



Public Meeting
November 8, 2012



U.S. 54 MISSISSIPPI RIVER BRIDGE

Thank you for coming tonight! This public meeting is to introduce you to the environmental assessment process, a step necessary to satisfy National Environmental Policy Act requirements, and a step that will eventually help us determine the location for a new bridge.

As you are probably aware, there is no funding for a new bridge. However, we ask that you help us get ready by becoming engaged in this transparent, open process which will identify environmental impacts of this project.

Your input and ideas are valuable to this process. Please share them with us tonight, through our website, or by calling us.

Help us get ready for a new
Champ Clark Bridge
on U.S. 54!

www.champclarkbridge.com

**Virtual meeting
at www.modot.org/northeast**

**Displays available for viewing 24/7.
Submit comments online
Comments accepted
until November 30, 2012.**

1-888-275-6636
PO Box 1067, Hannibal, MO 63401

CHAMP CLARK BRIDGE FACTS

CURRENT MINIMUM STANDARD - 28'

20'

BUILT IN 1928	BRIDGE LENGTH - 3,635'
OPENED AS A TOLL BRIDGE	MAIN NAVIGATIONAL SPAN - 419'
20' HORIZONTAL CLEARANCE	2012 AVERAGE DAILY TRAFFIC - 4,140
14' - 9" VERTICAL CLEARANCE	TRUCKS PER DAY - 621

NAMED FOR FORMER SPEAKER OF THE HOUSE JAMES BEAUCHAMP CLARK



Keep informed about this project and others by subscribing to MoDOT's free e-update service at modot.org/northeast.

Questions?

Call Transportation Project
Manager Keith Killen at

660-385-8638 or toll-free during
normal business hours 1-888-275-
6636; email keith.killen@modot.mo.gov.

EA Process



U.S. 54 MISSISSIPPI RIVER BRIDGE

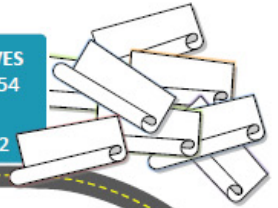
WE ARE HERE

1. PURPOSE AND NEED

What are the transportation needs associated with the deficient Route 54 Mississippi River Bridge?
September to November 2012

2. PRELIMINARY ALTERNATIVES

Ideas for replacing the Route 54 Mississippi River Bridge
November to December 2012



3. PRELIMINARY SCREENING

Which ideas are feasible and which have serious issues?
December 2012 to February 2013

4. RETAINED ALTERNATIVES

Which alternatives work best and should be evaluated in detail?

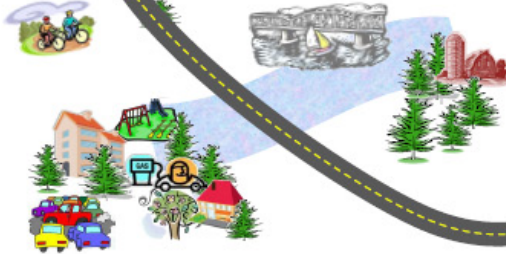
- Existing alignment
- North of existing
- South of existing
- Other?

Spring/Summer 2013



5. ALTERNATIVE EVALUATION

What are the impacts of each alternative? What is the least damaging practicable alternative?
Spring/Summer 2013



6. ENVIRONMENTAL ASSESSMENT

Available for public and resource agency review
Summer 2014



7. PUBLIC HEARING

What does the public think of the solution proposed? Have we missed anything?
Summer 2014



8. FINDING OF NO SIGNIFICANT IMPACT

Identifies the alternative selected, its ability to meet project needs, minimize impacts, and address public and resource agency concerns.
December 2014



WHY IMPROVEMENTS ARE NEEDED



U.S. 54 MISSISSIPPI RIVER BRIDGE

IMPROVE RELIABILITY

- THE 84 YEAR OLD BRIDGE REQUIRES CONTINUAL MAINTENANCE, RESULTING IN SUBSTANTIAL EXPENSE TO TAXPAYERS AND PERIODIC CLOSURES.
- A PORTION OF THE EXISTING U.S. ROUTE 54 BETWEEN THE BRIDGE AND THE SNY LEVEE IS UNRELIABLE DURING FLOOD EVENTS.
- THE BRIDGE APPROACH ON THE ILLINOIS SIDE CREATES AN OPENING IN THE SNY LEVEE.

IMPROVE GEOMETRY

- THE ROUTE 54 BRIDGE IS TOO NARROW FOR MODERN VEHICLES AND AGRICULTURE EQUIPMENT.

WHAT DO YOU THINK IS NEEDED?

