



**Special Technical Committee Meeting Agenda, October 13, 2010  
Missouri State University Plaster Student Union Room 312 (Third Floor)**

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

**I. Administration**

**A. Approval of Technical Committee Meeting Agenda**

(2 minutes/Lloyd)

**TECHNICAL COMMITTEE ACTION REQUESTED**

**B. Public Comment Period**

(5 minutes/Lloyd)

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.

**II. New Business**

**A. MoDOT Cost Share Application Prioritization Process**

(5 minutes/Miller)

OTO is being requested to approve the Cost Share Application Prioritization Process that MoDOT District 8 is using to prioritize the cost share applications from the OTO area.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF THE MODOT DISTRICT 8 COST SHARE APPLICATION  
PRIORITIZATION PROCESS TO THE BOARD OF DIRECTORS**

**III. Adjournment**

Targeted for 2:30 P.M. Next Technical Committee meeting is scheduled for Wednesday, November 21, 2010 at 1:30 PM at the Missouri State University Plaster Student Union.

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.

## **TECHNICAL PLANNING COMMITTEE AGENDA 10/13/10; ITEM II.A.**

### **MoDOT Cost Share Application Prioritization Process**

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

#### **AGENDA DESCRIPTION:**

MoDOT District 8 is requesting that OTO approve the cost share application prioritization process that they will be utilizing to prioritize cost share applications in the OTO area. We currently have six applications that were submitted on October 5<sup>th</sup> for Statewide Cost Share funding. MoDOT central office has requested each district office prioritize the projects within that district.

Statewide cost share funding is available for projects which improve the state system. The applicant must provide a minimum of 50% of the project funding.

MoDOT District 8 is proposing a tiered process that places Economic Development projects in the first tier and those projects that are not Economic Development projects in the second tier. The process gives points for the number of jobs created, the priority OTO places on the projects, the Functional Needs Score and if the project meets a Taking Care of the System Need.

The OTO priority score is based on where the project appears in the Long Range Transportation Plan. If the project is on the High Priority List it receives a higher score than on the Medium Priority or Vision List.

The Functional Needs Scores come from the MoDOT internal prioritization process that evaluates the project based on several predetermined factors such as congestion relief, economic competitiveness, quality of communities, safety and taking care of the system.

Please see the attached materials for further information on the proposed process.

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

To make a recommendation to the Board of Directors for approval of the MoDOT District 8 cost share application prioritization process

## Methodology

Points Allocation	
OTO LRTP/D8 Rural Prioritization	
High	= 5
Medium	= 3
Vision/Low	= 1
None/Not on Priority List	= 0
Functional Needs Score	
0-10	= 0
11-20	= 1
21-30	= 2
31-40	= 3
41-50	= 4
51-60	= 5
60+	= 6
Addresses a TCOS Need?	
Yes	= 3
No	= 0
Economic Development (Based on DED/MERIC analysis)	
Less than 75 jobs	= 2
76 - 100 jobs	= 3
101 - 150 jobs	= 4
151 - 250 jobs	= 6
250 - 500 jobs	= 8
501 - 1000 jobs	= 10
more than 1000 jobs	= 12
First Tiebreaker	= Number of Jobs Created
Second Tiebreaker	TO LRTP/D8 Rural Prioritization
Third Tiebreaker	= Functional Needs Score

### Prioritization Tiers: Economic Development (DED Letter) projects first; then cost shares

Tier I: Economic Development with DED Letter, Cost/Benefit Ratio greater than 1

Tier II: All other projects, including cost share projects.

Projects are assigned points based on:

- 1) Economic development and job creation, per the Missouri Department of Economic Development's REMI Model (for economic development projects).
- 2) The projects ranking category (high, medium, low or none) in either the OTO Long-range Transportation Plan or District 8's rural planning projects list.
- 3) The functional needs score from the MoDOT rural functional needs prioritization process or the OTO functional needs prioritization process.
- 4) Projects get a bonus point if they also address a Taking Care of the System (TCOS) need, meaning that project provides new pavement where resurfacing is scheduled or where a bridge replacement or repair is needed.

The first purpose of the economic development/cost share program is to facilitate economic development. Therefore, projects that meet the criteria to be economic development projects (i.e. MoDED letter of support and REMI model) will automatically rank ahead of standard cost share projects.

When there are multiple applicants from District 8, District 8 is now required to rank these applications with OTO and non-MPO projects compared on the same list for the district. How the project ranks at the district level is one of the criteria used to rank all of the projects submitted for the economic development/cost share program

**EXAMPLE RANKING - Utilizing previously-funded cost share projects, OTO and non-MPO areas**

Rank	Project	Economic Development		OTO LRTP/D8 Rural Prioritization		MoDOT Functional Needs Prioritization		TCOS Need?		Total
		Eligible/DED Letter?	Jobs Score	Priority	Points	Score	Points	Y/N	Points	
1	8S0919: Route 744 (East Kearney) widening at from 65 to LeCompte (Springfield Underground Expansion)	Yes	6	High	5	60.8	6	No	0	17
2	8P0799: Route 76 Taneycomo Bridge and Roundabout in Branson and Hollister	No	0	High	5	60.7	6	No	0	11
3	Glenstone and I-44 Interchange in Springfield	No	0	High	5	58.2	5	Yes	1	11
4	8P0791: National and James River Freeway in Springfield	No	0	High	5	59.0	5	No	0	10
5	8P2184: Routes 60 and B/VV intersection in Rogersville	No	0	High	5	51.9	5	No	0	10
6	8P2146: Route 14 (Third Street), Downtown Ozark	No	0	High	5	48.5	4	No	0	9

**EXAMPLE RANKING - Pending Cost Share/Economic Development Projects**

Rank	Project	Economic Development		OTO LRTP/D8 Rural Prioritization		MoDOT Functional Needs Prioritization		TCOS Need?		Total
		Eligible/DED Letter?	Jobs Score	Priority	Points	Score	Points	Y/N	Points	
1	<b>8P2366:</b> Route 65 and Evans Road Interchange	Yes	8	High	5	59.2	5	No	0	18
2	Strafford Route OO and Route 125 Improvements (DED Letter Pending; estimating 50 +/- jobs)	Yes	2	Vision/Low	1	44.9	4	Yes	1	8
3	<b>8U0500:</b> Route 65 and Battlefield Road Interchange (Springfield)	No	0	High	5	44.0	4	Yes	1	10
4	<b>8P2356:</b> Route 65 and CC/J Interchange (Christian County)	No	0	High	5	34.3	3	No	0	8
5	<b>8P2199:</b> Route 160 and Route 14 Intersection (Nixa)	No	0	Medium	3	46.7	4	No	0	7
6	<b>8P2357:</b> Route 14 and Gregg Road Intersection (Nixa)	No	0	Medium	3	47.3	4	No	0	7

# Functional Needs

9/15/2010

US 65 N

From 43.307

To 43.82

Need ID: 241 65 @ Evans Road, interchange improvement

Project\_number:

Estimated cost: \$0.00

## Process Points Section

### Access to Opportunity

5% wt 0.00 value

Vehicle Ownership:	100 pts	score
Eliminate Bike/Ped Barriers:	0	0.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>0.00</b>

### Quality of Communities

5% wt 5.00 value

Complies With Land use Plans:	0 pts	0.00 score
Complies With Transportation Plans:	45	45.00
Connectivity :	55	55.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>100.00</b>

### Congestion Relief

20% wt 13.04 value

Level of Service:	25	15.00
Daily Usage:	50	25.18
Functional Classification:	25	25.00
System Efficiency:	0	0.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>65.18</b>

### Environmental Protection

0%wt 0.00 value

Enviornmental Impact:	0	0.00
District Flexible Factors:	100	0.00
<b>Total:</b>	<b>100</b>	<b>0.00</b>

### Economic Competitiveness

15% wt 10.88 value

Strategic Economic Corridor:	0	0.00
Level Economic Distress:	50	22.50
Supports Regional Economic Plans:	50	50.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>72.50</b>

### Safety

30% wt 7.91 value

Safety Index:	95	21.37
Safety Concern:	5	5.00
Safety Enhancements:	0	0.00
Accident Rate:	0	0.00
Accident Severity:	0	0.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>26.37</b>

### Efficient Movement of Freight

5% wt 2.33 value

Truck Volume:	60	46.6
Freight Bottle Necks:	20	0.00
Intermodal Freight Connectivity:	20	0.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>46.57</b>

### Taking Care of the System

20% wt 20.00 value

Pavement		
Bridge Condition:	0	0.00
Pavement Condition:	0	0.00
Pavement Smoothness	0	0.00
Daily Usage	0	0.00
Truck Usage:	0	0.00
Functional Classification:	0	0.00
Exceptional Bridge:	0	0.00
Substandard Road and Bridge:	100	100.00
District Flexible Factors:	0	0.00
<b>Total:</b>	<b>100</b>	<b>100.00</b>

## Data and Comments Section

County: Miles Planning Partner:

GREENE	2.099	OTO MPO
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### Data

<b>Data Score</b>	<b>59.15</b>
AAADT:	24838.60
Daily Usage:	12419.30
Truck Volume:	2409.34
Safety Index	4.10033
Property Damage Only:	16.33
— 3 yr avgs Injury:	8.00
Fatal:	0.00
Total Crashes per Year	24.33
Pavement Condition	19.30
Condition Text	Very Good
Pavement Smoothness	75.15
Smoothness Text	Good
Min Bridge Rating:	

### Purpose and Need Statement:

### Comment Area

# Functional Needs

9/30/2010

RT 00 E  
 From 2.823 @ 125  
 To 3.023

Need ID: 325 00 @ 125 - Intersection improvements.

Project\_number:

Estimated cost: \$0.00

## Process Points Section

Access to Opportunity			Quality of Communities		
	5% wt	0.00 value		5% wt	5.00 value
Vehicle Ownership:	100 pts	score	Complies With Land use Plans:	0 pts	0.00 score
Eliminate Bike/Ped Barriers:	0	0.00	Complies With Transportation Plans:	45	45.00
District Flexible Factors:	0	0.00	Connectivity :	55	55.00
Total:	100	0.00	District Flexible Factors:	0	0.00
			Total:	100	100.00

  

Congestion Relief			Environmental Protection		
	20% wt	4.89 value		0%wt	0.00 value
Level of Service:	25	11.02	Enviornmental Impact:	0	0.00
Daily Usage:	50	0.92	District Flexible Factors:	100	0.00
Functional Classification:	25	12.50	Total:	100	0.00
System Efficiency:	0	0.00			
District Flexible Factors:	0	0.00			
Total:	100	24.44			

  

Economic Competitiveness			Safety		
	15% wt	10.88 value		30% wt	2.27 value
Strategic Economic Corridor:	0	0.00	Safety Index:	95	7.56
Level Economic Distress:	50	22.50	Safety Concern:	5	0.00
Supports Regional Economic Plans:	50	50.00	Safety Enhancements:	0	0.00
District Flexible Factors:	0	0.00	Accident Rate:	0	0.00
Total:	100	72.50	Accident Severity:	0	0.00
			District Flexible Factors:	0	0.00
			Total:	100	7.56

  

Efficient Movement of Freight			Taking Care of the System		
	5% wt	1.87 value		20% wt	20.00 value
Truck Volume:	60	17.5	Pavement		
Freight Bottle Necks:	20	20.00	Bridge Condition:	0	0.00
Intermodal Freight Connectivity:	20	0.00	Pavement Condition:	0	0.00
District Flexible Factors:	0	0.00	Pavement Smoothness	0	0.00
Total:	100	37.47	Daily Usage	0	0.00
			Truck Usage:	0	0.00
			Functional Classification:	0	0.00
			Exceptional Bridge:	0	0.00
			Substandard Road and Bridge:	100	100.00
			District Flexible Factors:	0	0.00
			Total:	100	100.00

## Data and Comments Section

County:	Miles	Planning Partner:
GREENE	1.375	OTO MPO

### Data

	Data Score	44.90
AADT:	4318.65	
Daily Usage:	2159.33	
Truck Volume:	370.76	
Safety Index	4.68173	
Property Damage Only:	2.00	
— 3 yr avgs Injury:	0.67	
Fatal:	0.00	
Total Crashes per Year	2.67	
Pavement Condition	17.28	
Condition Text	Fair	
Pavement Smoothness	92.20	
Smoothness Text	Good	
Min Bridge Rating:		

### Purpose and Need Statement:

### Comment Area

# Functional Needs

US 65 S  
 From 265.11 North Battlefield ramps  
 To 265.54 South Battlefield ramps

Need ID: 263 65 @ Battlefield, Interchange improvements

Project\_number: 8U0500

Estimated cost: \$0.00

## Process Points Section

<p><b>Access to Opportunity</b> 5% wt 0.00 value</p> <table border="1"> <tr><td>Vehicle Ownership:</td><td>100 pts</td><td>score</td></tr> <tr><td>Eliminate Bike/Ped Barriers:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Vehicle Ownership:	100 pts	score	Eliminate Bike/Ped Barriers:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	0.00	<p><b>Quality of Communities</b> 5% wt 5.00 value</p> <table border="1"> <tr><td>Complies With Land use Plans:</td><td>0 pts</td><td>0.00 score</td></tr> <tr><td>Complies With Transportation Plans:</td><td>45</td><td>45.00</td></tr> <tr><td>Connectivity :</td><td>55</td><td>55.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>100.00</td></tr> </table>	Complies With Land use Plans:	0 pts	0.00 score	Complies With Transportation Plans:	45	45.00	Connectivity :	55	55.00	District Flexible Factors:	0	0.00	Total:	100	100.00																					
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Total:	100	100.00																																															
<p><b>Congestion Relief</b> 20% wt 11.43 value</p> <table border="1"> <tr><td>Level of Service:</td><td>25</td><td>5.97</td></tr> <tr><td>Daily Usage:</td><td>50</td><td>26.16</td></tr> <tr><td>Functional Classification:</td><td>25</td><td>25.00</td></tr> <tr><td>System Efficiency:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>57.13</td></tr> </table>	Level of Service:	25	5.97	Daily Usage:	50	26.16	Functional Classification:	25	25.00	System Efficiency:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	57.13	<p><b>Environmental Protection</b> 0%wt 0.00 value</p> <table border="1"> <tr><td>Enviornmental Impact:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>100</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Enviornmental Impact:	0	0.00	District Flexible Factors:	100	0.00	Total:	100	0.00																					
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<p><b>Economic Competitiveness</b> 15% wt 10.88 value</p> <table border="1"> <tr><td>Strategic Economic Corridor:</td><td>0</td><td>0.00</td></tr> <tr><td>Level Economic Distress:</td><td>50</td><td>22.50</td></tr> <tr><td>Supports Regional Economic Plans:</td><td>50</td><td>50.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>72.50</td></tr> </table>	Strategic Economic Corridor:	0	0.00	Level Economic Distress:	50	22.50	Supports Regional Economic Plans:	50	50.00	District Flexible Factors:	0	0.00	Total:	100	72.50	<p><b>Safety</b> 30% wt 13.83 value</p> <table border="1"> <tr><td>Safety Index:</td><td>95</td><td>46.11</td></tr> <tr><td>Safety Concern:</td><td>5</td><td>0.00</td></tr> <tr><td>Safety Enhancements:</td><td>0</td><td>0.00</td></tr> <tr><td>Accident Rate:</td><td>0</td><td>0.00</td></tr> <tr><td>Accident Severity:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>46.11</td></tr> </table>	Safety Index:	95	46.11	Safety Concern:	5	0.00	Safety Enhancements:	0	0.00	Accident Rate:	0	0.00	Accident Severity:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	46.11												
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<p><b>Efficient Movement of Freight</b> 5% wt 2.83 value</p> <table border="1"> <tr><td>Truck Volume:</td><td>60</td><td>56.6</td></tr> <tr><td>Freight Bottle Necks:</td><td>20</td><td>0.00</td></tr> <tr><td>Intermodal Freight Connectivity:</td><td>20</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>56.64</td></tr> </table>	Truck Volume:	60	56.6	Freight Bottle Necks:	20	0.00	Intermodal Freight Connectivity:	20	0.00	District Flexible Factors:	0	0.00	Total:	100	56.64	<p><b>Taking Care of the System</b> 20% wt 0.00 value</p> <table border="1"> <tr><td colspan="3">Pavement</td></tr> <tr><td>Bridge Condition:</td><td>0</td><td>0.00</td></tr> <tr><td>Pavement Condition:</td><td>0</td><td>0.00</td></tr> <tr><td>Pavement Smoothness</td><td>0</td><td>0.00</td></tr> <tr><td>Daily Usage</td><td>0</td><td>0.00</td></tr> <tr><td>Truck Usage:</td><td>0</td><td>0.00</td></tr> <tr><td>Functional Classification:</td><td>0</td><td>0.00</td></tr> <tr><td>Exceptional Bridge:</td><td>0</td><td>0.00</td></tr> <tr><td>Substandard Road and Bridge:</td><td>100</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Pavement			Bridge Condition:	0	0.00	Pavement Condition:	0	0.00	Pavement Smoothness	0	0.00	Daily Usage	0	0.00	Truck Usage:	0	0.00	Functional Classification:	0	0.00	Exceptional Bridge:	0	0.00	Substandard Road and Bridge:	100	0.00	District Flexible Factors:	0	0.00	Total:	100	0.00
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## Data and Comments Section

County:	Miles	Planning Partner:
GREENE	1.216	OTO MPO

### Data

<b>Data Score</b>	<b>43.97</b>
AAADT:	25294.52
Daily Usage:	12647.26
Truck Volume:	3566.53
Safety Index	3.05846
Property Damage Only:	12.67
— 3 yr avgs Injury:	7.67
Fatal:	0.67
Total Crashes per Year	21.00
Pavement Condition	19.40
Condition Text	Very Good
Pavement Smoothness	119.86
Smoothness Text	Fair
Min Bridge Rating:	

### Purpose and Need Statement:

### Comment Area



# Functional Needs

US 65 N  
 From 41.335 North CC ramps  
 To 41.698 South CC ramps

Need ID: 266 65 @ CC/J, Interchange improvements  
 Project\_number: 8P2356  
 Estimated cost: \$0.00

## Process Points Section

<p><b>Access to Opportunity</b> 5% wt 0.00 value</p> <table border="1"> <tr><td>Vehicle Ownership:</td><td>100 pts</td><td>score</td></tr> <tr><td>Eliminate Bike/Ped Barriers:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Vehicle Ownership:	100 pts	score	Eliminate Bike/Ped Barriers:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	0.00	<p><b>Quality of Communities</b> 5% wt 5.00 value</p> <table border="1"> <tr><td>Complies With Land use Plans:</td><td>0 pts</td><td>0.00 score</td></tr> <tr><td>Complies With Transportation Plans:</td><td>45</td><td>45.00</td></tr> <tr><td>Connectivity :</td><td>55</td><td>55.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>100.00</td></tr> </table>	Complies With Land use Plans:	0 pts	0.00 score	Complies With Transportation Plans:	45	45.00	Connectivity :	55	55.00	District Flexible Factors:	0	0.00	Total:	100	100.00																					
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Complies With Land use Plans:	0 pts	0.00 score																																															
Complies With Transportation Plans:	45	45.00																																															
Connectivity :	55	55.00																																															
District Flexible Factors:	0	0.00																																															
Total:	100	100.00																																															
<p><b>Congestion Relief</b> 20% wt 12.64 value</p> <table border="1"> <tr><td>Level of Service:</td><td>25</td><td>14.66</td></tr> <tr><td>Daily Usage:</td><td>50</td><td>23.56</td></tr> <tr><td>Functional Classification:</td><td>25</td><td>25.00</td></tr> <tr><td>System Efficiency:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>63.22</td></tr> </table>	Level of Service:	25	14.66	Daily Usage:	50	23.56	Functional Classification:	25	25.00	System Efficiency:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	63.22	<p><b>Environmental Protection</b> 0%wt 0.00 value</p> <table border="1"> <tr><td>Enviornmental Impact:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>100</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Enviornmental Impact:	0	0.00	District Flexible Factors:	100	0.00	Total:	100	0.00																					
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Total:	100	0.00																																															
<p><b>Economic Competitiveness</b> 15% wt 7.50 value</p> <table border="1"> <tr><td>Strategic Economic Corridor:</td><td>0</td><td>0.00</td></tr> <tr><td>Level Economic Distress:</td><td>50</td><td>0.00</td></tr> <tr><td>Supports Regional Economic Plans:</td><td>50</td><td>50.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>50.00</td></tr> </table>	Strategic Economic Corridor:	0	0.00	Level Economic Distress:	50	0.00	Supports Regional Economic Plans:	50	50.00	District Flexible Factors:	0	0.00	Total:	100	50.00	<p><b>Safety</b> 30% wt 6.84 value</p> <table border="1"> <tr><td>Safety Index:</td><td>95</td><td>22.79</td></tr> <tr><td>Safety Concern:</td><td>5</td><td>0.00</td></tr> <tr><td>Safety Enhancements:</td><td>0</td><td>0.00</td></tr> <tr><td>Accident Rate:</td><td>0</td><td>0.00</td></tr> <tr><td>Accident Severity:</td><td>0</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>22.79</td></tr> </table>	Safety Index:	95	22.79	Safety Concern:	5	0.00	Safety Enhancements:	0	0.00	Accident Rate:	0	0.00	Accident Severity:	0	0.00	District Flexible Factors:	0	0.00	Total:	100	22.79												
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<p><b>Efficient Movement of Freight</b> 5% wt 2.29 value</p> <table border="1"> <tr><td>Truck Volume:</td><td>60</td><td>45.7</td></tr> <tr><td>Freight Bottle Necks:</td><td>20</td><td>0.00</td></tr> <tr><td>Intermodal Freight Connectivity:</td><td>20</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>45.74</td></tr> </table>	Truck Volume:	60	45.7	Freight Bottle Necks:	20	0.00	Intermodal Freight Connectivity:	20	0.00	District Flexible Factors:	0	0.00	Total:	100	45.74	<p><b>Taking Care of the System</b> 20% wt 0.00 value</p> <table border="1"> <tr><td colspan="3">Pavement</td></tr> <tr><td>Bridge Condition:</td><td>0</td><td>0.00</td></tr> <tr><td>Pavement Condition:</td><td>0</td><td>0.00</td></tr> <tr><td>Pavement Smoothness</td><td>0</td><td>0.00</td></tr> <tr><td>Daily Usage</td><td>0</td><td>0.00</td></tr> <tr><td>Truck Usage:</td><td>0</td><td>0.00</td></tr> <tr><td>Functional Classification:</td><td>0</td><td>0.00</td></tr> <tr><td>Exceptional Bridge:</td><td>0</td><td>0.00</td></tr> <tr><td>Substandard Road and Bridge:</td><td>100</td><td>0.00</td></tr> <tr><td>District Flexible Factors:</td><td>0</td><td>0.00</td></tr> <tr><td>Total:</td><td>100</td><td>0.00</td></tr> </table>	Pavement			Bridge Condition:	0	0.00	Pavement Condition:	0	0.00	Pavement Smoothness	0	0.00	Daily Usage	0	0.00	Truck Usage:	0	0.00	Functional Classification:	0	0.00	Exceptional Bridge:	0	0.00	Substandard Road and Bridge:	100	0.00	District Flexible Factors:	0	0.00	Total:	100	0.00
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## Data and Comments Section

County:	Miles	Planning Partner:
CHRISTIAN	3.074	OTO MPO

### Data

<b>Data Score</b>	<b>34.27</b>
AAADT:	23983.41
Daily Usage:	11991.71
Truck Volume:	2326.39
Safety Index	4.04059
Property Damage Only:	14.67
— 3 yr avgs Injury:	7.00
Fatal:	0.00
Total Crashes per Year	21.67
Pavement Condition	19.00
Condition Text	Very Good
Pavement Smoothness	75.15
Smoothness Text	Good
Min Bridge Rating:	

### Purpose and Need Statement:

### Comment Area

# Functional Needs

9/30/2010

US 160 W

From 216.97

To 217.17

Need ID: 143 160 @ 14 intersection

Project\_number: 8P2199

Estimated cost: \$0.00

## Process Points Section

Access to Opportunity			Quality of Communities		
	5% wt	0.00 value		5% wt	2.75 value
Vehicle Ownership:	100 pts	score	Complies With Land use Plans:	0 pts	0.00 score
Eliminate Bike/Ped Barriers:	0	0.00	Complies With Transportation Plans:	45	0.00
District Flexible Factors:	0	0.00	Connectivity :	55	55.00
Total:	100	0.00	District Flexible Factors:	0	0.00
			Total:	100	55.00

  

Congestion Relief			Environmental Protection		
	20% wt	7.48 value		0%wt	0.00 value
Level of Service:	25	7.94	Enviornmental Impact:	0	0.00
Daily Usage:	50	4.48	District Flexible Factors:	100	0.00
Functional Classification:	25	25.00	Total:	100	0.00
System Efficiency:	0	0.00			
District Flexible Factors:	0	0.00			
Total:	100	37.42			

  

Economic Competitiveness			Safety		
	15% wt	7.50 value		30% wt	6.82 value
Strategic Economic Corridor:	0	0.00	Safety Index:	95	17.74
Level Economic Distress:	50	0.00	Safety Concern:	5	5.00
Supports Regional Economic Plans:	50	50.00	Safety Enhancements:	0	0.00
District Flexible Factors:	0	0.00	Accident Rate:	0	0.00
Total:	100	50.00	Accident Severity:	0	0.00
			District Flexible Factors:	0	0.00
			Total:	100	22.74

  

Efficient Movement of Freight			Taking Care of the System		
	5% wt	2.16 value		20% wt	20.00 value
Truck Volume:	60	23.3	Pavement		
Freight Bottle Necks:	20	20.00	Bridge Condition:	0	0.00
Intermodal Freight Connectivity:	20	0.00	Pavement Condition:	0	0.00
District Flexible Factors:	0	0.00	Pavement Smoothness	0	0.00
Total:	100	43.25	Daily Usage	0	0.00
			Truck Usage:	0	0.00
			Functional Classification:	0	0.00
			Exceptional Bridge:	0	0.00
			Substandard Road and Bridge:	100	100.00
			District Flexible Factors:	0	0.00
			Total:	100	100.00

## Data and Comments Section

County:	Miles	Planning Partner:
CHRISTIAN	0.442	OTO MPO

### Data

	Data Score	46.72
AADT:	10174.47	
Daily Usage:	5087.24	
Truck Volume:	610.47	
Safety Index	4.25293	
Property Damage Only:	3.67	
— 3 yr avgs Injury:	1.67	
Fatal:	0.00	
Total Crashes per Year	5.33	
Pavement Condition	19.11	
Condition Text	Very Good	
Pavement Smoothness	106.79	
Smoothness Text	Fair	
Min Bridge Rating:		

### Purpose and Need Statement:

### Comment Area

# Functional Needs

9/30/2010

MO 14 E  
 From 23.571 @ Gregg Road in Nixa  
 To 23.771

Need ID: 137 14 @ Gregg in Nixa

Project\_number: 8P2357

Estimated cost: \$0.00

## Process Points Section

Access to Opportunity			Quality of Communities		
	5% wt	0.00 value		5% wt	5.00 value
Vehicle Ownership:	100 pts	score	Complies With Land use Plans:	0 pts	0.00 score
Eliminate Bike/Ped Barriers:	0	0.00	Complies With Transportation Plans:	45	45.00
District Flexible Factors:	0	0.00	Connectivity :	55	55.00
Total:	100	0.00	District Flexible Factors:	0	0.00
			Total:	100	100.00

  

Congestion Relief			Environmental Protection		
	20% wt	5.90 value		0%wt	0.00 value
Level of Service:	25	15.00	Enviornmental Impact:	0	0.00
Daily Usage:	50	4.48	District Flexible Factors:	100	0.00
Functional Classification:	25	10.00	Total:	100	0.00
System Efficiency:	0	0.00			
District Flexible Factors:	0	0.00			
Total:	100	29.48			

  

Economic Competitiveness			Safety		
	15% wt	7.50 value		30% wt	7.20 value
Strategic Economic Corridor:	0	0.00	Safety Index:	95	19.00
Level Economic Distress:	50	0.00	Safety Concern:	5	5.00
Supports Regional Economic Plans:	50	50.00	Safety Enhancements:	0	0.00
District Flexible Factors:	0	0.00	Accident Rate:	0	0.00
Total:	100	50.00	Accident Severity:	0	0.00
			District Flexible Factors:	0	0.00
			Total:	100	24.00

  

Efficient Movement of Freight			Taking Care of the System		
	5% wt	1.71 value		20% wt	20.00 value
Truck Volume:	60	34.2	Pavement		
Freight Bottle Necks:	20	0.00	Bridge Condition:	0	0.00
Intermodal Freight Connectivity:	20	0.00	Pavement Condition:	0	0.00
District Flexible Factors:	0	0.00	Pavement Smoothness	0	0.00
Total:	100	34.20	Daily Usage	0	0.00
			Truck Usage:	0	0.00
			Functional Classification:	0	0.00
			Exceptional Bridge:	0	0.00
			Substandard Road and Bridge:	100	100.00
			District Flexible Factors:	0	0.00
			Total:	100	100.00

## Data and Comments Section

County:	Miles	Planning Partner:
CHRISTIAN	0.547	OTO MPO

### Data

<b>Data Score</b>	<b>47.31</b>
AAADT:	20962.00
Daily Usage:	5240.50
Truck Volume:	1299.64
Safety Index	4.2
Property Damage Only:	6.67
— 3 yr avgs Injury:	2.33
Fatal:	0.00
Total Crashes per Year	9.00
Pavement Condition	18.89
Condition Text	Very Good
Pavement Smoothness	62.61
Smoothness Text	Good
Min Bridge Rating:	

### Purpose and Need Statement:

### Comment Area

# Partnership Funding Options

## Cost Share / Economic Development Program

- Project must be on the state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support the project.
- District engineer must agree to the need and the proposed solution before the project can be considered.
- Agreement must be approved by the Missouri Highways and Transportation Commission (MHTC) and the project sponsor for each project. The MHTC agreement identifies project expenses to be included and each party's responsibility for project costs. These agreed upon expenses are called participation costs.
- At a minimum, the agreement between the MHTC and the project sponsor will include expenses for construction inspection, construction and any construction change orders. Other expenses in the agreement included could be preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.
- Project sponsors must contribute at least 50 percent of participation costs unless project creates new jobs.
- Projects creating jobs, as verified by the state Department of Economic Development, may be funded up to 100 percent of participation costs with the MHTC approval. Retail development projects are not eligible for higher participation.
- Funds available for Missouri Department of Transportation's (MoDOT's) participation are based on uncommitted revenue. This amount is determined based on MoDOT's debt management policy and funds necessary to keep State Transportation Improvement Program (STIP) commitments. No project will be moved out of the STIP to increase revenue available for cost share projects.
- MoDOT's funding for proposed projects will be considered based on the following hierarchy of funding sources.
  - Remaining balance of \$30 million annually set aside for cost share/economic development - Projects limited to \$5 million annually for a maximum of four years for this allocated funding.
  - Rural major corridor funding allocation remaining balance - Projects must be improvement to a major rural corridor. Since each Transportation Management Area (TMA) region receives its portion of major project funding directly, projects within its boundaries are not eligible for rural major corridor funding.

- Funds distributed to districts for regional concerns or flexible funding - Project must have concurrence of district engineer and district must have an available balance. TMA must agree to use of district funding allocation for project.
- Prior to the Cost Share Committee meeting, concurrence on project funding between the district engineer and the director of transportation planning is necessary for cost share / economic development projects to proceed.