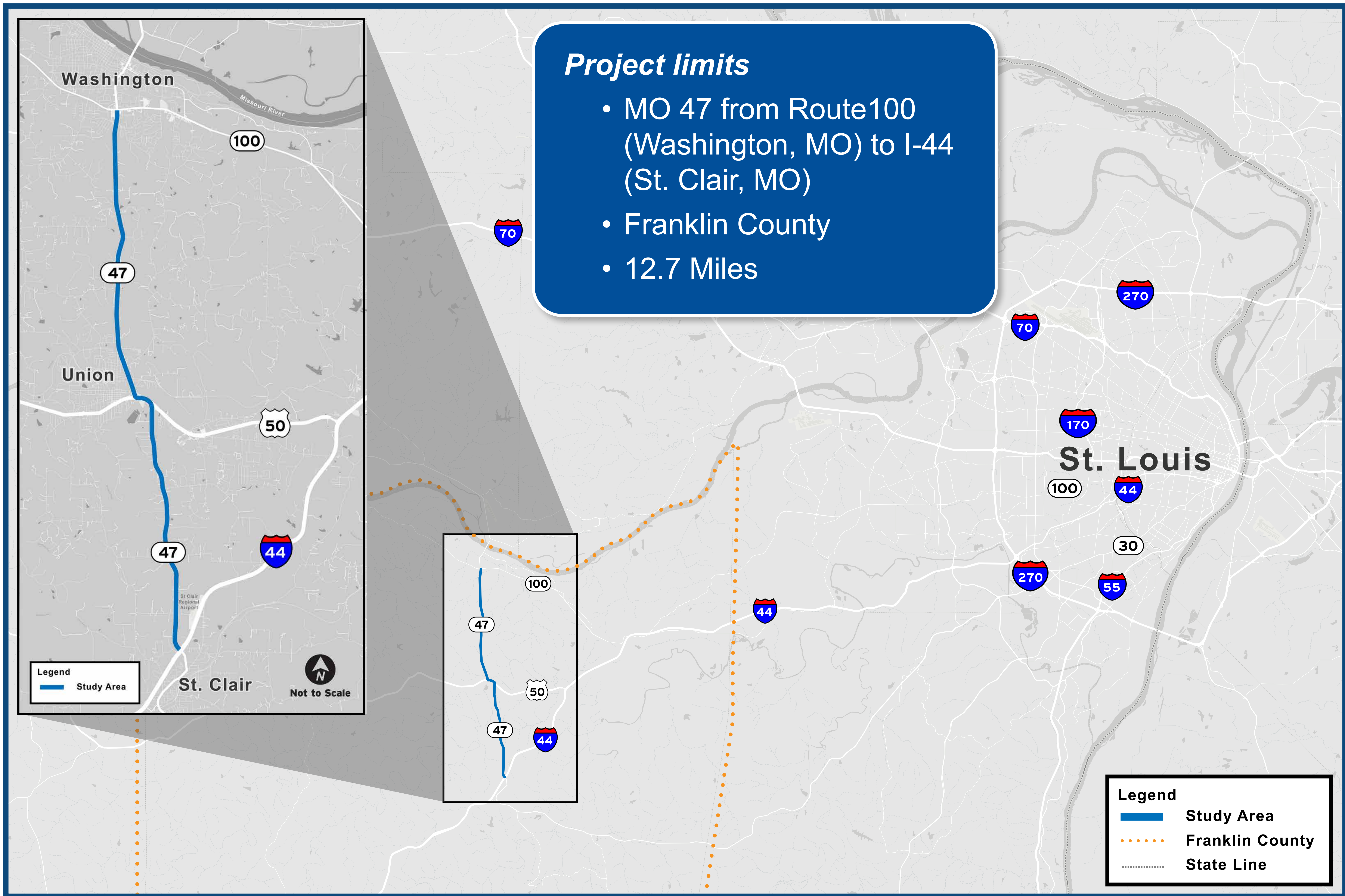


MoDOT Route 47 Project Location Overview



Project location in relation to the St. Louis metro area



Missouri Route 47 Corridor Upgrades in Franklin County

\$104.7 Million Programmed for Construction, Anticipated in Summer 2028

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



PROJECT GOALS



Increase Safety



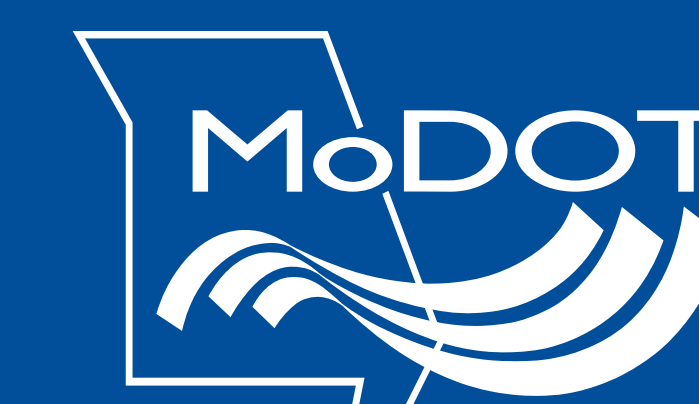
Reduce Congestion



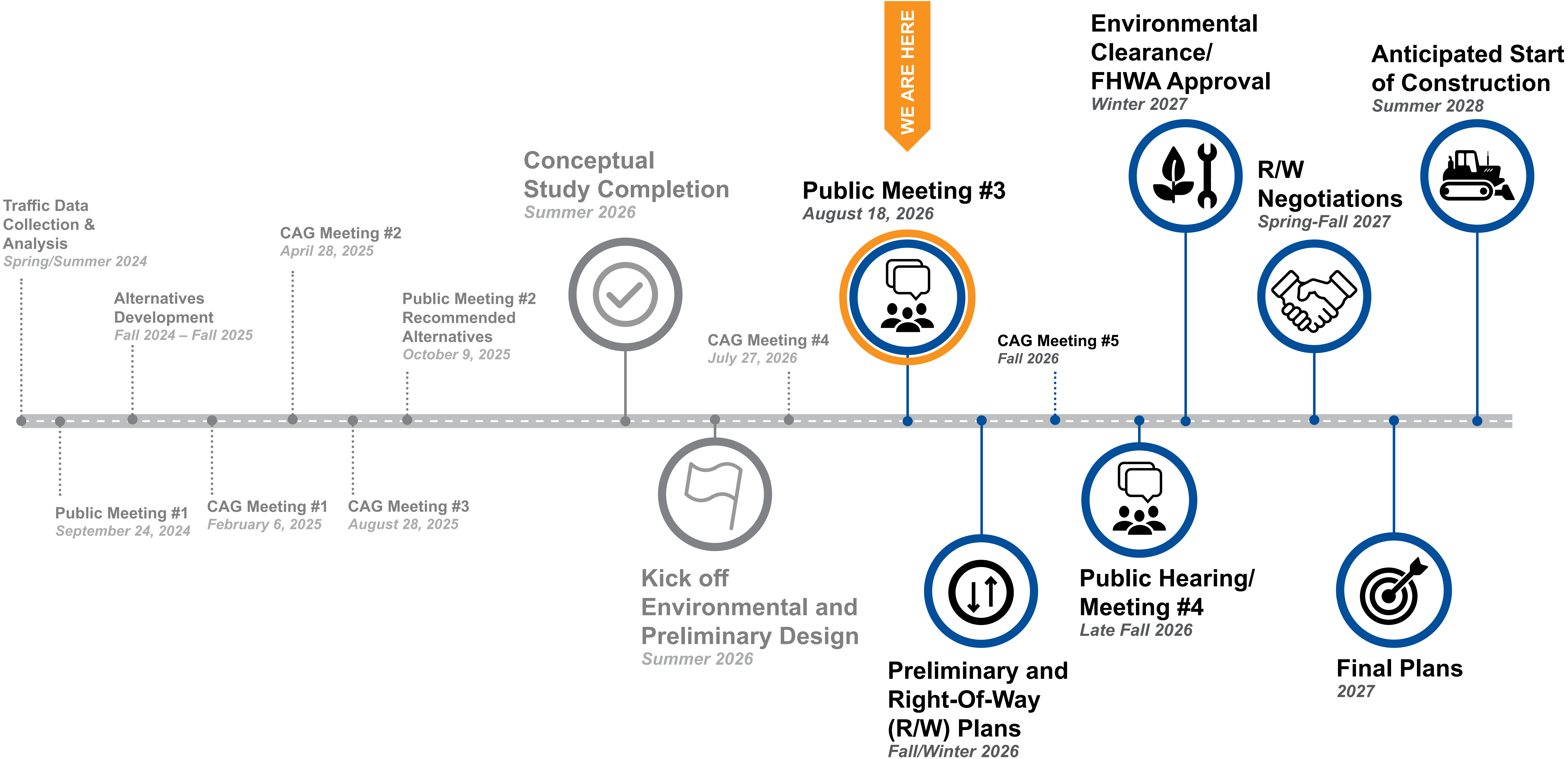
Balance Needs for local access, mobility, and economic growth



Increase reliability of north-south regional travel



Project Timeline



Stakeholder and Public Engagement



Public Engagement

- Public Meeting #1 – 160 attendees
- Public Meeting #2 – 158 attendees
- Public Survey #1 – 190 responses
- Public Survey #2 – 287 responses

Key Stakeholder Listening Sessions – 12 Meetings

Public Survey #2 Highlights

- Ease congestion & improve safety are top concerns
- Continuous Flow Intersection (CFI) most favored at MO 47/50 (West)
- Participants noted that additional turn lanes are needed throughout the corridor
- Speed limit reductions were rated Acceptable/ Neutral throughout the corridor, by over 60%
- Roundabouts
 - Comments received were 2:1 in favor of roundabouts
 - People like that they slow down traffic & keep traffic moving
 - Noted to design wide enough for truck traffic
 - Perception is that not all motorists know how to use them

Key concerns:



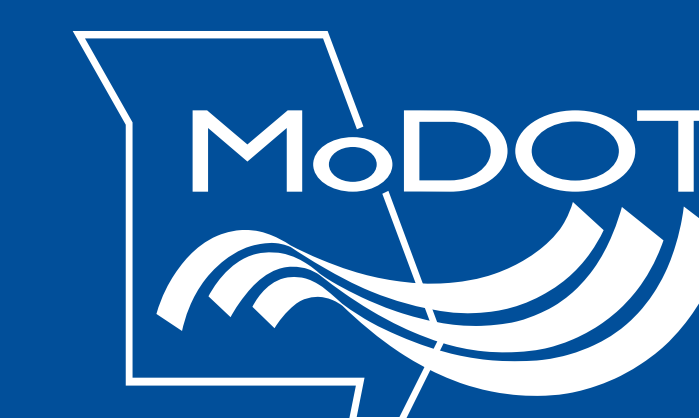
Increase Safety



Reduce Congestion



MO 47 / 50 (West)

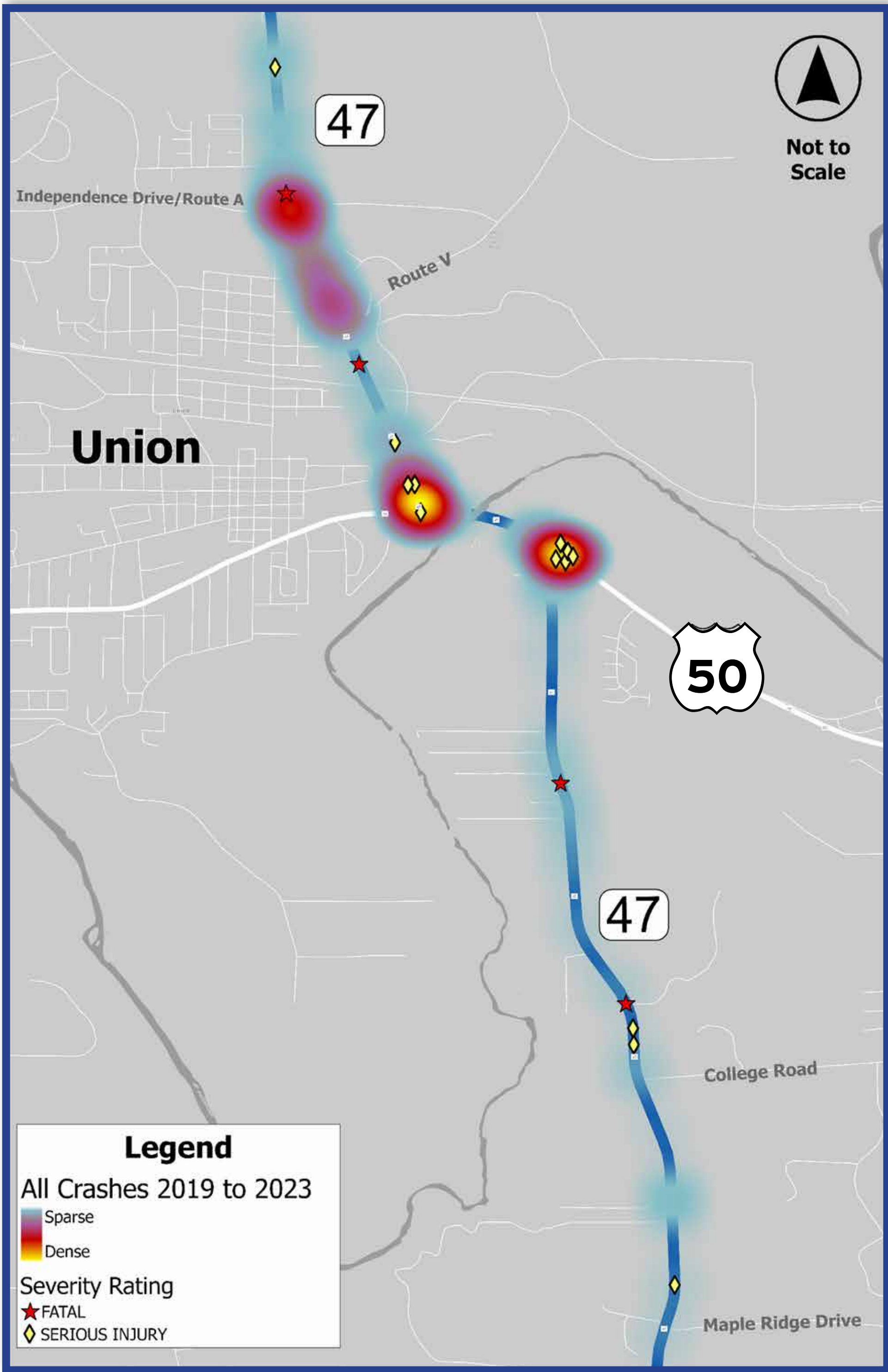


Route 47 Crash Information

Washington to Union



Route 47 & US-50

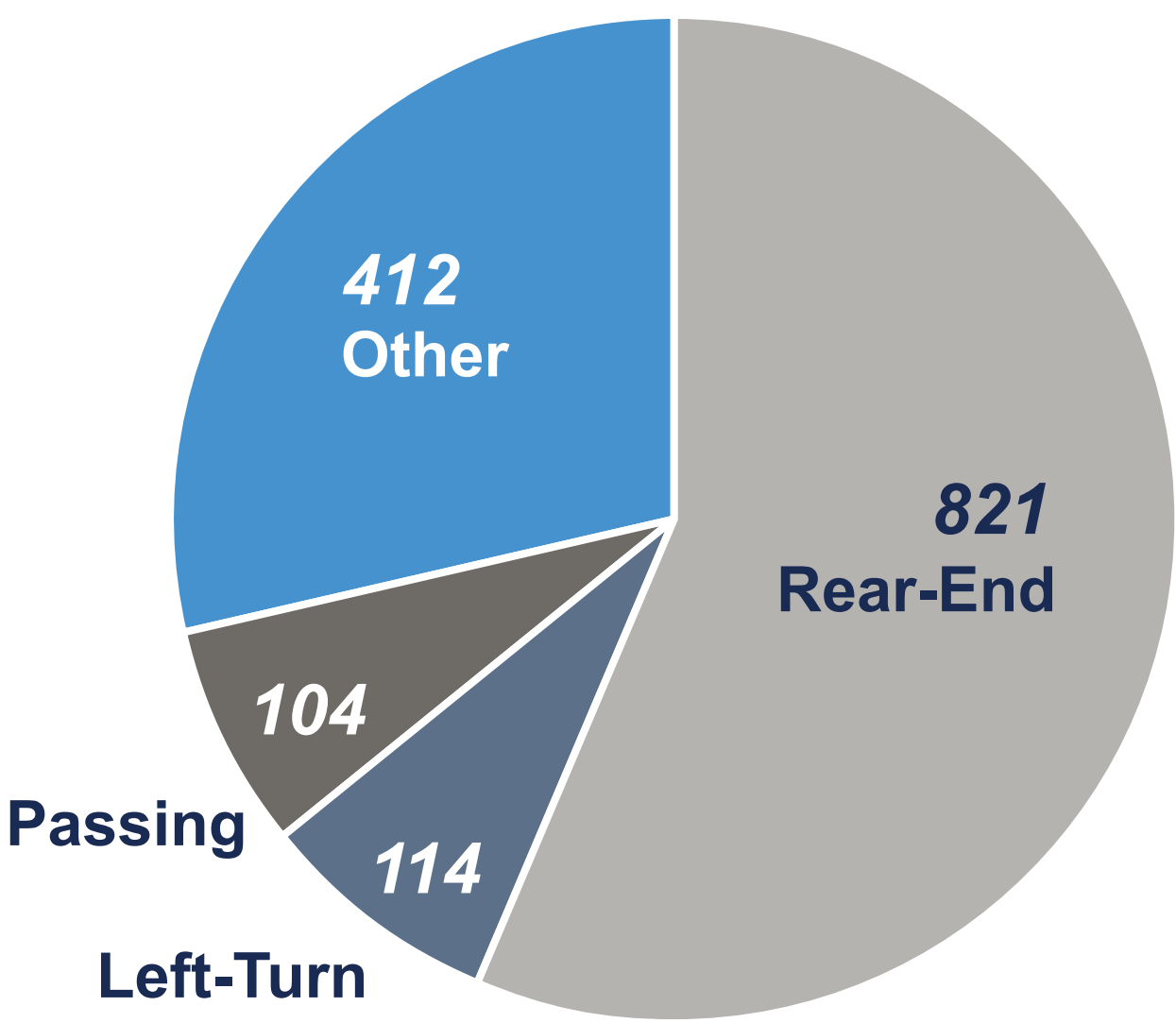


Union to St. Clair



All Crashes
2019–2023

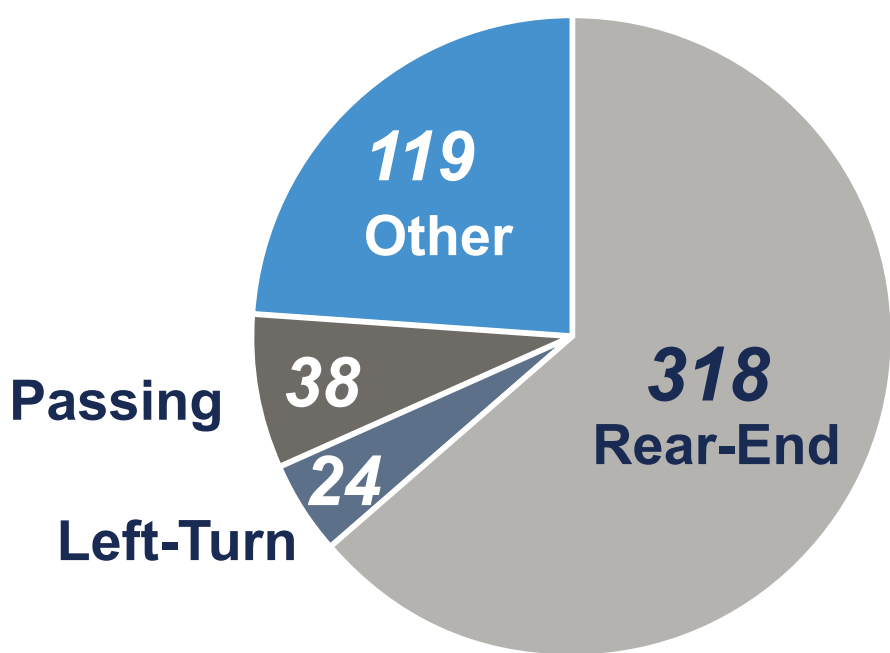
Crash Severity	Count	Percentage
Fatal	7	0.5%
Serious Injury	29	2.0%
All Other Crashes	1415	97.5%
Total	1451	



Northern Segment

Crash Severity	Count	Percentage
Fatal	1	0.2%
Serious Injury	11	2.2%
All Other Crashes	487	97.6%
Total	499	

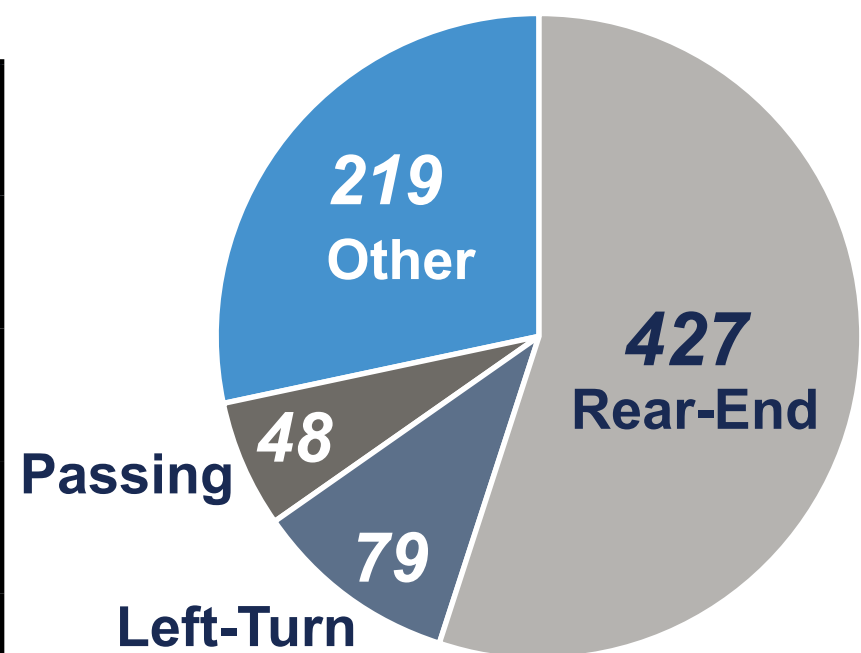
Crash Type



Central Segment

Crash Severity	Count	Percentage
Fatal	4	0.5%
Serious Injury	13	1.7%
All Other Crashes	755	97.8%
Total	773	

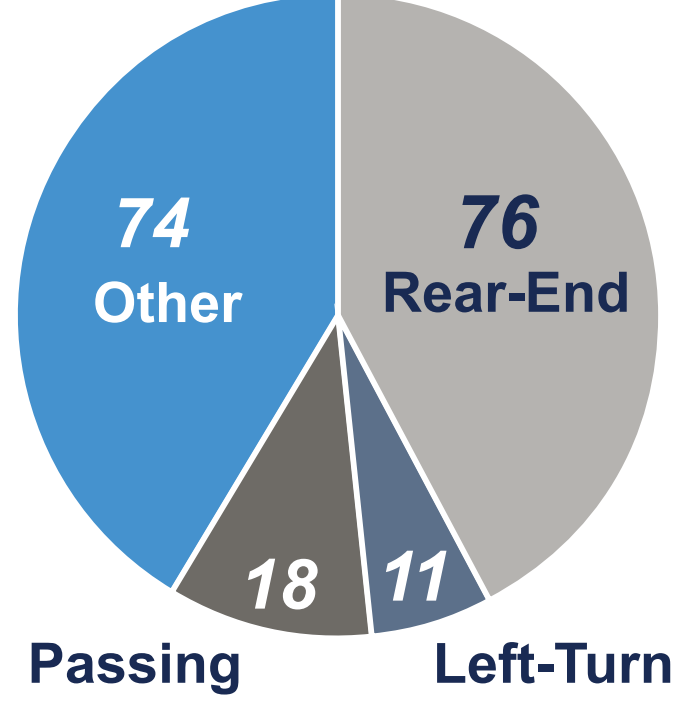
Crash Type



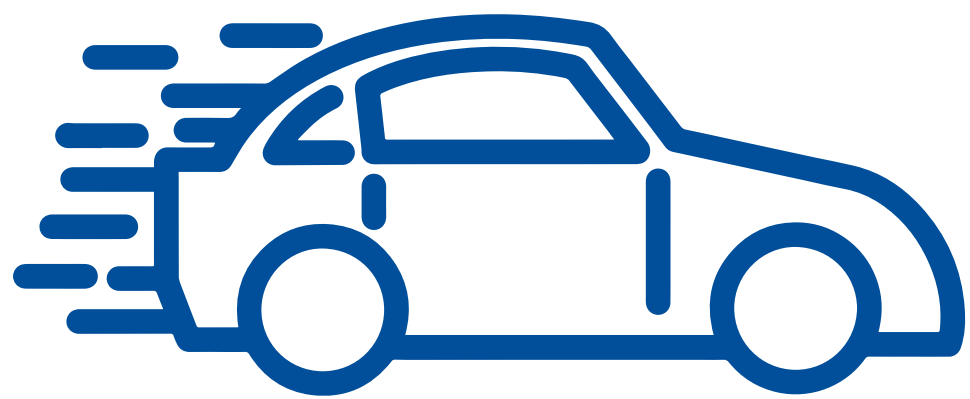
Southern Segment

Crash Severity	Count	Percentage
Fatal	2	1.1%
Serious Injury	5	2.8%
All Other Crashes	172	96.1%
Total	179	

Crash Type



The Majority of Drivers Speed on MO-47!



The project team conducted traffic studies to understand the average speeds of the corridor. While there is congestion occurring during morning and afternoon peak hours, drivers are speeding during non-peak hours that causes safety concerns.

Most serious/fatal crashes involve speed + distraction; lower speeds cut impact energy and stopping distance.

Lower speeds improve driver field of view and reduce speed differentials resulting in fewer and less severe crashes.

Washington

Union

St. Clair

Location	Existing Posted Limit (mph)	Majority of Drivers (mph) *non-peak hour	Miles Per Hour Over Posted Speed Limit
North of Woodland Rd		62	7 mph
South of Forest Hills Drive		65	10 mph
South of Self Storage		70	15 mph
Missouri Eastern RR		55	10 mph
US-50 (on bridge)		51	6 mph
North of Franklin Avenue		60	5 mph
North of Myrick Manor		63	8 mph
North of Reeds Plaza		63	8 mph

Public Survey #2 Results

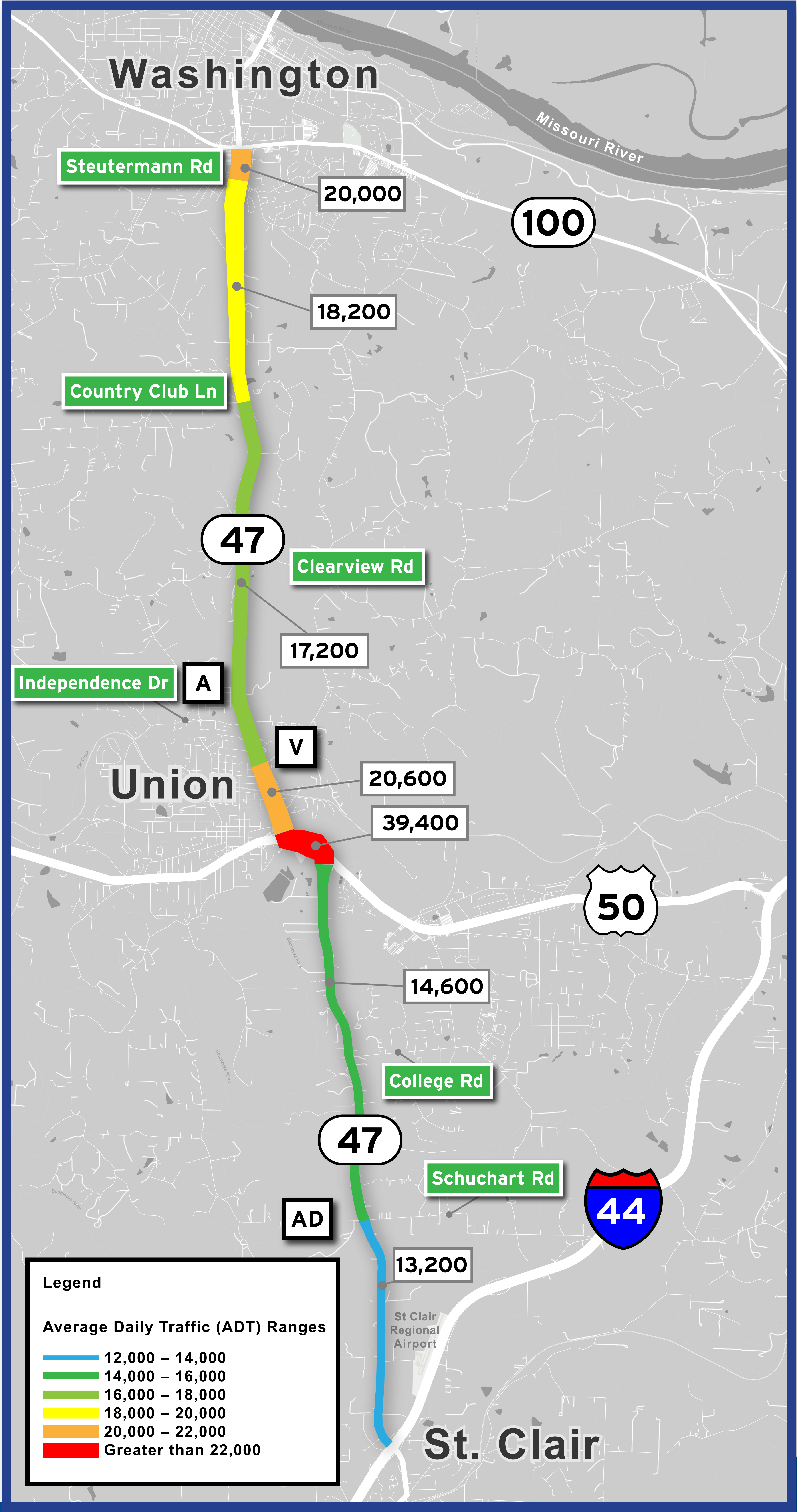
Please rate how acceptable a Speed Limit Reduction is in each segment if done in conjunction with other Safety improvements to reduce speeds (1 being "Not Acceptable" and 5 being "Very Acceptable"):

When asked if the public was open to **SPEED REDUCTIONS** to promote **SAFETY** for the traveling public, **more than 60% of the traveling public were Acceptable or Neutral to Speed Limit Reductions** along the Route 47 Corridor. Lowering posted speed limits provide opportunities for improvements such as: Adding Additional Lanes and Turn Lanes as well as Intersection Improvements.

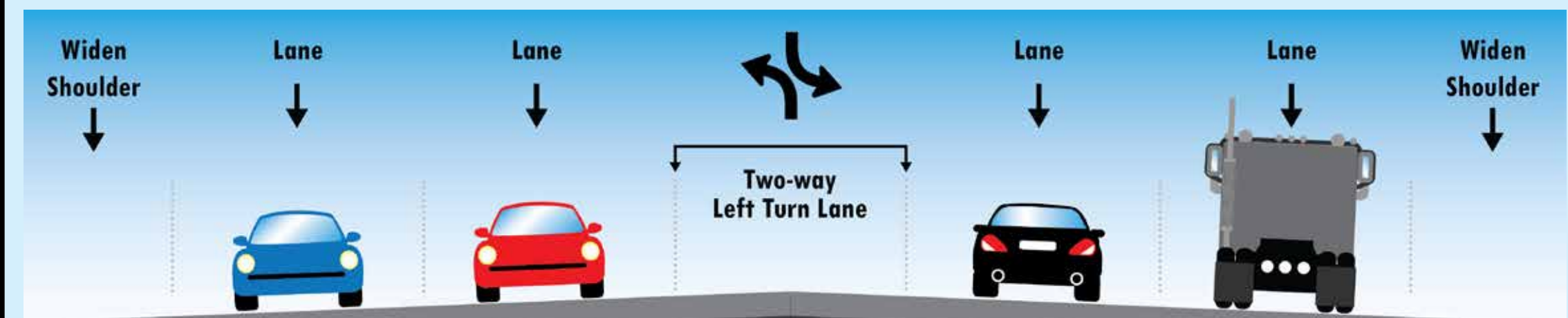
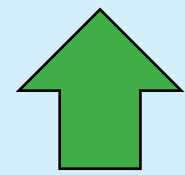
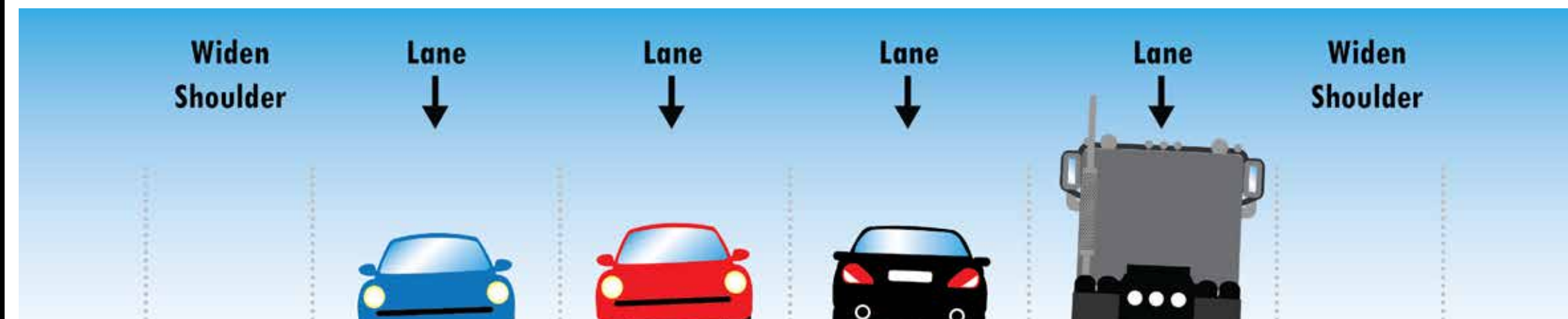
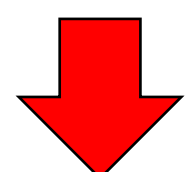
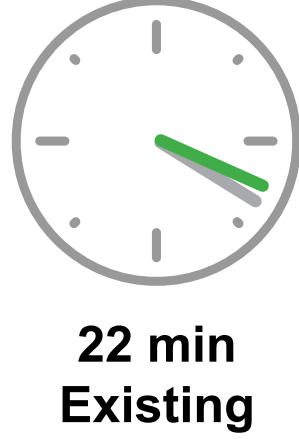
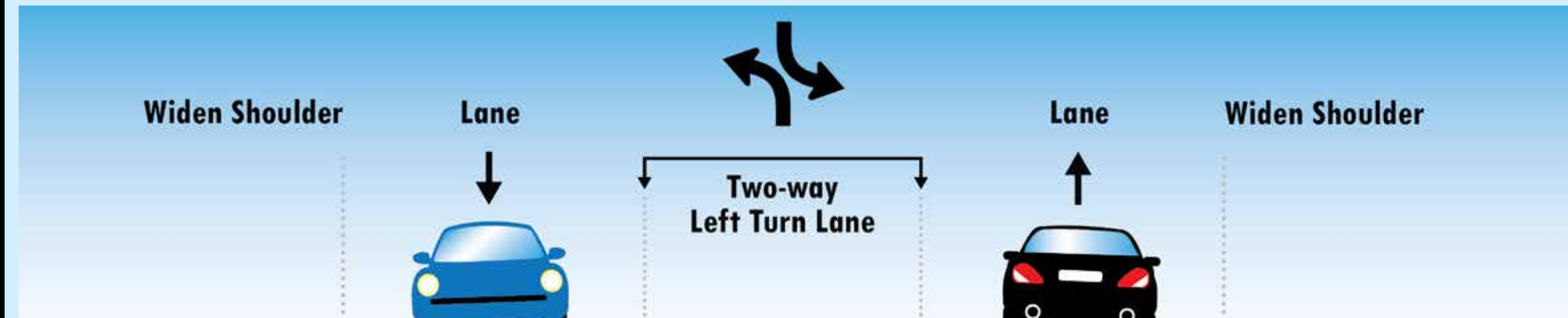
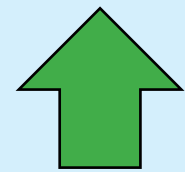
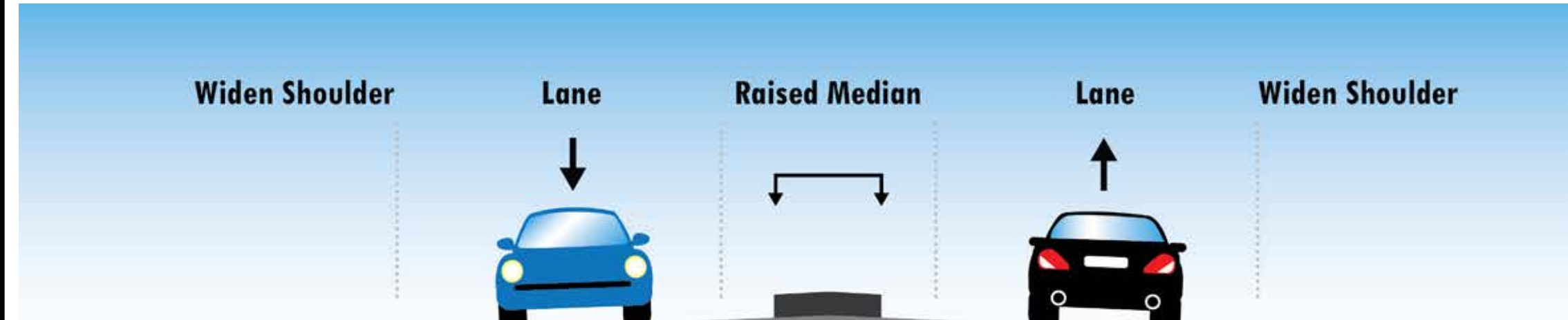
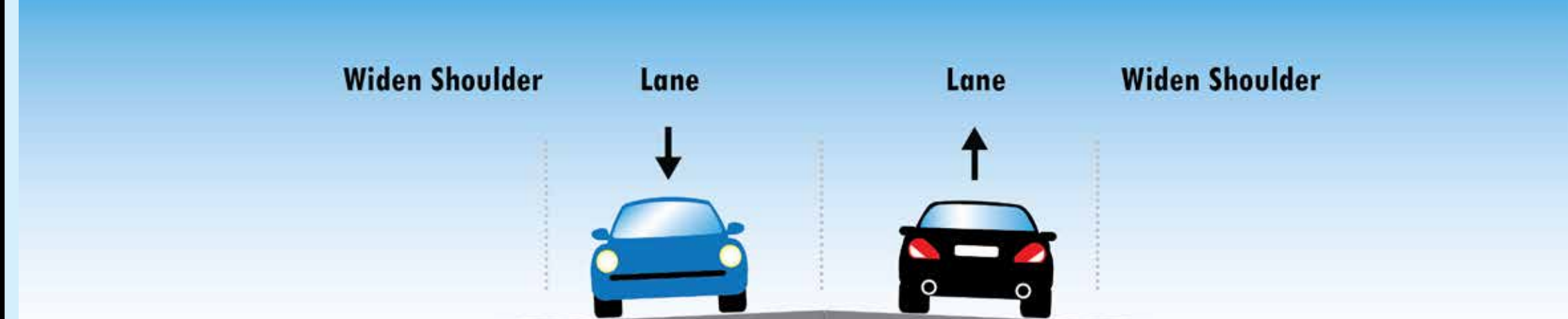
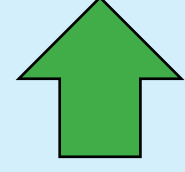
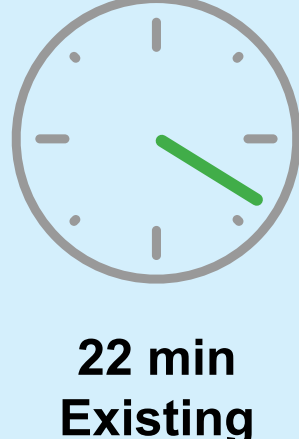
	Not Acceptable (Rated 1-2)	Neutral (Rated 3)	Acceptable (Rated 4-5)
Washington to Independence Dr.	37.8%	25.0%	37.2%
Independence Dr. to Hwy 50	27.9%	28.5%	43.6%
Hwy 50 to St. Clair	37.4%	26.3%	36.3%



Route 47 Average Daily Traffic (ADT)

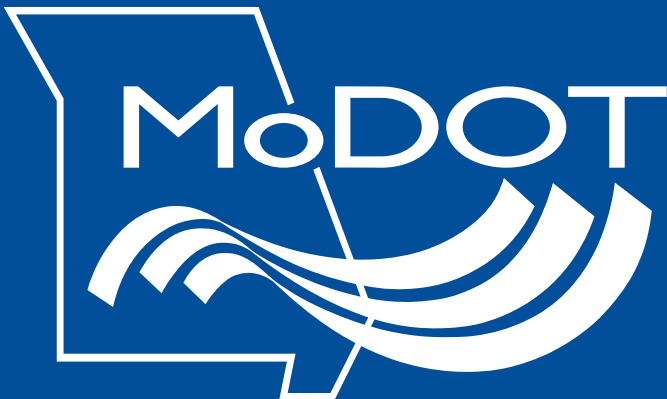


MO-47 Corridor Options

Roadway	Avg. Daily Traffic (ADT) Capacity	Predicted Safety Benefits (%)	Predicted Travel Time (Minutes)	Locations of Consideration
 5-Lane with Center Two-way Left Turn Lane	72,000	 Increases Safety (42% Less Crashes)	 22 min Existing 19 Minute Proposed Travel Time	• City of Union (US-50 /47 to Independence Dr.) • City of Washington
 4-Lane Undivided	60,000	 Decreases Safety (15% More Crashes)	 22 min Existing 20 Minute Proposed Travel Time	• City of Union (US-50 /47 – Independence Dr.) • City of Washington
 Center Two-way Left Turn Lane	36,000	 Increases Safety (36% Less Crashes)	 22 min Existing 21 Minute Proposed Travel Time	• Rural Washington to Independence Dr. • US-50 to St. Clair
 3 Lane Divided	32,000	 Increases Safety (15% Less Crashes)	 22 min Existing 25 Minute Proposed Travel Time	• Rural Washington to Independence Dr. • US-50 to St. Clair
 Existing 2-Lane with Widened Shoulder	24,000	 Increases Safety (10% Less Crashes)	 22 min Existing 22 Minute Proposed Travel Time	• Rural Washington to Independence Dr. • US-50 to St. Clair

Average Daily Traffic (ADT) Volumes - Existing and Predicted Future

Location	2024 ADT	2050 ADT
MO-47 North of US-50	17,200	21,400
Rt-47 at US-50	39,400	47,800
MO-47 South of US-50	14,600	16,600



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.

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:

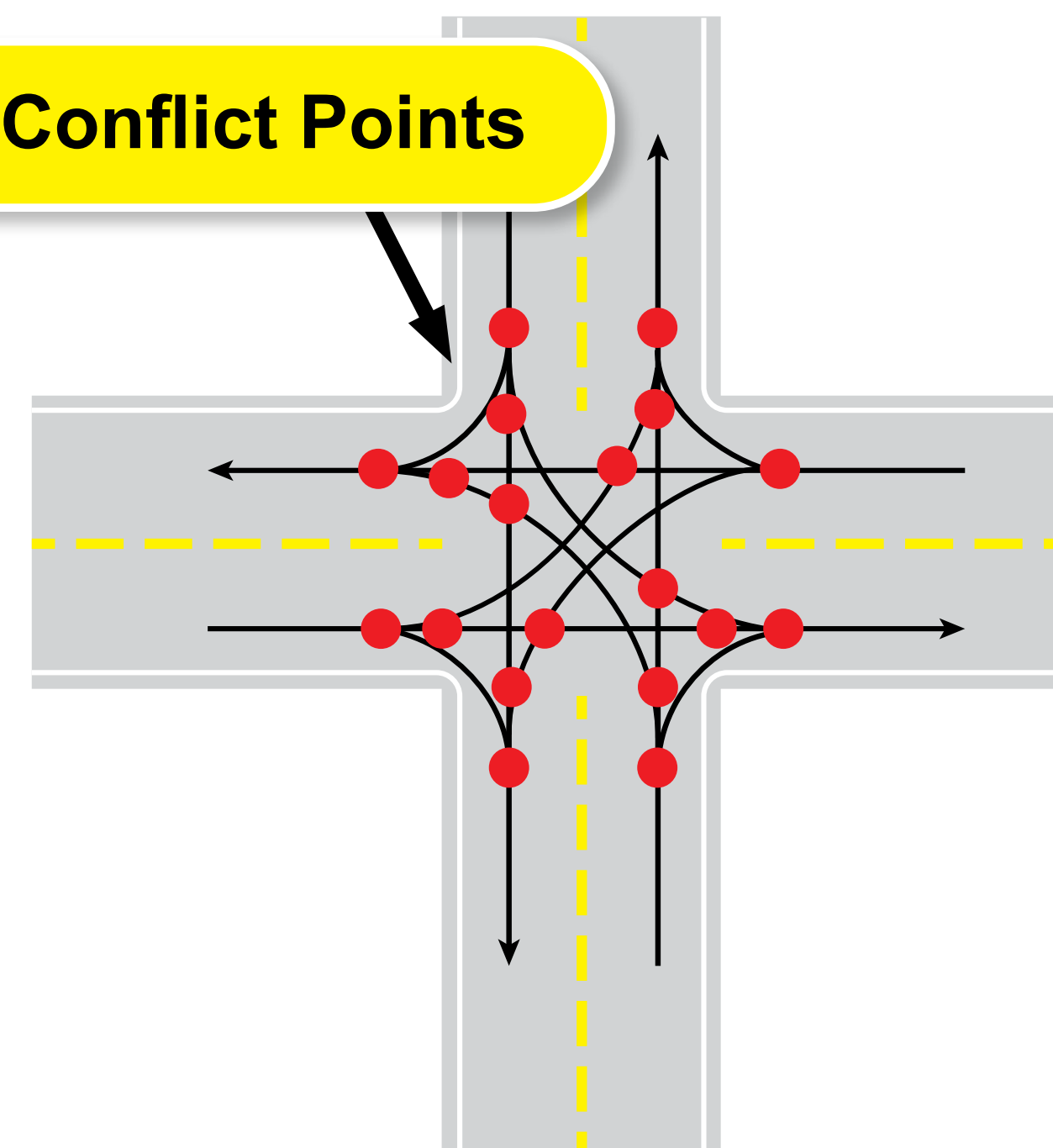
- Semi-trucks
- School buses
- Farm equipment
- Emergency vehicles

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

Crash Reductions

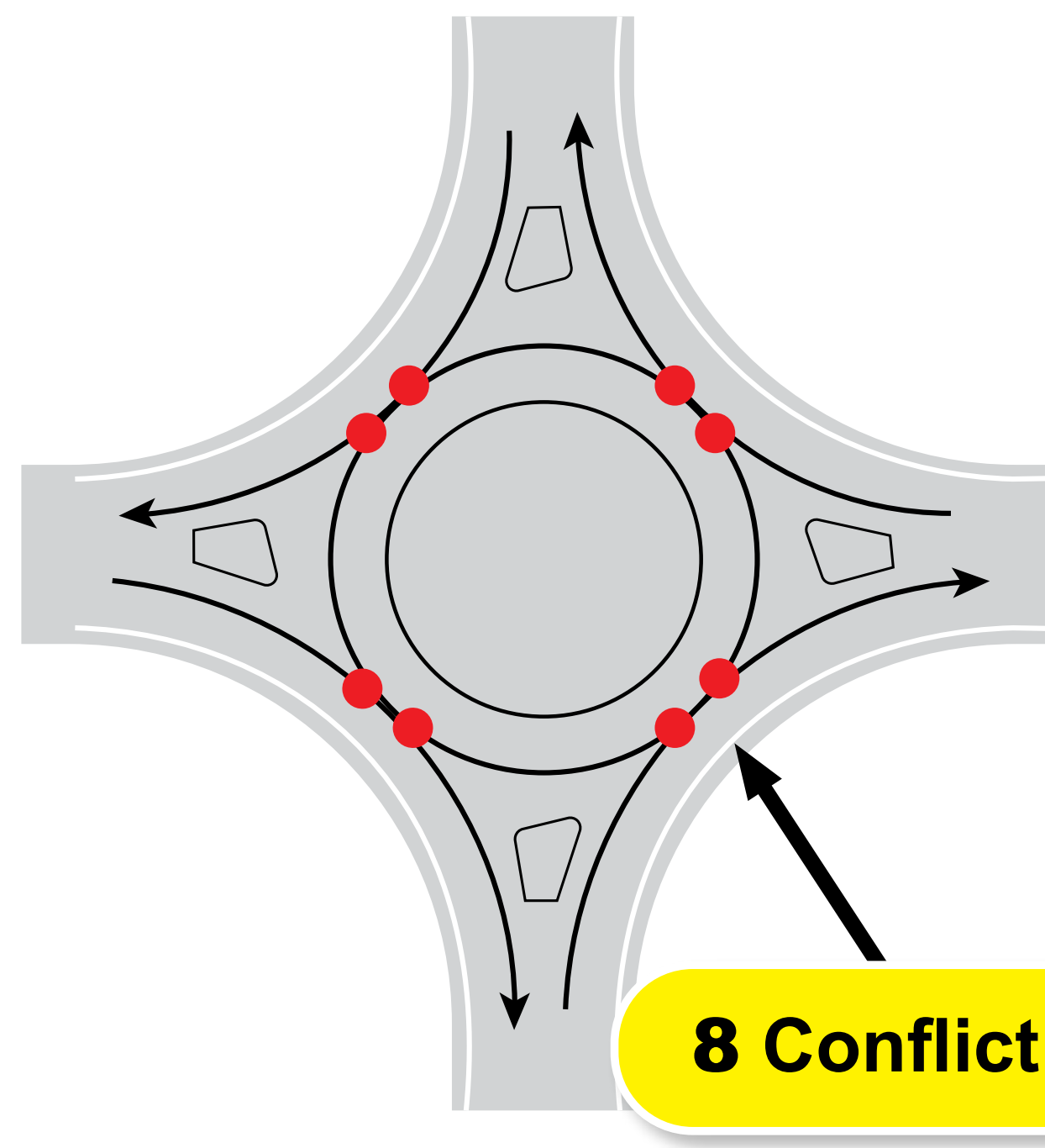
Roundabouts have fewer points of conflict which reduce crashes, including severe crashes.

32 Conflict Points



Traditional Intersection

8 Conflict Points

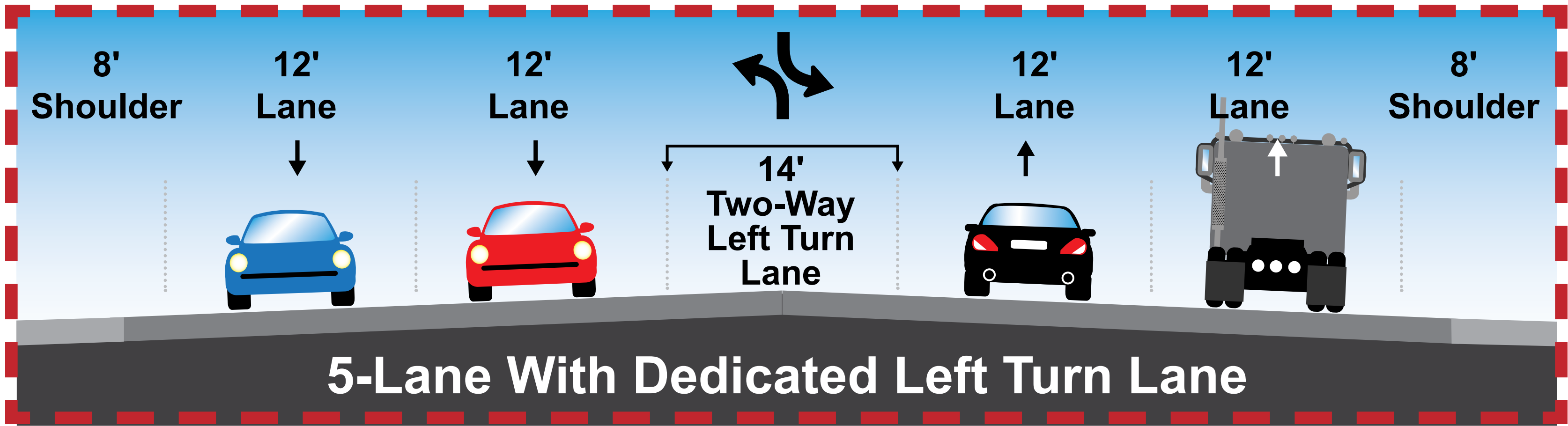


Roundabout

● Potential Vehicle Conflict Point

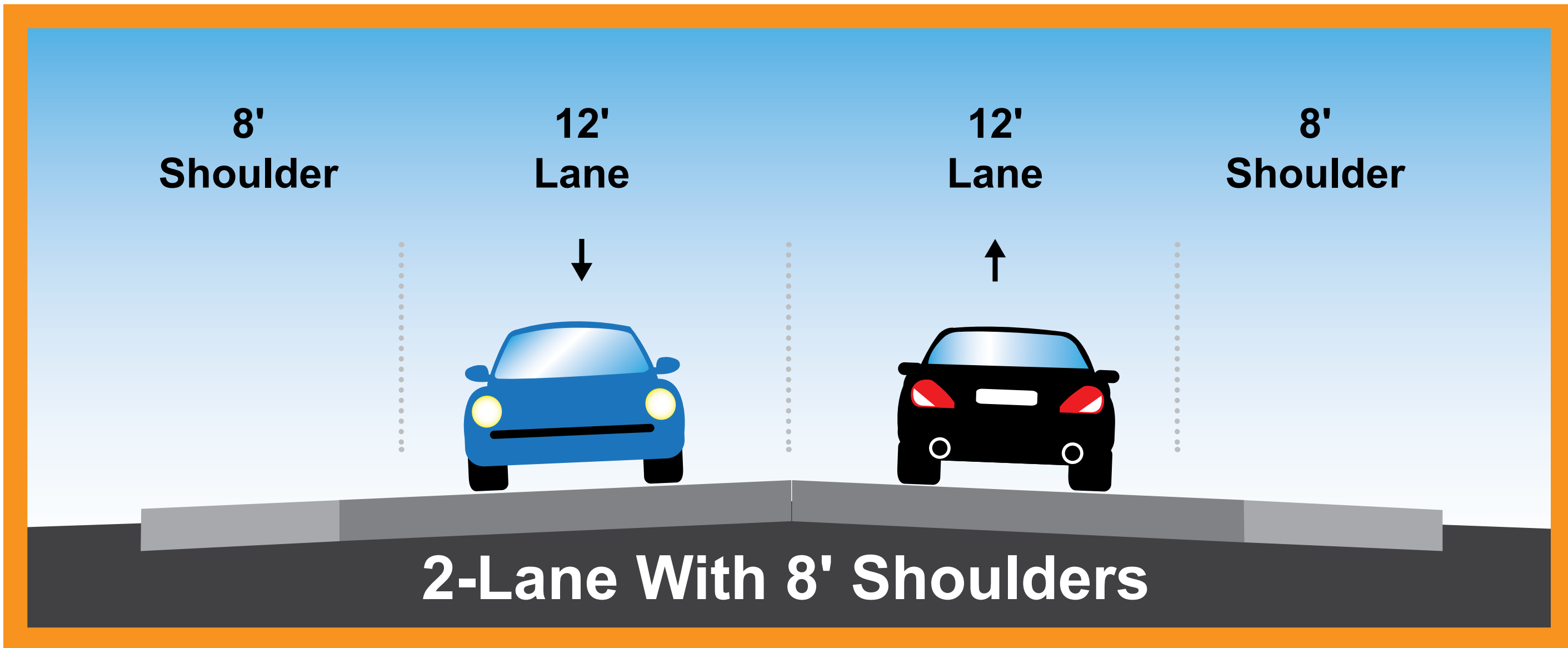
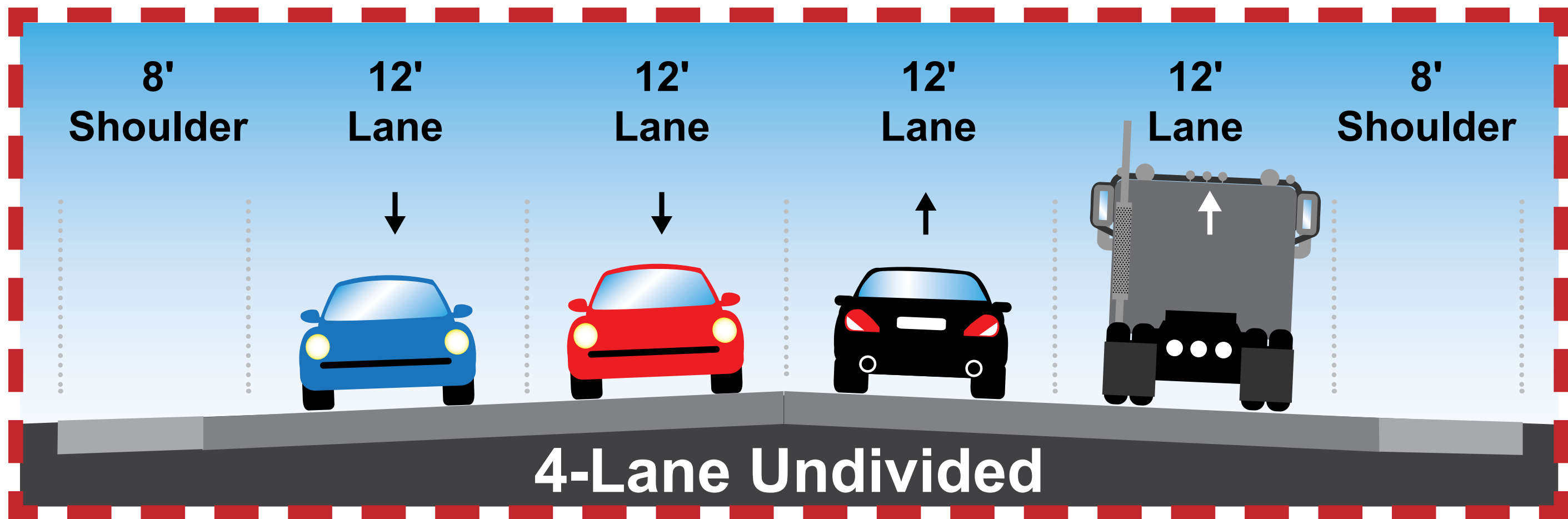


Recommended Improvements: City of Washington to Country Club Ln.



No Speed Limit Change

SPEED LIMIT 45



- Legend**
- Roundabout
 - Signal
 - Existing Lane
 - Turn Lane / Inter. Additions
 - 5-Lane With Dedicated Left Turn Lane
 - 4-Lane Undivided
 - 2-Lane with Wider Shoulders
 - 3 Lane with Center Two-Way Left Turn Lane

Existing	Proposed
	SPEED LIMIT 45
	or
	SPEED LIMIT 50

Survey #2
Speed Limit Reduction Results
(Washington to Independence Dr.)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
37.8%	62.2%



Intersection Recommendations

New Shoulder Pavement

New Lane Pavement

Existing Lane Pavement

Existing Shoulder Pavement

Proposed Concrete Median or Island

Curb & Gutter

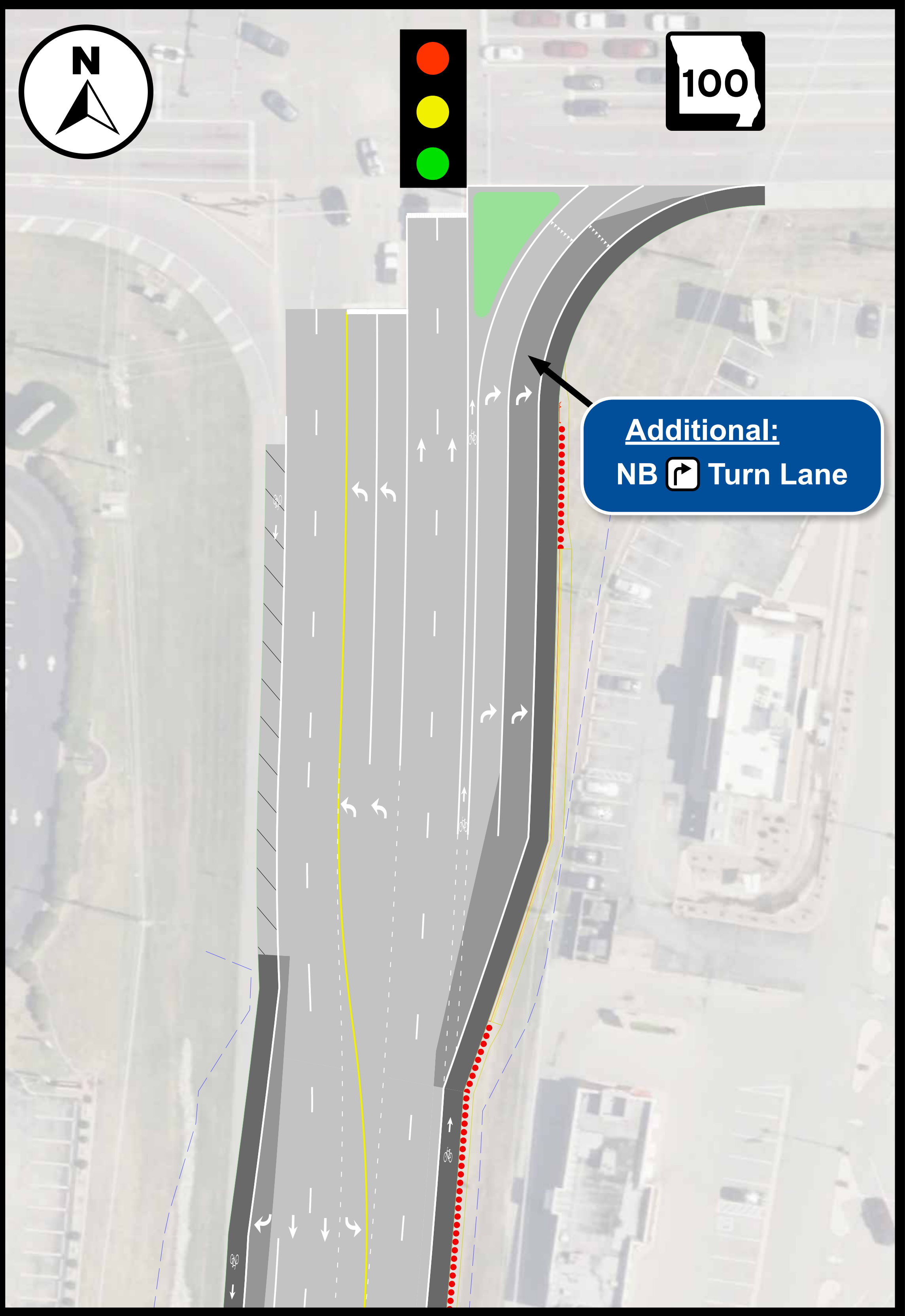
Approx. Right of Way Line

Guardrail

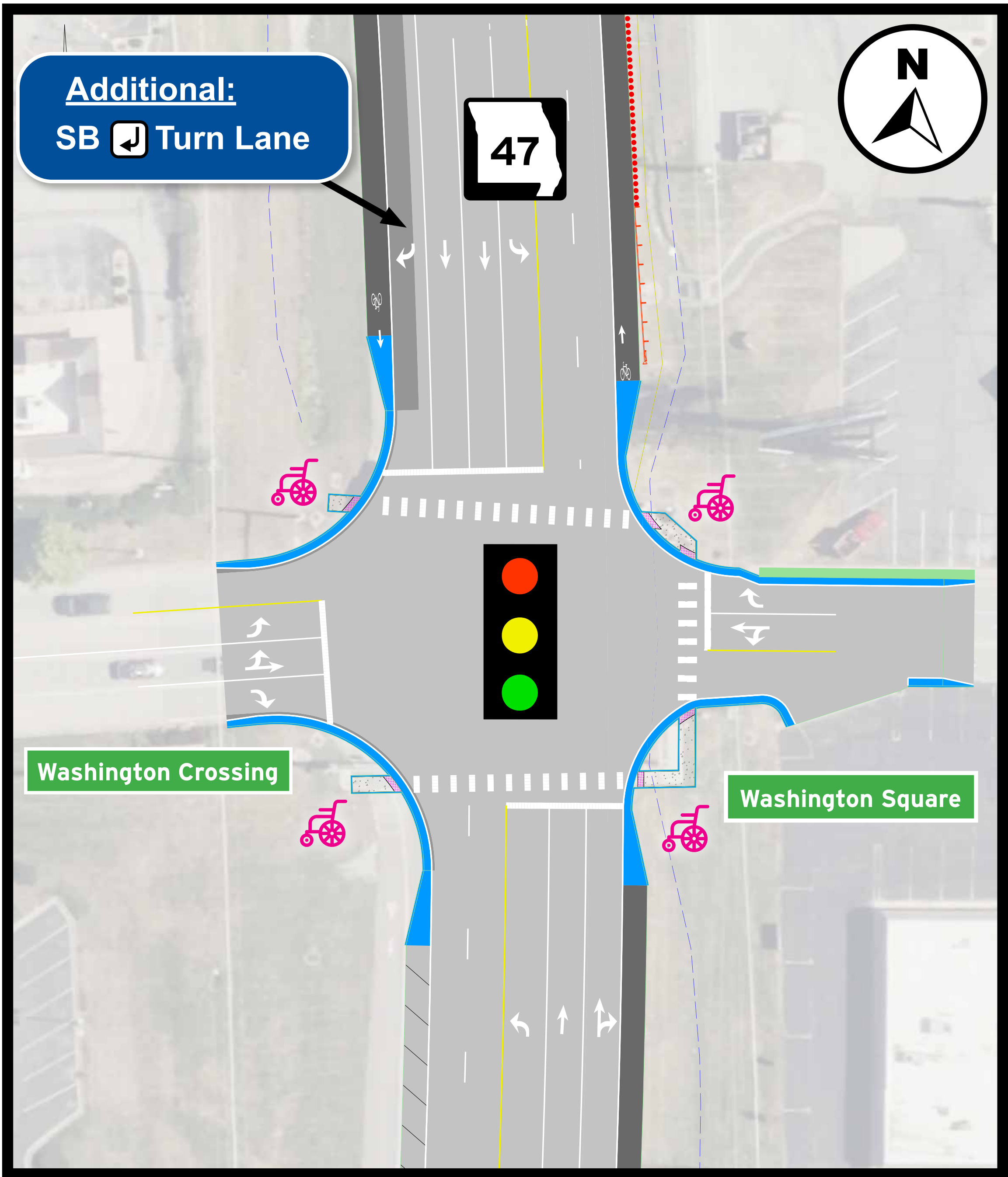
Slope Limits

ADA/Pedestrian Improvement

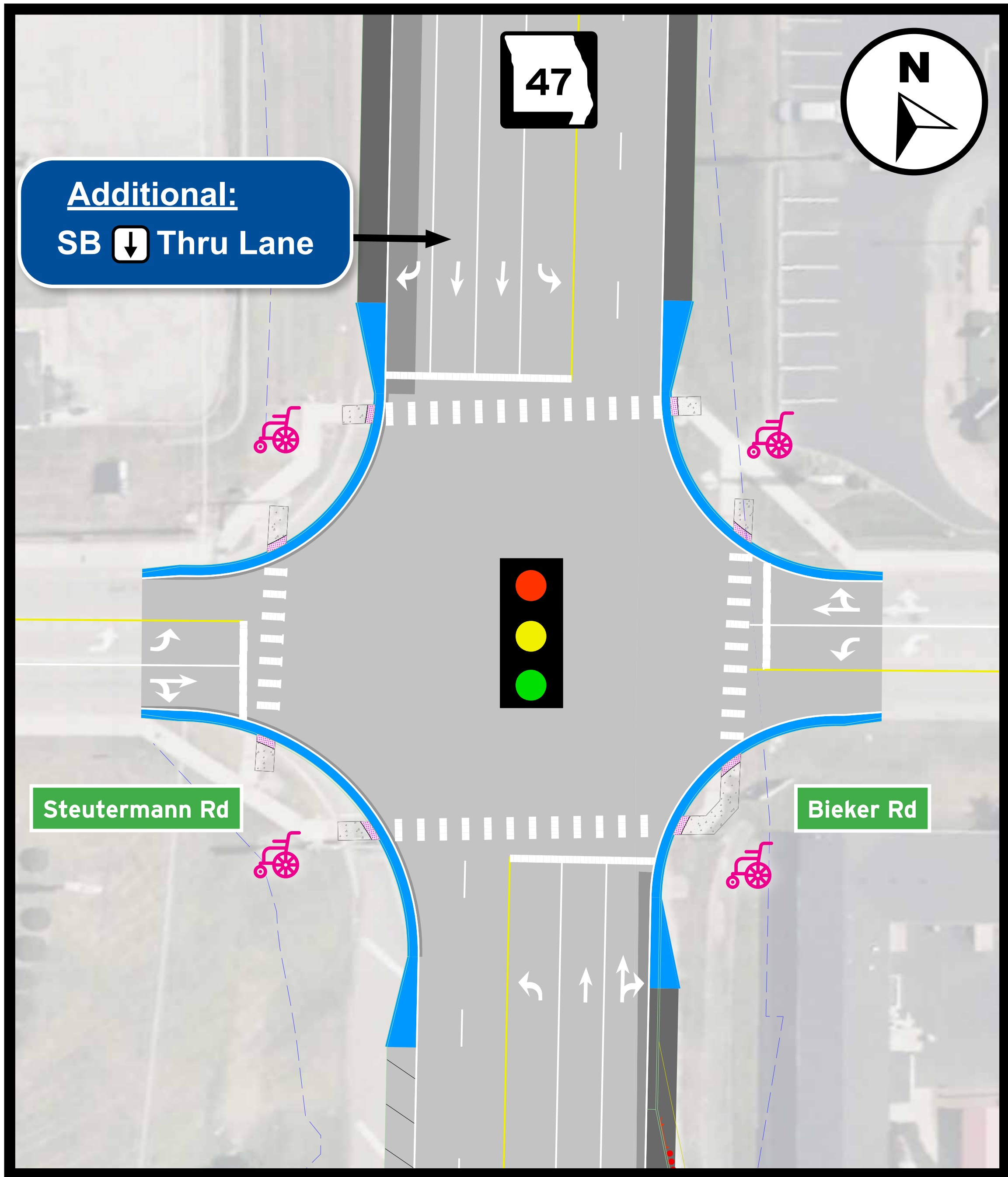
MO 47 / 100



Washington Crossing/ Washington Square



Steutermann Rd./ Bieker Rd.



Intersection Recommendations

LEGEND

New Shoulder Pavement

New Lane Pavement

Existing Lane Pavement

Existing Shoulder Pavement

Proposed Concrete Median or Island

Curb & Gutter

Approx. Right of Way Line

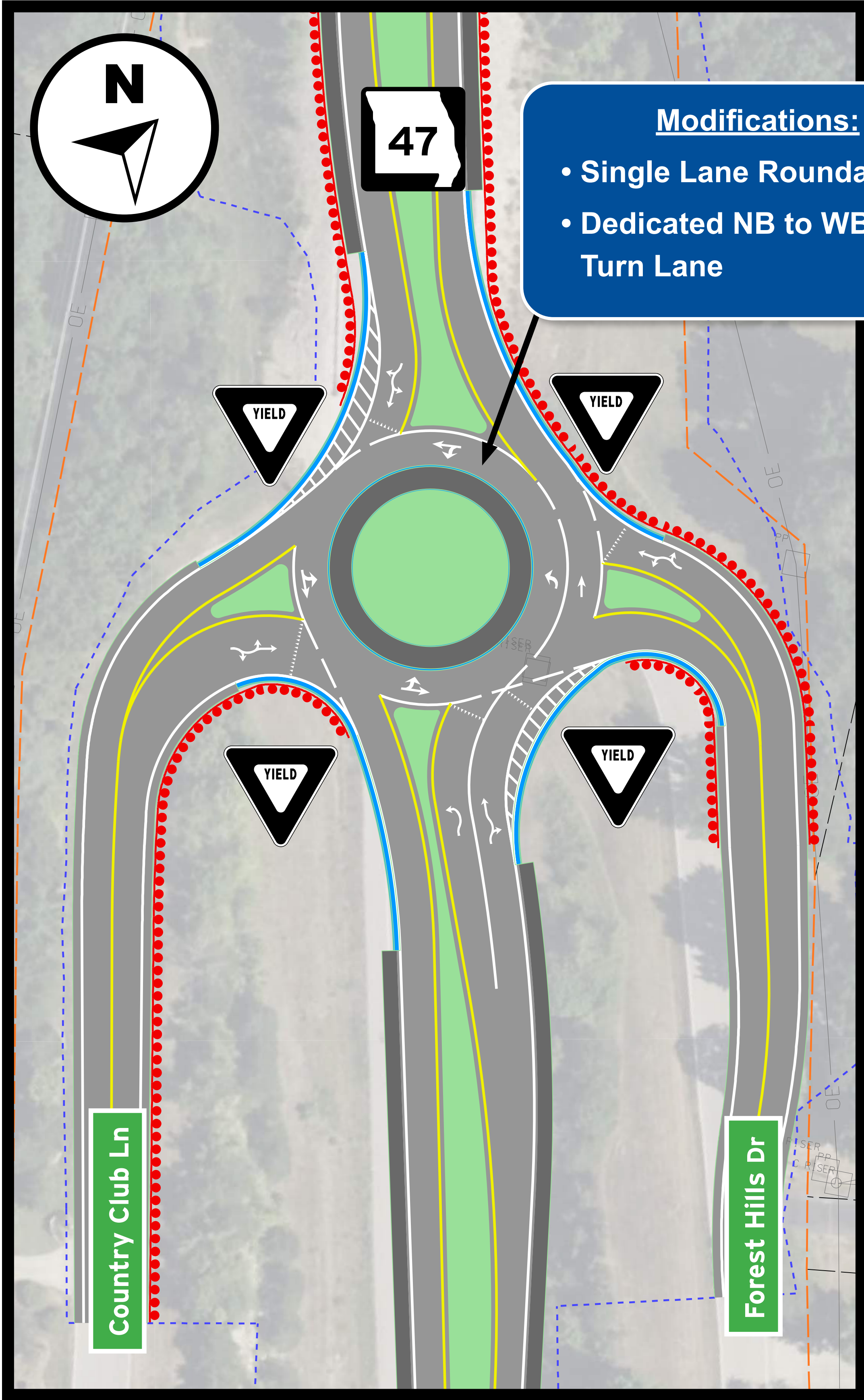
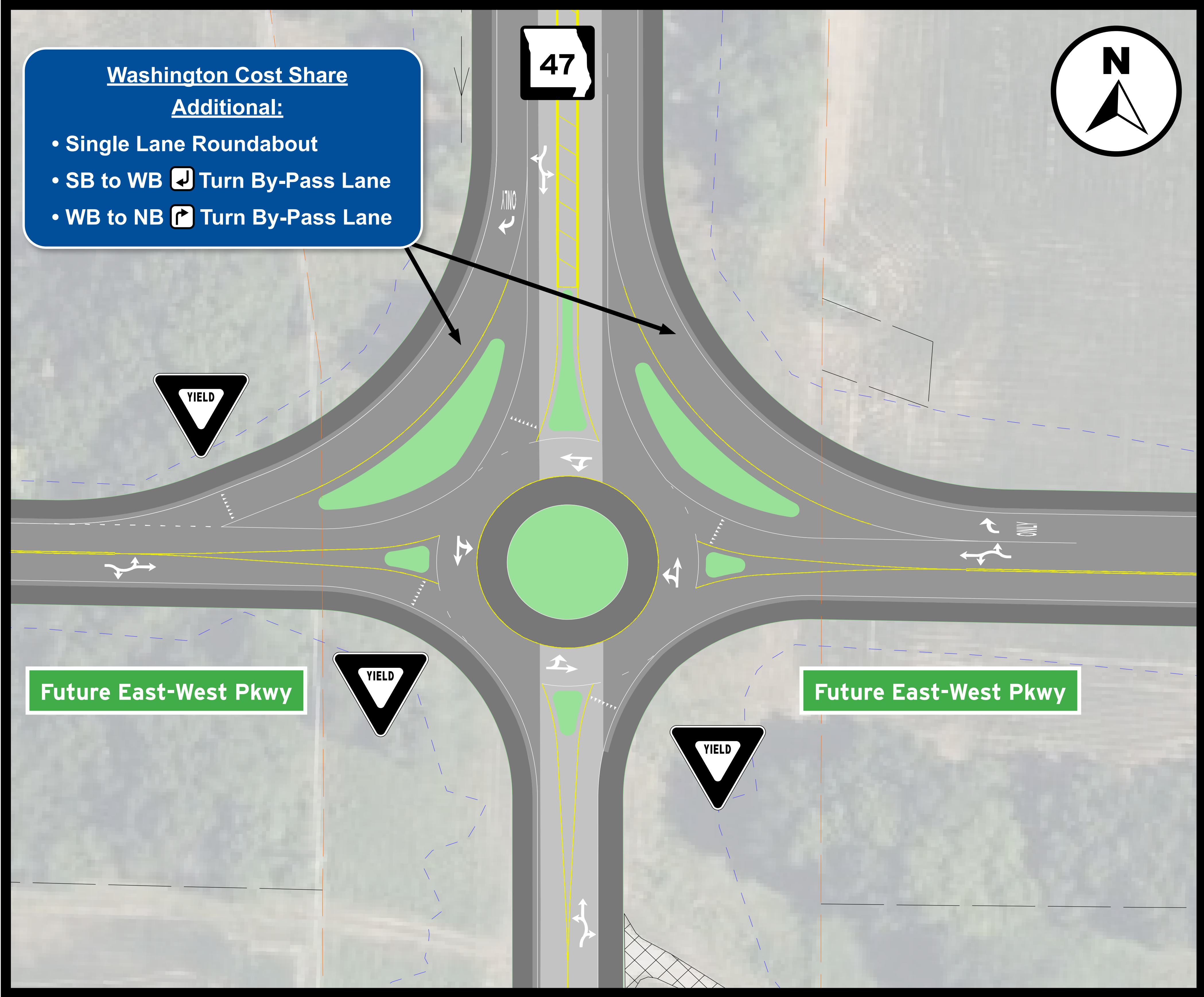
Guardrail

Slope Limits

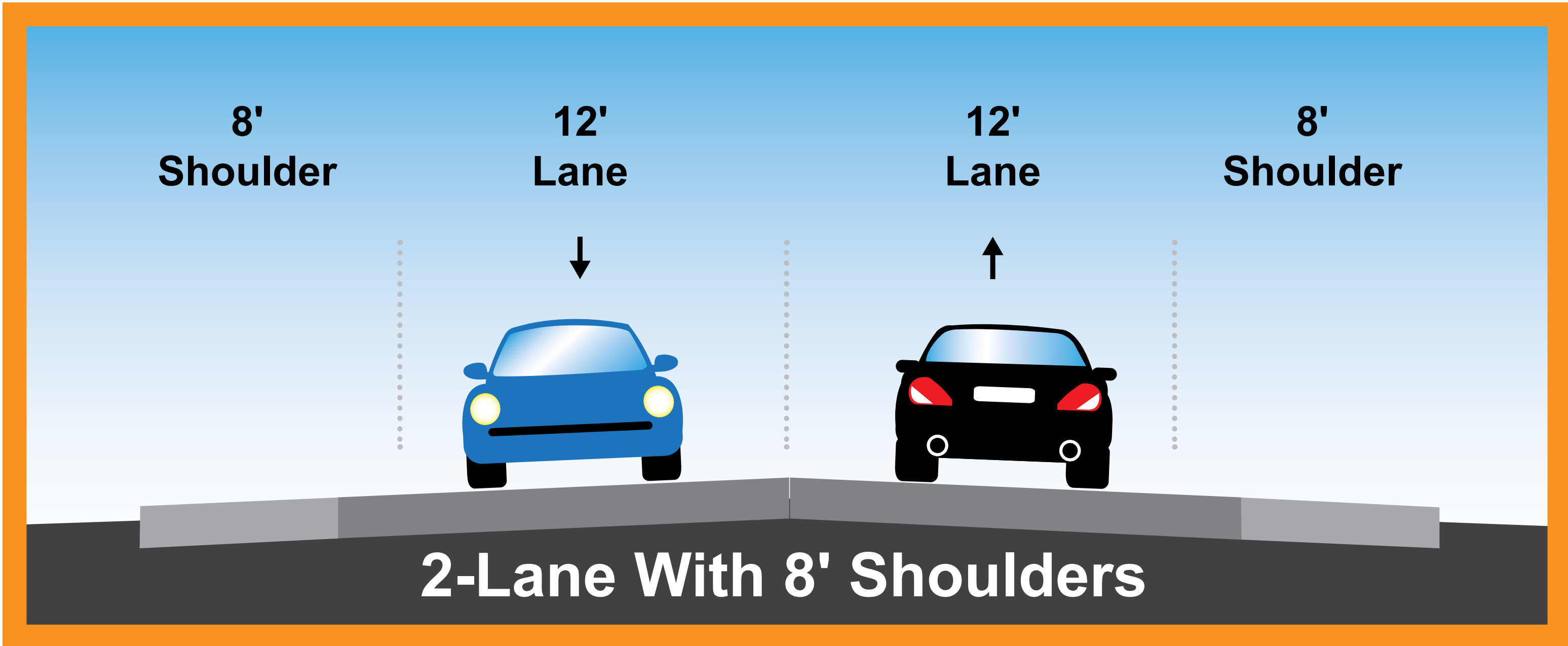
ADA/Pedestrian Improvement

Future East-West Pkwy.

Country Club Ln. / Forest Hills Dr.



Recommended Improvements: Country Club Ln. to North of Independence Dr.



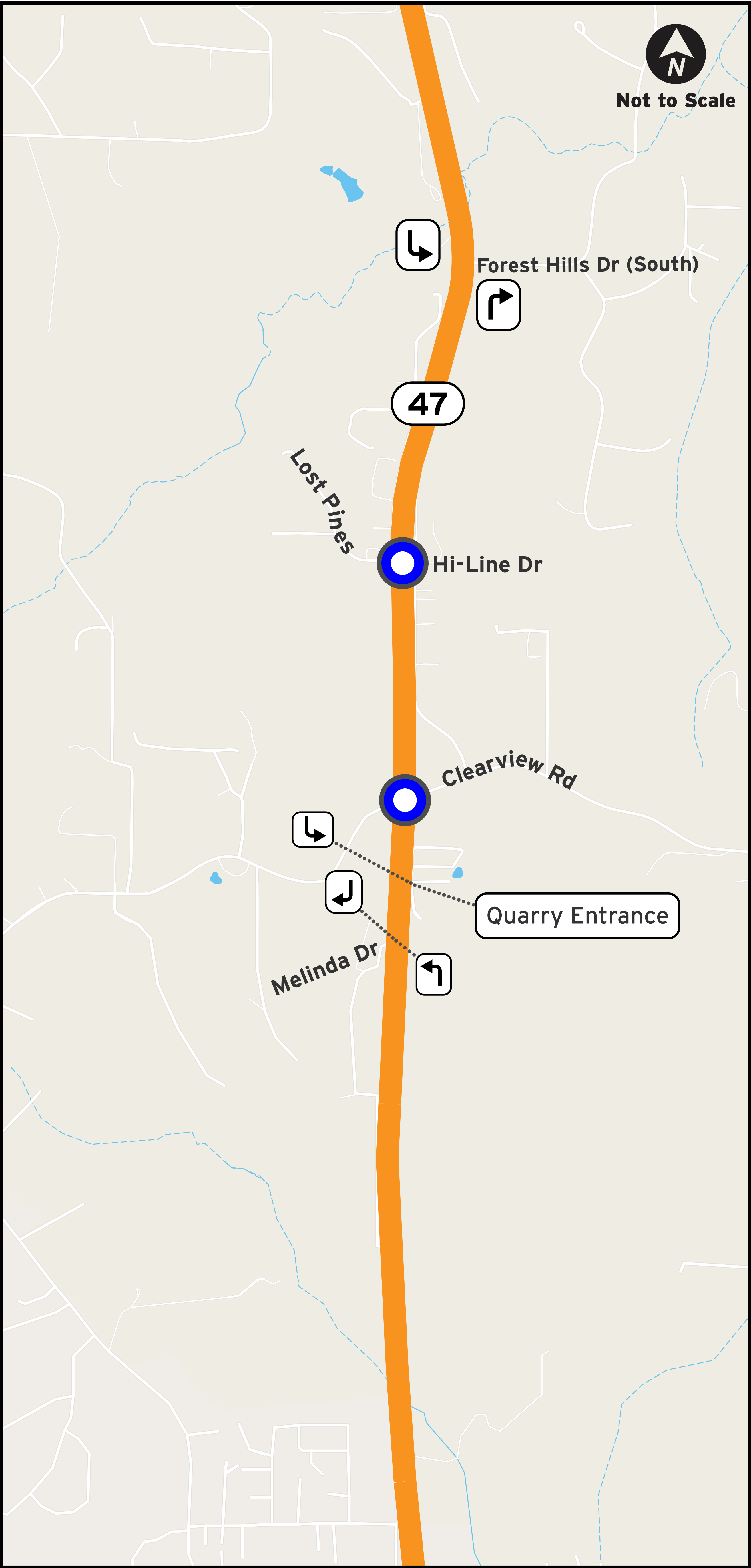
Legend

- Roundabout
- Signal
- Existing Lane
- Turn Lane / Inter. Additions
- 5-Lane With Dedicated Left Turn Lane
- 4-Lane Undivided
- 2-Lane with Wider Shoulders
- 3 Lane with Center Two-Way Left Turn Lane

Existing	Proposed
	or

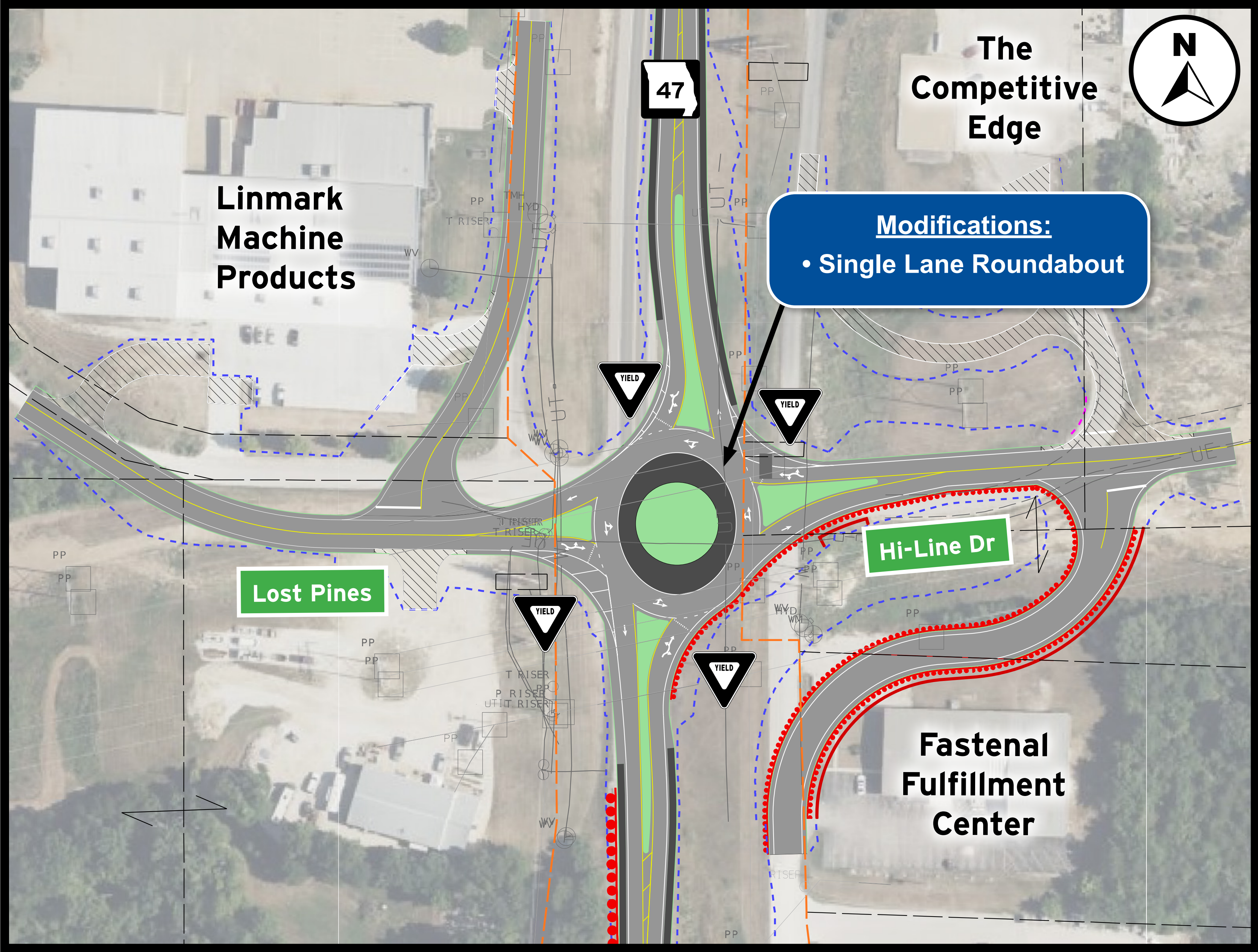
Survey #2
Speed Limit Reduction Results
(Washington to Independence Dr.)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
37.8%	62.2%

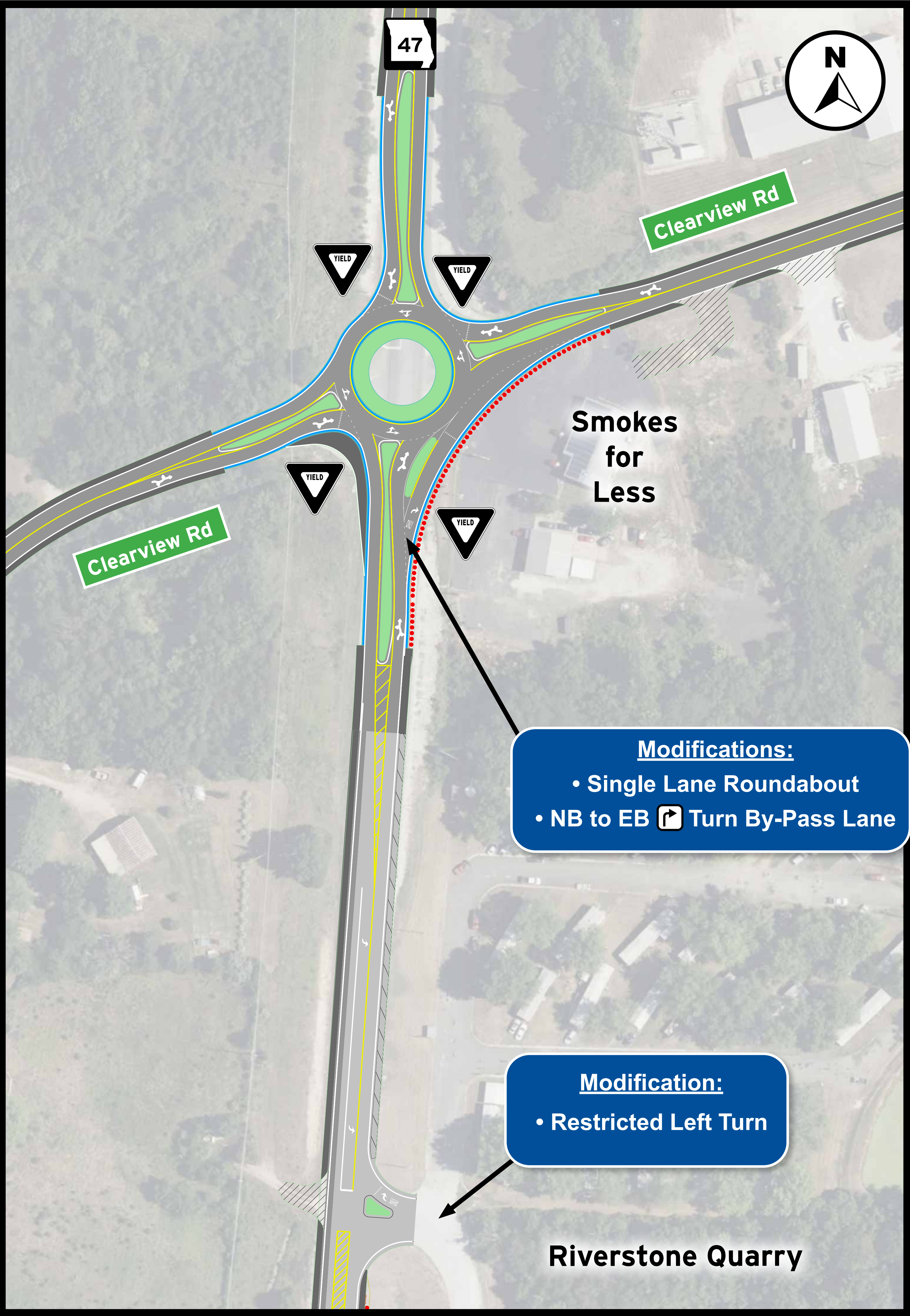
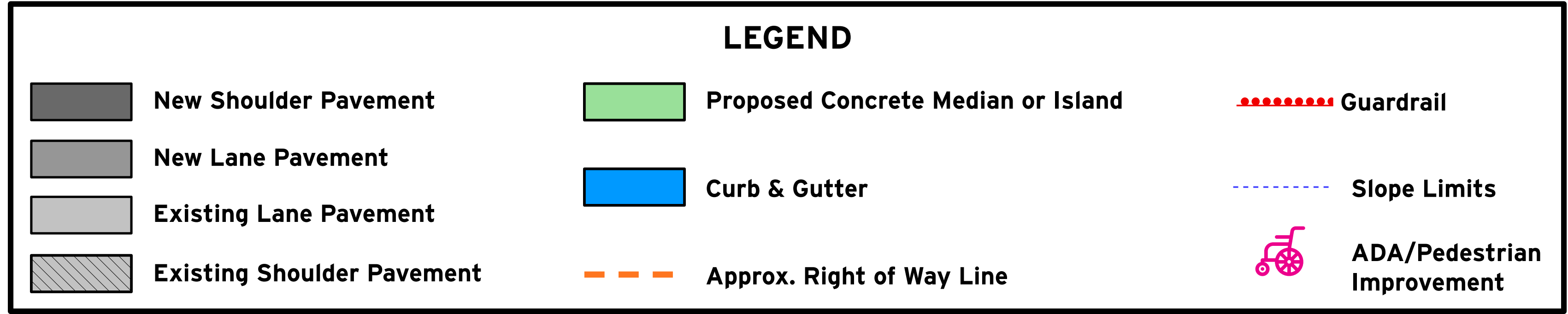


Intersection Recommendations

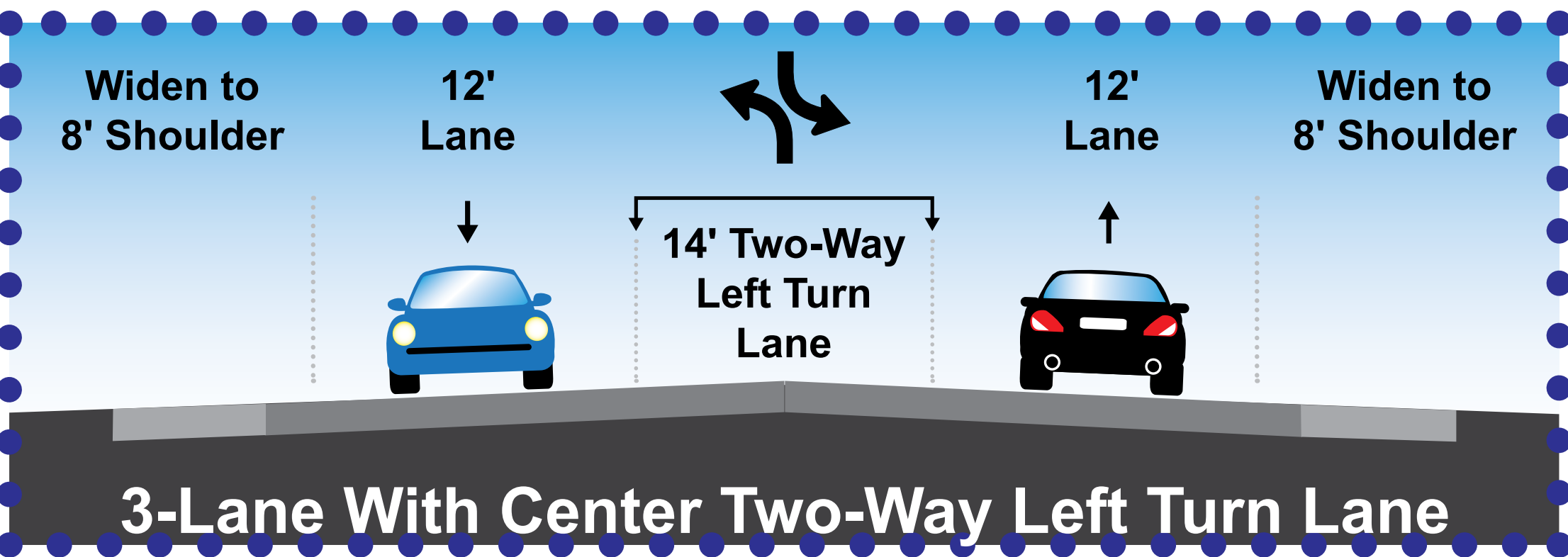
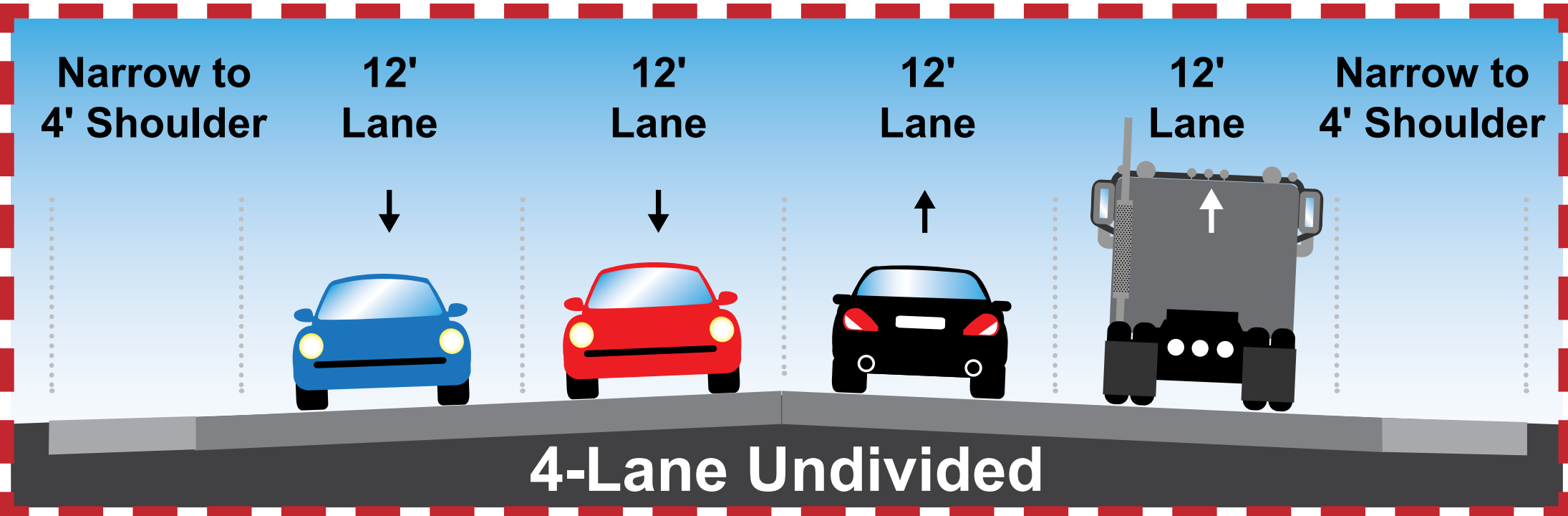
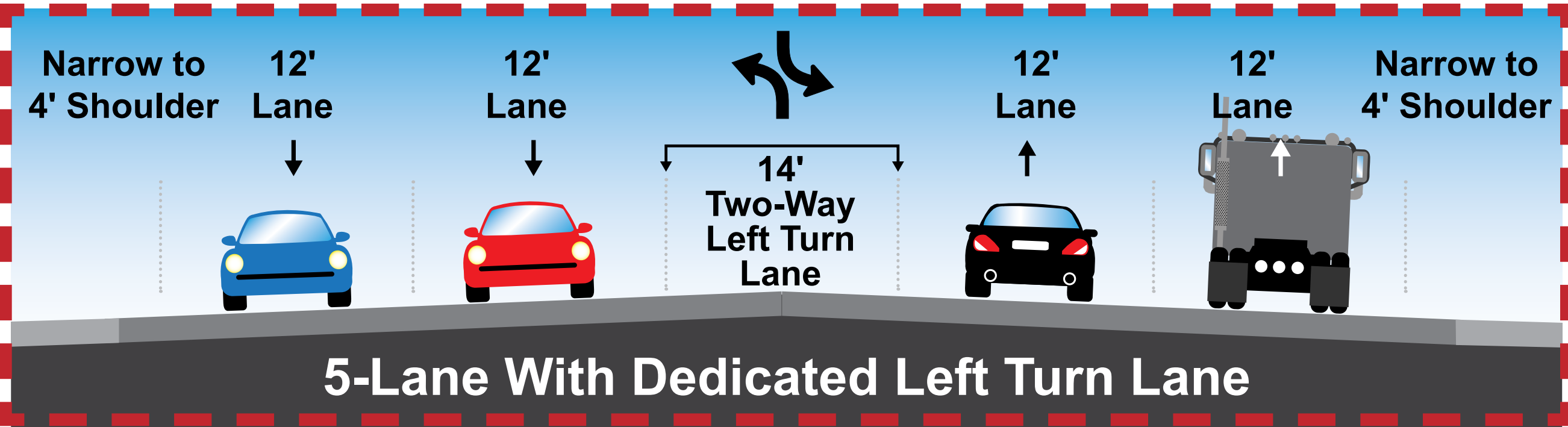
Lost Pines / Hi-Line Dr.



Clearview Rd.



Recommended Improvements: North of E. Independence to MO 47 / 50 (East)



Legend

- Roundabout
- Signal
- Existing Lane
- Turn Lane / Inter. Additions
- 5-Lane With Dedicated Left Turn Lane
- 4-Lane Undivided
- 2-Lane with Wider Shoulders
- 3 Lane with Center Two-Way Left Turn Lane
- Continuous Flow intersection (CFI)

Existing ~~SPEED LIMIT 55~~

Proposed

SPEED LIMIT 45

or

SPEED LIMIT 50

Survey #2
Speed Limit Reduction Results
(Independence Dr. to Hwy 50)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
27.9%	72.1%

No Speed Limit Change

SPEED LIMIT 45

No Speed Limit Change

SPEED LIMIT 45

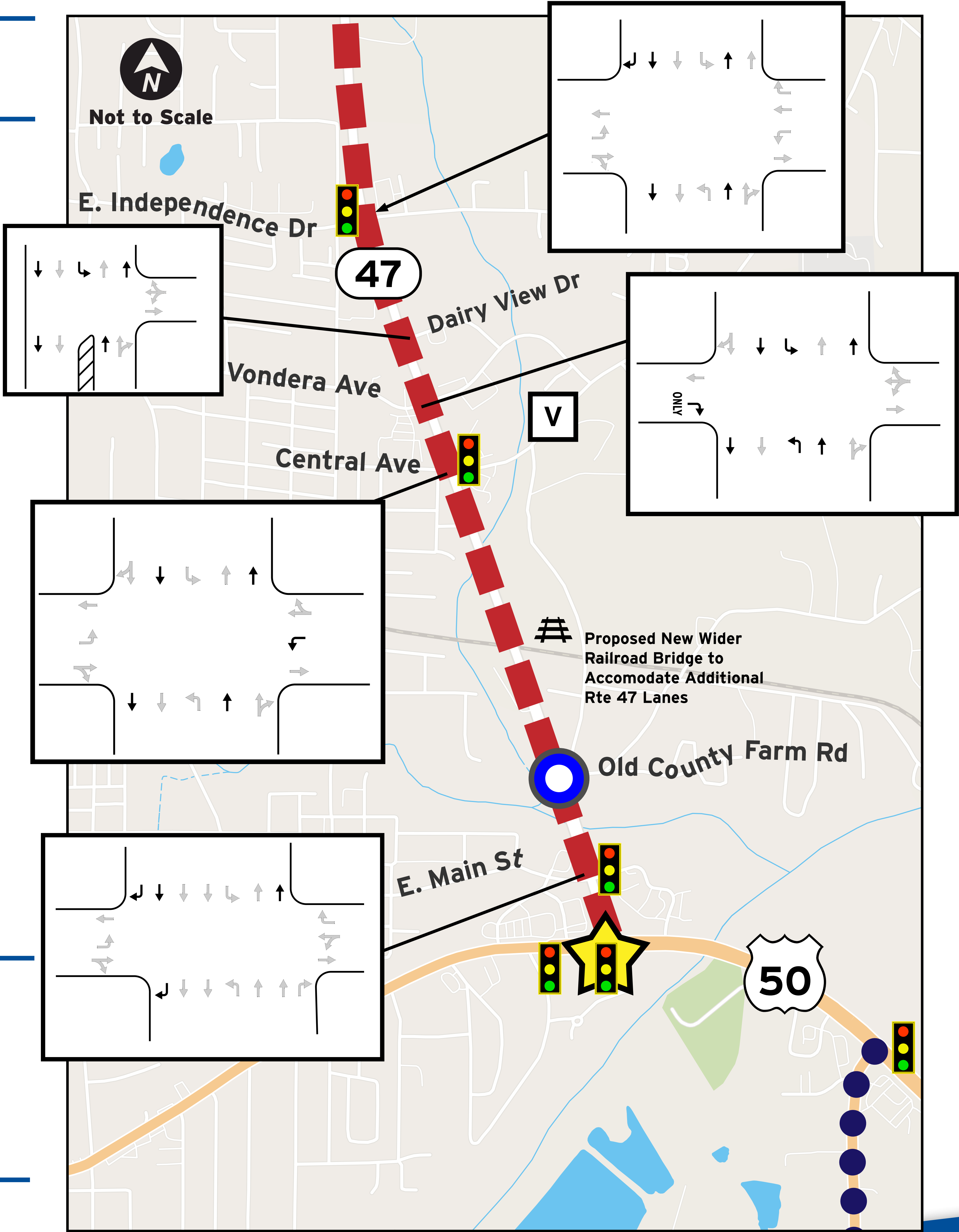
Existing ~~SPEED LIMIT 55~~

Proposed

SPEED LIMIT 45

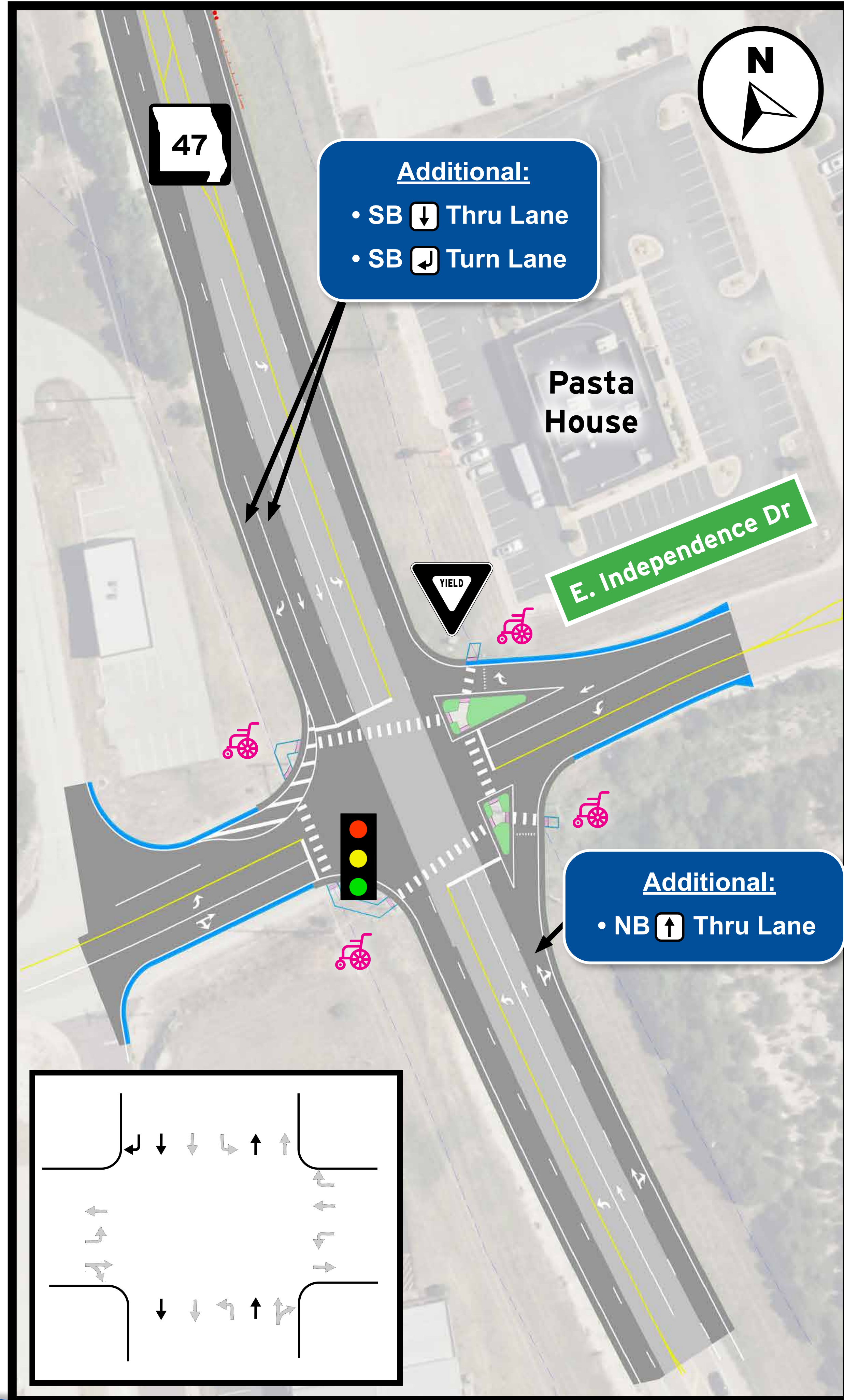
Survey #2
Speed Limit Reduction Results
(Hwy 50 to St. Clair)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
37.4%	62.6%

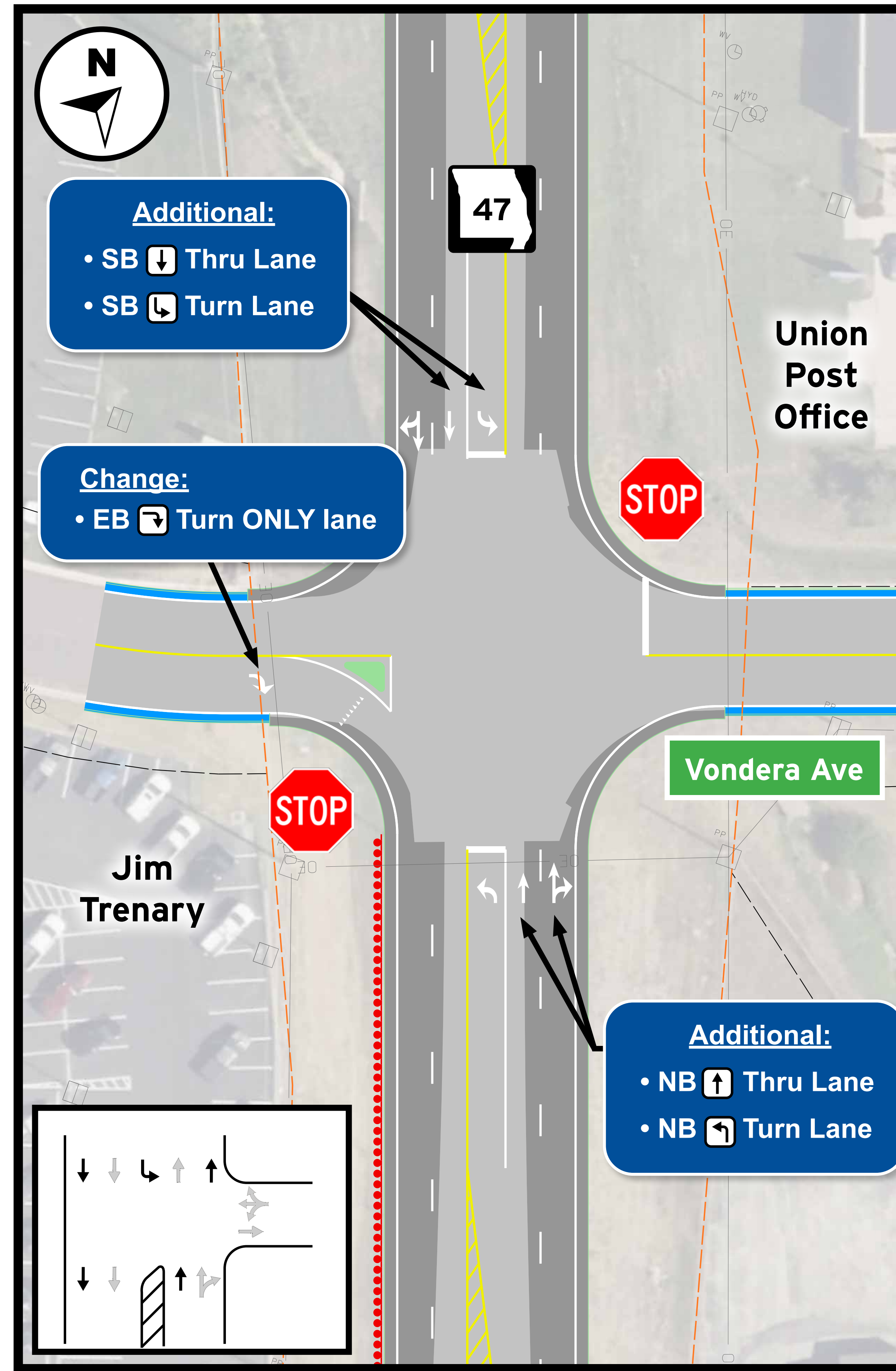


Intersection Improvements

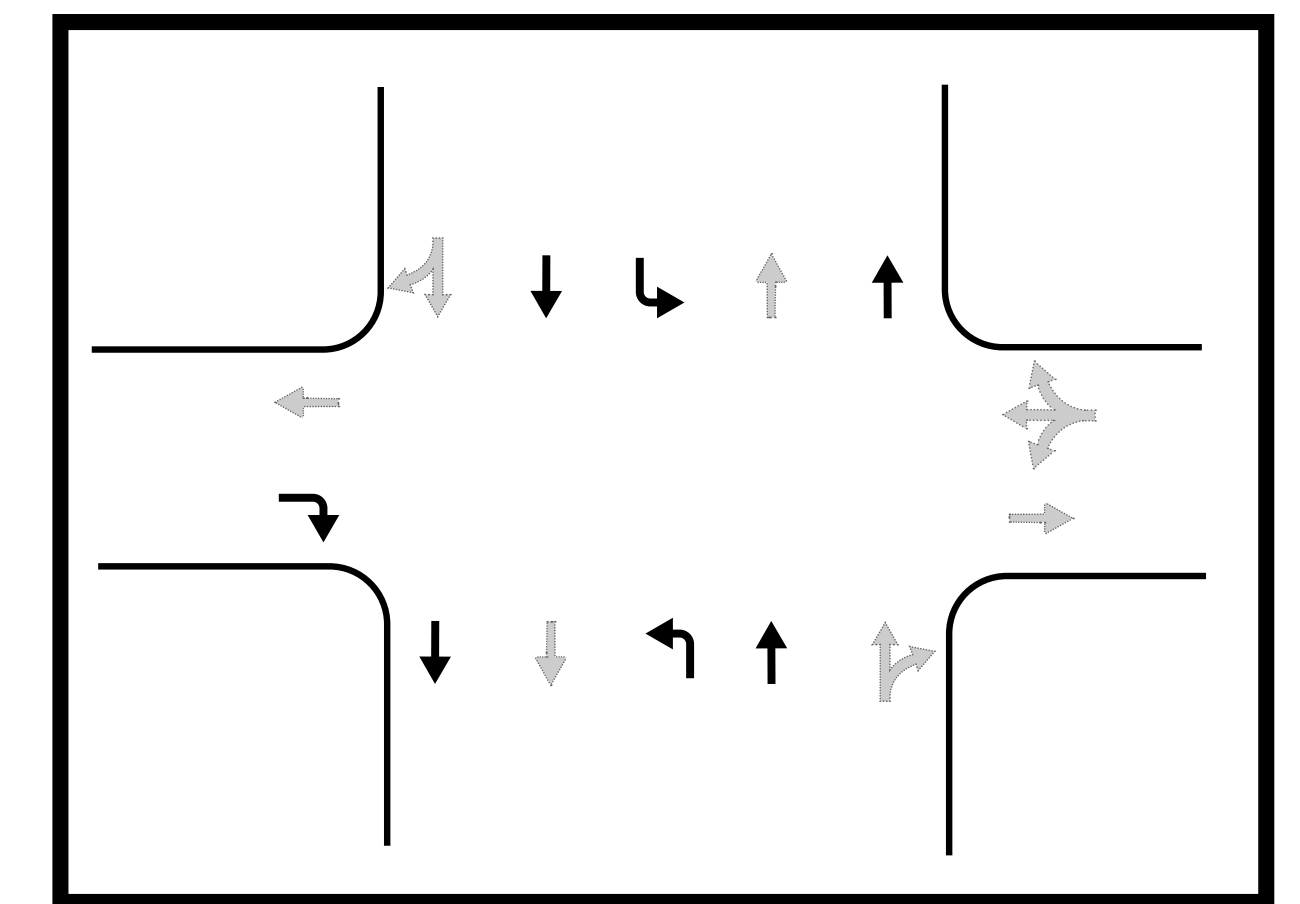
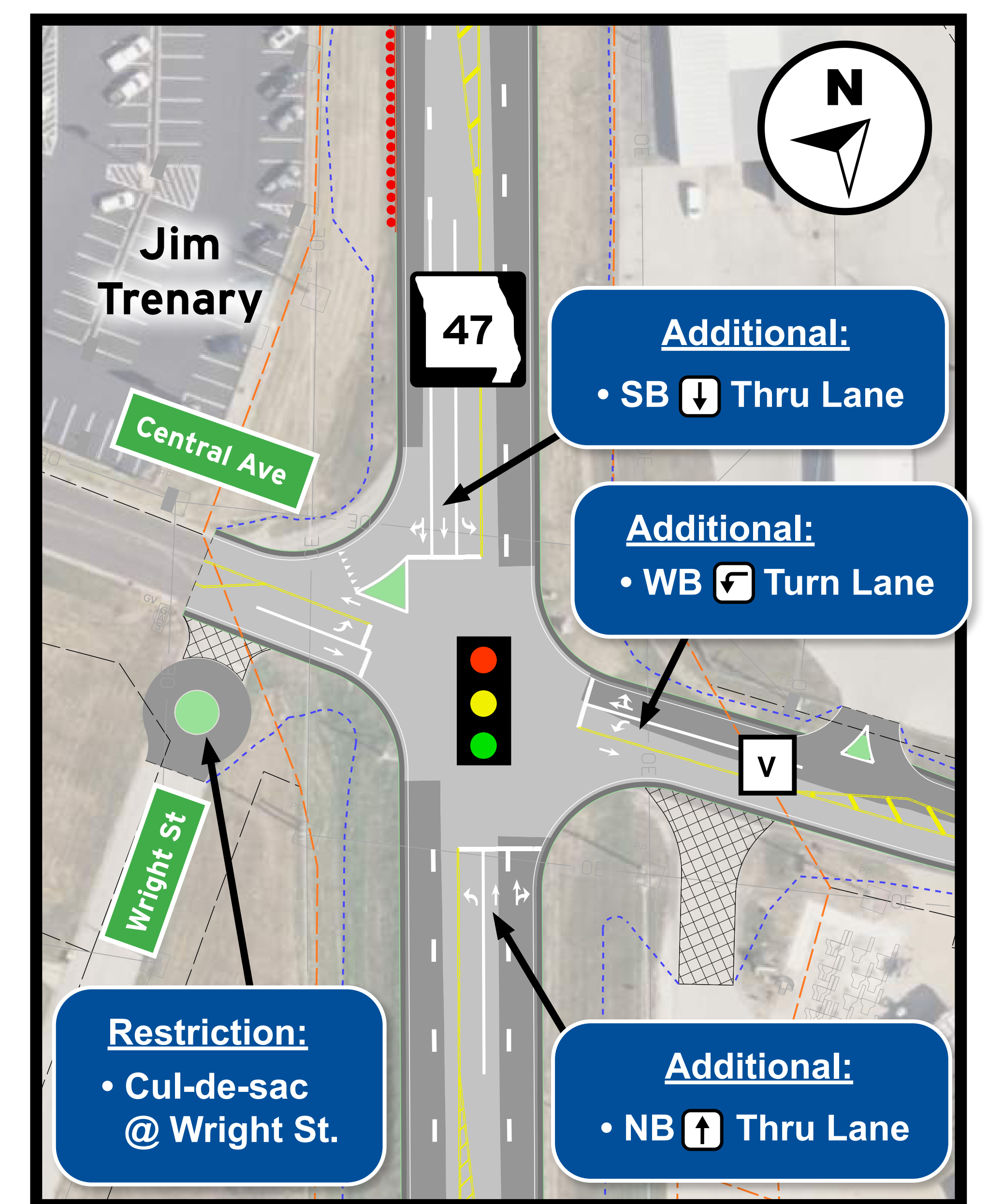
Independence Dr.



Vondera Ave.



Highway V / Central Ave.



Intersection Improvements

LEGEND

New Shoulder Pavement

New Lane Pavement

Existing Lane Pavement

Existing Shoulder Pavement

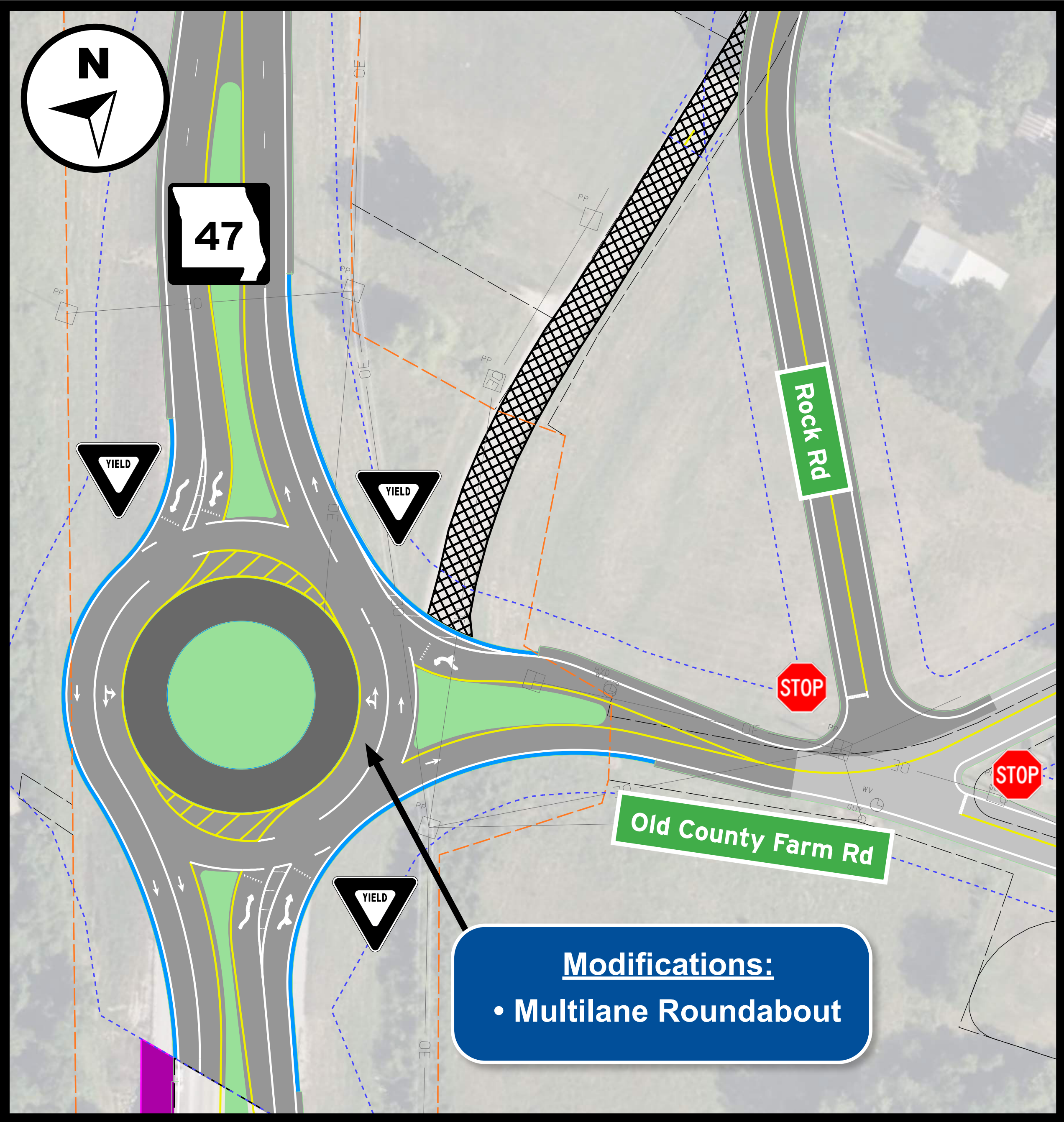
Proposed Concrete Median or Island

Curb & Gutter

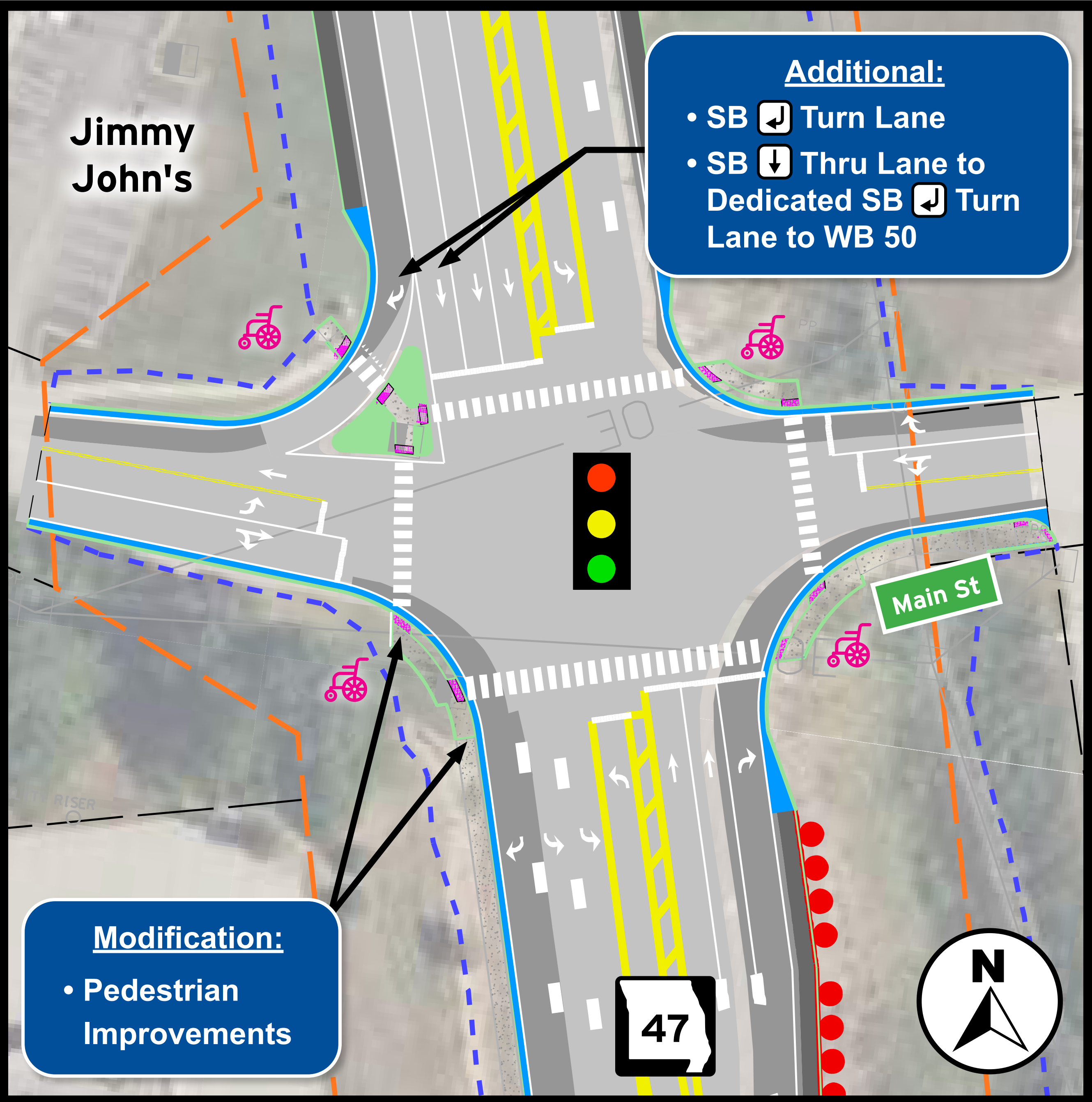
Approx. Right of Way Line

GuardrailSlope LimitsADA/Pedestrian ImprovementExisting LaneTurn Lane/Inter. Additions

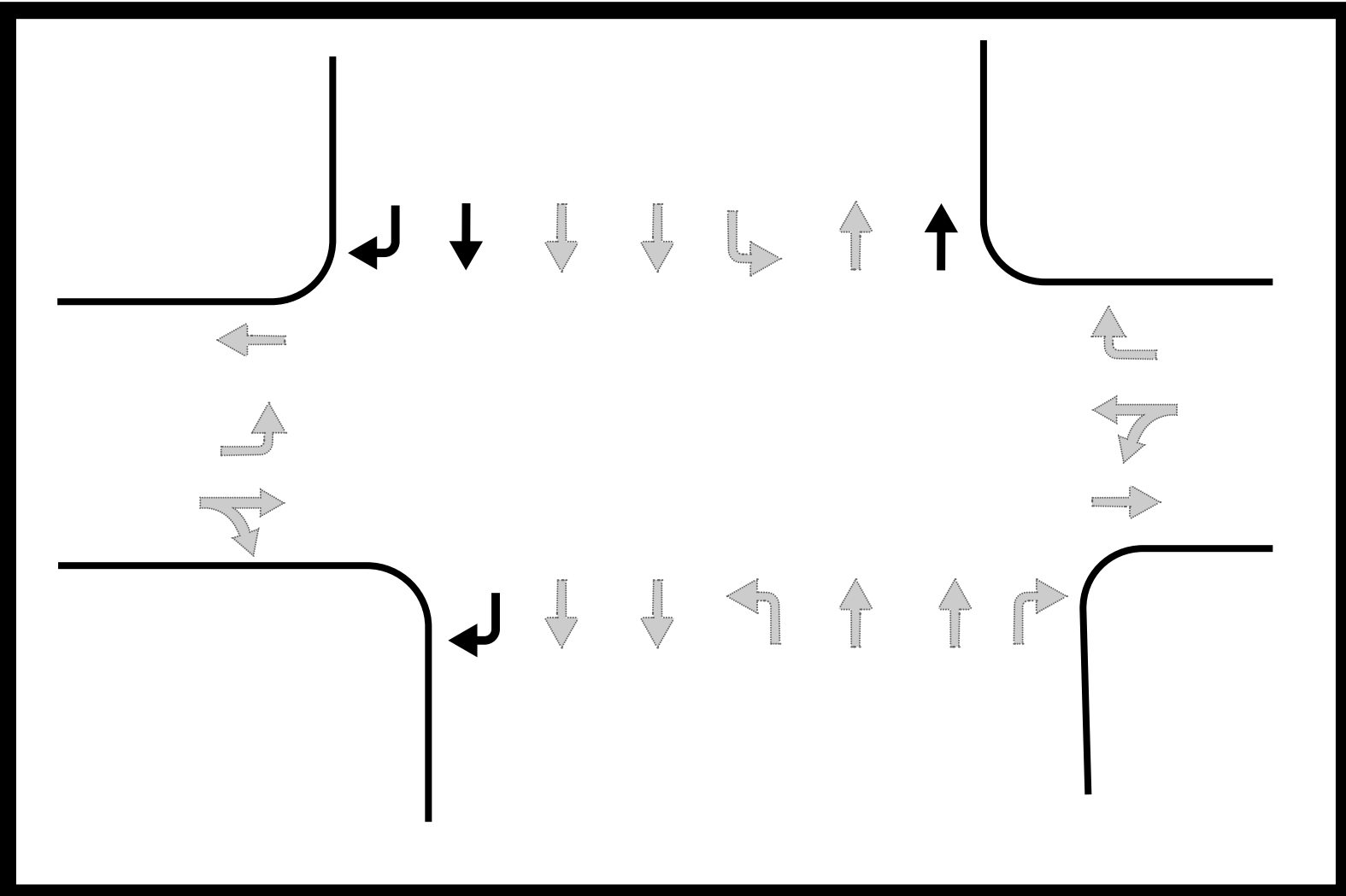
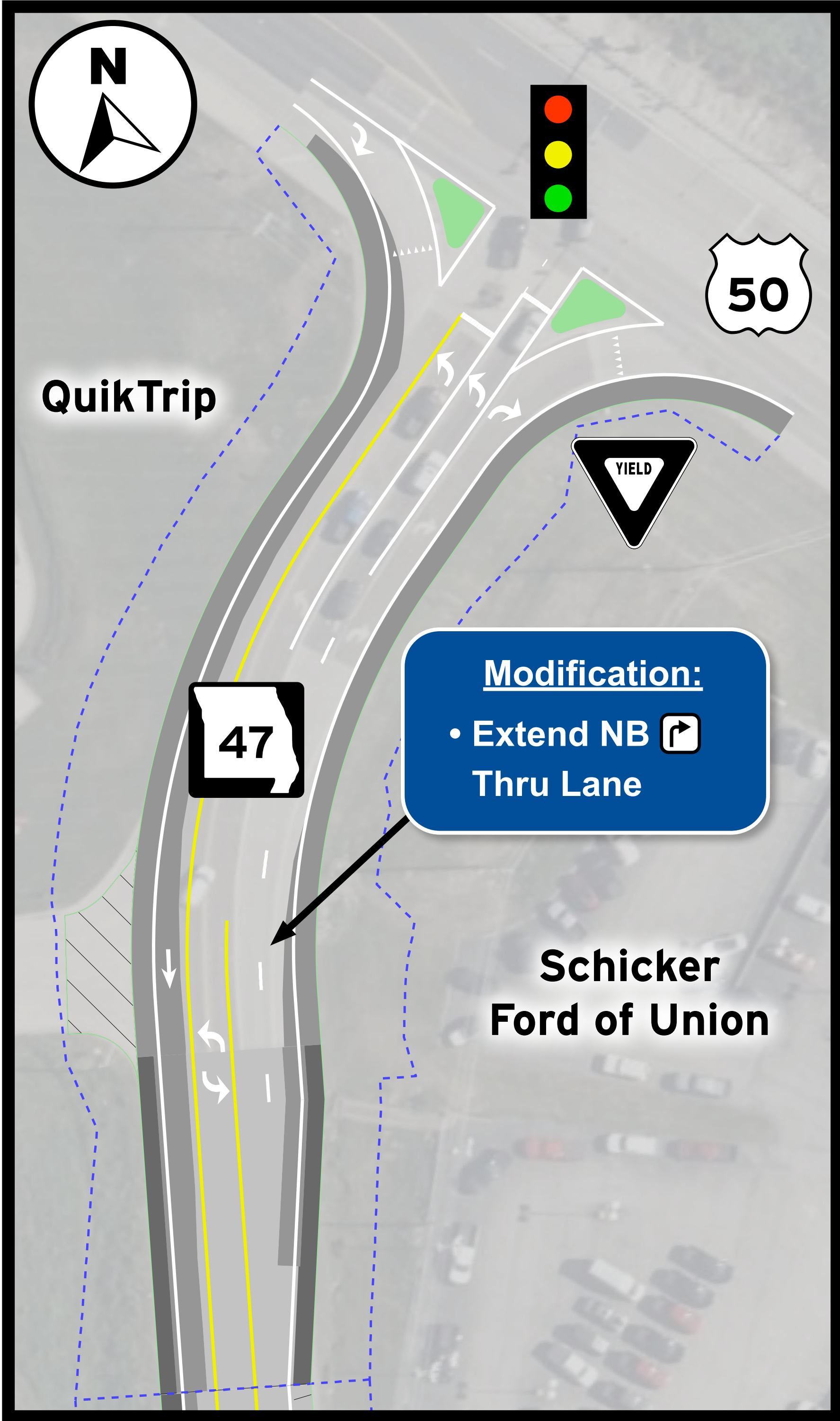
Old County Farm Rd.



Main St.



MO 47 / 50 (East)



MO 47 / 50 (West) Continuous Flow Intersection (CFI)

LEGEND

New Shoulder Pavement

New Lane Pavement

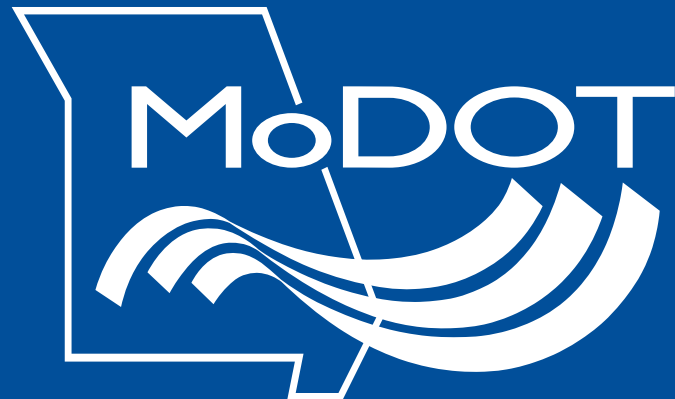
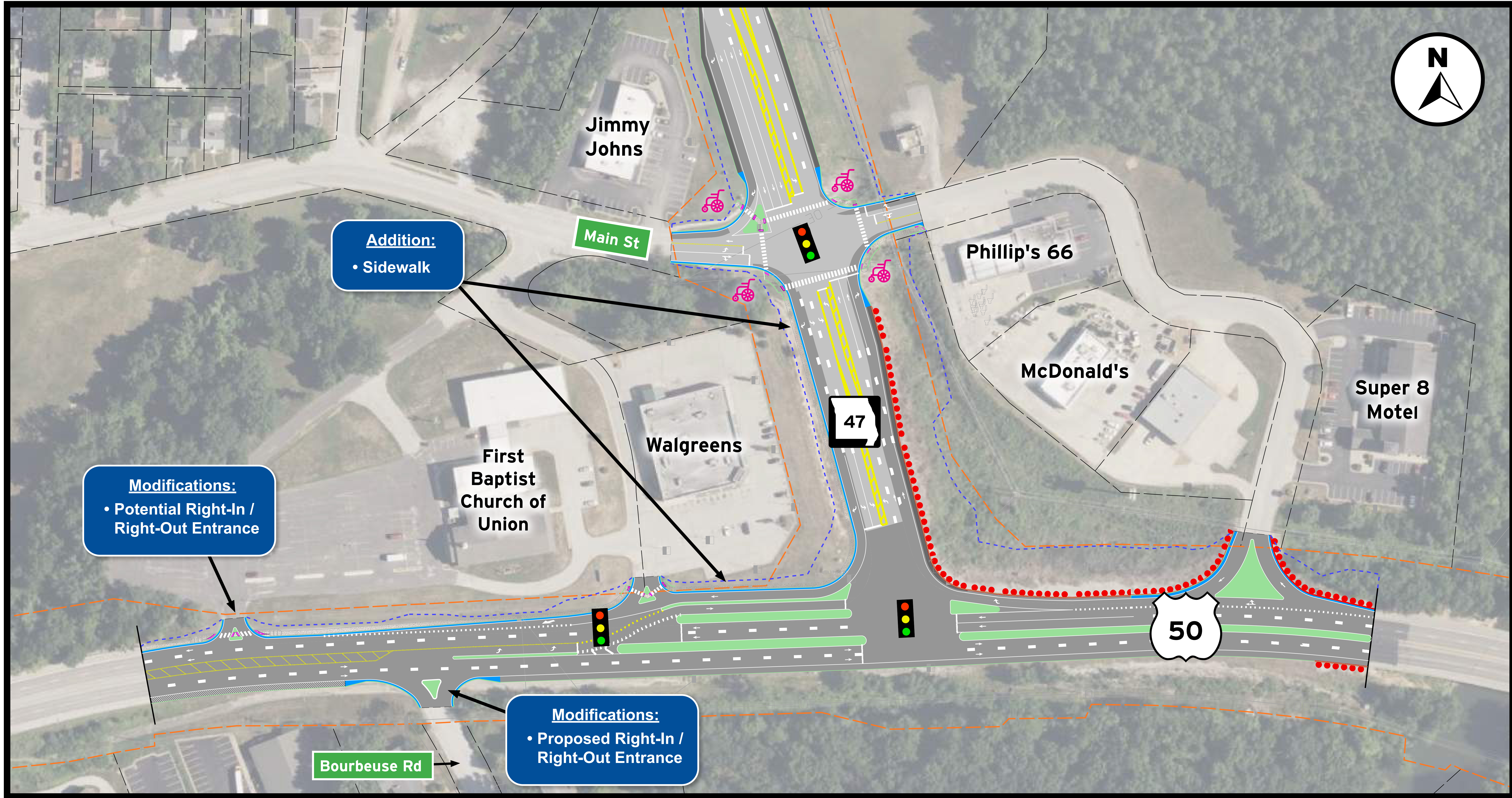
Existing Lane Pavement

Existing Shoulder Pavement

Proposed Concrete Median or Island

Curb & Gutter

Approx. Right of Way Line

GuardrailSlope LimitsADA/Pedestrian Improvement

Recommended Improvements: MO 47 / 50 (East) to Maple Ridge Dr.

No Speed Limit Change

SPEED LIMIT 45

Existing ~~SPEED LIMIT 55~~

Proposed **SPEED LIMIT 45**

Survey #2
Speed Limit Reduction Results
(Hwy 50 to St. Clair)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
37.4%	62.6%

Legend

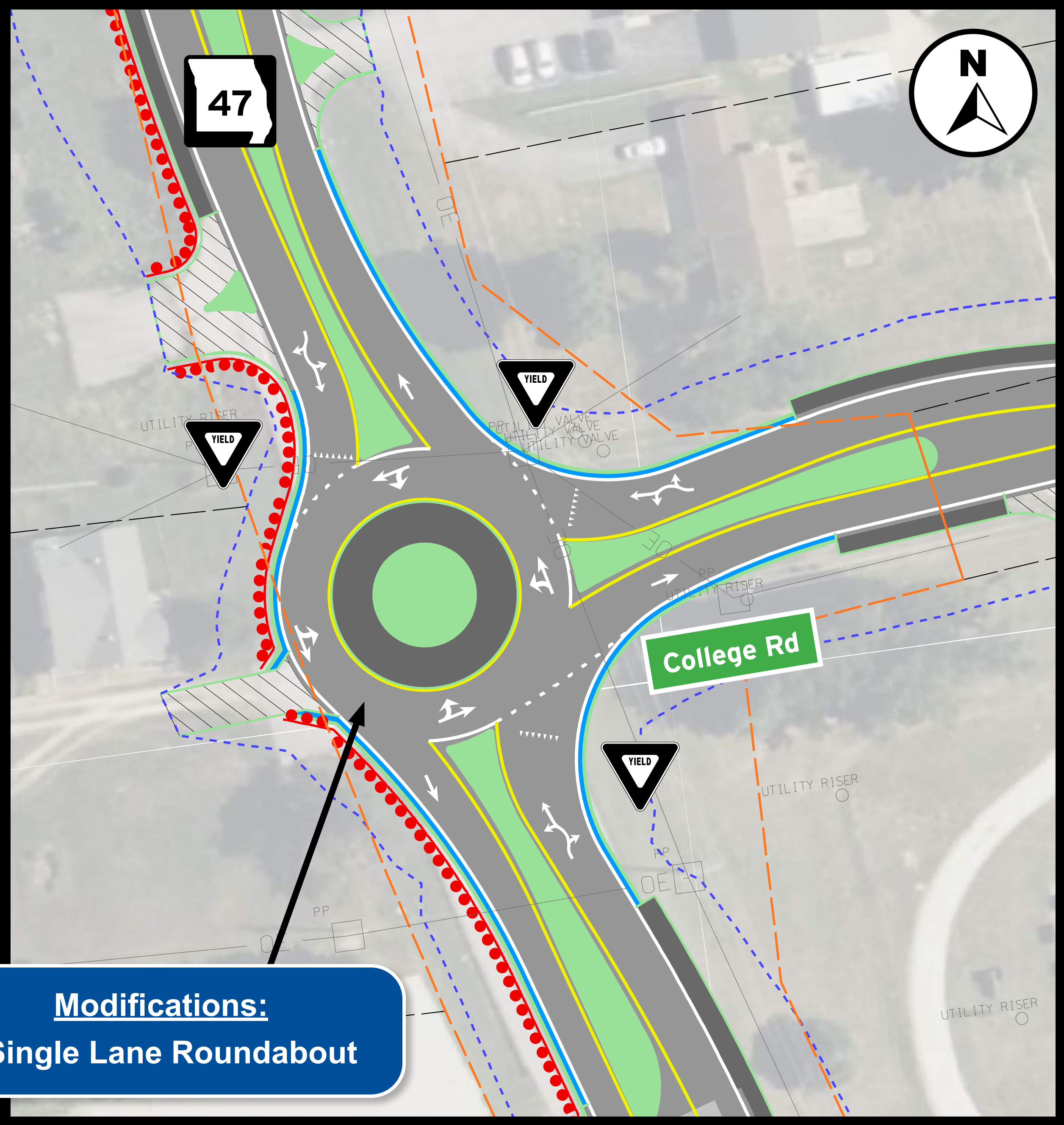
- Roundabout
- Signal
- Existing Lane
- Turn Lane / Inter. Additions
- 5-Lane With Dedicated Left Turn Lane
- 4-Lane Undivided
- 2-Lane with Wider Shoulders
- 3 Lane with Center Two-Way Left Turn Lane



LEGEND

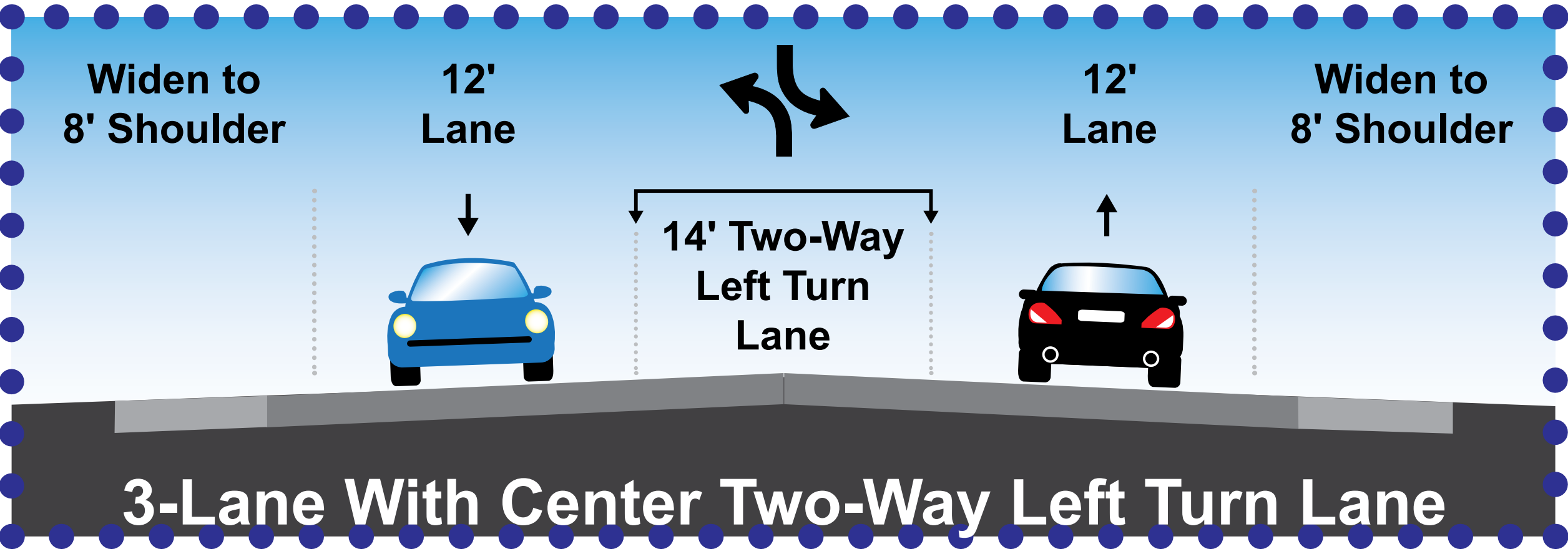
- New Shoulder Pavement
- New Lane Pavement
- Existing Lane Pavement
- Existing Shoulder Pavement
- Proposed Concrete Median or Island
- Curb & Gutter
- Slope Limits
- Guardrail
- Approx. Right of Way Line

College Rd.

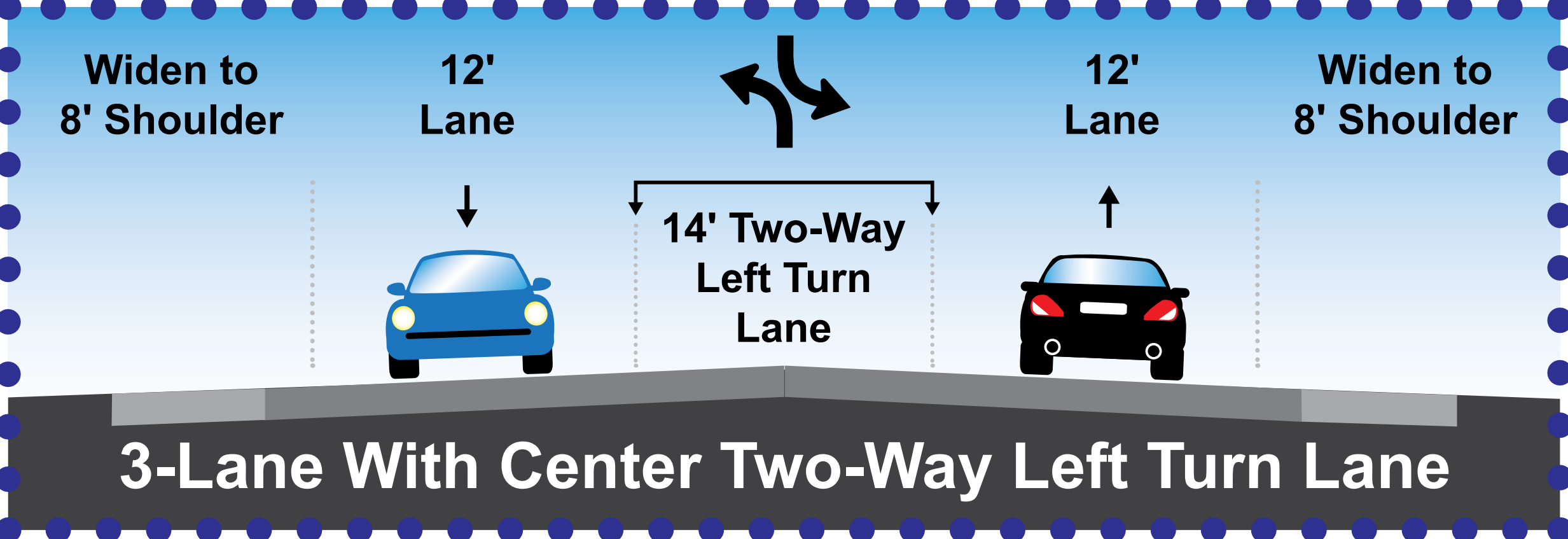
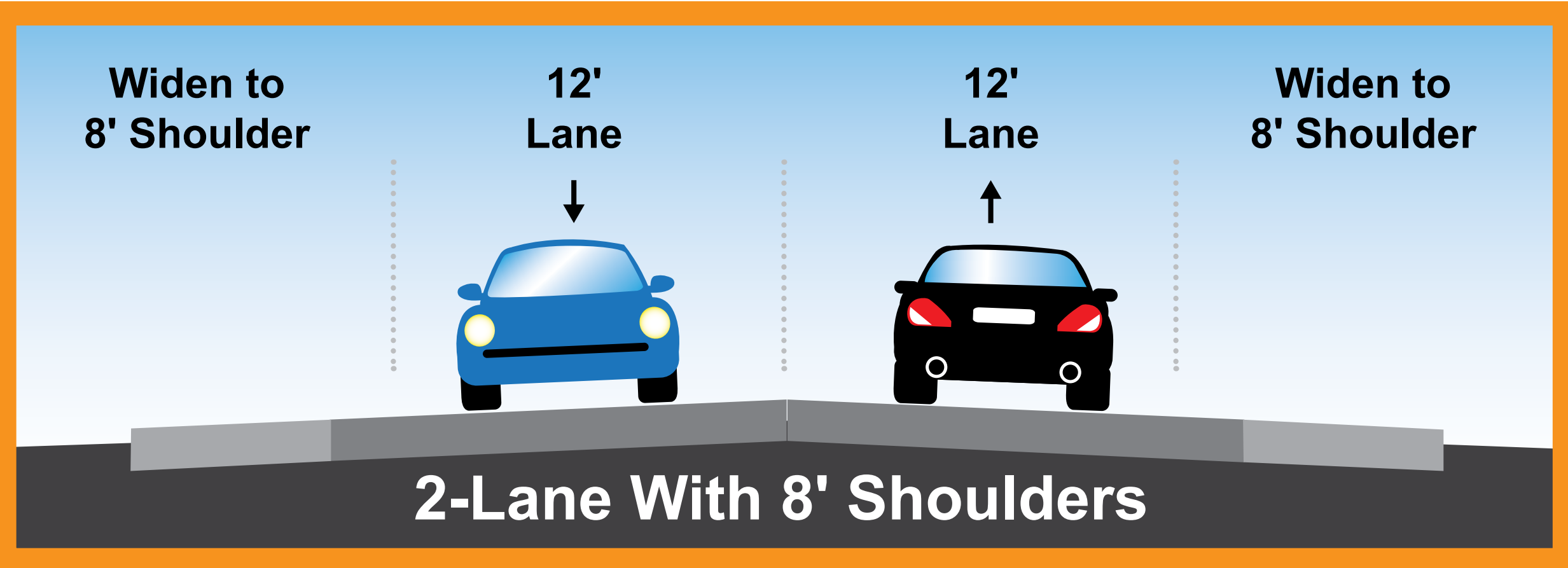
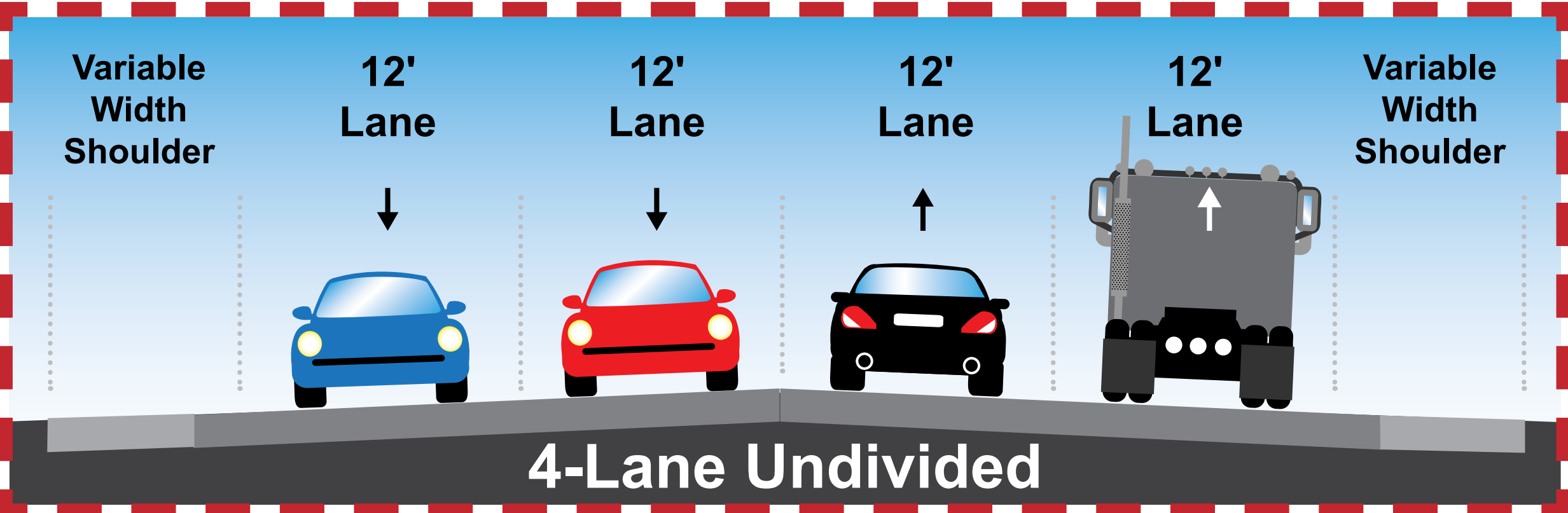


Modifications:

- Single Lane Roundabout



Recommended Improvements: Maple Ridge Dr. to I-44 in St. Clair



- Legend**
- Roundabout
 - Signal
 - Existing Lane
 - Turn Lane / Inter. Additions
 - 5-Lane With Dedicated Left Turn Lane
 - 4-Lane Undivided
 - 2-Lane with Wider Shoulders
 - 3 Lane with Center Two-Way Left Turn Lane

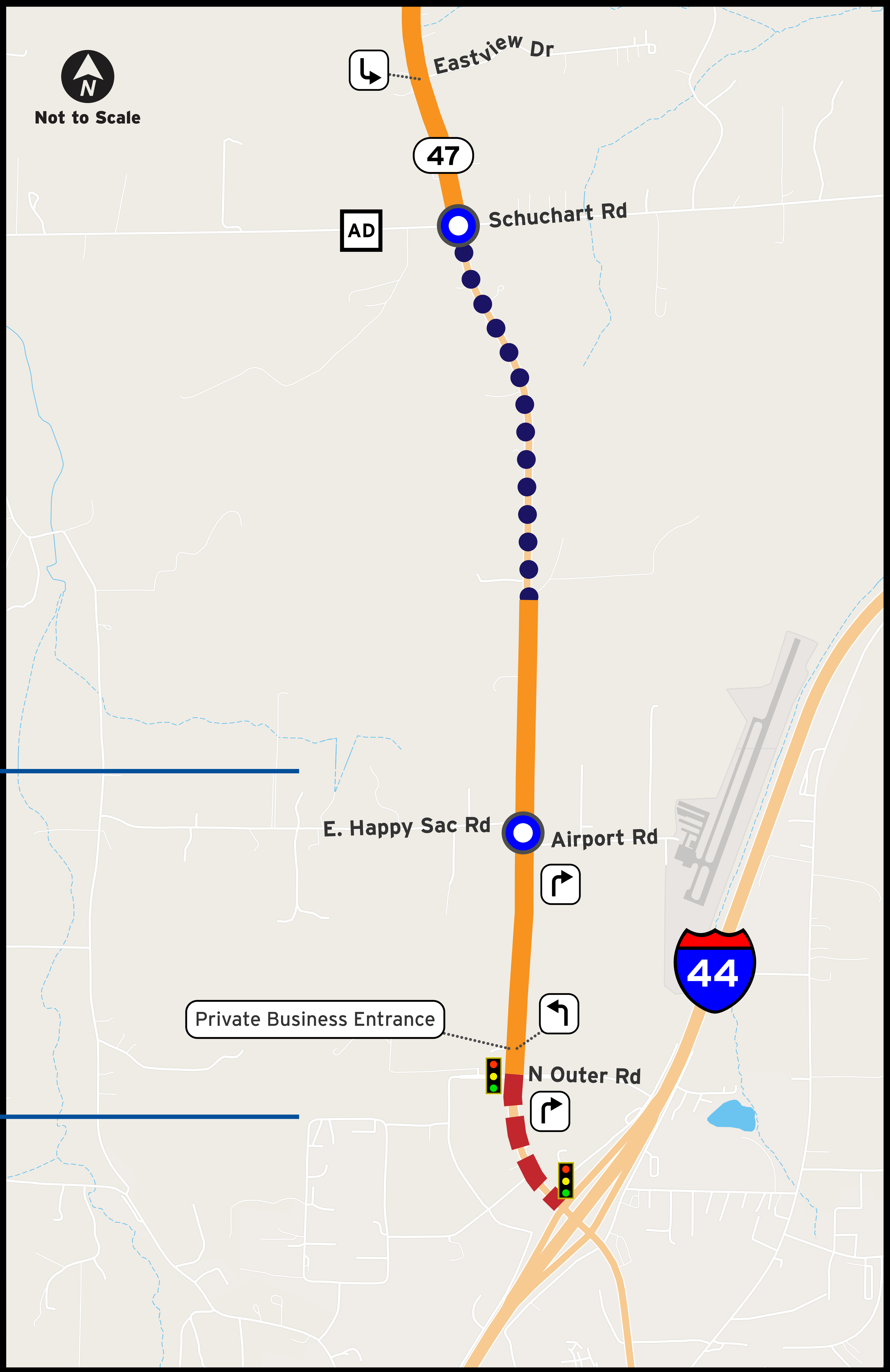
Existing	Proposed

Survey #2
Speed Limit
Reduction Results
(Hwy 50 to St. Clair)

Not Acceptable (Rated 1-2)	Acceptable / Neutral (Rated 3-5)
37.4%	62.6%

No Speed Limit Change

No Speed Limit Change



Intersection Improvements

New Shoulder Pavement

New Lane Pavement

Existing Lane Pavement

Existing Shoulder Pavement

LEGEND

Proposed Concrete Median or Island

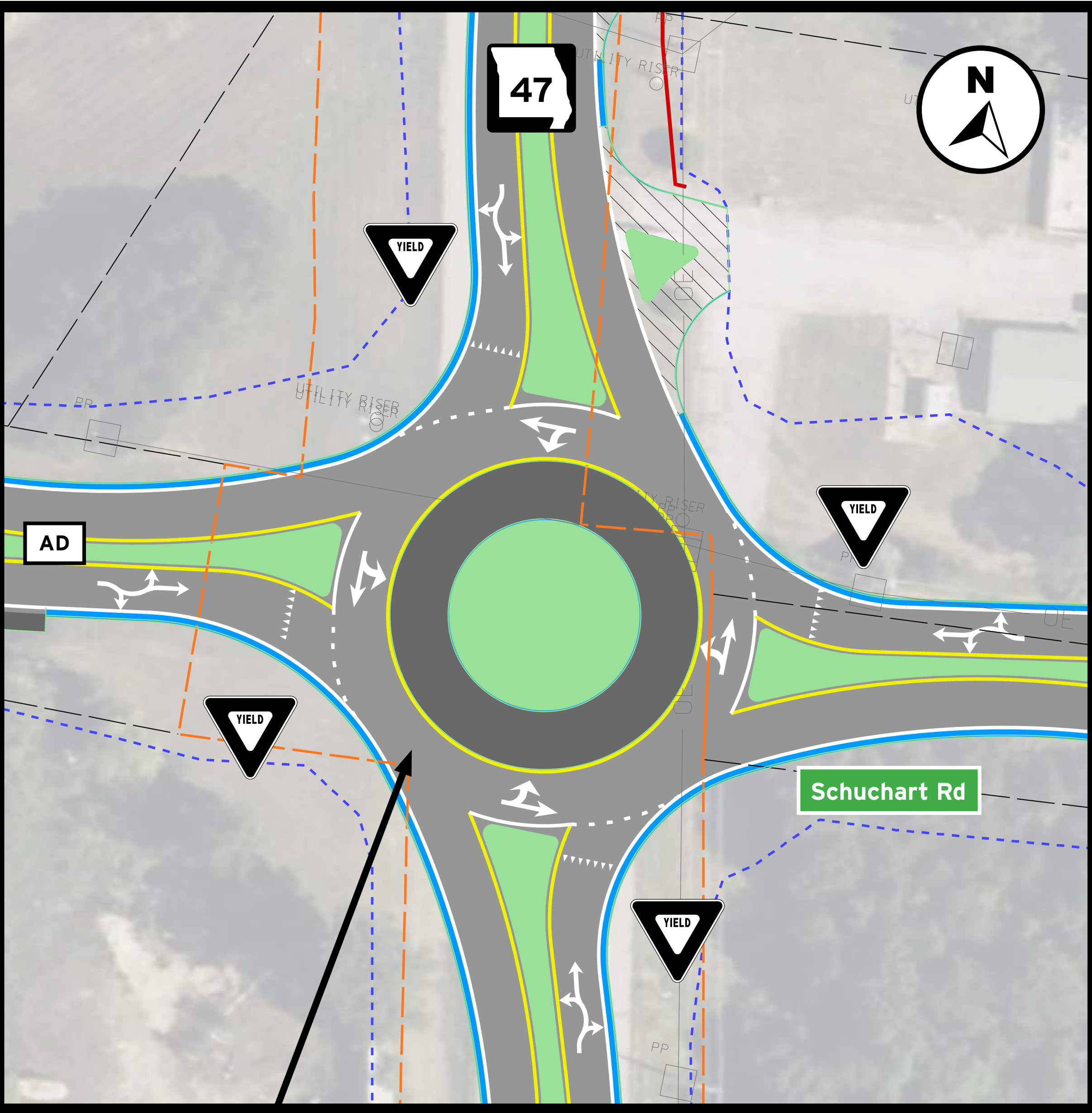
Curb & Gutter

Slope Limits

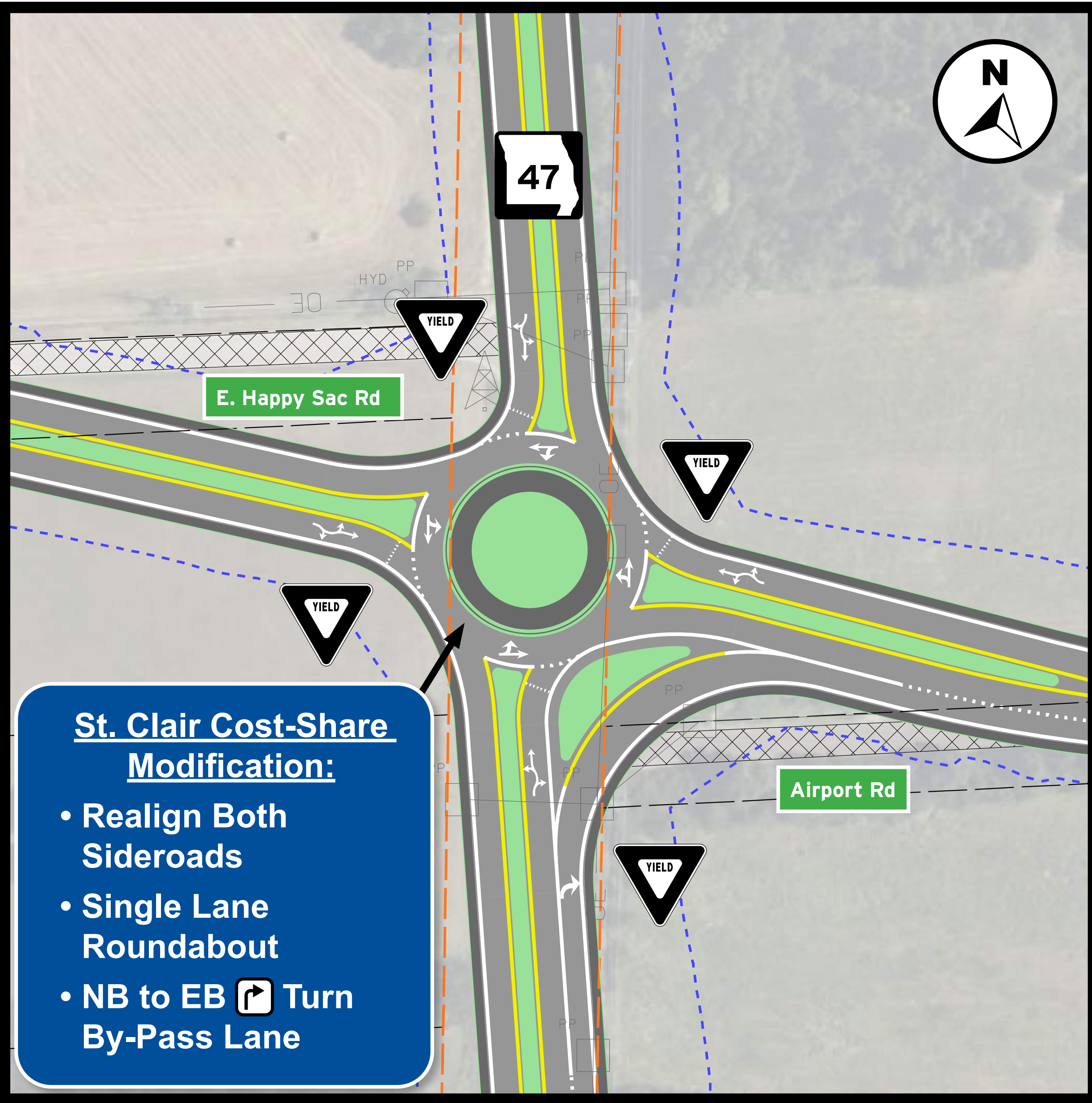
Guardrail

Approx. Right of Way Line

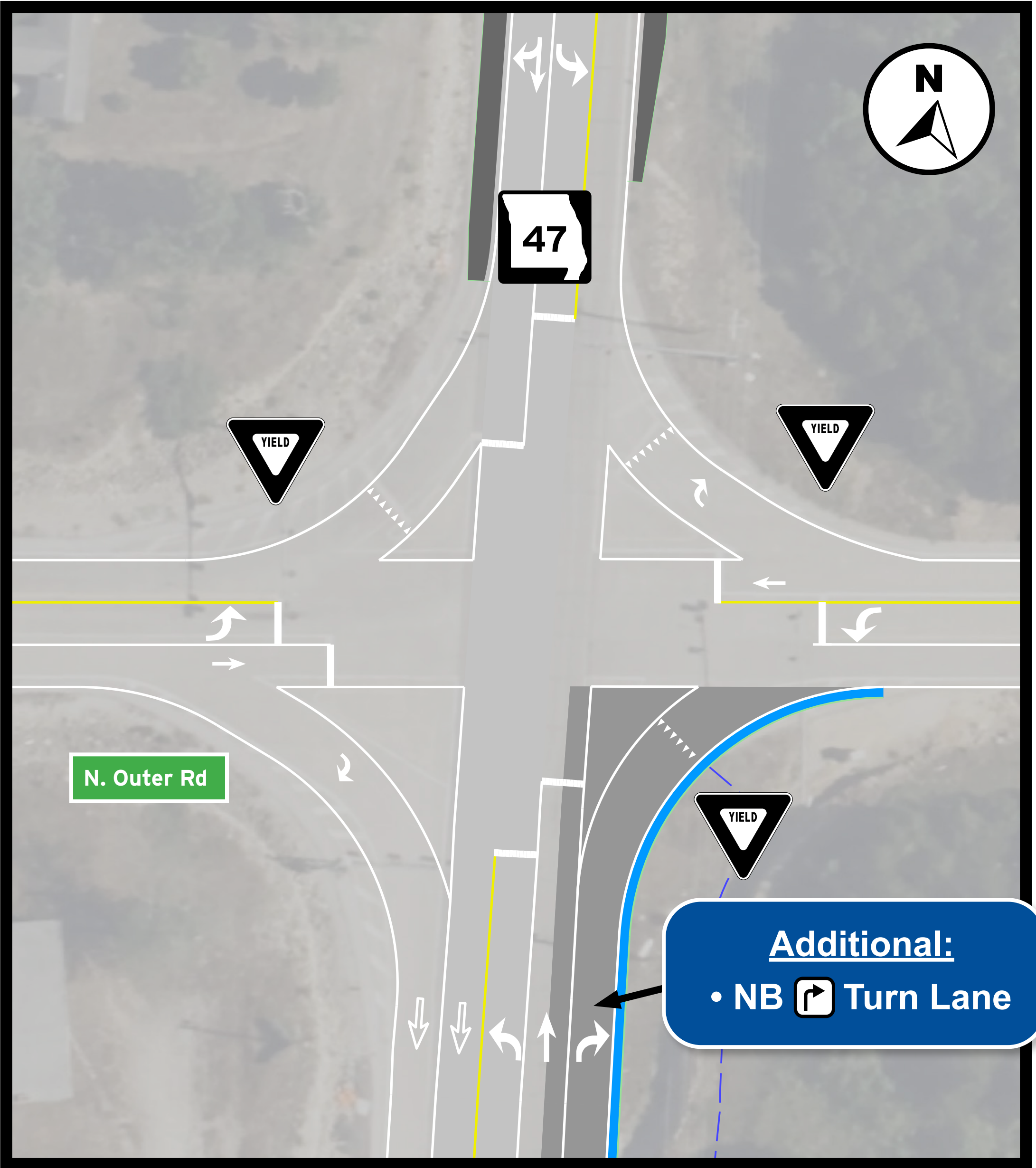
Hwy AD / Schuchart Rd.



East Happy Sac / Airport Rd.



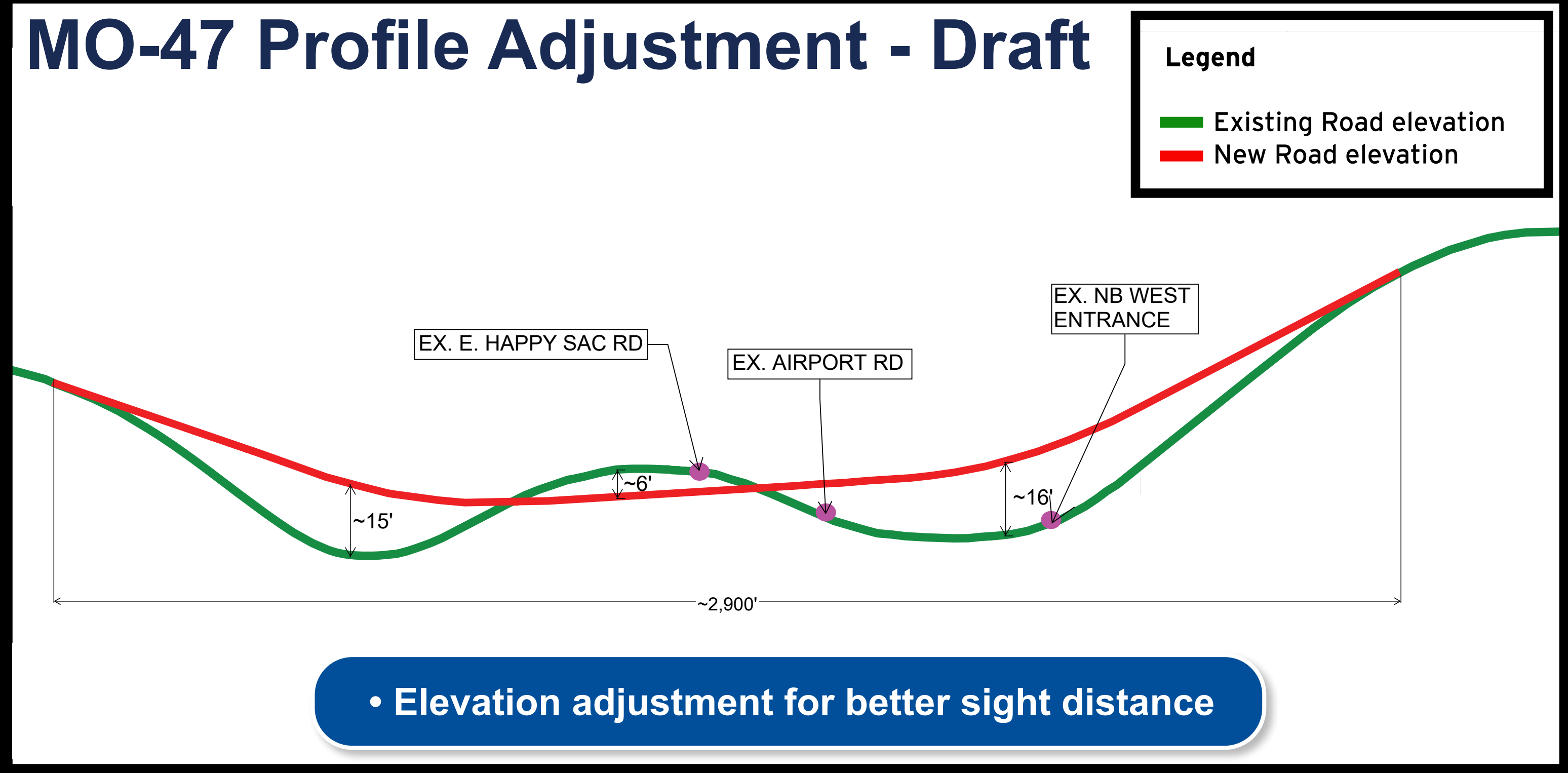
North Outer Rd.



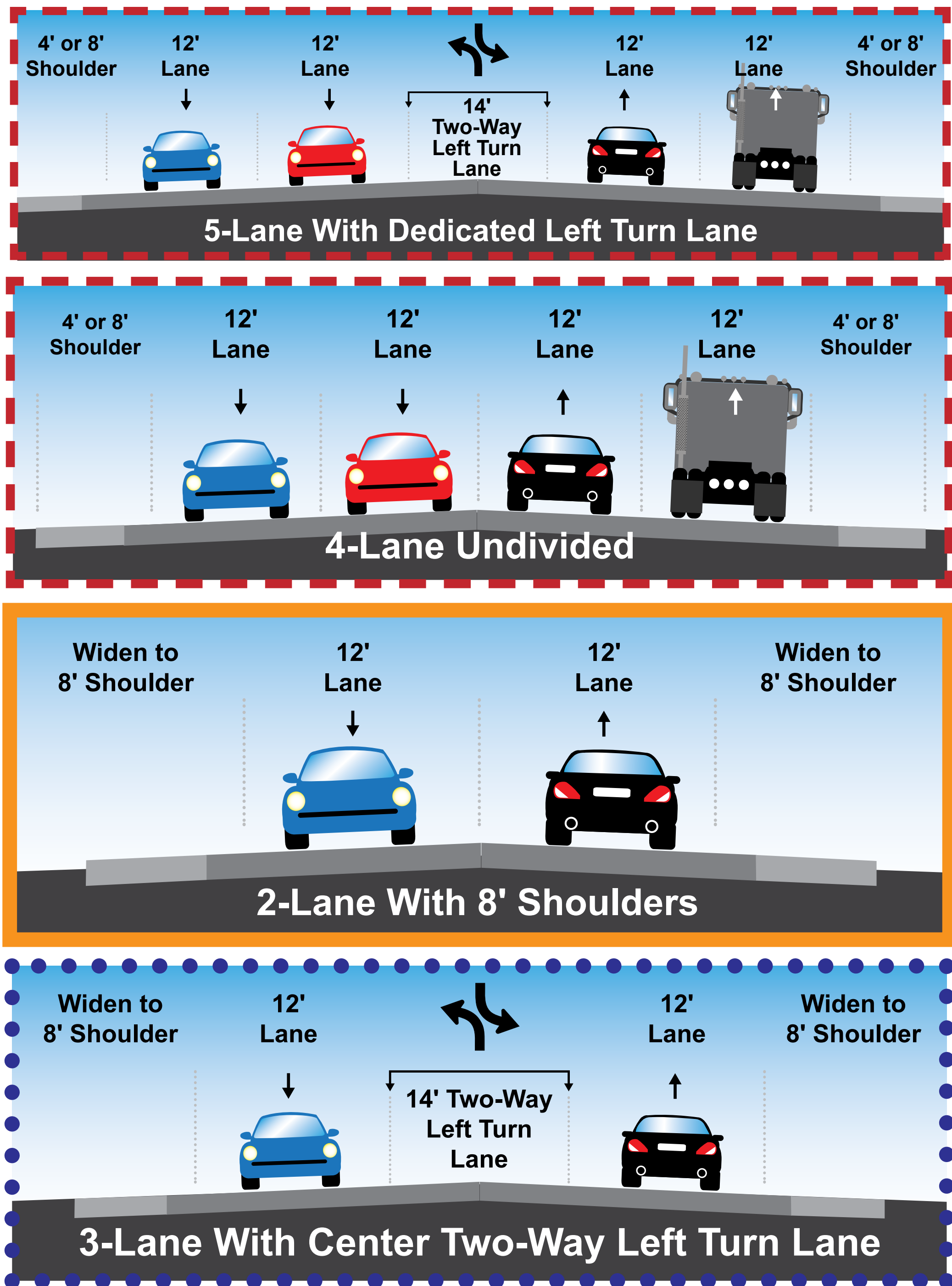
Modifications:

- Single Lane Roundabout

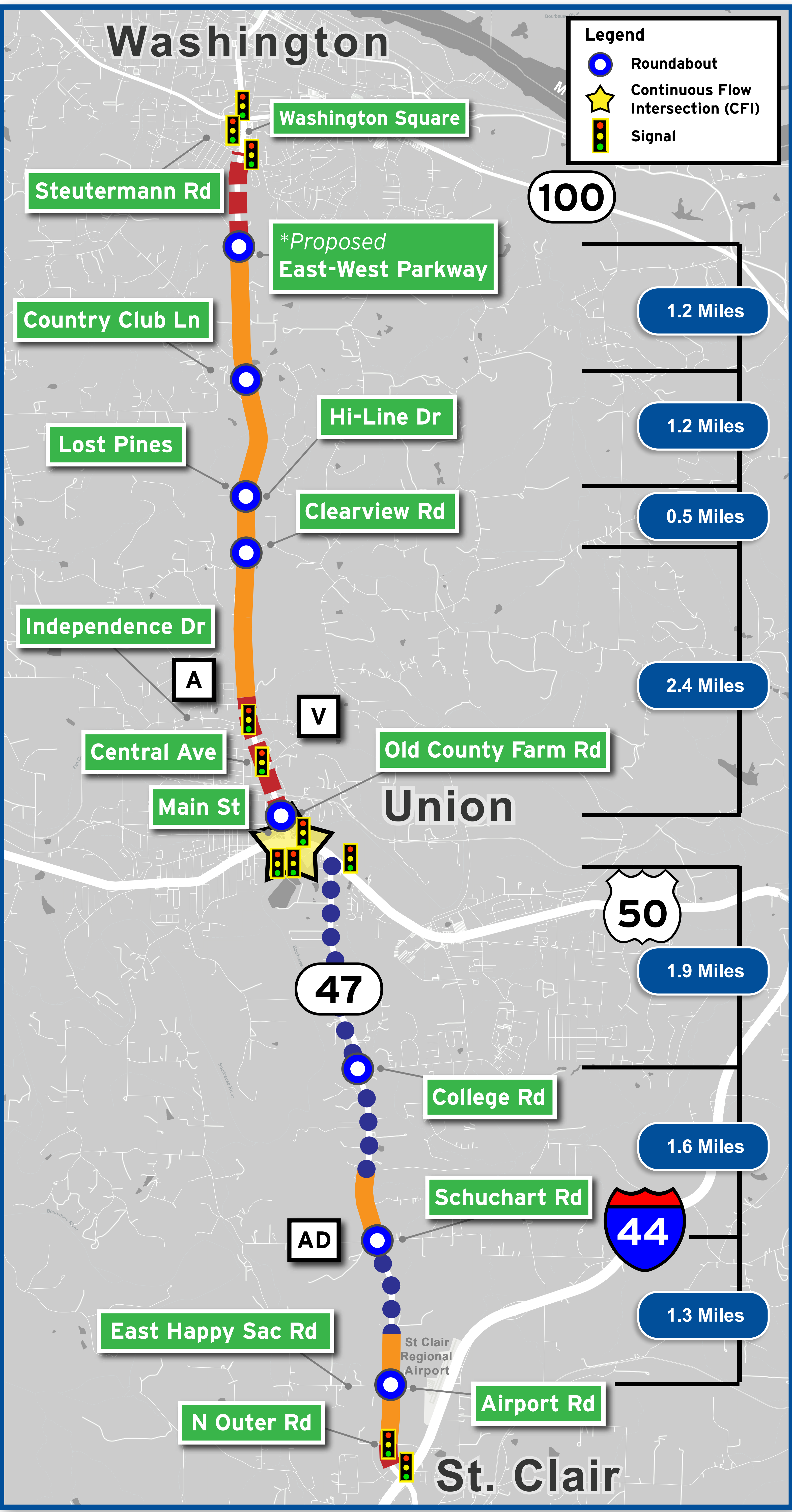
MO-47 Profile Adjustment - Draft



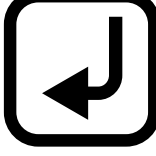
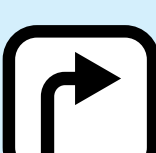
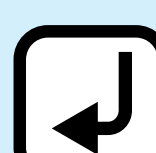
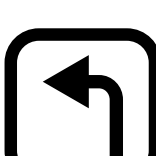
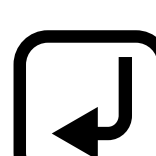
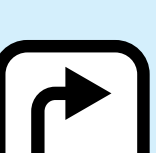
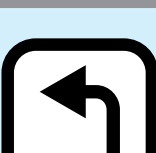
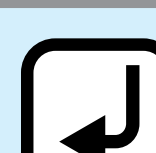
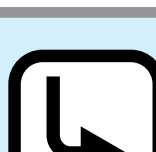
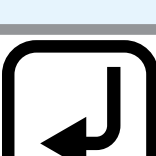
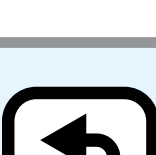
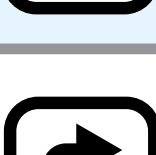
Route 47 Recommended Improvements



- Route 47 Recommended Improvements include:**
- Capacity Improvements
 - Wider Shoulders
 - 29 Intersection Improvements
 - Additional Turn Lanes
 - New Railroad Bridge and Bridge Widening
 - Access Management
 - Speed Limit Reductions



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 (<i>Vogelgesang's Towing</i>)	NB  Turn Lane
North Outer Rd.	NB  Turn Lane



Next Steps

- Public Engagement
 - Public Meeting/Hearing #4 - Fall 2026
- Design
 - Environmental Analysis
 - Preliminary, Right-of-way and Final Design Phase
 - Funding
- Construction Begins – Anticipated Summer 2028

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 Contact Information



Future47@modot.mo.gov



www.modot.org/Future47



1-888-ASK-MODOT (275-6636)

