Route 60 at Route 125
Rogersville Area

Frequently Asked Questions:

1. **Why are safety improvements needed at this intersection?** The US 60/Route 125 intersection has one of the highest crash severity ratings in MoDOT's Southwest District when compared to other similar locations. The majority of the crashes at this intersection can be attributed to the backups and delays created by the traffic signal. The traffic signal was initially installed to allow traffic on US 60 or Route 125 to turn left at the intersection. As volumes have continued to increase, backups and crashes at the traffic signal have increased. The goal of this project is to help provide for the safe and efficient movement of travelers through this area on both US 60 and Route 125.

2. **Why is an interchange needed at this intersection?** An interchange is the safest option for this particular intersection, allowing Route 125 traffic to safely enter and leave US 60 with on-ramps and off-ramps. By separating the higher volume of through traffic on US 60 from the turning vehicles and Route 125 through traffic, safety will be greatly improved. In addition, drivers will experience a decrease in the amount of time it typically takes for them to get through this intersection, especially during the busier parts of the day. The interchange design proposed is the best balance between current traffic volumes, future growth in the area, the safety of motorists, and the overall delay of travelers through the intersection.

3. **Why have outer roads been removed from the interchange project?** The goal of the US 60/Route 125 project is to improve safety at the intersection by removing the traffic signal in favor of an interchange. The interchange project was initially budgeted for $14.6M, which included the interchange with limited outer roads to provide access to properties in the vicinity of the interchange. As MoDOT developed the various concepts for building an interchange, engineers looked at what additional work (outer roads) it would take to further improve the safety along the US 60 corridor in this area. As the various concepts for this project were developed further, the costs for the interchange increased to $22M, thus the outer roads were removed and the project will be designed to include only an interchange with limited outer roads to provide access to properties near the interchange. While creating a freeway system between Springfield and Rogersville is the ultimate vision, currently MoDOT does not have funding for the extensive project. Across the state, MoDOT currently has more project needs and a larger road system than we have available funding to address and maintain. Additional funding from outside of MoDOT would be necessary to construct outer roads with this project. In addition, ownership and maintenance of the outer roads would be the responsibility of the City or County. The City and County are pursuing funding for the northeast outer road and the City will own the northeast outer road if constructed.

4. **Why are roundabouts being used instead of conventional intersections?** A conventional interchange, which includes stop signs or signals at the top of the off ramps, might work for today's traffic volumes. During the busier parts of the day, it could become increasingly difficult for the left-turning traffic from the ramps to be able to safely make those turns onto Route 125. Roundabouts provide for a safe means for vehicles to get where they need to go and roundabouts have a proven safety record over conventional intersections by reducing the severity of crashes due to lower vehicle speeds in a roundabout. Most crashes in roundabouts are fender bender, non-injury type crashes. Traffic on the ramps will also experience less delay time with roundabouts as compared to a conventional intersection.

5. **Will the roundabouts be large enough to accommodate tractor trailers and vehicles pulling trailers?** Yes, the roundabout will be large enough to accommodate a typical semi-truck and trailer (67' long). The roundabouts will even accommodate over-sized, over-width vehicles (some as long as 150'), such as a mobile home or a windmill blade. In order to accommodate these larger vehicles, the inside island of the roundabout is constructed with additional pavement called truck aprons that these larger vehicles can utilize to maneuver around the roundabout, often referred to as "off-tracking".

6. **Will the interchange be able to handle future traffic growth and economic growth in the area?** Yes, the interchange will be able to handle additional traffic in the future as the area experiences growth. MoDOT counts vehicles on our roadways periodically to determine the amount of traffic on our highways. With those counts, MoDOT can calculate future growth based on historical data. That historical growth rate is used to predict the future traffic volumes 20 years after the project is constructed. This project has been designed with this future traffic growth in mind.