

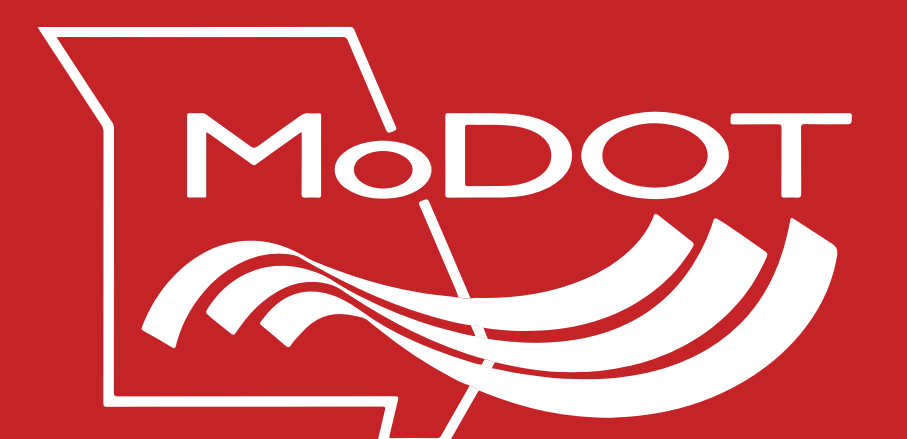
WELCOME

Forward 44: U.S. 50 Interchange Improvements Project

REVIEW the potential designs.

ASK questions.

SHARE your feedback.



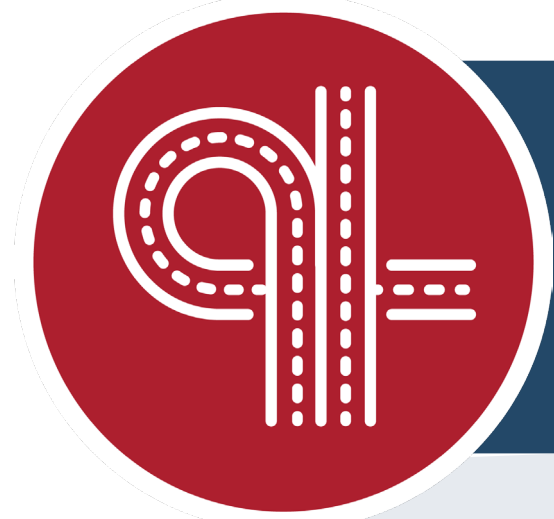
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Project Needs



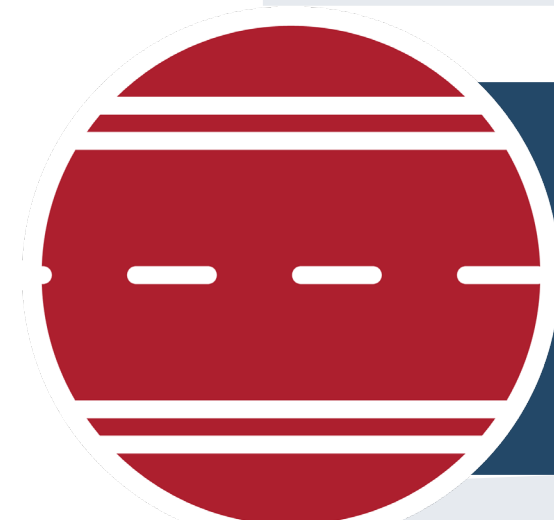
SAFETY

Between 2020 and 2024, **188 crashes** occurred at the I-44/U.S. 50 interchange. At the nearby U.S. 50/Route AT intersection, **nearly 60 crashes** occurred during the same period.



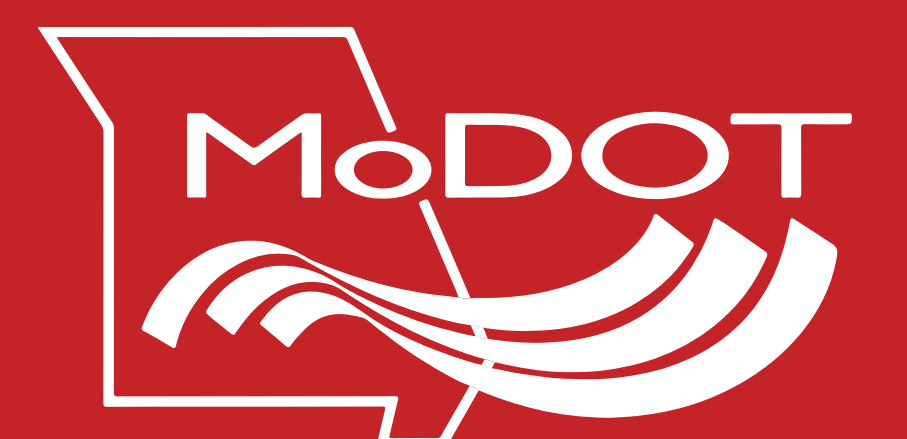
RELIABILITY

Around **80 incidents** occur annually at the interchange, and with only two lanes each way on I-44, traffic can take about three hours to return to normal after each incident. This makes travel times unpredictable.



PAVEMENT CONDITIONS

Due to **potholes** and **uneven surfaces**, frequent maintenance is required at this interchange, with more than **100 work zones** logged annually. That's **one every three days**.



Project Goals



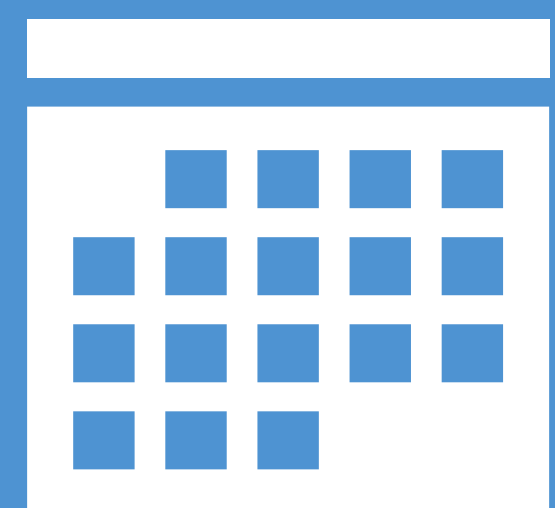
Improve safety and reliability within the I-44/U.S. 50 interchange, U.S. 50/Route AT intersection, and throughout the entire project limits, all within the program budget.



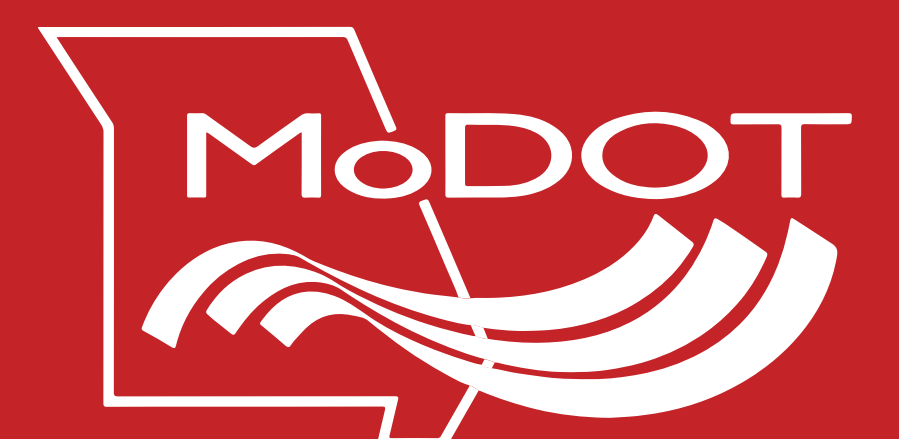
Provide a long-lasting, expandable transportation system that minimizes maintenance needs and future traffic impacts.



Construct the project safely while minimizing impacts to the public.



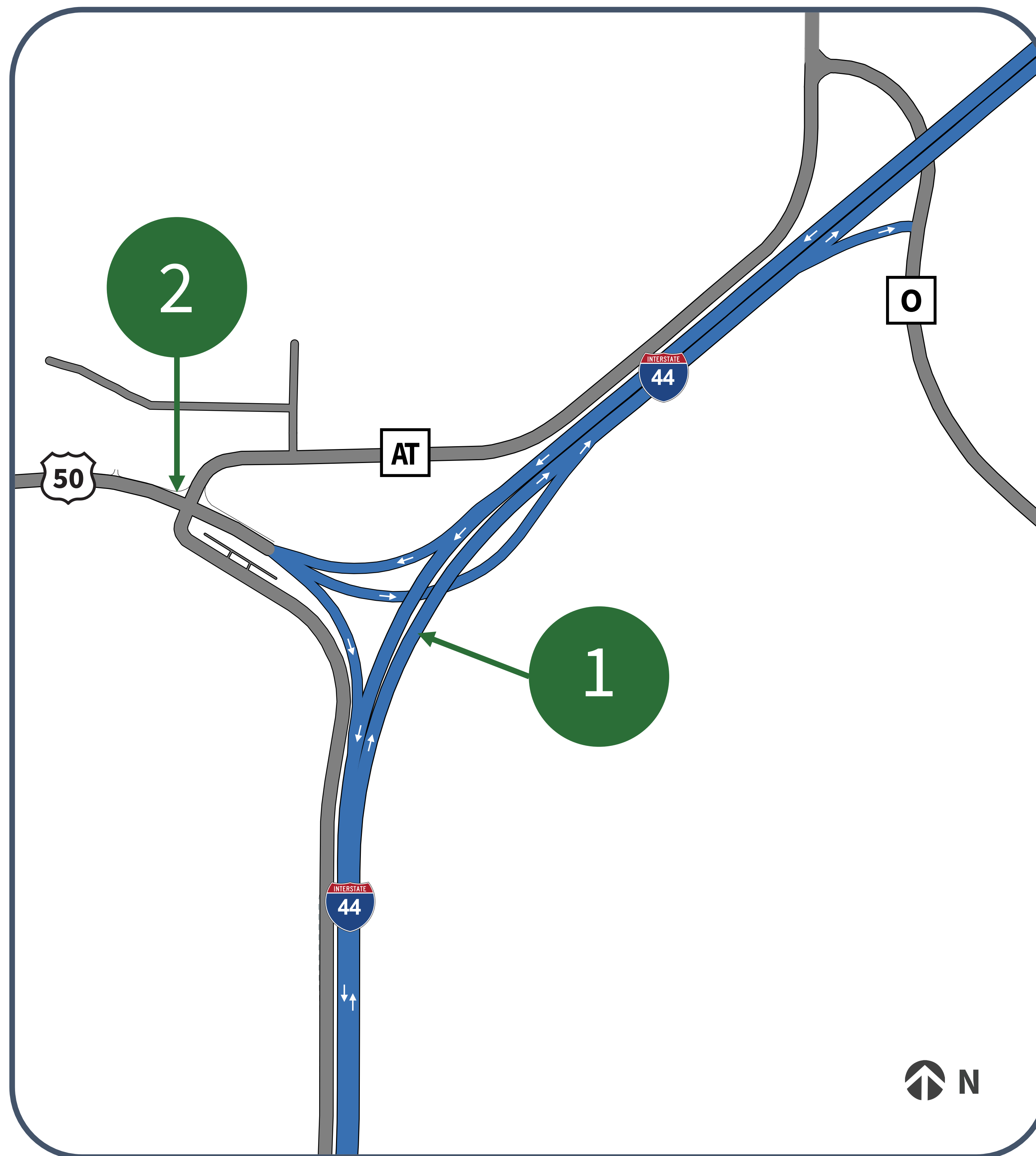
Deliver the project by 2030.



Project Funding



Improvements to the I-44/U.S. 50 interchange and U.S. 50/Route AT intersection are to be combined into one single Design-Build project.

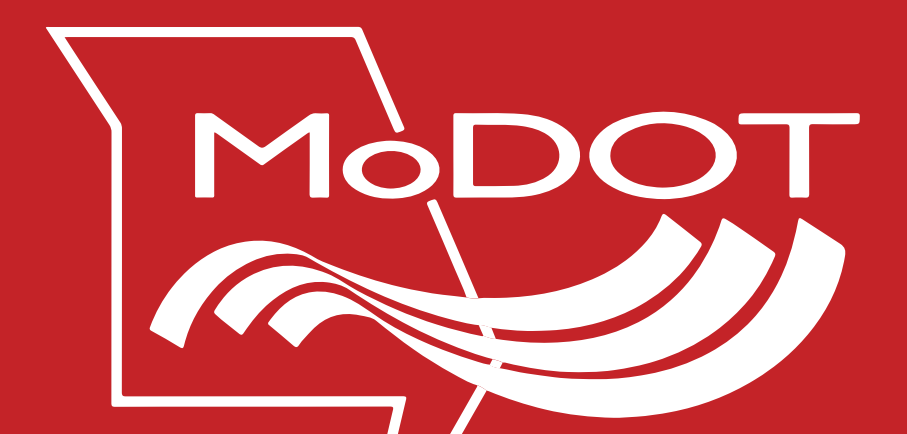


Funded Improvements

1. I-44 Interchange & Pavement Improvements at U.S. 50

2. U.S. 50/Route AT Intersection

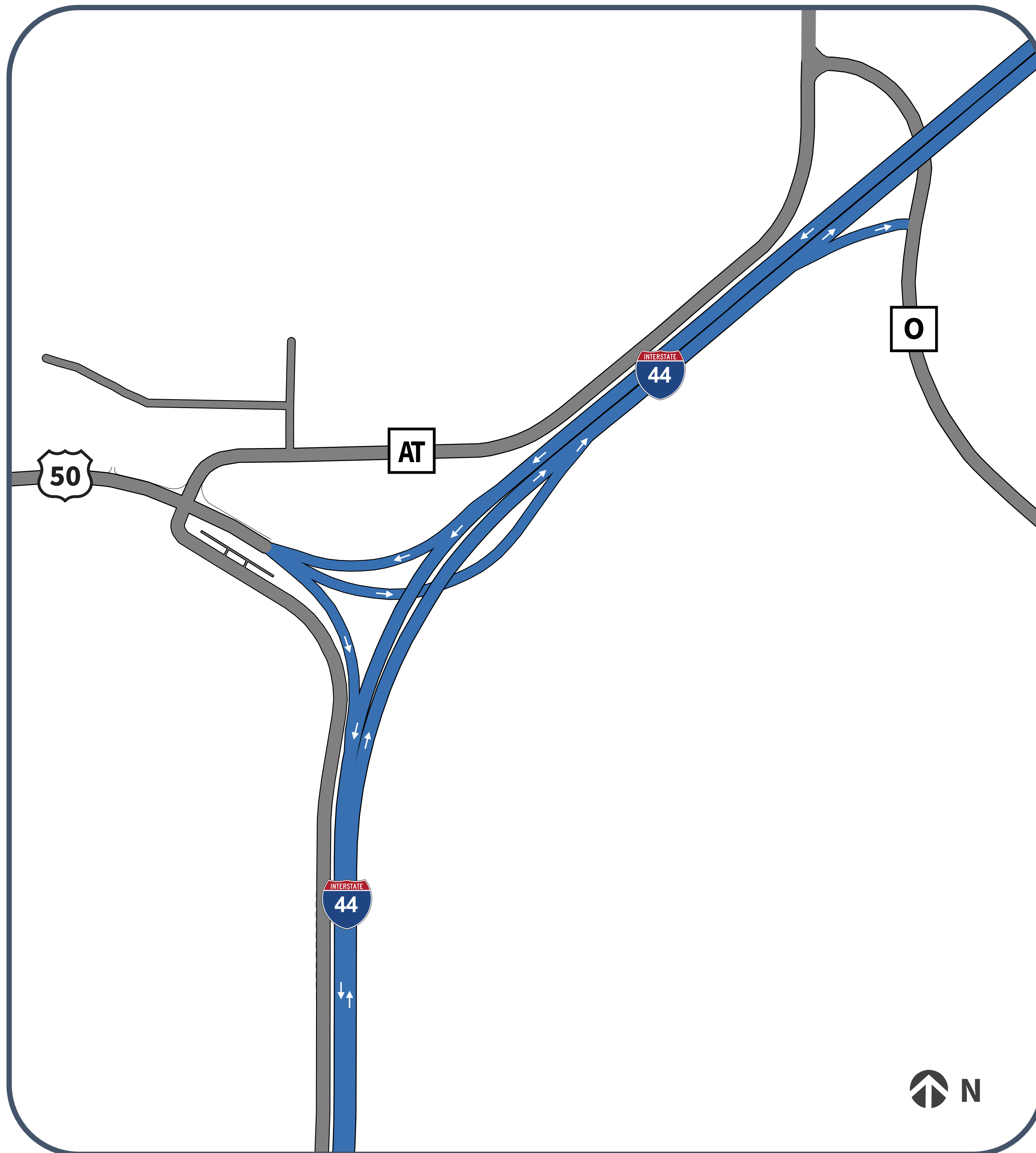
\$126 million estimate



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Potential Project Elements

The following potential project elements at the I-44/U.S. 50 interchange could be completed in addition to the funded improvements.



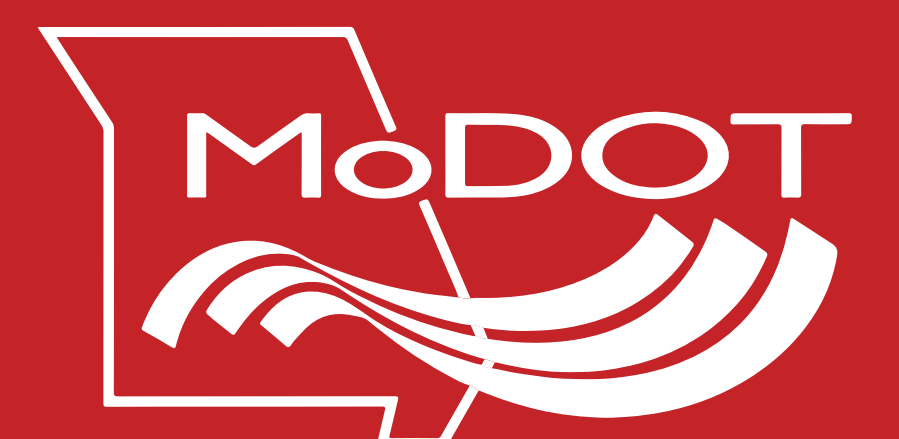
Move eastbound I-44 exit ramp from Route 0 to U.S. 50 to reduce traffic conflicts.

Add a third lane and/or dedicated acceleration lanes for trucks to improve traffic flow along I-44.

Replace free-flow ramps with lower-speed ramps requiring drivers to slow down before merging.

Improve the curve and hills to enhance visibility and driving conditions.

Rehabilitate or replace the Bourbeuse River and Route 0 bridges to reduce maintenance needs and improve long-term reliability.

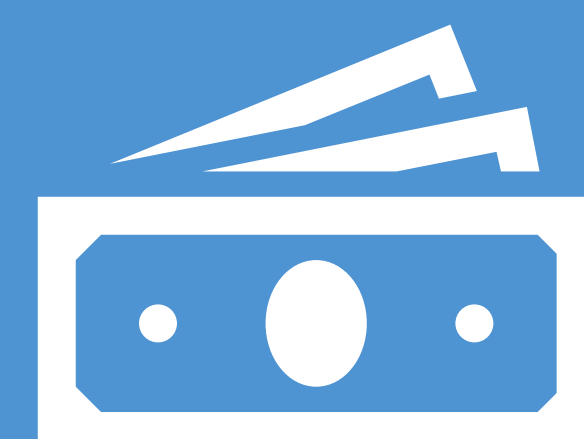


What is a Design-Build Project?

MoDOT's contractor will perform both design and construction.



MoDOT defines the project **goals, budget, schedule** and other performance measures.



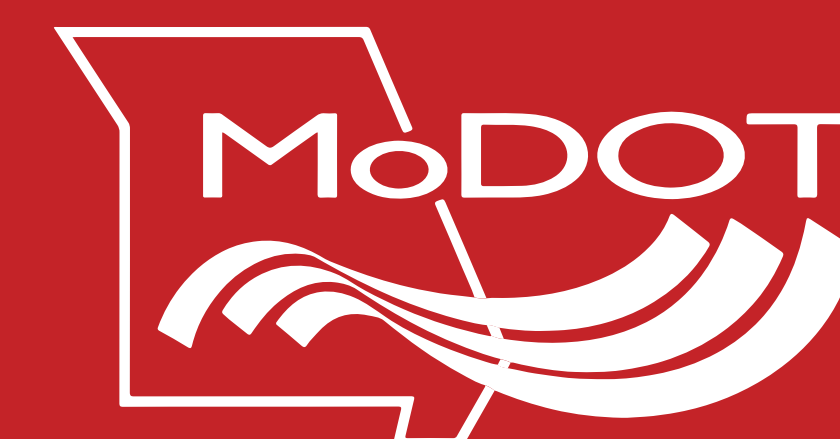
Contractors focus on providing the **best value** and **most scope** for a fixed price.



Since no final design has been chosen, contractors can suggest **new ideas** based on their **experience** and **community feedback**.



This process can **shorten timelines** by allowing **design and construction** to happen at the **same time**.



Potential Interchange & Intersection Designs



Safety is MoDOT's top priority. A new design can help improve safety and address other project needs.



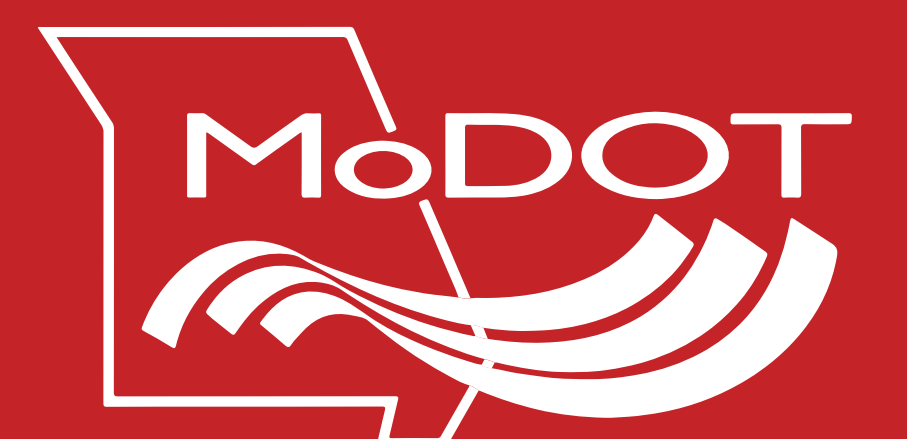
MoDOT is sharing potential designs to give the community an opportunity to review and provide input through a survey.



Comments from the survey will be shared with the Design-Build teams during the upcoming procurement process.



Your feedback will help MoDOT and Design-Build teams develop a design that best meets project goals and reflects community values.



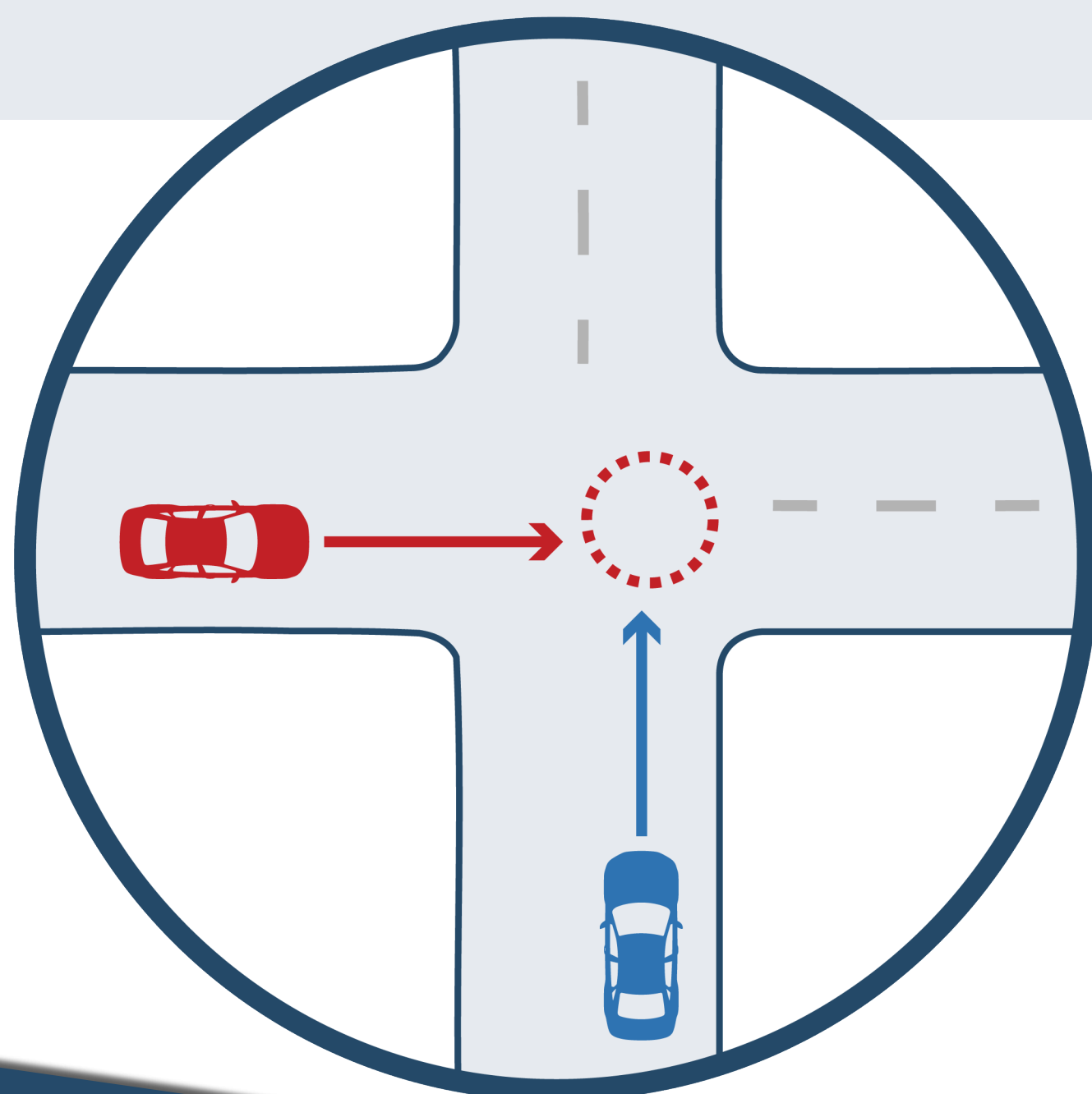
Understanding Crashes and Conflict Points

MoDOT is committed to **reducing the number of injuries and deaths from crashes** on Missouri Roadways.

Crashes are more likely at conflict points, where roads meet or vehicles merge. There are **three types** that occur:

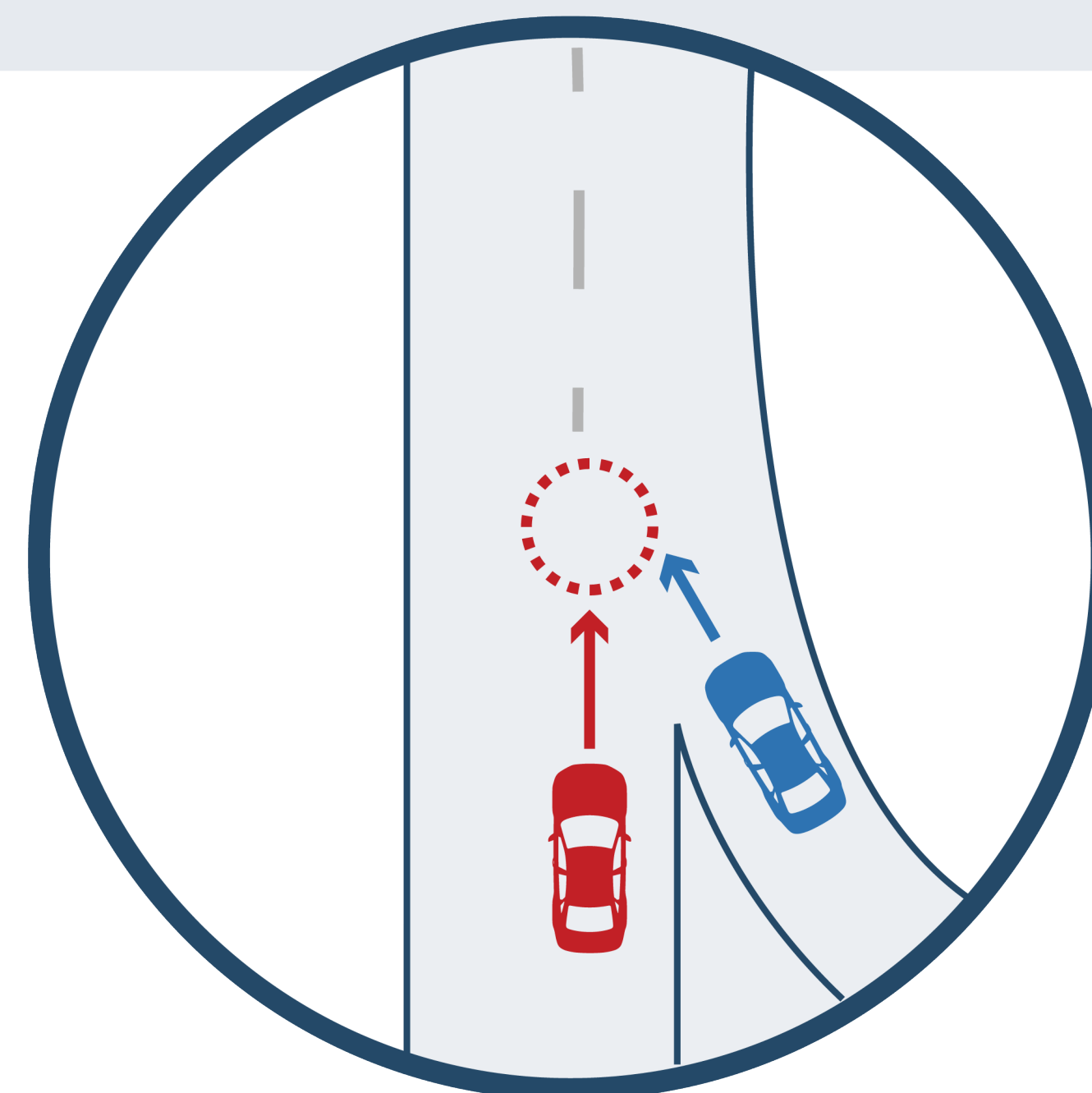
CROSSING

Example:
Left-turns across
oncoming traffic at
intersections.



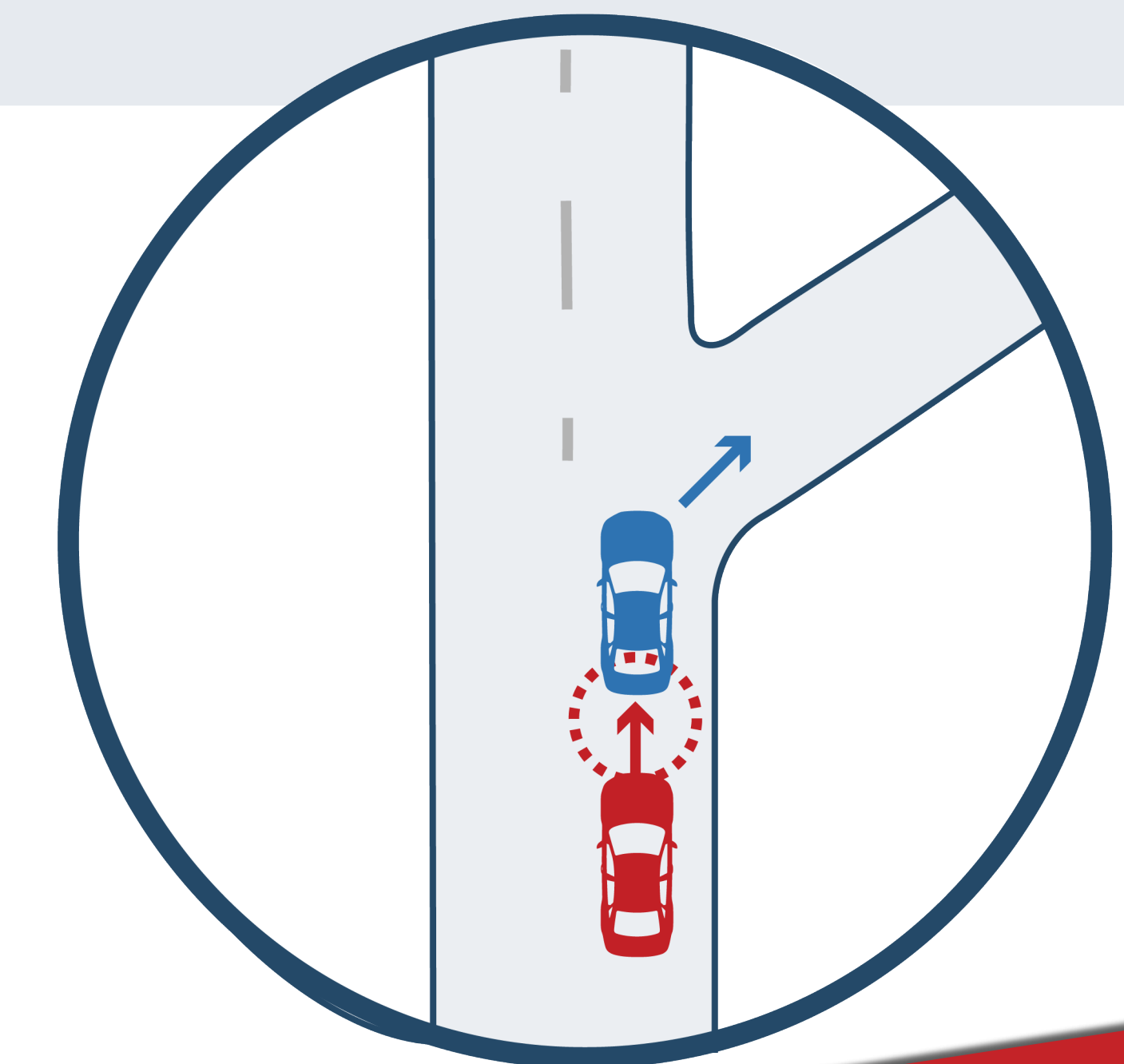
MERGING

Example:
Entering a roadway
from a ramp or
connecting street.



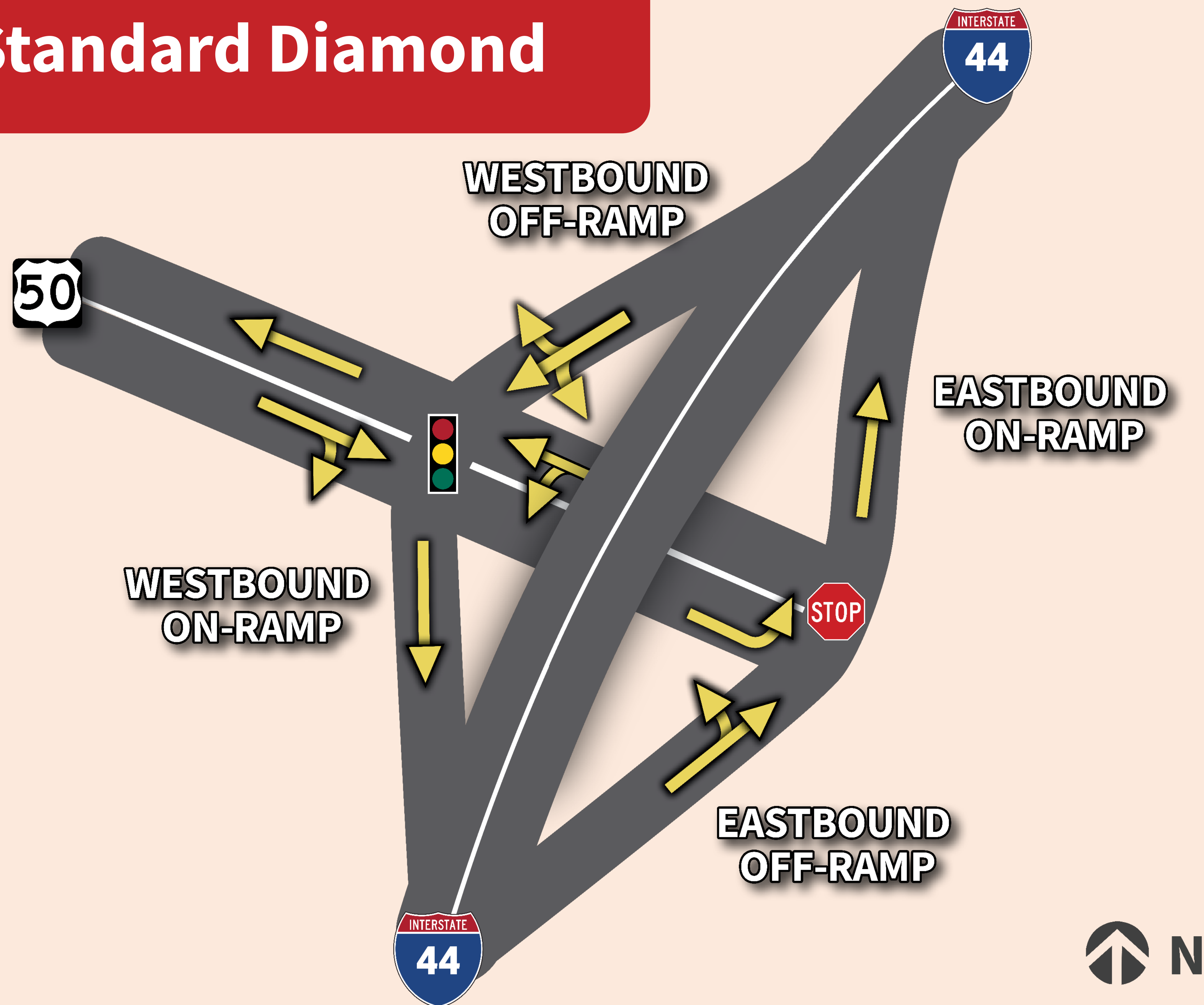
DIVERGING

Example:
Exiting a roadway
onto a ramp or
connecting street.



Potential Designs for I-44/U.S. 50 Interchange

Standard Diamond



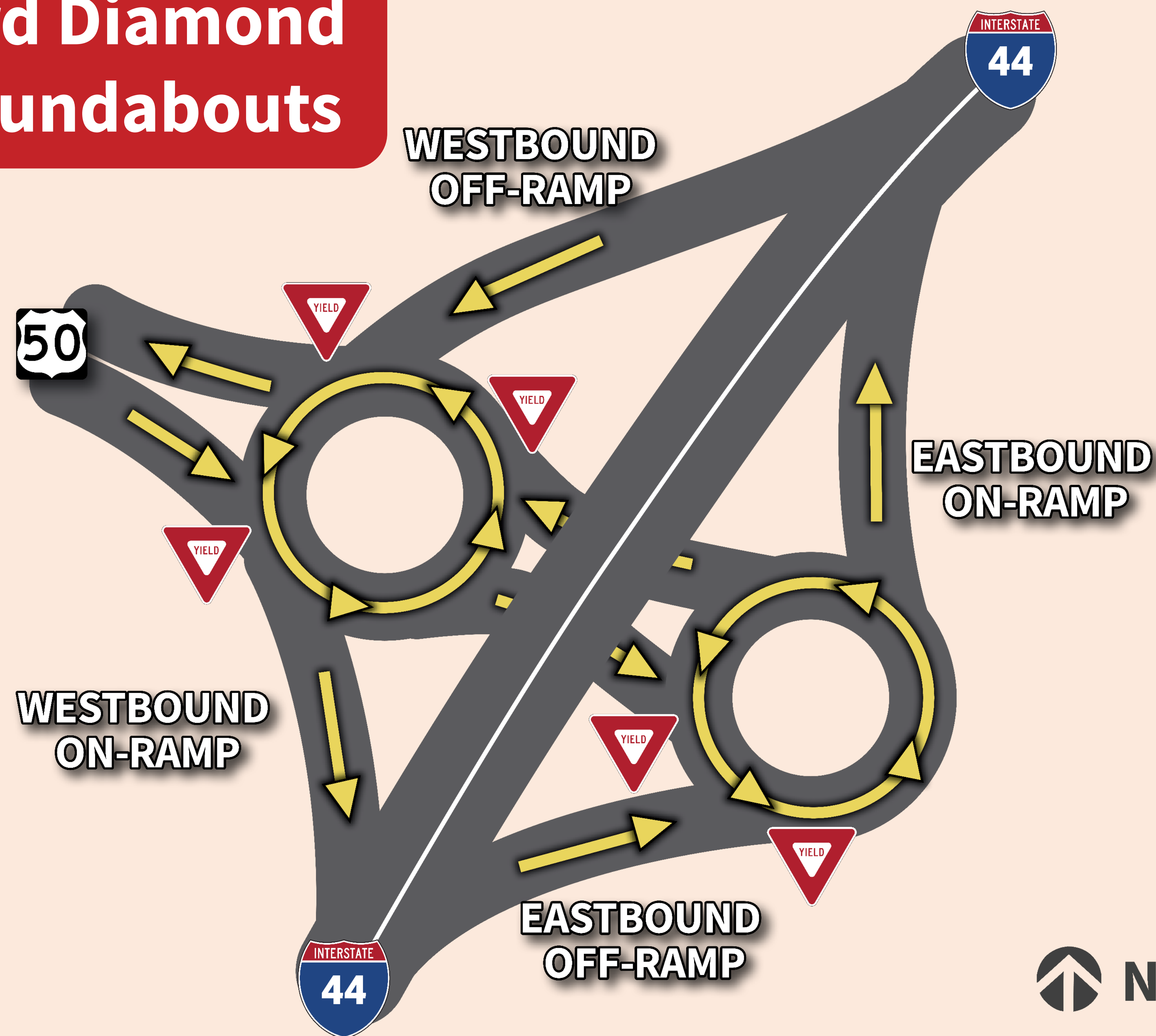
This design manages vehicle movements at two controlled intersections (through traffic signals or stop signs).

Conceptual illustration for demonstration purposes only.

- **Crossing:** Speed is slowed by traffic signals or stop signs, lowering the risk of serious right-angle or “T-bone” crashes.
- **Merging:** All on-ramps are dedicated and clearly marked with an acceleration space that makes merges more predictable.
- **Diverging:** Marked exits and deceleration lanes help lower speeds as well as reduce driver confusion and sudden lane changes.

Potential Designs for I-44/U.S. 50 Interchange

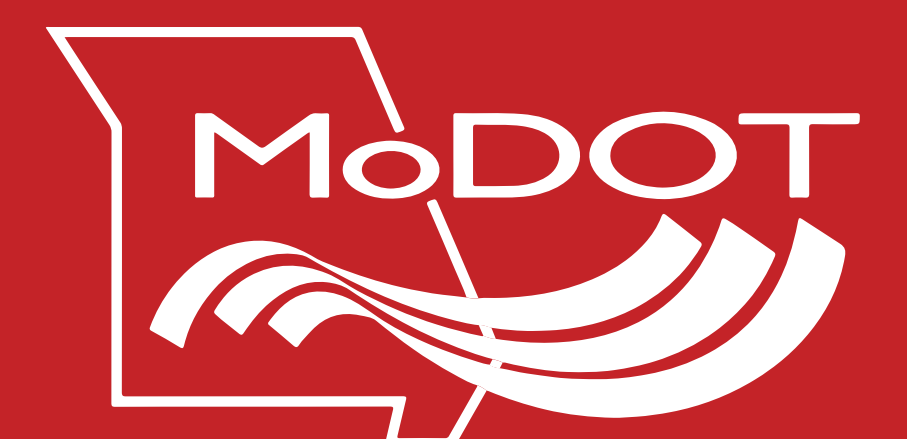
Standard Diamond with Roundabouts



This design swaps out controlled intersections with roundabouts, where traffic moves in a continuous, counterclockwise flow.

- ▶ **Crossing:** No left turns are needed, greatly reducing the risk of serious right-angle or “T-bone” crashes.
- ▶ **Merging:** Low-speed, yield-controlled roundabouts lower the chance of sideswipe or rear-end collisions.
- ▶ **Diverging:** Marked exits and slower speeds help reduce driver confusion and sudden lane changes.

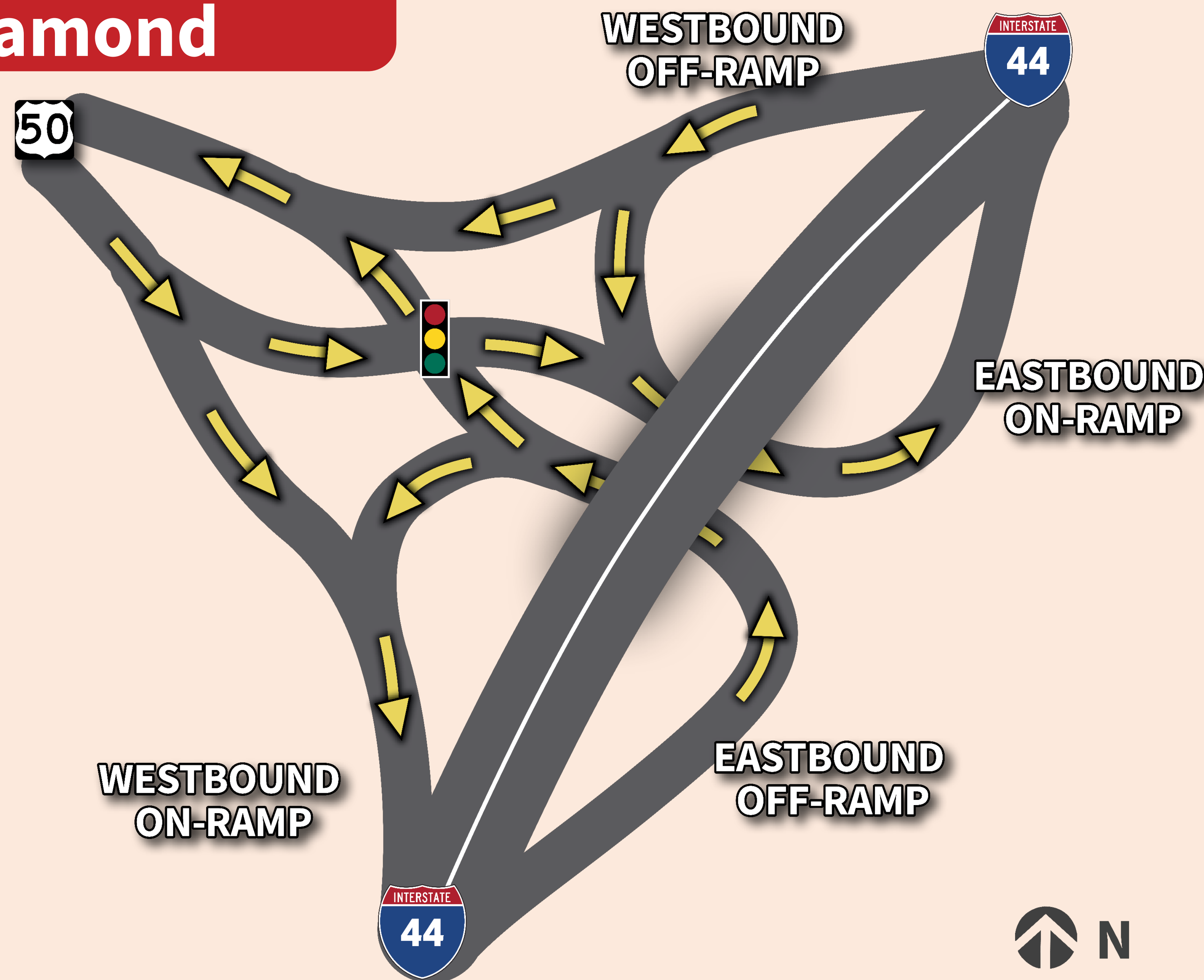
Conceptual illustration for demonstration purposes only.



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Potential Designs for I-44/U.S. 50 Interchange

Partial Diverging Diamond



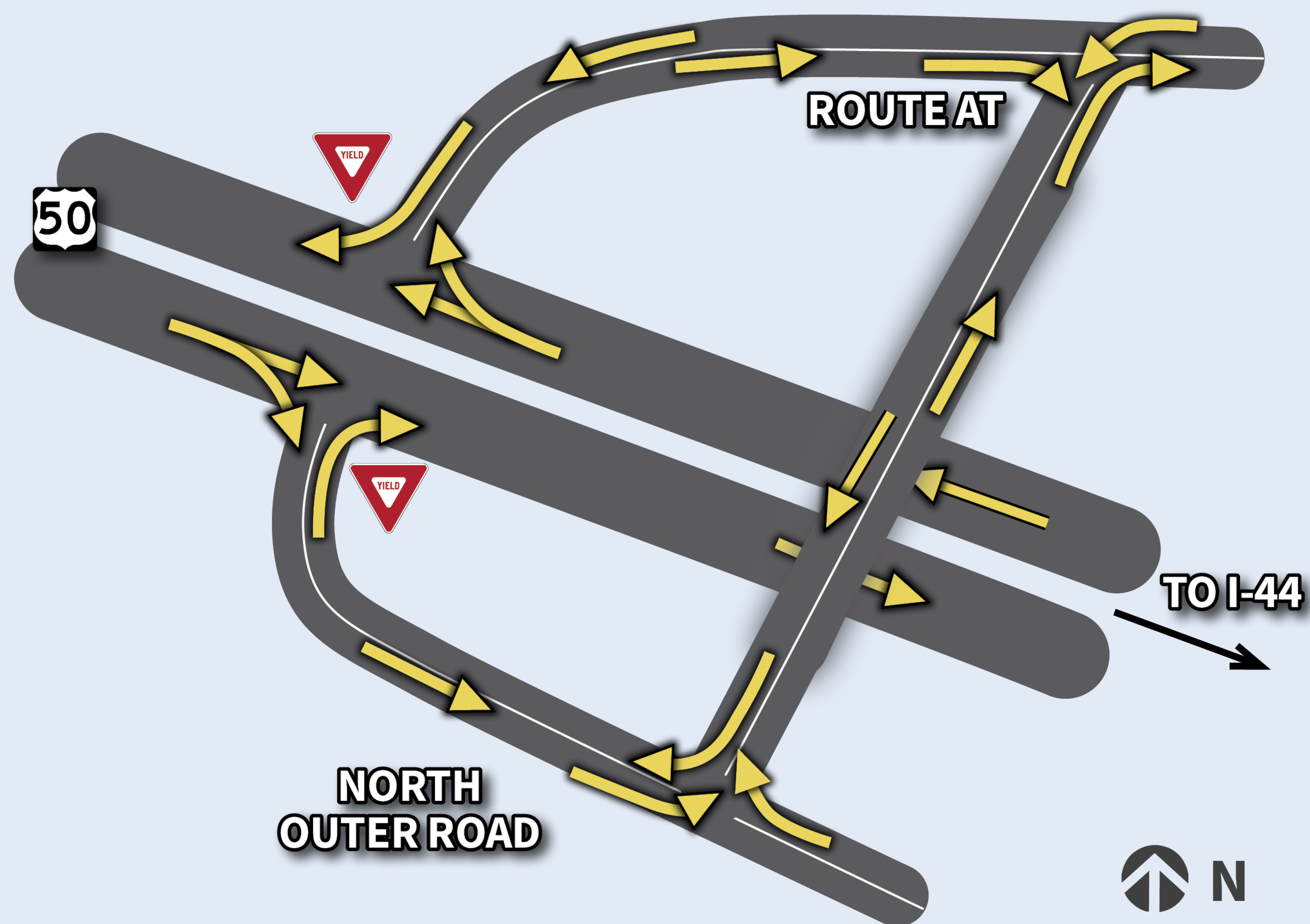
This design reduces conflict points by shifting left-turn movements to the opposite side of the road.

Conceptual illustration for demonstration purposes only.

- ▶ **Crossing:** Left-turns onto ramps no longer intersect opposing traffic, reducing the chance of severe crashes.
- ▶ **Merging:** By shifting certain left-turns before the ramps, conflict points are reduced.
- ▶ **Diverging:** The crossover lane design and clearly marked exits guide drivers into the correct lanes, helping reduce confusion.

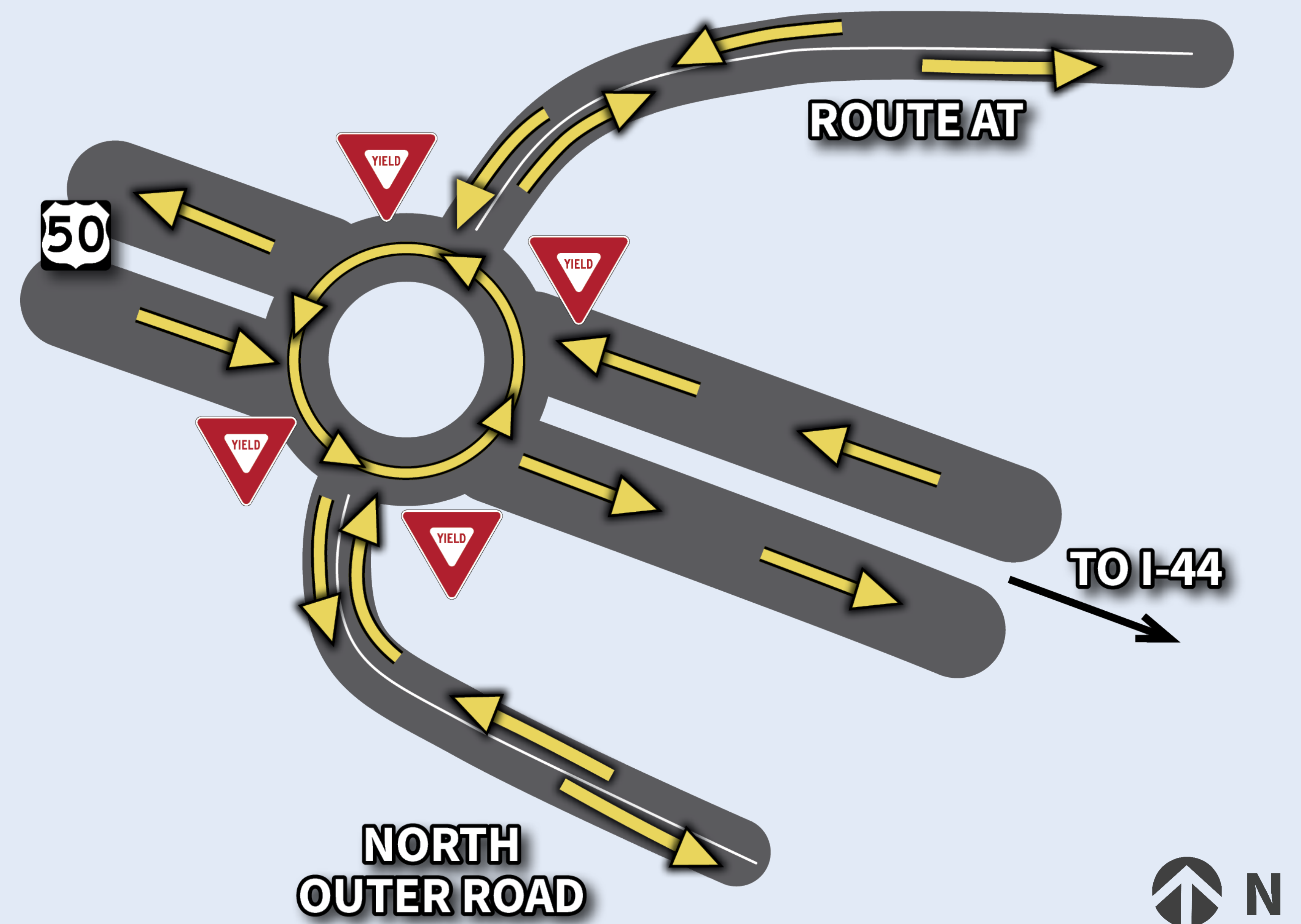
Potential Designs for U.S. 50/Route AT Intersection

Grade Separation



Route AT could be incorporated through a grade separation, so it goes **over or under U.S. 50**.

Stand-Alone Roundabout

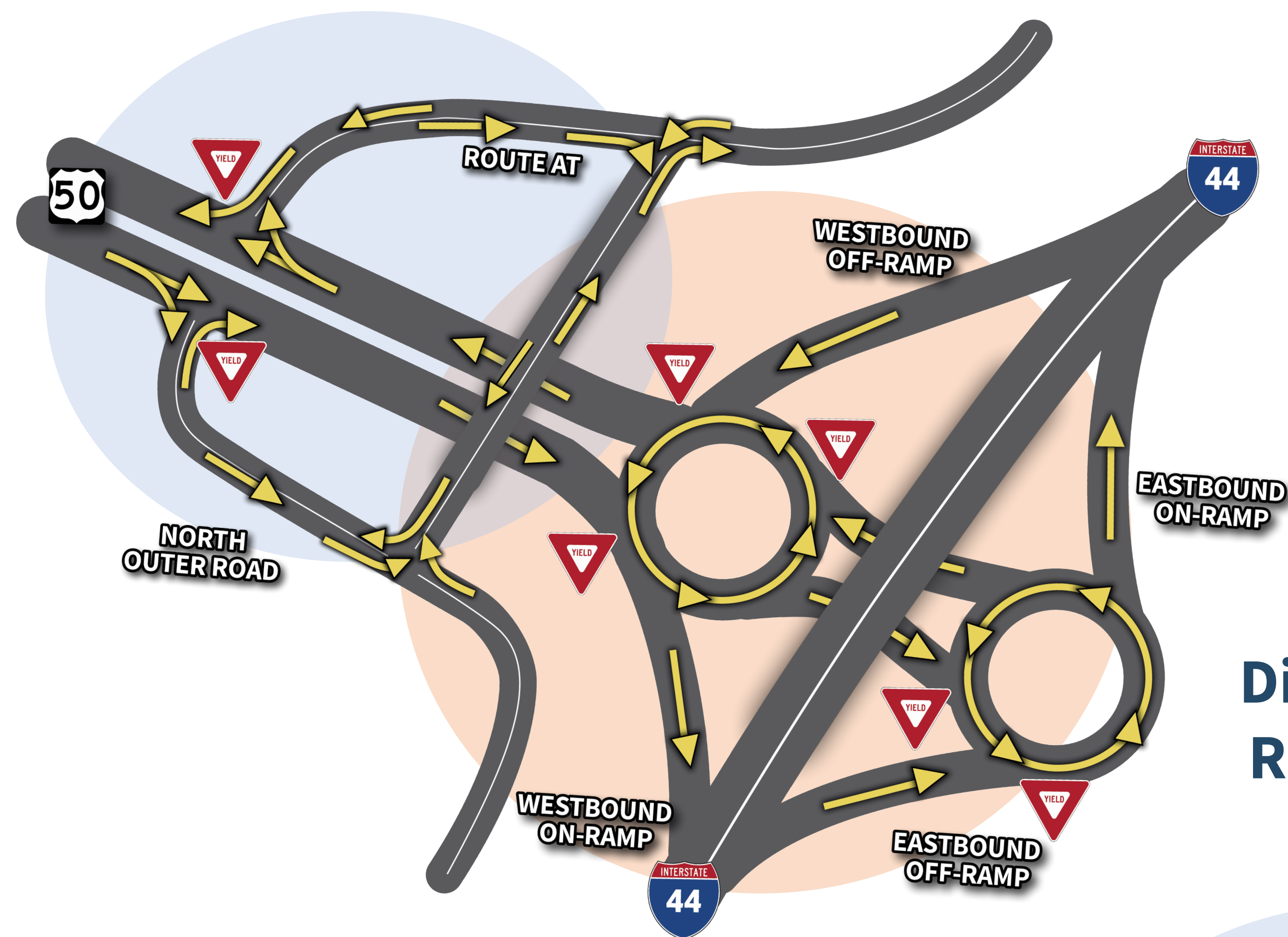


Route AT could also be incorporated through a stand-alone roundabout, as proposed during previous studies.

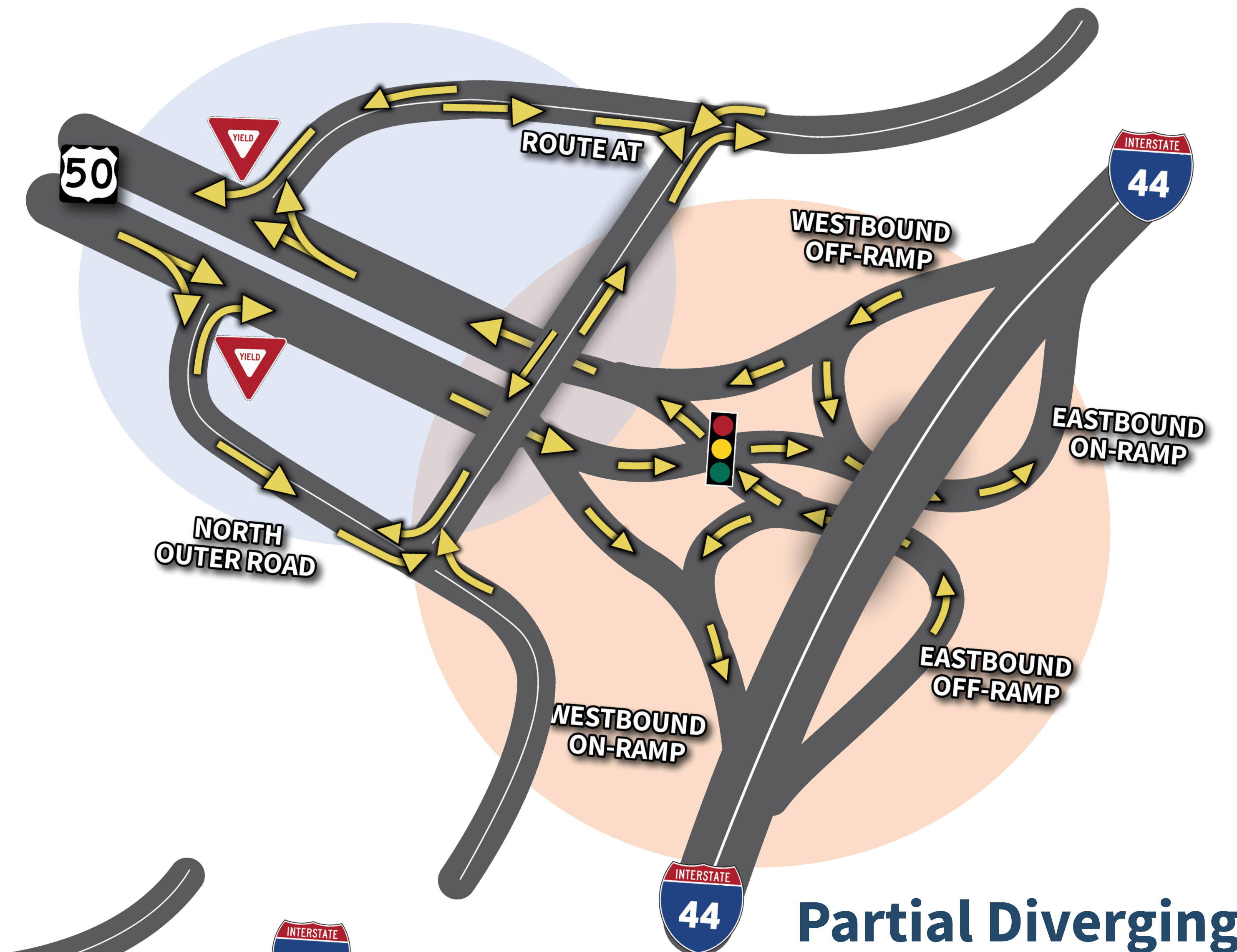
Both designs would lower the risk of serious right-angle or “T-bone” crashes.

Conceptual illustrations for demonstration purposes only.

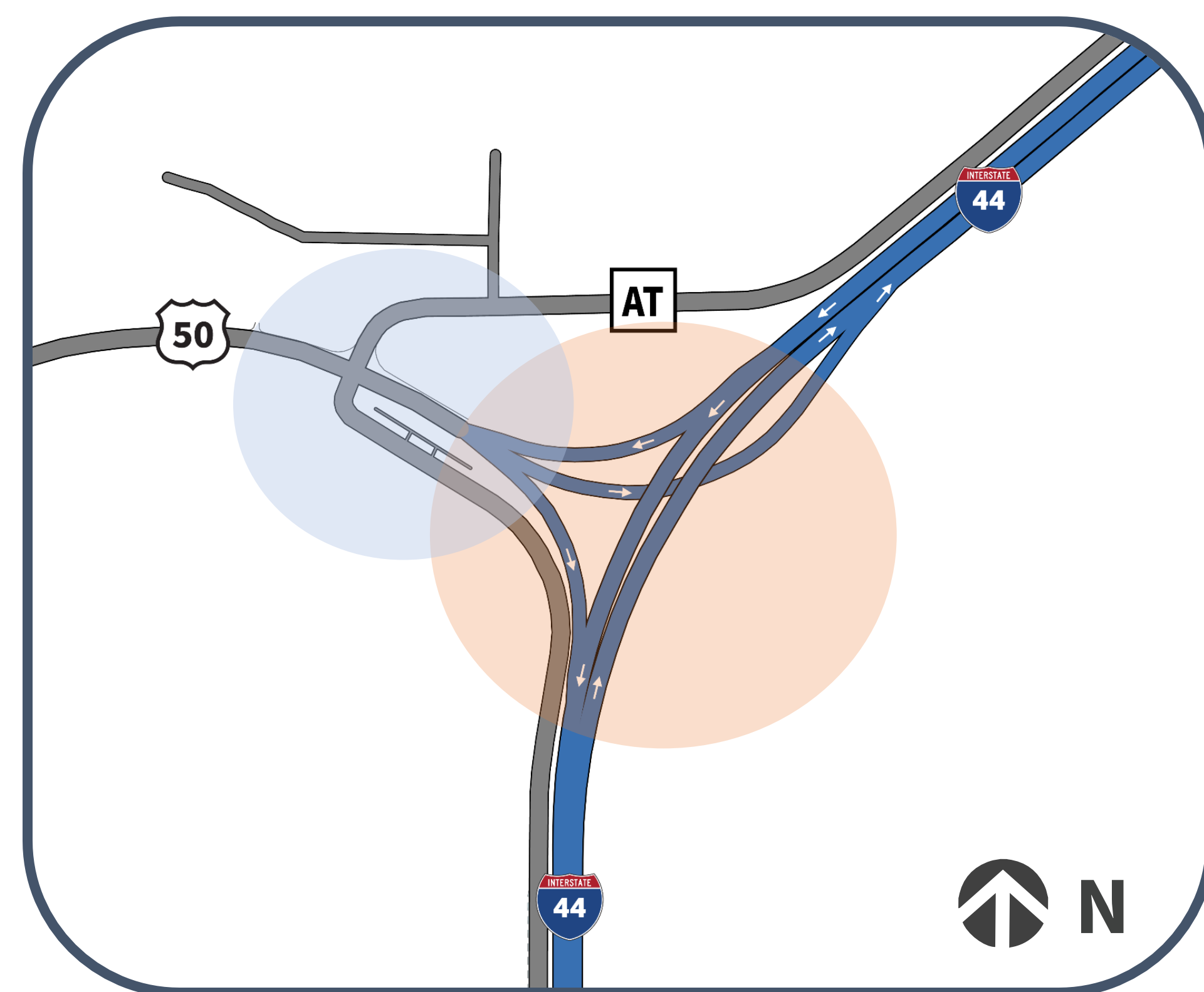
U.S. 50/Route AT Grade Separation with Potential Designs for I-44/U.S. 50 Interchange



**Standard
Diamond with
Roundabouts**

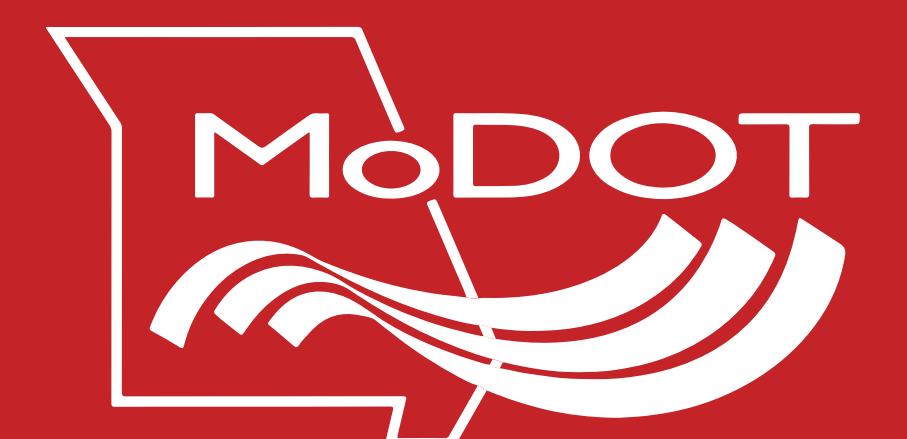


**Partial Diverging
Diamond**

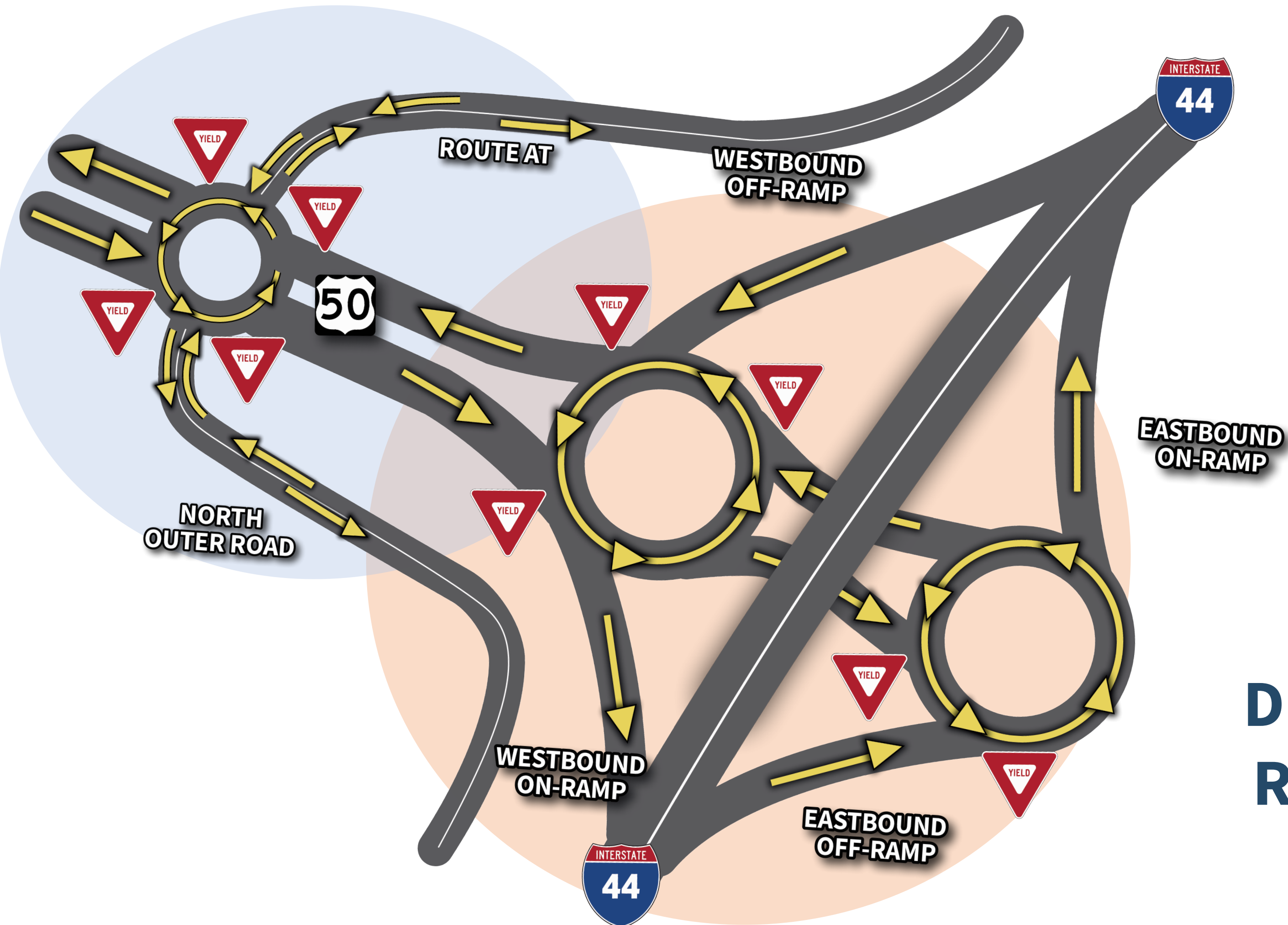


**Standard
Diamond**

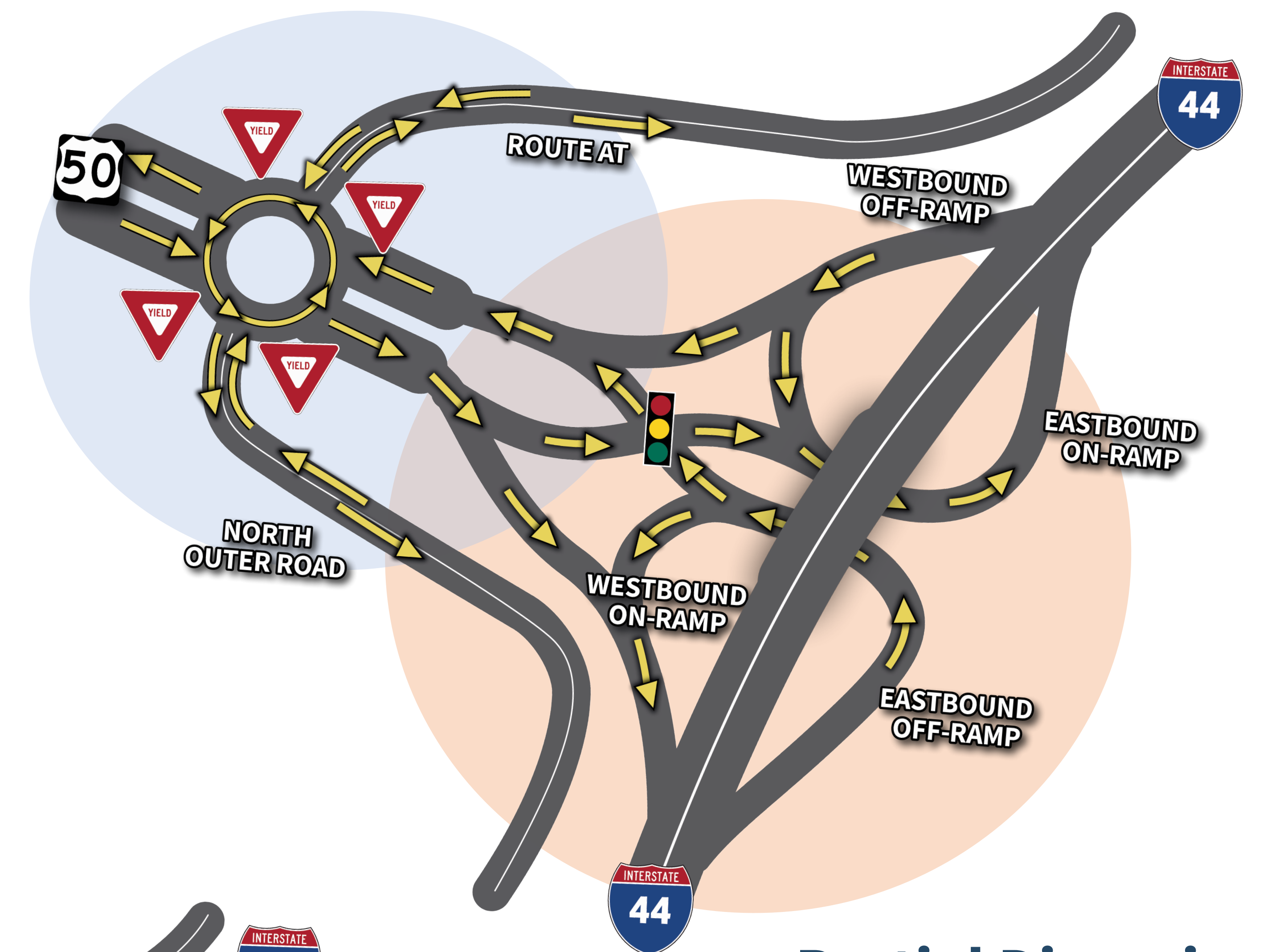
*Conceptual illustrations for
demonstration purposes only.*



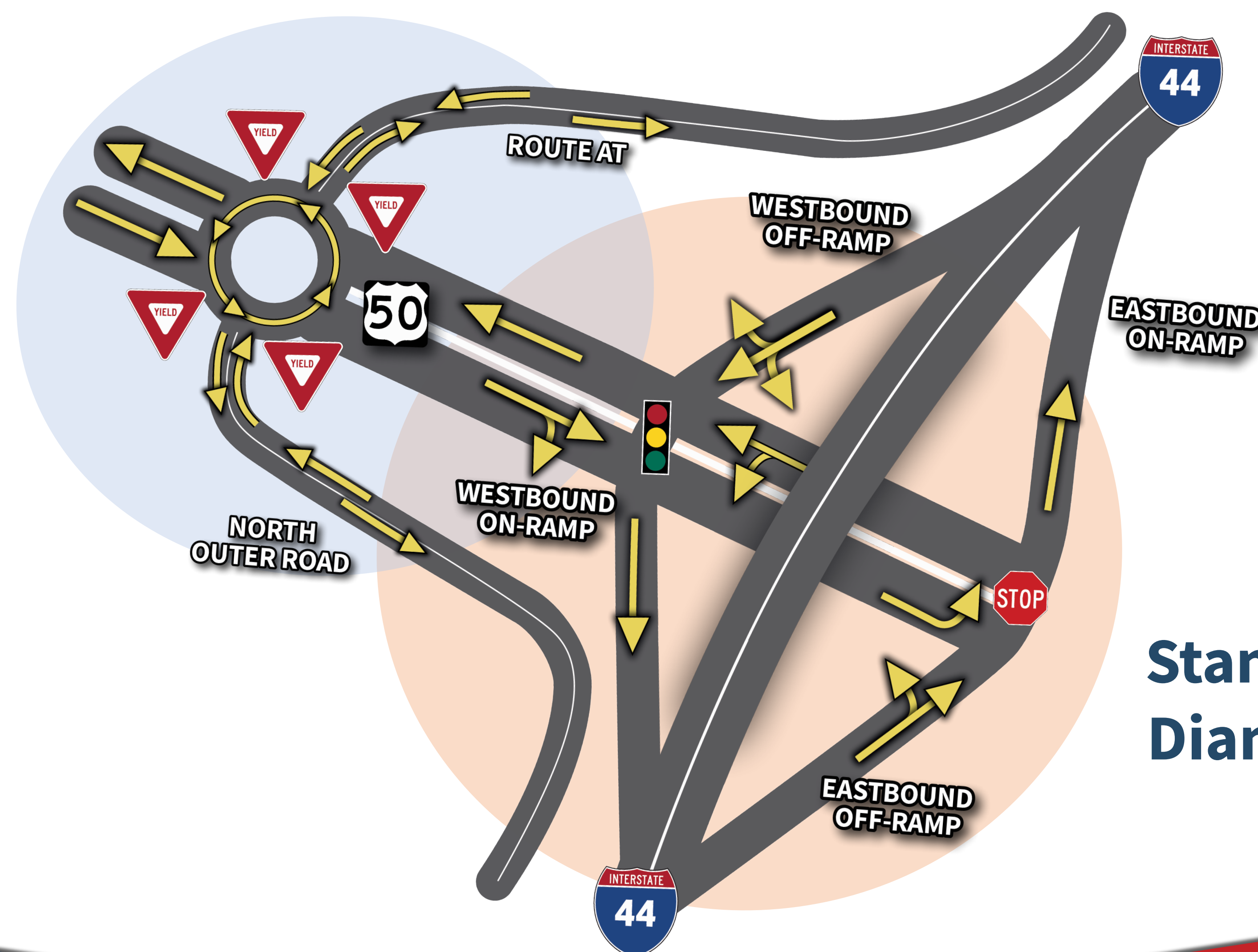
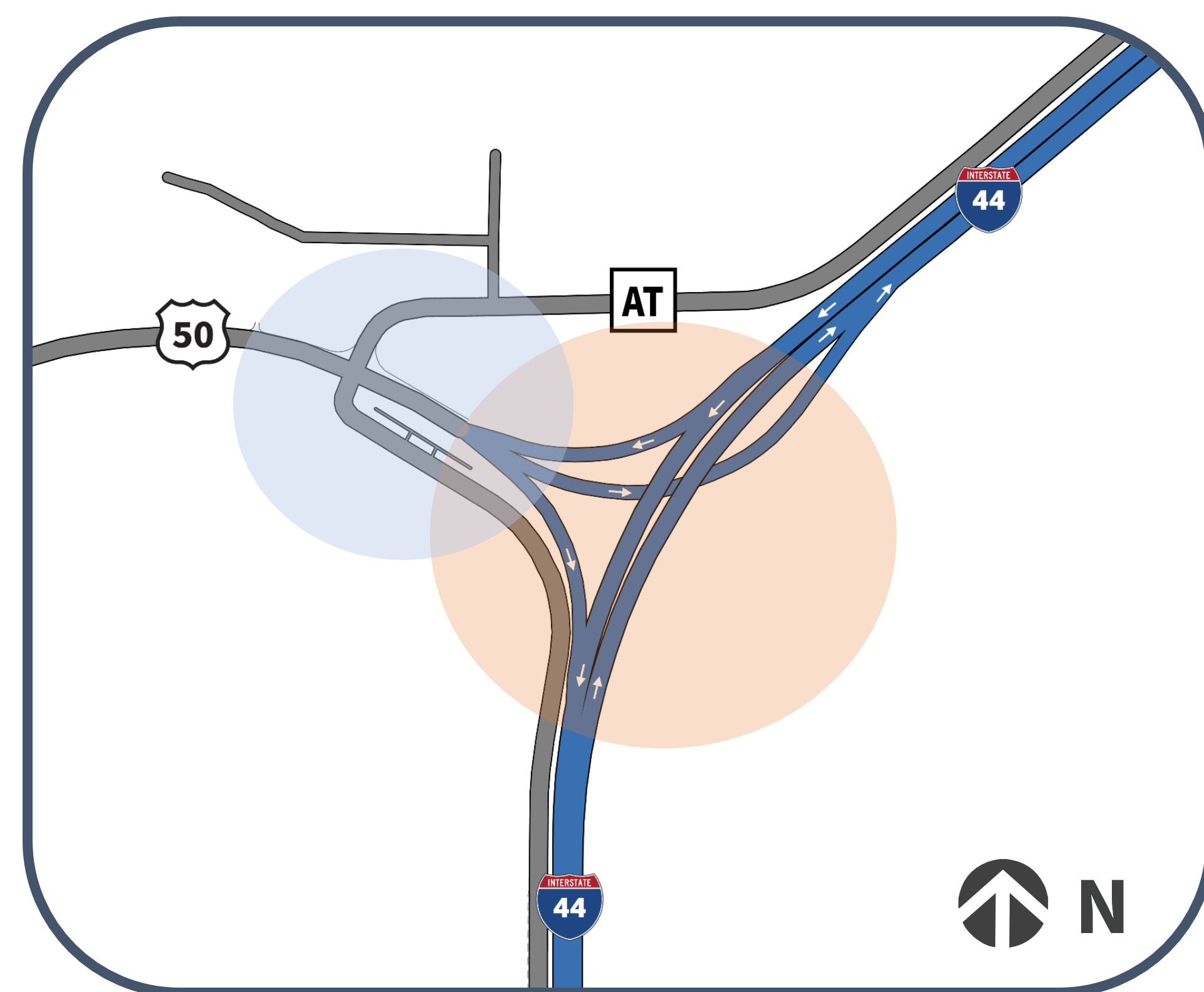
U.S. 50/Route AT Stand-Alone Roundabout with Potential Designs for I-44/U.S. 50 Interchange



**Standard
Diamond with
Roundabouts**



**Partial Diverging
Diamond**



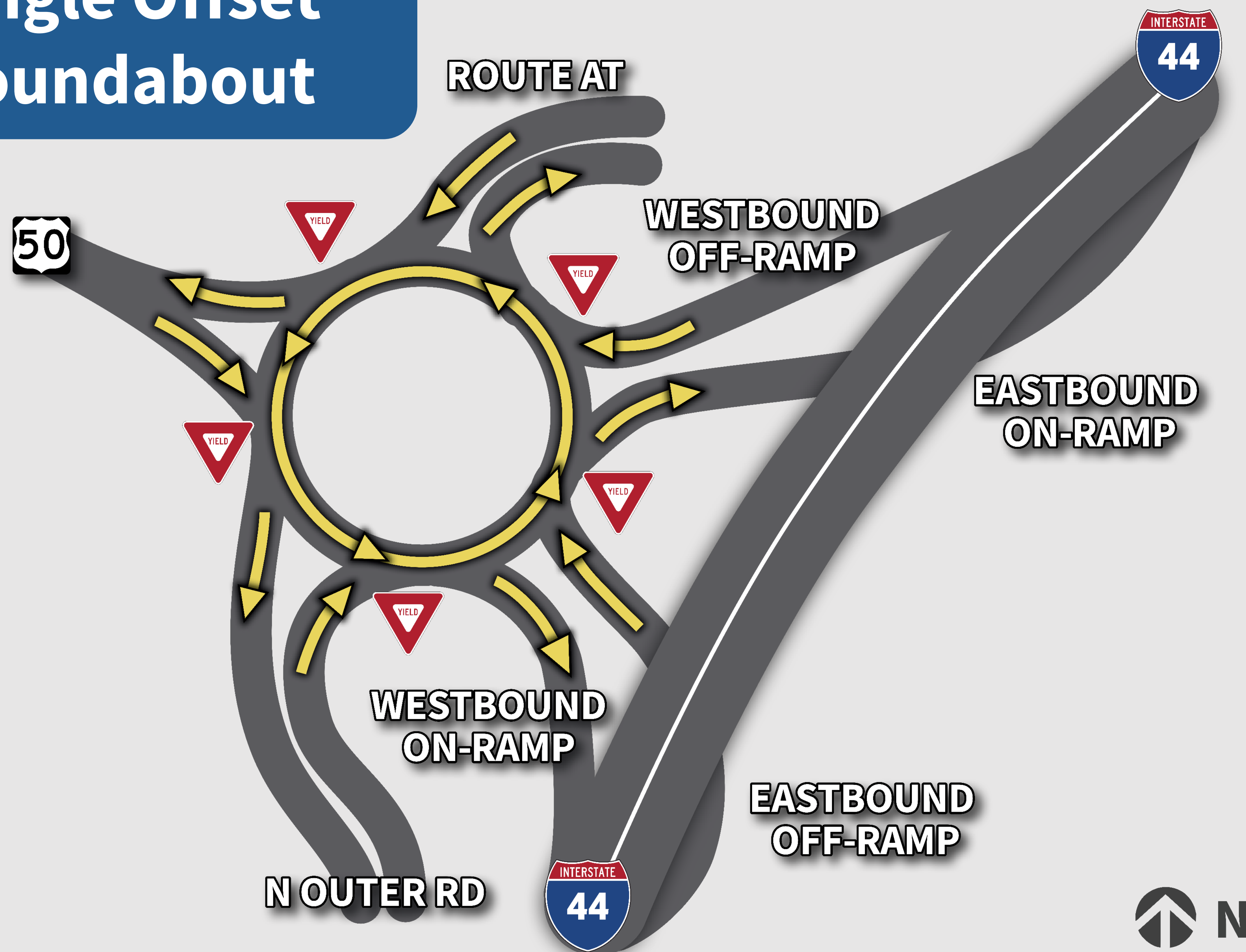
**Standard
Diamond**

*Conceptual illustrations for
demonstration purposes only.*

Potential Design

For I-44/U.S. 50 interchange & U.S. 50/Route AT intersection

Single Offset Roundabout



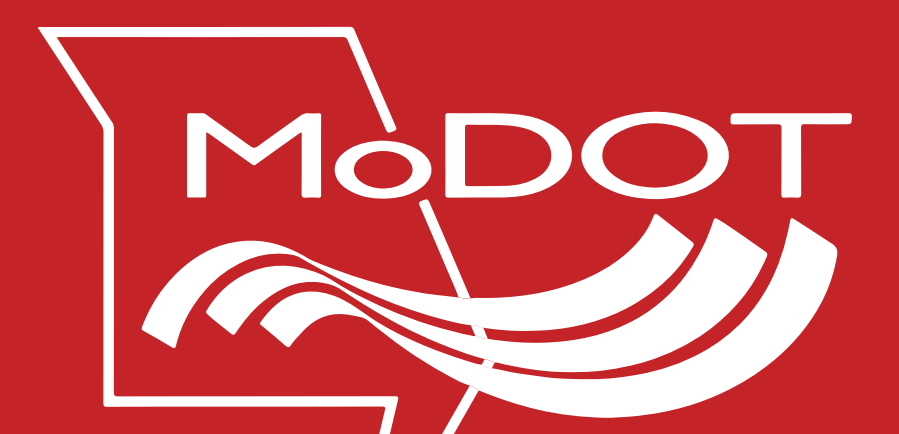
This design connects I-44 ramps and nearby roads such as Route AT into one central roundabout at U.S. 50.

Conceptual illustration for demonstration purposes only.

- ▶ **Crossing:** Drivers make right-in/right-out movements through the roundabout, eliminating all left-turns.
- ▶ **Merging:** Yield-controlled, low-speed movements help reduce conflicts at ramps.
- ▶ **Diverging:** Low-speed movements make transitions to off-ramps more predictable.

Project Timeline

Scan here to visit our website
for more information and to
sign up for updates.



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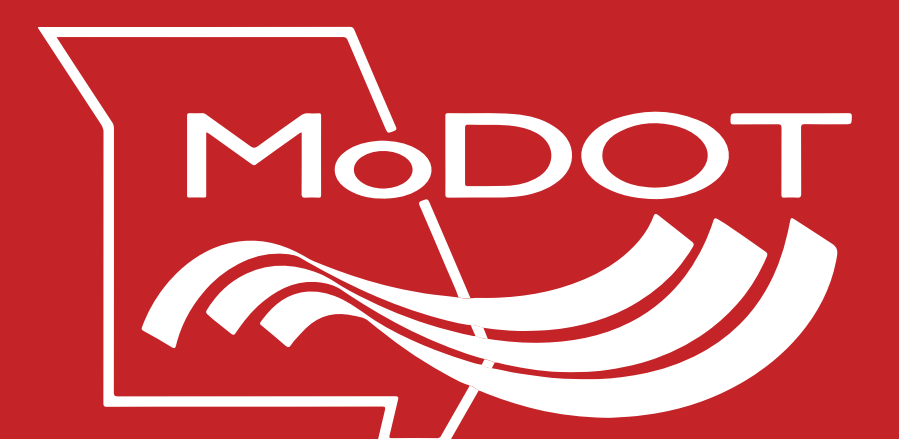
Community Survey

Scan the QR code to take the survey and **share with others** in your network who may be interested in participating.

Deadline for comments: **Friday, October 30**



surveymonkey.com/r/MoDOT_I-44_US50



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