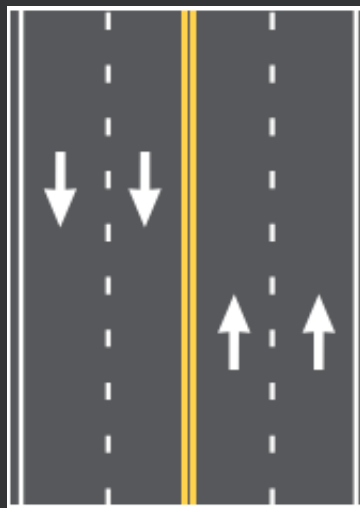


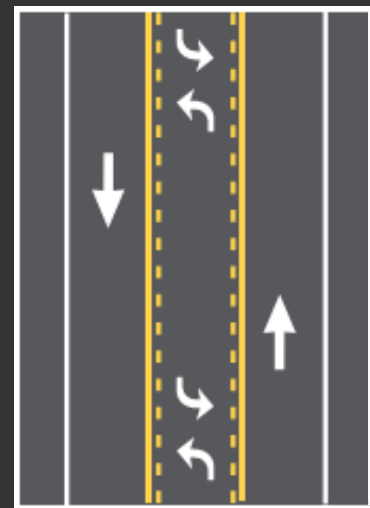
What is a Road Diet?

Roadway Reconfiguration

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).



Before



After

RoadDiets

Benefits Summary

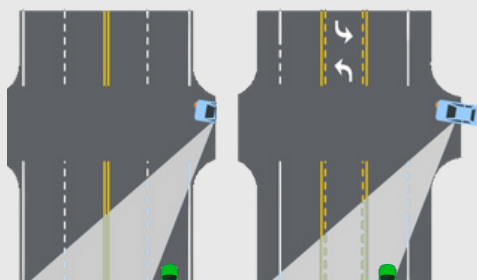
- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Traffic calming and more consistent speeds.

Road Diet Benefits

Improving Safety and Traffic Flow

Before

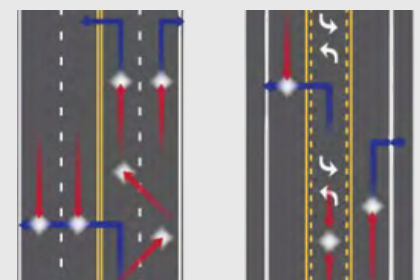
After



Improved Right Turn Visibility

Before

After



Reduced Conflict Points

Before

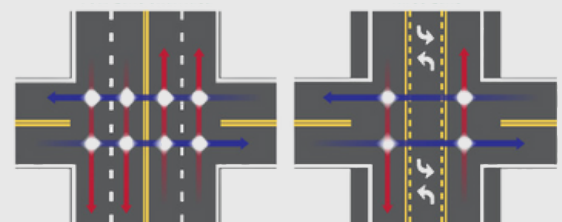
After



Improved Left Turn Visibility

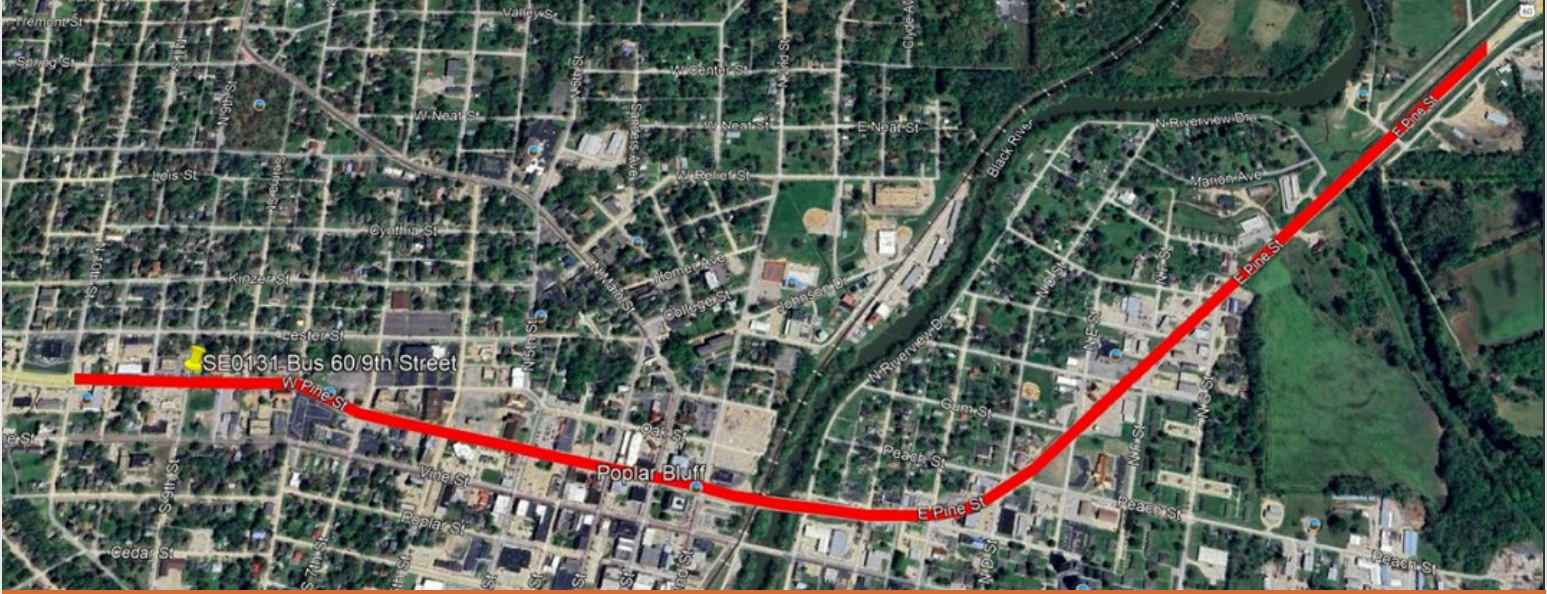
Before

After



Reduced Conflict Points for Unsignalized Intersections





Improvements will extend from 10th Street to Route B on Business 60 in Poplar Bluff, MO.

Proposed Road Diet Project

Reconfiguring Business 60 in Poplar Bluff

Traffic Study Highlights

Concerns with Current Configuration

Signal Timing

Inefficiency: Business 60 (West Pine St.) traffic at 5th and 9th Street signals cannot go at the same time (known as split phasing). A road diet would allow more green time for mainline traffic.

Rear End Crashes and

Near Misses: EB and WB traffic turning left at driveways and unsignalized streets must turn from the left through lane.

Poor Visibility:

Left turning traffic must cross two lanes of oncoming traffic, sometimes with blocked visibility of oncoming lanes.

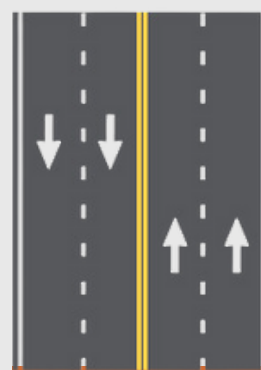
Consultation: FHWA and Lochmueller Group, an engineering firm specializing in traffic flow and safety studies, agreed with MoDOT's analysis and proposed road diet.

Project Summary

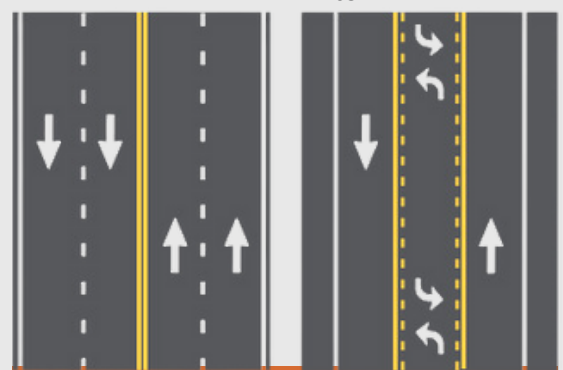
Reconfiguring Undivided 4 lane to 3 Lane with Center Turn Lane

As part of the project to mill and resurface Business 60 from Route W to Route B, the Southeast District has proposed reconfiguring Business 60 from an undivided 4 lane to a 3 lane with one eastbound lane, a center turn lane and one westbound lane. This is known as a road diet and would take place from 10th Street to Route B. The resurfacing project is anticipated to be let in April 2025. Construction schedules will be announced prior to the start of work. Completion of the project is anticipated in fall 2026.

Before



After



Proposed Roadway Configuration

Benefits for Business 60

- Up to a 50% reduction in crashes
- Increases right turn radius at driveways and intersections
- Improved signal timing by providing more green time for mainline traffic (eliminates current split phasing)
- Flashing yellow arrows for permissive left turns would be installed for side streets
- Center turn lane will result in reduced likelihood of rear end crashes
- Improves left turning visibility with fewer lanes, which decreases likelihood of left turn crashes and side swipes
- Improves pedestrian safety with fewer lanes to cross
- Creates a 2-3 foot buffer space between vehicles and pedestrians



Please visit modot.org/PBRoadDiet for more information.