

Priority #	County	City	Need	Route	Location	Include bridge(s)?	Description	What problem are you trying to solve?	Status	Notes
1	Webster	Rural - Fordland to Seymour	Safety, Congestion/Traffic Management, Freight, Economic Development	Hwy 60	US Hwy 60, approx. 11 miles, b/n State Hwy U (Fordland) and W. Clinton Ave. (Seymour).		Intersection and Interchange safety improvements and development of an outer road system along a stretch of US Hwy 60 that runs parallel to a rail line, to enable its eventual upgrade to freeway status	Hwy 60 has seen a significant increase in traffic. Project would eliminate a number of intersections and possibly rail crossings to separate local (and slow moving agricultural) traffic from higher speed vehicles. Could include (but not be limited to) addition of accel / deceleration lanes at Burks St. in Fordland. Could also increase access to rapidly growing area just west of the City of Seymour.		Project recommended as part of US Hwy 60 Corridor Study.
2	Webster	Rural - Strafford to Marshfield	Safety, Congestion/Traffic Management, Freight, Economic Development	I-44	Interstate Hwy 44, from countyline (Strafford) to west side of Marshfield		Interchange, Outer Road, and Intersection safety improvements along a stretch of I-44 - a portion of which runs parallel to a rail line. Stretch extends involves approximately 9 miles. Also includes a portion of Historic Route 66.	I-44 is seeing a significant increase in freight and commuter traffic. Capacity is becoming a safety concern. At the same time, rapidly growing communities need additional access to I-44. Outer road system improvements would allow local traffic alternatives, lessen load, and improve emergency response.		Corridor currently undergoing a study (Forward '44).
3	Webster	Marshfield	Road Realignment/ Intersection Improve	on Rte. DD	Elm Street		Realignment or added traffic control at intersection.	School traffic gridlock due to poor intersection design. Elm Street will see higher traffic due to new interchange. Currently has a concrete median; TEAP project (city/county split) performed, with new conceptual design.		TEAP Study project completed in 2021.
4	Webster	Fordland	Safety, Congestion/Traffic Management	State Hwy PP	"S" curves, near high school complex		Realign a section of State Hwy PP to increase visibility, lengthen turn lanes, and improve safety of school buses, young drivers and other motorists. Would also benefit bike/ped uses.	Rural highway enters city limits near a pair of "S" curves. High speed traffic mixes with school buses and young drivers who are in a bottleneck waiting to turn into school complex.		TEAP Study project completed in May, 2023.
5	Webster	rural Fordland	Safety Concern	on Rte. Z	over Finley River	X0737- Good (7)	Replace low-water bridge with taller structure	Replace low bridge; frequent flooding on route from rural Christian/Douglas counties to Hwy 60		
6	Webster	rural Rogersville	Bridge Improvement	on Rte. B	Where Route B crosses Panther Creek; low-water bridge N. of Rogersville; South of Compton Hollow Rd	X0933- Fair (5)	Water tops road frequently in heavy rains	Many people use Route B to get to I-44. The roadway becomes completely submerged with even small rain events. Although MoDOT is as timely as possible with signage, the roadway is often covered before warning signs can be put out to divert people through the Compton Hollow conservation area if coming from the north (not sure where they divert if driving from the south). I am concerned that someone may drive directly into the water especially at night.		Crossing is not visible until cresting the hill when approaching from the north. Increasing issues with trucks being forced to reverse up the hill to seek alternate routes.
7	Webster	rural/Marshfield	Overpass (no ramps)	over I-44	at State Hwy W (mile marker 102)		Rte. W turns into N. Buffalo St.; traffic flow & emergency response			
8	Webster	Rural	Safety, Capacity, & Intersection improvements	On Rte. A (or A, B, C)	from Rte. 60 to Marshfield	S0198- Fair (5) A1630- Fair (6) S0197- Fair (6)	establish connectivity between US 60 & I-44; add hard shoulders; bridge replacement; improve dangerous intersections (A&KK, A&FF); agriculture route; freight route	A is the main north/south route through Webster County. There are numerous large trucks and agriculture vehicles that travel this route, connecting Hwy 60 and I-44. Rte. A was used as a detour for flooding relief in April/May 2017 and the increase traffic exposed safety concerns. Concerns with farm equipment, slow moving vehicles and potential for accidents. Also provides a connection to the Marshfield industrial park. Pull outs on A are not serving their purpose.	Freight and agricultural routes and detours for I-44 On Route C, needs widened and reduce hill near southern end for freight and ag traffic	
9	Webster	Marshfield	Capacity and Interchange improvements	on I-44	Marshfield interchange (exit 100)		Lengthen on-ramp to westbound I-44	High freight and passenger volumes westbound at exit 100		
10	Webster	Rogersville	New interchange (Safety, Congestion/Traffic Management, Freight, Economic Development)	Hwy 60	Hwy 60, east edge of Rogersville city limits, at intersection with White Oak Road / Peck Hollow Road.		New interchange, tied to proposed outer road system; Recommended in Corridor Study (section 1).	Hwy 60 has seen an increase in traffic and has several locations where vehicles are traveling at high speeds, but vehicles may be turning onto/off of 60. Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety and congestion concerns with freight traffic.		Project recommended in US Hwy 60 Corridor Plan.
11	Webster	Rural, east of Seymour	New interchange (Safety, Freight, Economic Development)	Hwy 60	Hwy 60, midway b/n Seymour and Wright County line, at intersection with PeeWee rail crossing		New Interchange over 60/RR, tied to proposed outer road system, as recommended in 60 Corridor Plan (Section 4).	Hwy 60 has seen an increase in traffic and has several locations where vehicles are traveling at high speeds, but vehicles may be turning onto/off of 60. Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety and congestion concerns with freight traffic.		Project recommended by US Hwy 60 Corridor Plan.
12	Webster	Marshfield	Road Realignment/ Intersection Improvements	on Rte. A	at 38		Realignment of road and intersection (relocate "4-way stop", improve rail crossing (consolidate 2 rail crossings to 1 improved)	Realign intersection to accommodate trucks/freight traffic turning south from A. Turn is currently too sharp, northbound traffic forced to yield as far back as a block south of the intersection. Improve traffic flow		Included in a rail coordination/consolidation plan with BNSF.
13	Webster	rural	Safety Improvements	Countywide	Countywide		Hwys 38; A, C, NN; ZZ & MM; Y & WW - shoulder install and/or paving	Make improvements for heavy truck and freight traffic; shoulders, truck pull-offs, parking, etc.		Freight need
14	Webster/Greene	Rural Rogersville	Safety, Congestion/Traffic Management	off Hwy 60	Southern edge of City of Rogersville, parallel to Hwy 60; Peck Hollow Road			14 Improve safety and congestion concerns.		Recommended as part of US Hwy 60 Corridor Plan
15	Webster	Seymour	Safety, Congestion/Traffic Management, Freight	Clinton Ave	4-Way Intersection of Clinton Ave (state-maintained) and Main Street.			15		
16	Webster	Fordland	Safety	Hwy 60	Hwy 60 and Burks			16 *Included in #1, above* The traffic is going way too fast for anyone to pull onto Hwy 60 from Burks in Fordland. The excel lanes would at least let people get up to speed before pulling onto the highway.		City willing to participate in costs.
17	Webster	Rural - Diggins to Seymour	Safety, Congestion/Traffic Management, Maintenance/Taking Care of the System	Hwy 60	Intersection of State Hwy O and U.S. Hwy 60, east to Enterprise Drive		Extension of outer road on north side of Hwy 60 from Hwy O to west edge of City of Seymour (Enterprise Drive, or equivalent)	*Included in #1, above* Creation of a single outer road (by tying some existing strands together with construction of new roadways) would allow slower moving agricultural/local traffic an alternative to using Hwy 60. Would also improve emergency response.		Recommended as part of US Hwy 60 Corridor Plan
18	Webster	Fordland	New interchange (Safety, Economic Development)	Hwy 60	Burks St. intersection with US Hwy 60, connects State Hwy PP to Washboard Road		New interchange, tied to proposed outer road system; as recommended in Corridor Study (Section 2).	*Included in #1, above* Hwy 60 has seen an increase in traffic and has several locations where vehicles are traveling at high speeds, but vehicles may be turning onto/off of 60. Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety concerns.		Project recommended as part of US Hwy 60 Corridor Study.
19	Webster	Marshfield	New interchange (Marshfield #3)	on I-44	at TBD; to include frontage road connecting State routes (Hwys 38; J; Cologna Rd)		Addition of a new interchange on I-44 for Marshfield	*Included in #2, above* Congestion (improve traffic flow); Emergency Response; Econ Dev.; partial funding found; truck depot		
20	Webster	rural Diggins	New Interchanges	Hwy 60	intersection Hwys A & 60, west of Diggins		Intersection of Hwys A & 60, west of Diggins. Interchange over 60 and rail line, connecting State Hwy A to State Hwy NN.; Corridor Study (Section 3)	*Project Funded/Underway*		
21	Webster	Seymour	Safety, Congestion/Traffic Management, Economic Development	Hwy 60	Intersection of Hwys C / K; east edge of Seymour city limits		New interchange over 60/RR, tied to proposed outer road/rail overpass; Corridor study (section 4)	*Project Funded/Pending Budget* Hwy 60 has seen an increase in traffic and has several locations where vehicles are traveling at high speeds, but vehicles may be turning onto/off of 60 onto/off of a lettered route. Deceleration/acceleration lanes could assist with the safety concerns. Improve safety and congestion concerns with freight traffic.		Project recommended as part of US Hwy 60 Corridor Study.
22	Webster	rural Strafford	New interchange (Strafford #2)	on I-44	at TBD		New interchange near Greene County line; trucking / industry	*Included in #2, above* Congestion (improve traffic flow); Emergency Response; Econ Dev.; partial funding found; truck depot		Need to discuss with consultant to determine location
23	Webster	Rural Diggins	Bike/Ped	State Hwy A	2.5 miles stretch, north of US Hwy 60		add hard shoulders for non-motorized agricultural lanes	*Included in #7, above* To separate horse buggy, tractor and trailers		
24	Webster	Fordland	New interchange (Safety, Congestion/Traffic Management, Freight, Economic Development)	Hwy 60	Hwy 60, west edge of City of Fordland, at intersection with State Hwy U / Red Oak Road		New interchange over Hwy 60 & rail line, tied to proposed outer road system, as proposed in Corridor Study (Section 2)	*Included in #1, above* Hwy 60 has seen an increase in traffic and has several locations where vehicles are traveling at high speeds, but vehicles may be turning onto/off of 60. Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety and congestion concerns with freight traffic.		Project recommended by US Hwy 60 Corridor Plan.
25	Webster	Seymour	Safety	Hwy 60	Intersection of U.S. Hwy 60 - Skyline Road		MoDOT completed safety improvements at this location in August of 2020. However, those improvements have not worked well, and may have had the opposite effect.	*Included in #20, above* Since that time, the Seymour Police Dept. has recorded 11 accidents at that location. Residents have requested: better signage; improved lighting; and a general review of the intersection's design.		

26	Webster	Diggins	Safety, Maintenance/Taking Care of the System, Congestion/Traffic Management, ADA/Accessibility Compliance, Economic Development, Bike/Pedestrian							Village has limited funds so contribution would depend upon project dates.
Bike/Ped										
1	Webster	Fordland	Bike/Ped	Hwy FF/PP	Add sidewalk along Main Street (State Hwys FF / PP) from Center Street to Park Street; incl. rail crossing at Center Street		ADA / pedestrian sidewalk - as recommended in Corridor Study; add sidewalks from downtown to Park and school complex; Include upgrade to PED crossing.	Students are walking along busy street/highway to get to school; construction of a sidewalk to Park Street would provide safer access. Would also increase safety at rail crossing.		Project proposed in US Hwy 60 Corridor Plan.
2	Webster	Seymour	Bike/Ped	S. Division St. / State Hwy K	Pedestrian Improvements from S. Main St. to E. Summit St. , then S. Division St. (State Hwy K)		Connect low income housing area to service areas (food pantry, park, retail area); and take foot traffic off busy State Hwy. Continuation of current project funded by TAP grant.	S. Division St is State Hwy K, owned and maintained by the MoDOT. It is located within the city limits of Seymour. Ventura Drive, which connects to this highway, is the location of Seymour's only low-income housing. There are 28 housing units in this complex. Many of the residents that live in these housing units do not have a vehicle for transportation. This results in a lot of pedestrian traffic from Ventura Drive into town. Many of them walk to the grocery store, the pharmacy, the utility office and many other places. This highway is heavily traveled by vehicles, as it is a main corridor to Ava from Seymour. It is also the route taken to the Southern Missouri Off Road Ranch, which brings in hundreds of people each weekend. It is an extreme safety concern of many for the pedestrians walking to and from their homes on Ventura Drive. The only food pantry in Seymour is also located on this highway and several people from town walk to the food pantry each week.		Part of project proposed as part of US Hwy 60 Corridor Plan
3	Webster	Marshfield	Bike/Ped	N. Pine St.	b/n Hubble Drive (Route 66) and Washington Street		Create sidewalk in residential neighborhood near elementary school / early learning complex	provide a safe pedestrian and bicycle path that keeps people off the road - particularly during heavy commuter times at beginning / end of school day		complete project, connecting new Hwy CC to city park, Route 66, and two school facilities; approximately 3,800 ft.
4	Webster	Rogersville	Grade separation & pedestrian/bike accommodations	Rte. B (Mill St.)	Rte. B/Mill St (or Cherry) at Railroad	new bridge	Construct grade separated crossing for safety across railroad	Mill and the railroad crossing is the only place to cross for North side community members. No pathway for safety for people do safely cross. Either Mill or Cherry would be good places to develop some time of crossing.	High priority for community; willing to cost-share but unsure of amount	
5	Webster	Marshfield	Bike/Ped	State Hwy 38	east edge, city limits		Extend sidewalk from Walnut Street (RR crossing) eastward to low income housing development (approx. 3,250ft)	give pedestrians accessing retail area a safe place to walk (currently using westbound lane of busy highway). Could also be utilized by bicyclists - as stretch of road also lies on TransAmerica Route 76.		
6	Webster	rural Marshfield; rural Strafford	Bike/Ped	Route 66	entire length (aka State Hwys CC & OO)		Shoulders to accommodate bike riders. National route: Bicycle Route 66	Safety of bicyclists / motorist on narrow rural state highways		
7	Webster/Greene	rural Rogersville	Bike/Ped	State Hwys VV, B, & AD	loop from Greene County		Shoulders to accommodate bike riders. Local scenic route: Beginning in Greene County	Cyclists using Greene County Roads southwest of City enter State Hwy near Webster County line to access commercial area in City adjoining US Hwy 60		
8	Webster	Rogersville	Bike/Ped	Hwy B	Rail crossing at Front Street (State Hwy B).		Upgraded PED crossing, add new ADA sidewalk. Tied to proposed road/rail improvements in Corridor Study			Project recommended in U.S. Hwy 60 Corridor Plan.
9	Webster	rural Marshfield	Bike/Ped	on Rte. 38	entire length		Shoulders to accommodate bike riders. National route: TransAmerica Route 76	Safety of bicyclists / motorist on narrow rural state highways		
10	Webster	Marshfield	Bike/Ped	Courthouse Square	Downtown Marshfield		pedestrian improvements; utility & stormwater improvements; ADA updates; Downtown to Senior Center (no longer on state system)			Phase 2 implementation of community sidewalk plan; pedestrian, utility and stormwater improvements
11	Webster	Marshfield	Trail & Trailhead Amenities	Hidden Waters Park	Intersection of State Hwys CC & 38 (no longer on state system)		Need historical/educational signage	Trail of Tears site, near intersection of two national bike trails; need trailhead facilities; historical/educational signage etc.		
12	Webster	Marshfield	Trailhead Amenities	Route 66 Roadside Park	East of Marshfield (no longer on state system)		New park, SHPO requires park site as part of new interchange project			Will overlook Trail of Tears site
13	Webster	rural Seymour	Bike/Ped	State Hwy C	5.5 mile stretch, north of US Hwy 60		add hard shoulders as non-motorized agricultural lanes			
14	Webster	rural; Fordland	Bike/Ped	State Hwy PP	from City of Fordland to west, entire length		Heavy bike traffic due to connection to Greene County trail system			
15	Webster		Bike/Ped	Countywide	Countywide		Sidewalk Replacement and Expansion			
16	Webster	Rogersville	Bike/Ped	Citywide	Sidewalks throughout town to bring up to ADA standards and add at County Line Rd; Rt VV; Maple St; Maplewood St; Dogwood St; McDaniel St; Ashley St; Thema St; Timman St; Radar St.; and add at County Line Rd		Need to repair old, non ADA compliant sidewalks, and add sidewalks throughout community.	Lack of sidewalks throughout community endangers lives of citizens and restricts access to commercial areas for all. Is listed in City's Comprehensive Plan. Project costs vary, depending on area. City is willing to cost share, but cannot afford to do all at once. No preliminary engineering completed at this time.		
Freight										
1	Webster	Rural, west of Marshfield	Freight and Rail	State Hwy OO, Route J & Route 38; Northview I-44 to Marshfield	from Northview exit to State Hwys J / 38, west of City of Marshfield		Frontage road north of I-44, truck depot at Hwy J/ Need rail spur & connecting roadways - including a grade separation rail crossing for expansion of Industrial Park in Marshfield	Improve safety and congestion concerns with freight traffic; Economic development; improve industrial recruitment		
2	Webster	Rural, west of Seymour	Freight and Rail	Hwy 60	Hwy 60, from State Hwy O (Diggins) to W. Clinton Ave. (Seymour); overpass at current Short Road crossing		Rail overpass midway b/n Diggins & Seymour, connected by Frontage road north of US Hwy 60. , as recommended in Corridor Study			Project recommended in US Hwy 60 Corridor Plan.
3	Webster	Marshfield	Freight and Rail	Rt. 38	Marshfield truck route at 4-way stop		Improvements to accommodate trucking			
4	Webster	rural / Diggins	Freight and Rail	on Rte. A, B, & C	from Rte. 60 to I-44 / Hwy 38		establish connectivity between two major commercial routes			
5	Webster	rural	Freight and Rail	on Rte. J	at Rte. 38		intersection improvements			
6	Webster	countywide	Freight and Rail	Countywide	Countywide		Intersection Improvements at various locations for truck turning radius, particularly at RR crossings	Vehicle/rail conflicts and increase rail traffic		

7	Webster	countywide	Freight and Rail	Countywide	Countywide		Double track in rural areas to reduce conflict			
Transit										
1	Webster	countywide	Transit	Countywide	Countywide		OATS (improve/expand service, or provide alternative)			
2	Webster	Rural Fordland	Transit	US Hwy 60	Rural Fordland		Truck Parking Facility	Develop MoDOT right-of-way acquired during project to improve US Hwy 60 for truck parking facility		
3	Webster	countywide	Transit	Countywide	Countywide		Regional bus service Start-up			
4	Webster	countywide	Transit	Countywide	Countywide		Regional bus service operating costs			
5	Webster	countywide	Transit	Countywide	Countywide		Inter-city bus service			