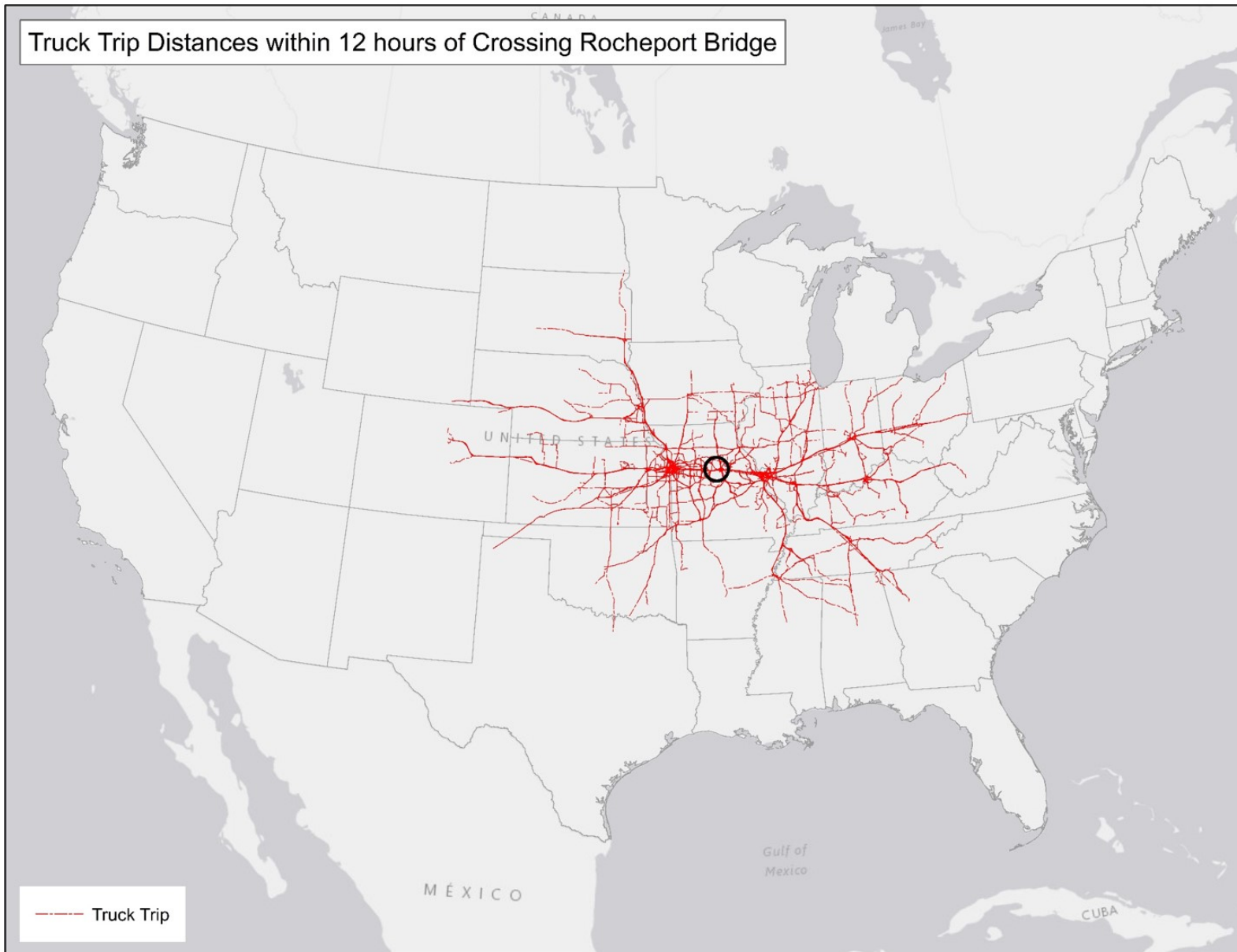


Appendix D:

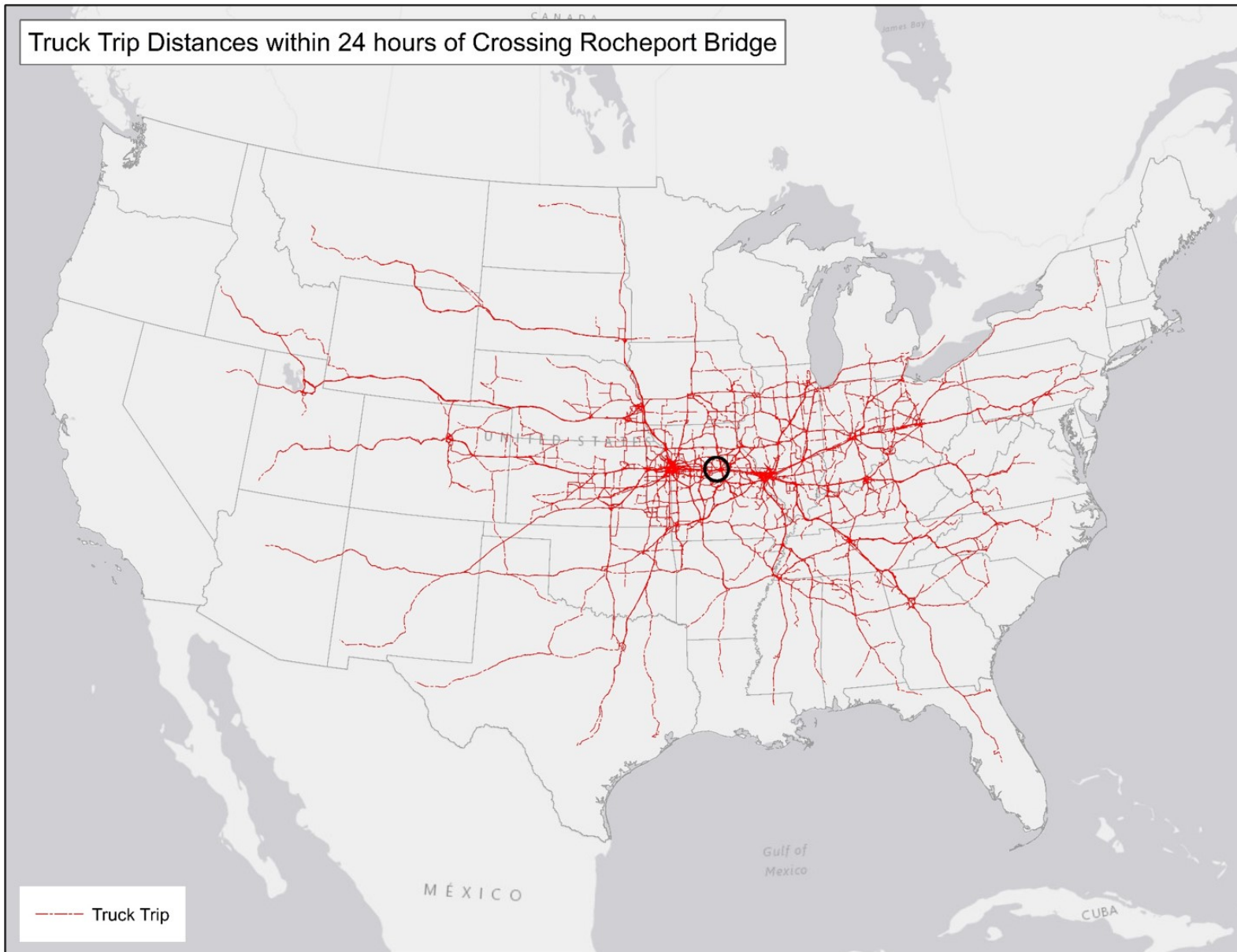
Maps, Design Plans, and Photos



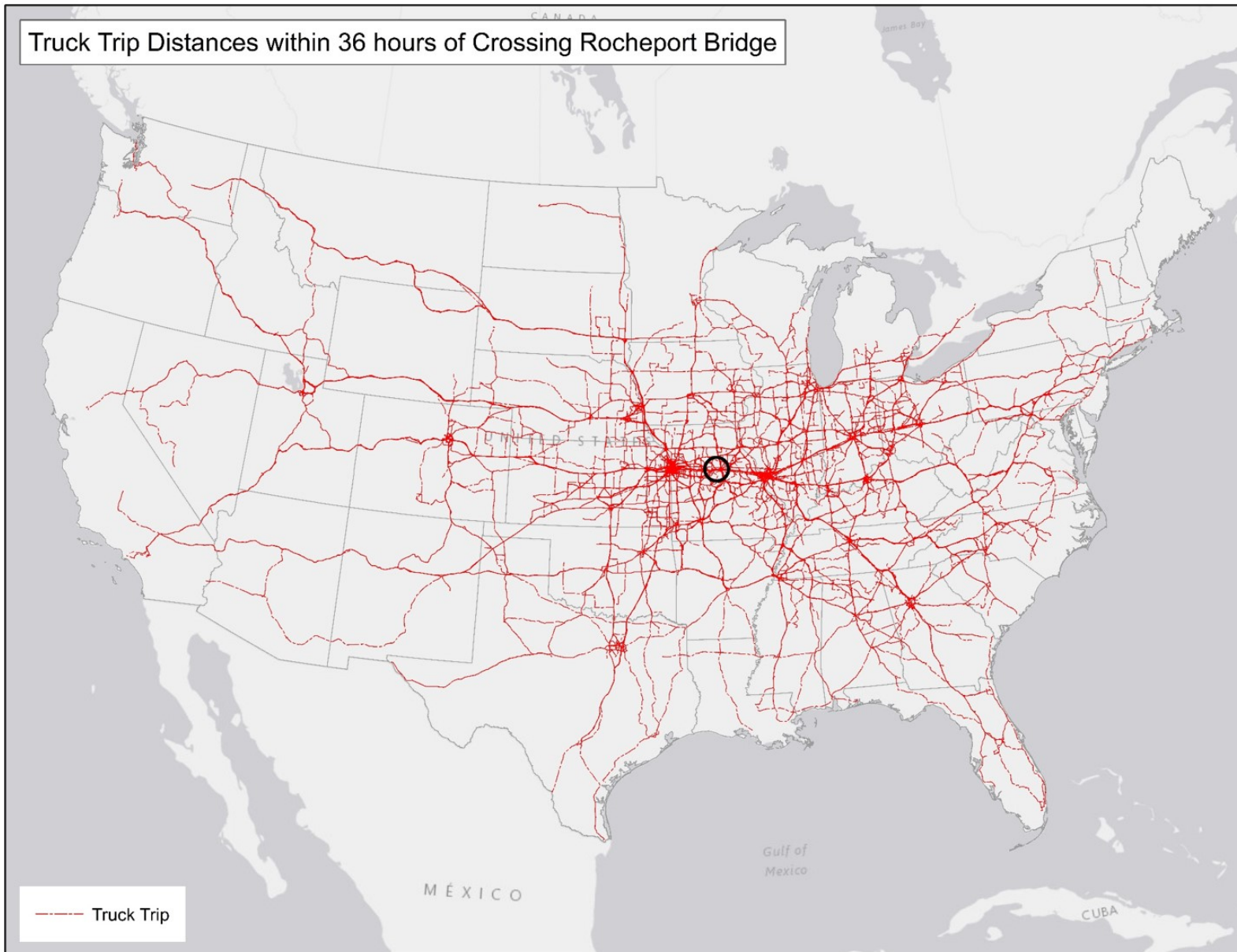
Truck Trip Distances within 12 hours of Crossing Rocheport Bridge



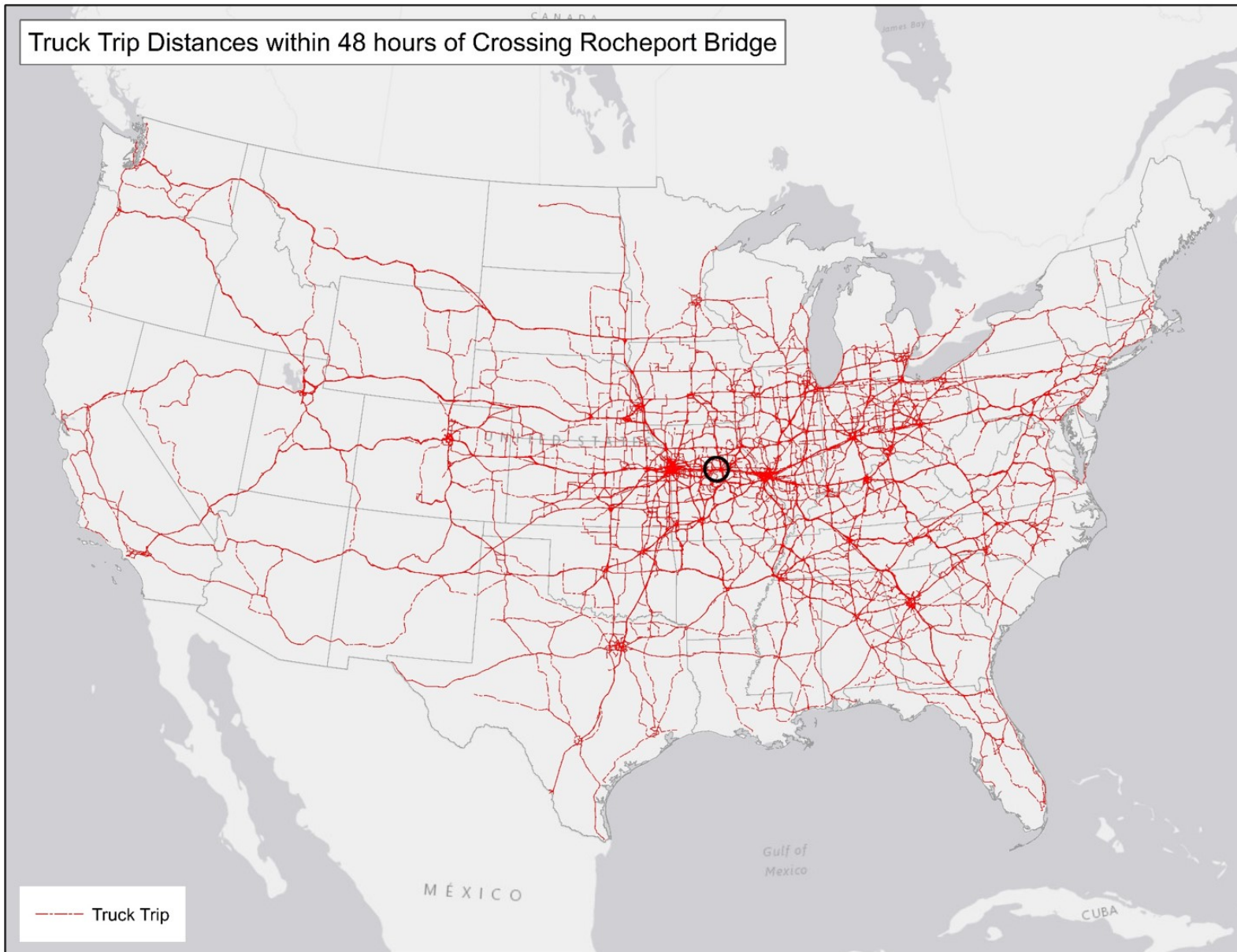
Truck Trip Distances within 24 hours of Crossing Rocheport Bridge



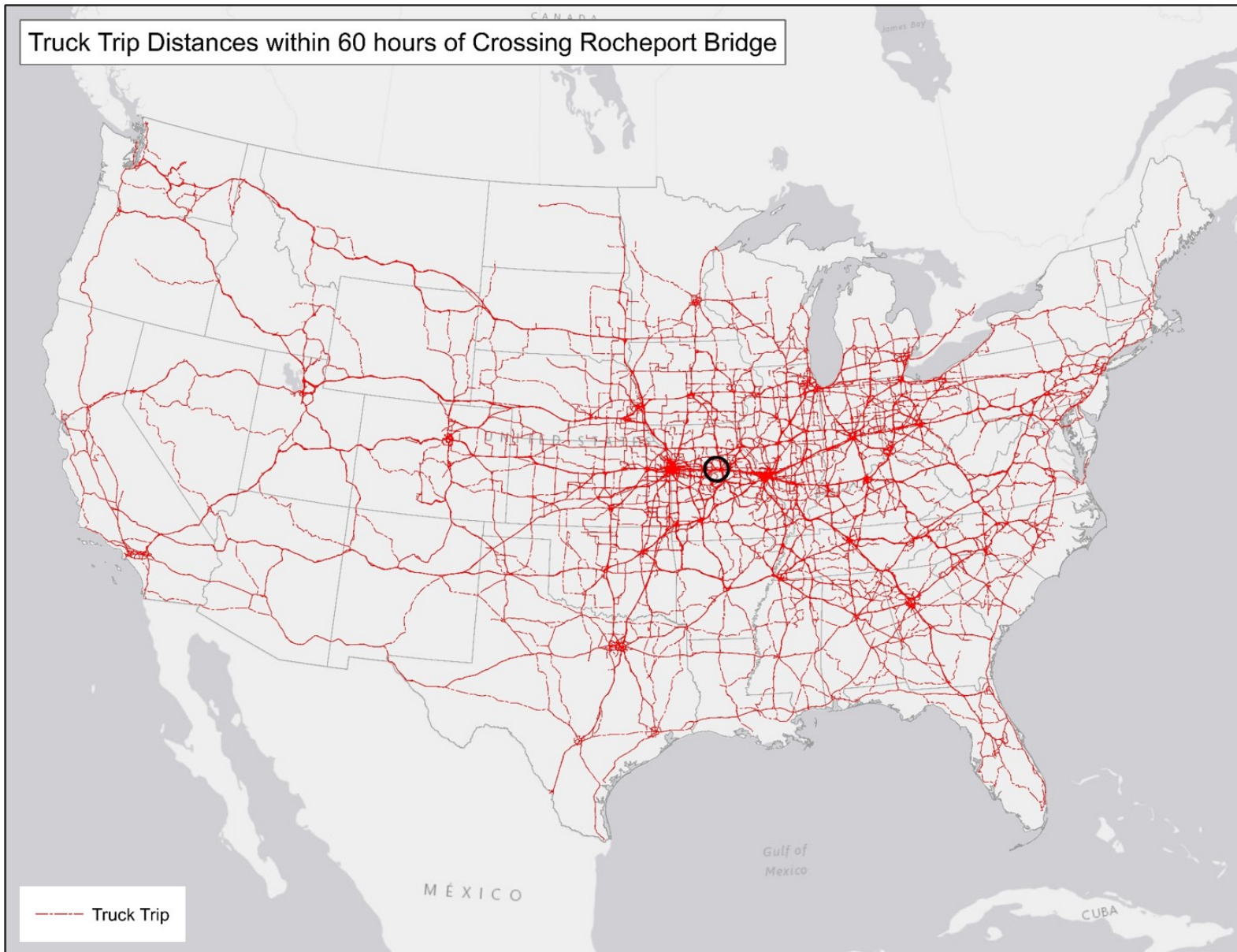
Truck Trip Distances within 36 hours of Crossing Rocheport Bridge



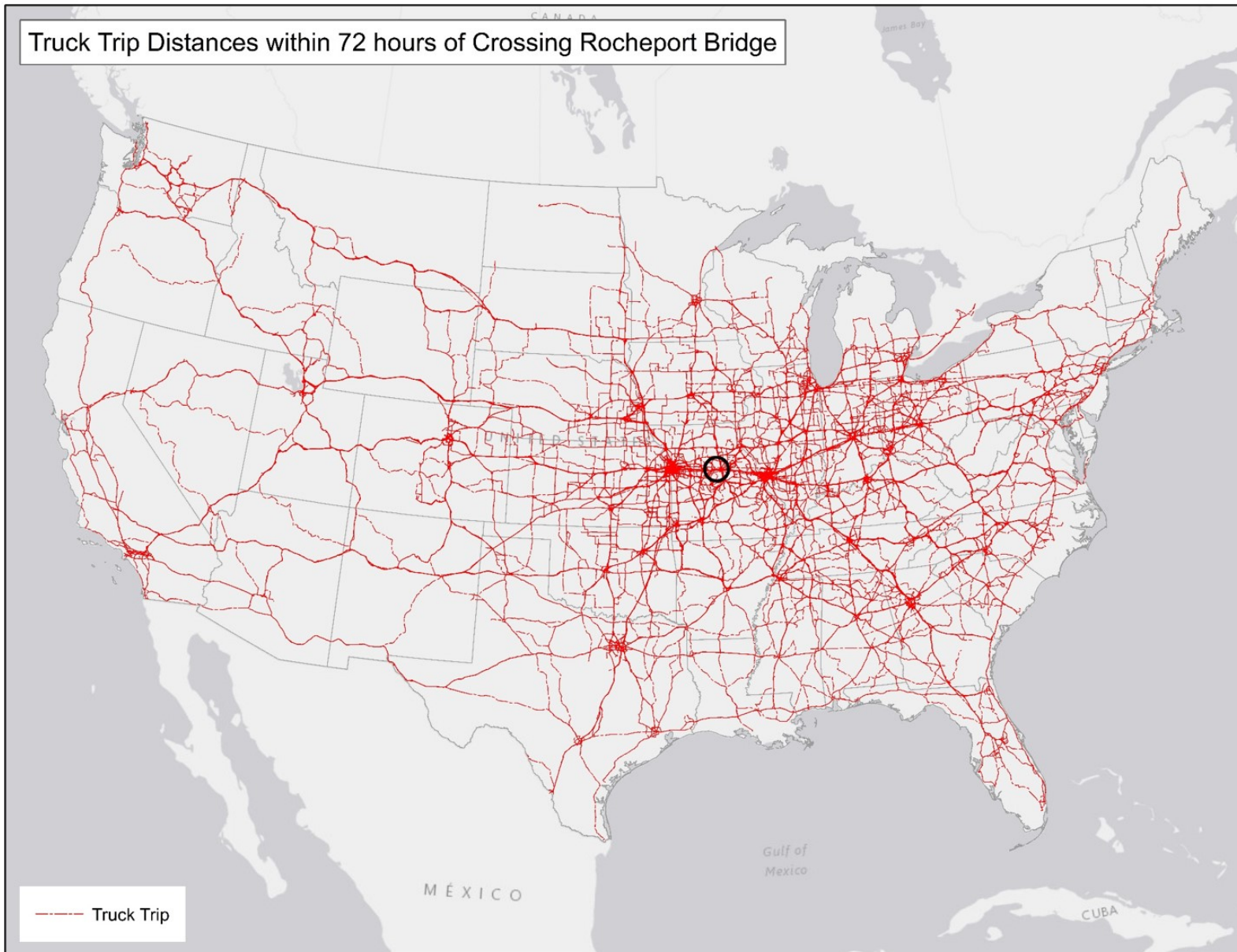
Truck Trip Distances within 48 hours of Crossing Rocheport Bridge



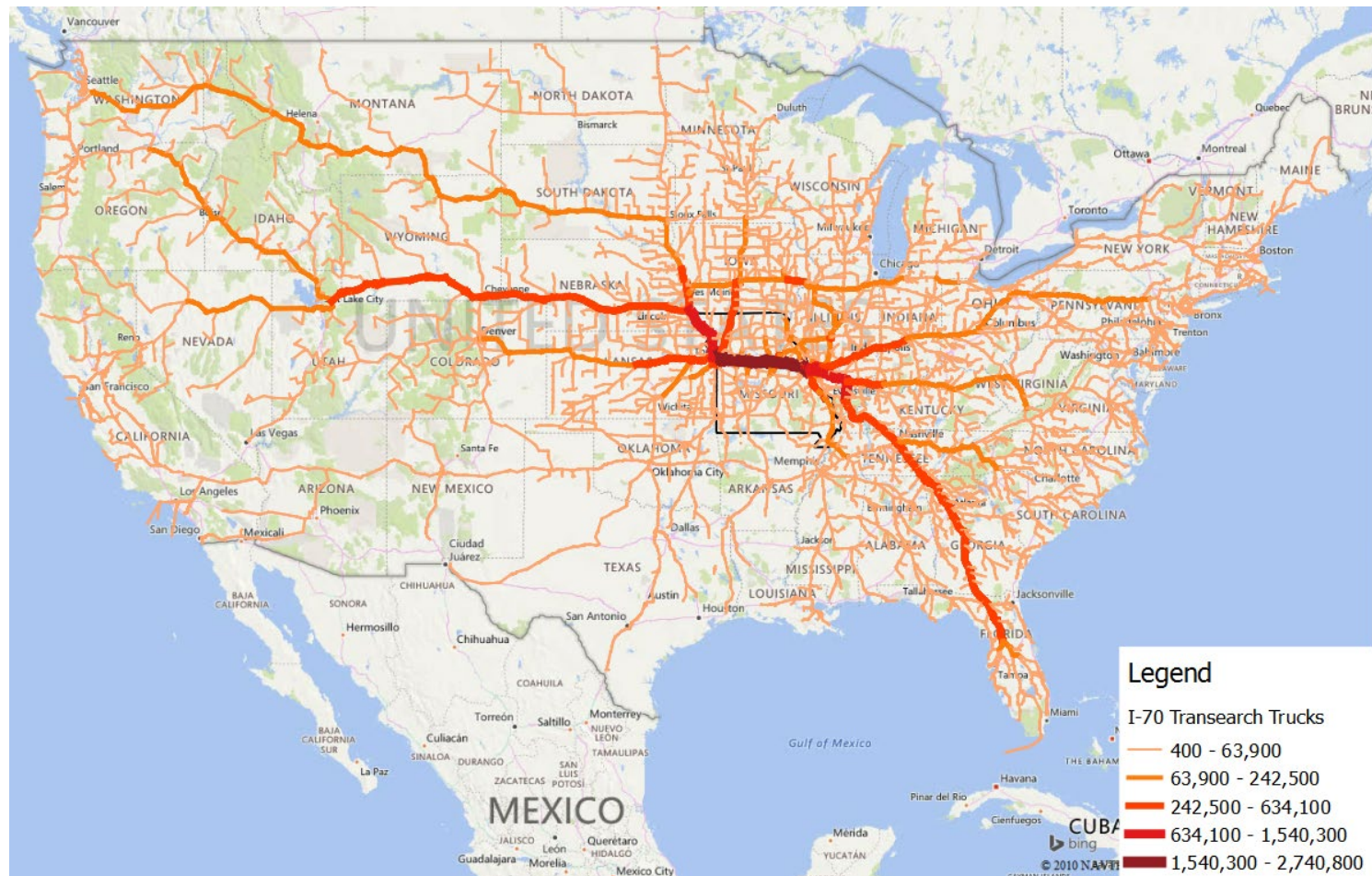
Truck Trip Distances within 60 hours of Crossing Rocheport Bridge



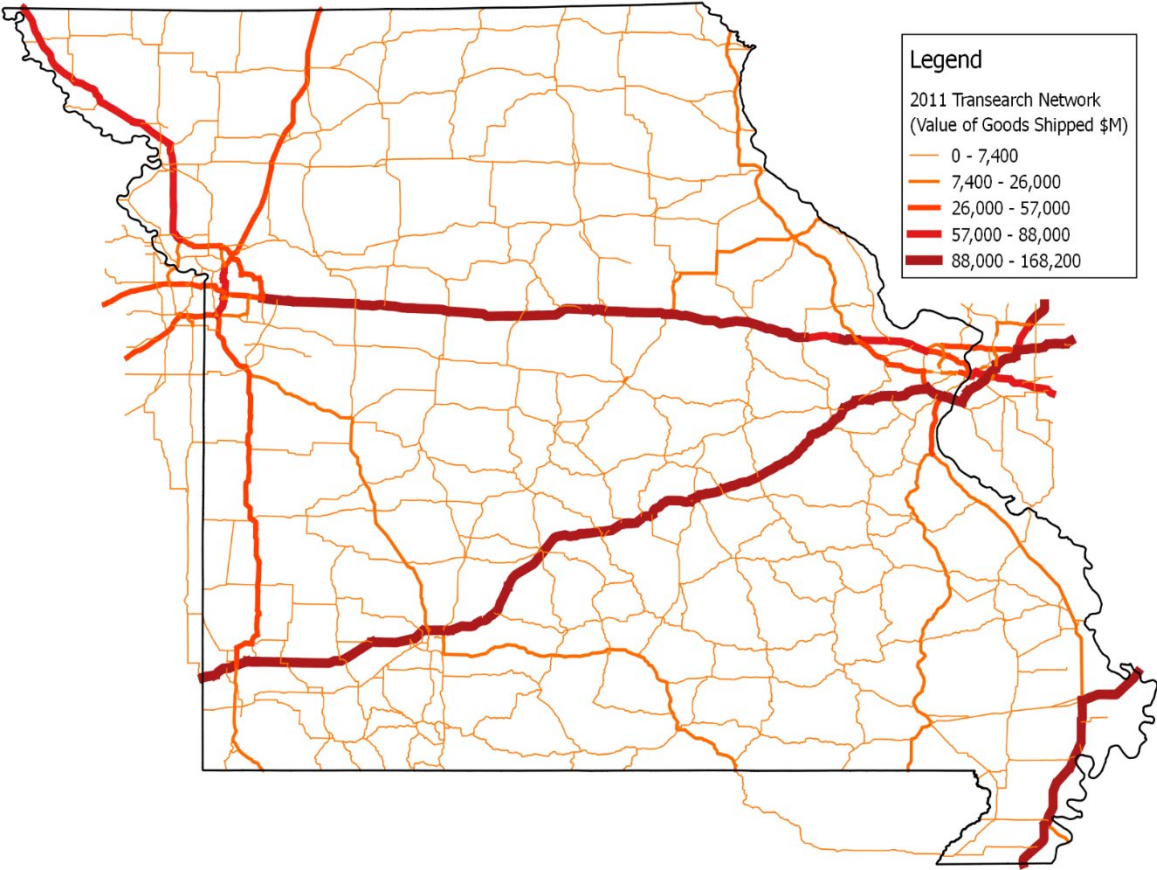
Truck Trip Distances within 72 hours of Crossing Rocheport Bridge



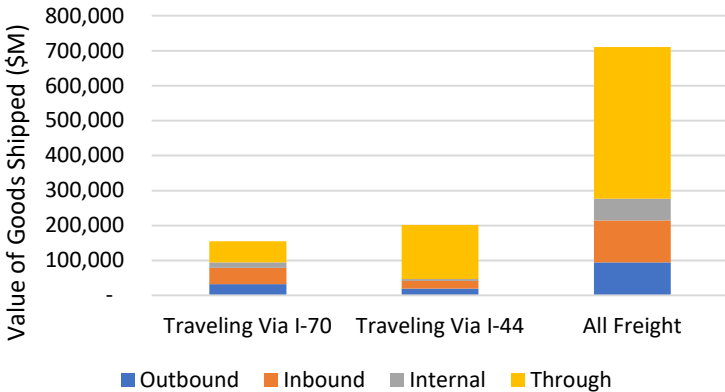
I-70 Trade Map (By Share of I-70 Volume, 2011 Transearch)



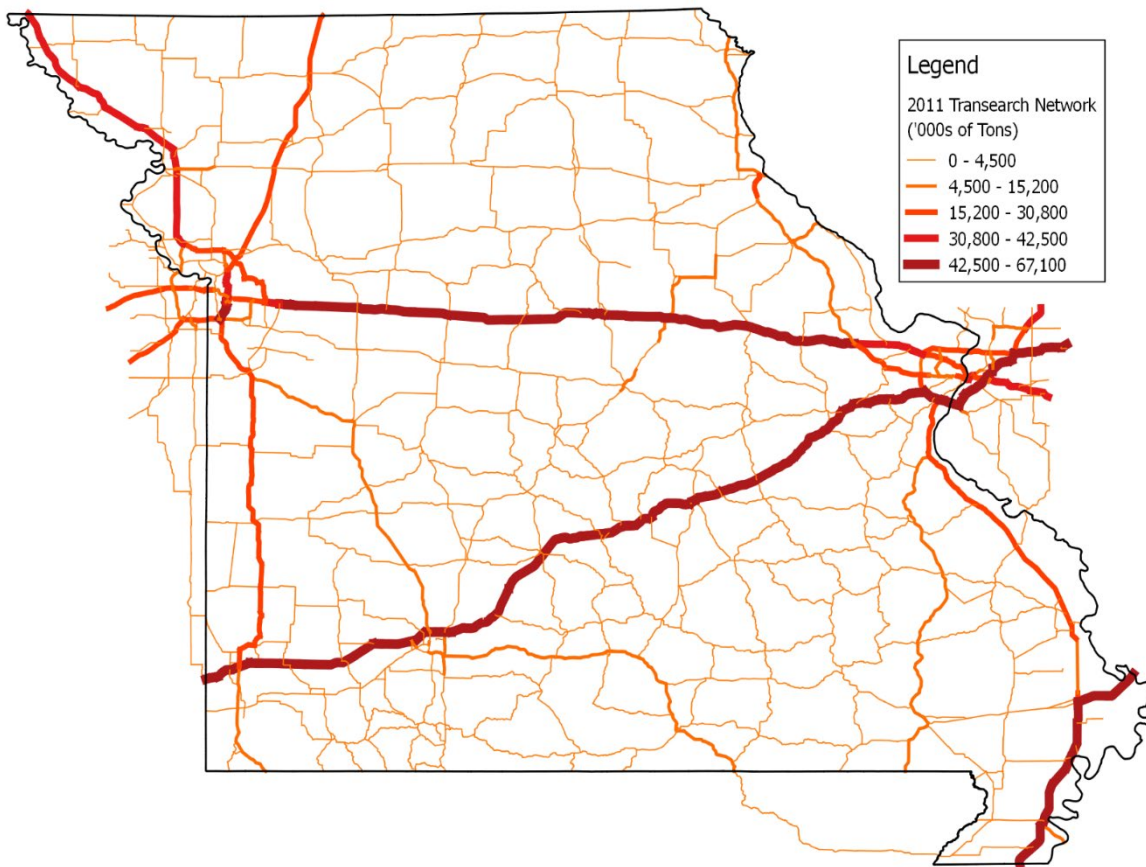
2011 Transearch Value of Goods Shipped



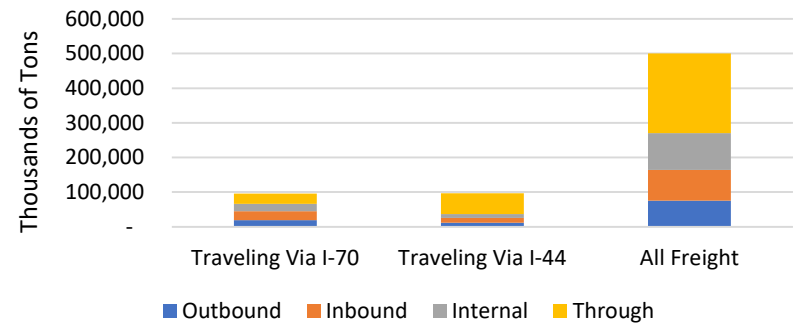
Relative Activity of Major Corridors in Missouri (2011)



2011 Transearch Volumes of Goods Shipped



Relative Activity of Major Corridors in Missouri (2011, Thousands of Tons)





L0962 9-24-13
PIER 2 W SIDE CAP FACE
W/LRG SPALLS REBAR EXP
HVY MAP CRKS W/EFF &
LRG AREAS OF DELAM
THRUOUT



L0962 Cooper 70 E 8/24/15
Pier 15 girder 2 rocker with
minor rust moderate leaning
to west typical throughout rockers



L0962 Cooper 70 E 8/24/15
Abut 18 outer edge of
cap delamed throughout



L0962 9-23-13
SP 14 L-9' LEFT LOWER GUSS
DISTORTED DUE TO MIN PK
RUST

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

Source: MoDOT.



L0962 Cooper 70 E 8/24/15
Bent 4 span 5 east side
view with map cracking
throughout and spalls
with rebar exposed



L0962 Cooper 70 9/10/15
Span 13 stringer 9 at L8
with hvy pack rust
cantilever bearing

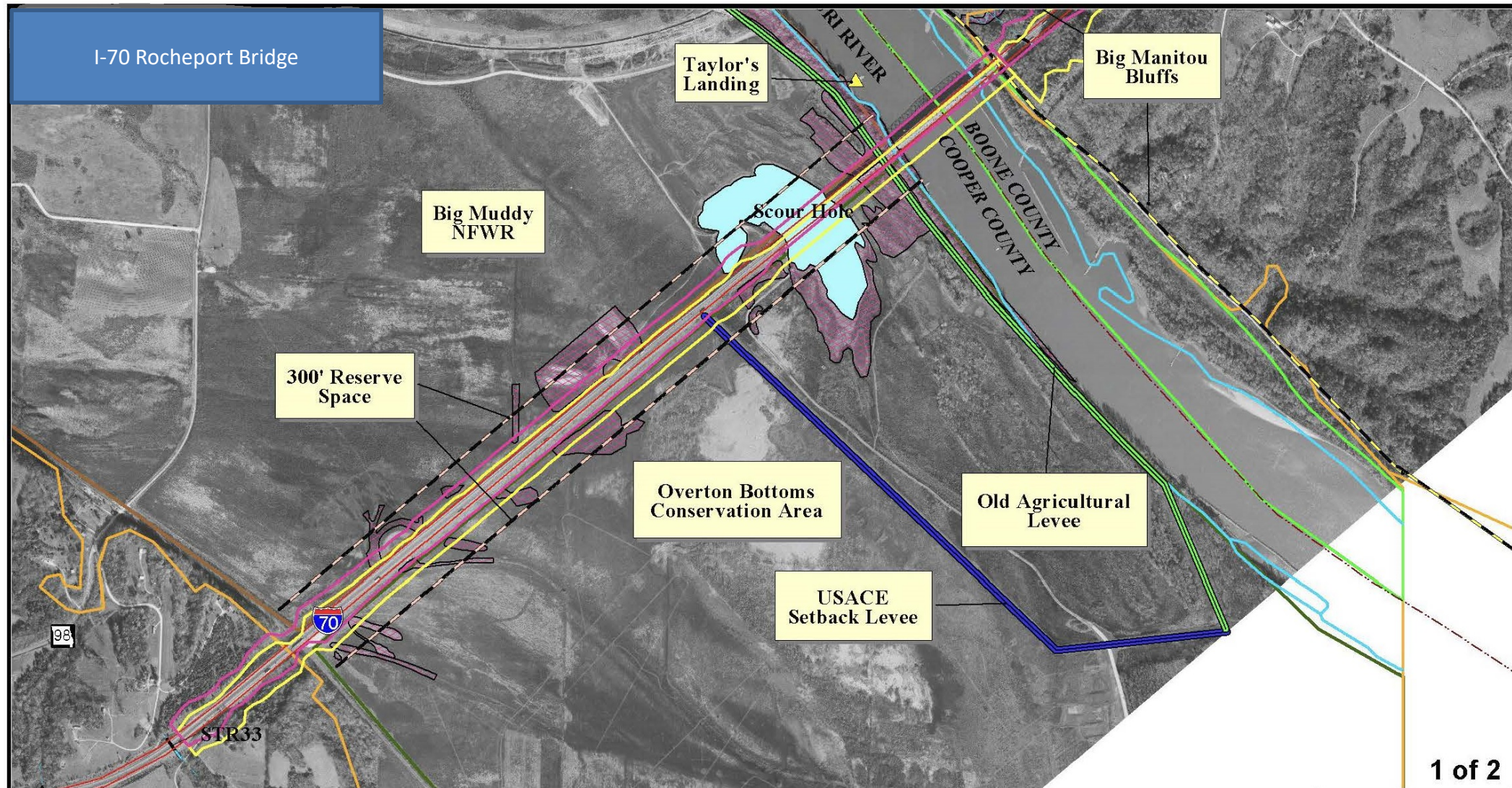


L0962 Cooper 70 8/28/17 Bent 4
west side capface all delaminated and
spalled out with rebar exposed

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

Source: MoDOT

I-70 Rocheport Bridge



1 of 2



SECTION 3
Boonville to Rocheport

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

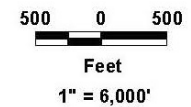


Figure II-2
Missouri River Crossing Alternatives Cooper & Boone Counties, Missouri

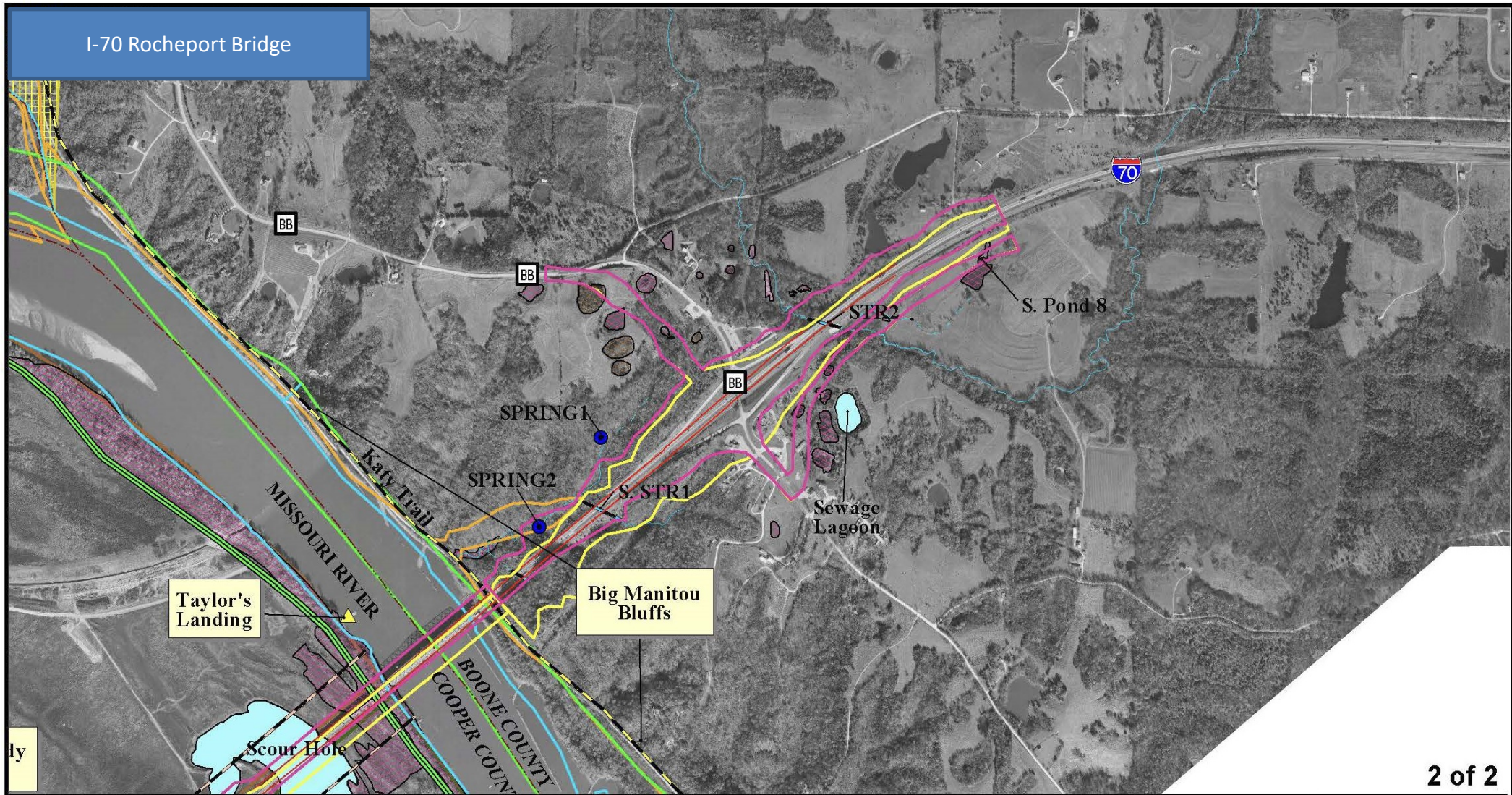
Conceptual design plan for the I-70 Missouri River Bridge at Rocheport.

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

Source: I-70 Second Tier Environmental Assessment



I-70 Rocheport Bridge



		<p>SECTION 3 Boonville to Rocheport</p>	<p>LEGEND</p>					
			<ul style="list-style-type: none"> — North Alternative — South Alternative — I-70 Center Line — Stream Crossing 	<ul style="list-style-type: none"> Katy Trail 300' Reserve Space River/Stream County Line Old Agricultural Levee USACE Setback Levee 	<ul style="list-style-type: none"> FEMA Floodway Floodplain Big Muddy NRWR 	<ul style="list-style-type: none"> Overton Bottoms Conservation Area Wetland Sinkhole ● Spring 		

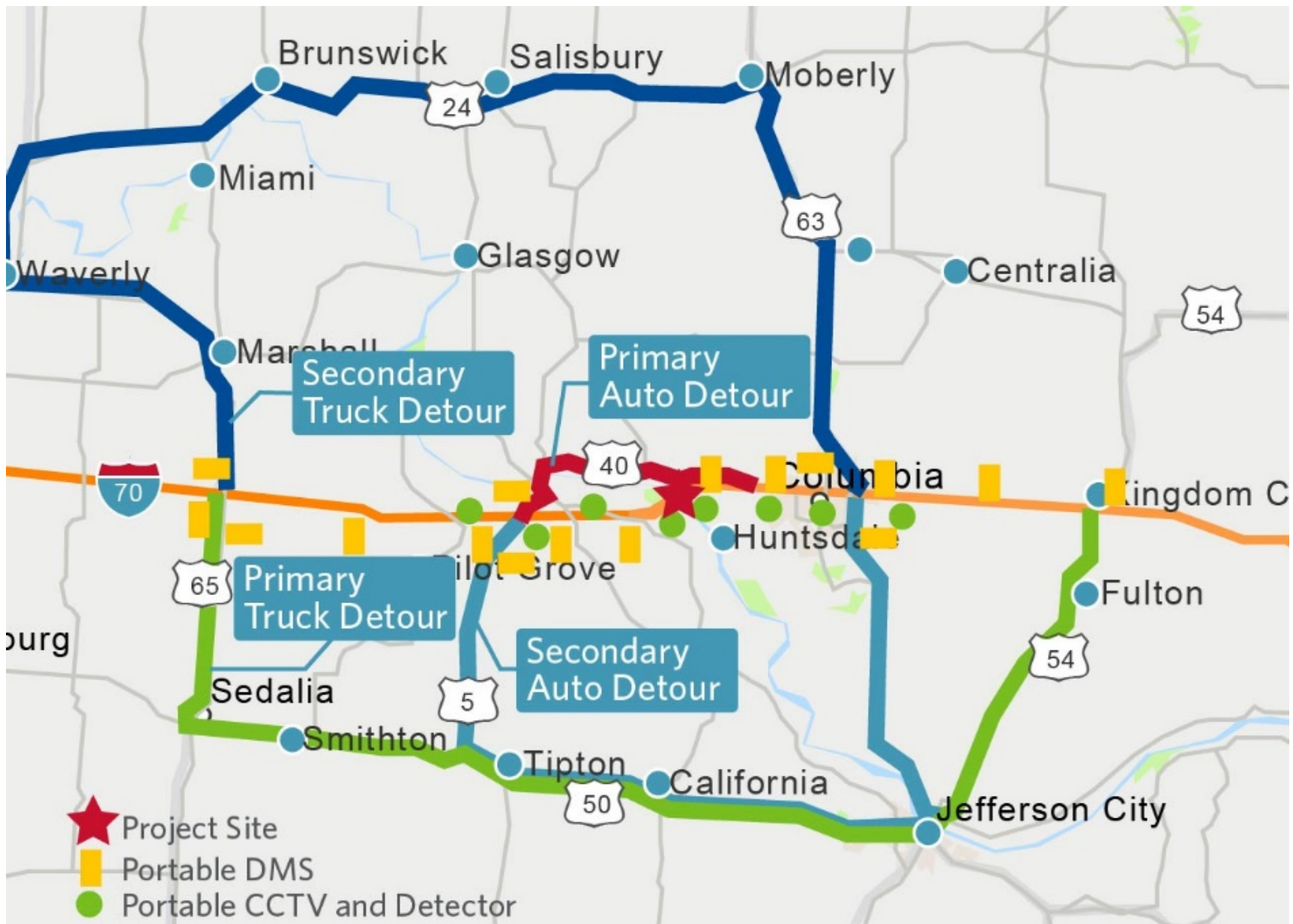
Figure II-2
Missouri River
Crossing Alternates
Cooper & Boone
Counties, Missouri

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





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



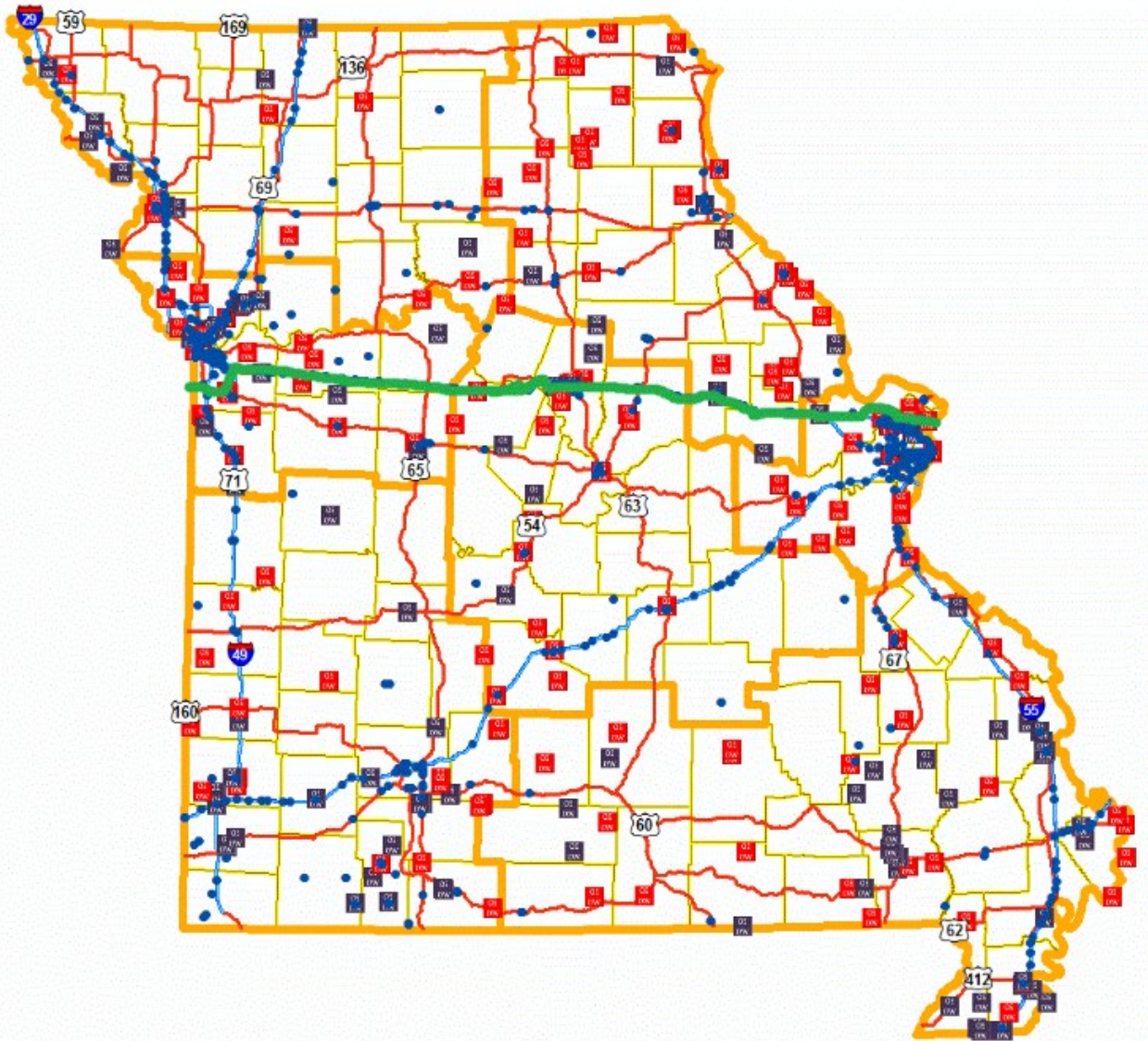
Real-Life Example



Routine Oversize Overweight Permit *(Not a Superload)*

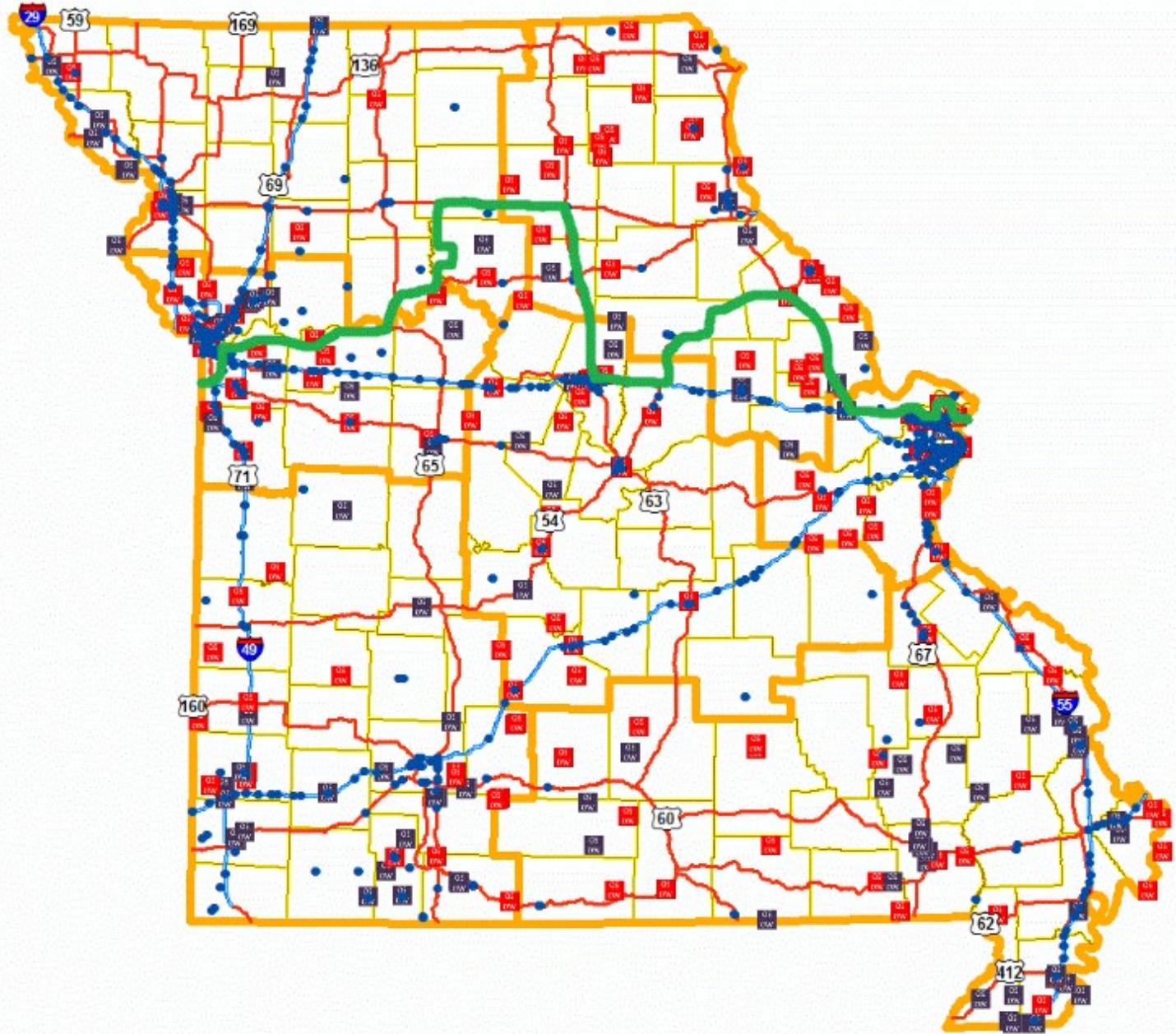
Entering from IL at I-270/Exiting into KS at I-435

Preferred Route



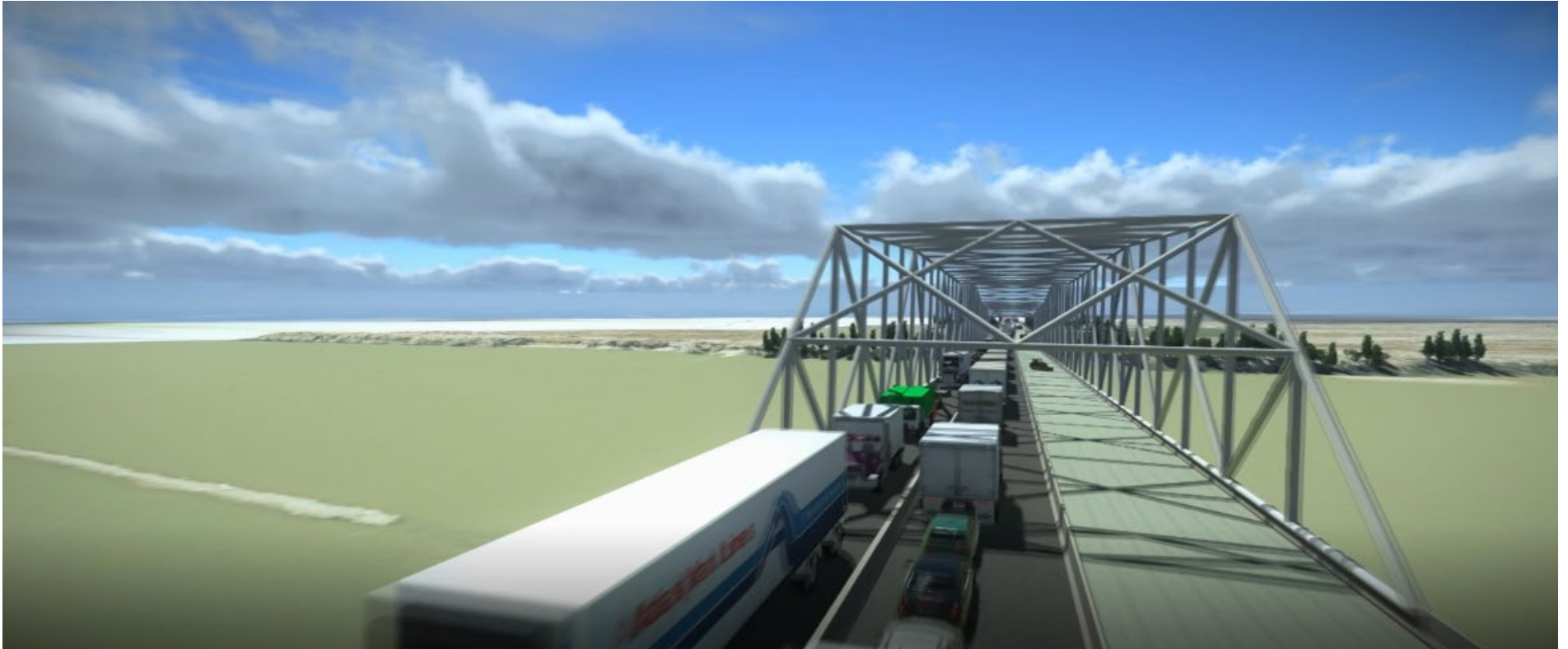
271 Miles Total

Actual Route



413 Miles Total

**52%
Increase!**

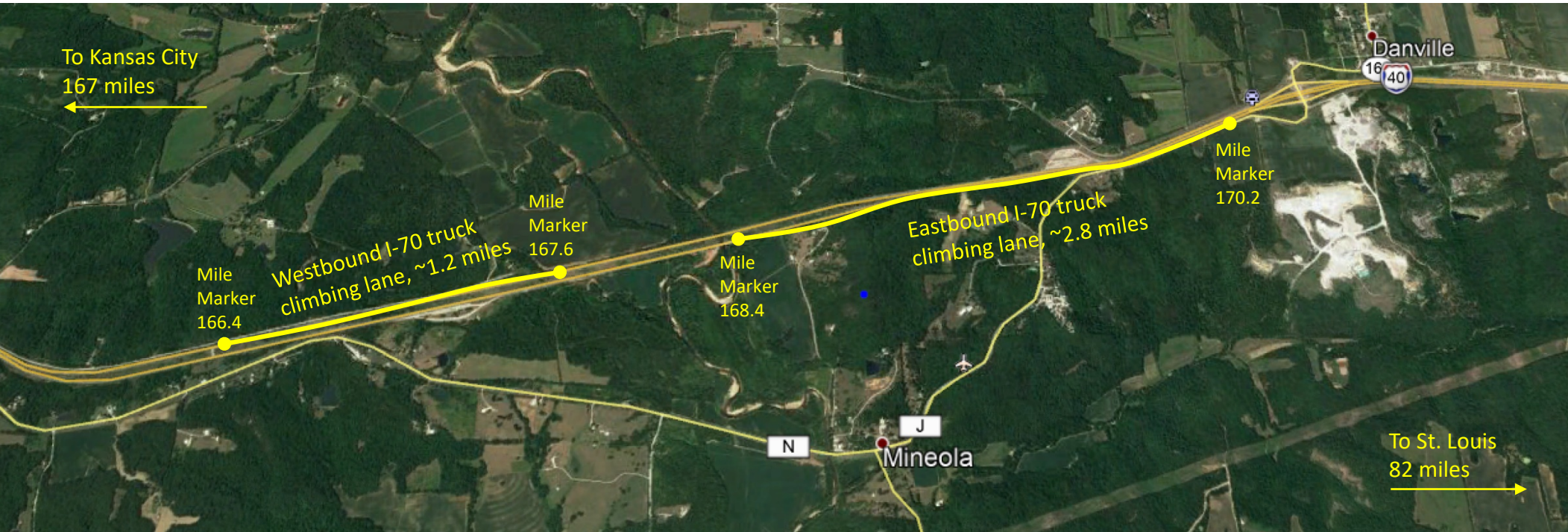


Simulation of Rocheport Bridge rehabilitation (if INFRA funding is not awarded for new construction).

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

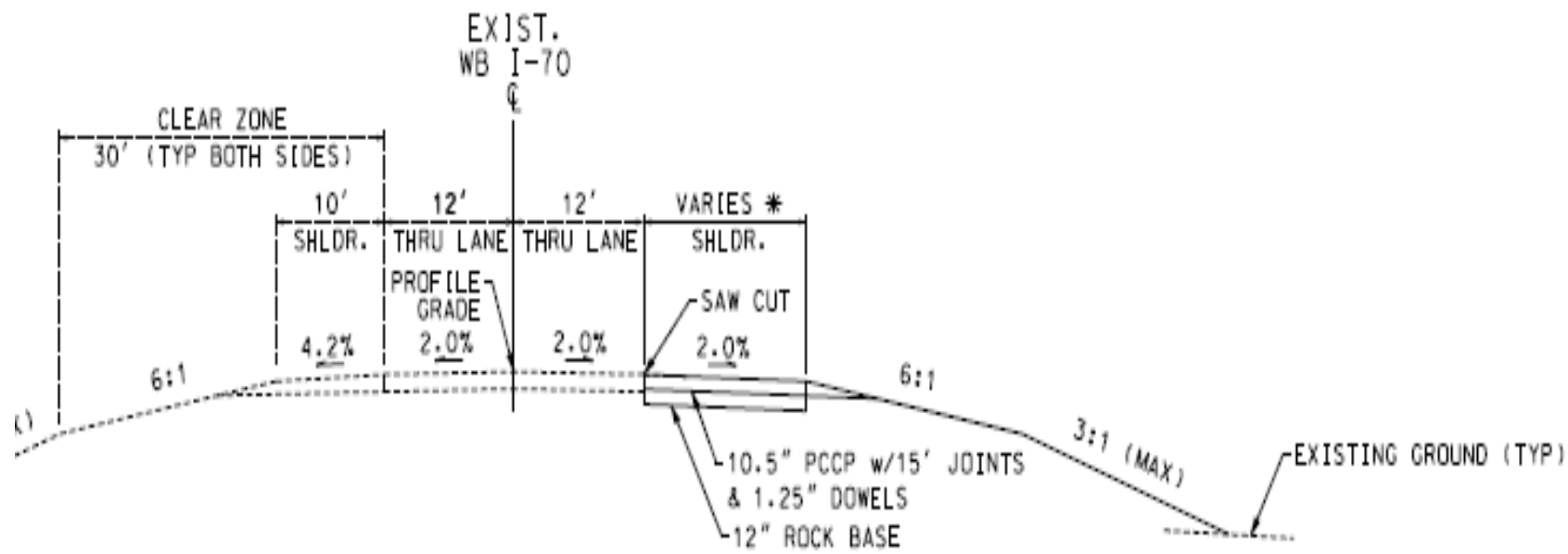




Mineola Hill – proposed truck climbing lane location.

Photo source: MoDOT D5741-CM-R2-247





WIDENING SECTION
TYPICAL SECTION EXIST WB I-70

Cross Section for Truck Climbing Lanes

Source: MoDOT





Westbound climbing lane starts here and continues west for approximately 1.2 miles



Westbound climbing Lane end here

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

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.



Eastbound climbing lane ends here





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

