



Route 72 Work
Route 34

Minor
Routes,
Major
Routes



Talkin'

Bollinger County

TRANSPORTATION

May 2008

Route 72 Update

Construction continues along Route 72 in Madison and Bollinger Counties. Several projects are currently underway. And, if you drive the recently completed section, you're familiar with a few rough patches; the contractor will be making additional improvements to smooth out the pavement in those areas. Here's a look at the Route 72 upgrade:

Description	What's Happening?
Reconstruct Route 72/51 intersection at Patton Junction to improve sight distance.	Completed
Castor River and Cape Creek in Madison County. Replace both bridges with a single bridge on an improved roadway alignment.	Completed
Route 00 to 0.9 miles west of Castor River in Madison Co. Resurface Route 72 and provide paved shoulders.	Completed
Castor River to Route 51 in Madison and Bollinger Counties. Resurface Route 72 and provide paved shoulders. Improve roadway alignment at several sharp curve locations.	Grading and shaping slopes. Finish grading, clean-up and seeding is expected as weather improves.
Route 67/72 interchange to Route 00 at Fredericktown. Construct Route 72 on new improved 2-lane alignment. Will be constructed in three phases.	Demolition and working on box culvert.
Route 51 to Route 34 in Cape Girardeau County. Resurface Route 72 and provide paved shoulders.	Pipe culvert extensions, grading, curve widening
Little Whitewater Creek in Bollinger County. Replace bridge on new alignment.	Early 2009
Whitewater Creek Bridge replacement in Cape Girardeau County	Early 2009
Byrd Creek Bridge replacement in Cape Girardeau County	Early 2009
Saline Creek Bridge replacement in Madison County	Early 2009

Route 34 Discussion

Project Manager Eric Krapf and Area Engineer Stan Johnson recently visited with Marble Hill officials about improvements to Route 34.

"Not much has changed," says Krapf. "We have a plan for improvements, but there is currently no funding secured for the project."

The plan was developed after extensive public involvement along the corridor. Krapf explained the procedure for funding a transportation project, too.

"It all really starts locally. The regional planning commissions hear needs from

the public. They then develop their local priorities to bring to MoDOT. We work with our three local RPCs to prioritize projects in Southeast Missouri, and then the same process is repeated on a statewide level," says Krapf.

Krapf says the best thing communities can do to get projects funded is express their concerns to and work with their regional planning commissions. To find contact information for your local regional planning commission, visit modot.org, click the Plans & Projects link, then the Metro & Regional Planning Commissions

link.

"It will be more important than ever to work through those partnerships as Missouri transitions from a construction program averaging \$1.23 billion to a construction program of about \$575 million in 2013," says Krapf. "With an expected decline in federal revenue and rising fuel and construction costs, we'll not have many opportunities to build new projects but rather only be barely able to maintain what we have."

Why Does MoDOT Do That?

More Work To Major Roads, Less Work To Letter Routes, & Lives Saved

By MoDOT Southeast District Engineer Mark Shelton

Fatalities from traffic crashes in Missouri are down dramatically from 1,257 in 2005 to 992 for 2007. Before we get lost in those numbers and statistics, let's put it in real terms we can each relate to. In two years, almost 283 fewer precious lives were lost on our roadways. That's nearly 300 lives—mothers, fathers, children, grandparents, coworkers, friends—saved. While one is too many to lose, knowing that 300 were saved is not simply rewarding, it's heartwarming.

The last time Missouri's traffic fatalities were that low was 15 years ago. So, why the reduction now? MoDOT has made traffic fatality reduction a mission. We've partnered with law enforcement and increased our educational outreach efforts. But, I think what has played a bigger role than anything else are two programs the department has undertaken over the last several years: Smooth Roads Initiative and Better Roads Brighter Future.

These programs were created in part to address something else we can all relate to: many needs, little funds. Just like families across Missouri, MoDOT had to take a hard look and make tough decisions with the state's many pressing transportation needs and what little money was available to address those. SRI and BRBF were the solution.

Because we couldn't address all the needs, we decided to focus on the best value—the roads that were most traveled, nearest the most people, touched the most lives. SRI was made possible because Missourians approved Amendment 3 in 2004. MoDOT completed SRI, smoothing 2,200 miles of the state's most heavily traveled roads in 2006—one year ahead of schedule. BRBF continued that quest by bringing another 3,300 miles of roads to good condition, adding wider, brighter stripes, edgeline

and center rumblestripes, and paved shoulders on two-lane roads over the next four years. Like SRI, BRBF targets heavily traveled highways. These roads carry 80 percent of all traffic on the state highway system and 95 percent of Missourians live within 10 miles of one of these roads. As a result of our focus two things have occurred.

First, the lesser-traveled routes have certainly not gotten much attention. If you live on one of those roads, you know what I mean. Our crews have done their best to patch and seal the roads with lower traffic volumes, but they've seen little additional improvements. I mentioned tough decisions earlier, and this is a prime example. Folks who live on lesser-traveled routes want improvements just like those near heavily traveled routes. But the bottom line is we cannot make all the improvements that we would like to or that you would like us to. MoDOT wants a transportation system we can be proud of, but the mon-

ey for all our needs just isn't there. So, we have focused our efforts on making the that reach as many improvements we can afford Missouri as possible, which brings us to the second result.

The reduction in traffic fatalities can be attributed to the improvements and engineering advances as part of SRI and BRBF. We made safety improvements to roads carrying the most traffic, and we saw fewer traffic fatalities. Now, Missouri will never be accident-free. There are too many variables. But, it only stands to reason that if you want to reduce fatalities that you focus on where most of the traffic is. It isn't easy. It doesn't please everyone. I hope that one day Missouri has enough funding to adequately address all of our transportation

needs. But right now, we must make those tough decisions. It is MoDOT's obligation to make our highways as safe as possible and our mission to reduce traffic fatalities. In essence, fatality means death, and while it may not be the most pleasing strategy to all, I feel confident in a plan that has reduced deaths of Missourians by 24 percent in two years.

Prep work for the Smooth Roads Initiative



Safety measures help state to reduce highway fatalities to a 14-year low

By Ken Leiser
ST. LOUIS POST-DISPATCH

Highway deaths dropped 11 percent in 2007
and Amos Bridges
abridges@news-leader.com



SRI smoothed 2,200 miles of roads.