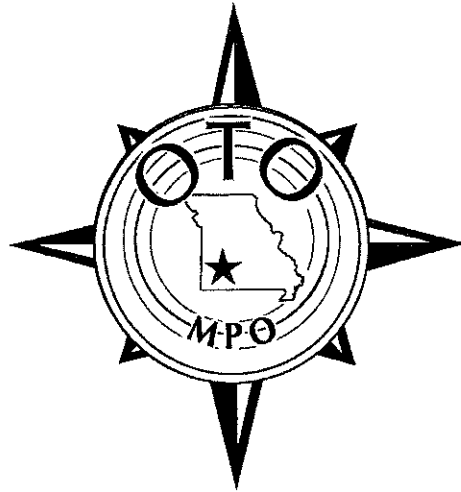


# **Ozarks Transportation Organization**



**January 19, 2011**

## **Technical Planning Committee Meeting**

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

**Technical Planning Committee Meeting Agenda, January 19, 2011  
Missouri State University Plaster Student Union Room 317 (Third Floor)**

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

**I.     Administration**

**A.   Introductions**

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

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

**C.   Approval of the November 17, 2010 Regular Meeting and December 2, 2010  
     Electronic Meeting Minutes ..... Tab 1  
     (1 minute/Brock)**

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

**D.   Public Comment Period for All Agenda Items  
     (5 minutes/Brock)**

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.   Interim Executive Director's Report  
     (3 minutes/Edwards)**

Sara Edwards will provide a review of Ozarks Transportation Organization (OTO) staff activities since the November 17, 2010 Technical Planning Committee meeting.

**F.   Bicycle and Pedestrian Committee Report  
     (3 minutes/Longpine)**

Staff will provide a review of BPAC's current activities.

**II.   New Business**

**A.   Amendment Number Two to the FY 2011-2014 Transportation Improvement  
     Program ..... Tab 2  
     (5 minutes/Edwards)**

There are four changes proposed to the FY 2011-2014 Transportation Improvement Program. Please see attached materials for more information.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF TIP AMENDMENT NUMBER TWO TO THE BOARD OF  
DIRECTORS.**

**B. Administrative Modification Number Three to the FY 2011-2014 Transportation Improvement Program ..... Tab 3**  
(2 minutes/Edwards)

There is one change proposed by MoDOT to move funds on the Route M Pavement Improvement project from FY2012 and FY2013 to FY2011.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**C. OTO Long Range Transportation Plan (LRTP) Update ..... Tab 4**  
(5 minutes/Longpine)

Staff will provide an update to the Technical Planning Committee regarding the LRTP. Draft introductory chapters and an overview of project prioritization will be presented.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**D. Major Thoroughfare Plan Amendments ..... Tab 5**  
(15 minutes/Edwards)

The Major Thoroughfare Plan Subcommittee has recommended several changes to the Major Thoroughfare Plan. These changes will go before the public in a series of public hearing slated for the spring. Staff is requesting the full Technical Committee comment on the proposal before the public hearings.

**TECHNICAL COMMITTEE REQUESTED TO REVIEW AND COMMENT  
ON THE PROPOSED AMENDMENTS TO THE MAJOR THOROUGHFARE  
PLAN**

**E. FY 2012 Unified Planning Work Program Subcommittee ..... Tab 6**  
(2 minutes/Edwards)

OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2012 Unified Planning Work Program.

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE  
FY 2012 UPWP SUB-COMMITTEE**

**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.

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 16, 2011 at 1:30 PM in the Missouri State University Plaster Student Union.

**Attachments and Enclosure:**

**Pc:** Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner  
Phil Broyles, City of Springfield Mayor's Designee  
David Rauch, Senator McCaskill's Office  
Dan Wadlington, Senator Blunt's Office  
Matt Baker, Congressman Long's Office  
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Sharon Davis al teléfono (417) 836-5442, 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 Sharon Davis at (417) 836-5442 at least 24 hours ahead of the meeting.

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

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see [www.ozarkstransportation.org](http://www.ozarkstransportation.org) or call (417) 836-5442.



# Tab 1

## MEETING MINUTES

Attached for Technical Planning Committee member review are the minutes from the November 17, 2010 Regular Technical Planning Committee meeting and the December 2, 2010 Electronic Technical Planning Committee meetings. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

**TECHNICAL COMMITTEE ACTION REQUESTED:** To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES

November 17, 2010

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3<sup>rd</sup> Floor, Room 317).

The following members were present:

Mr. David Brock, City of Republic	Mr. David Hutchinson, City of Springfield (a)
Mr. Don Clark, MSU Transportation	Mr. Joel Keller, Greene County Highway Dept.
Mr. King Coltrin, City of Strafford	Mr. Pat Lloyd, City of Willard (Chair)
Mr. Travis Cossey, City of Nixa	Mr. Duffy Mooney, Greene County Highway Dept.
Ms. Carol Cruise, City Utilities	Mr. Ryan Mooney, Springfield Chamber
Mr. Martin Gugel, City of Springfield	Mr. Bill Robinett, MoDOT
Mr. Jason Haynes, City of Springfield	Mr. Ralph Rognstad, City of Springfield
Mr. Rick Hess, City of Battlefield	Mr. Dan Smith, Greene County Highway Dept.
Mr. Roger Howard, BNSF	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Ms. Diane May, SMCOG
Mr. Rick Artman, Greene County Highway Dept.	Mr. Bradley McMahon, FHWA
Mr. Bob Atchley, Christian County Planning	Mr. Frank Miller, MoDOT
Mr. Brian Bingle, City of Nixa	Mr. Kent Morris, Greene County Planning
Mr. David Bishop, R-12 Schools	Mr. Andy Mueller, MoDOT
Mr. Randall Brown, City of Willard (a)	Ms. Ann Razer, City of Springfield (a)
Mr. Steve Childers, City of Ozark	Mr. Mark Roy, Airport (a)
Mr. Larry Combs, MSU (a)	Mr. Mark Schenkelberg, FAA
Mr. Ron Effland, MoDOT (a)	Mr. Shawn Schroeder, Airport
Ms. Diane Gallion, City Utilities (a)	Mr. Mike Tettamble, Jr., O & S Trucking
Ms. Dawne Gardener, MoDOT	Mr. Dan Watts, SMCOG
Mr. Mile Giles, City of Springfield (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Kevin Lambeth, City of Battlefield	

Others present were: Ms. Sharon Davis, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Steve McIntosh, Congressman Roy Blunt's Office; Ms. Stacy Burks; Senator Bond's Office; Ms. Jenni Jones, MoDOT; Carl Carlson, Olsson; Dan Booher; Gayle Bell; Annos Bell; Bobbie Louderbaugh; Jim Louderbaugh; Mike Stroder; Rob Aiken; Lee Wissmiller; Elizabeth Harris; News Media.

Mr. Lloyd called the meeting of the Technical Planning Committee to order at 1:33 p.m.

**I. Administration**

**A. Introductions**

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

Mr. Lloyd requested to move Major Thoroughfare Plan Subcommittee draft letter discussion from Section II.I to the Section II.A under New Business because of public attendance. Mr. Robinett made the motion to approve the revised Technical Committee Meeting Agenda and Mr. Hess seconded the motion. The motion was approved unanimously.

**C. Approval of the September 15, 2010 Regular Meeting and October 13, 2010 Special Technical Committee Meeting Minutes**

There was one change to the September 15, 2010 Regular Meeting Minutes. On page Seven, Section C, Paragraph Three, it should state Ms. Edwards and not Ms. Sara. Mr. Rognstad made a motion to approve the September 15, 2010 minutes and Ms. Cruise seconded the motion. Ms. Cruise made a motion to approve the October 13, 2010 Special Minutes and that was seconded by Ms. Jones. Both motions were approved unanimously.

**D. Public Comment Period for all agenda items**

Mr. Rob Aiken, resident, thanked OTO for taking more time to study the divisive road issues of Farm Road 170. Mr. Aiken stated the draft letter to the City of Springfield and Greene County was the best letter yet concerning the issues because there has not been any growth in the area since 2008. Mr. Louderbaugh, resident, was in support of the draft letter. Mr. Louderbaugh requested OTO staff review the 2030 population projections for Farm Road 170, which currently states the area will have three persons per acre by 2030. If the projections are correct, Mr. Louderbaugh stated there would not be enough growth in the area to support a major arterial road. Mr. Louderbaugh requested the 2030 plan be reviewed and updated before a decision is made. Mr. Lloyd presented a letter received from Ms. Sara Ray, President of the Forest Ridge Property Owners Association addressed to OTO Staff, Technical Committee Members giving support of the draft letter.

**E. Interim Executive Director's Report**

Ms. Edwards advised the Technical Committee that telephone interviews had been completed for the Executive Director opening. The Executive Director Search Committee has selected one potential candidate for an in person interview. The interview is scheduled for the Board of Director's Meeting on December 16<sup>th</sup>.

OTO Staff has been working on the final draft of the transportation portion of the Springfield Strategic Plan. Ms. Edwards said it would be available for review on the City of Springfield website.

OTO Staff is starting the Community Focus Report that will be released in 2011. Ms. Edwards will be chairing the group and asked for volunteers to serve on the committee.

City Utilities is reviewing sites for the new transfer facility location. Ms. Edwards is on the Electric Plug-In Readiness Task Force. The Task Force is reviewing the best locations for electric vehicles to be able to plug-in and re-charge their vehicles.

OTO staff attended several transportation conferences including the Association of Metropolitan Planning Organizations and the Missouri American Planning Association. OTO Staff had an exhibit at the Ozarks New Energy Conference promoting the Rideshare program.

Ms. Edwards stated Ms. Cinda Rogers, CPA, performed the annual OTO audit for FY 2009–2010 in September. Ms. Rogers found OTO financial records in good standing without any material findings. OTO is awaiting the final audit report and a report will be presented to the Board of Directors in December.

Ms. Edwards will be attending a meeting on Thursday, November 18<sup>th</sup> with MoDOT on Partnering for Innovative Efficiencies. MoDOT will discuss how to better partner with local agencies on transportation issues.

Ms. Edwards advised the Technical Committee that the OTO office will be closed Thursday, November 25<sup>th</sup> and Friday, November 26<sup>th</sup> in observance of Thanksgiving.

#### **F. Bicycle and Pedestrian Committee Report**

Ms. Longpine stated BPAC has been working to set bicycle and pedestrian improvement goals and prioritizing project submittals for the Long Range Transportation Plan.

## **II. New Business**

### **A. Major Thoroughfare Plan Subcommittee Update**

The Major Thoroughfare Plan Subcommittee drafted a letter to submit to the Greene County Commission, Greene County Planning Department and Greg Burris, City of Springfield City Administrator deferring review of the proposed extension of Republic Road until the travel demand model can be updated following the release of the related census data. The committee held three meetings to review the extension with public attendance. The Major Thoroughfare Plan Subcommittee approved unanimously via email in favor of the letter. There has been thoughtful deliberation and consideration from the

committee on all issues. Mr. Lloyd asked for questions or comments from the Technical Committee. Ms. Burks thought the third paragraph is misleading. It states that the update cannot occur until the release of the 2010 Census data, which will likely be in 2012. That should be corrected. Ms. Burks said this is confusing because the data will be released prior to 2012. Ms. Edwards responded that this referred to the specific transportation data repackaged by the census. The committee changed the wording to reflect the following: this update cannot occur until the release of the necessary or relevant census data. Mr. Lloyd asked for a motion to approve the proposed action of the Major Thoroughfare Plan Subcommittee to forward the letter to City of Springfield and Greene County. Mr. Howard made this motion and Mr. Rognstad seconded it. Mr. Lloyd asked for a voice vote on the motion. The motion passed with 14 ayes, 2 abstentions from MoDOT representatives, and 0 nays. Mr. Smith asked if the public had access to a copy of the letter. Ms. Edwards stated a copy was emailed to concerned residents and is also located on the OTO website for review.

**B. Amendment Number One to the FY 2011-2014 Transportation Improvement Program**

Ms. Edwards stated there are five items included as part of TIP Amendment Number One of the FY 2011-2014 Transportation Improvement Program. The first item is Greene County requesting the addition of a project to remove two existing bridges and realign Farm Road 186. The final four items are from the City of Battlefield requesting to add a project to conduct an engineering study extending Third Street to the Battlefield Municipal Complex, secondly, to add a project to construct a sidewalk along Elm Street from Cloverdale Lane to the Battlefield Municipal Complex, thirdly, to add a project to construct missing sidewalk along Cloverdale Lane to complete the current gap, and lastly, to add a project to conduct an engineering study and plans for a new bicycle and pedestrian trail along Highway M. Mr. Hess addressed questions concerning engineering studies done prior to 2011 for the sidewalk along Elm Street from Cloverdale Lane to the Battlefield Municipal Complex. Mr. Hess assured that the City of Battlefield will contribute the 20% match on all listed projects. A motion to approve the amendment was requested by Mr. Howard and seconded by Mr. Gugel. The motion was approved unanimously.

**C. Administrative Modification Number Two the FY 2011-2014 Transportation Improvement Program**

Staff made two changes to the FY 2011-2014 Transportation Improvement Program listed as Administrative Modification Number Two, dated November 4, 2010. Staff moved the Ozarks Greenways Safe Routes Safety and Educational Initiative Phase II, in the amount of \$91,250 from the prior TIP to the current TIP. The City of Springfield has requested to increase the programmed amount of funding for the Operations and Management of the Ozarks Traffic. The total project increase was less than four percent.

#### **D. Annual Listing of Obligated Projects**

Ms. Edwards stated OTO is required to publish an annual listing of federal obligated projects as required by federal law under CFR §450.332, no longer than 90 calendar days following the end of the program year, identifying federal obligated projects and amounts. Mr. Brock made a motion to forward the annual listing of obligated projects, with the additional transit projects, to the Board of Directors. Mr. Haynes seconded the motion. The committee approved the motion unanimously.

#### **E. OTO Long Range Transportation Plan (LRTP) Update**

Ms. Longpine stated that all members of Technical Planning Committee have been included in all emails concerning the Long Range Transportation Plan. Goals for transportation projects have been set and are moving forward. Ms. Longpine is finalizing the project list for submission. Ms. Longpine will meet with the LRTP on November 30 for further discussion and review. She will update the Technical Planning Committee of future meetings.

#### **F. Enhancement Application Update**

Ms. Edwards stated she received thirteen applications for the \$1.6 million in Enhancement Funding. Ms. Edwards provided the enhancement subcommittee with copies of the applications to review before the next scheduled Enhancement Subcommittee meeting on November 22<sup>nd</sup>. Ms. Edwards is planning to have a special electronic meeting with the Technical Planning Committee later this month to meet the MoDOT deadlines.

#### **G. OTO Technical Committee Chair Rotation**

Mr. Rognstad made a motion to select Mr. David Brock, City of Republic, as the 2011 Chair with Bob Atchley, Christian County, as Chairman-Elect of the Technical Committee based on rotation schedule created in 2007 and Mr. Gugel seconded the motion. The motion was carried unanimously.

#### **H. OTO Technical Committee Schedule**

Staff has scheduled the 2011 Technical Planning Committee Meetings. The meetings will be held every other month on the third Wednesday from 1:30 – 3:30 p.m. in the Missouri State University Plaster Student Union, Room 317. The schedule is as follows: January 19, March 16, May 18, July 20, September 21 and November 16, 2011.

## **I. Update on EPA Review of Ozone Standards and Impact to OTO**

Ms. Longpine stated that the EPA has filed a motion delaying the release of ozone standards to release by December 31, 2010. Currently, the region is in attainment at 67 ppb by current standards.

Ms. Longpine stated Transportation Conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity determinations apply to transportation plans, transportation improvement plans, and projects funded by FHWA or FTA in the area that are considered non-attainment or maintenance. A Conformity determination shows the total emissions projected for a plan or program are within the emissions limits set for the non-attainment area. Conformity determinations apply to Transportation Plans and Transportation Improvement Plans (TIP). To be considered in attainment, an area must develop two 10-year maintenance plans. Ms. Longpine mentioned discussions concerning the new transportation bill and regulations that MPOs will be required to set targets for greenhouse gas reductions.

## **III. Other Business**

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

Mr. Lloyd was thanked for his service as chair of the Technical Planning Committee during 2010.

### **B. Transportation Issues For Technical Planning Committee Review**

No comments

## **IV. Adjournment**

Mr. Lloyd adjourned the meeting at 2:25 p.m.



OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES

December 2, 2010

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on December 2, 2010 to vote on Amendment 1B to the FY 2011-2014 Transportation Improvement Program.

Mr. Pat Lloyd, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 8:18 a.m. on Thursday, December 02, 2010.

**I. New Business**

Amendment Number 1B, Enhancement Projects and Roadway Pavement Project, to the FY 2011-2014 Transportation Improvement Program. The following ten projects were proposed to be added to the TIP Amendment Number 1B.

- A. City of Nixa, Southwest Nixa Pedestrian Plan, reflects construction of 1911 feet of sidewalk along Nicholas Road and 350 feet of sidewalk along Butterfield Drive, as well as to provide pedestrian striping along Butterfield Drive and Verna Lane.
- B. City of Ozark, Ozark Safe Routes to School, Phase IV, reflects construction of 529 linear feet of sidewalk along the South side of Highway 14 from Ozark Community Center to the beginning of the sidewalk at the 65/14 interchange.
- C. City of Republic, West Elm Street Sidewalks, reflects construction of 3,200 linear feet of sidewalk along West Elm from Main Street to Sherman Street.
- D. City of Springfield, Boonville Avenue North, Phase II, reflects construction of 680 feet of streetscape improvements along Boonville Avenue from Court Street to Division Street.
- E. City of Springfield, Commercial Street, Phase IV, reflects construction of 375 feet of streetscape improvements on both sides of Commercial Street from Lyon Avenue to Campbell Avenue.
- F. City of Springfield, North Campbell, Phase I, reflects construction of 600 feet of streetscape improvements on both sides of Campbell from Olive Street to Mill Street.
- G. City of Springfield, South Campbell Avenue, reflects construction of intermittent sidewalk improvements to meet ADA standards along South Campbell and between Cherokee Street and Sunset Street.
- H. City of Springfield, Ward Branch Trail, reflects construction of 1,600 linear feet of trail along the Ward Branch Stream from East of Clay Avenue to West of the detention basin

at 909 E. Republic Road. The project includes three trail connections and a crossing under US 60.

- I. City of Strafford, Chestnut, Washington, and Bumgarner sidewalks reflects construction of 3,272 linear feet of 5-foot wide sidewalk along Chestnut Street, Washington Avenue and Bumgarner Boulevard.
- J. Greene County, Route D pavement improvement, consists of thin pavement treatment from Blackman Road to Route 125. This improvement was requested by MoDOT to utilize funds made available by award savings from various projects in the OTO area. Approximately \$1.2 Million was saved on low bid projects for resurfacings on Route FF, Route 174 and interchange improvements on Campbell and JRF.

Ms. Dawne Gardner stated the total project cost for City of Springfield's South Campbell Avenue Sidewalk project was reflecting \$350,000 and showing a breakdown of only \$125,000. Ms. Sara Edwards responded that the project was reduced to \$125,000. Ms. Edwards stated she would make the correction before presenting it to the Board of Directors in December.

Ms. Dawne Gardner made a motion to include the 9 new enhancement projects and add the one paving project to the FY 2011-2014 TIP and was seconded by Mr. Martin Gugel. The motion was carried by 16 votes.

Mr. Pat Lloyd, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 10:10 a.m. Thursday, December 2, 2010.

# Tab 2

## **TECHNICAL COMMITTEE AGENDA 01/19/11; ITEM II.A.**

### **Amendment Number Two to the FY 2011-2014 Transportation Improvement Program**

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

#### **AGENDA DESCRIPTION:**

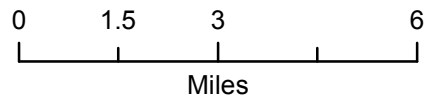
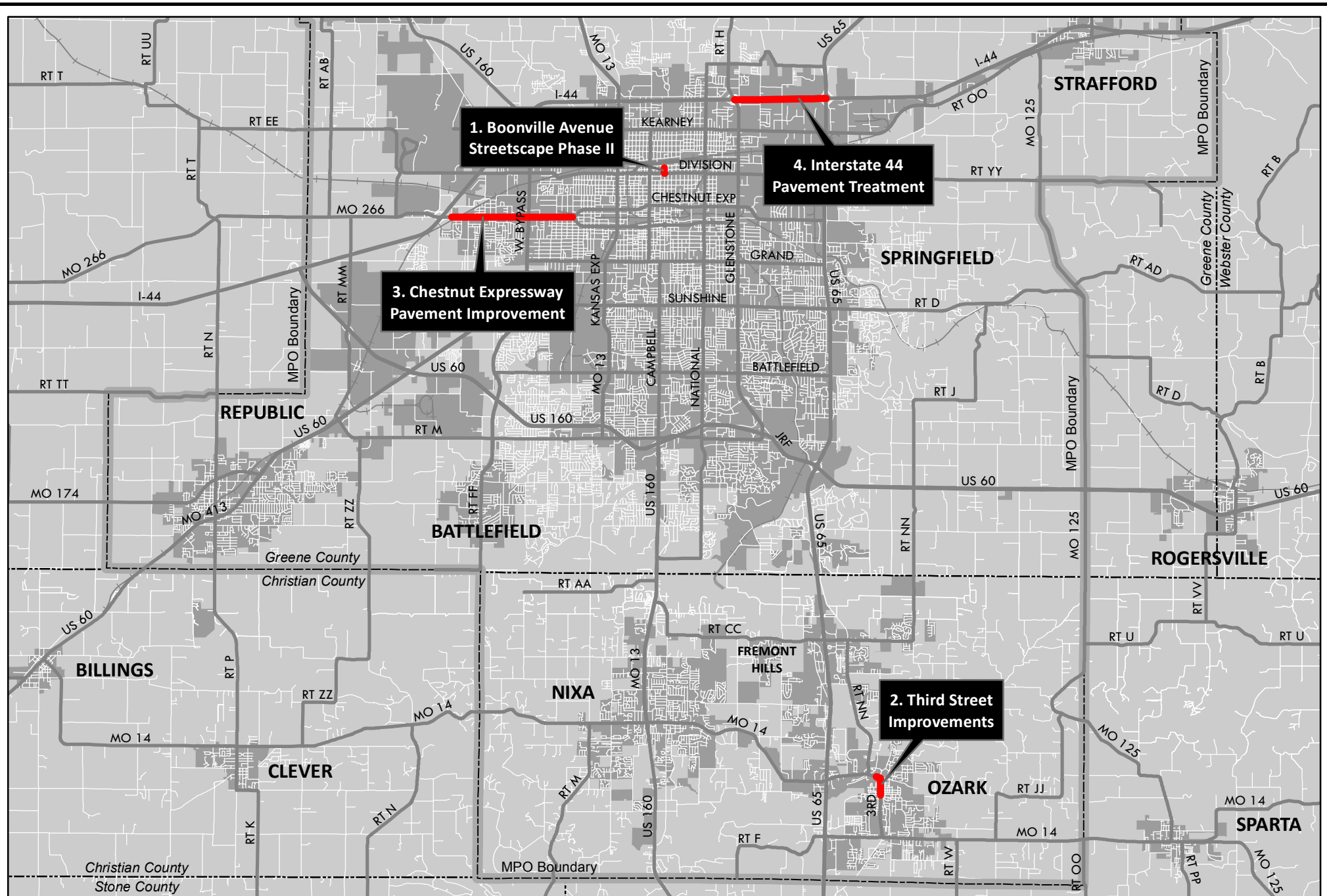
There are four items included as part of TIP Amendment Number Two to the FY 2011-2014 Transportation Improvement Program.

- 1) The City of Springfield is requesting an amendment to increase the funding amount for the Boonville Phase II Streetscape Project. Staff incorrectly listed the project amount.
- 2) The City of Ozark and MoDOT are requesting to revise the Third Street Improvement project in Ozark to add final design, right-of-way, and construction funds. The project is currently listed as scoping only. The City of Ozark is primarily utilizing STP-Urban Funding and MoDOT is utilizing statewide cost share funding.
- 3) MoDOT is requesting to add a project to make pavement improvements on West Chestnut Expressway in Springfield from Haseltine Road to College Street.
- 4) MoDOT is requesting to modify a project to accelerate and expand pavement treatment on I-44 from Glenstone to US 65.

Please see the attached TIP pages for more information.

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

To make a recommendation to the Board of Directors on approving Amendment Number Two to the FY 2011-2014 TIP. If recommended for approval, include the following: That staff prepares a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the February 17th Board of Directors meeting.



## Amendment #2 2011-2014 TIP



PROGRAMMED IMPROVEMENTS  
-Enhancements-

ORIGINAL

ENHANCEMENTS- CITY OF SPRINGFIELD					Fiscal Year				
Funding					2011	2012	2013	2014	TOTALS
Project Title:	BOONVILLE AVENUE NORTH PHASE II	ENG	FHWA(ENH)		\$ 9,600	\$ -	\$ -	\$ -	\$ 9,600
MoDOT #			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1109		Local		\$ 2,400	\$ -	\$ -	\$ -	\$ 2,400
			Other		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Construction of 680 feet of streetscape Improvements along Boonville Avenue from Court Street to Division Street.	ROW	FHWA( )		\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
			Local		\$ -	\$ -	\$ -	\$ -	\$ -
			Other		\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)		\$ 273,116	\$ -	\$ -	\$ -	\$ 273,116
Federal Funding Category	Enhancements		MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local		\$ 68,279	\$ -	\$ -	\$ -	\$ 68,279
Work or Fund Category	Construction		Other		\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$353,395	TOTAL							
Source of Local Funds: City of Springfield 1/4 cent sales tax					\$ 353,395	\$ -	\$ -	\$ -	\$ 353,395

PROPOSED

ENHANCEMENTS- CITY OF SPRINGFIELD					Fiscal Year				
Funding					2011	2012	2013	2014	TOTALS
Project Title:	BOONVILLE AVENUE NORTH PHASE II	ENG	FHWA(ENH)		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1109		Local		\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Construction of 680 feet of streetscape improvements along Boonville Avenue from Court Street to Division Street.	ROW	FHWA( )		\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
			Local		\$ -	\$ -	\$ -	\$ -	\$ -
			Other		\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)		\$ 353,395	\$ -	\$ -	\$ -	\$ 353,395
Federal Funding Category	Enhancements		MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local		\$ 88,349	\$ -	\$ -	\$ -	\$ 88,349
Work or Fund Category	Construction		Other		\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$353,395	TOTAL			\$ 441,744	\$ -	\$ -	\$ -	\$ 441,744
Source of Local Funds: City of Springfield 1/4 cent sales tax									









**FINANCIAL SUMMARY**  
- Enhancements -

YEARLY SUMMARY  
FY2011

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN0606	\$ 195,200						\$ 62,800		\$ 258,000
EN0707	\$ 227,916						\$ 65,584		\$ 293,500
EN0711	\$ 291,036						\$ 77,364		\$ 368,400
EN0802	\$ 480,000						\$ 120,000		\$ 600,000
EN0808	\$ 489,600						\$ 122,400		\$ 612,000
EN0809	\$ 58,000					\$ 296,000			\$ 460,000
EN0817	\$ 364,800						\$ 91,200		\$ 456,000
EN0818	\$ 268,800						\$ 67,200		\$ 336,000
EN0906	\$ 73,000						\$ 18,250		\$ 91,250
EN1002							\$ 12,500		\$ 62,500
EN1006	\$ 20,812								\$ 20,812
EN1008	\$ 7,700								\$ 7,700
EN1101						\$ 3,000			\$ 3,000
EN1102						\$ 3,000			\$ 3,000
EN1103							\$ 4,000		\$ 20,800
EN1104							\$ 2,000		\$ 10,000
EN1105							\$ 400		\$ 2,400
EN1106	\$ 119,840						\$ 29,960		\$ 149,800
EN1107	\$ 25,078						\$ 6,269		\$ 31,347
EN1108	\$ 147,232						\$ 36,808		\$ 184,040
EN1109	\$ 353,395						\$ 88,349		\$ 441,744
EN1110	\$ 256,000						\$ 60,000	\$ 4,000	\$ 320,000
EN1111	\$ 200,000						\$ 47,500	\$ 2,500	\$ 250,000
EN1112	\$ 100,000						\$ 25,000		\$ 125,000
EN1113	\$ 216,000						\$ 54,000		\$ 270,000
EN1114	\$ 199,967						\$ 24,992	\$ 25,000	\$ 249,959
TOTAL	\$ 4,065,864	\$ 28,512	\$ -	\$ 182,800	\$ -	\$ 302,000	\$ 1,016,576	\$ 31,500	\$ 5,627,252

FY2012

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN1102						\$ 537,000			\$ 537,000
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 537,000	\$ -	\$ -	\$ 537,000

FY2014

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN0809						\$ (361,600)			\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (361,600)	\$ -	\$ -	\$ -

**FINANCIAL SUMMARY**  
- Enhancements -

FY2015

PROJECT	Federal Funding Source				MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP			
EN1102					\$ 428,000			\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 428,000	\$ -	\$ -	\$ -

TOTAL PROGRAM	Federal Funding Source				MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP			
	\$ 4,065,864	\$ 28,512	\$ -	\$ 182,800.00	\$ 789,600	\$ 49,400	\$ 1,016,576	\$ 6,164,252

**FINANCIAL SUMMARY**  
- Roadways -

**YEARLY SUMMARY**  
**FY 2011**

PROJECT	FHWA Federal Funding Source					MoDOT			Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO		
MO0908										\$ 1,447,000	\$ 161,000
MO1007										\$ 215,000	
MO1010										\$ 285,000	
MO1022				\$ 200,742						\$ 40,148	\$ 40,148
MO1103		\$ 250,000								\$ 532,000	\$ 62,500
MO1104										\$ 159,000	
MO1105										\$ 284,000	
MO1106											\$ 34,000
MO1107										\$ 2,000	\$ 2,000
MO1150										\$ 191,000	
BA1001										\$ 251,000	
BA1101		\$ 8,000									\$ 2,000
CC0901										\$ 10,000	
CC1001									\$ 396,800		\$ 99,200
CC1101										\$ 500,000	
CC1102										\$ 5,000	
CC1110										\$ 2,000	
GR1010		\$ 320,000								\$ 5,000	\$ 80,000
GR1100										\$ 214,000	
GR1101										\$ 1,000	
GR1102										\$ 1,000	
GR1103										\$ 140,000	
GR1105									\$ 805,600		\$ 201,400
GR1106										\$ 886,000	
NX0602		\$ 36,928									\$ 9,232
NX0701		\$ 226,055									\$ 56,313
NX0901		\$ 633,955								\$ 15,000	\$ 143,489
NX0905		\$ 217,134									\$ 73,384
NX0906		\$ 119,913								\$ 5,000	\$ 49,737
OK1004										\$ 100,000	
OK1006		\$ 72,767								\$ 381,558	\$ 18,192
OK1101										\$ 5,000	
RG0901										\$ 5,000	
RP1002										\$ 5,000	
RP1101										\$ 272,000	
RP1102										\$ 109,000	
RP1103						\$ 28,800				\$ 3,200	\$ 8,000
RP1104										\$ 5,000	
SP0911										\$ 6,494,000	\$ 1,000,000
SP1015		\$ 1,800,000	\$ 999,829							\$ 4,763,171	\$ 200,000
SP1016		\$ 307,200								\$ 282,000	\$ 76,800
SP1018			\$ 100,000								
											\$ 100,000

**FINANCIAL SUMMARY**  
- Roadways -

FY 2011 continued

PROJECT	STP	STP-Urban	NHS	ITS	I/M	FHWA Federal Funding Source				130	Bridge	BRM	BRO	MoDOT	Local	Other	TOTAL
SP1019														\$ 5,000			\$ 5,000
SP1020														\$ 5,060,000			\$ 5,060,000
SP1021														\$ 73,000			\$ 73,000
SP1101														\$ 405,000			\$ 405,000
SP1102														\$ 569,000			\$ 569,000
SP1103														\$ 1,000,000			\$ 1,000,000
SP1104														\$ 1,660,000			\$ 1,660,000
SP1105														\$ 200,000			\$ 200,000
SP1106														\$ 5,000			\$ 5,000
SP1108														\$ 150,000			\$ 150,000
SP1109														\$ 340,000			\$ 340,000
SP1111														\$ 789,000			\$ 789,000
SP1112														\$ 5,000			\$ 5,000
SP1113										\$ 40,000				\$ 10,000			\$ 50,000
SP1120										\$ 2,400				\$ 600			\$ 3,000
SP1121														\$ 1,159,000			
ST1101														\$ 1,000			\$ 1,000
ST1102														\$ 281,000			\$ 281,000
WI1001														\$ 3,000			\$ 3,000
<b>TOTAL</b>	<b>\$</b>	<b>-</b>	<b>\$ 3,991,952</b>	<b>\$ 200,742</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 71,330</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,202,400</b>	<b>\$ 29,330,677</b>	<b>\$ 2,201,395</b>	<b>\$ 122,000</b>	<b>\$ 38,220,325</b>

**FINANCIAL SUMMARY**  
- Roadways -

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1007										\$ 221,000			\$ 27,000	\$ 221,000
MO1106													\$	\$ 27,000
MO1150										\$ 196,000				\$ 196,000
MO1203		\$ 258,000								\$ 701,000	\$ 64,500			\$ 1,023,500
MO1204										\$ 44,000				\$ 44,000
MO1205										\$ 284,000				\$ 284,000
MO1206										\$ 1,000				\$ 1,000
CC1102										\$ 5,000				\$ 5,000
CC1110										\$ 1,000				\$ 1,000
GR1101										\$ 1,000				\$ 1,000
GR1102										\$ 70,000				\$ 70,000
GR1104						\$ 80,000				\$ 20,000				\$ 100,000
NX0601		\$ 1,641,975									\$ 410,494			\$ 2,052,469
NX0801		\$ 84,800									\$ 21,200			\$ 106,000
OK1004										\$ 428,000				\$ 428,000
OK1006		\$ 901,304								\$ 600,946	\$ 20,000			\$ 1,522,250
OK1101										\$ 5,000				\$ 5,000
SP1016		\$ 1,896,909								\$ 2,917,000	\$ 1,203,091			\$ 6,017,000
SP1018			\$ 1,203,000											\$ 1,203,000
SP1019										\$ 5,000				\$ 5,000
SP1021										\$ 72,000				\$ 72,000
SP1105							\$ 2,549,624			\$ 1,125,406				\$ 3,675,030
SP1106										\$ 918,000	\$ 1,246,600			\$ 2,164,600
SP1107										\$ 4,305,000				\$ 4,305,000
SP1109										\$ 140,000				\$ 140,000
SP1110										\$ 10,000				\$ 10,000
SP1112										\$ 5,000				\$ 5,000
ST1101										\$ 15,000				\$ 15,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 4,782,988</b>	<b>\$ 1,203,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 80,000</b>	<b>\$ 2,549,624</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,090,352</b>	<b>\$ 2,965,885</b>	<b>\$ 27,000</b>	<b>\$</b>	<b>\$ 23,698,849</b>

**FINANCIAL SUMMARY**  
- Roadways -

FY2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1007										\$ 227,000			\$ 227,000	
MO1106												\$ 7,000	\$ 7,000	
MO1150										\$ 202,000			\$ 202,000	
MO1206										\$ 5,000			\$ 5,000	
MO1303		\$ 266,000								\$ 722,000	\$ 66,500		\$ 1,054,500	
MO1304										\$ 39,000			\$ 39,000	
MO1305										\$ 284,000			\$ 284,000	
MO1306										\$ 20,000			\$ 20,000	
GR1101										\$ 1,396,000			\$ 1,396,000	
GR1104						\$ 40,000				\$ 10,000			\$ 50,000	
NX0703		\$ 76,000									\$ 19,000		\$ 95,000	
OK1004								\$ 1,000,000		\$ 2,096,000			\$ 3,096,000	
OK1101										\$ 5,000			\$ 5,000	
SP1018			\$ 492,000							\$ 6,242,000			\$ 6,734,000	
SP1021										\$ 1,006,000			\$ 1,006,000	
SP1107										\$ 1,252,000			\$ 1,252,000	
SP1110										\$ 1,699,000			\$ 1,699,000	
SP1112										\$ 5,000			\$ 5,000	
SP1114						\$ 80,000				\$ 20,000			\$ 100,000	
SP1115						\$ 80,000				\$ 20,000			\$ 100,000	
SP1116						\$ 160,000				\$ 40,000			\$ 200,000	
SP1117						\$ 160,000				\$ 40,000			\$ 200,000	
SP1118						\$ 160,000				\$ 40,000			\$ 200,000	
SP1119						\$ 160,000				\$ 40,000			\$ 200,000	
ST1101										\$ 649,000			\$ 649,000	
TOTAL	\$ -	\$ 342,000	\$ 492,000	\$ -	\$ -	\$ 840,000	\$ -	\$ 1,000,000	\$ -	\$ 16,059,000	\$ 85,500	\$ 7,000	\$ 18,825,500	

**FINANCIAL SUMMARY**  
- Roadways -

FY2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO0908	\$ 1,156,400									\$ (1,156,400)			\$ -	
MO1007										\$ 234,000			\$ 234,000	
MO1103	\$ 531,000									\$ (531,000)			\$ -	
MO1150										\$ 207,000			\$ 207,000	
MO1206										\$ 2,260,000			\$ 2,260,000	
MO1306			\$ -							\$ 2,327,000			\$ 2,327,000	
MO1403		\$ 274,000	\$ -							\$ 744,000	\$ 68,500		\$ 1,086,500	
MO1404										\$ 29,000			\$ 29,000	
MO1405										\$ 284,000			\$ 284,000	
BA1001	\$ 130,000	\$ 70,000								\$ (200,000)			\$ -	
GR1103	\$ 109,000									\$ (109,000)			\$ -	
GR1104						\$ 40,000				\$ 10,000			\$ 50,000	
OK1101										\$ 5,000			\$ 5,000	
OK1006	\$ 600,256									\$ (600,256)			\$ -	
RP1102					\$ 85,600					\$ (85,600)			\$ -	
SP0911			\$ 5,815,200							\$ (5,815,200)			\$ -	
SP1015			\$ 2,935,000							\$ (2,935,000)			\$ -	
SP1020	\$ 3,811,000									\$ (3,811,000)			\$ -	
SP1101	\$ 314,400									\$ (314,400)			\$ -	
SP1102	\$ 428,000									\$ (428,000)			\$ -	
SP1103	\$ 784,000									\$ (784,000)			\$ -	
SP1112										\$ 5,000			\$ 5,000	
TOTAL	\$ 7,864,056	\$ 344,000	\$ 8,750,200	\$ -	\$ 85,600	\$ 40,000	\$ -	\$ -	\$ -	\$ (10,664,856)	\$ 68,500	\$ -	\$ 6,487,500	



**FINANCIAL SUMMARY**  
- Roadways -

FY2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1203	\$ 700,000									\$ (700,000)				\$ -
GR1101					\$ 1,233,000					\$ (1,233,000)				\$ -
GR1102	\$ 54,000									\$ (54,000)				\$ -
SP1018			\$ 4,993,600							\$ (4,993,600)				\$ -
SP1106			\$ 710,453							\$ (710,453)				\$ -
<b>TOTAL</b>	<b>\$ 754,000</b>	<b>\$ -</b>	<b>\$ 5,704,053</b>	<b>\$ -</b>	<b>\$ 1,233,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (7,691,053)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

FY2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1303	\$ 1,164,000									\$ (1,164,000)				\$ -
MO1206		\$ 1,857,600								\$ (1,857,600)				\$ -
MO1306			\$ 1,857,600							\$ (1,857,600)				\$ -
OK1004			\$ 1,396,800							\$ (1,396,800)				\$ -
SP1016	\$ 2,764,200									\$ (2,764,200)				\$ -
SP1021			\$ 800,800							\$ (800,800)				\$ -
SP1110			\$ 1,355,200							\$ (1,355,200)				\$ -
SP1111					\$ 705,000					\$ (705,000)				\$ -
SP1121	\$ 923,200									\$ (923,200)				\$ -
<b>TOTAL</b>	<b>\$ 4,851,400</b>	<b>\$ 1,857,600</b>	<b>\$ 5,410,400</b>	<b>\$ -</b>	<b>\$ 705,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (12,824,400)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

FINANCIAL SUMMARY  
-Roadways-

FINANCIAL CONSTRAINT

FHWA Federal Funding Source																
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Projects	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2011 Funds Programmed	\$ -	\$ 3,991,952	\$ 1,099,829	\$ 200,742	\$ -	\$ 71,330	\$ -		\$ 1,202,400	\$ 6,566,253	\$ 29,330,677	\$ 5,876,000	\$ 41,772,930	\$ 2,201,395	\$ 122,000	\$ 44,096,325
2012 Funds Programmed	\$ -	\$ 4,782,988	\$ 1,203,000	\$ -	\$ -	\$ 80,000	\$ 2,549,624		\$ -	\$ 8,615,612	\$ 12,090,352	\$ 6,058,156	\$ 26,764,120	\$ 2,965,885	\$ 27,000	\$ 29,757,005
2013 Funds Programmed	\$ -	\$ 342,000	\$ 492,000	\$ -	\$ -	\$ 840,000	\$ -	\$ 1,000,000	\$ -	\$ 2,674,000	\$ 16,059,000	\$ 6,245,959	\$ 24,978,959	\$ 85,500	\$ 7,000	\$ 25,071,459
2014 Funds Programmed	\$ 7,864,056	\$ 344,000	\$ 8,750,200	\$ -	\$ 85,600	\$ 40,000	\$ -	\$ -	\$ -	\$ 17,083,856	\$ (10,664,856)	\$ 6,439,584	\$ 12,858,584	\$ 68,500	\$ -	\$ 12,927,084
Total	\$ 7,864,056	\$ 9,460,940	\$ 11,545,029	\$ 200,742	\$ 85,600	\$ 1,031,330	\$ 2,549,624	\$ 1,000,000	\$ 1,202,400	\$ 34,939,721	\$ 46,815,173	\$ 24,619,699	\$ 106,374,593	\$ 5,321,280	\$ 156,000	\$ 111,851,873

	Prior Year	2011	2012	2013	2014	TOTAL
Available State and Federal Funding						
Available	\$1,480,000	\$24,220,000	\$17,630,820	\$17,381,800	\$16,590,230	\$77,302,850
Operations and Maintenance Funding						
Available	\$0	\$5,876,000	\$6,068,156	\$6,245,959	\$ 6,439,584	\$24,619,699
Suballocated STP-U						
Available	\$13,725,068	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$30,052,842
Suballocated BRM						
Available	\$1,051,368	\$299,406,62	\$299,406,62	\$299,406,62	\$299,406,62	\$2,248,995
<b>TOTAL AVAILABLE FUNDING</b>						
Programmed State and Federal Funding		\$34,477,350	\$28,070,326	\$28,009,109	\$27,411,164	\$134,224,385
	\$0	\$ (41,772,930)	\$ (26,764,120)	\$ (24,978,959)	\$ (12,858,584)	\$ (106,374,593)
<b>TOTAL REMAINING</b>	<b>\$16,256,436</b>	<b>(\$7,295,580)</b>	<b>\$1,306,206</b>	<b>\$3,030,150</b>	<b>\$14,552,580</b>	<b>\$27,849,792</b>

Remaining State and Federal Funding	\$6,114,896
Remaining Suballocated STP-Urban	\$20,485,902
Remaining Suballocated BRM	\$1,248,995
<b>TOTAL REMAINING</b>	<b>\$27,849,792</b>

# Tab 3

2020-2021

**TECHNICAL PLANNING COMMITTEE AGENDA 01/19/11; ITEM II.B.**

**Administrative Modification Number Three to the FY 2011-2014 Transportation Improvement Program**

**Ozarks Transportation Organization  
(Metropolitan Planning Organization)**

**AGENDA DESCRIPTION:**

Staff has made one administrative modification to the FY 2011-2014 Transportation Improvement Program. This modification known as Administrative Modification Number 3, is listed below:

**Revision: Moving a project's funds to another Fiscal Year providing that they are not being moved into or out of the first four FY's of a TIP -**

Route M Pavement Improvement - all funding moved from FY2012 and FY2013 to FY2011.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

NO ACTION REQUIRED – INFORMATIONAL ONLY

PROGRAMMED IMPROVEMENTS

-Roadways-

ORIGINAL

CHRISTIAN COUNTY		Funding				TOTALS			
		2011	2012	2013	2014				
Project Title:	ROUTE M PAVEMENT IMPROVEMENT								
MoDOT #	8S2251	\$ 1,000	\$ 2,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 38,000
TIP #	CC1101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement improvements from Gooch Road in Nixa to Shelvin Rock Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	None	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	None	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Taking Care of the System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$528,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Source of Local Funds:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,000	\$ 2,000	\$ 525,000	\$ -	\$ -	\$ -	\$ -	\$ 528,000
	TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MODIFIED

CHRISTIAN COUNTY		Funding				TOTALS			
		2011	2012	2013	2014				
Project Title:	ROUTE M PAVEMENT IMPROVEMENT								
MoDOT #	8S2251	\$ 38,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,000
TIP #	CC1101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Pavement improvements from Gooch Road in Nixa to Shelvin Rock Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	None	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	None	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Taking Care of the System	\$ 462,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 462,000
Work or Fund Category	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$497,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total project cost is reduced by inflation costs to FY 2014. Funded by award savings on various projects in the OTO area in FY 2011.		\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
	TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

# Tab 4

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3  
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5

## **TECHNICAL COMMITTEE AGENDA 01/19/11; ITEM II.C.**

### **OTO Long Range Transportation Plan (LRTP) Update**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

#### **AGENDA DESCRIPTION:**

OTO staff has been working with the LRTP Subcommittee to develop the Long Range Transportation Plan. Included with the Agenda are the Plan Goals and Objectives, the Roadway Prioritization Criteria and Glossary, and a list/corresponding map of Projects which have been submitted thus far.

The LRTP Subcommittee has based the prioritization criteria upon the goals for the LRTP. These are based upon the SAFTEA-LU Planning Factors and the results of the public involvement.

The OTO-specific prioritization factors have been applied to the list of submitted roadway projects, but the MoDOT-specific factors have yet to be applied. The subcommittee will take the scores, once final, review them for any anomalies, make any necessary prioritization adjustments, and then will rank the submitted projects by High, Medium, and Vision, within the fiscal constraints of the next 24 years.

At the meeting, staff will also have introductory chapters of the LRTP available for review.

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

No Action Required – Informational Only

# Major Goals

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## **1. Economic Development**

Encourage economic growth and vitality for the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

## **2. Multi-Modal, Interconnected System**

The OTO should work within the region to develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

## **3. Quality of Life and Livability**

The OTO should work to improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

## **4. Operations and Maintenance**

The OTO should support the maintenance of streets, sidewalks, trails, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

## **5. Safety and Security**

The OTO should work within the region to ensure the safety and security of all users focusing on reductions in crash rates through engineering, education, enforcement and emergency response, as well as security improvements through incident management and partnerships with local and regional enforcement agencies and the public transit agency.

## **6. Transportation Advocacy and Needs Assessment**

The transportation network should be monitored periodically, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.



# SAFETEA-LU Planning Factors

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1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

## **Roadway Prioritization Criteria**

<b>Economic Development</b>	
<i>Weight</i>	20%
Promotion of Economic Development	25
Strategic Economic Corridor	75
<b>Total</b>	<b>100 pts</b>
<b>Multi-Modal, Interconnected System</b>	
<i>Weight</i>	10%
Removes Bicycle and Pedestrian Barriers	30
Freight Bottlenecks	20
Addresses Multiple Modes	30
Enhances Public Transit	20
<b>Total</b>	<b>100 pts</b>
<b>Quality of Life and Livability</b>	
<i>Weight</i>	10%
Complies with OTO Major Thoroughfare Plan	40
Improves Access to or from Environmental Justice Block Groups	20
Complies with Ozone Flex Plan (Clean Air Action Plan)	40
	<b>100 pts</b>
<b>Operations and Maintenance</b>	
<i>Weight</i>	35%
Level of Service	20
Daily Usage	25
Functional Classification	25
Truck Volume	10
Identified as a Currently Congested Corridor in CMP	10
Increases Availability of Real-Time Information to Transportation System Operators and Travelers	10
<b>Total</b>	<b>100 pts</b>
<b>Safety and Security</b>	
<i>Weight</i>	25%
Safety Index	80
Safety Concern	10
Safety and Security Enhancements	10
Improve Safety for Pedestrians and Bicyclists	--
Improves Operation of the Transportation System in the Event of an Emergency	--
Improves Security of Critical Transportation Infrastructure, Systems, and Data	--
<b>Total</b>	<b>100 pts</b>
<b>Transportation Advocacy and Needs Assessment</b>	
<i>Weight</i>	0%
<b>Total</b>	

## **Prioritization Criteria Glossary**

### **Economic Development**

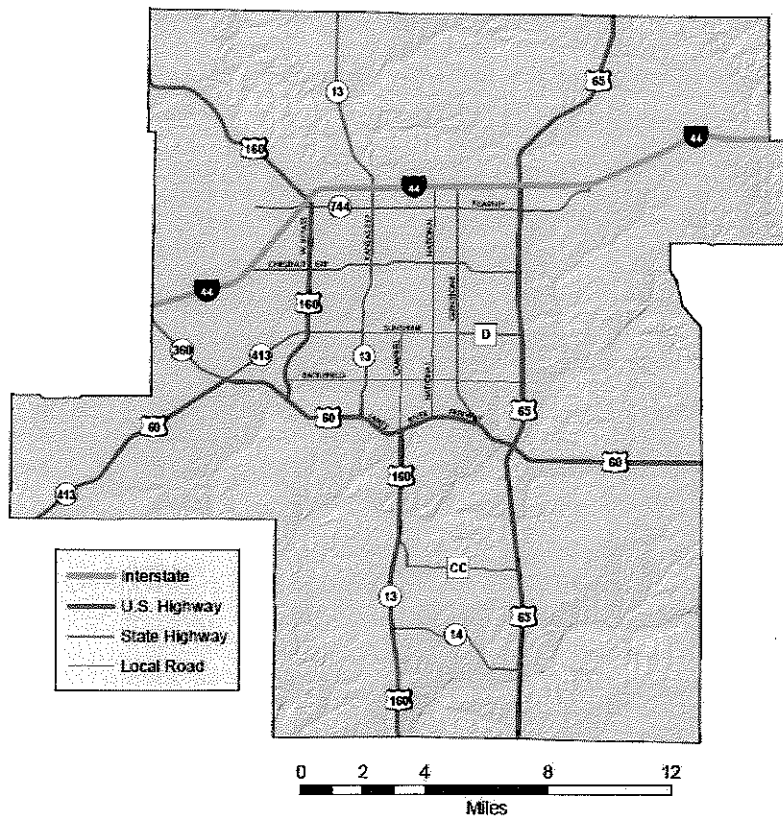
#### **Promotion of Economic Development**

If a project falls within the boundary of a community designated economic development area, then the project will receive full points. This is a Yes or No question. OTO staff will track these areas by mapping all of them together.

#### **Strategic Economic Corridor**

OTO's Strategic Economic Corridors are based upon the Congestion Management Process. This identifies roadways that are both part of the National Highway System, as well as several key arterials. The CMP network consists of roadways that are important to the connectivity of the region and within the region. Studies have shown that by decreasing travel times, a location's economic potential increases, due to the increased size of the labor market as a result of the improved travel time. The roads shown on the map below are considered strategic economic corridors.

If a project is within a quarter-mile of a strategic economic corridor, it will receive the total point value.



## Multi-Modal, Interconnected System

### Removes Bicycle and Pedestrian Barriers

The elimination of bike and pedestrian barriers is necessary to promote an integrated walking and biking system. This prioritization factor focuses on areas where there is likely to be a bike and/or pedestrian need.

Barriers come in many forms, including (but not all inclusive): narrow lanes that create conflicts between cyclists and motor vehicles, roads with high motor vehicle traffic levels that intimidate novice riders, sidewalks that abruptly end, utilities in the sidewalk path, or driveway cuts that do not meet ADA sidewalk standards.

### Scoring (as a percentage of total point value) –

Items 3 and 4 should only be used when items 1 and 2 do not apply.

1. Project improves a <b>BIKE</b> connection between complimentary land uses (e.g. between commercial, institutional and residential uses) or between complimentary land uses and transit stops.	50%
2. Project improves a <b>PEDESTRIAN</b> connection between complimentary land uses (e.g. between commercial, institutional and residential uses) or between complimentary land uses and transit stops.	50%
OR	
3. Project brings an <i>existing</i> pedestrian connection into compliance with the Americans with Disabilities Act (ADA).	20%
4. Project provides bike and/or pedestrian accommodations not applicable to any of the above situations.	20%
<b>Maximum Possible Total Points</b>	<b>100%</b>

### Freight Bottlenecks

Examples of freight bottlenecks include load posted bridges, inadequate vertical or horizontal clearances, or gaps in the freight movement system.

If it is determined that a project eliminates a freight bottleneck, then it will receive the total point value.

### Addresses Multiple Modes

If the project supports or enhances multiple modes (including transit, bicycling, and walking), it will receive the total point value.

### Enhances Public Transit

If the project enhances the public transit system, then it will receive the total point value.

## Quality of Life and Livability

### Complies with OTO Major Thoroughfare Plan

If the project complies with or supports the final recommendation of the OTO Major Thoroughfare Plan, then it will receive the total point value.

### **Improves Access to or from Environmental Justice Block Groups**

This Plan will identify those areas which are classified as environmental justice block groups. These include those that contain a higher than MPO average of low-income, disabled, minority, or elderly populations. A project will score 5 points for each type of block group with which it crosses. If a project intersects or is within a block group(s) that meets all four environmental justice populations, it will receive the total point value of 20 points.

### **Complies with Ozone Flex Plan**

The Ozone Flex Plan for the region, known as the Ozarks Clean Air Action Plan, identifies project types that will contribute to fewer Ozone-causing emissions. If a project complies with the projects identified in the Clean Air Action Plan, then it will receive the total point value.

## **Operations and Maintenance**

### **Level of Service**

Level of Service (LOS) is current year LOS and is a measure describing operational conditions within a traffic stream. Six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing best operating conditions and Level of Service F, the worst. For each process, the project is assigned a number of points based on the level of service currently experienced in the corridor. The worse the level of service is, the higher the score is.

**Scoring (as a percentage of total point value) –**

LOS	Score
A	0%
B	20%
C	40%
D	60%
E	80%
F	100%

### **Daily Usage**

Daily Usage is defined as the total volume of traffic passing a point or segment of highway for one year divided by the number of days in the year and the number of through lanes.

#### **Data:**

**NL** = Number of through (driving) lanes

**AADT** = Annual Average Daily Traffic

**DU** = Daily Usage

**TPV** = Total Point Value

#### **Formula:**

**DU** = AADT/NL

$$\text{Total Points} = (\text{DU} \div 17,500)^2 \times \text{TPV}$$

### Functional Classification

The Functional Classification (FC) system groups streets and highways according to the character of service they are intended to provide. For purposes of this process, the principal arterial functional classification is further divided into design types: interstates, freeways, expressways, and other principal arterials.

**Scoring (as a percentage of total point value) –**

	Functional Class	%TPV
Principal Arterials	Interstate	100%
	Freeway	100%
	Other	100%
	Expressway	100%
	Major Collector	50%
	Minor Arterial	40%
	Minor Collector	40%
	Collector	20%
	Local	20%
	Other	0%

### Truck Volume

Truck volume is used to indicate movement of freight on the state roadway system.

#### Data:

**TV** = Total Commercial Volume

**TPV** = Total Point Value

#### Formula:

$$\text{Total Points} = (2.5 \times \text{TV})^{1/2} \div 100 \times \text{TPV}$$

### Identified as a Currently Congested Corridor in CMP

The OTO Congestion Mitigation Process is a systematic approach to addressing congestion within the OTO planning area. OTO uses four factors to determine where congestion is occurring: Volume-to-Capacity Ratio, Accident Rates, Average Travel Speed, and Intersection Level of Service. Congested facilities are those which meet 3 of the 4 congestion factors. If a corridor or facility is listed in the most recent CMP as congested, then it will receive the total point value.

### Increases Availability of Real-Time Information to Transportation System Operators and Travelers

This factor is meant to reward those projects that utilize intelligent transportation systems. If a project involves ITS then it will receive the total point value.

## Safety and Security

### Safety Index

The safety index is made up of the following components:

1. Accident Index (10%) – compares the total accident rate to the statewide rate
2. Severity Index (60%) - compares the rate of injury and fatal crashes to statewide rates
3. High Accident Index (15%) - assigns a value based on locations that show up on the annual high accident listing
4. Wet/Dry Index (15%) – assigns a value based on locations that show up on the annual wet/dry listing

#### Data:

SI = Safety Index

TPV = Total Point Value

#### Formula:

$$\text{Total Points} = (5 - S) \times \frac{1}{4} \times \text{TPV}$$

### Safety Concern

Safety concerns should be identified through documented trends in MoDOT Customer Service reports, public input from the planning process, and input from local and regional planning partners. If the project addresses a reported safety concern, then it should receive the total point value.

### Safety and Security Enhancements

This is a categorical prioritization factor. A project will receive the total point value if it addresses one of the individual factors listed below.

#### *Improve Safety for Pedestrians and Bicyclists*

If the project improves pedestrian and bicycle safety, then it will receive the total point value.

#### *Improve Operation of the Transportation System in the Event of an Emergency*

If the project improves access for emergency response or allows for improved system reaction to an emergency, then it will receive the total point value.

#### *Improves Security of Critical Transportation Infrastructure, Systems, and Data*

If the project provides security enhancements, then it will receive the total point value.

ID#	ENTITY	PROJECT NAME	ROADWAY	IMPROVEMENT	ESTIMATED COST
B1	CITY OF BATTLEFIELD	WILSONS CREEK BIKE/PEDESTAL CONNECTOR	ROUTE M	CONNECT THE CITY TO THE WILSONS CREEK GREENWAY VIA A BIKE/PED/PEDESTAL TRAIL ALONG RT N	2,400
B2	CITY OF BATTLEFIELD	3RD STREET EXTENSION	3RD STREET	CONDUCT ENGINEERING STUDY TO EXTEND 3RD ST TO THE EAST TO CONNECT INTO THE CITY MUNICIPAL COMPLEX	10,000
B3	CITY OF BATTLEFIELD	ELM STREET BIKEWAY	ELM STREET	CONNECT CLOVERDALE LANE WITH THE CITY OF BATTLEFIELD MUNICIPAL COMPLEX	20,000
B4	CITY OF BATTLEFIELD	CLOVERDALE LANE SIDEWALK CLOSURE	CLOVERDALE LANE	CONNECT TWO EXISTING SECTIONS OF SIDEWALK	30,000
N1	CITY OF NIXA	TRUCKER ROAD - NICHOLAS ROAD TO KANSAS EXPRESSWAY EXTENSION	TRUCKER ROAD	ROAD WIDENING	0
N2	CITY OF NIXA	NICHOLAS ROAD - ROUTE 14 TO TRUCKER ROAD	NICHOLAS ROAD	ROAD WIDENING	0
N3	CITY OF NIXA	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD	NEW CONSTRUCTION	0
N4	CITY OF NIXA	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD	NEW CONSTRUCTION	0
N5	CITY OF NIXA	GREGG ROAD - NORTHVIEW ROAD TO TRUCKER ROAD	GREGG ROAD	ROAD WIDENING	0
N6	CITY OF NIXA	CHEYENNE ROAD - NORTH STREET TO ROUTE CC	CHEYENNE ROAD	ROAD WIDENING	0
N7	CITY OF NIXA	KANSAS EXPRESSWAY EXTENSION - ROUTE 14 TO ROSEDALE ROAD	KANSAS EXPRESSWAY	NEW CONSTRUCTION	0
N8	CITY OF NIXA	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD	ROAD WIDENING	0
N9	CITY OF NIXA	NORTH STREET - ROUTE 14 TO ROSEDALE ROAD	NORTH STREET	ROAD WIDENING, NEW CONSTRUCTION	0
N10	CITY OF NIXA	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	ROAD WIDENING	0
N11	CITY OF NIXA	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	ROAD WIDENING, NEW CONSTRUCTION	0
N12	CITY OF NIXA	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	ROAD WIDENING	0
N13	CITY OF NIXA	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	ROAD WIDENING	0
N14	CITY OF NIXA	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	ROAD WIDENING	0
O1	CITY OF OKLAHOMA	FRONTAGE ROAD	FRONTAGE ROAD	NEW ROADWAY	8,500,000
O2	CITY OF OKLAHOMA	MAJOR CORRIDOR TO SOUTH	NORTH 18TH STREET	IMPROVE EXISTING ROADWAY AND ADD NEW RIVER CROSSING	6,500,000
R1	CITY OF REPUBLIC	ROUTE 266 IMPROVEMENTS	ROUTE 266	LANE ADDITIONS, ACCESS MANAGEMENT	1,606,629
R2	CITY OF REPUBLIC	ROUTE 8 IMPROVEMENTS	ROUTE 8	LANE ADDITIONS, ACCESS MANAGEMENT	1,449,186
R3	CITY OF REPUBLIC	ROUTE N IMPROVEMENTS	ROUTE N	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	3,335,227
R4	CITY OF REPUBLIC	FARM ROAD 81 IMPROVEMENTS	FARM ROAD 81	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	1,063,000
R5	CITY OF REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	1,782,000
R6	CITY OF REPUBLIC	HINES STREET AND YNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET	INTERSECTION IMPROVEMENT	195,000
R7	CITY OF REPUBLIC	ROUTE 60 AND OAKWOOD AVENUE INTERSECTION IMPROVEMENTS	ROUTE 60	INTERSECTION IMPROVEMENT	920,000
R8	CITY OF REPUBLIC	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	1,700,000
R9	CITY OF REPUBLIC	HINES STREET AND OAKWOOD AVENUE INTERSECTION IMPROVEMENTS	BAILEY AVENUE	INTERSECTION IMPROVEMENT	75,000
R10	CITY OF REPUBLIC	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE	NEW ROADWAY	1,439,000
R11	CITY OF REPUBLIC	EAST HINES STREET - TRANSPORTATION IMPROVEMENTS	HINES STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	1,491,000
R12	CITY OF REPUBLIC	ROUTE 22 AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE 22	INTERSECTION IMPROVEMENT	2,122,000
R13	CITY OF REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60	INTERSECTION IMPROVEMENT	400,000
R14	CITY OF REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60	INTERSECTION IMPROVEMENT	1,230,000
R15	CITY OF REPUBLIC	EAST ELA STREET - TRANSPORTATION IMPROVEMENTS	ELM STREET	INTERSECTION IMPROVEMENT	3,277,000
R16	CITY OF REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	841,400
R17	CITY OF REPUBLIC	EAST MILLER ROAD - TRANSPORTATION IMPROVEMENTS	MILLER ROAD	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	2,584,000
R18	CITY OF REPUBLIC	NORTH FORK SHUTLER CREEK TRAIL	NONE	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	267,200
R19	CITY OF REPUBLIC	ETHRIDGE TRAIL	NONE	LINEAR PARK	71,500
R20	CITY OF REPUBLIC	REPUBLIC HIGHLINE TRAIL	NONE	PEDESTRIAN ENHANCEMENTS	81,900
R21	CITY OF REPUBLIC	SHUTLER CREEK TRAIL	NONE	LINEAR PARK	834,100
R22	CITY OF REPUBLIC	ROUTE 160 FOUR LANE	ROUTE 160	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES	9,500,000
W1	CITY OF WILLARD	WILEY STREET - FARMER ROAD SIDEWALK	WILEY STREET	SIDEWALK	125,000
W2	CITY OF WILLARD	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB	LANE ADDITIONS, SIDEWALKS	350,000
W3	CITY OF WILLARD	MILLER ROAD WIDENING PROJECT	MILLER ROAD	TURN LANE AND SIGNALIZATION IMPROVEMENT	350,000
W4	CITY OF WILLARD	HUNT ROAD AND ROUTE 160 INTERSECTION IMPROVEMENT	HUNT ROAD	LANE ADDITION INCLUDING BICYCLE LANE	350,000
W5	CITY OF WILLARD	HUGHES ROAD AND ROUTE 160 INTERSECTION IMPROVEMENT	HUGHES ROAD	INTERSECTION IMPROVEMENT - SIGNALIZED INTERSECTION AND CROSSWALK	400,000
W6	CITY OF WILLARD	SOUTH DRY SAC TRAIL CONNECTION	FARM ROAD 96	SIGNALIZED INTERSECTION WITH TURN LANE IMPROVEMENT	400,000
W7	CITY OF WILLARD	SIDEWALKS ON FARM ROAD 158 FROM FARM ROAD 100 TO SMITH STREET	FARM ROAD 159	TRAIL CONNECTION	0
G1	GREENE COUNTY	TRAIL OF TEARS GREENWAY	FARM ROAD 159	SIDEWALKS	0
G2	GREENE COUNTY	GLENN AVENUE NEIGHBORHOOD CONNECTION	GLENN AVENUE	DEVELOPMENT OF HISTORIC TRAIL AND BIKE/PED FACILITY	70,000
G3	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY	SIDEWALK - TRAIL FROM GLENN AVENUE TO HARRISON ELEMENTARY SCHOOL	25,000
G4	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY	NEW ROADWAY	12,000,000
G5	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G6	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G7	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G8	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G9	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G10	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G11	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G12	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G13	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G14	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
G15	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLANVIEW ROAD TO EAST/WEST ARTERIAL (FR 180)	KANSAS EXPRESSWAY	NEW ROADWAY	5,000,000
M1	MODOT - DISTRICT 8	WILLARD EXPRESSWAY IMPROVEMENTS	WILLARD EXPRESSWAY	INTERSECTION IMPROVEMENTS, SIGNAL, PEDESTRIAN ACCOMMODATIONS AT HUNT ROAD	40,000,000
M2	MODOT - DISTRICT 8	ROUTE 160 AND HUNT ROAD INTERSECTION	ROUTE 160	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	9,010,000
M3	MODOT - DISTRICT 8	ROUTE 160 AND HUGHES ROAD INTERSECTION	ROUTE 160	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	450,000
M4	MODOT - DISTRICT 8	ROUTE 160 AND HUGHES ROAD INTERSECTION	ROUTE 160	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	450,000
M5	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	IMPROVED CONNECTIVITY FROM AIRPORT BOULEVARD TO I-44	19,855,000
M6	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	CAPACITY IMPROVEMENTS FROM ROUTE 360 TO ROUTE 266	16,500,000
M7	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	38,335,000
M8	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 125	37,290,000
M9	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO WEST BYPASS	7,140,000
M10	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO WEST BYPASS	7,140,000
M11	MODOT - DISTRICT 8	ROUTE 266 AND ROUTE 8 AIRPORT CONNECTION	ROUTE 266, ROUTE B	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO WEST BYPASS	7,140,000



PROJECT NAME	ROADWAY	IMPROVEMENT	ESTIMATED COST
101. ENTITY			
M12. MODOT - DISTRICT 8	KEARNEY STREET	BIKE LANES, SIDEWALKS	0
M13. MODOT - DISTRICT 8	ROUTE 744	PEDESTRIAN IMPROVEMENTS ON KEARNEY STREET FROM TULBRIGHT AVENUE TO NEERGARD AVENUE	4,092,000
M14. MODOT - DISTRICT 8	KEARNEY STREET	SIDEWALKS	0
M15. MODOT - DISTRICT 8	ROUTE 744	INTERSECTION IMPROVEMENTS AT KEARNEY STREET AND GRANT AVENUE	2,000,000
M16. MODOT - DISTRICT 8	ROUTE 744	INTERSECTION IMPROVEMENTS AT KEARNEY STREET AND NATIONAL AVENUE	1,000,000
M17. MODOT - DISTRICT 8	KEARNEY STREET	SIDEWALKS	0
M18. MODOT - DISTRICT 8	KEARNEY STREET	KEARNEY STREET AND PAKER ROAD INTERSECTION IMPROVEMENTS	2,000,000
M19. MODOT - DISTRICT 8	ROUTE 744	WIDEN KEARNEY STREET TO FIVE LANES FROM LE COMPTÉ AVENUE TO MULROY ROAD	10,000,000
M20. MODOT - DISTRICT 8	ROUTE 744	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 744 TO ROUTE 125	11,567,000
M21. MODOT - DISTRICT 8	ROUTE 000	NEW GRADE SEPARATED RAILROAD CROSSING FOR STRAFFORD	500,000
M22. MODOT - DISTRICT 8	ROUTE 125	INTERSECTION IMPROVEMENTS ON GLENSTONE AVENUE FROM VALLEY WATER MILL ROAD TO PEELE STREET	6,744,019
M23. MODOT - DISTRICT 8	ROUTE 007/235	PEDESTRIAN IMPROVEMENTS ON GLENSTONE AVENUE AND COMMERCIAL STREET	0
M24. MODOT - DISTRICT 8	ROUTE H, LOOP 44, BUS 65	SIDEWALKS	0
M25. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M26. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M27. MODOT - DISTRICT 8	LOOP 44	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND COMMERCIAL STREET	2,000,000
M28. MODOT - DISTRICT 8	LOOP 44 (GLENSTONE AVENUE) AND COMMERCIAL STREET	ADAPTIVE SIGNAL TECHNOLOGY CHESTNUT EXPRESSWAY	1,260,000
M29. MODOT - DISTRICT 8	LOOP 44 (BUSINESS 65)	PEDESTRIAN CROSSINGS AT INTERSECTIONS	0
M30. MODOT - DISTRICT 8	LOOP 44	PEDESTRIAN ACCOMMODATIONS AT VARIOUS INTERSECTIONS FROM KANSAS EXP TO GLENSTONE AVE	1,300,000
M31. MODOT - DISTRICT 8	LOOP 44 (CHESTNUT EXPRESSWAY)	BIKE ACCOMMODATIONS	0
M32. MODOT - DISTRICT 8	CHESTNUT EXPRESSWAY	RAILROAD OVERPASS OVER BNSF RAILWAY	9,671,000
M33. MODOT - DISTRICT 8	CHESTNUT EXPRESSWAY	CAPACITY IMPROVEMENTS (THREE LANES) FROM 144 TO ROUTE 60 IN REPUBLIC	0
M34. MODOT - DISTRICT 8	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	EXTEND ROUTE 22 TO ROUTE MM, GRADE SEPARATED RAILROAD CROSSING	21,060,000
M35. MODOT - DISTRICT 8	ROUTE 22	SIDEWALKS, BIKE ACCOMMODATIONS	0
M36. MODOT - DISTRICT 8	ROUTE M (REPUBLIC ROAD)	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE FF TO ROUTE 60	43,012,000
M37. MODOT - DISTRICT 8	ROUTE M	ADDITIONAL TURN LANES, LENGTHEN TURN LANES FROM ROUTE M TO ROUTE 60	5,032,000
M38. MODOT - DISTRICT 8	ROUTE 60	OPERATIONAL IMPROVEMENTS AT JAMES RIVER FREEWAY	6,038,000
M39. MODOT - DISTRICT 8	ROUTE 160	INTERCHANGE IMPROVEMENTS AT WEST BYPASS AND JAMES RIVER FREEWAY	4,700,000
M40. MODOT - DISTRICT 8	ROUTE 13	INTERCHANGE IMPROVEMENTS AT KANSAS EXPRESSWAY AND JAMES RIVER FREEWAY	6,000,000
M41. MODOT - DISTRICT 8	ROUTE 13	INTERCHANGE IMPROVEMENTS AT KANSAS EXPRESSWAY AND JAMES RIVER FREEWAY	13,800,000
M42. MODOT - DISTRICT 8	ROUTE 160	ADDRESS INTERSECTION SPACING OF REPUBLIC ROAD AND JAMES RIVER FREEWAY AT CAMPBELL AVENUE	0
M43. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M44. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND ST. LOUIS STREET	2,000,000
M45. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND CHERRY STREET	2,000,000
M46. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND GRAND STREET	2,000,000
M47. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M48. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND BENNETT STREET	2,000,000
M49. MODOT - DISTRICT 8	ROUTE D	VARIOUS OPERATIONAL IMPROVEMENTS, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS ON E SUNSHINE ST	5,325,000
M50. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M51. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND CHEROKEE STREET	2,000,000
M52. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND SEMINOLE STREET	2,000,000
M53. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION IMPROVEMENTS AT GLENSTONE AVENUE AND SUNSET STREET	2,000,000
M54. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M55. MODOT - DISTRICT 8	BUSINESS 65	INTERSECTION ACCESS IMPROVEMENTS AT INDEPENDENCE ST/CLUSTER AVE CONNECTION AND REPUBLIC CI	2,000,000
M56. MODOT - DISTRICT 8	GLENSTONE AVENUE	SIDEWALKS	0
M57. MODOT - DISTRICT 8	ROUTE 65	INTERCHANGE IMPROVEMENTS AT BATTLEFIELD ROAD	13,031,811
M58. MODOT - DISTRICT 8	ROUTE 125	INTERSECTION IMPROVEMENTS AT ROUTE D	2,700,000
M59. MODOT - DISTRICT 8	ROUTE 60	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (ROUTES NN/J) INTERCHANGE	28,200,000
M60. MODOT - DISTRICT 8	ROUTE 174	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	28,200,000
M61. MODOT - DISTRICT 8	ROUTE 60	ADAPTIVE SIGNAL TECHNOLOGY/REPUBLIC	1,086,000
M62. MODOT - DISTRICT 8	ROUTE 174	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	3,550,000
M63. MODOT - DISTRICT 8	ROUTE 60	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SHUT-PHASE	7,140,000
M64. MODOT - DISTRICT 8	ROUTE P (SOUTH MAIN ST)	SIDEWALKS	0
M65. MODOT - DISTRICT 8	ROUTE P	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	2,865,000
M66. MODOT - DISTRICT 8	ROUTE 22	PARKWAY FROM ROUTE M TO CHRISTIAN COUNTY WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	19,972,000
M67. MODOT - DISTRICT 8	ROUTE 22	SIDEWALKS, BIKE ACCOMMODATIONS	0
M68. MODOT - DISTRICT 8	ROUTE 22	INTERSECTION IMPROVEMENTS AT HINES STREET IN REPUBLIC	740,000
M69. MODOT - DISTRICT 8	ROUTE FF	CAPACITY IMPROVEMENTS (FOUR-LANE, ACCESS CONTROLLED) FROM WEAVER ROAD TO FARM ROAD 194	28,450,000
M70. MODOT - DISTRICT 8	ROUTE 160	INTERSECTION IMPROVEMENTS AT PLAINVIEW ROAD	10,500,000
M71. MODOT - DISTRICT 8	ROUTE 160	CAPACITY IMPROVEMENTS FROM PLAINVIEW ROAD TO RELOCATED ROUTE CC IN NIX	12,071,780
M72. MODOT - DISTRICT 8	ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 60/JAMES RIVER FREEWAY TO ROUTE CC	22,969,000
M73. MODOT - DISTRICT 8	ROUTE 65	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	8,000,000
M74. MODOT - DISTRICT 8	ROUTE 160	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIX	2,491,000
M75. MODOT - DISTRICT 8	ROUTE CC	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	2,454,000
M76. MODOT - DISTRICT 8	ROUTE CC	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO 25TH STREET (OZARK)	0
M77. MODOT - DISTRICT 8	ROUTE CC	INTERCHANGE IMPROVEMENTS AT ROUTE CC	6,940,000
M78. MODOT - DISTRICT 8	ROUTE J	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	0
M79. MODOT - DISTRICT 8	ROUTE NN	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	10,739,000
M80. MODOT - DISTRICT 8	ROUTE 160	CAPACITY IMPROVEMENTS AT TRACKER ROAD IN NIX	1,696,000
M81. MODOT - DISTRICT 8	ROUTE 160	INTERSECTION IMPROVEMENTS AT KATHY/ALDERGATE IN NIX	1,696,000
M82. MODOT - DISTRICT 8	ROUTE 160	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD IN NIX	1,696,000
M83. MODOT - DISTRICT 8	ROUTE 160	INTERSECTION IMPROVEMENTS AT WASSON DRIVE IN NIX	1,696,000
M84. MODOT - DISTRICT 8	ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET)	23,658,000
M85. MODOT - DISTRICT 8	ROUTE 65	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE JJ	7,490,000
M86. MODOT - DISTRICT 8	ROUTE NN	VARIOUS IMPROVEMENTS	0

ID#	ENTITY	PROJECT NAME	ROADWAY	IMPROVEMENT	ESTIMATED COST
M97	MODOT - DISTRICT 8	ROUTE 14 IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM MARLYN ROAD TO ROUTE 14	770,000
M98	MODOT - DISTRICT 8	ROUTE 14 (NICHOLAS ROAD) AND MT. VERNON STREET INTERSECTION IMPROVEMENT	ROUTE 14	INTERSECTION IMPROVEMENTS AT ROUTE 14 AND NICHOLAS ROAD	1,000,000
M99	MODOT - DISTRICT 8	SIDEWALKS ON ROUTE 14 FROM ROUTE 14 TO RIDGECREST AVENUE	ROUTE 14	SIDEWALKS	0
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM ROUTE 14 TO GREGG ROAD	1,722,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	INTERSECTION IMPROVEMENTS AT GREGG ROAD TO TRUMAN BOULEVARD	688,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 14C	1,353,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	INTERSECTION IMPROVEMENTS AT ROUTE 14 (MT. VERNON) IN NIMZ	2,458,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM ROUTE 140 TO WATER STREET	2,780,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM WATER STREET TO CHEYENNE ROAD	6,168,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	5,160,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	2,088,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIMZ	1,895,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE LANE) FROM ROUTE 14 TO RIVERDALE DRIVE	5,011,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE 14	2,943,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	PEDESTRIAN AND CAPACITY IMPROVEMENTS ON THIRD STREET IN DOWNTOWN OZARK	15,680,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	SIDEWALKS	0
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH ST IN OZARK FROM RT 65 TO RT 14	4,552,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	SAFE ROUTE TO SCHOOL - NEIGHBOR TRAIL CONNECTOR	5,886,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	SAFE ROUTE TO SCHOOL - NEIGHBOR TRAIL CONNECTOR	18,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	SAFE ROUTE TO SCHOOL - NEIGHBOR TRAIL CONNECTOR	15,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	DEVELOPMENT OF HISTORIC TRAIL AND BIKE/PED FACILITY	568,000
M99	MODOT - DISTRICT 8	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	NEIGHBORHOOD TRAIL AND SAFE ROUTE TO SCHOOL CONNECTION	20,000
TOTAL =					792,882,953



# Journey 2035: Long Range Transportation Plan

## Submitted Projects

### Legend

#### Existing Roads

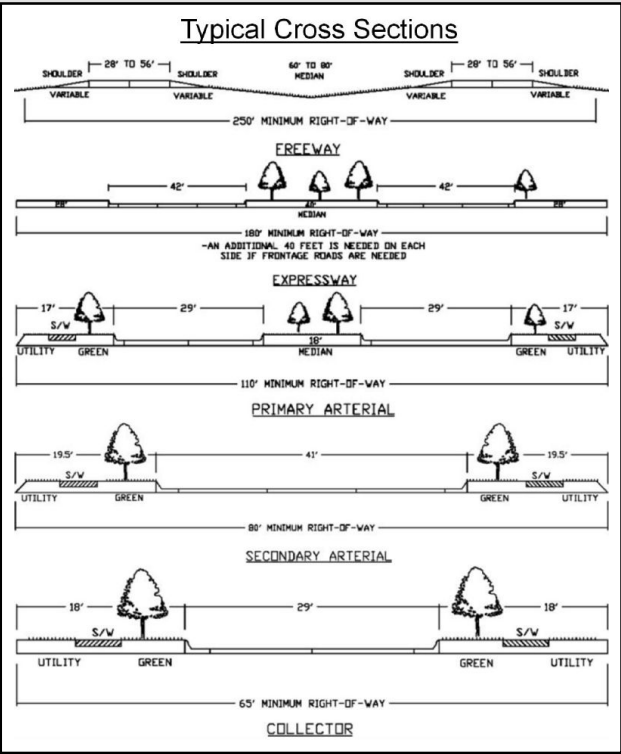
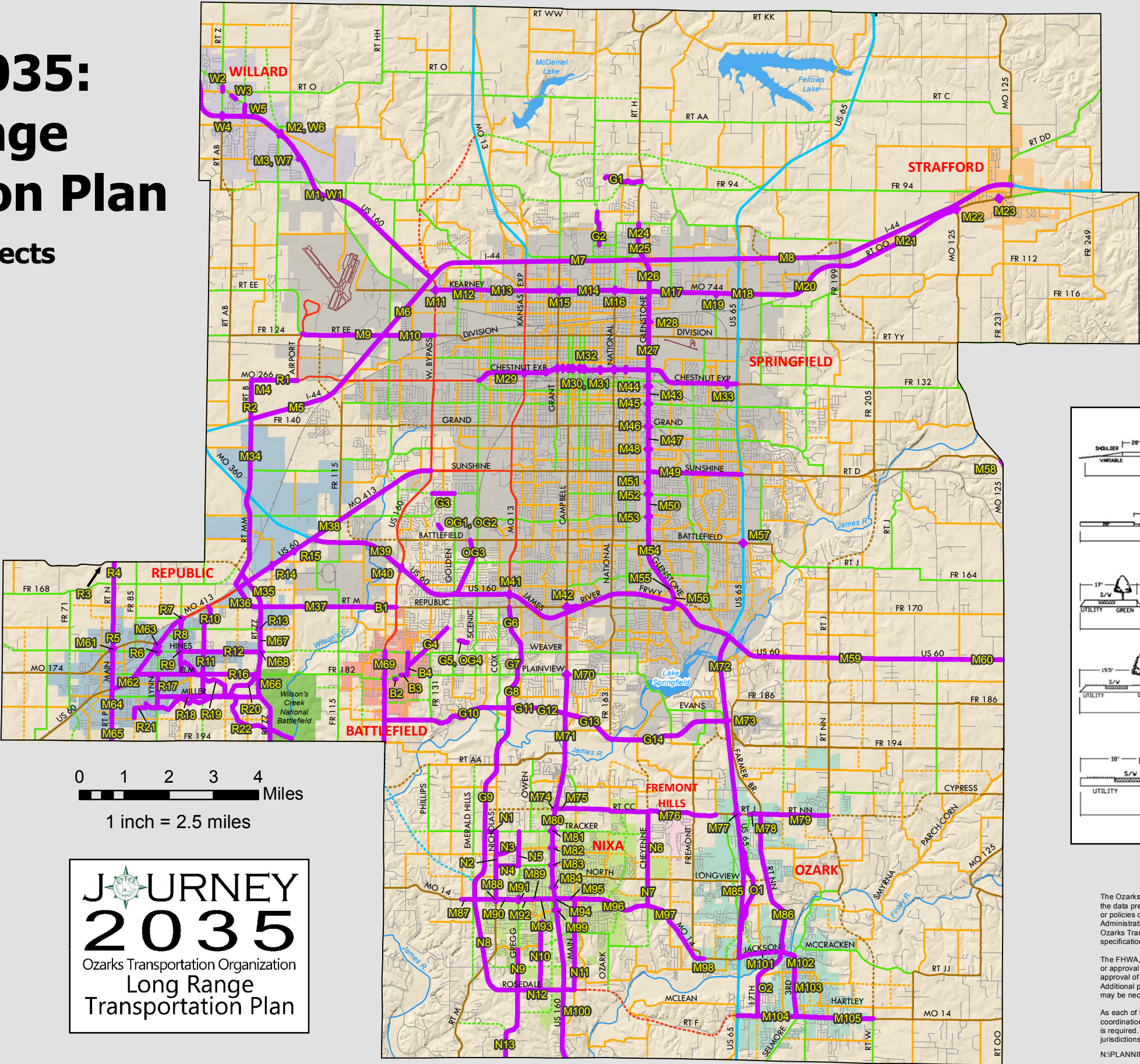
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Local Street
- Railroad

#### Proposed Roads

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

#### OTO LRTP

- Submitted Project



**DISCLAIMER**

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

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

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# Tab 5

## **TECHNICAL COMMITTEE AGENDA 01/19/11; ITEM II.D.**

### **Major Thoroughfare Plan Amendments**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

#### **AGENDA DESCRIPTION:**

The following pages contain a listing of Major Thoroughfare Plan amendments that are proposed for adoption with the 2011 Long Range Transportation Plan Update.

The Ozarks Transportation Organization Major Thoroughfare Plan Subcommittee held a series of public meetings to discuss and review proposed updates to the OTO Major Thoroughfare Plan. The Subcommittee finished the discussion and review process on December 6, 2010 and unanimously recommended the attached proposal for adoption.

Each set of changes is listed by the requesting party. The first page in each set is a list of the changes requested. This is followed by a map of the existing plan and a map of the proposed plan.

Greene County did not submit any proposed amendments at this time but intends to review the plan with the cities in Greene County within the year and make a recommendation for further amendments if needed.

OTO is planning to hold a series of public meetings during the spring to get input on this proposal as well as the entire OTO Long Range Transportation Plan. Once OTO has solicited public comment, the entire Long Range Transportation Plan including the Major Thoroughfare Plan will be placed on a Technical Committee agenda in order to make a recommendation to the Board of Directors.

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

No Action Required

Staff is requesting that Technical Committee review and comment on the proposal prior to the public review.

## **CITY OF BATTLEFIELD**

1. Add a Future Collector between Farm Road 115 and the 90-degree curve in Farm Road 190 located approximately 0.75 miles west of Route FF; this Future Collector represents a westward extension of the portion of Farm Road 190 that runs west from and perpendicular to Route FF.
2. Reclassify the Future Secondary Arterial between the intersection of Route FF and Farm Road 190 and Farm Road 131 as a Future Collector; this Future Collector represents an eastward extension of Farm Road 190.



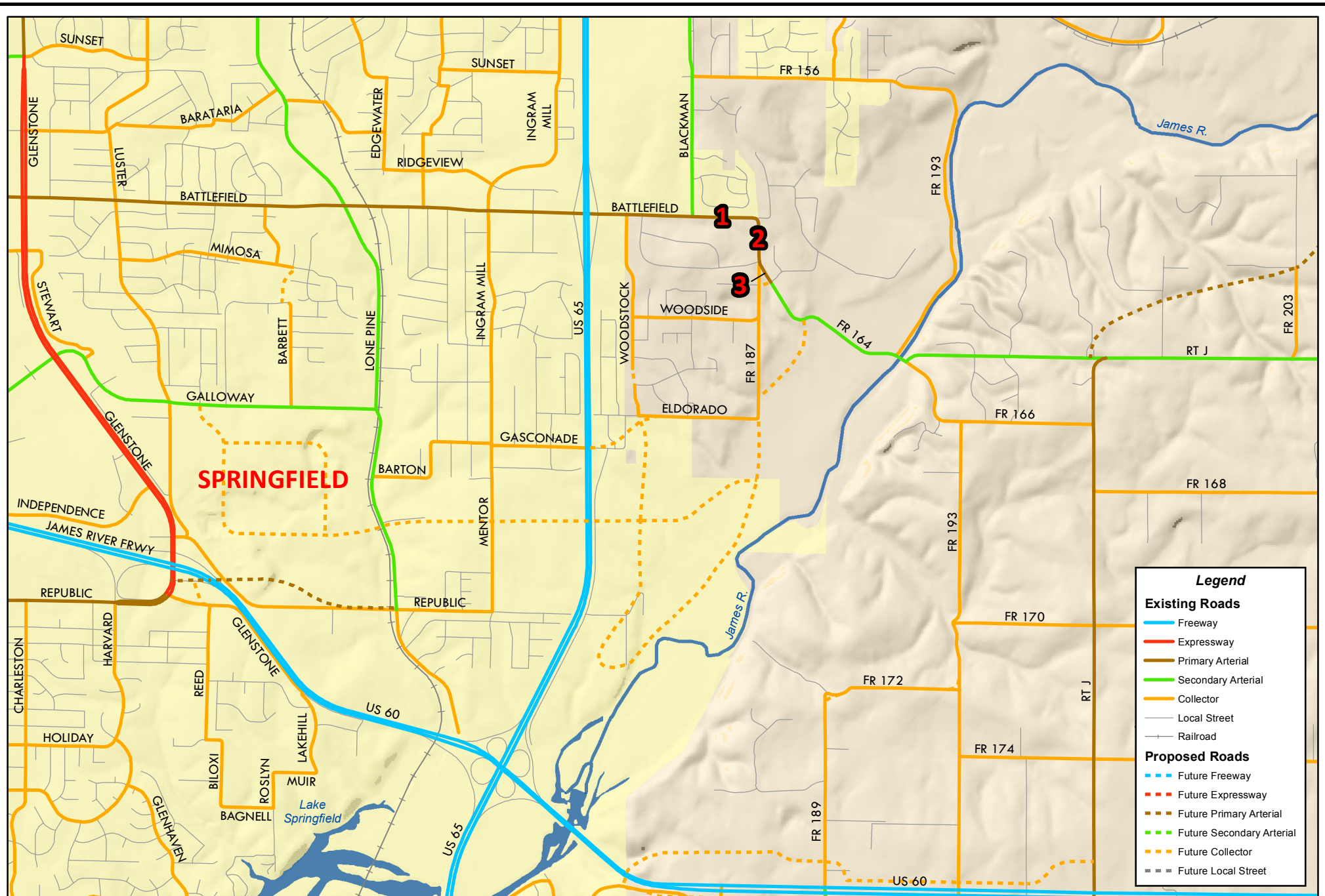




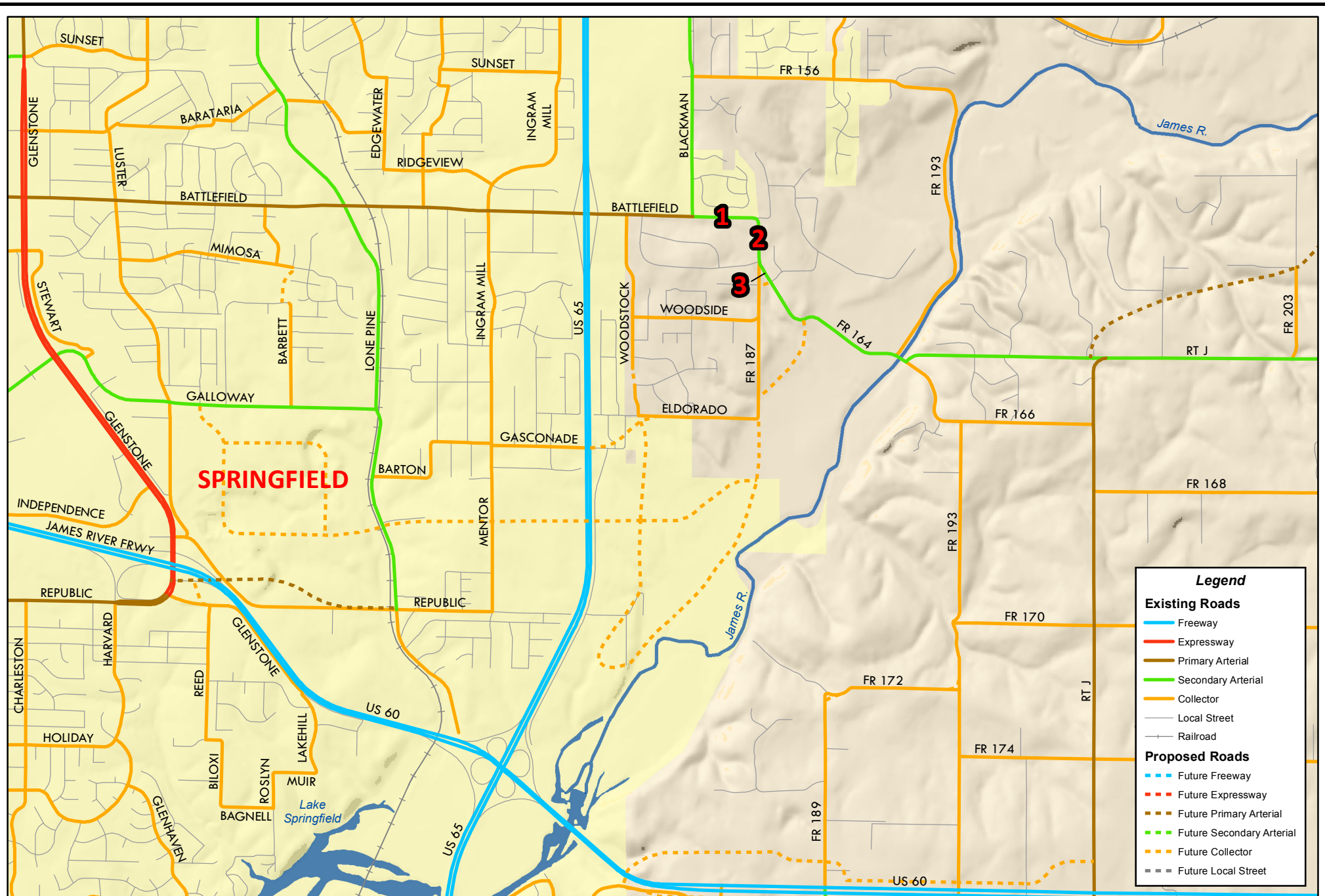


## **BATTLEFIELD ROAD/FR 187/FR 164 - CITIZEN REQUEST**

1. Reclassify Battlefield Road between Blackman Road and Farm Road 187: Primary Arterial to Secondary Arterial.
2. Reclassify Farm Road 187 between Battlefield Road and Farm Road 164: Primary Arterial to Secondary Arterial.
3. Reclassify Farm Road 164 between Farm Road 187 and White Oak Drive: Primary Arterial to Secondary Arterial.

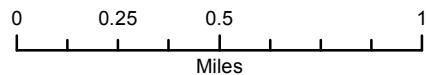


# Major Thoroughfare Plan Battlefield/FR 187/FR 164 - Existing



# Major Thoroughfare Plan

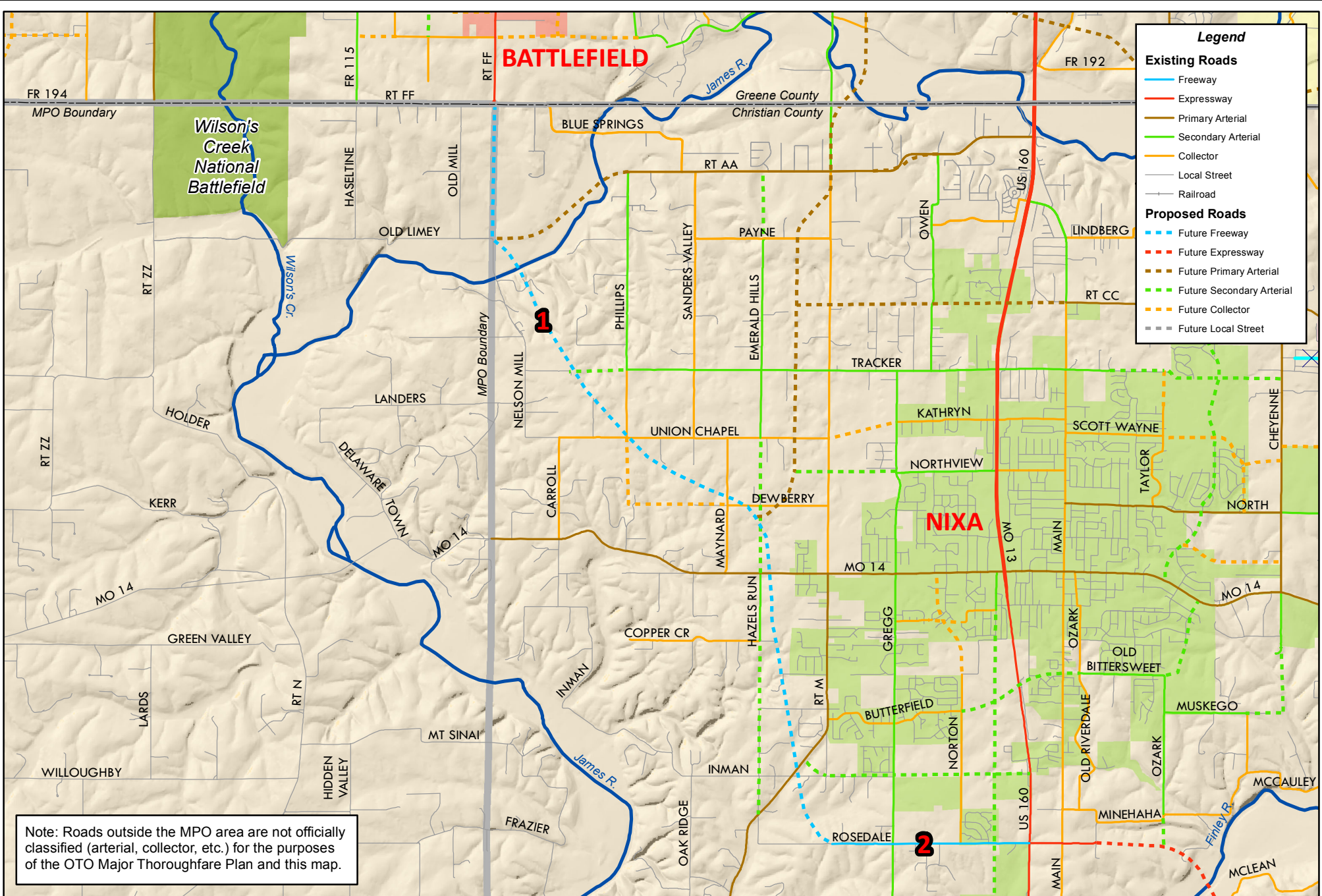
## Battlefield/FR 187/FR 164 - Proposed



## **MoDOT**

1. Reclassify the Future Freeway between the intersection of Route FF and Blue Springs Road and a point on Rosedale Drive approximately 0.45 miles west of Gregg Road as a Future Expressway; this Future Expressway represents a southward extension of Route FF.
2. Reclassify Rosedale Road between the southern terminus of the Future Expressway referenced in #1 (a point approximately 0.45 miles west of Gregg Road) and Route 160: Freeway to Expressway.

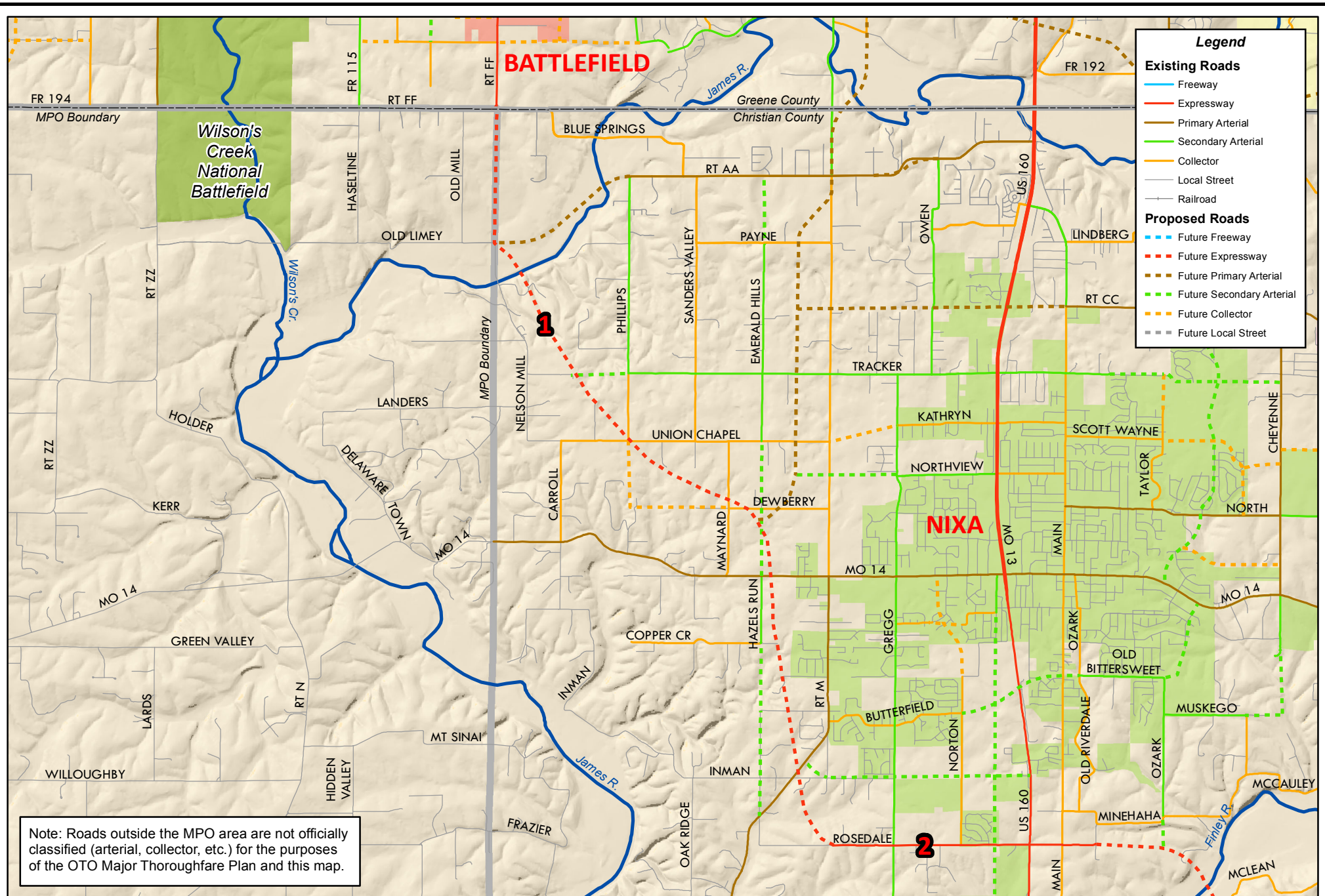




# Major Thoroughfare Plan

## MoDOT - Existing





# Major Thoroughfare Plan MoDOT - Proposed



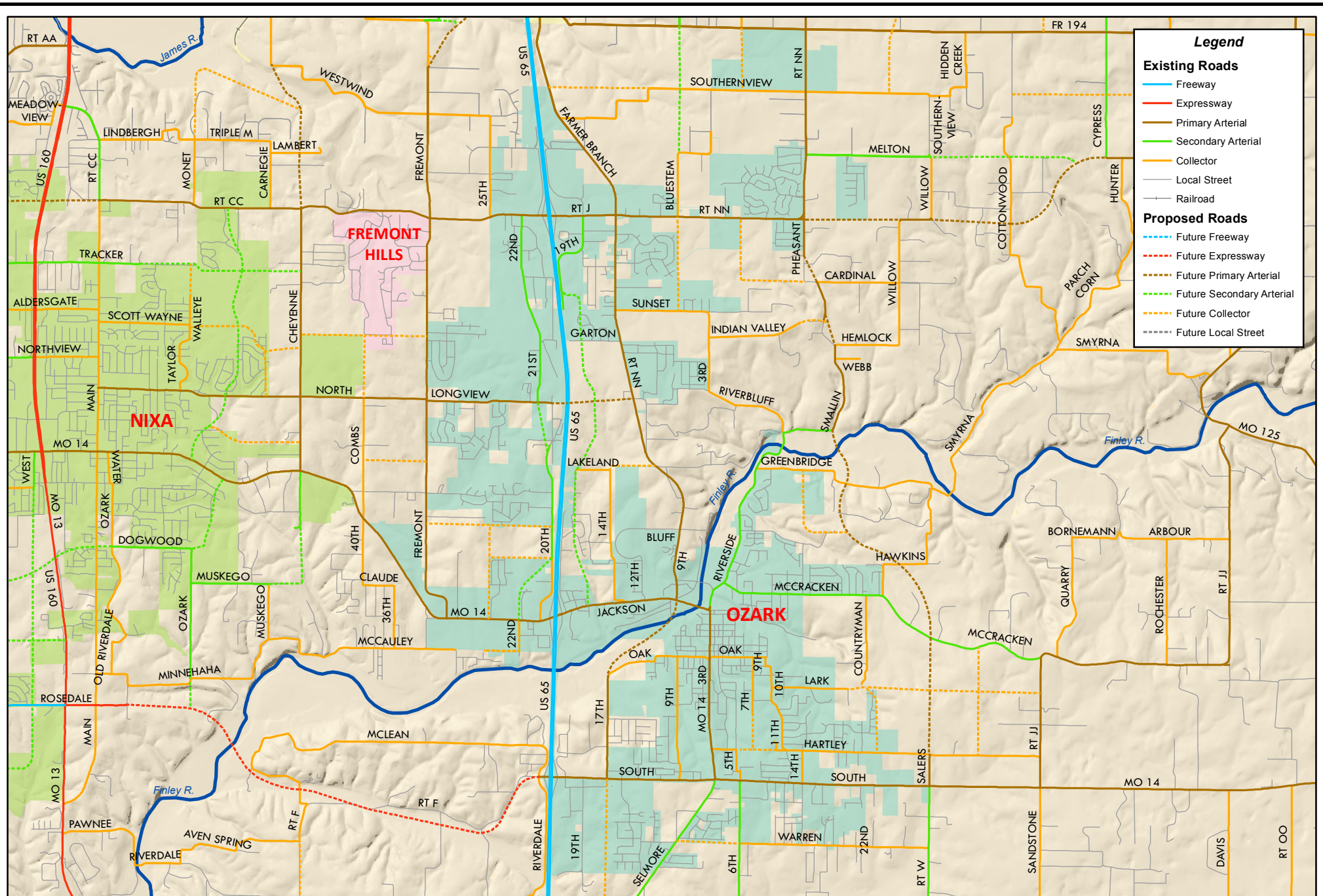


## City of Ozark

1. Reclassify Southernview between Bluesky and Melton/Willow: Local Street to Collector.
2. Reclassify Bluestem between Future Secondary Arterial and Route NN: Collector to Secondary Arterial.
3. Reclassify Garton between Future Secondary Arterial and Route NN: Local Street to Secondary Arterial.
4. Reclassify North/Longview between Cheyenne and 20<sup>th</sup> Street: Primary Arterial to Secondary Arterial.
5. Reclassify Future Primary Arterial between 20<sup>th</sup> Street and Route NN: Future Collector to Future Secondary Arterial. This Future Primary Arterial represents an eastward extension of Longview.
6. Extend Future Collector south of Route NN to Sunset; this Future Collector would intersect Route NN between 2<sup>nd</sup> Street and 9<sup>th</sup> Avenue and Sunset between 3<sup>rd</sup> Street and Sunrise Court.
7. Reclassify Sunset between 3<sup>rd</sup> Street and Future Collector proposed in #6: Local Street to Collector.
8. Remove Future Collector running west from the 90-degree curve in Pheasant located approximately ½ mile south of the intersection of Pheasant and Route NN.
9. Reclassify 12<sup>th</sup> Street between Parkview and Jackson/MO 14: Local Street to Collector.
10. Add Future Collector between Future Collector running west from Route NN (near the intersection of Route NN and Stonehill) and the intersection of 12<sup>th</sup> Street and Parkview; this Future Collector represents a northward extension of 12<sup>th</sup> Street.
11. Reclassify Bluff Street between Future Collector proposed in #10 and Route NN: Local Street to Collector.
12. Reclassify Greenbridge between Riverside and Hawkins/Smyrna: Collector to Primary Arterial.
13. Add Future Primary Arterial between Route NN and Riverside; this Future Primary Arterial represents a westward extension of Greenbridge.
14. Remove Future Collector running south from Greenbridge between 10<sup>th</sup> Street and Nottingham Drive.
15. Remove Future Primary Arterial between Greenbridge and McCracken.
16. Reclassify Hawkins from Collector to Primary Arterial between Greenbridge/Smyrna and the 90-degree curve in Hawkins located approximately 0.62 miles south of Greenbridge/Smyrna.
17. Add Future Primary Arterial between Hawkins and McCracken; this Future Primary Arterial represents a southward extension of Hawkins from the 90-degree curve in Hawkins located approximately 0.62 miles south of Greenbridge/Smyrna.
18. Remove Future Collector between McCracken and Hartley; this Future Collector would have intersected McCracken between Ridge Park and Brighton and Hartley between Salers and Route JJ.
19. Reclassify Route JJ between MO 125 and MO 14: Primary Arterial to Secondary Arterial.
20. Reclassify Sandstone between MO 14 and Summit/MPO Southern Boundary: Collector to Secondary Arterial.
21. Reclassify Route W between MO 14 and MPO Southern Boundary: Secondary Arterial to Primary Arterial.

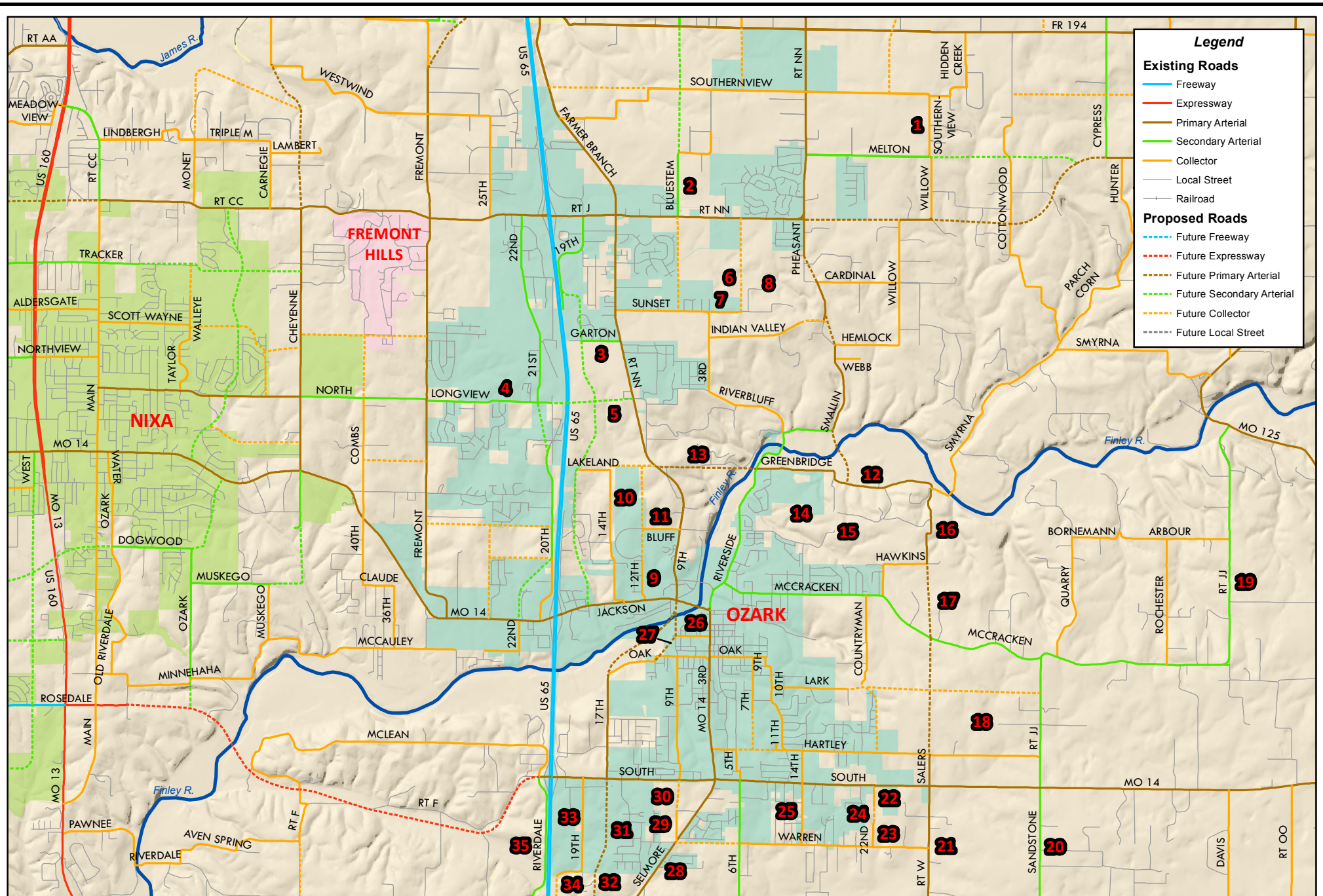
22. Reclassify 22<sup>nd</sup> Avenue south of South Street/MO 14: Local Street to Collector.
23. Reclassify 22<sup>nd</sup> Avenue north of Warren: Local Street to Collector.
24. Add Future Collector between the segments of 22<sup>nd</sup> Avenue referenced in #22 and #23; this Future Collector would complete 22<sup>nd</sup> Avenue between South Street/MO 14 and Warren.
25. Reclassify 14<sup>th</sup> Avenue between South Street/MO 14 and Warren: Local Street to Collector.
26. Reclassify Church Street between 9<sup>th</sup> Street and 3<sup>rd</sup> Street: Local Street to Collector.
27. Add Future Primary Arterial between already approved Future Primary Arterial running south from the intersection of Jackson/MO 14 and 9<sup>th</sup> Street to the intersection of Oak Street and 11<sup>th</sup> Street; this Future Primary Arterial would run south to the intersection of Church Street and 9<sup>th</sup> Street and then southwest to the intersection of Oak Street and 11<sup>th</sup> Street.
28. Reclassify Selmore Road between South Street/MO 14 and Minnesota/MPO Southern Boundary: Secondary Arterial to Primary Arterial.
29. Reclassify the north/south segment of Camelot Drive: Local Street to Collector.
30. Add Future Collector between the intersection of South Street and 9<sup>th</sup> Street and the north/south segment of Camelot Drive.
31. Reclassify the Future Collector between the intersection of South Street and 17<sup>th</sup> Street and the MPO Southern Boundary as a Future Primary Arterial.
32. Modify alignment of the Future Primary Arterial referenced in #31.
33. Reclassify 19<sup>th</sup> Street south of South Street from Local Street to Collector.
34. Add Future Collector between the southern terminus of 19<sup>th</sup> Street and the MPO Southern Boundary.
35. Reclassify Riverdale between Route F and Cave Hollow: Collector to Secondary Arterial.





# Major Thoroughfare Plan Ozark - Existing





# Major Thoroughfare Plan Ozark - Proposed





## City of Republic

1. Add a u-shaped Future Local Street that would connect to the Future Collector referenced in #2. The northern terminus of the Future Local Street would intersect the Future Collector referenced in #2 at a point approximately 700 feet south of Farm Road 140, while the southern terminus would intersect the Future Collector referenced in #2 at a point approximately 692 feet north of the western terminus of Carnahan Street. This Future Local Street would also intersect Farm Road 144 at a point approximately 0.82 miles west of Route MM.
2. Add a Future Collector between a point on Farm Road 140 approximately 0.42 miles west of Route MM and the western terminus of Carnahan Street (approximately 0.50 miles west of Route MM); this Future Collector would also intersect Farm Road 144 at a point approximately 0.42 miles west of Route MM.
3. Add a Future Secondary Arterial between the western terminus of Carnahan Street (approximately 0.50 miles west of Route MM) and the intersection of Route MM and Farm Road 148; this Future Secondary Arterial represents a westward extension of Farm Road 148.
4. Add a Future Collector between a point on Farm Road 140 approximately 0.60 miles east of Route MM and the eastern terminus of the Future Collector (approximately 0.50 miles east of Route MM) referenced in #7. This Future Collector would also intersect the Future Collector referenced in #5 at a point approximately 0.50 miles east of Route MM and Farm Road 148 at a point approximately 0.50 miles east of Route MM.
5. Add a Future Collector between the intersection of Route MM and Farm Road 144 and a point approximately 0.94 miles east of this intersection; this Future Collector represents an eastward extension of Farm Road 144.
6. Add a Future Collector that would intersect Farm Road 97 at a point approximately 0.41 miles south of Farm Road 144 and the Future Primary Arterial referenced in #24 at a point approximately 0.48 miles east of Farm Road 97. This Future Collector would also intersect Farm Road 156 at a point approximately 0.50 miles west of Route MM and Farm Road 160 at a point approximately 0.50 miles west of Route MM.
7. Add a Future Collector between a point on Route MM approximately 788 feet south of Carnahan Street and a point approximately 0.50 miles east of Route MM; this Future Collector would intersect the southern terminus of the Future Collector referenced in #4.
8. Beginning at a point approximately 0.20 miles west of Farm Road 119, realign the Future Primary Arterial that represents a westward extension of Battlefield Road; the Future Primary Arterial's western/northern terminus would be at a point on Farm Road 115 approximately 0.17 miles south of Farm Road 150. This Future Primary Arterial would also intersect Farm Road 115 at a point approximately 0.18 miles south of Route 413, Route 413 at a point approximately 554 feet west of Farm Road 115, and Farm Road 156 at a point approximately 903 feet west of Farm Road 115.
9. Add a Future Collector between the Future Primary Arterial referenced in #8 and Route 413. The Future Collector would intersect the Future Primary Arterial referenced in #8 at a point approximately 0.30 miles north of Farm Road 156, Farm Road 115 at a point approximately 0.27 miles north of Farm Road 156, and Route 413 at a point approximately 352 feet east of Farm Road 156 (east).
10. Add a Future Secondary Arterial between the eastern terminus of the Future Collector referenced in #9 (on Route 413 at a point approximately 352 feet east of Farm Road 156 (east)) and Farm Road 156 at a point approximately 70 feet east of West Cedar (east).

11. Add a Future Collector between the intersection of Farm Road 156 and Farm Road 107 and the Future Collector referenced in #12. This Future Collector would extend Farm Road 107 to the south by approximately 0.25 miles before turning east, where it would intersect Maple Leaf Lane at a point approximately 697 feet north of Route 413 and the Future Collector referenced in #12 at a point approximately 603 feet north of Route 413.
12. Add a Future Collector between the intersection of Farm Road 156 and Maple Leaf Lane and the Future Collector referenced in #14. This Future Collector would intersect Route 413 at a point approximately 710 feet east of Maple Leaf Lane, Farm Road 115 at a point approximately 834 feet north of the James River Freeway/Route 60, and the Future Collector referenced in #14 at a point approximately 322 feet west of the Future Primary Arterial referenced in #8.
13. Reclassify Farm Road 156 (east) between Route 413 a point approximately 70 feet east of West Cedar (east): Primary Arterial to Local Street.
14. Add a Future Collector between the Future Primary Arterial referenced in #8 and a point on Farm Road 115 approximately 400 feet north of the James River Freeway/Route 60. This Future Collector would intersect the Future Primary Arterial referenced in #8 at a point approximately 833 feet east of Farm Road 115.
15. Reclassify Farm Road 156 between Farm Road 97 and Route MM: Collector to Secondary Arterial.
16. Reclassify York Avenue between Sawyer Road and Benton Street: Local Street to Collector.
17. Add a Future Collector between the northern terminus of the Future Collector referenced in #21 and the northern terminus of the Future Collector referenced in #28; this Future Collector would run parallel to Route 360.
18. Add a Future Collector between the intersection of Pacific Avenue and Orr Street and the intersection of Route MM and Farm Road 160. This Future Collector represents a westward extension of Orr Street and would cross the BNSF Railway at a point approximately 220 feet south of Haile Street, intersect the Future Collector referenced in #20 at a point approximately 910 feet east of Route MM, and intersect the Future Local Street referenced in #19 at a point approximately 510 feet east of Route MM.
19. Add a Future Local Street between the southern terminus of Atlantic Avenue (approximately 285 feet south of Benton Street) and the Future Collector referenced in #18. This Future Local Street represents a southward extension of Atlantic Avenue.
20. Add a Future Collector between the intersection of York Avenue and Benton Street and the Future Collector referenced in #18. This Future Collector represents a southward extension of York Avenue.
21. Add a Future Collector between the western terminus of the Future Collector referenced in #17 and the northwestern terminus of the Future Collector referenced in #30; this Future Collector would run parallel to the BNSF Railroad and would intersect Orr Street at a point approximately 400 feet east of Pacific Avenue.
22. Reclassify Orr Street east of Commercial Avenue: Local Street to Collector.
23. Add a Future Collector between the eastern terminus of Orr Street and a point on Farm Road 107 approximately 485 feet south of Route 413/Route 60; the Future Collector would intersect the Future Collector referenced in #28 at a point approximately 580 feet north of Route 413/Route 60, and Route 413/Route 60 at a point approximately 250 feet west of Farm Road 107.
24. Realign the Future Primary Arterial that would connect the eastern terminus of Farm Road 164 (approximately 0.38 miles east of Farm Road 89) and the northern terminus of Route ZZ; this Future Primary Arterial represents an eastward extension of Farm Road 164 and a northward extension of Route ZZ.

25. Realign the Future Primary Arterial between the northeastern terminus of the Future Secondary Arterial referenced in #34 and the intersection of Route MM and Farm Road 160.
26. Add a Future Collector between the Future Collector referenced in #21 and Farm Road 103; this Future Collector would intersect the Future Collector referenced in #21 at a point approximately 0.25 miles northeast of its southwestern terminus, the Future Collector referenced in #28 at a point approximately 0.22 miles northeast of its southwestern terminus, Route 413/Route 60 at a point approximately 398 feet west of Farm Road 103, and Farm Road 103 at a point approximately 730 feet south of Route 413/Route 60.
27. Add a Future Local Street between Commercial Avenue and the Future Collector referenced in #28. This Future Local Street would intersect Commercial Avenue at a point approximately 0.25 miles north of Farm Road 164 and the Future Collector referenced in #28 at a point approximately 467 feet east of Commercial Avenue.
28. Add a Future Collector between the eastern terminus of the Future Collector referenced in #17 and the southeastern terminus of the Future Collector referenced in #30; this Future Collector would run parallel to Route 60/Route 413.
29. Add a Future Collector between Farm Road 107 and Farm Road 115; the Future Collector would intersect Farm Road 107 at a point approximately 635 feet north of Farm Road 164 and Farm Road 115 at a point approximately 0.25 miles north of Farm Road 164.
30. Add a Future Collector between the southwestern terminus of the Future Collector referenced in #21 and the southwestern terminus of the Future Collector referenced in #28.
31. Add a Future Collector between a point on Farm Road 103 approximately 730 feet south of Route 413/Route 60 and the intersection of Farm Road 164 and Farm Road 107.
32. Remove the Future Collector between a point on Route 60 approximately 0.26 miles west of Farm Road 107 and the intersection of Farm Road 164 and Farm Road 107.
33. Reclassify Farm Road 107 between Route 60 and Farm Road 164: Local Street to Collector.
34. Realign the Future Secondary Arterial between the intersection of Farm Road 168 and Farm Road 99 and the Future Primary Arterial referenced in #24 at a point approximately 0.70 miles east of Farm Road 97.
35. Add a Future Local Street between the intersection of Route M and Old Stone Avenue and the Future Collector referenced in #34. This Future Local Street would intersect the Future Collector referenced in #37 at a point approximately 0.21 miles west of Route M and would make a 90-degree north-to-east or west-to-south turn at a point approximately 635 feet west of the intersection of Route M and Old Stone Avenue.
36. Add a Future Local Street between the intersection of Farm Road 101 and Old Stone Avenue and the Future Collector referenced in #37. This Future Local Street would intersect the Future Primary Arterial referenced in #24 at a point approximately 538 feet south of Route 60 and the Future Collector referenced in #37 at a point approximately 0.25 miles west of Farm Road 103. This Future Local Street would make a 90-degree east-to-south or north-to-west turn at a point approximately 940 feet east of the intersection of Farm Road 101 and Old Stone Avenue.
37. Add a Future Collector between the intersection of Rhine Circle and Lake Drive and a point on Farm Road 103 approximately 0.47 miles north of Route M. This Future Collector would intersect Farm Road 170 at a point approximately 585 feet east of Route 60, the Future Local Street referenced in #35 at a point approximately 0.20 miles west of Route M, Route M at a point approximately 0.27 miles east of Route 60, Farm Road 101 at a point approximately 0.17 miles north of Route M, the Future Primary Arterial referenced in #24 at a point approximately 0.20 miles east of

Farm Road 101, and the Future Local Street referenced in #36 at a point approximately 0.25 miles west of Farm Road 103.

38. Realign the Future Collector between Farm Road 103 and Farm Road 115; this Future Collector would intersect Farm Road 103 at a point approximately 0.47 miles north of Route M, Farm Road 107 at a point approximately 0.39 miles north of Route M, and Farm Road 115 at a point approximately 0.62 miles south of Farm Road 164 (where Farm Road 115 makes a 90-degree west-to-north or south-to-east turn southwest of the Southwest Power Station).

39. Reclassify Farm Road 69 between Route TT and Farm Road 168: Local Street to Primary Arterial.

40. Reclassify Farm Road 89 between Farm Road 164 and Farm Road 168: Local Street to Collector.

41. Add a Future Primary Arterial between the intersection of Farm Road 168 and Farm Road 69 and the intersection of Farm Road 174 and Farm Road 67.

42. Remove the Future Collector between the intersection of Farm Road 170 and Farm Road 75 and the western terminus of the Future Collector referenced in #45; this Future Collector represents a southward extension of Farm Road 75.

43. Add a Future Collector between the intersection of Farm Road 174 and Farm Road 71 and the intersection of Lapis Street and Main Street/Farm Road 81; this Future Collector represents an eastward extension of Farm Road 174.

44. Remove the Future Collector between the Future Collector referenced in #45 and the intersection of Municipal Drive and West Avenue; this Future Collector represents a northward extension of West Avenue.

45. Remove the Future Collector between the southern terminus of the Future Collector referenced in #42 and the intersection of Farm Road 172 and Farm Road 85; this Future Collector represents a westward extension of Farm Road 172.

46. Realign the Future Collector between the intersection of Farm Road 168 and Farm Road 89 and a point on Farm Road 172 approximately 0.50 miles east of Farm Road 85.

47. Reclassify Farm Road 172 between Farm Road 85 and Farm Road 93: Secondary Arterial to Collector.

48. Reclassify Farm Road 93 between Farm Road 168 and Farm Road 172: Secondary Arterial to Collector.

49. Add a Future Collector between the intersection of Farm Road 168 and Farm Road 97 and the intersection of Farm Road 170 and Farm Road 97; this Future Collector represents a southward extension of Farm Road 97.

50. Realign the Future Secondary Arterial between the intersection of Route 60/Route 413 and Farm Road 170 and the northern terminus of Bailey Street. This Future Secondary Arterial represents a northward extension of Bailey Street and would intersect Farm Road 174 at a point approximately 0.50 miles east of Oakwood Avenue.

51. Realign the Future Collector between Farm Road 170 and Hines Street; this Future Collector would intersect Farm Road 170 at a point approximately 0.50 miles west of Farm Road 101, Farm Road 174 at a point approximately 0.75 miles west of Route ZZ, and Hines Street at a point approximately 325 feet west of Lexington Avenue.

52. Realign the Future Collector between a point on Route ZZ approximately 435 feet south of Farm Road 174 and a point on Farm Road 107 approximately 0.50 miles south of Route M; this Future Collector represents an eastward extension of Farm Road 174.

53. Reclassify Republic Commons Drive between Hamilton Street and Republic Commons Drive's northeastern terminus (approximately 0.19 miles northeast of Hamilton Street): Local Street to Collector.
54. Add a Future Collector between the northeastern terminus of Republic Commons Drive and the intersection of Oakwood Avenue and Farm Road 174.
55. Reclassify Hamilton Street between Route 60/Route 413 and Oakwood Avenue: Secondary Arterial to Collector.
56. Remove the Future Secondary Arterial between the intersection of Hamilton Street and Denver Avenue and the intersection of Oakwood Avenue and Farm Road 174.
57. Reclassify Hamilton Street between Oakwood Avenue and Madison Avenue: Local Street to Collector.
58. Reclassify Madison Avenue between Hamilton Street and Timber Oak Street: Local Street to Collector.
59. Reclassify Timber Oak Street between Madison Avenue and the eastern terminus of Timber Oak Street (approximately 173 feet east of Parkwood Avenue): Local Street to Collector.
60. Add a Future Collector between the eastern terminus of Timber Oak Street (approximately 173 feet east of Parkwood Avenue) and a point on the Future Secondary Arterial referenced in #51 approximately 0.20 miles south of Farm Road 174; this Future Collector represents an eastward extension of Timber Oak Street.
61. Reclassify West Avenue between Municipal Drive and Hines Street: Collector to Local Street.
62. Add a Future Local Street between a point on Route 174 approximately 893 feet west of Route 60 and a point on Hillside Avenue approximately 310 feet north of Hines Street.
63. Reclassify Lynn Avenue between Freedom Street and Hines Street: Local Street to Secondary Arterial.
64. Remove the Future Collector between a point on Farm Road 174 approximately 0.50 miles west of Farm Road 67 and a point on Farm Road 194 approximately 0.25 miles west of Farm Road 67. This Future Collector would also intersect Farm Road 178 at a point approximately 0.50 miles west of Farm Road 67, Route 174 at a point approximately 0.50 miles west of Farm Road 67, and Farm Road 188 at a point approximately 0.50 miles west of Farm Road 67.
65. Reclassify Farm Road 67 between Farm Road 174 and a point approximately 0.28 miles north of Farm Road 178: Secondary Arterial to Primary Arterial.
66. Add a Future Local Street between the intersection of Hines Street and Hillside Avenue and a point on Harrison Street approximately 631 feet west of Route 60/Route 413.
67. Add a Future Local Street between a point on Alexander Avenue approximately 105 feet south of Hines Street and the intersection of Elm Street and Peach Tree Lane. This Future Local Street would intersect Logan Street at a point approximately 362 feet east of Route 60/Route 413, Lee Street at a point approximately 352 feet east of Route 60/Route 413, and Harrison Street at a point approximately 330 feet east of Route 60/Route 413.
68. Reclassify Oakwood Avenue between Hines Street and Kentwood Street: Local Street to Secondary Arterial.
69. Remove the Future Collector between Hines Street and the intersection of Farm Road 182 and Farm Road 99; this Future Collector would intersect Hines Street at a point approximately 191 feet west of Lexington Avenue and represents a northward extension of Farm Road 99.

70. Realign the Future Collector between the intersection of Farm Road 178 and Farm Road 107 and a point on Farm Road 182 approximately 0.75 miles east of Route ZZ; this Future Collector represents a southward extension of Farm Road 107.
71. Add a Future Collector between a point on the Future Primary Arterial referenced in #84 approximately 220 feet southeast of Farm Road 67 and the intersection of Kansas Avenue and Oneal Road; this Future Collector represents a westward extension of Oneal Road.
72. Add a Future Collector between Kansas Avenue and the intersection of Ventura Avenue and Forest Lane; this Future Collector represents a westward extension of Forest Lane and would intersect Kansas Avenue between Ridgcrest Street and Broad Street.
73. Reclassify Forest Lane between Ventura Avenue and Eagan Street: Local Street to Collector.
74. Reclassify Eagan Street between Forest Lane and West Avenue: Local Street to Collector.
75. Add a Future Local Street between a point on Elm Street approximately 412 feet west of Route 60/Route 413 and the intersection of Fountain Avenue and Mill Street.
76. Add a Future Collector between the intersection of Rosewood Street and Linwood Avenue and the intersection of Route 60/Route 413 and Morningside Avenue. This Future Collector would allow motorists to bypass the intersection of Rosewood Street and Morningside Avenue.
77. Reclassify Morningside Avenue between Route 60/Route 413 and Rosewood Street: Collector to Local Street.
78. Reclassify Rosewood Street between Morningside Avenue and Linwood Avenue: Collector to Local Street.
79. Reclassify Pinewood Avenue between Rosewood Street (west) and Rosewood Street (east): Collector to Local Street.
80. Reclassify Rosewood Street between Pinewood Avenue and Basswood Avenue: Collector to Local Street.
81. Reclassify Basswood Avenue between Elm Street and Miller Road/Farm Road 186: Collector to Local Street.
82. Reclassify Farm Road 67 between the northwestern terminus of the Future Primary Arterial referenced in #84 and Farm Road 194: Secondary Arterial to Collector.
83. Add a Future Primary Arterial between Farm Road 67 and Farm Road 194. This Future Primary Arterial would intersect Farm Road 67 at a point approximately 0.28 miles north of Farm Road 188, Farm Road 188 at a point approximately 808 feet east of Farm Road 67, Route 60/Route 413 at a point approximately 0.58 miles east of Farm Road 194, the Future Collector referenced in #88 at a point approximately 0.47 miles west of the southwestern terminus of Frisco Boulevard, and Farm Road 194 at a point approximately 300 feet east of Lenape Road.
84. Reclassify Colorado Avenue between Route 60/Route 413 and Frisco Boulevard: Local Street to Collector.
85. Realign the Future Collector between a point on Miller Road approximately 468 feet of West Avenue and the intersection of Colorado Avenue and Frisco Boulevard.
86. Reclassify Frisco Boulevard between Illinois Avenue and Frisco Boulevard's southwestern terminus (approximately 685 feet southwest of Illinois Avenue): Local Street to Collector.
87. Add a Future Collector between the southwestern terminus of Frisco Boulevard (approximately 685 feet southwest of Illinois Avenue) and a point on Farm Road 194 approximately 0.32 miles west of Lenape Road; this Future Collector



represents a southwestward extension of Frisco Boulevard and would also intersect the Future Primary Arterial referenced in #84 at a point approximately 0.47 miles southwest of Frisco Boulevard's southwestern terminus.

88. Remove the Future Secondary Arterial between the intersection of Kansas Avenue and Farm Road 188 and a point on Farm Road 194 approximately 300 feet east of Lenape Road. This Future Secondary Arterial would also intersect Route 60/Route 413 at a point approximately 1,000 feet west of Illinois Avenue, the Future Collector referenced in #88 at a point approximately 400 feet west of the western terminus of Frisco Boulevard, the western terminus of Melody Lane, and the western terminus of Christine Lane.

89. Reclassify Illinois Avenue/Farm Road 75 between Route 60/Route 413 and Farm Road 194: Collector to Secondary Arterial.

90. Reclassify Farm Road 194 between Route 60/Route 413 and Lenape Road: Primary Arterial to Collector.

91. Add a Future Collector between the Future Primary Arterial referenced in #84 and the intersection of Farm Road 194 and Lenape Road; this Future Collector represents a northward extension of Lenape Road and would intersect the Future Primary Arterial referenced in #84 at a point approximately 265 feet north of Farm Road 194.

92. Reclassify Farm Road 194 between Lenape Road and Farm Road 75/Beal Road (possible scribing error): Local Street to Primary Arterial.

93. Reclassify Grace Street between Main Street/Route P and Grace Street's eastern terminus (approximately 840 feet east of Fountain Avenue): Local Street to Collector.

94. Remove the Future Collector between Route P and Farm Road 89; this Future Collector would intersect Route P between Halsey Street and Grace Street and would intersect Farm Road 89 at a point approximately 289 feet south of Grace Street.

95. Add a Future Collector between the eastern terminus of Grace Street east of Fountain Avenue (approximately 850 feet east of Fountain Avenue) and the western terminus of Grace Street west of Joshua Lane (approximately 570 feet west of Joshua Lane); this Future Collector would complete Grace Street between Route P and Farm Road 89.

96. Reclassify Grace Street between Lynn Avenue/Farm Road 89 and Grace Street's western terminus (approximately 570 feet west of Joshua Lane): Local Street to Collector.

97. Remove the Future Collector between the intersection of Miller Road and Conroy Avenue, and a point on Farm Road 194 approximately 0.50 miles east of Route P.

98. Add a Future Local Street between a point on Farm Road 89 approximately 700 feet north of Farm Road 194 and the Future Secondary Arterial referenced in #101.

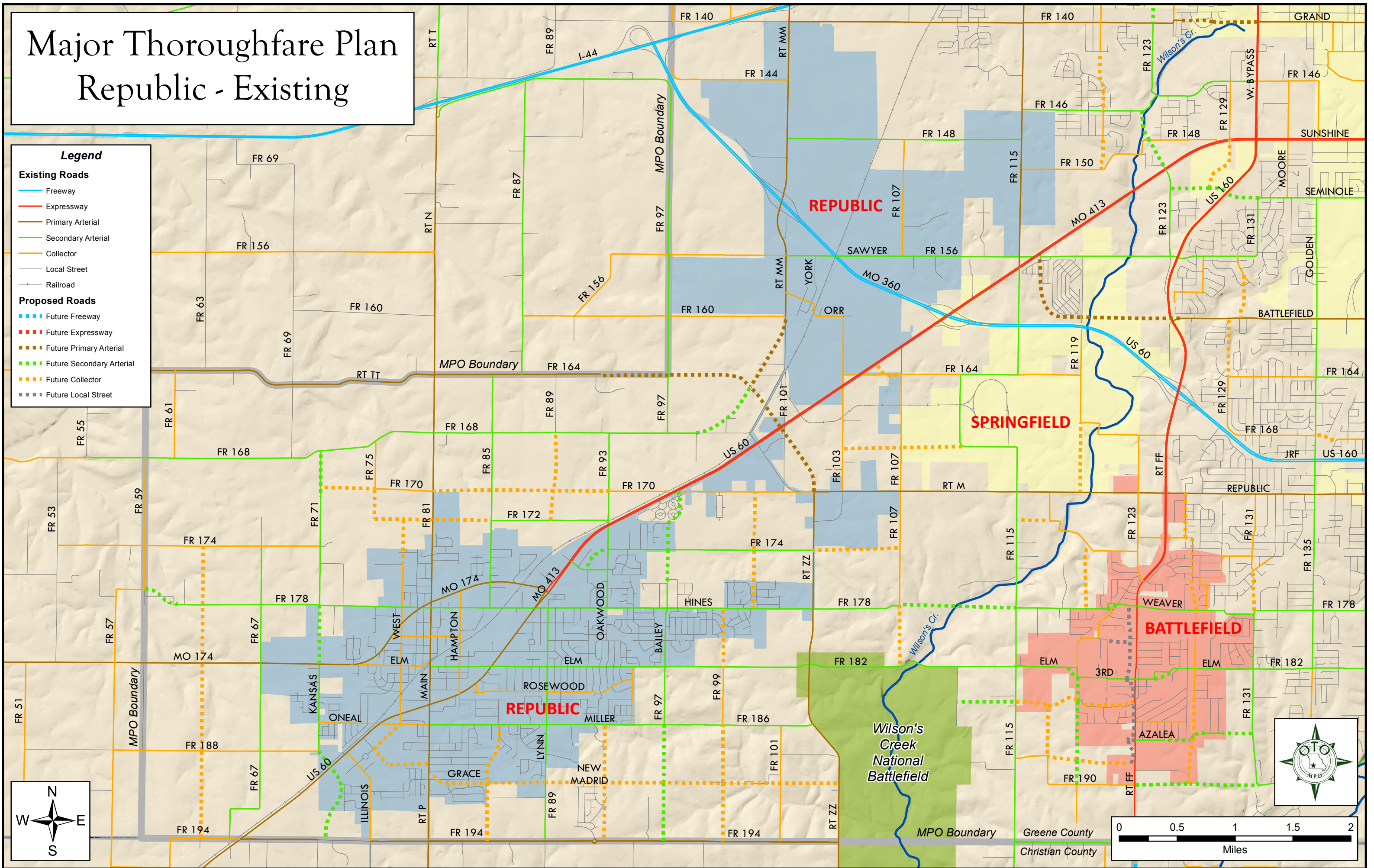
99. Reclassify Farm Road 89 between a point approximately 905 feet south of Hickory Lane and Farm Road 194: Secondary Arterial to Local Street.

100. Add a Future Secondary Arterial between a point on Farm Road 89 approximately 905 feet south of Hickory Lane and the western terminus of Williamsburg Walk (approximately 140 feet west of Appomattox Avenue); this Future Secondary Arterial represents a westward extension of Williamsburg Walk.

101. Reclassify Williamsburg Walk between Williamsburg Walk's western terminus (approximately 140 feet west of Appomattox Avenue) and Farm Road 194: Local Street to Secondary Arterial.

102. Add a Future Collector between a point on Farm Road 89 approximately 487 feet south of Grace Street and the western terminus of New Madrid Drive (approximately 145 feet west of Appomattox Avenue).
103. Reclassify New Madrid Drive: Local Street to Collector.
104. Add a Future Collector between the eastern terminus of New Madrid Drive (approximately 192 feet east of Cumberland Avenue) and a point on the Future Secondary Arterial referenced in #108 approximately 0.47 miles north of Farm Road 194.
105. Remove the Future Collector between Farm Road 89 and the Future Collector referenced in #107; this Future Collector would intersect Farm Road 89 at a point approximately 289 feet south of Grace Street and the Future Collector referenced in #107 at a point approximately 0.50 miles south of Miller Road.
106. Remove the Future Collector between a point on Miller Road approximately 0.23 miles west of Basswood Avenue and a point on Farm Road 194 approximately 0.50 miles east of Farm Road 89.
107. Realign the Future Secondary Arterial between the intersection of Farm Road 186/Miller Road and Farm Road 97 and the intersection of Farm Road 194 and Gardenia Lane; this Future Secondary Arterial, which represents a southward extension of Farm Road 97, would intersect the Future Collector referenced in #105 at a point approximately 0.47 miles north of Farm Road 194.
108. Realign the Future Collector between the intersection of Farm Road 186 and Farm Road 99 and the intersection of Farm Road 194 and Double Spring Road; this Future Collector represents a southward extension of Farm Road 99.
109. Remove the Future Collector between Farm Road 101 and Route ZZ; this Future Collector would intersect Farm Road 101 at a point approximately 0.50 miles north of Farm Road 194 and Route ZZ at a point approximately 0.50 miles north of Farm Road 194.

# Major Thoroughfare Plan Republic - Existing





# Major Thoroughfare Plan Republic - Proposed

**Legend**

**Existing Roads**

Freeway

Expressway

Primary Arterial

Secondary Arterial

Collector

Local Street

Railroad

**Proposed Roads**

Future Freeway

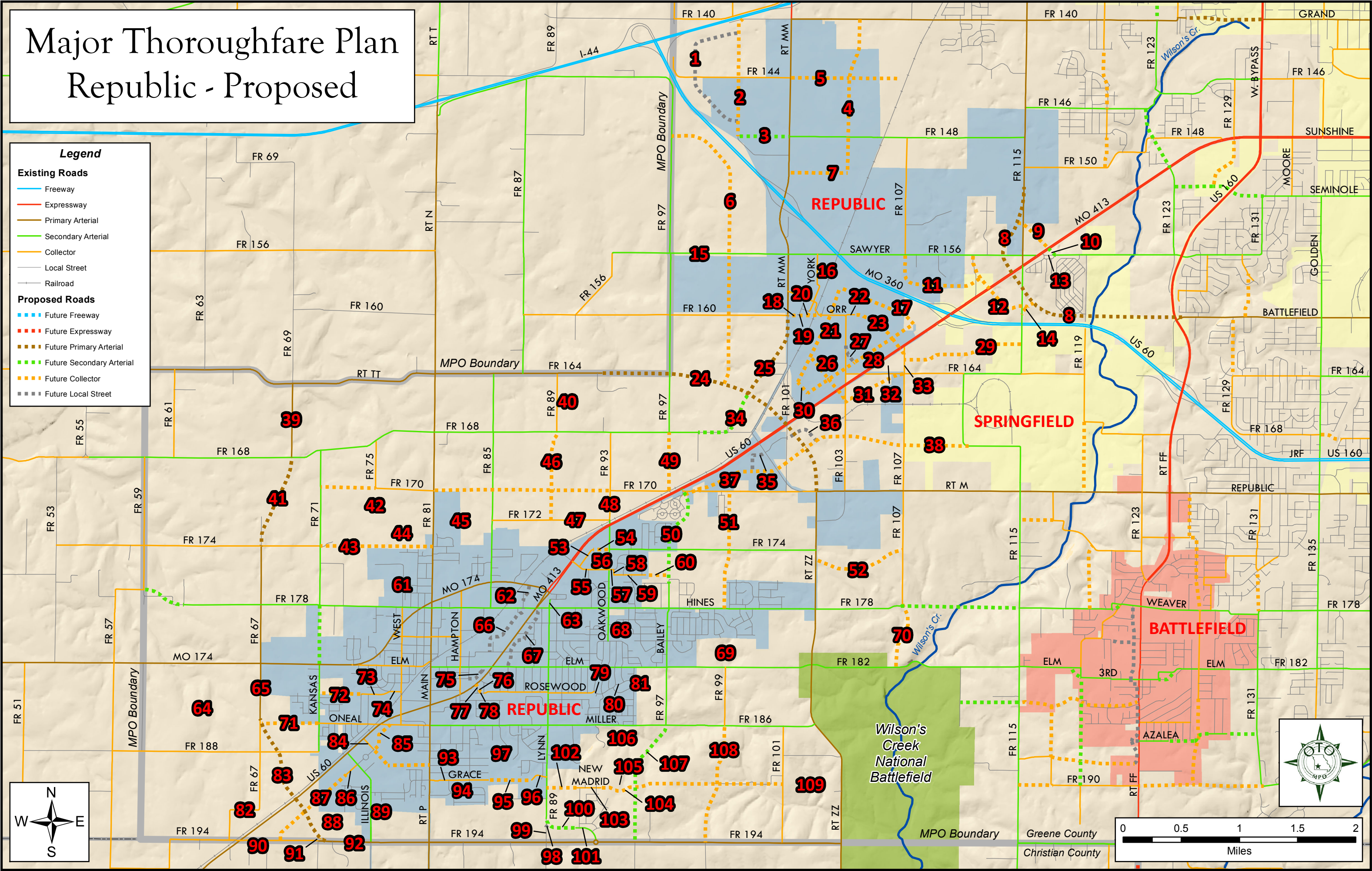
Future Expressway

Future Primary Arterial

Future Secondary Arterial

Future Collector

Future Local Street

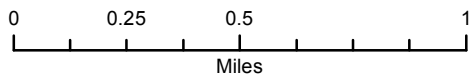
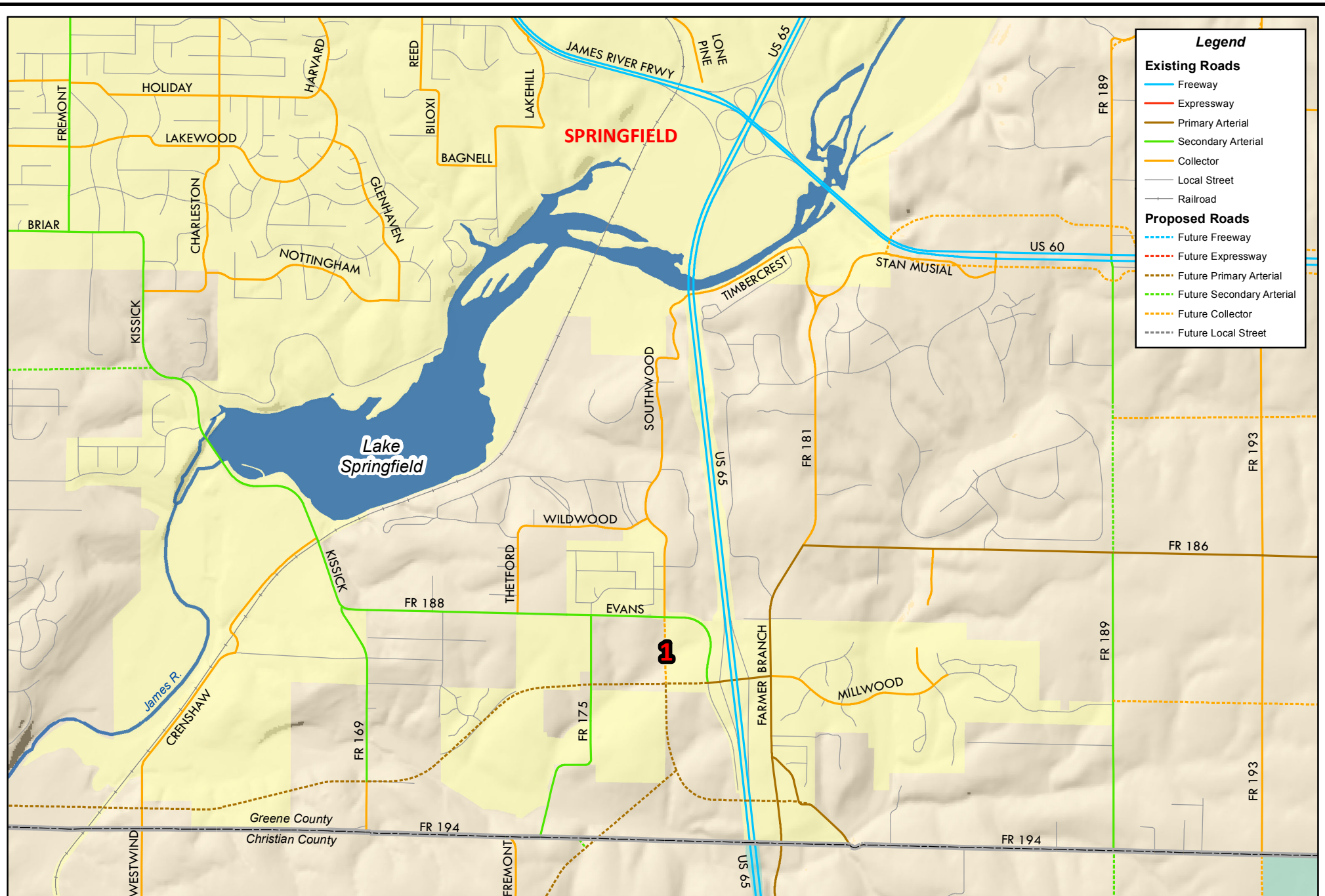


## **CITY OF SPRINGFIELD**

1. Reclassify the future street between the intersection of Southwood Road and Evans Road/Farm Road 188 and the future East-West Arterial in far southern Greene County: Future Secondary Arterial to Future Collector. This Future Collector represents a southward extension of Southwood Road.







# Major Thoroughfare Plan Springfield - Proposed



# Tab 6



**TECHNICAL COMMITTEE AGENDA 01/19/11; ITEM II.E.**

**FY 2012 Unified Planning Work Program Subcommittee**

**Ozarks Transportation Organization  
(Metropolitan Planning Organization)**

**AGENDA DESCRIPTION:**

OTO staff is requesting a UPWP Subcommittee of the Technical Planning Committee be formed to prepare the FY 2012 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

**TECHNICAL COMMITTEE ACTION REQUESTED:**

Staff recommends the Technical Planning Committee appoint a FY2012 UPWP Subcommittee.