

“MoDOT is using cutting-edge technology to deliver safer roads and innovative projects. A great example is their use of diverging diamond interchanges. The earliest such interchange built in the United States was completed in 2009 in Springfield. In its first year, that one single interchange reduced injury-only crashes by 80 percent and all crashes by 53 percent there.”

Brandye L. Hendrickson, Administrator of the Federal Highway Administration
Excerpt from “On the road in Missouri, diamonds are a driver’s best friend” in St. Louis Post-Dispatch

19 DDIs OPERATING IN MISSOURI

Two additional DDIs under construction in St. Louis and Kansas City Districts

IMPROVING SAFETY & TRAFFIC FLOW

Constructing a Diverging Diamond Interchange between Cape Girardeau and Jackson

FACTS & DATA

A 2016 evaluation of diverging diamond interchanges across four states – Missouri, Kentucky, New York, and Tennessee – found that road users could anticipate substantial reductions in crashes following the conversion of a conventional diamond interchange to a diverging diamond interchange.

- 67% reduction in right-angle crashes
- 41% reduction in injury crashes
- 36% reduction in rear end crashes
- 33% reduction in total crashes

SHARE YOUR THOUGHTS!

Please leave your comments with us at the public meeting or visit www.modot.org/southeast and access the “comment on this project” link.

In an effort to improve safety and traffic flow, the Missouri Department of Transportation plans to replace the Interstate 55 bridges over Highway 61 between Cape Girardeau and Jackson and convert the existing interchange to a diverging diamond interchange.

What are the benefits of converting the existing interchange to a diverging diamond interchange?

Diverging diamond interchanges work well in areas of heavy traffic. Approximately 23,000 vehicles per day travel through the interchange. A major benefit of the DDI design is it allows motorists to make left turns without crossing in front of oncoming traffic. It will also improve traffic flow onto and off of the interstate ramps.

What is the timeline for this project?

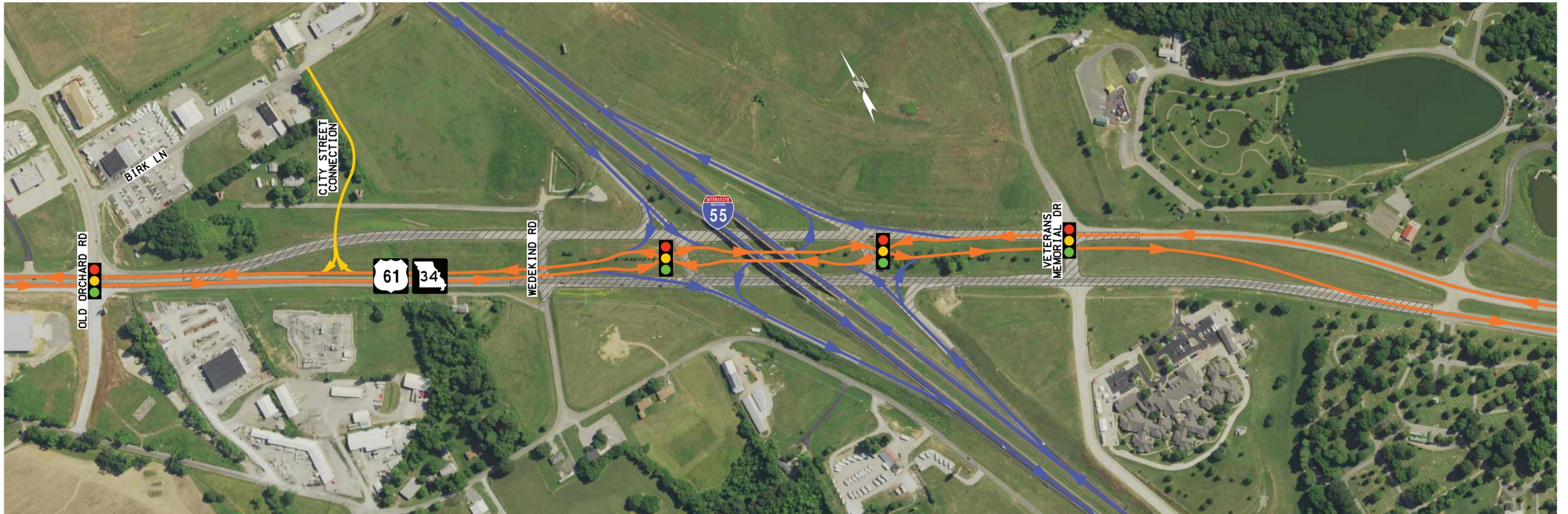
Construction on the approximately \$10 million project is scheduled to begin in summer 2019, with the completion anticipated in spring 2021.

How will work impact traffic?

Construction will involve some short-term inconvenience for motorists, but provide long-term improvements in both safety and congestion. The Interstate 55 bridges will be replaced one at a time to allow one lane of interstate traffic to flow in each direction during construction. The construction is not expected to completely close Highway 61; however, work will frequently require traffic to be reduced to one lane in each direction.



DIVERGING DIAMOND INTERCHANGE AT CENTER JUNCTION



CHANGES TO THE MEDIAN

The grass median from Old Orchard Road to Veterans Drive will be eliminated. The roadway will then transition back to the existing grass median in front of Cape Girardeau County Park.

WEDEKIND ROAD

Access to Wedekind Road from US Route 61 will be permanently closed; however, a break in access (for a future street) will be provided approximately 500' west of Wedekind Road. Wedekind Road users can access Old Cape Road by turning south at the Old Orchard Road signal.

INTERSTATE 55 BRIDGES

The 578-foot bridges were constructed in 1961 and are considered to be in poor condition. By reconfiguring the interchange, the new bridges can be shortened to under 200 feet.

TRAFFIC SIGNALS

Unlike traditional signalized intersections that operate with eight phases, the DDI will operate with two phases, which should reduce wait times and improve traffic flow. In addition, traffic signals will be installed at US Route 61 and Veterans Drive.