

# SS4A (Safe Streets for All) Action Plan

## Pettis County, Missouri

DATE: MAY 12, 2026

### 1. Executive Summary

Overview of SS4A Goals: Summarize the goals of the Safe Streets for All program, including SS4A's focus on eliminating crashes, reducing fatalities, and addressing the needs of vulnerable road users.

The overarching purpose of the Safe Streets and Roads for All (SS4A) Action Plan in Pettis County, Missouri, is to reduce the incidence of severe injuries and fatalities across the county's transportation network. This objective transcends mere statistical reduction; it signifies a commitment to safeguarding the lives and well-being of all individuals who navigate Pettis County's roads, whether as drivers, pedestrians, cyclists, or other vulnerable users. To achieve this, the plan will move beyond reactive measures and establish a comprehensive, data-driven safety strategy. This strategic approach will involve a thorough analysis of crash data, infrastructure assessments, and community input to identify high-risk areas and develop targeted interventions. The plan aims to cultivate a pervasive culture of safety throughout Pettis County. This will be accomplished through proactive engagement with diverse stakeholders, including residents, businesses, local government, and emergency services, fostering a shared understanding of road safety principles and promoting collective responsibility. By instilling a proactive safety mindset, the SS4A Action Plan seeks to create a sustainable and enduring reduction in traffic-related harm, ultimately transforming Pettis County into a safer community for everyone.

## 2. Introduction

The goal of the Pettis County SS4A action plan is to establish through a data and community driven process the highest need locations on the county-controlled Right-of-Way. The crash data was received from the Missouri State Highway Patrol and analyzed using ArcGIS and geospatial data analyses.

Between 2004 & 2023, there were 7,518 crashes in Pettis County outside of the Sedalia City limits. 646 people were seriously injured and 22 people were killed in traffic crashes over that period. This is an average of 1.1 people per year where traffic volumes are relatively low making rates high. Notably there were 473 truck involved crashes and 7 pedestrian involved incidents.

While traffic crashes may seem to be an unavoidable fact of life, they represent preventable tragedies that can be reduced or eliminated through innovative design, strategic policies, and committed local leadership.

Pettis County wants the transportation network to be safe for all network users and the Pettis County Commission has adopted a long-term safety goal of zero transportation network fatalities and serious injuries by the year 2040 (see following page). Based on the Safe System Approach, Pettis County is taking steps toward a safer network, through the Safe Streets and Roads for All (SS4A) program.



Pettis County Road During Harvest



**COUNTY OF PETTIS  
PETTIS COUNTY COURTHOUSE**

January 24, 2025

Resolution 01-2025 #001

**A RESOLUTION OF THE PETTIS COUNTY COMMISSION ADOPTING TARGETS FOR  
SAFETY PERFORMANCE MEASURES**

**WHEREAS,** the Pettis County Commission is the organization designated by the State of Missouri for carrying out provisions of Transportation Equity Act of 21st Century and the State and Regional Planning Community Development Act of 1965 within Pettis County, Missouri; and

**WHEREAS,** the Federal Highway Administration issued a final rule based on Section 1203 of the Moving Ahead for Progress in the 21st Century (MAP-21) and with considerations to provisions in the Fixing America's Surface Transportation (FAST) Act, which established five safety performance measures; and safety targets for each of the five safety performance measures; and each Regional Planning Commission shall establish safety targets for each planning area with each state and report progress over time in reaching the adopted target; and

**WHEREAS,** Pettis County Commission review, in coordination with the Missouri Department of Transportation and local transportation partners has identified opportunities for inclusion of safety improvements in projects, and the monitoring of safety criteria, in order to achieve higher safety measures in the Pettis County Commission region.

**NOW THEREFORE, BE IT RESOLVED BY THE PETTIS COUNTY COMMISSION THAT:**

**The Pettis County Commission adopts a long-term safety goal of zero fatalities and serious injuries for Pettis County to be achieved by 2040.**

Passed and duly adopted by the Pettis County Commission on this, the 24th day of January 2025.

**Mark Edwards**  
Western Commissioner

**Bill Taylor**  
Presiding Commissioner

**Israel Baeza**  
Eastern Commissioner

ATTEST:

  
**Jessica Capkovic**  
County Clerk

The Pettis County Commission pursued this Safety Action Plan following the announcement of the SS4A program through the United States Department of Transportation (USDOT) in early 2024. Roadway safety, including all modes but specifically related to roadway geometry concerns, are a focus of the Pettis County Commission and surrounding small communities. High profile fatalities involving heavy vehicles and inadequate sight distances were recently a headline in County media.

This Action Plan was developed using the SS4A program requirements with a rural, Pettis County influence. This is intended to be a living document that strategically outlines projects and priorities for implementation throughout rural Pettis County.

The Pettis County SS4A team has formed an ongoing task force to review and update the plan going forward by meeting on an annual basis to make adjustments to achieve the goals of the County for a period of 3 years in its initial formation. The members of the task force include a County Staff Representative, a County Road and Bridge Representative, and a Public Safety Representative and two at-large members. The members of the task force may be removed or added by a majority vote of the Commission. The Commission may reinstate or dissolve the SS4A task force after a period of 3 years from grant award.

Through the projects and strategies identified in this plan, Pettis County is dedicated to the reduction of fatal and injury crashes. The Safe System Approach is the framework for addressing transportation safety which recognizes mistakes are a part of the human experience and the transportation network must help to reduce the consequences of those mistakes. The framework shown below highlights the five key principles:



(USDOT, 2024)



# Safe Streets and Roads for All Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

**Instructions:** The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant:

UEI:

**1 Are both of the following true?**

YES

NO

If yes, provide documentation:

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

**2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?**

YES

NO

If yes, provide documentation:

**3 Does the Action Plan include all of the following?**

YES

NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.



**4 Did the Action Plan development include all of the following activities?**

YES  NO

If yes, provide documentation:

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

**5 Did the Action Plan development include all of the following?**

YES  NO

If yes, provide documentation:

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

**6 Are both of the following true?**

YES  NO

If yes, provide documentation:

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

**7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?**

YES  NO

If yes, provide documentation:

**8 Does the plan include all of the following?**

YES  NO

If yes, provide documentation:

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

**9 Was the plan finalized and/or last updated between 2018 and June 2023?**

YES  NO

If yes, provide documentation:



### 3. Vision and Goals

Vision Statement: We envision a Pettis County Transportation Network that is safe for all road users with zero fatalities and disabling injuries.

Strategic Safety Goals:

- Reduce traffic fatalities and serious injuries with the goal of zero.
- Increase safety for pedestrians and cyclists.
- Promote transportation equity and access.
- Enhance infrastructure for accommodation of the wide range of vehicles in rural traffic situations.

The goal of performing the work and GIS analysis involved with creating a compliant SS4A Action Plan is to have a usable product which can help prioritize projects throughout the County. Based upon the county wide crash analysis approach, intersections and safety concerns were identified in small communities and the rural areas of the County. This will allow both the County government and the small community governments to use safety data in the prioritization of projects. Not just those projects identified for SS4A improvements but for all areas where a crash has occurred in the last 20 years. The empirical data is used to back up the justification for a safety related project which in the past would be identified and approved by anecdotal evidence alone.

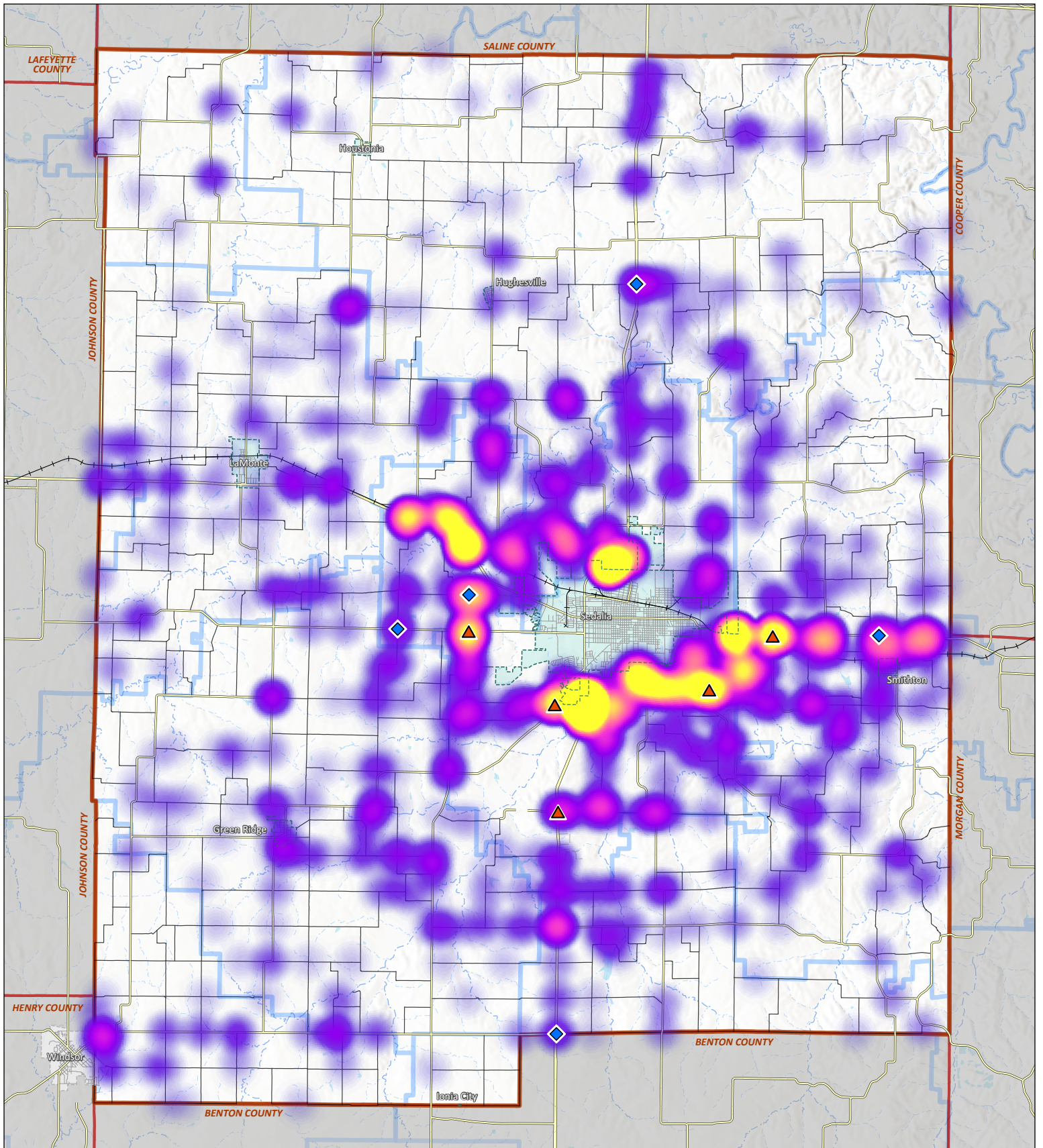
The county also established an official Right-of-Way record through GIS as part of the development of the action plan. The goal of this work is to streamline the process of assessing the Right-of-Way needs of safety projects associated with the Action Plan. It is known that Right-of-Way remains a major constraint in Pettis County and the official GIS record created as part of this project should help with identifying and projecting costs of the safety projects. The Right-of-Way record will also help with future safety and roadway improvement projects in Pettis County.

## 4. Safety Analysis

Analyzing 20 years (2004-2023) of crash history on Pettis County roads demands a thorough and methodical approach, beginning with the meticulous collection and organization of crash data from sources like law enforcement agencies, ensuring details such as crash date, location, severity, and contributing factors are recorded. This comprehensive dataset was sourced from the Missouri State Highway Patrol. The geospatial data was then analyzed in ArcGIS through the creation of a database for Pettis County (excluding Sedalia which has a separate Action Plan in process) allowing a look through the area to see where the areas of most need were on the rural and small city transportation network. This data was then subjected to rigorous analysis, identifying high-crash locations or "hotspots" and discerning recurring crash patterns, such as prevalent crash types, common contributing factors like speeding or distracted driving. Beyond crash type, the severity of a crash was the driving factor in the analysis with the aim of saving human lives. Severity analysis further pinpoints locations with disproportionately high serious injuries or fatalities. From these findings, safety issues related to road design, traffic control, driver behavior, and environmental factors are identified, leading to the development of targeted safety improvement plans. These plans encompass a range of potential solutions, from roadway and intersection enhancements to increased law enforcement presence and public awareness campaigns, with projects prioritized based on factors such as crash severity, frequency, and cost-effectiveness, ultimately aiming to create safer roads for Pettis County residents.

### Safety Analysis Methodology:

The base crash data was acquired from the Missouri State Highway Patrol for 2004-2023 and brought into our GIS Database and overlaid with the road network. Buffers were applied to intersections and road segments to determine high crash locations. This was done by ranking the number of crashes, fatalities, injuries and public input to determine most dangerous crash locations using a weighted point system as described in the section on Project Prioritization. The heat map of the crash data for the County is viewable in the graphic on the next page.



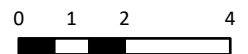
SS4A (Safe Streets for All) - Pettis County, Missouri - Heat Map

**Legend**

SS4A Improvement Projects Year Scheduled

- ▲ First Year
- ◆ Second Year

Crash Heat Map



Miles

Once high crash locations were identified they were ranked from highest to lowest, each crash at the top 50 candidate intersections were reviewed manually to determine if there were improvements which could be made to minimize the number of crashes and their severity. These suggested improvements were then documented.

The project or improvement suggestions were made based upon what would mitigate the crash type found starting with the most severe crashes. Improvements were chosen based upon information provided in the USDOT CMF Clearinghouse to have a quantifiable impact on safety.

During the intersection and crash review, an assessment of which agency (MoDOT, Pettis County, or small city) had jurisdiction and maintenance responsibilities for this location and then this location was added to the selected agencies list of projects to address.

For locations where significant funds (more than a few thousand dollars) will be needed to address the improvements, ballpark estimates using 2024 costs were prepared to account for preliminary engineering, construction engineering, right-of-way acquisition, and construction as appropriate.

A project list for each agency (MoDOT, Pettis County, and small cities: Green Ridge, Houstonia, Hughesville, La Monte, Smithton and Windsor) was created in rank order of most needed to least along with the project estimates to facilitate applying for future SS4A grants.

Many of the projects in the lists were very small in nature, such as clearing a sight triangle, which were placed on a separate list of projects which could be done by local maintenance forces to improve safety. These could be grouped together and funds applied in the future or done without federal grant assistance.

## 5. Equity Considerations

Pettis County, Missouri, is a predominantly rural area with a mix of urban and rural populations. While the County Seat, Sedalia, offers more urbanized infrastructure, where many of the surrounding communities face unique transportation challenges. These include limited public transportation options, higher rates of traffic-related injuries in rural areas, and disparities in road safety resources. For this SS4A (Safe Streets for All) Action Plan to be effective, equity considerations are integrated into planning, decision-making, and implementation.

**Transportation Equity:** Transportation equity refers to ensuring all individuals, particularly those from historically marginalized or underserved communities, have safe, affordable, and accessible transportation options. In Pettis County, this includes: OATS bus and relying on generous neighbors for transportation.

**Low-Income and Rural Populations:** Many of Pettis County's residents, particularly those in rural areas, rely on personal vehicles for access to work, healthcare, education, and other essential services. However, infrastructure in these areas is often insufficient, with inadequate pedestrian and bicycle facilities and dangerous roadways, increasing the risk of accidents. Many of Pettis County residents in the rural area fall in the low-income bracket and economical transportation options besides their personal vehicle are simply not available.

**Vulnerable Road Users:** Pedestrians, cyclists, and individuals with disabilities are particularly vulnerable in both rural and urban settings in Pettis County. Outside of Sedalia, rural roads often lack any dedicated pedestrian or bicycle facilities (with the exception of the KATY Trail), leaving these vulnerable road users exposed to motorized vehicle traffic risks. A high percentage of County roads are gravel surface without sidewalks or bicycle lanes leaving pedestrians and cyclists with the gravel road as the only choice. Within the small cities, many streets have no sidewalks and school access for many children involves walking either in the street or in someone's front yard. School children in the rural areas typically ride the school bus or with a parent to get to school.

**Racial and Ethnic Minorities:** While Pettis County is predominantly White, there are pockets of Black and Hispanic residents, especially within Sedalia city limits. Historically, minority communities in rural Missouri face disparities in access to transportation infrastructure,

which can lead to greater vulnerability in terms of traffic safety and mobility. Many of these residents in the rural area have limited access to public transportation and rely on their personal vehicles to go places. A significant portion of the county minority residents live in the Village of Dresden and other small cities included in this analysis.

**Data-Driven Mapping:** The first step is to use crash data and demographic information to identify areas where populations are most at risk. This includes analyzing crash hotspots for pedestrians, cyclists, and motor vehicle users, as well as mapping access to transportation infrastructure in low-income and minority communities. By targeting safety improvements in these areas, we can reduce disparities in road safety outcomes.

**Prioritizing Vulnerable Communities:** Projects such as the installation of pedestrian crosswalks, bike lanes, and safe bus stops will focus on areas with the highest rates of pedestrian and cyclist fatalities and where residents have the greatest need for non-motorized transportation options. The County Task Force will review and include roadway projects into the annual list which affect vulnerable communities. Upon completion of the ten most critical projects, the County will endeavor to include at least one project every five years which directly or indirectly prioritizes vulnerable communities.

**Community Engagement and Public Participation:** To ensure community members, particularly those in underserved areas, are involved in the decision-making process, we continue to engage residents and project stakeholders throughout the process. These efforts will seek input on specific safety concerns, community priorities, and desired improvements. Community-based organizations, local advocacy groups, and neighborhood leaders will play a critical role in ensuring voices are heard.

**Addressing Mobility Barriers:** The SS4A Action Plan will also consider the mobility needs of people with disabilities, seniors, and low-income households, who may face additional barriers to accessing safe transportation. This may include improving sidewalk connectivity, creating accessible crossings, and ensuring that public spaces and transportation hubs are universally accessible.

Distribution of Resources: Pettis County will work to ensure that both funding and safety interventions are distributed in a way that acknowledges the different needs of urban and rural communities. For instance, rural areas that lack basic infrastructure may be prioritized for initial safety upgrades such as lighting, road resurfacing, and speed management measures. Small urban areas like Smithton and Green Ridge will focus on more complex interventions such as safe routes to schools, improved public transit access, and addressing intersections with high rates of pedestrian injuries.

#### Monitoring and Accountability:

The success of equity-driven safety interventions will be continuously monitored through data collection and community feedback. Performance indicators, such as reductions in traffic-related injuries among vulnerable populations and increases in the use of safe pedestrian and bicycle infrastructure, will be tracked. Regular reports and updates will be shared with the community, ensuring transparency and accountability in the implementation of the SS4A Action Plan. Pettis County created a task force (see Section 2 for composition) to review the progress in safety improvements, oversee future project selection and implementation, and make future revisions to the Safety Action Plan.

## 6. Public Engagement

The initial public engagement consisted of meetings with County staff, small city staff, school districts, school bus drivers, and County Road and bridge staff. From these meetings, many road safety concerns were brought forward and aggregated for weighted consideration in the project prioritization efforts. The identified projects were added to the County map in the GIS database. These mapped concerns were then overlaid with the crash data in a GIS map to verify the concerns' legitimacy.

Scheduled meetings in November 2024 with the following to obtain their feedback:

- Dresden School District
- Green Ridge School District
- City of Green Ridge
- City of Houstonia
- City of Hughesville
- Hughesville School District
- La Monte School District
- City of La Monte
- City of Smithton
- Smithton School District
- Windsor School District
- City of Windsor
- Sedalia 200 School District
- First Student Transportation Company
- Pettis County Commissioners
- Pettis County Road and Bridge staff

Questions of those listed above included:

- Are there any areas on the roadway system within Pettis County which pose safety concerns for you, other users, students regardless of the transportation mode?
- Do your students have safe routes to school?
- Are there any intersections you avoid due to safety concerns?

Pettis County Commissioner Israel Baeza requested safety concerns from citizens through Facebook posts.

Pettis County placed a notice on their website and publicly announced it when meeting with the public.

## Results:

Meetings with cities, school districts, bus companies and County staff provided much better information than the public outreach. Many safety concerns were identified by these groups which would not have been known when only reviewing crash data.

A majority of the responses were centered around sight distance at intersections followed by roadway geometrics and were based upon personal experiences of them and their teams on the roads of Pettis County.

The responses received in the meetings were included in the ranking of the highest (most dangerous) to lowest locations and after collating, they were sent to each of the local entities for review and confirmation. Once these confirmations were received, the ranking was finalized and approved by the entities.

## 7. Project Prioritization and Recommendations

The plan will be organized around key action areas, each with specific strategies and measures to improve safety based upon empirical data for improvements from the CMF Clearinghouse.

Pettis County is undertaking a comprehensive effort to improve road safety through the Safe Streets and Roads for All (SS4A) program. To ensure their resources are directed where they are needed most, Pettis County is implementing a rigorous prioritization process. This process involves a thorough analysis of crash data, pinpointing high-risk areas and crash patterns. Crucially, they also sought and incorporated public input, understanding the community's perspective on safety concerns. The proposed projects presented here reflect this data-driven and community-focused approach, aiming to effectively reduce serious injuries and fatalities on our roads.

The data driven approach allowed the prioritization of projects based upon the scoring criteria below:

### Collisions

Each Fatality	100 pts
Injury	5 pts
Property Damage	1 pts
Truck Involved	25 pts

**Stakeholder Input** 50 pts

Once each project received a relative score it was then sorted by the agency whose responsibility the improvement or improvements fell under. Since this Action Plan is for Pettis County, the intersections were sorted to be the responsibility of the Pettis County government and not one of the cities within the County or MoDOT. This provided a list for Pettis County only which was the design of this Action Plan where other small city action plans were created and submitted to those cities for their use. Additionally, MoDOT jurisdiction projects were compiled in the same order and submitted to MoDOT for their information along with the methodology used. The high-level project list for MoDOT is provided in Appendix A.

The projects shown in Table 1 represent the areas of most need which also fit into the budget of the Pettis County Commission annual road and bridge allowance. The Pettis

County project map as well as individual crash maps of the project locations are shown in Appendix B.

The top 20 projects in Pettis County all had detailed cost estimates done. Those projects were then combined based upon need and budgetary constraints of the county to recommend a small slate of projects for the upcoming two years. It is desired to complete these projects with implementation grant funding.

Table 1: Year 1 & Year 2 Projects:

<b>Project</b>	<b>Description</b>	<b>Cost</b>
Hwy M & McVey	Trim Trees	\$5k
Hwy 50 & Maplewood	Widen Approach and add Pavement Markings	\$405k
Hwy B & Sacajawea – West Approach	Widen Approach and add Pavement Markings	\$244k
Hwy 65 & Anderson School Rd	Widen Approach and add Pavement Markings	\$316k
Hwy Y & Quisenberry	Remove & Trim Trees in Sight Triangles	\$26k
<b>Year 1 Total</b>		<b>\$996k</b>
Hwy 50 & Monsees	Widen Approach and add Pavement Markings	\$312k
Main Street & Quisenberry	Remove & Trim Trees in Sight Triangles	\$20k
Hwy 65 & Hughesville	Widen Approach and add Pavement Markings	\$286k
Hwy 65 & Whiteman	Widen Approach and add Pavement Markings	\$310k
Forest Park & S Park Ave	Remove & Trim Trees in Sight Triangles	\$25k
<b>Year 2 Total</b>		<b>\$953k</b>

Additionally, there are numerous projects which were found to be extremely low cost and can be completed by the Pettis County Maintenance Team. Those projects can be found listed in Appendix A.

## 8. Implementation Timeline

Pettis County is planning to implement the Action Plan based upon a phased approach to accommodate their limited budget for roadway improvements. The County plans to allocate approximately \$200k per year to the Action Plan safety improvements. Based upon the costs of some of the improvements this brings them out of the cost range for the County to reasonably afford. Therefore, they plan to seek an implementation grant to help fund the first two years of projects and allow them to take care of some of the larger safety concerns identified in the safety study.

Without an implementation grant the County plans to use the Road and Bridge department's budget to tackle a mix of these projects identified in the Action Plan work by County staff installing some quick wins and spot fixes as the limited budget will allow.

Quick wins: installing new signage, minor tree trimming or sight triangle clearing.

Spot Fix Projects: Larger infrastructure improvements such as raising grade on an approach or widening roads at intersections.

As projects are completed the prioritized list style approach can allow for the backfilling of additional projects without new data. Or if new data is obtained it can be fed into the same GIS Projects as were utilized and the prioritization updated based upon new data.

## 9. Funding and Resources

The County intends to take on some of the minor improvement projects with their Field Crews, such as installing signage and removing minor obstacles obscuring sight distance. They will utilize the existing budget and staffing for these small projects (<\$20k). However, with the counties limited resources, some of these projects will require design and construction efforts which the County may not have the capacity financially or the expertise to successfully execute. Therefore, an implementation grant is needed to supply the adequate funding to address these safety concerns in a timely manner.

## 10. Monitoring, Reporting, and Evaluation

This Action Plan will establish a series of measures and a timeline for reporting so that the work done in this report does not simply fall underutilized. Key performance indicators (KPIs) to measure progress, such as:

- Reduction in traffic fatalities and serious injuries – county wide.
- Reduction in the overall number of crashes at the improved locations.
- Significant reduction in severity at the improved locations.

Progress will be tracked by monitoring crash data on an annual basis in Pettis County and determining the change in crash rate as well as the raw number of crashes by severity with location specific information. This will target tracking the KPIs above for trends related to them over time with a focus on when improvements are implemented.

An annual report will be issued in March or within one month of completion of the prior year's crash data being complete and available for analysis for a period of 3 years after the completion of the implementation grant.

Evaluation and Adjustments: The plan will be judged on effectiveness if the raw number and rate decrease at the improved locations. Some merit will be given to the type of crash based upon the improvement made. Decreases in severity are also considered to be crash improvements for the purposes of the SS4A projects.

The Pettis County Task Force will make recommendations of future projects and adjustments to the Safety Action Plan based upon the updated safety data provided annually.

## 11. Progress and Transparency

The initial plan will be limited to 5 or 6 impactful projects to allow the County to apply for SS4A design and construction funds in early 2026.

As improvements are completed, the Task Force will remove these projects from the list of priorities and adjust the remaining priorities as needed. It is anticipated some new projects may arise over time as the County population grows and priorities shift, the Action Plan will be updated and priorities adjusted as needed.

The SS4A Task Force will issue regular updates to the County Commission on progress and an annual update based upon the results of the annual report to the public via its website.

APPENDIX A – MODOT & COUNTY PROJECT LIST

SS4A COUNTY PROJECT LIST

Project_ID	Stakeholder_Summary_1	Score	High_Level_Repair
390	US 65 & Sacajawea Rd	1441	County - Raise Approach & Widen at intersection, 3 lanes +
254	Hwy M & McVey Rd	305	County - Sight distance, south leg tree at ROW line.
168	Hwy 50 & Maplewood (N)	262	County - Widen Road, slow turns causing rear ends, Ideally Align with TT to the south
306	Hwy B & Sacajawea Rd	255	County - Clear sight distance obstructions on east. Widen and stripe.
309	US 65 & Anderson School Rd	214	County - Widen eastern approach
197	Hwy Y & Quisenberry Rd	143	County - Fenceline trees in the NW Quadrant
246	Hwy 50 & Monsees Rd	133	County - Sight Distance on Curve to the north.
213	Main St & Quisenberry	132	County - Sight distance with hill to west, trees to east blocking view
384	US 65 & Hughesville Rd	130	County - West, grade is up high on each side of road, East visibility is not good when crops up.
100	OAK GROVE LANE - LOW WATER CROSSING	130	County - replace LWC
101	S GRAND AVENUE RD - ONE LANE BRIDGE	128	County - replace bridge
378	US 65 & Whiteman Rd/Rte 52	127	County - Widen E Approach
312	Forest Park Rd & S Park Ave	125	County - Trees & brush blocking sight distance N & S of intersection
338	Hwy 127 & Hwy AA/32nd St Rd	124	County - Road alignment & Width at intersection
35	Jog in road	122	County - Eliminate jog in Rattlesnake Hill Rd at S City limit or improve delineation
288	Hwy U & E 36th St	106	County - nothing to do
44	Low Water Crossing on S Grand Ave, causes buses to back up when flooded	106	County - Replace LWC
114	Hwy EE & Kemp Rd	105	County - Sight distance on north side of kemp both approaches.
216	Hwy Y & Camp Branch Rd/Dresden Rd	104	County - Sight distance due to fences at corner
66	BRIDGES ON WALNUT GROVE RD ARE NARROW AND HAVE NO RAILS	104	County - replace bridges
373	US 65 & Manila Rd	101	County - Widen & Pave Approaches to 65
109	US 65 & Trickum Rd	101	County - Sight Distance, Raise Western approach
32	PALMER RD HAS BRUSH THAT OVERHANGS AND REDUCES TRAFFIC TO 1 LANE	97	County - remove brush and trees to allow 2 way traffic
388	Hwy B & Templeton Rd (W end)	92	County - add stop sign for SB B at Templeton, improve sight distance on NE corner of intersection with brush/fence move
128	US 65 & Smelser Rd/Claycomb Rd	89	County - Trees Growing Over ROW, Lighting?
43	CAMP BRANCH RD - CORNERS. SIGHT DISTANCE AND NARROW	88	County - improve sight distance and pavement width on corner
287	E 36th St & S Washington Ave	87	County - improve sight distance by removing trees and add 90 deg corner sign for SB
181	Hwy T & Fowler Rd	86	County - Missing Stop Signs, Sight Distance
291	Elm Hills Blvd & S Park Ave	86	County - reduce speed limit on South Park Avenue to S of intersection
238	Brookdale Rd & Overstreet Rd	84	County - Trees Growing over ROW, both sides
138	Hwy 50 & Arator Rd	83	County - Widen Approach, Add Right turn lane
229	E 28th St & S Marshall Avenue	82	County - Missing Stop Signs
65	LaMonte using electric school buses with gross wt 16.5 T. Bridges need to have a min. of 23.2T Operating Rating	76	County - Upgrade bridges to handle additional bus load
145	Bothwell Rd needs "SCHOOL BUS STOP AHEAD" SIGN	76	County - Add 'School Bus Stop Ahead' signs as requested by School District
241	Florence Rd & Overstreet Rd	76	County - Widen Approaches
346	Hwy B & Hwy E	76	County - Widen Quisenberry at intersection
34	SPEEDING ON McVEY RD AT THE S-CURVE	76	County - Clear brush/trees on N side of curve @ Rissler, add stop signs for SB Rissler, add 'S' curve signs on McVey each side of Rissler
347	Hwy 127 & Dove Rd -	75	County - improve sight distance on N side of Dove Road at intersection with 127
148	GEORGETOWN SOUTHBOUND NEEDS "SCHOOL BUS STOP AHEAD" SIGN	75	County - improve sight distance on E side of Georgetown @ H Hwy & add 'School Bus Stop Ahead' sign on SB Georgetown
187	INTERSECTION OF DRAKE RD AND BUCKLEY - DANGEROUS INTERSECTION	75	County - improve sight distance by removing brush/trees & keep ditch grass cut, need vegetation removed behind fence on NW corner
1	Van Slyke rd - steep grade over oldRR. This high centers buses, and horse and buggy have trouble getting up grade	68	County - flatten grade over old RR track
96	HICKORY POINT RD - 2 BRIDGES UNDER 12 TON RATING	67	County - replace bridges
237	Intersection of Bluhm Rd & Rattlesnake Hill Rd, 4 way?	65	County - improve sight distance triangles all 4 corners, keep crops back from intersection
358	Hwy 127 & Bryson Rd	63	County - Tree at corner and fence pulled back two corners, Raise West Approach
226	Quisenberry Rd & W 32nd St	63	County - Widen Quisenberry in area of intersection, trees in sight triangle to the south
322	Dove Rd & Meyers Rd	62	County - East side fence lines and missing NB stop sign.
167	US 50 & Prestwick Farms Rd	62	County - Access Management & Sight distance to the west.
67	BRIDGES ON WALNUT GROVE RD ARE NARROW AND HAVE NO RAILS	62	County - replace bridge
123	Hwy HH & Olive Branch Rd/Randall Rd	61	County - Sight Distance
362	Elm Branch Rd & Swisher Rd	61	County - improve surfacing
127	McCurdy Rd & Smelser Rd	56	County - Not Sure, 4-way stop
310	US 65 & Smasal Rd	56	County - Widen Approach and Lighting
274	McVey Rd & Goodwill Chapel Rd	56	County - Sight Distance to west
219	Allen Rd & Crystal Springs Rd	55	County - improve sight distance triangles all 4 corners, keep crops back from intersection
201	US 50 & East Prairie Grove Rd	55	County - raise E Prairie Grove Road approach to US 50
286	Bluegrass Dr & S Ingram Ave	53	County - nothing to do
164	Rissler Rd & E 32nd St	53	County - Raise EB Approach, Relocate Fences
285	E 32nd St & S Ingram Ave	53	County - widen E 32nd approach to U
294	Hwy U & McVey Rd	52	County - trim trees/brush to improve sight distance
156	INTERSECTION OF CHERRY TREE LN AND H HIGHWAY - SIGHT DISTANCE ISSUE	52	County - remove brush/trees in SE corner for sight distance
256	Hwy TT & McVey Rd	52	County - remove brush S side of intersection
283	E 32nd St & S Washington Ave	52	County - keep ditches mowed on W side for sight distance
57	DRESDEN RD CURVE - SLICK CONDITIONS	51	County - upgrade pavement surface in uphill corner to improve traction
375	Hwy E & Maltsbarger Rd	51	County - remove tree to S and trim up tree to N of intersection
26	S GRAND AVENUE RD - LOW WATER CROSSING	51	County - replace LWC
33	GOODWILL CHAPEL RD NEEDS SCHOOL BUS STOP AHEAD (SOUTH BOUND ONLY)	50	County - add SB 'School Bus Stop Ahead' sign
79	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	50	County - clear sight distance on inside of curves
116	ROUTE O AT BLUEBIRD HOLLOW RD - SIGHT DISTANCE	50	County - clear brush/trees on W side of O

327	Elm Branch & Funk Lane	50	County	County - intersection surfacing needs upgraded
10	LOW WATER CROSSING ON MEYERS RD AND RICHARDSON RD AT FLAT CREEK	50	County	LOW WATER CROSSING ON MEYERS RD AT FLAT CREEK
11	LOW WATER CROSSING ON MEYERS RD AND RICHARDSON RD AT FLAT CREEK	50	County	LOW WATER CROSSING ON RICHARDSON RD AT FLAT CREEK
13	SMASAL RD - BUS TURN AROUND BEFORE BRIDGE - NEW DEVELOPMENT - DISTRICT 200	50	County	SMASAL RD - BUS TURN AROUND BEFORE BRIDGE - NEW DEVELOPMENT - DISTRICT 200
15	EAST BOUND WHITE RD AND MEYERS RD, SIGHT DISTANCE ISSUE FROM SOUTH BOUND	50	County	EAST BOUND WHITE RD AND MEYERS RD, SIGHT DISTANCE ISSUE FROM SOUTH BOUND
23	LOW WATER CROSSING ON MORGAN RD AT FLAT CREEK	50	County	County - replace LWC
27	BUS TURNAROUNDS NEEDED - MULTIPLE LOCATIONS IN THIS GENERAL AREA	50	County	BUS TURNAROUNDS NEEDED - MULTIPLE LOCATIONS Smithton School District
28	IRIS RD AND B HIGHWAY - SIGHT DISTANCE ISSUE	50	County	IRIS RD AND B HIGHWAY - SIGHT DISTANCE ISSUE, widen Iris approach and cut trees/brush
29	LOW WATER CROSSING ON CARPENTER RD	50	County	County - Replace LWC
30	RAGAR RD HAS BRUSH THAT OVERHANGS AND REDUCES TRAFFIC TO 1 LANE	50	County	County - clear brush/trees to accommodate 2 lanes of traffic
45	RIGHT OF WAY CLEARING PROGRAM? DISTRICT 200	50	County	RIGHT OF WAY CLEARING PROGRAM? DISTRICT 200
46	MORTON RD - LOW WATER CROSSING	50	County	County - Replace LWC
48	S THOMAS RD AT ROUTE Y - FARMERS HAVE CREATED ALTERNATE ENTRANCE DUE TO SIGHT DISTANCE	50	County	S THOMAS RD AT ROUTE Y - FARMERS HAVE CREATED ALTERNATE ENTRANCE DUE TO SIGHT DISTANCE
49	WEST BOUND Y HIGHWAY AT MAHIN RD - BAD SIGHT DISTANCE	50	County	WEST BOUND Y HIGHWAY AT MAHIN RD - BAD SIGHT DISTANCE
50	ALLEN RD - LOW WATER BRIDGE	50	County	ALLEN RD - LOW WATER BRIDGE
51	MAHIN RD BRIDGE - PROBLEM FOR BUS	50	County	MAHIN RD BRIDGE - PROBLEM FOR BUS
52	TURNAROUNDS NEEDED ON GUIER RD AND HOPE LN	50	County	TURNAROUND NEEDED ON HOPE LN
53	TURNAROUNDS NEEDED ON GUIER RD AND HOPE LN	50	County	TURNAROUND NEEDED ON GUIER RD
54	PROVIDENCE AND SALEM - DEER CROSSING SIGN REQUESTED	50	County	PROVIDENCE AND SALEM - DEER CROSSING SIGN REQUESTED
55	EAST BOUND PROVIDENCE AT FOX HUNTER RD DUE TO BRUSH	50	County	EB PROVIDENCE AT FOX HUNTER RD DUE TO BRUSH
147	Cedar Drive & Griessen Rd/Reine Rd	50	County	Add stop sign for NB Cedar & remove stop signs on Griessen
56	LOW WATER CROSSING AT GOTTSCHALK RD	50	County	LOW WATER CROSSING AT GOTTSCHALK RD
58	HH hills between 65 & Cedar Dr needs SCHOOL BUS STOP AHEAD SIGN & A FLASHING LIGHT is recommended	50	County	HH HILLS BETWEEN 65 AND CEDAR DR NEEDS SCHOOL BUS STOP AHEAD SIGN AND A FLASHING LIGHT IS STRONGLY REQUESTED
59	3RD AND DEPOT - WIDEN DEPOT OF INTERSECTION	50	County	3RD AND DEPOT - WIDEN DEPOT @ INTERSECTION, add sidewalks
61	SNOW RD. SUBGRADE - HIGH TRUCK	50	County	SNOW RD. SUBGRADE - HIGH TRUCK traffic
62	H HIGHWAY AND STEWART RD/STONE CREEK CIRCLE - SIGHT DISTANCE ISSUE	50	County	H HIGHWAY AND STEWART RD/STONE CREEK CIRCLE - SIGHT DISTANCE ISSUE
68	S PATRICK RD - LOW WATER CROSSING	50	County	County - replace LWC
69	ROUTE O AT LOOKOUT RD - SIGHT DISTANCE	50	County	County - raise approach to Rte O
70	BLUEBIRD HOLLOW RD - LOW WATER CROSSING	50	County	BLUEBIRD HOLLOW RD - LOW WATER CROSSING
71	BLUEBIRD HOLLOW RD - LOW WATER CROSSING	50	County	BLUEBIRD HOLLOW RD - LOW WATER CROSSING
72	BLUEBIRD HOLLOW RD - LOW WATER CROSSING	50	County	BLUEBIRD HOLLOW RD - LOW WATER CROSSING
78	DEER PARK RD - LOW WATER CROSSING	50	County	DEER PARK RD - LOW WATER CROSSING
166	Harding Ave & Boonville Rd	50	County	Keep sight triangles mowed
80	DEER PARK RD - LOW WATER CROSSING	50	County	DEER PARK RD - LOW WATER CROSSING
81	DEER PARK RD - LOW WATER CROSSING	50	County	DEER PARK RD - LOW WATER CROSSING
82	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	50	County	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE
83	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	50	County	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE
84	JOPLING MILL RD - LOW WATER CROSSING	50	County	County - replace LWC
85	MILLER CHAPEL RD - LOW WATER CROSSING	50	County	County - replace LWC
86	MILLER CHAPEL RD - LOW WATER CROSSING	50	County	County - replace LWC
87	JOPLING MILL RD - LOW WATER CROSSING	50	County	County - replace LWC
93	RAINES RD - LOW WATER CROSSING	50	County	County - replace LWC
94	RIDGE PRAIRIE RD LOW WATER CROSSING	50	County	County - replace LWC
95	LOW WATER CROSSING	50	County	County - replace LWC
97	UPTON AND 1301 NEEDS TRAFFIC CONTROL	50	County	UPTON AND 1301 NEEDS TRAFFIC CONTROL
98	UPTON AND HWY B NEEDS TRAFFIC CONTROL	50	County	County - add stop signs for Upton
99	32ND ST SHARP CORNER, NARROW PAVEMENT	50	County	County - widen pavement in sharp corner
102	WALNUT HILLS SUBDIVISION ENTRANCES ON HWY Y	50	County	County - widen pavement in Walnut Hills approaches to Y
103	POPULATION/DEVELOPMENT EXPANDING SW - FUTURE ELEMENTARY SCHOOL LOCATION	50	County	POPULATION/DEVELOPMENT EXPANDING SW - FUTURE ELEMENTARY SCHOOL LOCATION
104	BRUSH CONTROL NEEDED ON ELM BRANCH, AGEE AND MAPLE GROVE RD	50	County	BRUSH CONTROL NEEDED ON ELM BRANCH, AGEE AND MAPLE GROVE RD
255	Hwy TT & Lamms Ln	50	County	County - keep brush cut on inside of curve & SW side of intersection
292	Forest Park Rd & S Park Ave	50	County	County - remove trees/brush for sight distance E side of South Park Ave
240	Lamms Ln & Overstreet Rd	50	County	County - keep sight distance mowed, nothing to do
182	Quarry Rd & Walnut Grove Rd	50	County	County - move Quarry Rd intersection pt 50' N & make turn radius sharper for LT off of Walnut Grove
155	Cherry Tree Ln & Cloney Rd	50	County	County - clear brush, widen approach on Cloney
293	Anderson School Rd & Wingate Rd	50	County	County - built new bridge on Anderson School Rd, improves sight distance to E
107	Hwy J & Anderson Rd	45	County	County - clear brush/trees on W side of J
140	Hwy 135 & Providence Rd (N intersection)	44	County	County - raise Providence approach to Rte 135
172	Hwy OO & Southfork Rd	42	County	County - replace culvert with a longer pipe on S Fork and widen approach to OO, clear brush on W side of OO
202	Buckley Rd & Jackson Rd	36	County	County - add stop signs for 2 way stop, keep brush mowed down
314	Hwy V & Moriarty Rd	35	County	County - obtain sight distance triangle esmts & clear
272	McVey Rd & S Marshall Ave (W leg)	34	County	County - trim trees overhanging N side of McVey, add 'T Intersection Ahead' sign for EB McVey
191	Gottschalk Rd & Whitfield Rd	33	County	County - trim trees/brush to improve sight distance
269	Hwy M & Goodwill Chapel Rd	33	County	County - widen approach to M, cut brush/trees on W side of M
300	Palmer Rd & Sacajawea Rd	33	County	County - flatten curve in Sacajawea @ Palmer to N
337	Hwy E & Cottage School Rd	33	County	County - raise Cottage School approach to E, keep brush trimmed to S
239	Lamms Ln & Pony Path	32	County	County - Move fences back from intersection corners. Adjust west stop sign placement
115	Hwy D & McGruder Rd	32	County	County - keep sight triangles mowed

126	Callis Rd & Hughesville Rd	31	County	County - install stop sign for NB Callis, keep brush mowed in sight triangles
150	Hwy 765 & N Ohio	31	County	County - keep sight triangles mowed
157	Cloney Rd & S Yeater Rd	31	County	County - cut brush/trees for sight distance SE corner, install stop sign SB Yeater @ Cloney
230	S Marshall Ave & E 28th St	31	County	County - nothing to do
199	Hwy FF & La Monte Rd	31	County	County - raise LaMonte Rd approach to FF
251	Bohon Rd & McVey Rd	31	County	County - trim tree/brush on SE corner for sight distance, replace culvert on McVey with longer structure
281	McVey Rd & Chapel Dr	30	County	County - trim tree overhanging McVey to E of Chapel
325	Cottage School Rd & White Rd	30	County	County - replace culvert with a longer pipe on Cottage School and straighten Cottage School thru intersection
333	Hwy 52 & Funk Ln	30	County	County - raise Funk approach to 52
343	Hwy 127 & Hickory Point Rd	30	County	County - widen approach to 127
117	Butterbaugh Ford Rd & Hopewell Rd	30	County	County - remove trees/brush for sight distance @ intersection
174	Hwy K & Tevebaugh Rd	30	County	County - remove trees/brush for sight distance @ intersection
220	Allen Rd & Davis Rd	29	County	County - move SE fence back and keep sight distance triangles mowed
232	E 36th St Ln & S New York Ave	28	County	County - monitor/enforce speed limit on NYC Ave
161	Griessen Rd & Randall Rd	28	County	County - keep sight triangles mowed
268	McVey Rd & S New York Ave	28	County	County - keep sight triangles mowed
134	McCurdy Rd & Dunham Rd	27	County	County - keep sight triangles mowed
165	Boonville Rd & Maplewood Rd	27	County	County - widen N Maplewood approach to Boonville
361	Hwy 52 & Swisher Rd	27	County	County - widen Swisher approaches to 52
118	Gentry Rd & Randall Rd	27	County	County - keep sight triangles mowed
158	Oak Grove Lane & S Yeater Rd	27	County	County - add stop sign for SB Yeater
189	Menefee Rd & Snow Rd	27	County	County - keep sight triangles mowed
212	Main St & Gottschalk Rd	27	County	County - lower crest curve to E on Main St
217	Hwy Y & Van Natta Rd	27	County	County - clear NW corner of trees/brush
231	38th St & S Marshall Avenue	27	County	County - keep sight triangles mowed
252	Bunker Hill Rd & Ringen School Rd	27	County	County - keep sight triangles mowed
261	Smasal Rd & Van Dyke Rd	27	County	County - keep sight triangles mowed, add Stop Sign on Smasal
279	Hwy U & Anderson School Rd (S)	26	County	County - widen Anderson School approach to U from E
326	Dove Rd & Harding Rd	26	County	County - keep sight triangles mowed
332	Hwy 52 & Richardson Rd	26	County	County - Extend Culvert and Widen Approach (Culvert Collapsed)
105	Anderson Rd & Alexander Rd	26	County	County - clear brush & move pickup truck for sight distance
110	Gilead Rd & Woodland Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Woodland
111	Deer Park Rd & Longwood Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Deer Park EB
137	Boonville Rd & Monsees Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Monsees
142	Hwy 135 & May Rd (N intersection)	26	County	County - raise May Rd approach & install culvert under May
173	Buncomb Rd & Tevebaugh Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Tevebaugh
179	Breshears Rd & Buckley Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Breshears
198	La Monte Rd & East Prairie Grove Rd	26	County	County - keep sight triangles mowed, enlarge all 4 corner radii for semis
215	Main St & Norton Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Norton
260	McVey Rd & 40th St Terr	26	County	County - keep sight triangles mowed
273	McVey Rd & South Gate Loop	26	County	County - trim up tree on NW corner to clear sight triangle
284	Carlene Dr & S Washington Ave	26	County	County - replace weathered stop sign
298	Hackberry Dr & Sacajawea Rd	26	County	County - relocate mailbox cluster N 10'
301	Palmer Rd & Rager Rd	26	County	County - trim up tree on SE corner to clear sight triangle
313	Spring Fork Rd & Rod & Gun Club Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Rod & Gun Club Rd
320	Elm Branch Rd & Maple Grove Rd	26	County	County - make into 2 way stop
323	Meyers Rd & Upton Rd	26	County	County - keep sight triangles mowed, move fences back on W
335	Quisenberry Rd & Clover Dr	26	County	County - trim up trees on NE corner to clear sight triangle
363	Brandon Rd & Swisher Rd	26	County	County - make into 2 way stop
364	Hwy 127 & Upton Rd (W)	26	County	County - add stop sign on S leg for NB to Upton
367	Rod & Gun Club Rd & Whiteman Rd	26	County	County - keep sight triangles mowed, add Stop Sign on Rod & Gun Club Rd
386	E 28th St & S Marshall Avenue (E end)	25	County	County - keep sight triangles mowed
389	Dove Rd & Wisdom Rd	25	County	County - keep sight triangles mowed
185	Hwy T & Oak Point Rd	16	County	County - Pave approach
304	Cambridge Dr & Craftsman Dr	16	County	Add stop sign for Craftsman Dr
305	Cambridge Dr & Knottingham Dr	15	County	Add stop sign for Knottingham Dr, pave 50' of approach to Cambridge
372	Camp Branch Rd & Bagby Rd	13	County	County - keep NW corner mowed to crop line
307	Hwy B & Cambridge Dr	11	County	Keep sight triangles mowed
381	US 65 & Wildwood Rd	10	County	County - Widen Approach and Pave
188	Dorrance Dr & Whitfield Rd	10	County	County - Widen Dorrance and relocate obstructions
180	Little Muddy Rd & Little Muddy Ln	10	County	County - remove brush & trees on S side of Little Muddy Rd, add Stop Sign on Little Muddy Ln
228	Hazel Hill Rd & Schondelmaier Rd	9	County	County - lower embankment on NW corner to improve sight distance
248	Carpenter Rd & Muschaney Rd	6	County	County - keep sight triangles mowed
265	Hwy M & Van Dyke Rd	6	County	County - keep sight distance mowed
282	Covered Bridge Rd & Water Works Rd	6	County	County - trim trees/brush on SW corner
342	Quisenberry Rd & 32nd St Rd	5	County	County - trim brush back on W side of Quisenberry
376	US 65 & Mather Rd	5	County	County - consider widening E & W approaches
112	Pin Hook Rd & Sinkhole Rd	5	County	County - clear brush & tress on N side, inside of curve and south side of Sinkhole W of Pin Hook

113	Kemp Rd & Lower Rd	5	County	County - clear brush & trees on S side of Kemp and add stop sign for SB Lower
183	Hwy T & Prairie Chapel Rd	5	County	County - keep sight triangles mowed
186	Hwy 127 & Wimer Rd	5	County	County - Remove shrubs in front of abandoned house, keep sight triangles mowed
207	Chevalier Rd & Jackson Rd	5	County	County - trim trees/brush to improve sight distance
299	Vernon Rd & Sacajawea Rd	5	County	County - trim brush back on SW corner of intersection
345	Hwy B & Harding Rd	5	County	County - trim brush back on S side of Rte B
247	E 32nd St & Westlake Dr	4	County	County - trim trees back E of intersection, keep sight triangles mowed
258	Hwy M & Backbone Rd	3	County	County - Raise Approach & Widen at intersection
303	Quisenberry Rd & Sacajawea Rd	3	County	County - move SE fence back and keep sight distance triangles mowed
163	Oak Brook Blvd & E 32nd St	3	County	County - trim trees overhanging N side of E 32nd St
242	Arator Rd & Overstreet Rd	2	County	County - keep sight triangles mowed
340	Quisenberry Rd & Palmer Rd	2	County	County - trim trees/brush S of intersection overhanging r/w
351	Hwy B & Bond Rd	2	County	County - trim brush back on W side of Rte B
119	Fristoe Rd & Sinkhole Rd	2	County	County - clear brush & trees on S side of Sinkhole, add stop sign for WB Sinkhole
125	Hwy HH & Glenn Rd	2	County	County - clear brush NE corner of intersection & raise approach to HH
135	McCurdy & Parker Rd	2	County	County - enlarge sight triangles & keep mowed
136	Swope Rd & Swope Ln	1	County	County - enlarge sight triangles & keep mowed
160	E Boonville Rd & Randall Rd	1	County	County - keep sight triangles mowed
178	Buckley Rd & Oak Point Rd	1	County	County - widen sight triangles & keep mowed
192	Whitfield Rd & 3rd Rd (Dresden)	1	County	County - trim trees/brush to improve sight distance
193	Hwy T & Menefee Rd	1	County	County - trim trees/brush to improve sight distance
200	Hwy MM & Oak Grove Ln	1	County	County - trim trees/brush to improve sight distance
214	Quisenberry Rd & Burton Rd	1	County	County - trim trees/brush to improve sight distance
249	Lamms Ln & Muschaney Rd	1	County	County - trim trees back to clear sight distance triangles
253	Lutman Rd & Schlobohm Rd	1	County	County - cut trees/brush on SW corner of intersection
271	McVey Rd & S Marshall Ave (N leg)	1	County	County - keep sight triangles mowed
275	Hwy M & Pleasant Hill Rd	1	County	County - trim trees/brush from sight triangles
276	Anderson School Rd & McCormick Rd	1	County	County - trim trees/brush from sight triangles
277	Pleasant Hill Rd & Walnut School Rd	1	County	County - trim trees/brush from sight triangles
311	Smasal Rd & Welliver Rd	1	County	County - keep sight distance triangles mowed
321	White Rd & Bryson Rd	1	County	County - trim trees/brush on S side of White Rd
324	Bennett Rd & Upton Rd	1	County	County - nothing to do
339	Hickory Point Rd & Kendrick Rd	1	County	County - keep sight triangles mowed
341	Quisenberry Rd & Arnett Rd	1	County	County - keep sight triangles mowed
357	Hwy 127 & Chaney Rd	1	County	County - widen N & S approaches
368	Smasal Rd & Tebo Rd	1	County	County - trim trees overhanging r/w N of intersection
385	Main St & Oak Grove Ln	1	County	Reduce traffic through intersection by constructing Truck Route
370	Camp Branch Rd & 32nd St Rd	1	County	County - trim trees/brush inside of sight distance triangles
371	Camp Branch Rd & Arnett Rd	1	County	County - nothing to do
374	Manila Rd & Rod & Gun Club Rd	1	County	County - consider adding 2 way stop signs
195	Hwy D & Rowletta Rd	0	County	County - trim trees/brush to improve sight distance @ T intersection, install stop sign for EB

## MODOT PROJECT LIST

Project_ID	Stakeholder_Summary_1	Score	Agency	High_Level_Repair
12	BRUSH ON MO E SCRAPES VEHICLES	260	MoDOT	BRUSH ON MO E SCRAPES VEHICLES
14	HWY U AND SMASAL RD - BLIND S TURNS	235	MoDOT	MoDOT - improve sight distance on S curves
24	Intersection at B hwy and 127/main st sight distance issue due to brush overgrowth	143	MoDOT	Intersection at B Hwy and 127/main st sight distance issue due to brush overgrowth
25	Hwy U & Liberty School Rd	141	MoDOT	Hwy U & Liberty School Rd - SIGHT DISTANCE - NORTH AND SOUTHBOUND - BUS STOP ON U
47	INTERSECTION OF 127 AND HIGHWAY Y - NEEDS RUMBLE STRIP	104	MoDOT	INTERSECTION OF 127 AND HIGHWAY Y - NEEDS RUMBLE STRIP
259	Intersection of Schlobohm Rd & Hwy W	85	MoDOT	MoDOT - Prohibit right turn here and left turn on opposing legs.
60	"S1 R20 T46 HIGHWAY EE" NEEDS SCHOOL BUS STOP AHEAD SIGN	83	MoDOT	"S1 R20 T46 HIGHWAY EE" NEEDS SCHOOL BUS STOP AHEAD SIGN
76	HIGHWAY J AND LONGWOOD RD - SIGHT DISTANCE	71	MoDOT	MoDOT - lower crest curve to N, remove brush on W side of J
77	INTERSECTION OF 127 AND D HIGHWAY - SITE DISTANCE ISSUE WHEN CORN IS UP	68	MoDOT	MoDOT - keep r/w mowed especially during crop growing
106	US 65 & Spring Garden Rd	51	MoDOT	MoDOT - relocate signs on SE corner, improve sight distance @ SE & NW by moving fence and remove
108	Hwy Z & Millers Chapel Rd	51	MoDOT	MoDOT - clear brush/trees on E side of J @ Millers Chapel Rd
120	ROUTE EE AT HOPEWELL RD- SIGHT DISTANCE	50	MoDOT	MoDOT - improve sight distance with brush removal and lowering of embankment S of intersection
121	ROUTE EE AT PIN HOOK RD - SIGHT DISTANCE	50	MoDOT	MoDOT - clear brush/trees along W side of EE, lower crest curve N of Pin Hook
122	Hwy O & Olive Branch Rd	50	MoDOT	MoDOT - clear brush & trees on SE corner of intersection
124	Hwy O & Salem Rd	50	MoDOT	MoDOT - raise Rte O thru intersection, trim trees up in NW yard
129	US 65 & Bothwell Park Rd	50	MoDOT	MoDOT - trim trees overhanging r/w S of Bothwell Park
130	US 65 & Claycomb Rd (N)	50	MoDOT	MoDOT - keep sight triangles mowed
131	Hwy H & Smelser Rd	50	MoDOT	MoDOT - keep sight triangles mowed
133	US 65 & Mount Herman Rd	50	MoDOT	MoDOT - keep sight triangles mowed
139	Hwy H & Bouldin Rd	50	MoDOT	MoDOT - keep sight triangles mowed and N side of H, W of Bouldin
141	Hwy 135 & Boonville Rd	50	MoDOT	MoDOT - keep sight triangles mowed
143	Hwy 135 & May Rd (S intersection)	50	MoDOT	MoDOT - raise 135 @ S May Rd & May Rd, install larger culvert in W ditch so May Rd doesn't flood
144	Hwy O & Boonville Rd	50	MoDOT	MoDOT - keep sight triangles mowed
146	Hwy HH & Tanglenook Rd	50	MoDOT	MoDOT - keep sight triangles mowed
149	US 65 & Violet Rd	50	MoDOT	MoDOT - keep sight triangles mowed
151	US 65 & Georgetown Rd/N Grand Ave	50	MoDOT	MoDOT - Sight Distance to the north on US 65 from WB Left.
152	US 65 SB & Hwy 765 SB	50	MoDOT	MoDOT - Not Sure
153	US 65 NB & Hwy 765 SB	50	MoDOT	MoDOT - Not Sure
154	US 50 & Overstreet Rd €	50	MoDOT	MoDOT - no visible issue, keep r/w mowed for sight distance
162	Hwy O & Griessen Rd	50	MoDOT	MoDOT - need stop sign on SB O @ Griessen, EB Griessen needs sight distance improved to N, trim tre
169	Hwy 50 & Rissler Rd	50	MoDOT	MoDOT - Left turn lane needed, MoDOT
171	Hwy 127 & Azalea Dr/Southfork Rd	50	MoDOT	MoDOT - remove trees on inside of curve N of S Fork, consider 'No Left Turn' for NB 127
175	Hwy 127 & Blackwater Chapel Rd	50	MoDOT	MoDOT - Trees on inside of curve fenceline limits sight distance
176	CORNER OF H HIGHWAY, TEVIS RD, WALNUT GROVE - DANGEROUS INTERSECTION	50	MoDOT	MoDOT - Sight Distance due to trees on inside of curve
177	Hwy H & Tevis Rd/Walnut Grove Rd	50	MoDOT	MoDOT - keep sight triangles mowed & cut back trees on N side of H
184	Hwy T & Rieckhoff Rd	50	MoDOT	MoDOT - keep sight triangles mowed
190	Hwy 50 & Buckley Rd	50	MoDOT	MoDOT - keep sight triangles mowed
194	Hwy 127 & Drake Rd	50	MoDOT	MoDOT - add intersection ahead sign for NB 127
196	US 50 & Crystal Springs Rd	50	MoDOT	MoDOT - keep sight triangles mowed
203	Hwy 50 & Dresden Rd	40	MoDOT	MoDOT - Widen Approach on south
204	Hwy 50 & Thompson Rd	37	MoDOT	MoDOT - NB Thompson sight distance - keep brush cut down, consider EB 50 sign of slow intersection
205	Hwy 50 & Daviess Rd	36	MoDOT	MoDOT - keep sight triangles mowed
206	Hwy 50 & Chevalier Rd	36	MoDOT	MoDOT - Clear right of way
208	Hwy 50 & Hwy MM	35	MoDOT	MoDOT - Not Sure
209	Hwy MM & Whitfield Rd	35	MoDOT	MoDOT - keep sight triangles mowed
210	Hwy 50 & Sadie Ln	35	MoDOT	MoDOT - Unexpected Signal
211	Hwy 50 & Front St (La Monte)	35	MoDOT	MoDOT - keep sight triangles mowed
218	Hwy Y & Purchase Rd/Botts Rd	32	MoDOT	MoDOT - remove brush/trees on S side of Y in sight distance
221	Hwy 127 & Main St	32	MoDOT	MoDOT - keep sight triangles mowed
222	Hwy Y & Bethel Rd (middle intersection)	32	MoDOT	MoDOT - keep sight triangles mowed, remove trees overhanging r/w W of intersection on inside of curve
223	Hwy Y & Morton Rd	31	MoDOT	MoDOT - trim trees overhanging r/w and brush in sight triangles
224	Hwy 127 & Main St €	31	MoDOT	MoDOT - keep sight triangles mowed
225	Hwy Y & Thompson Rd	31	MoDOT	MoDOT - keep sight triangles mowed, especially brush along channel E of intersection
227	Hwy M & E 28th St	31	MoDOT	MoDOT - keep NW quad mowed low & trim tree on inside of curve
233	Hwy K & McAllister Rd	31	MoDOT	MoDOT - keep sight triangles mowed, remove brush in fence line
234	Hwy 50 & Florence Rd	31	MoDOT	MoDOT - Drivers on Highway, In-attention

235	Hwy TT & Pony Path Rd	30	MoDOT	MoDOT - trim trees back overhanging E r/w
236	Hwy 50 & Overstreet Rd (W)	30	MoDOT	MoDOT - Intersection Lighting
243	Sign Distance issue at W Hwy and Overstreet	30	MoDOT	MoDOT - improve sight distance for NB W by removing trees/brush on SW corner of intersection
244	Hwy 50 & Hwy O/Brookdale Rd	29	MoDOT	MoDOT - Appears to have had turn lanes added.
245	Hwy 50 Spur/Hwy W & Overstreet Rd	29	MoDOT	MoDOT - consider 4 way stop
250	Hwy TT & E 32nd St	28	MoDOT	MoDOT - keep sight triangles mowed
257	Hwy M & McGee Rd (N)	27	MoDOT	MoDOT - trim trees back overhanging E r/w
262	Hwy V & Van Dyke Rd	27	MoDOT	MoDOT - keep sight triangles mowed
263	Hwy M & Garrison Rd (N)	27	MoDOT	MoDOT - keep sight triangles mowed
264	Hwy M & Garrison Rd (S)	27	MoDOT	MoDOT - widen MoDOT r/w or esmt, remove brush on inside of curve to r/w limits
266	Hwy M & Pacific School Rd	27	MoDOT	MoDOT - improving sight distance needs done & expensive
267	Hwy M & Whiteman Rd	26	MoDOT	MoDOT - trim trees back overhanging N r/w
270	Hwy V & Walnut School Rd/Renken Rd	26	MoDOT	MoDOT - trim trees back overhanging S r/w
278	Hwy U & Green Rd	26	MoDOT	MoDOT - improving sight distance needs done & expensive
280	Hwy U & McCormick Rd	26	MoDOT	MoDOT - remove/trim tree inside curve of Rte U N of McCormick
289	Hwy U & Covered Bridge Rd	26	MoDOT	MoDOT - keep sight distance triangles mowed
290	Hwy U & Anderson School Rd (N)	26	MoDOT	MoDOT - keep sight distance triangles mowed
295	US 65 & Honda Rd	26	MoDOT	MoDOT - Intersection Lighting
296	US 65 & Elm Hills Blvd	26	MoDOT	MoDOT - Intersection Lighting
297	US 65 intersection @ divided to undivided section (S)	26	MoDOT	MoDOT - entering/exiting vehicles are being hit, reduce speed limit?
302	US 65 & Westmoreland Rd/Hill Ln	16	MoDOT	MoDOT - remove brush/trees between US 65 & W Moreland 50-100' N of approach to US 65
308	Hwy V & Westmeier Rd	10	MoDOT	MoDOT - keep sight triangles mowed
315	Hwy U & Coffey Rd	6	MoDOT	MoDOT - lower crest curve on U N of Coffey
316	Hwy V & Coffey Rd	6	MoDOT	MoDOT - lower crest curve west of Spring Fork Road to improve sight distance
317	SIGHT DISTANCE DUE TO HILL	6	MoDOT	MoDOT - lower crest curve east of Welliver Road to improve sight distance
318	SIGHT DISTANCE DUE TO HILL	6	MoDOT	MoDOT - I think this is a duplicate to Project 316
319	Hwy U & Manila Rd	6	MoDOT	MoDOT - keep r/w mowed
328	Hwy 52 & Maple Grove Rd	5	MoDOT	MoDOT - clear brush/trees along S side of 52
329	Hwy B & Templeton Rd	5	MoDOT	MoDOT - trim trees overhanging r/w
330	Hwy B & Meyers Rd	5	MoDOT	MoDOT - keep r/w mowed
331	Hwy E & Dove Rd	5	MoDOT	MoDOT - keep sight triangles mowed
334	Hwy 52 & Pleasant View Rd	5	MoDOT	MoDOT - clear brush/trees along S side of 52
336	Hwy E & Morgan Rd	3	MoDOT	MoDOT - keep r/w mowed
344	Hwy 127 & Easter Rd	2	MoDOT	MoDOT - Curve Related, add shoulders
349	Hwy B & Hope Dale Rd	1	MoDOT	MoDOT - keep sight triangles mowed
350	Hwy AA & Easter Rd	1	MoDOT	MoDOT - keep sight triangles mowed
353	Hwy 127 & Hinken Rd	1	MoDOT	MoDOT - keep sight distance triangles mowed
354	Hwy B & Scotten Rd	1	MoDOT	MoDOT - keep sight triangles mowed
356	Hwy 52 & Meyers Rd	1	MoDOT	MoDOT - keep sight distance triangles mowed
359	Hwy 127 & Harms Rd	1	MoDOT	MoDOT - trim trees/brush overhanging r/w in sight distance triangles
360	Hwy 52 & Oxlind Rd	1	MoDOT	MoDOT - Trees blocking sight distance to E on N side of 52
365	US 65 & Maltsbarger Rd	1	MoDOT	MoDOT - Not Sure
366	Hwy ZZ & Chmelir	1	MoDOT	MoDOT - keep sight triangles mowed
369	Hwy E & Cottage School Rd	1	MoDOT	MoDOT - keep sight triangles mowed
377	Hwy 52 & Hoffman Rd	1	MoDOT	MoDOT - Not Sure
379	Hwy Y & Bethel Rd (N intersection)	1	MoDOT	MoDOT - remove trees/brush on inside of curve of Y for sight distance
380	Hwy Y & Bethel Rd (S intersection)	1	MoDOT	MoDOT - remove trees/brush on inside of curve of Y for sight distance
382	US 65 & Deer Park Rd	1	MoDOT	MoDOT - keep sight triangles mowed
383	US 65 & Houston Rd	1	MoDOT	MoDOT - keep sight triangles mowed
387	Hwy M & Pleasant Hill Rd	1	MoDOT	MoDOT - Mostly on MoDOT r/w, add stop sign for SB M at Pleasant Hill Rd

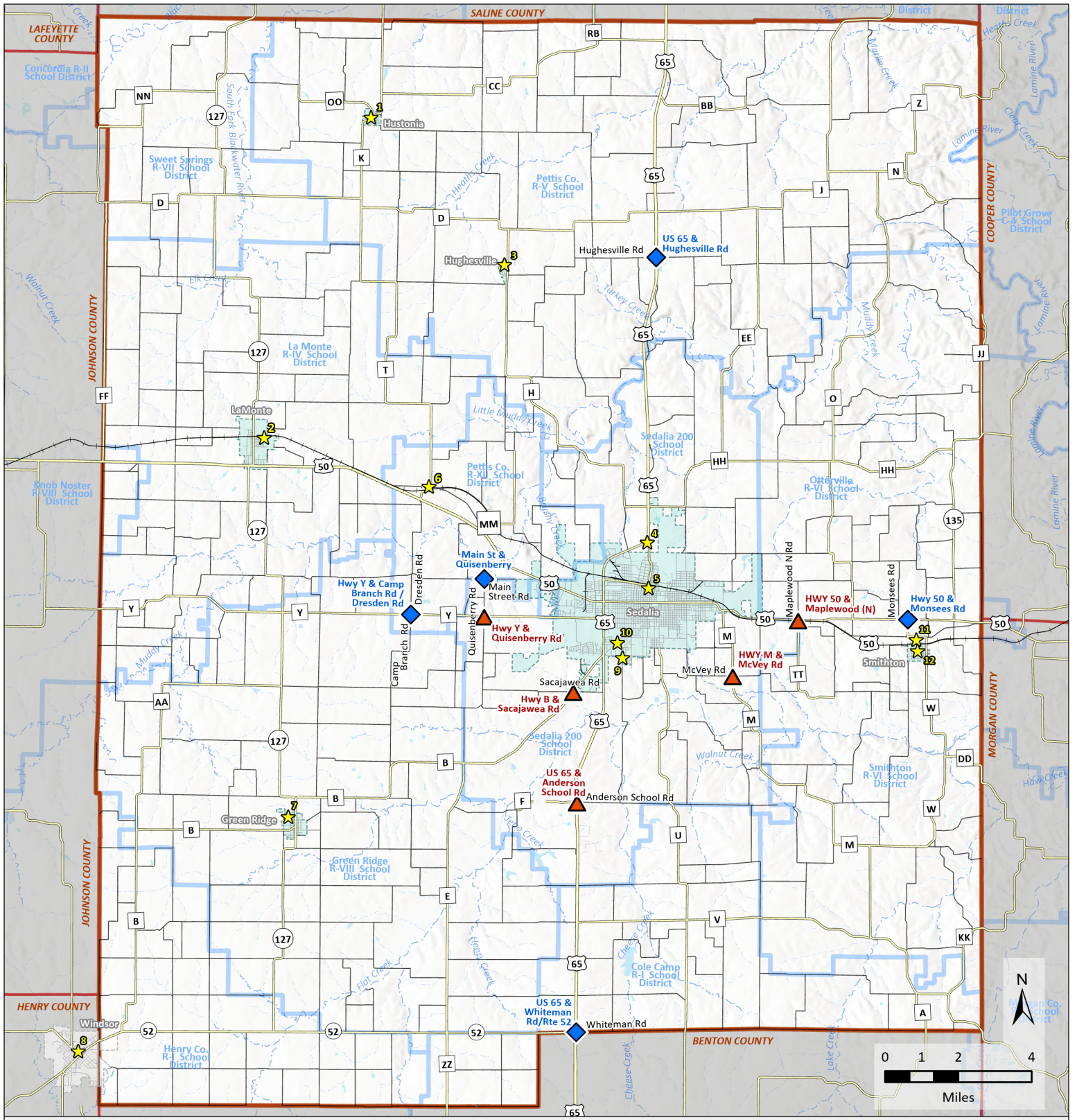
## COUNTY CREW PROJECT LIST

Project_ID	Stakeholder_Summary_1	Score	High_Level_Repair
254	Hwy M & McVey Rd	597	County - Sight distance, south leg tree at ROW line.
197	Hwy Y & Quisenberry Rd	235	County - Fenceline trees in the NW Quadrant
312	Forest Park Rd & S Park Ave	141	County - Large Sign Blocking Site Distance from the East
114	Hwy EE & Kemp Rd	125	County - Sight distance on north side of kemp both approaches.
216	Hwy Y & Camp Branch Rd/Dresden Rd	124	County - Sight distance due to fences at corner
32	PALMER RD HAS BRUSH THAT OVERHANGS AND REDUC	112	County - remove brush and trees to allow 2 way traffic
388	Hwy B & Templeton Rd (W end)	110	County - add stop sign for SB B at Templeton, improve sight distance on NE corner of intersection with brush/fence move
128	US 65 & Smelser Rd/Claycomb Rd	107	County - Trees Growing Over ROW, Lighting?
287	E 36th St & S Washington Ave	106	County - improve sight distance by removing trees and add 90 deg corner sign for SB
181	Hwy T & Fowler Rd	105	County - Missing Stop Signs, Sight Distance
291	Elm Hills Blvd & S Park Ave	104	County - reduce speed limit on South Park Avenue to S of intersection
238	Brookdale Rd & Overstreet Rd	97	County - Trees Growing over ROW, both sides
229	E 28th St & S Marshall Avenue	87	County - Missing Stop Signs
145	Bothwell Rd needs "SCHOOL BUS STOP AHEAD" SIGN	86	County - Add 'School Bus Stop Ahead' signs as requested by School District
34	SPEEDING ON McVEY RD AT THE S-CURVE	84	County - Clear brush/trees on N side of curve @ Rissler, add stop signs for SB Rissler, add 'S' curve signs on McVey each side of Rissler
347	Hwy 127 & Dove Rd -	82	County - improve sight distance on N side of Dove Road at intersection with 127
148	GEORGETOWN SOUTHBOUND NEEDS "SCHOOL BUS ST	77	County - improve sight distance on E side of Georgetown @ H Hwy & add 'School Bus Stop Ahead' sign on SB Georgetown
187	INTERSECTION OF DRAKE RD AND BUCKLEY - DANGER!	77	County - improve sight distance by removing brush/trees & keep ditch grass cut, need vegetation removed behind fence on NW corner
237	Intersection of Bluhm Rd & Rattlesnake Hill Rd, 4 way?	76	County - improve sight distance triangles all 4 corners, keep crops back from intersection
322	Dove Rd & Meyers Rd	75	County - East side fence lines and missing NB stop sign.
127	McCurdy Rd & Smelser Rd	68	County - Not Sure, 4-way stop
274	McVey Rd & Goodwill Chapel Rd	67	County - Sight Distance to west
219	Allen Rd & Crystal Springs Rd	65	County - improve sight distance triangles all 4 corners, keep crops back from intersection
294	Hwy U & McVey Rd	58	County - trim trees/brush to improve sight distance
156	INTERSECTION OF CHERRY TREE LN AND H HIGHWAY -	55	County - remove brush/trees in SE corner for sight distance
256	Hwy TT & McVey Rd	53	County - remove brush S side of intersection
283	E 32nd St & S Washington Ave	53	County - keep ditches mowed on W side for sight distance
375	Hwy E & Maltsbarger Rd	52	County - remove tree to S and trim up tree to N of intersection
33	GOODWILL CHAPEL RD NEEDS SCHOOL BUS STOP AHE	51	County - add SB 'School Bus Stop Ahead' sign
79	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	51	County - clear sight distance on inside of curves
116	ROUTE O AT BLUEBIRD HOLLOW RD - SIGHT DISTANCE	51	County - clear brush/trees on W side of O
15	EAST BOUND WHITE RD AND MEYERS RD, SIGHT DISTA	50	EAST BOUND WHITE RD AND MEYERS RD, SIGHT DISTANCE ISSUE FROM SOUTH BOUND
30	RAGAR RD HAS BRUSH THAT OVERHANGS AND REDUC	50	County - clear brush/trees to accommodate 2 lanes of traffic
54	PROVIDENCE AND SALEM - DEER CROSSING SIGN REQ	50	PROVIDENCE AND SALEM - DEER CROSSING SIGN REQUESTED
55	EAST BOUND PROVIDENCE AT FOX HUNTER RD DUE TC	50	EB PROVIDENCE AT FOX HUNTER RD DUE TO BRUSH
82	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	50	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE
83	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE	50	DEER PARK RD - SHARP TURNS - SIGHT DISTANCE
97	UPTON AND 1301 NEEDS TRAFFIC CONTROL	50	UPTON AND 1301 NEEDS TRAFFIC CONTROL
98	UPTON AND HWY B NEEDS TRAFFIC CONTROL	50	County - add stop signs for Upton
104	BRUSH CONTROL NEEDED ON ELM BRANCH, AGEE ANC	50	BRUSH CONTROL NEEDED ON ELM BRANCH, AGEE AND MAPLE GROVE RD
255	Hwy TT & Lamms Ln	50	County - keep brush cut on inside of curve & SW side of intersection
292	Forest Park Rd & S Park Ave	50	County - remove trees/brush for sight distance E side of South Park Ave
107	Hwy J & Anderson Rd	35	County - clear brush/trees on W side of J
202	Buckley Rd & Jackson Rd	35	County - add stop signs for 2 way stop, keep brush mowed down
272	McVey Rd & S Marshall Ave (W leg)	34	County - trim trees overhanging N side of McVey, add 'T Intersection Ahead' sign for EB McVey
191	Gottschalk Rd & Whitfield Rd	33	County - trim trees/brush to improve sight distance
239	Lamms Ln & Pony Path	32	County - Move fences back from intersection corners. Adjust west stop sign placement
115	Hwy D & McGruder Rd	31	County - keep sight triangles mowed
126	Callis Rd & Hughesville Rd	31	County - install stop sign for NB Callis, keep brush mowed in sight triangles
150	Hwy 765 & N Ohio	31	County - keep sight triangles mowed
157	Cloney Rd & S Yeater Rd	31	County - cut brush/trees for sight distance SE corner, install stop sign SB Yeater @ Cloney
251	Bohon Rd & McVey Rd	31	County - trim tree/brush on SE corner for sight distance, replace culvert on McVey with longer structure
281	McVey Rd & Chapel Dr	31	County - trim tree overhanging McVey to E of Chapel
117	Butterbaugh Ford Rd & Hopewell Rd	30	County - remove trees/brush for sight distance @ intersection
174	Hwy K & Tevebaugh Rd	30	County - remove trees/brush for sight distance @ intersection
220	Allen Rd & Davis Rd	30	County - move SE fence back and keep sight distance triangles mowed

232	E 36th St Ln & S New York Ave	30	County - monitor/enforce speed limit on NYC Ave
161	Griessen Rd & Randall Rd	29	County - keep sight triangles mowed
268	McVey Rd & S New York Ave	29	County - keep sight triangles mowed
134	McCurdy Rd & Dunham Rd	28	County - keep sight triangles mowed
118	Gentry Rd & Randall Rd	27	County - keep sight triangles mowed
158	Oak Grove Lane & S Yeater Rd	27	County - add stop sign for SB Yeater
189	Menefee Rd & Snow Rd	27	County - keep sight triangles mowed
217	Hwy Y & Van Natta Rd	27	County - clear NW corner of trees/brush
231	38th St & S Marshall Avenue	27	County - keep sight triangles mowed
252	Bunker Hill Rd & Ringen School Rd	27	County - keep sight triangles mowed
261	Smasal Rd & Van Dyke Rd	27	County - keep sight triangles mowed, add Stop Sign on Smasal
326	Dove Rd & Harding Rd	27	County - keep sight triangles mowed
105	Anderson Rd & Alexander Rd	26	County - clear brush & move pickup truck for sight distance
110	Gilead Rd & Woodland Rd	26	County - keep sight triangles mowed, add Stop Sign on Woodland
111	Deer Park Rd & Longwood Rd	26	County - keep sight triangles mowed, add Stop Sign on Deer Park EB
137	Boonville Rd & Monsees Rd	26	County - keep sight triangles mowed, add Stop Sign on Monsees
173	Buncomb Rd & Tevebaugh Rd	26	County - keep sight triangles mowed, add Stop Sign on Tevebaugh
179	Breshears Rd & Buckley Rd	26	County - keep sight triangles mowed, add Stop Sign on Breshears
215	Main St & Norton Rd	26	County - keep sight triangles mowed, add Stop Sign on Norton
260	McVey Rd & 40th St Terr	26	County - keep sight triangles mowed
273	McVey Rd & South Gate Loop	26	County - trim up tree on NW corner to clear sight triangle
284	Carlene Dr & S Washington Ave	26	County - replace weathered stop sign
298	Hackberry Dr & Sacajawea Rd	26	County - relocate mailbox cluster N 10'
301	Palmer Rd & Rager Rd	26	County - trim up tree on SE corner to clear sight triangle
313	Spring Fork Rd & Rod & Gun Club Rd	26	County - keep sight triangles mowed, add Stop Sign on Rod & Gun Club Rd
320	Elm Branch Rd & Maple Grove Rd	26	County - make into 2 way stop
323	Meyers Rd & Upton Rd	26	County - keep sight triangles mowed, move fences back on W
335	Quisenberry Rd & Clover Dr	26	County - trim up trees on NE corner to clear sight triangle
363	Brandon Rd & Swisher Rd	26	County - make into 2 way stop
364	Hwy 127 & Upton Rd (W)	26	County - add stop sign on S leg for NB to Upton
367	Rod & Gun Club Rd & Whiteman Rd	26	County - keep sight triangles mowed, add Stop Sign on Rod & Gun Club Rd
386	E 28th St & S Marshall Avenue (E end)	26	County - keep sight triangles mowed
389	Dove Rd & Wisdom Rd	26	County - keep sight triangles mowed
372	Camp Branch Rd & Bagby Rd	15	County - keep NW corner mowed to crop line
180	Little Muddy Rd & Little Muddy Ln	10	County - remove brush & trees on S side of Little Muddy Rd, add Stop Sign on Little Muddy Ln
248	Carpenter Rd & Muschaney Rd	6	County - keep sight triangles mowed
265	Hwy M & Van Dyke Rd	6	County - keep sight distance mowed
282	Covered Bridge Rd & Water Works Rd	6	County - trim trees/brush on SW corner
342	Quisenberry Rd & 32nd St Rd	6	County - trim brush back on W side of Quisenberry
112	Pin Hook Rd & Sinkhole Rd	5	County - clear brush & tress on N side, inside of curve and south side of Sinkhole W of Pin Hook
113	Kemp Rd & Lower Rd	5	County - clear brush & trees on S side of Kemp and add stop sign for SB Lower
183	Hwy T & Prairie Chapel Rd	5	County - keep sight triangles mowed
186	Hwy 127 & Wimer Rd	5	County - Remove shrubs in front of abandoned house, keep sight triangles mowed
207	Chevalier Rd & Jackson Rd	5	County - trim trees/brush to improve sight distance
299	Vernon Rd & Sacajawea Rd	5	County - trim brush back on SW corner of intersection
345	Hwy B & Harding Rd	5	County - trim brush back on S side of Rte B
247	E 32nd St & Westlake Dr	4	County - trim trees back E of intersection, keep sight triangles mowed
303	Quisenberry Rd & Sacajawea Rd	3	County - move SE fence back and keep sight distance triangles mowed
163	Oak Brook Blvd & E 32nd St	2	County - trim trees overhanging N side of E 32nd St
242	Arator Rd & Overstreet Rd	2	County - keep sight triangles mowed
340	Quisenberry Rd & Palmer Rd	2	County - trim trees/brush S of intersection overhanging r/w
351	Hwy B & Bond Rd	2	County - trim brush back on W side of Rte B
119	Fristoe Rd & Sinkhole Rd	1	County - clear brush & trees on S side of Sinkhole, add stop sign for WB Sinkhole
135	McCurdy & Parker Rd	1	County - enlarge sight triangles & keep mowed
136	Swope Rd & Swope Ln	1	County - enlarge sight triangles & keep mowed
160	E Boonville Rd & Randall Rd	1	County - keep sight triangles mowed
178	Buckley Rd & Oak Point Rd	1	County - widen sight triangles & keep mowed

192	Whitfield Rd & 3rd Rd (Dresden)	1	County - trim trees/brush to improve sight distance
193	Hwy T & Menefee Rd	1	County - trim trees/brush to improve sight distance
200	Hwy MM & Oak Grove Ln	1	County - trim trees/brush to improve sight distance
214	Quisenberry Rd & Burton Rd	1	County - trim trees/brush to improve sight distance
249	Lamms Ln & Muschaney Rd	1	County - trim trees back to clear sight distance triangles
253	Lutman Rd & Schlobohm Rd	1	County - cut trees/brush on SW corner of intersection
271	McVey Rd & S Marshall Ave (N leg)	1	County - keep sight triangles mowed
275	Hwy M & Pleasant Hill Rd	1	County - trim trees/brush from sight triangles
276	Anderson School Rd & McCormick Rd	1	County - trim trees/brush from sight triangles
277	Pleasant Hill Rd & Walnut School Rd	1	County - trim trees/brush from sight triangles
311	Smasal Rd & Welliver Rd	1	County - keep sight distance triangles mowed
321	White Rd & Bryson Rd	1	County - trim trees/brush on S side of White Rd
339	Hickory Point Rd & Kendrick Rd	1	County - keep sight triangles mowed
341	Quisenberry Rd & Arnett Rd	1	County - keep sight triangles mowed
368	Smasal Rd & Tebo Rd	1	County - trim trees overhanging r/w N of intersection
370	Camp Branch Rd & 32nd St Rd	1	County - trim trees/brush inside of sight distance triangles
374	Manila Rd & Rod & Gun Club Rd	1	County - consider adding 2 way stop signs
195	Hwy D & Rowletta Rd	0	County - trim trees/brush to improve sight distance @ T intersection, install stop sign for EB

APPENDIX B – COUNTY PROJECT MAP AND PROJECT CRASH GRAPHICS



### SS4A (Safe Streets for All) - Pettis County, Missouri

#### Legend

- ★ Stakeholder Meetings
- SS4A Improvement Projects Year Scheduled
- ▲ First Year
- ◆ Second Year
- Corporate Limits
- Pettis County Boundary
- Adjacent Counties
- Public School Districts

#### Stakeholder Meeting Locations

ID	Location	Meeting Attendees
1	City of Houstonia	City of Houstonia and Keystone KC Engineering
2	City of LaMonte R-IV School District	City of LaMonte, LaMonte R-IV School District, and Keystone KC Engineering
3	City of Hughesville	City of Hughesville, Pettis County R-V School District, and Keystone KC Engineering
4	Pettis County Road and Bridge Department	Pettis County Road and Bridge Superintendent and Keystone KC Engineering
5	Pettis County Commission	Pettis County Commission and Keystone KC Engineering
6	Dresden School District - Dresden MO	Dresden School District and Keystone KC Engineering
7	City of Green Ridge	City of Green Ridge, Green Ridge School District, and Keystone KC Engineering
8	City of Windsor	City of Windsor, Windsor School District, and Keystone KC Engineering
9	First Student Inc (Bus company for Sedalia 200 School District)	First Student Inc and Keystone KC Engineering
10	Sedalia 200 School District	Sedalia 200 School District and Keystone KC Engineering
11	City of Smithton, MO	City of Smithton and Keystone KC Engineering
12	Smithton School District	Smithton School District and Keystone KC Engineering
13	Not in map: MoDOT District Office Lee's Summit MO	Pettis County Commission, MoDOT KC District staff and Keystone KC Engineering



### Intersection Detail - HWY 50 & Maplewood (N) - First Year Project

#### HWY 50 & Maplewood (N) Crash Legend

- Animal
- Fixed Object
- MV in Transport
- Overturning

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.



Severity Summary	Count
Fatal Crash	1
Physical Injury	14
Property Damage	27

Severity By Crash Type	Animal	Fixed Object	MV in Transport	Overturning
Fatal Crash	0	0	1	0
Physical Injury	0	3	11	0
Property Damage	1	3	22	1



### Intersection Detail - HWY B & Sacajawea Rd - First Year Project

#### HWY B & Sacajawea Rd Crash Legend

-  Fixed Object
-  MV in Transport

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.



Severity Summary	Count
Fatal Crash	0
Physical Injury	7
Property Damage	17

Severity By Crash Type	Fixed Object	MV in Transport
Fatal Crash	0	0
Physical Injury	1	6
Property Damage	5	12



### Intersection Detail - HWY M & McVey Rd - First Year Project

#### HWY M & McVey Rd Crash Legend

-  Fixed Object
-  MV in Transport

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.




Severity Summary	Count
Fatal Crash	1
Physical Injury	12
Property Damage	17

Severity By Crash Type	Fixed Object	MV in Transport
Fatal Crash	1	0
Physical Injury	0	12
Property Damage	3	14



### Intersection Detail - HWY Y & Quisenberry Rd - First Year Project

#### HWY Y & Quisenberry Rd Crash Legend

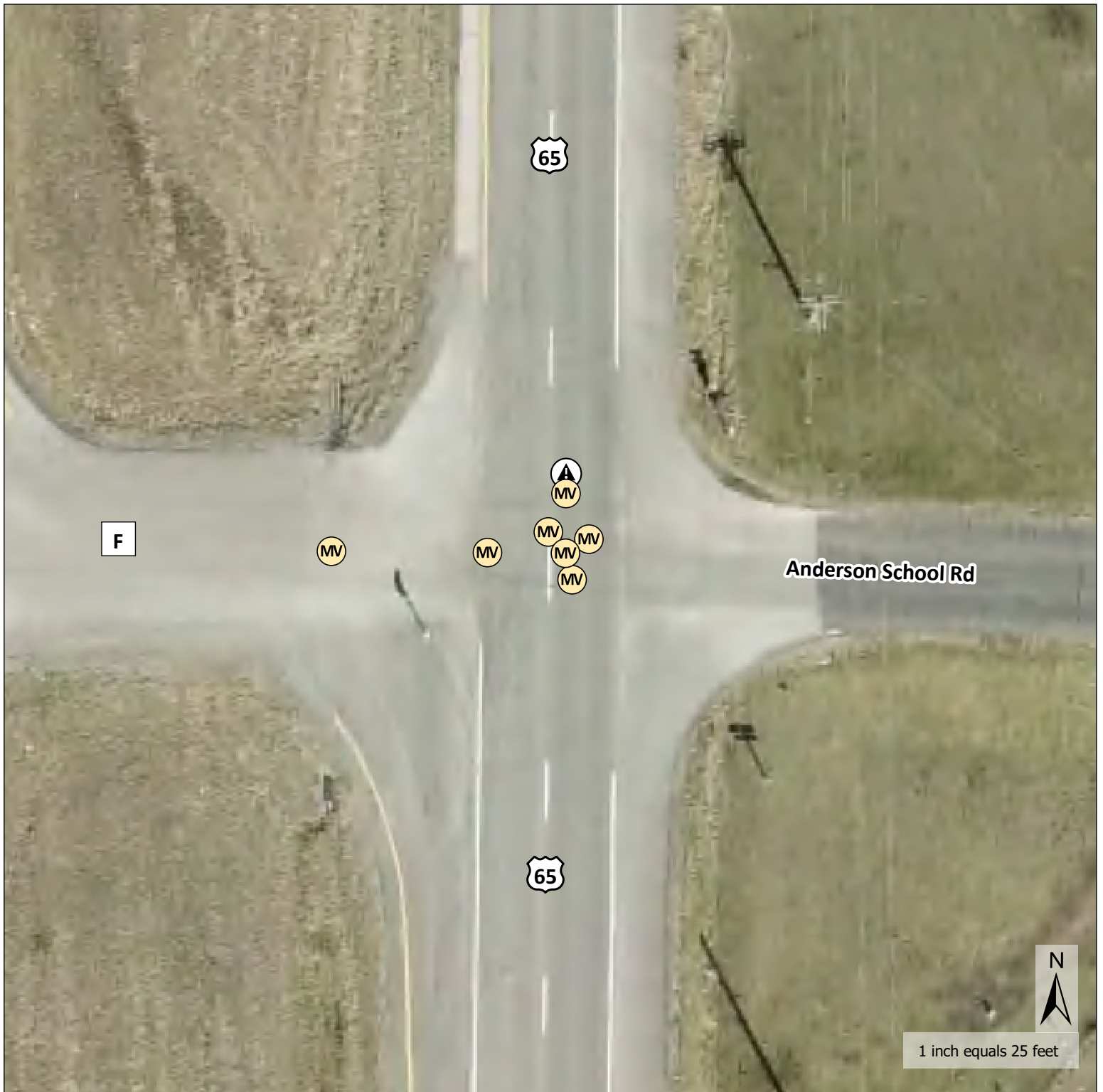
-  Fixed Object
-  MV in Transport
-  Overturning

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.



Severity Summary	Count
Fatal Crash	0
Physical Injury	9
Property Damage	5

Severity By Crash Type	Fixed Object	MV in Transport	Overturning
Fatal Crash	0	0	0
Physical Injury	1	8	0
Property Damage	0	4	1



### Intersection Detail - US 65 & Anderson School Rd - First Year Project

#### US 65 & Anderson School Rd Crash Legend

-  Fixed Object
-  MV in Transport

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.




Severity Summary	Count
Fatal Crash	1
Physical Injury	2
Property Damage	5

Severity By Crash Type	Fixed Object	MV in Transport
Fatal Crash	0	1
Physical Injury	0	2
Property Damage	1	4



### Intersection Detail - HWY 50 & Monsees Rd - Second Year Project

#### HWY 50 & Monsees Rd Crash Legend

-  Fixed Object
-  MV in Transport
-  Overturning

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.




Severity Summary	Count
Fatal Crash	0
Physical Injury	7
Property Damage	4

Severity By Crash Type	Fixed Object	MV in Transport	Overturning
Fatal Crash	0	0	0
Physical Injury	1	5	1
Property Damage	2	2	0



**Intersection Detail - HWY Y & Camp Branch Rd/Dresden Rd - Second Year Project**

**HWY Y & Camp Branch Rd/Dresden Rd Crash Legend**

-  Fixed Object
-  MV in Transport
-  Overturning

MV in Transport is a vehicle actively involved in a crash on a roadway.  
 Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.

Severity Summary	Count
Fatal Crash	0
Physical Injury	2
Property Damage	4

Severity By Crash Type	Fixed Object	MV in Transport	Overturning
Fatal Crash	0	0	0
Physical Injury	0	2	0
Property Damage	1	2	1



### Intersection Detail - Main Street Rd & Quisenberry Rd - Second Year Project

#### Main Street Rd & Quisenberry Rd Crash Legend

- Fixed Object
- MV in Transport
- Overturning
- Parked Vehicle

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.



Severity Summary	Count
Fatal Crash	0
Physical Injury	3
Property Damage	10

Severity By Crash Type	Fixed Object	MV in Transport	Overturning	Parked Vehicle
Fatal Crash	0	0	0	0
Physical Injury	1	0	1	1
Property Damage	6	4	0	0



### Intersection Detail - US 65 & Hughesville Rd - Second Year Project

#### US 65 & Hughesville Rd Crash Legend

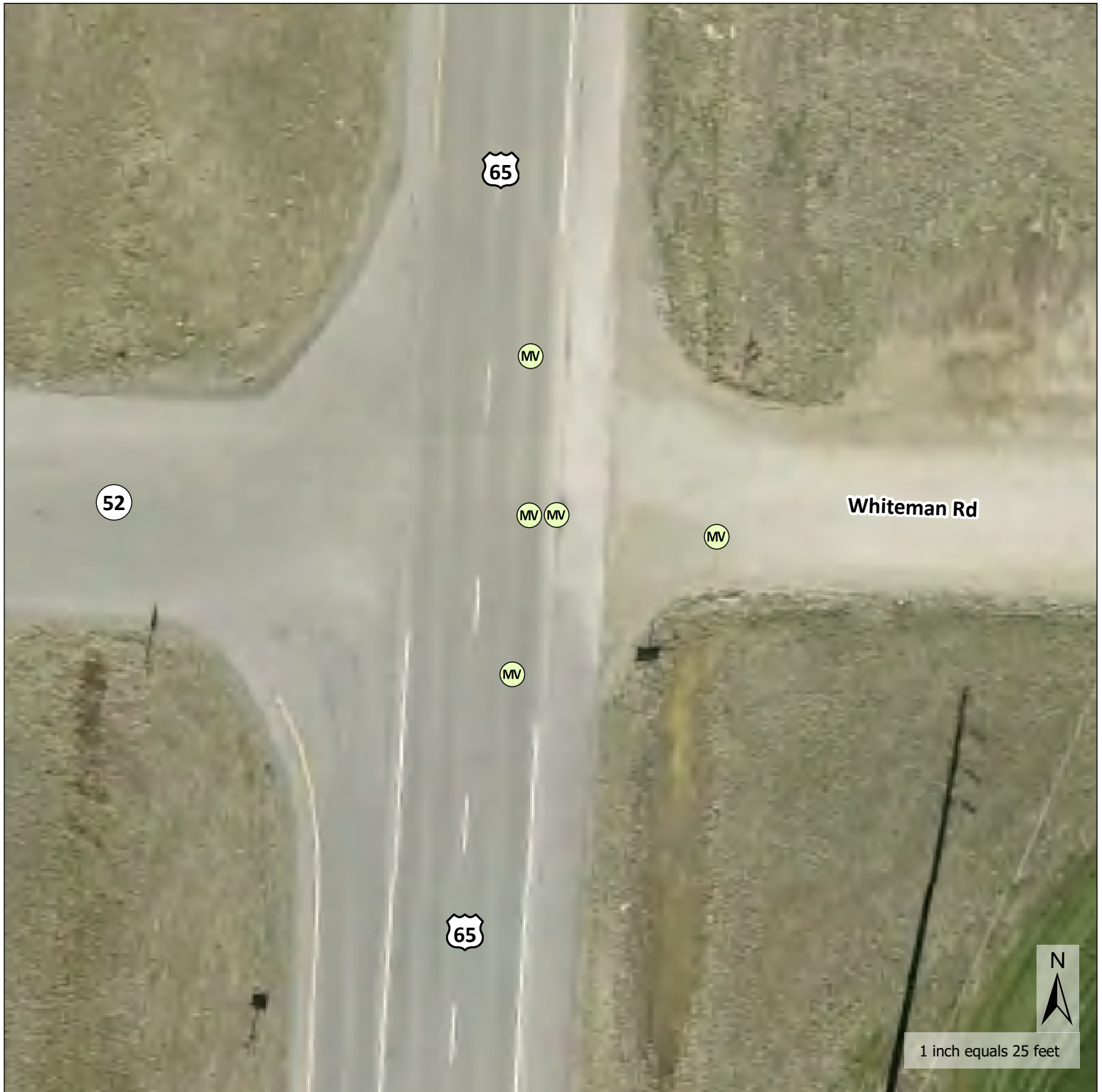
-  Fixed Object
-  MV in Transport

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.


Severity Summary	Count
Fatal Crash	1
Physical Injury	3
Property Damage	2

Severity By Crash Type	Fixed Object	MV in Transport
Fatal Crash	0	1
Physical Injury	0	3
Property Damage	1	1



### Intersection Detail - US 65 & Whiteman Rd/RTE 52 - Second Year Project

#### US 65 & Whiteman Rd/RTE 52 Crash Legend

 MV in Transport

MV in Transport is a vehicle actively involved in a crash on a roadway.

Crash Latitude / Longitude values were recorded with an estimated accuracy of ±35 feet. Crash locations may be stacked where multiple crashes occurred close together. Those will be notated in the map.

Severity Summary	Count
Fatal Crash	0
Physical Injury	2
Property Damage	3

Severity By Crash Type	MV in Transport
Fatal Crash	0
Physical Injury	2
Property Damage	3