

**Monitor Aggressively, Manage Proactively**

**GuidePost**

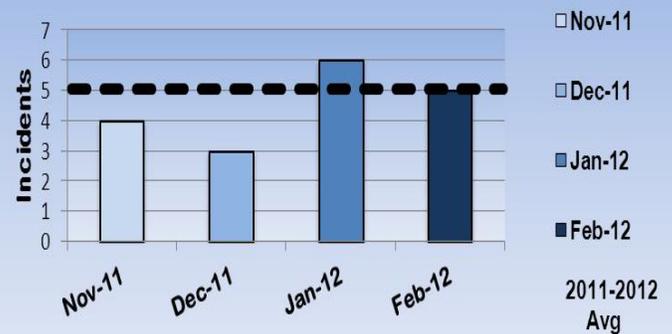
- Moderate weather enabled an early start to seasonal roadway improvements and maintenance
  - Moving operations included striping, pothole repair, guardrail repairs, and wind and storm damage repairs
- The TMC provided assistance to the SE & SW districts during a February 29 Tornado
- Aggressive monitoring on NB I-55 @ I-44 fatal accident mitigated additional delays
- Arterial travel times are fluctuating with sporadic trends in both directions during AM and PM with no defined explanations
- February Freeway mobility increased in the AM and decreased in the PM peak periods



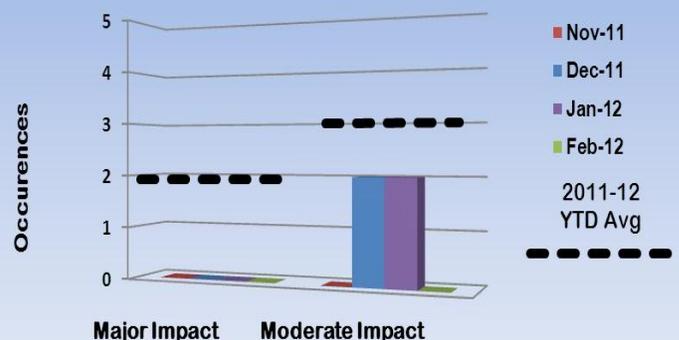
MoDOT maintenance crews repair a traffic attenuator on I-64 east of I-170.

**Stats to Watch**

**Major Traffic Impact Incident Summary**



**Workzone Summary**



**ZONING IN**

- 🚧 Observed work zones breakdown:
  - ◆ Major Impact Delays: 0 – 0%
  - ◆ Moderate Impact Delays: 0 – 0%
  - ◆ Minor Impact Delays: 139 – 100%
- 🚧 2011 vs. 2012 Work Zone Comparison:  
Feb 2011: 62 Feb 2012: 139
- 🚧 Work zone crashes in February: 1
- 🚧 SL District Work Zone Inspections:
  - ◆ January 2012: 39%
  - ◆ February 2012: 33%
  - ◆ Goal: 50%
- 🚧 SL District Mobility Rating:
  - ◆ January 2012: 92%
  - ◆ February 2012: 97.6%
  - ◆ Goal: 91%
- 🚧 Visibility levels:
  - ◆ January 2012: 87.4%
  - ◆ February 2012: 95.6%
  - ◆ Goal: 91%

\*Impact Levels described in Data Key

TMC Observed Work Zones February 2012	
Impact	Number of Delays
Major Impact	0
Moderate Impact	0
Minor Impact	139
Total	139

**Major Impact (15 Minutes Or Above Additional Delay)**

\*\*\*\*\* No Major Impact Work Zones Delays\*\*\*\*\*

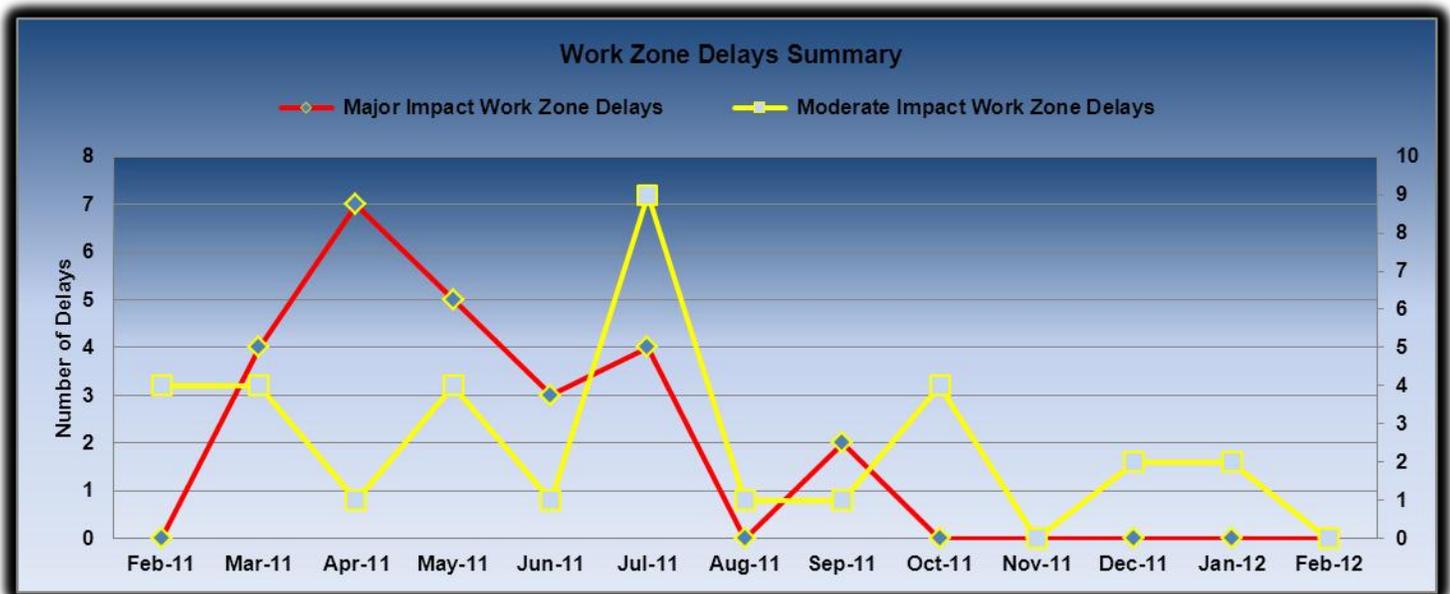
**Moderate Impact (10-14 Minutes Additional Delay)**

\*\*\*\*\* No Moderate Impact Work Zones Delays\*\*\*\*\*

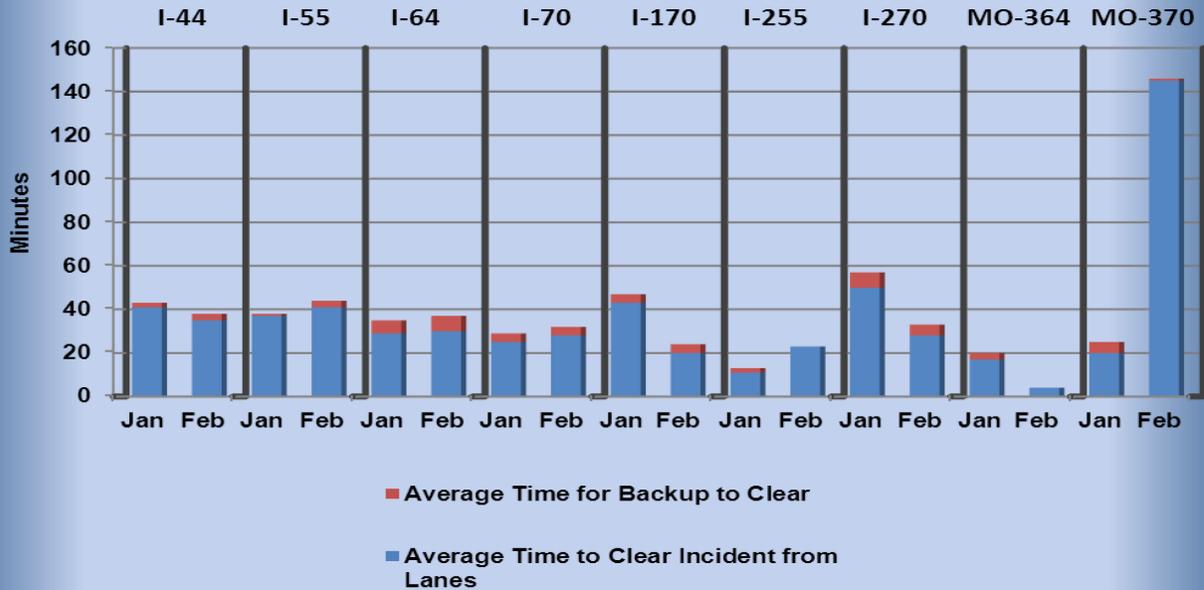
**Work Zone Related Crashes**

**2/24 (Friday) Daytime 12:30 PM Moving Operation with a TMA Hit on WB I-44 East of Berry Road MM 280.2**

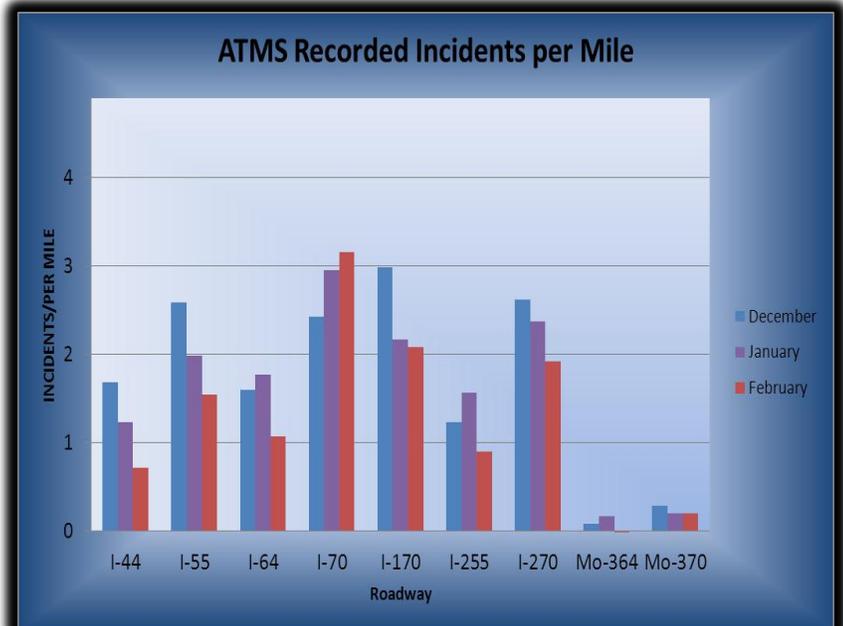
- MoDOT patch crews were making pavement repairs on WB I-44 in lane 2 of 4 when the back TMA was struck
- Flashing arrow, strobe lights on top and back of truck, and proper signage on truck were in good working condition and in use
- Crew ended moving operation, exited roadway and used the front TMA to protect the rear TMA until law enforcement arrived and vehicles could be removed from the lane
- No report of injuries
- The TMC was not notified in advance of this operation; no advance DMS messaging took place
- MoDOT Work Zone Coordinator is working with maintenance operations to ensure prior notification to TMC takes place for every operation. The goal is to monitor moving operations on camera while providing advanced messaging whenever possible.



## January 2012 vs. February 2012 Incidents Summary



Interstate	Number of Incidents		
	December	January	February
I-44	59	44	27
I-55	62	48	38
I-64	68	75	47
I-70	96	116	124
I-170	34	25	24
I-255	4	5	3
I-270	98	89	73
Mo-364	2	3	1
Mo-370	5	4	4
Total	428	409	341





- ▲** Denotes Location of Major Impact Traffic Incidents
- The incident details and mitigation actions along with the results are outlined on page 6
  - Please note that traffic engineering assumptions were made when describing the approximate number of vehicles and people impacted.
  - These estimates provide a simple method to describe the impact on the motoring public.

Number of Major Impact Incidents		
January 2012	VS	February 2012
6		5

## Major Impact Traffic Incidents and Mitigation

### 2/01/12 (Wednesday)

- **Location:** SB I-55 before Arsenal Street
- **Event:** Fatality crash closed all lanes.
- **Time:** 6:50 pm – 10:43 pm **Total Time:** 3 hours 57 minutes
- **Action:** Four DMS were activated and a 511 Floodgate was sent by the TMC. IDOT was contacted and asked to activate their DMS. MoDOT's Incident Management Coordinator and ER were dispatched to the scene. MoDOT EOC and Motor Carriers were also notified of the closure. SB I-55 traffic was detoured onto WB I-44. EB I-44 traffic was detoured onto NB I-55.
- **Estimated Initial Impact:** Approximately 2,112 vehicles with 2,534 motorists experienced additional delays of 15 minutes on SB I-55 with 132 vehicles per minute adding to the queue. EB I-44 had traffic initially backed up nearly a mile impacting approximately 1,056 vehicles with approximately 1,267 motorists experiencing an eight minute additional delay and 132 cars per minute adding to the queue.
- **Result:** SB I-55 was closed with a detour established onto WB I-44 that allowed traffic to flow freely. The queue took four minutes to clear once all lanes were reopened.

### 2/02/12 (Thursday)

- **Location:** WB I-70 before Salisbury Street
- **Event:** Crash involving an overturned vehicle with ejection closed all lanes.
- **Time:** 11:06 pm – 3:46 am **Total Time:** 4 hours 40 minutes
- **Action:** Three DMS were activated and a 511 Floodgate was sent by the TMC. IDOT was contacted and asked to activate their DMS. MoDOT's Incident Management Coordinator was notified and ER was dispatched to the scene. MoDOT EOC and Motor Carriers were also notified. Traffic was diverted onto Madison, then Broadway west to re-access WB I-70 at Salisbury.
- **Estimated Initial Impact:** Approximately 132 vehicles with 158 motorists experienced additional delays with 8 vehicles per minute adding to the queue. The queue was segmented because of the diversion and hard to estimate.
- **Result:** The impact at its worst had traffic backed up for two miles with a delay time of approximately 12 minutes. After midnight the impact was largely negligible as traffic dissipated and the diversion was able to handle the flow of early morning traffic.

## Major Impact Traffic Incidents and Mitigation

### 2/06/12 (Monday)

- **Location:** NB I-55 at I-44
- **Event:** Pedestrian struck with fatality
- **Time:** 11:54 am – 2:49 pm **Total Time:** 2 hours 55 minutes
- **Action:** Thirteen DMS were activated and a 511 Floodgate was sent by the TMC. MoDOT EOC and Motor Carriers were notified. MoDOT's Incident Management Coordinator was dispatched to the scene. NB I-55 traffic was initially diverted onto WB I-44 before police moved the detour back to Gravois. This detour caused a greater delay (one mile backup) so the TMC worked through the Incident Coordinator to reopen access to WB I-44. EB I-44 traffic was diverted onto Lafayette. Altered timing at Lafayette/Truman Parkway to aid I-44 EB and I-55 NB exits; altered timing at MO 30 at Russell to aid I-55 NB exit
- **Estimated Initial Impact:** Approximately 739 vehicles with 886 motorists experienced additional delays of ten minutes on NB I-55 with 51 vehicles per minute adding to the queue. On EB I-44 approximately 396 cars with 475 motorists were delayed an additional seven minutes with 51 vehicles per minute adding to the queue.
- **Result:** Efforts to establish and adjust a diversion route while monitoring the incident proved helpful in mitigating delays. EB I-44 backed up for one-half mile before Jefferson, with all lanes opened at 2:38. The queue took approximately seven minutes to clear. The NB I-55 traffic was backed up for approximately three quarters of a mile to Sidney. All Lanes of I-55 were opened at 2:48 with no queue at the time of clearance.

### 2/13/12 (Monday)

- **Location:** WB I-64 at Lake St. Louis Blvd.
- **Event:** Fatal crash involving a tractor trailer closed both lanes.
- **Time:** 7:35 am – 12:27 pm **Total Time:** 4 hours 52 minutes
- **Action:** Six DMS were activated and a 511 Floodgate was sent by the TMC. MoDOT's Incident Management Coordinator was dispatched to the scene and two "Accident Ahead" static signs were placed prior to the queue. MoDOT EOC and Motor Carriers were notified. Traffic was diverted onto the right shoulder at 9:54 am. Lake St. Louis police put the north end signal to flash and manually directed traffic off the interstate onto the North Outer Road towards Prospect.
- **Estimated Initial Impact:** North Outer Road quickly backed up to a crawl, but did move. The North Outer Road at Prospect remained clogged with no traffic control. Little North-South traffic at North Outer Road signal allowed for almost continuous flow from off-ramp. Approximately 528 vehicles with 634 motorists experienced additional delays and 66 vehicles per minute were adding to the queue.
- **Result:** Traffic backed up for one mile at its worst, but eased once the right shoulder was opened up. The queue took one minute to clear.

## Major Impact Traffic Incidents and Mitigation

### 2/16/12 (Thursday)

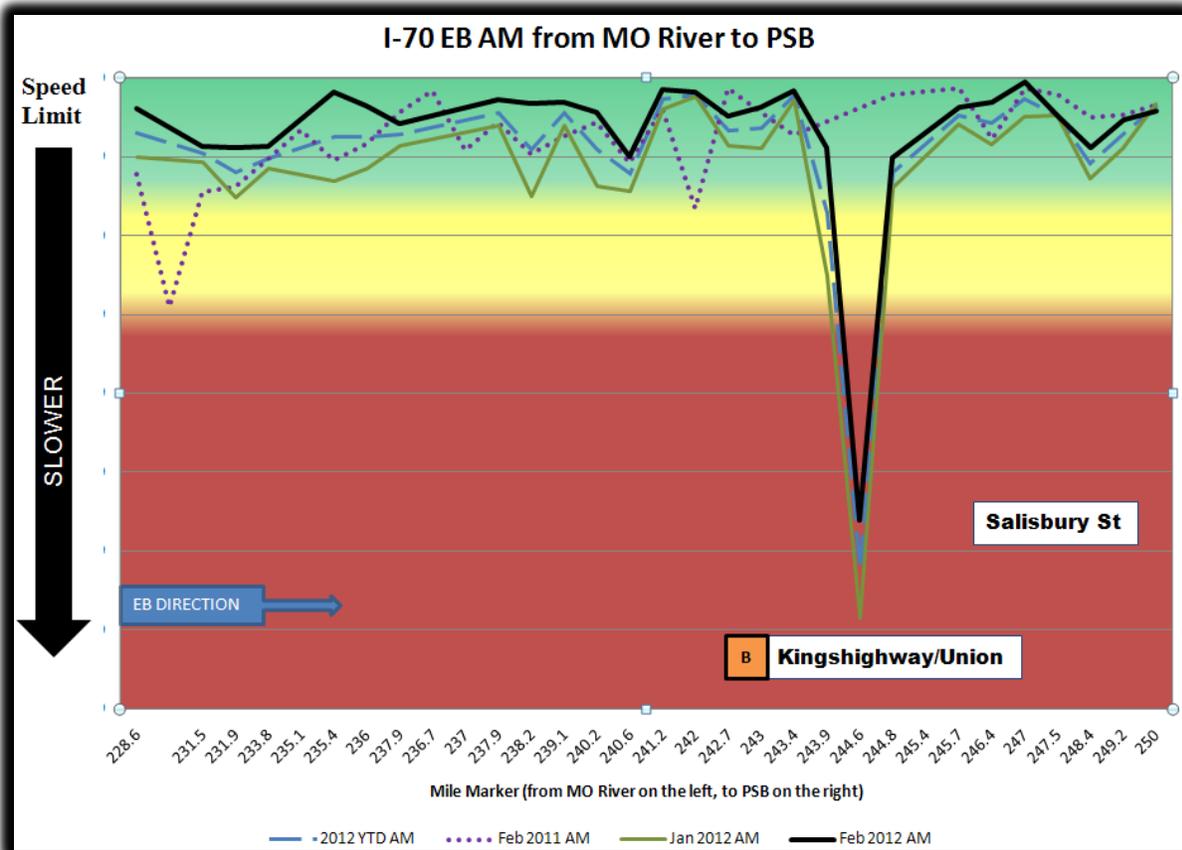
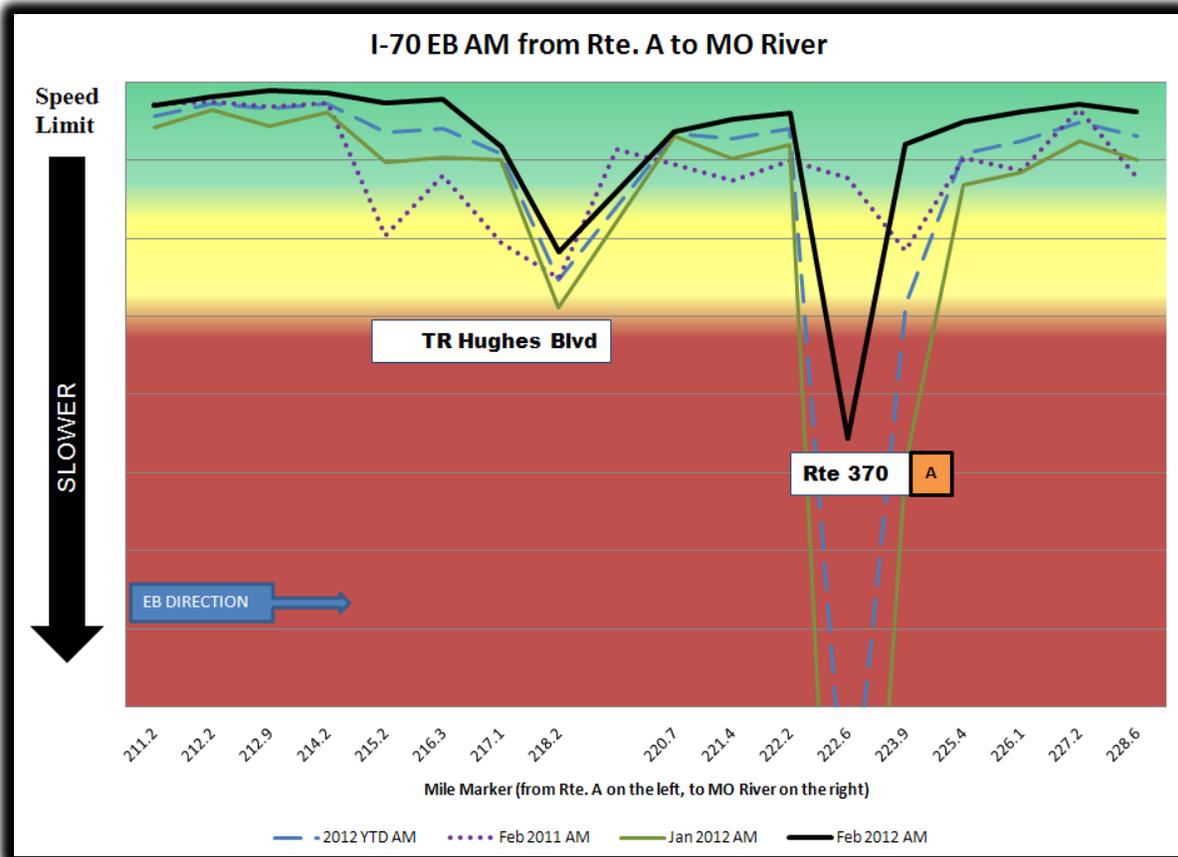
- **Location:** WB Rte. 370 at Rte. 94
- **Event:** Accident involving an overturned Fed Ex tractor trailer.
- **Time:** 10:57 pm – 4:12 am **Total Time:** 5 hours 15 minutes
- **Action:** Three DMS were activated and MoDOT's Emergency Response was dispatched to the scene. MoDOT's Incident Management Coordinator, EOC and Motor Carriers were notified. Traffic was diverted onto Earth City Expressway. One left lane was opened by 2:16 am.
- **Estimated Initial Impact:** Due to the time of day, there was only a brief delay as traffic moved around the incident on the shoulder.
- **Result:** Traffic continued to move well through the detour at Earth City Expressway. Once all lanes reopened, the queue took less than a minute to clear. The extended time to clear the event was to off load the tractor trailer onto another trailer.

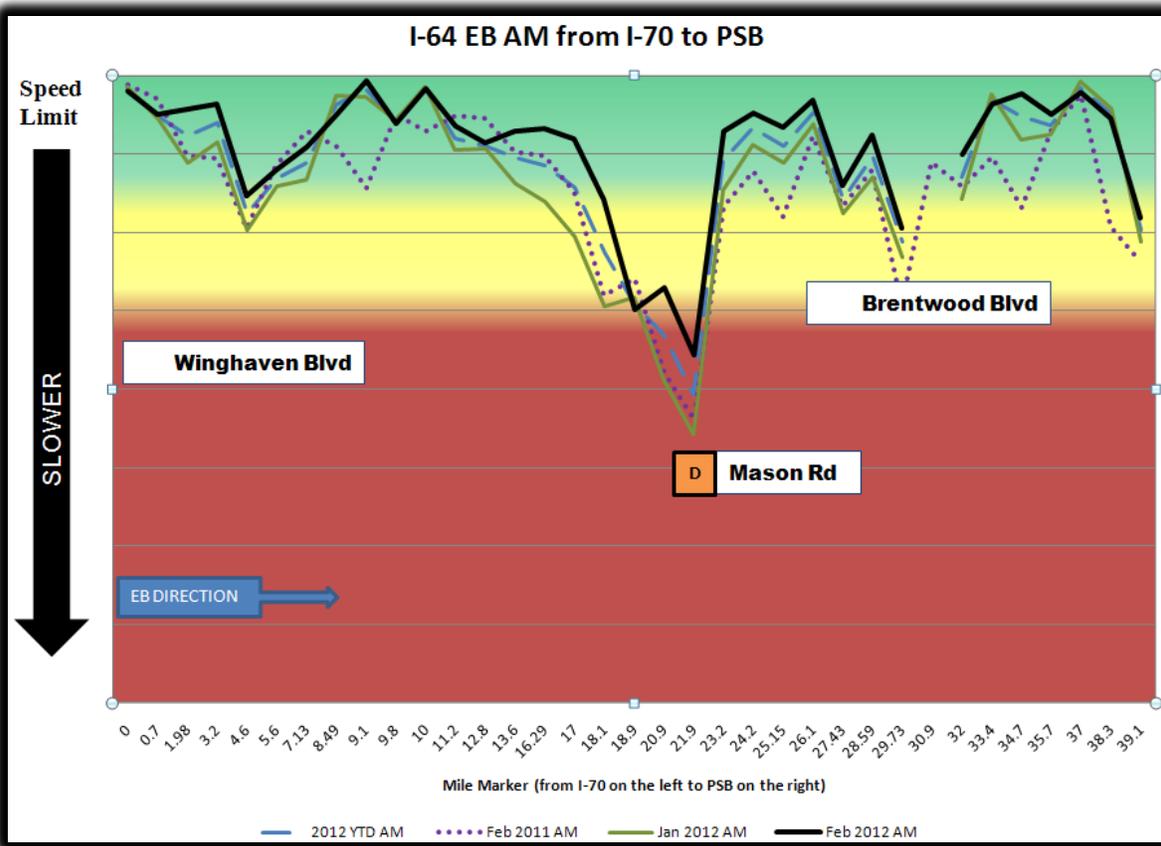
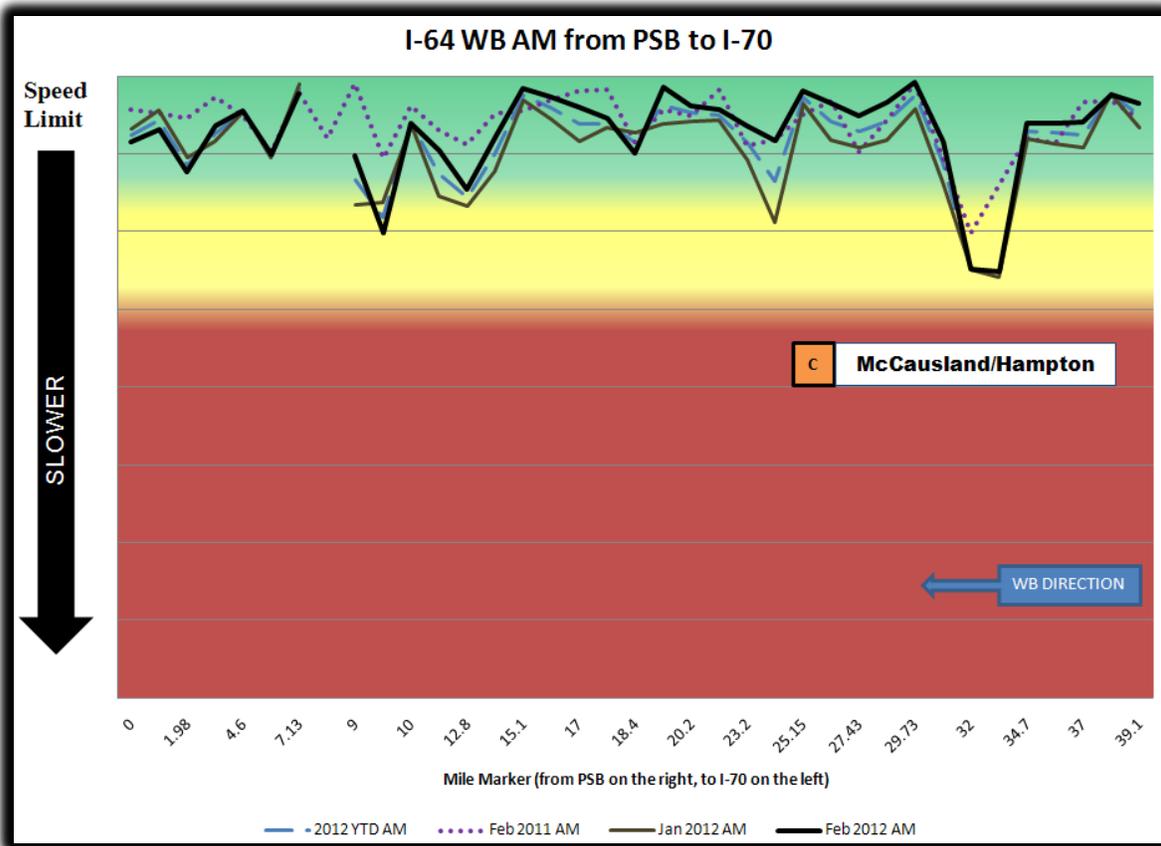
## Minor to Moderate Impact Traffic Incidents and Mitigation

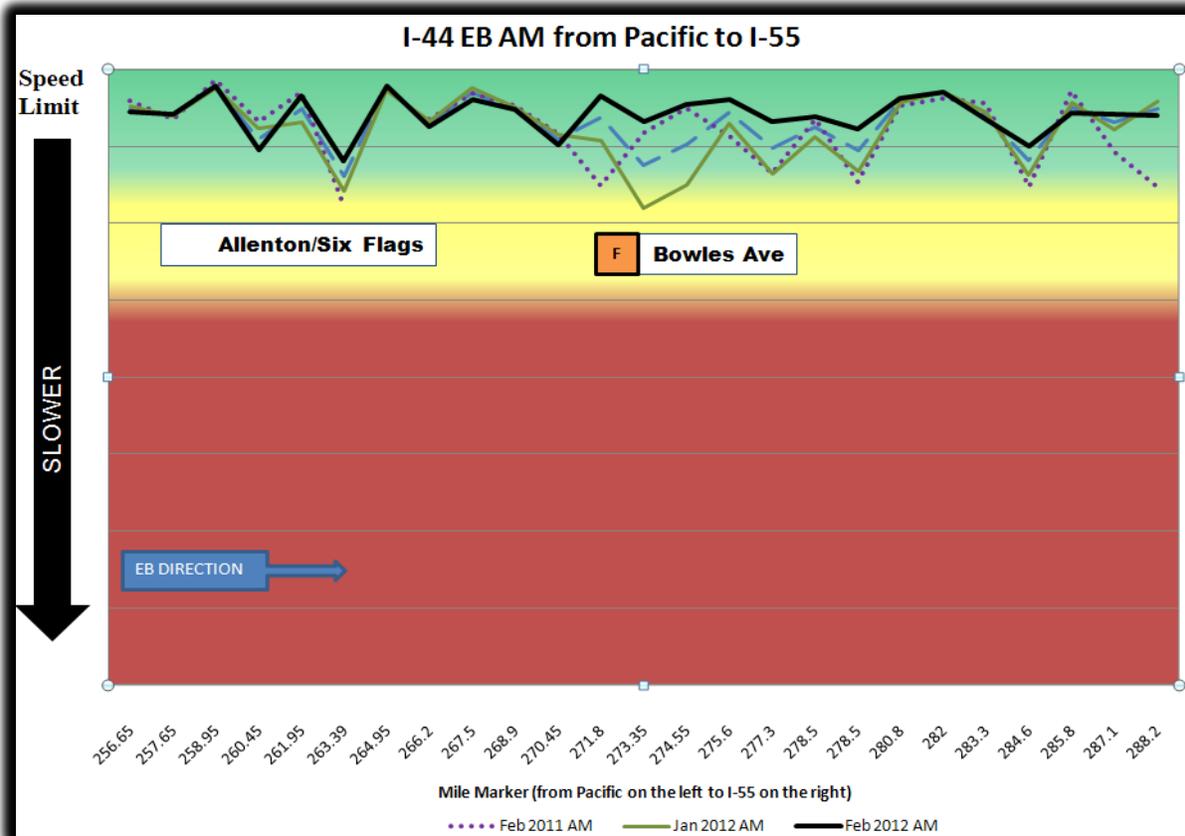
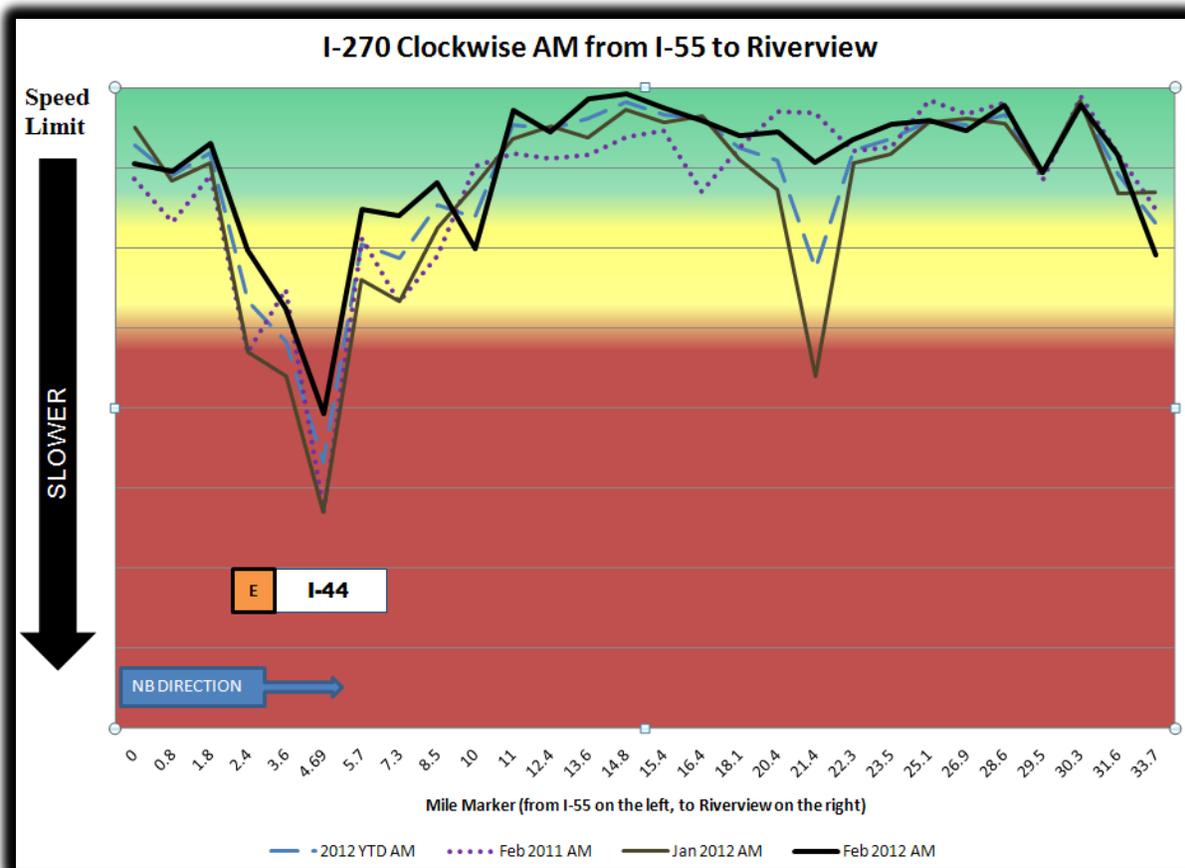
### 2/13/12 (Monday)

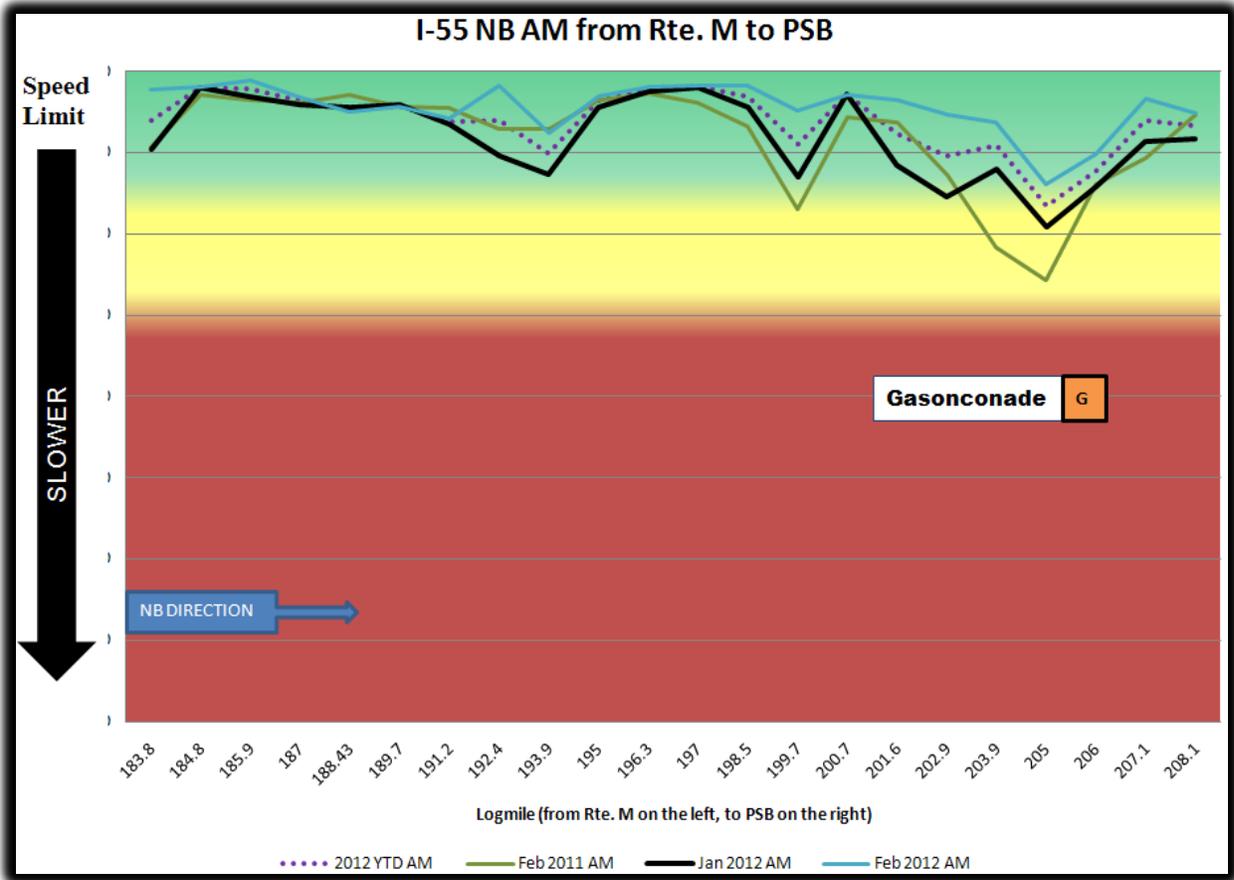
- **Location:** WB I-270 at West Florissant, St. Louis County
- **Event:** Crash just west of overpass closed 2 left lanes and occasionally all 3 lanes.
- **Time:** 8:15 am – 8:45 am **Total Time:** 30 minutes
- **Action:** WB Dunn Road was observed for possible signal timing adjustments. Signal at Dunn adjusted to Free with the WB movements on Max Recall and 100 seconds of green time to try and move WB Dunn. After 10 minutes, the WB movements were placed to Min Recall to account for large gaps in traffic caused by the stop sign at the off ramp. Incident cleared at 8:35 am, and signal placed back into coordination at 8:45 am.
- **Result:** Timing mitigation efforts were only slightly effective due to the 2-way stop at the off-ramp and Dunn Road. The traffic on the off-ramp occasionally backed up because of the proximity to the incident but the timing adjustments did move those diverting vehicles. The traffic on WB Dunn Road had to go through the stop sign, which greatly reduced the flow towards the signalized intersection.

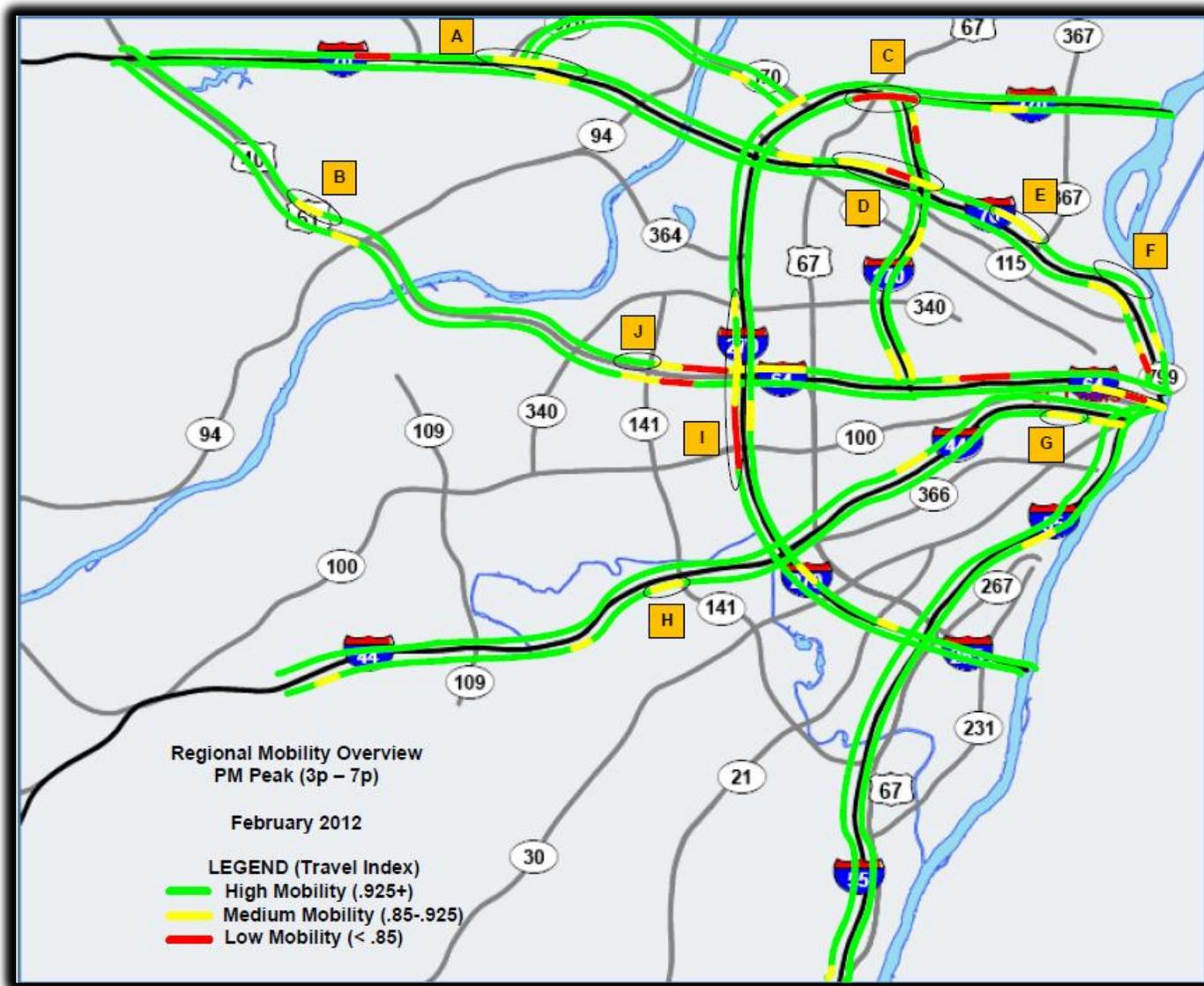












## PM Peak Changes in February 2012

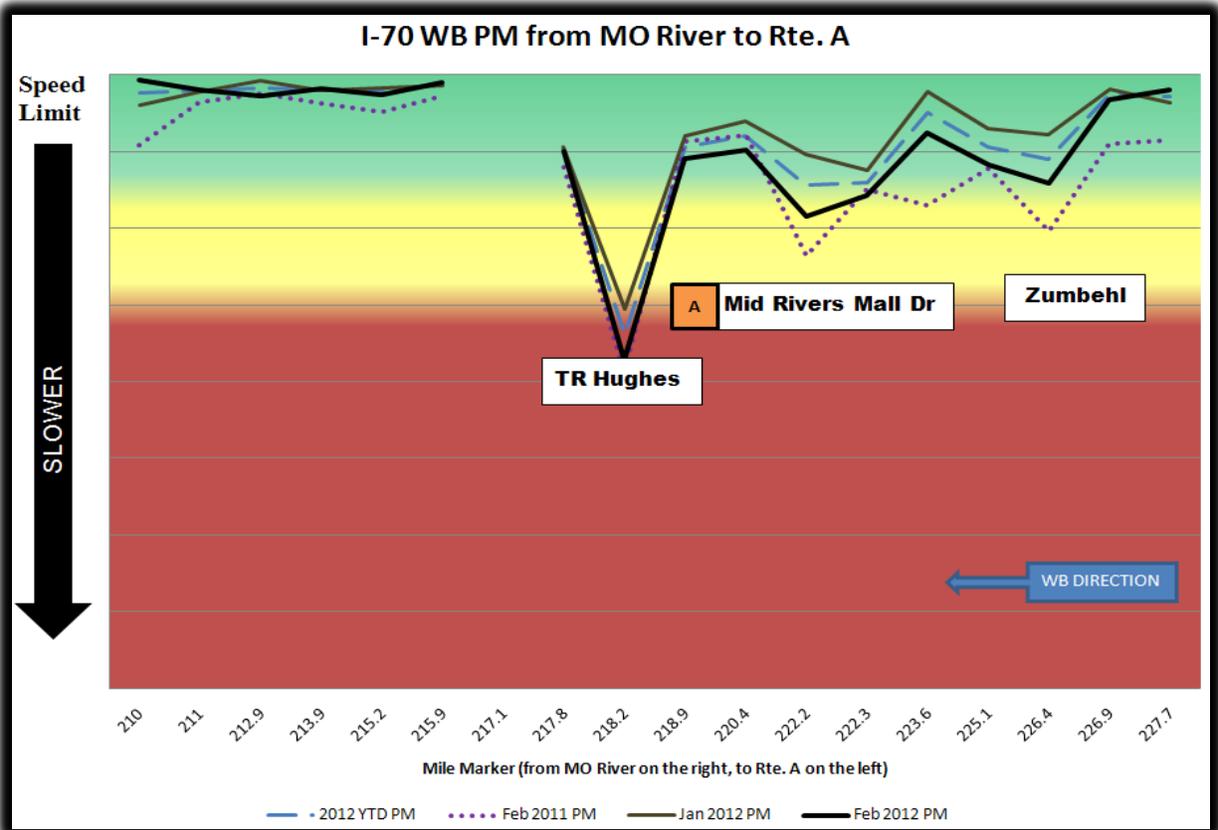
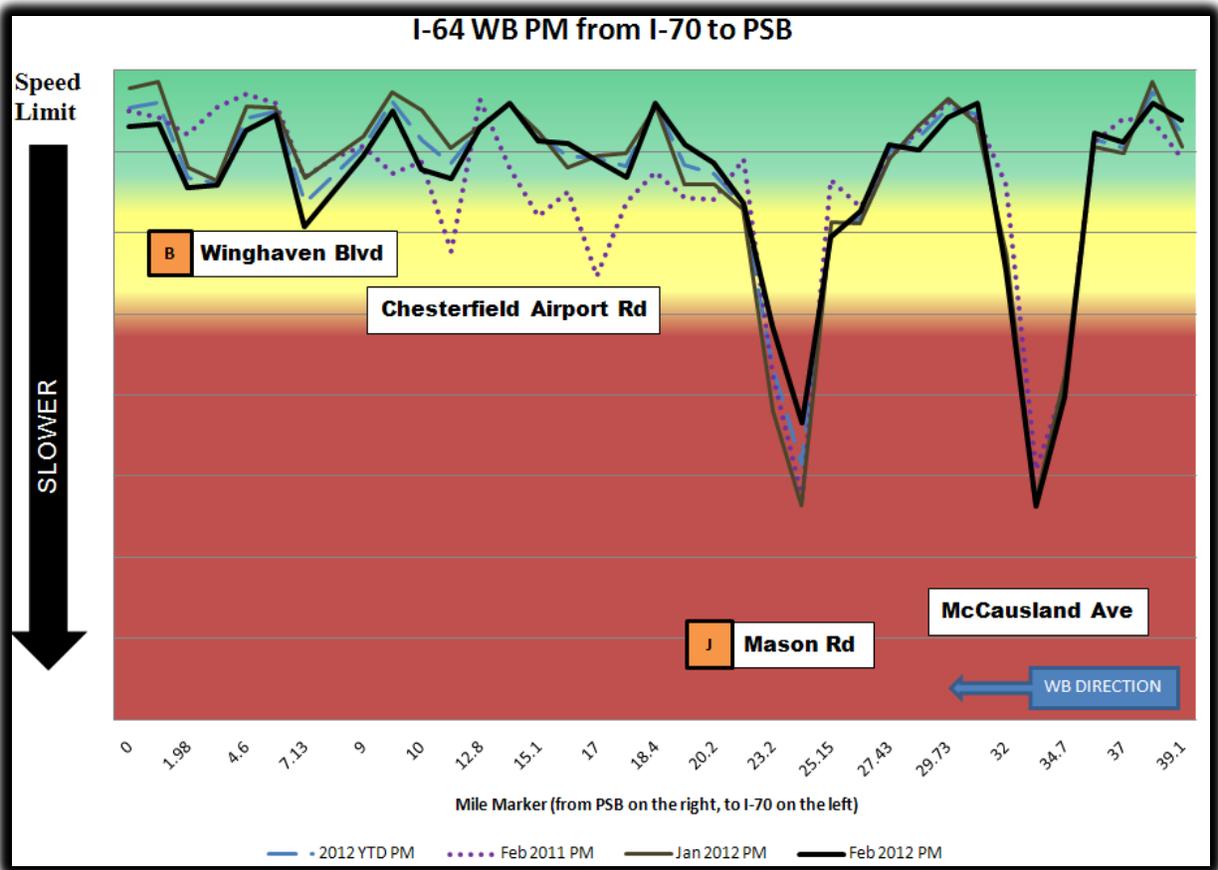
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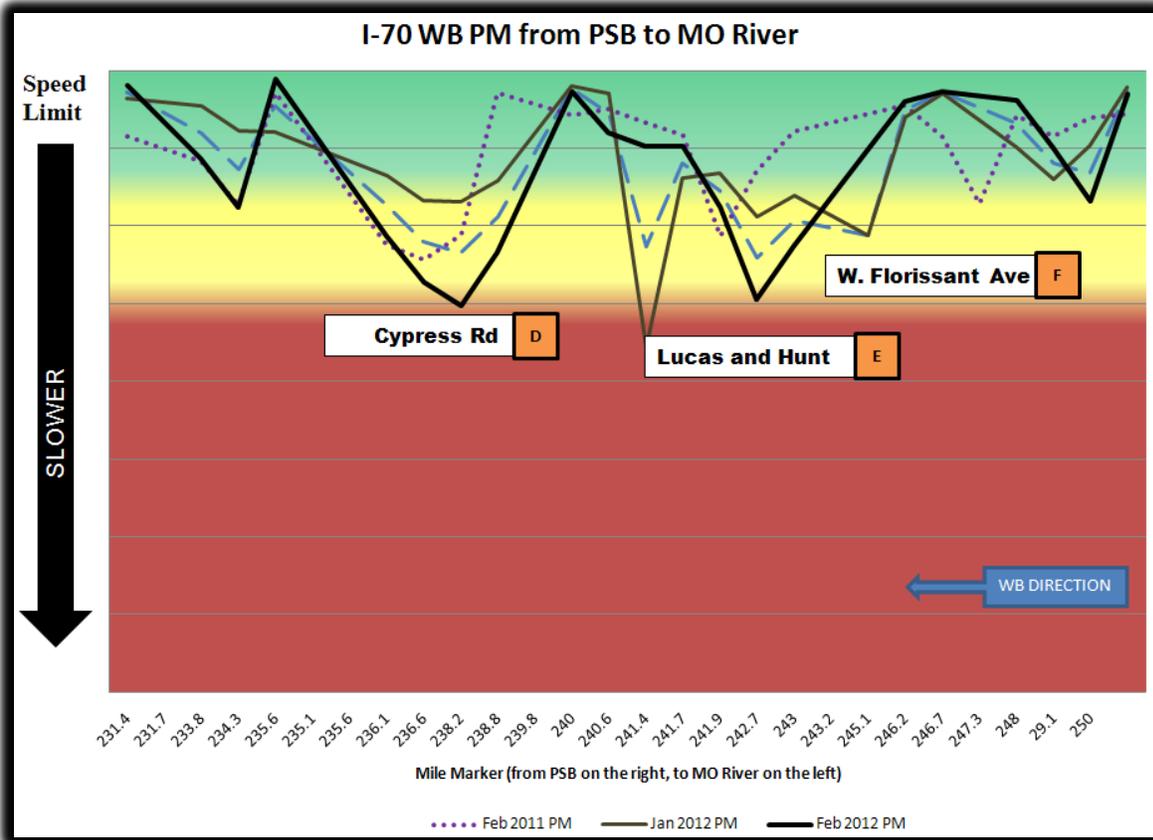
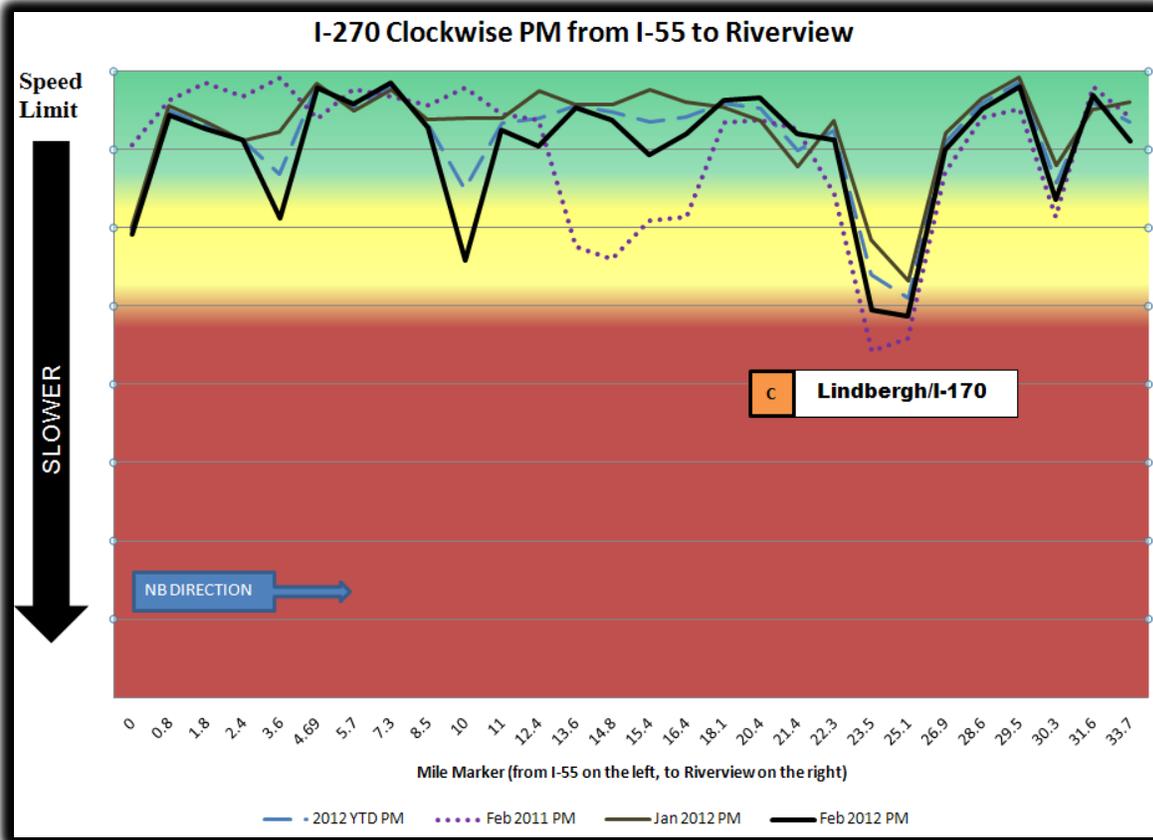
Mobility Slightly Decreased

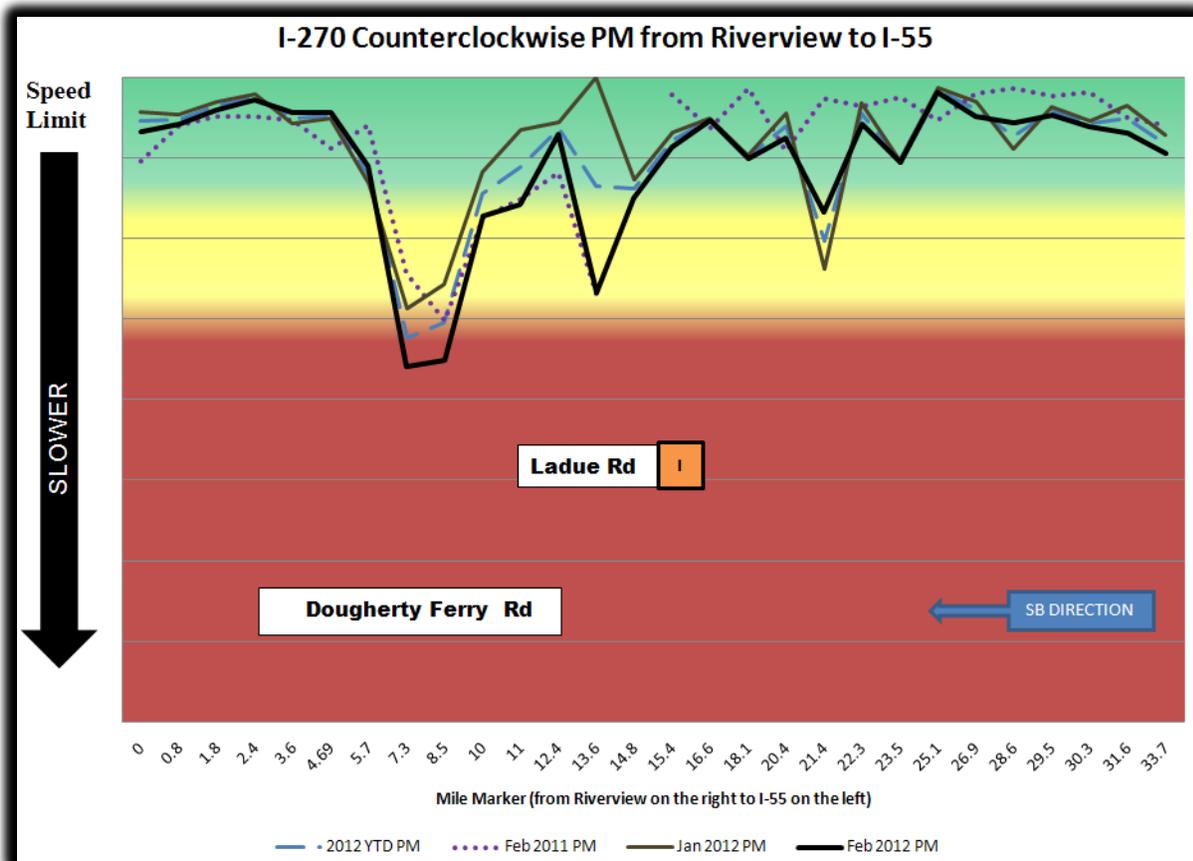
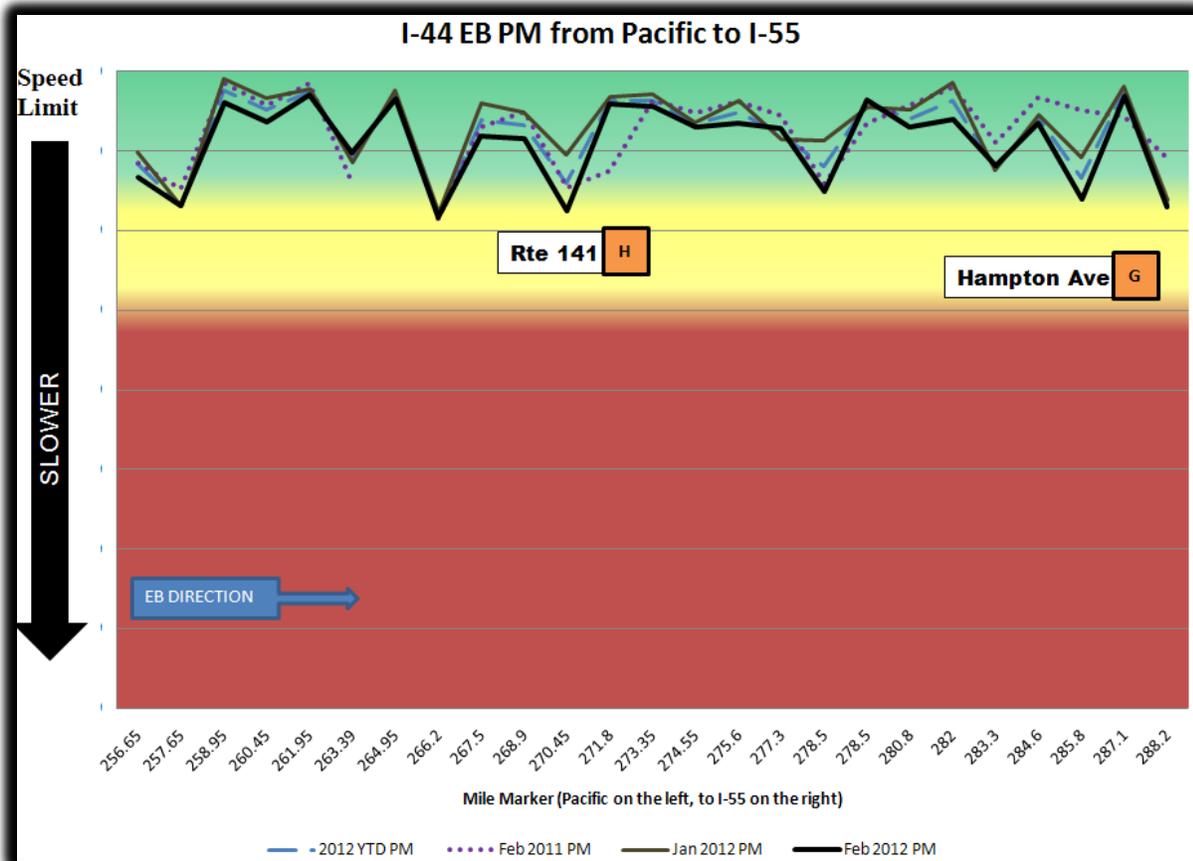
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Mobility Slightly Increased

\*All weekdays are included in speed index calculation







## **Average Rate of Travel on Selected Signalized Routes by Calendar Year Average Travel Time per Mile Arterial Management**

The purpose of the measure is to determine how well selected arterials across the region are operating during the peak traffic times. As improvements are made, such as signal timing, equipment upgrades, or access management improvements, this measure will show the effects of those efforts and decisions on the arterial system.

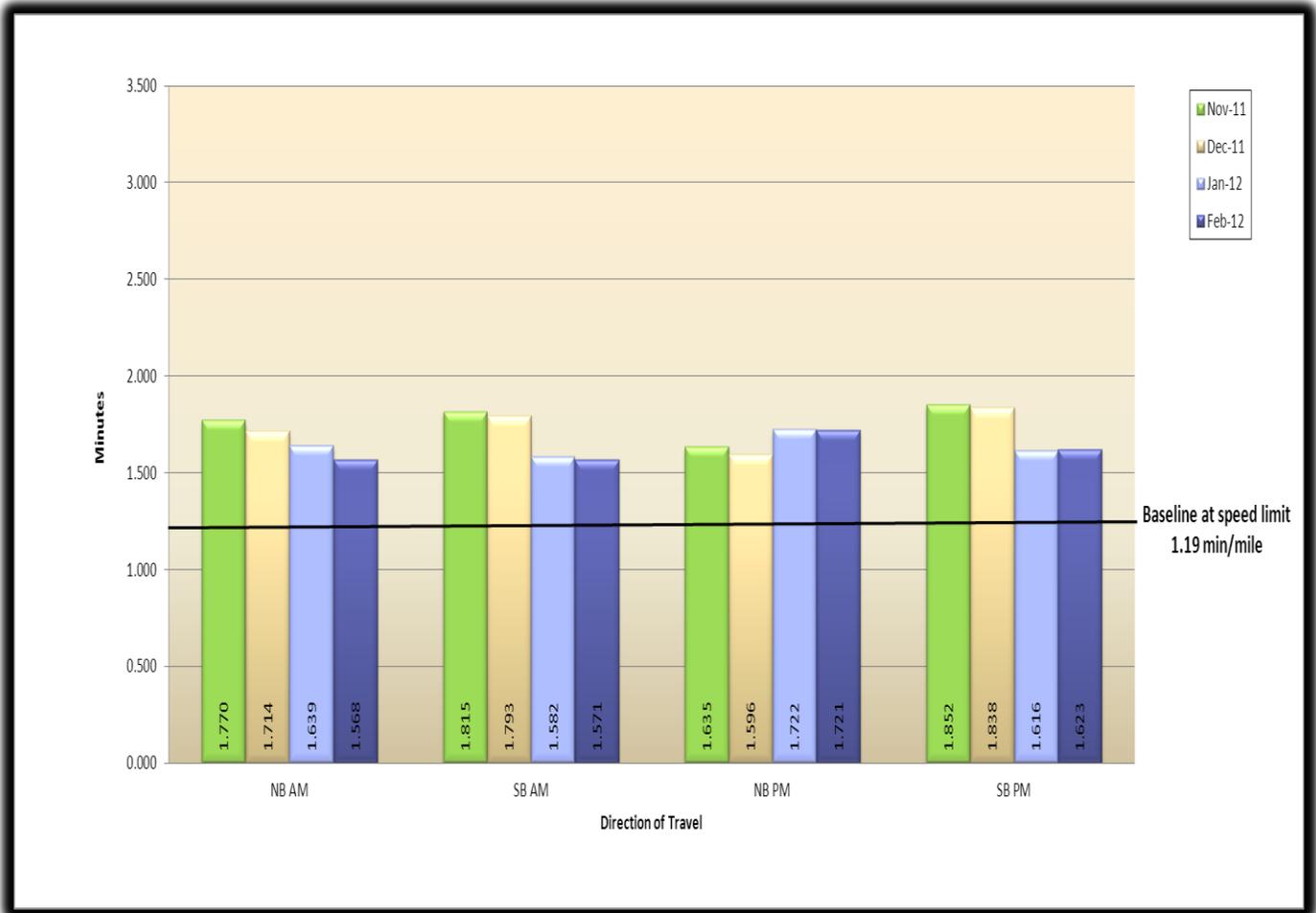
Travel times are measured on various arterial routes. For most routes, data is collected from driving each route multiple times during the A.M. and P.M. peak periods and timing how long it takes to traverse the route. For Rte. 141 and US 67, the Sensys Travel Time system is utilized to determine the travel times and allows a much more comprehensive collection of data. The travel time is compared to the speed limit and the average minutes per mile are calculated. An average minutes per mile based on a perfect run through the corridor is calculated and used as the baseline for comparison. If the actual average minutes per mile are at the baseline, traffic is moving at the speed limits without any stops.

The routes where data was collected include the following:

- Route 141\*, from I-55 to I-64
- Route 30, from Route PP to Weber Hill Road
- Route 100, from Route 340 to Maple Lane
- US 50, from Union West City Limit to Denmark
- US 67\*, from Route 367 to I-270

\* Routes where data was collected using Sensys system.

## Route 141, from I-55 to US 40 St. Louis and Jefferson Counties



No defined reason for the SB AM and PM travel times trending better than previous months. Trends may be associated with lower volumes.

This corridor encompasses many systems. Review of timing along this corridor is currently underway by the area traffic team.

Number of Signals - 41

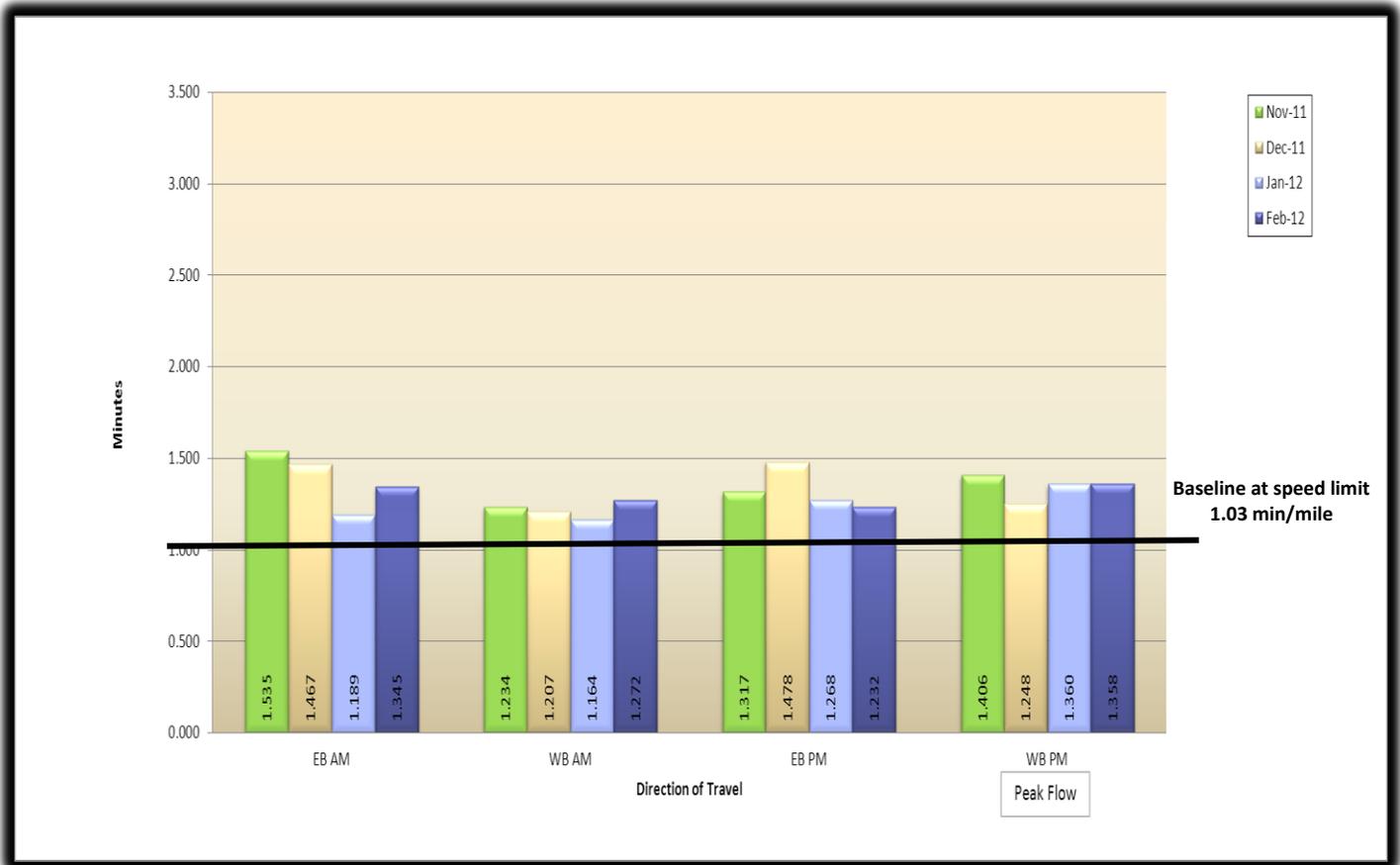
Length of system - 18.6 miles

Speed Limit on this corridor varies from 45 mph to 55 mph

Number of Lanes - This is an urban/rural 4-6 lane expressway with signalized crossovers and several grade separated interchanges.

Weighted AADT for length of segment - 35930

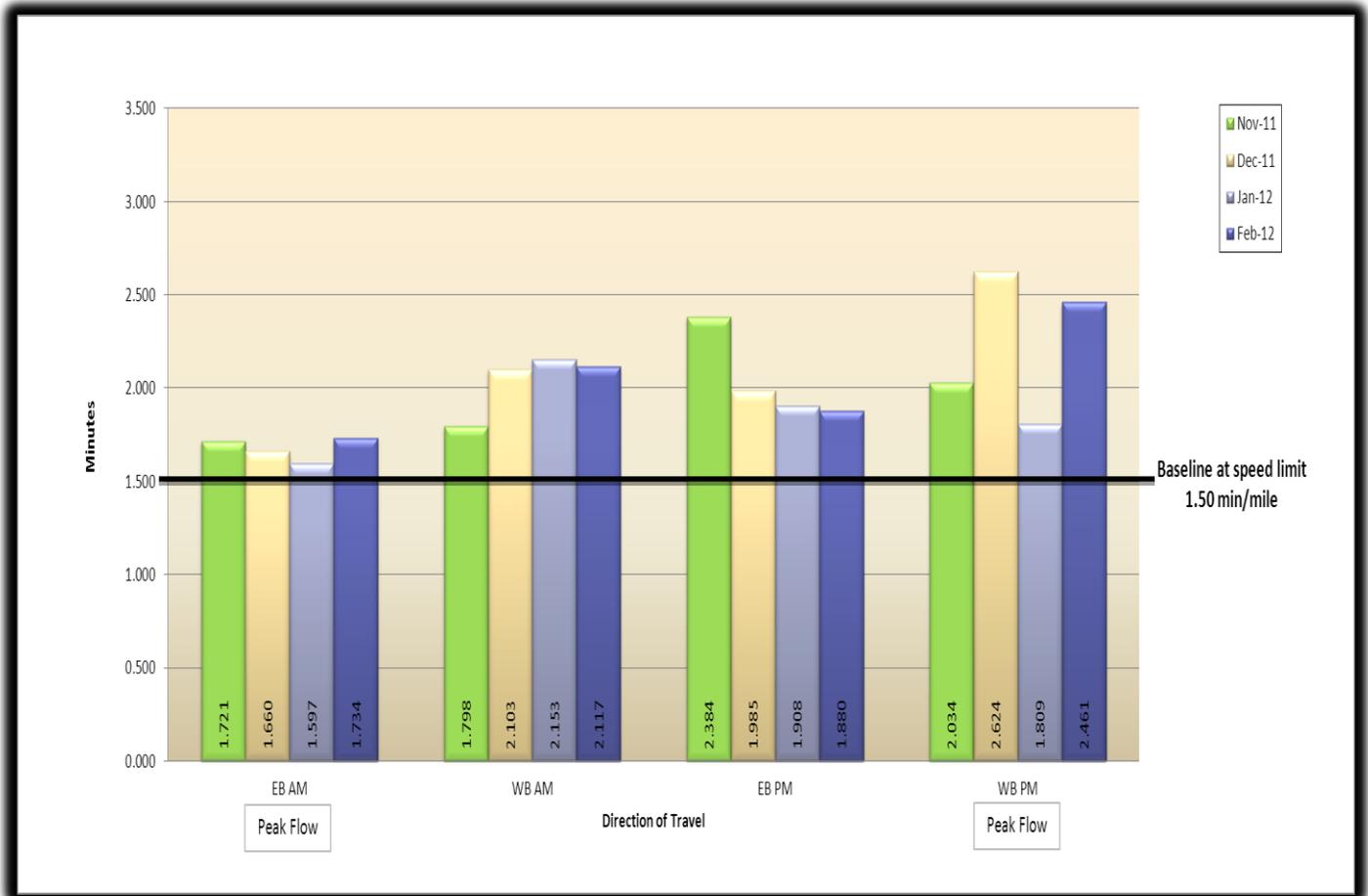
## Route 30, from Route PP to Weber Hill Road St. Louis and Jefferson Counties



New Speed Limit Signs installed just to the west of Rahning reducing the speed limit to Weber Hill to 50mph. Travel times are relatively stable along this corridor. This system was optimized in 2009 and is scheduled again in 2013.

- Number of Signals - 11
- Length of system - 9.2 miles
- Speed Limit varies from 50 mph and 60 mph
- Number of Lanes - This is a rural four lane expressway with signalized crossovers
- Weighted AADT for length of segment - 38150

## Route 100, from Route 340 to Maple Lane St. Louis County



The WB PM travel times are sporadic and impacted regularly by the emergency preemption system along the corridor. Both EB/WB AM and PM travel times have stabilized over the past several months. The optimization plans for this corridor are currently under contract for the current fiscal year. The corridor was also implemented with FYA and timing adjustments will be made with the optimization plans.

Number of Signals - 8

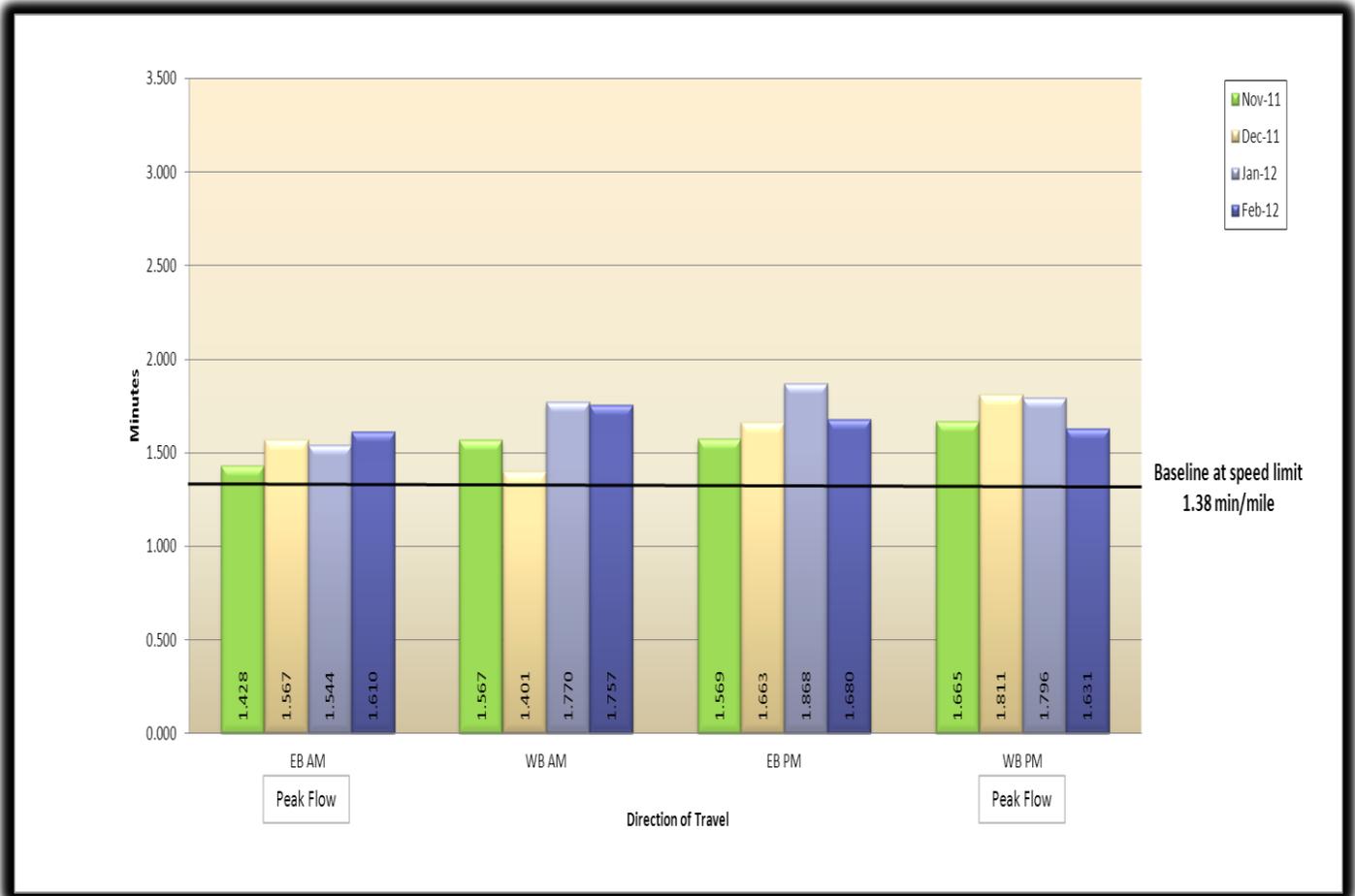
Length of system - 4.2 miles

Speed Limit is 40 mph

Number of Lanes - This is a five lane section with a two way left turn lane.

Weighted AADT for length of segment - 39500

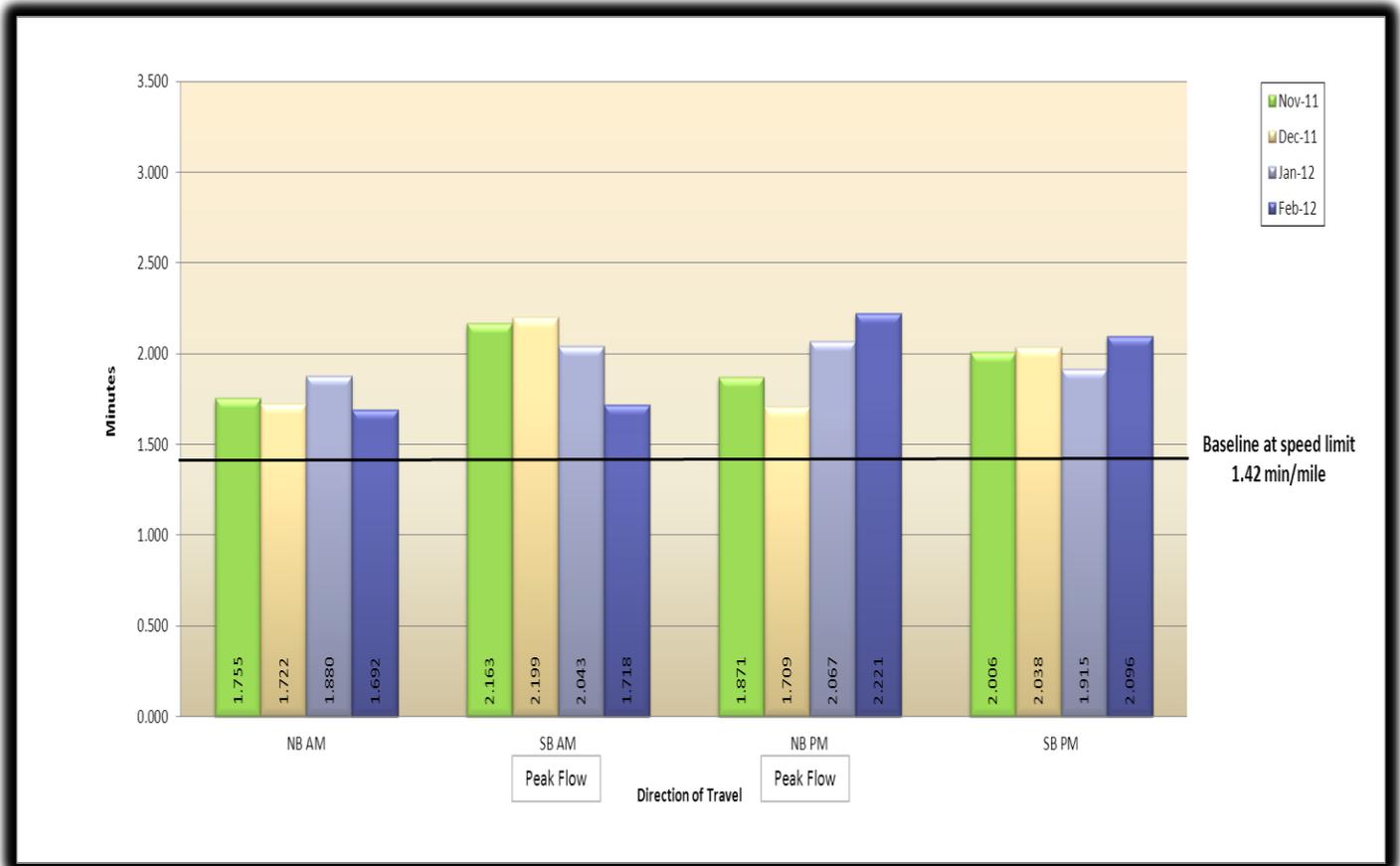
## US 50, from Union West City Limit to Denmark Franklin County



There are no defined reasons why the travel times are trending worse for EB and WB AM peaks since the early July 2011 optimization. Additional reviews on throughput and turning allowances at the Rte. 47 intersection are planned for the next quarter.

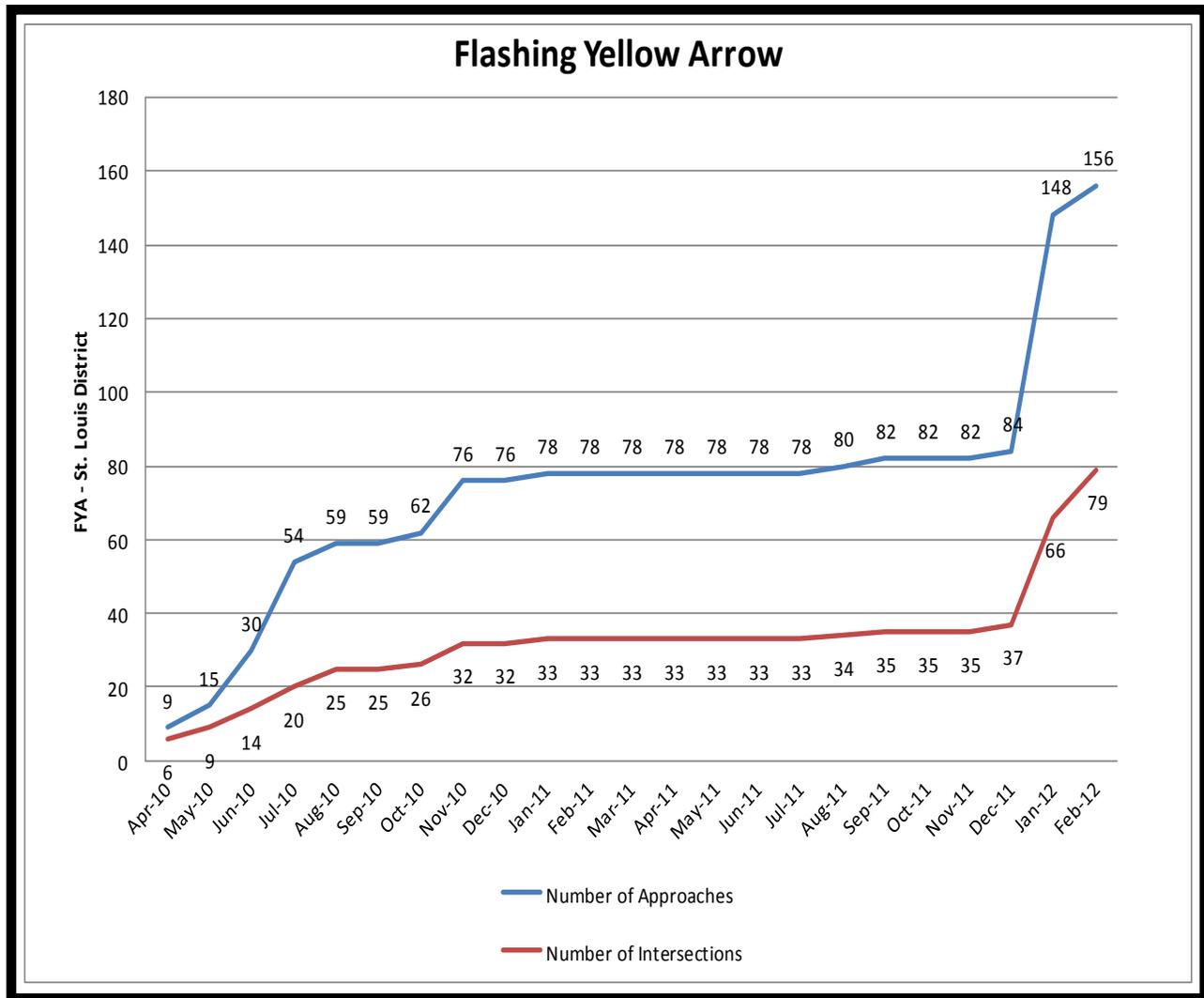
Number of Signals - 6  
 Length of system - 6.3 miles  
 Speed Limit varies between 40 mph and 50 mph.  
 Number of Lanes - This was just recently upgraded to a five lane section.  
 Weighted AADT for length of segment - 16850

## US 67, from Route 367 to I-270 St. Louis County



There are no defined reasons identified for NB and SB PM travel times trending longer than previous months. No specific actions taken that would have resulted in the SB and NB AM travel times trending lower than previous months. Optimization on this system will be implemented within the current fiscal year.

Number of Signals - 19  
 Length of system - 8.3 miles  
 Speed Limit varies between 40 mph and 45 mph  
 Number of Lanes - This is a five lane section with a two way left turn lane.  
 Weighted AADT for length of segment - 25450



Flashing Yellow Arrow Signals increased by eight from 148 in January to 156 in February

## Work Zones

Whenever traffic delay is reported, delay shall be evaluated using this chart and adequate mitigation measures should begin within the parameters of this chart. TMC and field personnel are partners in the mitigation of traffic and notification of delay should trigger the appropriate response from both parties.

Chart is designed to be a traffic delay reference to establish parameters for gauging work zone delay and to provide guidance for taking mitigation actions. Delay can be reported via Blue Toad technology, field personnel, call reports, ITS, TMC cameras, etc.

Major and Moderate delays trigger an IAR (Immediate Action Required) event. IAR means work zone user and TMC partner together to take immediate actions to reduce or eliminate distress. During an IAR event mitigation procedures can range from increased driver notification up to and including removal of work zone. Additional mitigation procedures may require involvement of administration through use of the work zone resolution ladder.

***IAR event can be upgraded or downgraded as conditions change.***

Level of Impact	Expected Delay	Mitigation Actions
<p><b>Major (Red)</b> <b><u>IAR Event</u></b></p> <p>SEVERE DISTRESS PRESENT</p> <p><b>Return of roadway to free flow traffic is Priority #1</b></p>	<p>15 minutes or above</p> <p>TMC and field personnel take all steps possible up to and including removal of lane closure to achieve free flow threshold</p>	<p><b>Immediate Action Required</b></p> <p>Supervisory mitigation assistance is required using the St. Louis District Work Zone Resolution Ladder as a tool to restore free flow traffic threshold</p>
<p><b>Moderate (Yellow)</b> <b><u>IAR Event</u></b></p> <p>CAUTIONARY STAGE:</p> <p><b>Action required by Field/ TMC to prevent escalation to a major event</b></p>	<p>10 – 14 minutes</p> <p>TMC increases driver messaging. Field begins efforts to restore free flow traffic</p>	<p>TMC and field shall reach a consensus on mitigation success within 15 minutes or less.</p> <p>If a consensus cannot be reached, mitigation should be scaled upwards in accordance with the St. Louis District Work Zone Resolution Ladder</p>

## Incident Levels

### **Major Impact Traffic Incident – Road closure > 2 hours**

Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

### **Moderate Impact Traffic Incident – Blocked travel lanes/closure 30 min – 2 hours**

Moderate traffic impact incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

### **Minor Impact Traffic Incident – Lane closures < 30 minutes**

Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

## Definitions

**511** – Gateway Guide’s phone line for automated call-in travel information in the St. Louis Metro Area

**511 Floodgate Message** – Road closure message sent from the TMC that is read at the beginning of a 511 call and posted to the banner on the website

**ACTRA** – Traffic signal management software program

**Alert** – Email message sent regarding an incident or event on the roadway

**Arterial** – Missouri State Highway Numbered Routes, not fully access controlled

**Arterial Device** – ITS equipment located along MoDOT arterials

**Average Minutes per Mile** – Number of minutes for a vehicle to travel one mile of roadway averaged over a section of roadway

**BlueTOAD**- a (Bluetooth Travel-time Origination and Destination) traffic monitoring system to collect high quality high density travel times by sampling a portion of actual travel times

**CFI** – Continuous Flow Intersection, at grade intersection configured to move turning vehicles conflicting with through movements out of the main intersection.

**DMS** - Dynamic Message Signs

**Defined Sensor** – A single sensor with an individual ID focused on a particular roadway; multiple defined sensors may be located at one physical sensor location

**Driver messaging** – Messages placed on DMS boards to alert drivers of incidents ahead of their direction of travel

**EOC** – Emergency Operations Center operated by MoDOT at the central office in Jefferson City

**ER** – MoDOT’s Emergency Response units that provide emergency assistance during nights and weekends typically not covered by Motorist Assist units

**Freeway Device** – ITS device located along a MoDOT freeway, such as interstates and other fully access controlled highways

**Gatewayguide.com** – Gateway Guide’s website for local St. Louis area traffic information

**GuidePost** – Area of report highlighting important mobility topics for the month

**IDOT** - Illinois Department of Transportation

**KCScout** – Gateway Guide’s counterpart for the greater Kansas City Metropolitan area, a collaboration involving both MoDOT and the Kansas DOT

**Mobility** – Ease of movement over roadway, through system, and or work zone

**MMU** – Conflict monitor hardware installed at a signal system

**MRB** – Mississippi River Bridge under construction north of downtown St. Louis

**Peak Average** – Daily speed sensor readings over an entire weekday rush commute period averaged for an entire month

**PSB** - Poplar Street Bridge

**Regional Mobility Overview** – Map depicting congestion areas based on speed index ratings derived from speed sensor readings

**Speed Index** – a ratio of the speed at which vehicles travel during a period to the speed at free-flow conditions

**Stats to Watch** – Area of report highlighting interesting trends for the report month, or data to be closely followed

**STLtraffic** – Email group consisting of Gateway Guide personnel and Gateway Guide’s media partners, messages sent to the group are also posted on Twitter

**TMC** – Traffic Management Center (also referred to as Gateway Guide)

**TMC Alert** – Email alert sent to an internal group of Gateway Guide personnel

**VDS** – Video Detection System, signal equipment used to detect vehicles at an intersection

**Visibility-** Concerning placement of traffic signs, signals, devices, barricades and warning lights for safety within work zone or construction area to help motorist and workers move within a work zone safely; Clearly visible and legible, distinguishable to approaching traffic during day and night, aligned with road user’s line of vision, and positioned as to not obstruct other applicable traffic control devices. Must meet MUTCD standards for condition and must be covered, turned or properly stowed when not in use.

**Zoning In** – section of report highlighting important construction topics for the report month

## I-70 Mile Markers

ST. CHARLES COUNTY		ST. CHARLES COUNTY	
5TH ST SOUTH (ST. CHARLES)	229A	229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B	229B	5TH ST NORTH (ST. CHARLES)
ST. LOUIS COUNTY		ST. LOUIS COUNTY	
BLANCHETTE BRIDGE	230	230	BLANCHETTE BRIDGE
EARTH CITY EXPRESSWAY SOUTH	231A	231A	EARTH CITY EXPRESSWAY SOUTH
EARTH CITY EXPRESSWAY NORTH	231B	231B	EARTH CITY EXPRESSWAY NORTH
I-270	232	232	I-270
MCKELVEY RD OVERPASS (BRIDGETON)	233	233	MCKELVEY RD OVERPASS (BRIDGETON)
RTE 180/ST. CHARLES ROCK RD (BRIDGETON)	234	234	RTE 180/ST. CHARLES ROCK RD (BRIDGETON)
US 67 SOUTH (BRIDGETON)	235A	235A	US 67 SOUTH (BRIDGETON)
US 67 NORTH (BRIDGETON)	235B	235B	US 67 NORTH (BRIDGETON)
CYPRESS RD (BRIDGETON)	235C	235C	CYPRESS RD (BRIDGETON)
AIRFLIGHT (ST. ANN)	236	236	AIRFLIGHT (ST. ANN)
MCDONNELL OVERPASS (BERKELEY)	237	237	MCDONNELL OVERPASS (BERKELEY)
LAMBERT AIRPORT (BERKELEY)	238A	238A	LAMBERT AIRPORT (BERKELEY)
I-170 NORTH (BERKELEY)	238B	238B	I-170 NORTH (BERKELEY)
I-170 SOUTH (BERKELEY)	238C	238C	I-170 SOUTH (BERKELEY)
NORTH HANLEY (BERKELEY)	239	239	NORTH HANLEY (BERKELEY)
RTE N/FLOISSANT RD (COOL VALLEY)	240A	240A	RTE N/FLOISSANT RD (COOL VALLEY)
BERMUDA DR (NORMANDY)	240B	240B	BERMUDA DR (NORMANDY)
RTE U/LUCAS AND HUNT RD	241B	241B	RTE U/LUCAS AND HUNT RD
JENNINGS STATION RD (PINE LAWN)	242C	242C	JENNINGS STATION RD (PINE LAWN)
ST. LOUIS CITY		ST. LOUIS CITY	
GOODFELLOW (ST. LOUIS)	243A	243A	GOODFELLOW (ST. LOUIS)
RIVERVIEW/BIRCHER (ST. LOUIS)	243B	243B	RIVERVIEW/BIRCHER (ST. LOUIS)
UNION (ST. LOUIS)	244A	244A	UNION (ST. LOUIS)
KINGSHIGHWAY (ST. LOUIS)	244B	244B	KINGSHIGHWAY (ST. LOUIS)
SHREVE (ST. LOUIS)	245A	245A	SHREVE (ST. LOUIS)
WEST FLOISSANT AVE (ST LOUIS)	245B	245B	WEST FLOISSANT AVE (ST LOUIS)
NORTH BROADWAY (ST. LOUIS)	246A	246A	NORTH BROADWAY (ST. LOUIS)
ADELAIDE (ST LOUIS)	246B	246B	ADELAIDE (ST LOUIS)
GRAND (ST. LOUIS)	247	247	GRAND (ST. LOUIS)
SALISBURY (ST LOUIS)	248A	248A	SALISBURY (ST LOUIS)
BRANCH (ST LOUIS)	248B	248B	BRANCH (ST LOUIS)
MADISON (ST LOUIS)	249A	249A	MADISON (ST LOUIS)
PINE ST OVERPASS (ST LOUIS)	250	250	PINE ST OVERPASS (ST LOUIS)
CHESTNUT ST OVERPASS (ST LOUIS)	250	250	CHESTNUT ST OVERPASS (ST LOUIS)
MARKET ST OVERPASS (ST. LOUIS)	250	250	MARKET ST OVERPASS (ST. LOUIS)
WALNUT ST OVERPASS (ST LOUIS)	250	250	WALNUT ST OVERPASS (ST LOUIS)

I-70 DISTRICT 6 WESTBOUND  
I-70 DISTRICT 6 EASTBOUND

## I-70 St. Charles County Mile Markers

RTE A (WENTZVILLE)	212	I-70 DISTRICT 6 EASTBOUND I-70 DISTRICT 6 WESTBOUND	212	RTE A (WENTZVILLE)
LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)	214		214	LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)
BRYAN RD (O'FALLON)	216		216	BRYAN RD (O'FALLON)
RTE K/RTE M (O'FALLON)	217		217	RTE K/RTE M (O'FALLON)
T.R. HUGHES BLVD (O'FALLON)	218		218	T.R. HUGHES BLVD (O'FALLON)
RTE 79 (ST. PETERS/O'FALLON)	220		220	RTE 79 (ST. PETERS/O'FALLON)
RTE C/MID RIVERS MALL DR (ST. PETERS)	222		222	RTE C/MID RIVERS MALL DR (ST. PETERS)
SPENCER RD OVERPASS (ST. PETERS)	223		223	SPENCER RD OVERPASS (ST. PETERS)
RTE 370 (ST. PETERS)	224		224	RTE 370 (ST. PETERS)
CAVE SPRINGS (ST. CHARLES)	225		225	CAVE SPRINGS (ST. CHARLES)
ZUMBEHL RD (ST. CHARLES)	227		227	ZUMBEHL RD (ST. CHARLES)
HAWK'S NEST OVERPASS (ST. CHARLES)	227		227	HAWK'S NEST OVERPASS (ST. CHARLES)
RTE 94 (ST. CHARLES)	228		228	RTE 94 (ST. CHARLES)
5TH ST SOUTH (ST. CHARLES)	229A		229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B	229B	5TH ST NORTH (ST. CHARLES)	

## I-270 Mile Markers

3	KOCH RD	I-255 WESTBOUND	I-255 EASTBOUND	KOCH RD	3
2	SR 231 (TELEGRAPH RD)		SR 231 (TELEGRAPH RD)	2	
1C	US61-67		US61-67	1B	
1B	<b>I-55 NORTH</b>		<b>I-55 NORTH</b>	1B	
1	<b>I-55 SOUTH</b>		<b>I-55 SOUTH</b>	1A	
2	SR 21 (TESSON FERRY RD.)		SR 21 (TESSON FERRY RD.)	2	
3	SR 30 (GRAVOIS RD.)		SR 30 (GRAVOIS RD.)	3	
5	I-44 EAST/SR 366 (WATSON RD.)		<b>I-44 EAST</b>	5	
5	<b>I-44 WEST</b>		<b>I-44 WEST</b>	5	
				BIG BEND RD.	7
8	DOUGHERTY FERRY RD.	I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55 I-270 DISTRICT 6 CLOCKWISE FROM I-55 TO RIVERVIEW DR.	DOUGHERTY FERRY RD.	8	
10	SR 100 (MANCHESTER RD.)		SR 100 (MANCHESTER RD.)	10	
12	I-64 EAST/WEST/US 40-61 NORTH/SOUTH		I-64 EAST/WEST/US 40-61 NORTH/SOUTH	12 A/B	
13	SR AB (LADUE RD)		SR AB (LADUE RD)	13	
14	SR 340 (OLIVE BLVD)		SR 340 (OLIVE BLVD)	14	
16	SR D (PAGE AVE.) EAST		SR D (PAGE AVE.) EAST	16A	
16	SR 364 WEST		SR 364 WEST	16B	
17	DORSETT RD		DORSETT RD	17	
20	<b>I-70 WEST/EAST</b>		<b>I-70 WEST</b>	20B	
			<b>I-70 EAST</b>	20A	
20C	SR 180 (ST. CHARLES ROCK RD)		SR 180 (ST. CHARLES ROCK RD)	20C	
22	MISSOURI BOTTOM RD/370 WEST		SR 370 WEST	22D	
23	MCDONNELL BLVD		MCDONNELL BLVD	23	
25A	US 67 SOUTH		US 67 NORTH	25A	
25B	US 67 NORTH		US 67 SOUTH	25B	
26	HANLEY/GRAHAM RD.		<b>I-170 SOUTH (EXIT LEFT)</b>	26A	
26	<b>I-170 SOUTH</b>		HANLEY/GRAHAM	26B	
27	NEW FLORISSANT RD		NEW FLORISSANT RD	27	
28	WASHINGTON/ELIZABETH RD.		ELIZABETH/WASHINGTON	28	
29	WEST FLORISSANT RD		WEST FLORISSANT RD	29	
30	SR AC HALLS FERRY RD	SR AC NEW HALLS FERRY RD	30		
		NEW HALLS FERRY RD.	30A		
31A	<b>SR 367 SOUTH</b>	<b>SR 367 SOUTH</b>	31A		
31B	<b>SR 367 NORTH</b>	<b>SR 367 NORTH</b>	31B		
32	BELLEFONTAINE RD	BELLEFONTAINE RD	32		
33	LILAC AVE.	LILAC AVE.	33		
34	RIVERVIEW DR.	RIVERVIEW DR.	34		

## I-64 Mile Markers

<b>I-70 WEST EXIT RIGHT/EAST EXIT LEFT</b>	1	I-64 DISTRICT 6 WESTBOUND I-64 DISTRICT 6 EASTBOUND	1A	<b>I-70 WEST</b>
			1B	<b>I-70 EAST</b>
PROSPECT RD	1C		1C	PROSPECT RD
LAKE ST. LOUIS BLVD	2		2	LAKE ST. LOUIS BLVD
SR N	4		4	MO N
SR DD/WINGHAVEN	6		6	MO DD/Winghaven
SR K/SR 94	9		9	MO K
			10	MO 94
MISSOURI RESEARCH PARK/TECHNOLOGY DR	12		11	RESEARCH PARK CRL
DANIEL BOONE BRIDGE	13		13	DANIEL BOONE BRIDGE
CHESTERFIELD AIRPORT RD	14		14	SPIRIT OF ST LOUIS BLVD
			16	LONG RD
BOONE'S CROSSING	17		17	BOONE'S CROSSING
CHESTERFIELD PKWY	19A		19A	CHESTERFIELD PKWY
SR 340 (OLIVE/CLARKSON)	19B		19B	MO 340 (OLIVE/CLARKSON)
			20	CHESTERFIELD PKWY
TIMBERLAKE MANOR PKWY	21		21	TIMBERLAKE MANOR PKWY
SR 141	22		22	MO 141 (WOODS MILL RD)
MASON RD	23		23	MARYVILLE CENTRE DR
			24	MASON RD
<b>I-270 SOUTH</b>	25A		25A	<b>I-270 SOUTH</b>
<b>I-270 NORTH</b>	25B		25B	<b>I-270 NORTH</b>
SR JJ (BALLAS RD)	26		26	MO JJ (BALLAS RD)
SPOEDE RD	27		27	SPOEDE RD
US 61-67	28A		28A	US 61-67
			28B	CLAYTON RD
MCKNIGHT RD	30		30	MCKNIGHT RD
BRENTWOOD/HANLEY RD	31B		31A	<b>I-170 NORTH</b>
<b>I-170 NORTH</b>	31A		31B	HANLEY RD/BRENTWOOD BLVD
BELLEVUE AVE	33B			
BIG BEND	33A		33A	BIG BEND BLVD
MCCAUSLAND	33C			<b>ST. LOUIS CITY</b>
<b>ST. LOUIS CITY</b>			33C	MCCAUSLAND AVE
HAMPTON AVE/OAKLAND AVE	34B		34A	CLAYTON RD/SKINKER BLVD
			34B	HAMPTON AVE
KINGSHIGHWAY	36A		36A	KINGSHIGHWAY
VANDEVENTER AVE	36C		36B	BOYLE
MARKET ST/BERNARD ST	37A			
GRAND AVE	37B			
JEFFERSON AVE	38A		38A	FOREST PARK AVE/GRAND BLVD
CHESTNUT AT 20TH ST	38B	38B	MARKET ST AT 3000 WEST	
14TH ST	39B	39A	MARKET ST AT 21ST	
11TH ST EXIT LEFT	39C	40A	STADIUM/9TH ST/ TUCKER BLVD	
BROADWAY/7TH ST (LAST MISSOURI EXIT)	40B	40C	<b>I-44 WB/I-55 SB/ I-70 WB</b>	

## I-55 Mile Markers

JEFFERSON COUNTY		JEFFERSON COUNTY	
RTE M	185	185	RTE M
MAIN ST(IMPERIAL)	186	186	MAIN ST(IMPERIAL)
RICHARDSON RD (ARNOLD)	190	190	RICHARDSON RD (ARNOLD)
RTE 141 (ARNOLD)	191	191	RTE 141 (ARNOLD)
ST. LOUIS COUNTY		ST. LOUIS COUNTY	
MERAMEC BOTTOM RD	193	193	MERAMEC BOTTOM RD
BUTLER HILL RD	195	195	BUTLER HILL RD
<b>I-255 EAST</b>	196A	196A	<b>I-255 EAST</b>
<b>I-270 NORTH</b>	196B	196B	<b>I-270 NORTH</b>
US67/LINDBERGH	197	197	US67/LINDBERGH
REAVIS BARRACKS RD	199	199	REAVIS BARRACKS RD
UNION RD	200	200	UNION RD
BAYLESS	201A	201A	BAYLESS
WEBER RD	201B	201B	WEBER RD
ST. LOUIS CITY		ST. LOUIS CITY	
GERMANIA (ST. LOUIS)	202B	202B	GERMANIA (ST. LOUIS)
LOUGHBOROUGH AVE (ST. LOUIS)	202C	202C	LOUGHBOROUGH AVE (ST. LOUIS)
BATES (ST. LOUIS)	203	203	BATES (ST. LOUIS)
BROADWAY (ST. LOUIS)	204	204	BROADWAY (ST. LOUIS)
GASCONADE (ST. LOUIS)	205	205	GASCONADE (ST. LOUIS)
ARSENAL (ST. LOUIS)	206C	206C	ARSENAL (ST. LOUIS)
SIDNEY OVERPASS	206	206	SIDNEY OVERPASS
GRAVOIS AVE OVERPASS	207	207	GRAVOIS AVE OVERPASS
<b>I-44 WEST (ST. LOUIS)</b>	207	207	<b>I-44 WEST (ST. LOUIS)</b>
7TH ST/PARK AVE (ST. LOUIS)	208	208	7TH ST/PARK AVE (ST. LOUIS)

I-55 DISTRICT 6 NORTHBOUND  
 I-55 DISTRICT 6 SOUTHBOUND

## I-44 Mile Markers

<b>FRANKLIN COUNTY</b>		I-44 DISTRICT 6 WESTBOUND I-44 DISTRICT 6 EASTBOUND	<b>FRANKLIN COUNTY</b>	
PACIFIC	257		257	PACIFIC
<b>ST. LOUIS COUNTY</b>			261	ALLENTON/SIX FLAGS
ALLENTON/SIX FLAGS	261		<b>ST. LOUIS COUNTY</b>	
RTE 109/RTE W	264		264	RTE 109/RTE W
WILLIAMS RD	265			
LEWIS RD	266		266	LEWIS RD
			269	ANTIRE
RTE 141	272		272	RTE 141
BOWLES	274		274	BOWLES
MRAZ	274			
			275	SOCCER PARK
<b>I-270 NORTH</b>	276B		276B	<b>I-270 NORTH</b>
<b>I-270 SOUTH</b>	276A		276A	<b>I-270 SOUTH</b>
RTE 366/WATSON	277A			
US 67/LINDBERGH	277B		277B	US 67/LINDBERGH
BIG BEND	278		278	BIG BEND
			279	BERRY
ELM	280		280	ELM
LACLEDE STATION	282			
<b>ST. LOUIS CITY</b>			283	SHREWSBURY
JAMIESON	284A		<b>ST. LOUIS CITY</b>	
			284B	ARSENAL
			285	SOUTHWEST
HAMPTON	286			
KINGSHIGHWAY	287		287	KINGSHIGHWAY
GRAND AVE	288		288	GRAND AVE
JEFFERSON AVE	289		289	JEFFERSON AVE
<b>I-55 SOUTH</b>	290A			
18TH ST	290B			
		290C	12TH ST./GRAVOIS	

## I-170 Mile Markers

I-64 WEST/US 40-61	1A	I-170 DISTRICT 6 SOUTHBOUND I-170 DISTRICT 6 NORTHBOUND		
I-64 EAST/US 40-61	1B			
				1C   GALLERIA PARKWAY
BRENTWOOD BLVD	1D			
FOREST PARK PARKWAY	1E			1E   FOREST PARK PARKWAY
LADUE RD	1F			1F   LADUE RD
DELMAR	2			2   DELMAR
EAST/3B WEST SR 340 (OLIVE BLVD)	3A			3   SR 340 (OLIVE BLVD)
SRD/SR 364 (PAGE AVE)	4			4   SR D/SR 364 (PAGE AVE)
SR 180 (ST. CHARLES ROCK RD)	5			5   SR 180 (ST. CHARLES ROCK RD)
SR 115 (NATURAL BRIDGE RD)	6			6   SR 115 (NATURAL BRIDGE RD)
I-70 EAST (EXIT LEFT)	7A			7A   I-70 EAST (EXIT RIGHT)
I-70 WEST (EXIT RIGHT)	7B			7B   I-70 WEST (EXIT LEFT)
				7C   LAMBERT ST. LOUIS AIRPORT
SCUDDER	8			8   SCUDDEN/N. HANLEY RD
AIRPORT RD	9A			9A   AIRPORT
				9B   BOEING (EXIT LEFT)
				9C   N. HANLEY RD
				10A   I-270 WEST (EXIT RIGHT)
			10B   I-270 EAST (EXIT LEFT)	

## SR 364 Mile Markers

		SR 364 WESTBOUND SR 364 EASTBOUND	11B   HARVESTER RD
			12   HERITAGE CROSSING/JUNGS STATION RD
SR94 EAST/ST. CHARLES	13		13   SR 94 EAST/MUEGGE RD
ARENA PKWY/UPPER BOTTOM RD	14		14   UPPER BOTTOM/ARENA
MARYLAND HEIGHTS EXPRESSWAY	17		17   MARYLAND HEIGHTS EXPRESSWAY
BENNINGTON PL	19		
			21   BENNINGTON PL
I-270 SOUTH	22A		
I-270 NORTH	22B		

## SR 370 Mile Markers

		SR 370 WESTBOUND SR 370 EASTBOUND	1A	I-70 WESTBOUND
			1B	I-70 EASTBOUND
			1C	SPENCER RD
TRUMAN/CAVE SPRINGS RD	2		2	TRUMAN/CAVE SPRINGS RD
ELM/NEW TOWN BLVD	5		5	ELM/NEW TOWN BLVD
N 3RD ST/SR 94	7		7	N 3RD ST/SR 94
DISCOVERY BRIDGE ST. CHAS CO/ ST. LOUIS CO	8		8	DISCOVERY BRIDGE ST. LOUIS CO/ ST. CHAS CO
EARTH CITY EXPRESSWAY	9		9	EARTH CITY EXPRESSWAY
ST. LOUIS MILLS BLVD	11		11	ST. LOUIS MILLS BLVD
MISSOURI BOTTOM RD	12			
I-270 WEST BOUND	12			
I-270 EAST BOUND	12			

## SR 21 Mile Markers

RT B	164.8	SR 21 NORTHBOUND SR 21 SOUTHBOUND	164.8	RT B
RT BB	165.4		165.4	RT BB
STADIUM DR UNDERPASS	166.4		166.4	STADIUM DR UNDERPASS
RTE A	167.8		167.8	RTE A
SAND CREEK	169		169	SAND CREEK
HAYDEN RD	169.2		169.2	HAYDEN RD
GLADE CHAPEL RD OVERPASS	171.4		171.4	GLADE CHAPEL RD OVERPASS
OLD HWY 21 (GOLDMAN)	172.6		172.6	OLD HWY 21 (GOLDMAN)
KLABLE RD OVERPASS	174.2		174.2	KLABLE RD OVERPASS
SCHENK RD OVERPASS	175.2		175.2	SCHENK RD OVERPASS
HEADS CREEK	176.4		176.4	HEADS CREEK
RT MM	177.7		177.7	RT MM
W. FOUR RIDGE RD OVERPASS	179		179	W. FOUR RIDGE RD OVERPASS
OLD HWY 21 (SHADY VALLEY)	180.4		180.4	OLD HWY 21 (SHADY VALLEY)
OLD HWY 21 UNDERPASS	182		182	OLD HWY 21 UNDERPASS
WEST ROCK CREEK RD OVERPASS	182.8		182.8	WEST ROCK CREEK RD OVERPASS
OLD HWY 21 OVERPASS	183.2		183.2	OLD HWY 21 OVERPASS
LONDELL RD	184.2		184.2	LONDELL RD
OLD HWY 21	184.5		184.5	OLD HWY 21
SR 141	185.6		185.6	SR 141