I-70 Detour for High Water Event between SR37 and SR79

The area on I-70 between SR37 and SR79 is susceptible to high water during excessive rains. This flooding causes the freeway to be shut down, sometimes for several days, until the water recedes. In order to address this issue, permanent detour scenarios will be established. These detours are designed to redirect traffic around the flooded area, while minimizing adverse affects to the local residents of Hebron and Buckeye Lake.

Two detour plays will be established, referred to as Play #1 and Play #2. Each play is described below.

During a typical high water event, the eastbound lanes of I-70 between SR37 and SR79 will need to be closed first. When the eastbound lanes are closed and the westbound lanes are still open, eastbound I-70 traffic will be directed to exit at SR37. **Trucks** will be directed to follow the detour to the south using SR37S and SR79N, and **cars** will be directed to follow the detour to the north using SR37N, US40E and SR13S. This arrangement, referred to as Play #1, is shown below:

If the water continues to rise, eventually the westbound lanes of I-70 will need to be closed, resulting in a full closure of I-70 between SR37 and SR79. When I-70 is closed in both directions, eastbound I-70 traffic will be directed to exit at SR37, and westbound I-70 traffic will be directed to exit at SR79. All eastbound traffic will be directed to follow the detour to the south using SR37S and SR79N. All westbound traffic will be directed to follow the detour to the north, using SR79N, US40W and SR37S. This arrangement, referred to as Play #2, is shown below:

Depending on the length of the high water event, and the rate of water recession, Play #1 may be reestablished after Play #2 is terminated, prior to full reopening of I-70 in both directions. Where the high water event does not involve the westbound lanes, only Play #1 will be used.

Vehicles will be directed to follow the appropriate detour by the use of permanently displayed fixed message detour signing along the detour routes, and fixed message hinged signs on mainline I-70 and the eastbound off-ramp at SR37. In addition, a dynamic message sign (DMS) will be used on eastbound I-70, and a portable changeable message sign (CMS) will be used on westbound I-70. Traffic flow will be facilitated by the use of flaggers at certain intersections, setting certain traffic signals to flash, allowing for the manual operation of other traffic signals, and closing certain freeway ramps. Detailed information is contained on the detour map and checklists.

Note: During marginally high water events (either for Play #1 or Play#2), where a minimal amount of water is covering the road surface, it may be possible to allow the trucks to continue (slowly) on I-70 even when it becomes necessary to divert the cars. To accomplish this separation of traffic by vehicle type on the freeway mainline will likely require additional signing and flaggers on I-70. This has not been addressed in this proposal.