

Interstate 70 Cave Springs to Fairgrounds Design-Build Project Update



Here's what people are saying

We've heard from many people who think this is solely an outer-road project. However, this project aims to find the best solutions for the problems throughout the corridor, focusing around the interchanges.

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As we've established in some of our previous newsletters, the biggest issues in the project area are centered around the interchanges. Whether the outer roads end up one-way or stay two-way will ultimately be determined by what is best solution for improving the problems with the interchanges while maintaining what is best for the community. This a Design-Build project which brings the opportunity for innovative designs.

This week, I want to focus on three types of interchanges that may be useful in solving some of the problems in this area. Take a look below to learn more about single-point urban interchanges, cloverleaves and roundabouts.

Stacey Smith, Project Director



SINGLE-POINT URBAN INTERCHANGE (SPUI)

These interchanges allow two opposing left turns at the same time. This generally lets large volumes of traffic clear out of a limited space, safely and efficiently. While SPUIs take up less space than other interchanges, they can be costly to build since the bridge structure is often very wide. This type of interchange would work with both one-way and two-way outer roads.

➤ (examples: Lindbergh at I-64; Route K at Route 364)



CLOVERLEAF

The loop ramps safely accommodate left-turns and allow traffic to travel from one roadway to another often without requiring traffic signals that may contribute to congestion problems. Cloverleaf interchanges often result in a weaving movement from people merging and changing lanes. A full cloverleaf interchange takes up significantly more space than a SPUI interchange. This type of interchange also could work with both one-way and two-way outer roads.

➤ (examples: Route 141 and I-70; Route 364 and I-64)



ROUNDBABOUTS

Roundabouts let a lot of traffic through one location without signals or long wait times. These interchanges often have fewer conflict points cutting down on serious accidents. Many drivers are uncertain how to drive a roundabout which results in failure to yield or trying to cut the roundabout. Roundabouts are more cost efficient to build because there is generally no need to widen bridges. A roundabout can be adapted to work with both one-way and two-way outer roads.

➤ (examples: I-70 and Route Z/Route 141 and Woods Mill Road)

RECENT DEVELOPMENTS

This week we continued to meet with community members, school officials and businesses. We also continue to work on changes to the project. We continue to analyze interchange alternatives that incorporate both one-way and two-way outer roads and will share the results of those analyses in April.



NEXT STEPS

We are working on another video to explain the benefits of the project from the viewpoint of members of the community. That will be available by early April. In next week's newsletter we'll take a look at a few more interchanges that could possibly help relieve issues at interchanges along the project corridor.

ABOUT THE PROJECT

The I-70 Cave Springs to Fairgrounds Design-Build Project will maximize improvements to address:

- ✓ Safety, Traffic Congestion and Local Connectivity
- ✓ Long-lasting Infrastructure with Future Expansion in Mind
- ✓ Construction Impacts
- ✓ Workforce diversity

Average crash rate along the I-70 project area (2013-2017)



60% of crashes happen on the outer roads and at interchanges



More than 40% above
the Missouri statewide average rate



Safety is a significant concern along this corridor

SB Cave Springs between West Clay and Mexico (0.3 miles)



7 MPH

The average speed AM Rush*

*Average travel time: 2 minutes 45 seconds

NB Zumbuhl between Regency Pkwy and West Clay (0.5 miles)



18 MPH

The average speed AM Rush*

*Average travel time: 1 minute and 40 seconds