

For more information visit:
[MoDoT.org/SLSafetyProject/Route30](https://modot.org/SLSafetyProject/Route30)



modot.org/SLSafetyProject



Project Summary

MoDOT and St. Louis County have formed a lifesaving partnership to make \$52 million worth of vehicle and pedestrian safety improvements at more than 230 locations on MoDOT and St. Louis County roads throughout the City of St. Louis and St. Louis and Jefferson Counties. These improvements, installed from early 2024 to summer 2026, are estimated to result in a **savings of \$1.2 billion and a reduction of 170 fatal and serious crashes over 10 years.**

\$52 MILLION
 WORTH OF SAFETY
 IMPROVEMENTS BY 2026

230 LOCATIONS
 THROUGHOUT THE CITY OF
 ST. LOUIS AND ST. LOUIS COUNTY
 AND JEFFERSON COUNTY

5,321 CRASHES
 WHERE AT LEAST ONE PERSON WAS KILLED
 OR SERIOUSLY INJURED IN THE CITY OF
 ST. LOUIS, ST. LOUIS COUNTY AND
 JEFFERSON COUNTY FROM 2016 - 2020

What is MoDOT doing in Jefferson County?



From 2016 to 2020, there were 1,620 crashes within a 20 mile stretch of Route 30 in Jefferson County from Route Y to Old Sugar Creek Road.

MoDOT's plan is to reduce crashes, especially those that result in serious or fatal injuries, at various locations along Route 30 by installing several different types of safety improvements.

Some of these improvements will be familiar, such as retroreflective backplates, LED stop signs, and chevrons along curves. However, traffic calming improvements, such as narrow travel lanes, may look different to most people coming through this area.

1,620 CRASHES
TOP CRASH TYPES:

- REAR END
- ROADWAY DEPARTURE
- TURNING

Safety Improvements on Route 30

Lane Narrowing on Route 30

From half a mile east of Dittmer Ridge Road to Diehl Road

From 2016-2020, there were 56 crashes on Route 30 in Jefferson County, from half a mile east of Dittmer Ridge Road to Diehl Road. Six of those crashes resulted in fatalities or serious injuries. Almost one-third (17) of those crashes were due to motorists veering off the roadway or veering into the opposite lane.

What does Lane Narrowing mean?

MoDOT proposes lane narrowing along the curves of the roadway; the lanes will be narrowed by gradually widening the centerline pavement marking throughout the curved roadway. The 12-foot lanes will be reduced to a 10-foot width, maintaining the MoDOT minimum standard.



THIS IMPROVEMENT IS PROJECTED TO REDUCE CRASHES BY 49% IN THIS SECTION OF LANE NARROWING ON ROUTE 30. THE GOAL IS TO ENCOURAGE DRIVERS TO SLOW DOWN AND PAY ATTENTION ALONG CURVES.



Chevrons and Curve Warning Signs

Increases visibility of roadway curves to help drivers navigate the curve safely



Curve Warning Pavement Markings

Alerts drivers to slow down for the curve ahead



Guardrail

Absorbs the impact and guide the car back onto the road and prevent vehicles from veering off the roadway or hitting permanent objects (i.e. signal post, light pole)

Various Intersections Along Route 30



Intersection Conflict Warning System (ICWS)

Alerts drivers with flashing lights on a "Cross Traffic Ahead" sign to inform drivers of a car approaching the intersection from a side street



Dynamic Signal Warning Flashers (DSWF)

Alerts drivers with flashing lights on a "Be Prepared to Stop" sign for the traffic signal ahead



Flashing Beacon on Advance Warning Signs

Adds flashing lights onto existing advanced warning signs for added visibility of the sign



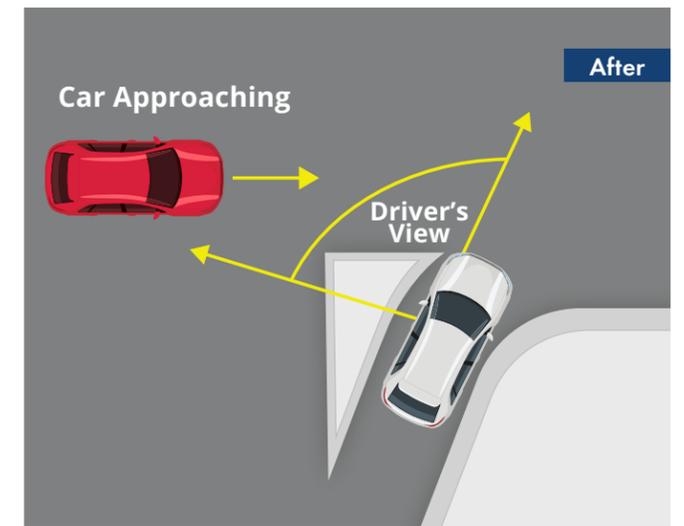
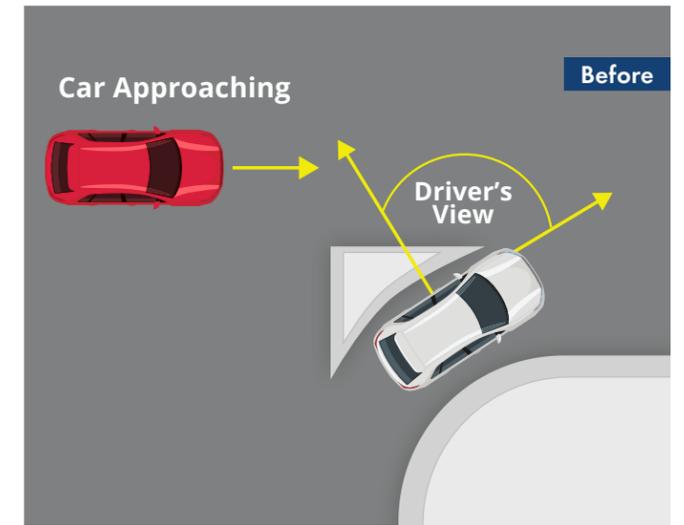
Stop Sign with Flashing LEDs

Increases visibility of stop sign by incorporating LED lights



Retroreflective Backplates

Increases visibility of signals by adding retroreflective yellow border



Modified Right Turns

Improves driver-side visibility and discourages high-speed right turns at an intersection by straightening the curve