

Interstate 70 Cave Springs to Fairgrounds Design-Build Project Update



Here's what people are saying

We've been hearing a lot lately that people are under the belief that the only way this project can get done is by changing the outer roads, but that is not the case.

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This project is aimed at improving the safety, congestion and connectivity of the whole corridor and that can be done in a variety of ways. Last week we discussed a couple interchange options that could help issues in this area and I want to focus on more of those possibilities this week. One of the nice things about Design-Build is it really allows for innovation when it comes to design. I want to talk a bit about the current interchanges before we go into two other types of interchanges that MoDOT uses.

— **Stacey Smith**, Project Director

DIAMOND INTERCHANGE

This is the type of interchanges currently at I-70 and Zumbuhl and I-70 and Cave Springs. This is one of the most common types of interchanges, especially in the more rural areas of the St. Louis region but is often replaced with other types of interchanges as congestion reaches capacity. Diamond interchanges don't take up a lot of space, however they don't handle large volumes of traffic and often have a lot of signals.



DIVERGING DIAMOND INTERCHANGES (DDI)

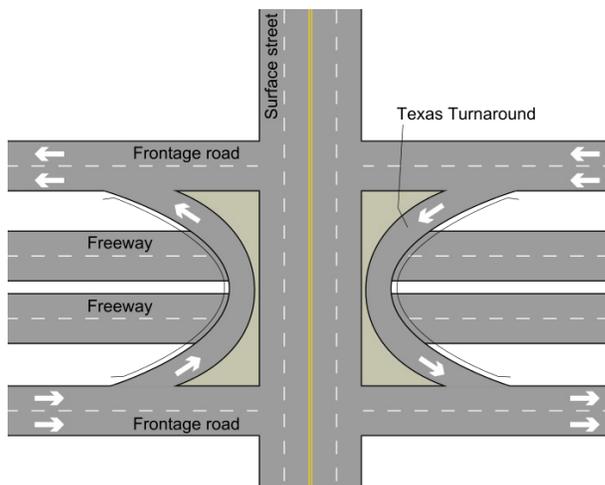
These interchanges allow a lot of traffic to turn left easily because it allows more space for turning movements. DDIs increase capacity by removing the need for a left turn signal which gives traffic going starting through more green light time. The unfamiliar configuration of a DDI and the movement onto the opposite side of the road can lead to confusion for drivers. In addition, pedestrians have to maneuver through at least four crosswalks. This type of interchange works with both one and two-way outer roads.

➤ (examples: I-70 and Mid Rivers Mall Drive/I-70 at Fifth Street)

TEXAS U-TURN

This intersection allows outer road drivers on one side of the interstate to make an unsignaled turn to get to the outer road on the other side of the interstate. This can improve safety and ease congestion. This type of interchange is not common in Missouri. That, combined with the fact that drivers can feel like they are turning into oncoming traffic, could lead to driver confusion. Texas U-Turns do not work well with two-way outer roads.

➤ (example: Route K and I-70)



RECENT DEVELOPMENTS

We continue to meet with local businesses and have scheduled meetings with school officials and local first responders. If you would like to schedule a meeting please email us at i70csfg@modot.mo.gov.



NEXT STEPS

As we mentioned last week, we will be releasing a new project video in the next few weeks. We continue to look for additional ways to learn more from the public including a new survey in April. We're also hoping in April to present the changes we've made to the project since it was paused in January.

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

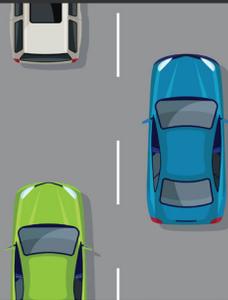
SB Cave Springs between West Clay and Mexico (0.3 miles)



7 MPH
The average speed AM Rush*

*Average travel time: 2 minutes 45 seconds

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



18 MPH
The average speed AM Rush*

*Average travel time: 1 minute and 40 seconds