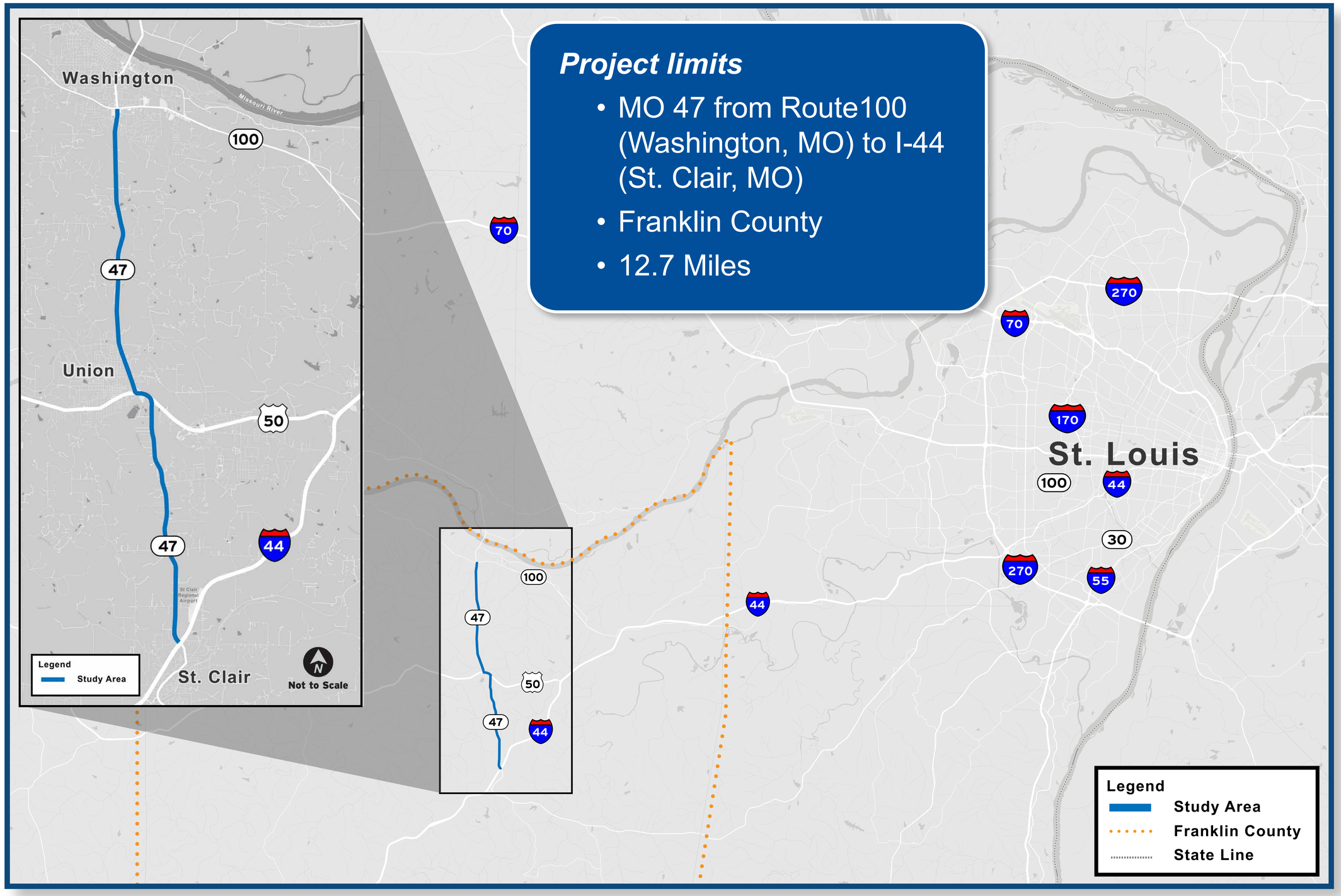
# MoDOT Route 47 Project Location Overview




*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**

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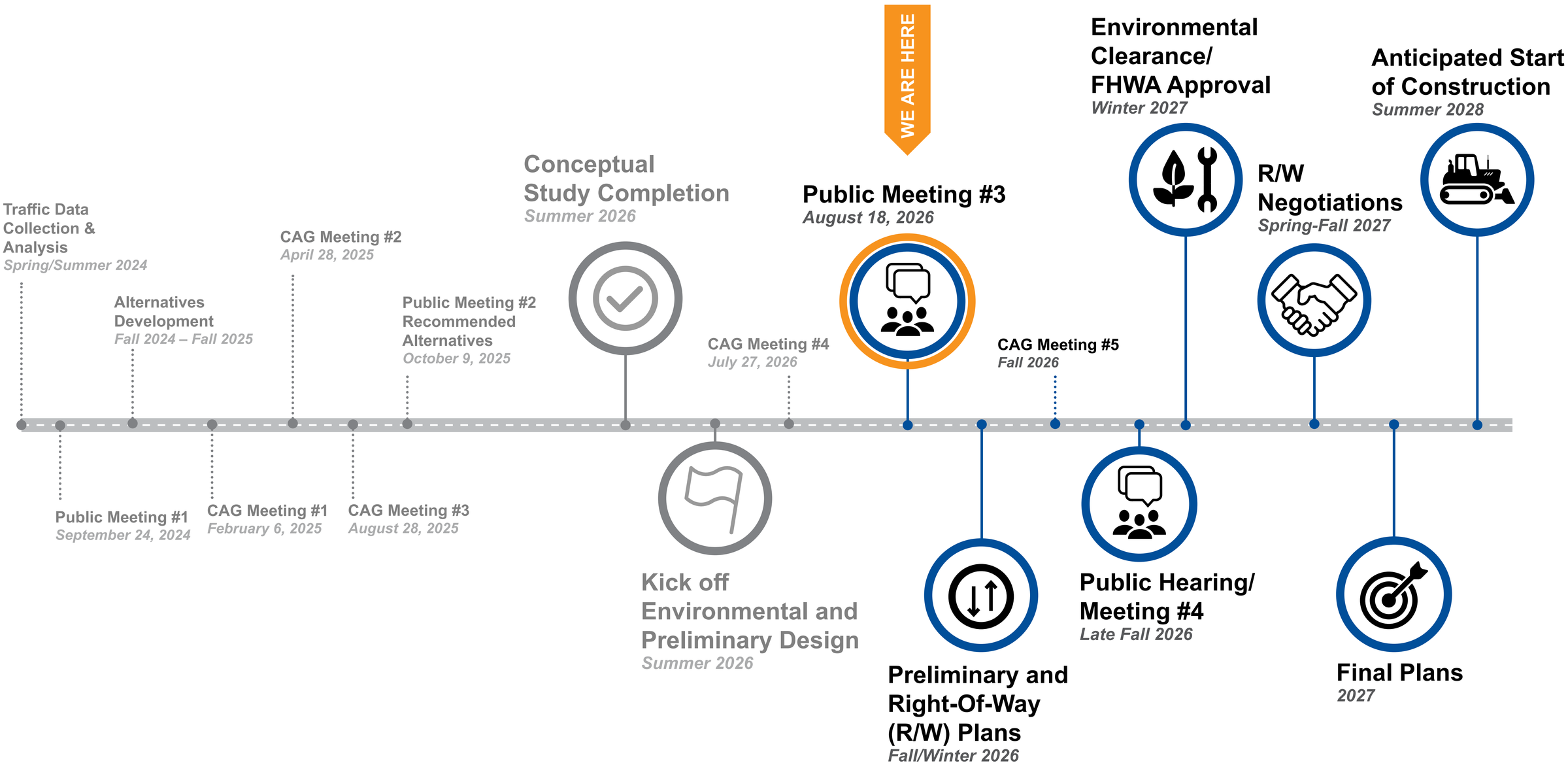
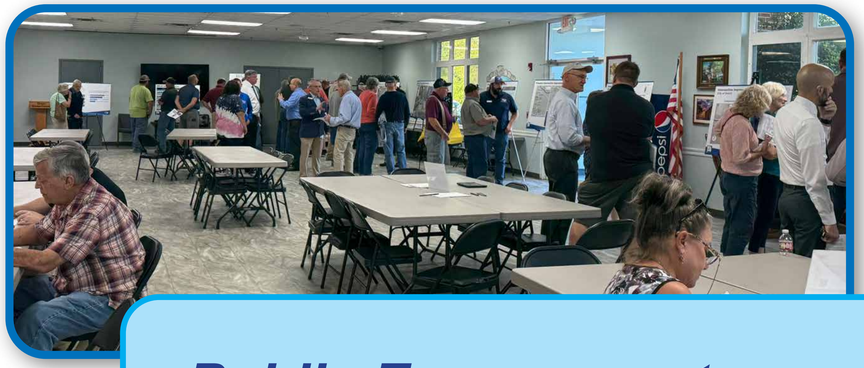
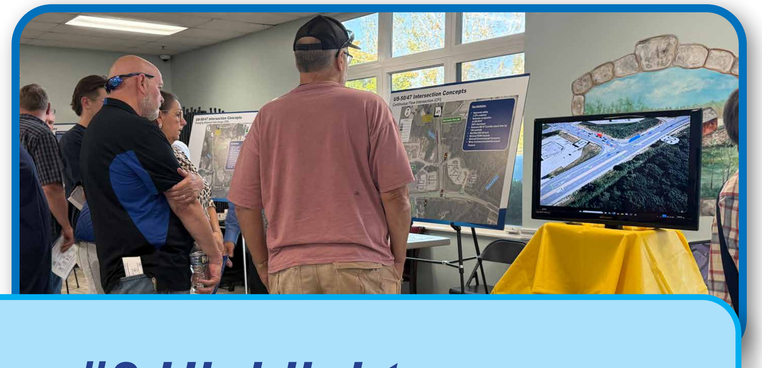
# Project Timeline



# 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*

## *Key concerns:*

- **Increase Safety**
- **Reduce Congestion**
- **MO 47 / 50 (West)**

## *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

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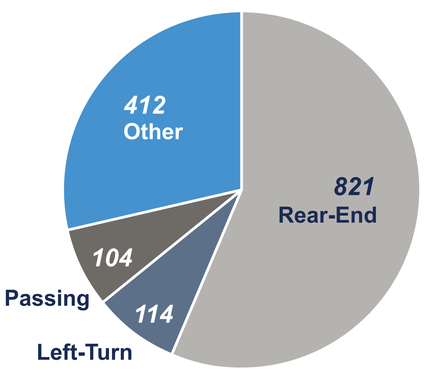
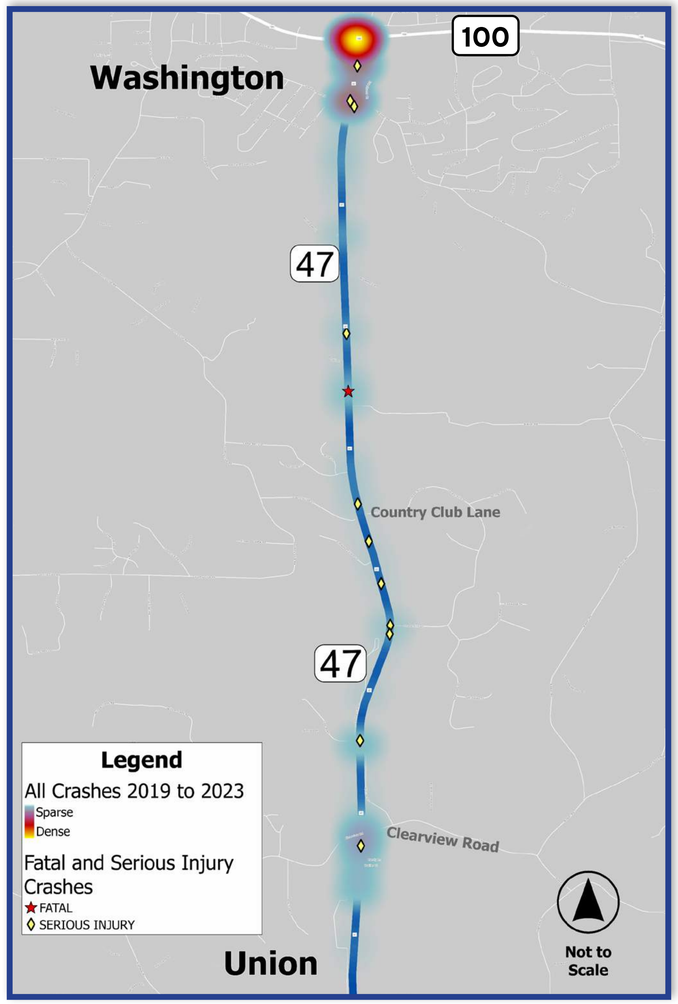
# Route 47 Crash Information

## *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 | |



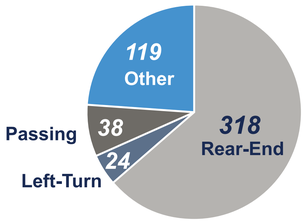

## *Washington to Union*



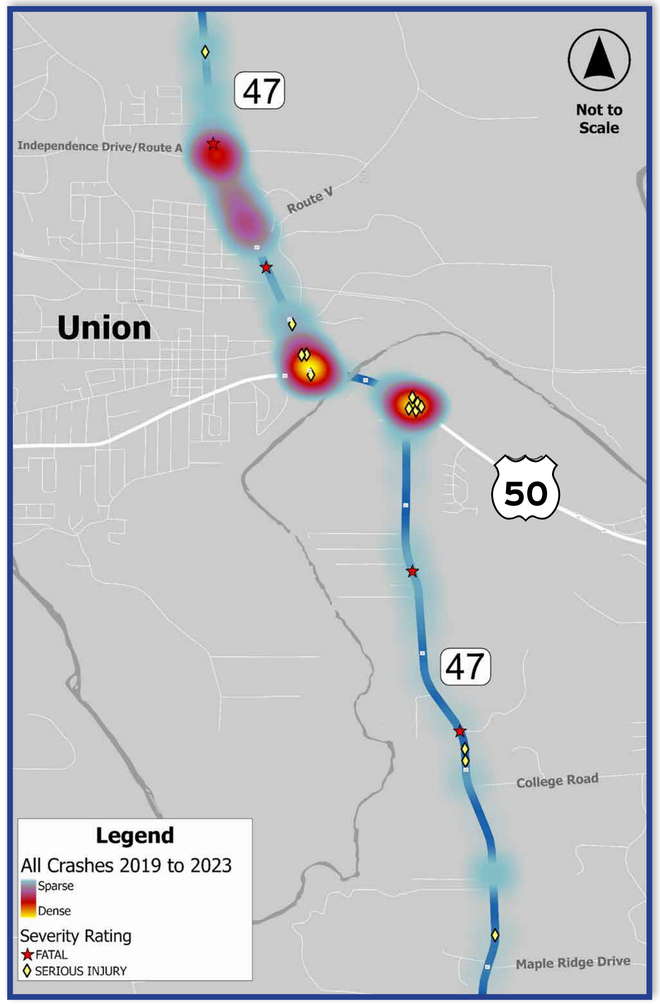

### *Northern Segment*

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

*Crash Type*



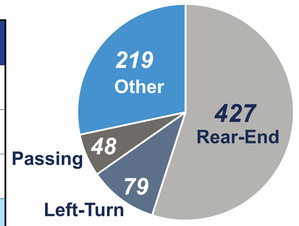

## *Route 47 & US-50*



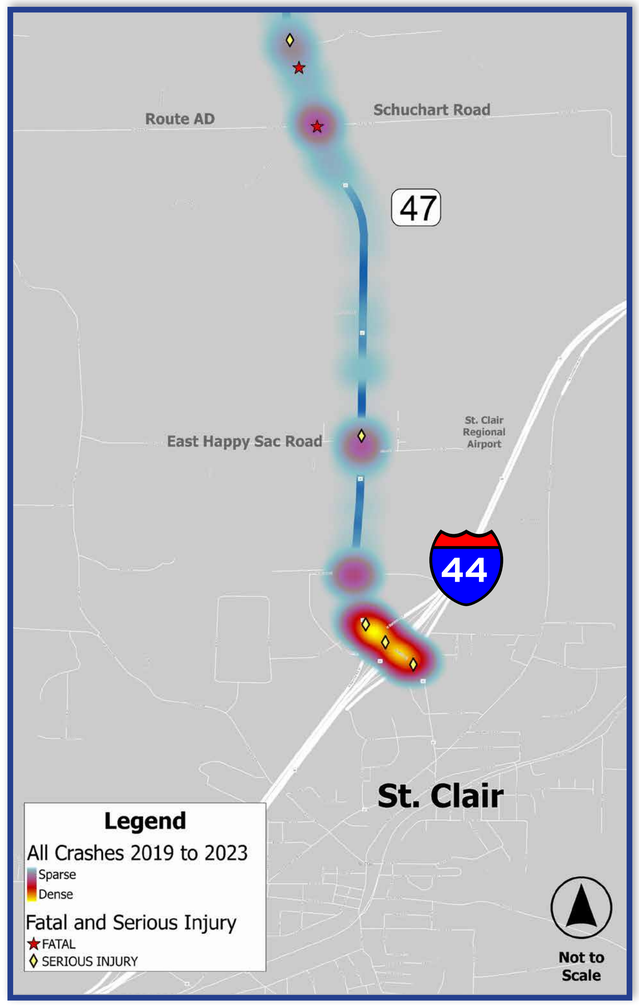

### *Central Segment*

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

*Crash Type*




## *Union to St. Clair*




### *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*

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# 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 occuring 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.

| | Location | Existing Posted Limit (mph) | Majority of Drivers (mph) *non-peak hour | Miles Per Hour Over Posted Speed Limit |
|---|---|---|---|---|
| Washington | North of Woodland Rd | SPEED LIMIT 55 | 62 | 7 mph |
| | South of Forest Hills Drive | | 65 | 10 mph |
| | South of Self Storage | | 70 | 15 mph |
| Union | Missouri Eastern RR | SPEED LIMIT 45 | 55 | 10 mph |
| | US-50 (on bridge) | | 51 | 6 mph |
| St. Clair | North of Franklin Avenue | SPEED LIMIT 55 | 60 | 5 mph |
| | North of Myrick Manor | | 63 | 8 mph |
| | North of Reeds Plaza | | 63 | 8 mph |

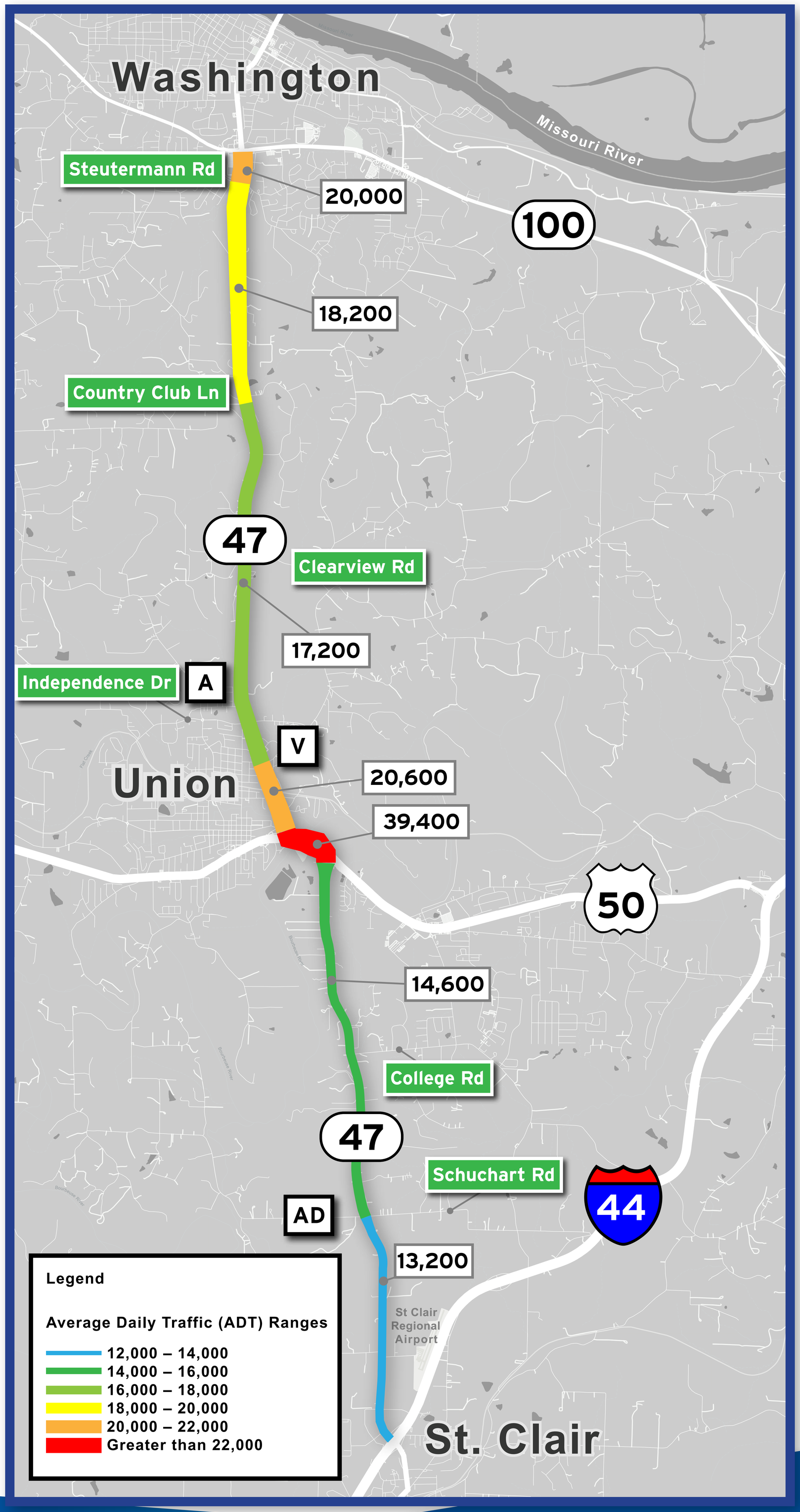
# Public Survey #2 Results

*Please rate how acceptable a Speed Limit Reduction is in each segment if done in conjuction 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.

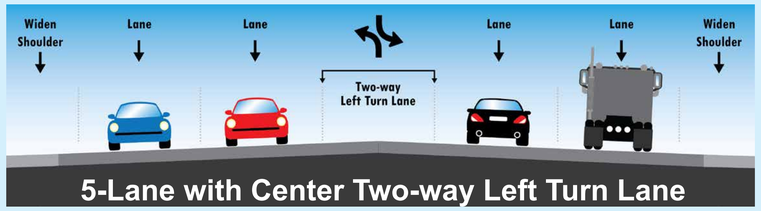
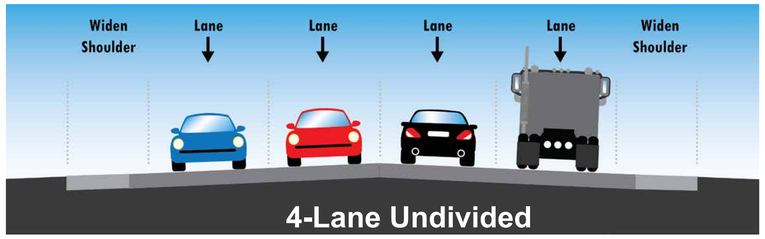
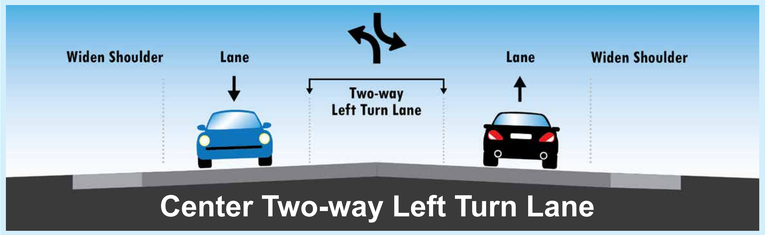
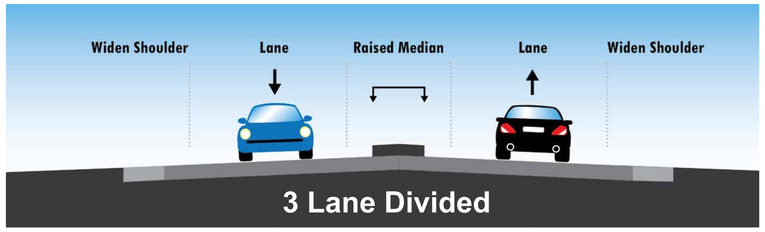
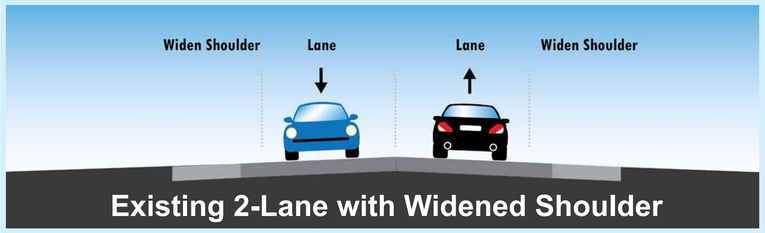
| | Not Acceptable (Rated 1-2) | Neutral (Rated 3) | Acceptable (Rated 4-5) |
|---|---|---|---|
| Washington to Independence Dr. | 37.8% | 25.0% | 37.2% |
| Independence Dr. to Hwy 50 | 27.9% | 28.5% | 43.6% |
| Hwy 50 to St. Clair | 37.4% | 26.3% | 36.3% |

# Route 47 Average Daily Traffic (ADT)




FUTURE 47

# 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.)<br>• 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.)<br>• 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.<br>• 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.<br>• 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.<br>• 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 |

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# 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.

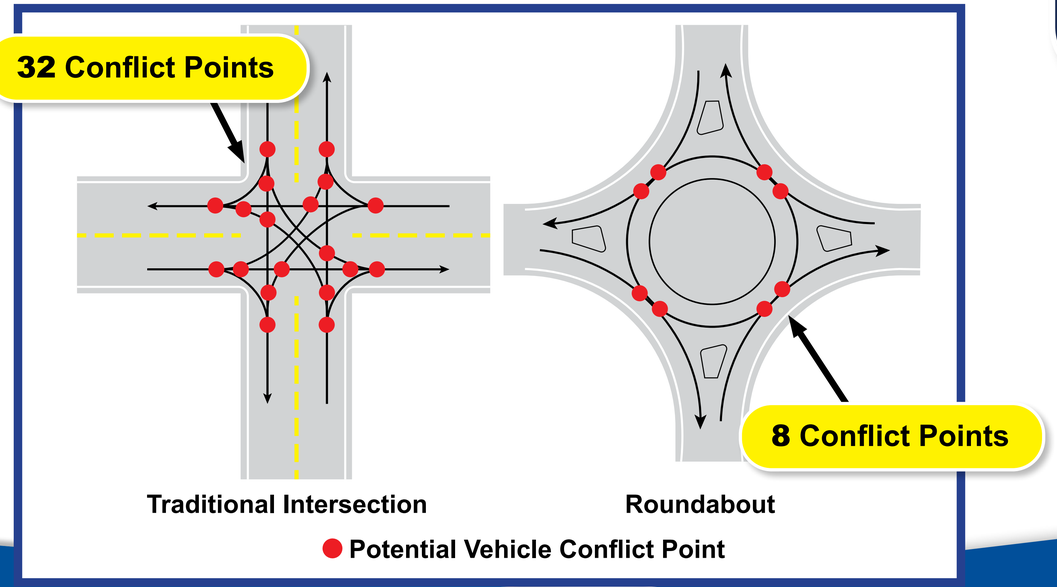
## Roundabout vs. Traditional Intersection Safety

**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%**

## Crash Reductions

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




## Truck Aprons

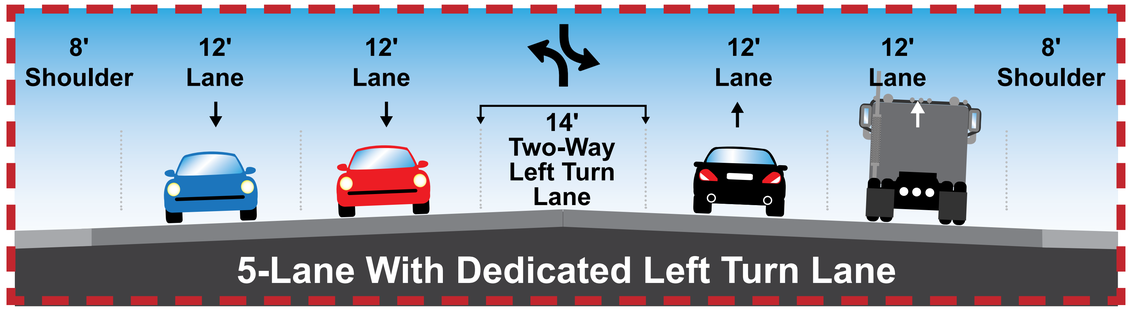
Roundabouts are designed with Truck Aprons around the central island to accommodate the turning paths of large vehicles, such as:

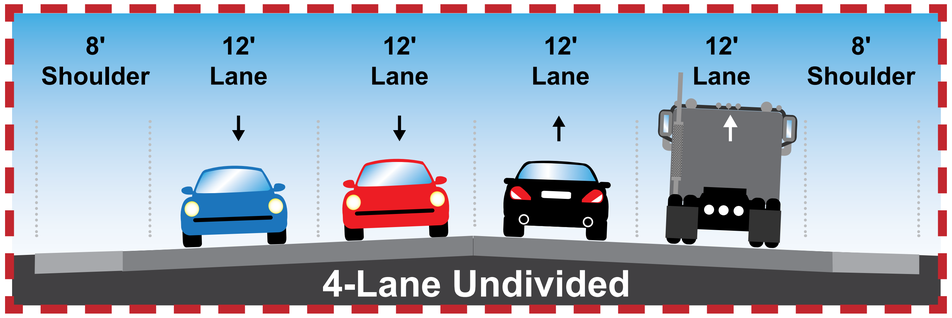
- Semi-trucks
- School buses
- Farm equipment
- Emergency vehicles

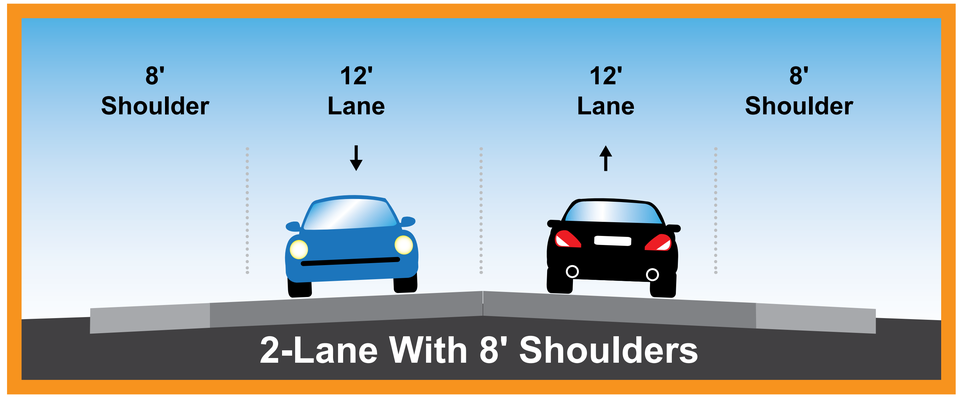
These aprons provide additional maneuvering space while maintaining a compact roundabout design that effectively controls speeds for passenger vehicles.

# Recommended Improvements:

## *City of Washington to Country Club Ln.*




**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

No Speed Limit Change

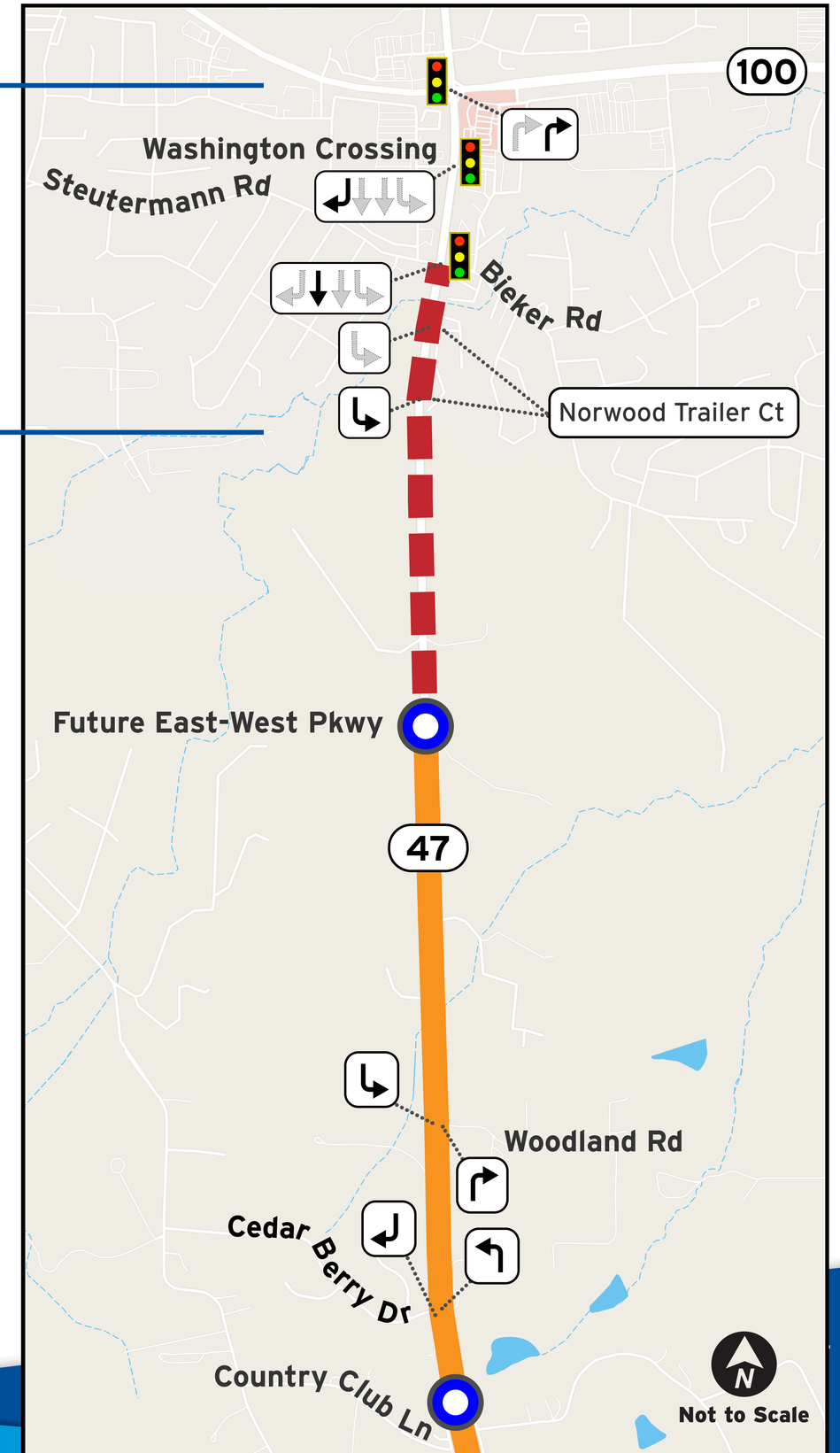
SPEED LIMIT 45

Existing: ~~SPEED LIMIT 55~~

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% |



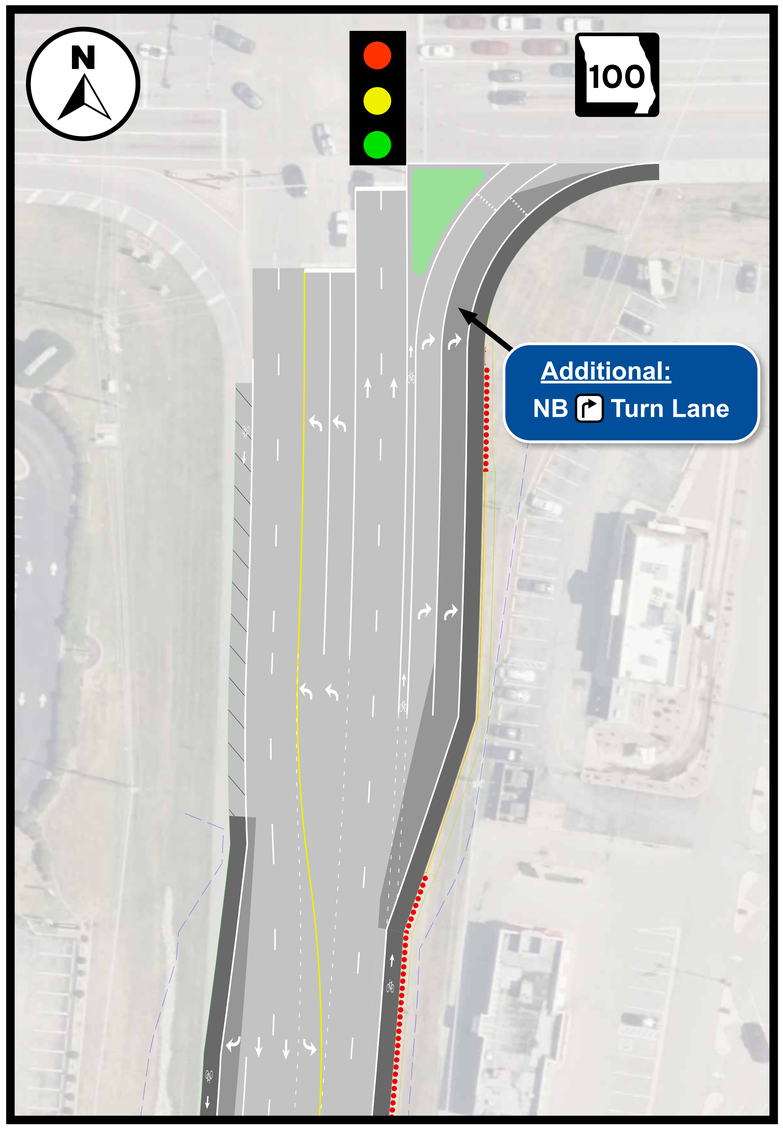

FUTURE 47

# Intersection Recommendations

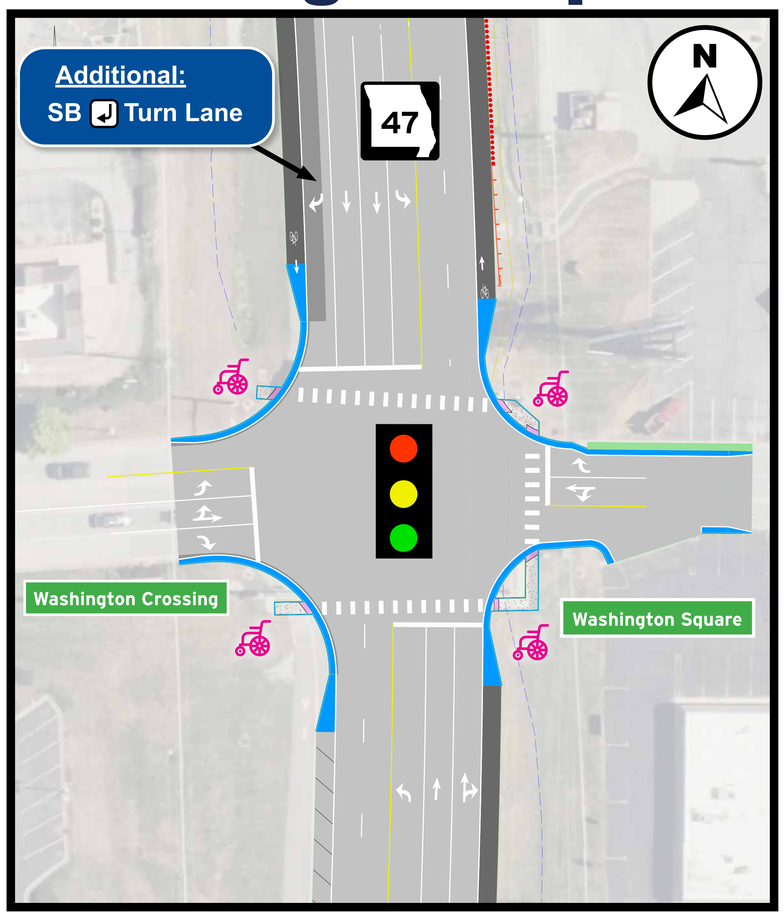
**LEGEND**

- 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

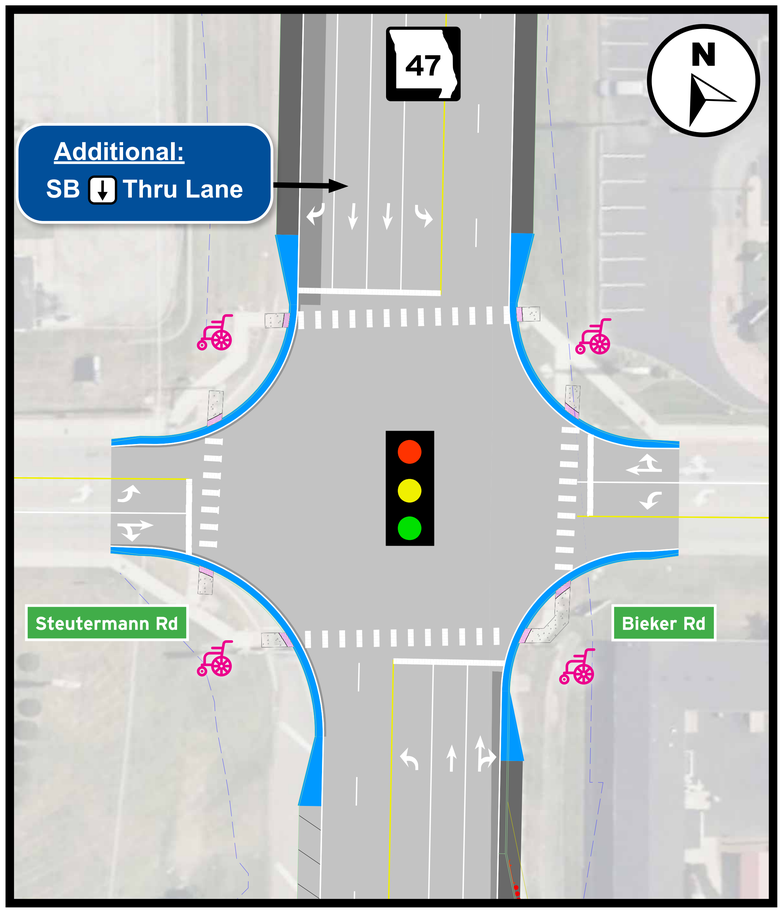
## MO 47 / 100




## Washington Crossing/ Washington Square




## Steutermann Rd./ Bieker Rd.




FUTURE 47

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# Intersection Recommendations

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- Approx. Right of Way Line
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- Slope Limits
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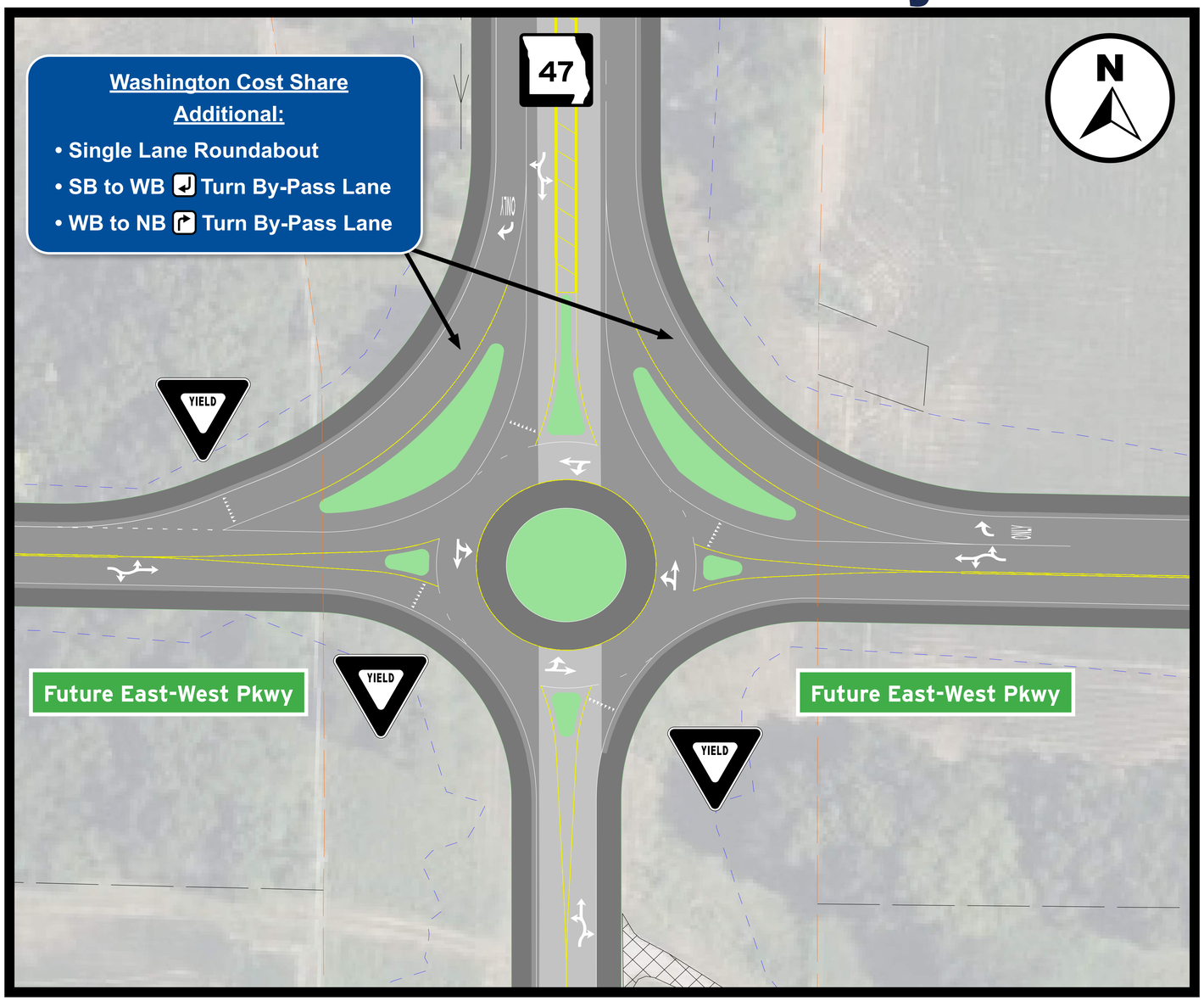
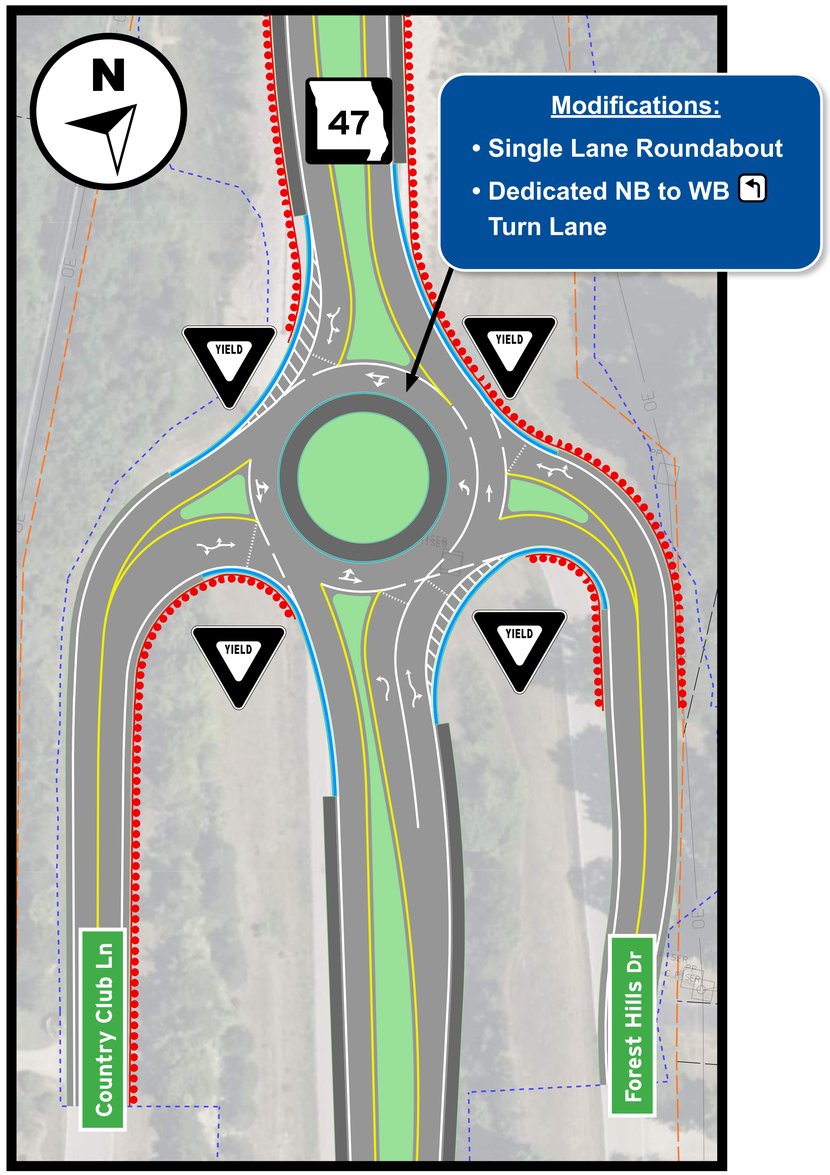
## Future East-West Pkwy.




## Country Club Ln. / Forest Hills Dr.




FUTURE 47

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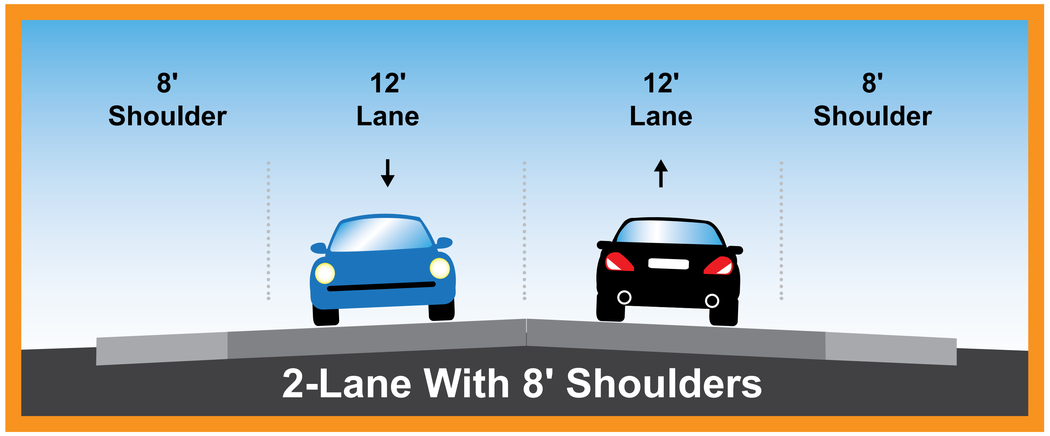
# Recommended Improvements:

## *Country Club Ln. to North of Independence Dr.*




**Legend**

- Roundabout
- Signal
- Existing Lane
- Turn Lane / Inter. Additions
- 5-Lane With Dedicated Left Turn Lane
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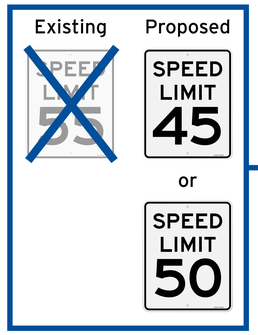


**Survey #2**
**Speed Limit Reduction Results**
***(Washington to Independence Dr.)***

| Not Acceptable (Rated 1-2) | Acceptable / Neutral (Rated 3-5) |
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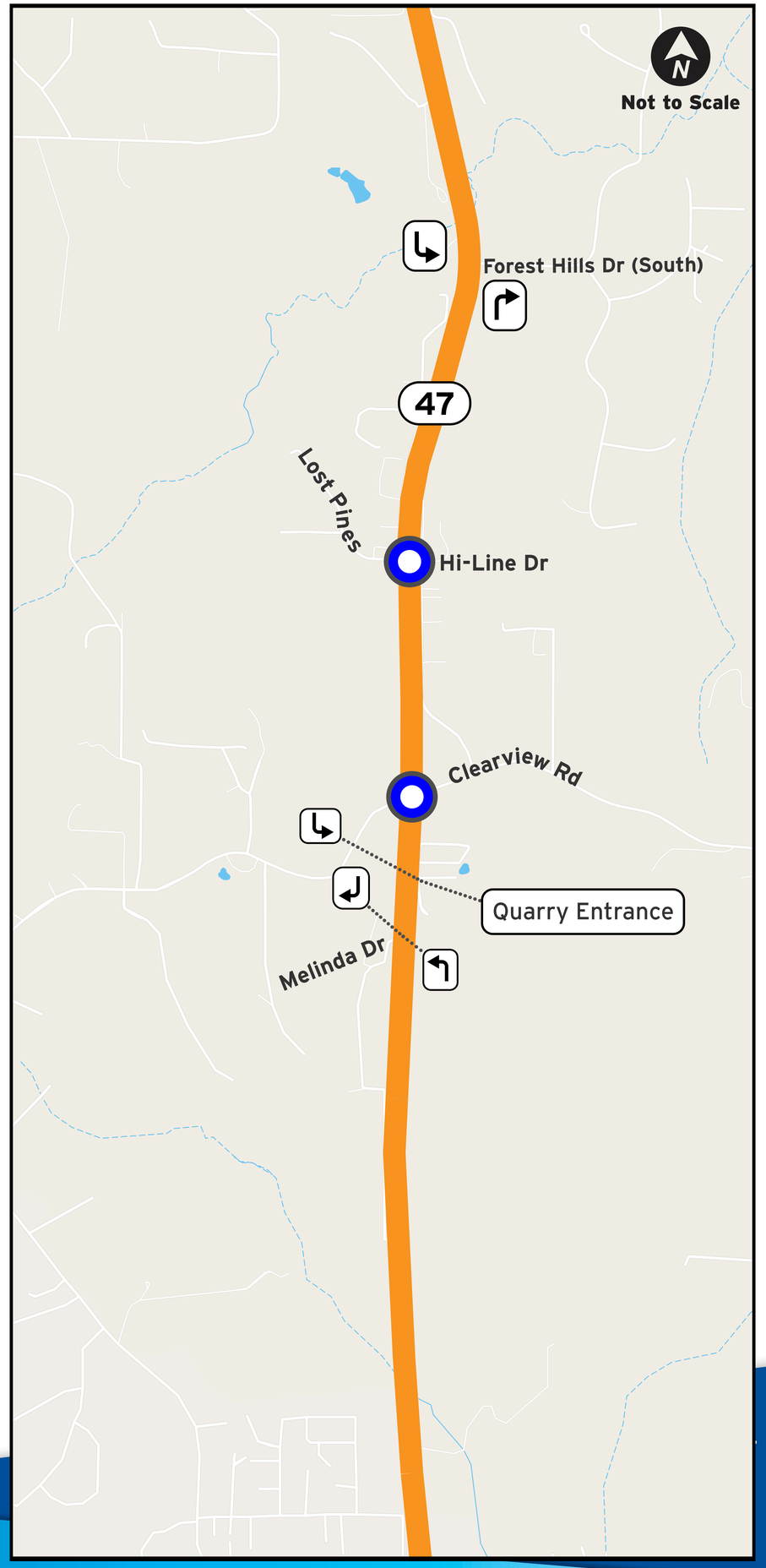

# Intersection Recommendations

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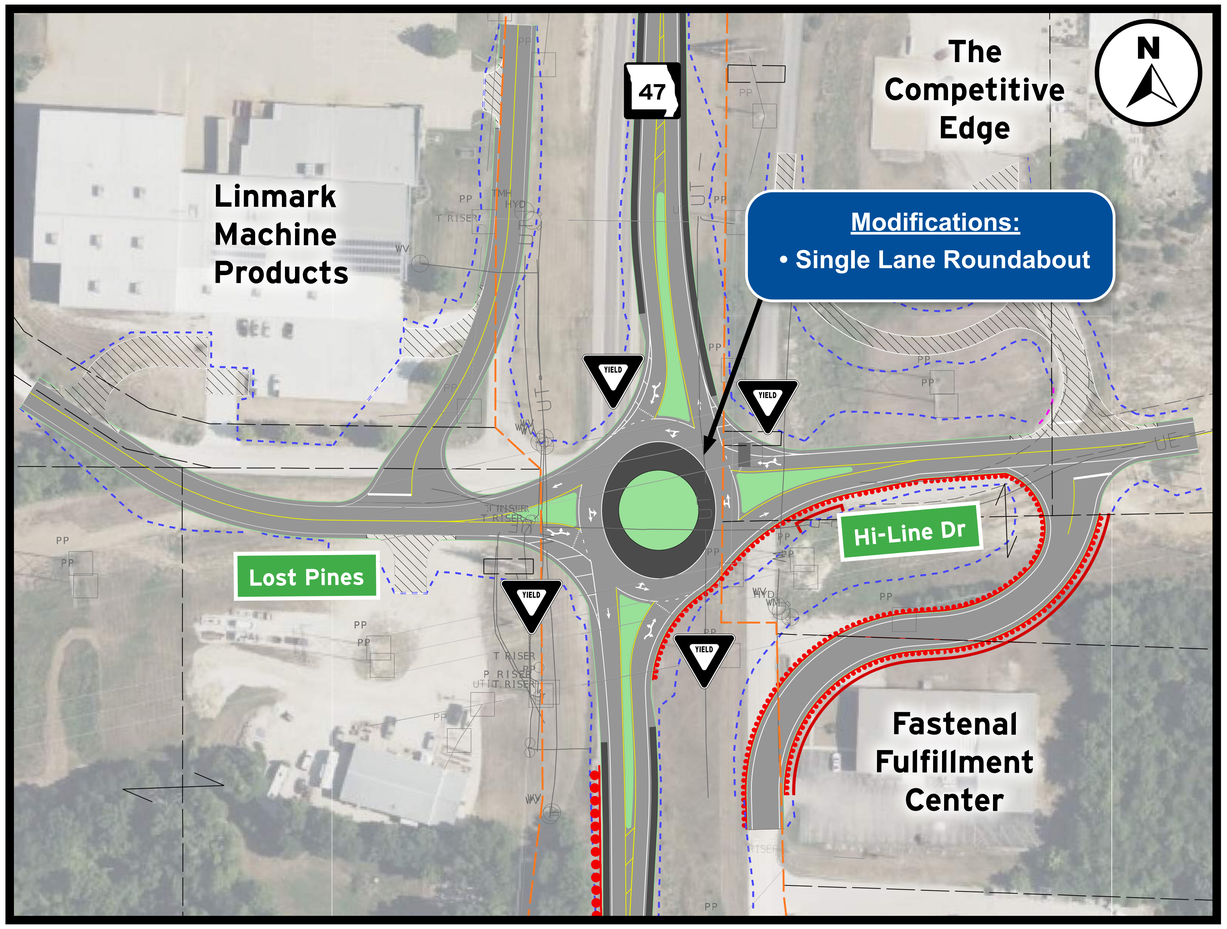
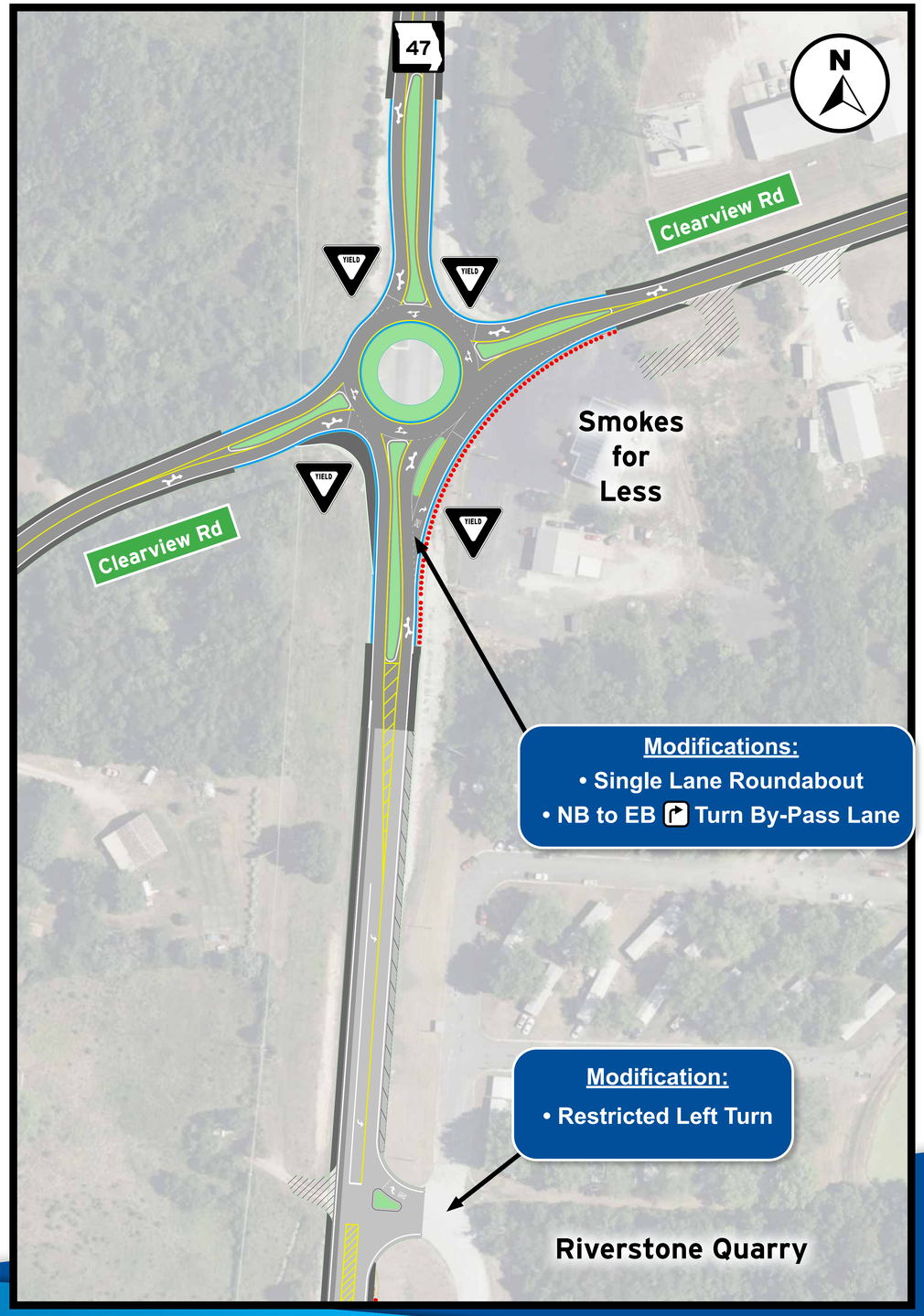
## Lost Pines / Hi-Line Dr.

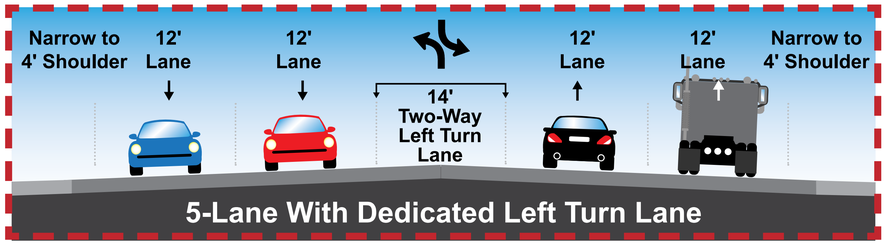


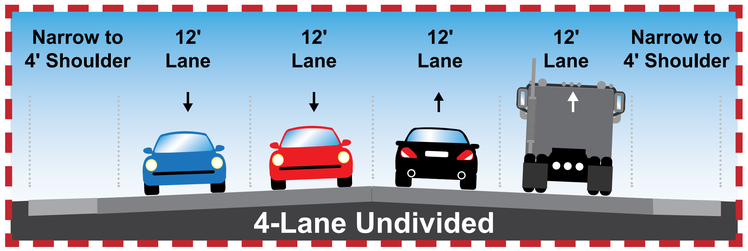

## Clearview Rd.

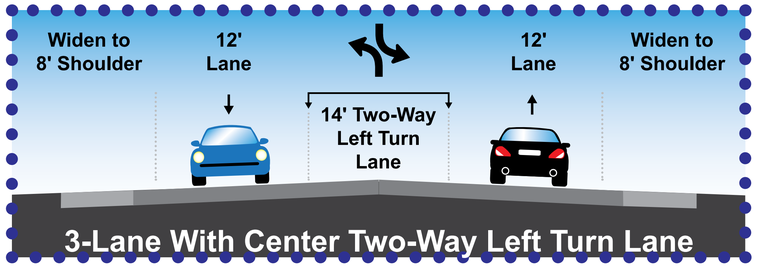



FUTURE 47

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

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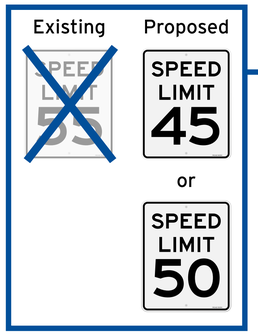
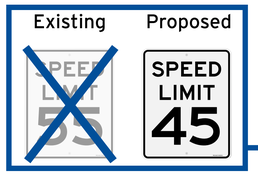
- Continuous Flow intersection (CFI)



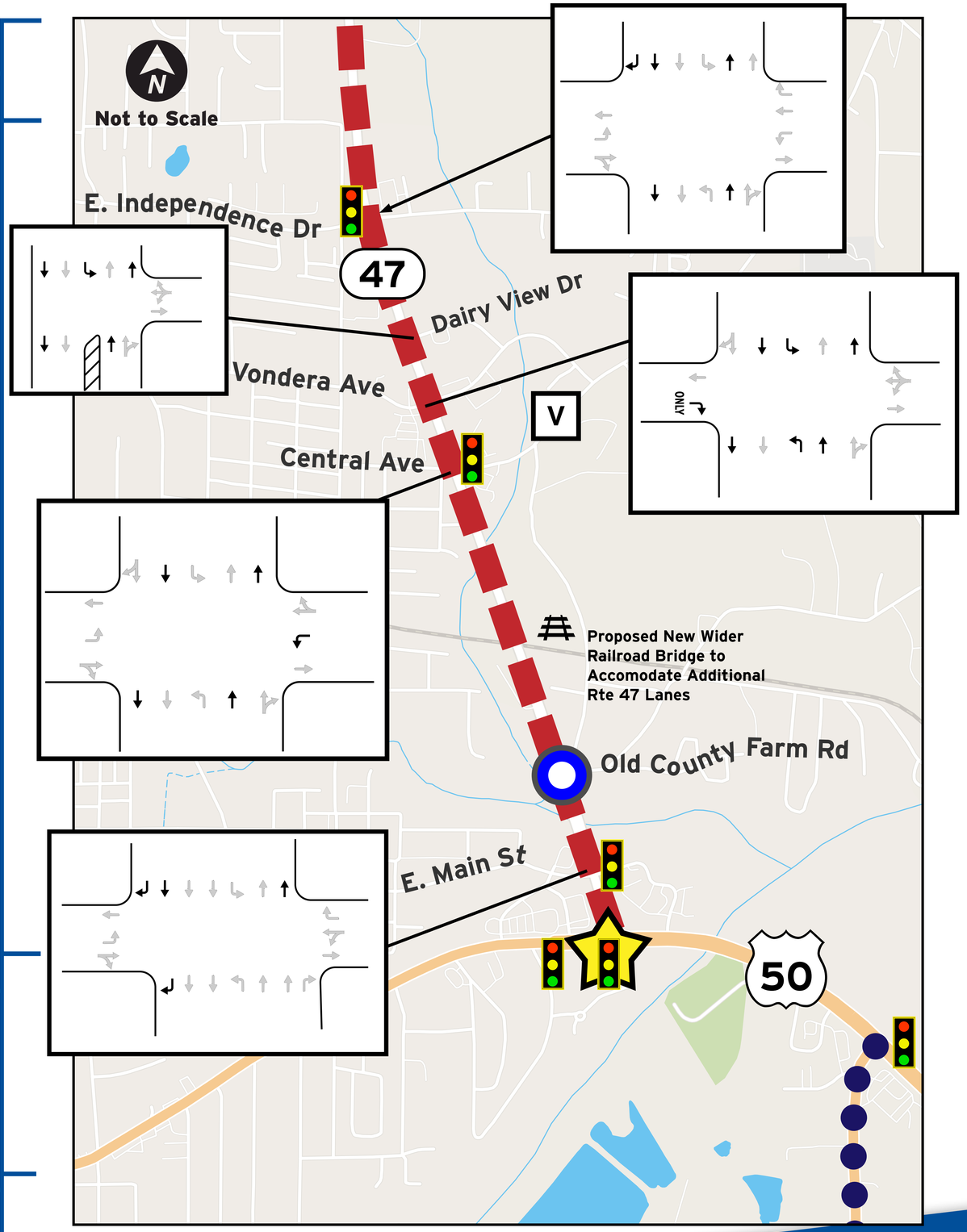

**Survey #2**
**Speed Limit Reduction Results**
*(Independence Dr. to Hwy 50)*

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




**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% |




FUTURE 47

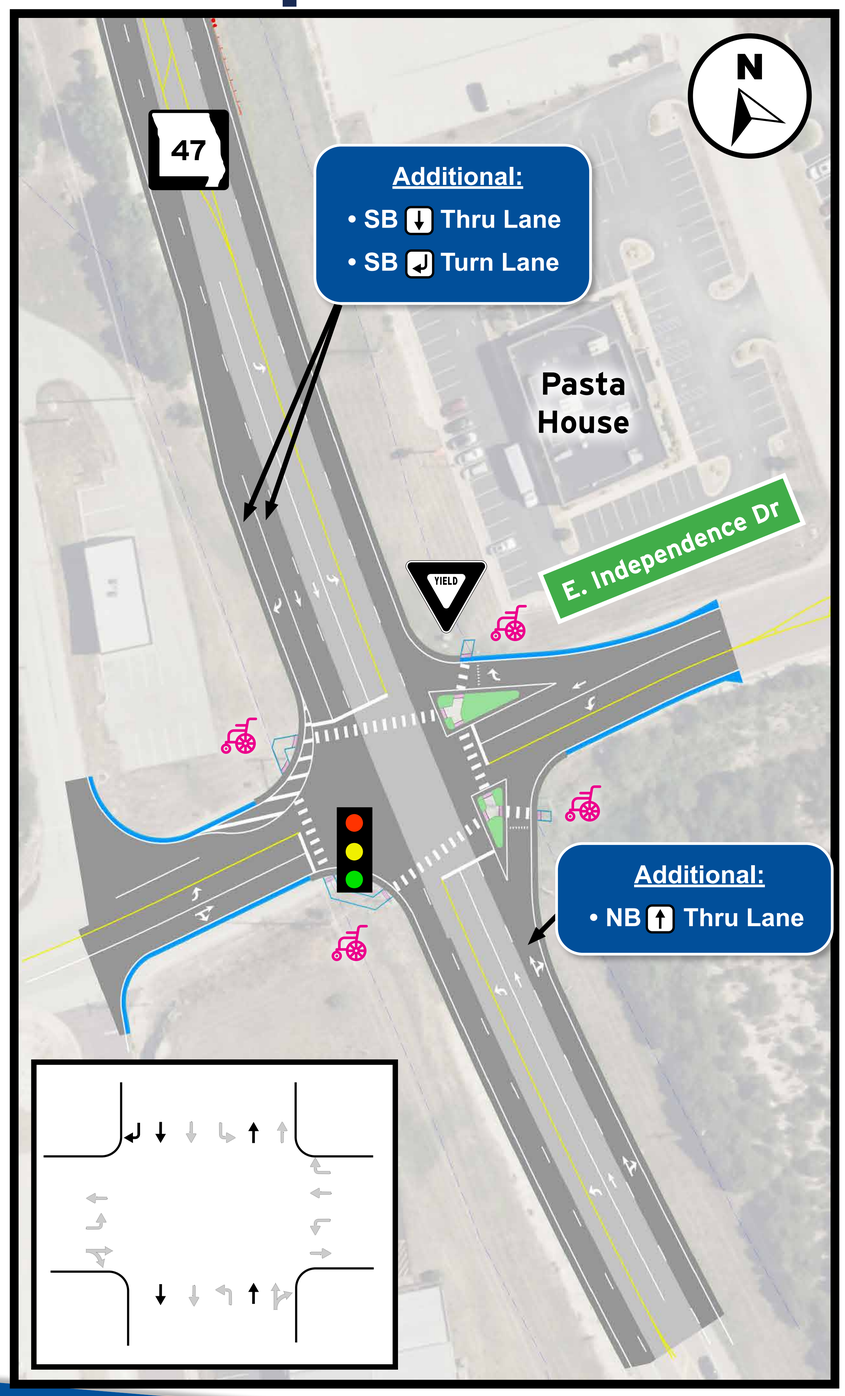
MoDOT

# Intersection Improvements

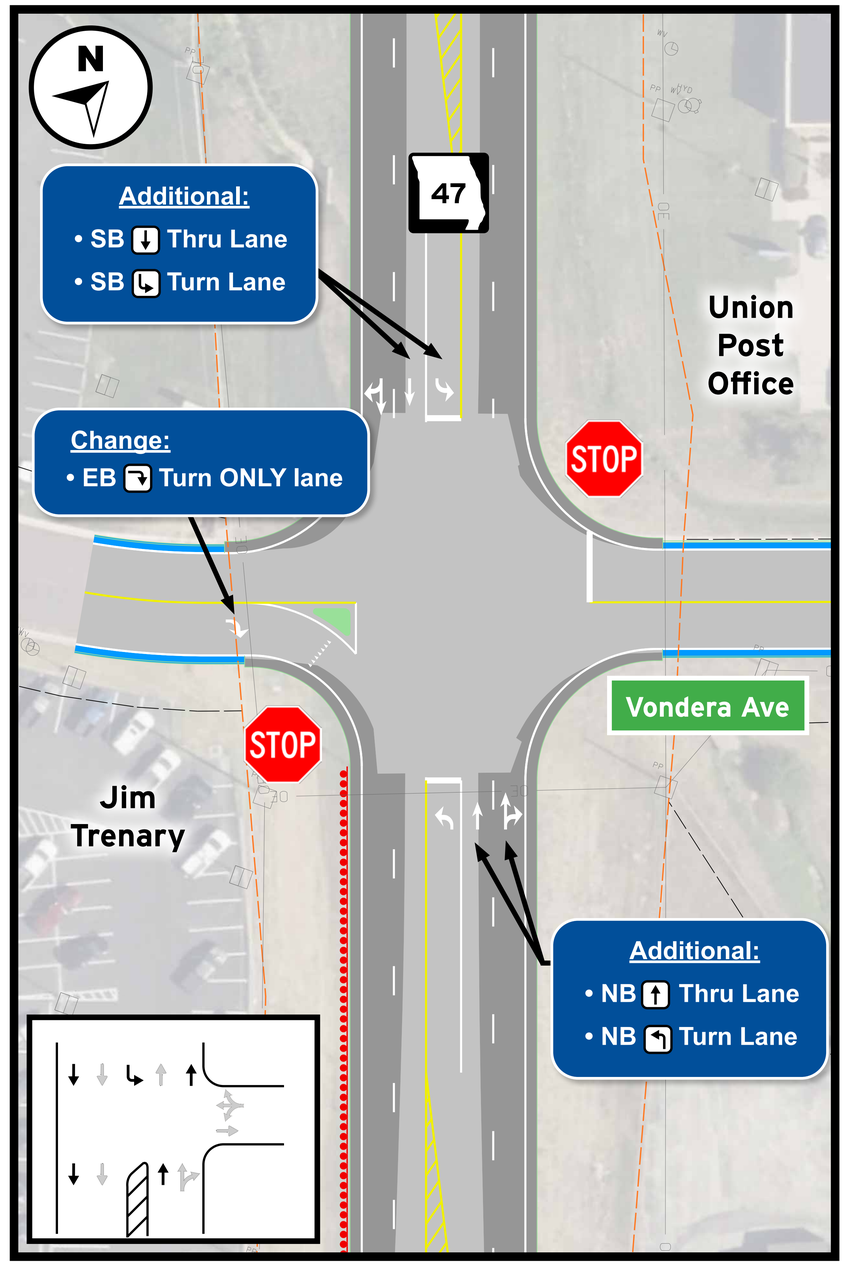
**LEGEND**

- New Shoulder Pavement
- New Lane Pavement
- Existing Lane Pavement
- Existing Shoulder Pavement
- Proposed Concrete Median or Island
- Curb & Gutter
- Approx. Right of Way Line
- Guardrail
- Slope Limits
- ADA/Pedestrian Improvement
- Existing Lane
- Turn Lane/Inter. Additions

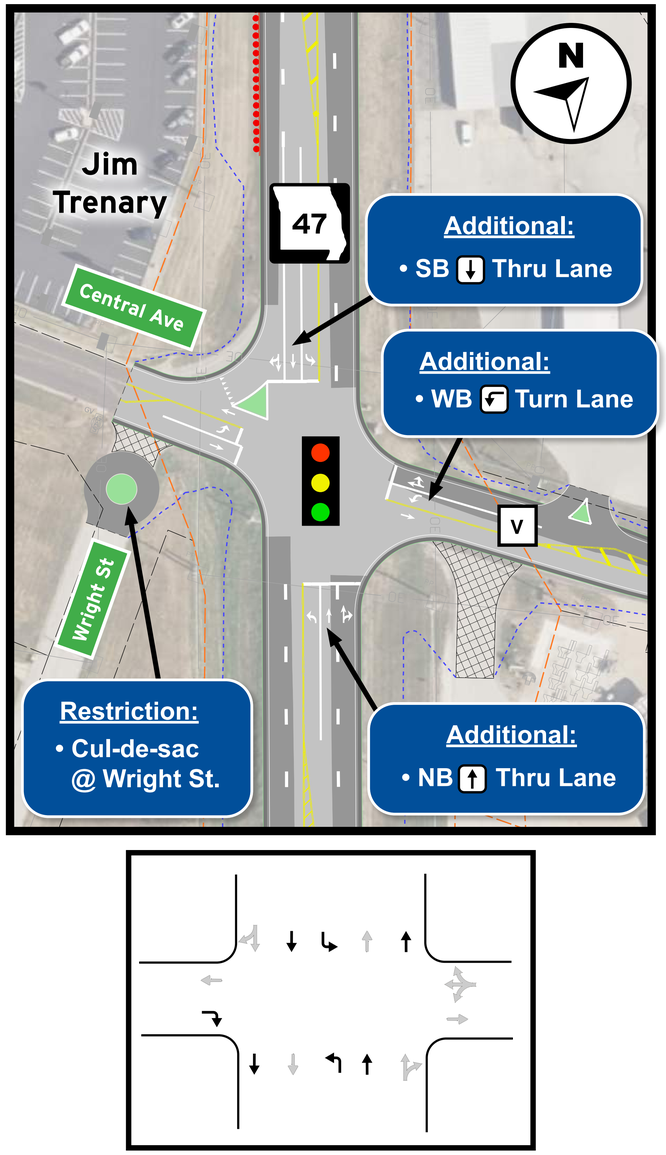
## Independence Dr.




## Vondera Ave.




## Highway V / Central Ave.

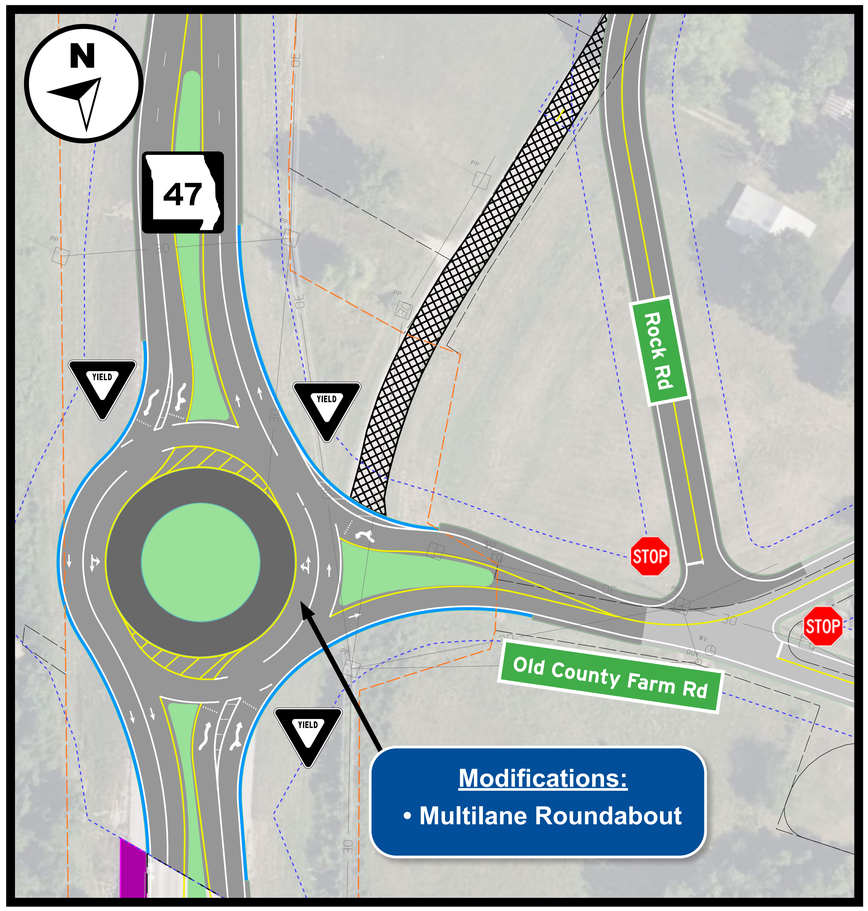


# Intersection Improvements

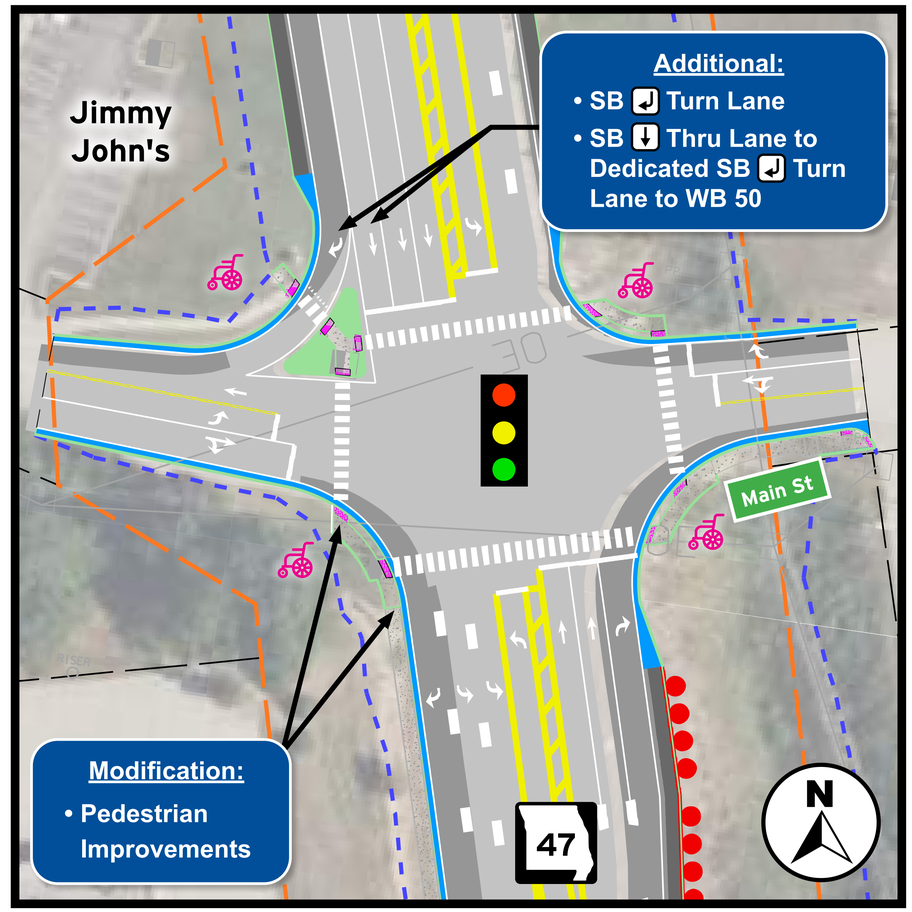
**LEGEND**

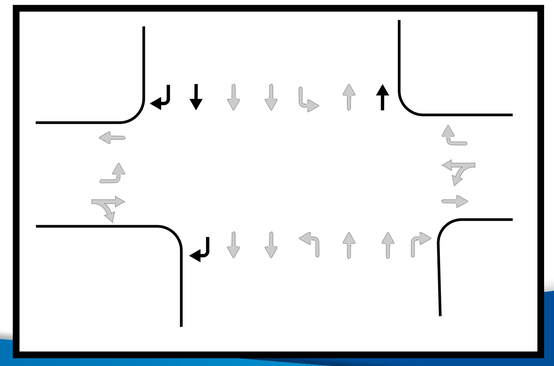
- New Shoulder Pavement
- New Lane Pavement
- Existing Lane Pavement
- Existing Shoulder Pavement
- Proposed Concrete Median or Island
- Curb & Gutter
- Approx. Right of Way Line
- Guardrail
- Slope Limits
- ADA/Pedestrian Improvement
- Existing Lane
- Turn Lane/Inter. Additions

## Old County Farm Rd.

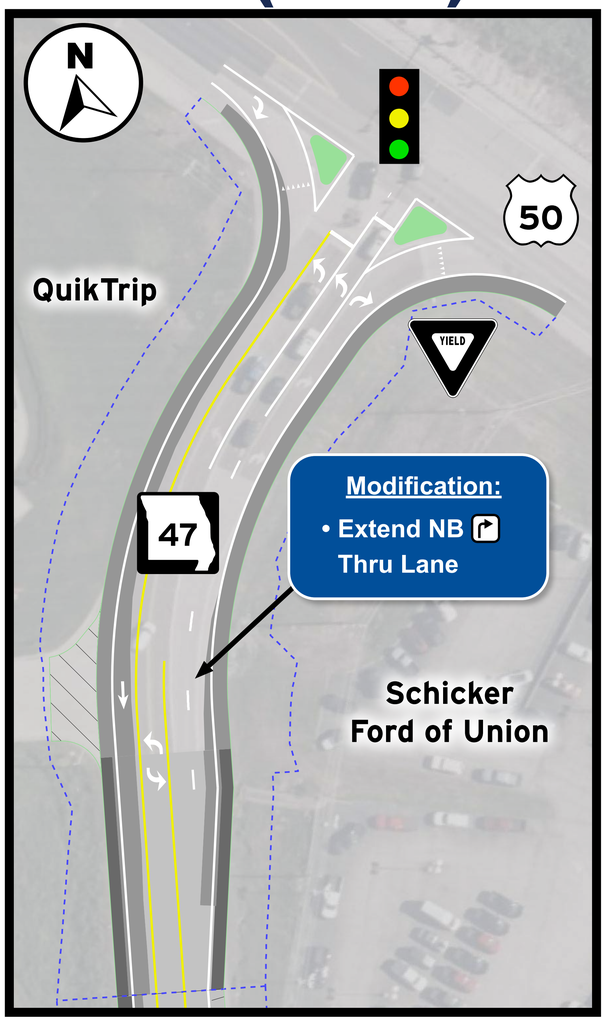



## Main St.



## MO 47 / 50 (East)



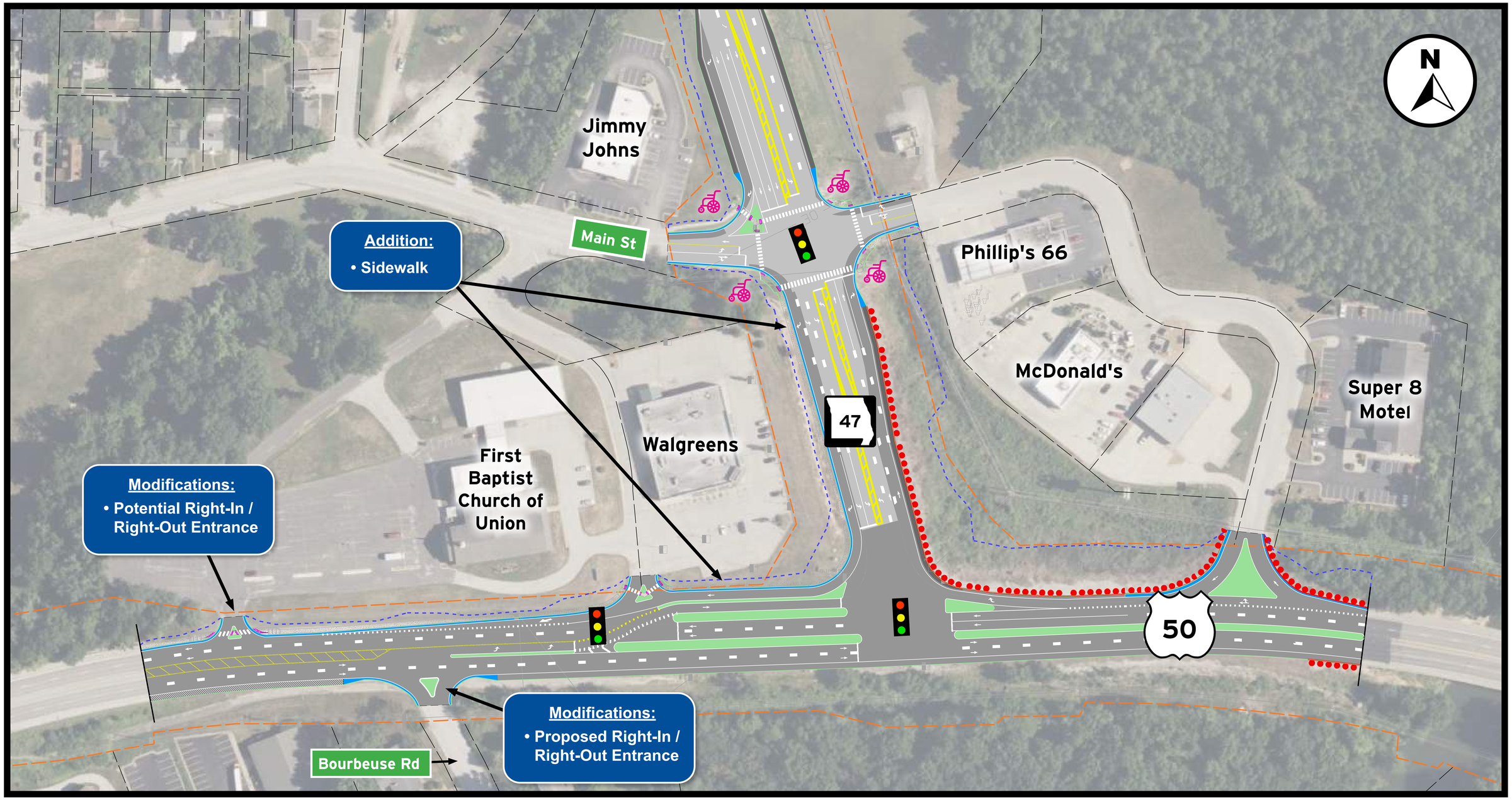

FUTURE 47

MoDOT

# 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
- Guardrail
- Slope Limits
- ADA/Pedestrian Improvement




FUTURE 47

MoDOT

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

No Speed Limit Change

SPEED LIMIT 45

| Existing | Proposed |
|---|---|
| ~~SPEED LIMIT 55~~ | SPEED LIMIT 45 |

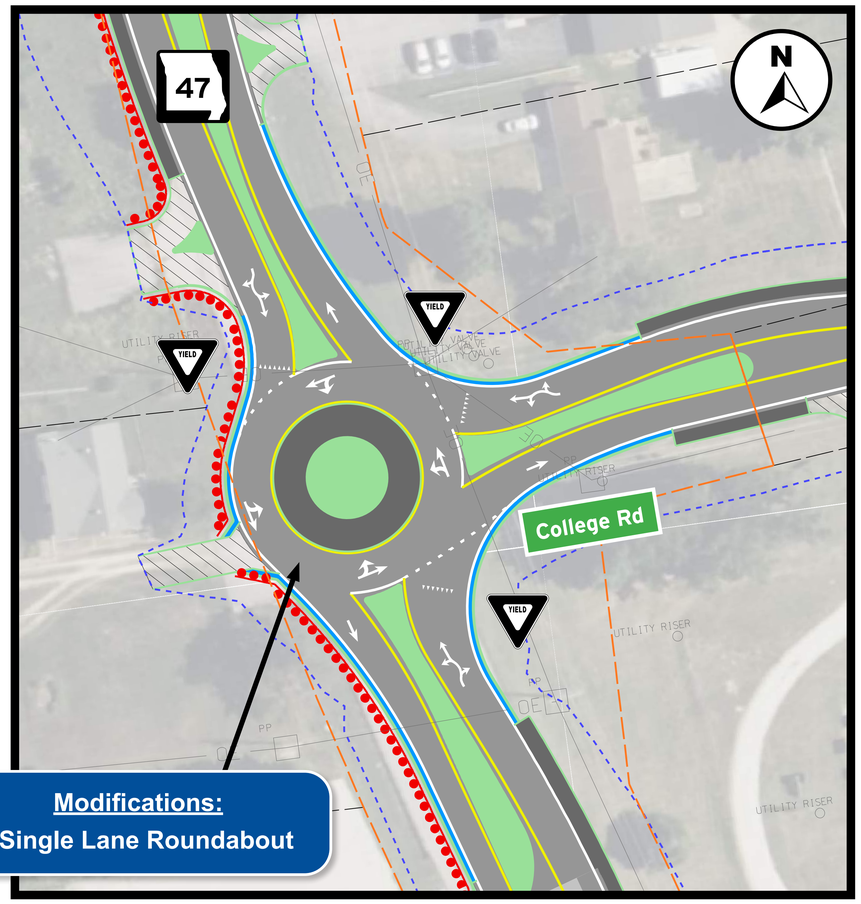
**Survey #2**
**Speed Limit Reduction Results**
*(Hwy 50 to St. Clair)*

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

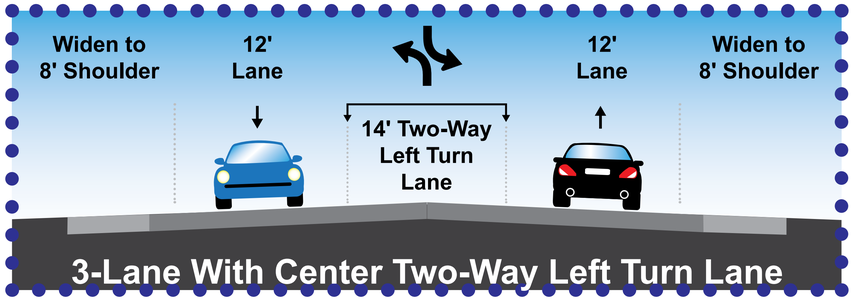
**Legend**
- Roundabout
- Signal
- Existing Lane
- Turn Lane / Inter. Additions
- 5-Lane With Dedicated Left Turn Lane
- 4-Lane Undivided
- 2-Lane with Wider Shoulders
- 3 Lane with Center Two-Way Left Turn Lane

**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.



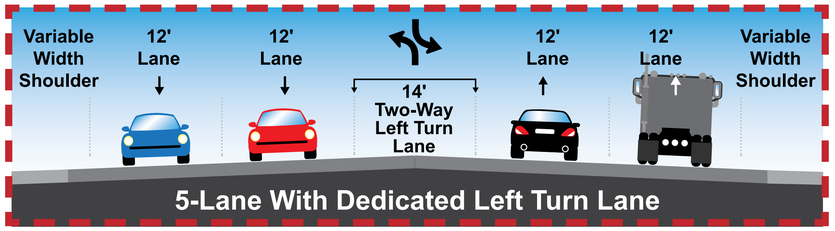

**Modifications:**
- Single Lane Roundabout

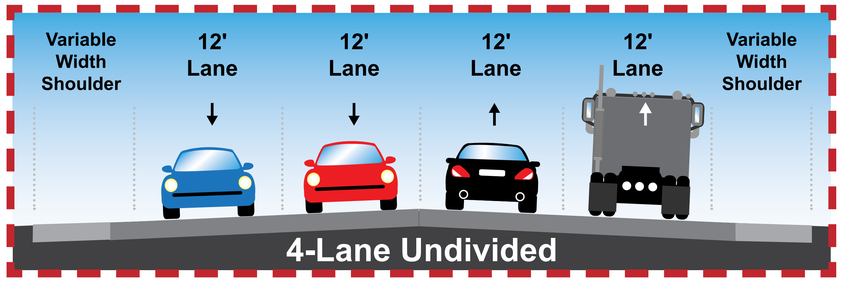


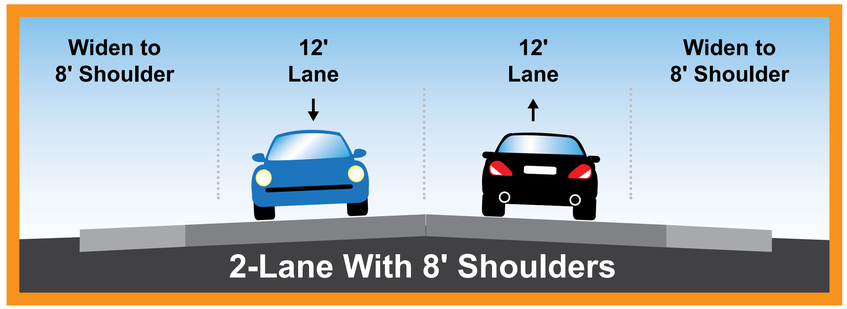

FUTURE 47

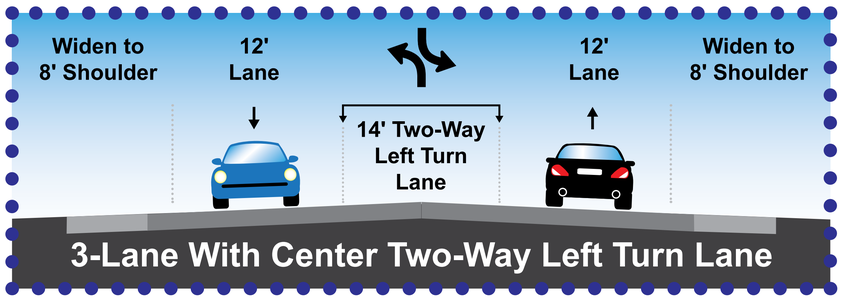
MoDOT

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



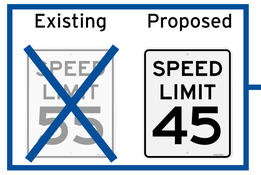




**Legend**

- 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




**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% |

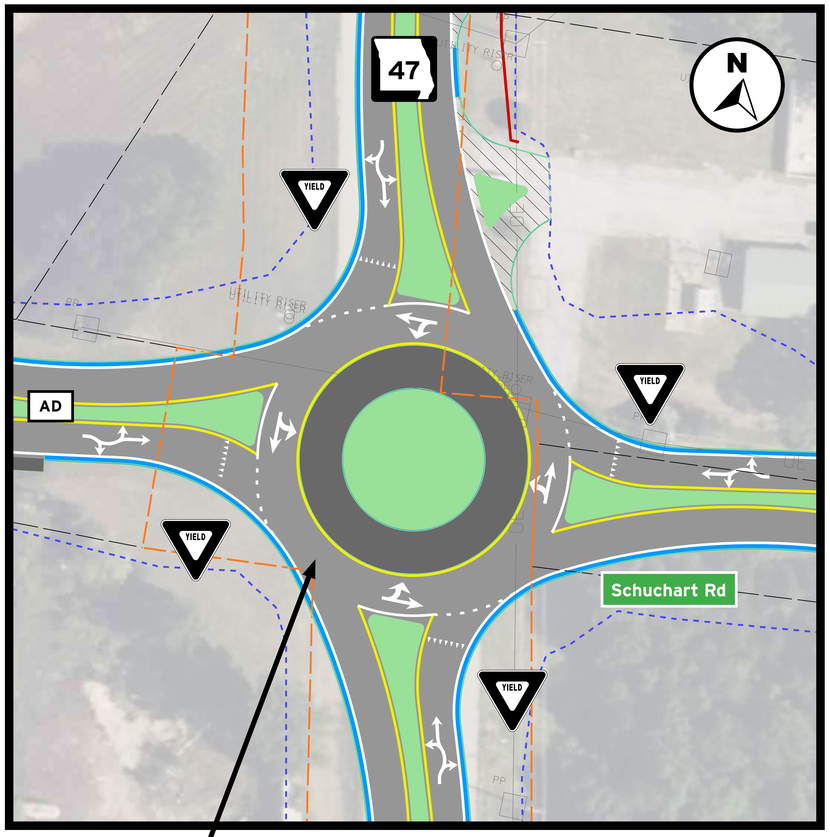
FUTURE 47

# Intersection Improvements

**LEGEND**

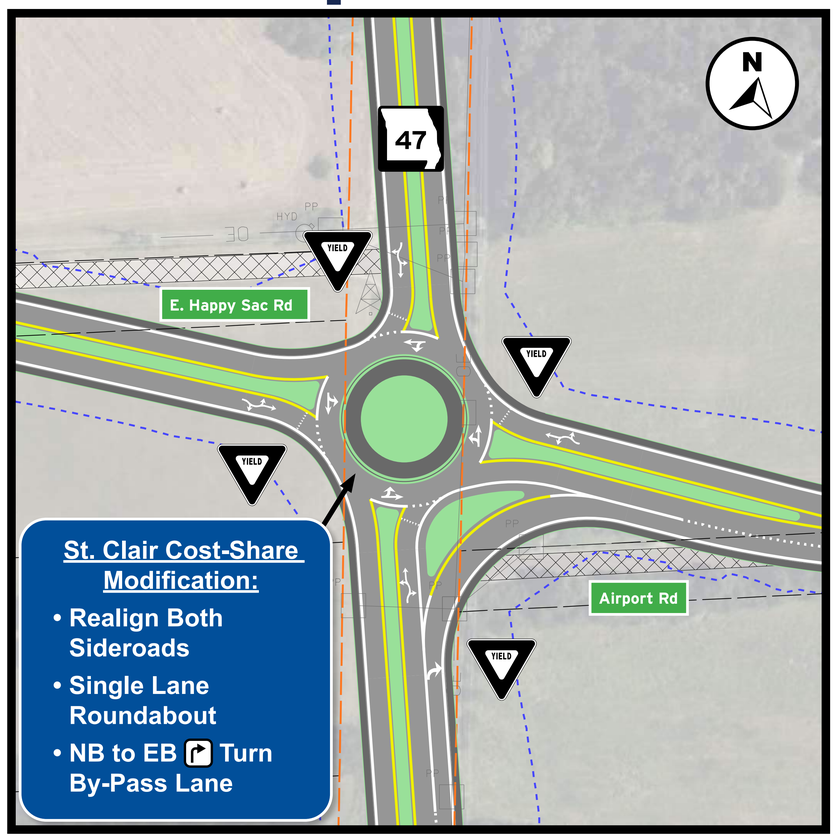
- New Shoulder Pavement
- New Lane Pavement
- Existing Lane Pavement
- Existing Shoulder Pavement
- Proposed Concrete Median or Island
- Curb & Gutter
- Slope Limits
- Guardrail
- Approx. Right of Way Line

## Hwy AD / Schuchart Rd.



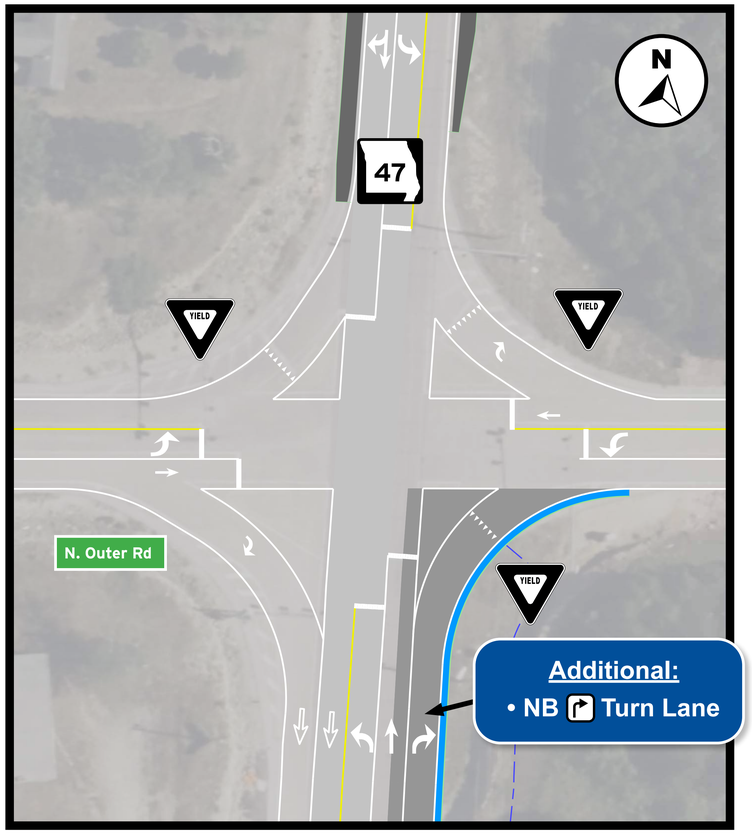

**Modifications:**
- Single Lane Roundabout

## East Happy Sac / Airport Rd.



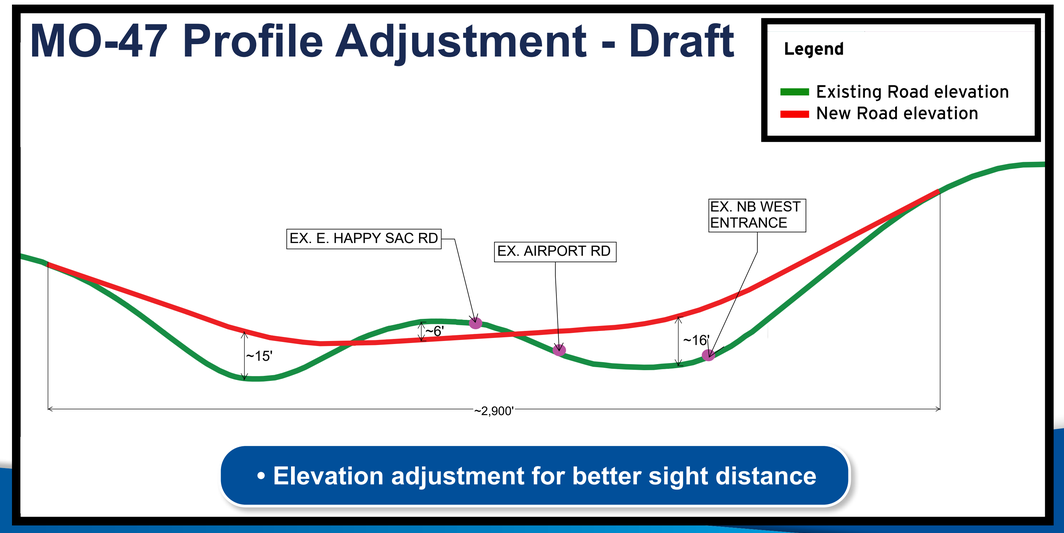

**St. Clair Cost-Share Modification:**
- Realign Both Sideroads
- Single Lane Roundabout
- NB to EB Turn By-Pass Lane

## North Outer Rd.




**Additional:**
- NB Turn Lane

## MO-47 Profile Adjustment - Draft

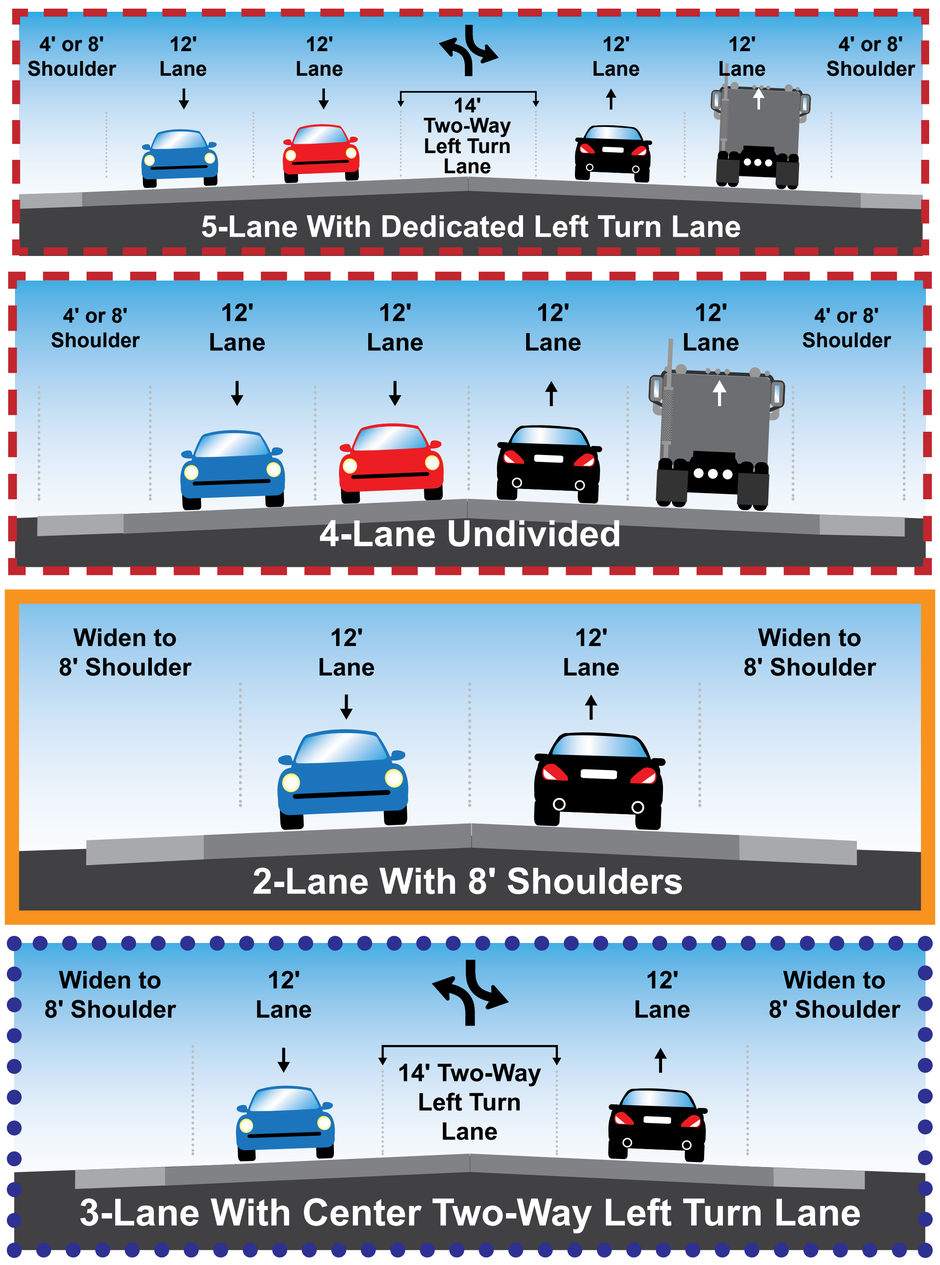



- Elevation adjustment for better sight distance

FUTURE 47

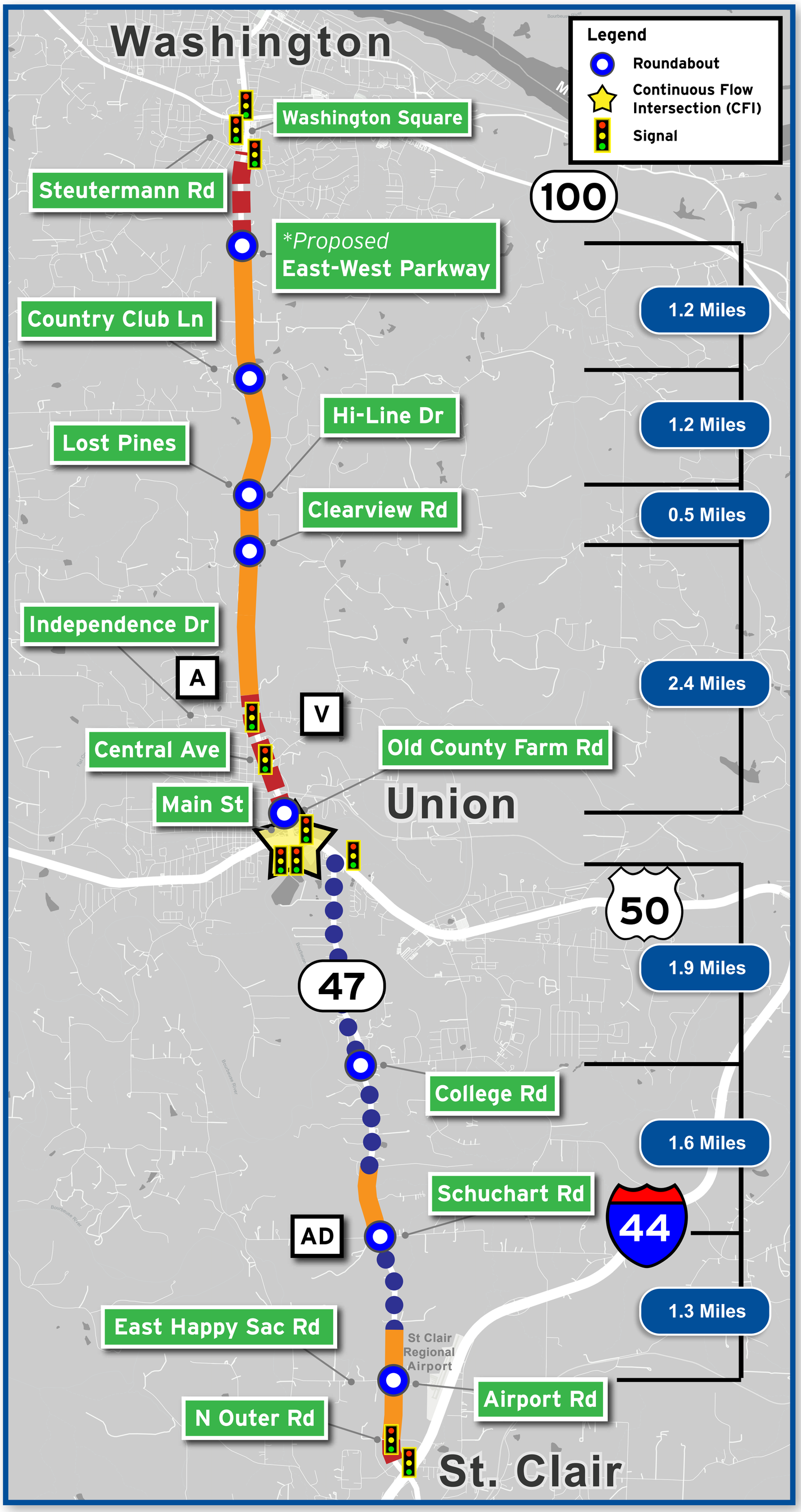
MoDOT

# 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 *(Vogelgesang's Towing)* | NB Turn Lane |
| North Outer Rd. | NB Turn Lane |

FUTURE 47

# 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)**