SAFETY

IMPROVEMENTS PROJECT

A LIFESAVING PARTNERSHIP

MoDOT

SAINT LOUIS COUNTY
Transportation and Public Works

SAFETY
IMPROVEMENTS PROJECT
A LIFESAVING PARTNERSHIP

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.

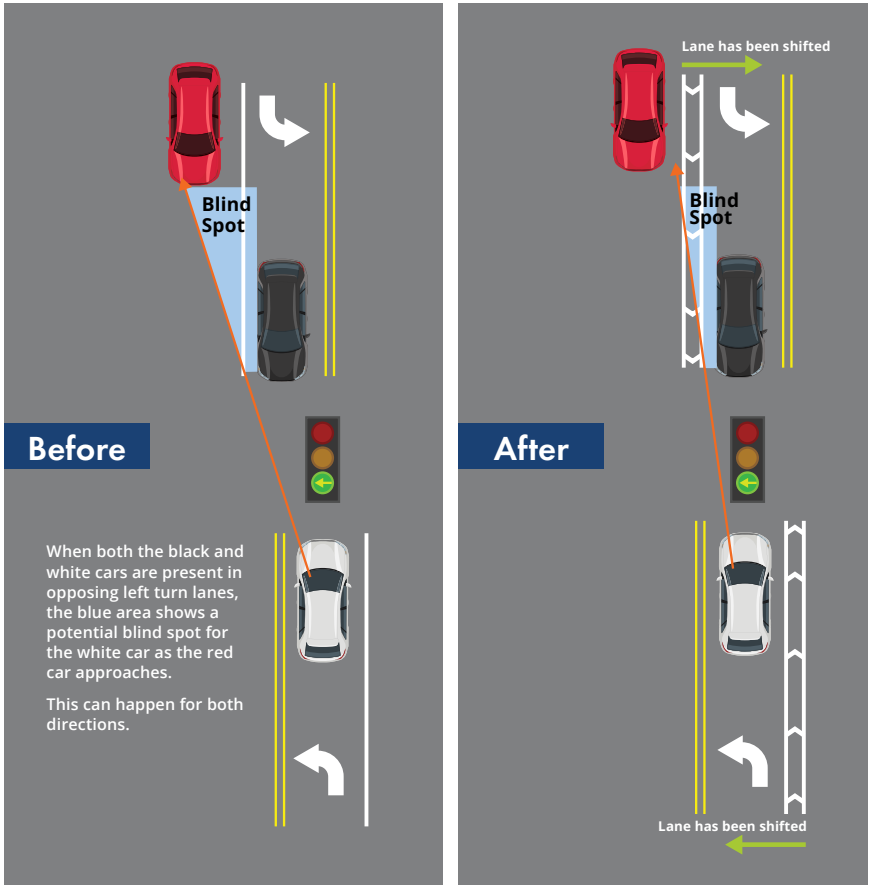


Figure 1: Example of an offset left turn lane improvement

Offset Left Turn Lane

Opposing left turn lanes will be shifted to reduce conflicts and give drivers in the left turn lanes a better view of oncoming traffic. See **Appendix A** for these improvement locations.

Modified Right Turns

Improves driver-side visibility and discourages high-speed right turns at an intersection by straightening the curve. See **Appendix B** for these improvement locations.

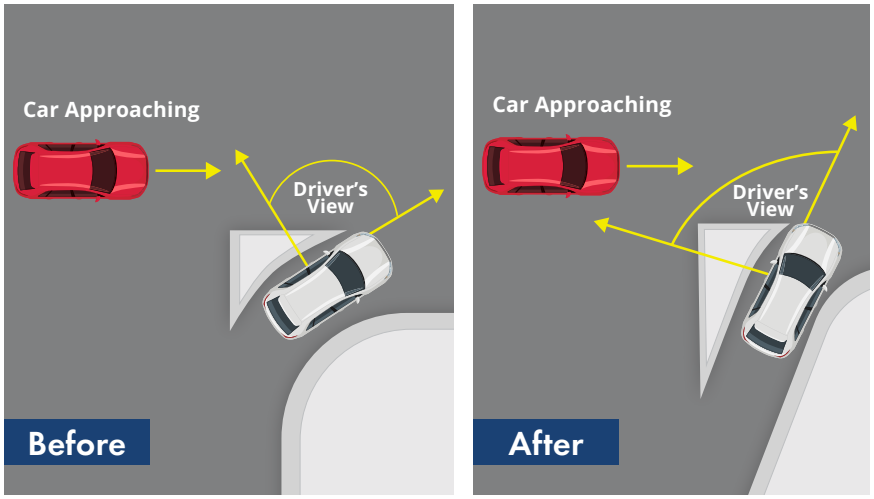


Figure 2: Modified right turn

Traffic Calming Improvements

Traffic calming aims to improve a driver's perception of speed and encourages better driver decision-making. In St. Louis and similar cities such as Milwaukee and Nashville, previous installations of traffic calming measures show that drivers will drive more cautiously, which reduces the frequency and severity of crashes

Figure 3: Bump outs

1 Bump Outs

Islands along the shoulder to provide a visual prompt of a narrower roadway.

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

2 Raised Median Islands

Median gives visual prompt of narrower roadway, by installing these islands in two-way left turn lanes.

Figure 4: Raised median island

Figure 5: Hardened centerline

3 Hardened Centerlines

This improvement discourages 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.

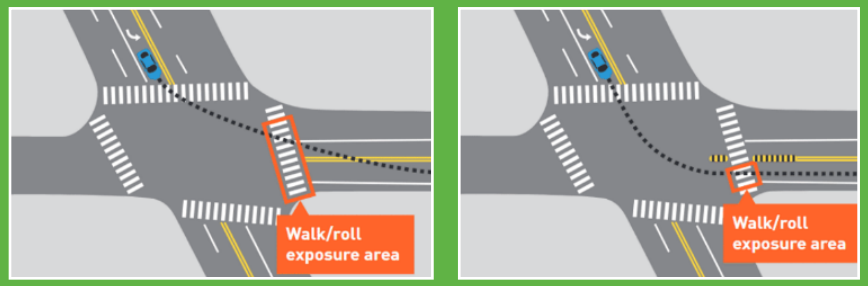


Figure 6: Before improvement (left), after improvement (right)

In-Lane Rumble Strips

Concrete in-lane rumble strips are used to alert drivers to a change in the road ahead (i.e. curve ahead, intersection ahead, etc.). See **Appendix E** for these improvement locations.

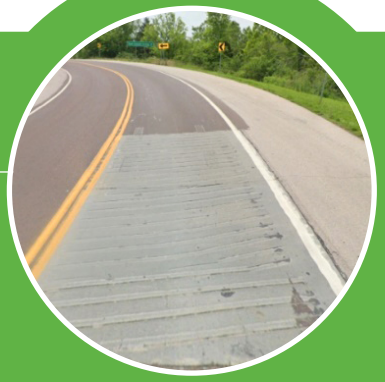


Figure 7: In-lane rumble strip

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 8: Centerline rumble strip

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 9: Intersection conflict warning system

"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.

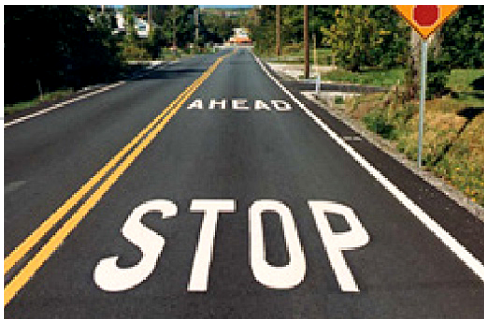


Figure 10: "STOP AHEAD" marking and sign

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 11: LED stop sign with a solar charger

Figure 12: Dynamic signal warning flashers

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 13: 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 14: 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 L** for these improvement locations.

Figure 15: Chevrons with reflective signpost strip

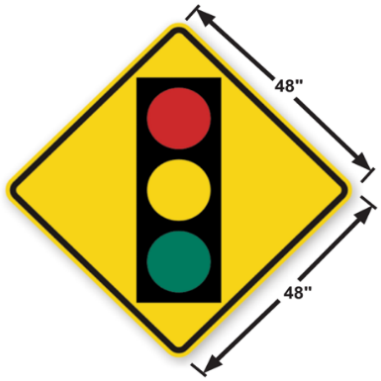
Enhanced Visibility of Curves

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 M** 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 N** for these improvement locations.

Figure 16: Advance cross street sign



Oversized "Signal Ahead" Signs

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

Figure 17: 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 P** for these improvement locations.

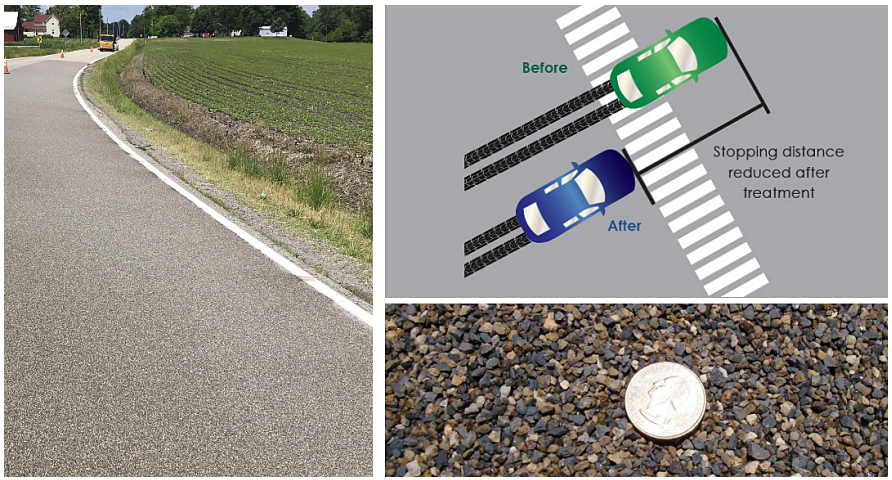


Figure 18: Image of HFST on curve (left), figure showing effectiveness (top-right), and close up image of HFST (bottom-right)

Figure 19: Guardrail

Guardrail

Absorbs the impact and guides the car back onto the road and prevent vehicles from veering off the roadway or hitting permanent objects (i.e. signal post, light pole). See **Appendix Q** 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 R** for these improvement locations.

Figure 20: Retroreflective signal backplate

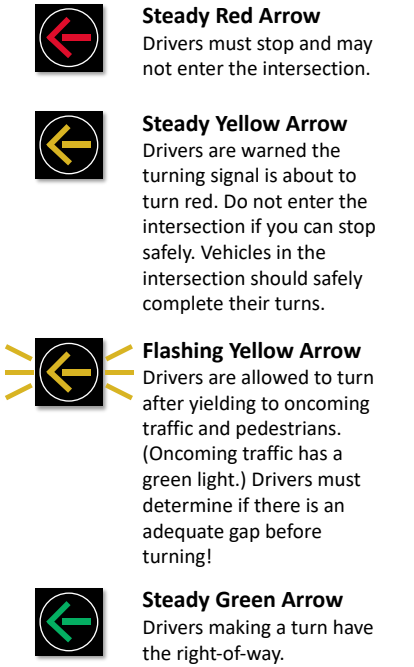
Additional Signal Heads

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 S** for these improvement locations.

Figure 21: One left turn lane and two through lanes with their respective signal head

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 T** 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 22: Flashing yellow arrow turn signal

Left Turn Green Arrows

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

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

Figure 23: Protected-Only left turn phasing

Figure 24: 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 V** 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 W** for these improvement locations.

Figure 25: ADA curb ramp

Figure 26: High visibility crosswalk

High Visibility Crosswalks

Upgraded crosswalk with high visibility striping to help pedestrians be more visible to approaching vehicles. See **Appendix X** for these improvement locations.

Pedestrian Countdown Timers

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 Y** for these improvement locations.

Figure 27: 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 Z** for these improvement locations.

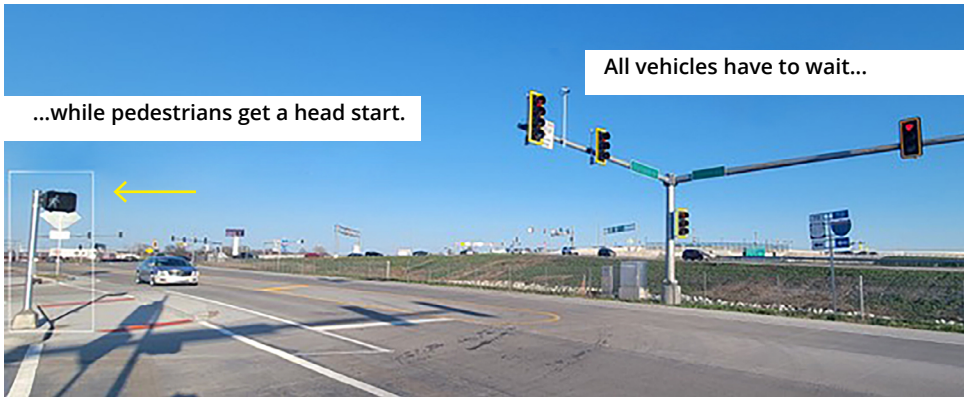


Figure 28: Leading pedestrian interval

Appendix

Appendix A: Offset Left Turn Lane

LOCATION
ROUTE D and DIELMAN RD
BOWLES AVE and SMIZER MILL RD
CLAYTON RD and MO 141 (WOODS MILL RD)
ROUTE AC (NEW HALLS FERRY) and PARKER RD
ROUTE D and ASHBY RD
ROUTE U and PASADENA BLVD
MO 340 (OLIVE BLVD) and WOODSON RD
MO 367 and ST CYR RD
MO 100 and SULPHUR SPRINGS RD
MO 340 (OLIVE BLVD) and HANLEY RD
MO 340 (OLIVE BLVD) and DIELMAN RD
MO 340 (OLIVE BLVD) and NORTH & SOUTH RD
MO 109 and OLD TOWN DR

Appendix B: Improve Right Turn Angle

LOCATION
US 61 and ROUTE TT
MO 110 and MAIN ST
OUTER ROAD 21 and HAYDEN RD
MO 30 and LACLEDE STATION RD
MO 30 and ROUTE Y
OUTER ROAD 44 and VALLEY PARK RD
OUTER ROAD 44 and BOWLES AVE
US 61 and MO 231
OUTER ROAD 64 and SCHOETTLER RD
MO 100 and SULPHUR SPRINGS RD
MO 100 and LINDEMANN RD
MO 100 and MO 340 (OLIVE BLVD)/OLIVE
MO 109 and MANCHESTER RD
MO 109 and OLD STATE RD
MO 141 (WOODS MILL RD) and PRICHARD FARM RD
MO 141 (WOODS MILL RD) and MO 141 (WOODS MILL RD/HIGHLAND)
MO 141 (WOODS MILL RD) and DUTCH MILL DR
MO 141 (WOODS MILL RD) and ROMAINE CREEK RD

Appendix B: Improve Right Turn Angle

LOCATION
MO 141 (WOODS MILL RD) and ASTRA WAY DR
MO 141 (WOODS MILL RD) and OLD LEMAY FERRY RD
MO 231 and ARNOLD TENBROOK RD
MO 340 (OLIVE BLVD) and DIELMAN RD
MO 340 (OLIVE BLVD) and OLD BONHOMME RD
MO 340 (OLIVE BLVD) and WILSON AVE
MO 367 and JENNINGS STATION RD
MO 100 and ROUTE T
MO 109 and OLD TOWN DR
ROUTE AC (NEW HALLS FERRY) and LEISUREWOOD
ROUTE BB and MO 30
BOWLES AVE and SMIZER MILL RD
CHESTERFIELD AIRPORT RD and BOONES CROSSING RD
CHESTERFIELD AIRPORT RD and ROUTE CC
CLAYTON RD and HANLEY RD
CLAYTON RD and MO 141 (WOODS MILL RD)
ROUTE D and SCHUETZ RD
ROUTE D and ASHBY RD
HALLS FERRY RD and ST CYR RD
HIGH RIDGE BLVD and ROUTE PP
LINDBERGH and ROUTE AC (NEW HALLS FERRY)
LUCAS & HUNT RD and HORD AVE
N 13TH ST and BRANCH ST
N FORTY DR and JJ (BALLAS RD)
NEW HALLS FERRY RD and VAILE AVE
REAVIS BARRACKS RD and MACKENZIE RD
WEST FLORISSANT AVE and AC/NEW HALLS FERRY

Appendix C: Traffic Calming

LOCATION
MO 30 and SPRING AVE
MO 30 and HOLLY HILLS BLVD
MO 30 and HYDRAULIC AVE
MO 340 (OLIVE BLVD) and NORTH & SOUTH
MO 340 (OLIVE BLVD) and WOODSON

Appendix C: Traffic Calming

LOCATION
ROUTE D and DIELMAN RD
NEW HALLS FERRY RD and VAILE AVE
SHACKELFORD RD and OLD HALLS FERRY RD
CLAYTON RD and MO 141 (WOODS MILL RD)
N FORTY DR and JJ (BALLAS RD)
WEST FLORISSANT AVE and AC (NEW HALLS FERRY)
MO 367 and ST CYR RD
MO 340 (OLIVE BLVD) and DIELMAN RD
MO 340 (OLIVE BLVD) and OLD BONHOMME RD
ROUTE AC (NEW HALLS FERRY) and Parker Rd
ROUTE D and Woodson Rd

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

LOCATION
VAILE AVE
ROUTE AC (NEW HALLS FERRY)
ROUTE CC

Appendix E: In-Lane Rumble Strips

LOCATION
ROUTE V
ROUTE BB

Appendix F: Centerline Rumble Strips

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

Appendix G: Intersection Conflict Warning Systems

LOCATION
MO 110 and ROUTE P
MO 30 and ROUTE Y

Appendix G: Intersection Conflict Warning Systems

LOCATION
MO 61 and MONTEBELLO RD
MO 110 and UPPER PLATTIN RD
ROUTE B and BUTCHER BRANCH RD
US 61 and ROUTE AA
MO 231 and ARNOLD TENBROOK RD
OUTER ROAD 21 and HAYDEN RD
ROUTE E and KLONDIKE RD
MO 100 and FOX CREEK RD

Appendix H: "Stop Ahead" Pavement Markings

LOCATION
MO 30 and Y
MO 64 and WOODS MILL RD
MO 110 and MO 67/ ATHENA SCHOOL RD
MO 141 (WOODS MILL RD) and MO 21
US 61 and ROUTE AA
ROUTE AC (NEW HALLS FERRY) and ST CYR
REAVIS BARRACKS RD and OUTER ROAD 55
CENTRAL AVE and OUTER ROAD 44
11TH ST and ANGELICA ST
MO 367 and OUTER ROAD 70

Appendix I: LED Stop Sign

LOCATION
MO 30 and OUTER ROAD 30
MO 100 and FOX CREEK RD
MO 100 and HILLSDALE DR
MO 141 (WOODS MILL RD) and OUTER ROAD 21
Route AC (NEW HALLS FERRY) and MEHL RD
N 13TH ST and BRANCH ST
BIG BEND BLVD and BOMPART AVE
CONRAD SMITH DR and MO 30
MO 30 and CONRAD SMITH DR
HIGH RIDGE BLVD and Route PP
NEW HALLS FERRY and ST CYR
OUTER ROAD 270 and TRASK DR

Appendix I: LED Stop Sign

LOCATION
NEW HALLS FERRY and ST CYR

Appendix J: Dynamic Signal Warning Flasher

LOCATION
MO 30 and ROUTE MM
US 61 and MO 231

Appendix K: Curve Warning Pavement Markings

LOCATION
MO 30
ROUTE B
ROUTE F
ROUTE V
ROUTE Y

Appendix L: Flashing Beacon on Advance Warning Signs

LOCATION
MO 30 and CONRAD SMITH DR
MO 30 and OUTER ROAD 30
MO 30 and Y
MO 100 and ROUTE T
MO 110 and 67/ATHENA SCHOOL RD
MO 115 (9TH ST) and SALISBURY ST
MO 141 (WOODS MILL RD) and OLD LEMAY FERRY RD
MO 367 and PARKER RD
US 61 and MONTEBELLO
US 61 and ROUTE AA
HIGH RIDGE BLVD and ROUTE PP
MERAMEC STATION RD and OLD MERAMEC STATION RD
N 13TH ST and BRANCH ST
OLD OLIVE STREET RD and GUELBRETH LN
OUTER ROAD 270 and TRASK DR

Appendix M: Enhanced Visibility of Curves

LOCATION
MO 30
MO 110
MO 141 (WOODS MILL RD)
ROUTE A
ROUTE AA
ROUTE B
ROUTE BB
ROUTE D
ROUTE F
ROUTE V
ROUTE Y
EAGER RD
OLD STATE RD
RIVER VALLEY DR
MO 340 (OLIVE BLVD)
ROUTE AC (NEW HALLS FERRY)

Appendix N: Advance Cross Street Signs

LOCATION
MO 30 and CAROL PARK RD
MO 141 (WOODS MILL RD) and OUTER ROAD 21
OUTER ROAD 270 and TRASK DR
ROUTE Z and JARVIS RD

Appendix O: Oversized "Signal Ahead" Signs

LOCATION
MO 115 and 11TH ST
MO 141 (WOODS MILL RD) and FIEDLER LN
NEW JAMESTOWN RD and MO 367
ROUTE D and HANLEY RD
ROUTE D and WOODSON RD
PARKER RD and WATERFORD DR

Appendix P: Pavement Friction Improvement

LOCATION
MO 30 and LACLEDE STATION RD
US 61 and MONTEBELLO RD
OLD STATE RD

Appendix Q: Guardrail

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

Appendix R: Retroreflective Backplates

LOCATION
MO 367 and PARKER RD
US 61 and MONTEBELLO RD
MO 30 and OUTER ROAD 30
ROUTE D and WOODSON RD
MO 100 and OLD MERAMEC STATION RD
MO 100 and HENRY AVE
115 (9TH ST) and SALISBURY ST
MO 115 and BROWN RD
MO 115 and 11TH ST
ROUTE D and HANLEY RD
ROUTE U and MO 115
OUTER ROAD 44 and WASHINGTON AVE
MO 340 (OLIVE BLVD) and 82ND BLVD
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

Appendix R: Retroreflective Backplates

LOCATION
MIDLAND BLVD and MO 340 (OLIVE BLVD)
MO 340 (OLIVE BLVD) and 82ND BLVD
MO 30 and CALIFORNIA AVE
MO 30 and GRAVOIS AVE
WEST FLORISSANT AVE and TAYLOR AVE
MO 340 (OLIVE BLVD) and PRICE RD
MO 30 and ARSENAL ST
MO 30 and LYNCH ST
MO 30 and SPRING AVE
MO 340 (OLIVE BLVD) 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 BATES
MO 30 and CHEROKEE ST
MO 30 and CHIPPEWA
MO 30 and CHRISTY BLVD
MO 30 and COMPTON AVE
MO 30 and DELOR
MO 30 and DUKE/WALSH
MO 30 and HYDRAULIC AVE
MO 30 and LACLEDE STATION RD
MO 30 and MCNAIR
MO 30 and MERAMEC
MO 30 and MORGANFORD
MO 30 and OUTER ROAD 270
MO 30 and RIVER DES PERES BLVD
MO 30 and ROUTE MM
MO 30 and SHANNENDOAH
MO 30 and TAFT
MO 30 and TUCKER/MO 55
MO 100 and BIG BEND BLVD
MO 100 and LINDEMANN RD

Appendix R: Retroreflective Backplates

LOCATION
MO 100 and OLD STATE RD
MO 100 and SULPHUR SPRINGS RD
MO 100 and MO 340 (OLIVE BLVD)
MO 109 and MANCHESTER RD
MO 109 and OLD STATE RD
MO 141 (WOODS MILL RD) and ASTRA WAY DR
MO 141 (WOODS MILL RD) and DUTCH MILL DR
MO 141 (WOODS MILL RD) and FIEDLER LN
MO 141 (WOODS MILL RD) and MERAMEC STATION RD
MO 141 (WOODS MILL RD) and MO 141 (WOODS MILL RD/HIGHLAND)
MO 141 (WOODS MILL RD) and OLD LEMAY FERRY RD
MO 141 (WOODS MILL RD) and PRICHARD FARM RD
MO 141 (WOODS MILL RD) and ROMAINE CREEK RD
MO 340 (OLIVE BLVD) and DIELMAN RD
MO 340 (OLIVE BLVD) and HANLEY RD
MO 340 (OLIVE BLVD) and HILLTOP DR
MO 340 (OLIVE BLVD) and NORTH & SOUTH RD
MO 340 (OLIVE BLVD) and OLD BONHOMME RD
MO 340 (OLIVE BLVD) and WILSON AVE
MO 340 (OLIVE BLVD) and WOODSON RD
MO 367 and JENNINGS STATION RD
MO 367 and ST CYR RD
NEW JAMESTOWN RD and MO 367
US 61 and MO 231
ROUTE AC (NEW HALLS FERRY) and PARKER RD
ROUTE D and ASHBY RD
ROUTE D and DIELMAN RD
ROUTE D and SCHUETZ RD
BELLEFONTAINE RD and CHAMBERS RD
BIG BEND RD and MERAMEC STATION RD
BOWLES AVE and SMIZER MILL RD
CHESTERFIELD AIRPORT RD and BOONES CROSSING RD
CHESTERFIELD AIRPORT RD and ROUTE CC
CHESTERFIELD AIRPORT RD and SPIRIT OF ST LOUIS BLVD
CLARKSON and BAXTER

Appendix R: Retroreflective Backplates

LOCATION
CLARKSON and COUNTY RIDGE
CLARKSON and FROESEL
CLARKSON and KEHRS MILLS
CLARKSON and LEA OAK
CLARKSON and MARSH
CLAYTON RD and 141 (WOODS MILL RD)
CLAYTON RD and HANLEY RD
CLAYTON RD and MC KNIGHT RD
CLAYTON RD and SCHOETTLER RD
DELMAR BLVD and NORTH & SOUTH RD
HANLEY RD and FORSYTH BLVD
HANLEY RD and MARYLAND AVE
HOWDERSHELL RD and KEEVEN LN
JENNINGS STATION RD and STRATFORD AVE
KEHRS MILLS and WILD HORSE CREEK
LACLEDE STATION RD and MURDOCH AVE
LONG RD and EDISON
LONG RD and KEHRS MILLS
LUCAS & HUNT RD and HORD AVE
NEW HALLS FERRY and HAMBETIONIAN
NEW HALLS FERRY and LEISUREWOOD
NEW HALLS FERRY and NETHERTON
NEW HALLS FERRY and POHLMAN
NEW HALLS FERRY RD and VAILE AVE
NORTH HANLEY RD and FROST AVE
OUTER ROAD 44 and BOWLES AVE
PARKER RD and WATERFORD DR
SHACKELFORD RD and OLD HALLS FERRY RD
ST FERDINAND ST and ST DENIS ST
WEST FLORISSANT AVE and AC/NEW HALLS FERRY
WEST FLORISSANT AVE and HUDSON AVE

Appendix S: Additional Signal Heads

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

Appendix T: Left Turn Flashing Yellow Arrow

LOCATION
MO 109 and MANCHESTER RD
MO 141 (WOODS MILL RD) and ROMAINE CREEK RD

Appendix U: Left Turn Arrow

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

Appendix V: Intersection Lighting

LOCATION
MO 110 and UPPER PLATTIN RD

Appendix W: Sidewalk and ADA Curb Ramp

LOCATION
ROUTE AC (NEW HALLS FERRY)
MO 30

ADA Curb Ramp

LOCATION
MO 340 (OLIVE BLVD) and HANLEY RD
MIDLAND BLVD and MO 340 (OLIVE BLVD)
ROUTE AC (NEW HALLS FERRY) and PARKER RD
MO 340 (OLIVE BLVD) and 82ND BLVD
MO 340 (OLIVE BLVD) and PRICE RD
MO 340 (OLIVE BLVD) and NORTH & SOUTH RD

Appendix W: Sidewalk and ADA Curb Ramp

LOCATION
MO 100 and OLD STATE RD
ROUTE AC (NEW HALLS FERRY)
MO 30 and LOUGHBOROUGH AVE
MO 30
MO 30 and GUSTINE AVE
MO 30 and CALIFORNIA AVE
MO 30 and ARSENAL ST
MO 30 and IOWA AVE
MO 30 and WINNEBAGO ST
MO 30 and PESTALOZZI ST
MO 30 and TEXAS AVE
MO 30 and MC KEAN AVE
MO 30 and GRAND BLVD
MO 30 and PHILLIPS AVE
MO 30 and GILES AVE

Appendix X: High Visibility Crosswalks

LOCATION
MO 30 and GILES AVE
MO 30 and IOWA AVE
MO 30 and LOUISIANA AVE
MO 30 and MC KEAN AVE
MO 30 and PESTALOZZI ST
MO 30 and PHILLIPS AVE
MO 30 and TEXAS AVE
MO 30 and WINNEBAGO ST
MO 100 and MO 340 (OLIVE BLVD)
MO 100 and OLD STATE RD
MO 100 and SULPHUR SPRINGS RD
MO 141 and ASTRA WAY DR
MO 340 (OLIVE BLVD) and 82ND BLVD
MO 340 (OLIVE BLVD) and CLAYTON RD
MO 340 (OLIVE BLVD) and HANLEY RD
MO 340 (OLIVE BLVD) and NORTH & SOUTH RD
MO 340 (OLIVE BLVD) and OLD BONHOMME RD

Appendix X: High Visibility Crosswalks

LOCATION
MO 340 (OLIVE BLVD) and PRICE RD
MO 340 (OLIVE BLVD) and WILSON AVE
MO 340 (OLIVE BLVD) and WOODSON RD
MO 367 and ST CYR RD
ROUTE AC (NEW HALLS FERRY) and PARKER RD
ROUTE D and ASHBY RD
ROUTE D and DIELMAN RD
CLARKSON and BAXTER
CLARKSON and COUNTY RIDGE DR
CLARKSON and FROESEL
CLARKSON and KEHRS MILLS
CLARKSON and MARSH
CLAYTON RD and 141 (WOODS MILL RD)
KEHRS MILLS and WILD WORSE CREEK
LONG RD and EDISON
LONG RD and KEHRS MILLS
MIDLAND BLVD and MO 340 (OLIVE BLVD)
NEW HALLS FERRY and DUNN

Appendix Y: Pedestrian Countdown Timer

LOCATION
MO 30 and TEXAS AVE
MO 340 (OLIVE BLVD) and PRICE RD

Appendix Z: Leading Pedestrian Intervals

LOCATION
MO 30 and GILES AVE
MO 30 and IOWA AVE
MO 30 and LOUISIANA AVE
MO 30 and MC KEAN AVE
MO 30 and PESTALOZZI ST
MO 30 and PHILLIPS AVE
MO 30 and TEXAS AVE
MO 30 and WINNEBAGO ST

Appendix Z: Leading Pedestrian Intervals

LOCATION
MO 100 and MO 340 (OLIVE BLVD)
MO 100 and OLD STATE RD
MO 100 and SULPHUR SPRINGS RD
MO 141 and ASTRA WAY DR
MO 340 (OLIVE BLVD) and 82ND BLVD
MO 340 (OLIVE BLVD) and CLAYTON RD
MO 340 (OLIVE BLVD) and HANLEY RD
MO 340 (OLIVE BLVD) and NORTH & SOUTH RD
MO 340 (OLIVE BLVD) and OLD BONHOMME RD
MO 340 (OLIVE BLVD) and PRICE RD
MO 340 (OLIVE BLVD) and WILSON AVE
MO 340 (OLIVE BLVD) and WOODSON RD
MO 367 and ST CYR RD
ROUTE AC (NEW HALLS FERRY) and PARKER RD
ROUTE D and ASHBY RD
ROUTE D and DIELMAN RD
CLARKSON and BAXTER
CLARKSON and COUNTY RIDGE DR
CLARKSON and FROESEL
CLARKSON and KEHRS MILLS
CLARKSON and MARSH
CLAYTON RD and 141 (WOODS MILL RD)
KEHRS MILLS and WILD WORSE CREEK
LONG RD and EDISON
LONG RD and KEHRS MILLS
MIDLAND BLVD and MO 340 (OLIVE BLVD)
NEW HALLS FERRY and DUNN

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SAINT LOUIS COUNTY
Transportation and Public Works

WILDWOOD

WEST Contracting

HORNER SHIFRIN
An Employee-Owned Company

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