U.S. Route 61 Interchange Project Near Routes K & V in Lincoln County

Project Summary:

The Missouri Department of Transportation (MoDOT), working with its consultant Klingner & Associates, is preparing for a corridor and safety project on U.S. Route 61 in Lincoln County from 0.2 mile north of Routes V and K to 0.2 mile south of Creech Lane. The project will include a new interchange and eliminate the at-grade crossing at Routes K and V and at Creech Lane. An environmental evaluation will be conducted to determine a viable design solution for this area.

Project Purpose and Need:

The MoDOT's U.S. 61, in Lincoln County, is part of the 563-mile-long Avenue of the Saints, providing access between St. Paul, Minnesota and St. Louis, Missouri.

With the increased truck traffic and general growth in average daily traffic (ADT), there has been a noticeable increase in crashes on the portion of U.S. 61 in Lincoln County. To reduce crashes along the U.S. 61 corridor, several at-grade crossings have been, or are planned to be, closed, or replaced with full-access controlled interchanges. The U.S. 61/Routes K and V, and U.S. 61/Old Alexandria (Creech Lane) intersections were identified as a Tier II project on the 2021 and 2022 Missouri High-Priority Unfunded Needs Assessment to increase economic growth and safety.

The intersections at U.S. 61/Routes K and V, and U.S. 61/Creech Lane and Old Highway 61 are currently at-grade median crossovers with dedicated northbound and southbound left turn lanes to U.S. 61. In 2018, safety in this area was further enhanced with northbound and southbound right turn lanes on U.S. 61 at the Routes K & V intersection. However, high severity, right angle/ turning class crashes have continued to occur at these intersections.

This interchange project, located approximately 7 miles north of Troy, will increase capacity for economic growth and the safety of motorists utilizing these U.S. 61 crossings in Lincoln County.

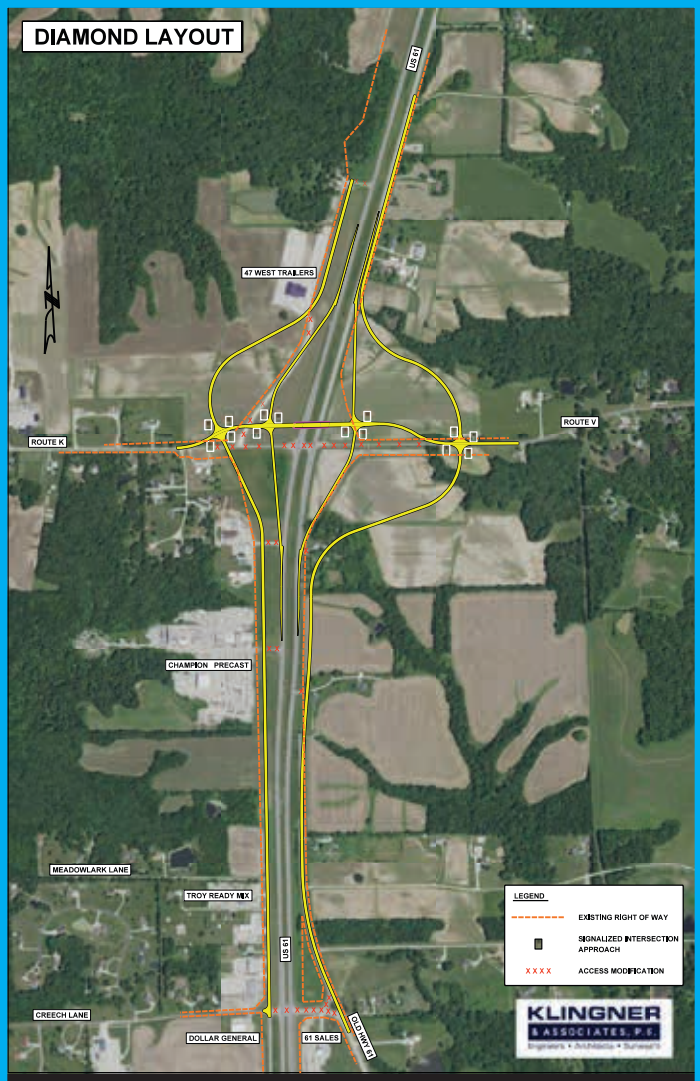
The interchange project will include:

- The elimination of two (2) existing at-grade crossings at:
  - Routes K and V
  - Creech Lane/Old Highway 61
- The construction of a new, full-access controlled interchange
  - Separating the high-speed traffic on U.S. 61 from the low speed turning movements to access Routes K and V, Creech Lane, and Old Highway 61
  - Reducing the potential for future angle and/or high-severity crashes
  - On and off ramps connecting U.S. 61 northbound and southbound traffic lanes to the newly expanded outer road extensions to Routes K and V, Creech Lane, and Old Highway 61
  - Providing safe access to frontage properties which promotes economic development and growth opportunities

Visit the project website at www.modot.org/us-route-61-route-k-and-route-v-interchange-improvements-lincoln to view display materials, submit comments and learn more about the project.

Interchange Design Options

Developed by consultant, Klingner & Associates, Inc. and reviewed by MoDOT



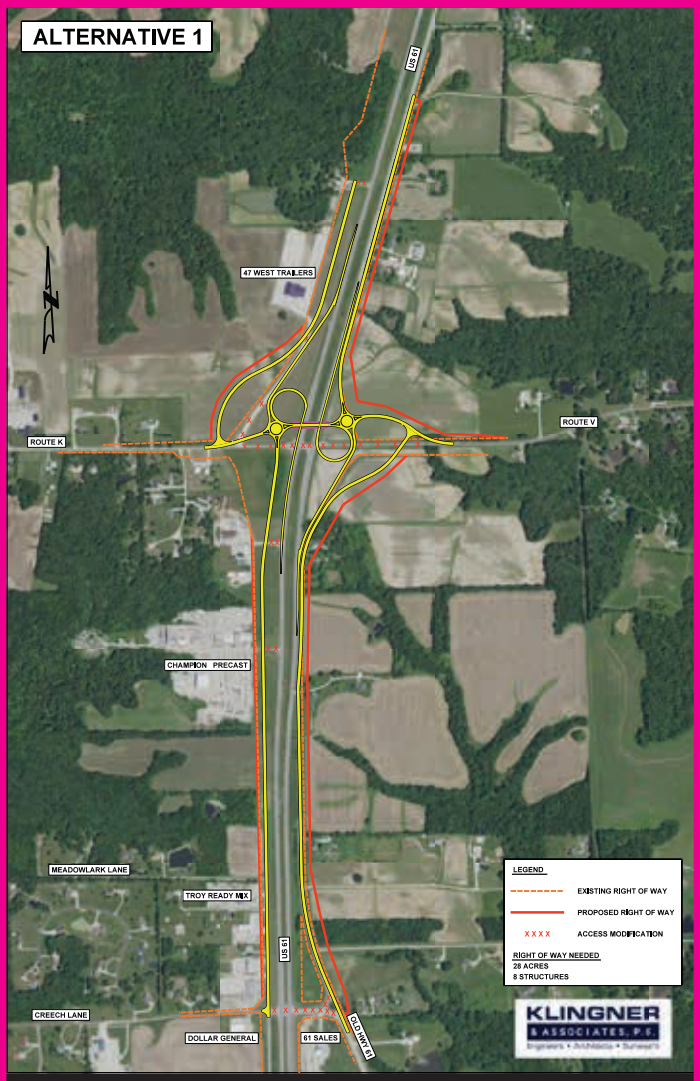
Diamond Interchange

Pros:

- Directional highway merge/diverge ramps

Cons:

- Likely require signalization of ramp terminals
- More ROW acquisition or poor access spacing
- Longer travel distance to/from Creech Lane



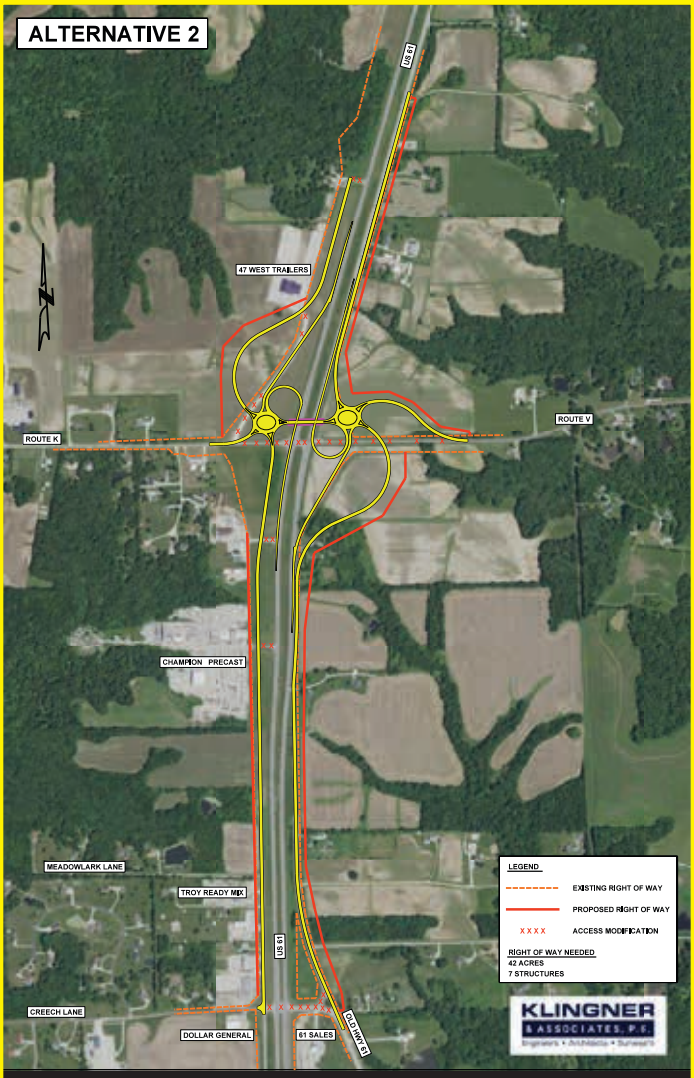
Alternative Design 1

Pros:

- **4-leg roundabout** meets typical driver expectations
- Smaller roundabout footprint

Cons:

- Partial clover on-ramps may lead to speed differentials along U.S. 61
- Longer travel distance to/from Creech Lane
- Increased spacing between ramps and outer roads would be preferred from access management and property value impacts perspective
- Outer roads are not lined up



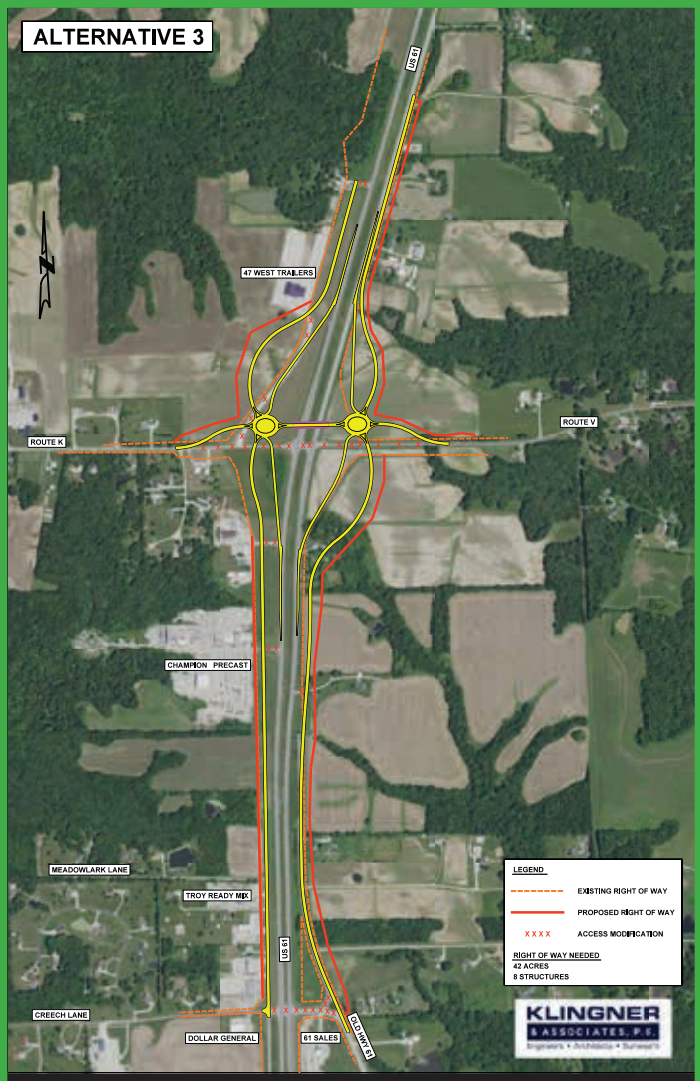
Alternative Design 2

Pros:

- Improved access management
- Medium roundabout footprint

Cons:

- Less-typical 5-leg roundabout layout
- Partial clover on-ramps may lead to speed differentials along U.S. 61
- Longer travel distance to/from Creech Lane



Alternative Design 3

Pros:

- Directional highway merge/diverge ramps
- Improved access management

Cons:

- Less typical 6-leg roundabout layout
- Larger roundabout footprint
- Longer travel distance to/from Creech Lane

MoDOT's Preferred Alternative Design

Alternative Design 4

Pros:

- Shortest travel distance for Creech Lane/ Old Hwy 61 commuters heading south to Troy and beyond to work or home.
- Equal distance between both closed intersections
- Improved access management

Cons:

- Larger roundabout footprint

Alternative 4 (Preferred Design)

- Least amount of adverse travel for all motorists
- Narrower median allows for a shorter bridge
- Allows the removal of at-grade crossovers at Routes K and V along with Creech Lane and Old Hwy 61
- Allows for outer roads between Routes K/V and Creech Lane/Old Hwy 61 for connectivity.
- Roundabouts provide for safer and better flow than stop controlled intersections or signals

Construction Impacts

- Goal will be to minimize impacts to the traveling public and reduce conflicts with workers.
- Building offline of existing routes will minimize closure times.
- Connections to existing routes will require some closures. Goal will be to avoid closing U.S. 61.

Adverse Travel

- The majority of the commuters in this area travel south of this proposed interchange location to Troy and beyond to work or home.
- Alternative 4 minimizes the adverse travel, especially for Creech Lane and Old Hwy 61 motorists who need to travel north to the interchange to exit to southbound U.S. 61.
- Alternatives 1, 2, 3, and 5 have the biggest impact of adverse travel for motorists on the southern end of the study area.

Project Contacts:

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To stay updated on the progress of this project, sign up for email and text alerts at https://modotweb.modot.mo.gov/eUpdatesPublic/Account/Login?ReturnUrl=/eUpdatesPublic. For more information, contact MoDOT's Customer Service Center toll-free at 1-888-ASK-MoDOT (275-6636).