

Priority #	County	City	Need	Route	Location	Include bridge(s)?	Description	What problem are you trying to solve?	Status	Notes
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.		Project recommended as part of US Hwy 60 Corridor Study.
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.
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	Sidewalk is being taken care of as a part of the ADA project: 2021.
4	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)	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.
5	Webster	Rural, west of Seymour	Overpass (no ramps) (Safety, Congestion/Traffic Management, Freight, Economic Development, Bike/Pedestrian)	Hwy 60	US Hwy 60, midway b/n Diggins and Seymour, at current rail crossing at Short Road		Overpass (no ramps) over Hwy 60 and rail line, midway b/n interchanges; as recommended in Corridor Study (Section 3)	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. Improve safety and congestion concerns with freight traffic.		Project recommended in US Hwy 60 Corridor Plan.
6	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).	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.
7	Webster	Fordland	Safety	Hwy 60	Hwy 60 and Burks		Need acceleration lanes	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.
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&F); 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	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	Congestion (improve traffic flow); Emergency Response; Econ Dev.; partial funding found; truck depot		

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10	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)			

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11	Webster	rural Fordland	New Bridge	on Rte. Z	over Finley River	X0737- Good (7)	Replace low-water bridge	Replace low bridge; frequent flooding on route from rural Christian/Douglas counties to Hwy 60		
11	Webster	rural Strafford	New interchange (Strafford #2)	on I-44	at TBD		New interchange near Greene County line; trucking / industry			Need to discuss with consultant to determine location
12	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	To separate horse buggy, tractor and trailers		
13	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		
14	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			
15	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.
16	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.
17	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.
18	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
19	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)	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.
20	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.
21	Webster/Greene	Rural Rogersville	Safety, Congestion/Traffic Management	off Hwy 60	Southern edge of City of Rogersville, parallel to Hwy 60; Peck Hollow Road		New road section to connect Peck Hollow Rd to FmRd 186 (Greene Cty); create local alternate/relief route from Hwy 125 to east edge of City of Rogersville; recommended by Corridor Study (Section 1)	Improve safety and congestion concerns.		Recommended as part of US Hwy 60 Corridor Plan

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23	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.	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.		
24	Webster	Diggins	Safety, Congestion/Traffic Management, Maintenance/Taking Care of the System	Hwy 60	Intersection of State Hwy O and U.S. Hwy 60		MoDOT has expressed interest in closing this intersection.	However, the Village and the County are opposed, unless certain outer roads were constructed to give alternative east/west access to Hwy 60.		Village/County willing to participate in the costs.
25	Webster	Seymour	Safety, Congestion/Traffic Management, Freight	Clinton Ave	4-Way Intersection of Clinton Ave (state-maintained) and Main Street.		Need wider turn lane for trailers - including those using the intersection to go to "off road ranch" on State Hwy K			
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	Marshfield	Bike/Ped	Elm Street	b/n Hubble Drive (Route 66) and Julian Street; possibly also from Julian to Locust Street		Phase Three: extension of bike/walking path from Route 66 to High School (Hwy DD).	provide a safe pedestrian and bicycle path that keeps people off the road		complete project, connecting new Hwy CC to city park, Route 66, and two school facilities; approximately 3,800 ft.
2	Webster	Seymour	Bike/Ped	Hwy K	Rail crossing at South Charles St. (aka State Hwy K)		Upgrade PED crossing, add new ADA sidewalk; near YMCA and school facilities; tied to proposed road/rail improvements; recommended by Corridor Study (Section 4)	pedestrian trespassing on the railroad; fences to draw pedestrian to crossing		Project proposed as part of US Hwy 60 Corridor Plan
3	Webster	Fordland	Bike/Ped	Hwy FF/PP	Rail crossing at Center Street (State Hwys FF / PP)		Upgrade PED crossing, ADA sidewalk to accompany Quiet Zone - as recommended in Corridor Study (Section 2)			Project proposed in US Hwy 60 Corridor Plan.
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	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		
6	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		
7	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.
8	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		

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9	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 improvemetns
10	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.		
11	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
12	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			
13	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			
14	Webster		Bike/Ped	Countywide	Countywide		Sidewalk Replacement and Expansion			
15	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.		
Rail										
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 (expanding service)			
2	Webster	countywide	Transit	Countywide	Countywide		Regional bus service Start-up			
3	Webster	countywide	Transit	Countywide	Countywide		Regional bus service operating costs			
4	Webster	countywide	Transit	Countywide	Countywide		Inter-city bus service			