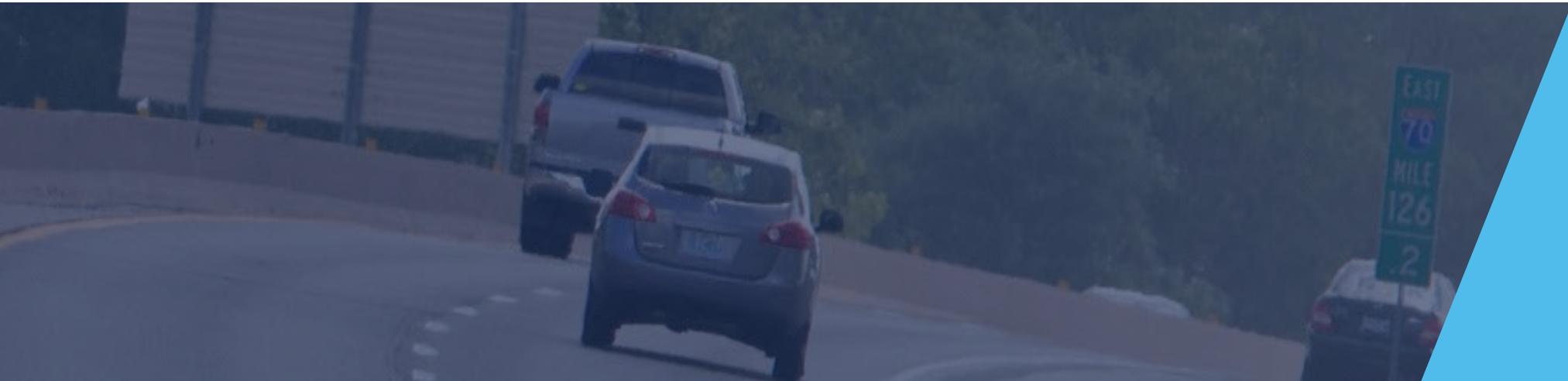


Improve I-70

**Liz Prestwood,
Spencer Robinson**
February 29, 2024



2024 INFRA Award for Improve I-70 Program



Improve I-70 MEGA/INFRA Grant

- MoDOT submitted an aggressive MEGA/INFRA grant application totaling almost \$300M requested funding
- Leverage \$2.8B of general revenue to add innovation and safety enhancements to the project
- In January 2024 MoDOT was notified of a partial award of \$92.8M for the first three segments
 - Blue Springs to Odessa
 - Route 63 to Route 54
 - Warrenton to I-64

IMPROVE I-70



AUGUST 2023



- Environmental near completion
- **1.1 million jobs** depend on I-70
- Workforce development opportunities
- I-70 carries **100 million tons of freight**

modot.org/improve170



Outcome Criteria

Criterion #1: Safety

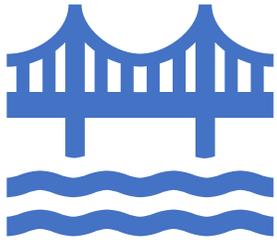
- The I-70 corridor crash rate is almost 30% higher than the statewide average for similar roadways
- By improving shoulders and adding a 3rd lane it is estimated to reduce crashes by nearly 42%
- Wrong way driving warning system
- New truck parking facilities
- Wildlife crossing safety enhancements
- Automated speed management

Improved Truck Parking in Wright City

- A 2023 truck parking study showed Wright City as 1st and 5th priority for improvements
- Eastbound location
 - Add 59 parking spaces.
 - Existing 18 to proposed 77
- Westbound location
 - Add 56 spaces.
 - Existing 20 to proposed 76



Criterion #2: State of Good Repair



Continued use of MoDOT asset management plan with goal of 80% of interstate in good condition.



Road Weather Information System

Install/modernize devices to provide data for maintenance managers to respond to weather events

Criterion #3: Economic Impacts, Freight Management and Job Creation

Metric	Total Impacts
Employment	27,086
Average Annual Jobs Supported	3,869
Labor Income (2021\$)	\$1,502,301,316
Value Added (2021\$)	\$2,104,631,306
Output (2021\$)	\$4,543,431,453

Source: IMPLAN; Missouri Multipliers

Economic Impact -

- A total of 27,086 direct and indirect jobs are estimated to be supported by the Improve I-70 Program with \$1.5B in resulting labor income.

Freight –

- Missouri is located within 500 miles of 43 percent of the U.S. population and 44% of all U.S. Manufacturing plants.
- 1.1M jobs nationwide and \$113B of nation's GDP depend on I-70 in Missouri
- Improve I-70 program will provide long-term stability and resiliency for a freight network

Job Creation

- 26 of the 54 census tracts along project are designated as Historically Disadvantaged Communities, Areas of Persistent Poverty or carry both designations
- MoDOT uses major projects as an opportunity to develop our workforce through various programs. Workforce diversity will be a requirement in contracting

Criterion #4: Climate Change, Resiliency and Environment

- Drainage improvements to mitigate flooding impacts
- Use of low carbon/carbon Neutral pavement Design
- Solar Panels on ROW – partnering with The Ray
- Pollinator Habitat Enhancements
- Electric Vehicle Infrastructure



Criterion #5: Equity, Multimodal Option and Quality of Life

- I-70 Broadband Improvements
- Outer road additions/enhancements
- Reconnecting communities with bridge side paths



FUTURE I-70

2 **IMPROVE I-70**

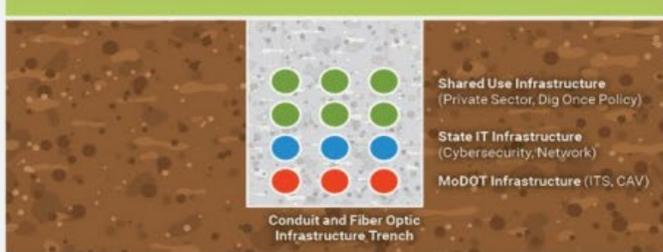
1 **2** **3**

INNOVATION: LET US SHOW AMERICA HOW
This is Missouri's opportunity to show the rest of the nation how to bring state-of-the-industry means and methods to deliver a safer, efficient, resilient, and innovative I-70 corridor.

- 1** I-70 will be a broadband backbone for the State of Missouri, supporting ITS, CAV, and State cybersecurity measures.
- 2** Technology applications including ITS, V2X capabilities, CAV, and cybersecurity readiness will be included.
- 3** An improved I-70 will deliver and support efficient freight movement and data movement across the State to support businesses and the digital economy.

1 **BEST BROADBAND CORRIDOR CONCEPT**

Designated Utility Corridor R/W Line



Shared Use Infrastructure (Private Sector, Dig Once Policy)

State IT Infrastructure (Cybersecurity, Network)

MoDOT Infrastructure (ITS, CAV)

Conduit and Fiber Optic Infrastructure Trench

Criterion #6: Innovations



Intelligent Transportation Systems



Smart Work Zone Technologies Targeting safety

25% of fatal crashes occur in work zones on urban interstates (7% in non-work zones)

15% of fatal crashes occur in work zones on rural interstates (5% in non-work zones)



Data Driven Design and Operational Analysis

Take into account operational impacts of events like football games, World Cup in 2026 to help with decision making



Design build project delivery

Next Steps

1

Execute an agreement with FHWA for Improve I-70 INFRA

2

Continue public engagement as we implement enhancements funded by the grant

3

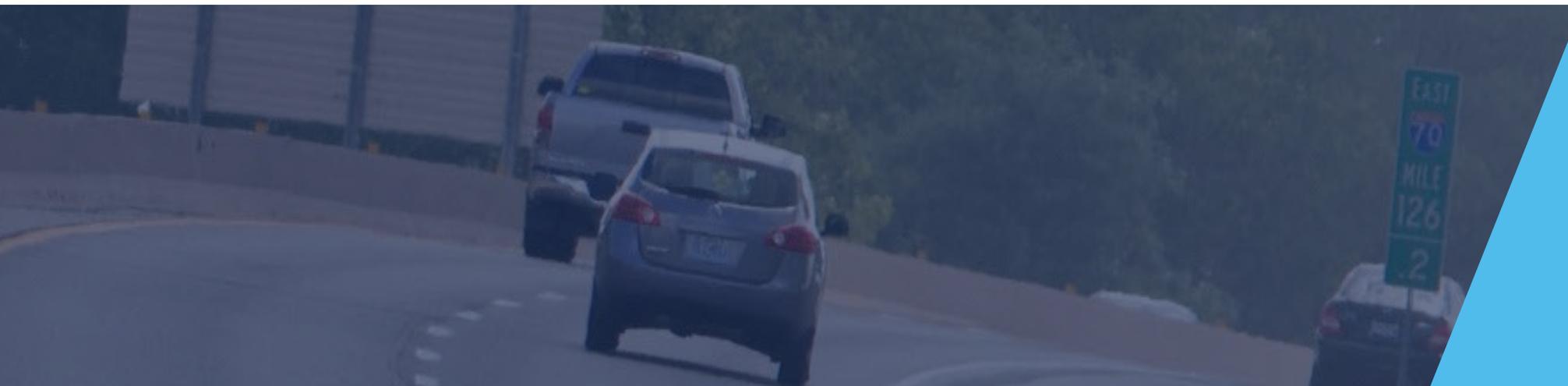
Identify delivery methods for specific activities funded by the grant

- Include in contract for road work or issue separate RFP

4

Apply for additional grant opportunities to provide funding the remaining segments of I-70

Projects in the Improve I-70 Program



IMPROVE I-70



AUGUST 2023



- Environmental near completion
- 1.1 million jobs depend on I-70
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- I-70 carries 100 million tons of freight

modot.org/improve170



Improve I-70 Project Schedule

Improve I-70 - Updated Schedule

Project	Limits	Miles	Construction Contract	Project Award	Completion
1	Columbia to Kingdom City	20	\$405	February 2024	December 2027
2	I-64 to Warrenton	17	\$500-\$600	December 2024	June 2028
3	Blue Springs to Odessa	16	\$280-\$340	February 2025	March 2027
4A	Boonville to CoMO	21	\$550-\$600	September 2025	September 2029
4B	Odessa Interchange to Boonville	67	\$700-\$800	December 2025	December 2029
4C	Kingdom City to Warrenton	60	\$600-\$700	September 2026	December 2030
	This is the latest schedule shared with industry				

Program Needs: Corridor Reliability



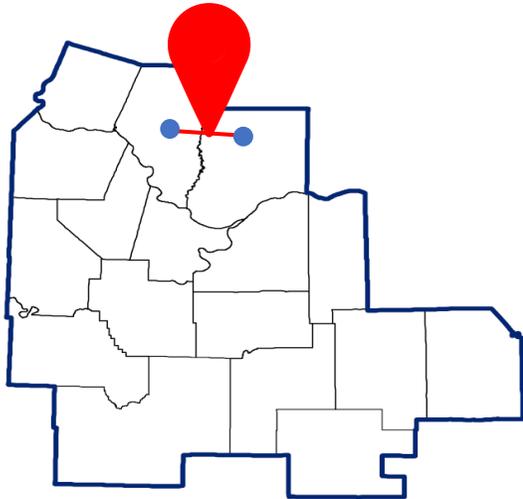
2017-2021 I-70 Crash Data

TYPE	ALL CRASHES
Fatal	11
Serious/Disabling	24
Minor	146
PDO	801
TOTAL	982

Program Needs: Aging Infrastructure



1ST Project Location



MoDOT Central District

- 20 miles of Interstate 70 between Columbia (U.S. 63) and Kingdom City (U.S. 54)
 - Includes interchange improvements at U.S. 63 and U.S. 54.

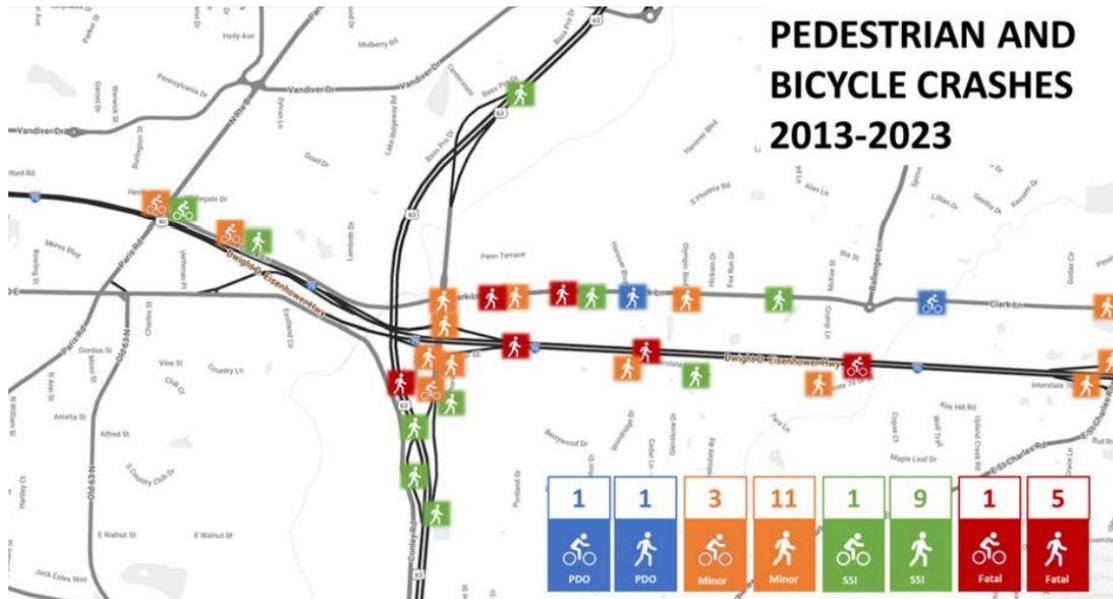


Project Needs: I-70/U.S. 63 Peak Hour Congestion

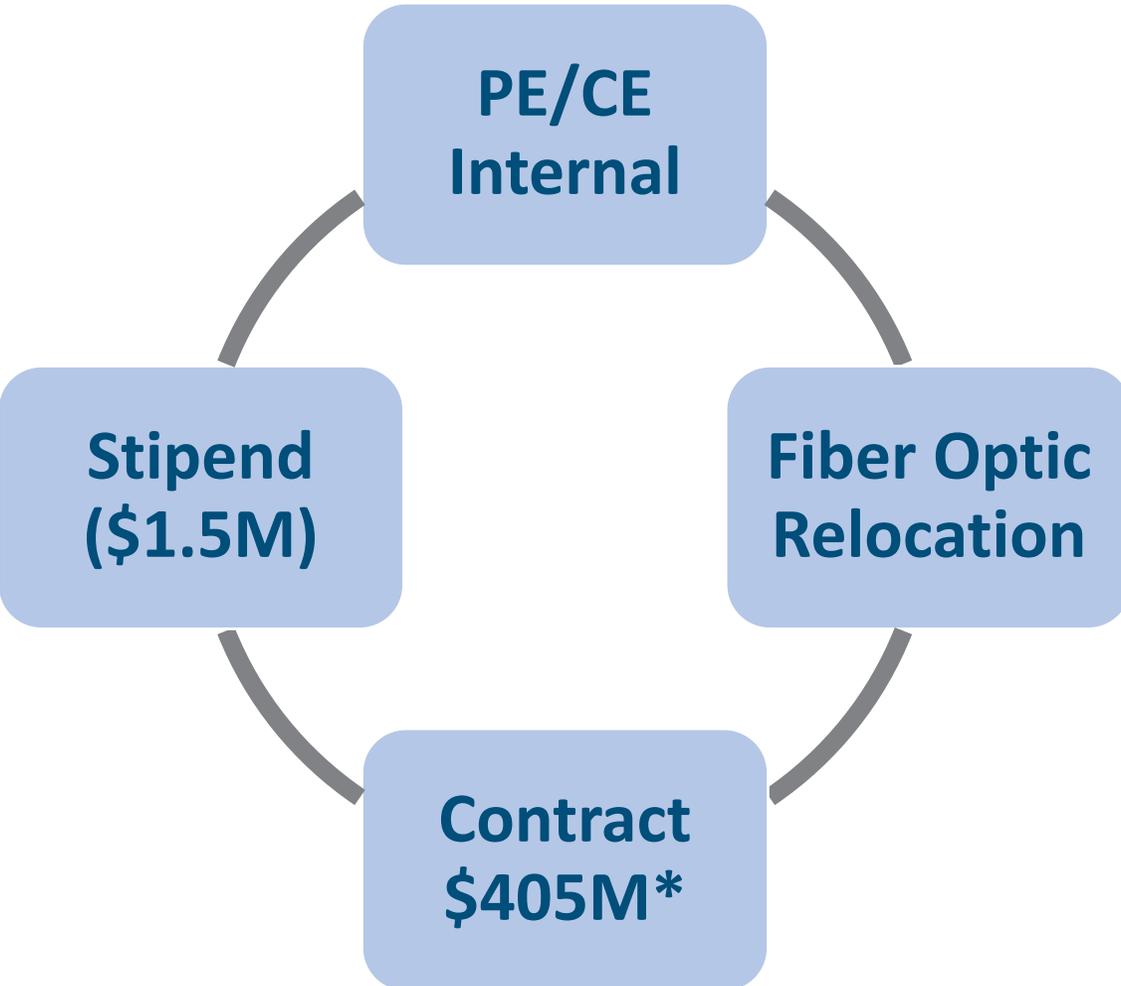


Purpose & Need: I-70/U.S. 63 Vulnerable Road User Access

- 10 pedestrian related accidents in last 5 years
- 3 fatalities
- No existing bike/ped crossings of I-70 or US 63



Project Budget



**Fixed Price/Best Value
final contract amount in RFP*

Project Goals

1.

Deliver the project by December 31, 2027 within the program budget.

2.

Provide a third lane of travel for eastbound and westbound I-70 from Columbia to Kingdom City.

3.

Improve the I-70/US 63 Connector and I-70/US 54 interchanges providing for better traffic flow and movement of freight.

4.

Improve the interstate while modernizing the existing pavement and bridges.

5.

Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.

6.

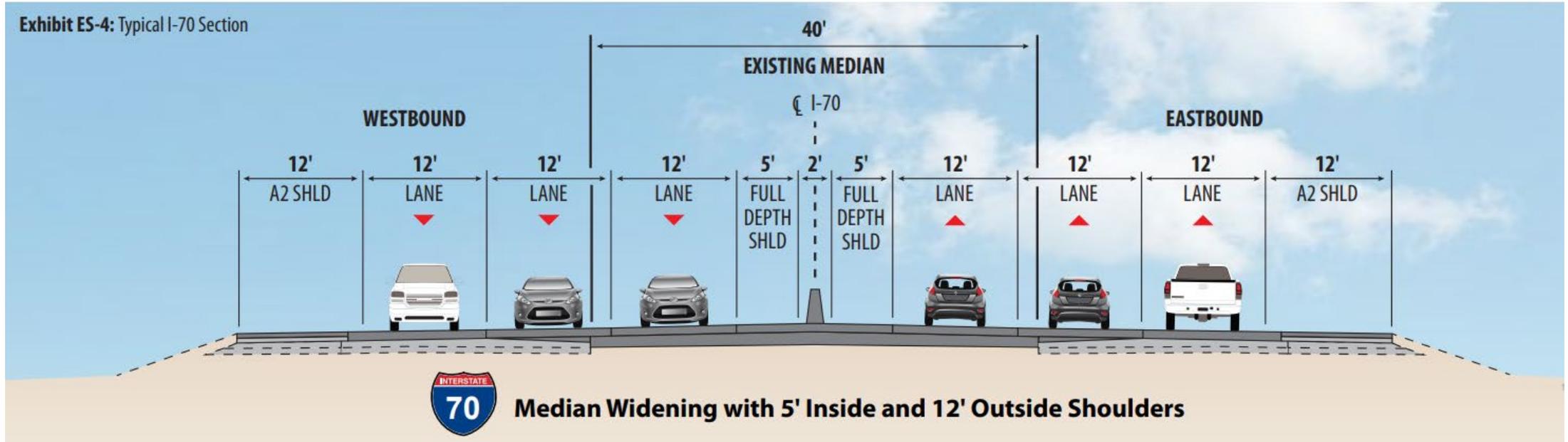
Provide expanded employment opportunities while developing and using a diverse workforce.

Millstone Weber Proposal

- Add 3rd lane in each direction
- Reconstruct existing pavement
- 16 structures
- 3 roundabouts and C-D road at US 63
- Rebuilt US 54 interchange
- 2-lanes open on I-70 during construction
- Strong commitment to growing diverse workforce

Proposed I-70 Mainline

Exhibit ES-4: Typical I-70 Section



I-70/U.S. 63

➤➤ US 63 INTERCHANGE

- 1 Paris Road
- 2 Hanover Boulevard Roundabout
- 3 Clark Lane Roundabout
- 4 Business Loop 70 East Roundabout
- 5 Direct Connect Ramps:
 - NB US 63 to WB I-70
 - EB I-70 to SB US 63
- 6 EB Collector-Distributor Road
- 7 US 63 Underpass
- 8 Conley Road Roundabout
- 9 I-70 Underpass (Clark Connector)



I-70/U.S. 63 – Hanover Blvd Roundabout/ I-70 Underpass



Pedestrian Connectivity – Hanover Blvd Roundabout/ I-70 Underpass



Legend

- Existing Pedestrian Facilities
- Proposed Pedestrian Facilities

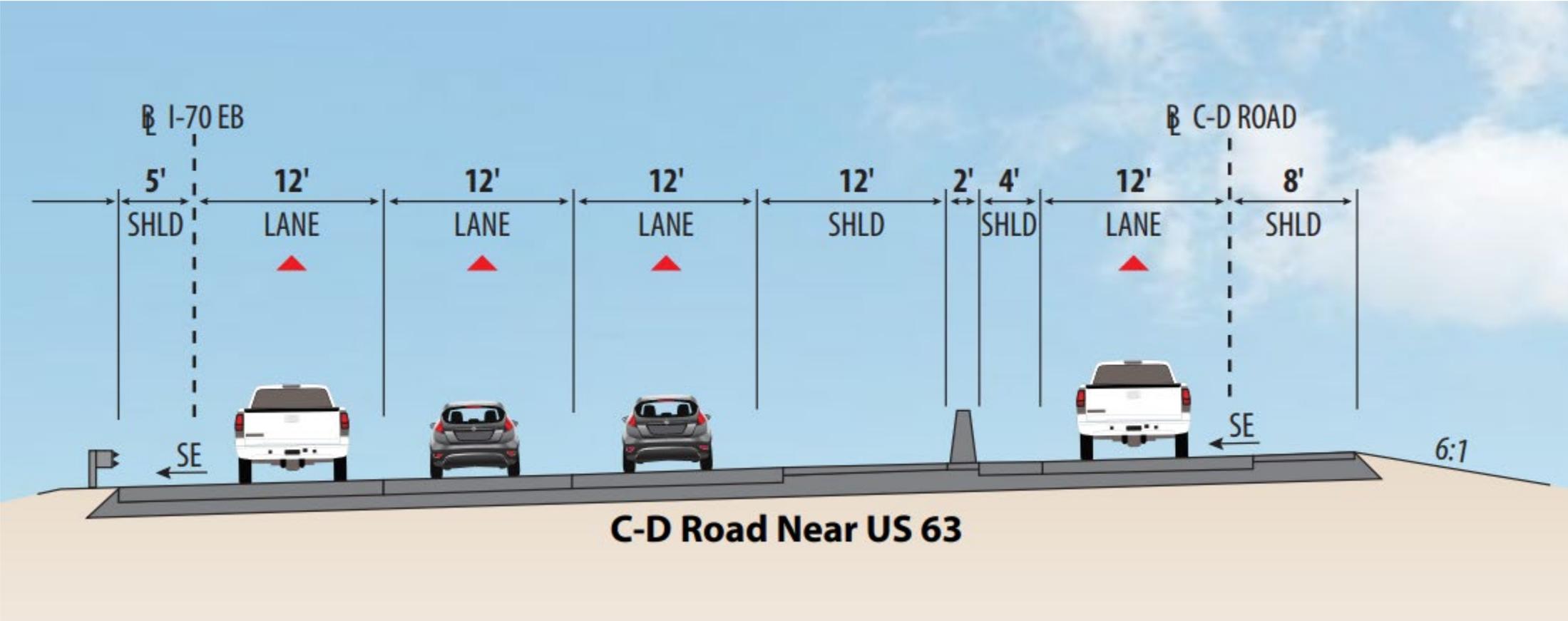
I-70/U.S. 63 – Clark Lane Roundabout



I-70/U.S. 63 – Direct Connect Ramps & Collector Distributor Road



I-70/U.S. 63 – Eastbound Collector-Distributor Road



Pedestrian Connectivity – U.S. 63 Connector



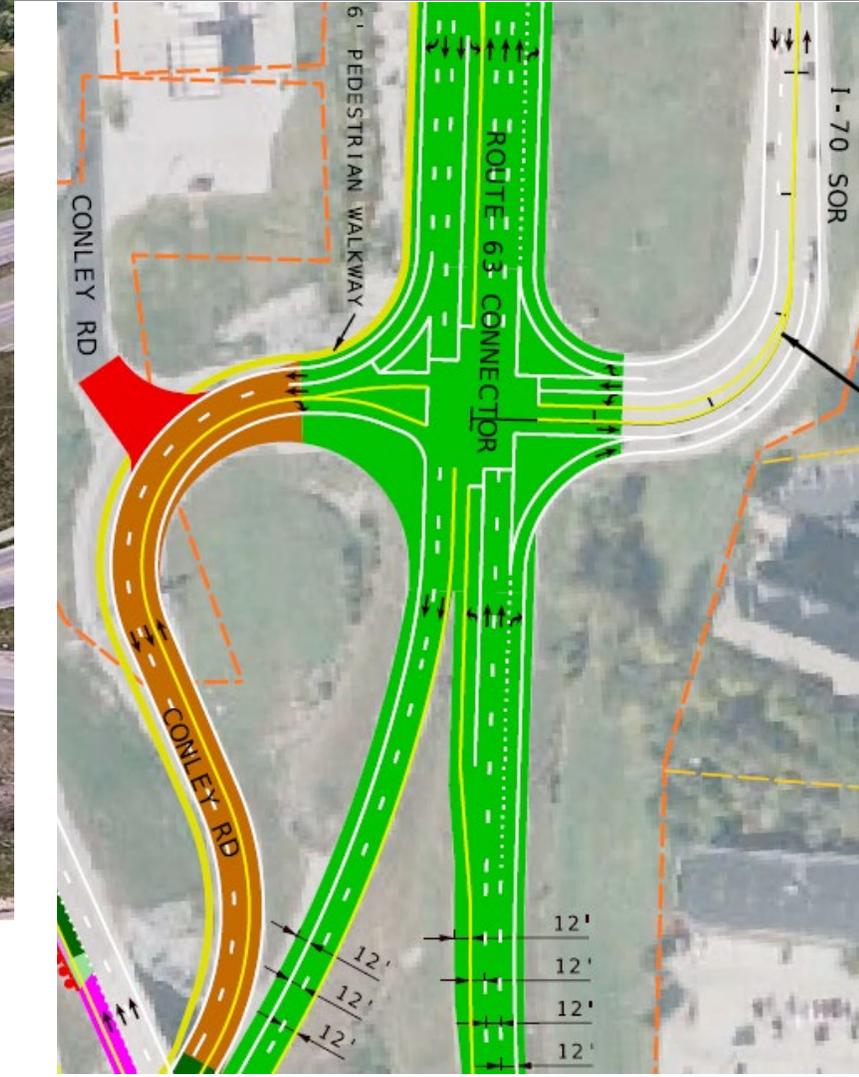
Legend

- Existing Pedestrian Facilities
- Proposed Pedestrian Facilities

I-70/U.S. 63 – Business Loop 70 Roundabout



I-70/U.S. 63 – Conley Rd. Roundabout



I-70/U.S. 63 – U.S. 63 Underpass



Fly Through Video



WARRENTON TO WENTZVILLE

PROJECT #2

- I-70 Third Lane – Warrenton to Wentzville
- I-70 Wentzville Curve Realignment & Railroad Overpass
- I-70/I-64 Interchange Improvements
- I-64 Third Lane – I-70 to Route K
 - Pavement repairs

WARRENTON TO WENTZVILLE

PROJECT #2

- Owner Engineer Selection:
 - Wilson & Co.
 - Hg Consult
 - Trekk
- RFQ: May/June 2024
- Shortlist/RFP Release: July 2024
- Award: Late 2024

BLUE SPRINGS TO ODESSA

PROJECT #3

- I-70 Third Lane – Route 7 to Route 131
- Includes reconstruction of Route 131 interchange in Odessa

BLUE SPRINGS TO ODESSA

PROJECT #3

- Owner Engineer: TBD
- RFQ: August 2024
- Shortlist/RFP Release: September 2024
- Award: February 2025



Questions?

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