

## YAEGER ROAD AT MILBURN ROAD ROUNDABOUT

County Project No: AR-1860

Federal Project No: CMAQ-9901(684)

### What is the problem?

The Yaeger-Milburn intersection is currently a 4-way stop controlled intersection. This intersection's crash rate is among the top 10 highest on St. Louis County system (48 crashes between 2017 and 2020, 10 with injuries). The intersection also experiences high levels of congestion during Oakville Highschool and Elementary School peak traffic periods.

### Proposed Solution

Project AR-1860 will turn the 4-way stop controlled intersection into a one-lane roundabout. A roundabout is a proven design which will increase safety for all users and reduce traffic congestion. They also reduce fuel consumption and auto emissions. The scope of work also includes providing ADA-compliant curb ramps and sidewalks, and a sidewalk extension on the northeast quadrant that will connect Yaeger Circle Drive to Milburn Road.

### Project Schedule

Design Engineering: 2023-2024  
Public Meetings: November 2023  
Property Acquisition: Late 2024-2025  
Project Bidding: Spring 2026  
Construction: 2027

### Contact

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**Please visit our website below for more information on the project!**

### Example Roundabout

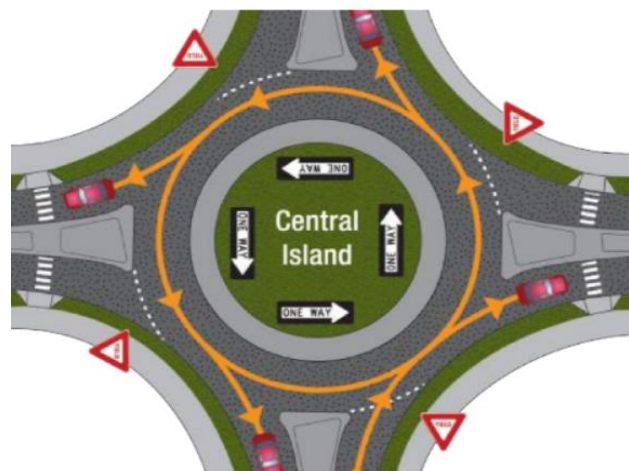


Figure 1: Image from MoDOT's All About Roundabouts Handout

### Project Website



### What is a roundabout?

A roundabout (RAB) is a one-way circular intersection that channels traffic around a central island without traffic signals. Roundabouts are a great alternative to a signalized intersection when a high volume of traffic needs to get through with the least amount of inconvenience. There are over 300 roundabouts in Missouri including many in the greater St. Louis area.

### Why a roundabout?

Roundabouts are a proven safety countermeasure as they improve safety, promote lower speeds and traffic calming, reduce conflict points, improve operational performance, and are versatile in size.

- **Safety:** According to the Federal Highway Association (FHWA), RABs reduce intersection fatalities by 90%, they reduce intersection injuries by 76% and reduce crashes by 35%. Pedestrian crossings are simplified to only observe traffic from two directions rather than four and the splitter island (refuge) allows focus on one direction at a time and minimizes the crossing length.
- **Improved Operations:** According to the Insurance Institute for Highway Safety, RABs cut down on traffic jams by 75 percent.
- **Conflict Points:** The following diagram illustrates vehicle and pedestrian conflict points (potential collision locations) at an intersection vs a RAB. Conflict severity is also reduced to low angle rear “side swipes” rather than “Head-On” or “T-Bone” type of collisions.

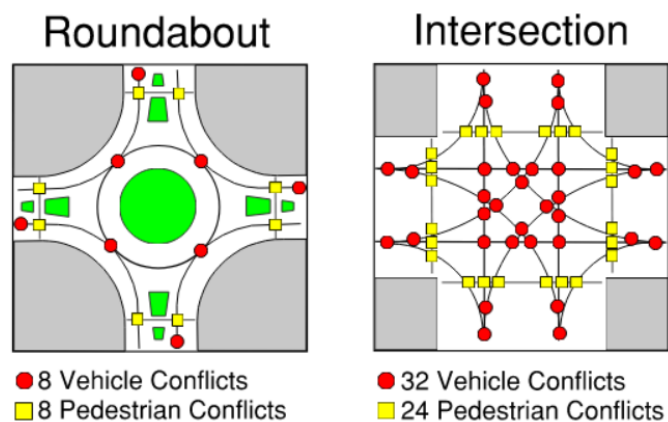


Figure 2: Conflict Point Comparison between intersection types.

### What are the added benefits of a roundabout?

- Roundabouts are cheaper to maintain than signals and promote resiliency/sustainability.
- Cut CO2 and greenhouse gas emissions. When cars idle at stop lights and signs, they emit carbon dioxide (CO2). A roundabout can decrease that amount by decreasing idle time.

### How to navigate a roundabout?

When approaching a roundabout, you will see a “Yield” sign at each entry point, slow down and only proceed into the roundabout when you see a safe opening as vehicles in the roundabout have the right of way. Follow the circle of traffic until you see the road you want to continue on and then exit. Remember that pedestrians have the right of way and never turn left when entering a roundabout.

### Will school buses and large trucks be able to maneuver around the roundabout?

Yes, school buses and larger trucks will be able to maneuver the roundabout by following the same navigation as all vehicles described above. However, this roundabout is designed with a mountable truck apron/center island that larger vehicles can utilize to help make their desired turns because of wider turn radius. Smaller vehicles shall **not** utilize the mountable truck apron while navigating the RAB.