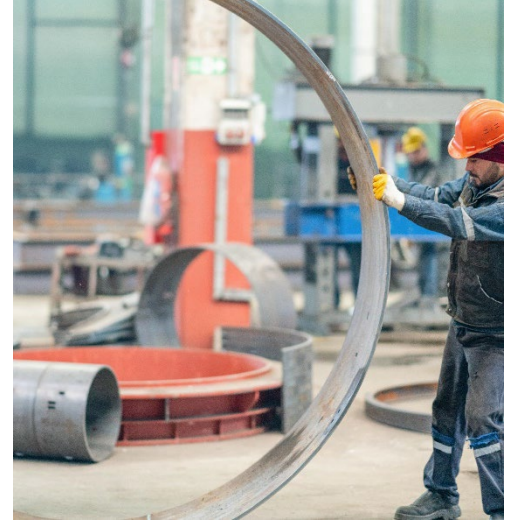


Appendix D:

Maps, Photos and Visuals



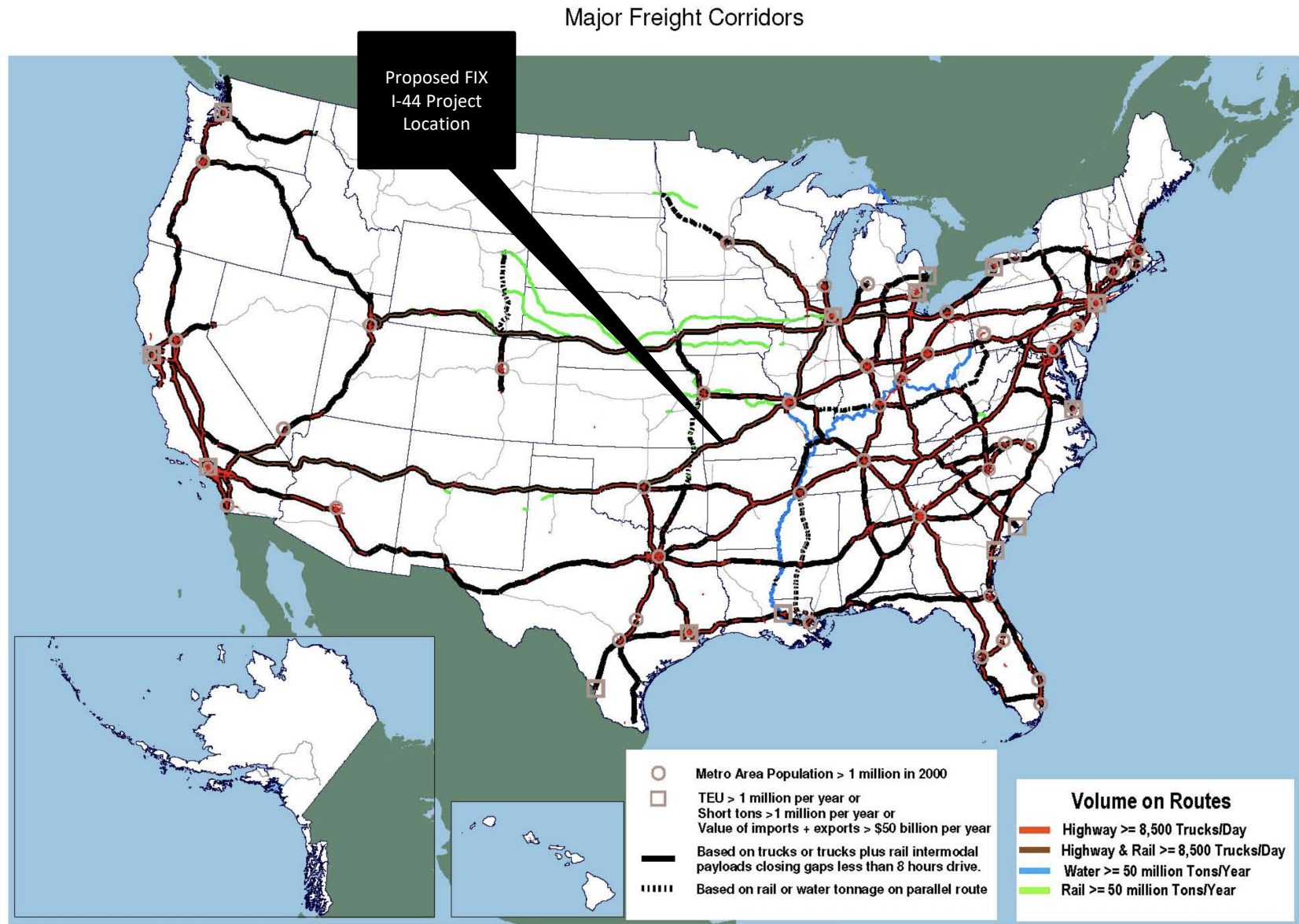
FIX I-44: FREIGHT, INNOVATION AND SAFETY FOR THE OZARKS



Maps, Photos & Visuals



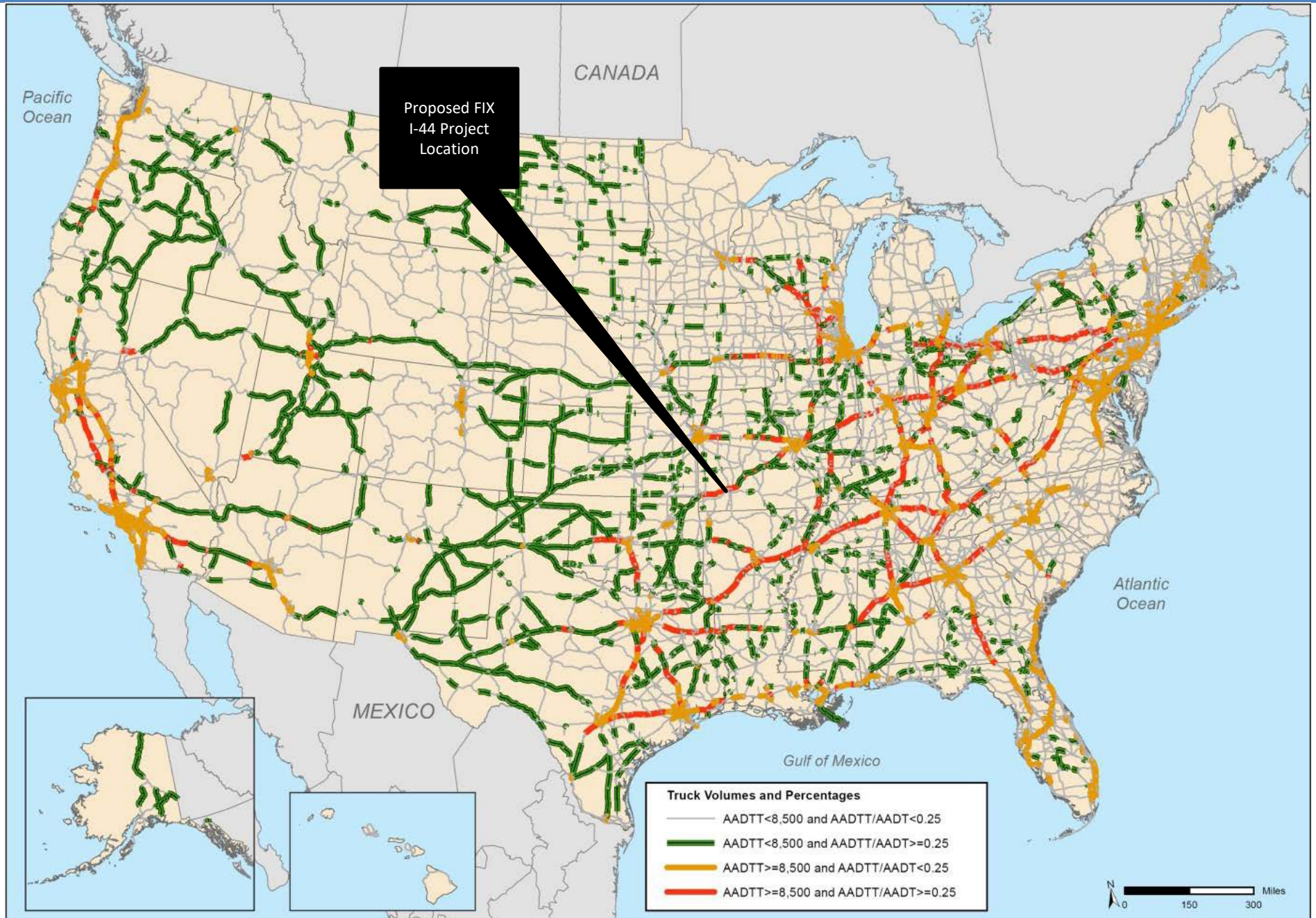
Project Location on Major Freight Corridor



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.

Major Truck Routes on the National Highway System



Source: USDOT, FHWA, FTA, Status of the Nation's Highways, Bridges, and Transit – Conditions and Performance, 23rd Edition – Part III: Highway Freight Transportation, May 2018 (<https://ops.fhwa.dot.gov/freight/infrastructure/nfn/rptc/cp23hwyfreight/index.htm>)

Project Location Near Intermodal Facilities

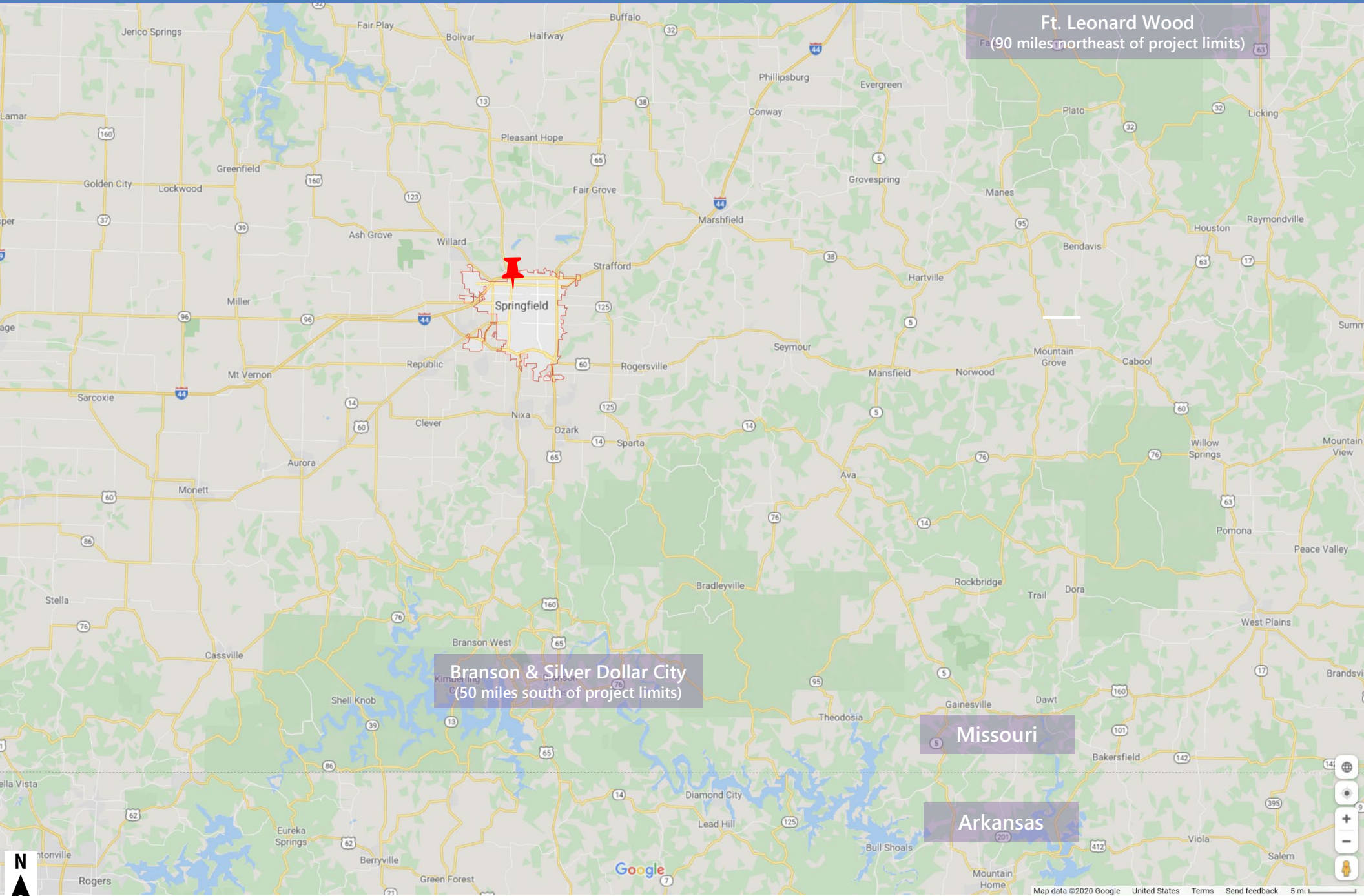
I-44 Corridor

NATIONAL CENTER FOR
FREIGHT & INFRASTRUCTURE
RESEARCH & EDUCATION
CFIRE

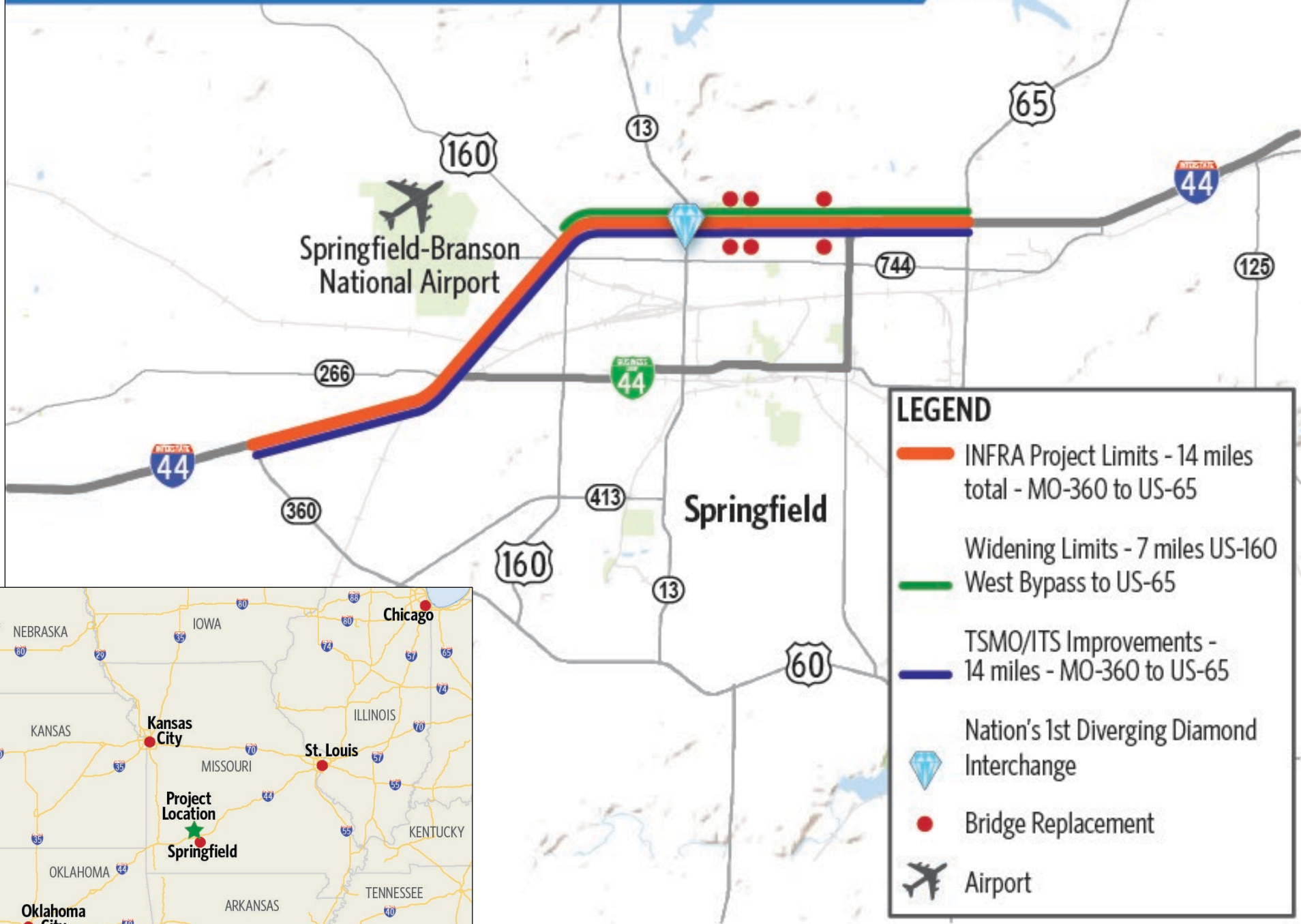
MID-AMERICA
FREIGHT COALITION



Project Location Near Ft. Leonard Wood & Branson



PROJECT LOCATION MAP

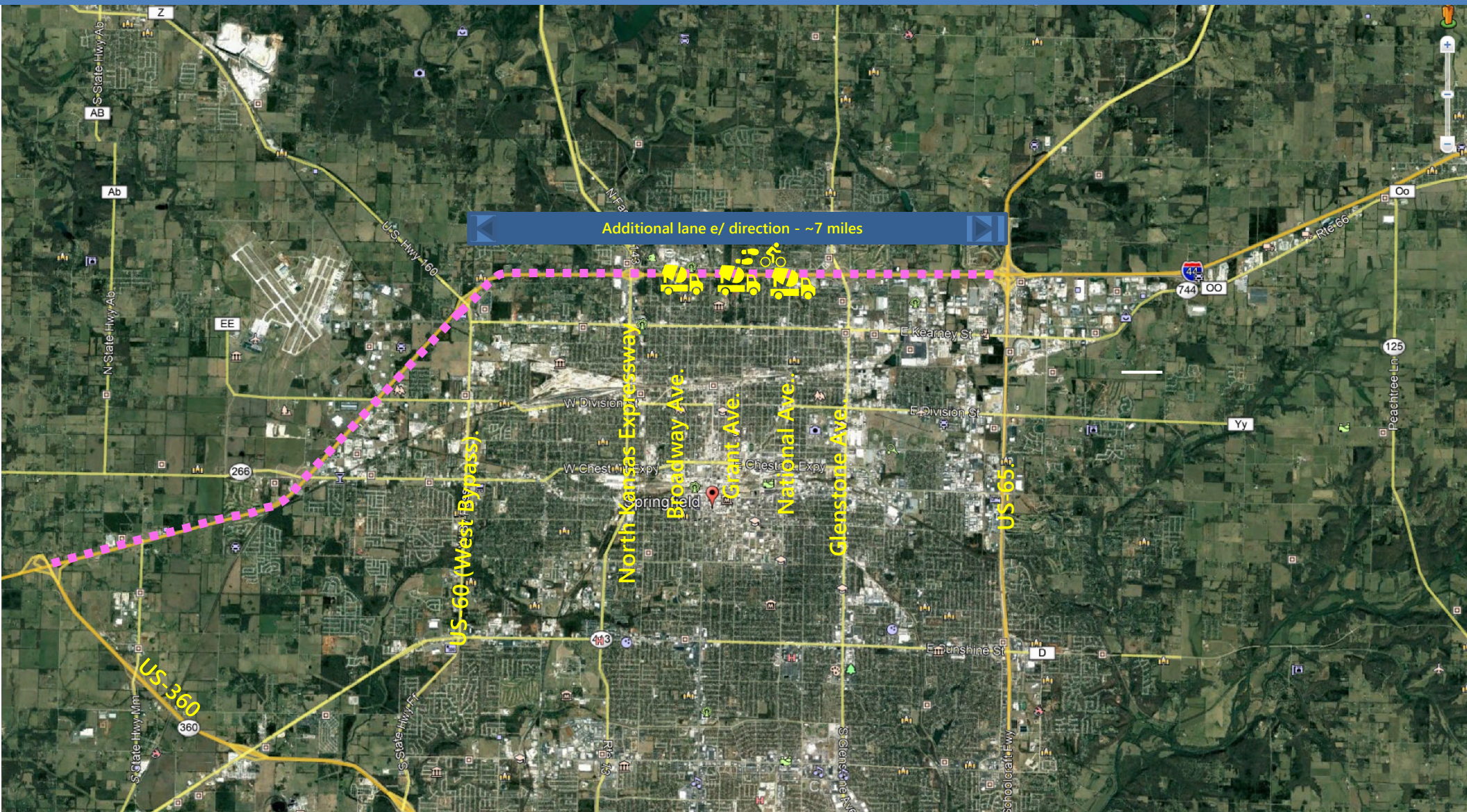


LEGEND

- INFRA Project Limits - 14 miles total - MO-360 to US-65
- Widening Limits - 7 miles US-160 West Bypass to US-65
- TSMO/ITS Improvements - 14 miles - MO-360 to US-65
- Nation's 1st Diverging Diamond Interchange
- Bridge Replacement
- Airport



Scope of Work Major Elements



- Construct additional lane in each direction from US-160 and US-65 (~7 miles); segment is currently two lanes in e/ direction



- Replace six two-lane bridges in e/ direction over Broadway Ave., Grant Ave., and National Ave.



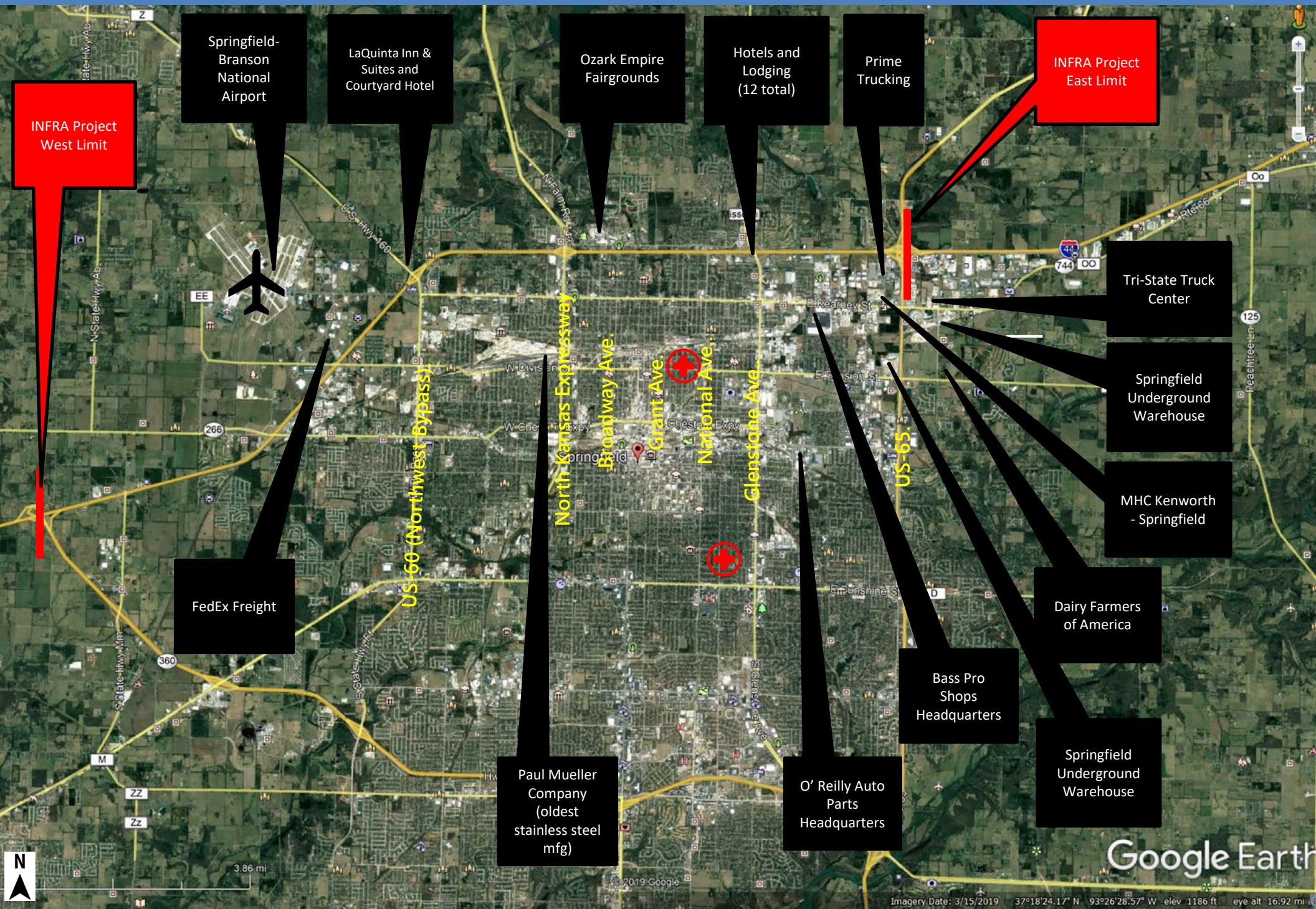
- Install box culvert under I-44 between Grant and National Avenues to support multi-use trail (active transportation)



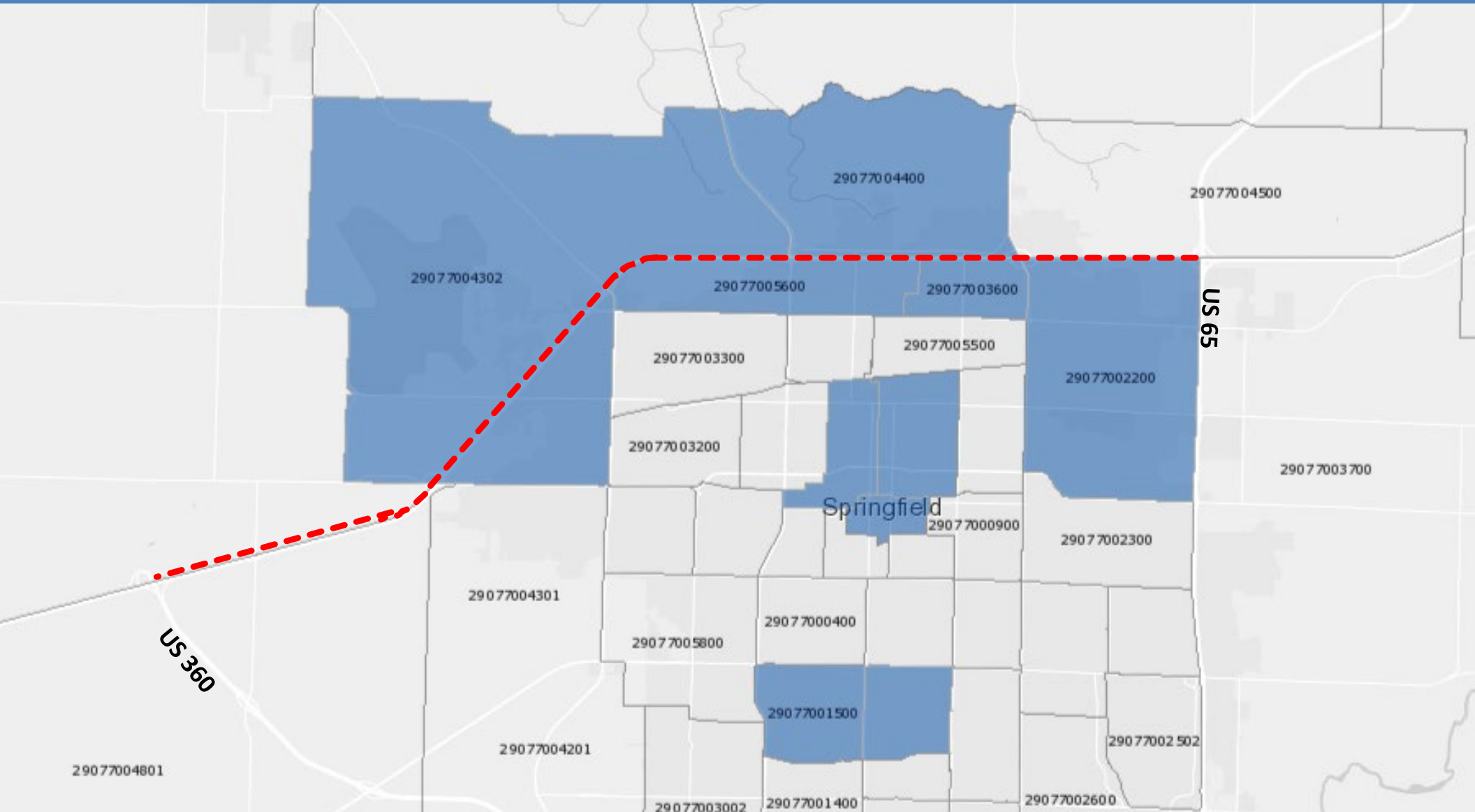
- Transportation Systems Management and Operations Strategies (TSMO) including ITS, Predictive Analytics, CCTV, etc.





Project Limits and Local Community



Project Area & Opportunity Zones

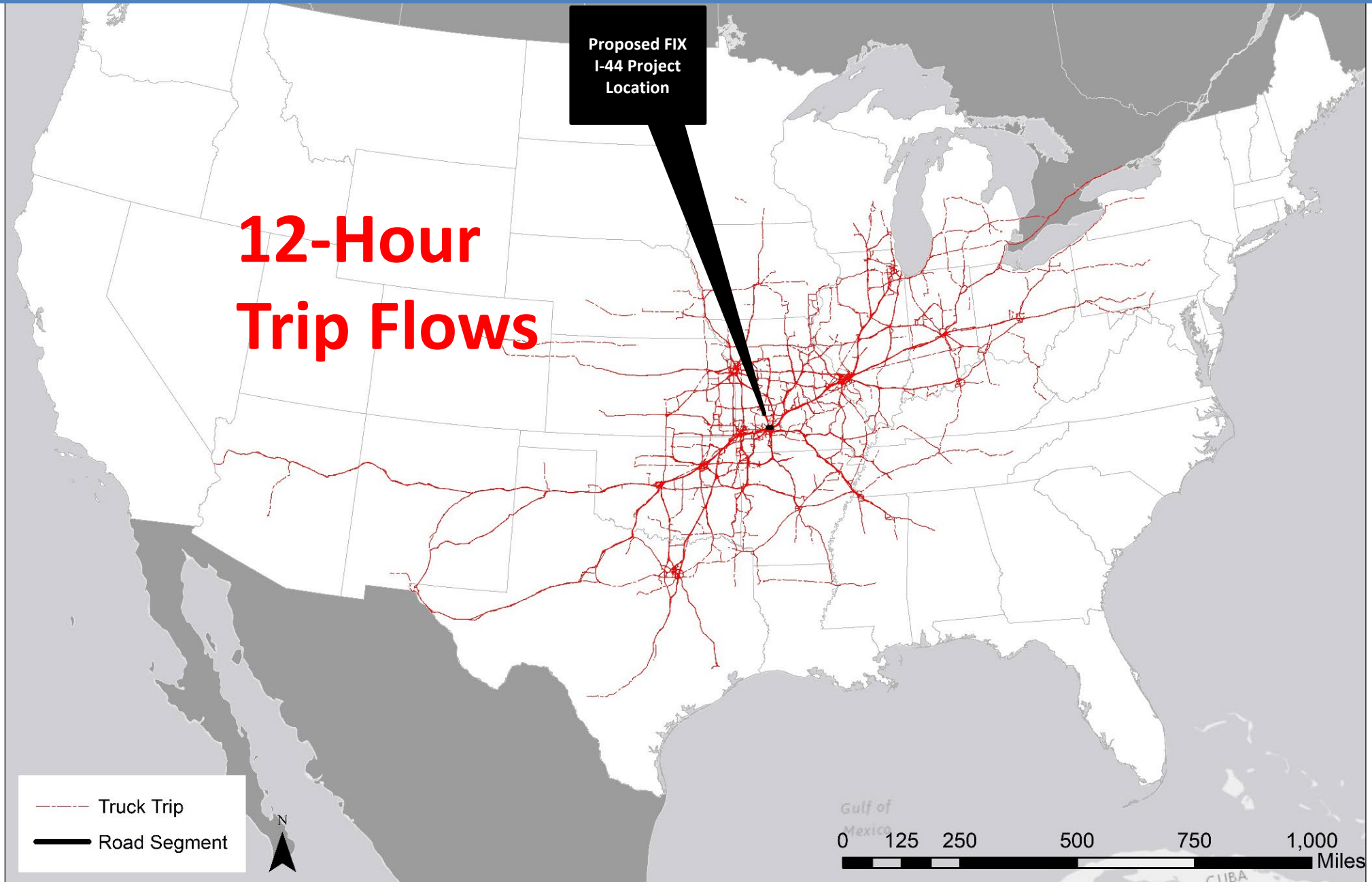


LEGEND

-  Qualified Opportunity Zone Tract
- 2907700 Qualified Opportunity Zone Census Tract Number
-  Proposed Project

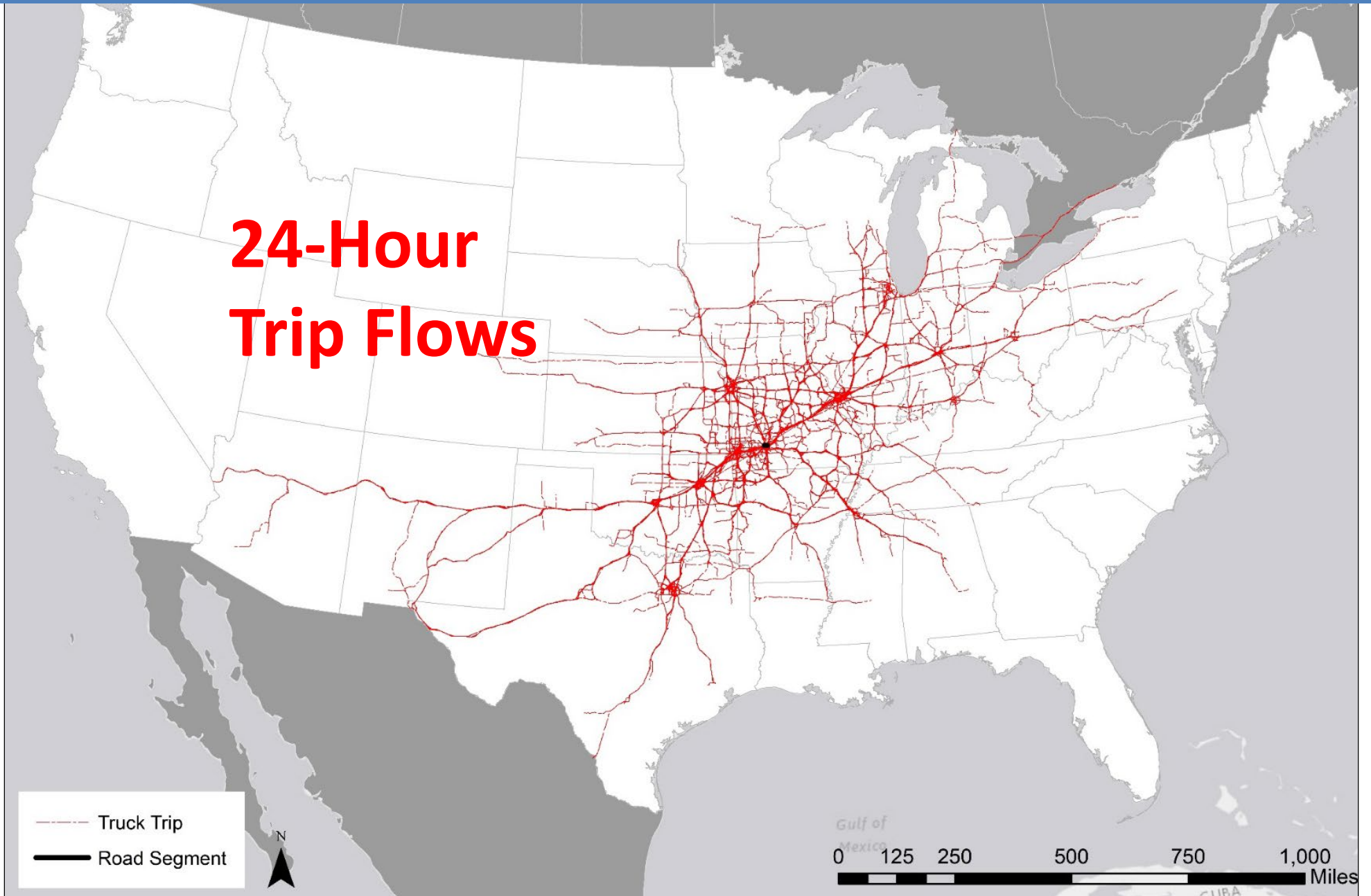
The proposed project is 14 miles long. Ten miles, or 74% of the project area lies within or borders an Opportunity Zone.

Springfield I-44 Segment 12-Hour Truck Trip Flows



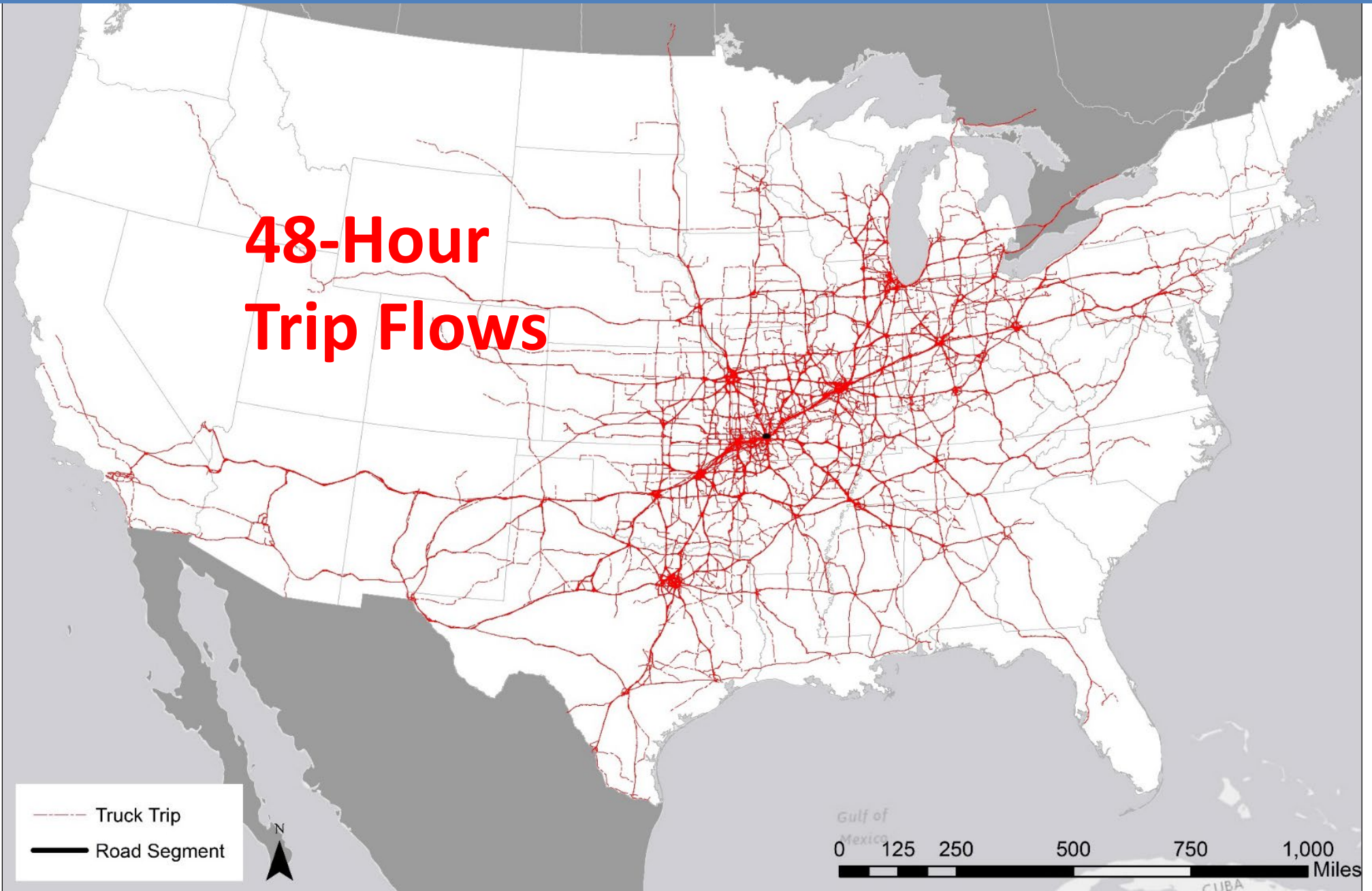
Truck trip flows are segmented in 12 hour, 24 hour, and 48 hours after the truck has traversed the I-44 project limits. Source: ATRI

Springfield I-44 Segment 24-Hour Truck Trip Flows



Within 24 hours, truck traffic is radiating in all directions. Source: ATRI

Springfield I-44 Segment 48-Hour Truck Trip Flows

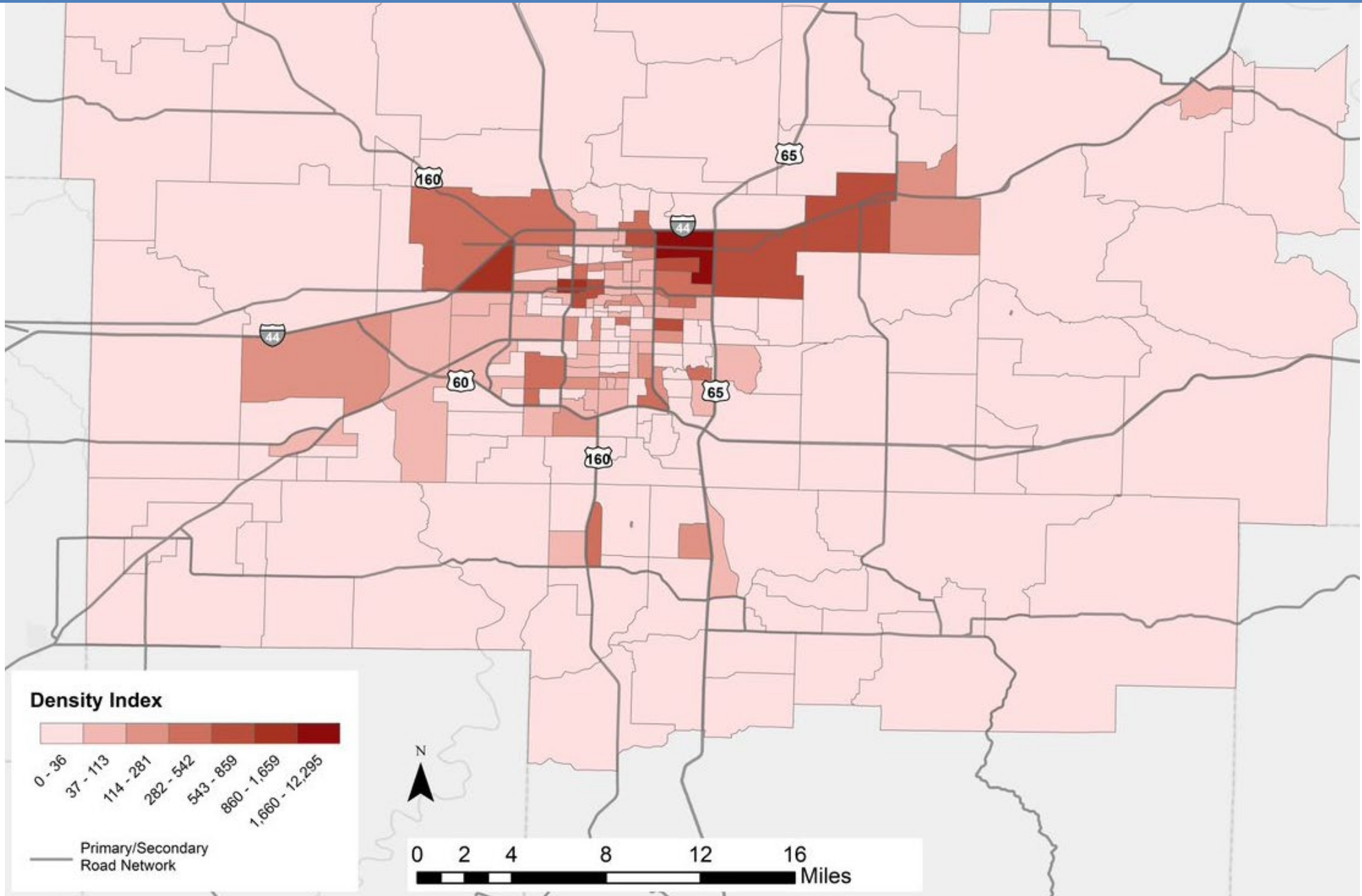


Within 48 hours, truck traffic from the I-44 project limits is spread all the way to the west and east coasts, and south to Mexico.

Source: ATRI

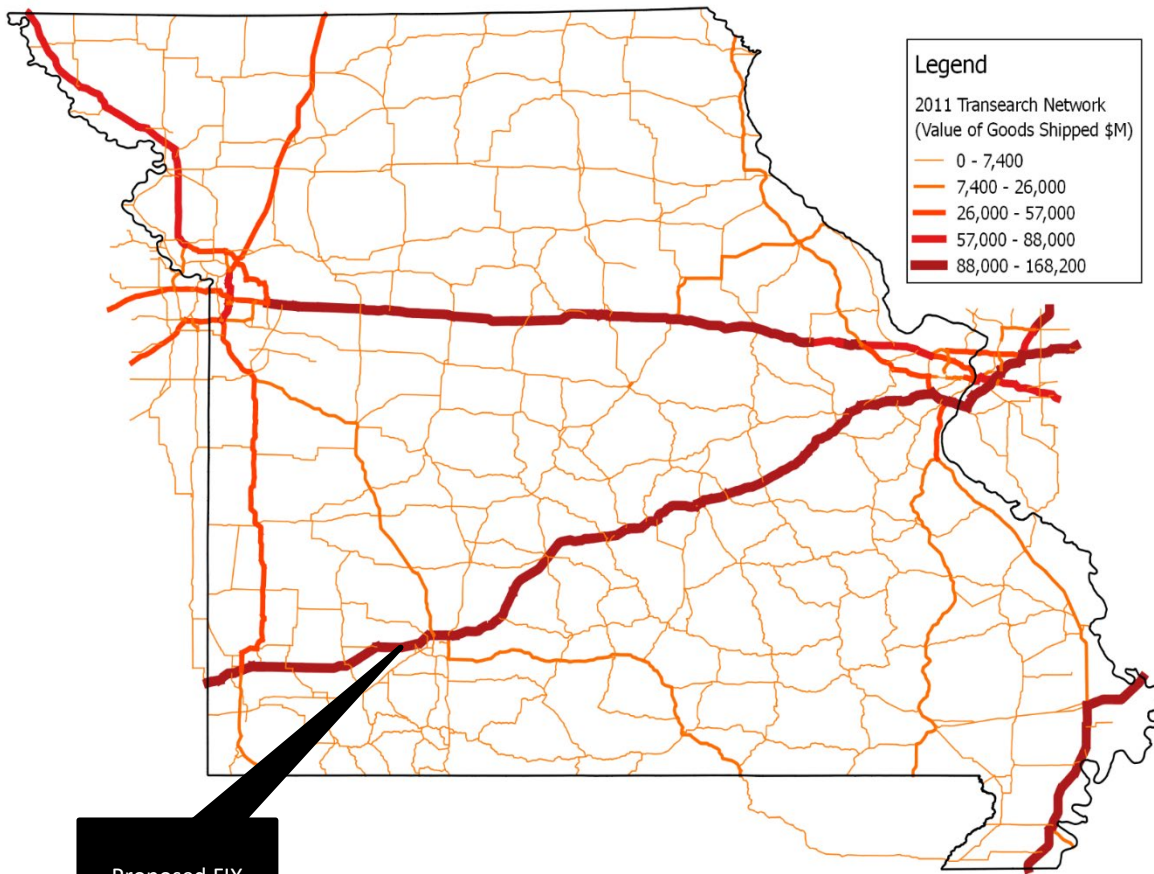
Springfield Freight Generators

(by Census Block Groups)



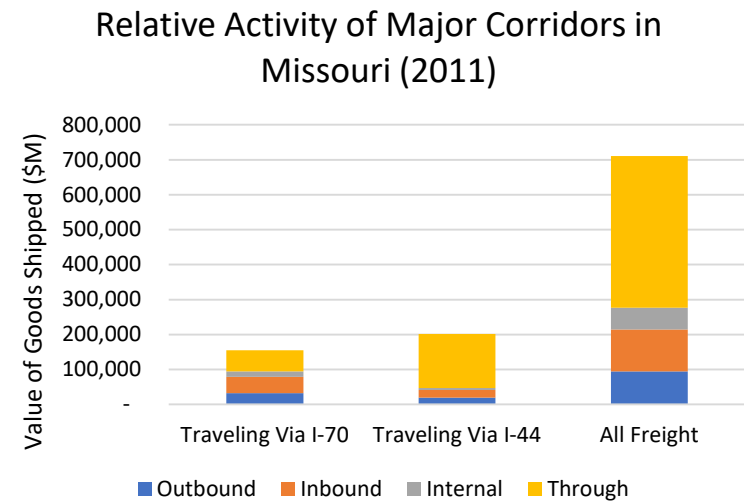
The graphic shows density of trucks as they pick up and deliver freight, and provides relative truck freight activity. The I-44 corridor in Springfield is closely aligned with the heaviest density and highest activity of trucks in the Springfield area. Source: ATRI

Transearch Value of Goods Shipped

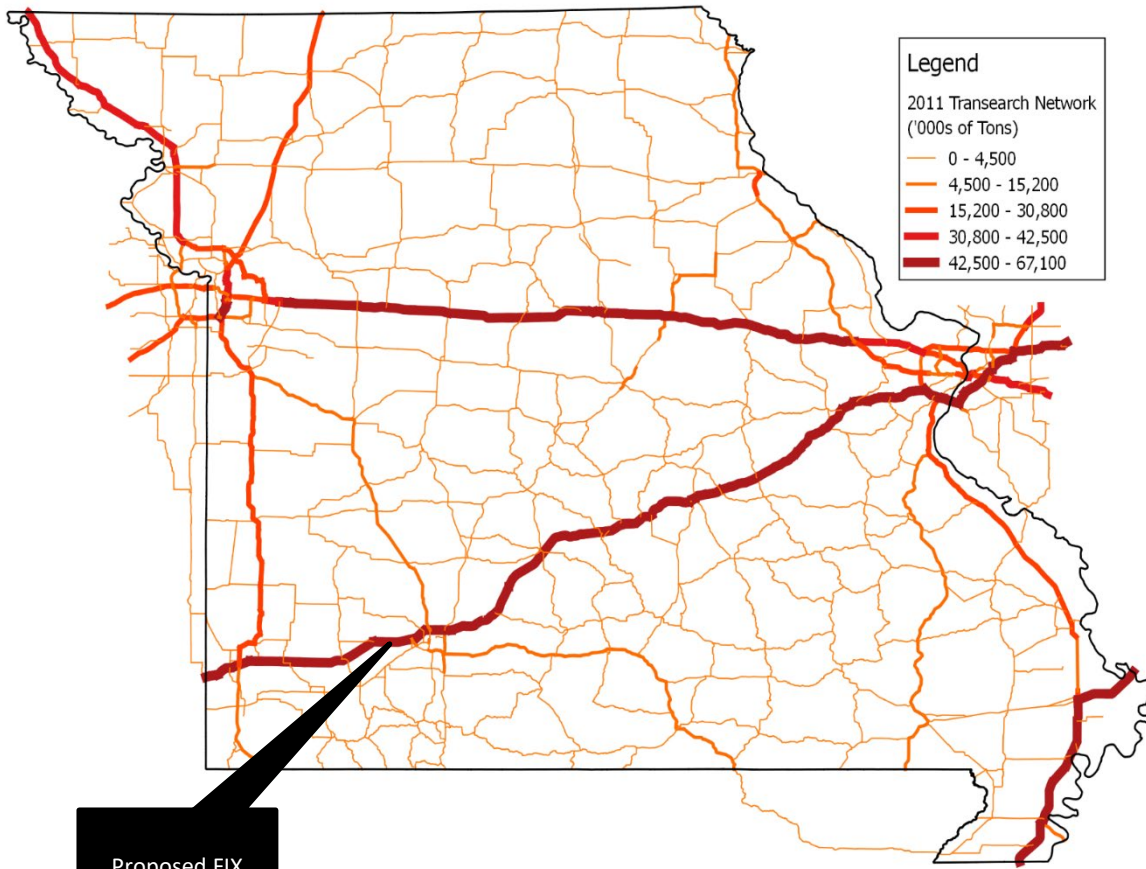


Proposed FIX
 I-44 Project
 Location

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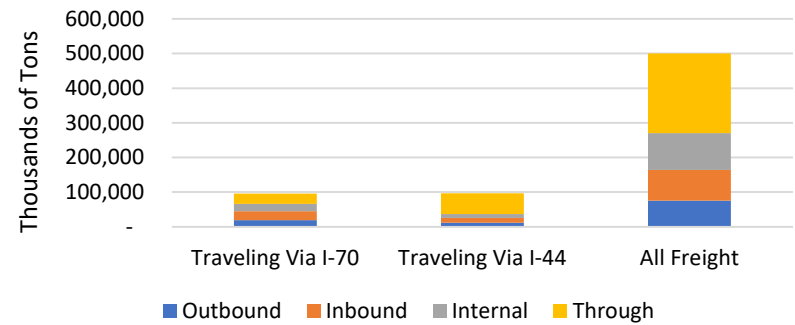
Transearch Volume of Goods Shipped



Proposed FIX I-44 Project Location

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



Photographs



I-44 – One additional lane will be added for seven miles in each direction

Photographs



Springfield, MO is a major freight movement city. It is the “stainless steel capital of the world” and home to several other major manufacturing facilities that rely on the over-the-road network to move their goods nationwide.

Photographs



Representative example of I-44 through Springfield, MO, showing heavy truck traffic. There is sufficient grassy median space to accommodate an additional lane in each direction.

Photographs



Truck traffic on I-44 through Springfield, MO, showing stretches with no center median barrier, and the grassy median where the additional lanes will be constructed. Even minor accidents can shut down both lanes of the roadway creating significant delays.

Photographs



Additional views of congestion on I-44 in the project limits. Traffic is comprised largely of freight-hauling trucks; tourists in cars, pickup trucks, and recreational vehicles heading to Branson and other recreational destinations in the Ozarks; and farm-to-market traffic.

Photographs



Additional views of I-44 illustrating the different roadway users and rock outcroppings along the corridor which limit accessibility when the roadway is closed following traffic incidents.

Photographs



This is one of three two-lane bridges that will be reconstructed. The surface street is Grant Ave.

Photographs



I-44 Bridge (notice the twin bridge design) – two lanes in each direction – over Grant Avenue. Close-up view. Left Photo: Underbelly view. Right Photo: Aerial View of same twin bridge design. The FIX I-44 project proposes to reconstruct three, two-lane twin design bridges on I-44.

Photographs



Springfield Underground is one of two underground facilities in Springfield, MO serving the supply chain network. This facility has 24 dock doors, 3 miles of lit roadway, 3 miles of rail siding, clear ceiling height up to 30', immediate access to I-44 and US-65 and served by rail.

Photographs

Springfield area employment (number in thousands)	Nov. 2019
Total nonfarm	221.1
Mining, logging, and construction	8.8
Manufacturing	17.0
Trade, transportation, and utilities	50.6
Information	4.3
Financial activities	11.8
Professional and business services	26.0
Education and health services	40.1
Leisure and hospitality	21.5
Other services	9.0
Government	32.0

Source: U.S. BLS, Current Employment Statistics



Springfield, MO's second underground facility. The trade, transportation, and utilities sector is the largest nonfarm employment industry in the Springfield area, employing more than 50,000 individuals.

Photographs



Crews reconstructing a bridge over I-44. Crews work at night to reduce impact to I-44 traffic. MoDOT is investing over \$81 million to replace or rehabilitate over 50 rural bridges directly impacting I-44 in Southwest Missouri.