Appendix D:
Maps, Design Plans, and Photos
Truck Trip Distances within 12 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
Truck Trip Distances within 24 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
Truck Trip Distances within 36 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
Truck Trip Distances within 48 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
Truck Trip Distances within 60 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
Truck Trip Distances within 72 hours of Crossing Rocheport Bridge

Source: American Transportation Research Institute (ATRI)
I-70 Trade Map (By Share of I-70 Volume, 2011 Transearch)
2011 Transearch Value of Goods Shipped

Relative Activity of Major Corridors in Missouri (2011)

Traveling Via I-70  Traveling Via I-44  All Freight

Legend
2011 Transearch Network
(Value of Goods Shipped $M)
- 0 - 7,400
- 7,400 - 26,000
- 26,000 - 57,000
- 57,000 - 88,000
- 88,000 - 168,200

Value of Goods Shipped ($M)
0 100,000 200,000 300,000 400,000 500,000 600,000 700,000 800,000

Outbound  Inbound  Internal  Through

2011 Transearch Volumes of Goods Shipped

Relative Activity of Major Corridors in Missouri (2011, Thousands of Tons)
Pictures of Rocheport Bridge’s condition, illustrating need for replacement.

Source: MoDOT
Pictures of Rocheport Bridge’s condition, illustrating need for replacement.

Source: MoDOT
Conceptual design plan for the I-70 Missouri River Bridge at Rocheport.

After a thorough analysis and evaluation (including NEPA), the new 3,000-foot bridge will be constructed adjacent to the existing bridge. See next page for eastern segment.

Source: I-70 Second Tier Environmental Assessment
Conceptual design plan for the I-70 Missouri River Bridge at Rocheport.

After a thorough analysis and evaluation (including NEPA), the new 3,000-foot bridge will be constructed adjacent to the existing bridge.

Source: I-70 Second Tier Environmental Assessment
Real-Life Example

Routine Oversize Overweight Permit
(Not a Superload)

Entering from IL at I-270/Exiting into KS at I-435
Preferred Route

271 Miles Total
Actual Route

413 Miles Total

52% Increase!
Simulation of Rocheport Bridge rehabilitation (if INFRA funding is not awarded for new construction). Traffic would be diverted to one side of the bridge to enable complete rehabilitation on the opposite side. Traffic models predicts the rehabilitation will close lanes for seven to nine months with three-to eight-hour backups depending on the extent and number of incidents on any given day.

Video Link to simulation: https://blaisassoc.egnyte.com/dl/775rQq8M47
Traffic on I-70 in Boone County – near the proposed Rocheport Bridge new construction.

Photo source: MoDOT D5562-CM-R2-111
Location of the 251 bridges and their sufficiency ratings. Over 76 percent of the bridges are in poor condition.

Source: HDR
Bridge deterioration of rural bridge included in Missouri 250 Bridge Plan

Source: MoDOT.
Example of deterioration on a rural bridge included in the 251 Missouri Bridges Project.

Source: MoDOT
Example of deterioration on a rural bridge included in the 251 Missouri Bridges Project.

Source: MoDOT
Example of deterioration on a rural bridge included in the 251 Missouri Bridges Project.

Source: MoDOT
This one lane bridge in Stoddard County was built in 1933. Notice the bridge is two-lanes but has been striped for one lane due to weight restrictions. The proposed treatment is replacement. Stoddard County is located in southeast Missouri where the economy is specialized in agriculture, which employs 3.8 times more people than what would be expected in a location of this size. Household income in Stoddard County is $38,096.

Lat: 37 2 18.09, -89 46 19.81
Iron County bridge built in 1928. Mining, quarrying, oil, gas extraction, and agriculture are the primary economic drivers in Iron County, MO. This 2-lane rural bridge is a representative example of the many 251 bridges proposed for rehabilitation or reconstruction. This particular bridge is located on a rural minor arterial and the proposed treatment is reconstruction. Should the bridge become un-operable, the detour length is 48 miles.

Lat: 37 35 6.29, -90 35 3.56
This two-lane bridge is located in Boone County near Interstate 70. It was constructed in 1961 and has been given a “serious condition” rating for deck condition.

Lat: 39 2 10.46, -92 14 24.82
Residents participate in public comment forums and provide written feedback during multiple open houses on how to improve I-70. Photos from MoDOT documents.