

2024 SMOG Road and Bridge Needs											
SMCOG Priority #	County Priority #	County	City	Need	Route	Location	Include bridge(s)?	Description	What problem are you trying to solve?	Status	Notes
1	1	Taney		Safety, Economic Development, Congestion/Traffic Management	Hwy 86 and Hwy 65	from Hwy 65 to Long Creek Bridge		Improve by adding lanes and improving geometry. Project would also add an interchange at Hwy 65 and extend to the Branson Airport. Jones Road to the bridge need super 2 lanes, fewer at grade crossings. Eventual direct airport access.	Project need has been increased due to development in the branson Creek and Big Cedar areas as well as the development of the Thunder Ridge Arena. Large event traffic creates extreme congestion on Hwy 86 and Hwy 65.	Received Governor's Cost Share funds for Phase I	
2	1	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 (there is a hospital in this area). Smaller improvements: improvements in Purdy, Seligman at 112, right turn lane in George's, FR1100 (roundabout)	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	1	Stone/ Christian		Capacity & Intersection Improvements	on Rte. 13	from Nixa to Kimberling City	A6081 - Fair (6) NP A7913 - Good (8) NP A7914 - Good (7) NP	Continue four-lane expressway/ install passing & turn lanes. Intersection improvements on Rt. 13 and Lakeshore.	Safety concerns with accidents and people passing lake/ tourist traffic and resulting in some head on collisions. Include intersection at 248/13. In the off season there are between 10,000-15,000 cars per day that travel Rt. 13 southbound. There is a small turn lane that holds only 1 car currently. On the Lakeshore to Rt. 13 side there is no turn lane.		Non-Engineered estimate of intersection improvements (Rt. 13 and Lakeshore) and new roadway extension is expected to be in the \$500,000 range.
4	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 J0064 - Poor (3/4)	160 needs improvements throughout county; install shoulders; freight route; freight route; Need new bridge/ wider bridge at Kyle Creek & new railroad crossing; S curve between 107 and 115 needs something; drainage issues	Safety concerns with commercial truck traffic and narrow, winding roads. Installation of shoulders needed; 4-8 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. Bridge replacement at Kyle Creek is a higher priority. Shoulders between Lockwood and Greenfield is also a higher priority. There are a lot of semitrucks on 160 from Pennington Seed and Walmart. Pennington will be producing new products so there will likely be an increase in truck traffic. There are trucks and school buses wrecks on narrow roads. There should be focus on Rt 39 South of Greenfield as there is a lot of truck 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.
5	1	Dallas		Safety, Capacity, and Intersection Improvements	on Rte. 65	Mill St	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 (higher priority for safety concerns), 65 and Mill St, and 65 & Main.	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. There have been accidents at Truman. There is more tractor trailer and boat traffic. People aren't slowing down when entering the city. Bus traffic goes through 65 & Main. Need caution light for 65 & 73 so people know they are entering the city. Need passing lanes closer to population center heading north on 65.	Extend four-lane or install passing lanes countywide; <b>freight route.</b> At Kelly Rd intersection, 100-150 trucks/week to & from grain elevators and Hostetler; owners willing to cost-share. At Truman Rd intersection, 30 buses/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. 65+Mill St widening or turn lane (especially west).	
6	2	Christian		Safety and intersection improvements	on Rte. 65	Throughout Christian County- at State Hwys A & BB; at Hopkins Road; at Saddlebrook exit	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)	Safety and crash concerns throughout county. Concern w/ schools buses being able to turn, add acceleration/deceleration lanes, add turn lane on southbound 65 to Saddlebrook	Rt A and BB has school bus issues	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
7	2	Lawrence	Mt. Vernon	Capacity and Safety Improvements	on I-44	I-44 and Rt. 39 interchange (Exit 46)		Interchange improvements. Need to extend ramps. Eastbound traffic on ramp to I-44 at exit 46.	Westbound and eastbound (especially westbound is deficient) ramps need improvements. High traffic congestion is anticipated due to TA Traffic Stop. Truck stop is newly opened. Without the ramp extension, traffic will back up on I-44. The traffic isn't high s expected. Trucks are taring the guard rail making turn from the new TA. Needs some widening. The eastbound entrance ramp needs to be lengthened for safety reasons. The ramp is short and it is difficult to see incoming traffic. This is eastbound from the bridge to get into I-44.		

8	1	Webster	Rural - Fordland to Seymour	Safety, Congestion/Traffic Management, Freight, Economic Development	Hwy 60	US Hwy 60, approx. 11 miles, b/n State Hwy U (Fordland) and W. Clinton Ave. (Seymour).		Intersection and Interchange safety improvements and development of an outer road system along a stretch of US Hwy 60 that runs parallel to a rail line, to enable its eventual upgrade to freeway status	Hwy 60 has seen a significant increase in traffic. Project would eliminate a number of intersections and possibly rail crossings to separate local (and slow moving agricultural) traffic from higher speed vehicles. Could include (but not be limited to) addition of accel / deceleration lanes at Burks St. in Fordland. Could also increase access to rapidly growing area just west of the City of Seymour.		Project recommended as part of US Hwy 60 Corridor Study.
9	1	Polk	Bolivar	Intersection and safety Improvements	on Rt. 83 and Rt. 13	at Rt. 430th		Improve access to the CMH hospital	Need improved access to get the ambulance to the hospital. With widened road there will be increase in regular and ambulance traffic. So there is a need for intersection improvements. Need to improve 430th and Hwy 13 intersection as it is skewed.		Potential cost share. A portion received Governor's Cost Share in 2023.
10	3	Lawrence	Aurora	Intersection Improvements	on Bus. 60 (Church Street)	at Rte. 39 (Elliot Street)		Upgrade intersection to better accommodate truck traffic; improved turning radius.	Trucks have to take this very wide and causes safety concerns. Pedestrian crossing button needed.		
11	2	Stone		Capacity Improvements	on Rte. 76	from Branson West to Rte. 265		Capacity and alignment improvements; continuation of 4 lane	Include intersection of 76 and 265. There are SDC properties along this corridor so heavy use is expected.		
12	3	Webster	Marshfield	Road Realignment/ Intersection Improve	on Rte. DD	Elm Street		Realignment or added traffic control at intersection.	School traffic gridlock due to poor intersection design. Elm Street will see higher traffic due to new interchange. Currently has a concrete median; TEAP project (city/county split) performed, with new conceptual design.		TEAP Study project completed in 2021.
13	1	Greene		Safety, Economic Development, Capacity, & Intersection improvements	on US Hwy 60	Hwy 60 Corridor; Greene county; Access on and off bypass on Hwy 60 between Mill St and Hwy 125	A8343 A8346	Improvements along the US Hwy 60 corridor in Greene County; safety improvements along entire route at lettered routes/60 intersections; Complete freeway conversion from 125 to Rogersville. Complete intersection improvements from 125 to Rogersville (limiting access for freeway standards). Reconfigure ramp to 253 (Current design doesn't allow good ingress/egress, limited access)	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. Limited access and poor ingress and egress.		253+Jamestown: ingress/egress problem
14	2	Barry	Cassville	Bridge Replacements and intersection improvements	on Rte. 76/86/112/248	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.		
15	3	Taney		Safety	Rt. 76	Rt. 76 and Lakeshore Dr		Improve intersection to address safety issues. Improvements include possible turn lanes, raised islands, and modified traffic control. A continuous Green-T intersection could also be considered at this location.	Rt. 76 has a high volume of traffic. There are no turn lanes on Rt. 76. The intersection is large and not leveled. The curvature of the road and grade limit sight lines to the east. The posted speed on Rt. 76 is 35 mph, though the 85th percentile most likely exceed that speed. Traffic volumes fluctuate with seasonal activity and may meet signal warrants during peak traffic. Summer camps and resorts in this area.		