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

Planned Capacity Improvements
Blue Springs to Wentzville

- Under Construction - $271 million
- Funded - $2.8 billion from General Revenue

Kansas City
- $257 million Buck O'Neil Bridge
- $11 million Blue Ridge Boulevard
- $249 million Route to I-270

Blue Springs to Odessa
- Average Daily Traffic: 51,800
- $0
- $200-300 million

Odessa to Marshall
- Average Daily Traffic: 31,000
- $0 million
- $450-550 million

Marshall to Columbia
- Average Daily Traffic: 36,800
- $240 million Rockport Bridge
- $600-700 million

Columbia to Kingdom City
- Average Daily Traffic: 39,800
- $31 million
- $350-500 million

Kingdom City to Warrenton
- Average Daily Traffic: 81,700
- $0
- $400-500 million

Warrenton to Wentzville
- Under Construction - $720 million
- Funded - $304 million

St. Louis
- $278 million I-270
- $112 million Chain of Rocks
- $62 million Cave Springs to Fairgrounds

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

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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

**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
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
Planned Capacity Improvements
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- $350-500 million
- Average Daily Traffic: 39,800

Kingdom City to Warrenton
- $0
- $650-750 million
- Average Daily Traffic: 39,700

Warrenton to Wentzville
- Under Construction - $720 million
- Funded - $304 million

St. Louis
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- $112 million Chain of Rocks
- $62 million Cave Springs to Fairgrounds

Additional Capacity Improvements
Kansas City and St. Louis

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

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## Improve I-70 Project Schedule

<table>
<thead>
<tr>
<th>Project</th>
<th>Limits</th>
<th>Miles</th>
<th>Construction Contract</th>
<th>Project Award</th>
<th>Completion</th>
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<tbody>
<tr>
<td>1</td>
<td>Columbia to Kingdom City</td>
<td>20</td>
<td>$405</td>
<td>February 2024</td>
<td>December 2027</td>
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<tr>
<td>2</td>
<td>I-64 to Warrenton</td>
<td>17</td>
<td>$500-$600</td>
<td>December 2024</td>
<td>June 2028</td>
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<td>3</td>
<td>Blue Springs to Odessa</td>
<td>16</td>
<td>$280-$340</td>
<td>February 2025</td>
<td>March 2027</td>
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<td>4A</td>
<td>Boonville to CoMO</td>
<td>21</td>
<td>$550-$600</td>
<td>September 2025</td>
<td>September 2029</td>
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<tr>
<td>4B</td>
<td>Odessa Interchange to Boonville</td>
<td>67</td>
<td>$700-$800</td>
<td>December 2025</td>
<td>December 2029</td>
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<tr>
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<td>Kingdom City to Warrenton</td>
<td>60</td>
<td>$600-$700</td>
<td>September 2026</td>
<td>December 2030</td>
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*This is the latest schedule shared with industry*
Program Needs: Corridor Reliability

2017-2021 I-70 Crash Data

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<tr>
<th>TYPE</th>
<th>ALL CRASHES</th>
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<tr>
<td>Serious/Disabling</td>
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<tr>
<td>Minor</td>
<td>146</td>
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<tr>
<td>PDO</td>
<td>801</td>
</tr>
<tr>
<td>TOTAL</td>
<td>982</td>
</tr>
</tbody>
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Program Needs: Aging Infrastructure
1ST Project Location

- 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

Program Budget

- General Revenue
- Central District STIP

$420 Million

- $297 Million
- $123 Million

PE/CE Internal

Fiber Optic Relocation

Stipend ($1.5M)

Contract $405M*

*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.
• 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

Median Widening with 5' Inside and 12' Outside Shoulders
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)
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
I-70/U.S. 63 – U.S. 63 Underpass
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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