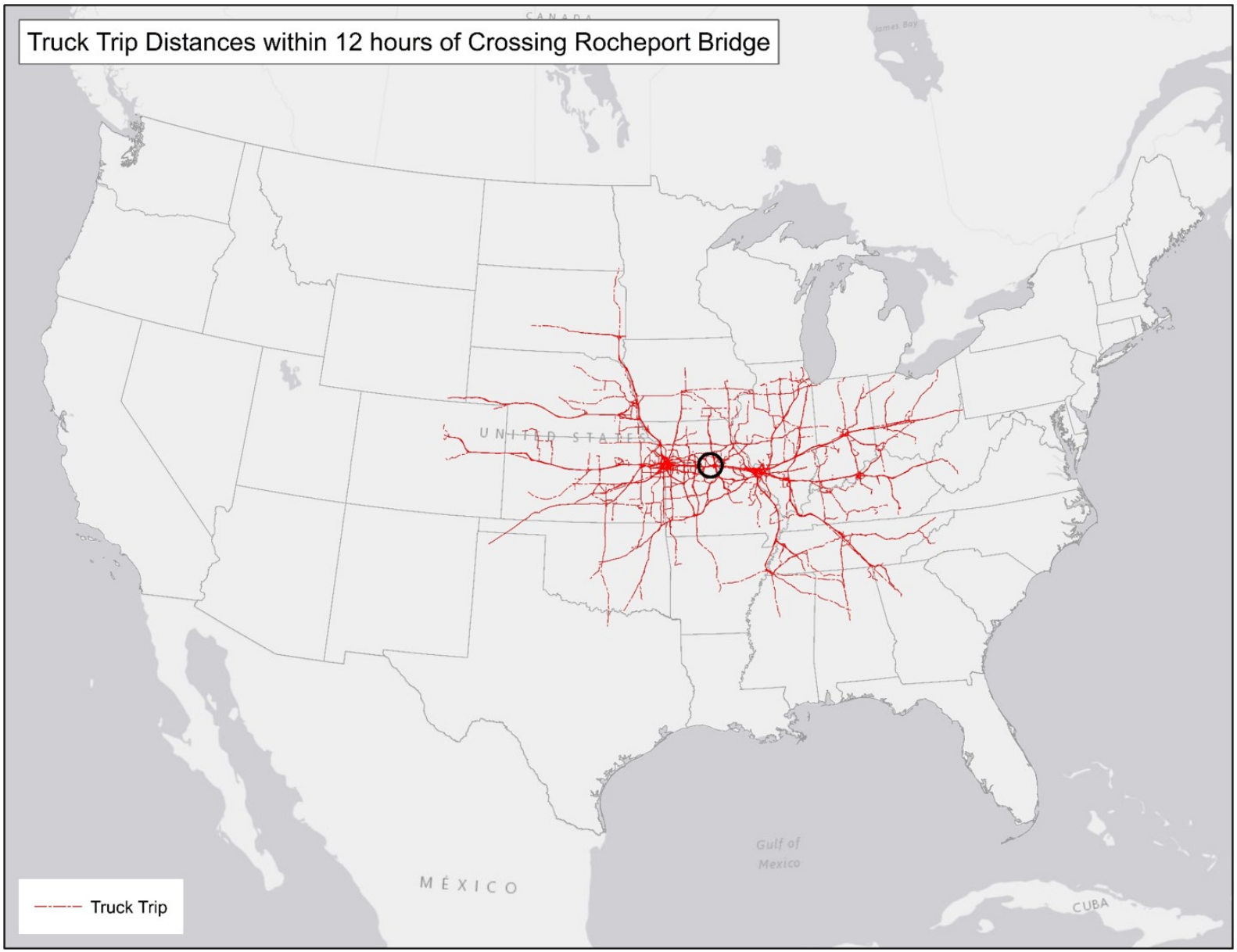
Appendix D:

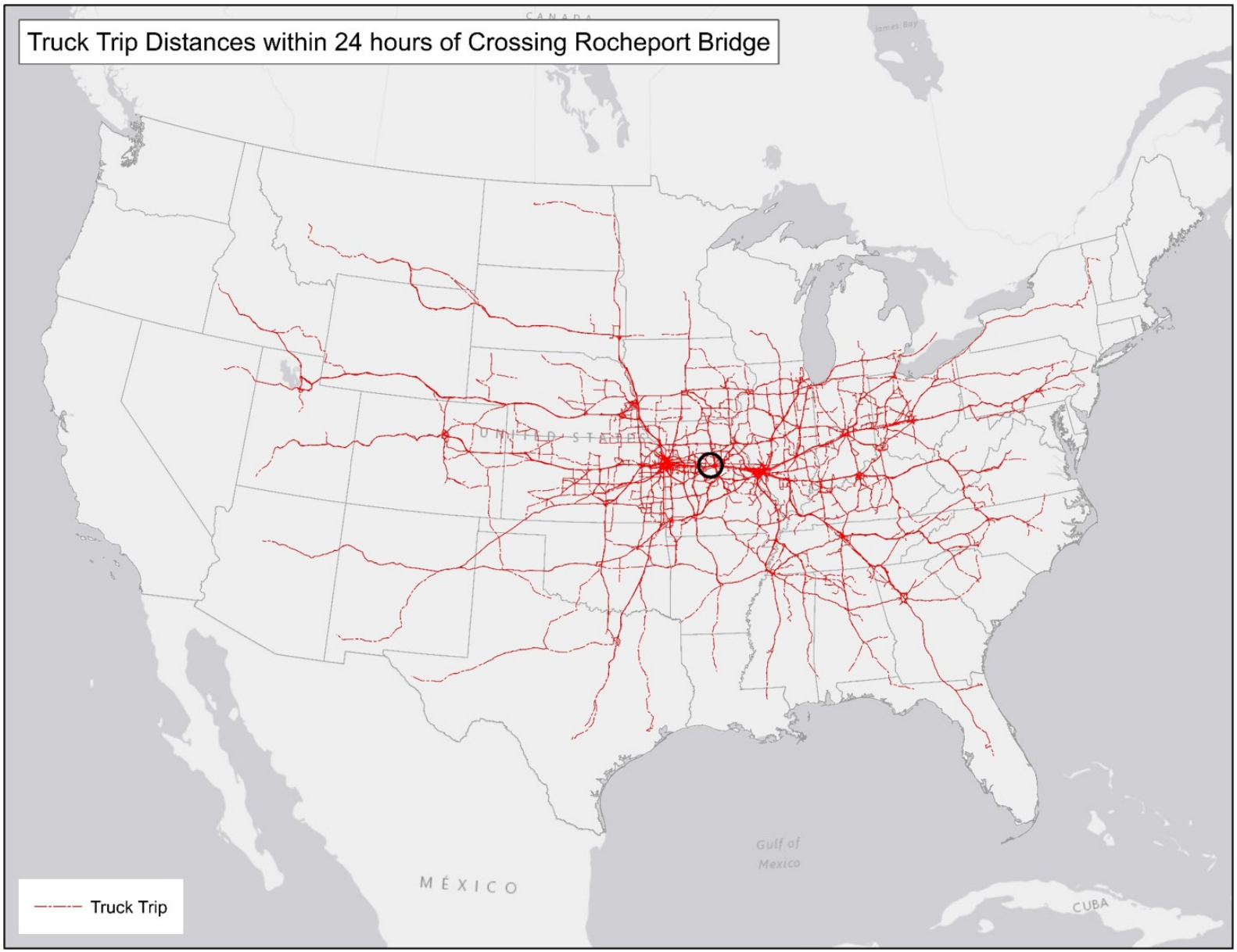
Maps, Design Plans, and Photos

Truck Trip Distances within 12 hours of Crossing Rocheport Bridge



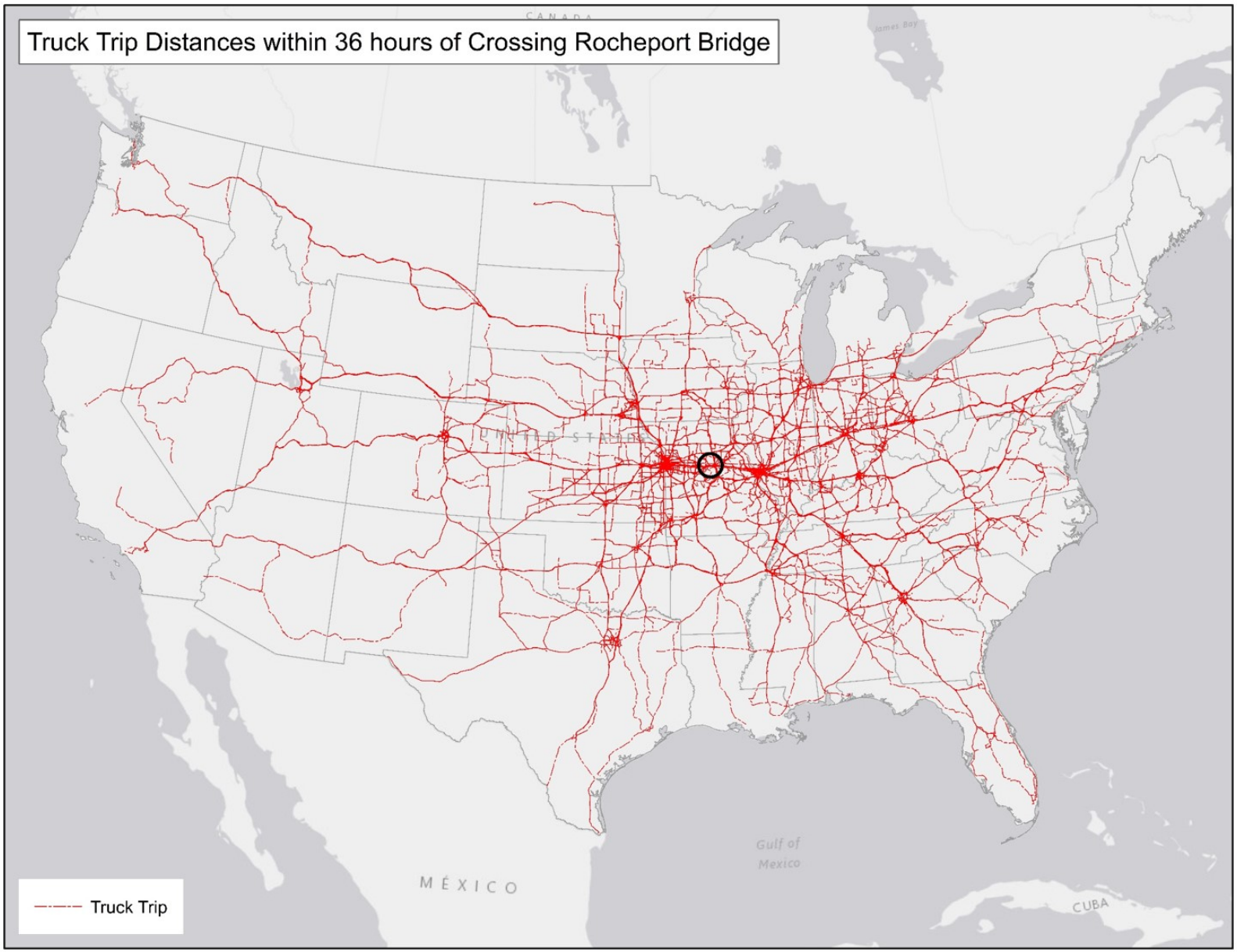
Source: American Transportation Research Institute (ATRI)

Truck Trip Distances within 24 hours of Crossing Rocheport Bridge



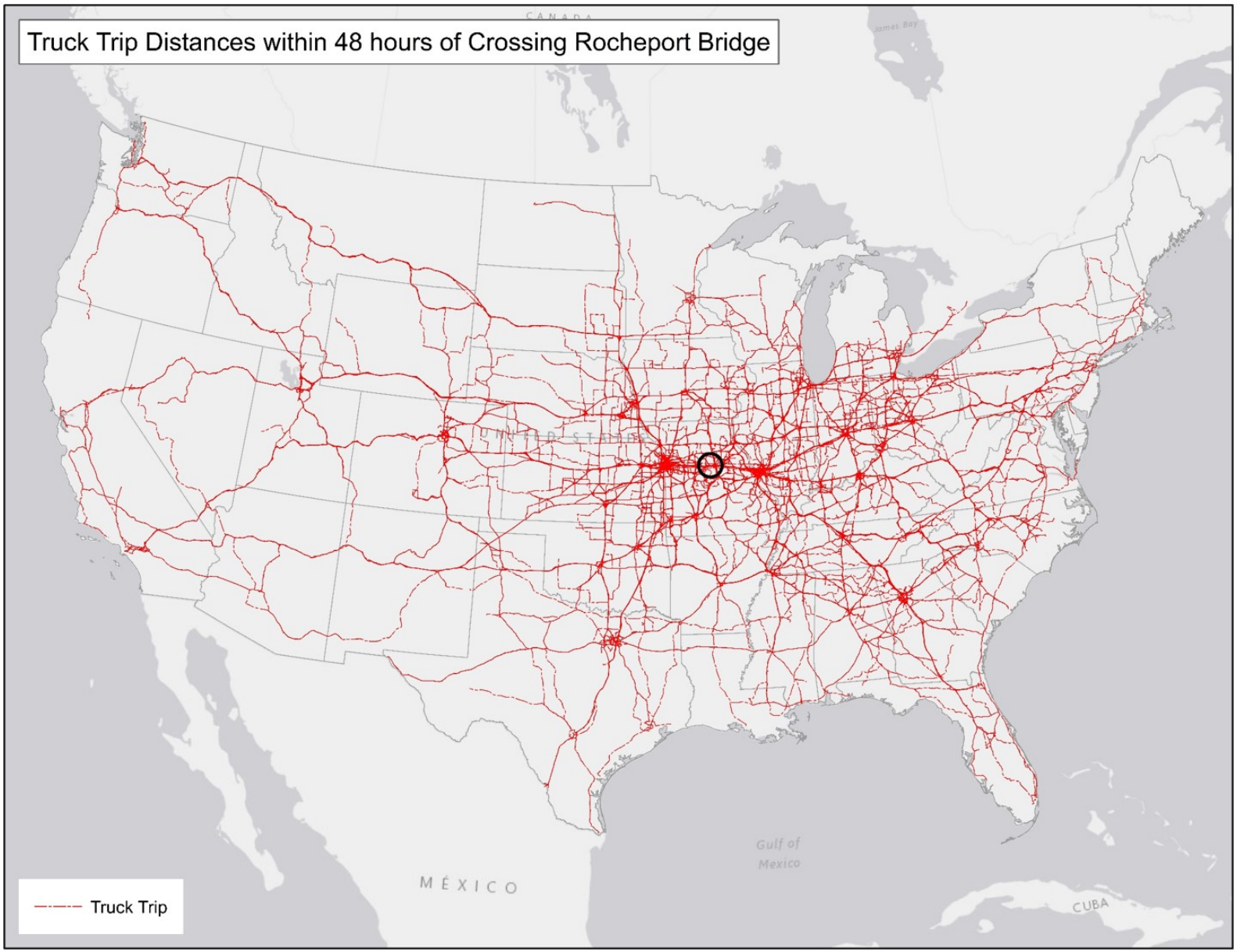
Source: American Transportation Research Institute (ATRI)

Truck Trip Distances within 36 hours of Crossing Rocheport Bridge



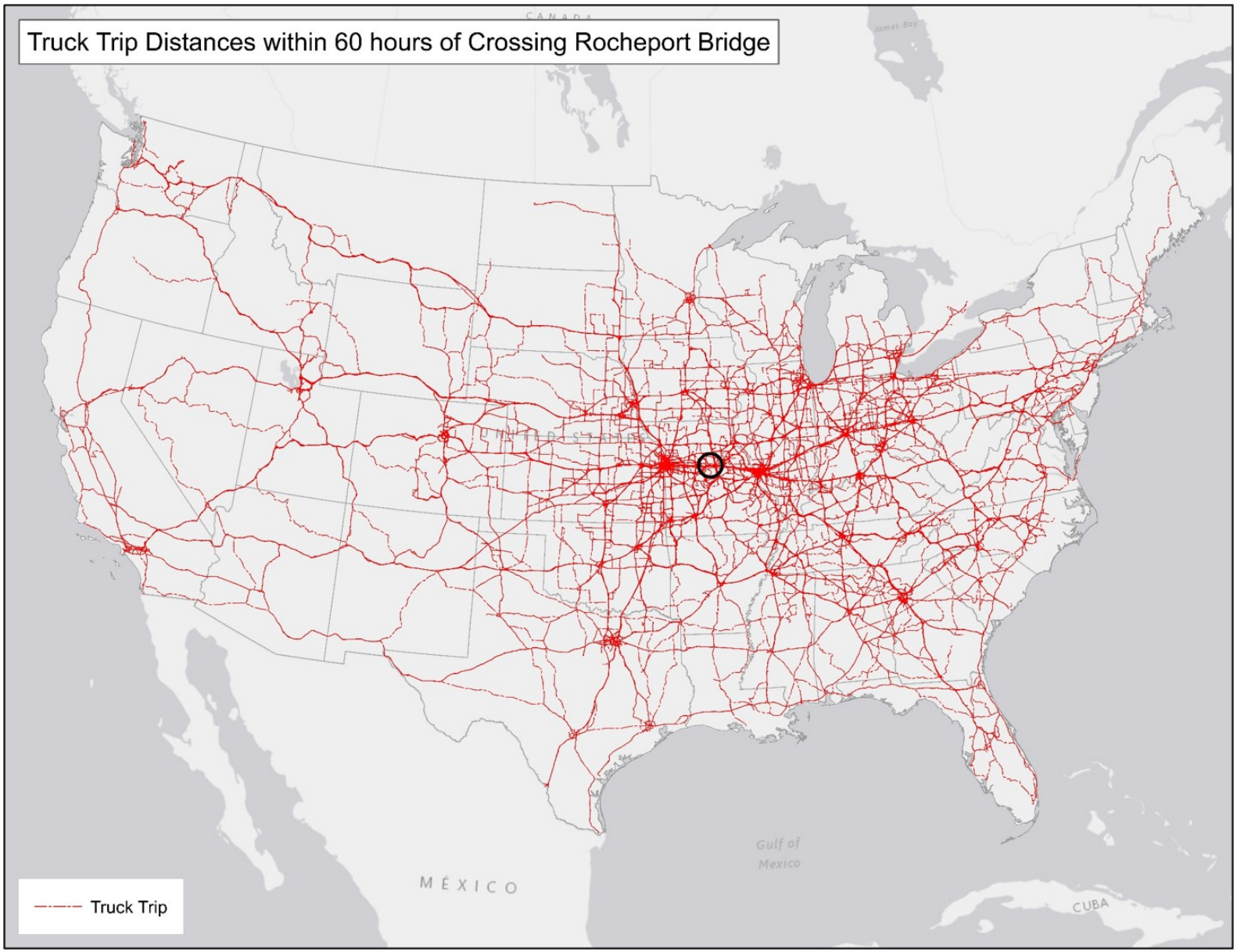
Source: American Transportation Research Institute (ATRI)

Truck Trip Distances within 48 hours of Crossing Rocheport Bridge



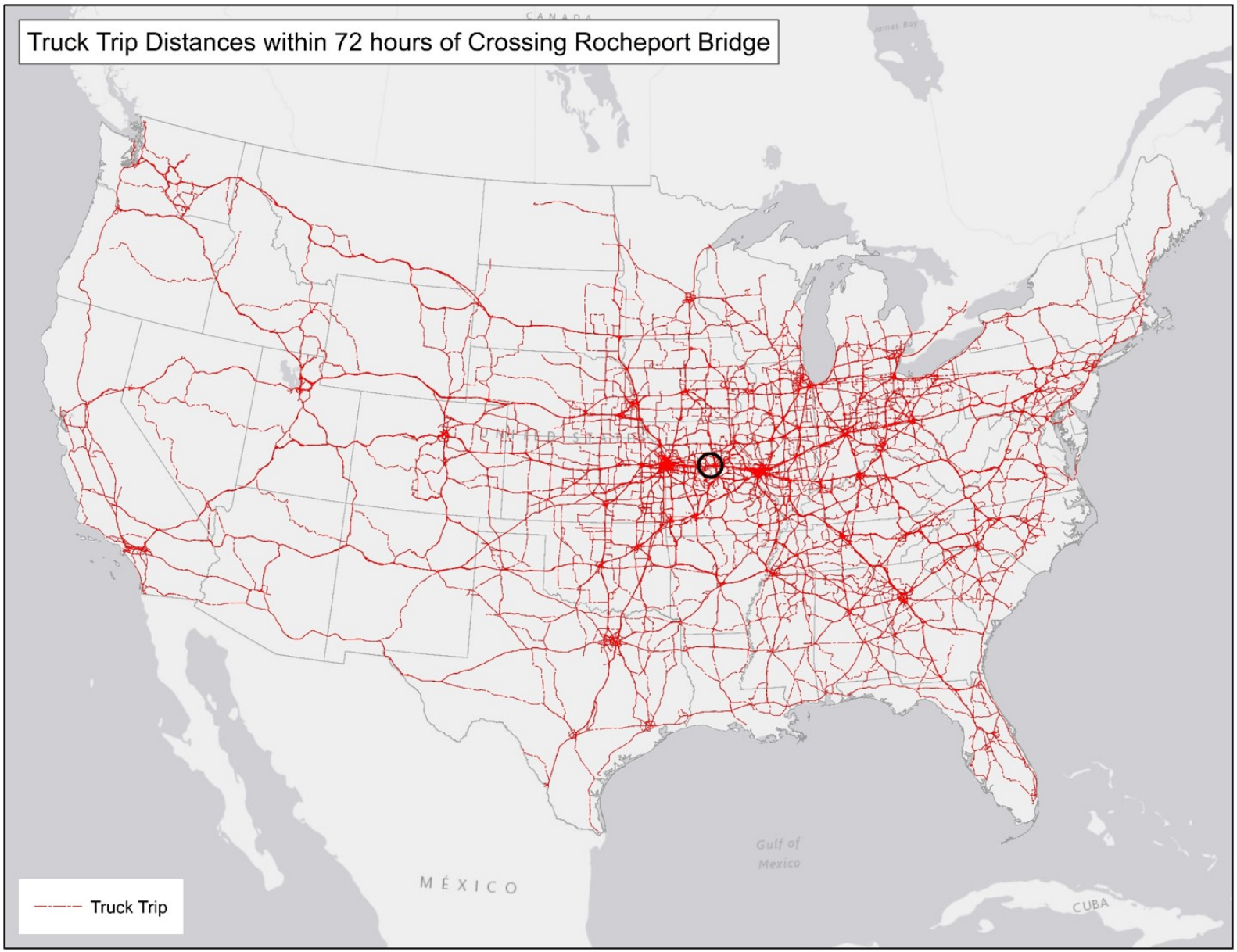
Source: American Transportation Research Institute (ATRI)

Truck Trip Distances within 60 hours of Crossing Rocheport Bridge



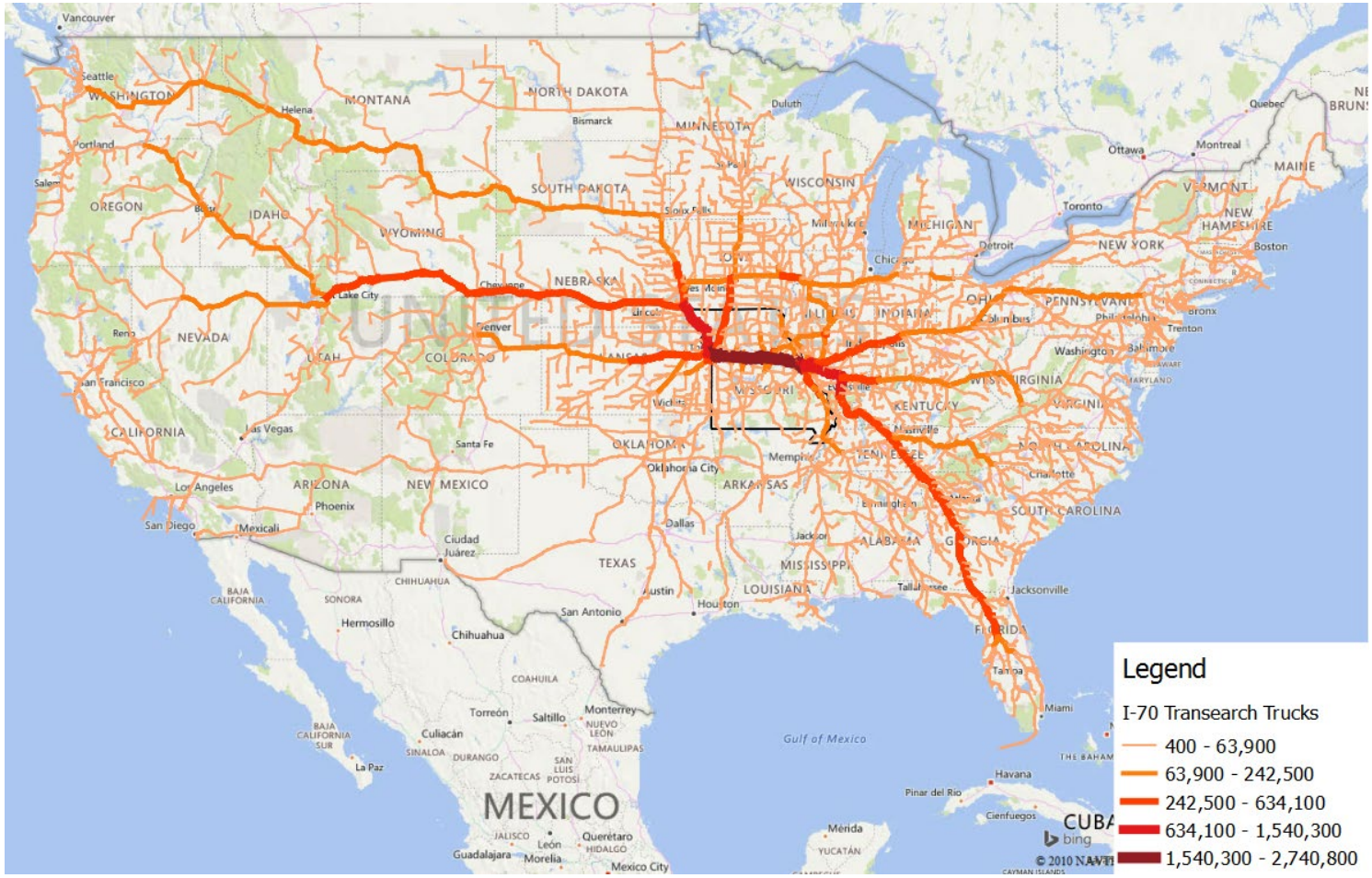
Source: American Transportation Research Institute (ATRI)

Truck Trip Distances within 72 hours of Crossing Rocheport Bridge

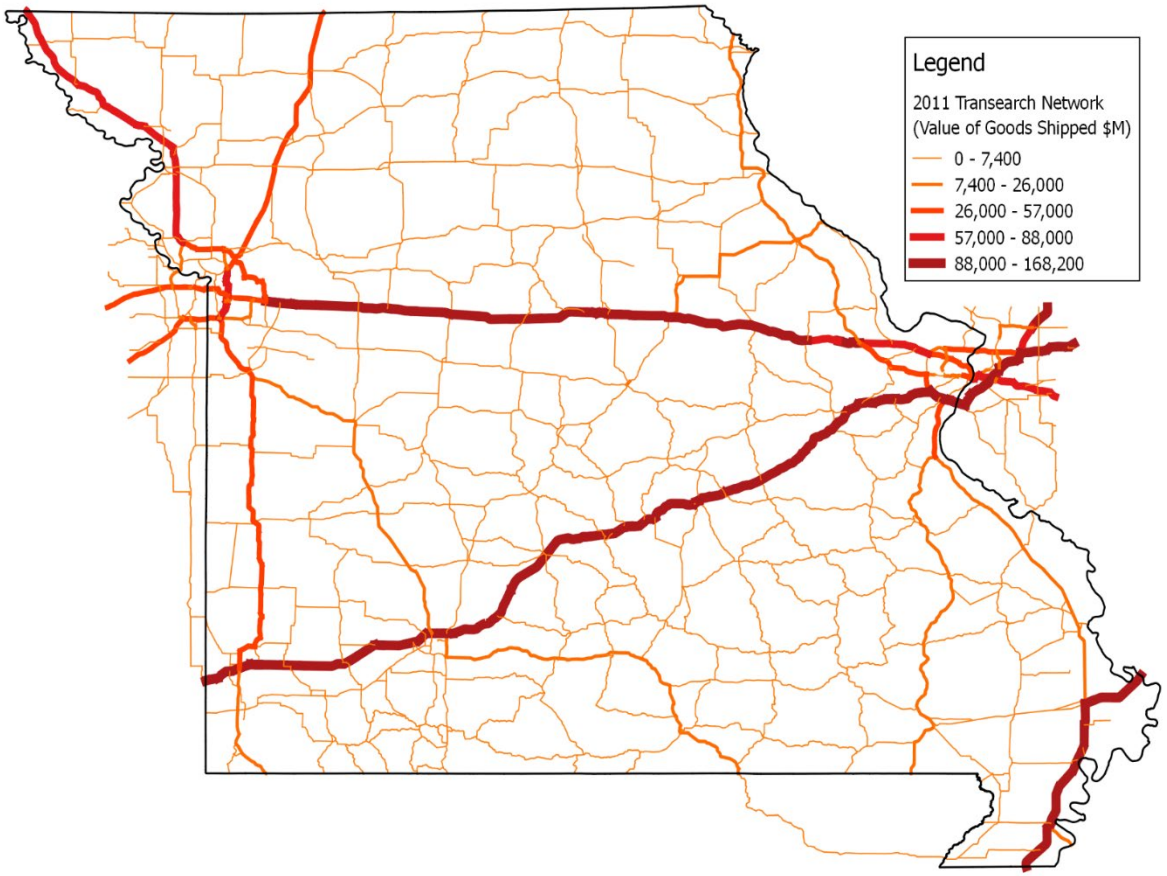


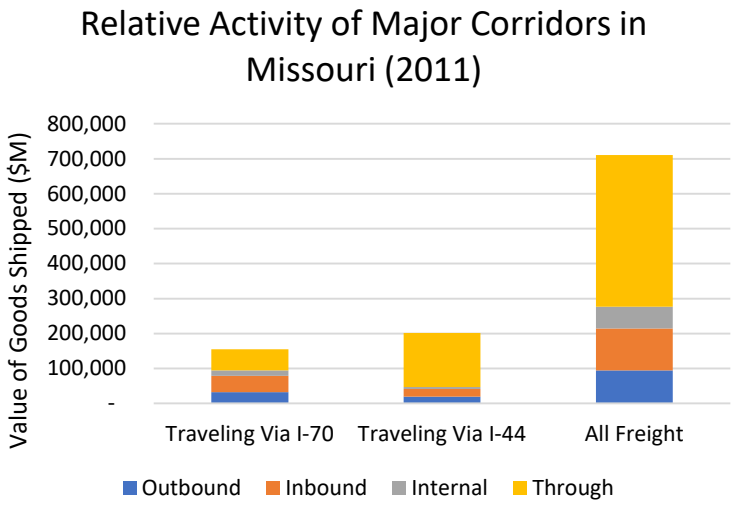
Source: American Transportation Research Institute (ATRI)

I-70 Trade Map (By Share of I-70 Volume, 2011 Transearch)

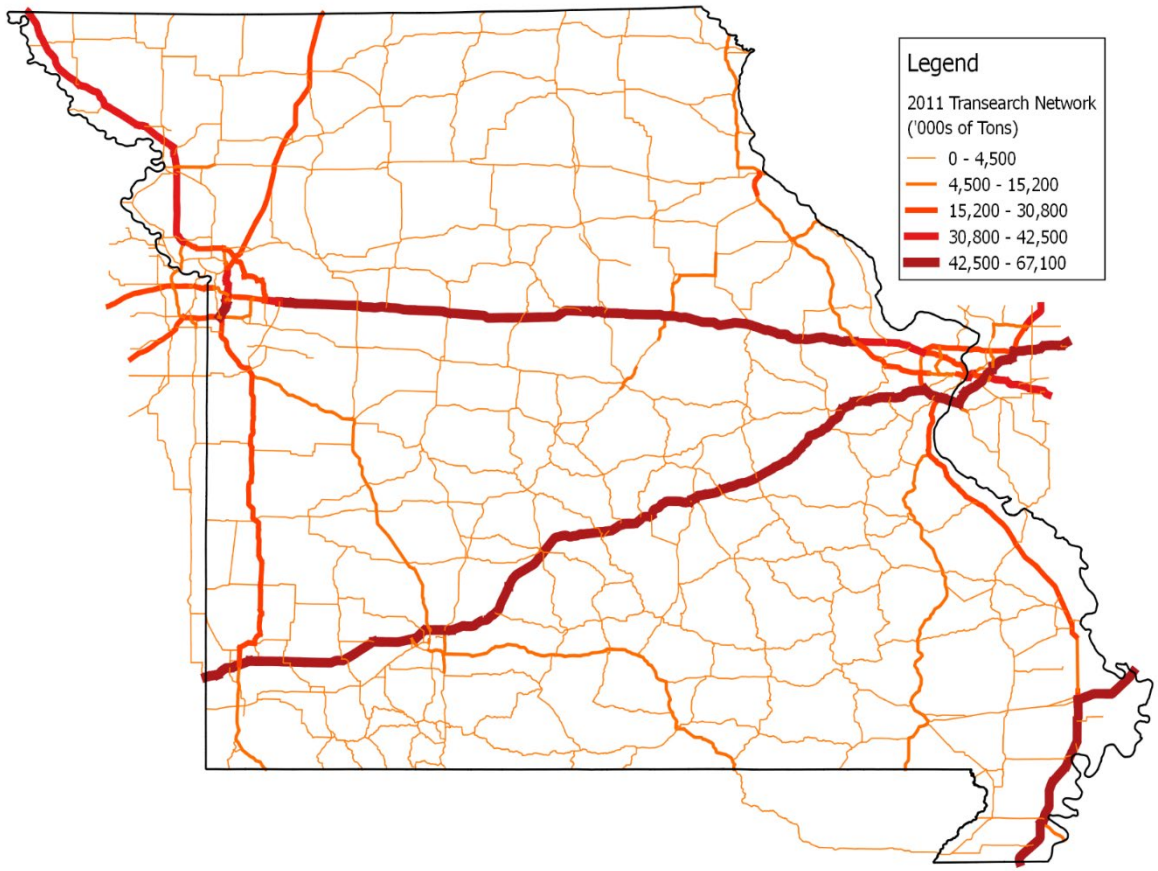


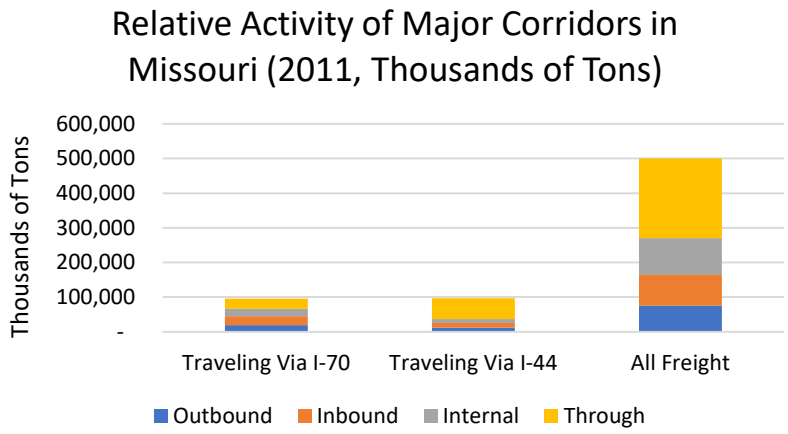
2011 Transearch Value of Goods Shipped





2011 Transearch Volumes of Goods Shipped



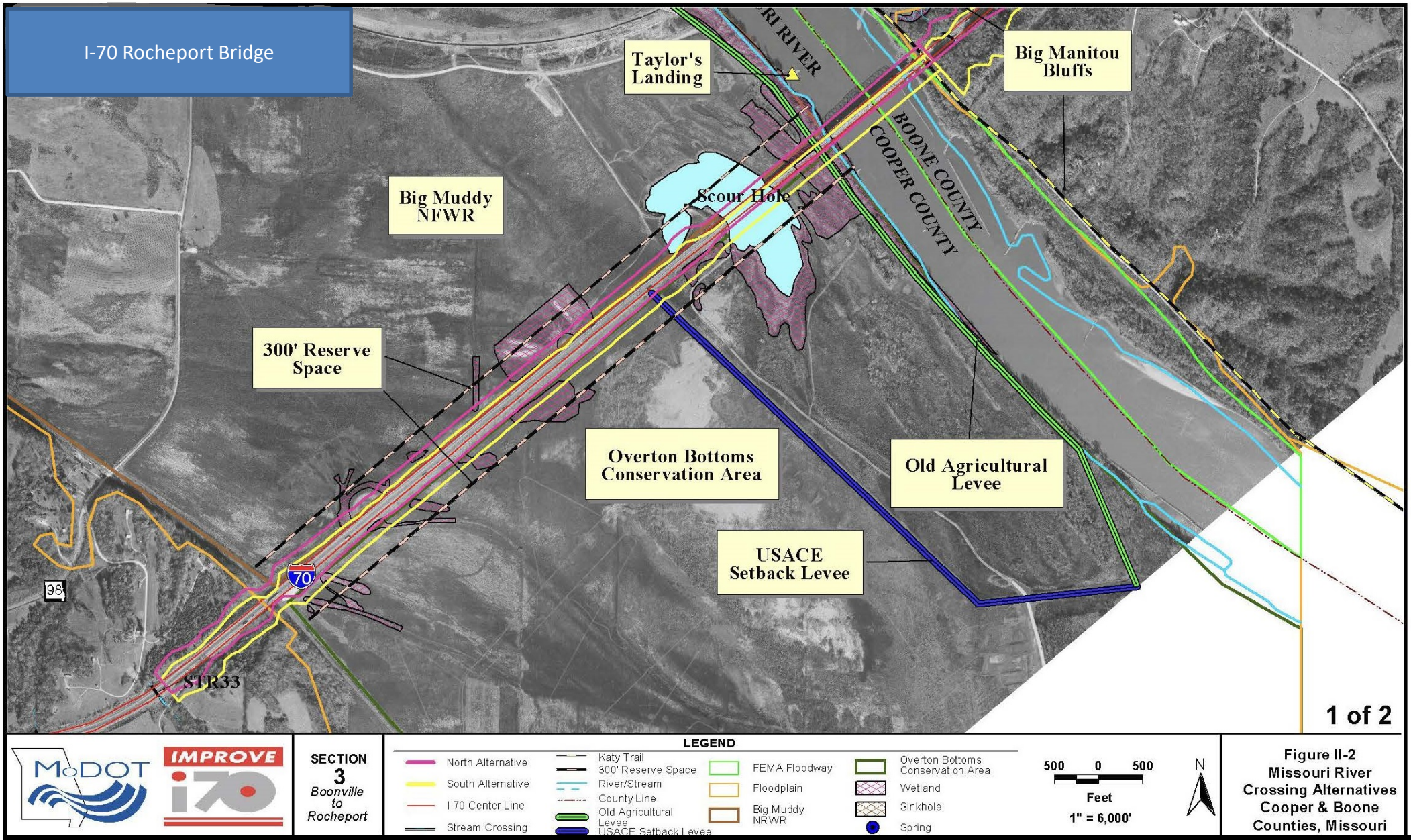


Pictures of Rocheport Bridge's Condition, illustrating need for replacement.

Source: MoDOT.

Additional pictures of Rocheport Bridge's Condition, illustrating need for replacement.

Source: MoDOT

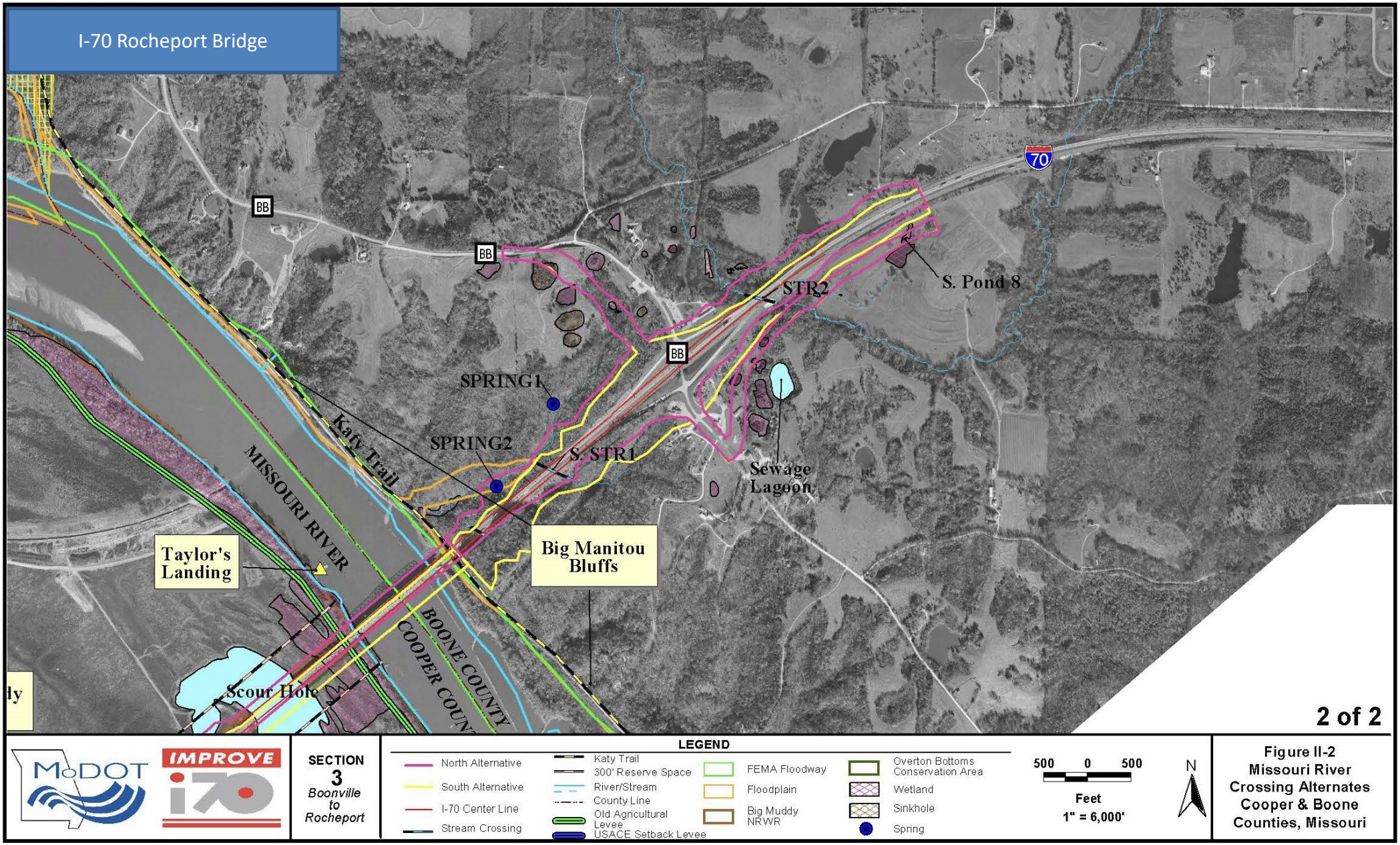


Conceptual design plan for the I-70 Missouri River Bridge at Rocheport.

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

Source: I-70 Second Tier Environmental Assessment

I-70 Rocheport Bridge



MoDOT IMPROVE i70

SECTION 3 Boonville to Rocheport

LEGEND

- North Alternative
- South Alternative
- I-70 Center Line
- Stream Crossing
- Katy Trail
- 300' Reserve Space
- River/Stream
- County Line
- Old Agricultural Levee
- USACE Setback Levee
- FEMA Floodway
- Floodplain
- Big Muddy NRWR
- Overton Bottoms Conservation Area
- Wetland
- Sinkhole
- Spring

500 0 500
Feet
1" = 6,000'

N

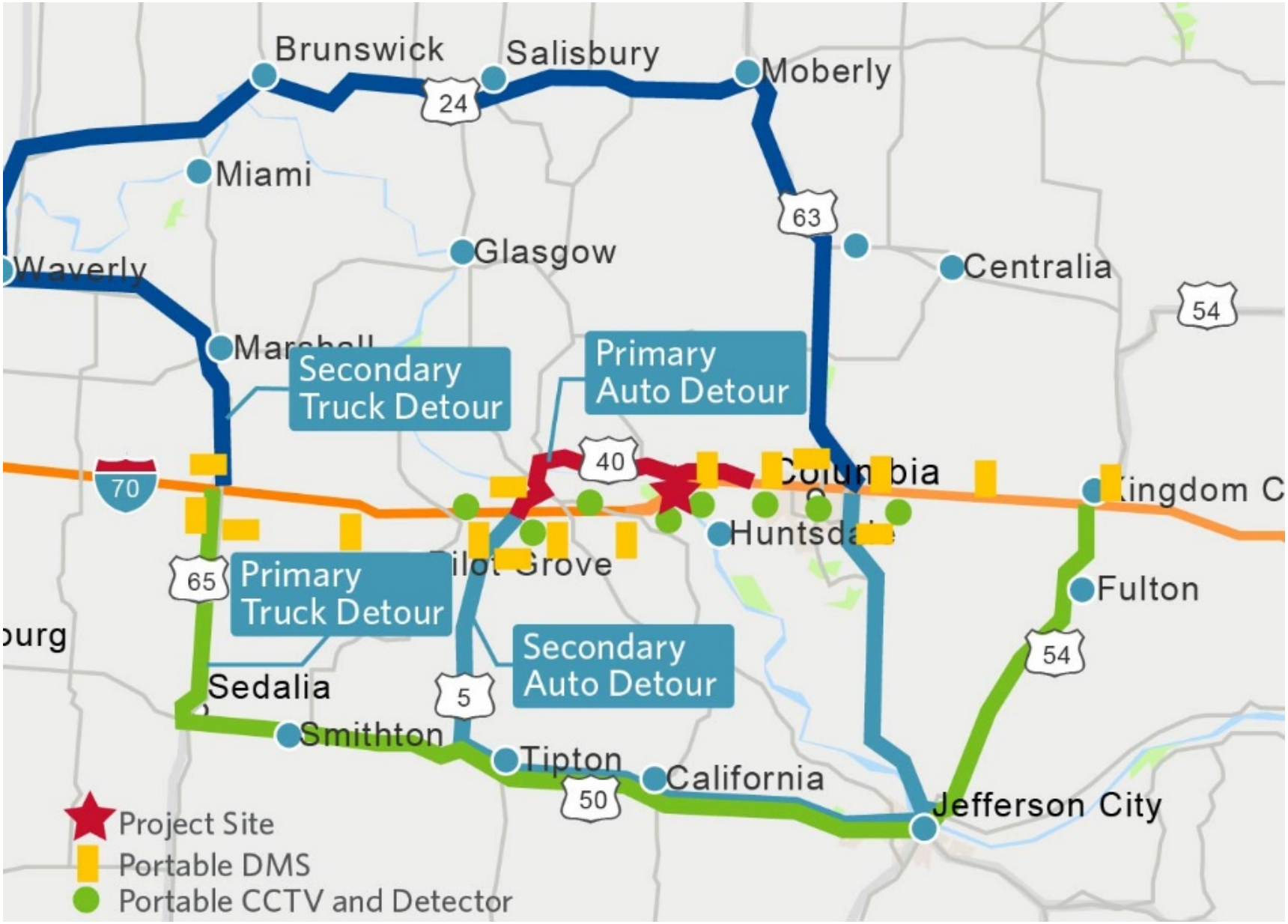
Figure II-2
Missouri River Crossing Alternates
Cooper & Boone Counties, Missouri

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 fracture critical bridge will be constructed adjacent to the existing bridge.

Source: I-70 Second Tier Environmental Assessment

MoDOT



Map of detour routes and smart work zone/maintenance of traffic devices that would need to be deployed if a I-70 Rocheport Bridge rehabilitation was undertaken.

Source: HDR

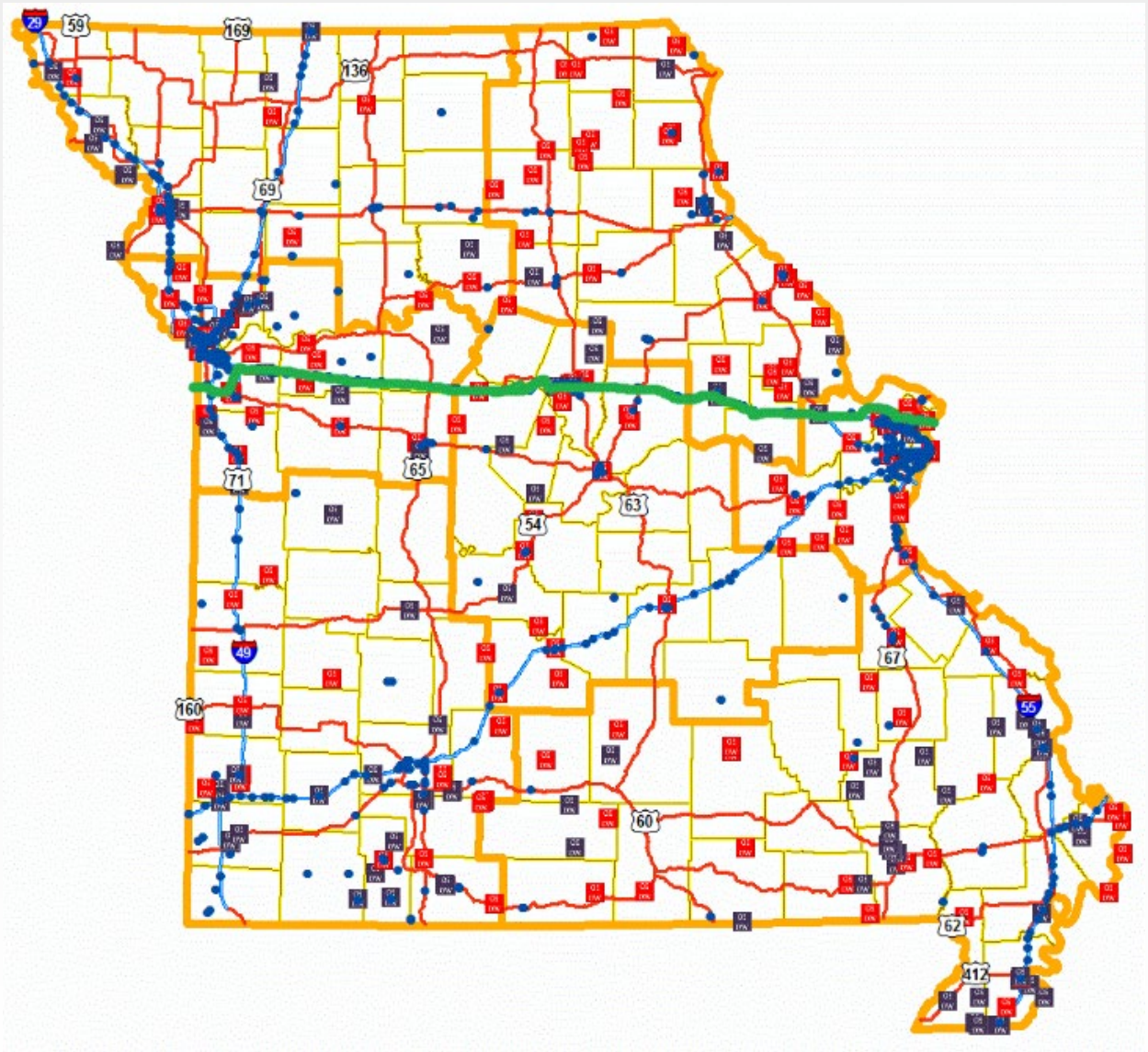
Real-Life Example

Routine Oversize Overweight Permit

(Not a Superload)

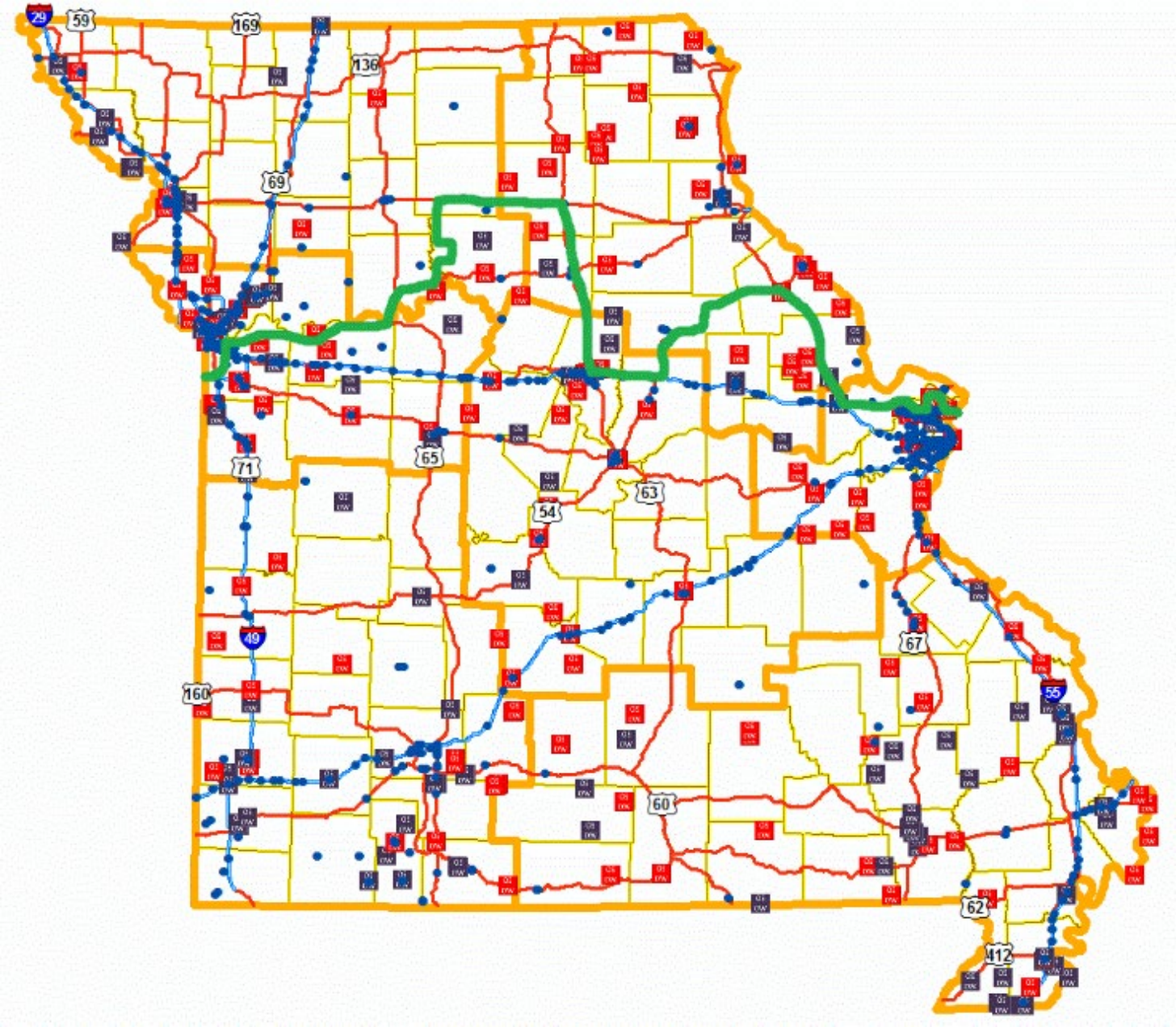
Entering from IL at I-270/Exiting into KS at I-435

Preferred Route



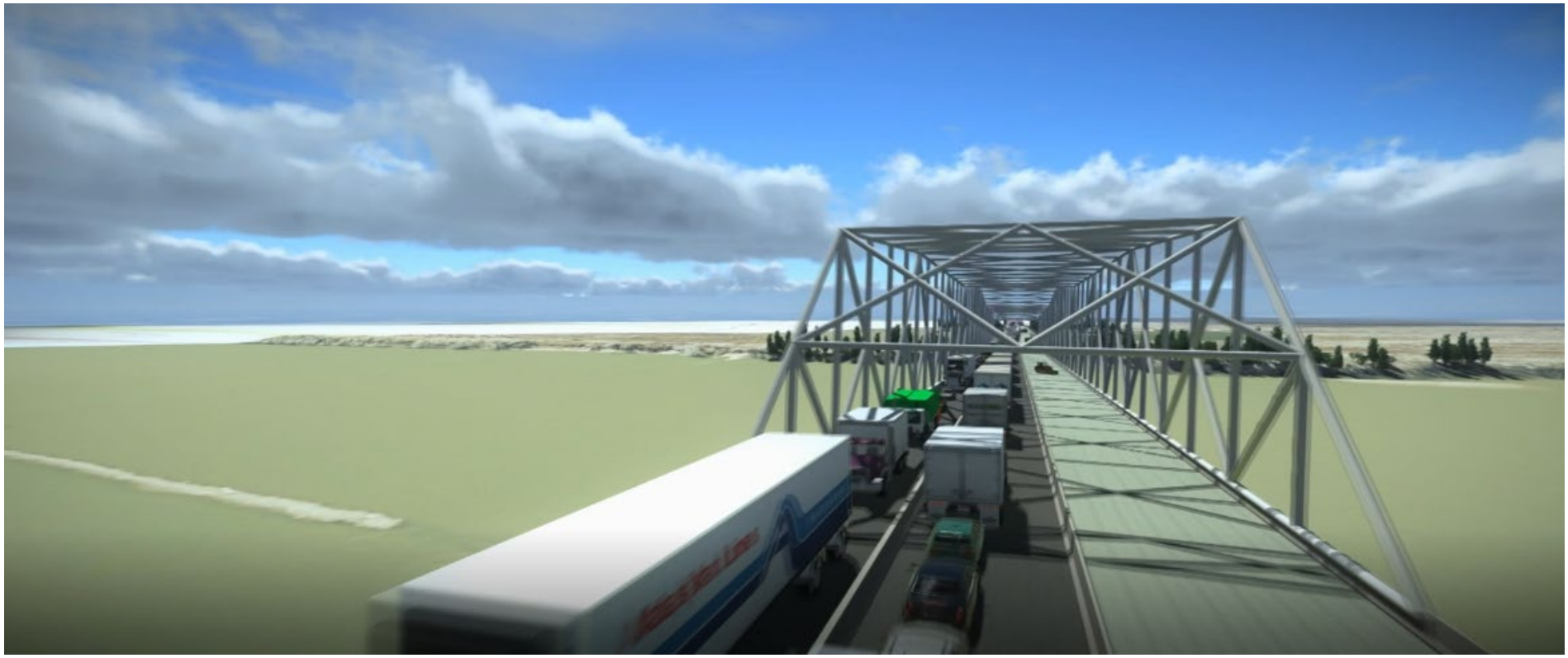
271 Miles Total

Actual Route



413 Miles Total

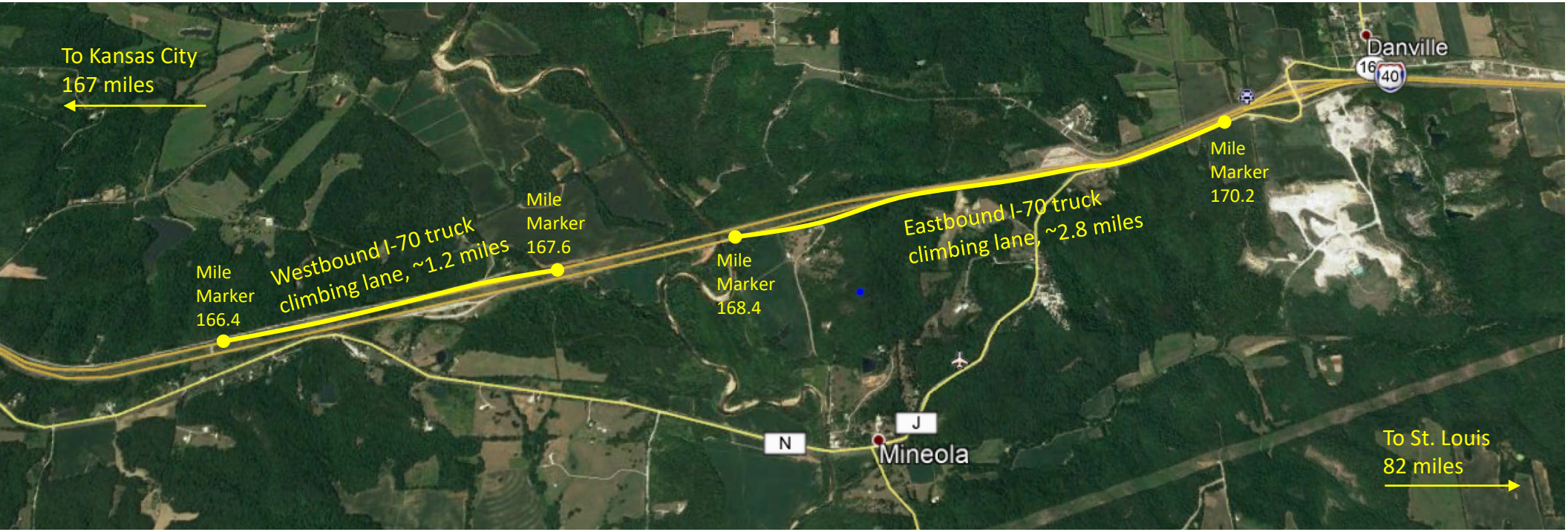
52% Increase!



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. Transportation modeling predicts the rehabilitation will close lanes for seven to nine months with three- to nine-hour backups.

Video link to congestion simulation: https://blaisassoc.egnyte.com/dl/775rQq8M47



Truck Climbing Lanes near Mineola on I-70

Top: Westbound climbing lane will be constructed between mile markers 167.6 and 166.4, ~1.2 miles

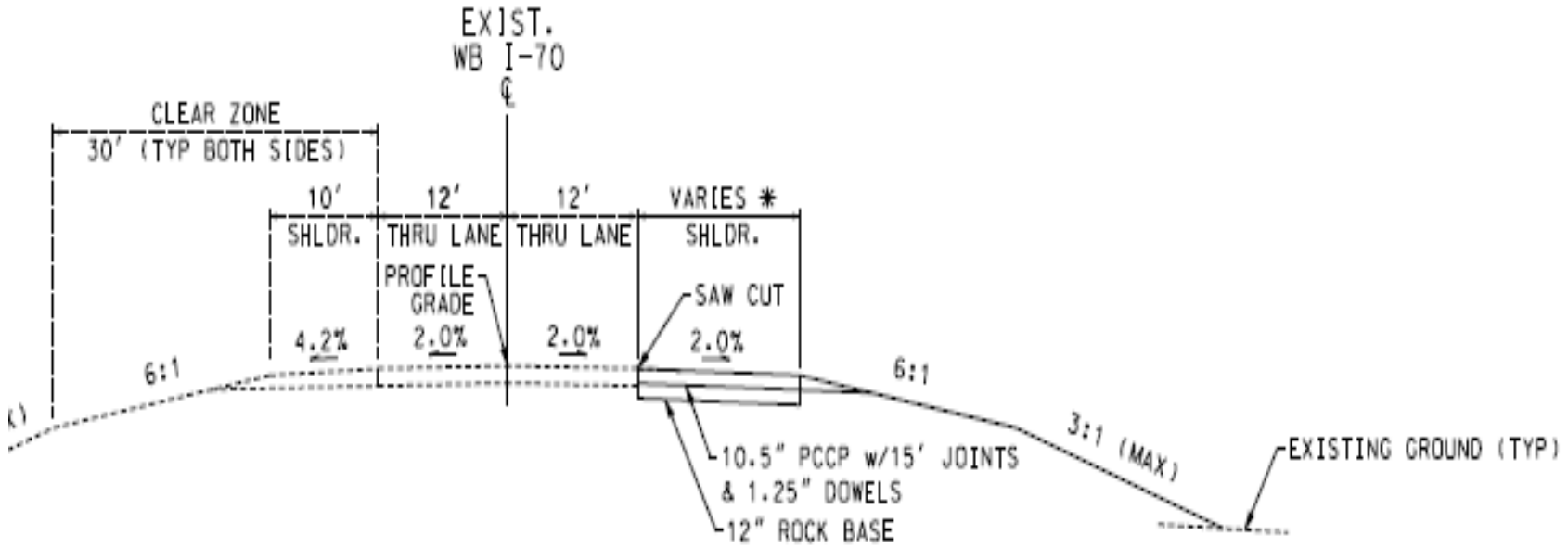
Bottom: Eastbound climbing lanes will be constructed between mile markers 168.4 and 170.2, ~2.8 miles

Mineola Hill – proposed truck climbing lane location.

Phot source: MoDOT D5741-CM-R2-142

Mineola Hill – proposed truck climbing lane location.

Photo source: MoDOT D5741-CM-R2-247



WIDENING SECTION

TYPICAL SECTION EXIST WB I-70

Cross Section for Truck Climbing Lanes

Source: MoDOT

I-70 westbound climbing lane will be constructed between mile markers 167.6 and 166.4.

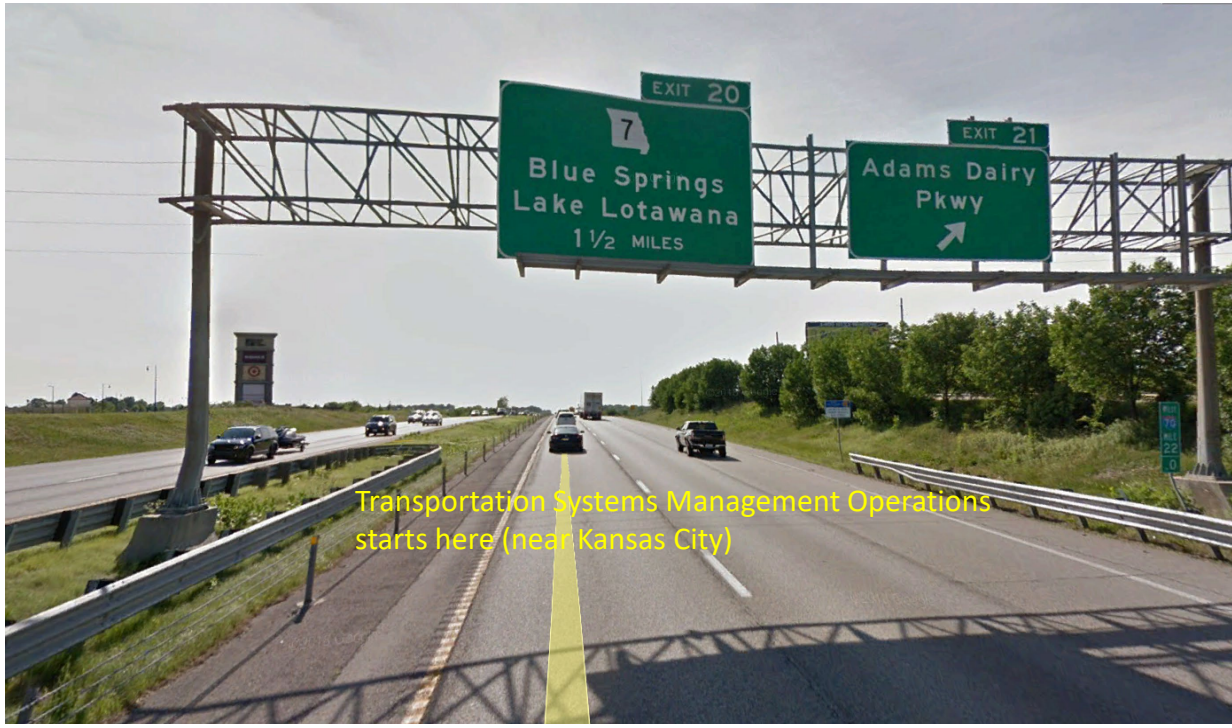
Climbing lanes will be constructed within existing MoDOT right-of way.

Eastbound climbing lane starts here and continues east towards St. Louis for approximately 2.8 miles

Eastbound climbing lane ends here

I-70 eastbound climbing lanes will be constructed between mile markers 168.4 and 170.2.

Climbing lanes will be constructed within existing MoDOT right-of way.



Transportation Systems Management and Operations

Spans Entire Length of I-70 from Exit 21 (Adams Dairy Parkway; near Kansas City)to Exit 210 (Wentzville; near St. Louis).

Example of the freight traffic, traffic volume, and congestion on I-70. The TSMO strategies will vastly improve information sharing and notification about accidents and traffic delays.

Photo source: MoDOT D5956-CM-284