



# Interstate 44 Outer Road Bridge Over the Gasconade River Fact Sheet

[www.modot.org/central](http://www.modot.org/central)

## Bridge Facts

- Combination of three truss types: Parker through truss; Pratt through truss and Warren pony truss
- Located on historic Route 66 near Hazelgreen, Missouri
- 94 years old, 526 feet long
- Serves as a primary detour route when there is an incident on Interstate 44

## Situation

- MoDOT closed the bridge on Dec. 18, 2014, due to considerable deterioration.
- The Missouri Highways and Transportation Commission in July 2016 approved funding in the Statewide Transportation Improvement Program to replace the bridge.

## Goal

- Our goal is to determine the least-cost option that fulfills the purpose and needs of the project within the funding provided in the department's Statewide Transportation Improvement Program.

## Project Purpose and Need

- Provide a safe crossing over the Gasconade River.
- Open the Interstate 44 outer road.
- Deliver a structure that can carry interstate traffic and function as an incident management route.
- Ensure the best use of taxpayer dollars.

## Scenarios

## Cost

- |  |               |
|--|---------------|
| ▪ #1 No improvements to the existing truss bridge          | \$0           |
| ▪ #2a Rehabilitate existing bridge – MoDOT                 | \$1.8 million |
| ▪ #2b Rehabilitate existing bridge – Contract              | \$4.4 million |
| ▪ #3 Construct new bridge at existing location             | \$4.3 million |
| ▪ #4 Construct new bridge on new alignment                 | \$4.1 million |
| ▪ #5 Construct new bridge and outer road north of I-44     | \$5.8 million |
| ▪ #6 Construct new steel truss bridge at existing location | \$5.5 million |

## Considerations

- While the sentimental option may be to fix the existing structure, it is not the safest or most cost-effective measure.
- Repairing the current structure would cost almost as much as building a new bridge, but would not provide the years or level of service of a new bridge.
- Even after repairs, the structure would still be narrow, have a bad deck and be limited to carrying loads of less than 20 tons, meaning most large vehicles, including school buses, fire trucks, snow plows and garbage trucks, would be prohibited from crossing the bridge.
- If MoDOT were to perform the rehabilitation, it would require pulling MoDOT crews from other jobs for almost a year. That would mean about 100 bridges in the central Missouri region would go without any maintenance or repairs during that time period.
- The old bridge will only be able to remain in place if another entity, either public or private, assumes full liability for and maintenance of the bridge and the road leading up to it.

