

2005 Report to the Joint Committee on Transportation Oversight



Missouri Department of Transportation

Progress As Promised

What a year!

The passage of Amendment 3 gave us the chance to “wow” our customers and give them what they want - smooth, safe roads sooner.

We also celebrated the long-awaited approval of a federal highway bill and implemented a practical approach to designing projects that will save nearly \$400 million over the next five years.

Here are some other highlights:

- **Smoother, Safer, Sooner** - this progressive concept funded by Amendment 3 will:
 - deliver 2,200 miles of smooth road by December 2007;
 - speed existing work; and
 - build new, major projects.
- **SAFETEA-LU** - the federal transportation bill means an additional \$30 million a year for critical projects.
- **Construction boom!** The state will experience the largest construction program in Missouri’s history over the next five years – 866 projects totalling \$7.3 billion.
- **Minimizing delays** - To help motorists cope with all the work we’re doing, we created an informative, easy-to-understand work zone map that motorists can access on our Web site.
- **Better visibility** - We’re also working to make our roads safer with a new, more visible pavement marking system implemented Aug. 1.
- **What happens after Amendment 3?** A new initiative to develop a statewide, long-range transportation plan is under way to provide some of those answers.
- **Staying on track.** We’re using an unprecedented results-based system to monitor our progress and show we’re accountable. The findings - warts and all - are published quarterly in the Tracker, which is distributed to legislators and posted on our Web site.

Although many challenges lie ahead, the foundation is in place for us to continue this momentum. The next few pages will provide more detail about our achievements over the past year and show how we’re striving every day to make sure:

- you have a smooth ride when you drive Missouri’s roadways;
- your travel is not delayed;
- you get where you’re going – safely;
- you have a voice in projects that impact your life; and
- you’re getting a dollar of value for every dollar we spend.

Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

“ ... thanks for the great job on the I-44 project near the Sugar Creek exit. Since I’ve driven on the new part of the interstate, I realize the massive undertaking that took place. Please forward my letter to any and all that took part in this effort. Thanks again!”

Comments from a customer’s e-mail, Aug. 21



Smoother Safer Sooner *Amendment 3*

MoDOT is responsible for planning, designing, building, maintaining and operating more than 32,000 miles of highway – the seventh-largest highway system in the United States. We also work to improve aviation, waterways, transit and railroads in Missouri.

Getting A Smooth Ride

Smoother, Safer, Sooner

On November 2, 2004, four out of five Missouri voters said they wanted their roads fixed, and they trusted MoDOT to do it. By the time Amendment 3 takes full effect in 2009, it will add \$180-\$190 million a year to MoDOT's budget for transportation system improvements.

Since its passage, we've worked extremely hard to identify needs, make wise use of these additional resources and get projects under way. Our Smoother, Safer, Sooner initiative has three components:

- the Smooth Roads Initiative;
- accelerated projects; and
- new construction.

Smooth Roads Initiative

The Missouri Highways and Transportation Commission has approved 177 projects totaling \$360 million to make our roads smoother. More than 100 of these projects are already under way with the goal of making 2,200 miles of roads in Missouri smoother and safer by December 2007. These roads carry 60 percent of the state's traffic, and 86 percent of Missourians live within 10 miles of them.

Accelerated Projects

Bonding capacity made possible by Amendment 3 is allowing us to speed up projects already in our five-year construction plan - some by several years. The commission has approved 55 projects totaling \$432 million, with work already under way on more than 35 projects.

A few examples of major projects that will be accelerated are:

- Rehabilitation of the Route 67 bridge crossing the Missouri River in St. Louis;
- Major congestion relief work on the Triangle in Kansas City;



- Completion of Route 61 to four lanes in northeast Missouri; and
- Completion of the four-lane Route 71 corridor south of Joplin.

New Construction

The third leg of the Smoother, Safer, Sooner plan allows us to fund additional major, high-priority projects. Our 10 districts worked with their planning partners to identify priority projects. We then met twice with our planning partners to prioritize the top projects statewide and presented them to the commission. The end result was a list of 38 projects totaling \$1.62 billion that were added to the 2006-2010 Statewide Transportation Improvement Program, our largest five-year construction plan ever.

2005: Largest Construction Program Ever, Highest Number of Work Zones

In July, the commission approved the largest construction program in Missouri's history – 866 projects over the next five years – largely due to Amendment 3 funding. When added to existing funding commitments for roads, bridges and other transportation modes, the construction program totals \$7.3 billion.



Some of the projects planned for the next five years are:

- The last two major corridor projects from Proposition A (Jefferson County Route 21 and Camden County Route 54)
- Major reconstruction of I-64 in St. Louis
- Paseo Bridge in Kansas City
- Completion of significant four-lane corridors:
 - o U.S. 60 from Springfield to Sikeston
 - o U.S. 71 from I-44 to Arkansas
 - o U.S. 61 from Iowa to St. Louis
 - o I-64/U.S. 40 connecting to I-70
 - o U.S. 65 from I-44 to Arkansas
 - o U.S. 67 from Festus to Poplar Bluff
 - o U.S. 36 from St. Joseph to Hannibal

A complete list of projects planned for the next five years can be found on our Web site at www.modot.org.

All of this work results in a lot of orange barrels across the state. If you've traveled anywhere in Missouri lately, it's likely you've encountered one of the more than 1,000 active work zones. While this work poses some inconvenience for Missouri motorists, the end result will be well worth it – smoother, safer highways that save lives, create jobs and improve travel.

“Those of us who use Highway 71 want to express our appreciation for the new surface from Pumpkin Center North to Maryville. Those workers had some pretty hot days in which to work. Want to say thanks!”

Comments from a customer's e-mail, Sept. 12

"I just wanted to let you know how much I appreciate the construction updates on the Work Zones map. I don't think we'll be affected by current projects, but it was nice to be able to check before sitting on MO-13 in 95 degree heat, waiting for our turn to go . . ."

Comments from a customer's e-mail, June 22

Federal Transportation Bill

Another boost for Missouri roads and bridges came Aug. 10 when the president signed the federal transportation bill, which will bring an average of \$862 million a year to the state for transportation improvements until 2009.

Missouri's Congressional delegation, led by Sen. Kit Bond, was instrumental in securing this funding for Missouri. The state will receive more in federal highway funds than in the past, moving closer to getting a dollar back for every dollar we pay in.

Managing Work Zones to Reduce Delays

Interactive Message Boards

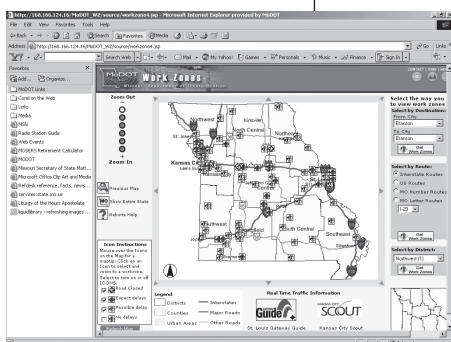
We're working hard to reduce inconvenience to motorists as we perform our highway maintenance and construction. Several ways we're reaching out to travelers is through interactive message boards and our Web site.



We're using electronic signs to flash quick messages to travelers as they drive into major work zones. Called changeable message boards, these signs give drivers more timely information about what they can expect in the work zone ahead, including the potential time they'll have to wait in traffic. The message boards also warn motorists of upcoming lane closures, lane changes and other work zone information.

Work Zone Map

An informative, easy-to-understand work zone map can now be found on our Internet home page at www.modot.org. This new service makes Missouri one of the nation's leaders in work zone information technology. The map allows motorists to organize their work zone search by trip origin and destination, route or region. Color-coded icons display active sites by degree of delay. Icons can be clicked on if motorists want more detailed information on specific work zones. Text displays describe the duration of the work zone, the type of work being done and expected lane closures.



Incident and Work Zone Management Teams

We also have created incident and work zone management teams to better coordinate work along some of our busiest corridors, such as Interstates 44 and 70, where roadwork and congestion pose unique challenges. The teams cross district boundaries and work daily to give travelers the information they need about work zones and construction.

Night and Off-Peak Hours Work

To help lessen the impact our work has on drivers, we performed some work at night or during off-peak hours. In fiscal year 2005:

- 146 projects that required lane closures were done at night.
- 117 projects that required lane closures were done during off-peak hours.
- 263 projects included innovative contract methods to speed the process.
- 41 projects required closing a road to speed construction.

Getting You Where You're Going Safely

There were 1,130 traffic-related fatalities on Missouri's roads in 2004. That's unacceptable. Here are some things we're doing about it:

Pavement Marking System

On Aug. 1, we began implementing a new pavement marking system to make driving Missouri highways easier and safer. New pavement will be striped using brighter, longer-lasting pavement markings designed to improve traffic flow and visibility, especially at night and during wet weather. Centerline stripes will be wider - six inches wide instead of four - and rumble stripes will be added at the edge of the road. Rumble stripes are a combination of a grooved pattern in the pavement that is painted with reflective paint. If motorists travel to the edge of the road and over the edgeline stripe, they will feel and hear the rumble.

We're also making roads safer by improving signs, adding miles of guard cable, installing traditional rumble strips on shoulders and near intersections and adding improved emergency reference markers along major roads.

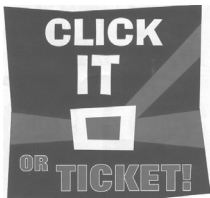
Guarding the Middle

We're completing installation of approximately 160 miles of guard cable on highways throughout the state. Several projects are planned over the next two years to add more than 430 additional miles of guard cable barriers on interstate highways.



*Missouri Coalition
for Roadway Safety*

**ARRIVE
ALIVE**

**Missouri's Blueprint for Safer Roadways**

As a Missouri Coalition for Roadway Safety partner, we're working to implement Missouri's Blueprint for Safer Roadways. The blueprint outlines strategies to reduce Missouri traffic fatalities by 20 percent or more by the year 2008.

The coalition has provided an estimated \$1.9 million to partners around the state to put life-saving strategies to work. Activities have focuses on additional law enforcement; buying new equipment such as portable breath-testing instruments, radar trailers and child safety seats; installing signs, lights and flashing beacons at intersections; certifying child passenger safety technicians and providing educational videos and teen driver education programs.

Using the Arrive Alive theme, the Blueprint's education and outreach plan will focus on such hot issues as safety belt use, impaired driving, speeding and driver inattention, specifically among young and older drivers.

Click It or Ticket

The national Click It or Ticket campaign, designed to increase safety belt and child restraint use, helped to increase seat belt use in Missouri by one and one-half percent, from 75.9 percent in 2004 to 77.4 percent in 2005. The increase in belt use prevented 22 fatalities and 515 injuries and resulted in an economic savings of more than \$70 million. Child restraint use increased by five percent, from 77 percent in 2004 to 82 percent in 2005. The federally funded campaign includes radio advertising and provides grants to pay for additional law enforcement efforts.

Primary Seat Belt Law

Last year, we again pursued legislation that would allow law enforcement to stop drivers for not wearing their seat belts. Under current state law, officers can only issue safety belt citations if drivers are stopped for some other violation. We plan to pursue this legislation again in the upcoming session. If Missouri passes a primary safety belt law, we could save 90 lives a year and prevent more than 1,000 serious injuries saving \$225 million in economic costs, such as health care expenses and lost productivity.

Having a Voice in Projects That Impact Your Life**Planning Framework**

One of our tangible results is to involve our customers in transportation decisions. We continue to use our nationally recognized planning framework to give local officials and the general public a greater role in making transportation decisions for Missouri. This process has proved highly successful, especially when we worked with our planning partners to select new construction projects to be financed with Amendment 3 funds.

Partnering for Innovative Efficiency

We also recently hosted a meeting of industry leaders, government officials and interested citizens to hear their ideas for improving transportation in Missouri. Called

“Partnering for Innovative Efficiency,” the meeting brought together 80 contractors, engineers, vendors, citizens and public agency leaders to discuss how to produce transportation projects faster, better and cheaper. The group generated 128 ideas during the daylong meeting, including making better use of technology, examining ways to get projects done quicker and using innovative methods for project delivery and contracting.

Missouri Advance Planning – Mapping Our Transportation Future

We’re also working to develop a long-range plan - the Missouri Advance Planning, or MAP, initiative. The MAP initiative will define what our transportation system could and should do for its citizens. The effort kicked off with stakeholder interviews and a telephone survey asking Missourians about transportation services and challenges. Regional working groups are helping to implement the initiative throughout the state. MAP is expected to take about a year and a half to complete. For more information or to get involved, visit the MAP Web site at www.mapourfuture.org.

Getting a Dollar of Value for Every Dollar We Spend

Practical Design

We’ve begun using an award-winning new concept for highway design that will save nearly \$400 million over the next five years. “Practical Design” allows us to customize projects to fit specific needs, rather than apply generic standards across the board.

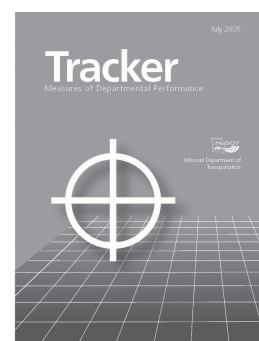
At the heart of Practical Design is delivering the tangible results we’ve agreed upon to our customers – including providing the best value for every dollar we spend and developing innovative transportation solutions. Already, we’re seeing results. A challenge to our 10 districts to trim the Statewide Transportation Improvement Program by 10 percent – largely by applying Practical Design standards – has been successful. Also, re-evaluating the new, major construction projects to be funded by Amendment 3 shaved more than 10 percent from the original estimates. The savings will be used for additional work to improve our overall transportation system.

Tracker

To serve our customers better, we’ve identified 18 tangible results we want to achieve. The tangible results define the services we should be offering to our customers and show we’re taking bold steps to be accountable and transparent in our operations. Examples include uninterrupted traffic flow, a safe transportation system and the best value for every dollar spent. We’ve also outlined how we’ll measure our success, and our progress is published quarterly in a document called the Tracker. The Tracker guides all we do - from the big picture to our daily operations. It helps us focus on what’s important and make timely adjustments if necessary. The Tracker also communicates to the public how well we’re performing. It is distributed quarterly to legislators and can also be found on our Web site at www.modot.org.

“The key is that the (state transportation) system is ours. We pay for it, and thanks to processes such as the MAP project now under way, we will have a say in what type of system we want, too.”

Donald Dodd, MAP Regional Working Group member and publisher of The Salem News



Where We Are Now

We're moving quickly to deliver our Smoother, Safer, Sooner initiative, as well as the largest five-year construction program in MoDOT history, to show the people of Missouri they can trust us to do good things with their money.

However, Amendment 3 won't solve all of our problems. Missouri ranks 45th in the nation in revenue per mile - Amendment 3 will only raise our rank to 44th. We simply have more needs and wants than resources, so we must consider long-term funding options.

We look forward to working with you on our transportation funding needs and other issues – especially our legislative priorities. We'll once again be pushing for a primary seat belt law, work zone safety and commercial motor carriers provisions for unsafe drivers and vehicles.



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www.modot.org