

SMCOG Priority #	County Priority #	County	City	Need	Route	Location	Include bridge(s)?	Description	What problem are you trying to solve?	Status	Notes
1	1	Greene/Webster		Safety, Capacity, & Intersection improvements	on US Hwy 60	Hwy 60 Corridor; Greene county, through Webster County to Wright county line	A8343 A8346	Improvements along the US Hwy 60 corridor in Webster County; safety improvements along entire route at lettered routes/60 intersections; Upgrading of intersection 60/125 in Greene County from at-grade to interchange.	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 (A). Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety and congestion concerns with freight traffic; current intersection at 125/60 is a bottleneck with truck traffic. 125 is a detour route for MoDOT when 60 is under water. Amish horses and buggies fatalities reported in this corridor.	125/60 interchange to be constructed in 2022-2023. Is cost-shared with OTO and SW Rural	
2	1	Greene, Christian, Lawrence, Barry	Billings/ Marionville/ Aurora/ Monett	Capacity and Safety Improvements	on Rte. 37 & Rte. 60	Route 60 from Republic (OTO Boundary) to Monett and Route 37 from Monett to Gateway, AR.	A7565 - Good (7)	Route 60: 4-lane expressway, Republic to Monett and Route 37: 4-lane expressway and/or passing lanes from Monett to Gateway, AR.	Increase capacity in order to accommodate additional freight traffic and assist in economic development in Barry County. A study has already been completed. Safety improvements on narrow and dangerous portions in southern part of the county. Reduce congestion on 60, improve overall safety; increase economic development. This is a freight route for Monett's industry of EFCO/Pella Windows, Tyson Foods, etc. EFCO, a major employer in Monett has said they are about 100 employees behind but can't find employees, in part due to transportation concerns. Perhaps look at options for four laneing through Marionville city limits in order to accommodate turning traffic and high speeds. Traffic turning off of FR1100 onto 60 and vice versa. Turn lanes on 60 to FR1100.	MoDOT added funds to Rte. 37 resurfacing project 7P3120 in FY 19 for turn lanes and potential passing lanes. MoDOT added project 7P0881, Intersection improvement at Route 60 and Route 37 in FY18. Cost share with Monett. (Not resurfaced in 18-22 STIP) Some environmental work has already been completed 2020- Route 37 pavement resurfacing from Monett to Arkansas with passing lane at Washburn and various intersection improvements	Also a freight need
3	2	Christian, Taney		Safety, capacity and intersection improvements	on Rte. 65	Throughout Christian County- at State Hwys A & BB; at Hopkins Road; at Saddlebrook exit; Upgrade US 65 to freeway standards for the entire length across Taney County	A3804- Fair (6) A0572 - Fair (6) A3805 - Fair (6) A0896- Fair (6) A0895 - Fair (5) A5865- Good (7) A5866 - Good (8) A0897 - Good (7) A0898 - Fair (6) A0899- Fair (6)A0929 - Poor (4) NP A5827- Good (7) A5654- Good (7) A5653- Good (7) A0930 - Fair (5) A5652- Good (7) A5592- Good (7) A0931- Good (7) A5515- Fair (6) A5381- Fair (6) A5380- Good (7) A3064- Fair (6) A3066- Fair (5) A3067 - Good (7) A3068 - Good (7) A3070- Fair (5) A7002- Good (7) A6927- Good (7)	Safety and crash concerns throughout Christian and Taney counties. Concern w/ schools business being able to turn, add acceleration/deceleration lanes, add turn lane on southbound 65 to Saddlebrook; Upgrade Highway 65 to meet freeway standards throughout Taney County. Upgrades would include improving US 65 access points to grade-separated interchanges. This includes four intersections in the southern part of the county and up to three in the norther part of the county (though some access consolidation may be necessary.) Including to 86 Hwy and Morris property. Some segment improvements signage upgrades may also be required.	Rt A and BB has school bus issues; Improve safety, specifically at intersections, reduce congestion, improve a freight route between Missouri and Arkansas, and improve an important roadway for economic development. Highway 65 is the primary north-south highway through Taney County. It was upgraded to 4 lanes with a median in the 1990's. Several grade-separated interchanges have been building; but seven remain. Intersection near Morris Properties and Airport on 86 needs to be considered due to high traffic.	MoDOT added funds to US 65 project 7P3210 in FY21 for resurfacing and safety improvements. MoDOT funds also added to US 65 project 7P3235 for resurfacing in FY21. MoDOT funds added to US 65 project 7P3352 in FY21 for high friction surface treatment near Saddlebrooke.	Eventual freeway status
4	1	Webster	Seymour	New interchange (Safety, Economic Development)	Hwy 60	Intersection of Hwy 60 & W. Clinton Ave; west edge of Seymour city limits		New interchange over 60/RR, tied to proposed outer road system, as recommended by Corridor Study (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 lighted intersection at Seymour. Improve safety concerns with freight traffic. Amish horses and buggies fatalities reported in this corridor.		Project recommended as part of US Hwy 60 Corridor Study.
5	1	Taney	Hollister/ Kirbyville	Capacity Improvements	on Rte. 76	Phase I: From Birch Street/ 65 Interchange to BB Hwy		Construct new Taney County Expressway. Total distance will be 4.6 miles for phases I and II. The roadway is proposed to be two-lane highway. All intersections will be at-grade and likely stop-controlled. Multiple bridges will be required.	There is a needed connection between Hwy 65/Industrial Park Dr. interchange and the east side of Taney County. This would reduce traffic volumes on Hwy 76 in the Lakeshore area; provide a safer travel route (diverting traffic from 76); and open development opportunities (commercial, industrial, and residential). It would also divert traffic from Hwy BB and Coon Creek Road. This would benefit the proposed transload facility which will be located near the Branson airport. The final roadway would benefit both Hollister and Kirbyville Schools.	The low water bridge on Coon Creek Road was replaced in 2018.	Refer to 2019 BUILD grant submittal. Phase 1 estimate is \$24 million. Taney County would consider \$4-6 million of right-of-way and other "inkind"

<u>6</u>	1	Dade	Greenfield/ Countywide	Safety/ Alignment Improvements	on Rte. 160 & 39	From Barton County line to Rtes. MM/FF	T0147 J0552- Fair (5) NP B0409 A2932 - Poor (3) NP A2931 - Poor (3) NP A2542 - Fair (6) NP A2541- Good (7) NP	160 needs improvements throughout county;Install shoulders; freight route; "Deadman's Curve" Trucks turning over between 245 and 203; freight route; Need new bridge/ wider bridge at Kyle Creek & new railroad crossing; S curve between 107 and 115 needs something; head walls between Golden City and Lockwood, and Lockwood and Greenfield; Rt. 39, north of K has curves that has a lot of accidents reported	Safety concerns with commercial truck traffic and narrow, winding roads. Installation of shoulders needed; 8 ft shoulders preferred. 160 is a freight route and the curve between 245 and 203 has seen trucks turning over. Drivers must look back to see oncoming traffic on 160. To come off of 160 and onto 39 North, driver has to cross oncoming traffic.	Intersection project had previously been planned and funded by MoDOT for improvement, but City of Greenfield at the time did not want project to be completed. New leadership would like to see project happen. 160 was resurfaced in FY20 and intersection of 160/39 was restriped to see if that helped as an interim approach to reconstruction the entire intersection. September 2021: Bus wreck with 20 kids on 160 east of Lockwood where the road narrows and there's a box culvert.	Conducted traffic counts in May 2019. AADT in curves along 160 was 903. Maximum speed through curves was 77 mph, must faster than is safe. Several accidents occur at intersection, but wonder if they are not getting reported.
<u>7</u>	1	Dallas		Safety, Capacity, and Intersection Improvements	on Rte. 65	Through county; including at Kelly Rd; at Truman Rd; at 64; S of MO32	H0822- Fair (6) NP A4130 - Fair (6) NP A4129 A4128- Fair (6) NP A4127- Fair (6) NP H0837- Fair (5) NP H0836 - Fair (5) NP H0835- Fair (6) NP H0834 - Fair (5) NP J0113 - Fair (6) NP	Improve capacity countywide. Improve safety and reduce congestion at the following intersections: 65 & Kelly Rd, 65 & Truman Rd, 65 & 64, and 65 & MO32.	Need to improve capacity countywide and improve safety and reduce congestion at various intersections. Getting worse with traffic. Bus barn and administration building moved to Rt. 65 so there is more congestion along the route.		Extend four-lane or install passing lanes countywide; freight route. At Kelly Rd intersection, 100-150 trucks/week to & from grain elevators and Hostetler; owners willing to cost-share. At Truman Rd intersection, 30 busses/day creates congestion and safety concerns. At 64 intersection, install traffic- calming measure; current flashing light and high volume of speeders causes accidents. South of MO32 in front of Signal in Buffalo needs median or poles in center lane to prevent accidents when used as traffic lane. Kelly Road as potential cost share.
<u>8</u>	1	Polk		Safety Improvements	on Rte. 32	west of Rte. 13 about 2miles	H0022- Fair (6) NP H0074- Fair (6) NP H0021- Fair (6) NP	Straightening of dangerous S curves	Improve safety on Rte. 32 to prevent crashes and create safer path for emergency response vehicles; history of fatal accidents occurring on the S curves. Route services number of freight trucks and large trucks hauling turbines to dam.	Has been included with Cedar County Mo 32 project for a MoDOT scoping project 7P3288 to investigate potential scope and cost of improvements in 2018-2022 STIP.	County wonders whether slide-offs are being reported. Feel like there are several that happen but the data doesn't reflect that.
<u>9</u>	2	Polk		Safety and Capacity Improvements	On Rte. 215	From 13 to H Hwy		Widening and safety improvements on 215 from H (new beef plant) to Highway 13. There has been a significant increase in truck traffic with the opening of the beef processing plant. Several trucks use the route daily creating more traffic which in turn leads to safety concerns.	Increased traffic and safety concerns with freight traffic. Pleasant Hope police sat at roadway for 8 hours and say 82 dump trucks. Many hauling to rock quarry.		
<u>10</u>	2	Greene		Safety and Capacity Improvements	on Rte. 125	Hwy 125 through County	T0273	Improvements to 125, including addition of center turn lane in Fair Grove in order to relieve congestion. School and commercial traffic is bottlenecked w/ Sidewalk improvements are also needed for students/pedestrians. Address low lying areas that flood.	Congestion issues on 125, traffic gets backed up and it is highly traveled pedestrian corridor. Schools, fire department, board of alderman are all concerned about the traffic and safety. There have been numerous near-miss accidents, highly traveled by young drivers and kids who walk from schools to the library. A lot of truck traffic in Fair Grove.		New overpass at Chestnut and the development along 125 in Springfield and Strafford has added traffic.
<u>11</u>	2	Webster	Rural Fordland	New interchange (Safety, Congestion/Traffic Management, Economic Development)	Hwy 60	Intersection of US Hwy 60 and State Hwy Z; east edge of Fordland city limits		New interchange over 60/RR, tied to outer road system (underway), as recommended by Corridor Study (section 2).	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 (Z). Deceleration/acceleration lanes and a new interchange could assist with the safety concerns. Improve safety and congestion concerns with freight traffic.		Project recommended as part of US Hwy 60 Corridor Study. Preliminary engineering plans to be developed in 2021-2022.
<u>12</u>	1	Christian		Capacity & safety Improvements	on Rte. EE	from Rte. 65 to Rte. 160/13		Unsafe with lots of curves; add shoulders at least at curves, maybe add some rumbles	Run off the road crashes and large lake traffic, RV and boats, meeting small cars. High accident volume. Route is busier in the summer. Usually people not familiar with the road are involved in the accidents.		
<u>13</u>	1	Stone	SDC/Indian Point	Intersection Improvements	on Rte. 76	at Indian Point Road		Additional turn lane going west	Extend the WB Turn Lane in order reduce congestion and traffic back-ups from vehicles entering Silver Dollar City; access to lake and condos at Indian Point. Memorial Day weekend 2018, traffic was backed up to 465.	Scoping programmed in 2018-2023 STIP	SDC is potentially applying for cost-share
<u>14</u>	2	Barry	Cassville	Bridge Replacements and intersection improvements	on Rte. 76/86/11 2/248	Over Flat Creek & Brock Branch at 112/248 intersection	J0380- Fair (6) J0566- Fair (6)	Narrow Bridge, Needs pedestrian accommodations Replace and Realign; remove sharp turn	Difficult intersection to navigate, especially large trucks or trailer traffic. Near the ball parks and has heavy traffic as one of the primary entries into Cassville.		
<u>15</u>	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; sidewalks needed/planned. Elm will see higher traffic when new interchange is installed in next five years. Currently has a concrete median, but may be a good option for a roundabout. Do not know if it meets signal warrants.	TEAP study recommended preliminary designs	