

LACLEDE 440R – BRIDGE OVER THE GASCONADE RIVER

BRIDGE G0245 – 94 YEARS OLD



SCENARIO 2: REHABILITATE THE EXISTING BRIDGE 2a. MODOT FORCES 2b. CONTRACT FORCES

PROS:

- 1.) PROVIDES A LIMITED CROSSING FOR THE GASCONADE RIVER.
- 2.) EXISTING ROUTE 66 BRIDGE REMAINS IN PLACE.

CONS:

- 1.) THE REHABILITATED BRIDGE WOULD STILL HAVE THE SAME HEIGHT AND WIDTH RESTRICTIONS.
- 2.) THE REHABILITATED BRIDGE WILL REQUIRE A LOAD POSTING FOR LESS THAN 20 TONS.
- 3.) MOST LARGE TRUCKS, INCLUDING SCHOOL BUSES, FIRE TRUCKS, SNOW PLOWS AND GARBAGE TRUCKS WILL NOT BE ABLE TO CROSS THE BRIDGE.
- 4.) THE OUTER ROADWAY IS NOT USEABLE AS AN INCIDENT MANAGEMENT ROUTE FOR I-44 DUE TO THE LOAD POSTING.
- 5.) EMERGENCY MANAGEMENT AND FIRE PROTECTION SERVICES POTENTIALLY HAVE LONGER RESPONSE TIMES.
- 6.) CONTRACT REHABILITATION WILL COST MORE THAN BUILDING A NEW STRUCTURE ON NEW ALIGNMENT AND WILL REQUIRE ADDITIONAL FUNDING FROM OUTSIDE SOURCES.
- 7.) UTILIZING MODOT CREWS TO REHAB. THE BRIDGE WOULD FORCE MORE THAN 100 OTHER AREA BRIDGES TO FORGO ANY MAINTENANCE OR REPAIRS FOR NEARLY A YEAR.

COST: \$1.8 MILLION (MODOT FORCES)
\$4.4 MILLION (CONTRACT)