



ROUTE 47 BRIDGE

at Washington Environmental Impact Study

Thank you for coming to our second public meeting. Your input will help us in the process to make a final decision on what this project should look like. The focus of tonight's meeting is to discuss the alternatives that are being carried forward for further evaluation. We also want to let you know what alternatives were considered and eliminated from further consideration, and communicate what additional information has been identified since the first meeting to help to shape the direction of the project.

STAY INFORMED!

If you have not already done so and are interested in receiving updates on the project through email, please consider subscribing to our free e-update service. The web pages for the Route 47 Bridge project are updated regularly and can be found at www.modot.org/northeast. Comments sheets are available at the meeting, or you can submit a comment online.



If you have email and would like to receive updates on this project, please subscribe to our free e-update system by visiting our website at modot.org/northeast or call us, and we'll subscribe for you!



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Two lanes needed for the foreseeable future



Projections for traffic growth tell us that a two-lane

bridge with full shoulders should be able to handle the traffic needs of the area for the next twenty years. This is based on the criteria of providing stable flow (Level of Service D) during peak hours of traffic. We realize that there is significant uncertainty when trying to project traffic volumes out that far into the future, and also that the bridge is being designed to last many decades beyond that twenty-year period. Because of this, we want to consider options for ultimately accommodating more lanes.

Options Eliminated from Further Consideration

Traffic patterns reveal that a majority of bridge traffic headed for Washington comes down Route 47 from the Warrenton area and down Route T/TT/94 from the Foristell area. To locate a new bridge away from the existing location would force these major volumes of traffic significant distances out of the way. The Washington Airport, located mid-way between Route 94 at Dutzow and the existing bridge, has a direct path to the City, and the hospital in particular.
(cont'd on back)

QUESTIONS?

Please call our toll-free number at 1-888-275-6636 or email Transportation Project Manager Richard Domzalski at richard.domzalski@modot.mo.gov.

Specific locations eliminated from consideration include:

- ◆ A crossing west at Route 185
- ◆ A crossing east into St. Charles County.
- ◆ Crossings that would terminate in developed areas of the City of Washington were not specifically studied due to the obvious impacts they would have on the City.

Alternates Moving Forward

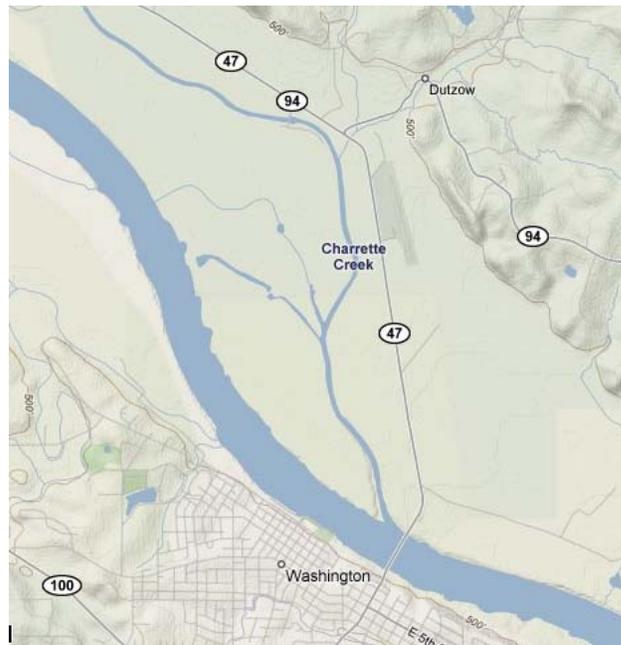
In addition to the no-build option that is used as a comparison for all other options, several options are moving forward for consideration. All are in the immediate area of the existing bridge and require traffic to be maintained across the river at Washington during construction. They include:

- ◆ New two-lane bridge immediately upstream or downstream of the existing with partial reconstruction (superstructure replacement) of the existing bridge. The widest roadway that could likely be built on the existing piers is 26', providing 11' lanes and 2' shoulders.
- ◆ New two-lane bridge immediately upstream or downstream of the existing bridge without partial reconstruction (tear down the old bridge). The new bridge would be built with the idea that the lanes could be re-striped in the future to accommodate four lanes of traffic.
- ◆ New two-lane bridge as close to the existing alignment as possible, built in stages to overlap with the existing structure, much like we did with the new Bond Bridge near Hermann.

What About Flooding?

Route 47 in Warren County closed twice in 1993 and once in 1995 due to flooding, with the closures in 1993 lasting between one and two weeks on average. All of these events were due to the failure of the Missouri River levees. The second closure in 1993 occurred before the levees could be repaired from the earlier failure. To protect Route 47 from this sort of Missouri River flooding would require raising the grade of the roadbed several feet, since those levees to the west are built to a substantially higher elevation.

When investigated in the mid-1990s, raising the grade of Route 47 across the floodplain met serious opposition from



the United States Army Corps of Engineers due to the waterway blockage that would be created by such a roadway. As such, it is likely that an elevated roadway would have to be built as a bridge-type structure, making it prohibitively expensive.

What about bicycles?



Any of the alternatives proposed to move forward include the placement of a protected bicycle lane. Constructing a concrete barrier between the bike lane and the roadway would deter converting part of the bike lane to roadway use in the future.

What Comes Next?

There will be ongoing data collection and evaluation of remaining alternatives over the next several months. The study team will consider public comments gathered tonight to narrow the reasonable range of alternatives to one "preferred" alternative alignment, which will be presented in 2011 or before.

