



# Project Priorities

October 9, 2018

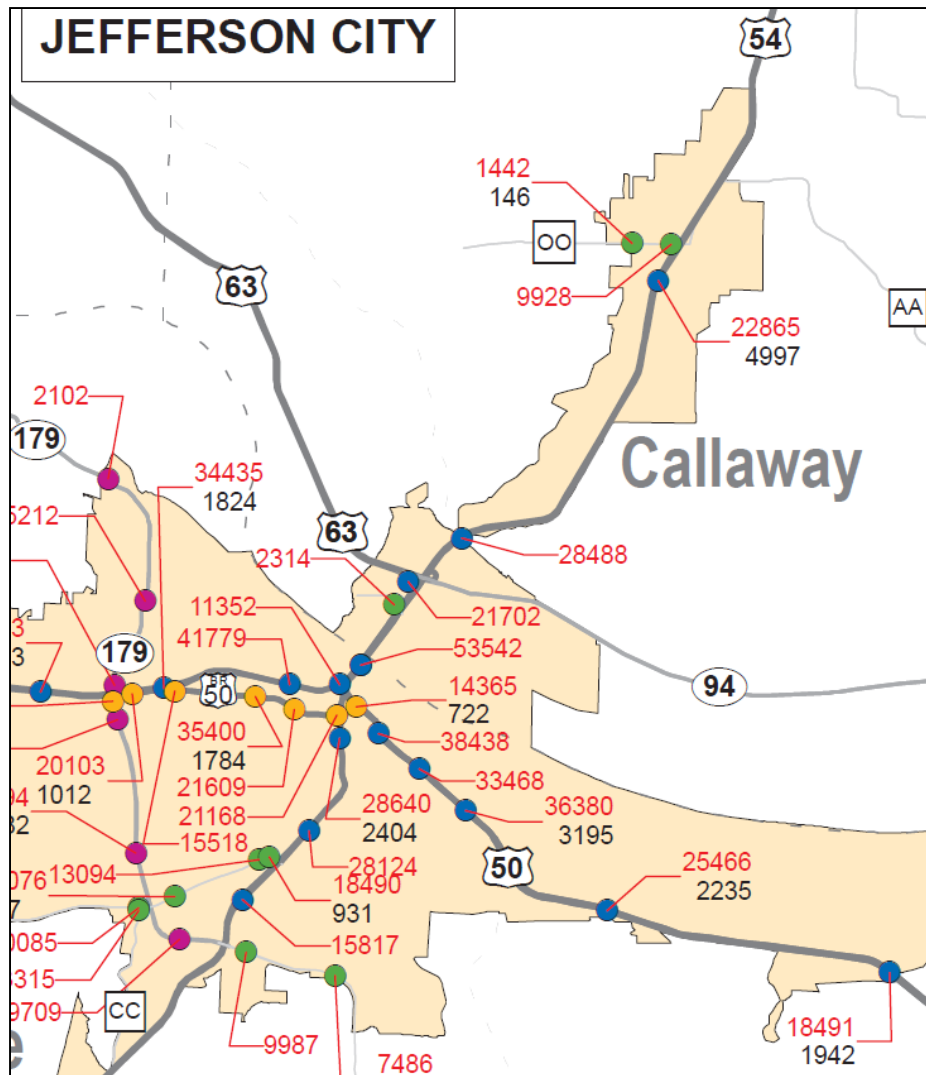
Eric Barron, AICP – Planning Manager  
Katrina Williams, AICP, GISP - Planner  
Alex Rotenberry, AICP - Planner

# Expand US 54/63 at MO River Bridge to 3 lanes



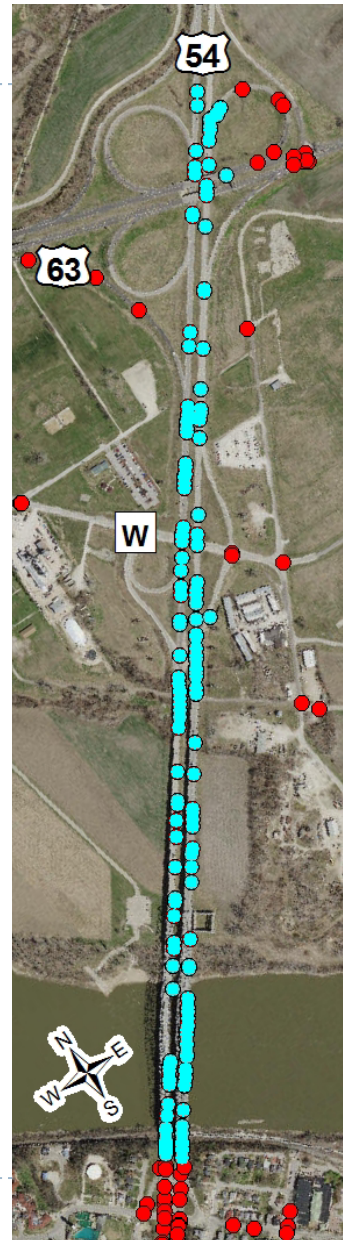
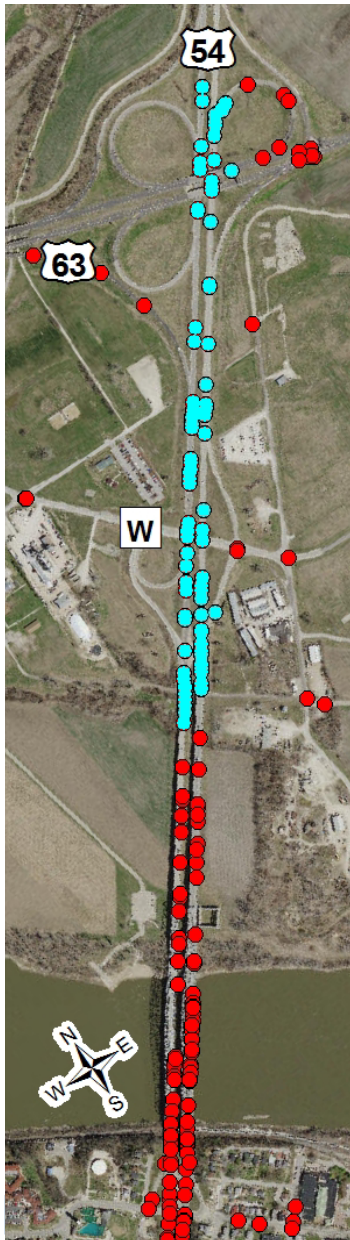
- Lengthen US 54 eastbound outer lane at the from the US 63 exit ramp to the Route W exit ramp.
- Lengthen the US 54 westbound outer lane at the Missouri River Bridge from the US 63 ramp to the Missouri River Bridge.

# Expand US 54/63 at MO River Bridge to 3 lanes



- 53,542 AADT (2016)
- Major Freight Corridor
- Major Congestion Point

# Expand US 54/63 at MO River Bridge to 3 lanes



- 95 Reported Accidents within this section (2012-2016)
- 185 including bridge
  - 3 Disabling Injury
  - 41 Major Injury
  - 141 Property Damage

tput_5	
ACCIDENT_MONTH	Count_ACCIDENT_MONTH
OCT	10
NOV	11
SEP	12
APR	13
DEC	14
JAN	16
MAY	16
JUN	17
FEB	18
AUG	19
MAR	19
JUL	20



# Rex Whitton Expressway (US50/63) Improvements - Clark Ave. to Missouri Blvd.

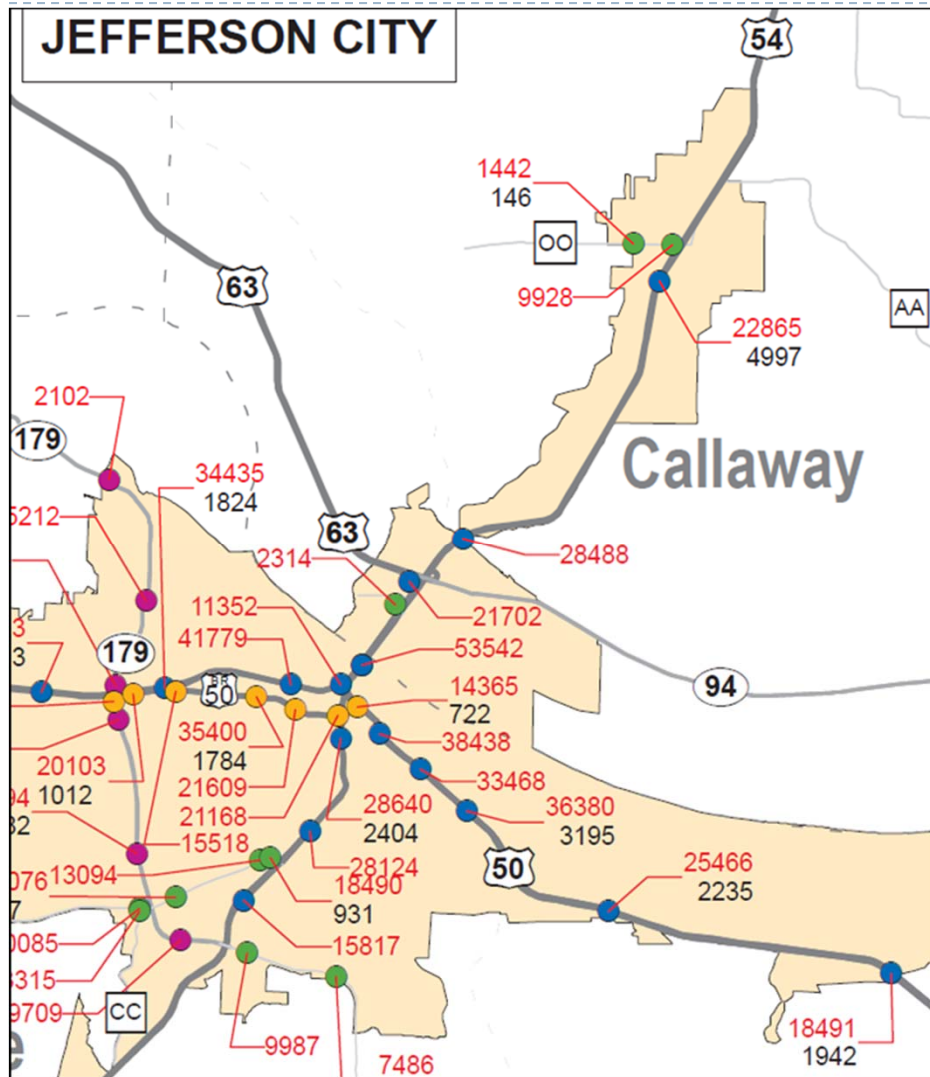
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- Intersection Improvements include Clarke Ave, Missouri Boulevard, Broadway, Jefferson, Madison, and Monroe
- Madison St. overpass component proposed by EIS

# Rex Whitton Expressway (US50/63)

## Improvements - Jackson Ave. to Missouri Blvd.



- 36,095 AADT average between Jackson and Mo Blvd.
- Major Freight Corridor
- Several Signalized Intersections
- 2011 EIS



# Tri-Level (US 54, 63, 50) Improvements



- Several issues ranging from congestion to safety issues. There are merging/weaving side swipe conflicts and confusion for motorists unfamiliar with the interchange due to stop and yield intersections.

# Tri-Level (US 54, 63, 50) Improvements



- Large Semi Tractor Trailers have some difficulty traveling westbound on US 50 and turning onto US 54 westbound via Missouri Blvd. and eastbound on US 54 onto eastbound US 50.

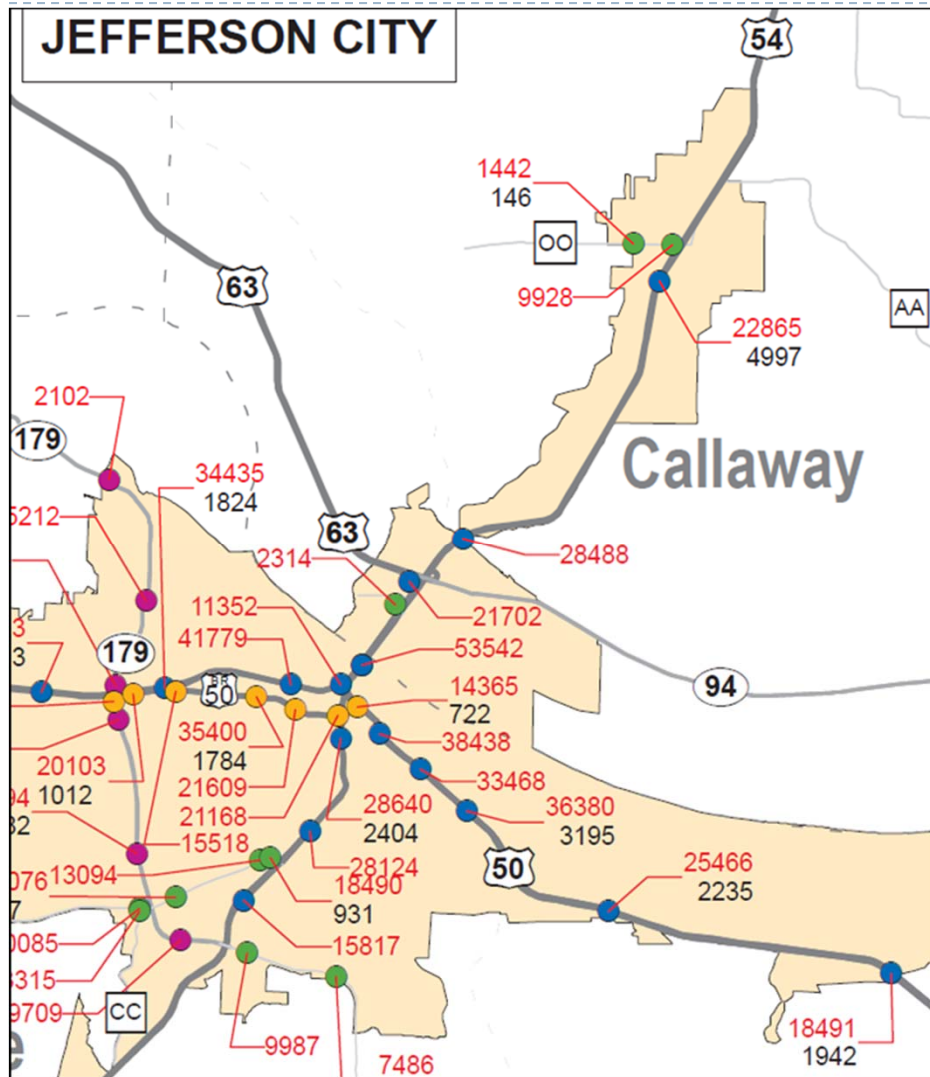


# Tri-Level (US 54, 63, 50) Improvements



- The at-grade conflicts should be eliminated. Improvements to exits and entrances with US 54-Missouri Boulevard interchange and US 50/63-Missouri Boulevard intersection are needed. Signage and striping improvements would also help.

# Tri-Level (US 54, 63, 50) Improvements



- ~80,000 AADT if you add together sections
- Major Freight Corridor
- Difficult merging, signage, yielding.

# Other Major Road and Bridge Priorities

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- ▶ Ellis Boulevard and Missouri Route C
- ▶ Add ramps to the north side of US 54/South Summit Dr. interchange in Holts Summit



# Pedestrian Access

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- Sidewalk along east side of Summit Dr.
- Extend Greenway Trail from Dunklin Trailhead to McCarty St in Jefferson City
- St. Martins sidewalk along Old US 50





# Transit

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- Build a new transit facility for JEFFTRAN



# Jefferson City Memorial Airport

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- **Extension of runway at Jefferson City Memorial Airport**
  - Construction of a 1,000' extension of the crosswind runway at the Jefferson City Memorial Airport.



# Rail

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- Renovation or replacement of the Amtrak Train Station in Jefferson City



# Missouri River Port

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- Construction of a port facility in either Callaway County or Cole County as specified in the Central Missouri Multimodal Port Feasibility Study.





**CATSO Transportation Priorities**  
**10-9-18**

<b>Road and Bridge Projects</b>	<b>Description</b>
<b>Clark Lane/Route PP: Woodland Springs Ct to Ballenger</b>	<p><i>Reconstruction of the existing section of Route PP roadway from existing taper to two lanes at Woodland Springs Court east to Ballenger Lane to upgrade to minor arterial standards.</i></p> <p><i>This section of Route PP/Clark Lane is heavily traveled, and this includes a significant number of pedestrians and bicyclists. The current roadway is a two-lane rural cross section with minimal/no shoulders, drainage ditches, and no sidewalks or bicycle facilities. This project provides a completely reconstructed cross-section to address the needs of non-motorized users as well as users of public transit.</i></p>
<b>Interstate 70 &amp; US 63 interchange reconstruction</b>	<p><i>This would vary depending on the scope of the project option chosen.</i></p> <p><i>The Interstate 70/US 63 interchange, along with the related access roads, most especially the US 63 connector &amp; Route PP/Clark Lane intersection, is the crossroads of the most heavily traveled corridors in the Columbia metropolitan area. This project would reconstruct a congested interchange and associated local road intersection (US 63 connector &amp; Clark Lane/PP) and related access roadways.</i></p>
<b>Scott Boulevard extension (Route ZZ from Broadway to I-70 Drive SW)</b>	<p><i>Extension of existing Scott Boulevard northwards from its transition into Broadway to the Sorrels I-70 overpass. This project provides an extension of existing Scott Boulevard north to Interstate 70, where ultimately it would connect to a new interchange that would relieve traffic congestion at the I-70 &amp; Route 740 interchange.</i></p> <p><i>Severe congestion at the Stadium Boulevard (MO Route 740/Interstate 70 at peak hours</i></p>

	<p><i>has increased the need for an additional I-70 interchange to the west of Stadium Boulevard. Design alternatives were reviewed as part of the Scott Boulevard AJR, and a selected alternative chosen. Additional residential development to the southwest of the Stadium/I-70 interchange will further increase traffic loads on that interchange until an alternative is provided.</i></p>
<b>US 63 &amp; Route WW interchange reconstruction</b>	<p><i>Reconstruction of the existing interchange to improve traffic flow and lessen congestion, this could include lane widening of Keene Street from the St. Charles Road intersection to Route WW, constructing a free right turn lane(s) along Route WW between the Keene Street intersection and the US 63 interchange, significant expansion of the Route WW bridge over Hominy Branch Creek, signalization of two intersections.</i></p> <p><i>The construction of additional medical office facilities along the Keene Street corridor, and residential development east and north along St. Charles Road have put additional pressure on this intersection and the related street network. As a result the existing system is inadequate to handle the current traffic volumes and needs improvement.</i></p>
<b>US 63 and Route AC interchange reconstruction</b>	<p><i>The project would involve construction of a new single-point interchange over US 63 with ramps and traffic signals to improve traffic flow and lessen congestion, specifically reconstructing the current Route AC overpass on US 63 into a different configuration or adding capacity with auxiliary lanes.</i></p> <p><i>Since project completion of the 4-lane section of Route AC from Route 163 to US 63, congestion has increased measurably at the US 63/Route AC interchange. The interchange is currently at capacity, such that during peak hours, traffic backs up the US 63 off ramps onto the highway and creates a safety hazard. Some relief was provided on the east side of the interchange by extension of Maguire Boulevard north to Stadium Boulevard extension, but this has no impact</i></p>

	<i>on Route AC on the west side of the interchange.</i>
<b>MO 740: Extension from US 63 to Interstate 70</b>	<p><i>Extension of Stadium Blvd/Route 740 eastward to I-70 at the St. Charles Road interchange. This project is to be coordinated with Ballenger over I-70 and other area roadway improvements. Potential cost share project with MoDOT.</i></p> <p><i>This project provides a direct connection from Stadium Blvd./Route 740 to Interstate 70, allowing northbound US 63 traffic needing to access eastbound Interstate 70 and an alternative to the US 63 connector's congestion and delays</i></p>
<b>Ballenger/Route PP: Clark Lane to Mexico Gravel Road</b>	<p><i>This project would reconstruct the existing roadway from the roundabout at Clark Lane north to Mexico Gravel Road to provide an urban complete street cross section, with bicycle lanes and sidewalks, as specified in City of Columbia street standards for major arterials.</i></p> <p><i>This section of roadway is one of the most problematic for pedestrians and bicyclists, given its rural cross section and high traffic volume, and has been the subject of numerous citizen requests for improvements.</i></p> <p><i>This project provides a safe route for non-motorized travel from northeast residential areas to/from the businesses along the Route PP corridor and to the Interstate 70/US 63 intersection.</i></p> <p><i>The City of Columbia is currently planning a lesser project on the roadway that will widen shoulders and add bike lanes to Ballenger/Route PP north of Clark Lane, starting at Ria Street, North to Mexico Gravel Road.</i></p>
<b>Ballenger Lane: Clark Lane roundabout to Route 740 Extension</b>	<i>Extension of the Ballenger Lane major arterial south to provide another connection across I-70, allowing traffic to avoid the frequently congested US 63 connector/Route PP interchange.</i>

<p><b>I-70 Drive SW: Sorrels Overpass to West Van Horn Tavern Road</b></p>	<p><i>Extension of existing I-70 Drive SW westward across Perche Creek to connect to the terminus of West Van Horn Tavern Road, includes a major bridge over Perche Creek</i></p> <p><i>Providing another street connection that bridges Perche Creek and keeps local traffic off of Interstate 70 for local trips is a high priority for travel efficiency and safety.</i></p>
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Serving Camden, Laclede, Miller and Morgan Counties

# MoDOT Partnership Presentation

October 9, 2018



Serving Camden, Laclede, Miller and Morgan Counties

Linda Conner

Lake of the Ozarks  
Council of Local Governments

[linda.conner@loclg.org](mailto:linda.conner@loclg.org)

573-346-5692



Serving Camden, Laclede, Miller and Morgan Counties

## Camden, Laclede, Miller and Morgan

Within our region, the TAC Members prioritize:

1. Road and Bridge Expansion Projects
2. Maintenance Projects
3. Safety Projects
4. Multimodal Projects
5. Grants Applications, including the TAP, TEAP and Cost Share Projects



Serving Camden, Laclede, Miller and Morgan Counties

## Camden, Laclede, Miller and Morgan The prioritization process

Each County submitted:

5 Road and Bridge Projects

3 Multimodal Projects

Safety Projects (no limit)



Serving Camden, Laclede, Miller and Morgan Counties

For this presentation we will review how the LOCLG TAC Members reviewed and prioritized the Road and Bridge Expansion Projects and the Safety Projects.

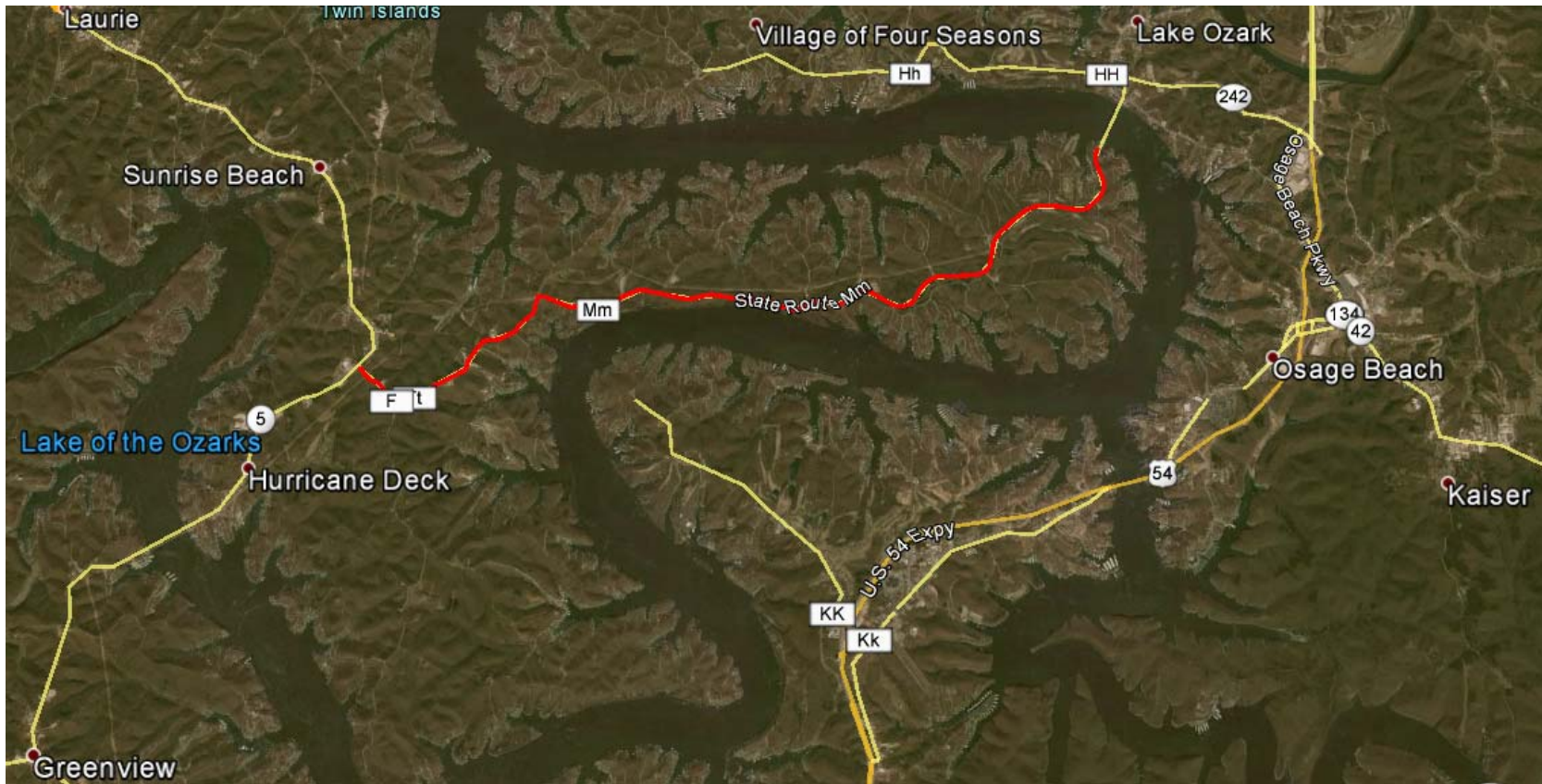


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Project maps are used to display  
the proposed Project.

A TAC Member from the project County shares  
information on the project and why the project  
has been added to the priority list.

# Construct new alignment for MM-TT-F corridor



Camden County



Serving Camden, Laclede, Miller and Morgan Counties

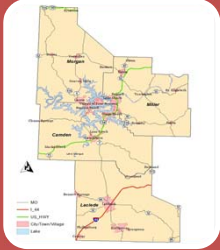
TAC Members or their designated alternate representative must be present to vote at the meeting.

TAC Members will vote on all projects being presented.

Scoring Worksheet is completed at TAC meeting.



## Scoring Criteria-Road and Bridge Projects



### Regional Impact

- Benefits the entire LOCLG region
- Supported by both County and City
- Increase connectivity throughout the region
- Project has been a regional priority for a number of years (listed in RTP or other community plan)



### Economic Impact

- Community benefits
- Job creation or retention (business retention or business attraction)
- Project supports business growth and will help attract private investment to the region
- Tourist industry benefits



### Safety Impact

- Increased safety for both pedestrians and motorists
- Will decrease likeliness of injury or fatal accidents
- Project is based on physical roadway capacity that could be exceeded within the next 10 years



### Project Readiness

- Planning or Scoping
- Environmental Work
- Cost factor - overall project costs from MoDOT and if any local investment available

# How the Scoring Works

**Instructions:** Rank each of the projects using HIGH, MEDIUM, or LOW based on each category of impact: Regional Impact, Economic Impact, and Safety Impact. Project Readiness will be answered with details available.

**HIGH (H)**= Positive Impact and Significant Benefit

**MEDIUM (M)**= Important but Impact Less than Investment

**LOW (L)**= No Impact or Negative Impact with Little or No Benefit

**PROJECT READINESS**=Any planning or scoping done (yes, no or maybe). Any contributing factors?

High (H) = 5 points

Medium (M) = 3 points

Low (L) = 1 point

All categories are added together to get the final score. “Overall Score”

See handout for the complete score and ranking.

Scores are compiled and shared at the next TAC meeting to review and discuss any “tied” projects.



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## Projects that tied in the “ Overall Score”

We used data available to determine the ranking of the projects that had a "tied" overall scoring. For the information provided we used 2014 data to compare projects.

## Highway 5 Improvements/Lebanon Loop

	Lebanon Loop/MO-5 Improvements	Highway 42 From 54 to 134 expansion
<b>TAC Prioritization Results</b>		
Ranking	TIE #6	TIE #6
Points	118	118
<b>2014 Data</b>		
Fatal Injury	0	0
Property Damage Only	186	18
Minor Injury	43	7
Disabling Injury	10	0
Total	239	25

— Average Annual Daily Traffic

▭ Lebanon City Limits

### 2014 Accident Severity

- FATAL
- DISABLING INJURY
- MINOR INJURY
- PROPERTY DAMAGE ONLY

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero, Gainsmapping, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community



## Highway 42 Four Lane from 54 to 134

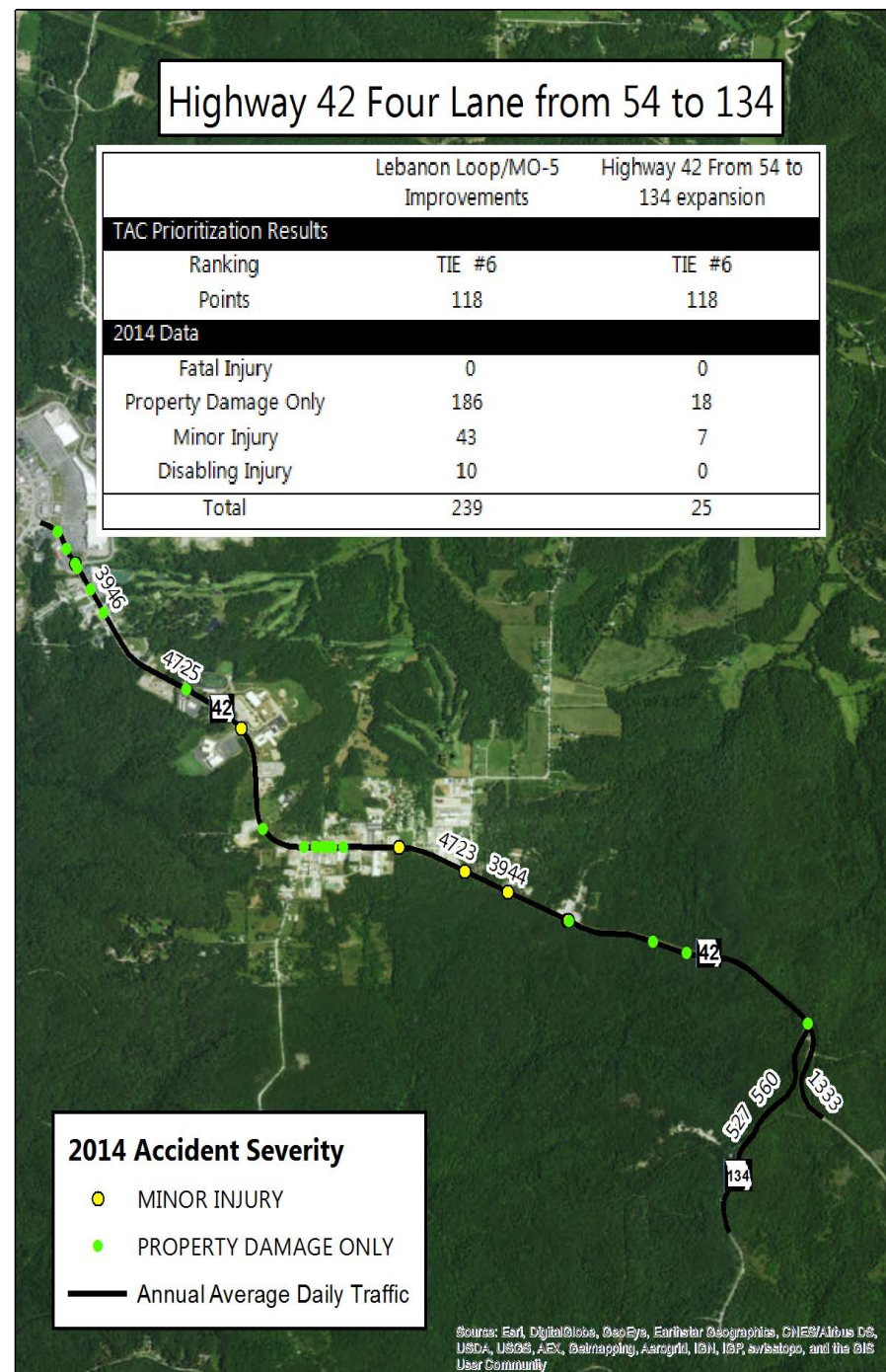
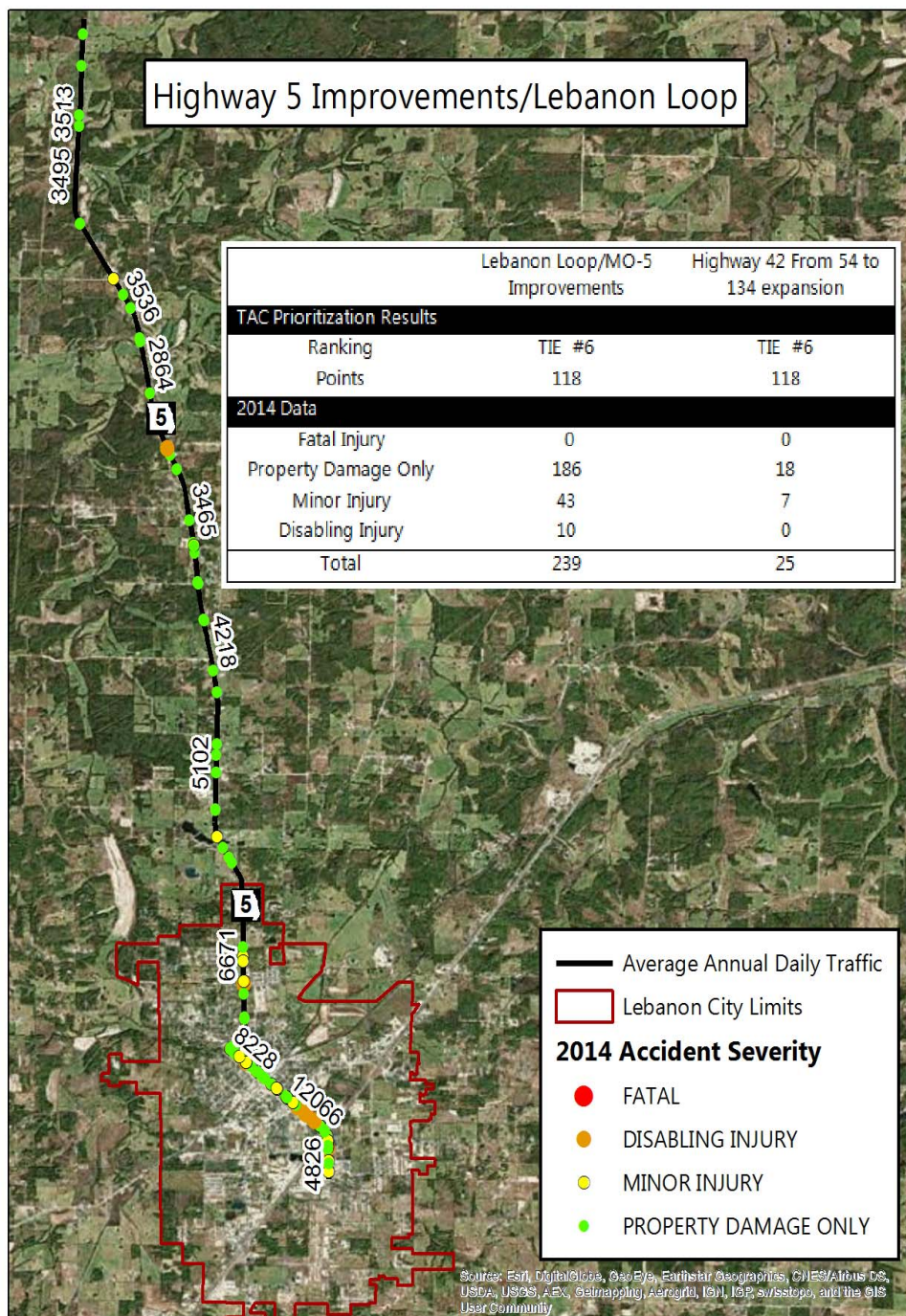
	Lebanon Loop/MO-5 Improvements	Highway 42 From 54 to 134 expansion
<b>TAC Prioritization Results</b>		
Ranking	TIE #6	TIE #6
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Fatal Injury	0	0
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# West Side Corridor Improvements

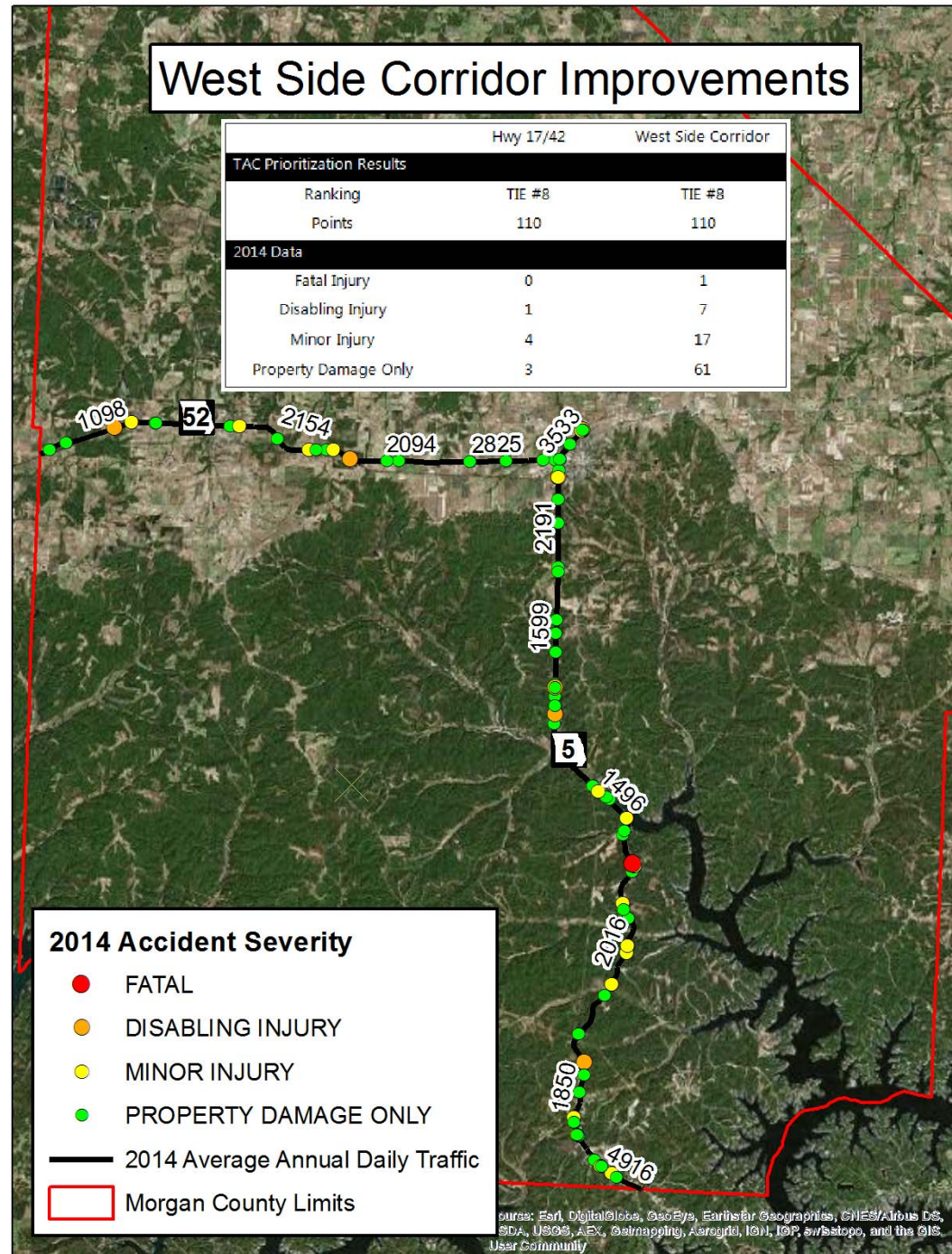
	Hwy 17/42	West Side Corridor
<b>TAC Prioritization Results</b>		
Ranking	TIE #8	TIE #8
Points	110	110
<b>2014 Data</b>		
Fatal Injury	0	1
Disabling Injury	1	7
Minor Injury	4	17
Property Damage Only	3	61

## 2014 Accident Severity

- FATAL
- DISABLING INJURY
- MINOR INJURY
- PROPERTY DAMAGE ONLY

— 2014 Average Annual Daily Traffic

□ Morgan County Limits



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, SDA, USDA, AEX, GeoEye, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

# Iberia Hwy 42/Hwy17 Junction Improvements





## West Side Corridor Improvements

	Hwy 17/42	West Side Corridor
<b>TAC Prioritization Results</b>		
Ranking	TIE #8	TIE #8
Points	110	110
<b>2014 Data</b>		
Fatal Injury	0	1
Disabling Injury	1	7
Minor Injury	4	17
Property Damage Only	3	61

### 2014 Accident Severity

- FATAL
- DISABLING INJURY
- MINOR INJURY
- PROPERTY DAMAGE ONLY

— 2014 Average Annual Daily Traffic

□ Morgan County Limits

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

## Iberia Hwy 42/Hwy17 Junction Improvements

	Hwy 17/42	West Side Corridor
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Minor Injury	4	17
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### 2014 Accident Severity

- DISABLING INJURY
- MINOR INJURY
- PROPERTY DAMAGE ONLY

— Average Annual Daily Traffic

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



# Key Largo Interchange Improvements

	Key Largo	MO-5/32
TAC Prioritization Results		
Ranking	TIE #16	TIE #16
Points	72	72
2014 Data		
Fatal Injury	0	0
Disabling Injury	1	1
Minor Injury	0	8
Property Damage Only	12	36

## 2014 Accident Severity Rating

● DISABLING INJURY

● PROPERTY DAMAGE ONLY

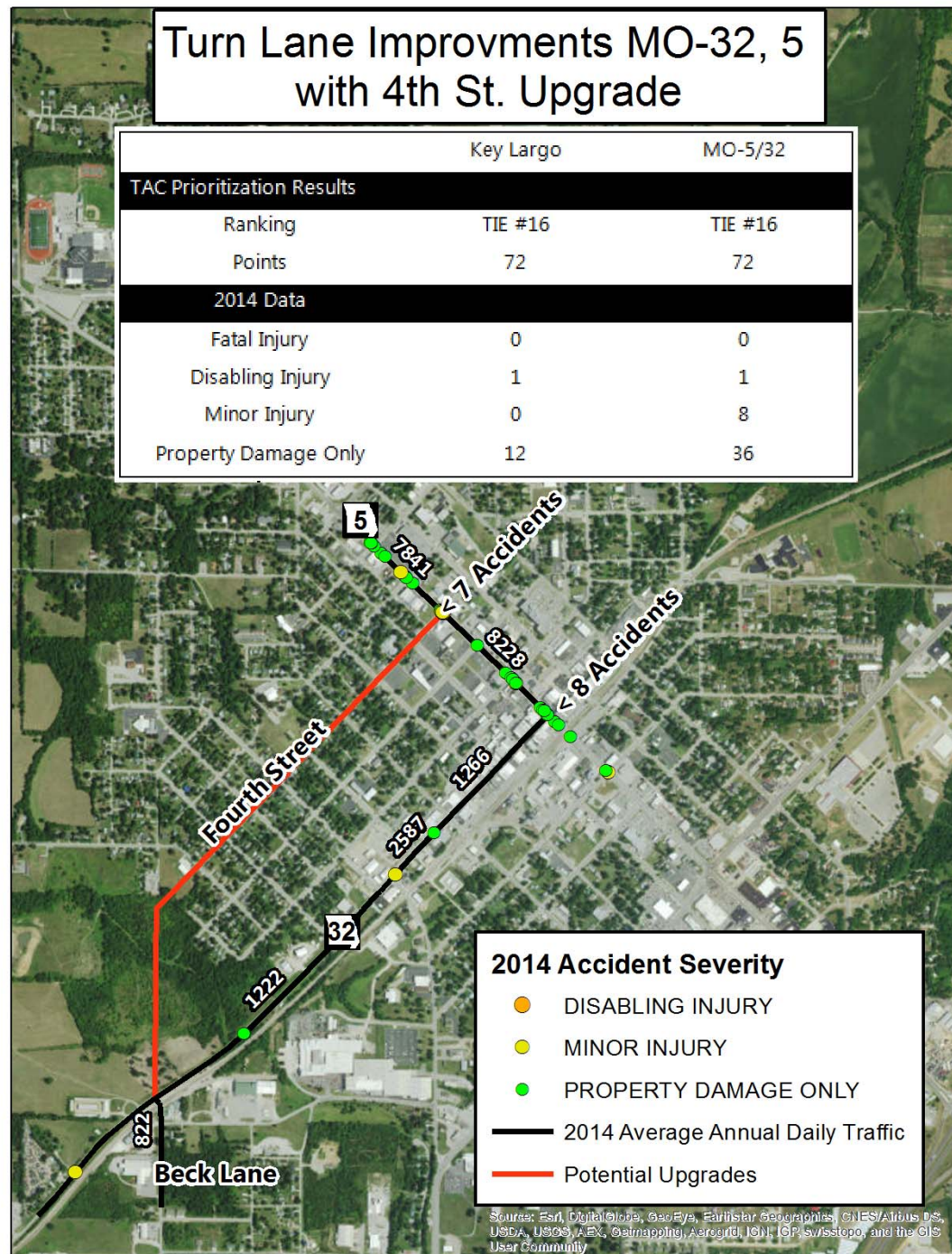
— 2014 Average Annual Daily Traffic

□ Key Largo Interchange

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

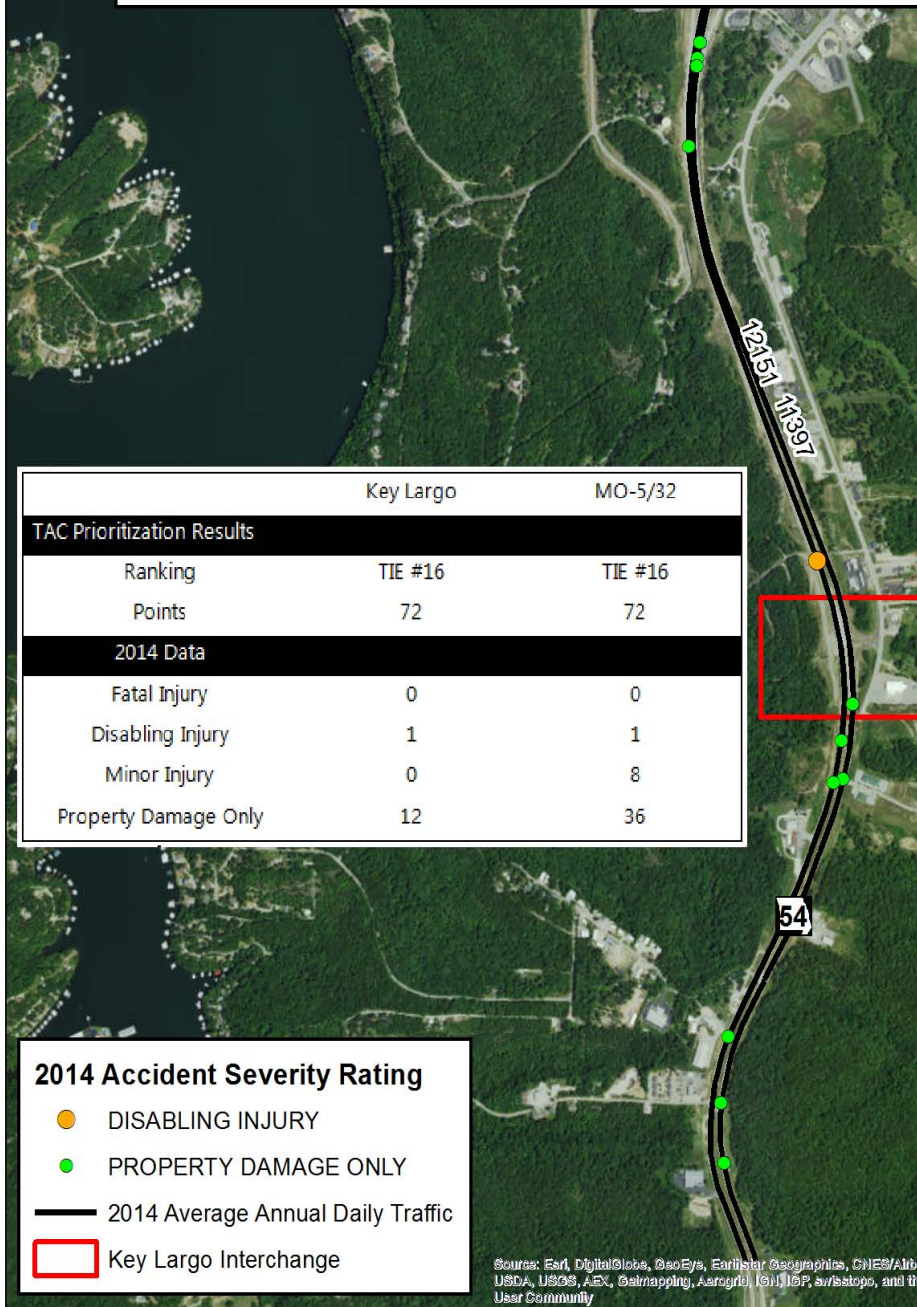
## Turn Lane Improvements MO-32, 5 with 4th St. Upgrade

	Key Largo	MO-5/32
<b>TAC Prioritization Results</b>		
Ranking	TIE #16	TIE #16
Points	72	72
<b>2014 Data</b>		
Fatal Injury	0	0
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Minor Injury	0	8
Property Damage Only	12	36

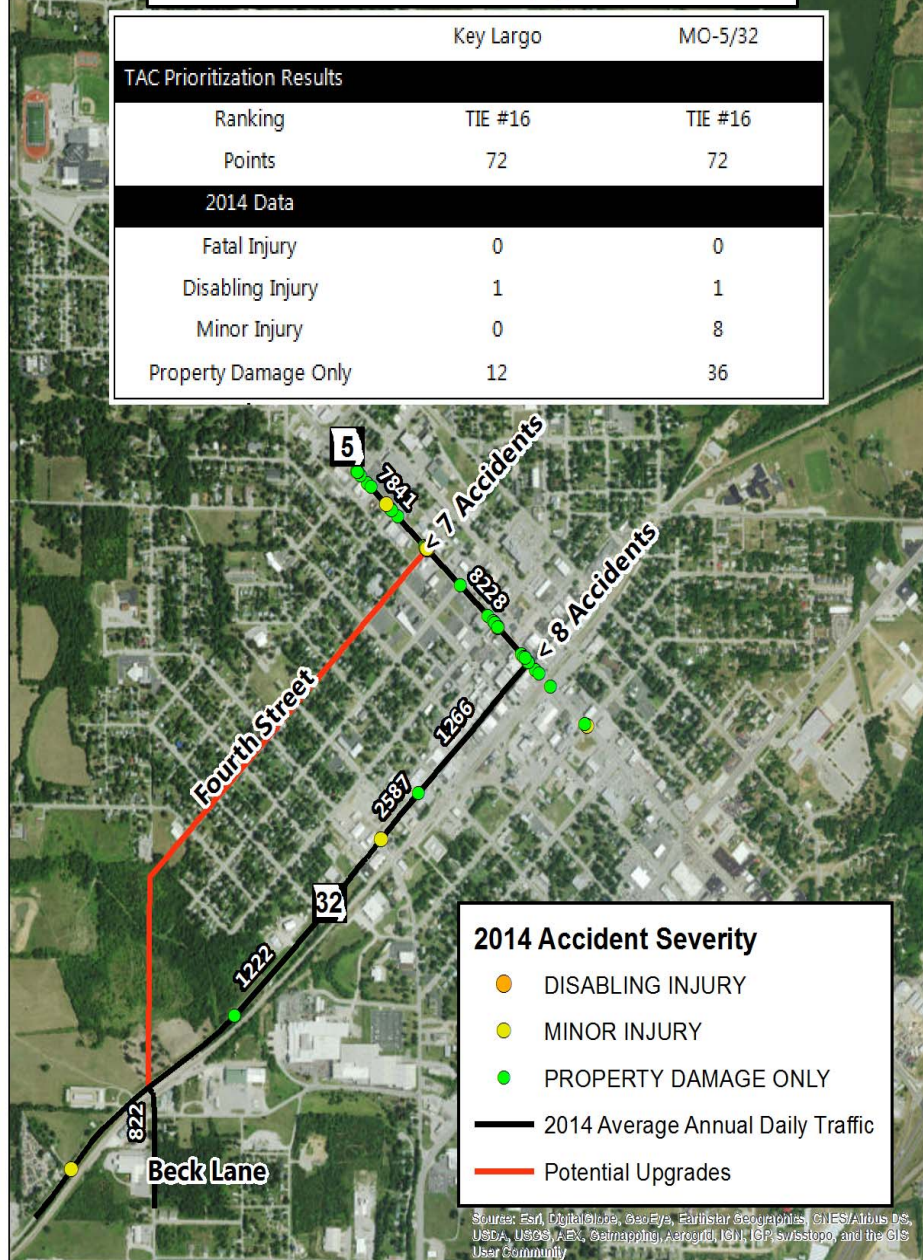




## Key Largo Interchange Improvements



## Turn Lane Improvements MO-32, 5 with 4th St. Upgrade



## LOCLG Road & Bridge Priority List

Priority Ranking	County	Project Description	Overall Score
1	Camden	Realignment of MM/TT/F	140
2	Miller	Center turn lane on Hwy 52 (also known as Business Hwy 54) in Eldon from Hwy 87 to Hwy Y with improvements to the Business 54/Hwy 87 Route M Intersection (Near Jiffy Stop) Sidewalks and ADA crossing built in conjunction with highway/intersection improvements	126
3	Morgan	Turn lane Hwy 52 in Versailles (McDonalds, Walmart, and School)	124
4	Miller	Hwy 54 and Route FF Overpass	120
5	Laclede	MO-5 to I-44 Lebanon Loop/Truck Route and make improvements to MO-5 from the Laclede County Line where passing and turning are dangerous	118
6	Miller	Expand MO Hwy 42 from Hwy 134 to Hwy 54 to a four lane with a center turn lane	118
7	Morgan	Look at ways to improve the corridor connecting the West Side to Kansas City (Hwy 50 to 52 improvements with 52 to 4 lanes)	110
8	Miller	Improvements to Iberia Hwy 17 and Hwy 42 Junction	110



<b>9</b>	Camden	Complete four-lanes from Camdenton to Sunrise Beach with widening of existing Hwy 5 through Sunrise Beach	108
<b>10</b>	Laclede	Widen South Jefferson Avenue (MO-5) from Bland Road to Lebanon City limits to an improved three lane road with shoulders	106
<b>11</b>	Morgan	Construct center turn lane on MO-5 in Laurie from southern limits to MO-5/MO-135	104
<b>12</b>	Morgan	A new turn lane from south MO-5 to Rt O in Laurie	94
<b>13</b>	Camden	Expand Hwy 54 in City of Camdenton from the square to the western city limits to five lanes (four travel lanes and turn lane)	92
<b>14</b>	Laclede	Replace Bridge over Goodwin Hollow on MO-64 adding bridge width and improve geometrics of road	78
<b>15</b>	Laclede	Jefferson Avenue (MO-5) improving traffic flow and construct turn lanes at proposed MO-32 and Beck Lane to provide stacking land to allow traffic flow	72
<b>16</b>	Camden	Interchange at Key Largo	72
<b>17</b>	Morgan	Improvements to Rt D in Morgan County, including shoulders and overlays	66
<b>18</b>	Camden	Expand Hwy 54 from Mexico to Laddonia	60
<b>19</b>	Laclede	Improve traffic flow on Millcreek and MO-MM/Cowan Drive intersection	58

**Approved by the Transportation Advisory Committee (TAC) on May 23, 2017**



Serving Camden, Laclede, Miller and Morgan Counties

## How to score the safety projects:

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There are a total of nine (9) projects.

Rank all projects from 1 to 9 with (1) being the most important safety project within the region.

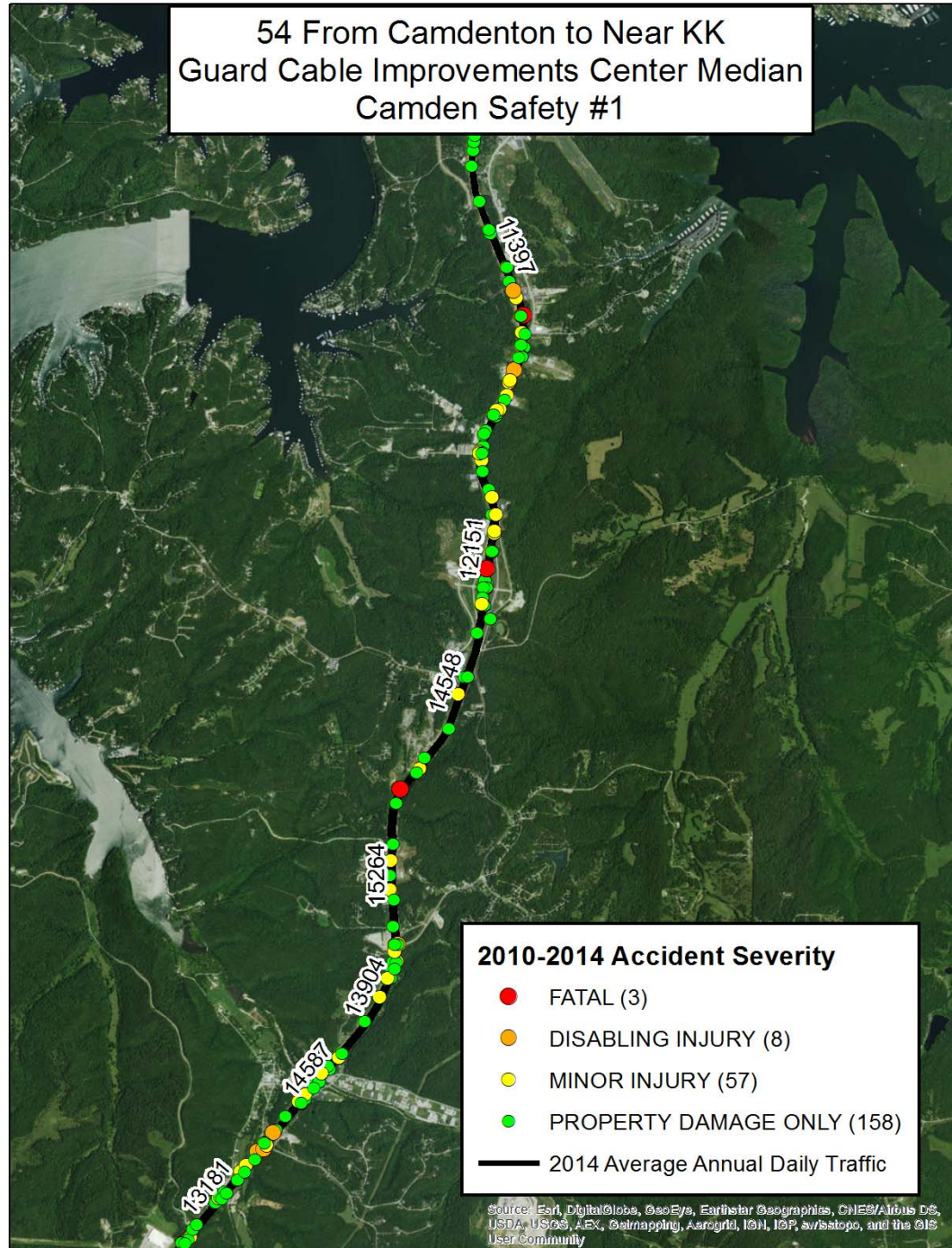
# Camden County Projects

## **Safety**

1. Camden County Rt 54 from Camdenton to near Rt KK Guard Cable improvements in center median



54 From Camdenton to Near KK  
Guard Cable Improvements Center Median  
Camden Safety #1

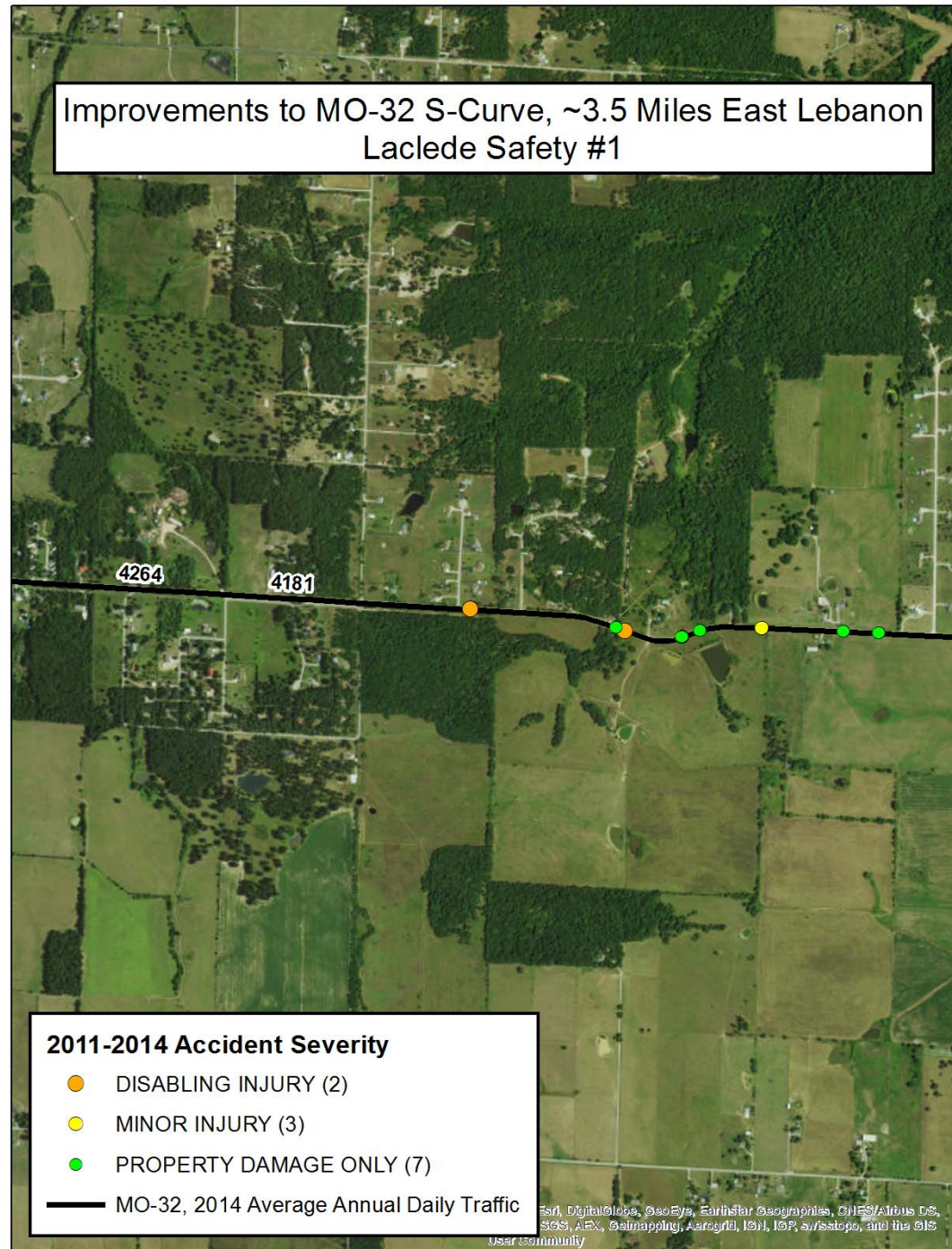


Camden County

# Laclede County Projects

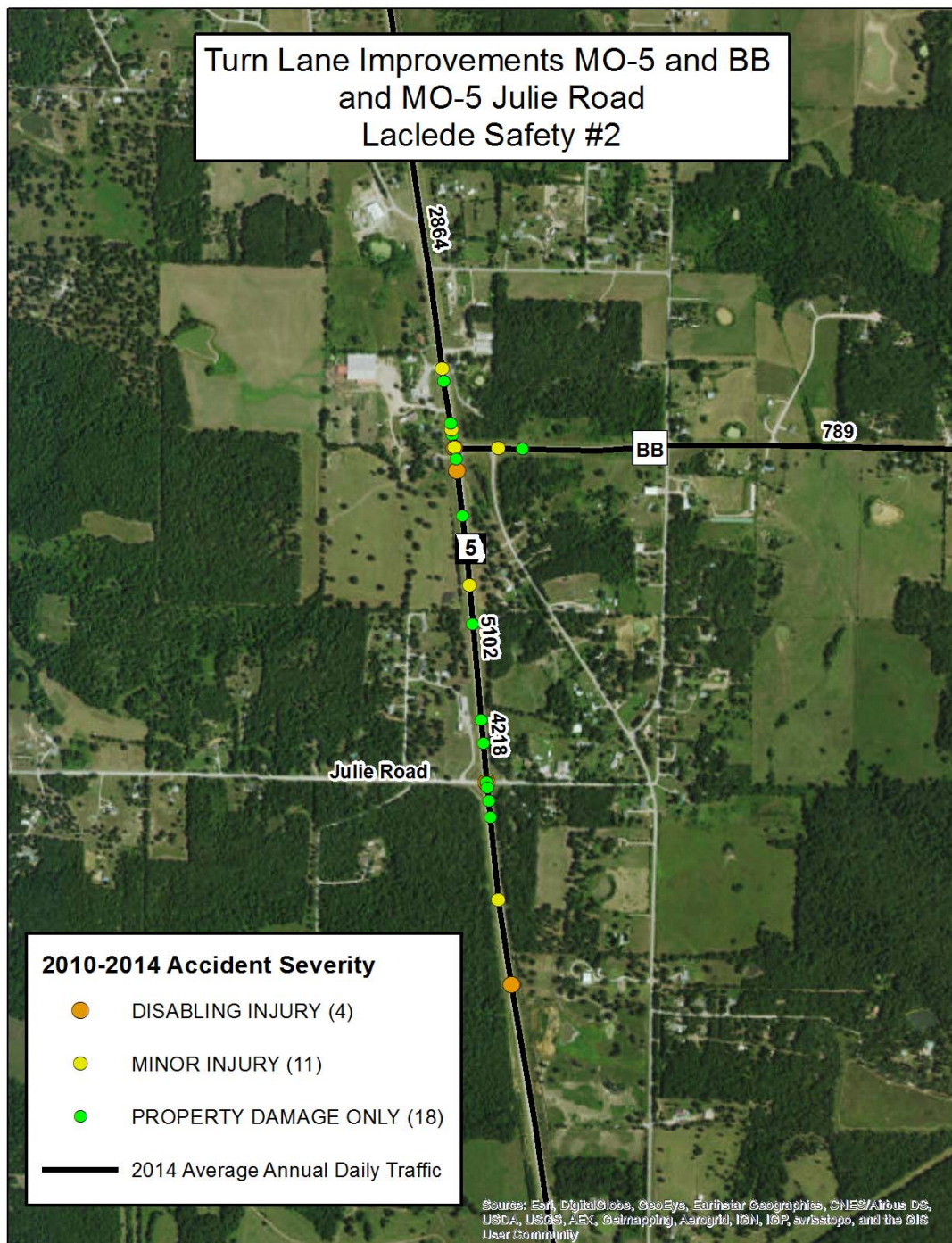
## Safety

1. MO-32 East, improvements to S-Turn approximately 3.5 miles east of MO-5
2. MO-5 near BB turn lane next to dollar general extremely dangerous area and MO-5 and Julie Road
3. Hwy 64 and AA where blinking light is either change to a 4 way intersection or fix the approach to the intersection for more visibility as approaching intersection



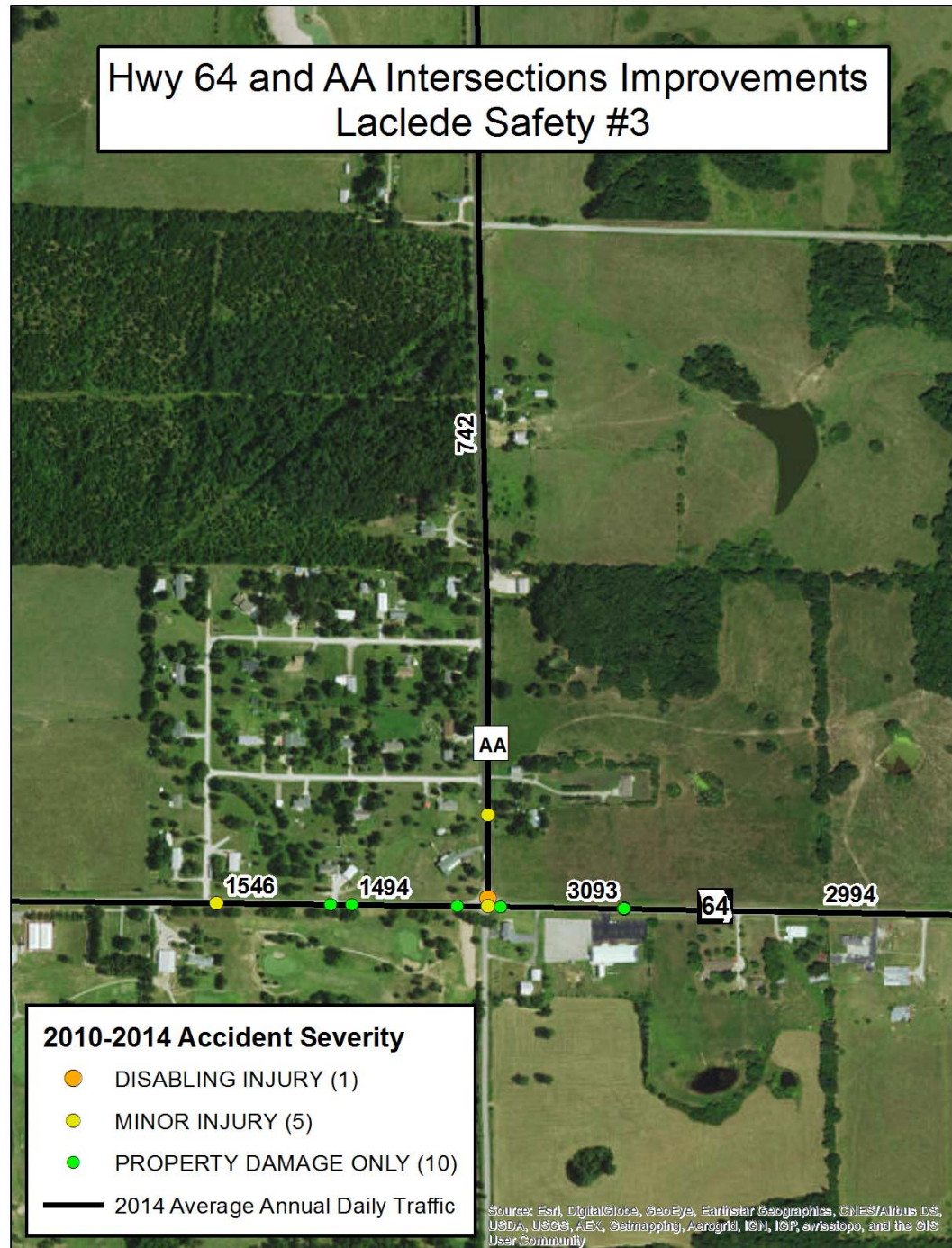
Laclede County





Laclede County

# Hwy 64 and AA Intersections Improvements Laclede Safety #3



Laclede County

# Miller County Projects

## Safety

1. Pave the ROW on all County gravel roads (MoDOT ROW to County ROW)
2. U Hwy Resurface with two foot shoulders and rumble strips

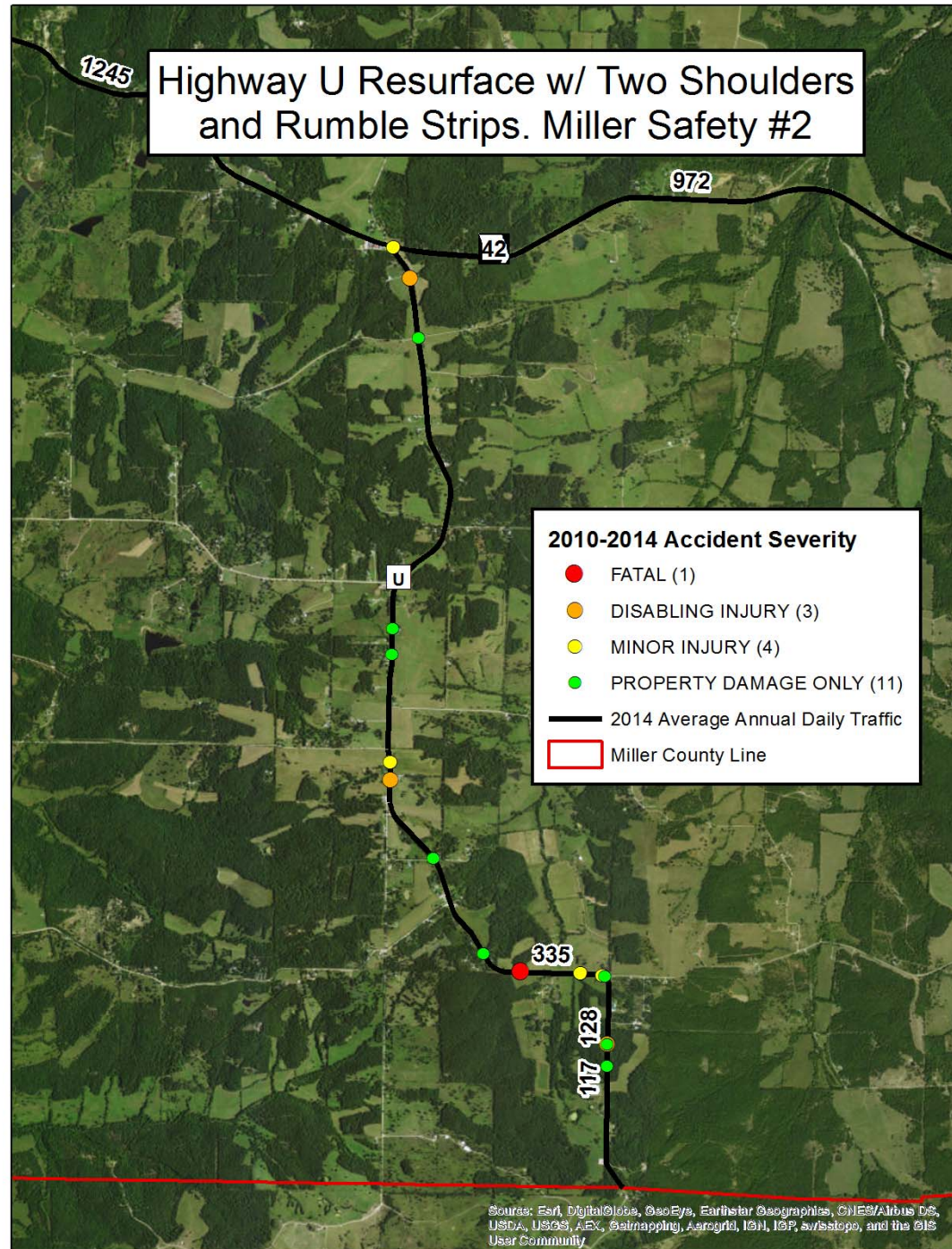


Pave the ROW on all County Gravel Roads  
(MoDOT ROW to County ROW)  
Miller Safety #1



Miller County





Miller County

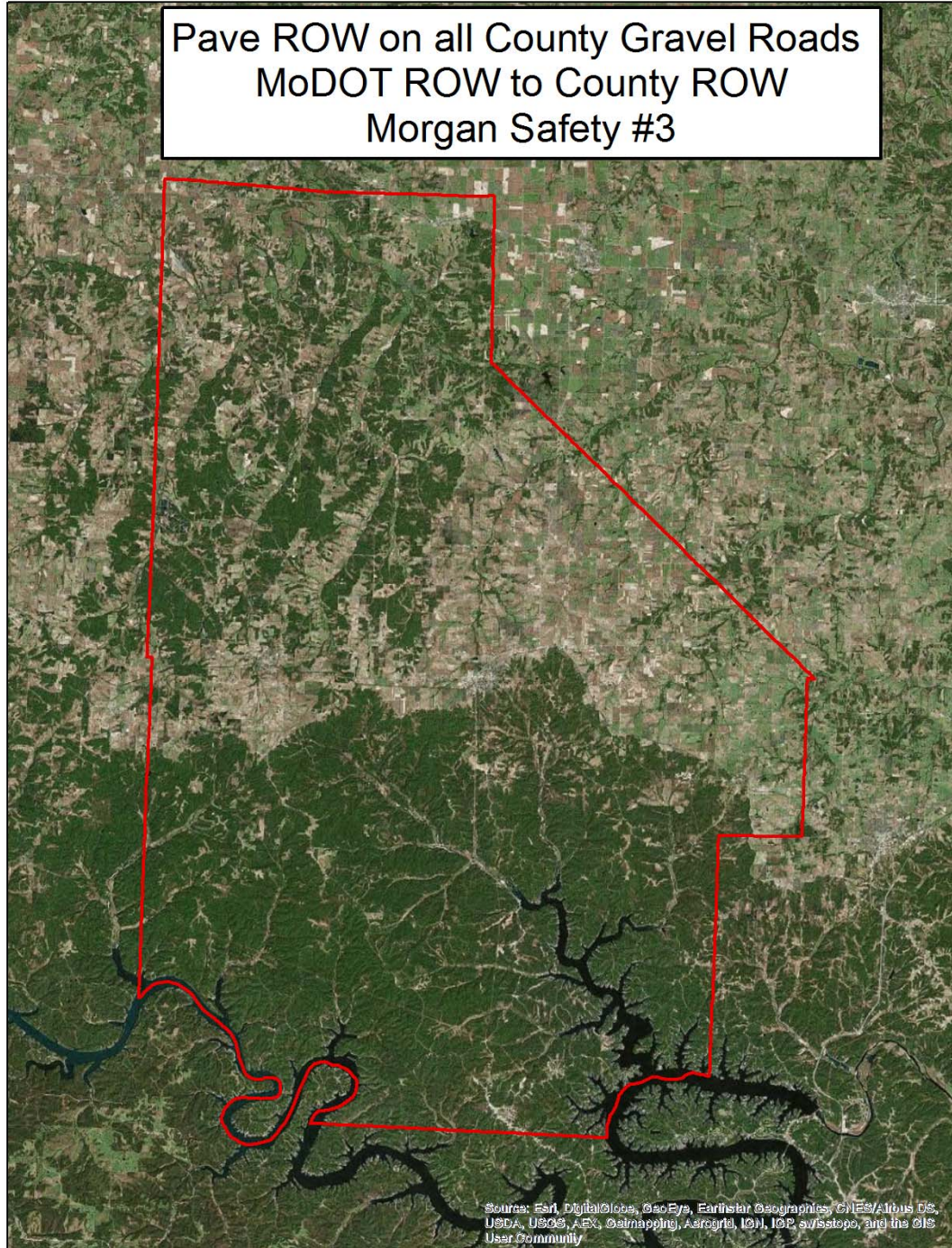
# Morgan County Projects

## **Safety**

1. BB Bridge improvements/replacement
2. Hwy C Bridge replacement side rails are failing
3. Pave the ROW on all County gravel roads (MoDOT ROW to County ROW)



Pave ROW on all County Gravel Roads  
MoDOT ROW to County ROW  
Morgan Safety #3



Morgan County

## Safety Projects

Priority Ranking	County	Project Description	Overall Score
<b>1</b>	Laclede	MO-5 near BB turn lane next to dollar general extremely dangerous area and MO-5 and Julie Road	42
<b>2</b>	Morgan	Hwy C Bridge replacement side rails are failing	52
<b>3</b>	Laclede	MO-32 East, improvements to S-Turn approximately 3.5 miles east of MO-5	54
<b>4</b>	Camden	Camden County Rt 54 from Camdenton to near Rt KK Guard Cable improvements in center median	59
<b>5</b>	Laclede	Hwy 64 and AA where blinking light is either change to a 4 way intersection or fix the approach to the intersection for more visibility as approaching intersection	68
<b>6</b>	Morgan	Hwy E Improvements	71
<b>7</b>	Miller	U Hwy Resurface with two shoulders and rumble strips	76
<b>8</b>	Miller	Pave the ROW on all County gravel roads (MoDOT ROW to County ROW)	79
<b>9</b>	Morgan	Pave the ROW on all County gravel roads (MoDOT ROW to County ROW)	87
<b>10</b>	Laclede	Highway 64 and KK Intersection	

**\*Score each project in regard to safety from 1 to 9 with (1) being the most important safety project.  
Approved by the Transportation Advisory Committee (TAC) on July 11, 2017**



Serving Camden, Laclede, Miller and Morgan Counties

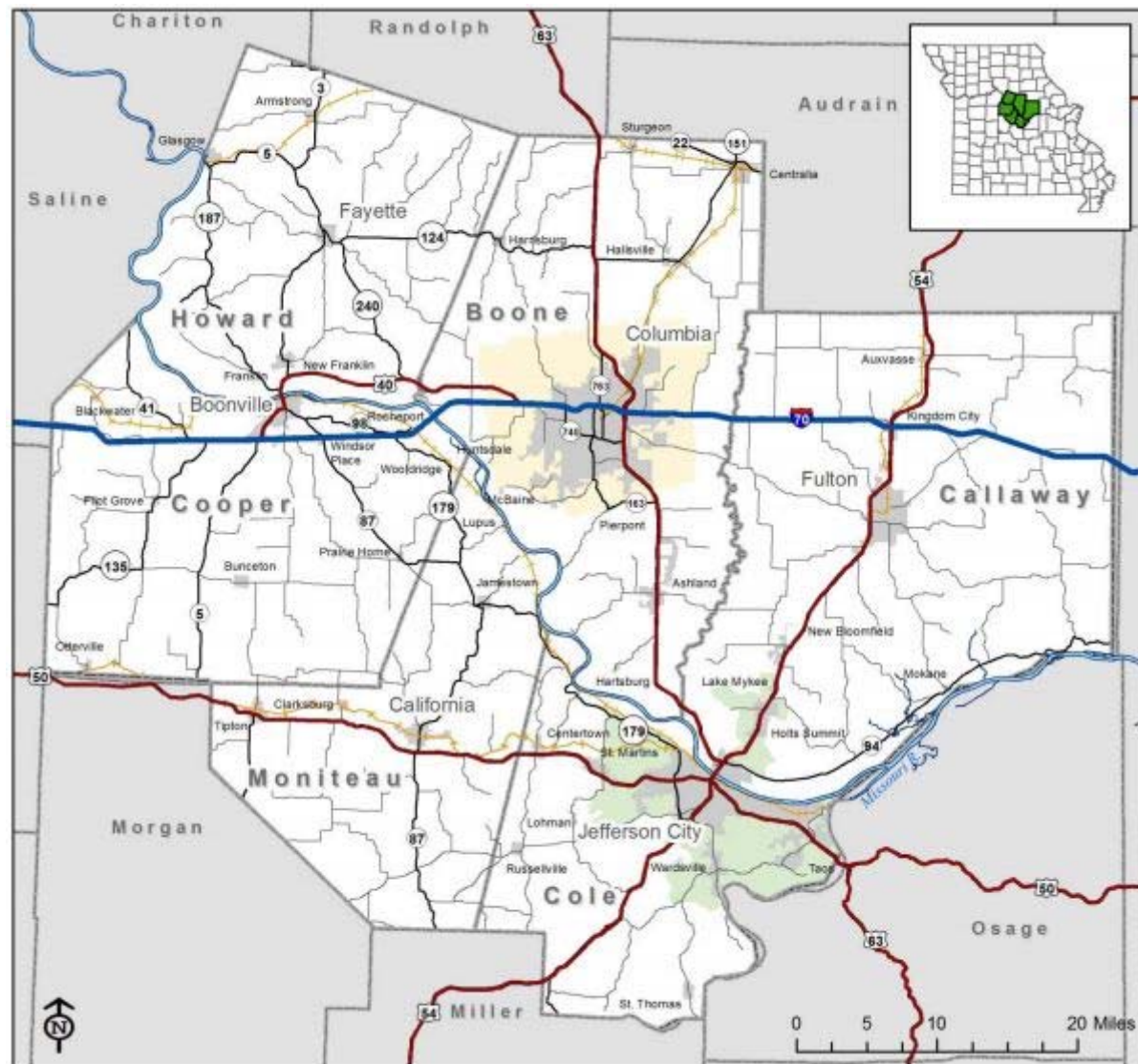
Linda Conner

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[linda.conner@loclg.org](mailto:linda.conner@loclg.org)

573-346-5692





Mid-MO RPC Regional Transportation Needs - Road and Bridge			
Project	Description	County	Priority
I-70 Corridor	Rebuild and expand I-70	Boone, Callaway, Cooper	H
US 50 corridor from California to Sedalia	Expansion of the existing corridor to a four-lane highway from California to Sedalia.	Moniteau	H
US 63 / I-70 Interchange	Improvement of 63/70 interchange to reduce traffic on the connector	Boone	H
US 63 at-grade crossings	Safety improvements on US 63 in Boone County to include improvements to crossovers at Route A and Gilmore Lane, Claysville Rd. and Westbrook Dr., Westbrook and Mt. Pleasant Rd., and New Salem	Boone	H
US 54/63 at Missouri River Bridge - 3rd lane extension	Lengthen the US 54/63 eastbound outer lane at the Missouri River Bridge from Route W Exit ramp to the US 63 exit ramp.	Callaway	H
US 54/South Summit Drive Interchange - Additional ramps	Additional Ramps to east side of US 54/South Summit Drive interchange	Callaway	H
MO 240 and US 40	Corridor improvements for safety (i.e. shoulders, straightening, sight distance)	Howard	H
Hwy 22, Hwy 124 and Hwy 151	Safety improvements to the intersection of Hwy 22, Hwy 124 and Hwy 151 in Centralia	Boone	H
Routes B, W, M	Improvements to intersection of Routes B, W, and M in Wardsville	Cole	H

Mid-MO RPC Regional Transportation Needs - Multimodal			
Project	Description	County	Priority
Columbia Regional Airport	Expansion of the Columbia Regional Airport to include the building of a new terminal and additional infrastructure needed to support the expansion.	Boone	H
Cole/Callaway Co. Port	Construction of a port facility along the Missouri River near Jefferson City	Callaway, Cole	H
Howard/Cooper Co. Port Authority	New Facility Upgrades - New Dock and Road, Crane, Dry Storage, Crane, Conveyors	Cooper, Howard	H
Jefferson City Memorial Airport	Reconstruction of crosswind runway and south taxiway, repairs to parking area and improvements to air traffic control tower.	Callaway, Cole	H
Transit Funding	Fixed funding contribution to improve public transportation	Statewide	H



# Transportation Priorities in the Meramec Region

October 9, 2018

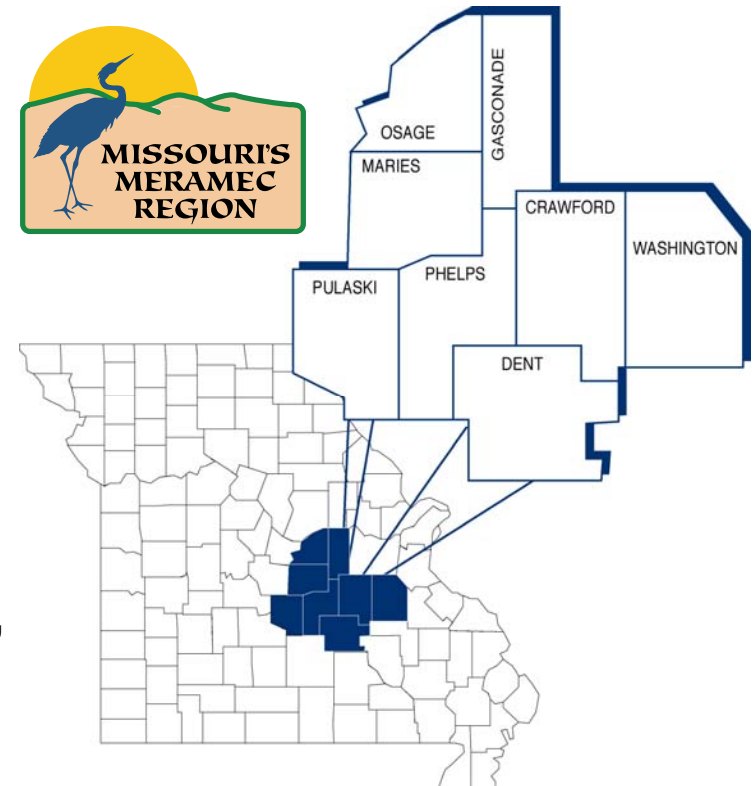


**MRPC**



# Welcome to the Meramec Region

- MRPC serves eight counties in south-central Missouri
- The region covers over 5,131 square miles and includes 36 municipalities
- Population of area (2010) is 201,254
- Largest city in our region is Rolla, with population of 19,559
- Largest county in our region is Pulaski, with population of 52,274
- The region is predominately rural



# [ Planning Efforts ]

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- MRPC annually identifies transportation needs
- Transportation Advisory Committee prioritizes needs on a regional basis; recommends to MRPC
- MRPC reviews, approves, provides a regional project list to MoDOT Central District and works with Planning Partners to incorporate projects into STIP for Central District.

# [Transportation Values]

**This is what the folks in the Meramec Region  
said were the most important things to  
consider when ranking needs:**

- ❖ Taking Care of the System
- ❖ Economic Development
- ❖ Safety
- ❖ Choices in Transportation (Multi-Modal)
- ❖ Source: 2014- Surveys at Various Meetings

# [ The TAC ]

- ❑ The MRPC TAC is composed of three representatives from each county.
- ❑ TAC members present top three/four priorities for each county
- ❑ TAC prioritizes needs to reach consensus for the region





# MRPC Regional Priorities FY2018

## MRPC Transportation Priorities 2018

Prioritized by the TRC on Dec. 14, 2017

Approved by MRPC Board on Dec. 14, 2017

Priority	Notes	State	COUNTY	Imp on Reg	SR	RT	Location Description	Need Description	Area Engineer Comments
Regional	MRPC-1	MRPC-1	Phelps, Marion, Owsen	1	US	48	Major Project US-63 from US Hwy 50 in Owsen County to the Phelps/Deer County line	Corridor improvements including widening to 4 lanes, shoulders and horizontal alignment improvements as well. For any project that will advance the 4-lane of the corridor.	Conditional Repayment Project
	MRPC-2	MRPC-2	Edwards and Owsen	1	US	50	Major Project US-Hwy 50 from about one mile west of Deer to the Edwards/Phelps County line	Corridor improvements including widening to 4 lanes, shoulders and horizontal alignment improvements as well. For any project that will advance the 4-lane of the corridor.	Conditional Repayment Project
High	1.04	D-522	Seminole	1	RT	18	From 28 location to North City Limits on Hwy 30 near school	Safety concerns at school entrances and industrial park entrance.	6.5, 7th - 10th (2018 and) depending on number and location of turn lanes. Limited accident history. Partnership project in future?
	3.57	C-522	Crawford	1	RT	2	Bridge No. 5224 over Little Bearhouse River	Load posted, one-lane bridge.	6.5-8 (Fair Condition). One-lane, two-lane approach (not bridge related) issues south of bridge.
	8.9	W-422	Washington	1	RT	2	Bridge No. 7514 over Big River	Bridge Road	6.5-8 (Fair Condition). 2-lane, load posted.
	7.9	D-425	Owsen	1	US	50	Bridge CR 601/CR 701 at State Technical College	Intersection improvements at CR 601 & Owsen CR 601. Congestion & access.	TRC study recently concluded. Good partnership project(s).
Medium	7.9	Ph-426	Phelps	8	US	48	144 to University Drive / intersection at 144 in Dele	Capacity & Safety Improvements	Included in future study
	9.7	Ph-724a	Phelps	8/9			Add dual left turn movement on Missouri Drive East	Intersection improvements	
	9.6	D-521	Deer	1	MS	18	Bridge No. 5227 over Quaker Creek	Bridge Road (narrow) - 20 ft wide minimum for 2 lanes.	6.5-7 (Fair). True bridge. Safety concerns with narrowness of bridge.
	9.2	D-512	Deer	1	RT	17	Route 77 over Norman Creek	Bridge Road	6.4-8 (Poor Condition). 2-lane. No load posted. In engineering study.
	9.1	D-504	Deer	1	MS	48	Phelps County Line to Route 38	geometric alignment concern and add shoulders	
	9.1	D-504	Owsen	1	US	48	Functional Needs	Safety improvements to intersection of the 4/50.	Start engineering work, not funded for construction.
	9.7	W-423a	Marion	1	MS	42	Online route through country - Functional Safety Needs - East	Safety improvements	
	9.8	Ph-423	Phelps	1	US-50	42/44	Outer Road at North and Hwy 42 - North and South side of 42-44	Improve the intersection at the 42-44 outer road and Hwy 42	Further improvements needed at both ends to be successful.
	9.3	C-527	Crawford	1	MS	18	Intersection at Lindberg Road	Need for left turn lanes turn onto Lindberg. Accident history with 4-lane, turning left onto Lindberg.	Limited accident history. Phelps County project or partnership project to add southbound left turn lane in future?
	9.3	W-422	Marion	1	MS	28	Bridge No. 4088 over Dry Fork Creek	Width concerns.	Intersection lane bridge. Requires replacement.
Low	1.8	W-423a	Washington	1	RT	8	Right turn lanes at RT-12 intersection and RT-12 intersection	Intersection improvements	width shoulders
	1.8	Ph-424	Phelps	1	MS	48	In St. James from Main St to SR	Safety & Traffic control need (intersection concern) & Economic Development.	City of St. James more right of way from Route 44 to south city limits. MS&T maintains pavement surface of driving lanes only. 2-lane project or partnership project in future?
	1.8	Ph-712	Phelps	1	MS	17	Hwy 21, 1.8 miles north of Center at Reasman Road	Further safety improvements at Center at Reasman Road	Limited accident history. To remove curves, total project cost is \$500K (2018 est).
	1.1	D-525	Owsen	1	RT	6	Bridge No. 7088 over Conary Creek	Bridge Road	6.5-8 (Fair Condition). 2-lane, load posted. In engineering.
	1.8	W-427	Marion	1			County Road approach at the State Highway	Approach of the CR approaching the state highway	
	1.7	C-528	Crawford	1	RT	44	Bridge No. 4488 over Dry Creek	Bridge Road	6.4-8 (Poor condition). Replacement
	1.6	Ph-744a	Phelps	1	RT	124	Thompson's road crossing out of Fairview to Gardening	Safety improvements	High fatalities. Road to level out humps in road.
	1.2	W-425	Washington	1	RT	3	Online Route	Safety improvements	2-lane, shoulders & variable width
	1.8	D-520	Deer	1	RT	77	Bridge No. 5208 over Crooked Creek	Bridge Road (Ponding concern) / replace culvert with bridge	Condition "F" Box Culvert - fair condition. Safety concern with Crooked Creek - a new profile span wouldn't work here. 6.5, 7th to build bridge (2018 est) MS&T would remove (2018 est)
	1.8	D-520	Seminole	1	MS	18	Bridge No. 4038 over Frame Creek	Narrow lanes on bridge. Flooding also sometimes an issue. Limited pedestrian access.	7.4-8 (Fair Condition). 2-lane (narrow). No load posted. 55-58 to replace (not the bridge (2018 est) Partnership project in future for feasibility?
	1.8	D-520	Seminole	1	MS	18	Safety improvements at the intersection with Route 1, 0.2 miles west of Hermans.	Safety concerns	Limited accident history. No improvement options. Rebuild Route 1 intersection local option.
	1.8	D-520	Seminole	1	RT	2	Bridge No. 5247 over Red Creek	Bridge Road	Funding for design work has been approved. Condition 8 - second unfunded bridge in region.
	1.1	W-427	Washington	8	RT	8	Route 8 from Hwy 42 to 144	Safety & Capacity Issues	Start Environmental & Location Study Work. Work with St. Francis County & SR&D INC.
	8	W-428	Washington	8	RT	21	Route 21 from Road to Deane	Safety & Capacity Issues	Start Environmental & Location Study Work. Work with Jefferson County & ETR Gateway

# Priorities: TOP 7 RATED

1. US 63: Entire Corridor
2. US 50: Entire Corridor
3. Gasconade County: RT 19 – From 28 Junction to North City Limits near Owensville school
4. Crawford County: RT C – Bridge No. S0364 over Little Bourbeuse River
5. Washington County: RT C – Bridge No. T0114 over Big River
6. Osage County: US 50 - Osage CR 801/CC/50 at State Technical College
7. Phelps County: US 63 – I-44 to University Drive / Overpass at I-44 in Rolla

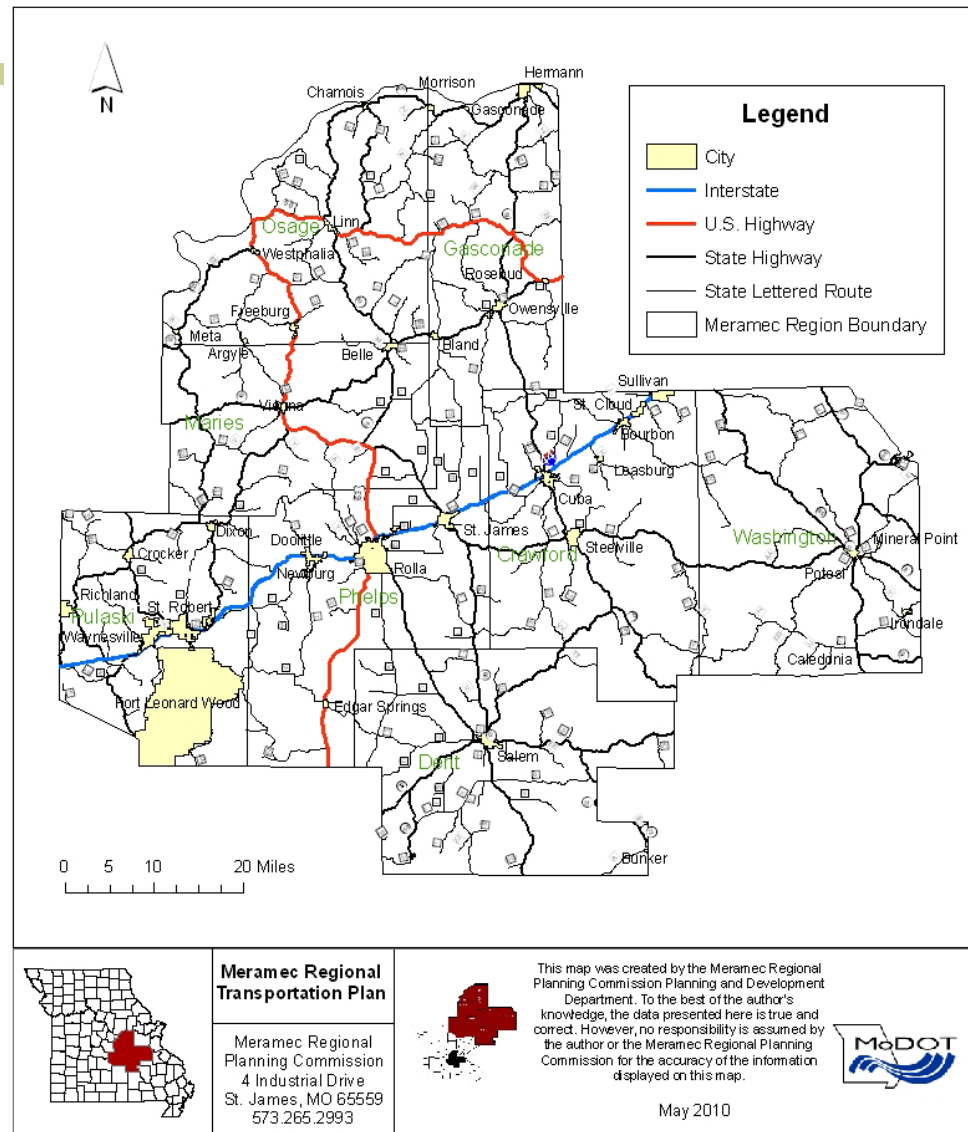
## MRPC Top 2 Priorities: The Biggies

- Corridor improvements to Highway 63 in Phelps, Maries and Osage counties.
- Corridor improvements to Highway 50 in Gasconade and Osage counties.



**MRPC**

# US Highways 63 and 50

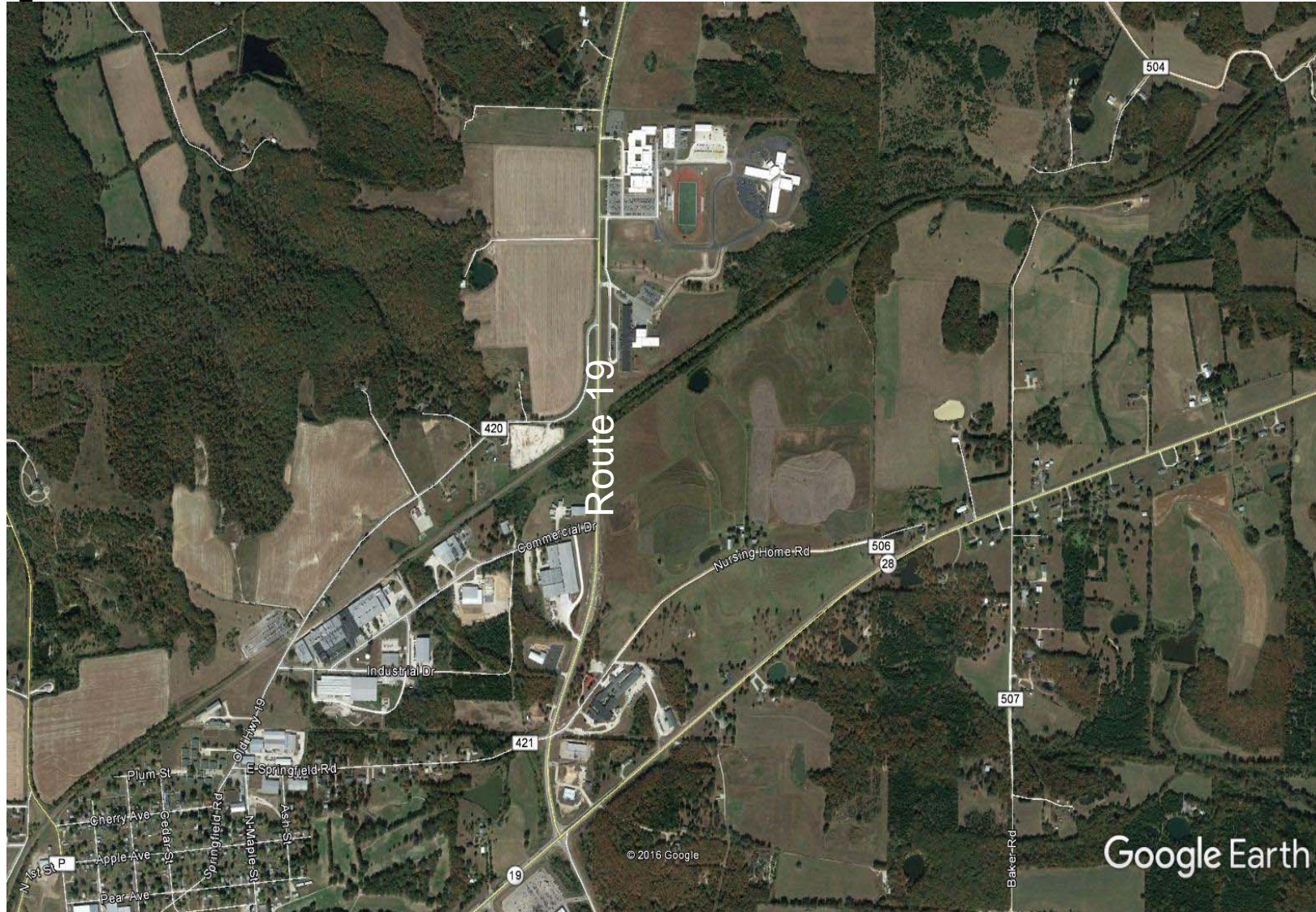






# Priority 3: G-312 Gasconade County

## RT 19 – From 28 Junction to North City Limits near school









## Priority 4: C-102 Crawford County

RT C – Bridge No. S0364 over Little Bourbeuse River





## Priority 2: C-102 Crawford County





# Priority 5: W-822 Washington County

RT C – Bridge No. T0114 over Big River









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# Priority 6: O-525 Osage County

US 50 - Osage CR 801/CC/50 at State Technical College







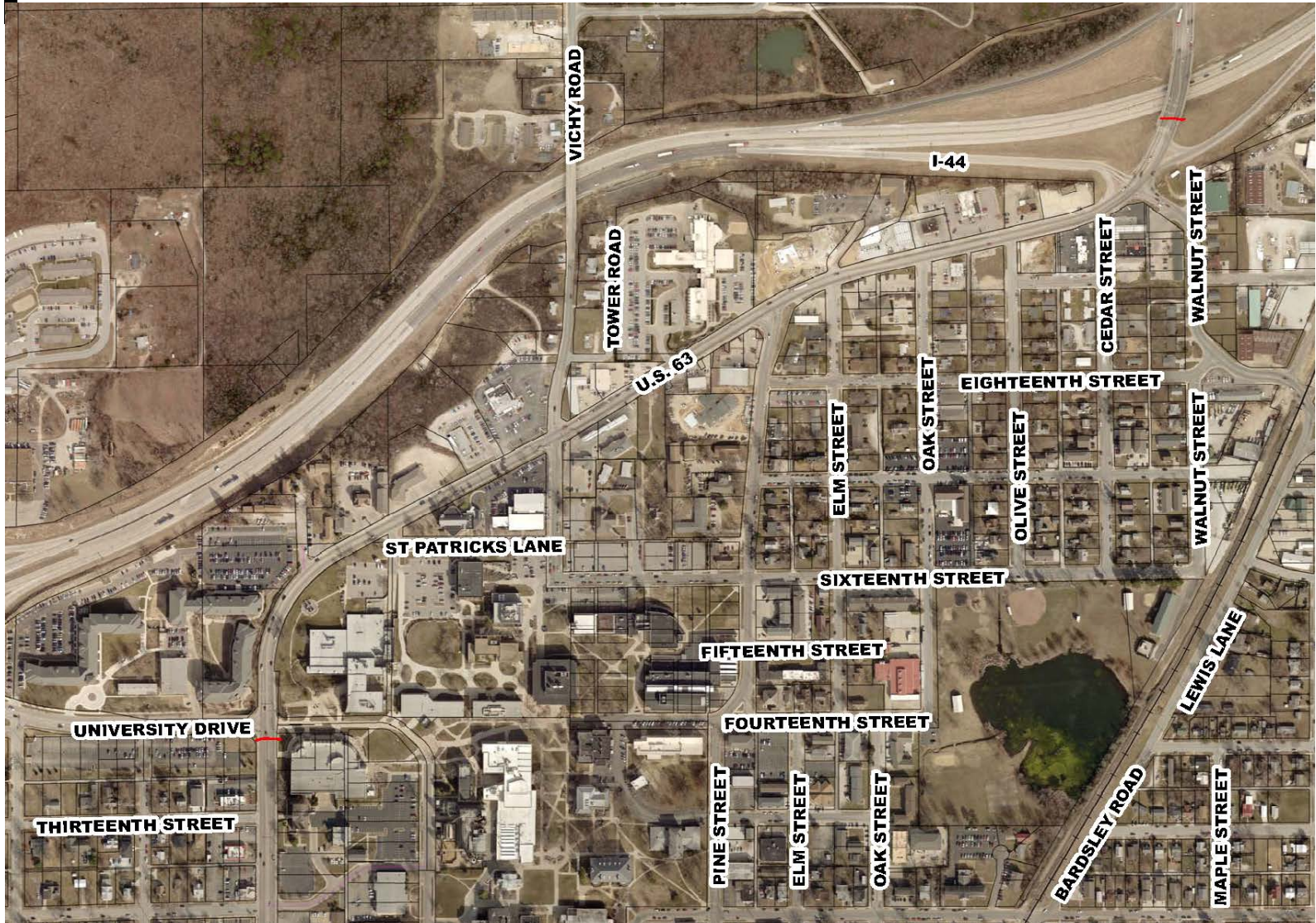






# Priority 7: Ph-605 Phelps County

## US 63 – I-44 to University Drive / Overpass at I-44 in Rolla











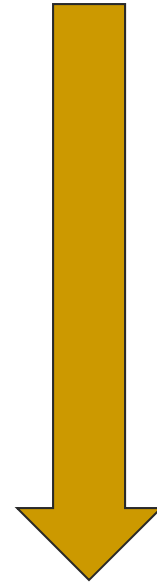




# [ Status of Prioritization FY19 ]

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- ✓ Oct-Nov: MRPC and MoDOT staff to meet in each county to discuss transportation needs. Have county/TAC to determine top 3-4 Project Needs
- ✓ Dec TAC meeting: Presentations on each project with data shared. Prioritization of projects by TAC
- ✓ Jan: MRPC review and recommend list to MODOT Central District
- ✓ Feb./March: MRPC staff and other planning partners meet with MODOT to discuss/review projects moving into STIP.



[ MRPC ]

Thank You!

