

Monitor Aggressively, Manage Proactively

GuidePost

- Extensive pavement repairs required an around the clock effort to minimize additional closure time on the I-64 double deck project
- Adjustments made to positioning of law enforcement prior to I-44 Smart Work Zone in an attempt to reduce work zone crashes
- Daily closures of 10-15 minutes occurred on I-270 widening project from I-44 to Dougherty Ferry to blast and clear rock
- Arterial travel times remained fairly stable
- Freeway mobility slightly increased on I-70 in EB AM / WB PM rush and decreased along I-44, I-64 and I-270
 - The decreases in mobility were impacted by several major work zones



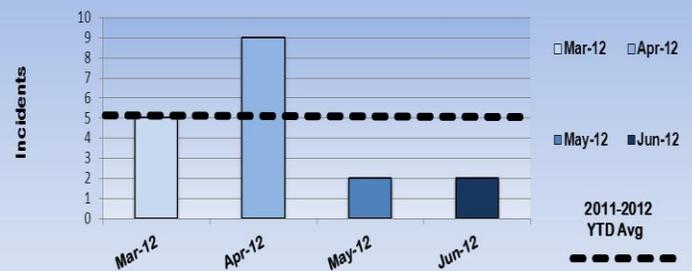
A road closure along I-270, south of Manchester Road, allows crews to clear rock and debris from blasts off the roadway during the I-270 widening project.

Stats to Watch

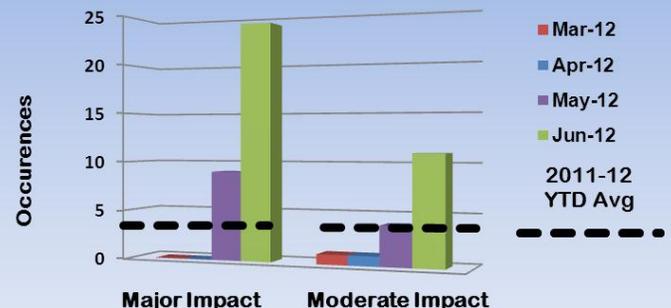
ZONING IN

- 🚧 Observed work zones breakdown:
 - ◆ Major Impact Delays: 24 – 5.9%
 - ◆ Moderate Impact Delays: 11 – 2.7%
 - ◆ Minor Impact Delays: 373 – 91.4%
- 🚧 2011 vs. 2012 Work Zone Comparison:
June 2011: 378 June 2012: 408
- 🚧 Work zone crashes in June: 10
- 🚧 SL District Work Zone Inspections:
 - ◆ May 2012: 38%
 - ◆ June 2012: 28%
 - ◆ Goal: 50%
- 🚧 SL District Mobility Rating:
 - ◆ May 2012: 95%
 - ◆ June 2012: 98%
 - ◆ Goal: 91%
- 🚧 Visibility levels:
 - ◆ May 2012: 92%
 - ◆ June 2012: 99%
 - ◆ Goal: 91%

Major Traffic Impact Incident Summary



Workzone Summary



*Impact Levels described in Data Key

TMC Observed Work Zones June 2012	
Impact	Number of Delays
Major Impact	24
Moderate Impact	11
Minor Impact	373
Total	408

Major Impact (15 Minutes Or Above Additional Delay)

I-64 Westbound AM/PM on I-64 Double-Deck Project -- Double Lane Closures

- Delays occurred on (13) dates: 6/1, 6/2, 6/3, 6/5, 6/7, 6/8, 6/12, 6/13, 6/15, 6/19, 6/22, 6/23, and 6/26
- Average delay of 19 minutes
- All mitigation efforts were in full use during these closures

I-44 Eastbound AM/PM at Antire Road -- Left Lane Closure

- Delays occurred on (5) dates: 6/3, 6/7, 6/8, 6/15, and 6/19
- Average delay of 28 minutes
- All mitigation efforts were in full use during these closures

I-270 Northbound/Southbound AM/PM for Blasting and Debris Removal --Total Closure All Lanes

- Delays occurred on (5) dates: 6/11, 6/13, 6/14, 6/19, and 6/29
- Average delay of 22 minutes
- All mitigation efforts were in full use during these closures

6/10 (Sunday) 1:29 PM I-44 Eastbound at Antire Road --Two Left Lanes Closed

- A truck pulling a trailer stalled in the right lane with Police and Motorist Assist responding to mitigate
- The stall resulted in a 4 mile queue with an estimated 2,640 vehicles and 3,168 motorists experiencing additional delays with 51 vehicles per minute/lane adding to the queue
- Stall cleared at 1:41 PM with a 34 minute queue

Moderate Impact (10-14 Minutes Additional Delay)

I-64 Westbound AM/PM on I-64 Double-Deck Project -- Double Lane Closures

- Delays occurred on (4) dates 6/4, 6/21, 6/28, and 6/29
- Average delay of 12 minutes
- All mitigation efforts were in full use during these closures

I-44 Eastbound AM at Antire Road -- Left Lane Closure

- Delays occurred on (4) dates 6/11, 6/13, 6/22, and 6/26
- Average delay of 12 minutes
- All mitigation efforts were in full use during these closures

I-270 Northbound/Southbound AM/PM for Blasting and Debris Removal --Total Closure All Lanes

- Delays occurred on (3) dates 6/7, 6/8, 6/12
- Average delay of 12 minutes
- All mitigation efforts were in full use during these closures

Work Zone Related Crashes

6/4 (Monday) 10:28 AM Northbound I-270 before Dougherty Ferry Road -- Right Lane Closed

- A minor two-vehicle crash in work zone queue (past I-44) closed two right lanes
- All signage and advanced messaging in place for work zone
- Vehicles moved to the shoulder at 11:03 AM with no additional delays
- Incident cleared at 11:14 AM with no queue

6/11 (Monday) 1:40 PM Northbound I-270 ramp to EB I-44 -- Partial Closure

- A MoDOT TMA was struck and partially blocking the ramp from NB I-270 to EB I-44
- Work Zone Coordinator, Incident Management Coordinator and MSHP were notified
- Motorist Assist and the Incident Management Coordinator responded to the scene
- No injuries or significant delays were reported. The incident cleared at 2:37 PM

6/14 (Thursday) 8:16 AM Eastbound I-44 at Antire Road --Two Left Lanes Closed

- Multi-Vehicle crash in a work zone east of Lewis Road involving 4-5 vehicles with no reported injuries
- The travel time through the work zone was 13 minutes before the crash
- Vehicles were quickly moved to the shoulder and all notifications were made
- The crash resulted in a 2.2 mile queue with an estimated 1,161 vehicles, 1,394 motorists experiencing additional delays of 8 minutes from 8:16 AM to 9:05 AM with 66 vehicles per lane/minute adding to the queue
- Travel times through work zone were at 18 minutes when incident cleared at 9:25 AM

6/17 (Sunday) 11:35 AM Eastbound I-44 at Antire Road --Two Left Lanes Closed

- A minor two vehicle crash in the left lane with no report of injuries
- The crash resulted in a 4.0 mile queue with an estimated 4,224 vehicles, 5,068 motorists experiencing additional delays with 68 vehicles per lane/minute adding to the queue

6/18 (Monday) 9:10 PM Eastbound I-64 at Spoede Road – Two Right Lanes Closed

- A minor two vehicle crash occurred within work zone
- Emergency Response was dispatched to the scene and the Work Zone Coordinator was contacted
- There were no injuries or delays and the incident was cleared at 10:23 PM

6/19 (Tuesday) 6:36 AM Eastbound I-44 at Antire Road --Two Left Lanes Closed

- A minor vehicle crash in work zone with no report of injuries
- Crash resulted in a 3.3 mile queue with an estimated 3,484 vehicles, 4,181 motorists experiencing additional delays with 132 vehicles per lane/minute adding to the queue
- Travel delays of 56 minutes were observed between 6:50 AM and 8:45 AM

6/19 (Tuesday) 6:23 PM Westbound I-44 at Antire Road -- Right Lane Closed

- Initial report of a sick case which turned out to be a crash with a vehicle into the tree line
- Called in by Motorist Assist with Police on scene
- Crash resulted in a 3 mile queue with an estimated 3,168 vehicles, 3,800 motorists experiencing additional delays with 68 vehicles per lane/minute adding to the queue
- Event took 70 minutes to clear with two oversized loads traversing through the area at the same time as this event
- At 8:00 PM traffic was flowing smoothly with no additional delays

6/21 (Thursday) 10:30 AM Eastbound I-44 Antire Road --Two Left Lanes Closed

- A single vehicle crash occurred outside the work zone but within the work zone signage.
- Vehicle struck guard cable and the occupant was combative with Police, therefore the two left lanes were closed as a safety measure
- Traffic queued 3 miles with an estimated 3,168 vehicles, with 3800 motorists delayed with 32 vehicles per lane/minute adding to the queue

6/24 (Sunday) 4:24 AM Westbound I-64 Double-Deck Project -- Full Closure

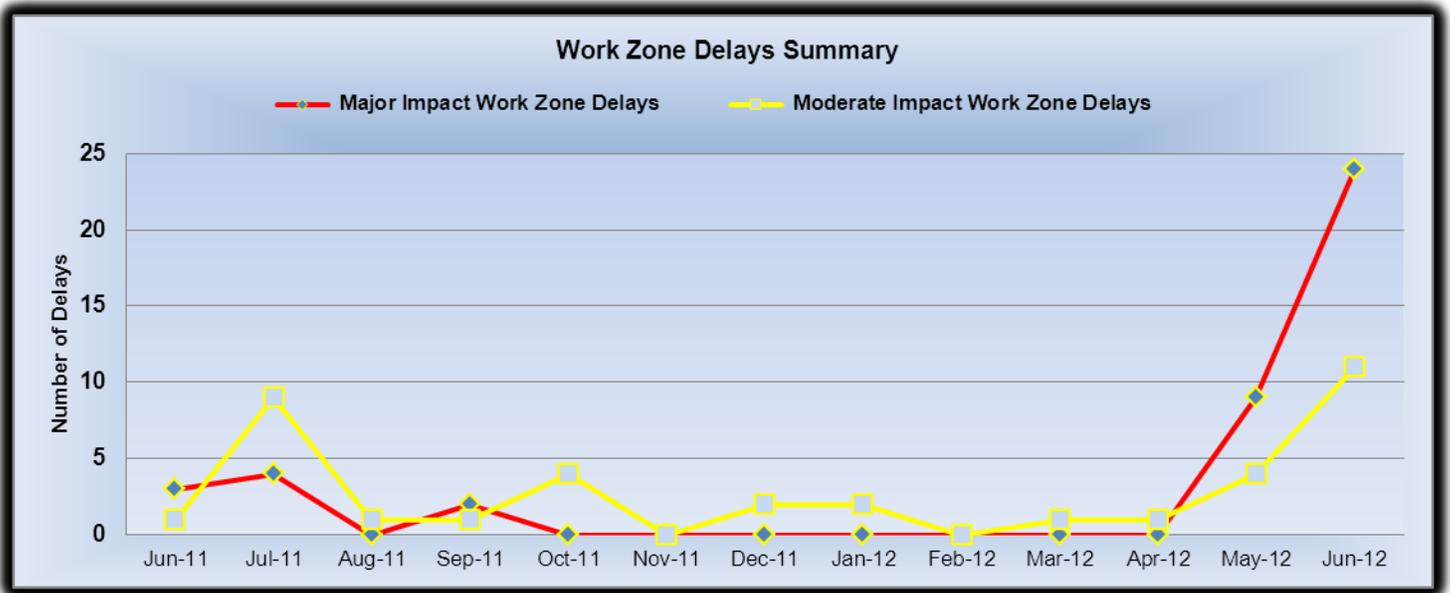
- A minor accident on WB I-64 just past exit to SB I-55 in right lane
- No report of injuries with no additional delays due to full closure
- Incident cleared at 5:58 PM

6/25 (Monday) 8:20 AM Eastbound I-44 Antire Road --Two Left Lanes Closed

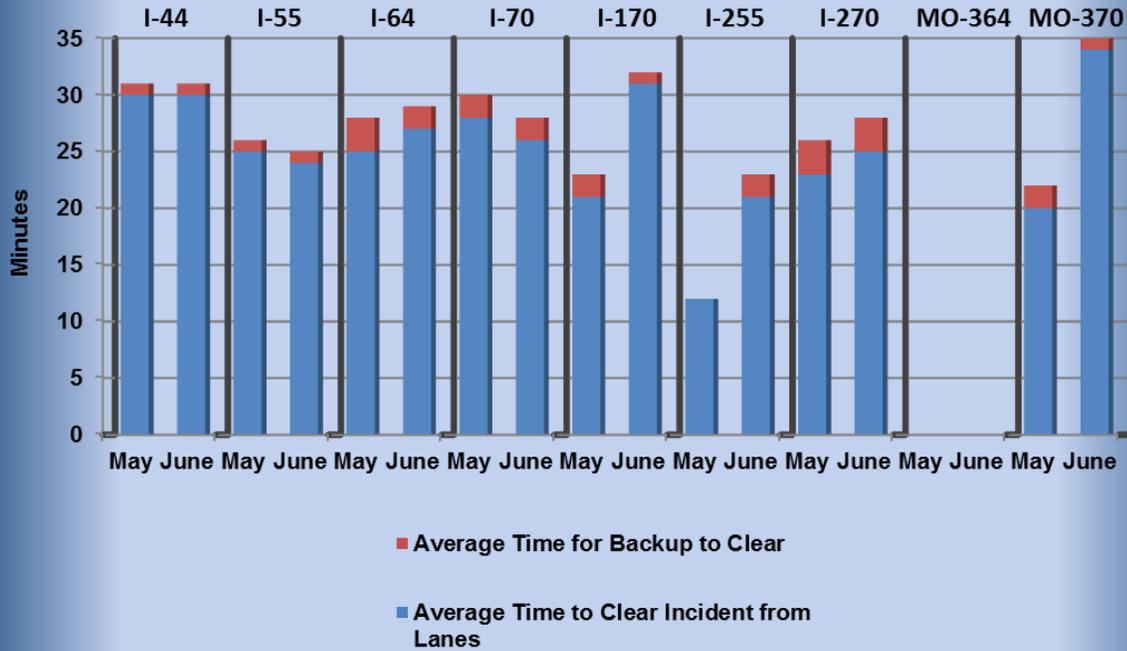
- A minor crash involving two vehicles closed the right lane past Lewis Road
- Vehicles quickly moved to the right shoulder with no injuries or delays
- Incident cleared at 9:03 AM

🚧 I-44 Eastbound at Antire Road Smart Work Zone

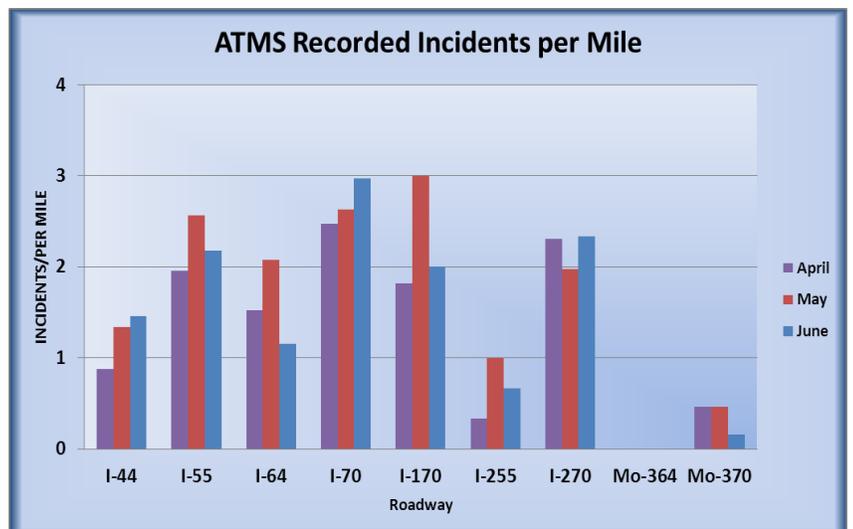
- The mitigation strategy was adjusted mid-month to attempt to prevent work zone crashes
- This adjustment consisted of moving law enforcement with flashing lights to be located prior to the start of the work zone
- The goal was to slow the speed of traffic approaching the lane reductions to reduce crashes
- All advanced messaging, proper work zone signage, and media alerts were still in use



May 2012 vs. June 2012 Incidents Summary



Number of Incidents			
	April	MAY	June
Interstate			
I-44	29	44	48
I-55	45	59	50
I-64	61	83	46
I-70	94	100	113
I-170	20	33	22
I-255	1	3	2
I-270	83	71	84
Mo-364	0	0	0
Mo-370	6	6	2
Total	339	399	367





- ▲** 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

May 2012	VS	June 2012
2		2

Major Impact Traffic Incidents and Mitigation

6/1/12 (Friday)

- **Location:** Eastbound I-270 at West Florissant Avenue
- **Event:** A multi-vehicle crash blocked two Eastbound right lanes, the right shoulder and the ramp from West Florissant to Eastbound I-270
- **Time:** 8:26 pm – 10:36 pm **Total Time:** 2 hours 10 minutes
- **Action:** TMC posted advanced messaging on DMS boards advising motorists of the crash. Motorist Assist was dispatched to the scene and MoDOT's on-duty Incident Management Coordinator was notified.
- **Estimated Initial Impact:** Two right lanes of Eastbound I-270, the right shoulder and the ramp from West Florissant were closed forcing motorists to divert or experience delays to get to I-270.
- **Result:** Guard Rail and other state damage reported with an estimated 1,056 vehicles, 1,267 motorists experiencing additional delays and 32 vehicles per/lane minute adding to the queue. All lanes opened at 10:36 pm with a two minute queue.

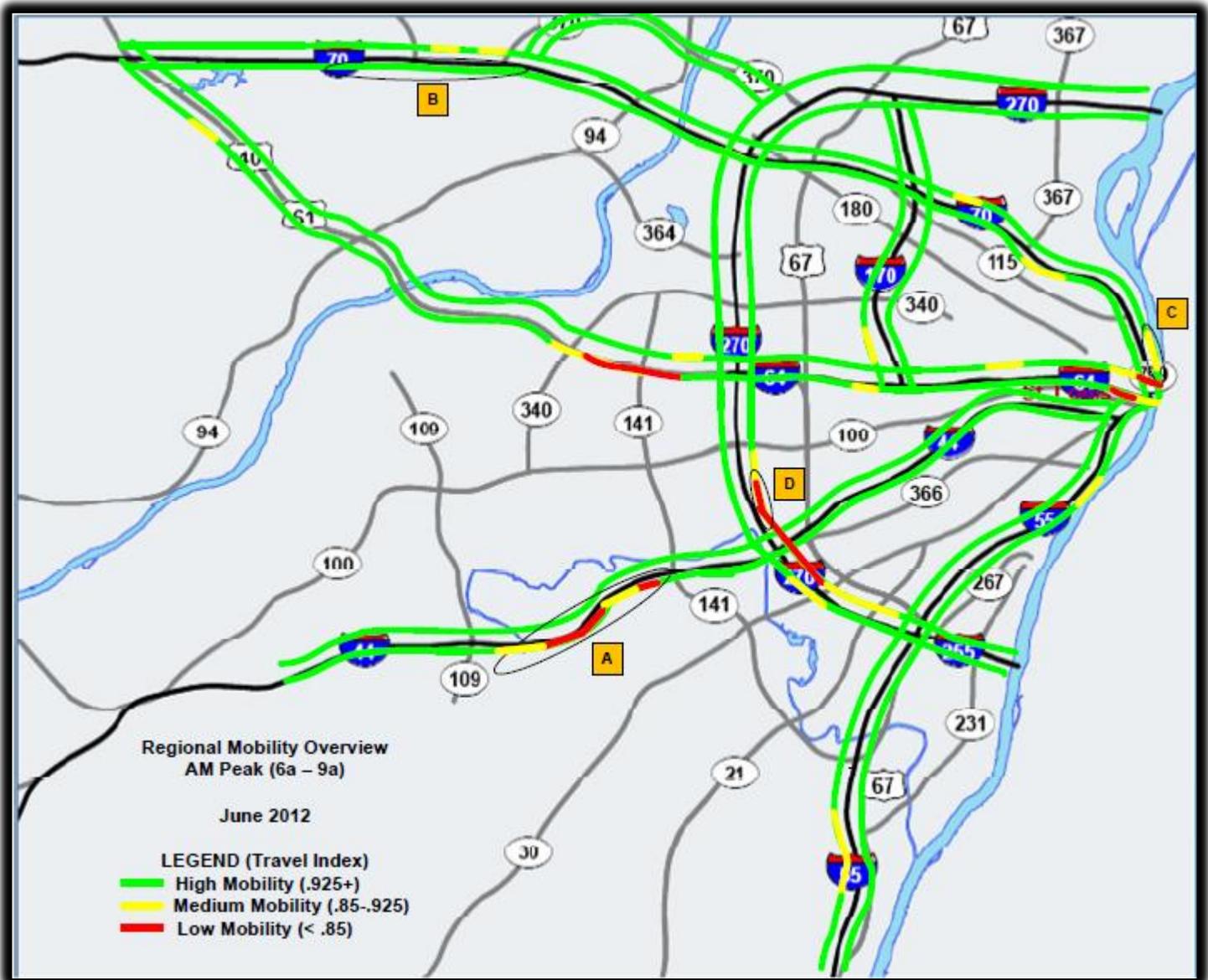
6/12/12 (Tuesday)

- **Location:** Eastbound I-44 before Antire Road
- **Event:** Overturned tractor trailer, two left lanes
- **Time:** 12:28 am – 3:03 am **Total Time:** 2 hours 35 minutes
- **Action:** TMC posted advanced messaging warning of the accident and to use an alternate route. Emergency Response was dispatched to the scene and MoDOT's Incident Management Coordinator was contacted.
- **Estimated Initial Impact:** A tractor trailer was blocking the two left lanes of Eastbound I-44 creating a minor backup with no state damage or injuries reported.
- **Result:** All lanes were closed at 2:18 am to upright the tractor trailer. The incident was moved to the left lane only at 2:46 am. An estimated ¼ mile queue existed with an estimated 198 vehicles and 238 motorists experiencing additional delays. Approximately 24 vehicles per lane/minute were adding to the queue. All lanes opened at 3:03 am with no queue when lanes cleared.

Minor to Moderate Impact Traffic Incidents and Mitigation

6/14/12 (Thursday)

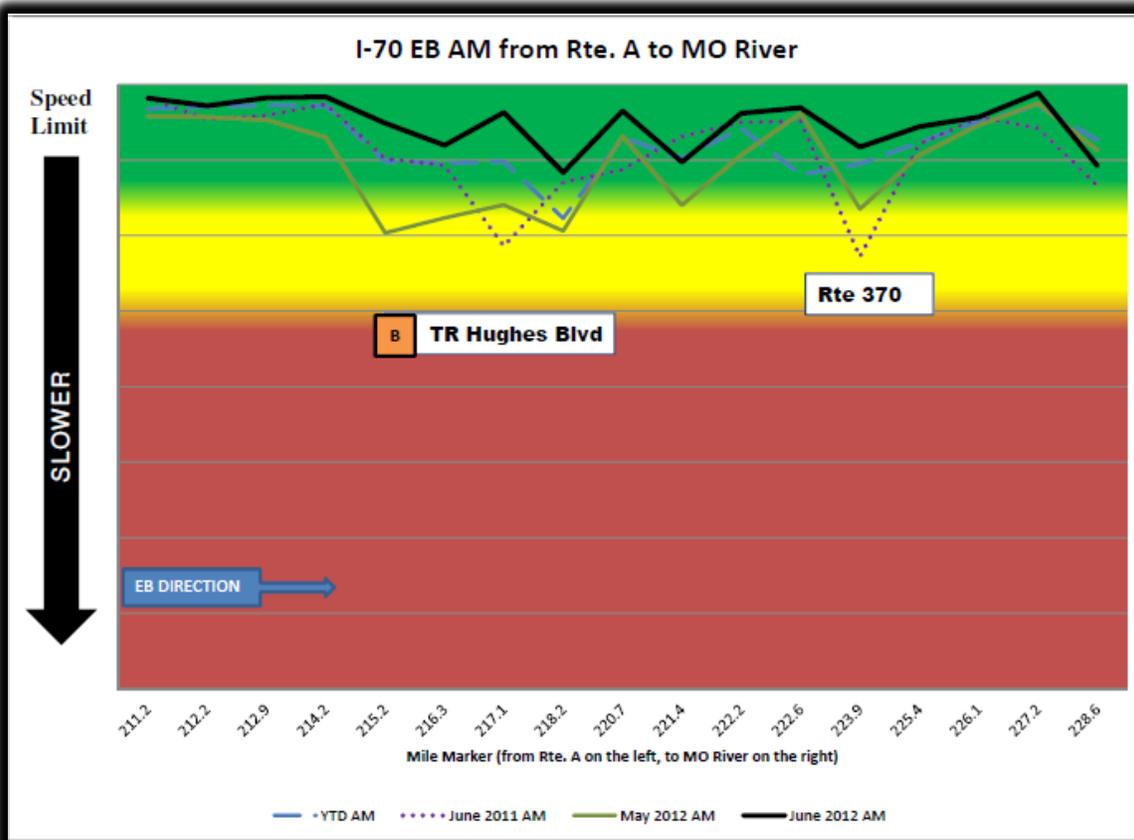
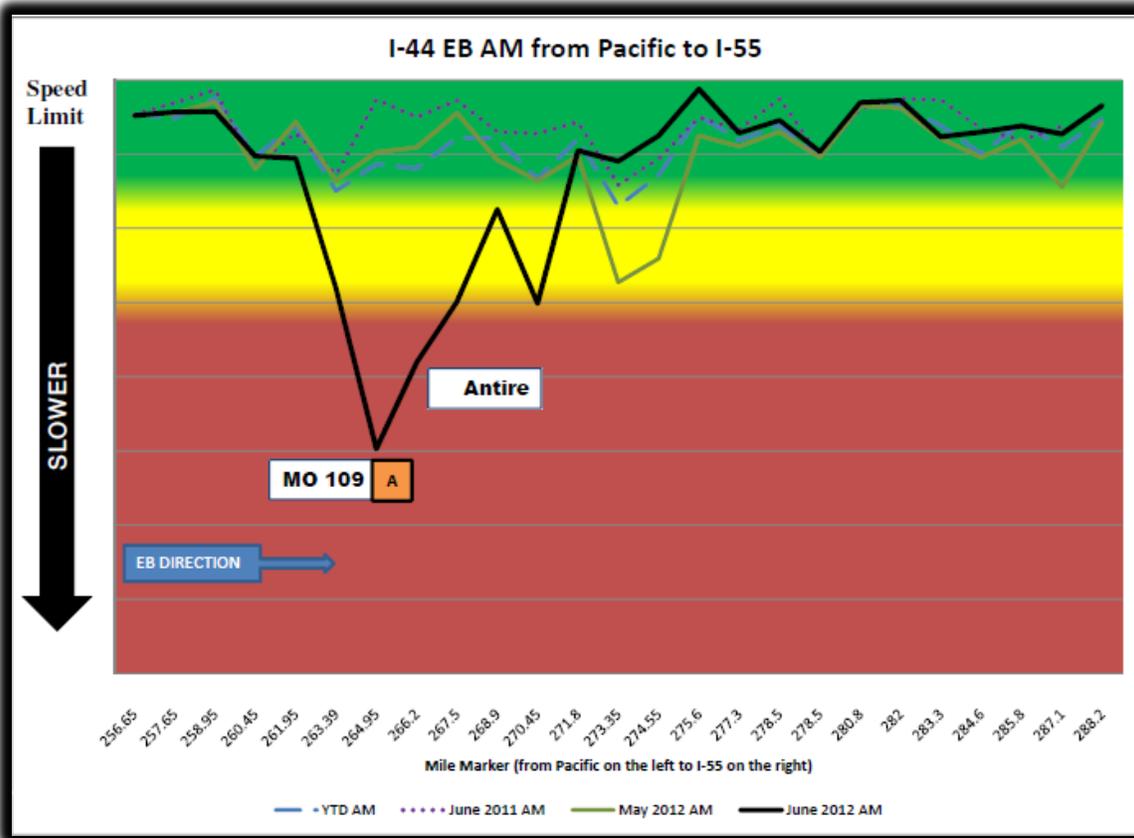
- **Location:** MO Route 340 @ Kehrs Mill Road
- **Event:** Wild Horse Creek/Long Road Closure
- **Time:** 24 hours a day **Total Time:** 30 days June 14-July 15
- **Action:** The MO Route 340 corridor was retimed because the side streets were split phased to accommodate the extra traffic from the Wild Horse Creek/Long Road closure (a St. Louis County project).
- **Result:** Retiming of this corridor allowed for better movement during this closure

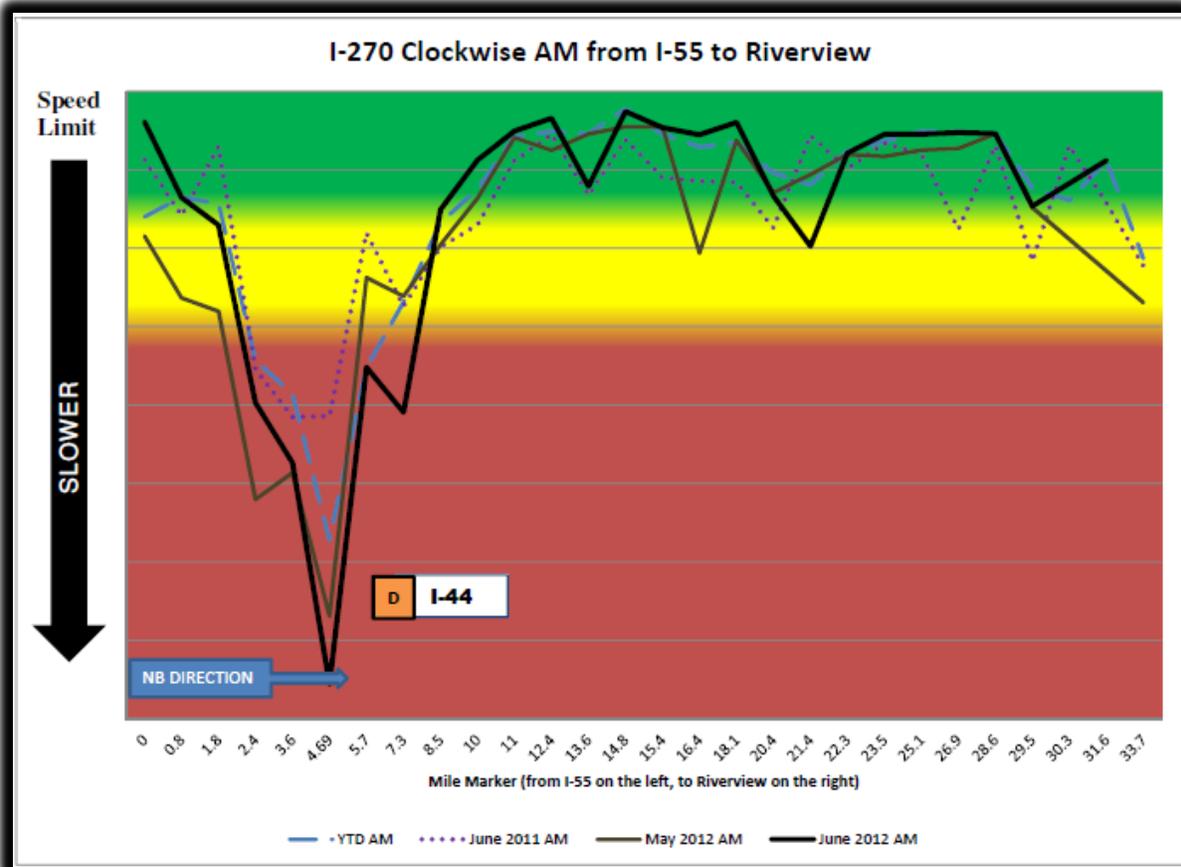
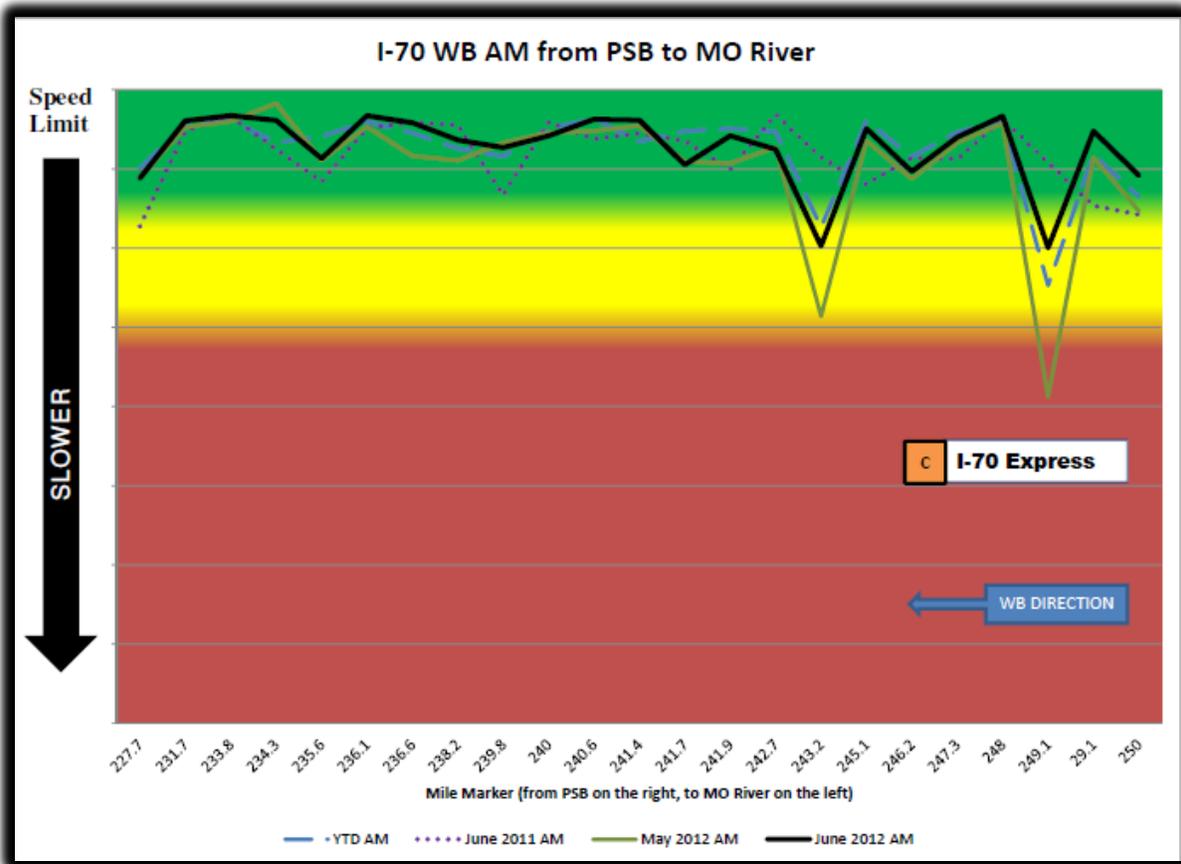


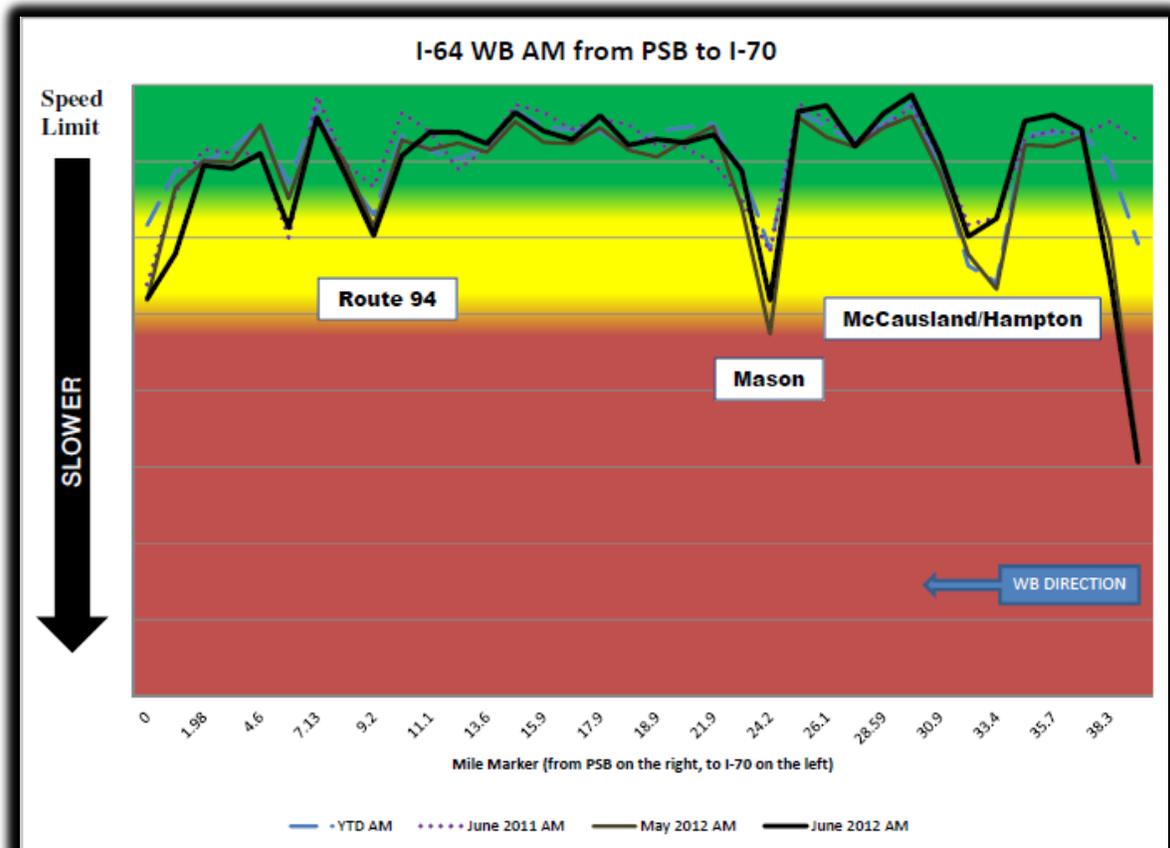
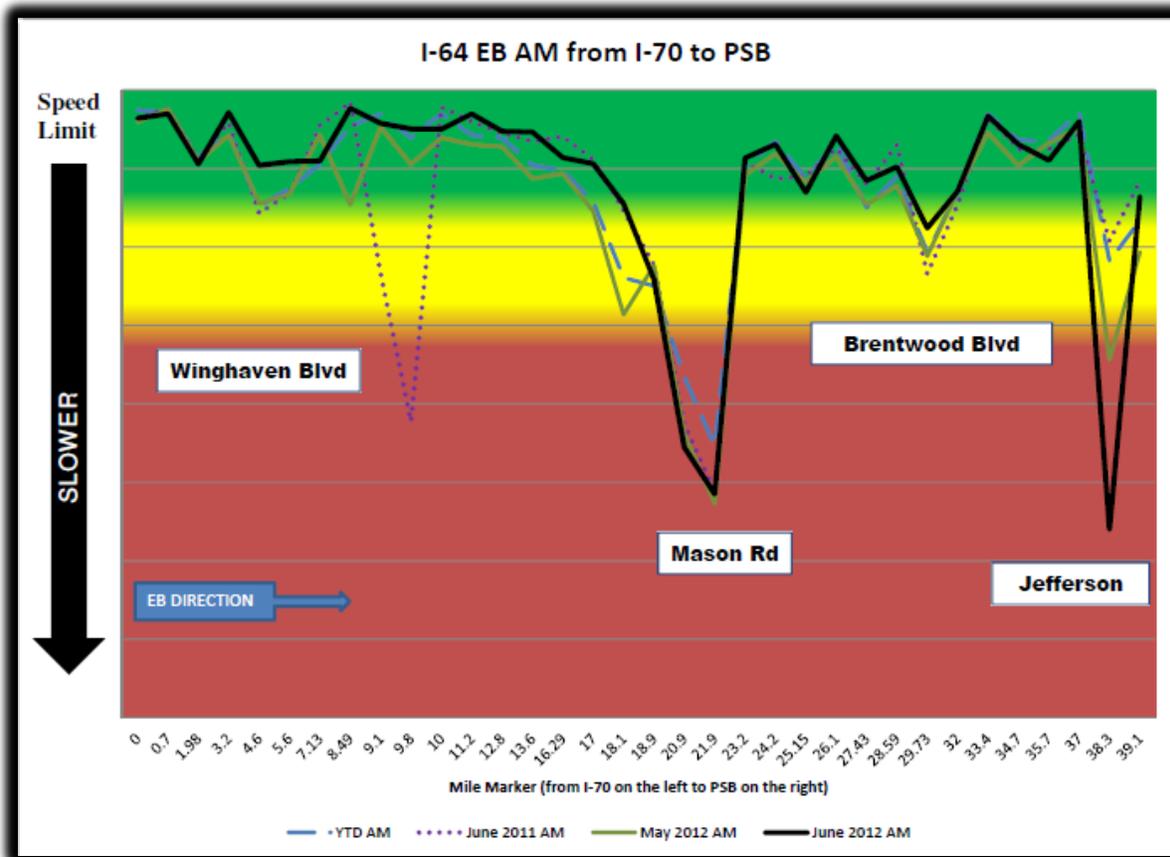
AM Peak Changes in June 2012

- | | | |
|---|---|-----------------------------|
| B | C | Mobility Slightly Increased |
| A | D | Mobility Decreased |

*All weekdays are included in speed index calculation









PM Peak Changes in June 2012

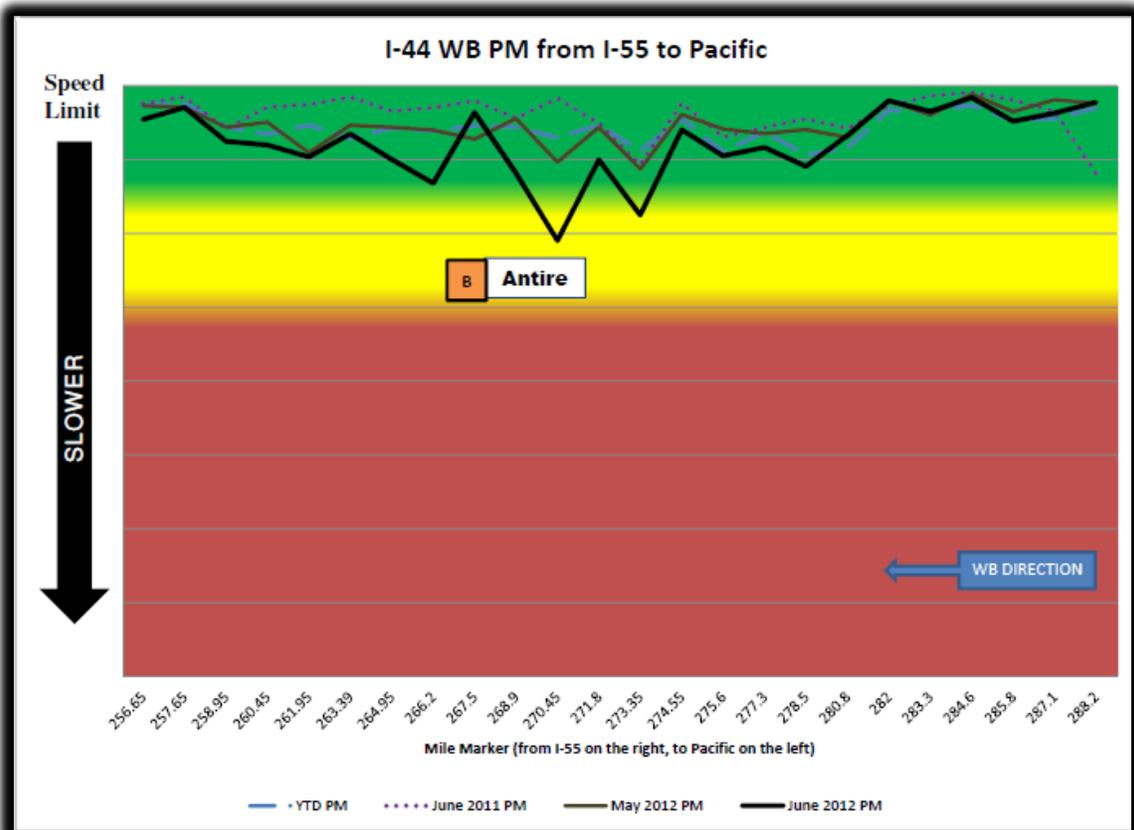
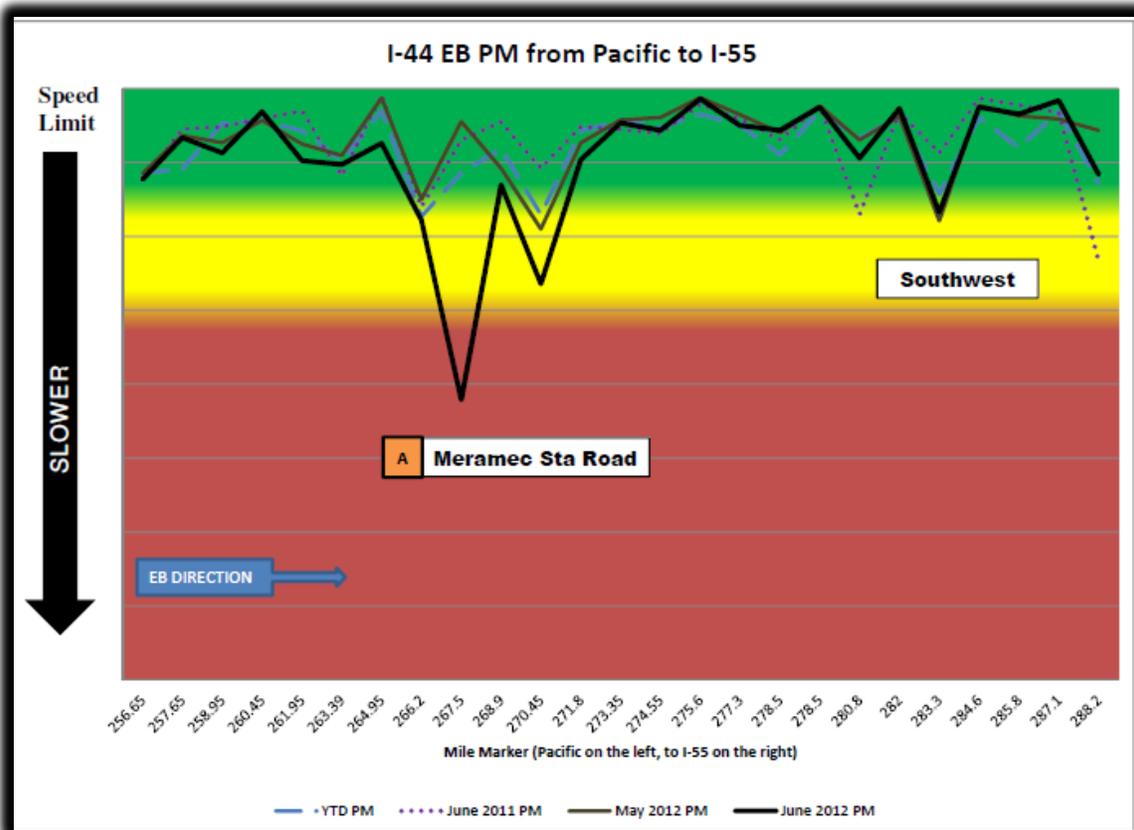
D

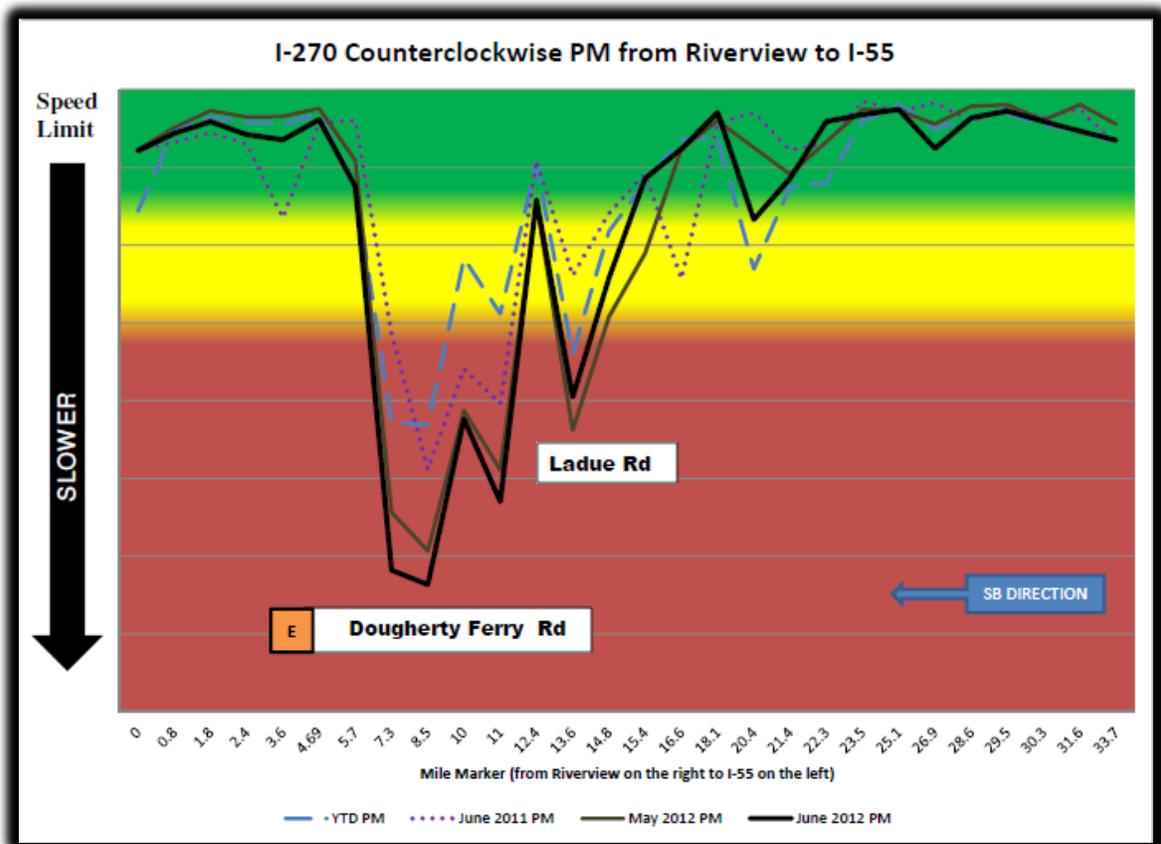
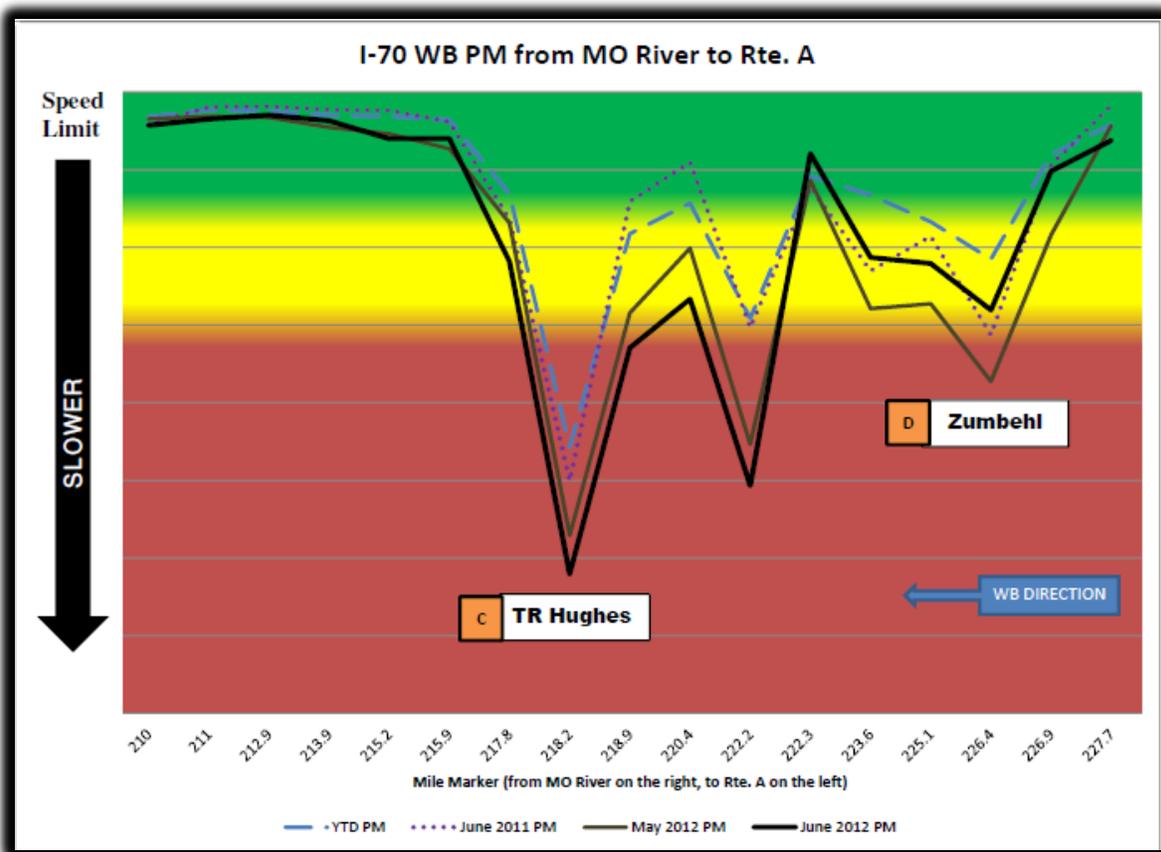
Mobility Slightly Increased

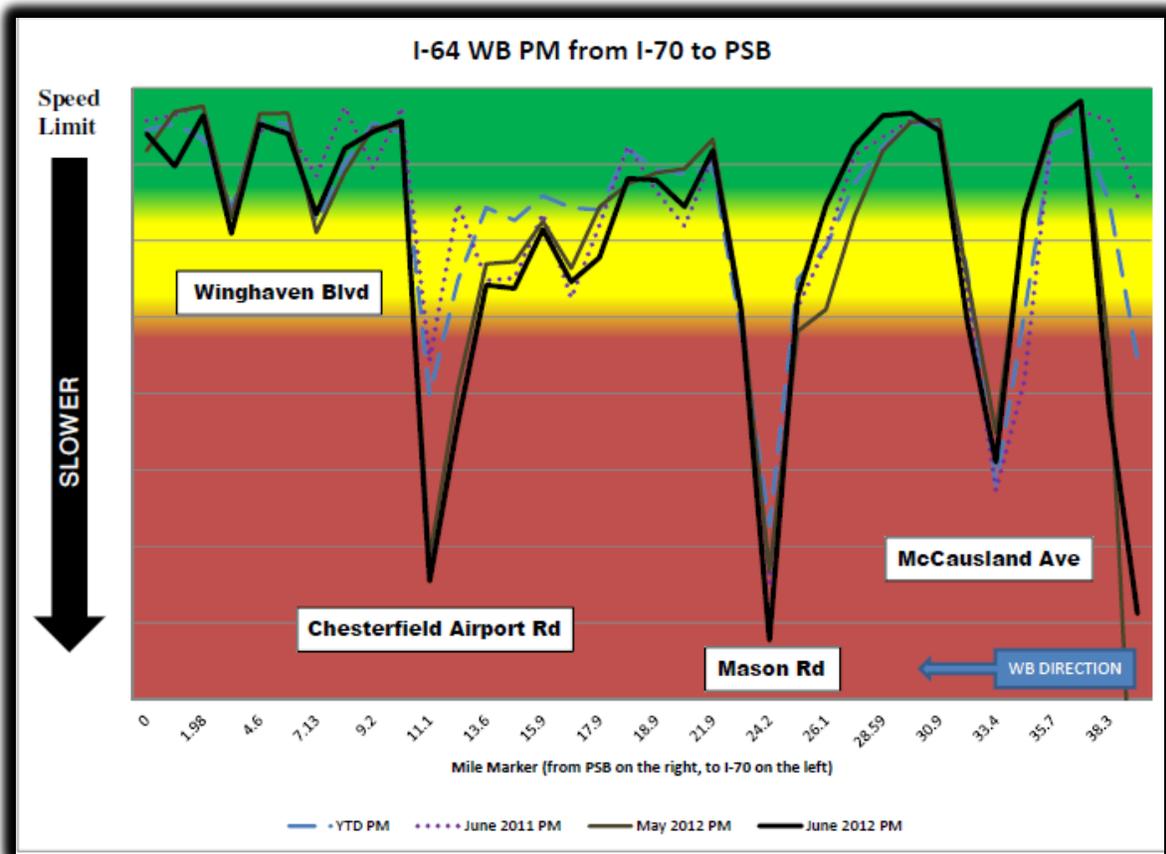
A B C E

Mobility Decreased

*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 this 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.

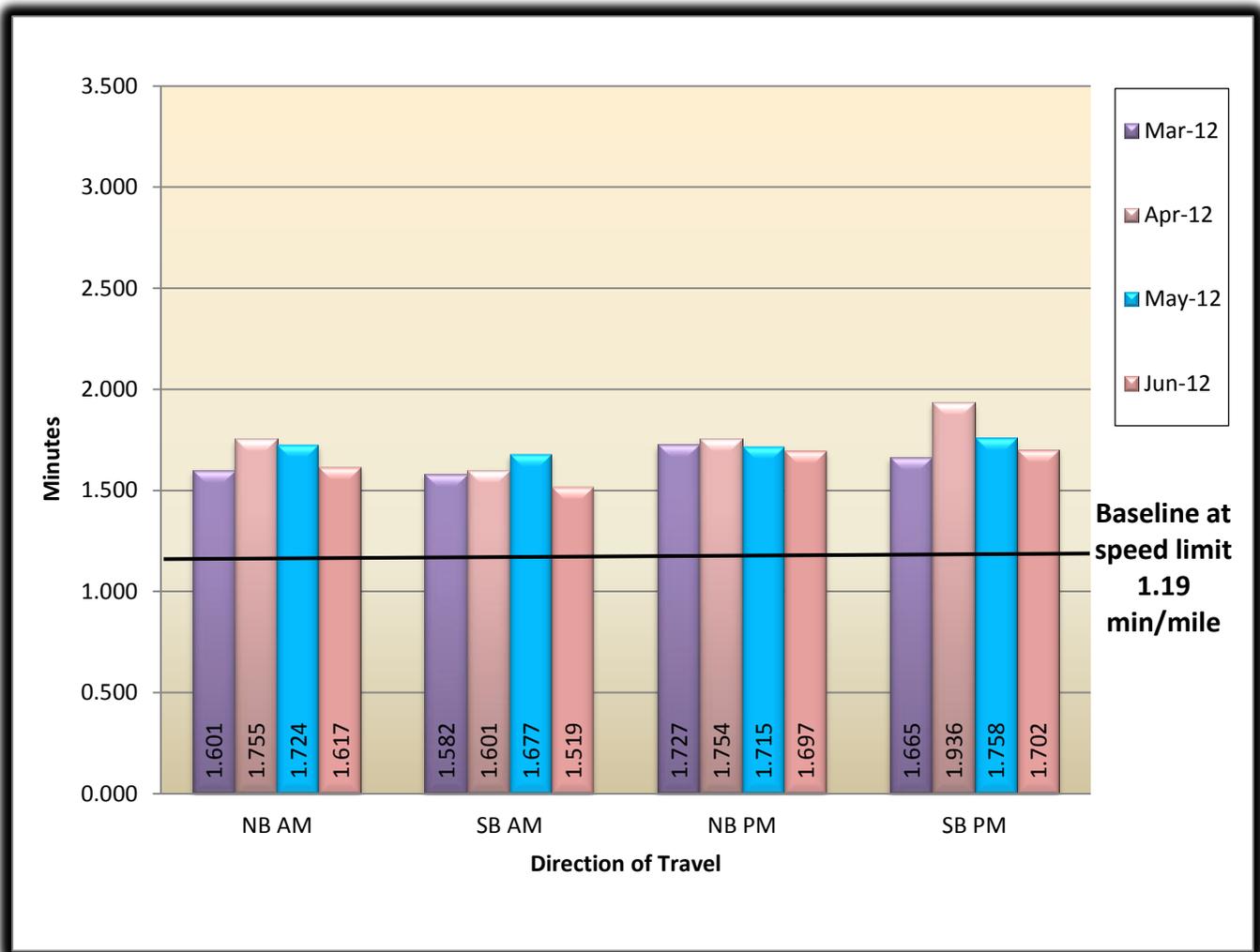
Travel times are measured on various arterial routes. For most routes, data is collected from driving each route multiple times during the A.M. and P.M. peak periods and timing how long it takes to traverse the route. For Rte. 141 and US 67, the Sensys Travel Time system is utilized to determine the 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



The improvement in the SB PM travel times since April can be attributed to repairs made in May to a faulty detector at Elam and Helfrich signals. This corridor encompasses many systems.

Number of Signals - 41

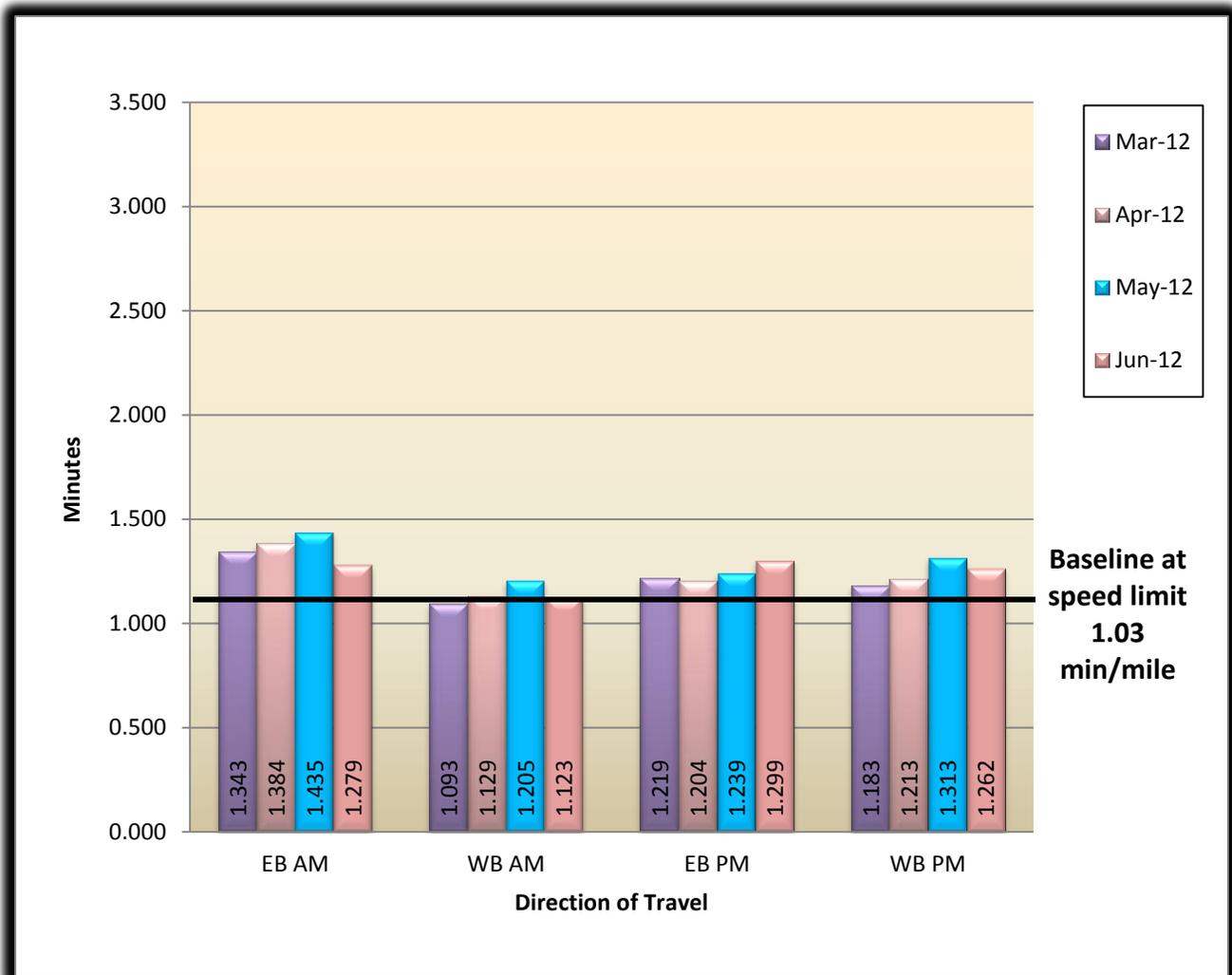
Length of system - 18.6 miles

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

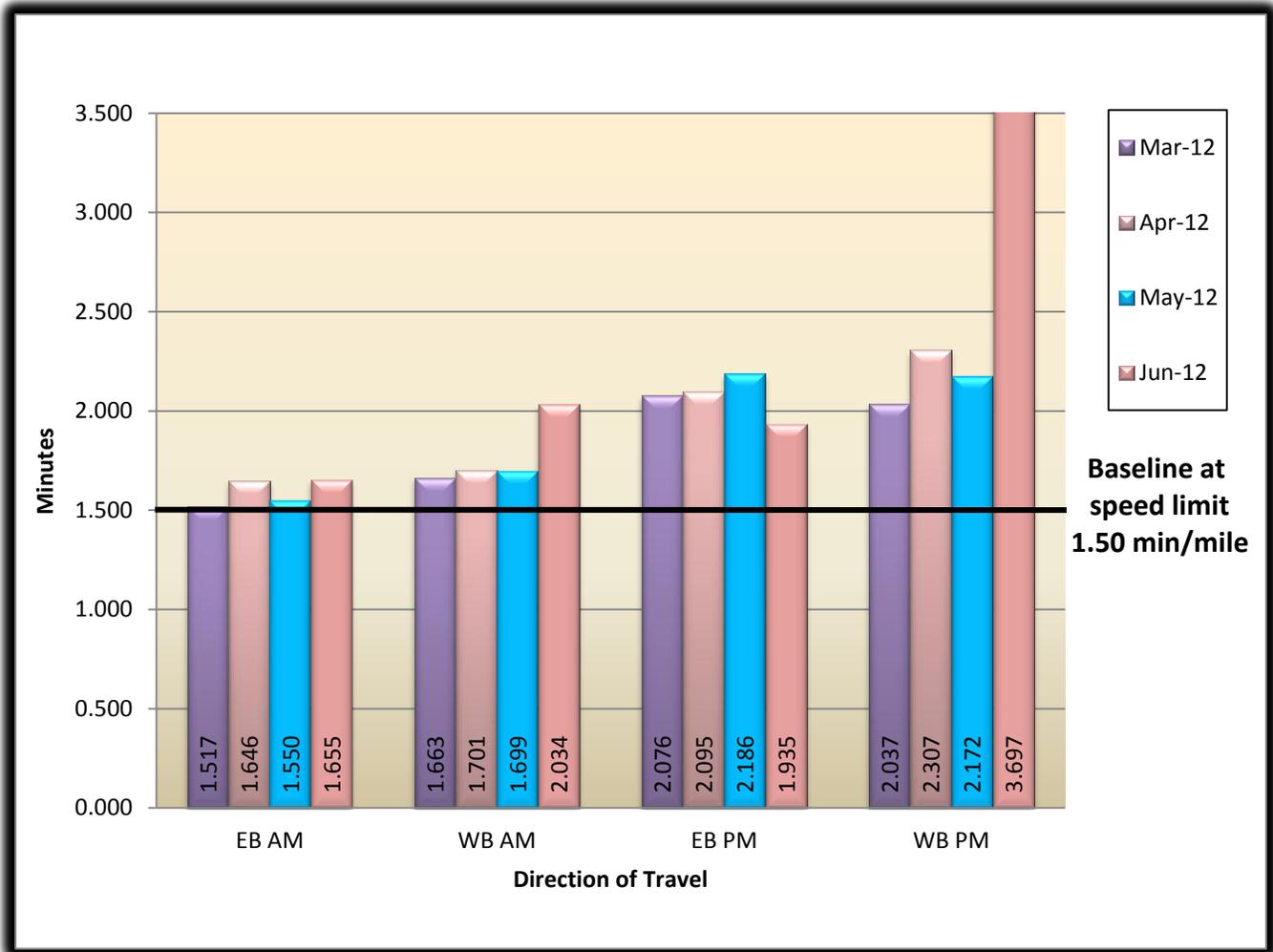
Route 30, from Route PP to Weber Hill Road St. Louis and Jefferson Counties



Travel times seem to be relatively stable with improvements in the AM believed to be due to schools not in session. There is active construction during off peak hours in both directions on Rte. 30 @ Main/Redwood that could be contributing to some minor increases in delay.

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 AM travel times have been stable over the past several months with an increase this month in the WB AM direction. There is no known reason for the increase. The WB PM travel times were significantly impacted due to police activity on the day the data runs were performed.

The optimization plans for this corridor were completed in May. The final results are pending.

Number of Signals - 8

Length of system - 4.2 miles

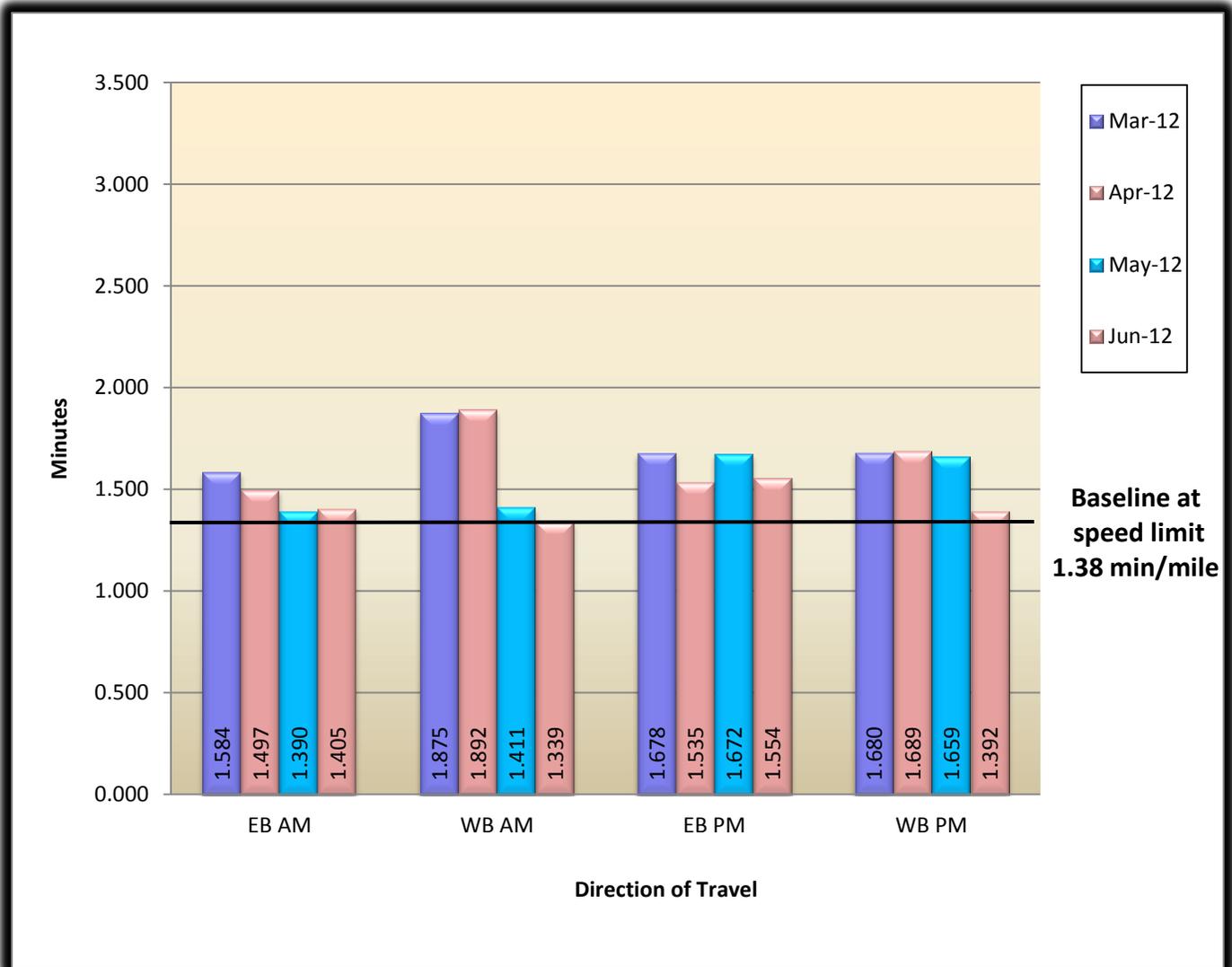
Speed Limit is 40 mph

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

Weighted AADT for length of segment - 39500

AM peak flow is EB. PM peak flow is WB.

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

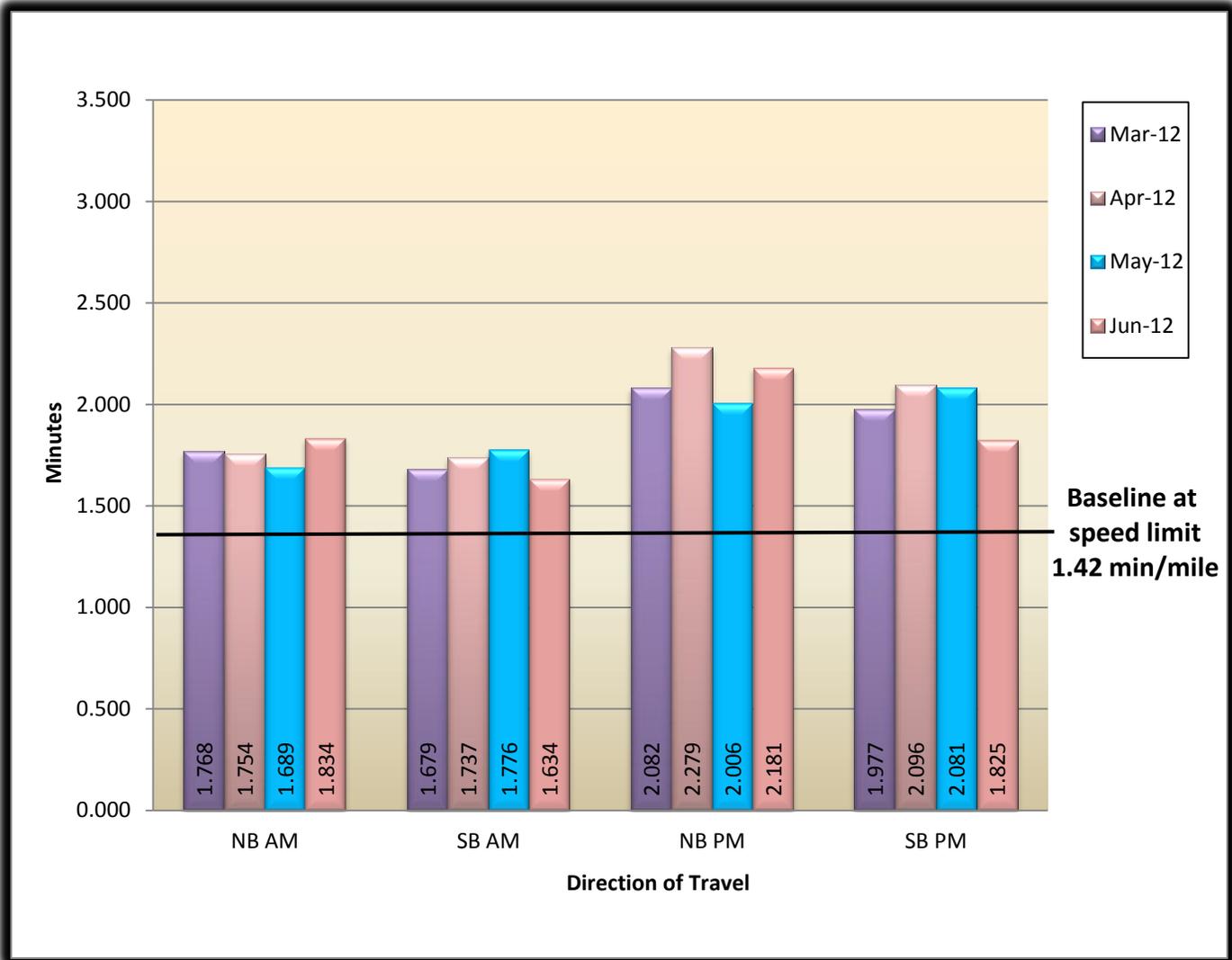


There are no certain reasons to the improved travel times on WB AM and PM travel times. However, the drop in June is believed to be due to schools being out for the summer.

This system had signal optimization timings implemented in early July 2011. Additional reviews on throughput and turning allowances at the Rte. 47 intersection are planned for the next quarter upon school resuming.

- 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
- AM peak flow is EB. PM peak flow is WB.

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



No known reasons for the travel time fluctuations. System adjustments showed an improvement last month for the NB PM movement. However, these improvements were not reflected in the limited data available this month.

Optimization on this system will be completed within the current fiscal year. Most timing adjustments were made in February with slight adjustments since then.

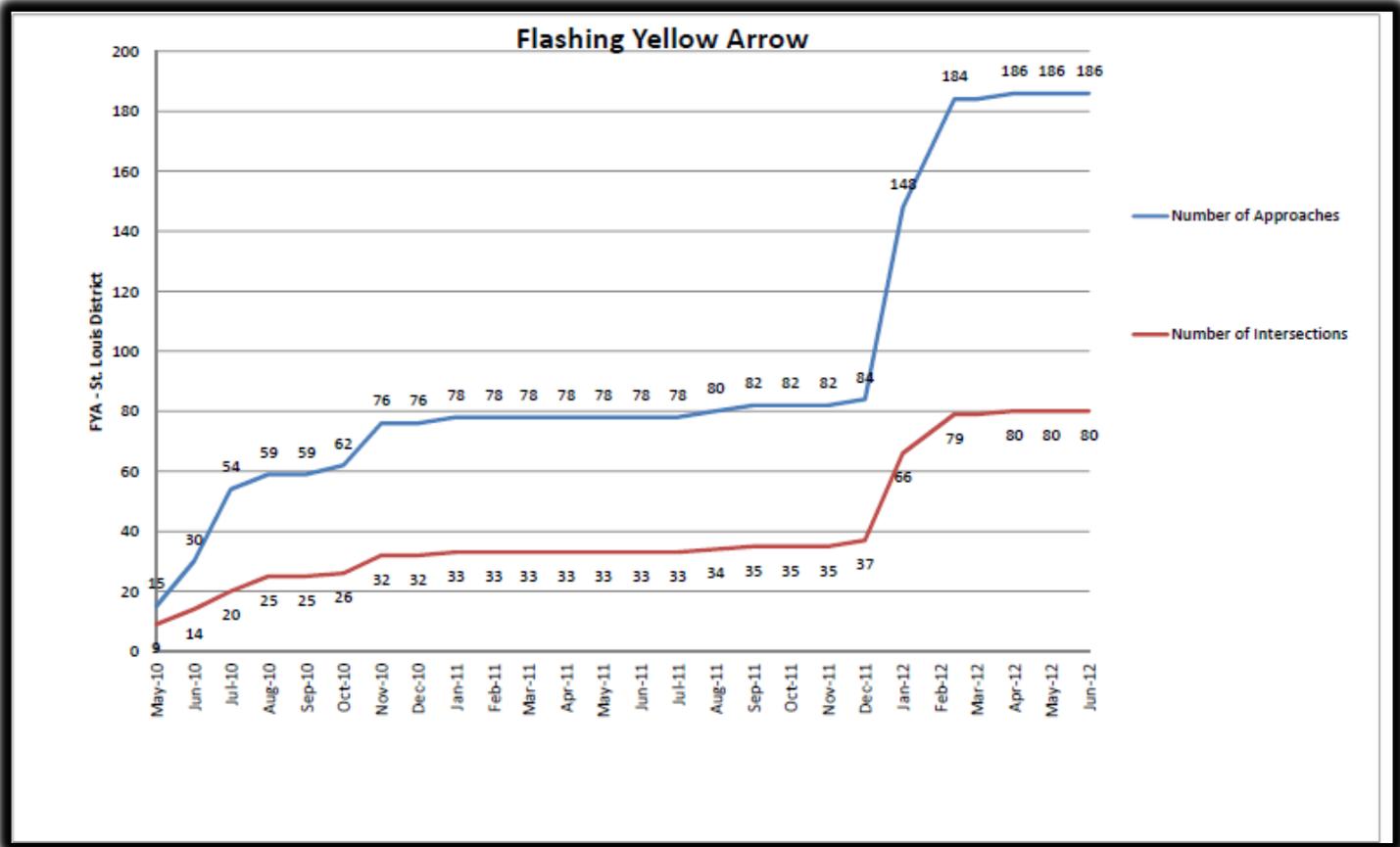
Number of Signals - 19

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 are currently at 186 approaches in June, no increase from May. This keeps the number of intersections containing Flashing Yellow Arrows at 80 in June, no gain from May.

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>Major (Red) <u>IAR Event</u></p> <p>SEVERE DISTRESS PRESENT</p> <p>Return of roadway to free flow traffic is Priority #1</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>Immediate Action Required</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>Moderate (Yellow) <u>IAR Event</u></p> <p>CAUTIONARY STAGE:</p> <p>Action required by Field/ TMC to prevent escalation to a major event</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	I-55 NORTH			I-55 NORTH	1B
1	I-55 SOUTH			I-55 SOUTH	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.)			I-44 EAST	5
5	I-44 WEST			I-44 WEST	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.	I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55	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	I-70 WEST/EAST			I-70 WEST	20B
				I-70 EAST	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.			I-170 SOUTH (EXIT LEFT)	26A
26	I-170 SOUTH			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	SR 367 SOUTH		SR 367 SOUTH	31A	
31B	SR 367 NORTH		SR 367 NORTH	31B	
32	BELLEFONTAINE RD		BELLEFONTAINE RD	32	
33	LILAC AVE.		LILAC AVE.	33	
34	RIVERVIEW DR.		RIVERVIEW DR.	34	

I-64 Mile Markers

I-70 WEST EXIT RIGHT/EAST EXIT LEFT	1		1A	I-70 WEST
			1B	I-70 EAST
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
I-270 SOUTH	25A		25A	I-270 SOUTH
I-270 NORTH	25B		25B	I-270 NORTH
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	I-170 NORTH
I-170 NORTH	31A		31B	HANLEY RD/BRENTWOOD BLVD
BELLEVUE AVE	33B			
BIG BEND	33A		33A	BIG BEND BLVD
MCCAUSLAND	33C			ST. LOUIS CITY
ST. LOUIS CITY			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	I-44 WB/I-55 SB/ I-70 WB

I-64 DISTRICT 6 WESTBOUND
I-64 DISTRICT 6 EASTBOUND

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
I-255 EAST	196A	196A	I-255 EAST
I-270 NORTH	196B	196B	I-270 NORTH
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
I-44 WEST (ST. LOUIS)	207	207	I-44 WEST (ST. LOUIS)
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

FRANKLIN COUNTY		FRANKLIN COUNTY	
PACIFIC	257	257	PACIFIC
ST. LOUIS COUNTY		261	ALLENTON/SIX FLAGS
ALLENTON/SIX FLAGS	261	ST. LOUIS COUNTY	
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
I-270 NORTH	276B	276B	I-270 NORTH
I-270 SOUTH	276A	276A	I-270 SOUTH
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		
ST. LOUIS CITY		283	SHREWSBURY
JAMIESON	284A	ST. LOUIS CITY	
		284B	ARSENAL
		285	SOUTHWEST
HAMPTON	286		
KINGSHIGHWAY	287	287	KINGSHIGHWAY
GRAND AVE	288	288	GRAND AVE
JEFFERSON AVE	289	289	JEFFERSON AVE
I-55 SOUTH	290A		
18TH ST	290B		
		290C	12TH ST./GRAVOIS

I-44 DISTRICT 6 WESTBOUND
I-44 DISTRICT 6 EASTBOUND

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