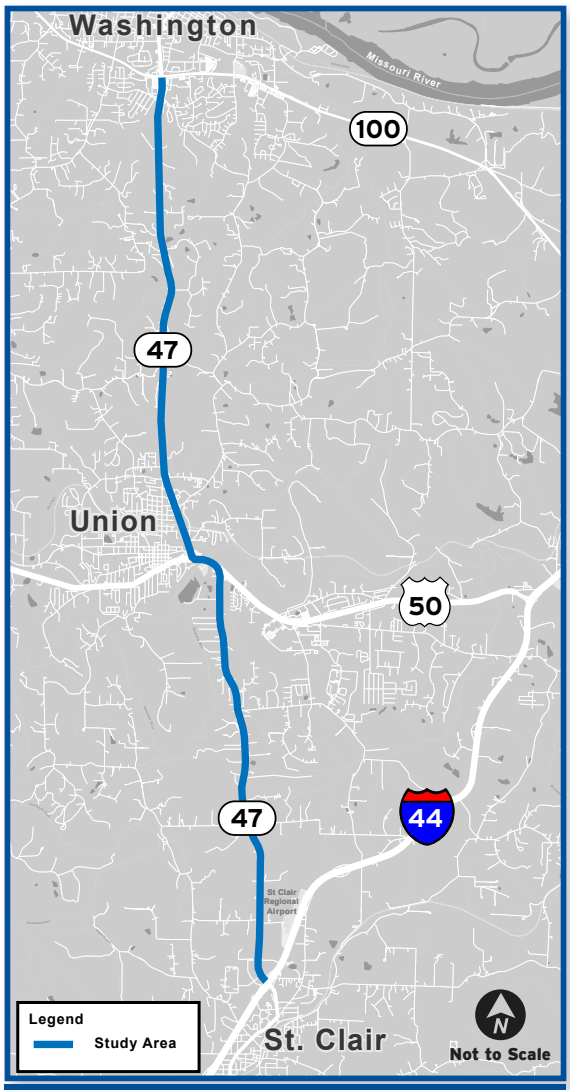
# MISSOURI ROUTE 47 CORRIDOR PROJECT IN FRANKLIN COUNTY

## Project Overview

As part of the Statewide Transportation Improvement Program (STIP), MoDOT has an estimated $104.7 million (plus an additional $6.184 million pending) for the construction of the safety and congestion improvements along the Route 47 corridor in Washington, Union, and St. Clair in FY2028.

- The corridor from Union to St. Clair was built in 1948, and Washington to Union was built in 1962.
- Congestion and safety are major concerns along the corridor.
- MoDOT conducted a study to identify issues and potential improvements related to Safety and Mobility, Intersections and Access Management, and Condition of Existing Infrastructure.




*This corridor is over 70 years old as Route 47 from Union to St. Clair was built in 1948 and the portion between Washington to Union was built in 1962.*

## Project Goals

Based on stakeholder input, the project team established the following project goals to best meet the needs of the community:

- **Increased Safety**
- **Reduce Congestion**
- **Balance Needs for local access, mobility and economic growth**
- **Increase reliability of north-south regional traffic**

## Stakeholder and Public Engagement

Stakeholder input is crucial to this project. As of Summer 2026, the project has conducted the following engagement activities:

- **4 Community Advisory Group (CAG) Meetings**
- **2 Public Meetings**
- **2 Public Surveys**
- **12 Stakeholder Listening Sessions**

While each stakeholder has their own transportation challenges along Route 47, the consensus is the communities of Washington, Union and St. Clair are supportive of making improvements to the corridor.

# Route 47 Corridor Recommendations

Based on multiple engineering factors and community input, the project team has determined Recommended Improvements for the Route 47 Corridor. These Improvements address the project goals, with key priorities to increase safety and reduce congestion.

www.modot.org/Future47

*Scan the QR code for more information about the Project*

Improvements include:

- Increase capacity, or add lanes
- Continuous Flow Intersection (CFI) at MO 47 / 40 (West)
- Intersection improvements throughout the corridor (roundabout intersections, turn lanes, access management, etc.)
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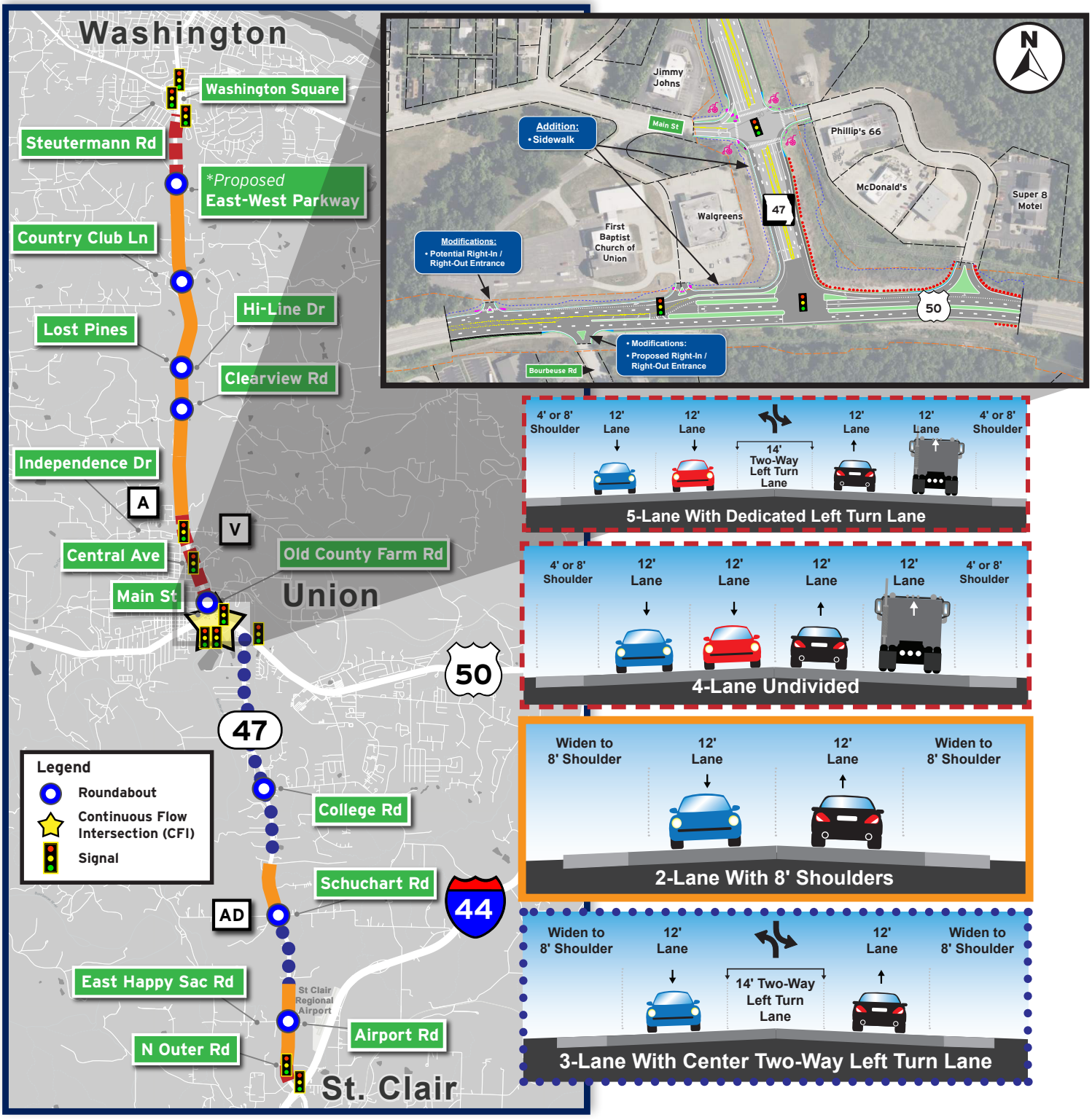


## Designated Turn Lane Additions

| Road / Intersection | Turn Lane Additions |
|---|---|
| MO 47 / 100 | Dual NB ↱ Turn Lane |
| Washington Crossing | SB ↲ Turn Lane |
| Steutermann Rd. | SB ↲ Turn Lane |
| Norwood Trail Ct. (S.) | SB ↳ Turn Lane |
| Woodland Rd. | NB ↱ & SB ↲ Turn Lane |
| Cedar Berry Dr. | NB ↰ & SB ↲ Turn Lane |
| Forest Hills Dr. (South) | NB ↱ & SB ↲ Turn Lane |
| Quarry Entrance | SB ↳ Turn Lane |
| Melinda Dr. | NB ↰ & SB ↲ Turn Lane |
| E. Independence Dr. | SB ↲ Turn Lane |
| Dairy View | SB ↳ Left Turn Lane |
| Vondera Ave. | NB ↰ & SB ↳ Turn Lane |
| Rte V | WB ↶ Turn Lane |
| E. Main St. | SB ↲ Turn Lane |
| Maple Ridge Dr. | SB ↳ Turn Lane |
| Eastview Dr. | SB ↳ Turn Lane |
| Private Entrance *(Vogelgesang's Towing)* | NB ↰ Turn Lane |
| North Outer Rd. | NB ↱ Turn Lane |

## All About Roundabouts

Roundabouts are a form of circular intersection that may be used as an alternative to a signalized and all-way stop intersection. They are designed to safely get a lot of traffic through an intersection without much waiting. As of 2026, Missouri has implemented roundabouts in 484 locations statewide.

Roundabouts are designed with truck aprons around the central island to accommodate the turning paths of large vehicles, such as commercial trucks, buses, and emergency vehicles. These aprons provide additional maneuvering space while maintaining a compact roundabout design that effectively controls speeds for passenger vehicles.

### Roundabout vs. Traditional Intersection Safety

**According to a study by the Insurance Institute for Highway Safety, compared to a common signalized intersection, roundabouts reduce…**

- Crashes of All Types by **39%**
- Injury Crashes by **76%**
- Fatal & Incapacitating Crashes by **89%**
- Pedestrian Crashes by **50%**

### Truck Aprons

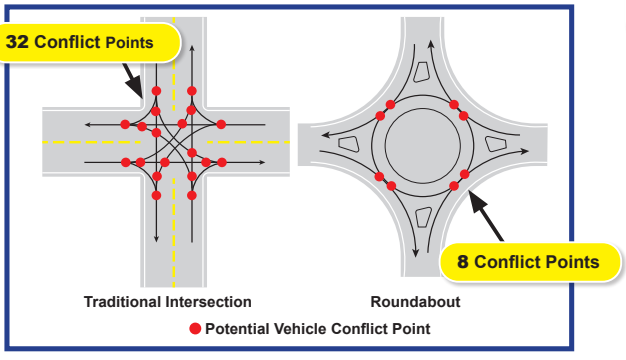
Roundabouts are designed with Truck Aprons around the central island to accommodate the turning paths of large vehicles, such as:

- Semi-trucks
- School buses
- Farm equipment
- Emergency vehicles

These aprons provide additional maneuvering space while maintaining a compact roundabout design that effectively controls speeds for passenger vehicles.

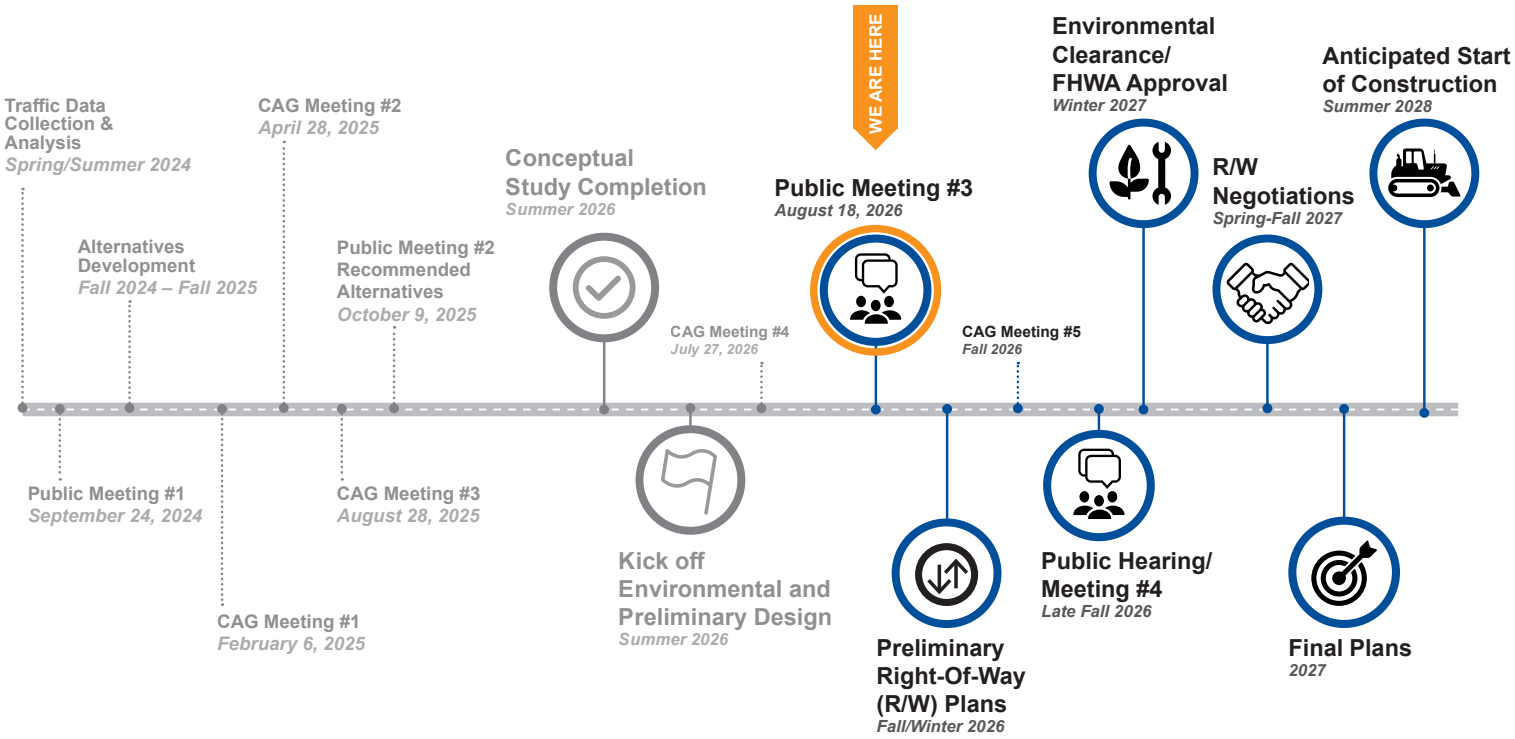
### Crash Reductions

Roundabouts have fewer points of conflict which reduce crashes, including severe crashes.




## Project Timeline

The project recently concluded the Conceptual Study and has begun transitioning into the Preliminary Design Phase. MoDOT is proceeding with a Design-Bid-Build (DBB) delivery method where the design consultant, HNTB and partners, will develop Preliminary, Right-of-way, and Final Construction Plans that a contractor can submit a bid for. The DBB delivery method will allow MoDOT to continue our public engagement activities throughout the design process.




## Next Steps

Following Public Meeting #3 (August 18, 2026), the project team will continue to conduct the Environmental Analysis (EA) and begin to develop Preliminary Engineering Design Plans, including Right-of-Way. The Results of the EA and plans will be presented at a Public Hearing (Meeting) in late Fall 2026.

Construction is anticipated to begin in Fiscal Year 2028, when the $104.7 million dollars in funding for this project is available.

### *Your input is important!*

Do you have comments on the corridor recommendations? Are there any considerations we should be aware of as we begin the engineering design? (Environmental, right-of-way, access, drainage, etc.)

Scan the QR code or go to the following link to complete the Online Comment Form:

https://tinyurl.com/Rt47PublicComments2026

The Online Comment Form will be available to complete until Tuesday, September 1, 2026.

## Project Contacts

*You may submit questions and comments to:*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