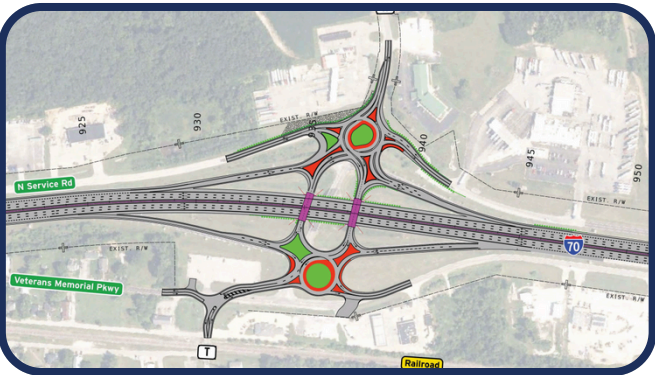


Divergabout Interchanges



The planned improvements for the Improve I-70: Warrenton to Wentzville project feature an interchange design called a Divergabout. This is a relatively new but proven successful design unique to the state of Missouri.



What is a Divergabout?

A Divergabout is a combination of a diverging diamond interchange (also known as a DDI) and a roundabout.

Two Divergabouts have been constructed in the Kansas City area, one at Interstate 49 and 155th Street near Belton and the other at U.S. Route 50 and MO Route 291 in Lee’s Summit.

Why was a Divergabout selected for this location?

Interchanges are designed based upon the traffic patterns of the area and projected growth factors for 20 years into the future. After reviewing the traffic movements at the Foristell interchange, plus the space restrictions to avoid impacts to area businesses, a divergabout design was selected. Oftentimes, interchange improvements must relocate nearby outer roads in order to achieve the best operational results, but at this location a divergabout allows great improvements for traffic movement within a compact area. Instead of signaling the crossover point of a DDI, a roundabout is built to manage the traffic of the intersecting roadways. The resulting diverging roundabout operates similarly to any standard roundabout, with the distinction that the linking roadway travel directions are reversed. Divergabouts are designed to handle high traffic volumes without the need for traffic signals, plus traffic is able to move more efficiently through the interchange.

What are the safety advantages of a Divergabout?

Divergabouts combine the best attributes of both DDIs and roundabouts and safety is no exception. Both DDIs and roundabouts are proven to reduce serious crashes and Divergabouts offer the same results due to the reduced number of conflict points present at the interchange. This design maintains the operational and safety advantages of a traditional roundabout, and drivers do not need to adapt to any new driving behaviors.

Will the Divergabout accommodate semi-truck traffic?

Yes, the Foristell Divergabout was specifically designed for the trucks that access the area businesses and facilities. The roundabouts are slightly larger than the roundabouts at the I-70 and Route 19 interchange near New Florence.


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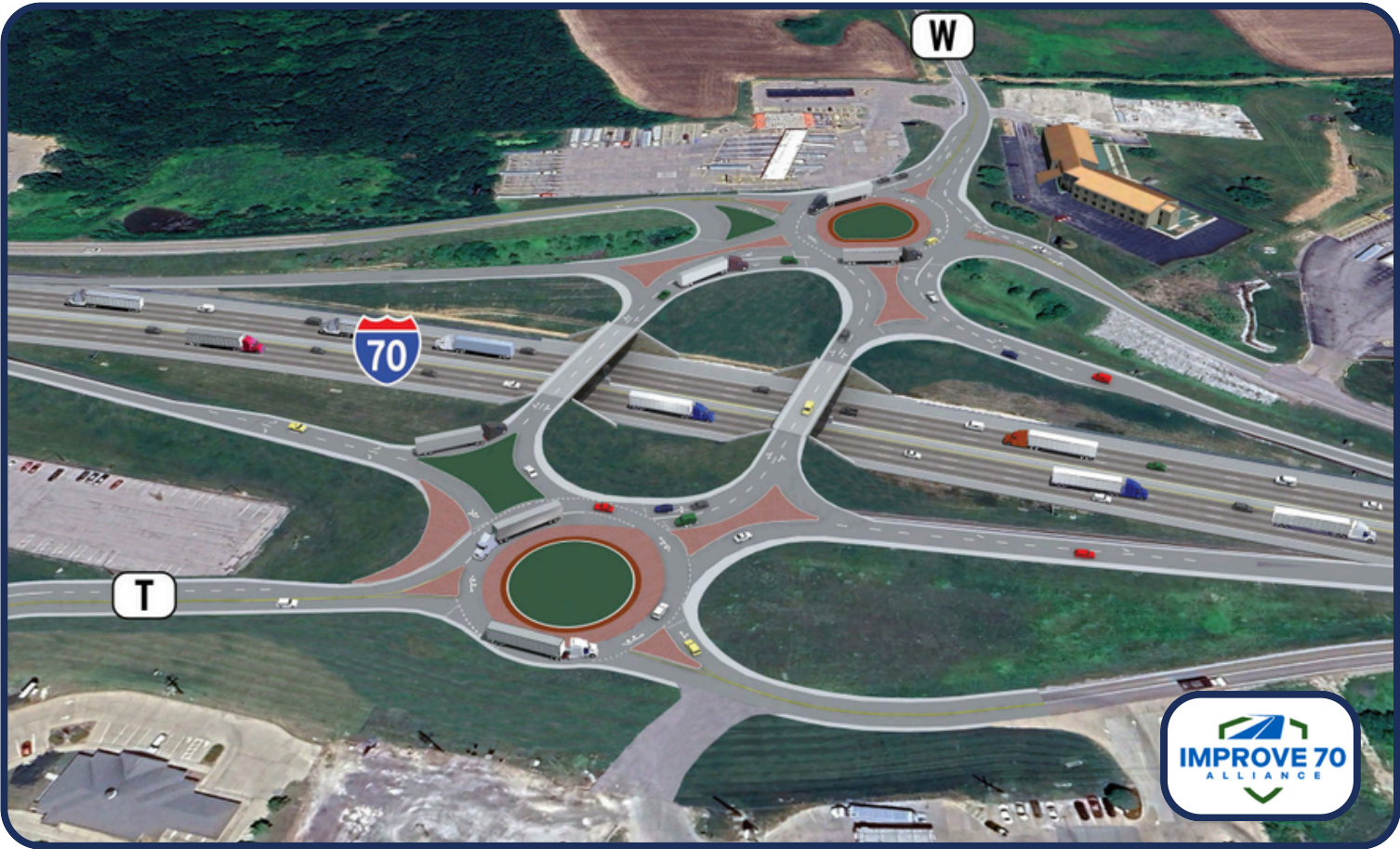
Project Website
Improve I-70: Warrenton to Wentzville



I-70 and Route T/W

Divergabout Interchange

Foristell, MO




Project Summary

As part of MoDOT’s Statewide Improve I-70 Program, MoDOT will be adding a third lane to each direction of I-70 and making other improvements to I-70 between Warrenton and Wentzville by the end of 2028. This includes interchange improvements at the I-70 at Route T/W Interchange in Foristell.

The existing interchange is a standard diamond configuration with stop controlled intersections at the ramps and outer roads. Built in the 1960s, the original interchange is outdated and cannot meet the capacity requirements for the area. A Divergabout design has been selected for this interchange. Learn more about Divergabouts on the back of this handout.

Learn more about this project, view plans, and watch construction phasing videos at

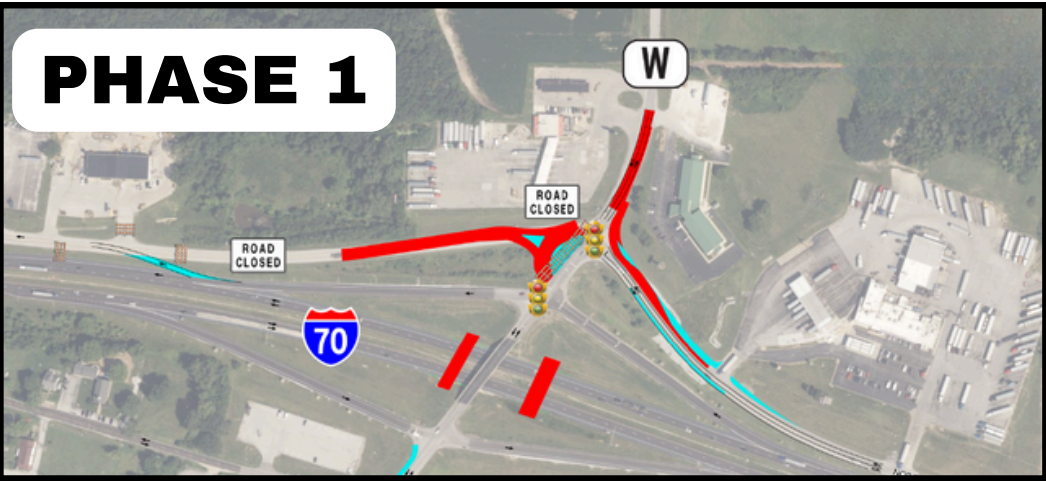
www.modot.org/improvei70/warrentonwentzville/plans-displays



Construction Phases 1-3

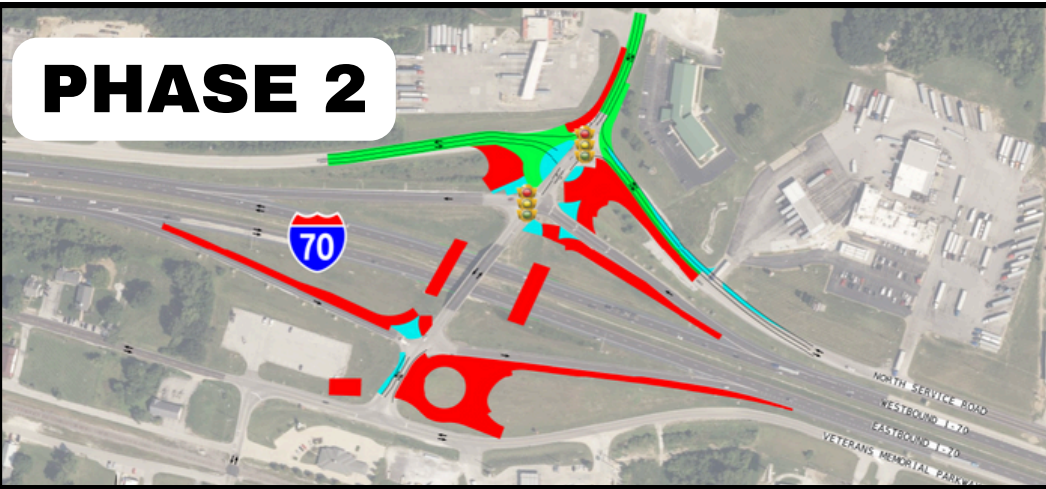
I-70 and Route T/W Divergabout Interchange in Foristell

TRAFFIC CONTROL LEGEND	
<div></div>	STAGE CONSTRUCTION
<div></div>	TEMPORARY PAVEMENT
<div></div>	COMPLETED CONSTRUCTION



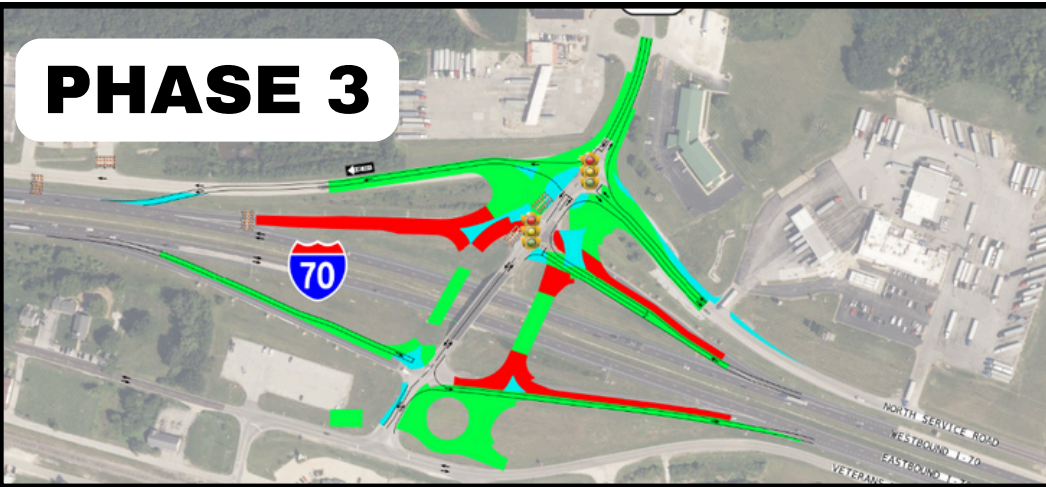
PHASE 1

- Phase 1**
Fall 2025
- Bridge construction
 - Construction of temporary pavement, Route W, and North Service Rd. pavement
 - 60-day partial closure of western North Service Rd.
 - Signed detours in place



PHASE 2

- Phase 2**
Winter 2025 - Spring 2026
- Bridge construction
 - Various pavement construction
 - No traffic impacts to interchange movements



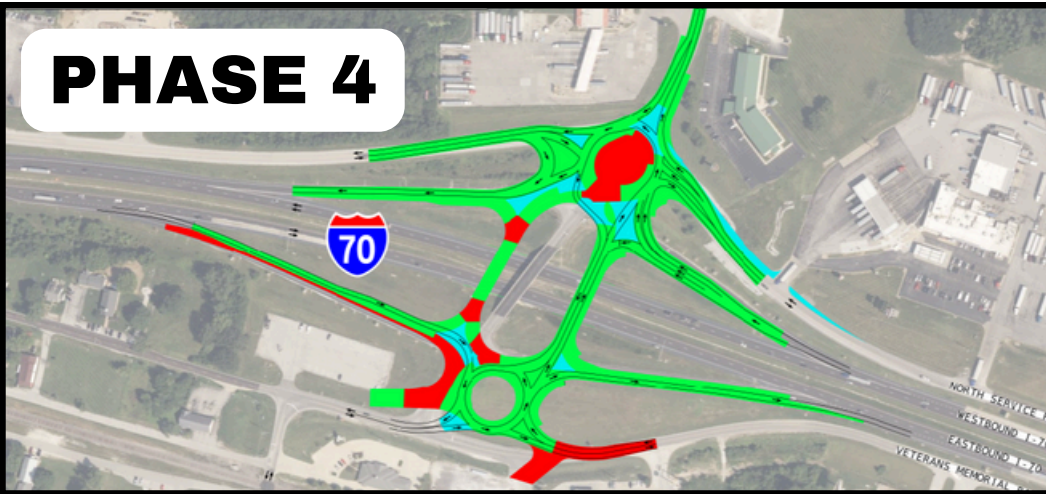
PHASE 3

- Phase 3**
Spring/Summer 2026
- Ramp construction
 - 45-day partial closure of eastbound North Service Rd.
 - Signed detours in place.
 - North Service Rd. east of Route W will maintain two-way traffic

Construction Phases 4-6

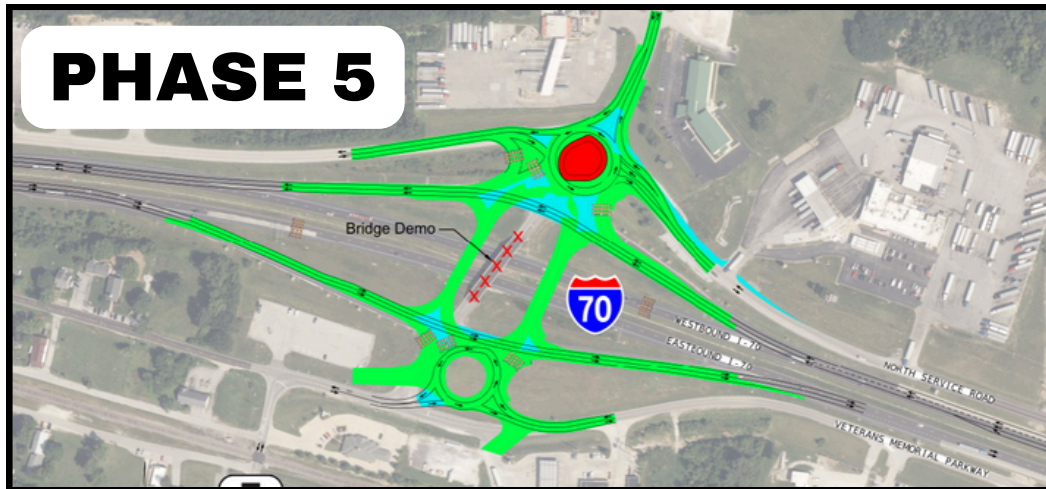
I-70 and Route T/W Divergabout Interchange in Foristell

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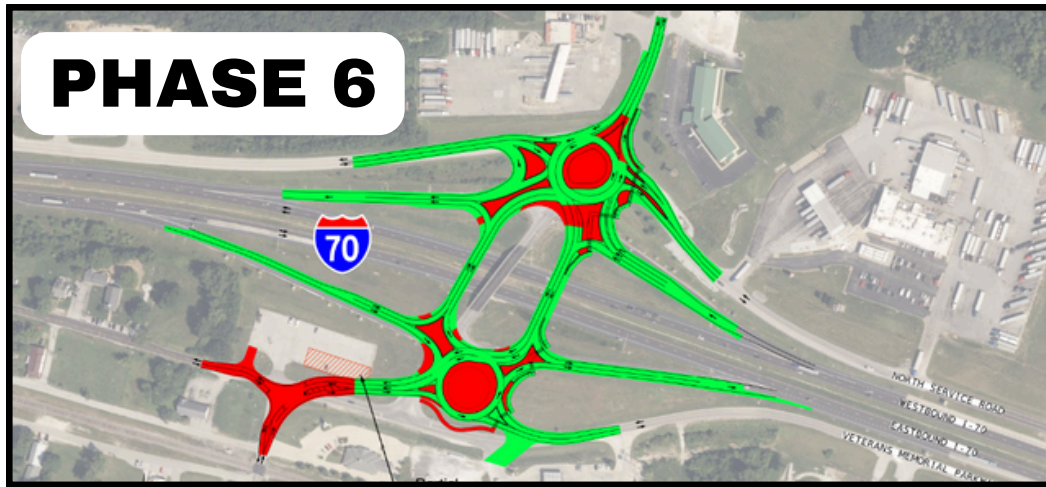
PHASE 4

- Phase 4**
Summer 2026
- Roundabouts function together
 - All traffic utilizing eastern bridge
 - Pavement construction and Veterans Memorial connection



PHASE 5

- Phase 5**
Summer 2026
- 23 hour closure for I-70 bridge demolition
 - I-70 traffic will be detoured over the on/off ramps



PHASE 6

- Phase 6**
Summer 2026
- Construct Route T connection, islands, and truck aprons
 - Veterans Memorial Parkway and Route T connections constructed using one-lane flagging operations