

# HIGHWAY MM: CORRIDOR OF OPPORTUNITY



## PROJECT SCHEDULE

Missouri Department of Transportation (MoDOT) conducted studies on the MM/I-44 Interchange and US 60 to analyze how the project will affect the system. Environmental work is underway, and a CE2 is anticipated. MoDOT has already begun the consultation process with other agencies and has identified only a few areas to be addressed.

Schedule for Highway MM												
YEAR >>>>>>>	2024				2025				2026			
MONTH >>>>>>>	J	F	M	A	M	J	J	A	S	O	N	D
Mandatory Obligation Date, September 30, 2028												
Mandatory Construction Start Date, September 30, 2033												
Submit RAISE Grant Proposal												
RAISE Grants Announced												
Addition of RAISE Award to State Transportation Improvement Program												
Program and Grant Management												
PE - including scoping, traffic studies, high level estimate, location study, public involvement, inclusion in STIP/TIP: Jan 21 to June 2024												
Environmental Review Process including EIR document development and approval, and public involvement: Apr-22 to March-25												
Utility Clearance - Including coordination and relocation: Jul-22 to March-25												
Right-Of-Way Acquisition: Apr-23 to March-25												
Preliminary Design Development: Aug-24 to Aug 25												
Final Design Development/PS&E: Jun-23 to Mar-26												
I-44 to Haile Street (Component 1 & 2) Pre-Construction - Including Bid advertisement, letting, bid opening and award, preconstruction meetings. Obligate Construction Funds.												
I-44 to Haile Street (Component 1 & 2) Project Construction - Notice to proceed to project closeout and public opening: Aug 25 to Nov 27												
Haile Street to US 60 (Component 3) Pre-Construction - Including Bid advertisement, letting, bid opening and award, preconstruction meetings. Obligate Construction Funds.												
Haile Street to US 60 (Component 3) Project Construction - Notice to proceed to project closeout and public opening: Dec 2024 to Nov 2026												
MoDOT is conducting the design in house.												
Work completed thus far.												



Assuming that the grant awards are announced by June 2024, construction will begin by December 2024 (Component 3 PS&E Aug 2024, Letting Oct 2024) and August 2026 (Component 1 & 2 PS&E Mar 2026, Letting May 2026). The project will be fully constructed by December 2027 well in advance of the September 30, 2033, deadline. MoDOT has an agreement with BNSF Railroad regarding improvements concerning the existing railroad corridor.



## ENVIRONMENTAL RISK

MoDOT began the NEPA process with only a couple pending items. Environmental work is underway. MoDOT has already begun the consultation process with other agencies and has identified only a few areas to be addressed.

### NEPA Approval

The NEPA clearance process for the Highway MM Project is ongoing. CE2 clearance is expected and FHWA concurrence has been obtained (email from FHWA is included in Supporting Documents Appendix). An approval checklist is included in the required approval section.

### Environmental Permits and Reviews

Preliminary and/or Right-of-Way level Environmental Services (RES) were reviewed and returned on the project. A CE2 is pending to achieve NEPA clearance.

Environmental Services Checklist			
	FY2025-J8S0836B	FY2025-J8S0836E	FY2025-J8S0836D
	Highway MM 44 to MO 360	Highway MM MO 360 to Haile Street	Highway MM Haile Street to IIS 60
Request for Environmental Services Completed	12/7/2023	9/26/2023	6/22/2023
Flood Zone	No	No	No
Within 4 miles of Airport	Yes	Yes	No
Farmland Impact	Cleared	Not Applicable	Cleared
Floodplain/Regulatory Floodway	Not Applicable	Not Applicable	Not Applicable
Land Disturbance/Stormwater	Not Applicable	Not Applicable	Cleared
FEMA/SEMA Buyout	Not Applicable	Not Applicable	Not Applicable
Socioeconomic Impact	Cleared	Cleared	Cleared
Threatened & Endangered Species	Cleared	No Effect	Cleared
Migratory Birds	Not Applicable	Not Applicable	Not Applicable
Hazardous Waste Impact	Cleared	Cleared	Cleared
Wetland Impact (Section 404/401)	Not Applicable	Not Applicable	Cleared
Noise Impact	Cleared	Pending	Cleared
Cultural Resources Impact	Pending - Cultural Resource Survey will need to be revisited	Archaeological concurrence 9/28/2022. Architectural concurrence 3/20/2023	Archaeological concurrence 9/28/2022. Architectural concurrence 3/20/2023
Public Land Impact (Section 4F/6F)	Not Applicable	Not Applicable	Cleared
Other	Cleared	Not Applicable	Not Applicable
P&E Due Date	24-Aug	26-Mar	26-Mar
Letting Date	24-Oct	26-May	26-May
Construction Date	24-Dec	26-Aug	26-Aug
NEPA	CE2 Pending	CE2 Pending	CE2 Pending

Table 1 Environmental Services Clearance Status Checklist



## COMMUNITY INPUT

### Public Engagement

The Ozarks Transportation Organization (OTO) and MoDOT have conducted public engagement with the community on how to improve Highway MM. Feedback has been incorporated into the design and priority process.



The OTO throughout the Metropolitan Planning Organization (MPO) planning process has a data-driven system of ranking the area's priorities. This project has been scored as a high priority for the region.

**PUBLIC LISTENING SESSION**

OTO and MoDOT conducted a public listening session on February 28, 2022, to solicit feedback regarding the project at the Republic Community Center. There were approximately two hundred attendees at the public meeting. The feedback was primarily positive on the project. Concerns have been noted by MoDOT and attempts to mitigate concerns are being considered in the project design, including incorporating pedestrian sidewalks along the corridor. The OTO has maintained a public input log of issues along the corridor for the last ten years. The table below provides links to the project websites, which provide documentation on the outreach efforts to-date. MoDOT has scheduled public meetings on the project in April 2024.

**200**

**APPROXIMATE ATTENDEES**



### Highway MM Public Engagement Links

**OTO** <https://www.ozarkstransportation.org/highway-mm-corridor-raise-grant>

**MoDOT** <https://www.modot.org/greene-county-route-mmzz-corridor>



### REQUIRED APPROVALS

#### State and Local Government Approval

The City of Republic, Greene County, and MoDOT support this project. In addition, the Metropolitan Planning Organization Board of Directors also supports the project and has taken action to certify the inclusion of the project if awarded in the Transportation Improvement Program. Component 3 is included in the Missouri Statewide Transportation Improvement Program (STIP) and Ozarks Transportation Organization's Transportation Improvement Program (TIP). All components of the project are also included in the OTO's Long Range Transportation Plan *Destination 2045*. The STIP and TIP pages are included in the funding certification document. The only approvals that would be needed is the TIP/STIP amendments to add



component 1 and 2 of the project and the action to sign the agreements with Federal Highway Administration to begin the project.

### Studies

MoDOT commissioned two studies along the corridor to arrive at a long-term solution for the transportation issues along the corridor.

*Greene County Route MM/ZZ Corridor Study* was commissioned to address existing and future concerns due to growing traffic volumes within the Route MM and Route ZZ corridors. Multiple alternatives were considered to address crash history and eliminate at-grade railroad crossings in the area.

*Route MM/ZZ Corridor Study (James River Freeway to Route M)* was commissioned to provide traffic analysis, modeling, and forecasting for staged project implementation of the conceptual Highway MM corridor realignment to meet projected forecasts.

### Federal Transportation Requirements Affecting State and Local Planning

The Highway MM Corridor project is listed as a Priority Project of Regional Significance with the OTO (area's MPO). Component 3 and part of Component 1 of the project is also included in the Statewide Transportation Program (STIP) and the OTO's current Transportation Improvement Program (TIP). Upon the award of the RAISE Discretionary Grant, the current TIP and STIP would need to be amended to add the portion financed by the RAISE Discretionary Grant. The OTO, MoDOT, and the region support the project so it would be easy to accommodate the project additions. See Funding Certification Document for Transportation Improvement Program Inclusion Certification.

### Assessment of Risks and Mitigation Strategies

Many risks, and the strategies to mitigate or avoid any crises, were evaluated as follows:

- **Right-of-way:** 30.5 acres in total with 3.5 acres of tree clearing are required. Right-of-way acquisition will be completed in accordance with 49 CFR part 24, 23 CFR part 710 by MoDOT and the City of Republic, who have extensive experience in all aspects of acquisition. 40 parcels will be impacted with an approximate cost of \$9.5 million.
- **Floodplain:** A floodplain development permit from SEMA will not be required.
- **Section 106:** An archaeological survey was completed, and a letter of concurrence received in September 2022. Architectural SHPO clearance is under internal MoDOT review and SHPO clearance for most of the project was received March 2023.
- **Weather** (rain, snow, severe weather delays): The project schedule will factor in severe weather days.
- **Higher costs than originally estimated:** Value Engineering is a part of the design process and will reduce budget risk. MoDOT has a proven history of estimating extremely accurately and typically delivers under budget. Inflation and a contingency budget have been factored into the project.



The process of right-of-way acquisition will be completed within the RAISE project schedule. The environmental assessment process is almost complete. MoDOT will work with BNSF to coordinate an effective mitigation strategy during the multiple railroad crossing closures. There are no properties that qualify as land or hazardous waste sites. There are no wetlands that exist within the project boundaries. Property based on projected development will be primarily residential, commercial, and industrial activity.



## TECHNICAL CAPACITY

The project upon award will be transferred to MoDOT for project administration. MoDOT has considerable experience in the development and implementation of large and complex transportation capital projects, including the completion of the I-49 Missouri/Arkansas Connector project funded through the BUILD program and the New Champ Clark Bridge funded through the TIGER program. In addition, MoDOT plans, designs, constructs, and maintains 33,859 miles of highways and 10,385 state highway bridges (24,385 bridges statewide) – the nation’s seventh largest state highway system, with more miles than Iowa, Nebraska, and Kansas’ systems combined. MoDOT stands ready to deliver the proposed RAISE project upon award. MoDOT continues to be recognized with awards as shown in the appendix.

Missouri Department of Transportation

### 2022 National Performance Report Card

A

#### Road Conditions

Current Performance = 90 percent major highways (5,554 miles) in good condition, 80 percent of minor highways (17,848) in good condition.  
National Ranking = Missouri had the 7<sup>th</sup> best pavements on the National Highway System. (FHWA Highway Statistics 2019)

A

#### Project Management

Current Performance = Missouri road and bridge projects were delivered within -0.1 percent of the award amount and 98 percent were delivered on-time.  
National Ranking = Not available.

A

#### Infrastructure for Business

Current Performance = No internal measure  
National Ranking = A CNBC business study ranks Missouri’s infrastructure as the 10<sup>th</sup> best for business.

B

#### Administrative Costs

Current Performance = \$2,349 cost per mile  
National Ranking = Missouri has the 13<sup>th</sup> lowest administrative cost per mile.



## BENEFIT COST ANALYSIS

Overall, the project’s net present value is estimated to be **\$75,468,578** over 20 years, when discounted, with a benefit-cost ratio of **2.25**. The largest benefits are due to travel time savings (\$22.50 million), safety (\$86.33 million), and Health Benefits (\$13.26 million) are expected. The full benefit-cost analysis is provided in the BCA Narrative.

Benefit-Cost Analysis Summary	
Benefits	Undiscounted
Travel Time Savings	\$ 22,500,269
Safety	\$ 86,335,791
Operations and Maintenance	\$ (1,612,654)
Emissions Reduction	
Non-CO2 Emissions Reduction	\$ 1,962,631
CO2 Emissions Reduction	\$ 7,211,878
Residual Value	\$ 3,474,433
Railroad Safety - At-Grade Rail Closing	\$ 791,588
Health Benefits	\$ 13,267,980
Amenity Benefits	\$ 1,747,342
Total Benefits	\$ 135,679,258
Total Discounted Project Costs	\$ 60,210,679
BCA Ratio	2.25

