

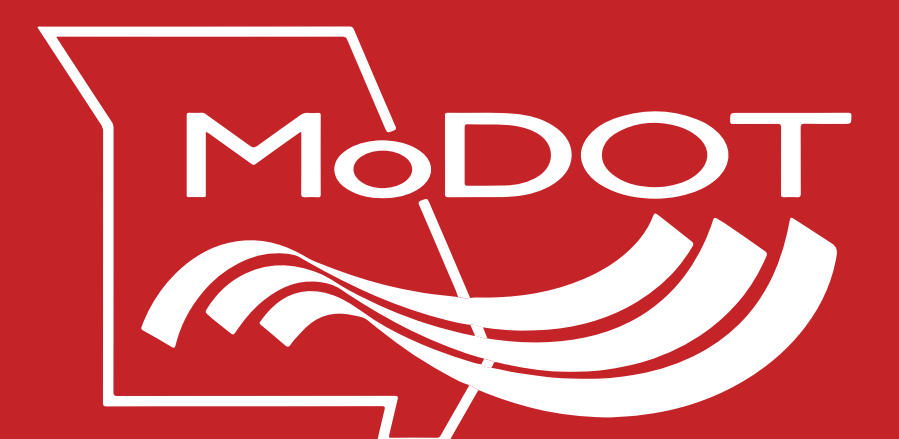
WELCOME

Forward 44: U.S. 50 Interchange Improvements Project

LEARN about the project.

ASK questions about project goals.

SHARE your feedback.



Missouri Department of Transportation

What is Forward 44?

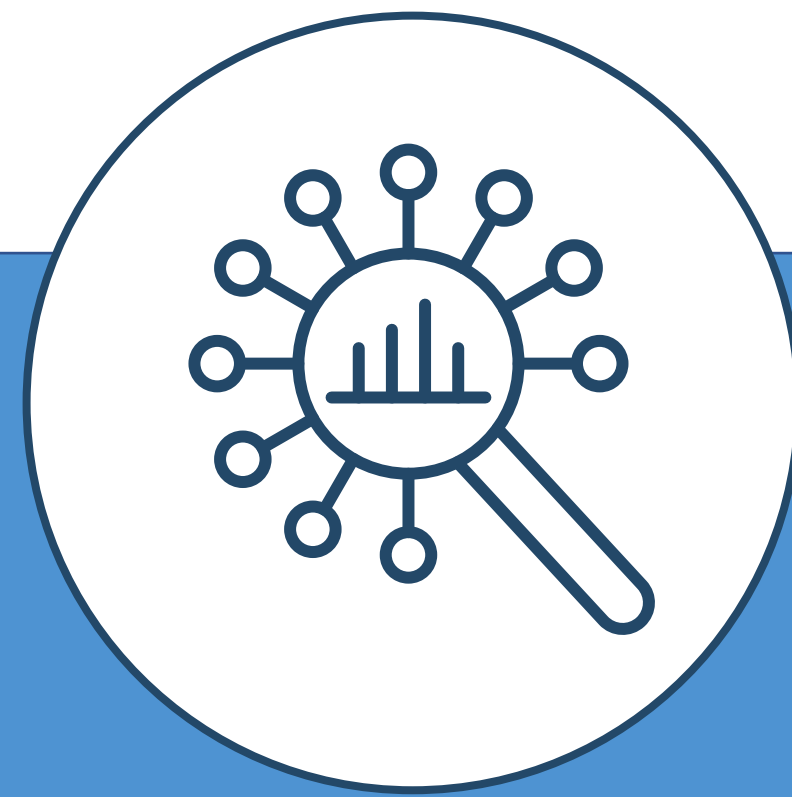
Scan here to download the
Forward 44 Purpose & Need Study.



Forward 44 is an initiative to **improve I-44 in the State of Missouri.**



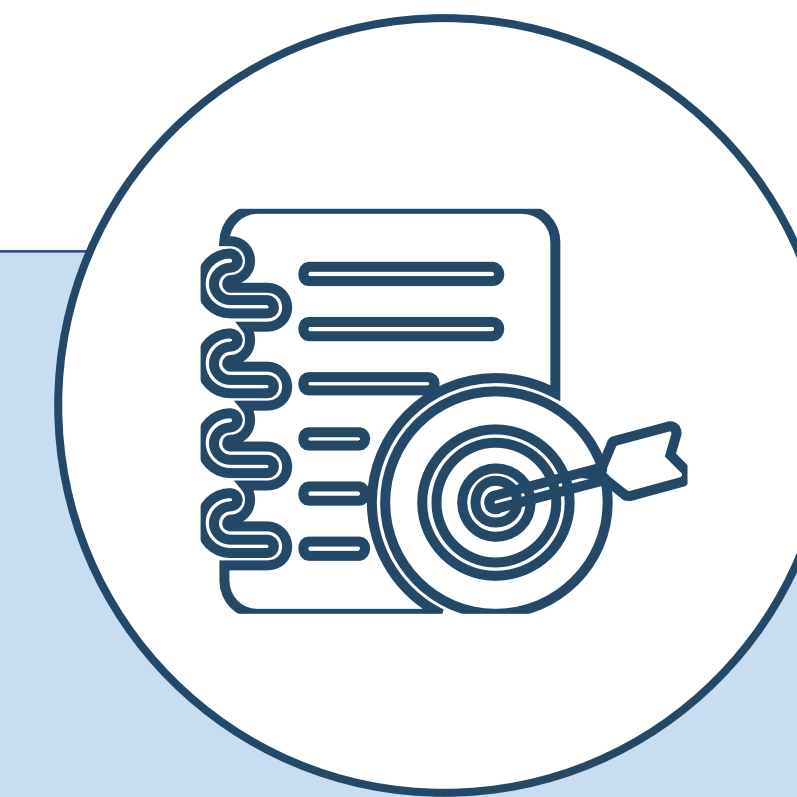
MoDOT launched the Forward 44 Study in 2024 to update and validate the original I-44 Purpose and Need Study from 2008.



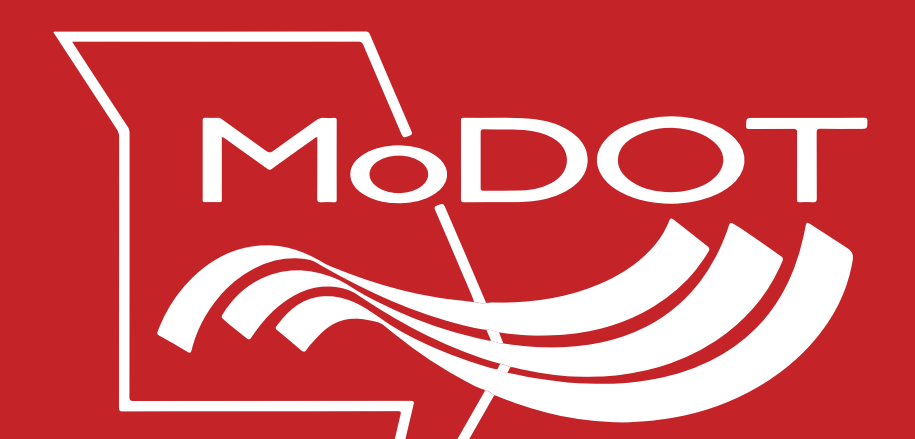
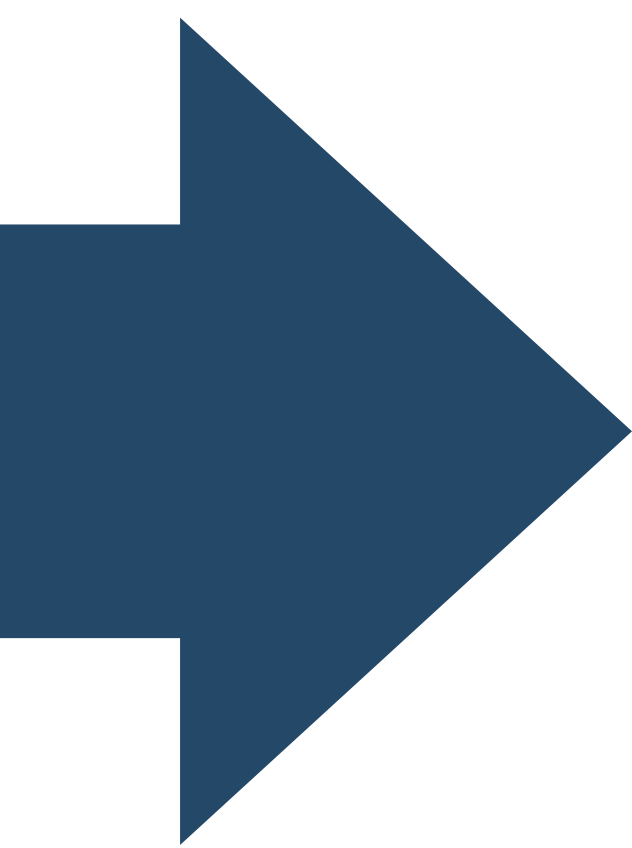
The study team collected data and gathered input from stakeholders and the public to identify key areas of concern.



MoDOT then prioritized the I-44 corridor into clear, independent segments to guide future Forward 44 projects as funding becomes available.

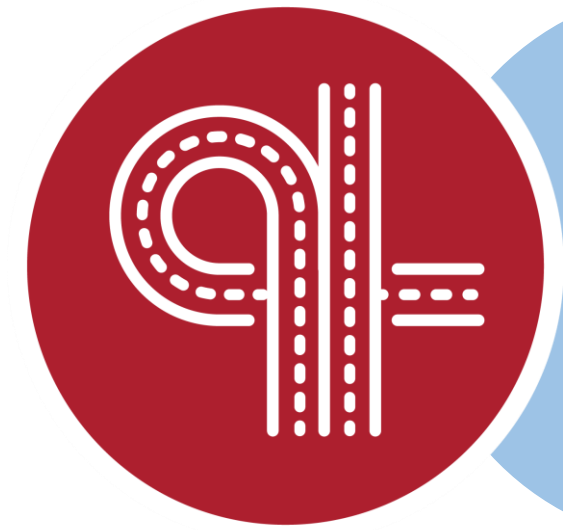


The I-44/U.S. 50 interchange has been identified as one of the projects to be built with available funding in the Franklin County segment.



Missouri Department of Transportation

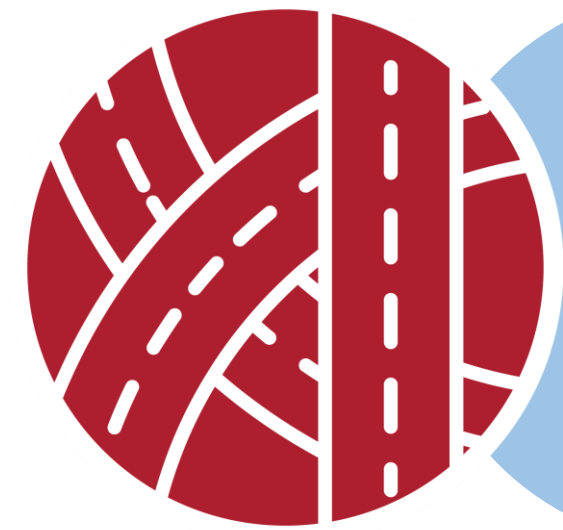
Forward 44 Study Findings



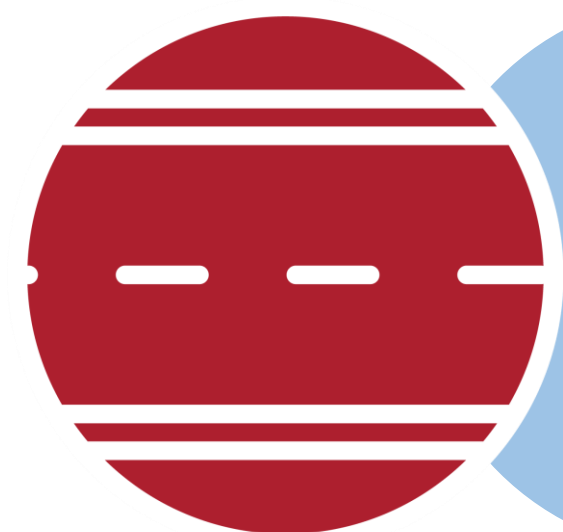
Additional roadway capacity is needed to meet expected demand.



Freight traffic is an essential element of traffic on I-44.



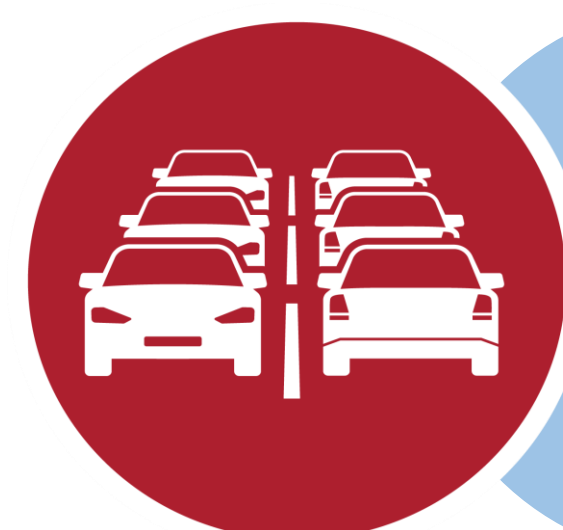
Interchanges and portions of the mainline along I-44 have outdated design standards.



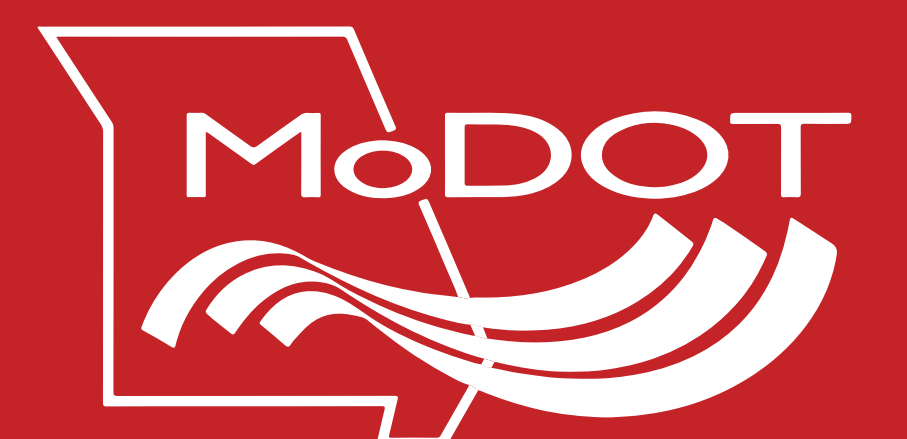
Changes in engineering standards have resulted in varying designs.



I-44 should balance access, economic development and human/natural resources.



The current I-44 facility needs to be maintained to carry existing and future traffic.



What are the I-44/U.S. 50 Interchange Needs?



SAFETY

Between 2019 and 2023, 149 crashes occurred resulting in 8 serious injuries and 1 fatality.



CAPACITY AND RELIABILITY

With only two lanes each way on I-44, crashes often cause long delays that average 3.5 hours each time.



CONGESTION

Freight trucks make up 30% of vehicles, adding to congestion due to their size and changing speeds.



ROADWAY DESIGN

I-44 has curved roads, hills and closely spaced ramps at the U.S. 50 interchange.



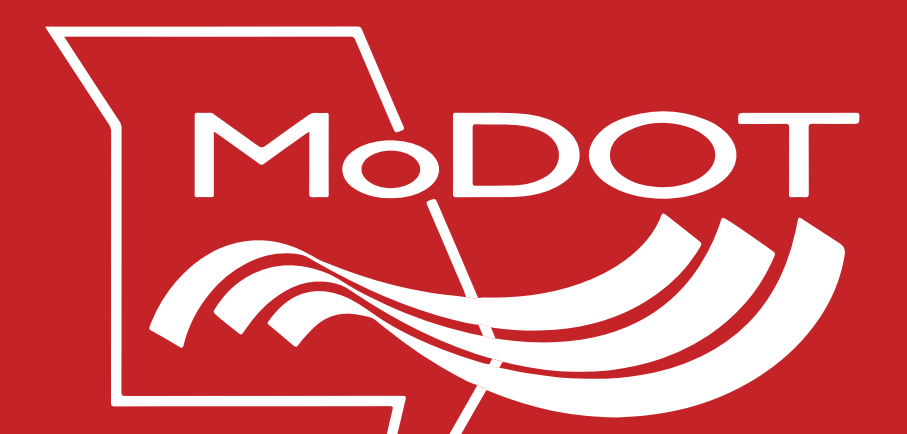
PAVEMENT CONDITIONS

Heavy traffic causes potholes and debris, making the road uneven for drivers and requiring frequent repairs.



RESILIENCY

Occasional flooding near the interchange disrupts connectivity from eastbound I-44 to U.S. 50.



Why Your Input Matters

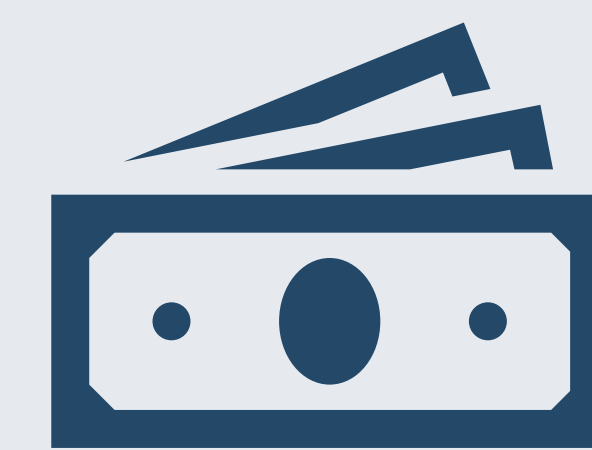


Your feedback on the project goals will help MoDOT understand community priorities. All future decisions made during this design-build project will be based on the final goals you help shape.

What is a Design-Build Project?



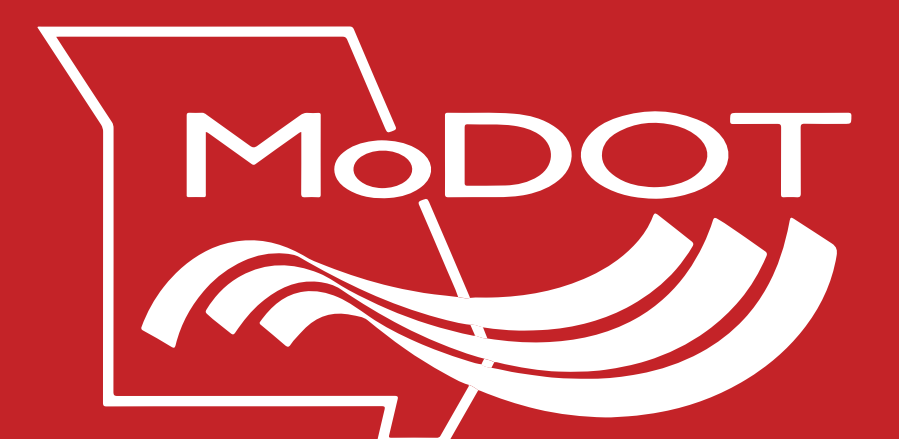
MoDOT defines the project goals, budget, schedule and other performance measures.



Contractors focus on providing the best value and most scope for a fixed price.



MoDOT's contractor will perform both design and construction. On this type of project, designs are completed in phases. This allows the contractor to start building parts of the project early, while finishing the design for later phases at the same time.



GOAL 1:

Improve safety and reliability within the I-44/U.S. 50 interchange, U.S. 50/Route AT intersection and entire project limits within the program budget.



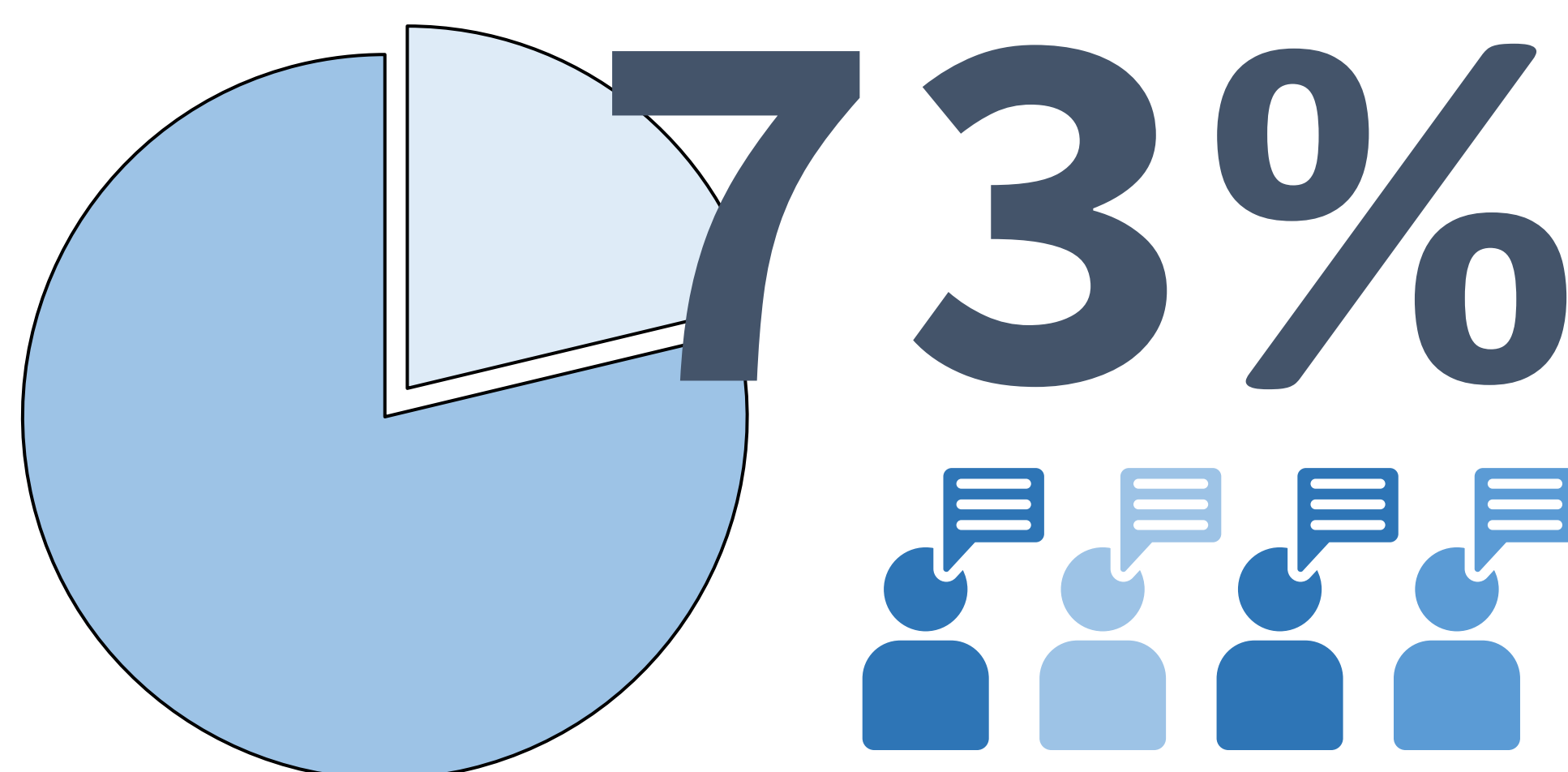
Safety First:

Safety is a fundamental goal of all transportation projects in Missouri.

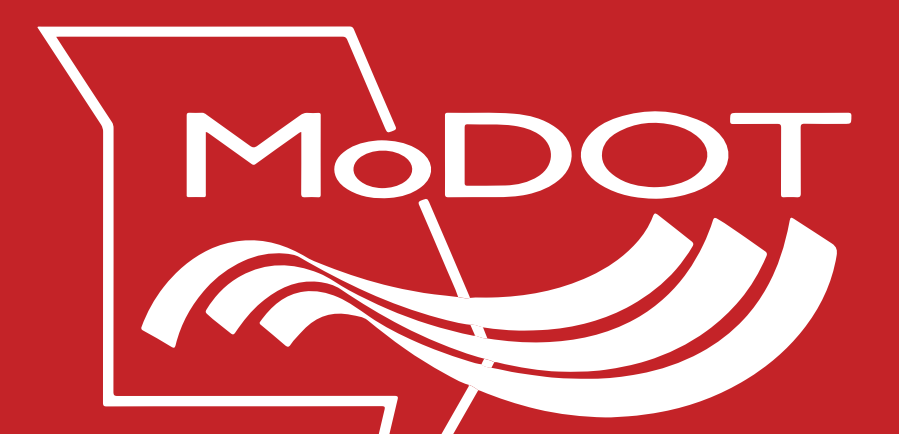


Travel Time Reliability:

When a crash occurs at the I-44/U.S. 50 interchange, lane or road closures result in heavy congestion and stopped traffic.

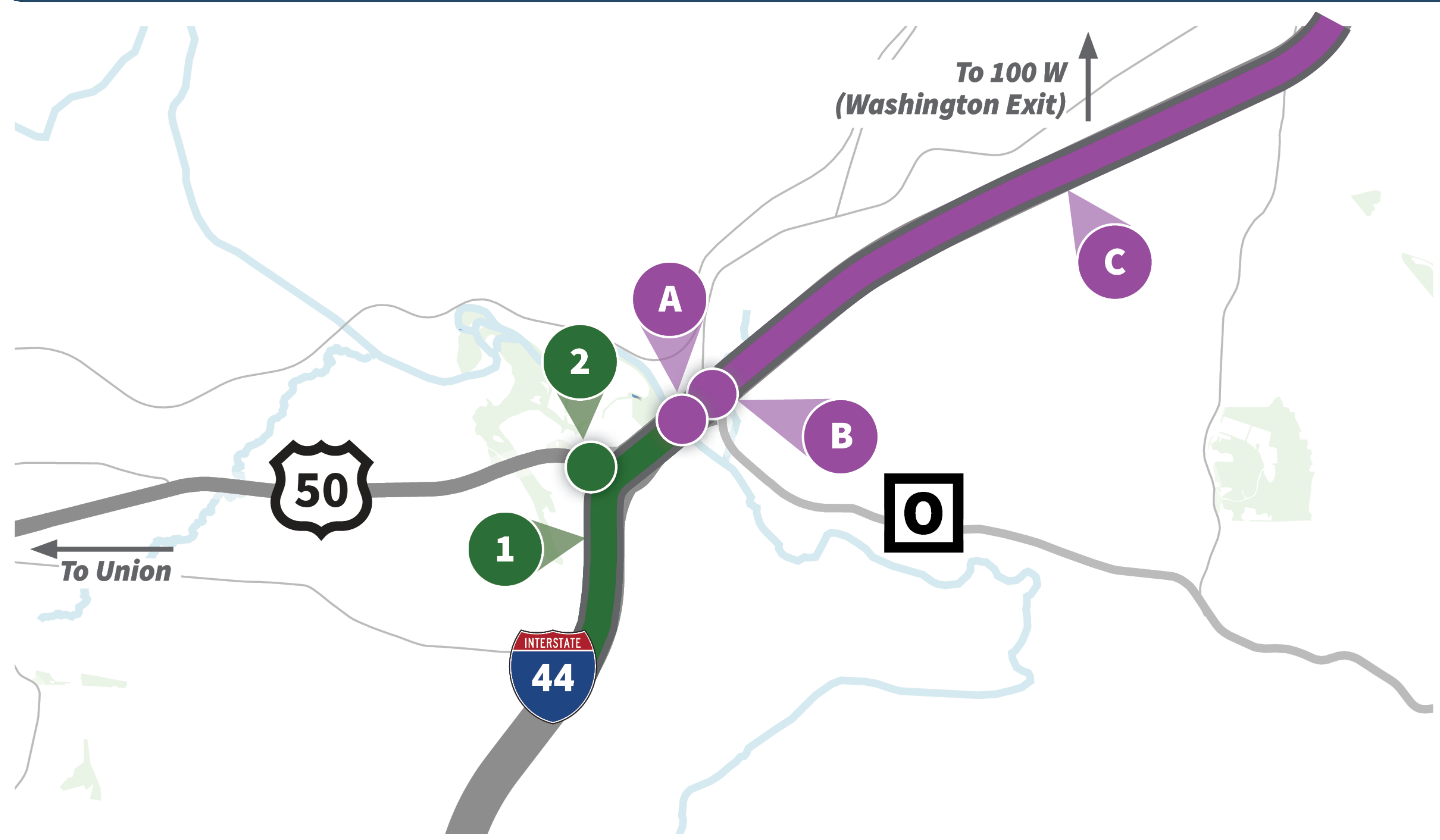


73% of survey respondents ranked the ***frequency of major shutdowns*** as one of the ***top factors to address*** at the interchange.



GOAL 1:

Improve safety and reliability within the I-44/U.S. 50 interchange, U.S. 50/Route AT intersection and entire project limits within the program budget.



Funded Projects

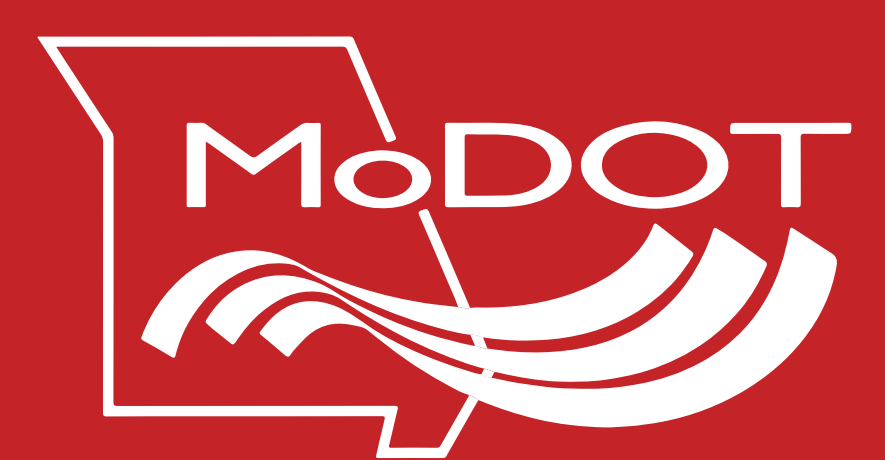
Limits	Funding
1 I-44 Interchange and Pavement Improvements at U.S. 50	\$125 million
2 U.S. 50/Route AT Intersection	

Unfunded Projects

Limits	Estimate
A Replace Bourbeuse River Bridges	\$20 million
B Replace Route O Bridges	\$20 million
C Rebuild and Widen I-44 from 100 W (Washington Exit) to U.S. 50 (Union Exit)	\$70 million



Improvements to the I-44/U.S. 50 interchange and U.S. 50/Route AT intersection will be combined into one single design-build project.



GOAL 2:

Provide a long-lasting and expandable transportation system that minimizes maintenance and future traffic impacts.



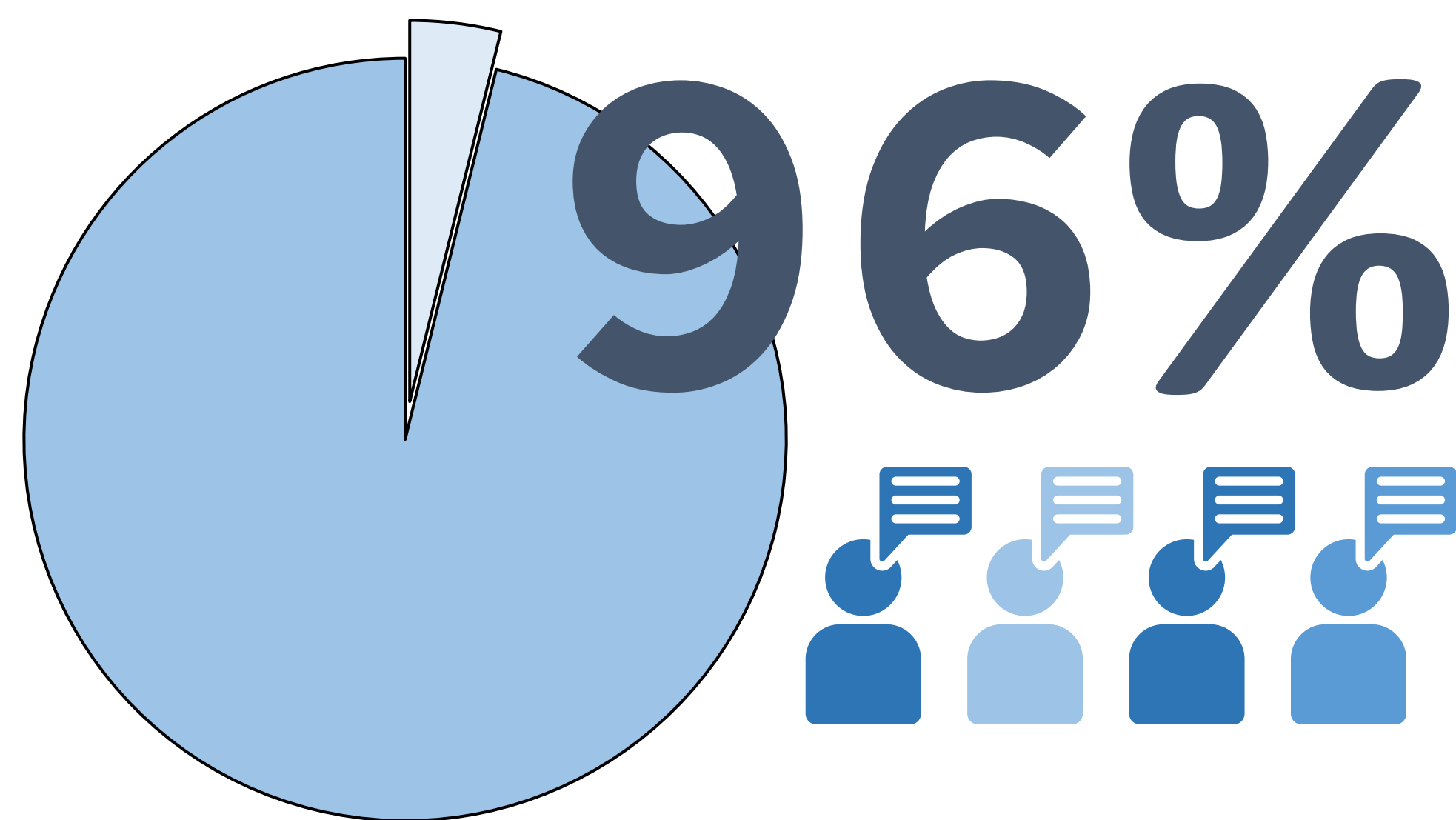
Durable Pavement:

Improving pavement conditions will reduce ongoing maintenance costs and save taxpayers money in the future.

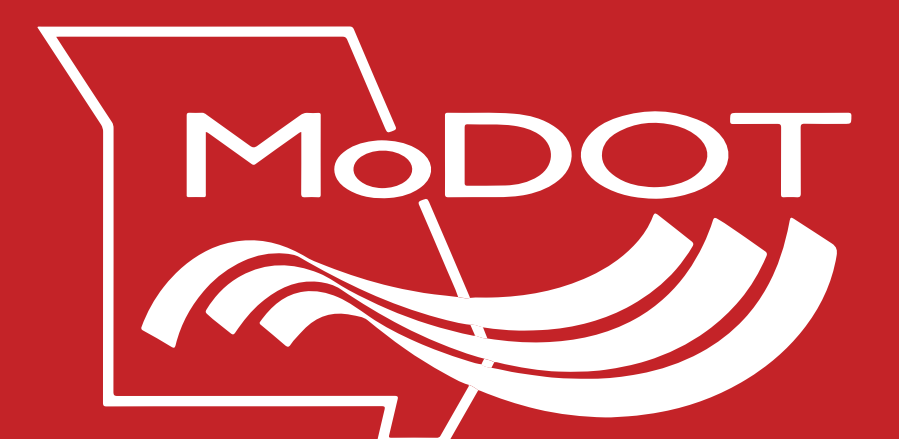


Built to Last:

Beyond the pavement, all work on this project needs to be designed and built to be long-lasting and maintainable.

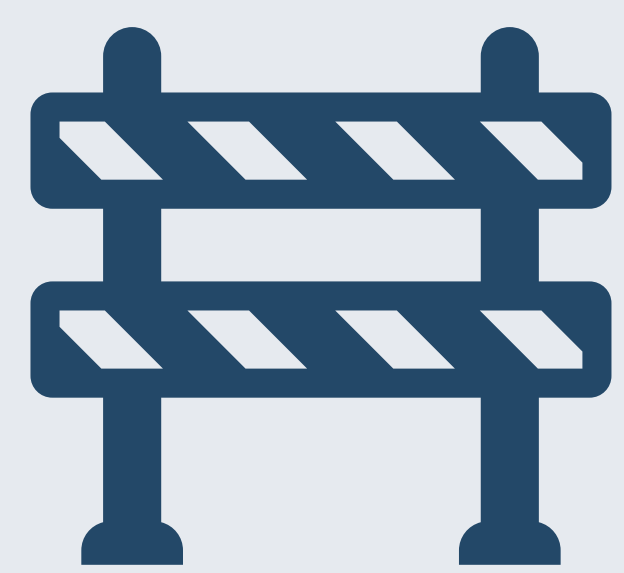


of survey respondents said they encounter ***uneven surfaces*** near the interchange, with **86%** identifying pavement conditions as one of the ***top factors to address*** at the interchange.



GOAL 2:

Provide a long-lasting and expandable transportation system that minimizes maintenance and future traffic impacts.



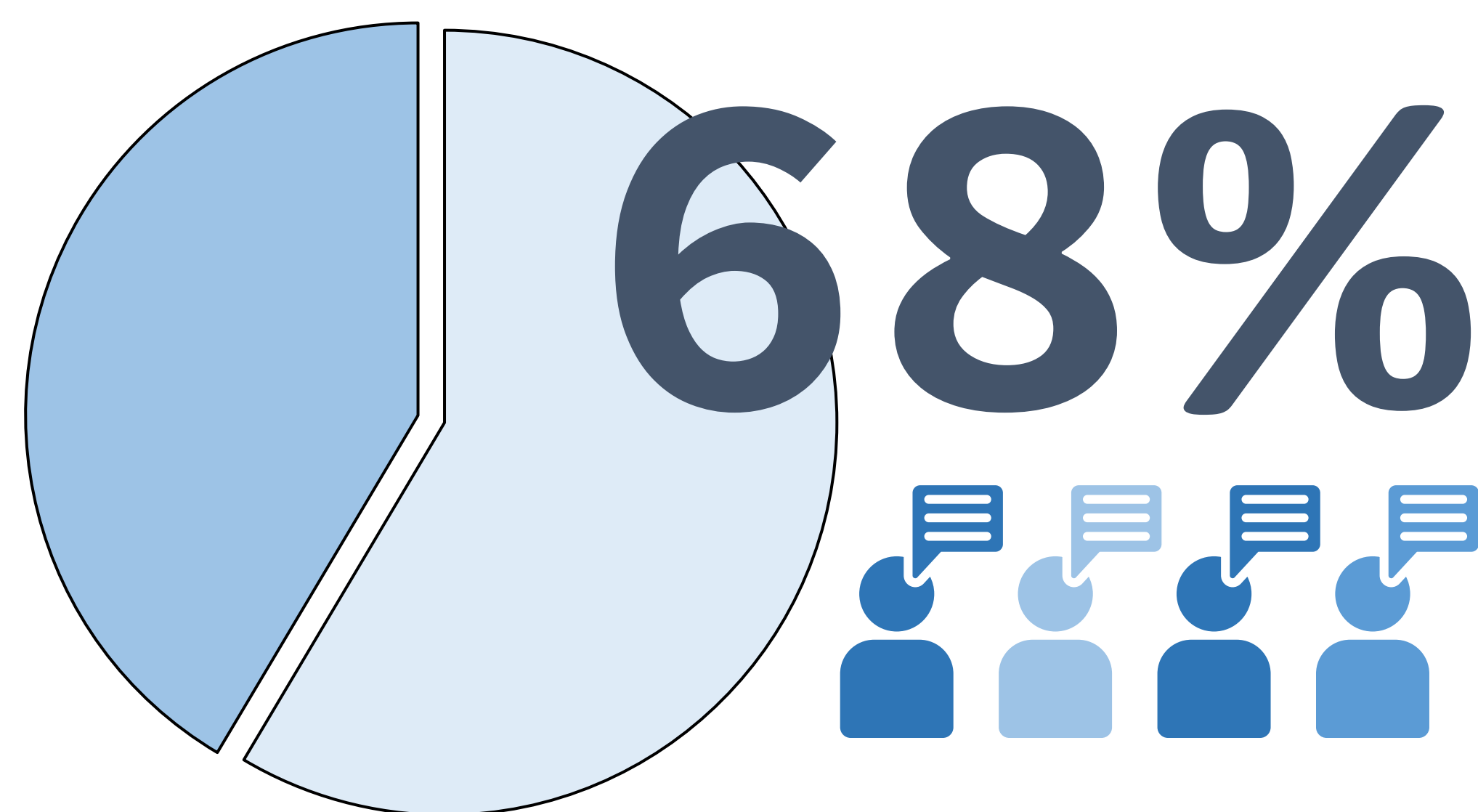
Minimize Impacts:

This interchange regularly experiences closures due to work zones, maintenance activities and crashes.

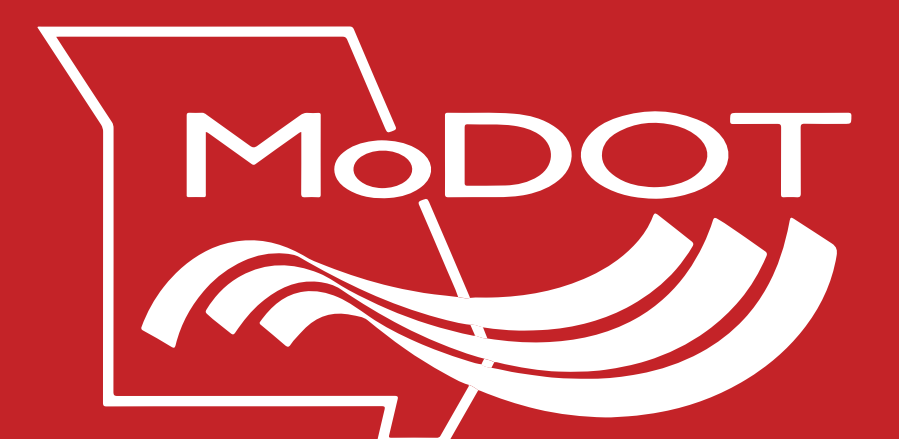


Future-Ready:

MoDOT plans to expand the roadway now or in the future to support the higher number of vehicles expected.



of survey respondents identified the number of lanes as one of the *top factors to address* at the interchange.



GOAL 3:

Safely construct a project that minimizes impacts to the public.



Work Zone Safety:

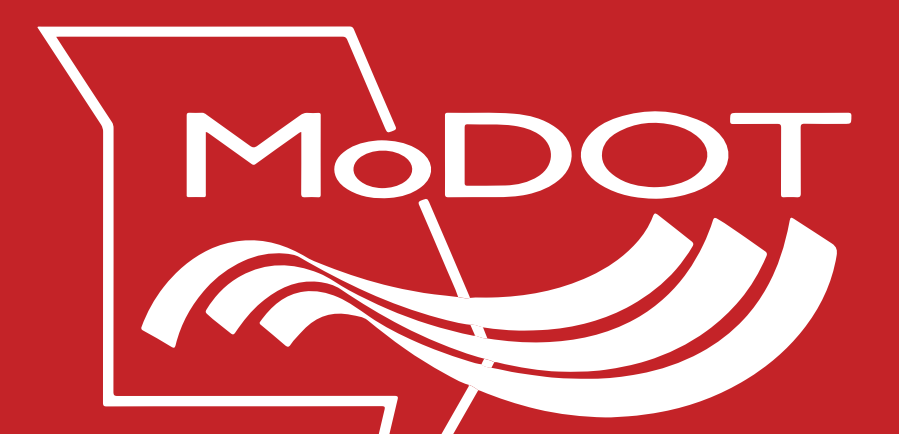
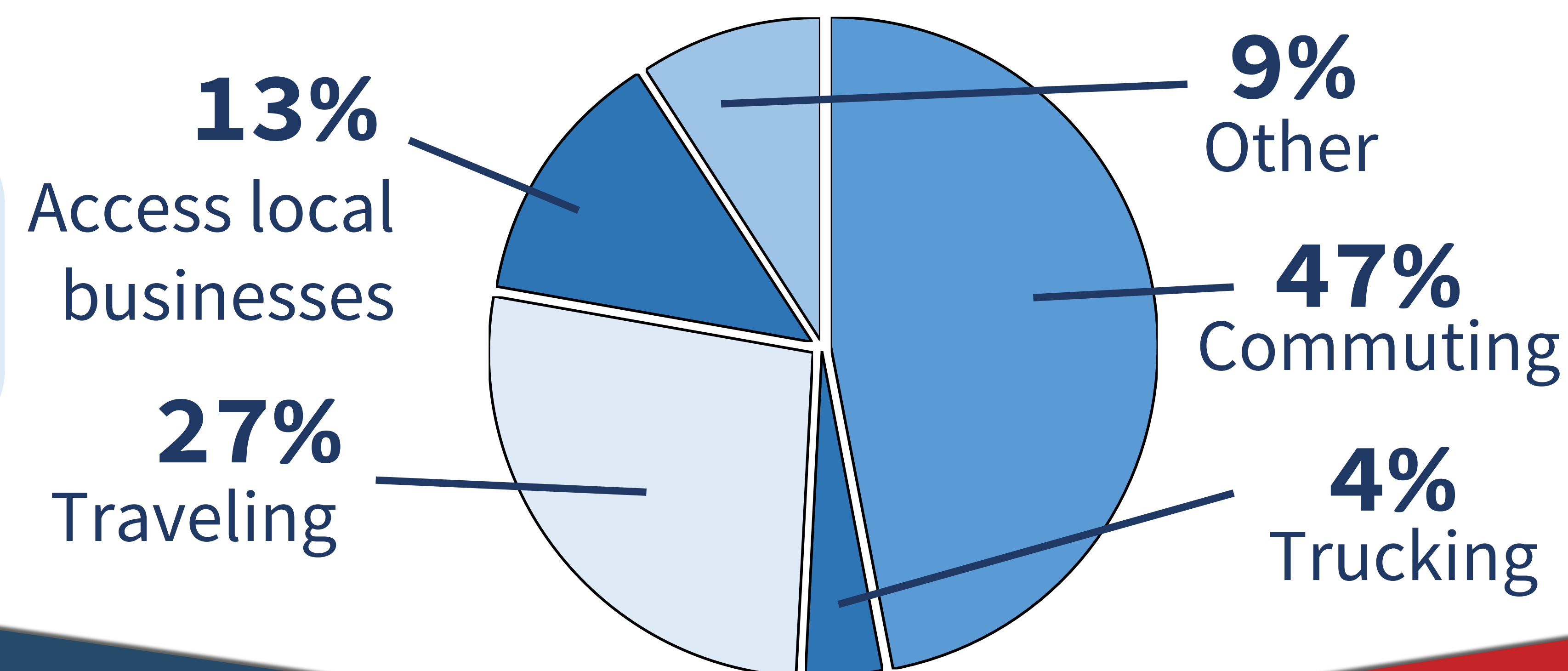
Work zone safety for roadway users as well as construction workers will be a top priority for MoDOT.



Emergency & Business Access:

Access for emergency services and local businesses will be coordinated during construction.

Survey respondents' top reasons for using the interchange:



GOAL 3:

Safely construct a project that minimizes impacts to the public.



Safety-First Planning:

MoDOT's contractor will be required to deliver a construction plan that prioritizes safety for everyone.



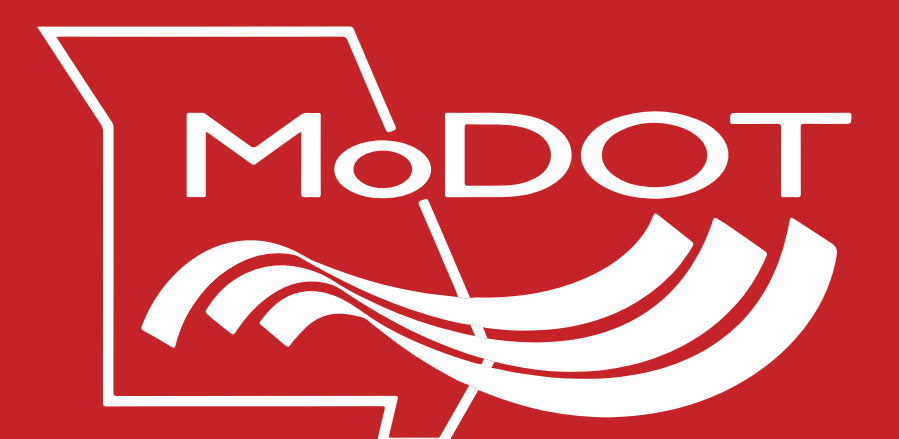
Proactive Communication:

MoDOT and the contractor will communicate proactively with the local community during construction.



Examples of construction communications include:

Newsletters, email blasts, social media updates, project website, signage and community forums.



GOAL 4:

Deliver the project on schedule.*

**Schedule will be finalized in the coming months.*



Schedule Efficiency:

On design-build projects, overlapping design and construction phases shorten project timelines.



Milestone Tracking:

Setting key milestones to track progress helps MoDOT and their contractor work together to ensure timely delivery.



Work on the project's design will begin after the design-build contractor team is selected.



Next Steps

FORWARD 44: U.S. 50 INTERCHANGE IMPROVEMENTS PROJECT



**Public Meeting
for Project
Goals:**

November
6, 2025

WE ARE HERE



**Design-Build
Procurement and
Proposal
Development:**

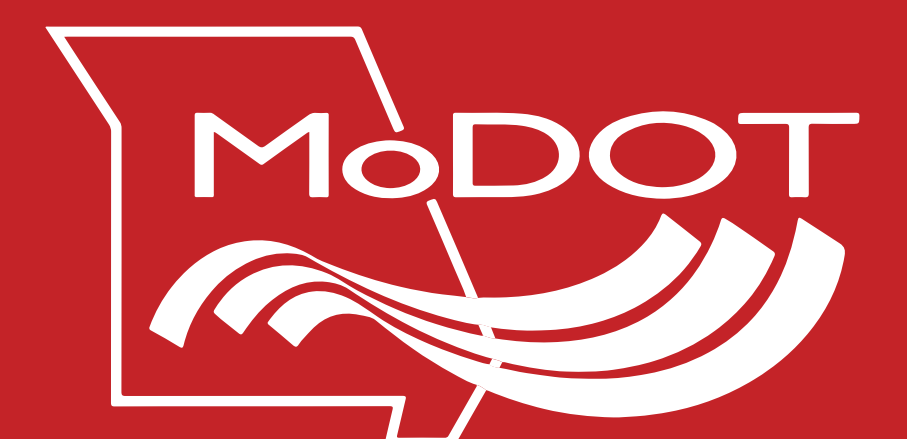
2026



**Project Award &
Public Meeting
to Share Design
& Construction
Schedule:**

2026/2027

Visit our website for
more information
and to sign up for
updates.



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Examples of Possible Interchanges

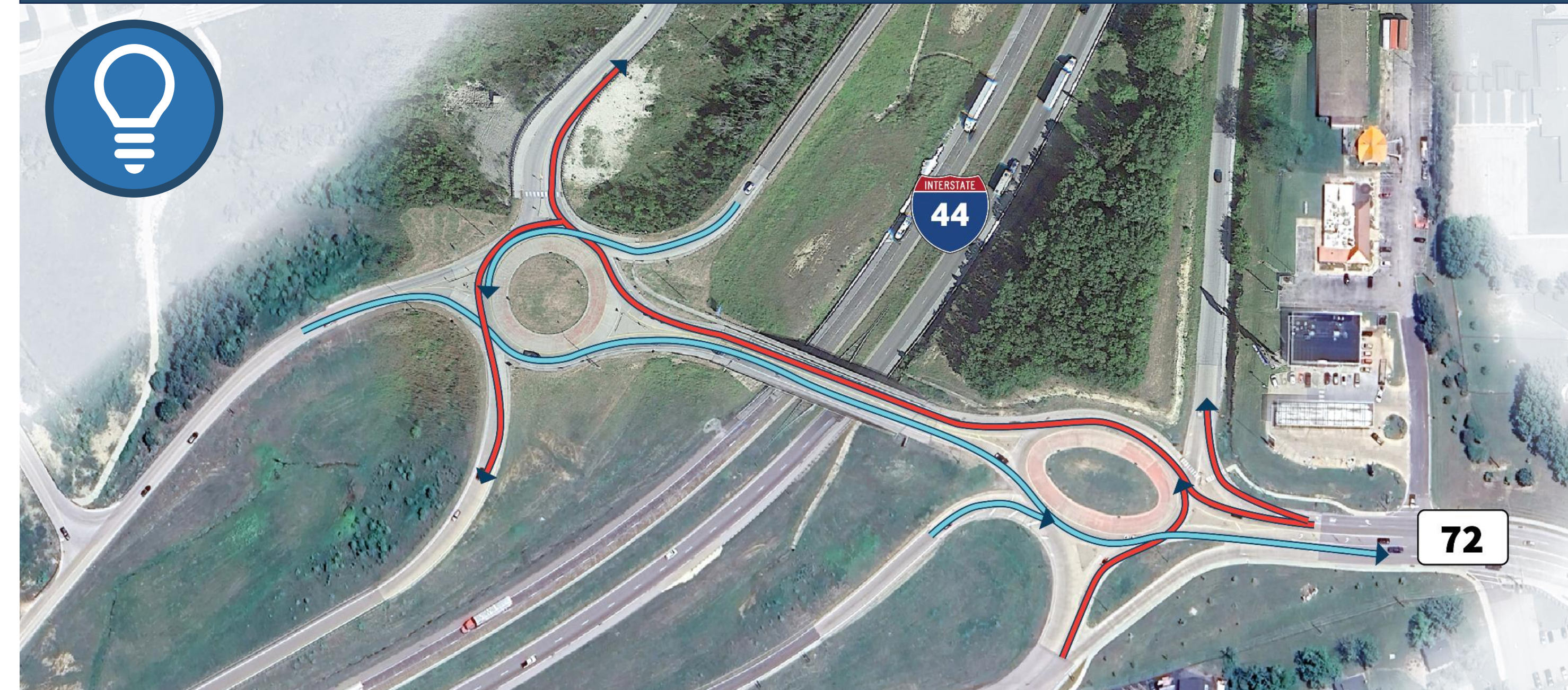
Standard Diamond

I-44 at MO 100 West – Washington



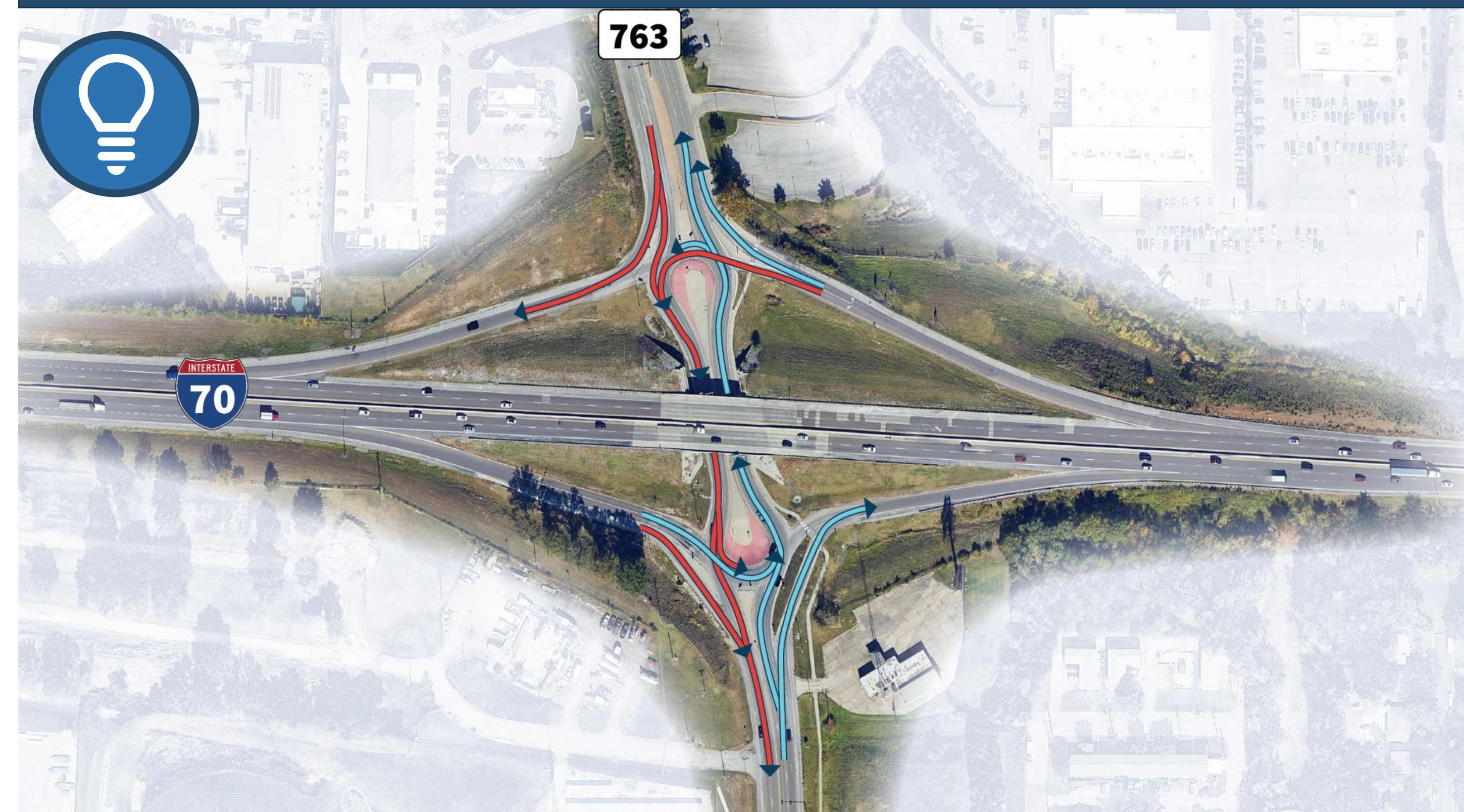
Diamond with Roundabouts

I-44 at BL 44/MO 72/Kingshighway – Rolla



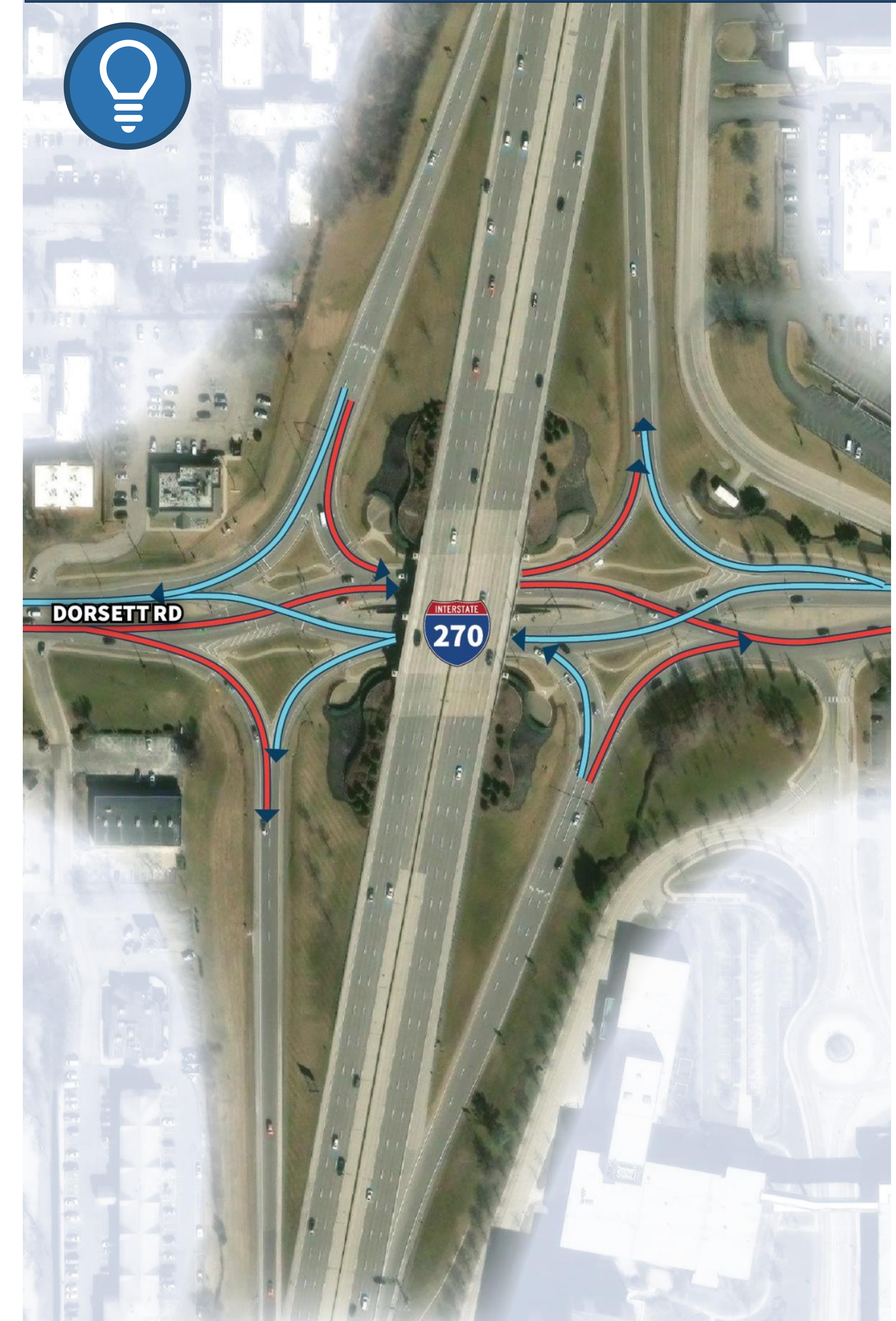
Dogbone Interchange



I-70 at MO 763/Rangeline – Columbia

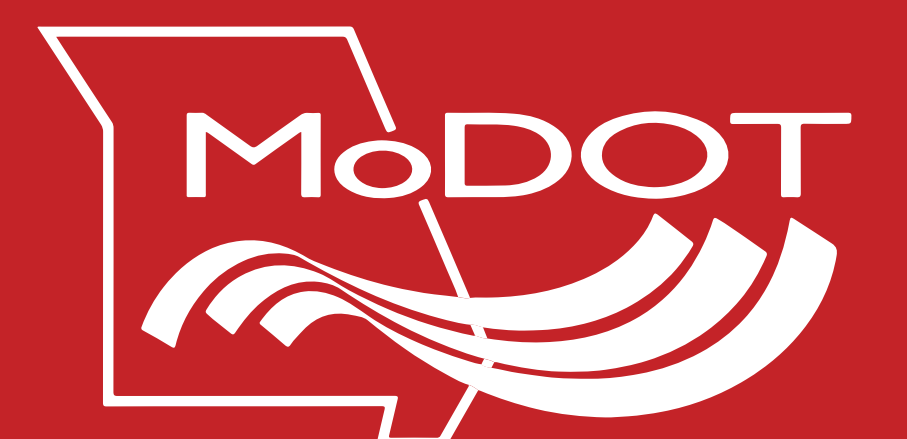


Diverging Diamond

I-270 at Dorsett – Maryland Heights



  Example Traffic Flows



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We Want Your Feedback!

Take the online survey here and share with others.

Deadline for comments: **Friday, November 21**



Please send any questions or comments to:

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Missouri Department of Transportation
St. Louis District

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314-453-5084

Project Website:

modot.org/projects/SLForward44



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