rte. 8 and State Street in Desloge.	AC-State 5	State 1	Local 0 Future Cost: 1,001 - 2,000	5	1
County: Various Route: Various Anticipated Federal Category: STBG	Job No: 9S3493	Surveying to sell excess right of way parcels in Southeast District.	AC-State 112	State 28	Local 0 Future Cost: 0	70	70
County: Wayne Route: RT D Anticipated Federal Category: STBG	Job No: 9S3504	Scoping for roadway improvements from East Fork Lost Creek to Wayne County Road 524. 100% funded by United States Army Corps of Engineers.	AC-State 1,200	State 300	Local 0 Future Cost: 5,001 - 10,000	500	1,000
County: Wright Route: MO 95 Anticipated Federal Category: STBG	Job No: 9S3443	Scoping for capacity improvements from Red Springs County Road to Clouse Street.	AC-State 8	State 2	Local 0 Future Cost: 2,001 - 5,000	5	5
					AC-State 1,376	Fed 29	State 348
					Local 0	District Engineering Total:	
						1,660	657
						1,096	



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	2019	2020	2021	2022	2023
State	131	217	0	0	0
AC-State	500	876	0	0	0
Local	0	0	0	0	0
Sub-total State	631	1,093	0	0	0
Federal					
Sub-total Federal	26	3	0	0	0
Grand Total	657	1,096	0	0	0



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STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)

DISTRICT	Prior Prog.	AC-State	Fed	State	Local	7/2018- 6/2019	7/2019- 6/2023
Northwest	165	46	889	201	0	728	408
Northeast	475	73	1,063	219	0	1,061	294
Kansas City (Non-TMA)	1,073	962	1,233	472	0	740	1,927
Kansas City (TMA)	6,782	2,094	4,665	1,859	0	2,684	5,934
Central	6,221	1,488	12,075	3,221	0	5,283	11,501
St. Louis	14,394	2,688	4,113	1,632	0	4,558	3,875
Southwest (Non-TMA)	4,315	63	3,436	856	0	1,662	2,693
Southwest (TMA)	7,358	28	2,393	585	0	1,538	1,468
Southeast	1,660	1,376	29	348	0	657	1,096
Summary	42,443	8,818	29,896	9,393	0	18,911	29,196



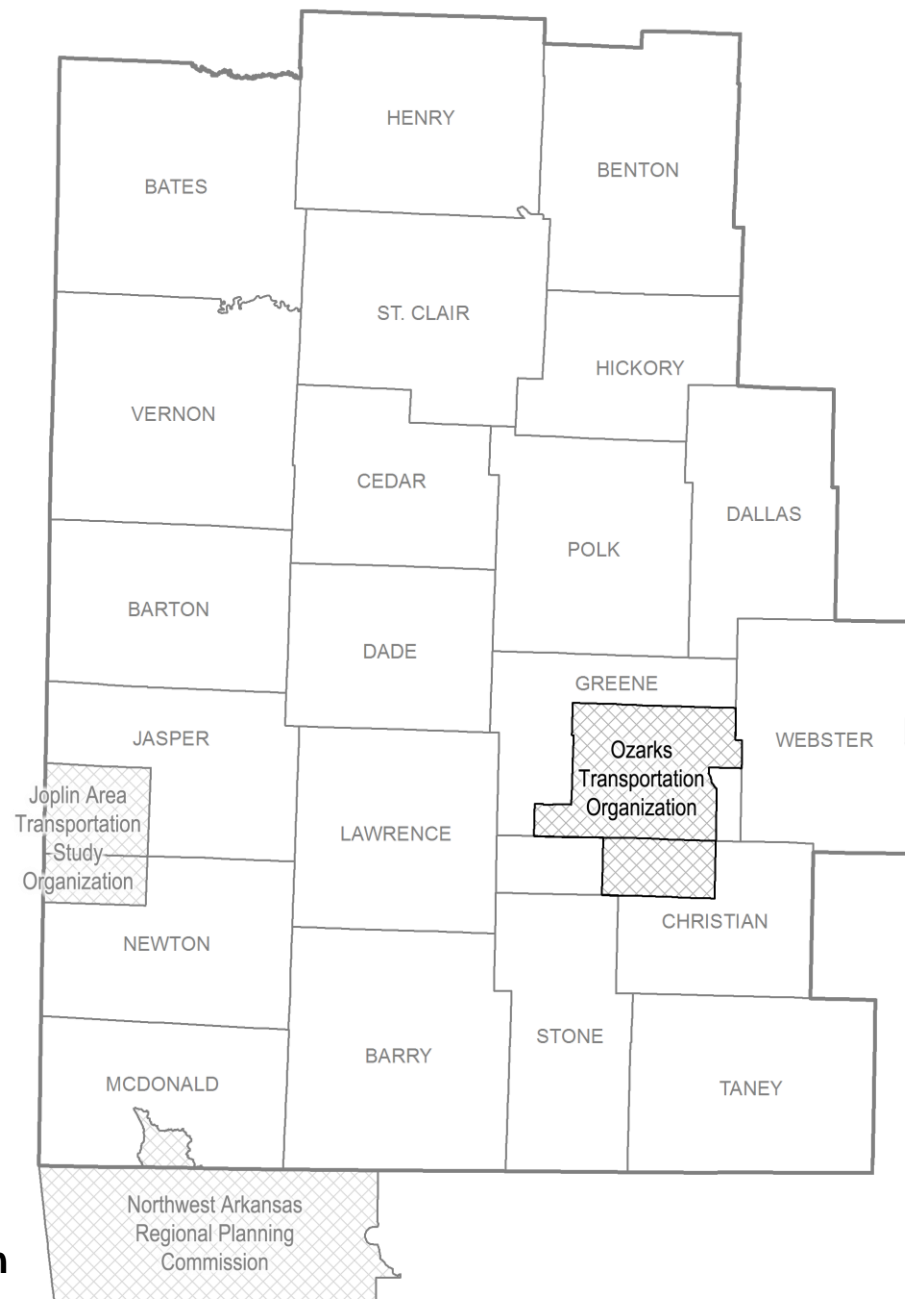
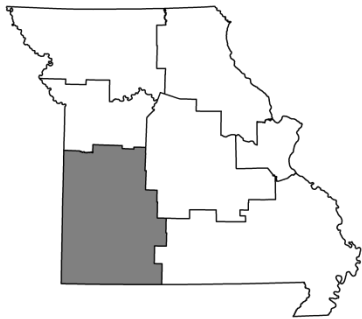
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Project Count: 420

	2019	2020	2021	2022	2023
State	3,741	3,004	1,746	634	268
AC-State	3,954	2,977	1,193	641	53
Local	0	0	0	0	0
Sub-total State	7,695	5,981	2,939	1,275	321
Federal					
Sub-total Federal	11,216	9,986	5,943	1,976	775
Grand Total	18,911	15,967	8,882	3,251	1,096



**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2019-2023 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs, and R/W incidentals.

County:	XX						Engineering:	99		9	0	0	0	0	0
Route:	XX						R/W:	0		0	99	0	0	0	0
Job No.:							Construction:	0		0	0	999	0	0	0
Length:	MPO:	Fed:	State:	Local:											
Fund Cat:															
Sec Cat:	Award Date	Anticipated Fed Cat:				FFOS:	0		0	0	99	0	0	0	0
TIP#:	Let With:	Future Cost:				Payments:	0		99	0	0	0	0	0	0
						Estimate Total:									

Dollars funded from other sources.

- Dollars for construction, utilities and contingency.

- Dollars for right-of-way (land acquisition).

- Dollars to be paid back for accelerating the project or payments to others.

- Dollars for engineering that include preliminary engineering, construction engineering and right-of-way incidentals.

^Anticipated Federal Funding Category:

CMAQ - Congestion Mitigation and Air Quality.

* Usually 80% Federal & 20% State funds.

Earmark - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.

* Usually 80% Federal & 20% State funds.

NHPP - National Highway Performance Program.

* Usually 80% Federal & 20% State funds.

* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant program.

* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)

***Primary Funding Category:**

Take Care of System
Statewide Interstate & Major Bridge
Safety
Statewide Safety
Flexible & Other
Amendment 3

****Secondary Funding Category:**

- Enhancements
- Low Type Resurfacing
- N - Ada Trans (ADA Transition Plan)
- Preventive Maint (Preventive Maintenance)
- Regional
- Rehab And Reconst (Rehabilitation and Reconstruction)
- Routine Maintenance
- Safety
- Systems Operations
- Thin Lift Overlay
- Urban Safety



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Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2018-	7/2019-	7/2020-	7/2021-	7/2022-
								6/2019	6/2020	6/2021	6/2022	6/2023
County: Christian Route: MO 14 Job No.: 8P0588H Length: 1.44 MPO: Y Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: NX1701	Add lanes, turn lanes and drainage from Fort Street to 0.2 mile east of Tiffany Boulevard and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.						Engineering: 140	634	372	0	0	0
							R/W: 0	1,205	0	0	0	0
							Construction: 0	0	6,305	0	0	0
							FFOS: 0	0	0	0	0	0
Fed: 6,813 State: 1,703 Local: 0 Awd Date: 2020 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 8,656							Payments: 0	0	0	0	0	0
County: Christian Route: MO 14 Job No.: 8P0588I Length: 0.72 MPO: Y Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: OK1803	Add lanes from 32nd Street to 22nd Street in Ozark.						Engineering: 20	240	234	0	0	0
							R/W: 0	75	0	0	0	0
							Construction: 0	0	2,198	0	0	0
							FFOS: 0	0	0	0	0	0
Fed: 2,198 State: 549 Local: 0 Awd Date: 2020 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 2,767							Payments: 0	0	0	0	0	0
County: Christian Route: MO 14 Job No.: 8P3015 Length: 0.49 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: OK1401-17A	Add lanes, add sidewalk and replace signal on Jackson Street at Rte. NN in Ozark. \$1,662,326 Ozark STBG-Urban funds, \$221,163 Ozark.						Engineering: 252	68	308	0	0	0
							R/W: 0	710	0	0	0	0
							Construction: 0	0	2,853	0	0	0
							FFOS: 0	391	1,493	0	0	0
Fed: 3,151 State: 567 Local: 221 Awd Date: Fall 19 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 4,191							Payments: 0	0	0	0	0	0
County: Christian Route: MO 14 Job No.: 8P3088C Length: 0.62 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: OK1801-17A	Add lanes, add sidewalk and replace signal on Bus. 65 (South Street) at Rte. 14 (Third Street) in Ozark. \$1,716,720 Ozark STBG-Urban funds, \$429,180 Ozark.						Engineering: 431	335	0	0	0	0
							R/W: 398	0	0	0	0	0
							Construction: 0	3,130	0	0	0	0
							FFOS: 199	1,947	0	0	0	0
Fed: 2,772 State: 264 Local: 429 Awd Date: Fall 18 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 4,294							Payments: 0	0	0	0	0	0
County: Christian Route: MO 14 Job No.: 8P3093 Length: 1.53 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: NX1702	Add lanes, turn lanes and drainage from Westminster Drive to Estes Street and add fiber optic connection from Rte. M (Nicholas Road) to Rte. 160 in Nixa.						Engineering: 502	414	0	0	0	0
							R/W: 1,110	0	0	0	0	0
							Construction: 0	6,154	0	0	0	0
							FFOS: 0	0	0	0	0	0
Fed: 5,254 State: 1,314 Local: 0 Awd Date: Spring 19 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 8,180							Payments: 0	0	0	0	0	0

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Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Christian Route: MO 14 Job No.: 8P3096 Length: 0.63 MPO: Y Fund Cat: Flexible & Other												

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TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Christian Route: US 160 Job No.: 8P3087B Length: 0.24 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: NX1803-18A	Add turn lanes and sidewalks on Massey Boulevard at South Street in Nixa. \$278,777 Nixa, \$1,115,108 Nixa STBG-Urban funds.						Engineering: 100	108	418	0	0	0
							R/W: 0	125	0	0	0	0
							Construction: 0	0	1,962	0	0	0
							FFOS: 0	63	1,331	0	0	0
							Payments: 0	0	0	0	0	0
County: Christian Route: US 160 Job No.: 8P3088B Length: 0.59 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: NX1801-17A	Add intersection turn lanes and upgrade signals on Massey Boulevard at Tracker Road and Northview Road in Nixa. \$237,600 Nixa, \$950,400 Nixa STBG-Urban funds.						Engineering: 290	296	0	0	0	
							R/W: 85	0	0	0	0	0
							Construction: 0	1,705	0	0	0	0
							FFOS: 68	1,120	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Christian Route: US 160 Job No.: 8S3138 Length: 0.50 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: CC1802	Roadway improvements from Rte. AA to Rte. CC.						Engineering: 100	50	50	316	230	1,026
							R/W: 0	0	0	0	4,262	0
							Construction: 0	0	0	0	0	17,395
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Christian Route: BU 65 Job No.: 8P3101 Length: 1.46 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: OK1702	Add lanes, sidewalk and pedestrian signals, and upgrade sidewalk to comply with the ADA Transition Plan on South Street from Rte. 65 to Rte. 14 (3rd Street) in Ozark and utility relocations from Rte. 65 to 6th Avenue. \$172,211.76 Ozark.						Engineering: 427	211	0	0	0	0
							R/W: 25	0	0	0	0	0
							Construction: 0	3,513	0	0	0	0
							FFOS: 0	172	0	0	0	0
							Payments: 0	0	0	0	0	0
County: Christian Route: US 65 Job No.: 8P3116 Length: 5.60 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: OK1901-19	Pavement resurfacing from Rte. CC to 1.0 mile south of Rte. F in Ozark.						Engineering: 0	2	45	248	0	0
							R/W: 0	0	0	0	0	0
							Construction: 0	0	0	2,656	0	0
							FFOS: 0	0	0	0	0	0
							Payments: 0	0	0	0	0	0

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2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING						
							Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	
County: Christian	Add lanes from Foxwood Drive to west of Rte. 160. Design by Nixa. \$363,660 Nixa.						Engineering:	0	50	0	0	0	0
Route: CST NORTHVIEW							R/W:	0	0	0	0	0	0
Job No.: RD							Construction:	0	314	0	0	0	0
Length: 803141							FFOS:	0	314	0	0	0	0
Fund Cat: Flexible & Other	Fed: 0 State: 50 Local: 314						Payments:	0	0	0	0	0	0
Sec Cat: Regional	Awd Date: Spring 19 Anticipated Fed Cat: State												
TIP #: NX1802-18	Let With: 8P3088B, 8P3051C, 8P3091B Future Cost: 0 Estimate Total: 364												
County: Greene	Upgrade signals on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.						Engineering:	40	2	7	10	91	0
Route: MO 13							R/W:	0	0	0	0	0	0
Job No.: 8P2390							Construction:	0	0	0	0	449	0
Length: 0.40	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 448 State: 111 Local: 0						Payments:	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: 2022 Anticipated Fed Cat: NHPP												
TIP #: SP1401	Let With: Future Cost: 0 Estimate Total: 599												
County: Greene	Pavement resurfacing from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.						Engineering:	0	2	37	208	0	0
Route: MO 13							R/W:	0	0	0	0	0	0
Job No.: 8P3118							Construction:	0	0	0	2,133	0	0
Length: 5.81	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,905 State: 475 Local: 0						Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2021 Anticipated Fed Cat: NHPP												
TIP #: GR1903-19	Let With: Future Cost: 0 Estimate Total: 2,380												
County: Greene	Add lanes for four-lane expressway from 0.3 mile west of County Road 94 to 0.4 mile west of I-44, and construct J-turn at Westgate Avenue.						Engineering:	840	708	0	0	0	0
Route: US 160							R/W:	0	135	0	0	0	0
Job No.: 8P0601B							Construction:	0	8,617	0	0	0	0
Length: 3.44	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 7,568 State: 1,892 Local: 0						Payments:	0	0	0	0	0	0
Sec Cat: System Expansion	Awd Date: Spring 19 Anticipated Fed Cat: STBG												
TIP #: GR1701	Let With: 8P3150, 8P0601C Future Cost: 0 Estimate Total: 10,300												
County: Greene	Pavement resurfacing and add roundabouts from 0.3 mile west of Rte. AB to County Road 94 in Willard; and add lanes for four-lane expressway from Jackson Street to County Road 94.						Engineering:	636	656	0	0	0	0
Route: US 160							R/W:	0	156	0	0	0	0
Job No.: 8P0601C							Construction:	0	7,144	0	0	0	0
Length: 3.01	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 6,365 State: 1,591 Local: 0						Payments:	0	0	0	0	0	0
Sec Cat: System Expansion	Awd Date: Spring 19 Anticipated Fed Cat: STBG												
TIP #: WI1801-18	Let With: 8P3150, 8P0601B Future Cost: 0 Estimate Total: 8,592												

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2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2018-6/2019	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023
County:	Greene	Pavement resurfacing and upgrade guardrail from north of Plainview Road to north of Rte. 14 in Nixa. Modify turn lane configuration at Aldersgate Drive, Wasson Drive and Bentwater Drive.				Engineering:	88	635	0	0	0
Route:	US 160					R/W:	0	46	0	0	0
Job No.:	8P3051C					Construction:	0	3,905	0	0	0
Length:	5.04	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	3,668	State:	918	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Spring 19	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	NX1705	Let With:	803141, 8P3088B, 8P3091B	Future Cost:	0	Estimate Total:	4,674				
County:	Greene	Add J-turn at County Road 157 and add turn lanes at County Road 192.				Engineering:	198	429	0	0	0
Route:	US 160					R/W:	0	5	0	0	0
Job No.:	8P3091B					Construction:	0	1,876	0	0	0
Length:	0.98	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Safety	Fed:	2,079	State:	231	Local:	0				
Sec Cat:	Safety	Awd Date:	Spring 19	Anticipated Fed Cat:	Safety	Payments:	0	0	0	0	0
TIP #:	SP1807-18	Let With:	803141, 8P3088B, 8P3051C	Future Cost:	0	Estimate Total:	2,508				
County:	Greene	Bridge rehabilitation over the Frisco Highline Trail near Willard. Project involves bridge A3543.				Engineering:	0	94	0	0	0
Route:	US 160					R/W:	0	0	0	0	0
Job No.:	8P3150					Construction:	0	368	0	0	0
Length:	0.04	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	369	State:	93	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Spring 19	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	GR1904-19	Let With:	8P0601B, 8P0601C	Future Cost:	0	Estimate Total:	462				
County:	Greene	Pavement resurfacing from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.				Engineering:	2	25	167	0	0
Route:	MO 413					R/W:	0	0	0	0	0
Job No.:	8S3114					Construction:	0	0	1,705	0	0
Length:	4.86	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,518	State:	379	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 19	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1809-18	Let With:	8S3121, 8P3113, 8P3127	Future Cost:	0	Estimate Total:	1,899				
County:	Greene	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.				Engineering:	0	19	0	0	0
Route:	IS 44					R/W:	0	0	0	0	0
Job No.:	0I30050					Construction:	0	200	0	0	0
Length:	21.85	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	AC-State:	197	State:	22	Local:	0				
Sec Cat:	Preventive Maint	Awd Date:	Winter 19	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	MO1902-19	Let With:		Future Cost:	0	Estimate Total:	219				

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District Southwest

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2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Greene Route: IS 44 Job No.: 8I3120 Length: 2.71 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 19 Anticipated Fed Cat: NHPP TIP #: GR1904-19 Let With: 7I3201 Future Cost: 0 Estimate Total: 1,699	Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.					Engineering: 2	25	145	0	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	1,527	0	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: IS 44 Job No.: 8I3147 Length: 0.75 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2021 Anticipated Fed Cat: NHPP TIP #: GR1905-19 Let With: Future Cost: 0 Estimate Total: 3,235	Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in Springfield.					Engineering: 0	25	25	279	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	0	2,906	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: LP 44 Job No.: 8P3050B Length: 2.31 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: NHPP TIP #: SP1710 Let With: 8P3050C Future Cost: 0 Estimate Total: 855	Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railroad.					Engineering: 4	2	4	73	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	0	772	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: LP 44 Job No.: 8P3139 Length: 5.02 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: EN1802-18 Let With: 8S3149 Future Cost: 0 Estimate Total: 1,983	Upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Avenue at various locations from Evergreen Street to St. Louis Street in Springfield.					Engineering: 10	30	301	274	0	0						
						R/W: 0	0	38	0	0	0						
						Construction: 0	0	0	1,330	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: LP 44 Job No.: 8S3110 Length: 0.07 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Spring 19 Anticipated Fed Cat: NHPP TIP #: SP1803-18 Let With: Future Cost: 0 Estimate Total: 1,345	Bridge rehabilitation on Chestnut Expressway over Jordan Creek and BNSF Railroad. Project involves bridge A0280.					Engineering: 2	261	0	0	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	1,082	0	0	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						

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Transportation Planning

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Jefferson City, MO 65102

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2018-	7/2019-	7/2020-	7/2021-	7/2022-
								6/2019	6/2020	6/2021	6/2022	6/2023
County: Greene Route: LP 44 Job No.: 8S3155 Length: 0.29 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2021 Anticipated Fed Cat: NHPP TIP #: GR1906-19 Let With: Future Cost: 0 Estimate Total: 1,838	Rebuild pavement on Chestnut Expressway from I-44 to east of Haseltine Road.		Engineering:	0	2	111	174	0	0			
			R/W:	0	0	0	0	0	0			
			Construction:	0	0	0	1,551	0	0			
			FFOS:	0	0	0	0	0	0			
			Payments:	0	0	0	0	0	0			
County: Greene Route: US 60 Job No.: 8P0683E Length: 0.88 MPO: Y Fund Cat: Safety Sec Cat: Safety Awd Date: 2022 Anticipated Fed Cat: NHPP TIP #: RG0901 Let With: Future Cost: 0 Estimate Total: 15,773	Interchange improvements at Route 125 in Rogersville. \$3,070,000 Open Container funds. 50% funding from rural Southwest District.		Engineering:	393	100	500	610	680	0			
			R/W:	0	0	0	117	0	0			
			Construction:	0	0	0	0	13,373	0			
			FFOS:	0	0	0	0	3,070	0			
			Payments:	0	0	0	0	0	0			
County: Greene Route: US 60 Job No.: 8P3032B Length: 2.24 MPO: Y Fund Cat: Flexible & Other Sec Cat: System Expansion Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: SP1902-19 Let With: 8P3122	Operational and safety improvements on James River Freeway from 0.5 mile west of Bus. Rte. 65 (Glenstone Avenue/Republic Road) to Rte. 65 in Springfield. \$995,000 Open Container Funds.		Engineering:	0	1,400	760	0	0	0			
			R/W:	0	0	0	0	0	0			
			Construction:	0	0	15,208	0	0	0			
			FFOS:	0	0	995	0	0	0			
			Payments:	0	0	0	0	0	0			
County: Greene Route: US 60 Job No.: 8P3113 Length: 4.17 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 19 Anticipated Fed Cat: NHPP TIP #: RP1802-18 Let With: 8S3121, 8S3114, 8P3127	Pavement resurfacing from Rte. 174 in Republic to Rte. 413.		Engineering:	2	28	180	0	0	0			
			R/W:	0	0	0	0	0	0			
			Construction:	0	0	1,839	0	0	0			
			FFOS:	0	0	0	0	0	0			
			Payments:	0	0	0	0	0	0			
County: Greene Route: US 60 Job No.: 8P3122 Length: 1.74 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: GR1804-18 Let With: 8P3032B	Pavement resurfacing from 0.7 mile east of Bus. 65 (Glenstone Avenue) to Highland Springs Boulevard east of Springfield.		Engineering:	2	84	84	0	0	0			
			R/W:	0	0	0	0	0	0			
			Construction:	0	0	1,236	0	0	0			
			FFOS:	0	0	0	0	0	0			
			Payments:	0	0	0	0	0	0			

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Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	
County: Greene	Pavement resurfacing from Highland Springs Boulevard east of Springfield to Rte. 125 in Rogersville.												Engineering:	0	5	10	117	127	0
Route: US 60													R/W:	0	0	0	0	0	0
Job No.: 8P3122B													Construction:	0	0	0	0	1,993	0
Length: 5.34	MPO: Y											FFOS:	0	0	0	0	0	0	
Fund Cat: Taking Care Of System	AC-State: 1,802 State: 450 Local: 0										Payments:	0	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Awd Date: 2022	Anticipated Fed Cat: NHPP																	
TIP #: GR1907-19	Let With:	Future Cost: 0 Estimate Total: 2,252																	
County: Greene	Pavement resurfacing from 0.3 mile west of Illinois Street to Rte. 174 in Republic.												Engineering:	2	11	77	0	0	0
Route: US 60													R/W:	0	0	0	0	0	0
Job No.: 8P3127													Construction:	0	0	784	0	0	0
Length: 2.61	MPO: Y											FFOS:	0	0	0	0	0	0	
Fund Cat: Taking Care Of System	AC-State: 698 State: 174 Local: 0										Payments:	0	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Awd Date: Fall 19	Anticipated Fed Cat: NHPP																	
TIP #: RP1803-18	Let With: 8S3121, 8S3114, 8P3113	Future Cost: 0 Estimate Total: 874																	
County: Greene	Upgrade sidewalk to comply with the ADA Transition Plan at various locations from 0.3 mile west of Illinois Street to Rte. 174 in Republic. \$264,000 Statewide Transportation Alternatives funds.												Engineering:	2	149	169	0	0	0
Route: US 60													R/W:	0	2	0	0	0	0
Job No.: 8P3129													Construction:	0	0	798	0	0	0
Length: 2.61	MPO: Y											FFOS:	0	0	264	0	0	0	
Fund Cat: Taking Care Of System	Fed: 895 State: 223 Local: 0										Payments:	0	0	0	0	0	0		
Sec Cat: N- Ada Trans	Awd Date: 2020	Anticipated Fed Cat: STBG																	
TIP #: EN1801-18	Let With:	Future Cost: 0 Estimate Total: 1,120																	
County: Greene	Upgrade guardrail from 0.3 mile north of Rte. D (Sunshine Street) to Rte. 60.												Engineering:	12	64	0	0	0	0
Route: US 65													R/W:	0	0	0	0	0	0
Job No.: 8P3079B													Construction:	0	630	0	0	0	0
Length: 3.84	MPO: Y											FFOS:	0	0	0	0	0	0	
Fund Cat: Taking Care Of System	AC-State: 556 State: 138 Local: 0										Payments:	0	0	0	0	0	0		
Sec Cat: Routine Maintenance	Awd Date: Winter 19	Anticipated Fed Cat: NHPP																	
TIP #: SP1704	Let With: 8P3080	Future Cost: 0 Estimate Total: 706																	
County: Greene	Rebuild pavement from 0.5 mile south of Rte. D (Sunshine Street) to Rte. 60 (James River Freeway).												Engineering:	145	472	0	0	0	0
Route: US 65													R/W:	0	0	0	0	0	0
Job No.: 8P3080													Construction:	0	6,837	0	0	0	0
Length: 3.08	MPO: Y											FFOS:	0	0	0	0	0	0	
Fund Cat: Taking Care Of System	Fed: 5,848 State: 1,461 Local: 0										Payments:	0	0	0	0	0	0		
Sec Cat: Rehab And Reconst	Awd Date: Winter 19	Anticipated Fed Cat: NHPP																	
TIP #: SP1705	Let With: 8P3079B	Future Cost: 0 Estimate Total: 7,454																	

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County:	Greene	Upgrade sidewalk to comply with the ADA Transition Plan at various locations of				Engineering:	12	260	0	0	0
Route:	OR 65	Eastgate Avenue, Ingram Mill Road and Rte. YY (Division Street) in Springfield and Rte.				R/W:	0	10	0	0	0
Job No.:	8S3078	Z in Willard. Project involves bridge W0574. \$300,000 Statewide Trans Alts.				Construction:	0	662	0	0	0
Length:	4.44	MPO:	Y			FFOS:	0	300	0	0	0
Fund Cat:	Taking Care Of System	Fed:	746	State:	186	Local:	0				
Sec Cat:	N- Ada Trans	Awd Date:	Winter 19	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	EN1705	Let With:		Future Cost:	0	Estimate Total:	944				
County:	Greene	Pavement resurfacing and guardrail improvements on disconnected sections of Eastgate				Engineering:	6	53	0	0	0
Route:	OR 65	Ave. from Division St. (Rte. YY) to Sunshine St. (Rte. D) and on Ingram Mill Rd. from				R/W:	0	0	0	0	0
Job No.:	8S3085	Catalpa St. to Sunshine St.				Construction:	0	504	0	0	0
Length:	3.28	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	445	State:	112	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 18	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	SP1707	Let With:	8S3082	Future Cost:	0	Estimate Total:	563				
County:	Greene	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River				Engineering:	0	2	12	80	0
Route:	BU 65	Freeway) in Springfield.				R/W:	0	0	0	0	0
Job No.:	8S3112					Construction:	0	0	0	843	0
Length:	1.47	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	750	State:	187	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1903-19	Let With:		Future Cost:	0	Estimate Total:	937				
County:	Greene	Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut				Engineering:	0	2	20	121	0
Route:	BU 65	Expressway to Battlefield Road in Springfield.				R/W:	0	0	0	0	0
Job No.:	8S3117					Construction:	0	0	0	1,284	0
Length:	3.68	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,142	State:	285	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1904-19	Let With:		Future Cost:	0	Estimate Total:	1,427				
County:	Greene	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44				Engineering:	4	2	2	87	0
Route:	MO 744	(Glenstone Avenue).				R/W:	0	0	0	0	0
Job No.:	8P3050C					Construction:	0	0	0	928	0
Length:	2.72	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	816	State:	203	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1708	Let With:	8P3050B	Future Cost:	0	Estimate Total:	1,023				

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Greene Route: MO 744 Job No.: 8S3149 Length: 2.69 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: EN1901-19 Let With: 8P3139 Future Cost: 0 Estimate Total: 2,283	Upgrade sidewalk 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. \$313,000 Statewide Transportation Alternatives funds.					Engineering: 0	130	286	290	0	0						
						R/W: 0	0	54	0	0	0						
						Construction: 0	0	0	1,523	0	0						
						FFOS: 0	0	0	313	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: MO 744 Job No.: 8S3151 Length: 0.05 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2021 Anticipated Fed Cat: NHPP TIP #: GR1908-19 Let With: Future Cost: 0 Estimate Total: 365	Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.					Engineering: 0	8	23	40	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	0	294	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: RT D Job No.: 8S0745 Length: 2.62 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: SP1906-19 Let With: Future Cost: 0 Estimate Total: 1,351	Pavement resurfacing on Sunshine from Glenstone Avenue to Blackman Road in Springfield.					Engineering: 30	14	8	110	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	0	1,189	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: RT D Job No.: 8S3152 Length: 0.12 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2021 Anticipated Fed Cat: NHPP TIP #: GR1909-19 Let With: Future Cost: 0 Estimate Total: 1,606	Bridge rehabilitation over James River 3.2 miles east of Springfield. Project involves bridge A3057.					Engineering: 0	75	75	90	0	0						
						R/W: 0	0	0	0	0	0						
						Construction: 0	0	0	1,366	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						
County: Greene Route: RT D Job No.: 8S3153 Length: 2.56 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: SP1413-19 Let With: Future Cost: 0 Estimate Total: 611	Upgrade sidewalk to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road.					Engineering: 0	40	47	32	0	0						
						R/W: 0	0	2	0	0	0						
						Construction: 0	0	0	490	0	0						
						FFOS: 0	0	0	0	0	0						
						Payments: 0	0	0	0	0	0						

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Greene Route: RT EE Job No.: 8S3124 Length: 0.50 MPO: Y Fund Cat: Taking Care Of System												

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Greene Route: RT O Job No.: 8S3123 Length: 5.74 MPO: Y Fund Cat: Taking Care Of System Fed: 535 State: 132 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: GR1910-19 Let With: Future Cost: 0 Estimate Total: 667	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	2 0 0 0 0 0	6 0 0 0 0 0	38 0 621 0 0 0	0 0 0 0 0 0											
County: Greene Route: Various Job No.: 8P3140 Length: 0.00 MPO: Y Fund Cat: Flexible & Other Fed: 2,448 State: 612 Local: 0 Sec Cat: Systems Operations Awd Date: 2021 Anticipated Fed Cat: STBG TIP #: MO1806-18 Let With: Future Cost: 0 Estimate Total: 3,150	Engineering: R/W: Construction: FFOS: Payments:	90 0 0 0 0 0	100 0 0 0 0 0	10 103 0 0 0 0	200 0 2,647 527 0 0	0 0 0 0 0 0											
County: Greene Route: RT YY Job No.: 8S3082 Length: 4.67 MPO: Y Fund Cat: Taking Care Of System AC-State: 641 State: 161 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 18 Anticipated Fed Cat: STBG TIP #: GR1704 Let With: 8S3085 Future Cost: 0 Estimate Total: 806	Engineering: R/W: Construction: FFOS: Payments:	4 0 0 0 0 0	96 0 704 0 0 0	2 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0											
County: Greene Route: RT Z Job No.: 8S3083 Length: 2.53 MPO: Y Fund Cat: Taking Care Of System AC-State: 209 State: 52 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: Fall 18 Anticipated Fed Cat: STBG TIP #: GR1705 Let With: 7S3141 Future Cost: 0 Estimate Total: 281	Engineering: R/W: Construction: FFOS: Payments:	20 0 0 0 0 0	25 0 236 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0											
County: Various Route: Various Job No.: 0S30221 Length: 0.00 MPO: Y Fund Cat: Taking Care Of System Fed: 277 State: 69 Local: 0 Sec Cat: N- Ada Trans Awd Date: 2022 Anticipated Fed Cat: STBG TIP #: EN2201-19 Let With: Future Cost: 0 Estimate Total: 346	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 325 297 0 0	21 0 0 0 0 0											

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	
County: Various	Curve safety improvements at various locations in the urban Southwest District.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 0X3121I												Construction:	0	0	0	458	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety (Statewide)	Fed: 412 State: 46 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: 2021 Anticipated Fed Cat: Safety																	
TIP #: MO2102-19	Let With:	Future Cost: 0 Estimate Total: 458																
County: Various	Intersection improvements at various locations in the urban Southwest District.											Engineering:	20	499	0	0	0	0
Route: Various												R/W:	0	138	0	0	0	0
Job No.: 8P3087												Construction:	0	2,970	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 2,885 State: 722 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Regional	Awd Date: Spring 19 Anticipated Fed Cat: NHPP																	
TIP #: MO1711	Let With:	Future Cost: 0 Estimate Total: 3,627																
County: Various	Intersection improvements at various locations in the urban Southwest District.											Engineering:	0	2	2	500	502	0
Route: Various												R/W:	0	0	0	106	0	0
Job No.: 8P3087G												Construction:	0	0	0	0	1,391	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	AC-State: 2,004 State: 499 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Regional	Awd Date: 2022 Anticipated Fed Cat: NHPP																	
TIP #: SP1905-19	Let With:	Future Cost: 0 Estimate Total: 2,503																
County: Various	Add intelligent transportation system equipment for Ozarks Traffic at various locations in the urban Southwest District.											Engineering:	140	160	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P3137												Construction:	0	1,500	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 1,328 State: 332 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Systems Operations	Awd Date: Winter 19 Anticipated Fed Cat: STBG																	
TIP #: MO1805-18	Let With:	Future Cost: 0 Estimate Total: 1,800																

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District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
FFOS:	267	5,820	4,918	840	3,367	0
Total R/W:	1,643	2,714	197	223	4,262	0
Total Construction:	0	55,253	40,911	24,122	17,531	17,395
Paybacks:	0	0	0	0	0	0
Sub-Total:	1,643	57,967	41,108	24,345	21,793	17,395
Total Engineering:	5,450	10,075	5,204	4,005	1,651	1,026
Grand Total:	7,093	68,042	46,312	28,350	23,444	18,421

	2019	2020	2021	2022	2023
State	12,001	8,560	5,301	4,688	3,684
AC-State	1,665	801	2,036	3,211	0
Local	1,673	500	0	0	0
Sub-total State	15,339	9,861	7,337	7,899	3,684

Federal					
Sub-total Federal	52,703	36,451	21,013	15,545	14,737
Grand Total	68,042	46,312	28,350	23,444	18,421

Project Count: 64

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

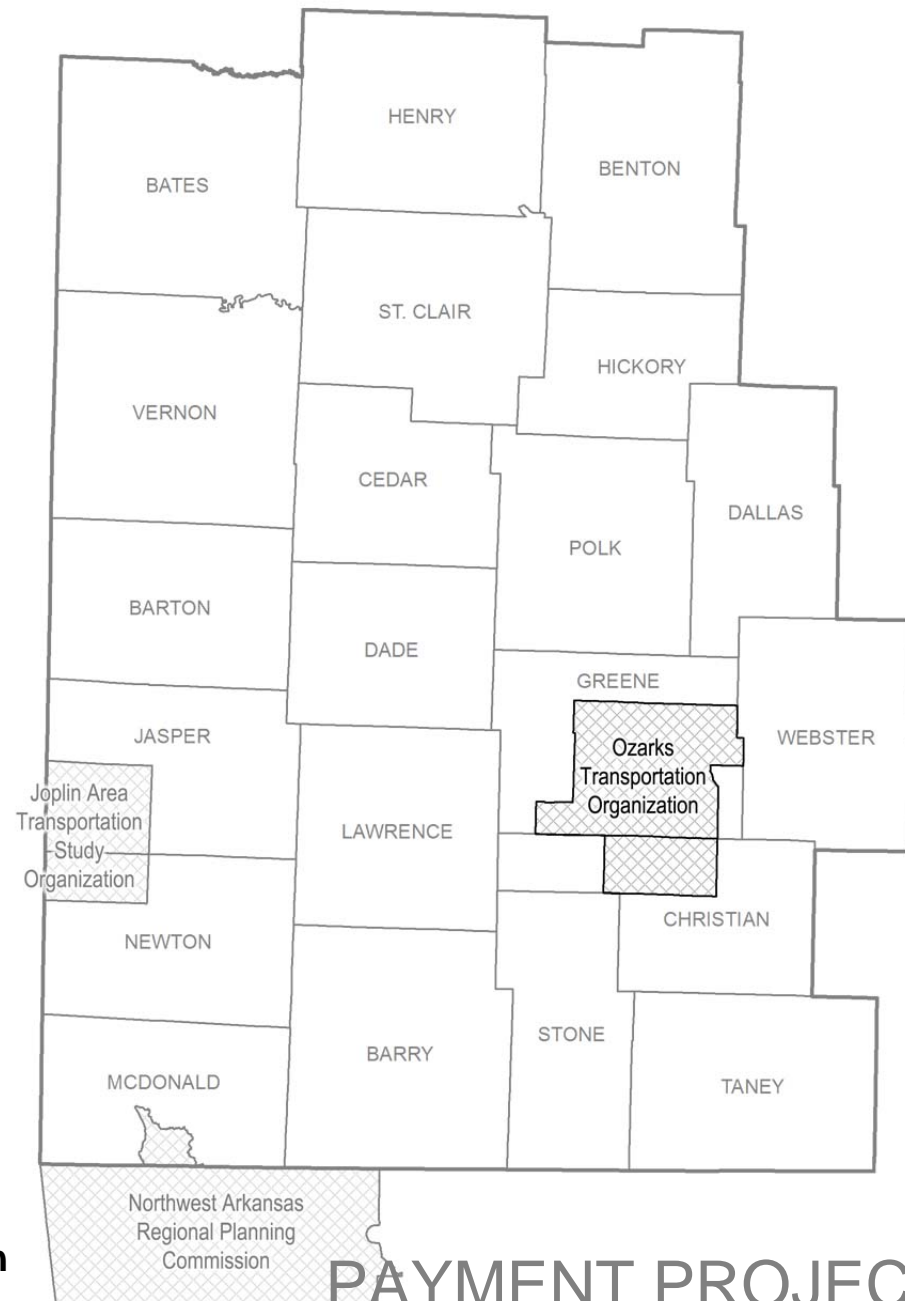
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District Southwest

TMA

Dollars in Thousands



**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

PAYMENT PROJECTS

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2018-6/2019	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.					Engineering:	0	0	0	0	0
Route: Various						R/W:	7	0	0	0	0
Job No.: 5B0800X						Construction:	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	7	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0 State: 1,460 Local: 0					Payments:	2,286	292	292	292	292
Sec Cat: Rehab And Reconst	Awd Date: N/A Anticipated Fed Cat:										
TIP #: MO1105	Let With: Future Cost: 2,001 - 5,000 Estimate Total: 3,753										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering:	4	4	0	0	0
Route: Various						R/W:	0	0	0	0	0
Job No.: 8I3071						Construction:	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: Safety	Fed: 163 State: 18 Local: 0					Payments:	0	177	0	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO1709	Let With: Future Cost: 0 Estimate Total: 185										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering:	1	1	2	0	0
Route: Various						R/W:	0	0	0	0	0
Job No.: 8I3108						Construction:	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: Safety	Fed: 162 State: 18 Local: 0					Payments:	0	0	177	0	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO1803-18	Let With: Future Cost: 0 Estimate Total: 181										
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.					Engineering:	0	0	0	1	0
Route: Various						R/W:	0	0	0	0	0
Job No.: 8P3154						Construction:	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: Safety	Fed: 160 State: 18 Local: 0					Payments:	0	0	0	177	0
Sec Cat: Safety	Awd Date: N/A Anticipated Fed Cat: Safety										
TIP #: MO2103-19	Let With: Future Cost: 0 Estimate Total: 178										
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.					Engineering:	2	1	0	0	0
Route: Various						R/W:	0	0	0	0	0
Job No.: 8Q3073						Construction:	0	0	0	0	0
Length: 0.00	MPO: Y					FFOS:	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 515 State: 129 Local: 0					Payments:	0	643	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: STBG										
TIP #: MO1717	Let With: Future Cost: 0 Estimate Total: 646										

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

May-24-2018

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.												Engineering:	1	1	1	0	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8Q3107													Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 516 State: 129 Local: 0												Payments:	0	0	643	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: STBG																		
TIP #: MO1804-18	Let With: Future Cost: 0 Estimate Total: 646																		
County: Various	Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.												Engineering:	0	0	0	1	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8Q3148													Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	AC-State: 515 State: 129 Local: 0												Payments:	0	0	0	643	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: STBG																		
TIP #: MO2104-19	Let With: Future Cost: 0 Estimate Total: 644																		

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

May-24-2018

Section 4 - 2

District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
FFOS:	7	0	0	0	0	0
Total R/W:	7	0	0	0	0	0
Total Construction:	0	0	0	0	0	0
Paybacks:	2,286	1,112	1,112	1,112	292	292
Sub-Total:	2,293	1,112	1,112	1,112	292	292
Total Engineering:	8	7	3	2	0	0
Grand Total:	2,301	1,119	1,115	1,114	292	292

	2019	2020	2021	2022	2023
State	439	439	439	292	292
AC-State	0	0	515	0	0
Local	0	0	0	0	0
Sub-total State	439	439	954	292	292
Federal					
Sub-total Federal	680	676	160	0	0
Grand Total	1,119	1,115	1,114	292	292

Project Count: 7

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

May-24-2018

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2019-2023 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

Southwest TMA Total

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
FFOS:	274	5,820	4,918	840	3,367	0
Total R/W:	1,650	2,714	197	223	4,262	0
Total Construction:	0	55,253	40,911	24,122	17,531	17,395
Paybacks:	2,286	1,112	1,112	1,112	292	292
Sub-Total:	3,936	59,079	42,220	25,457	22,085	17,687
Total Engineering:	5,458	10,082	5,207	4,007	1,651	1,026
Grand Total:	9,394	69,161	47,427	29,464	23,736	18,713
		2019	2020	2021	2022	2023
State		12,440	8,999	5,740	4,980	3,976
AC-State		1,665	801	2,551	3,211	0
Local		1,673	500	0	0	0
Sub-total State		15,778	10,300	8,291	8,191	3,976
Federal						
Sub-total Federal		53,383	37,127	21,173	15,545	14,737
Grand Total		69,161	47,427	29,464	23,736	18,713

Project Count: 71

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

May-24-2018

Section 4 - 1

District Southwest

TMA

Dollars in Thousands

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2019	2020	2021	2022	2023
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.200	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	0.075	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed	0.200	0.000	0.000	0.000	0.000
Safety - Available	1.408	1.343	1.136	1.123	1.120
Safety - FFOS	1.241	0.000	0.000	3.070	0.000
Safety - Fund Transfers	-2.545	-0.844	-0.724	9.168	0.000
Safety - Carryover	2.605	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	1.097	-0.050	-0.060	0.053	0.000
Safety - Total Available	3.806	0.449	0.352	13.414	1.120
Safety - Programmed	3.984	0.177	0.294	13.373	0.000
Taking Care Of System - Available	7.471	7.801	7.852	7.761	7.738
Taking Care Of System - FFOS	0.300	0.264	0.313	0.297	0.000
Taking Care Of System - Fund Transfers	9.389	1.271	1.891	0.000	0.000
Taking Care Of System - Carryover	6.946	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	4.990	-0.606	0.743	-0.762	0.000
Taking Care Of System - Total Available	29.096	8.730	10.799	7.296	7.738
Taking Care Of System - Programmed	16.278	9.079	21.312	3.059	0.292
Flexible & Other - Available					
Flexible & Other - FFOS	4.279	4.654	0.527	0.000	0.000
Flexible & Other - Fund Transfers	34.338	27.142	2.639	3.900	15.455
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Flexible & Other - Total Available	34.791	31.796	3.166	3.900	15.455
Flexible & Other - Programmed	38.617	32.731	3.396	5.653	17.395
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.000	0.225	0.432	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.000	0.225	0.432	0.000	0.000
Statewide Safety - Programmed	0.000	0.232	0.458	0.000	0.000
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

*Note: Three percent inflation compounded annually applied to program years 2020 - 2023
Two percent construction contingency applied to construction.*

District Program Summary**Southwest (Urban)**

(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	64.258	41.200	14.749	24.610	24.313
Total Flexible Funds Available	0.000	0.797	19.750	15.348	8.544
Adjustments	6.087	-0.656	0.683	-0.709	0.000
Carryovers	2.090				
Total Available by SFY	64.258	41.997	34.499	39.958	32.857
Total Programmed by SFY	59.079	42.219	25.460	22.085	17.687

*Note: Three percent inflation compounded annually applied to program years 2020 - 2023
Two percent construction contingency applied to construction.*

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 7/18/2018; ITEM II.F.

Draft FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2019-2022 Transportation Improvement Program will be sent out under separate cover.

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. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

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 document will be available for review online at www.GiveUsYourInput.org

The draft TIP will be made available for public comment beginning on July 15, 2018. Any comments will be provided to the Board of Directors for consideration.

Minor changes are expected to be made following the formal review by the USDOT and MoDOT before the Board of Directors meeting in August.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

"Move to recommend the FY 2019-2022 Transportation Improvement Program, with changes as recommended by USDOT, to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 7/18/2018; ITEM II.G.

Freeway Study

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO and MODOT jointly commissioned a freeway study to better understand the issues and solutions relating to congestion and safety along I-44 and US60/360. This study analyzed I-44 from MM to 125, James River Freeway (60/360) from I-44 to US65 and US 60 from US65 to FR 213.

This study may be found at:

http://www.ozarkstransportation.org/Documents/MoDOT_Freeway_MOU_Report_09Jul2018.pdf

FREEVAL was used to determine a capacity specific to these roadways and counts were taken to develop a capacity.

A benefit cost ratio was used to prioritize projects. The benefit cost ratio specifically accounted for safety, travel time and operational benefits. A net benefits approach was also used. Both approaches penalize high cost projects.

Key Recommendations:

- Auxillary lanes are needed on I-44 which requires several complete bridge replacements driving the costs to nearly \$30 million
- Additional lanes/ separated lanes are needed are needed on James River Freeway between National and US65
- An interchange at US60 and 125 is among the top priorities
- Numerous ramp and interchange improvements are recommended.
- US60 East of Springfield should be converted to a freeway

TECHNICAL COMMITTEE ACTION REQUESTED:

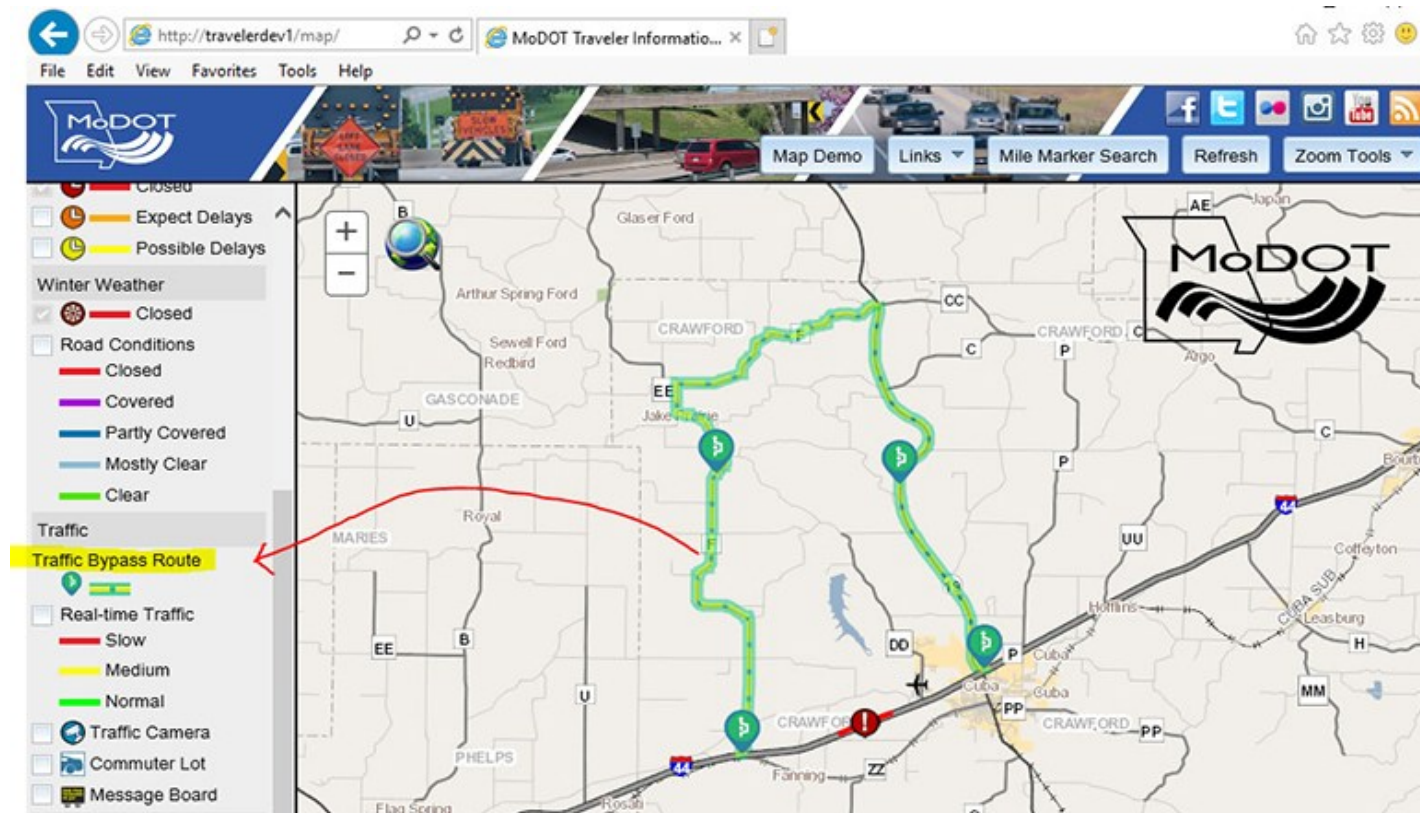
“Move to recommend to the Board of Directors that OTO accept the freeway study.”

OR

“Move to recommend to the Board of Directors that OTO accept the freeway study with the following revisions...”

TAB 10

MoDOT's online Traveler Information Map to offer new feature



Starting June 9, MoDOT's Traveler Information Map will have a new feature. The map will be able to display preferred bypass routes whenever there is an incident/congestion on I-44 and I-70.

A bypass will be shown on the map as a green and yellow dashed line with a bypass symbol placed intermittently along the route. A new listing under the "Traffic" heading will appear on the map's legend located on the left.

"This new application is another tool to assist travelers in finding alternative routes if there is an accident or heavy traffic along two major interstates," said Susan Summers-Harmon, a traffic operations engineer in MoDOT's Central District.

MoDOT's online Traveler Information Map (<http://traveler.modot.org/map/>) has been helping drivers navigate work zones, snowy roads and flooded routes since 2007. The map provides current traffic conditions and shows real-time traffic flow. MoDOT's Traveler Information Map is located at www.modot.org. The map is available as a free app for iPhone and Android phones.

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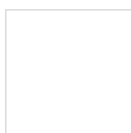
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MoDOT to stop work in majority of work zones over Labor Day weekend
(<https://www.kttm.com/modot-to-stop-work-in-majority-of-work-zones-over-labor-day-weekend/>)
August 29, 2017
In "Local News"

MoDOT: Motorists advised to avoid travel or use extreme caution through Sunday
(<https://www.kttm.com/modot-motorists-advised-to-avoid-travel-or-use-extreme-caution-through-sunday/>)
December 17, 2016
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Stay safe and check road conditions before you travel (<https://www.kttm.com/stay-safe-and-check-road-conditions-before-you-travel/>)
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MAY
17

"Show Me" State Shows America The Benefits of Diverging Diamond Interchanges

Posted by Acting Federal Highway Administrator Brandye L. Hendrickson

All of us at the Federal Highway Administration (FHWA) are proud to partner with state, local and tribal governments to encourage the use of state-of-the-art transportation innovations under FHWA's "Every Day Counts" (EDC) initiative. We call EDC the "on-ramp to innovation," and with good reason. We're always looking for newer, better ways to keep Americans safe while they drive and save time in project delivery as well as taxpayers' money.

Missouri – also known as the "Show Me State" – has spent the last decade becoming the nation's leading champion of Diverging Diamond Interchanges (DDIs). Throughout my career, I have seen few safety improvements as effective as DDIs.

DDIs are great because they eliminate the need for expensive left- or double-left turn bays by allowing left-turning vehicles on the crossroad to make a free turn left directly onto the onramp. In short, they keep drivers safe by reducing the number of intersections or other places where collisions can occur.

MoDOT created the first DDI in 2009 on I-44 in Springfield, Mo. Within a year, it reduced injury-only crashes by 80 percent and all crashes by 53 percent. In the decade since, MoDOT has created 19 more DDIs. The latest addition to its "diamond" collection, at I-49 and 155th Street in Grandview, is an especially good example of better transportation because it uses a roundabout (another EDC innovation supported by FHWA) at one of the ramp terminals instead of a traffic signal. Mixing these two proven safety measures has led some to start calling the combination a "divergeabout."

During this year's Infrastructure Week, FHWA is underscoring the importance of innovation and the workers responsible for building and maintaining our transportation infrastructure. Kudos to workers in Missouri and across the country who are helping to build roads and bridges. Please show these hard-working men and women your thanks by driving safely when traveling through highway.

[Submit Feedback >](#)

Diverging Diamond Animation



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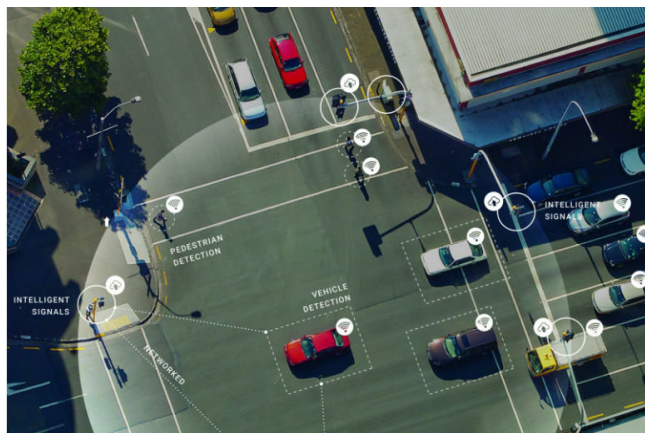
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These Smarter Stoplights Could Be Lifesavers

New traffic signals in Detroit are designed to help pedestrians, cyclists and ambulances get through intersections, while helping traffic planners test safety improvements quickly.

by [Daniel C. Vock](#) | June 11, 2018



Miovision, a vendor working in partnership with Detroit, has touted the city's newest signal exchange as "the world's smartest intersection."

Five years ago, nobody would have mistaken Detroit's stoplights for being "smart." They were so obsolete, in fact, that city transportation officials couldn't even tell whether most of the lights were working without visiting the intersections in person.

But in solving that very basic problem, the city has taken significant steps toward creating some of the smartest intersections in the country. It is experimenting with five "smart intersections" along a nearly two-mile stretch of Larned Street near the riverfront, including some downtown sites.

The new networked traffic lights, which are connected to video cameras, can respond quickly to changing conditions. They do that by analyzing the video on the spot to determine different types of road users, how they're moving and how to respond.

"The video, it's talking to you," says Mark de la Vergne, Detroit's chief of mobility innovation. "Before, you would just get numbers. Now, we know where they are crossing. We know when they are crossing. We know how many people are driving through a red light. That's going to help us inform a lot of our work in the next few years."

Like many cities' signals, Detroit's newest intersection lights can prioritize signals for emergency vehicles such as ambulances and police cars. But they can also help make crossings safer for cyclists and pedestrians. The lights can extend green signals for cyclists who wouldn't otherwise be able to clear the intersection in time, and the system can alert Waze users or connected vehicles that jaywalkers are ahead.

The city, along with its vendor, Miovision, is also working on ways to prioritize signals for buses and freight-hauling trucks. The lights may even be able to change with the weather -- for example, displaying longer yellow lights when it's raining.

Detroit may one day even be able to use the data collected by its smart intersections to improve the design of the intersections themselves.

To get to this point, Detroit spent four years connecting traffic lights to a central network. Now, 40 percent of the city's intersections are linked and have the equipment installed that helps them analyze and respond to changing circumstances. The signals are all designed so that they can be regularly updated to add more features, akin to downloading new apps or updating old ones on a smartphone.

And they all use open data systems, rather than proprietary ones, which makes it easier to interact with other connected infrastructure. So, for example, Miovision was able to connect the city's police cars with the traffic signals using existing transponders on the police vehicles, rather than requiring new equipment. That easy connection meant that the city could start using signal prioritization in just a matter of weeks. Preliminary tests show that the new technology cut emergency response times by 20 percent.

The networked system also makes it easy to upgrade. Detroit's mayor said in January that he wanted the city to show off its technological prowess for the Intelligent Transportation Society of America's annual conference, which took place last week. Miovision made a flurry of upgrades that added several new features, all within 90 days and without having to add more hardware, says Dave Bullock, Miovision's vice president of market strategy.

It's part of a "mind shift in how cities think about infrastructure," he says. "The old way was, when you have a problem, you add a piece of hardware to your cabinet. The new way is, you put this piece of hardware at the roadside. When you have a problem, instead of adding more hardware, we add more software."

Other cities are working on similar improvements, even if they're using slightly different approaches.

Denver, for example, is spending \$1 million to improve the intersection of Federal Boulevard and 29th Avenue. Those improvements will help detect pedestrians and add more time for slower walkers to cross, automatically give cyclists a green signal without the need to push a button, prioritize buses along the corridor, and provide better communication with emergency vehicles.

"These case studies will also help directly inform how we deliver connected freight, connected fleet, and more connected citizens quickly. All of this data will feed directly into the traffic management center so the city of Denver can monitor real-time events and make informed decisions based on historical trends," says Heather Burke, a spokeswoman for Denver Public Works.

But as this type of technology is deployed more widely, one of the big challenges facing Detroit and other cities will be to manage and analyze the new data from the connected intersections.

The standard approach to making safety improvements, says Bullock from Miovision, is for cities to analyze crash data. But even when transportation planners find dangerous intersections, they sometimes must wait years in order to gather enough data to see whether the changes they made to the intersection actually made it safer.

The cameras on smart intersections, though, gather a lot more information than just crash data. "For every crash, there are 100 near-misses. For every near-miss, there are 100 or more dangerous actions or safety hazards. They can tell you almost as much about a road hazard as crash data," Bullock says.

"We can tell a city where the most dangerous intersections are, and at what times of day. We can tell them a ton about what causes [those dangers]. And when they make a change – literally, within days – we can tell them if they changed behavior," he says.

This appears in the Infrastructure newsletter. [Subscribe for free.](#)



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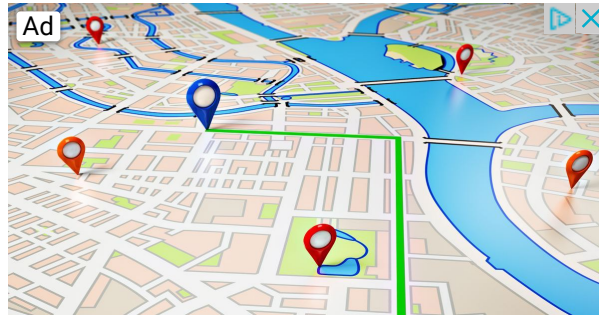
Nixa residents help decide future biking, hiking trails

Sydni Moore/Headliner News

Imagine a trail system that stretched across Nixa into neighboring Ozark.

The Ozarks Transportation Organization hosted an open house at Nixa's X Center May 24 for residents to review findings of a trail study by Portland, Oregon-based Alta Planning and Design. The event followed a first open house held in April.

Attendees at the May event were able to view suggestions and recommendations made the first time around, and receive an update from officials.



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The Nixa Trails Study, according to OTO, provides an ambitious blueprint for trail and greenway development that links the city of Nixa to the regional trail system. It provides an addition to the organization's 2017 Bicycle & Pedestrian Trail Investment Study, which examined 75 miles of regionally significant trail alignments to better position OTO and local municipalities, in order to implement key trail connections throughout the Springfield Metropolitan Area.

A poster board on display at the open house listed the main goals of the Nixa Trails Study. The list included supporting diverse and sustainable transportation choices and economic development, as well as strengthening collaboration among local government agencies and preparing environmental documentation for future trail development. A similar study was done last year to look at refining trails to connect Springfield, Willard, Strafford and Ozark.

A map, also at the open house, showed trail alignment planning across Nixa. Trail lines stretched on both ends of Nixa, northwest toward Wilson's Creek National Battlefield and to the southeast across Highway 65, connecting to Ozark's Finley River Trail.



Maps and Driving Directions



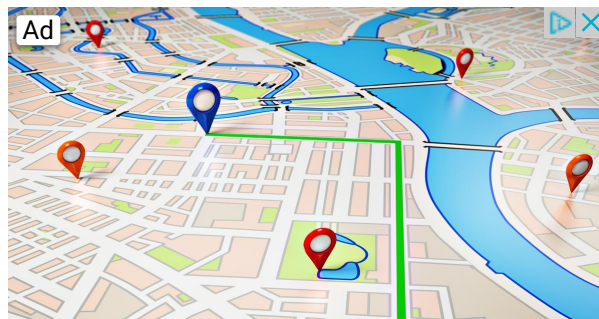
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“This is still a draft,” OTO Principal Planner Natasha Longpine told the Headliner News. “We’re going to take all the input from tonight and see what people have to say about the alignments.”

Longpine said OTO staff sometimes misses barriers for trails or missed opportunities for better pathways.

“We’ll take all of that feedback and I think we’re projecting June to finalize everything,” she said.



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At that point, Longpine said it’s up to community how soon — or where — ground will first break.

“We don’t really have a plan in place at the moment for what to finance first,” she said. “The OTO receives, for the region, some transportation alternatives program funding, but it’s up to the communities to apply for it and provide the match.”

It simply depends on how soon someone makes it a priority to fill out an application, she said.

“It’s a long-term map,” Alta Principal Engineer Paul Wojciechowski confirmed. “It’s going to take a while.”

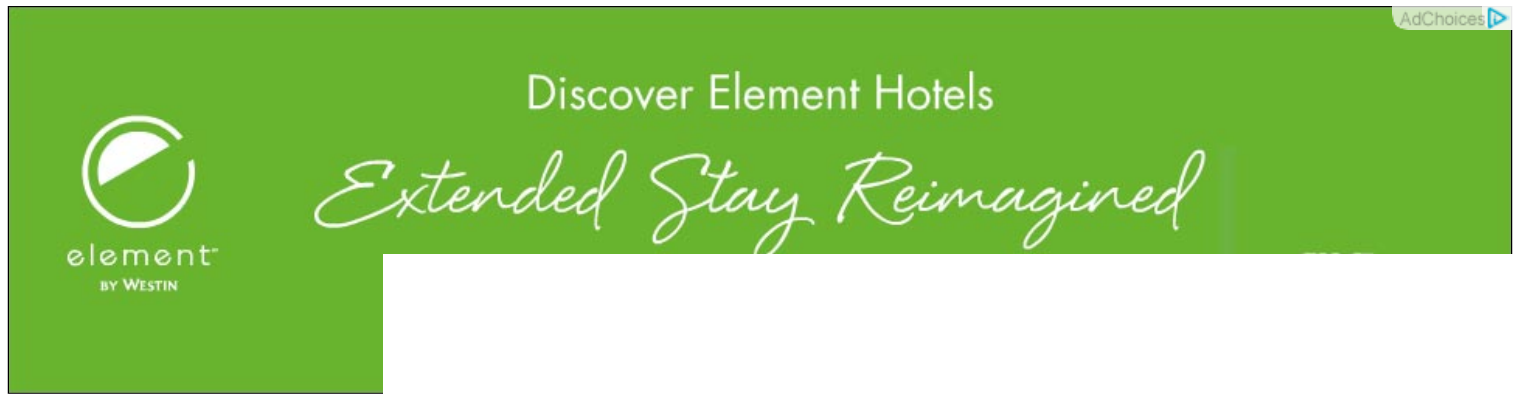
In addition, Longpine noted it’s possible for many smaller proposed trails to become a reality through development.

Several Nixa residents in attendance were asked to place stickers on a posterboard outlining possible supporting programs and policies for Nixa trails. Ideas included group bicycle rides, adult bicycle safety and maintenance workshops, and a bicycle parking program for businesses. Toward the middle of the event, most stickers were placed beside ideas for a safe school routes program and youth bicycle safety education.

The next steps include presenting the Nixa Trails Study to OTO’s Technical Planning Committee, OTO Graphic Information System Analyst David Faucett said.

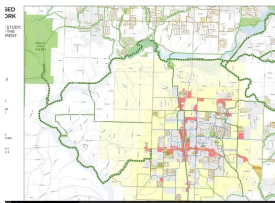
“They’ll make a recommendation to our board of directors, and then the board will approve the work that’s been done to include it into the bigger trail study,” he said. “Once we have (funds) vetted out, we can take those and apply them to the projects that have already been identified by Alta as preferred alignments.”

For more information regarding the Nixa Trails Study, OTO staff members encourages residents to visit their website, OzarksTransportation.org.



Do you wish Nixa had more greenway trails? Come to this meeting Thursday

Jackie Rehwald, JREHWALD@NEWS-LEADER.COM Published 5:39 p.m. CT May 21, 2018



(Photo: Ozarks Transportation Organization)

Attention Nixa residents who like to walk, run, bike or just be outdoors: Local officials are hosting a meeting to discuss proposed trails that would connect Nixa to Springfield, to Ozark and to other trails west of Nixa.

The Nixa Area Trails Study community workshop will be 4:30-6:30 p.m. Thursday at the X Center, 701 N. Taylor Way. It will be an open-house style meeting.

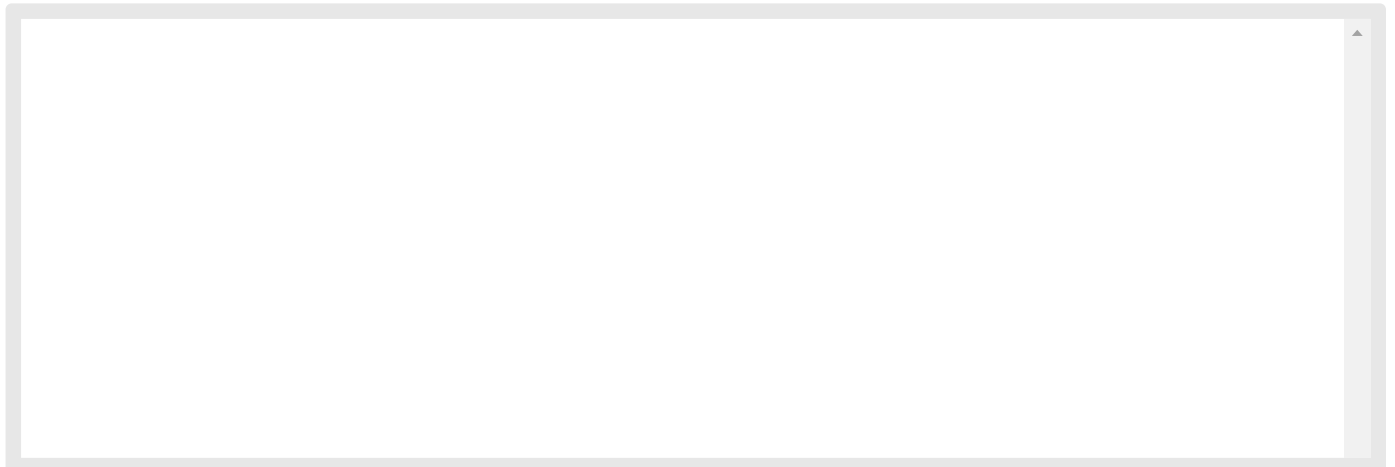
Andy Thomason, with the Ozarks Transportation Organization, said there was a study done last year that looked at refining some of the trails that will connect Springfield, Willard, Strafford and Ozark.

MORE: [Former Riverside Inn land on track to become river-access park](#)

([/story/news/local/ozarks/2018/03/05/former-riverside-inn-land-track-become-river-access-park/388429002/](#))

"We knew at the time we would come back at a later date and look at the trails in a little more detail," he said. "Nixa is ready to take a deeper dive on trails, so we've brought our consultants back on board to do this addendum to our original study."

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He said at a previous meeting in Nixa, the transportation organization talked with residents about what they wanted and where the trails might be located. At this upcoming meeting, residents will have a chance to view maps of proposed trails.

"This will be an opportunity for the Nixa residents to look at possible alignments," Thomason said, "to comment about: Can they be tweaked? Are they fine? Are we missing some great connection that we just don't know about?"

If you are unable to attend the meeting, you can review and comment on the map at www.giveusyourinput.org (<http://giveusyourinput.org/>) or review the attached map and send comments to comment@ozarkstransportation.org.

MORE: [Will Kansas Expressway extension project damage cave near greenway trail? \(/story/news/local/ozarks/2018/04/12/kansas-expressway-extension-project-damage-cave-near-greenway-trail/510591002/\)](https://www.ksl.com/story/news/local/ozarks/2018/04/12/kansas-expressway-extension-project-damage-cave-near-greenway-trail/510591002/)

"The OTO is excited to hear from the Nixa community on the locations of several potential bike and pedestrian trail corridors," a press release said. "Our consultant, Alta Planning and Design, has used the community input they received to identify several trails that could connect Nixa to Springfield, Ozark, and the rest of the region. They include connections along US 160, Tracker Rd., Union Chapel Rd, and along the unnamed creek flowing from the X Center.

"We encourage everyone to come out, take a look, and share their thoughts. Funding for these trails has not been identified, but having corridors identified is an important first step."

Read or Share this story: <https://sgfnw.co/2s2uWnl>

People in Nixa weighing in on future trail development



By Lexi Spivak, KY3/KSPR News | Posted: Wed 5:50 AM, Apr 25, 2018 | Updated: Wed 6:08 AM, Apr 25, 2018

 View Map

NIXA, Mo. (KY3/KSPR) - The Ozarks Transportation Organization (OTO) and Nixa Parks and Recreation are offering a one-week comment period to collect input from residents about future bike and pedestrian trails.

Andy Thomason, a planner with the Ozarks Transportation Organization, said this was part of a larger regional study done earlier. Thomason also said they knew going into the initial study Nixa lacked trail connections to the rest of the Ozarks. "The trail conversation in that part of Christian County just hadn't been as robust over the past 20 years," he said. "We knew that was a problem and we knew that we would come back at some later date and try to identify some new connections."

That later date is here. Right now, residents can share what they hope to see with OTO and Nixa Parks and Recreation. Thomason said they are looking to see what types of trails residents want, where they want them, and what amenities they are looking for at trail heads. Thomason said those public comments are key for their consultant to come back with a plan that would achieve what the residents in Nixa hope to accomplish. Thomason also specified the main priority is to connect the community with other trails outside of Nixa, the focus is not so much on trails within city lines.

Citizens can go to the X Center in Nixa located at 701 North Taylor Way to review a project map and propose trail corridors or identify important community destinations. Comments can also be made at giveusyourinput.org. They ask all comments be submitted by Friday, April 27.


The community will have an opportunity to review trail corridors proposed by the project consultant in late May 2018. The study will be completed in June 2018. Once the study is complete, the ideas can be put into action by




Nixa Parks and Recreation if desired.

Direct any questions about the study to Andy Thomason at comment@ozarkstransportation.org.

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
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