


 MULTI-LANE
ROUNDABOUT

 Cape Girardeau County
ROUTE W/LEXINGTON AVENUE
What is the timeline for the project?

If the project is awarded in January 2013, improvements could begin as early as spring 2013 with completion by the end of the year.

As construction is underway, how will traffic be impacted?

As construction is underway, traffic will be flagger controlled at times with minimal delays.

How should motorists navigate the multi-lane roundabout?

1. An overhead sign and pavement markings in advance of the roundabout will help remind drivers they are nearing a roundabout. As you approach the multi-lane roundabout, slow down and choose the correct driving lane.
2. Once you have selected your driving lane, approach the intersection and look left. Yield to all lanes of traffic in the roundabout.
3. Once you safely enter the roundabout, stay in your lane and do not pass. Watch for large trucks and equipment that may need both lanes of the roundabout to navigate. Follow the signs and pavement markings and do not stop for vehicles waiting to enter the roundabout.
4. Make sure to use your turn signal when exiting the roundabout.

How will large trucks and oversized vehicles navigate the roundabout?

Commercial vehicles can navigate the roundabout in nearly the same manner as a passenger vehicle. However, large trucks will sometimes need to utilize the truck apron. The truck apron is a raised portion in the center of the roundabout that discourages use by passenger vehicles, but allows the back wheels of a truck to easily ride-up to aid in completing turns.

Additionally, motorists should be aware that commercial/oversized vehicles may sometimes need both lanes of the roundabout. Motorists should not drive next to an oversized vehicle in the roundabout.

What should motorists do if an emergency vehicle enters the roundabout?

If an emergency vehicle approaches before you enter the roundabout, pull to the right and let the emergency vehicle pass.

If an emergency vehicle enters the roundabout while you are already circulating, do not stop. Motorists need to continue through the roundabout and pull off onto the shoulder of the roadway immediately after exiting.

Who should I contact for more information?

For more information, please contact Project Manager Tim Richmond at (573) 472-5290, Transportation Project Designer Jeff Wachter at (573) 472-5294 or MoDOT's Customer Service Center at 1-888-ASK MODOT (275-6636).


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The proposed project currently includes constructing a multi-lane roundabout at the intersection of Route W and Lexington Avenue in Cape Girardeau.

Why was this area identified for improvements?

- The need for improvements at the intersection of Route W and Lexington Ave. was identified through the public involvement process for Cape's Transportation Trust Fund program.
- Over the years, the City of Cape Girardeau has received a number of concerns regarding safety and access at the intersection.
- Currently, this intersection is operating near capacity, and it's difficult to make certain traffic maneuvers during peak travel times, especially left-turn and crossing maneuvers from the north and south legs of the intersection. This difficulty could worsen if traffic growth continues.
- During peak times, left turning traffic can spill over and block the through lanes at the Kingshighway intersection.
- The challenge is to find a way to safely improve access to/from the north and south legs of the intersection without imposing a significant amount of additional delay (and traffic backup) to traffic on Lexington Avenue.

Why is a roundabout better suited for this location than traffic signals?

- The Route W intersection is located only 500 to 600 feet from Kingshighway. Installation of signals in close proximity to each other typically does not improve the overall safety or operation of an intersection. Traffic models indicate signals would only bog traffic down and increase delays at this intersection.
- With continued traffic growth and the limited distance between signals, capacity would become a greater issue if signals were installed at this location.
- The Kingshighway signals presently operate in

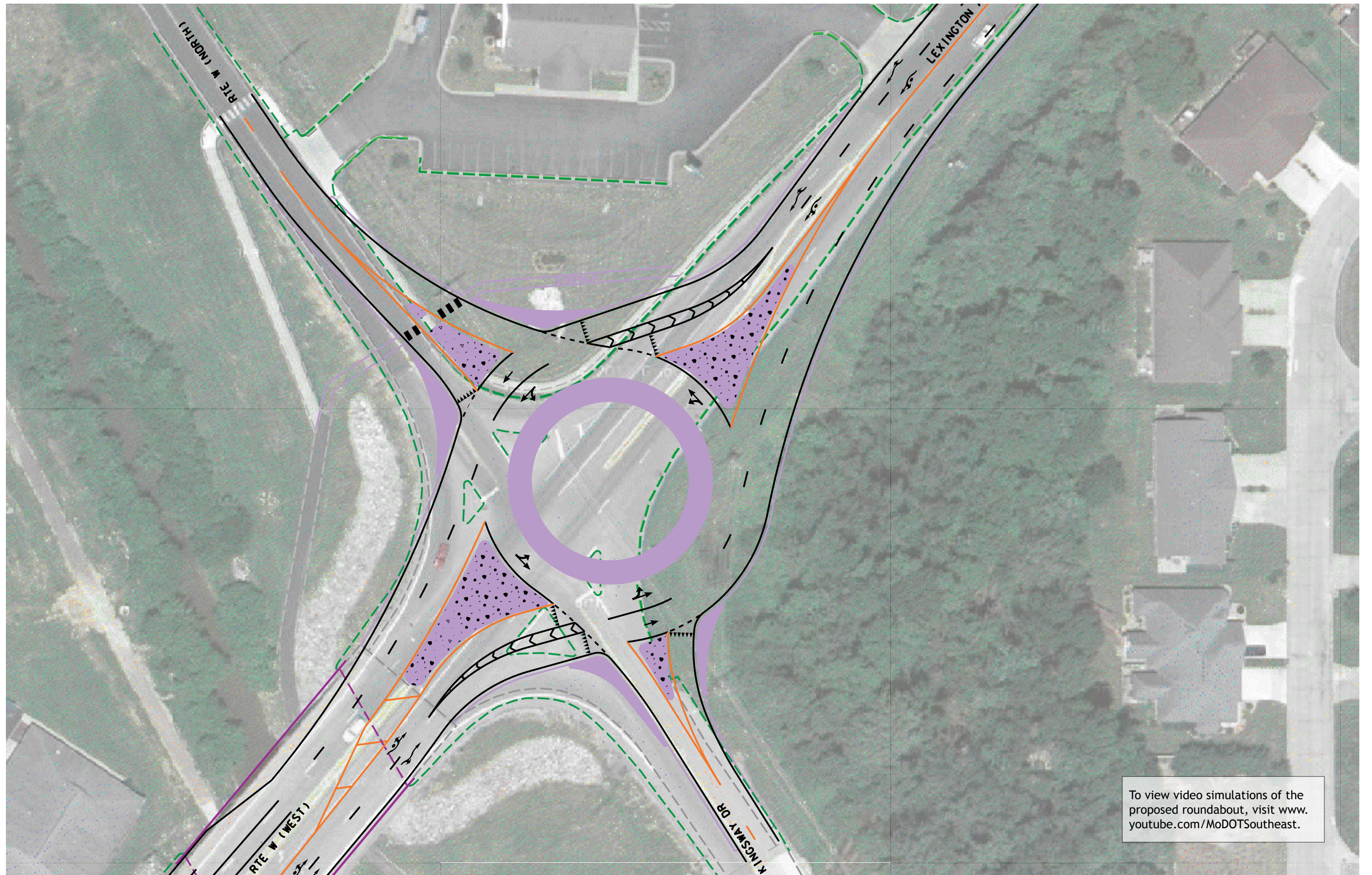
an efficient, freerunning mode, which allows the signals to adapt as traffic volumes increase and decrease throughout the day. A traffic signal would require coordination with the Kingshighway signal due to the close proximity. This would reduce efficiency at the Kingshighway signal.

- The traffic studies of these intersections show that a signal would only provide marginal benefits for left turning traffic during peak times and all other movements would have increased delays. Additionally, safety would not be improved.

What are the benefits of a multi-lane roundabout?

- **Safer:** Roundabouts have fewer conflict points, or spots where vehicles could collide, than signalized intersections. The reduced number of conflict points, combined with slower speeds and calmer traffic, has been found to reduce the number of severe crashes. Severe crashes typically occur with broadside (T-bone) or head on collisions. The configuration of the roundabout helps eliminate the likelihood for these types of accidents.
- **Reduced Delays:** Roundabouts help traffic flow more efficiently by allowing smoother transitions to entrances and exits. Additionally, with the multi-lane configuration, the roundabout will carry more traffic through the intersection with less delay than the signal alternatives. Roundabouts also reduce stops by allowing vehicles to yield instead of waiting for a traffic light to change.
- **Environmentally Responsible:** With fewer stops and less idling, emissions into the environment are reduced and less fuel is used.
- **Cost Effective:** Roundabouts require less maintenance and reduce utility fees, making them more cost effective than signalized intersections.





To view video simulations of the proposed roundabout, visit www.youtube.com/MoDOTSoutheast.