

One Corridor. One Vision. Five Targeted Investments.

Keeping Communities Connected

Comprehensive by design. Every segment advanced, every Tier-1 location strengthened, delivering maximum return on MoDOT's investment.

- ✓ **907K** Square Yards of New Durable Pavement
- ✓ **55.4** Miles of Hi-MOD Pavement Rehab
- ✓ **18.9** Miles of Six Laning
- ✓ **14** Improved Intersections
- ✓ **81.2** Lane Miles of New Pavement
- ✓ **0** Lane Reductions During Peak Hours
- ✓ **171,894** Square Feet of New Structures
- ✓ **56** Improved Ramps

Segment 2: I-44 Lawrence County
Pavement Consistency
→ **Corridor Reliability**

Replacement of passing lane with unbonded overlay with added safety ramp extensions and CCTV camera.

Segment 3: I-44 Springfield Corridor
Capacity Failure
→ **Resiliency**

Continuous third-lane delivery across Greene County's Tier-1 segments. Hi-Mod add-a-lane treatments provide 75 year full-depth performance where required, avoiding unnecessary full rebuild costs.

Segment 5: I-44 Stafford to Conway
Geometric Risk
→ **Safety**

Durable Hi-Mod major rehabilitation of existing lanes with a third lane added, including a 100-year full rebuild of all westbound lanes and a 25-year Hi-Mod rehabilitation of existing eastbound lanes with an added lane, along with ramp extensions for safer roadways, a targeted 10-year pavement treatment east of Route B, and a new truck parking area in a safer location.

Segment 4: I-44/MO 13 Interchange
Urban Constraint
→ **Predicable Flow**

Transformational I-44 / MO 13 interchange rebuild featuring a westbound Collector-Distributor (C-D) roadway, Norton signal elimination, a new north Interchange, and targeted pedestrian safety upgrades.

Segment 1: I-44/I-49N Interchange
Conflict Density
→ **Performance**

Modern, maintenance-efficient interchange rebuild—delivering direct interstate-to-interstate connectivity at consistent operating speeds to improve driver expectancy, strengthen freight performance, and enhance local safety.

A: MO 266 to US 160
Durable major rehabilitation of existing lanes with an added third lane.

B: MO 125 to Rte. B
Durable major rehabilitation of existing lanes with an added third lane.

C: Loop 49 to I-49/South MO 249 Interchange
High-friction surface treatment (HFST) to address a wet-weather crash area.

Geometrics

- New third lane for 18.2 miles
- Direct I-49 to I-44 and MO 13 to I-44 connections delivered at a consistent 45 mph ramp design speed
- Roundabouts that create resilient MO 59 connections
- Collector-Distributor system at MO 13, adding safe local access and MO 13 resiliency
- US 160 and US 65 improvements to increase overall capacity
- 56 improved ramps
- Freight movement tested for all design features

✓ 10 Improved Intersections

✓ 56 Improved Ramps

Pavement

- 55.4 miles of perpetual Hi-Mod Pavement Rehab
- 81.2 miles of new Full Depth Pavement
- 888,133 SY of geotextile for pavement structure support
- 907,452 SY of durable mainline pavement construction
- 196,368 SY of full depth shoulders support future expansion and maintenance
- All longitudinal joints align with lanes

✓ 907K SY of Improved Pavement

✓ 137 Miles of Improved Pavement

Safety

- 108 fewer fatal and injury crashes per year
- Conflict points reduced at Fidelity and MO 13
- Innovative Collector-Distributor system and Norton interchange provide transformational change to MO 13 functionality and safe local access
- New relocated and expanded truck parking facility in a safer location
- Eliminate I-44 backups with US 160, MO 13, US 65 and ramp improvements

✓ 108 Fewer fatal and serious crashes per year

✓ 67% Reduction of conflict points

Structures

- 18 new bridge structures
- 172,894 SF of new Structures
- 19,304 SF of Rehabilitated Structures
- 16’6” clearance at all interstate and state route locations
- No joints to maintain other than flyover structure
- 12 single span low maintenance designs
- 75-year design life for all new structures

✓ 18 New Bridge Structures

✓ 1 Flyover

Corridor Operations

- Identified major traffic movements from MO 13 to SB US 65 and corrected with resilient design
- MO 13 interchange with Collector-Distributor system creating intuitive access point to Hillcrest High, Zoo and Fairgrounds
- US 160 conversion to DDI fixes I-44 issue and provides long term solution for interchange
- Overall better for all project features: safety, improved travel reliability, fewer delays and increased capacity.

Maintenance of Traffic (MOT)

- Durable 75 year plus design of structures and pavements for ease of maintenance in the future
- Final design features consider MOT for safety of workers and public
- All crossovers and lane shifts designed for posted speed limit
- Smart work zones and in vehicle alerts all working with MoDOT Transportation Management Center
- 4 lanes of I-44 maintained at all times during peak hours
- Proactive communication with stakeholders and consideration of all modes of users for work zones

✓ 0 Lane Closures during peak hours

Segment Completion Focus

Our schedule is built to keep traffic moving and people safe. Work is strategically segmented to minimize impacts, maintain mobility, and deliver usable improvements as early as possible. Each phase is designed to reduce delays, protect workers and the traveling public, and return capacity to the corridor quickly.

