



U.S. 160 WIDENING

Project Facts:

- ◆ Widen Route 160 to four lanes between I-44 in Springfield and Jackson Street in Willard
- ◆ Resurface the existing lanes of Route 160 between I-44 in Springfield and Route AB in Willard
- ◆ Intersection improvements
 - ◆ J-turn at Farm Road 123/Westgate Avenue
 - ◆ Right-in/Right-out at Haseltine Road (Farm Road 115)
 - ◆ Roundabout at Farm Road 94 near quarry
 - ◆ Add left-turn lane at Hughes Road
 - ◆ Roundabout at Farm Road 103/Melville Road/Hunt Road
 - ◆ Add a pedestrian underpass at Hunt Road
 - ◆ Roundabout at Jackson Street
 - ◆ **NEW:** Add turn lanes at Route AB; no roundabout at Route AB
- ◆ Traffic barrier wall between lanes in areas
- ◆ Street lighting at intersections

Traffic Impacts:

- ◆ **During 2019**
 - ◆ Route 160 traffic stopped for up to 15 minutes to allow crews to blast rock. The exact dates/times will be announced later.
 - ◆ Nighttime one-lane traffic at times. Flaggers will direct drivers through the work zone. Nighttime work will take place between 8 p.m. and 6 a.m.
- ◆ **During 2020**
 - ◆ Side roads closed up to 35 calendar days where crews are working at intersections. Two side roads adjacent to one another will NOT be closed at the same time. There will be signed detours for some of the closed county roads.
 - ◆ Route 160 traffic shifted to new lanes so that intersections can be completed and crews can rehabilitate the existing bridge over the Frisco Highline Trail
 - ◆ The Frisco Highline Trail CLOSED up to 60 days to allow crews to build a new passage under the new highway lanes

Construction: July 2019 until December 2020

Estimated Total Cost: \$18.6 million

Scan to sign up for project updates/traffic alerts.

For more information/sign up for project updates:

- ◆ 417.895.7600
- ◆ www.modot.org/southwest
- ◆ swcr@modot.mo.gov
- ◆ Facebook: [MoDOT.Southwest](https://www.facebook.com/MoDOT.Southwest)
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Roundabout Facts:

- ◆ Safer than standard stop sign or traffic signal-controlled intersections
- ◆ Lowers average speed of traffic
- ◆ One-way travel; lowers number of directions drivers must look for oncoming traffic
- ◆ Reduces delay
- ◆ Allows more vehicles to travel through intersection
- ◆ Can accommodate all vehicles, including school buses, tractor-trailers and dump trucks
- ◆ Reduces serious injury crashes by 75%; reduces fatality crashes by 90% (source: Insurance Institute for Highway Safety)
- ◆ Less expensive than conventional highway intersection



Route 160 at Greene County Farm Road 94



Route 160 at Jackson Street

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