SAFETY

IMPROVEMENTS PROJECT

A LIFESAVING PARTNERSHIP

MoDOT

SAINT LOUIS COUNTY
Transportation and Public Works

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Project Overview

From 2016-2020, there were 5,321 fatal and serious injury crashes in the City of St. Louis, St. Louis County and Jefferson County. The Missouri Department of Transportation and St. Louis County have joined together to reduce crashes in these three areas.

The Safety Improvements Project will benefit pedestrians and other roadway users at more than 230 locations. Each location will have one or more (up to five) safety improvements ranging from pavement and signal upgrades to additional signing, treatments all shown to help reduce crashes.

This Design-Build team consists of NB West Contracting Co, Horner & Shifrin, Lochmueller Group and Engineering Design Services Inc. Construction began in Spring 2024 and is expected to be completed in Summer 2026.

This booklet explains the various safety improvements that will be made along with examples. See the Appendix to find out where the improvements will be made.

PROJECT ESTIMATED TO REDUCE

OVER 170

FATAL AND SERIOUS CRASHES OVER TEN-YEAR PERIOD

Source: *Highway Safety Manual*

CRASH REDUCTIONS ESTIMATED TO SAVE

$1.2 BILLION

This project estimates $1.2 Billion in societal savings. Based on historical data from the Federal Highway Administration and MoDOT, each crash costs society in terms of medical or disability expenses, property damage, and loss of income if unable to work.

Figure 1: Intersection with offset left turn lane

Offset Left Turn Lane

Opposing left turn lanes will be shifted so that vehicles in the opposite left turn lane do not block a driver's view of oncoming traffic. See **Appendix A** for these improvement locations.

Improved Right Turn Angle

The right turn lane at intersections will be adjusted by modifying the island's corner and straightening the curve using white pavement marking on the shoulder. This means that drivers do not have to look as far over their shoulder for oncoming. See **Appendix B** for these improvement locations.

Figure 2: Improved right turn angle

Traffic Calming Improvements

"Traffic calming" is a term that references strategies used to encourage drivers to drive more slowly. Traffic calming improvements involve adding elements at specified intersections and along segments. Four types of traffic calming improvements are included on this project.

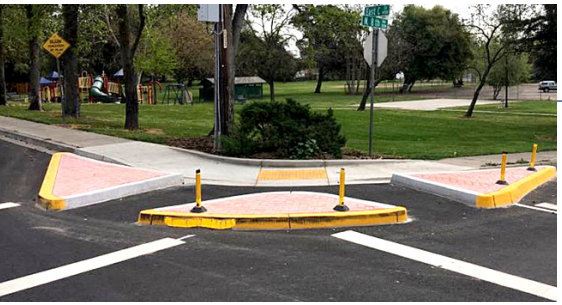


Figure 3: Curb extensions

Curb Extensions 1

These improvements reduce the distance a pedestrian has to travel across traffic and encourage slower turning speeds at intersections.

Figure 4: Bump out

Bump Outs 2

These improvements make the roadway feel narrower to drivers by extending the curb using small, raised islands.

See **Appendix C** for all Traffic Calming improvement locations.

3 Median Islands

These improvements encourage drivers to travel at safer speeds by providing a raised median.

Figure 5: Median island

Figure 6: Hardened centerline

4 Hardened Centerlines

These improvements discourage high-speed turns by extending a low median island with rumble strips into the intersection, helping to guide traffic.

The orange labels below show where a pedestrian might encounter a turning vehicle with or without a hardened centerline.

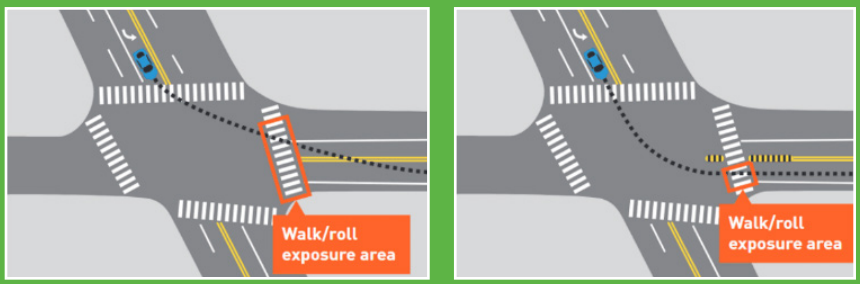


Figure 7: Before improvement (left), after improvement (right)

Figure 8: Raised median

Two-Way Left Turn Lane Converted to Raised Median

A raised concrete median (shown in blue) will be installed where a continuous two-way left turn lane currently exists. These new medians will not block public driveways and side roads. See **Appendix D** for these improvement locations.

In-Lane Rumble Strips

Concrete in-lane rumble strips are used to alert drivers to a change in the road ahead. They will be installed either before a curve or an intersection where a driver may need to stop. See **Appendix E** for these improvement locations.

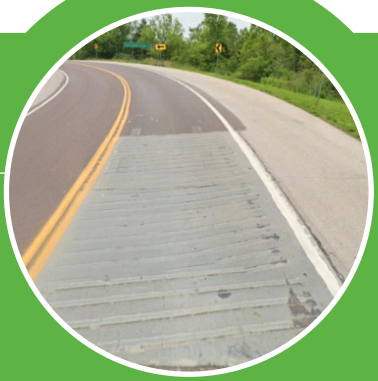


Figure 9: In-lane rumble strips

Centerline Rumble Strips

Rumble strips will be added to the centerline to alert drivers that they are crossing the centerline into oncoming traffic. See **Appendix F** for these improvement locations.

Figure 10: Centerline rumble strips

Intersection Conflict Warning Systems

Intersection Conflict Warning Systems (ICWS) are smart systems that trigger flashing lights to warn drivers to be alert for the intersection ahead. See **Appendix G** for these improvement locations.

Figure 11: Flashing conflict warning systems sign

"Stop Ahead" Pavement Markings

"Stop Ahead" pavement markings and warning signs will be installed before an existing stop sign. See **Appendix H** for these improvement locations.

Figure 12: "STOP AHEAD" markings and sign

LED Stop Sign

Current stop signs will be replaced with signs that have flashing LED lights powered by solar panels. This helps drivers see the sign in time to stop. See **Appendix I** for these improvement locations.

Figure 13: LED stop sign with a solar charger

Figure 14: DSWF sign with light

Dynamic Signal Warning Flasher

Dynamic signal warning flashers (DSWF) are smart systems that warn drivers of the traffic signal ahead. See **Appendix J** for these improvement locations.

Figure 15: Curve warning pavement marking

Curve Warning Pavement Markings

Curve warning pavement markings alert drivers to slow down for the curve ahead. See **Appendix K** for these improvement locations.

Figure 16: Narrow travel lane through curve

Narrow Travel Lanes through Curves

This safety improvement reduces lane width by widening the centerline to encourage drivers to slow down before the curve. See **Appendix L** for these improvement locations.

Figure 17: Flashing beacon on top of a warning sign

Flashing Beacon on Advance Warning Signs

A flashing beacon will be added to existing advanced warning signs to make them easier to see. If an advanced warning sign is currently not in place at each location, one will be installed with a flashing beacon. See **Appendix M** for these improvement locations.

Figure 18: Chevrons with reflective signpost strip

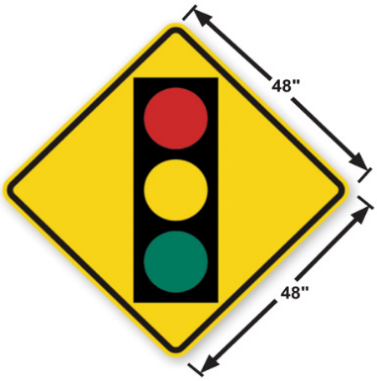
Enhanced Visibility of Curves

Warning signs will be added to curves that do not currently have those signs. On some curves, chevron signs with a reflective signpost strip will be installed. See **Appendix N** for these improvement locations.

Advance Cross Street Signs

Advance cross street signs will list the name of the upcoming cross street or intersection. See **Appendix O** for these improvement locations.

Figure 19: Advance cross street signs



Oversized "Signal Ahead" Signs

An oversized sign will be installed to alert drivers of an upcoming signalized intersection.
See **Appendix P** for these improvement locations.

Figure 20: Signal warning sign

Pavement Friction Improvement

A High Friction Surface Treatment (HFST) will be applied to the driving lanes. This will improve friction between the pavement and the tires which provides better traction to keep vehicles within the driving lanes and helps vehicles stop more quickly. See **Appendix Q** for these improvement locations.

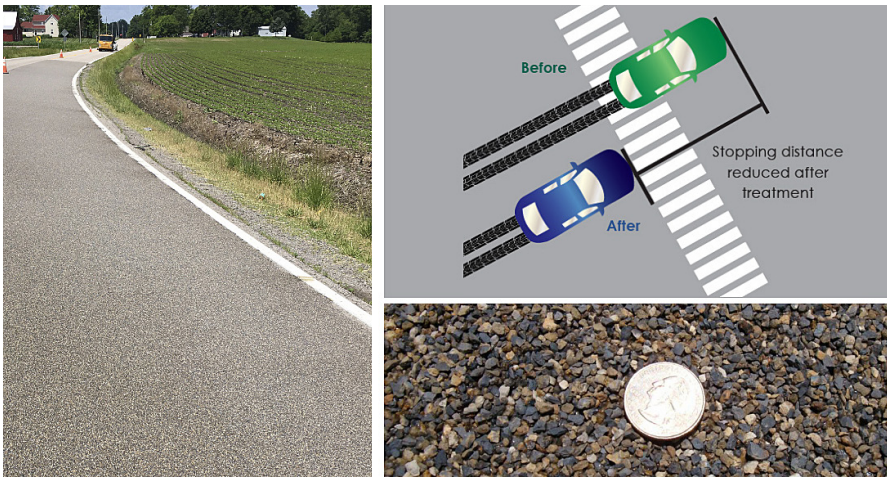


Figure 21: Image of HFST on curve (left), figure showing effectiveness (top-right), and close up image of HFST (bottom-right)

Figure 22: Guardrail

Guardrail

Guardrail will be added to areas along the outside of roadways to protect vehicles from departing the roadway and hitting fixed objects. See **Appendix R** for these improvement locations.

Retroreflective Backplates

Backplates with a retroreflective border will help improve the visibility of traffic signals at intersections by providing a more visible background for the signal head. See **Appendix S** for these improvement locations.

Figure 23: Retroreflective signal backplate

Additional Signal Heads

An additional signal head will be installed to allow for at least one signal head over each lane. This helps make the signal more visible. See **Appendix T** for these improvement locations.

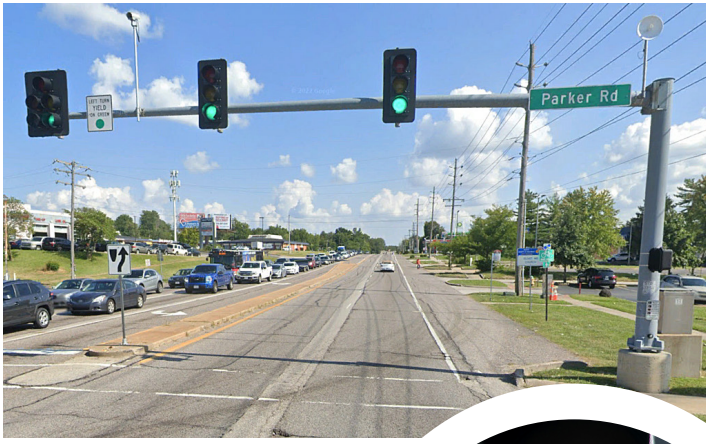


Figure 24: Additional signal heads

Left Turn Flashing Yellow Arrows

Left turn flashing yellow arrows will replace traditional solid green bulbs at signalized intersections. This change will help drivers decide when to turn left, thus improving intersection safety. See **Appendix U** for these improvement locations.

Steady Red Arrow
Drivers must stop and may not enter the intersection.

Steady Yellow Arrow
Drivers are warned the turning signal is about to turn red. Do not enter the intersection if you can stop safely. Vehicles in the intersection should safely complete their turns.

Flashing Yellow Arrow
Drivers are allowed to turn after yielding to oncoming traffic and pedestrians. (Oncoming traffic has a green light.) Drivers must determine if there is an adequate gap before turning!

Steady Green Arrow
Drivers making a turn have the right-of-way.

Figure 25: Flashing yellow arrow turn signal

Left Turn Arrow

This improvement only allows left turns on a green arrow, giving left turners the right of way and stopping all other traffic. See **Appendix V** for these improvement locations.

Steady Green Arrow
Drivers making a turn have the right-of-way.

Figure 26: Protected-Only left turn phasing

Figure 27: Intersection lighting

Intersection Lighting

Lighting enhances visibility for roadway users at intersections. By illuminating key areas within the intersection, such as stop bars and raised islands, drivers are better equipped to react to hazards promptly. See **Appendix W** for these improvement locations.

New Sidewalks with Curb Ramps

New sidewalks will be installed where currently none exist and existing curb ramps will be upgraded to be ADA compliant. See **Appendix X** for these improvement locations.

Figure 28: ADA curb ramp

Figure 29: High visibility crosswalk

High Visibility Crosswalks

Crosswalks will be upgraded with high visibility striping to help pedestrians be more visible to approaching vehicles. See **Appendix Y** for these improvement locations.

Pedestrian Countdown Timer

New pedestrian signal heads will be installed that incorporate a countdown timer. This helps pedestrians gauge the amount of time they have to cross. See **Appendix Z** for these improvement locations.

Figure 30: Pedestrian countdown timer

Leading Pedestrian Intervals

At signalized intersections, Leading Pedestrian Intervals (LPIs) provide pedestrians with a head start before vehicles receive a green light. This head start helps drivers notice pedestrians using the crosswalk and reduces the risk of conflicts between pedestrians and vehicles. See **Appendix AA** for these improvement locations.

Figure 31: Leading pedestrian intervals

Appendix

Appendix A: Offset Left Turn Lane Locations (intersections)

LOCATION
BOWLES AVE and SMIZER MILL RD
CLAYTON RD and OUTER ROAD 141 (WOODS MILL RD)
RT AC and PARKER RD
MO 367 and JENNINGS STATION RD
RT D and ASHBY RD
RT U and PASADENA BLVD
MO 340 and WOODSON RD
MO 367 and ST CYR RD
MO 100 and SULPHUR SPRINGS RD
MO 340 and HANLEY RD
MO 340 and DIELMAN RD
MO 340 and NORTH & SOUTH RD
MO 109 and OLD TOWN DR
RT D and DIELMAN RD

Appendix B: Improved Right Turn Angle Locations

LOCATION
NEW HALLS FERRY RD and VAILE AVE
CHESTERFIELD AIRPORT RD and BOONES CROSSING RD
BOWLES AVE and SMIZER MILL RD
CHESTERFIELD AIRPORT RD and RT CC
LUCAS & HUNT RD and HORD AVE
CLAYTON RD and HANLEY RD
HALLS FERRY RD and ST CYR RD
REAVIS BARRACKS RD and MACKENZIE RD
CLAYTON RD and OUTER ROAD141 (WOODS MILL RD)
MO 30 and RT Y
N FORTY DR and RT JJ
MO 367 and JENNINGS STATION RD
MO 231 and ARNOLD TENBROOK RD

Appendix B: Improved Right Turn Angle Locations cont.

LOCATION
OUTER ROAD 21 and HAYDEN RD
RT D and SCHUETZ RD
RT D and ASHBY RD
WEST FLORISSANT AVE and RT AC
MO 100 and RT T
US 61 and RT TT
MO 100 and SULPHUR SPRINGS RD
OUTER ROAD 64 and SCHOETTLER RD
MO 340 and DIELMAN RD
HIGH RIDGE BLVD and RT PP
MO 109 and OLD TOWN DR
N 13TH ST and BRANCH ST
MO 141 and OLD LEMAY FERRY RD
RT BB and SP 30
MO 30 and LACLEDE STATION RD
MO 100 and LINDEMANN RD
OUTER ROAD 44 and VALLEY PARK RD
MO 141 and PRICHARD FARM RD
MO 109 and MANCHESTER RD
MO 141 and OUTER ROAD 141
MO 141 and DUTCH MILL DR
MO 100 and MO 340
US 61 and MO 231
MO 141 and ROMAINE CREEK RD
OUTER ROAD 44 and BOWLES AVE
MO 110 and MAIN ST
MO 141 and ASTRA WAY DR
MO 340 and OLD BONHOMME RD
MO 109 and OLD STATE RD
MO 340 and WILSON AVE

Appendix C: Traffic Calming Improvement Locations

LOCATION	DESCRIPTION
MO 340	Curb Extension/Bump-Out
RT AC	Curb Extension/Bump-Out
RT CC	Curb Extension/Bump-Out
MO 340	Curb Extension/Bump-Out
MO 30 and SPRING AVE	Curb Extension/Bump-Out
MO 30 and HOLLY HILLS BLVD	Curb Extension/Bump-Out
MO 30 and HYDRAULIC AVE	Curb Extension/Bump-Out
NEW HALLS FERRY RD and VAILE AVE	Hardened Centerline
SHACKELFORD RD and OLD HALLS FERRY RD	Hardened Centerline
CLAYTON RD and OUTER ROAD 141 (WOODS MILL RD)	Hardened Centerline
N FORTY DR and RT JJ	Hardened Centerline
WEST FLORISSANT AVE and RT AC	Hardened Centerline
MO 367 and ST CYR RD	Hardened Centerline
MO 340 and DIELMAN RD	Hardened Centerline
MO 100 and MO 340	Hardened Centerline
MO 100 and BIG BEND BLVD	Hardened Centerline
RT D and DIELMAN RD	Hardened Centerline
MO 340 and OLD BONHOMME RD	Hardened Centerline

Appendix D: Two-Way Left Turn Lane Converted to Raised Median

LOCATION
VAILE AVE
MO 340
RT AC
RT CC 3
RT CC

Appendix E: In-Lane Rumble Strips

LOCATION
MO 110 and RT P
MO 30 and RT Y
RT B
RT V
RT BB
MO 340

Appendix F: Centerline Rumble Strips

LOCATION
S EATHERTON RD
OLD STATE RD
RT B
RIVER VALLEY DR
RT V
RT BB

Appendix G: Intersection Conflict Warning Systems

LOCATION
MO 100 and FOX CREEK RD
MO 110 and RT P
MO 30 and RT Y
MO 110 and UPPER PLATTIN RD
RT B and BUTCHER BRANCH RD
MO 231 and ARNOLD TENBROOK RD
OUTER ROAD 21 and HAYDEN RD
RT E and KLONDIKE RD

Appendix H: "Stop Ahead" Pavement Markings

LOCATION
MO 100 and FOX CREEK RD
MO 110 and UPPER PLATTIN RD
RT B and BUTCHER BRANCH RD
US 61 and RT AA
MO 100 and REINKE RD
RT U and PASADENA BLVD
MO 100 and HILLSDALE DR
MO 340 and MT OLIVE AVE
RT AC and MEHL RD
MO 367 and OUTER ROAD 70
MERAMEC STATION RD and OLD MERAMEC STATION RD
OLD OLIVE STREET RD and GUELBRETH LN
MO 30 and DITTMER CATAWISSA RD
RT W and TWIN RIVER RD
REAVIS BARRACKS RD and OUTER ROAD 55
OUTER ROAD 64 and S WOODS MILL RD
MO 110 and OUTER ROAD 67
MO 141 and OUTER ROAD 21
MO 109 and OLD TOWN DR
11TH ST and ANGELICA ST
SHREVE AVE and OUTER ROAD 70
MO 115 and HAROLD DR
RT BB and SP 30
CENTRAL AVE and OUTER ROAD 44
MO 30 and W WATSON RD
OUTER ROAD 44 and VALLEY PARK RD
MO 115 and COLONIAL AVE

Appendix I: LED Stop Sign

LOCATION
BIG BEND BLVD and BOMPART AVE
MO 100 and FOX CREEK RD
MO 110 and RT P
RT AC and MEHL RD
MO 30 and CONRAD SMITH DR
HIGH RIDGE BLVD and RT PP
MO 141 and OUTER ROAD 21
N 13TH ST and BRANCH ST
OUTER ROAD 270 and TRASK DR
CONRAD SMITH DR and OUTER ROAD 30
MO 30 and OUTER ROAD 30

Appendix J: Dynamic Signal Warning Flasher

LOCATION
MO 30 and RT MM
US 61 and MO 231

Appendix K: Curve Warning Pavement Markings

LOCATION
RT B
RT V

Appendix L: Narrow Travel Lanes in Advance of Curves

LOCATION
MO 30
RT B
RT Y
RT F

Appendix M: Flashing Beacon on Advance Warning Signs

LOCATION
US 61 and RT AA
RT D and SCHUETZ RD
OUTER ROAD 367 and PARKER RD
US 61 and MONTEBELLO RD
MO 100 and RT T
MO 30 and OUTER ROAD 30
MERAMEC STATION RD and OLD MERAMEC STATION RD
OLD OLIVE STREET RD and GUELBRETH LN
MO 340 and HANLEY RD
MO 110 and OUTER ROAD 67
HIGH RIDGE BLVD and RT PP
N 13TH ST and BRANCH ST
MO 141 and OLD LEMAY FERRY RD
MO 115 (9TH ST) and SALISBURY ST
OUTER ROAD 270 and TRASK DR

Appendix N: Enhanced Visibility of Curves

LOCATION
MO 30
MO 141
RT D
MO 340
MO 110
RT A
RT AA
RT AC
RT B
RT BB
RIVER VALLEY DR
RT F
RT T
RT V
RT Y

Appendix N: Enhanced Visibility of Curves with Chevron Signs

LOCATION
OLD STATE RD
RT B
RT F
RT V

Appendix O: Cross Street Signs

LOCATION
RT Z and JARVIS RD
MO 30 and CONRAD SMITH DR
MO 30 and CAROL PARK RD
MO 141 and OUTER ROAD 21
MO 30 and W WATSON RD
MO 141 and PRICHARD FARM RD
OUTER ROAD 270 and TRASK DR

Appendix P: Oversized "Signal Ahead" Signs

LOCATION
PARKER RD and WATERFORD DR
RT D and WOODSON RD
NEW JAMESTOWN RD and OUTER ROAD 367
MO 115 and 11TH ST
RT D and HANLEY RD

Appendix Q: Pavement Friction Improvement

LOCATION
MO 30 and LACLEDE STATION RD
MO 100 and BIG BEND BLVD
MO 109 and OLD STATE RD

Appendix R: Outside Guardrail

LOCATION
S EATHERTON RD
MO 30
RT B
RT F
RIVER VALLEY DR
RT V
RT BB

Appendix S: Retroreflective Backplates

LOCATION
NEW HALLS FERRY RD and VAILE AVE
CHESTERFIELD AIRPORT RD and BOONES CROSSING RD
BOWLES AVE and SMIZER MILL RD
BIG BEND RD and MERAMEC STATION RD
ST FERDINAND ST and ST DENIS ST
JAMES S MCDONNELL BLVD and PHANTOM DR
CHESTERFIELD AIRPORT RD and RT CC
SHACKELFORD RD and OLD HALLS FERRY RD
LUCAS & HUNT RD and HORD AVE
CLAYTON RD and HANLEY RD
CLAYTON RD and SCHOETTLER RD
CHESTERFIELD AIRPORT RD and SPIRIT OF ST LOUIS BLVD
HANLEY RD and FORSYTH BLVD
KIENLEN AVE and MO 180
BELLEFONTAINE RD and CHAMBERS RD
WEST FLORISSANT AVE and HUDSON AVE
NORTH HANLEY RD and FROST AVE
JENNINGS STATION RD and STRATFORD AVE
JAMES S MCDONNELL BLVD and FEE FEE RD
HOWDERSHELL RD and KEEVEN LN

Appendix S: Retroreflective Backplates cont.

LOCATION
CLAYTON RD and MC KNIGHT RD
HANLEY RD and MARYLAND AVE
LACLEDE STATION RD and MURDOCH AVE
DELMAR BLVD and NORTH & SOUTH RD
PARKER RD and WATERFORD DR
N FORTY DR and RT JJ
RT AC and PARKER RD
MO 367 and JENNINGS STATION RD
RT D and SCHUETZ RD
RT D and ASHBY RD
WEST FLORISSANT AVE and RT AC
OUTER ROAD 367 and PARKER RD
US 61 and MONTEBELLO RD
MO 340 and WOODSON RD
MO 367 and ST CYR RD
MO 30 and OUTER ROAD 30
MO 100 and SULPHUR SPRINGS RD
RT D and WOODSON RD
MO 340 and HANLEY RD
MO 340 and NORTH & SOUTH RD
MO 141 and OLD LEMAY FERRY RD
MO 100 and OLD MERAMEC STATION RD
MO 100 and HENRY AVE
MO 30 and LACLEDE STATION RD
MO 100 and LINDEMANN RD
MO 115 (9TH ST) and SALISBURY ST
MO 141 and PRICHARD FARM RD
MO 115 and BROWN RD
MO 109 and MANCHESTER RD
MO 141 and OUTER ROAD 141
NEW JAMESTOWN RD and OUTER ROAD 367

Appendix S: Retroreflective Backplates cont.

LOCATION
MO 141 and DUTCH MILL DR
MO 100 and MO 340
MO 30 and RT MM
US 61 and MO 231
MO 100 and BIG BEND BLVD
RT D and DIELMAN RD
MO 141 and ROMAINE CREEK RD
MO 30 and OUTER ROAD 270
OUTER ROAD 44 and BOWLES AVE
MO 141 and ASTRA WAY DR
MO 115 and 11TH ST
MO 340 and OLD BONHOMME RD
RT D and HANLEY RD
RT U and MO 115
OUTER ROAD 44 and WASHINGTON AVE
MO 340 and 82ND BLVD
MO 109 and OLD STATE RD
MO 340 and WILSON AVE
MO 340 and HANLEY RD
MO 30 and HAMPTON AVE
MO 30 and LOUGHBOROUGH AVE
JEFFERSON AVE and MO 30
MO 30 and KINGSHIGHWAY BLVD
MO 30 and GUSTINE AVE
MIDLAND BLVD and MO 340
RT AC and PARKER RD
MO 340 and 82ND BLVD
MO 30 and CALIFORNIA AVE
MO 30 and GRAVOIS AVE
WEST FLORISSANT AVE and TAYLOR AVE
MO 340 and PRICE RD

Appendix S: Retroreflective Backplates cont.

LOCATION
MO 30 and ARSENAL ST
MO 340 and NORTH & SOUTH RD
MO 30 and LYNCH ST
MO 30 and SPRING AVE
MO 340 and CLAYTON RD
MO 30 and UTAH ST
MO 30 and NEBRASKA AVE
MO 30 and GRAND BLVD
MO 30 and HOLLY HILLS BLVD
MO 30 and CHEROKEE ST
MO 30 and HYDRAULIC AVE
MO 30 and COMPTON AVE
MO 100 and OLD STATE RD
MO 340 and HILLTOP DR

Appendix T: Additional Signal Heads

LOCATION
CHESTERFIELD AIRPORT RD and BOONES CROSSING RD
LUCAS & HUNT RD and HORD AVE
CLAYTON RD and HANLEY RD
CHESTERFIELD AIRPORT RD and SPIRIT OF ST LOUIS BLVD

Appendix U: Left Turn Flashing Yellow Arrows

LOCATION
RT AC and PARKER RD
MO 109 and MANCHESTER RD
MO 141 and ROMAINE CREEK RD

Appendix V: Left Turn Arrow

LOCATION
OUTER ROAD 367 and PARKER RD
MO 100 and LINDEMANN RD
MO 115 and 11TH ST
RT D and HANLEY RD
MO 30 and CALIFORNIA AVE
MO 30 and UTAH ST
MO 30 and NEBRASKA AVE
MO 30 and CHEROKEE ST
MO 30 and COMPTON AVE

Appendix W: Intersection Lighting

LOCATION
MO 110 and UPPER PLATTIN RD

Appendix X: New Sidewalks with Curb Ramps

LOCATION
MO 340 and HANLEY RD
MO 30 and LOUGHBOROUGH AVE
MO 30 and GUSTINE AVE
MIDLAND BLVD and MO 340
RT AC and PARKER RD
MO 340 and 82ND BLVD
MO 30 and CALIFORNIA AVE
WEST FLORISSANT AVE and TAYLOR AVE
MO 340 and PRICE RD
MO 30 and ARSENAL ST
MO 340 and NORTH & SOUTH RD
MO 30 and IOWA AVE
MO 30 and WINNEBAGO ST
MO 30 and PESTALOZZI ST
MO 30 and TEXAS AVE

Appendix X: New Sidewalks with Curb Ramps cont.

LOCATION
MO 30 and MC KEAN AVE
MO 30 and GRAND BLVD
MO 30 and PHILLIPS AVE
MO 30 and GILES AVE
MO 100 and OLD STATE RD
MO 340 and HILLTOP DR
RT AC
MO 30

Appendix Y: High Visibility Crosswalks

LOCATION
MO 340 and HANLEY RD
MIDLAND BLVD and MO 340
RT AC and PARKER RD
MO 340 and 82ND BLVD
MO 340 and PRICE RD
MO 340 and NORTH & SOUTH RD
MO 30 and IOWA AVE
MO 30 and WINNEBAGO ST
MO 30 and PESTALOZZI ST
MO 340 and CLAYTON RD
MO 30 and TEXAS AVE
MO 30 and MC KEAN AVE
MO 30 and PHILLIPS AVE
MO 30 and LOUISIANA AVE
MO 30 and GILES AVE
MO 100 and OLD STATE RD
MO 340 and HILLTOP DR

Appendix Z: Pedestrian Countdown Timer

LOCATION
WEST FLORISSANT AVE and TAYLOR AVE
MO 340 and PRICE RD
MO 30 and TEXAS AVE

Appendix AA: Leading Pedestrian Intervals (LPIs)

LOCATION
MO 340 and HANLEY RD
MO 30 and HAMPTON AVE
MO 30 and LOUGHBOROUGH AVE
JEFFERSON AVE and MO 30
MO 30 and KINGSHIGHWAY BLVD
MO 30 and GUSTINE AVE
MIDLAND BLVD and MO 340
RT AC and PARKER RD
MO 340 and 82ND BLVD
MO 30 and CALIFORNIA AVE
MO 30 and GRAVOIS AVE
WEST FLORISSANT AVE and TAYLOR AVE
MO 340 and PRICE RD
MO 30 and ARSENAL ST
MO 340 and NORTH & SOUTH RD
MO 30 and LYNCH ST
MO 30 and SPRING AVE
MO 340 and CLAYTON RD
MO 30 and UTAH ST
MO 30 and NEBRASKA AVE
MO 30 and GRAND BLVD
MO 30 and HOLLY HILLS BLVD
MO 30 and CHEROKEE ST
MO 30 and HYDRAULIC AVE
MO 30 and COMPTON AVE
MO 100 and OLD STATE RD
MO 340 and HILLTOP DR

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A LIFESAVING PARTNERSHIP

MoDOT

SAINT LOUIS COUNTY
Transportation and Public Works

WEST Contracting

HORNER SHIFRIN
An Employee-Owned Company

LOCHMUELLER GROUP

EDSI
ENGINEERING DESIGN SOURCE, INC.

Jacobs

VECTOR COMMUNICATIONS