Currently, the Westbound I-270 to Northbound 367 ramp is closed. New asphalt is being installed on I-270 eastbound and westbound, along with the outer roads, cross streets, and shared use paths. Striping activities will be followed by this operation around until the work is complete.

Drivers should be advised there will be a higher number of lane drops throughout the project as Millstone Weber crews and subcontractor crews finish up the remaining work. Expect short delays during your travels through the I-270 corridor during off peak times and evenings.

Drivers are encouraged to visit the I-270 North Project website to learn more about planned traffic impacts and details of the project, including a project overview and graphic displays of planned construction.

**CURRENT WORK ITEMS:**

- Completing the median barrier wall (gaps at sign foundations)
- Installing new signs and sign foundations
- Installing lights and electrical components along mainline and intersections
- Asphalt work described above, including final striping
- New Halls Ferry bridge and approach pavements should be complete in 2-3 weeks.
- 367 flyover bridges and ramp pavement to be completed within 2 months

Did You Know

The area 10 feet around a school bus is the most dangerous for children; stop far enough back to allow them space to safely enter and exit the bus.

**Please remember buckle up, phone down, and slow down, especially in construction zones. We want everyone, including workers to arrive home alive.**

Want to get involved with the campaign?

Contact the I-270 North Team at: I270North@modot.mo.gov

Click to visit our project website Media Gallery

Learn more about the I-270 North Project at www.i270north.org
To address the identified needs, the following enhancements are being made for bike, pedestrian, and transit riders through the project corridor:

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<th>WHAT</th>
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| **New Multi-use paths**: a 10-ft wide shared space for pedestrians and bikes | 1. Dunn Road between Lindbergh Boulevard and Breezy Point Lane  
2. Pershall Road between Hanley Road and Old Halls Ferry Road  
3. Across I-270 at New Florissant Avenue, West Florissant Avenue, and Old Halls Ferry Road | Provide a safe space for pedestrians and bikes to travel through the corridor, cross over I-270, and access and wait at bus stops |
| **New sidewalks**: a 5-ft wide dedicated space for pedestrians          | 1. Pershall Road between Lindbergh Boulevard and Hanley Road  
2. Across I-270 at every interchange between Lindbergh Boulevard and Old Halls Ferry Road | Provide a safe space for pedestrians to travel through the corridor and cross over I-270 |
| **Enhanced pedestrian crossing signage (RRFB)**: a sign that flashes when push-button activated to warn drivers of crossing pedestrians | 1. The pedestrian bridge crossing locations on Pershall Road and Dunn Road  
2. Bus stop locations on Pershall Road and Dunn Road where applicable | Provide safe crossing at high-volume and/or critical locations |
| **New counter-flow bus lane**: a dedicated westbound facility reserved for buses only | From the North County Transit Center to West Florissant Avenue and the St. Louis Community College | Mitigate the additional travel distance that the one-way outer road system could have incurred for westbound bus routes |
| **ADA compliance update**: Accessible curb ramps with detectable warnings | All pedestrian facilities in the project area | Improve safety and mobility for the more vulnerable users in the corridor |
| **Pedestrian countdown timers**: Device displaying walk sign, crossing distance times, and stop sign for pedestrians | All new traffic signals with crosswalks | Improve pedestrian crossings at signalized intersections |
| **Transit-generated pedestrian call system**: Automatically places a call for the pedestrian crosswalks at the nearest signal next to a bus stop when a rider deboards the bus | Two trial locations in the project corridor | Mitigate the wait time for pedestrians at signalized intersections after getting off the bus |