

Table 10
Mississippi River Bridge Detour Distances

<u>Bridge Location</u>	1994-2003 Average Daily Traffic (ADT)	<u>EXISTING CONDITION</u>			<u>WITH-PROJECT CONDITION</u>			With- Project Detour Reduction
		<u>Nearest "Open" Bridge</u>	<u>Distance To "Open" Bridge</u>	<u>Cross- River Detour Distance</u>	<u>Nearest "Open" Bridge</u>	<u>Distance To "Open" Bridge</u>	<u>Cross- River Detour Distance</u>	
Burlington, IA								
Ft Madison, IA	3,800	Burlington	20	40	Burlington	20	40	0
Keokuk, IA	14,300	Burlington	40	80	Quincy	30	60	20
Quincy, IL	17,900	Burlington	70	140	Quincy	0	0	140
Hannibal, MO	11,600	Burlington	95	190	Quincy	25	50	140
Louisiana, MO	3,800	St Louis	95	190	Quincy	50	100	90
Chester, MO	5,700	Cape Girardeau	60	120	Chester, MO	0	0	120

Assumptions:

1. Bridges at Burlington and St Louis Area remain open, as occurred during record flood of 1993.
2. For gross evaluation, assume 100% ADT detours to nearest open bridge and to original cross-river point (i.e., East Hannibal, IL to Hannibal, MO).
3. Assumed 90% of ADTs for passenger vehicles; remaining 10% for composite "all other" category.
4. Vehicle operating costs for passenger and composite vehicles are averaged/generic, and will need refinement in detailed study.
5. Operator/Passenger detour delay (opportunity of time) costs are very generic, and will need refinement in detailed study.
6. Any detailed study of detour cost issues will be coordinated with State DOTs, to take advantage of existing knowledge, data and models

