

Purpose and Need

Why the Federal Highway Administration and Missouri Department of Transportation Are Proposing this Project

Introduction

Missouri Route 47 loosely surrounds the St. Louis metropolitan area on the northwest, west, and southwest (Figure 1). It connects Interstate Route 70 in Warren County with Interstate Route 44 to the south in Franklin County. A 2002 study, the Route 47 Major Transportation Investment Analysis (MTIA),

Figure 1. Missouri Route 47



looked at ways to improve transportation in an area of Franklin, Warren, and St. Charles Counties. The MTIA identified bridge and floodplain improvement needs, recommending replacement of the bridge across the Missouri River

and construction of a new, elevated two-lane highway for better reliability across the floodplain north of the river in Warren County.

The Missouri Department of Transportation (MoDOT) has 25 crossings over the Missouri River, many of which are critical links to communities on opposite sides of the river. These bridges are big and costly, both to construct and to maintain, and many are old. Protecting these significant investments through maintenance, rehabilitation, or replacement is crucial for Missouri's economic vitality. The Route 47 bridge at Washington is the only Missouri River crossing between Hermann, 30 miles to the west, and the I-64 bridge in Chesterfield, 24 miles to the east. If the bridge's condition reaches the point where it can no longer be rehabilitated and is closed, motorists would need to detour 80 miles on state highways.

The bridge underwent a major rehabilitation in 1996, when the bridge deck and railings were totally replaced and the most deteriorated pieces of bridge steel were repaired, replaced, or strengthened. The bridge was also modified to allow taller vehicles to fit through the truss openings, the steel was painted, and new navigation lighting was installed.

By 2008 when this Environmental Impact Statement (EIS) was started, the bridge had deteriorated again and needed additional work to keep it safely open to traffic. A rehabilitation project in 2009 repaired, modified, or replaced newly deteriorated structural steel members, bearings, and joints. Concrete surfaces were sealed and critical steel surfaces repainted.

Because of the bridge's condition and the vital nature of the river crossing to motorists, the 1998 Transportation Equity Act for the 21st Century (TEA-21) authorizing federal surface transportation programs for highways for a six-year period contained an earmark of \$3,000,000 to "Construct [a] Highway 47 Missouri River Bridge at Washington." A portion of that money is being used to develop this EIS and some of the rest will pay for the 2009 bridge rehabilitation.

Why This Environmental Impact Statement Is Being Prepared

The National Environmental Policy Act of 1969, commonly known as NEPA, created a requirement that an EIS be prepared for all major federal actions significantly affecting the human environment. As the lead federal agency, the Federal Highway Administration (FHWA) is responsible for ensuring that all

highway improvement projects using federal money comply with NEPA. This EIS is a key part of the multiple stages required to plan, develop, and construct federally funded major highway projects.

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs.

This EIS looks at the effects associated with various alternatives such as constructing a replacement bridge, rehabilitating the existing bridge, or doing nothing. MoDOT and the FHWA encourage the public to voice their opinions about the problems and solutions identified during the EIS process. Selection of an alternative will not be final until the FHWA issues a Record of Decision.

The time needed to complete the EIS analyses, decide on a course of action, and prepare to implement that action can be lengthy. MoDOT and the FHWA recognize that replacing the bridge is a possible result of the EIS process. Preparing for major river bridge construction can take eight years or more from the start of the EIS to opening a new bridge. Ideally, proceeding with this EIS now will allow a solution to be selected, completed, and usable before the existing bridge requires another rehabilitation.

Information for the Public on Transportation Decision Making

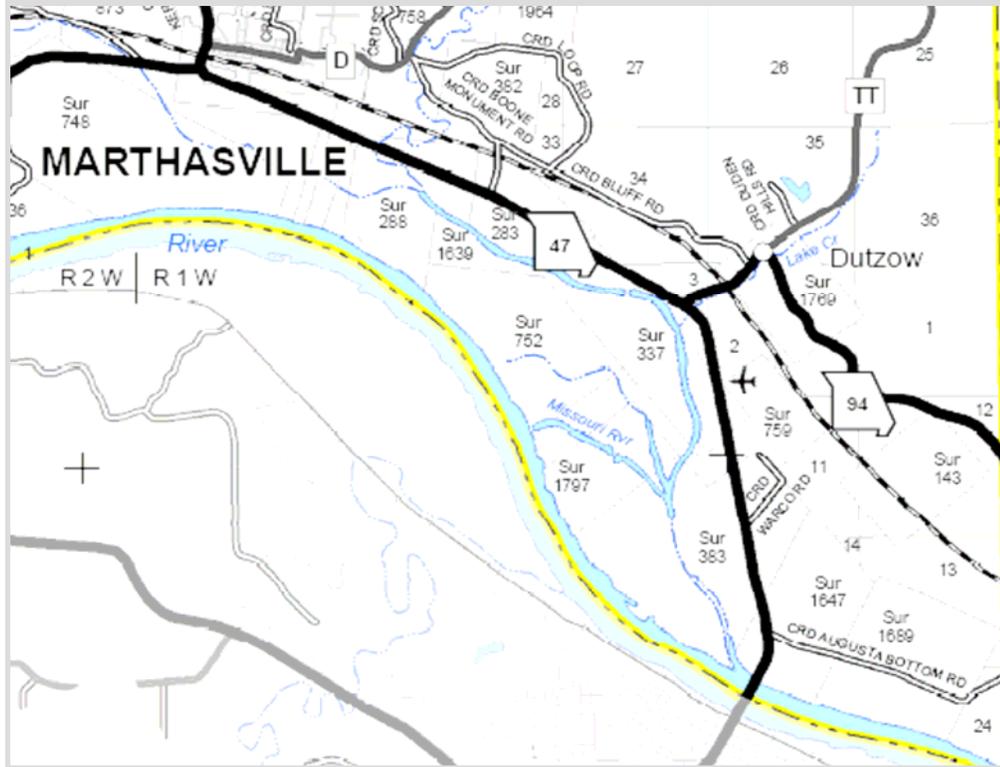
Have you ever wondered how decisions are made about transportation projects that affect your life? How government officials decide where to put a bus stop, road, or bridge? How these and other transportation projects are planned? And how to make sure your opinions are heard and considered by the planners, road designers, elected officials, and other citizens? The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) wrote a [guide](#)¹ to answer these and other transportation-related questions.

Location of the Study Area

This EIS evaluates a portion of Route 47 in Franklin and Warren Counties, Missouri. The study corridor begins in Warren County at Routes 94 and TT in Dutzow, heads southwesterly to Route 47, then continues southward, descending into the Missouri River floodplain. It crosses the river into Franklin County, rising out of the floodplain and ending at Fifth Street in the City of Washington. The community of Dutzow in Warren County is approximately midway between Marthasville and Washington (Figure 2).

¹ <http://www.fhwa.dot.gov/planning/citizen/index.htm> electronic version of Publication No. FHWA EP-01-013 HEPH/3-01(I5M)E R/HEPH/7-02(10M)E

Figure 2. Missouri Route 47 in Warren County



The Purpose of the Proposed Project

The primary purpose of the project is to provide a safe and efficient Route 47 Missouri River crossing for the long term.

Project Needs

The proposed Route 47 bridge project is needed to:

- 1) Address the existing crossing's structural and other deficiencies, including narrow width and lack of shoulders, to the extent practical;
- 2) Improve safety for the traveling public by reducing the potential for crashes;
- 3) Maintain adequate traffic operation, including capacity, through the foreseeable future for motorists crossing the river;
- 4) Preserve transportation system continuity within the project area and the region (including reliable access to public facilities such as

airport and hospital), both during project construction and in the future; and

- 5) Provide a safe travel way over the Missouri River for bicyclists and pedestrians.

Description of the Existing Bridge and Roadway

The Route 47 bridge (K-969) was built in 1934 and is eligible for listing on the National Register of Historic Places. The bridge is located at Missouri River Mile 67.6 (United States Army Corps of Engineers).

The historic bridge is 2,562 feet long, with two 11-foot lanes and no shoulders. It carries one lane of vehicular traffic in each direction across the Missouri River between Warren County on the north and Franklin County on the south. The bridge consists of steel I-beam, deck truss, and cantilevered through-truss span designs. The through-truss sections provide a vertical clearance of 16 feet 8 inches. The bridge is posted to limit truck weight to 40 tons, with a 30-ton limit for single-unit trucks. The speed limit on the bridge is 40 miles per hour.

From its junction with Route 94/TT near Dutzow, Route 47 crosses the Missouri River floodplain with two 11-foot lanes and 4-foot unpaved shoulders. The width increases slightly to 12-foot lanes and 6-foot shoulders from the Washington Memorial Airport to the bridge, where the shoulders end and lanes narrow. Levees protect the floodplain from the Missouri River but the highway floods occasionally when Tuque Creek and Lake Creek exceed their banks. Route 47 is classified as a minor arterial in Warren County and the posted speed limit in this area is 55 miles per hour.

Route 47 heads south from the bridge in the city of Washington with two southbound lanes and one northbound lane; auxiliary turn lanes are added north of Fifth Street. South of Fifth Street, Route 47 has two lanes in each direction with a center, two-way left-turn lane. All lanes are twelve feet wide and shoulders widen from eight feet near the bridge to ten feet south of Eighth Street. This is a typical urban cross section with curb and gutter and sidewalks. Route 47 is classified as a principal arterial in Franklin County. SHARE THE ROAD signs are posted to alert motorists that bicyclists frequently use the route.

Minor Arterials move both local and through traffic at relatively high travel speeds. They are the second most heavily traveled highways in rural areas.

Principal Arterials in urban settings are regional travel routes used to move large amounts of traffic between neighborhoods and other places. Principal arterials carry through traffic and link local streets with other through routes, including interstates. Commercial areas of cities are often found along these roads.

The Bridge's Current Condition

The bridge is inspected every year and the substructure (piers), superstructure (truss and beams), and deck (riding surface) are rated. Before the 2009 rehabilitation, the substructure condition was rated satisfactory, the deck was

Figure 3. Bridge Condition Before 2009 Rehabilitation Project



considered fair, and the superstructure was in serious condition, indicating a need for immediate repair or rehabilitation. Typical bridge deficiencies include rusted steel and failing paint (Figure 3). Failing paint allows additional corrosion of the steel, and chemicals that have already penetrated into the steel causing the rust cannot be removed. This means that even though the steel can be cleaned and repainted, the rusting will continue, though at a slower rate than if it is not repainted. Ultimately, the steel members must be replaced and the rehabilitation project did replace many pieces. It is expected to increase the bridge's service life an additional seven to eight years.

Even with the rehabilitation, the bridge does not meet MoDOT's structural requirements and design standards. Trucks remain weight-limited to 40 tons (30 tons for single-unit trucks). The lanes are narrow and there are no shoulders—Missouri's current standards for bridges longer than 1000 feet call for 12-foot lanes and 10-foot shoulders. Modifications made during the previous rehabilitation improved the vertical clearance through the trusses. Although no longer deficient, the bridge restrictions may keep some larger loads from being able to pass. MoDOT monitors the bridge condition regularly and if it worsens, additional restrictions or closure may be needed.

Although the bridge is the only link for bicycle traffic between the Katy Trail north of the river in Warren County and the city of Washington, its narrow width and lack of shoulders or bicycle lanes likely discourage many cyclists from using the crossing.

Condition of Route 47 Through the Floodplain North of the River

The pavement on Route 47 north of the bridge is rated in fair condition on a five-point scale with two higher ratings (good and very good) and two lower ratings (poor and very poor). This rating measures the amount of pavement deterioration such as the presence of cracks and ruts.

In the EIS study corridor north of the river, Route 47 lies entirely within the 100-year floodplain and has the potential to be submerged during high water events on the Missouri River. Although levees protect Route 47 from Missouri River flooding, Charrette Creek, Tuque Creek near Marthasville, and Lake Creek near Dutzow occasionally cause flooding and road closures. Both Tuque Creek and Lake Creek are tributaries to Charrette Creek, which is located between and parallel to Route 47 and the Missouri River. Tuque Creek and Lake Creek join Charrette Creek so near the Missouri River that they are susceptible to combined backwater effects during Missouri River and

other significant flooding events. The yellow dots in Figure 4 show where Tuque Creek, Lake Creek, and two minor Charrette Creek tributaries around Watkins Island join Charrette Creek as well as the point where Charrette Creek itself joins the Missouri River just upstream from the Route 47 bridge.

Figure 4. Stream Confluences Near Missouri Route 47



Flash flooding of Tuque Creek closed Route 47 for one day in 1990. Missouri River levee failures resulted in lengthier closings along the northern approach to the bridge twice in 1993 and once in 1995.

When the road is closed, area travel patterns are severely affected. Road closures disrupt emergency vehicle movement and access to St. John's Mercy Hospital in Washington, the only level-three trauma center in the immediate area. Communities along the highway lose access to the interstates and other major roads in the region as well as to the Washington Municipal Airport.

People are cut off from their residences, places of business, shopping areas, and schools (the Washington School District also serves portions of southern Warren County).

While the effects of flood-related road closures cannot be dismissed lightly, Route 47 has not been closed because of flooding since 1995.

Safety

Crash statistics and safety data summarized or presented in this EIS are protected under federal law. See Appendix A.

During the five-year period from April 2003 through July 2008, twenty-nine crashes occurred on the bridge. Sideswipes were the most common crash type, representing twenty-one occurrences. Narrow lanes on the bridge are a possible contributing factor. Rear end crashes were the other common crash type, with six occurrences. Two crashes occurred when pieces of the overhead bridge structure fell to the deck.

Any number of crashes is undesirable; based on the traffic carried, however, the bridge's crash rate is significantly lower than similar bridges. The Route 47 bridge average crash rate was 176 crashes per 100 million vehicle miles traveled for the five-year period from 2004 through 2008. That compares with average crash rates of 936 for the Route 54 bridge at Louisiana, 961 for the Route 159 bridge in Holt County, 498 for the Route 136 bridge in Atchison County, and 1,373 for the Route 60/62 bridge in Mississippi County.

Most of the 29 crashes on the bridge resulted in property damage only. However, every crash has the potential for injury and two of the crashes involved injuries, with one being disabling. Although the crash rate is not excessively high, newer, wider bridges such as those at Lexington and Cape Girardeau have experienced much lower crash rates (56 and 0, respectively) for the time period they have been open to traffic. Wider lanes and shoulders would give vehicles on the Route 47 bridge more maneuvering space for collision avoidance, thus potentially improving safety for the traveling public. The bridge's high traffic volumes offer the opportunity to significantly reduce the number of crashes.

The crash rate on Route 47 from Dutzow to the Missouri River in Warren County averaged 157.4 crashes per 100 million vehicle miles traveled during the five-year period of 2004 through 2008. Not surprisingly, since the roadway has a relatively flat and straight alignment with few driveways or

other access points, this is lower than the statewide average crash rate of 260.7 for a Missouri route during the same period.

The Franklin County crash rate is substantially higher for the same five-year period. It averaged 1,222 crashes per 100 million vehicle miles traveled—nearly twice the crash rate for a five-lane roadway, the most similar available for comparison. Because this high crash rate is related to the close spacing of driveways along the roadway, lowering the crash rate would require establishing access management, which is beyond the scope of the proposed project.

Access versus Mobility

Highways must generally satisfy two, competing aims: mobility and access. As access to adjoining developed areas increases, a highway’s ability to maintain traffic flow decreases and vice versa.

Access management balances access needs with the need for mobility on public roads. Managing the location, spacing, design, and operation of driveways, median openings, and street connections as well as traffic signal spacing can improve safety and mobility for everyone by enabling smoother traffic flow with fewer crashes.

Amount of Traffic Using Route 47

From 2004 through 2008, the Annual Average Daily Traffic (AADT) ranged between 9,500 and 11,750 vehicles per day (vpd) in the area of the bridge as shown in Table 1. This volume is expected to increase to more than 17,000 by 2033. Trucks make up about eight percent of the traffic.

Table 1. Annual Average Daily Traffic (AADT) for Route 47

LOCATION	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT
North of the bridge	10,860	11,077	11,299	11,525	11,756
On the bridge	9,505	9,694	9,888	10,086	10,288
South of the bridge	10,445	10,654	10,867	11,084	11,306

Source: MoDOT District 3, May 2009

Congestion and Capacity (Traffic Operation)

Traffic engineers use a measure called level of service (LOS) to describe roadway congestion. LOS is a relative measure of traffic density and traffic flow ranges along a given section of roadway. It is a way to describe what a driver would encounter while traveling through an intersection, interchange, or open section of roadway during peak-hour traffic. The greater the traffic volume per lane a highway must carry, the worse its LOS will be.

Level of service categorizes the quality of traffic operation on a roadway with a six-level, A to F rating system. LOS A is defined as the best traffic operation, with no congestion; F is defined as the poorest, with extreme congestion. Table 2 illustrates and briefly describes each LOS.

Table 2. Level of Service (LOS) Descriptions

LEVEL OF SERVICE	DESCRIPTION	DELAY (seconds/vehicle).
A	Free flow. Low volumes and no delays.	0.0 to 5.0
B	Stable flow. Speeds restricted by travel conditions. Minor delays.	5.1 to 15.0
C	Stable flow. Speeds and maneuverability closely controlled due to higher volumes.	15.1 to 25.0
D	Stable flow. Speeds affected by change in operating conditions. High-density traffic restricts maneuverability.	25.1 to 40.0
E	Unstable flow. Low speeds, considerable delay, volumes at or near capacity.	40.1 to 60.0
F	Forced flow. Very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.	60.1 to above

Poor LOS can result from conditions such as higher traffic volumes than the number of traffic lanes can accommodate, inadequate intersection or interchange capacity or design, and lack of signals or poorly timed signals. Poor geometrics that cause vehicles to slow below posted speed limits and the presence of disruptive traffic movements such as those caused by intersections or a lack of turning lanes in areas with numerous entrances are other factors that may contribute to poor LOS.

Levels of Service were calculated in accordance with the Transportation Research Board's *1994 Highway Capacity Manual (HCM), Special Report 209*, for arterial analysis.

Table 3 shows the existing counted and future projected traffic volumes and LOS. The levels of service shown are for peak-hour traffic, the heaviest of the day and the worst-case periods for drivers. During non-peak times, traffic can be expected to flow more freely, with an improvement of at least one letter in the level of service.

Table 3. Existing and Future Traffic and Levels of Service for Route 47

LOCATION	EXISTING (2007)		CONSTRUCTION YEAR (2013)		DESIGN YEAR (2033)	
	ADT	LOS	ADT	LOS	ADT	LOS
north of bridge	11,756	D	12,980	D	17,130	E
on bridge	10,494	D	12,040	D	15,900	D
City of Washington, Third St. to Eighth St.	12,000 (2008)	C	13,250	C	17,500	C/D*

*Southbound lanes/northbound lanes

Source: MoDOT District 3, July 2009

The analysis indicates that the existing roadway north of the bridge will drop from LOS D to LOS E, while the bridge itself will remain at LOS D. This is because of the slight amount of local traffic using Route 47 north of the bridge. For the Route 47 study area, D is considered to be an acceptable LOS in the design year (2033); this means that LOS D may occur during the peak hour of travel in 2033. A roadway section with an LOS worse than D is considered to be congested.

Acceptable levels of service are expected for Route 47 in the study area through the design year 2033, except north of the bridge where localized improvements can be made to maintain acceptable levels of service. These improvements, which will be needed and carried out as a matter of traffic management, are unrelated to the Route 47 river crossing.

System Continuity

Route 47 south of Marthasville is the primary connection between Washington, Union, and St. Clair as well as to the east-west highways Route 100, Route 50, and Interstate 44. As part of the Route 47 MTIA mentioned previously, MoDOT conducted an origin and destination survey in June 1997 to identify travel trends along Route 47 from Marthasville to St. Clair.

The survey collected trip start points, end points, and reasons for travel. Travel was found to be primarily between the communities of Washington, Union, St. Clair, Sullivan, and Marthasville, with through trips comprising only about two percent of total trips. Travel between Lincoln County and points north and Crawford/Washington Counties and points south represented the most common through trips. The most common trip purpose was work/business-related, with Washington and Union major attractions for work trips. Shopping, social/recreational, and healthcare were the three top-ranking non-work trip types.

St. John's Mercy Hospital, adjacent to Route 47 near the Missouri River Bridge is the largest employer in Washington. The city has a number of industrial employers, among them Atapco/Hazel, Clemco Industries (North American operations headquarters), and Sporlan Valve. The Washington and Union school districts are also major area employers, with the two districts serving most of southern Warren County and north-central Franklin County. Washington has numerous restaurants, discount retailers, gas stations, tourist shops, antique stores, and convenience stores.

East Central College just east of downtown Union is a major area employer as is the Franklin County Government Center in Union. This center is the hub for administrative services in Franklin County. Union also has several medium sized industries as well as an assortment of businesses such as restaurants, discount retailers, gas stations, and convenience stores.

Whether travelers are heading to work or going shopping, children being driven or bussed to school, or patients going to the hospital or doctors' offices, people depend on a river crossing at this location.

Bicycle and Pedestrian Accommodations

The Katy Trail State Park passes through the communities of Marthasville and Dutzow north of the Missouri River in Warren County. The city of Washington attracts Katy Trail travelers because of its nearby location as well as its shops, businesses, and riverfront bike path. However, the existing bridge's narrow width and lack of shoulders or other bicycle accommodations does not encourage bicycle travel between the Katy Trail and Washington.

The city of Washington has long been interested in a connection to the Katy trail but the narrow bridge has been an obstacle to achieving it. A study almost 10 years ago found that a cantilevered trail could be added to the existing structure for about \$6 million dollars. It was determined to be cost prohibitive so was not pursued further.

Franklin County recently hired a consultant to complete a countywide bicycle/pedestrian plan. Cities across the county, including the city of Washington, have endorsed the study, which is partially funding by Trailnet. They are very excited to have the opportunity to start working with the regional planning organizations to obtain funding for the trail extension.

A Washington bicycle shop owner has begun showing interest in a Katy trail

connection and meets with the City Council Transportation committee every month to discuss improving bicycle accessibility through town and regional trails. Washington currently has several bicycle/pedestrian paths in city parks and along city streets. Both the downtown historical society and the chamber of commerce have encouraged bicyclists to come to the bed and breakfasts and wineries in the downtown district. They have also encouraged Amtrak users to bring bicycles to enhance their visit to the area.

Conclusion

Overall the highway between Dutzow in Warren County and Fifth Street in Washington (Franklin County) does an acceptable job of carrying traffic, with some noted weaknesses. Historically, the highway through the floodplain north of the river has been subject to occasional flooding and closures. The 2002 Route 47 MTIA recommended constructing a new, elevated two-lane highway to improve reliability across the floodplain in Warren County because travel patterns are severely affected when the road is closed.

The last flood-induced closure of Route 47 was in 1995, and the three closures that occurred in 1993 and 1995 resulted from Missouri River levee failures. Keeping Route 47 open after a levee failure would be cost-prohibitive in terms of both economic price and environmental impact. The roadway would need to be elevated through the entire floodplain north of the river. In addition to cost considerations, regulatory agencies have expressed concerns that a project of this magnitude in the Missouri River floodplain would impair the floodplain's functionality.

The roadway pavement north of the river is in fair condition at present. A project anticipated within the next five years (MoDOT Job No J3P2194) would repave the road, pave the shoulders, and add rumble stripes to improve condition and safety from just s/o the Route M/MM intersection at Warrenton to 1.4 miles south of Rte. CC and from 0.7 mile north of Route N to the Missouri River bridge at Washington. Another project (MoDOT Job No. J3P2156) would construct the same improvements between the two disconnected sections of the 2194 project. As future traffic volumes rise, localized improvements unrelated to the Route 47 river crossing can be made to maintain acceptable levels of service north of the bridge.

South of the river the roadway is in good condition and handles the traffic volume well, although access management improvements could reduce the crash rate in Washington. A repaving project from the Missouri River Bridge to south of Route 100 (J6P2138) is scheduled for award in fall of 2010.

The highway currently accommodates bicycle users on both sides of the river, with shoulders for use by bicyclists north of the river and bike lanes within the City of Washington. However, the river remains an impediment for bicyclists wanting to travel between the KATY Trail to the north and the city of Washington, with its inviting charm, to the south. The bridge itself does not offer a safe link connecting the two sides of the river for bicycle users.

The Lake Creek bridge just south of the Route 94 south junction experiences occasional temporary closures for repair. The Missouri River bridge requires regular and more frequent periodic maintenance because of its continued deterioration. MoDOT's 2010–2014 Statewide Transportation Improvement Program (STIP) includes a project to replace the Lake Creek bridge (MoDOT Job No. J3P2167), scheduled for award in 2014. [A project to replace the Tuque Creek bridge north of the EIS study area (MoDOT Job No. J3P0513, 1.3 mile south of the Route 94 north junction) is to be awarded in 2011.]

Although the new Lake Creek bridge will be wider and virtually maintenance-free, the 2009 rehabilitation of the historic Missouri River bridge merely maintains the bridge in its current configuration. At over 70 years of age, the existing bridge has exceeded its design life and the recent rehabilitation is expected to last only seven to eight years. The bridge's through-truss design rules out widening the roadway surface without replacing at least the truss superstructure, which is, unfortunately, the bridge's most striking visual feature as well as the bridge component in the worst condition. The bridge is reaching the end of its useful life and as its deterioration accelerates, it will eventually cost more to maintain than to replace.

Appendix A

Crash Data Protected by Federal Law

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that this analysis of the proposed project must consider and discuss its effects and impacts on mankind, and its effects and impacts on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state, or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries, and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented, and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussion, reports, lists, tables, diagrams, and data present throughout that chapter, unit, section, or subsection were compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams, and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections, or interchanges discussed in this document.