

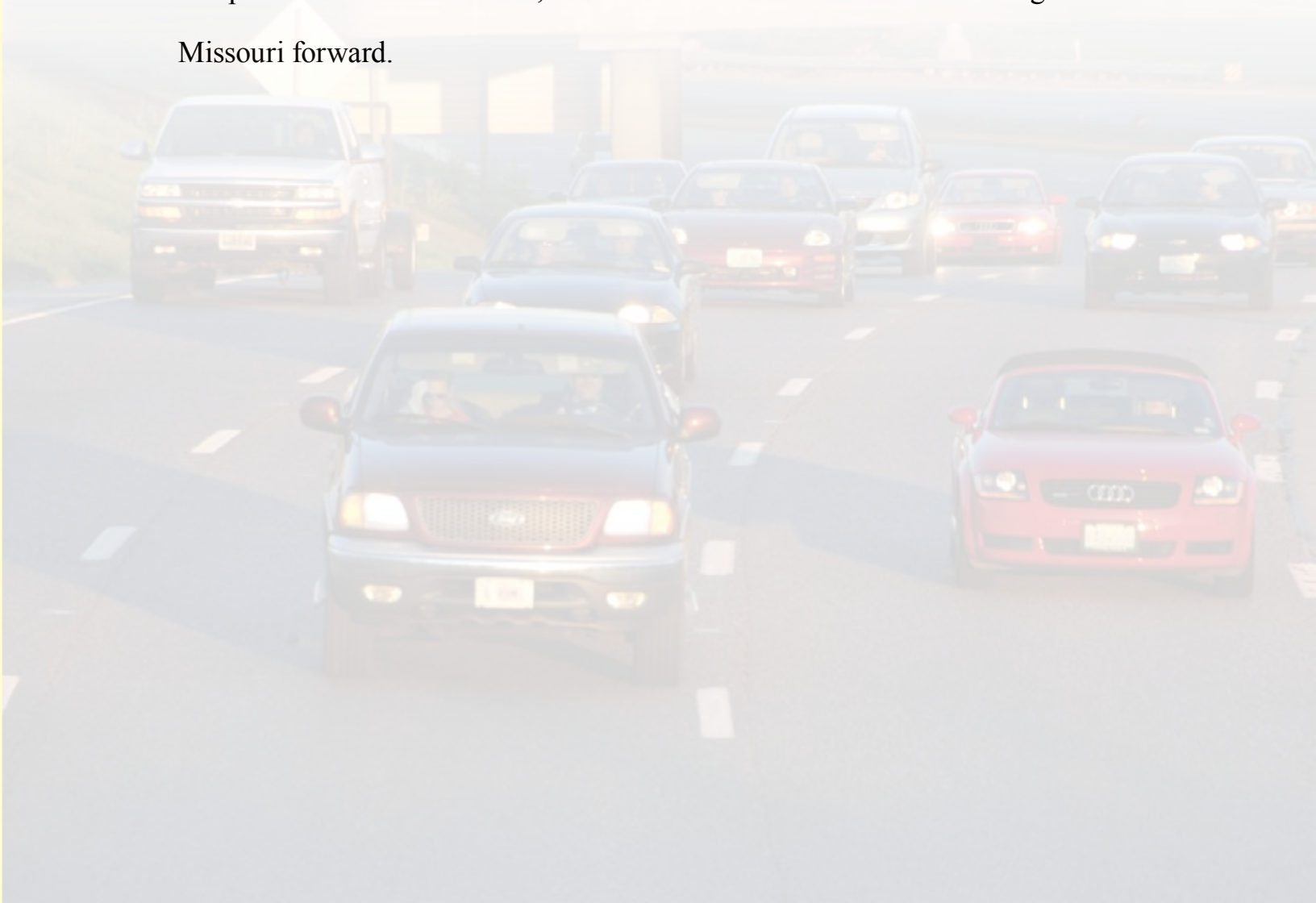
A Conversation for Moving Missouri Forward

Missouri Department of Transportation



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The following pages outline the Missouri Department of Transportation's plan for what could be done if more money were made available for transportation. It is by no means a finished product, but is the first step in identifying the state's most critical transportation needs and how they could possibly be addressed. If, when and how we move ahead with these projects will be based on local direction and public input. There is no doubt this plan will evolve over time, but it's a start - a conversation for moving Missouri forward.



Saving Lives, Creating Jobs

You buzz through the fast-food drive-through for breakfast, order a book off the Internet on your lunch break and put your visiting mother on the train back home when you get finished with work.

These are scenes from what could be considered a typical day – activities we might take for granted. Although there are many factors coming together to make these things happen, we probably rarely stop to think about them . . . unless there's a problem.

One of those factors is transportation. It plays a large role in our daily activities and our quality of life – from getting us where we want to go to providing the food, clothes and other goods we use.

We've been fortunate in Missouri in recent years to be able to do some key work to get our roads in pretty good condition. In November 2004, Missouri voters approved a constitutional amendment - Amendment 3 - that redirected some money that used to go to general revenue to transportation. We quickly used that money to make 2,200 miles of the state's busiest highways smoother and safer in just two years, speed up 55 critical highway projects and move ahead with \$1.6 billion in new construction.

This work has created jobs – an average of more than 7,500 a year – and saved lives. Missouri led the nation in saving lives in 2006 when 161 fewer people were killed on our highways.

But tough times are looming. With the passage of Amendment 3, voters directed us to sell bonds and use the money for highway construction. The new revenue from Amendment 3 is being used to pay off those bonds over time.



Accomplishments

- Missouri has gone from having the third worst pavement on major roads to an estimated ninth best.
- Seventy-eight percent of the state's major roads are now in good condition.
- Missouri jumped from 28th to 17th in overall performance of the state highway system in one year.
- The Show-Me State has the fourth lowest administrative costs per mile.
- Customer satisfaction with MoDOT is at 78 percent.
- The Missouri Department of Transportation received the 2007 Missouri Quality Award.

The money we received from selling the bonds will be used up in 2010 and state funds available for highway maintenance and construction will return to pre-Amendment 3 levels. In addition, we're expecting to receive less federal funding for highway projects. And we all know prices for most everything are on the rise. We feel it most in fuel and construction materials, such as asphalt.

We don't want to go back to the days when we were ashamed to tell people we were from Missouri because our roads were so bad. But that's what we're facing. And although we've made our roads safer, about 1,000 people still die on our highways every year – that's too many.



We have a plan of action – a conversation to get us started – for what could be done if more money were made available for transportation. We know the first step in any funding discussion must answer, “What will we get if we give you more money?” We did not develop the answer to that question in a vacuum. We gathered input from local officials and combined it with our technical expertise to develop a plan of action. The next few pages will outline that plan – the plan to move Missouri forward.

Missouri’s Transportation System

First, let’s start with some information that describes our vast and complex transportation system. Missouri has the seventh largest highway system in the U.S., with more than 32,800 miles of highways. That’s more than Iowa, Nebraska and Kansas combined. We have 10,276 bridges and the most major river bridges in the nation with 53. One of our problems is that we’re largely funding our system with a gas tax that - at 17 cents a gallon - is one of the lowest in the country and hasn’t been raised in 12 years. These statistics show what we’re up against.



Our Top Five Priorities

We believe you deserve to travel without sitting in traffic or fearing for your life. At a minimum, we need to:

1. Take care of our roads and bridges;
2. Do a better job of providing other ways to get around;
3. Rebuild Interstates 70 and 44;
4. Tackle needed major projects; and
5. Meet regional needs.



Heavily Traveled Roads

You probably wouldn't think that 80 percent of all travel in Missouri takes place on just 17 percent of our highways, but it does. That means just a few of our highways, mainly our interstates and state routes, carry the bulk of the load. That's because more than 90 percent of all Missourians live within 10 miles of these roads.

With the recent funding we received from Amendment 3, an initiative approved by Missouri voters in November 2004 that redirected some highway user fees to MoDOT, we've been able to take these roads to a grade level of B. However, we won't be able to keep them there without more money. Additional funds would help us keep these roads in good condition and make sure your travel is fast, easy and safe.



Taking Care of Our Roads and Bridges

We have three goals to move Missouri forward:

- Get 85 percent of our heavily traveled roads in good condition; now they are at 78 percent.
- Get 75 percent of our less traveled roads in good condition; now they are at 62 percent.
- Get 90 percent of our bridges in good condition; now they are at 72 percent.

Then we want to keep them there. If we were giving out grades, this work would raise the condition of our roads and bridges to a B.

The estimated cost: \$645 million a year for a total of \$12.9 billion over 20 years.



Less Traveled Roads

These are the roads we hear the most about. Everyone we talk to tells us they want us to improve our less traveled roads. Examples of these roads are the lettered routes in our state. Currently, 62 percent are in good condition. We'd like to raise that number to 75 percent.

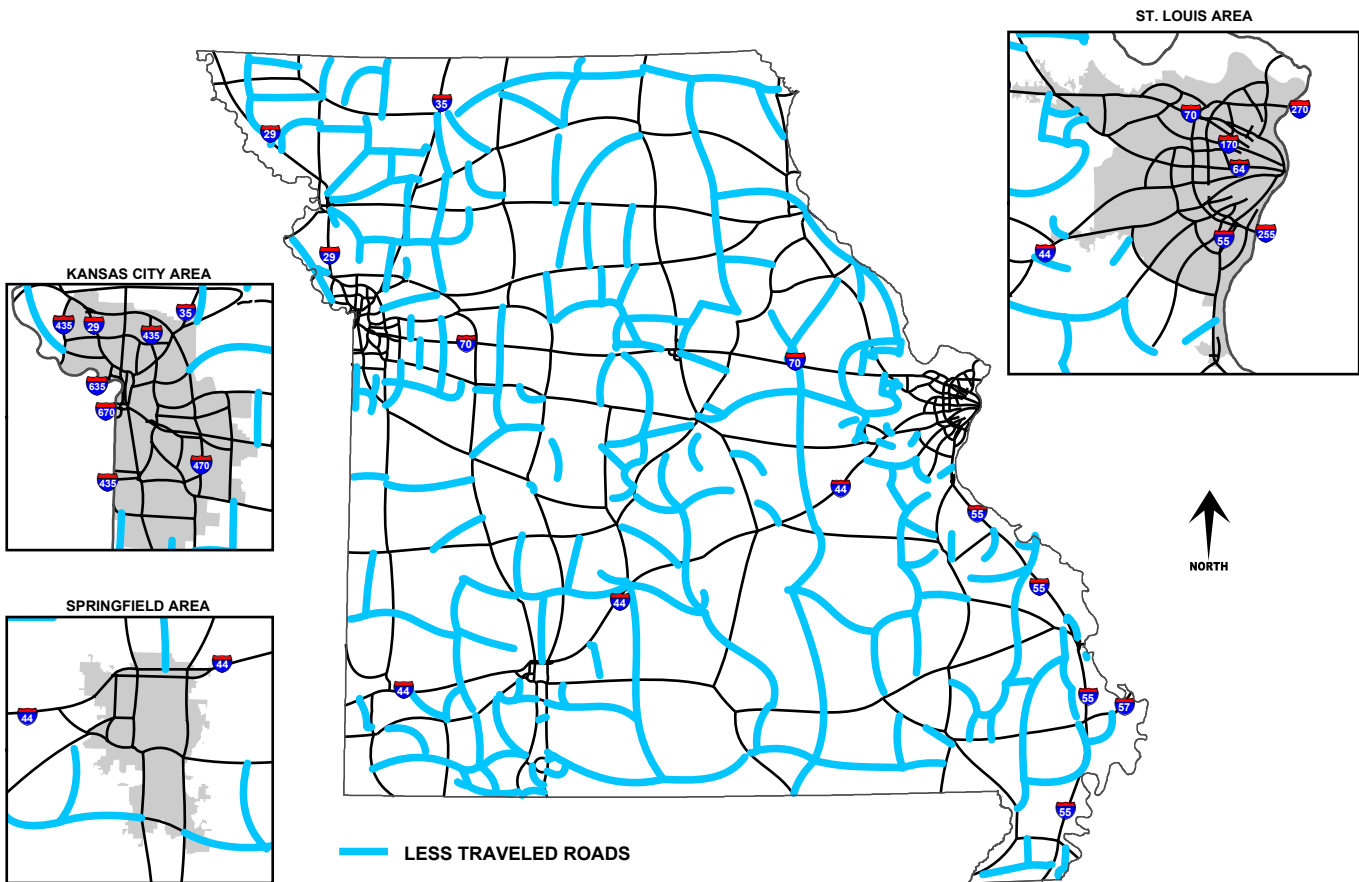
Our next step would be to take the 4,500 miles of the busiest of these roads and make them better and safer. These

4,500 miles represent 36 percent of travel, 26 percent of fatal crashes and 22 percent of severe crashes. We would give them improved pavement, paved shoulders, rumble stripes and bigger signs.

Less Traveled Roads Statistics

Less traveled roads make up 27,000 miles of the state's 32,800 miles; about 20 percent of all travel happens on these roads.

Improving Less Traveled Roads - The Next Step



Visit www.modot.org/conversation for the proposed list of projects to improve our less traveled roads.

Big Bridges

When we think about bridges, we most likely picture those big structures that span rivers. But a bridge can also carry traffic over roads, train tracks and flood plains. Even large culverts are considered bridges.

Missouri has 206 big bridges – bridges that are 1,000 feet long or more. That’s longer than three football fields. We inspect these bridges regularly to make sure they’re safe, and they are, but they’re also old. We would need to replace two bridges a year to keep all 206 of our big bridges safe and in good condition. Right now, we’re not even replacing one a year.

To get started, we would like to repair or replace our 20 worst big bridges. We would make them wider so you don’t have to hold your breath when you cross them or replace them altogether if that’s what is needed.

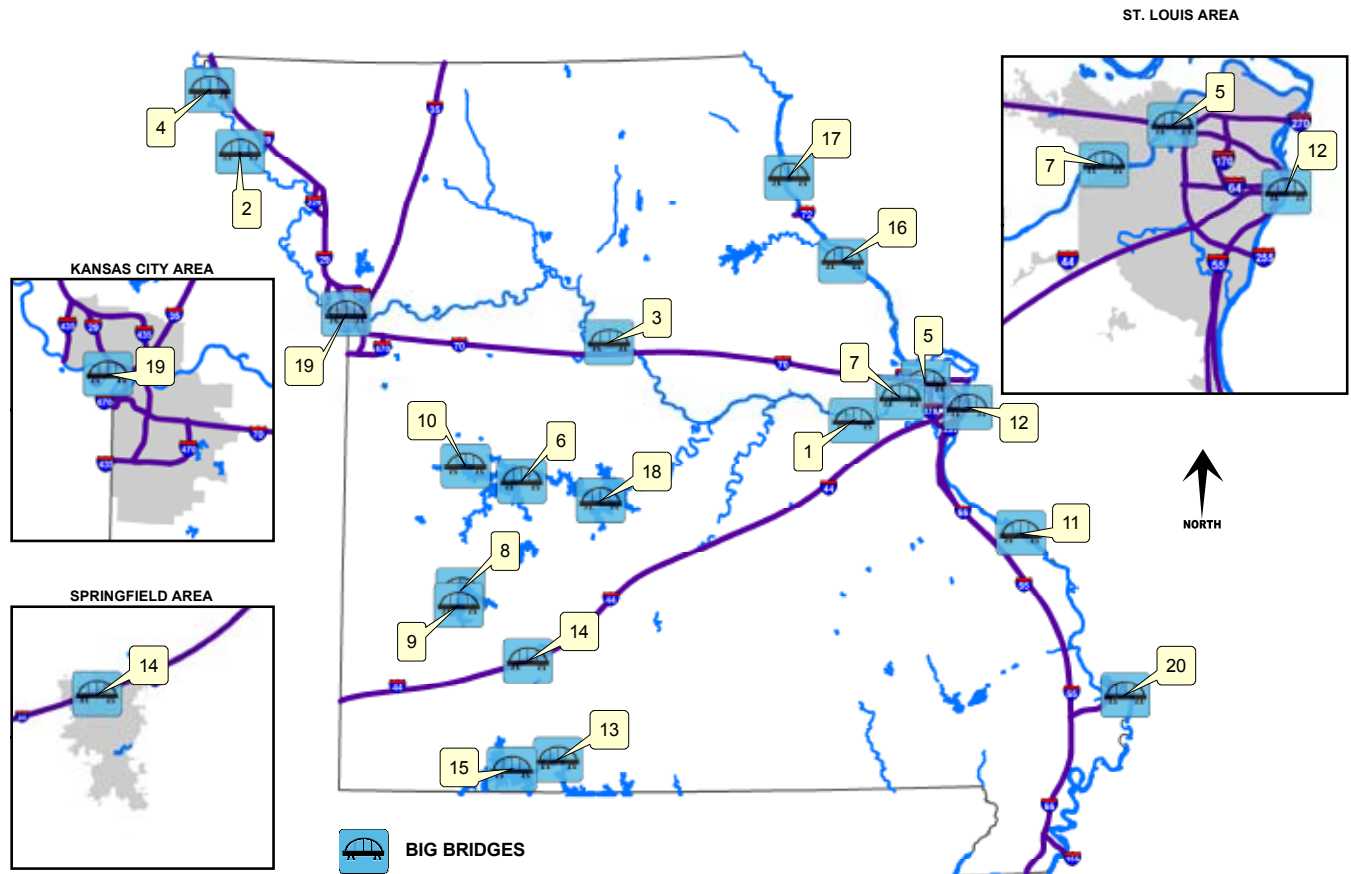
Here is a map of the 20 big bridges we would like to improve to start with.



Bridge Statistics

Fifty-three of Missouri’s big bridges cross the Missouri and Mississippi rivers. That’s more river bridges than any other state.

Missouri’s Most Critical Big Bridge Needs



Top 20 Big Bridge Projects

1. Route 47 bridge over the Missouri River in Warren/Franklin County
2. Route 159 bridge over the Missouri River in Holt County (connects to Rulo, Neb.)
3. Route 5 bridge over the Katy Trail in New Franklin, Howard County
4. Route 136 bridge over the Missouri River in Atchison County
5. Blanchette Bridge, Route I-70 west bound lane bridge over the Missouri River in St. Louis/St. Charles County
6. Routes 65, 7, 83 bridges over Truman Lake in Benton County
7. Daniel Boone Bridge, Route I-64 bridge over the Missouri River in St. Louis/St. Charles County
8. Route 215 bridge over the Sac River in Cedar County
9. Routes E, Y bridge over Stockton Lake in Dade County
10. Route 13 bridge over Truman Lake in St. Clair County
11. Route 51 bridge over the Mississippi River in Perry County
12. Poplar Street Bridge, Route I-64 bridge and approaches over the Mississippi River in St. Louis
13. Route 76 bridge over the White River in Taney County
14. Route 13 bridge over Locust Street in Greene County
15. Route 13 bridge over Table Rock Lake in Stone County
16. Route 54 bridge over the Mississippi River in Pike County
17. Route 24 bridge over the Mississippi River in Marion County
18. Hurricane Deck Bridge, Route 5 bridge over Lake of the Ozarks in Camden County
19. Route 69 bridge over the Missouri River in Platte County
20. Route 60 bridge over the Mississippi River in Mississippi County



Other Bridges

Our other bridges – there are about 10,000 of them – are wearing out faster than we can fix them. On average, these bridges are 44 years old and are only built to last 50 to 75 years. About 95 of them get in bad condition every year. Our Safe & Sound Bridge Improvement Program, which

will repair or replace 802 of our worst bridges in five years, will help, but we still have a lot of needs. We would like to get 90 percent of these bridges in good condition. That means they would have two lanes, be able to carry big trucks and would be wide enough that you would feel safe crossing them.

Are we on the right track?

Join the conversation for moving Missouri forward. Visit www.modot.org/conversation.

Other Ways to Get Around

We need to be able to focus more on non-highway travel options such as passenger rail, ports and transit and really function as a department of *transportation*. We have to help people get where they are going without driving a car. We also need to get some of the freight off of our highways. These options not only would help an under-served group of Missouri citizens, but would also allow us to conserve our natural resources and be more environmentally friendly.

The estimated cost: \$102 million a year for a total of \$2.04 billion over 20 years.

Passenger Rail and Freight Movement

We want you to consider passenger rail as a transportation option. Currently, it's not working too well in Missouri because the trains are frequently delayed for long periods of time. We want to make sure these trains arrive and depart on time, so you'll want to use them. To do that, we have to increase rail capacity, get new cars to provide a better ride and new engines that are more fuel-efficient and require less maintenance.

On a related note, we want to support the freight industry by providing additional matching funds for projects that have a positive impact on moving freight. We propose establishing a freight program that would fund projects designed to move freight more efficiently.



Ports

Water is the most efficient way to move goods, and investing in our ports would allow us to move some freight off of our busy highways. We are pleased with the additional funding the legislature has provided for capital improvements to our ports, but we still need additional funding to make barges a low-cost, efficient way to move goods.

Port Statistics

Missouri has nine public ports along the Mississippi and Missouri rivers that carry both passengers and freight.



Public Transportation

Approximately 70 million transit trips are taken in Missouri annually. Every county has some sort of transit service. However, in rural parts of the state, service averages only two days per week. We need more funding if we are to further develop transit service in Missouri, so people have other options for getting around.

Public Transportation Statistics

During peak travel times, one line of light rail has more than eight times the capacity of one lane of highway.



What do you think?
Join the conversation for moving Missouri forward. Visit www.modot.org/conversation.

Interstates 70 and 44 – Our Economic Lifelines

Interstates 70 and 44 are the two busiest highways in our state, with I-70 connecting our two largest cities and rail hubs – St. Louis and Kansas City. About 3.1 million people and 36 percent of all jobs are located within 10 miles of these interstates. Now 50 years old, they were designed to last 20 years, so you can see why they're crumbling and congested. We can't continue to band-aid these corridors. They need to be rebuilt with eight new lanes - some of which would only carry trucks - to make them safer and less congested.

If you don't live near these interstates, you might not think they affect you, but they do. They carry the trucks that deliver your food, clothes and other goods. In fact, trucks make up 25 percent of the traffic on these roads, a figure that is expected to double by 2030. That's another reason why improving I-70 and I-44 is the most critical need to move Missouri forward.

The estimated cost: \$360 million a year for a total of \$7.2 billion over 20 years.



I-70 Statistics

25 million miles a day are driven on I-70 and I-44. That's equal to 1,000 laps around the earth!



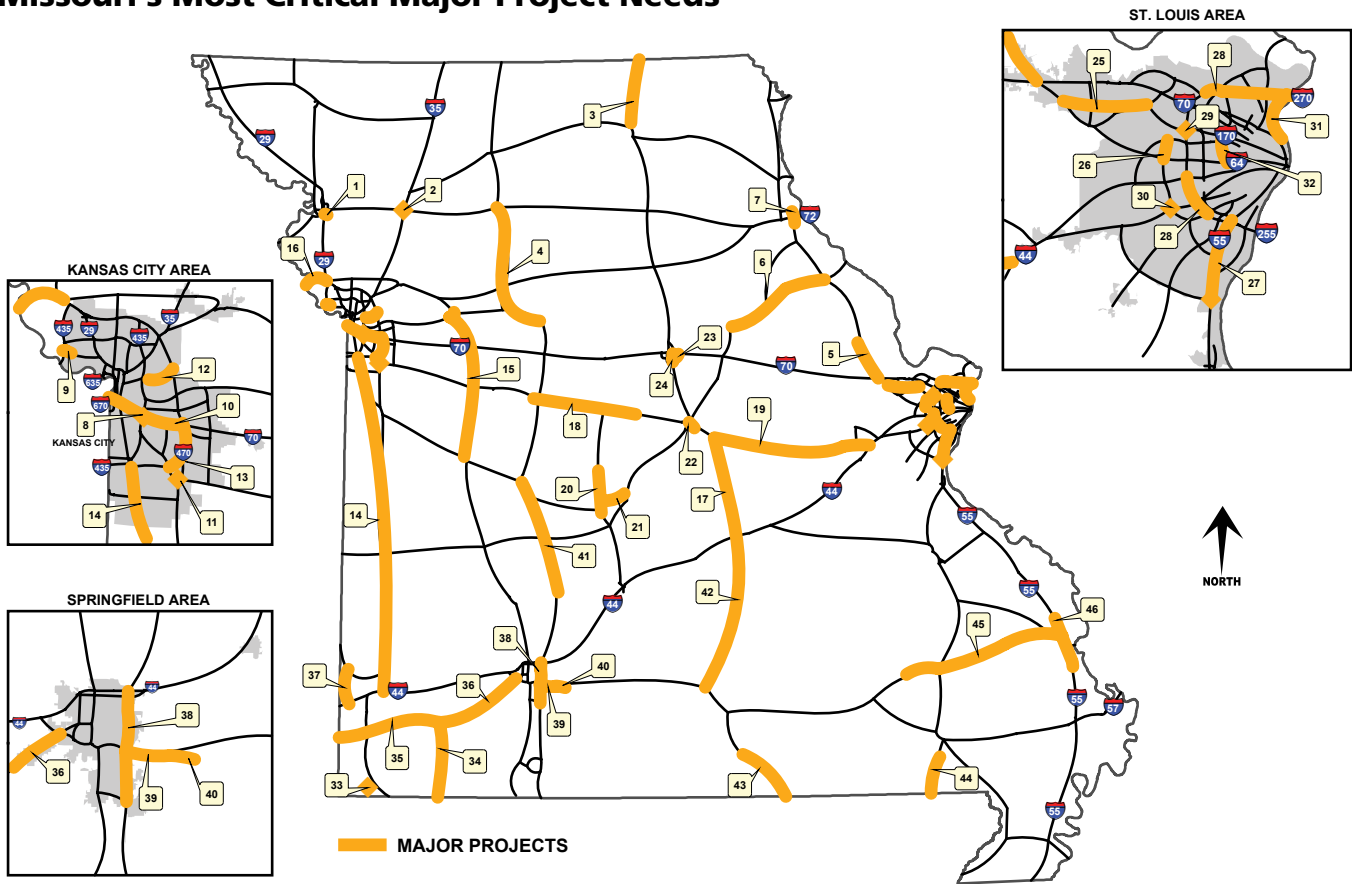
Dedicated truck lanes rendering

Major Projects

Major projects serve millions of people and have statewide impact. Rebuilding a 10-mile stretch of Interstate 64 in St. Louis, a project now under way, is an example of a major project. When we asked the public to give us a list of the state's most pressing highway needs, we got a list of about 100 projects totaling \$15 billion. We have pared that list down to 46 priority projects. The estimated cost: \$266 million a year for a total of \$5.32 billion over 20 years. Here is a list of those projects and a map showing their location.



Missouri's Most Critical Major Project Needs



Major Projects List

1. **US 169 from I-29 to Route AC** - widening and interchange improvements at I-29 and US 169 in St Joseph
2. **I-35 at US 36** - interchange improvements at US 36 and improvements at US36/Griffin Road intersection in Cameron
3. **US 63 from Kirksville to Iowa** - widen to four lanes
Depends on commitment from Iowa
4. **US 65 from north of Marshall to US 36** - shared four-lane
5. **US 61 from I-70 to Troy** - upgrade roadway and eliminate at-grade intersections
6. **US 54 from Mexico to US 61 at Bowling Green** - widen to four lanes
7. **US 61 from south of Hannibal to north of Hannibal** - construct alternate route to the west of Hannibal
8. **I-70 at I-435** - interchange and roadway improvements in Kansas City
9. **Mo 45 from Route K to I-435** - widen to four lanes
10. **I-70 from Kansas state line to I-470** - roadway and interchange improvements to reduce congestion and increase safety
11. **Mo 291 at US 50** - interchange improvements
12. **Mo 210 from I-435 to Mo 291 near Liberty** - capacity improvements
13. **I-470 from US 50 to I-70 in Kansas City** - capacity improvements
14. **US 71 from I-435 in Kansas City to Joplin** - upgrade to interstate standards I-49
15. **Mo 13 from Lexington to Clinton** - four-lane expressway
16. **Mo 92 from the Kansas state line to I-29 near Platte City** - roadway improvements to reduce congestion and increase safety
17. **US 63 from US50/US63 east of Jefferson City to Rolla** - four-lane expressway
18. **US 50 from California to Sedalia** - four-lane expressway

19. **US 50 from west of Linn to I-44 at Union** - four-lane expressway
20. **Mo 5 from the Niangua Bridge to Gravois Mill** - four-lane expressway
21. **Mo 42** - Route TT and Route MM from Mo 5 to the toll bridge at Lake of the Ozarks - improved 2-lane
22. **US50/63** - Rex Whitton Expressway from Eastland Dr. to Missouri Blvd. in Jefferson City - roadway improvements to reduce congestion and increase safety
23. **Mo 740 from US 63 to I-70 in Columbia** - four-lane expressway
24. **US 63 from Route AC to I-70 in Columbia** - interchange improvements at Route AC and Route WW
25. **Route D** - Page Avenue from west of Harvester to I-64 Phase II and III
26. **Mo 141 from I-64 to Mo 340** - capacity improvements
27. **I-55 from Route M to US 67** - interchange improvements and increase capacity
28. **I-270** - interchange improvements from McDonnell Blvd. to the Mississippi River and Mo 30 to Mo 100
29. **I-270/Route D/Mo 364** - interchange improvement
30. **I-44/Mo 141** - interchange improvement
31. **Route H from I-270 to north of I-70** - Hall St. in St. Louis - widen to four-lane
32. **I-170 from Route D to I-64** - improve interchange
33. **US 71 from the Arkansas state line to Pineville** - upgrade to interstate standards I-49. Depends on commitment from Arkansas
34. **US 37 from Monett to Arkansas** - four-lane expressway
35. **US 60 from Oklahoma state line to Monett** - improved two-lane with passing lanes
36. **US 60 from Monett to Republic** - four-lane expressway
37. **Joplin West Bypass from Mo 171 to I-44** - four-lane right of way acquisition with two-lane expressway from I-44 to Mo 66
38. **US 65 from I-44 to south of Ozark** - widen to six lanes
39. **US 60 from US 65 to Mo 125** - roadway and interchange improvements to reduce congestion and increase safety
40. **US 60 from Mo 125 to east of Rogersville** - roadway and interchange improvements to reduce congestion and increase safety
41. **US 65 from Buffalo to Warsaw** - widen to four-lane expressway
42. **US 63 from Rolla to Cabool** - widen to four-lane expressway
43. **US 63 from US 160 to Arkansas state line** - widen to four-lane expressway. Depends on commitment from Arkansas
44. **US 67 from US 160 south of Poplar Bluff to Arkansas state line** - widen to four-lane expressway. Depends on commitment from Arkansas
45. **Mo 34 from Piedmont to US 72** - improved two-lane
46. **I-55 from Fruitland to south of Scott City** - capacity improvements

Meeting Regional Needs

You can't always plan for regional growth, but you want to be able to seize the opportunity when it comes. For example, a new business might be thinking about locating in your area and the dealmaker might be if you can improve an intersection or build a new interchange so people can get to it. Our flexible fund program allows regions to address their own priorities, while our cost-share program lets us team up with communities by sharing project costs 50-50 to get the job done. We have had success with these programs and would like to increase our cost-share and flexible fund amounts to help regions grow and prosper.

The estimated cost: \$190 million a year for a total of \$3.8 billion over 20 years.



A Conversation for Moving Missouri Forward

	Annual	20-year
<i>What we need</i>	\$1.56 billion	\$31.3 billion
<i>What we have</i>	\$632 million	\$12.6 billion
<i>Gap</i>	\$931 million	\$18.7 billion

To deliver these improvements will cost a little more than \$1.5 billion a year for 20 years. That's based on 2008 costs and doesn't factor in inflation. But we estimate we'll only have a little more than \$600 million a year during that time. That leaves quite a gap – nearly \$1 billion a year.



That's a lot of money, but it's a practical beginning. The wish list is two to three times bigger, but we've taken it to a conservative level. This is the start of the conversation - the bare minimum of what you deserve.

We recognize we must be innovative to accomplish necessary road and bridge improvements. We know we must be efficient in our operations and make our dollars stretch as far as they can. We owe that to you. However, innovative solutions and program efficiencies will only go so far.

Federal revenue to the states is on the decline, our revenue streams are under attack, and fuel and materials costs continue to rise. Our plan for progress is the bare-bones option to keep you safe on our roads, create jobs and contribute to your quality of life.

We hope you'll talk about this plan in your community. It is not a finished product, but a work in progress, so please let us know what you think. It's time to get excited about what we can do to move Missouri forward.

Join the Conversation

This plan is just a start - a conversation for moving Missouri forward. Have we identified the right projects? Is there an area where you'd like to see more or less emphasis? Are we moving in the right direction? Would you like more information or a speaker to address your group? We'd like to hear from you. Join the conversation for moving Missouri forward. Visit www.modot.org/conversation, call toll-free 1-888-ASK MODOT (275-6636) or write your comments below and send them to: Missouri Department of Transportation, Planning Division, P.O. Box 270, Jefferson City, MO 65102.

Comments

Optional

Name _____

Address _____

City, State, Zip Code _____

Telephone Number _____

E-mail Address _____



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