

Monitor Aggressively, Manage Proactively

GuidePost

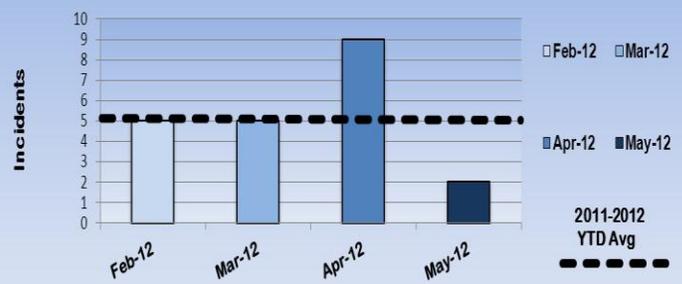
- Motorists experienced major delays during early phases of the downtown I-64 double deck and Franklin County I-44 / Route 100 bridge projects .
- I-270 North Corridor study is nearing completion and a public meeting was held May 22, 2012.
- I-44 Smart Work Zone began at Antire Road as part of on-going pavement replacement project from Route 141 to Lewis Road.
- Arterial travel times remained fairly stable overall in the AM. Timing adjustments improved NB PM flow on Hwy 67.
- May freeway mobility decreased in both the AM/ PM rush along I-44, I-64, I-70 and I-270.



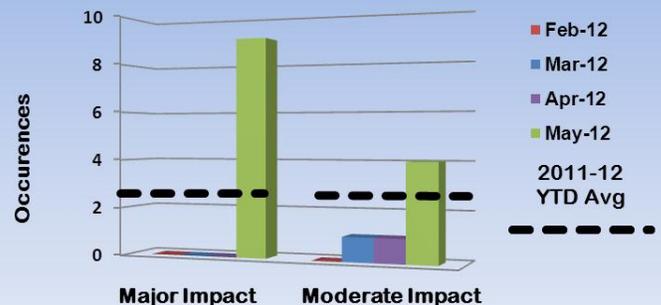
The Route 100 Bridge over I-44 in Gray Summit is being replaced due to deterioration of the aging structure.

Stats to Watch

Major Traffic Impact Incident Summary



Workzone Summary



ZONING IN

- 🚧 Observed work zones breakdown:
 - ◆ Major Impact Delays: 9 – 2.4%
 - ◆ Moderate Impact Delays: 4 – 1.1%
 - ◆ Minor Impact Delays: 361 – 96.5%
- 🚧 2011 vs. 2012 Work Zone Comparison:
May 2011: 486 May 2012: 374
- 🚧 Work zone crashes in May: 5 (1 TMA Hit)
- 🚧 SL District Work Zone Inspections:
 - ◆ April 2012: 32%
 - ◆ May 2012: 38%
 - ◆ Goal: 50%
- 🚧 SL District Mobility Rating:
 - ◆ April 2012: 95%
 - ◆ May 2012: 95%
 - ◆ Goal: 91%
- 🚧 Visibility levels:
 - ◆ April 2012: 93%
 - ◆ May 2012: 92%
 - ◆ Goal: 91%

*Impact Levels described in Data Key

TMC Observed Work Zones May 2012	
Impact	Number of Delays
Major Impact	9
Moderate Impact	4
Minor Impact	361
Total	374

Major Impact (15 Minutes Or Above Additional Delay)

5/15 (Tuesday) Daytime WB I-64, 9th Street to 21st Street - Two left Lanes

- Baseball traffic combined with lane drops caused significant delays of more than 15 minutes through the work zone with traffic queuing across the Poplar Street Bridge and onto the I-55/70 split past 4th street in Illinois
- Motorist advisory messaging was in place with CMS and DMS boards in Illinois
- MoDOT TMC personnel notified work zone coordinator of expected delays and monitored for stalls and accidents to prevent additional delays with MoDOT motorist assist personnel and with IDOT TMC personnel

5/16 (Wednesday) Nighttime EB I-44 From US 50 to past Pacific – Bridge Demolition Full Closure

- MoDOT operators received several calls in reference to the I-44 work zones and detours. Most calls were about people getting lost in the detour and delays in the work zone
- It was reported that the delay was 24 minutes through the detour
- Advanced messaging was in place and motorist advisories were issued for use of alternate routes
- Floodgate message issued by TMC for closure

5/17 (Thursday) Nighttime EB I-44 From US 50 to past Pacific / WB I-44 at Gray Summit – Full Closure

- Extreme traffic delays were reported by MoDOT personnel driving through the EB work zone and subsequent detour for bridge demolition. A delay of 1 hour and 10 minutes was reported in the EB direction with WB delays at one hour. The TMC received multiple reports from callers fearful of running out of gas in the detour.
- MA advised that tractor trailers struggled with shifting through the steep grades on Route MM near Purina Farms and had difficulty navigating turns on Route T. Trucks were advised by advanced message boards and motor carrier alerts to take Route 47/30 at St. Clair as a detour to try and alleviate future delays.

5/18 (Friday) Nighttime EB I-44 From US 50 to past Pacific / WB I-44 at Gray Summit – Full Closure

- One hour delay reported with trucks still experiencing trouble through Route MM to Route T and not using alternate truck detour Route 47/30 as advised
- A tractor trailer overturned at Lake Road and a minor vehicle crash occurred about a mile into the detour

5/22 (Tuesday) Daytime WB I-64, 9th Street to 21st Street - Two Left Lanes

- Motorists experienced additional delays of 17 minutes at 11:45 am
- All traffic control devices in place with advanced messaging on CMS/DMS

5/24 (Thursday) Daytime WB I-64, 9th Street to 21st Street - Two Left Lanes

- Motorists experienced additional delays of 25 minutes with an average delay of 23 minutes after 10:00 am
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/30 (Wednesday) Daytime WB I-64, 9th Street to 21st Street - Two Left Lanes

- Motorists experienced additional delays of up to 25 minutes after 10:00 am on first day of complete WB closure
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/30 (Wednesday) Daytime I-44 EB Lewis Road - Two Right Lanes

- Motorists experienced additional delays of 15 - 20 minutes between 6:30 am and 10:00 am
- First day of permanent lane closure in WB direction
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/30 (Wednesday) Nighttime EB I-44 Antire Road - Three Left Lanes

- Motorists experienced additional delays of 57 minutes from Route 109 through work zone, per ER personnel patrolling. TMC contacted the inspector on site who drove the route and observed delay was down to 21 minutes.
- First full night of permanent lane closures
- All traffic control devices were in place with advanced messaging on CMS/DMS

Moderate Impact (10-14 Minutes Additional Delay)

5/16 (Wednesday) Daytime WB I-64, 9th Street to 21st Street - Two left Lanes

- Motorists experienced additional delays between 10 – 14 minutes after 10:00 am
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/17 (Thursday) Daytime WB I-64, 9th Street to 21st Street - Two left Lanes

- Motorists experienced 10 – 12 minute additional delays through the work zone
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/18 (Friday) Daytime WB I-64, 9th Street to 21st Street - Two left Lanes

- Motorists experienced additional delays between 12 – 14 minutes
- All traffic control devices were in place with advanced messaging on CMS/DMS

5/21 (Monday) Daytime WB I-64, 9th Street to 21st Street - Two left Lanes

- Motorists experienced additional delays of 11 minutes
- All traffic control devices were in place with advanced messaging on CMS/DMS

Work Zone Related Crashes

5/7 (Monday) 9:07 AM, WB I-64 past 14th Street - Two Left Lanes

- A minor two vehicle crash occurred in this work zone at 9:07 am and cleared at 9:29 am.
- The work zone was creating an estimated 4-6 minute additional delay when the crash occurred
- Traffic backed up to the Poplar Street Bridge with a 5 minute queue and an estimated 844 vehicles and 1,014 motorists experiencing additional delays with 66 vehicles per lane/minute adding to the queue.

5/17 (Thursday) 3:45 am, EB I-44 From US 50 to past Pacific – Bridge Demolition Full Closure

- The TMC was notified by the motorist assist units patrolling the detour routes of an incident involving a tractor trailer on its side at route MM at Maple View Road
- An ER unit responded to the scene with a tow truck and MoDOT Gray Summit Maintenance. Route MM was closed to upright the truck
- Advanced DMS messaging was in place along the route with 10-12 minute delays taking place
- Trucks were advised to take Route 47/30 at St. Clair as a detour with no additional delays on detour route

5/18 (Friday) Overnight (Early AM) WB I-44 Before Gray Summit – Full Closure

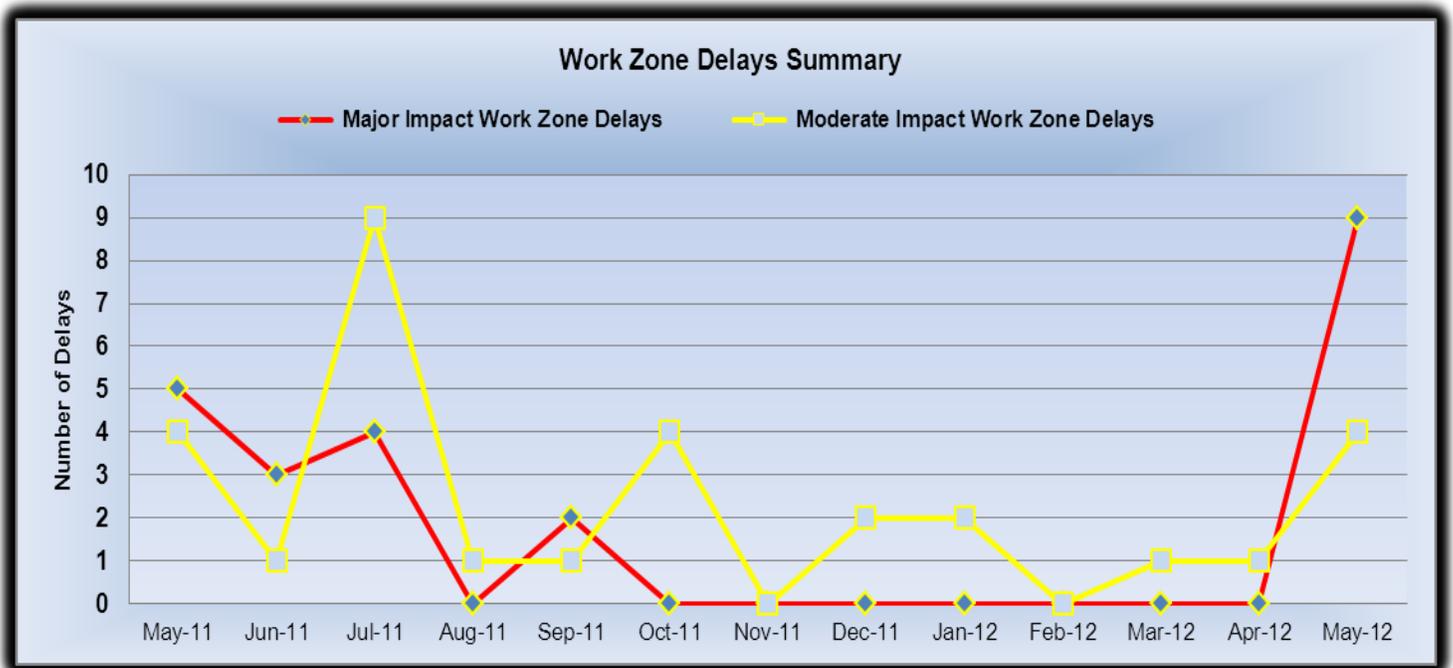
- Overturned tractor trailer on detour route at Lake Road near Route MM
- Truck overturned off roadway which allowed detour route to remain open
- Work to upright truck was delayed until morning to prevent unnecessary additional delays

5/18 (Friday) Overnight (Early AM) EB I-44 From US 50 to past Pacific – Full Closure

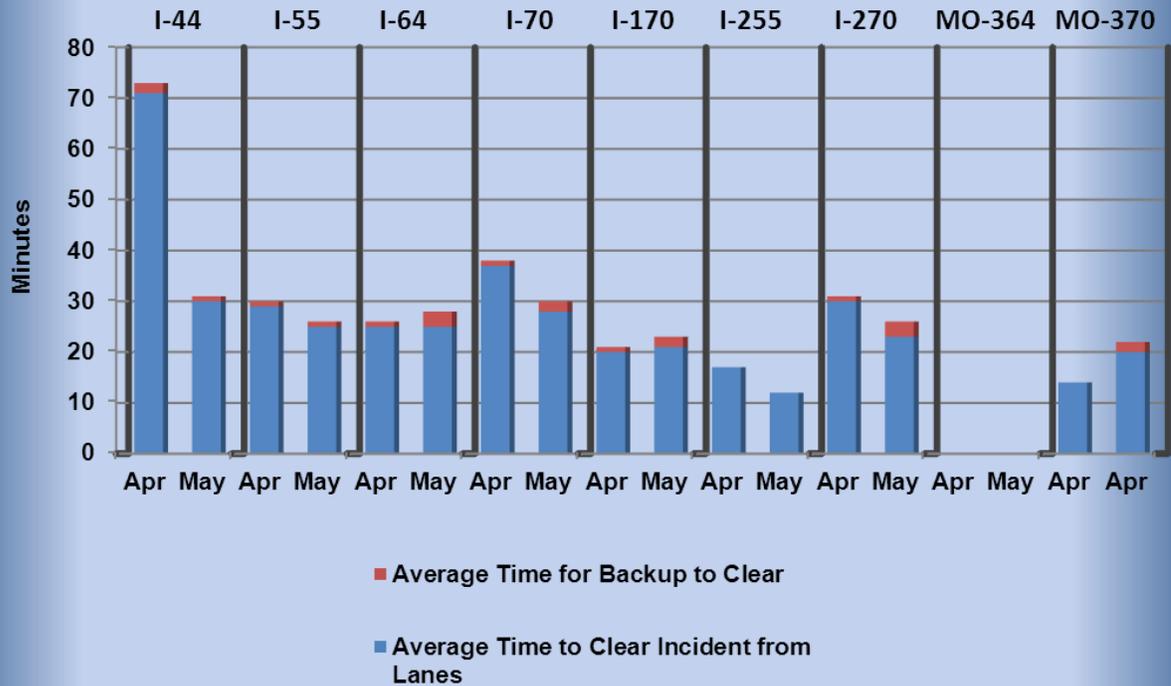
- A minor vehicle crash was reported to the TMC by MSHP, within the first mile of detour route
- Motorists experienced additional delays to maneuver around incident and then vehicles were moving near posted speed limits through detour route to Pacific

5/22 (Tuesday) 10:45 am, WB I-70 before Mid-Rivers Mall Drive - Left Lane

- A MoDOT TMA (hot seat) vehicle was hit from behind while supporting sweeping operations
- TMA driver's attempt to pull away from the approaching vehicle was unsuccessful in preventing the crash
- The hit occurred on a straight-away with plenty of site distance, both the TMA arrow and strobe lights were used and in proper working condition
- State Damage occurred to the TMA and the state vehicle pulling it, with no injuries reported
- Advanced DMS messaging was used to warn motorists of moving operation
- The crash closed the two WB left lanes and the EB left lane with no backup in either direction
- The incident cleared at 11:32 am with no queue

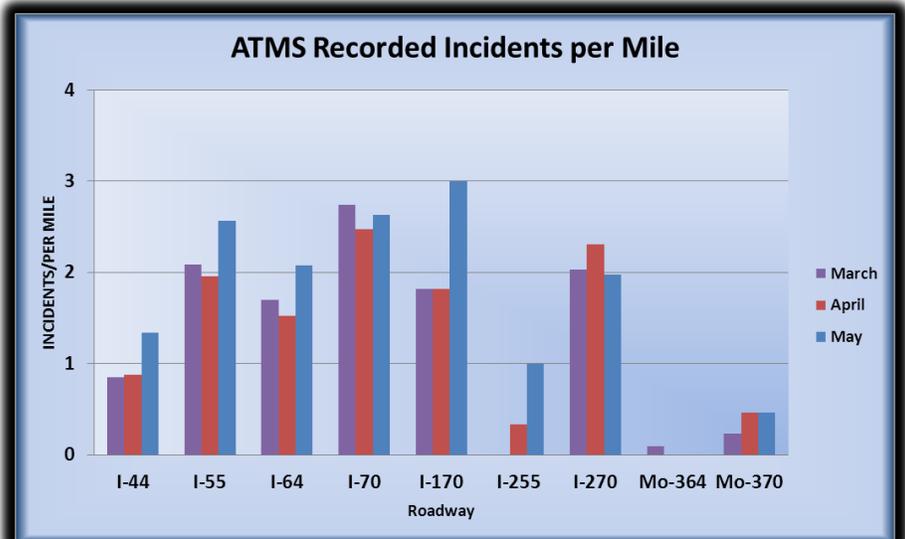


April 2012 vs. May 2012 Incidents Summary



Note: April incident data above and below adjusted to report only incidents blocking mainline lanes. These changes significantly reduced total incidents reported last month.

Number of Incidents			
	March	April	MAY
Interstate			
I-44	28	29	44
I-55	48	45	59
I-64	68	61	83
I-70	104	94	100
I-170	20	20	33
I-255	0	1	3
I-270	73	83	71
Mo-364	1	0	0
Mo-370	3	6	6
Total	345	339	399





- ▲** 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		
April 2012	VS	May 2012
9		2

Major Impact Traffic Incidents and Mitigation

5/19/12 (Saturday)

- **Location:** EB I-70 before Broadway Avenue (inactive work zone)
- **Event:** A three vehicle crash blocked all EB lanes
- **Time:** 2:09 am – 4:34 am **Total Time:** 2 hours 23 minutes
- **Action:** TMC posted advanced messaging on DMS boards advising motorists to seek alternate route using the I-70 express lanes and activated a 511 floodgate event message. Motorist assist was dispatched to the scene and MoDOT's Incident Management Coordinator was notified and responded to scene.
- **Estimated Initial Impact:** All lanes of EB I-70 were closed forcing motorists to divert or experience delays. Approximately 1 ½ mile back up to Salisbury Avenue occurred during the initial stages of the event.
- **Result:** Police opened and closed all lanes of EB I-70 several times until a diversion route could be established. All eastbound queuing traffic was eventually diverted on to the Salisbury ramp. An estimated 792 vehicles with 950 motorists experienced additional delays with 24 cars per minute/lane adding to the queue. Lanes cleared at 4:32 am with a two minute queue before incident cleared.

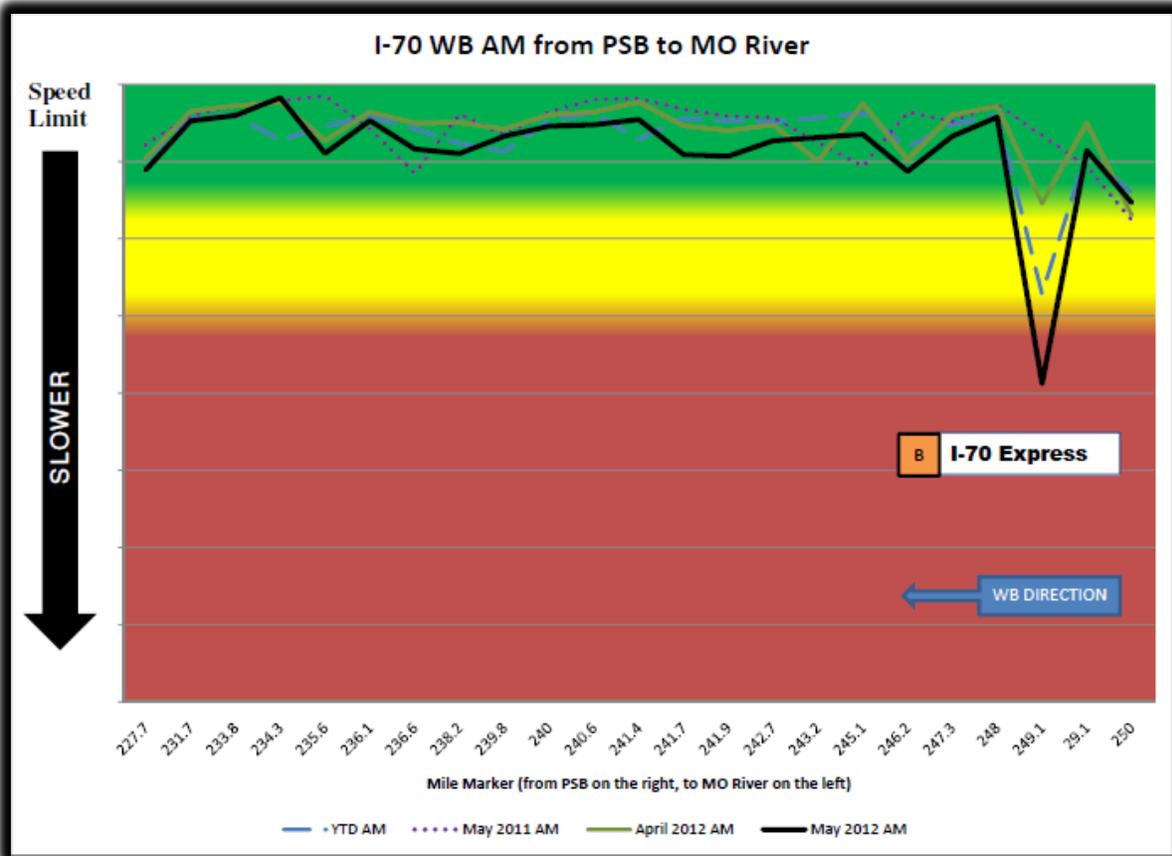
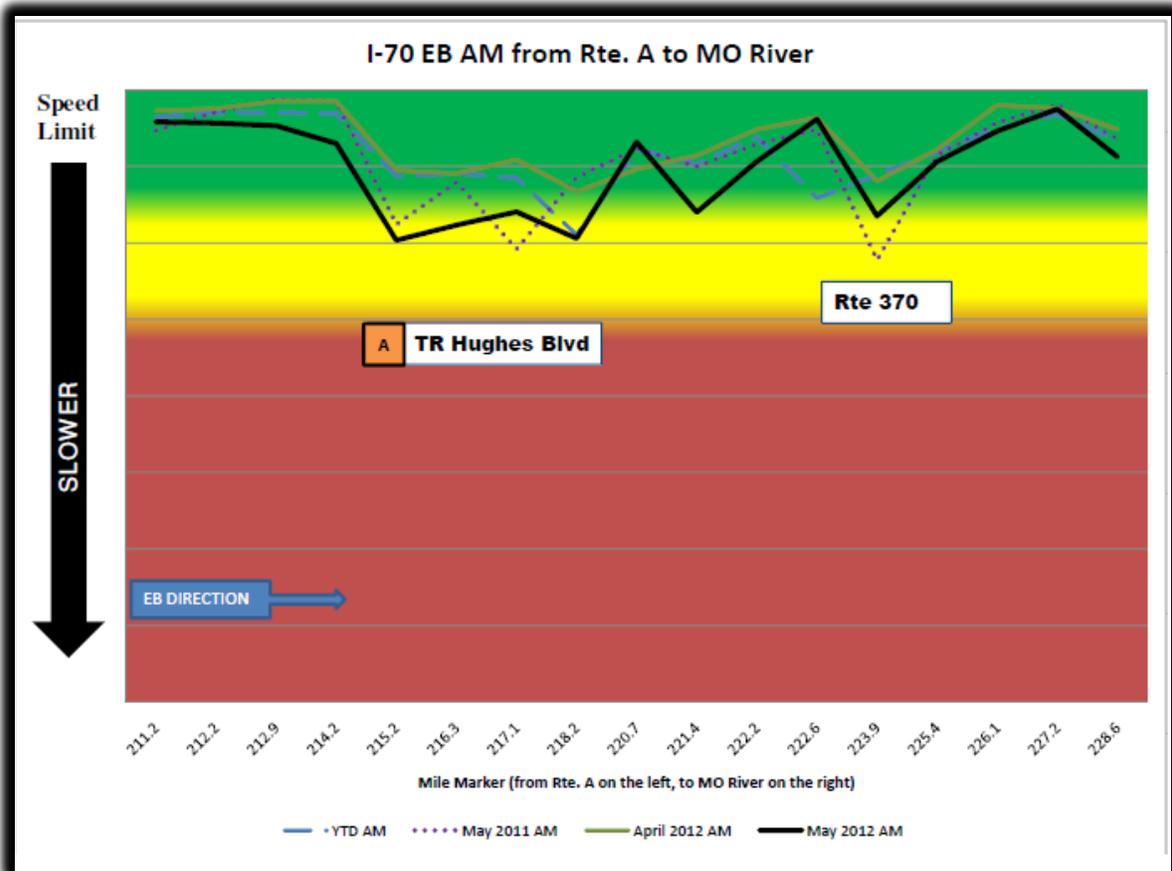
5/30/12 (Wednesday)

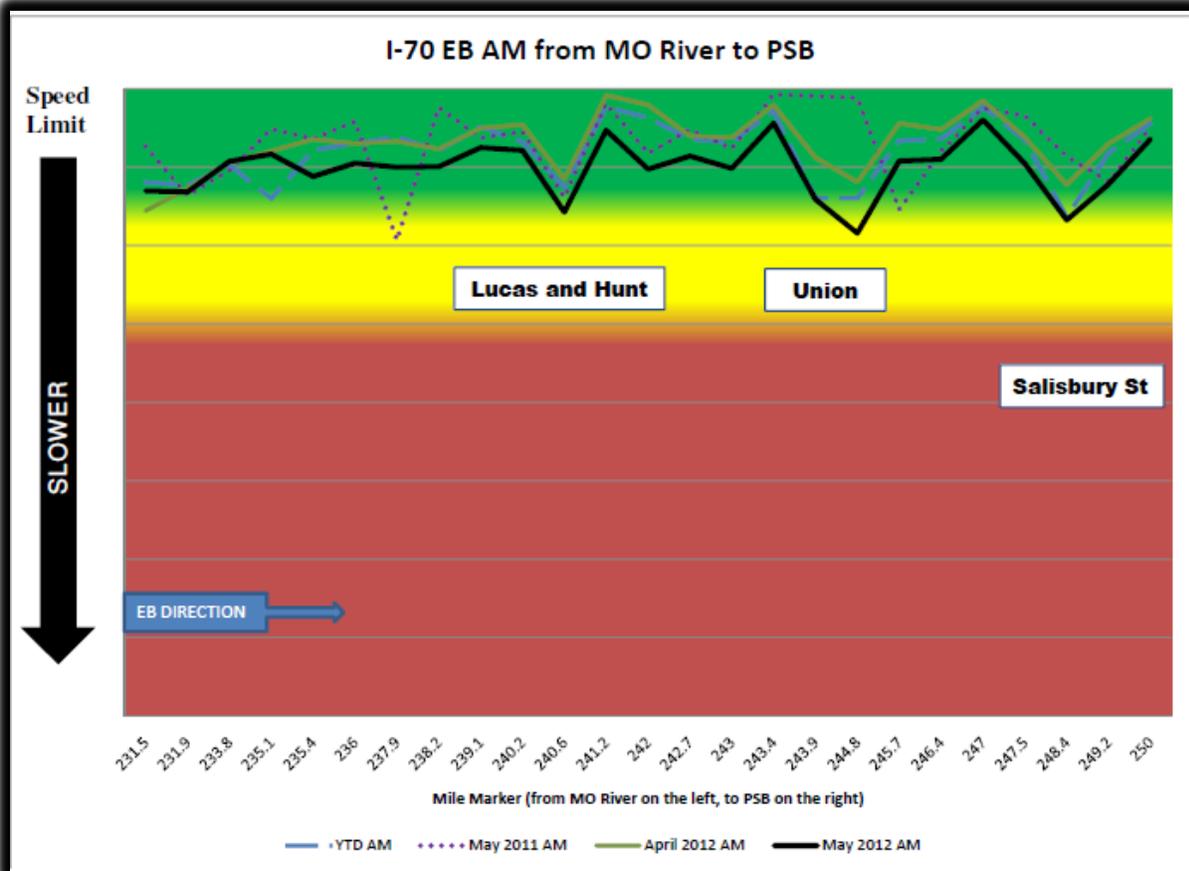
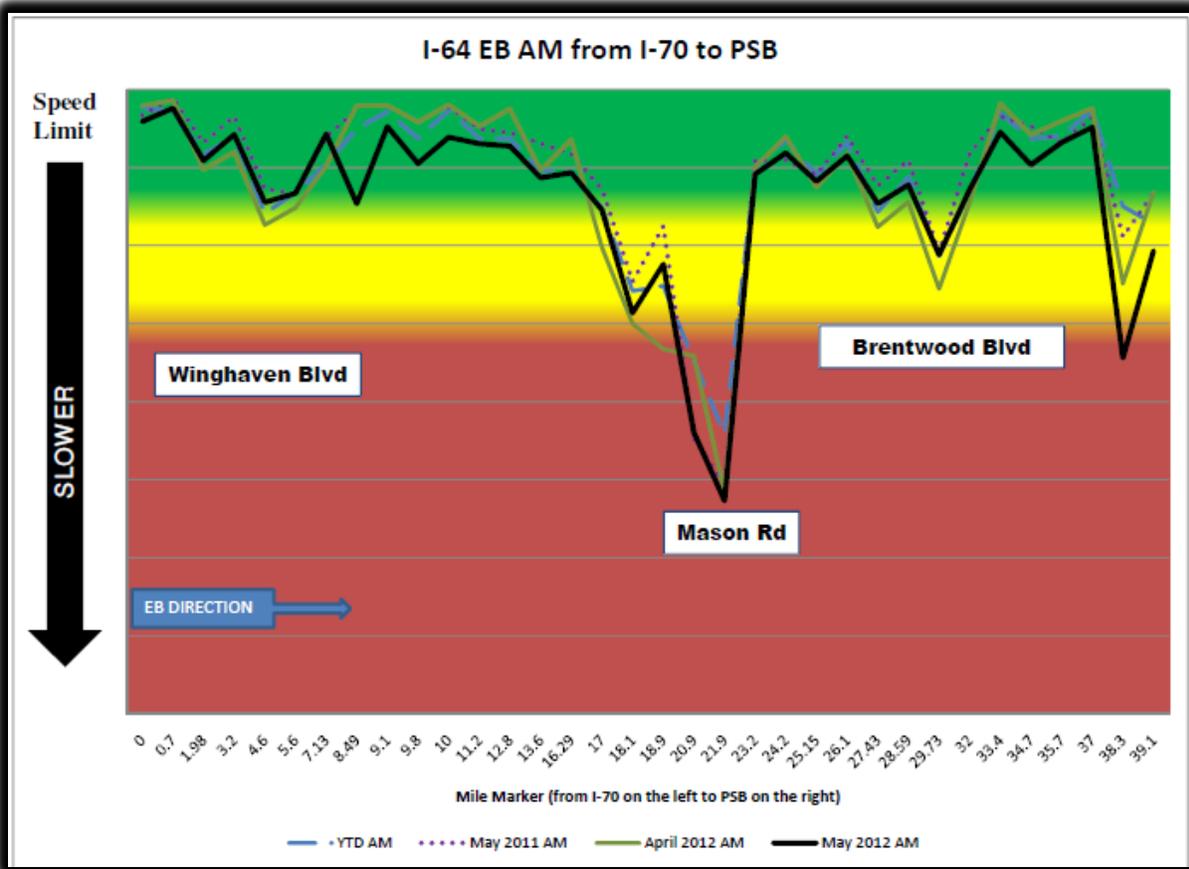
- **Location:** WB I-44 past Soccer Park
- **Event:** Gravel spill debris blocked two right lanes
- **Time:** 12:40 pm – 3:56 am **Total Time:** 3 hours 16 minutes
- **Action:** TMC posted advanced messaging warning of debris in roadway and to use an alternate route. TMC contacted Sunset Hills Maintenance and created an emergency call report #12-22-0936. Maintenance was dispatched to the scene and MoDOT's Incident Management Coordinator was contacted.
- **Estimated Initial Impact:** Gravel debris in roadway blocking two right lanes reducing traffic flow through area to one lane
- **Result:** Maintenance responded to incident with two TMAs and a loader. Eureka Maintenance provided a sweeper. Gravel removed and lanes swept clear of debris. Incident cleared and lanes opened at 3:42 pm with a 14 minute traffic queue observed.

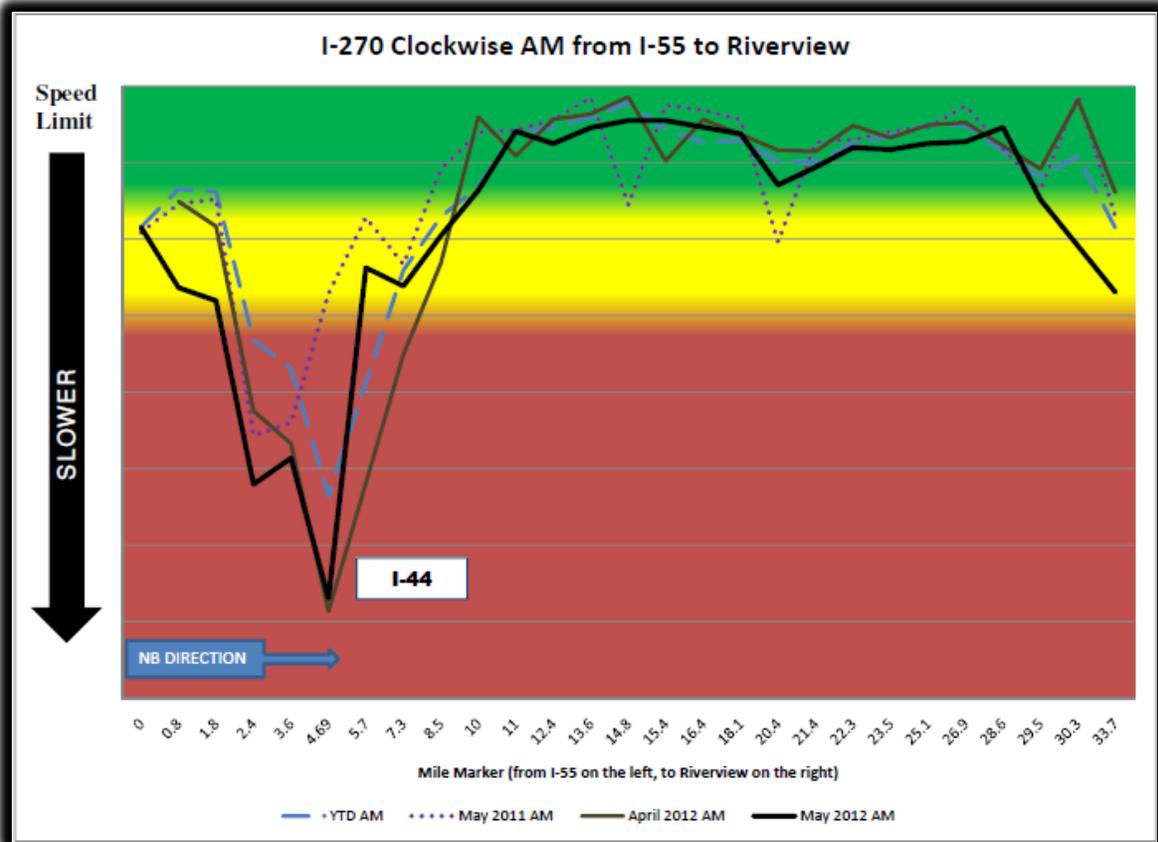
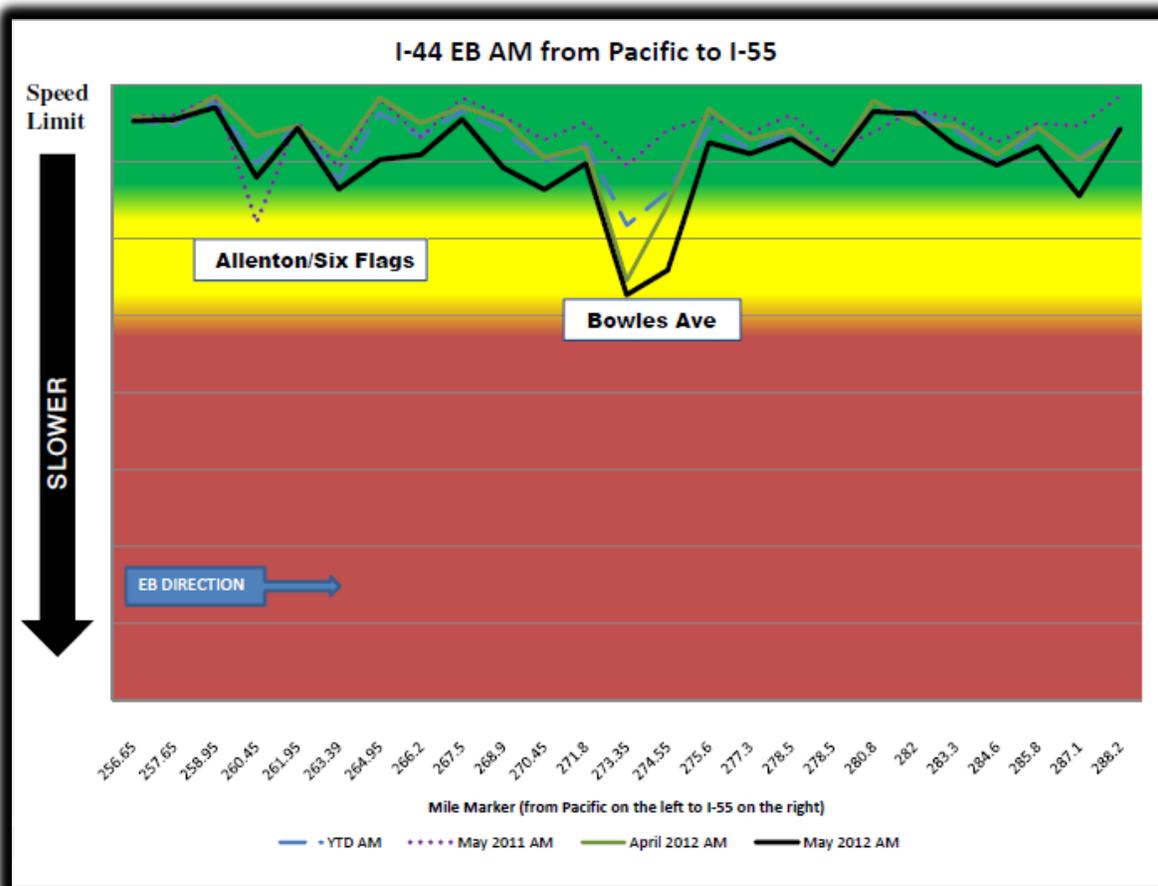
Minor to Moderate Impact Traffic Incidents and Mitigation

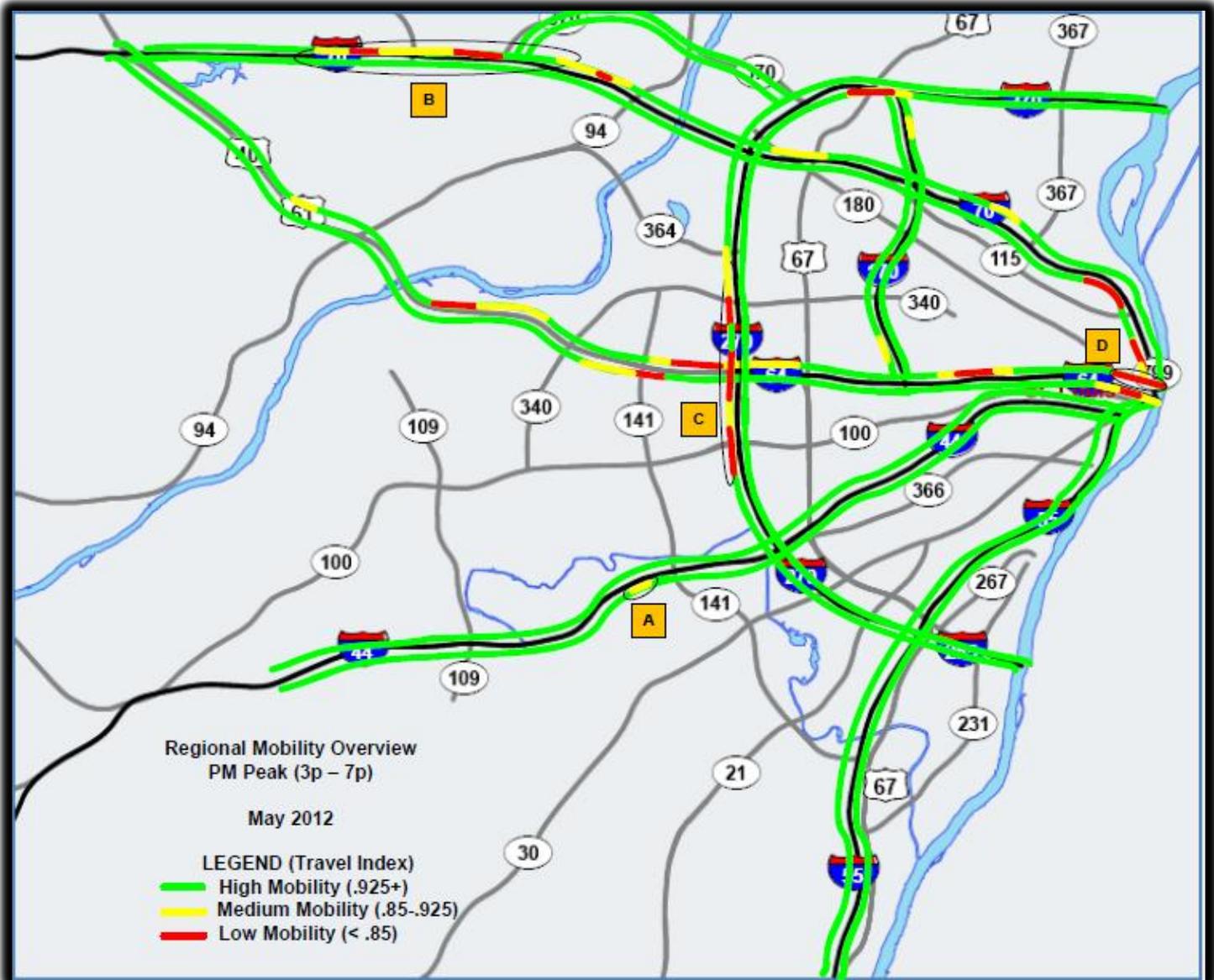
5/30/12 (Wednesday)

- **Location:** SB I-55 before Route Z
- **Event:** Vehicle fire closed the two right lanes
- **Time:** 4:07 pm - 5:19 pm **Total Time:** 1 hour 12 minutes
- **Action:** Signals were optimized along outer road to alleviate as much congestion as possible
- **Result:** Traffic was backed up to Route M exit approximately $\frac{3}{4}$ of a mile with 2400 vehicles and approximately 2900 motorists experiencing additional delays. Signal optimization eased traffic along outer road for vehicles diverting.







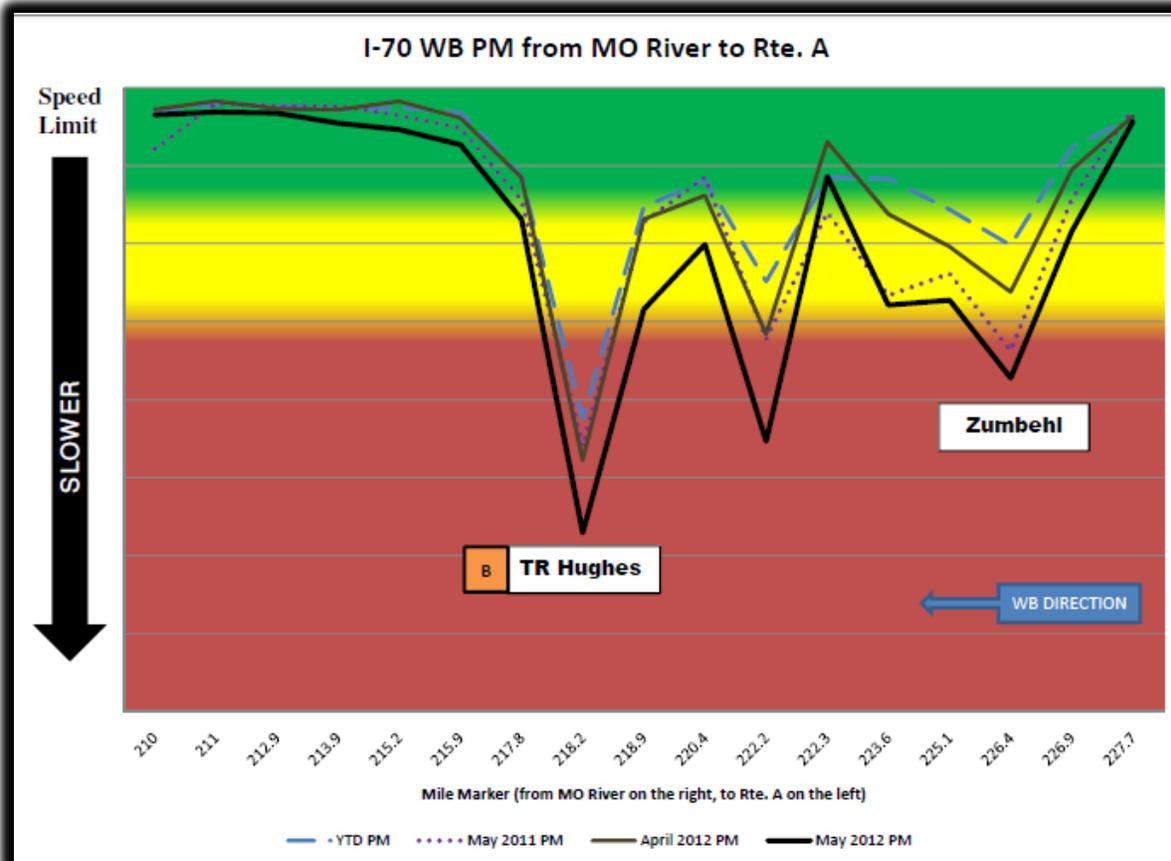
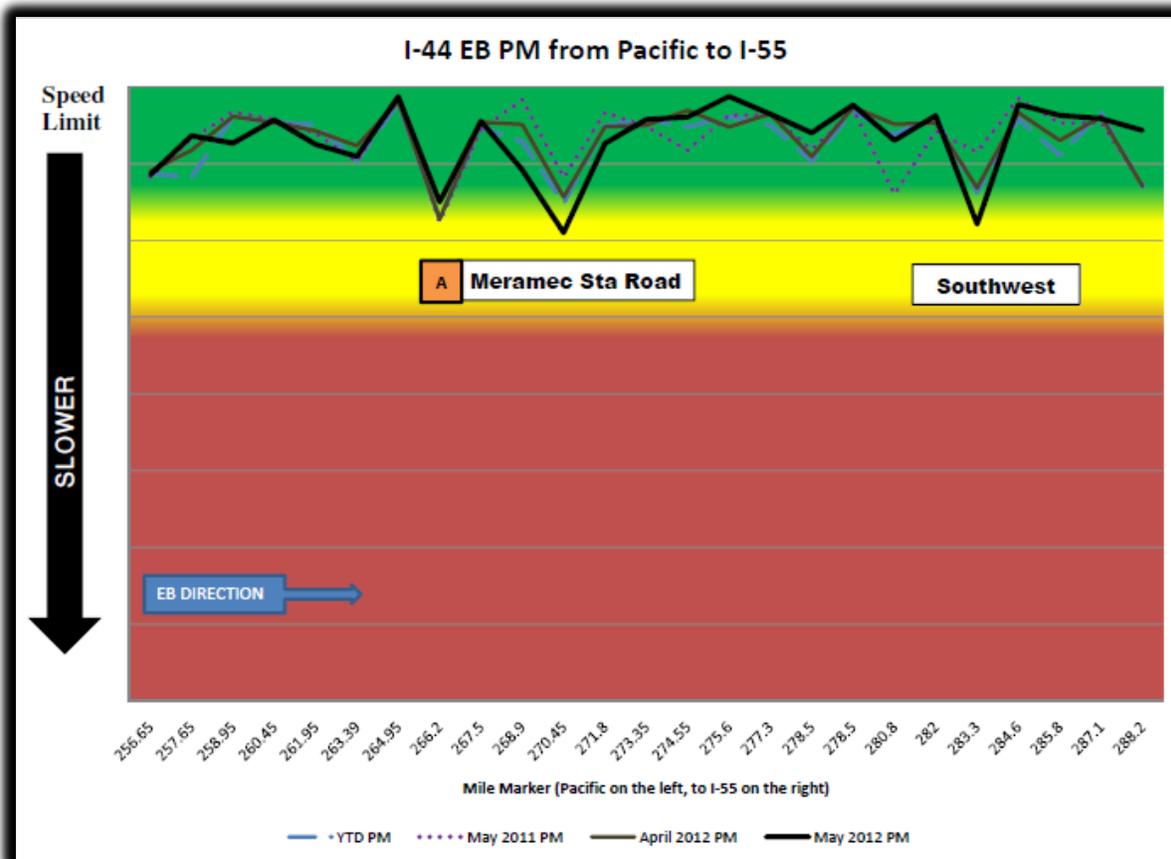


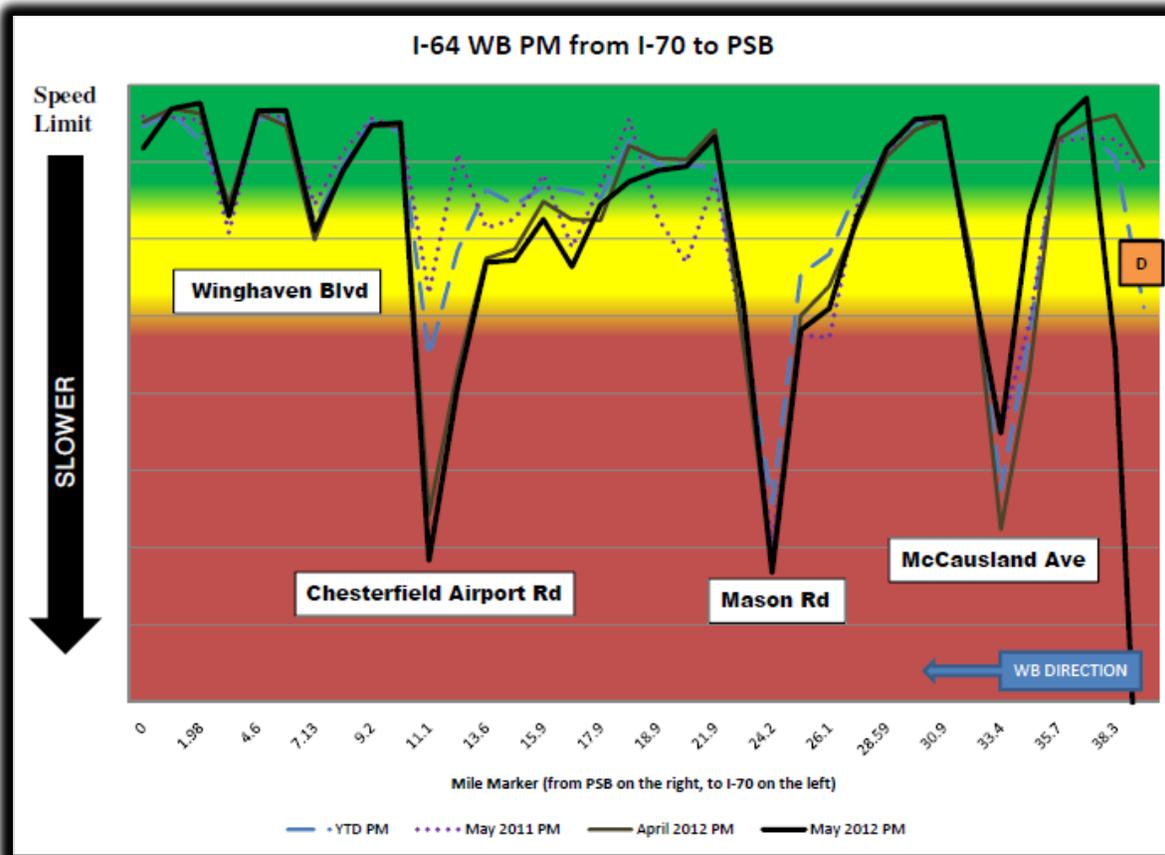
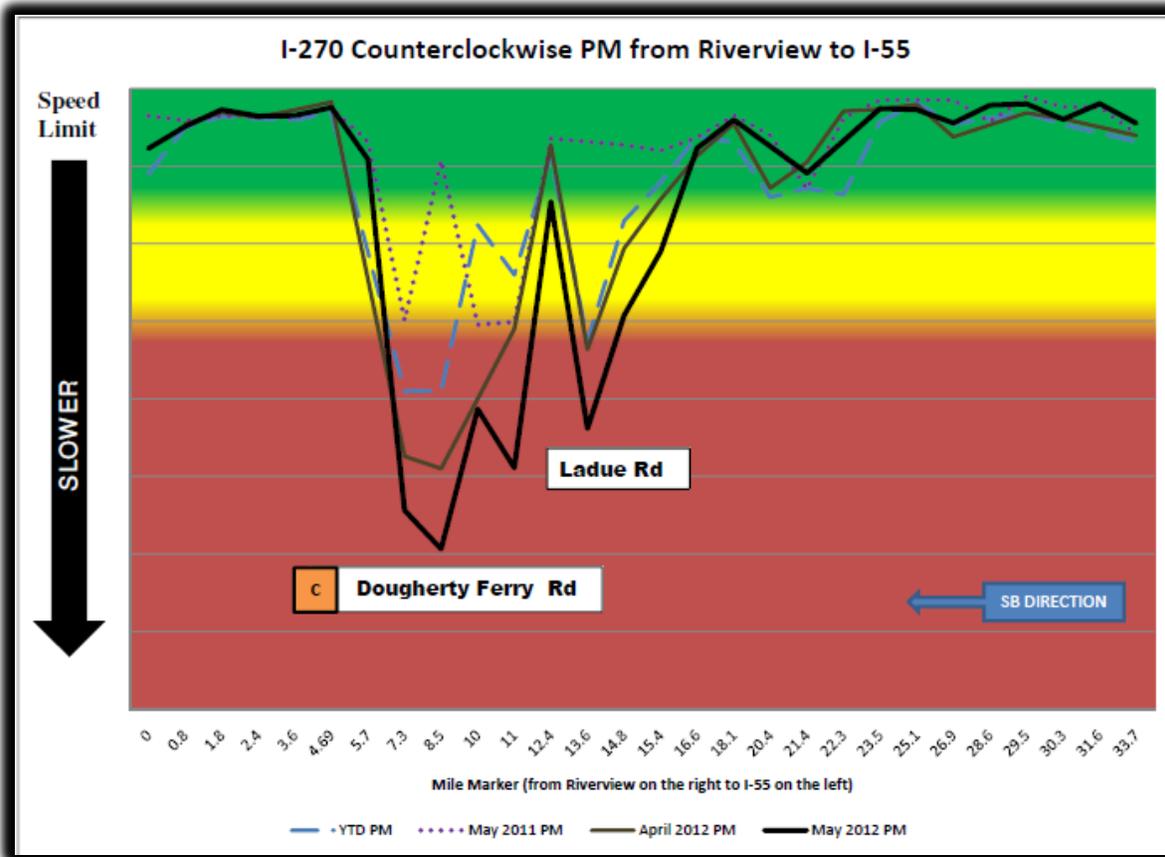
PM Peak Changes in May 2012



Mobility Slightly 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 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.

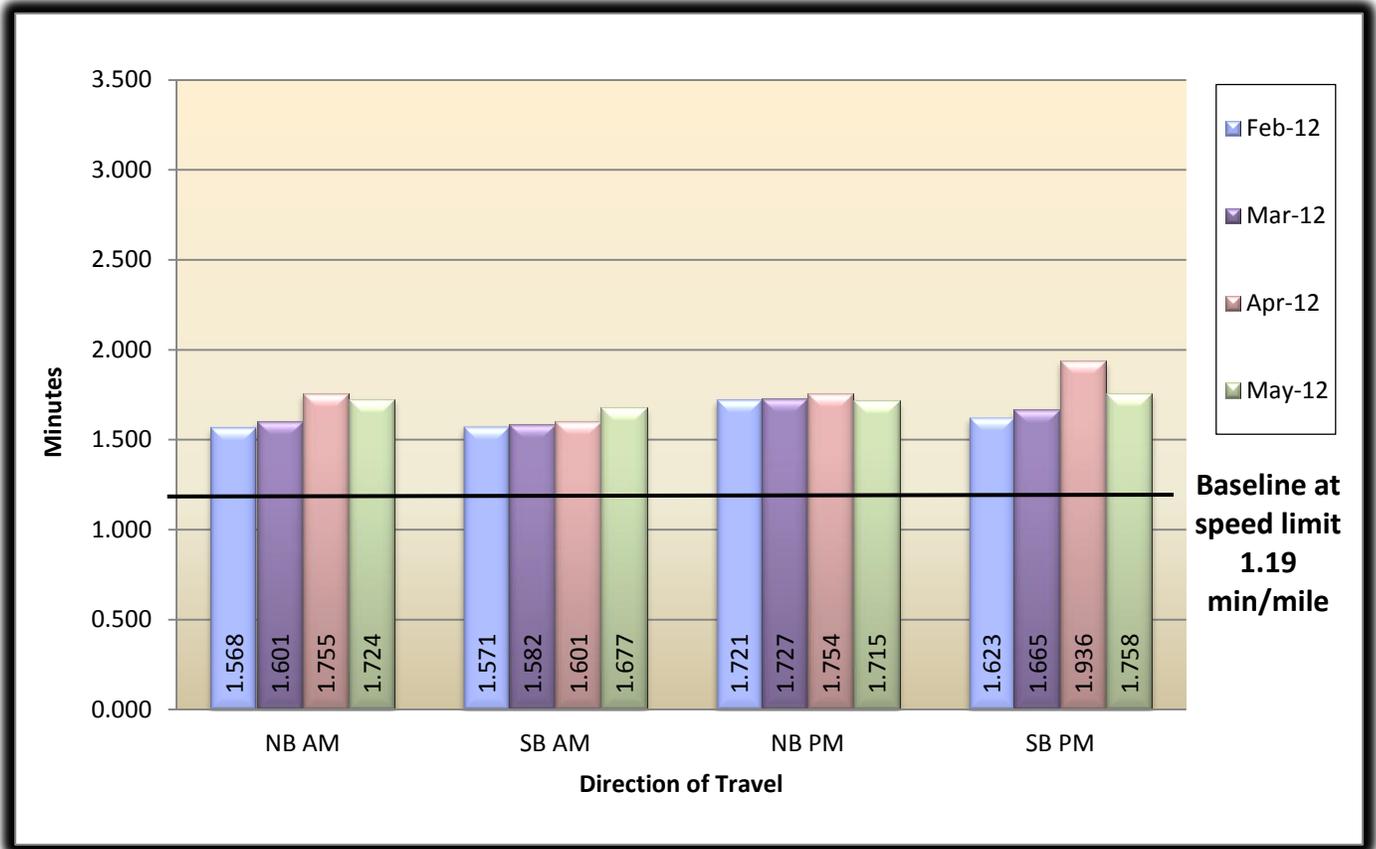
Travel times are measured on various arterial routes. For most routes, data is collected from driving each route multiple times during the A.M. and P.M. peak periods and timing how long it takes to traverse the route. For Rte. 141 and US 67, the Sensys Travel Time system is utilized to determine the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



The fluctuation in the SB PM travel times can be attributed to a faulty detector at Elam and Helfrich signals.

This corridor encompasses many systems.

Number of Signals - 41

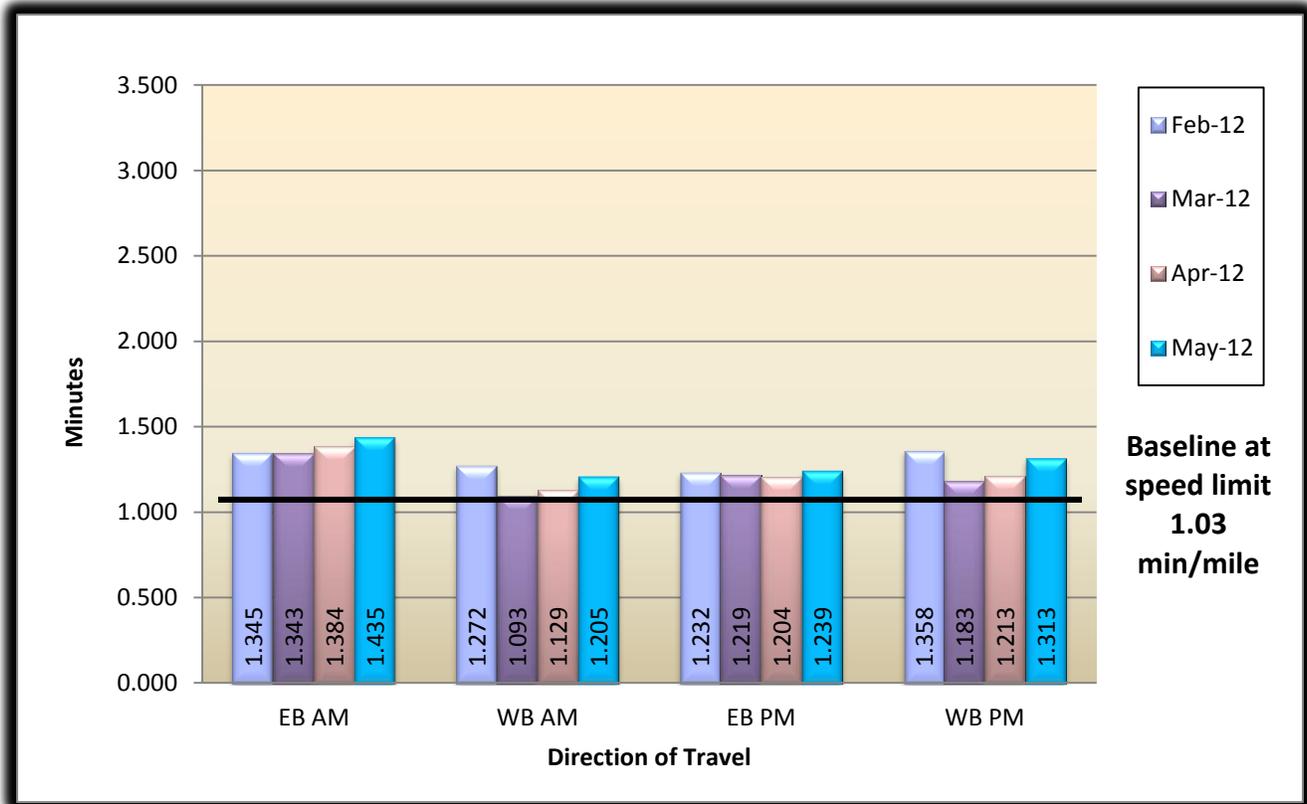
Length of system - 18.6 miles

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



There is active construction in both directions on Rte. 30 @ Main/Redwood that could be contributing to some minor increases in delay. The actual work however, is being done during off-peak hours only. Wal-Mart has opened at High Ridge Blvd and some time has been taken from mainline and given to the side street. There is an increased delay at High Ridge Blvd due to the store opening that should calm down once the newness goes away.

This system was optimized in 2009 and is scheduled again in 2013.

Number of Signals - 11

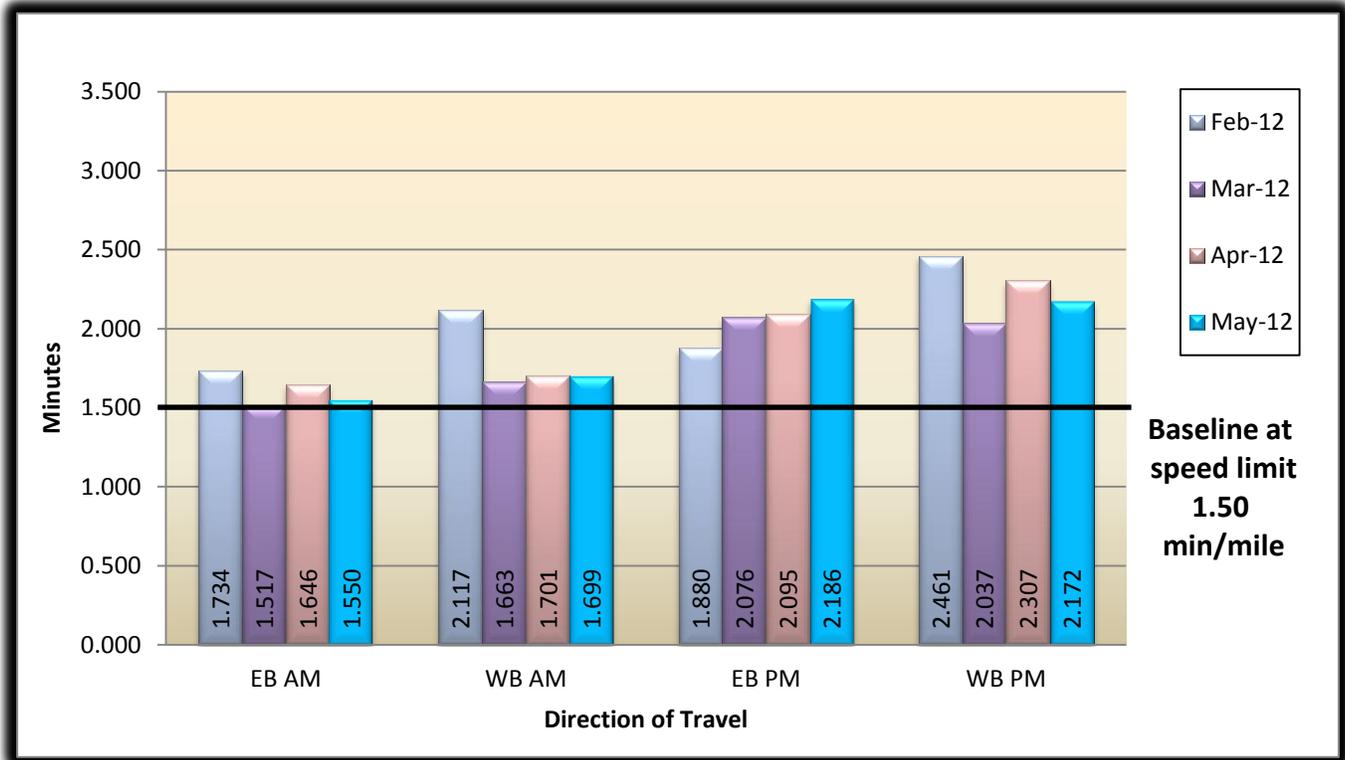
Length of system - 9.2 miles

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 AM travel times are very stable and near the baseline travel times. The WB travel times have fluctuated over the past few months which can be attributed to the implementation of the Flashing Yellow arrows in February and All Red/Yellow Clearance Interval adjustments in February. These changes caused a slight reduction in the green band by several seconds, up to 5 seconds at the Rte.141 interchange. These changes likely caused some increase in travel times. In addition, optimization for this route was completed this month. Although unconfirmed, the WB PM movement improvements could be a result of the optimization efforts due to this movement being most favored for coordination.

Number of Signals - 8

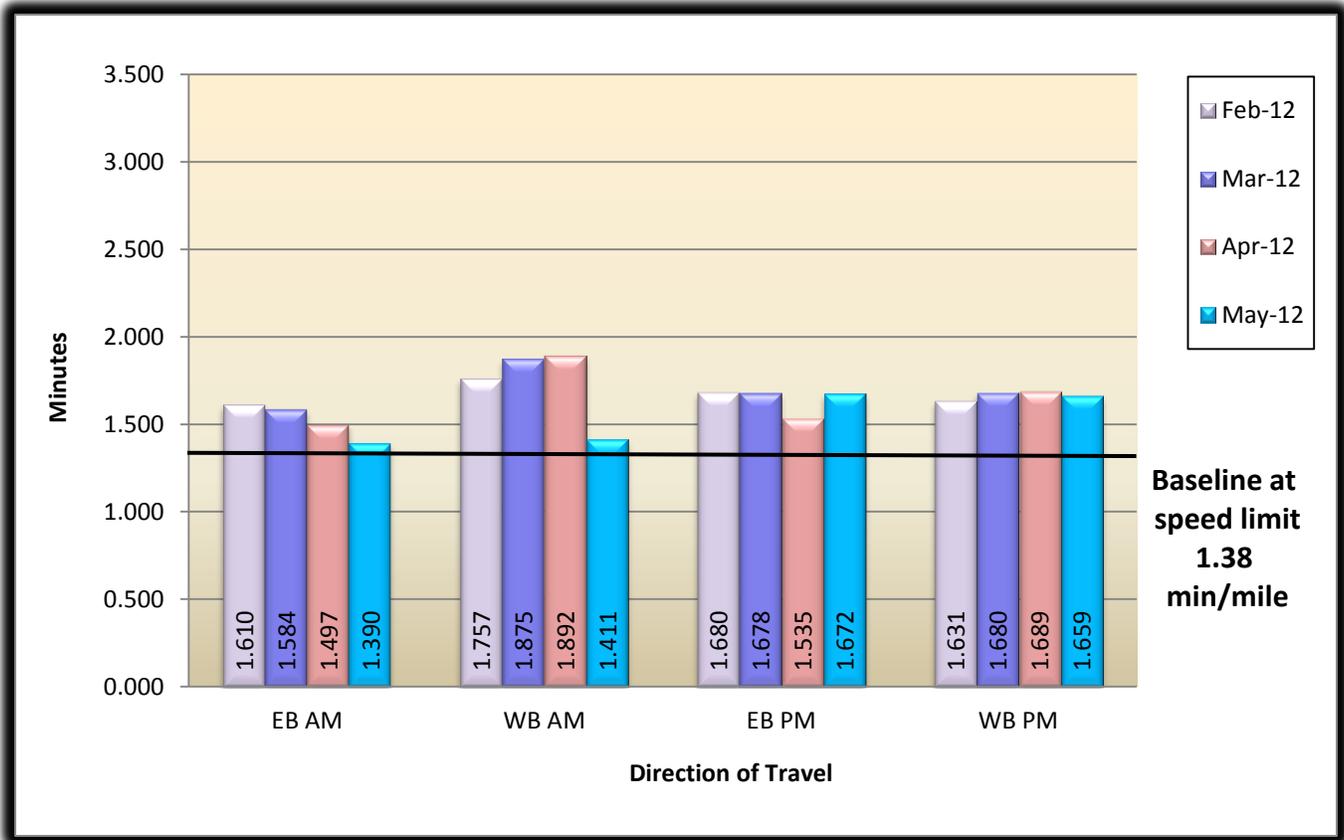
Length of system - 4.2 miles

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

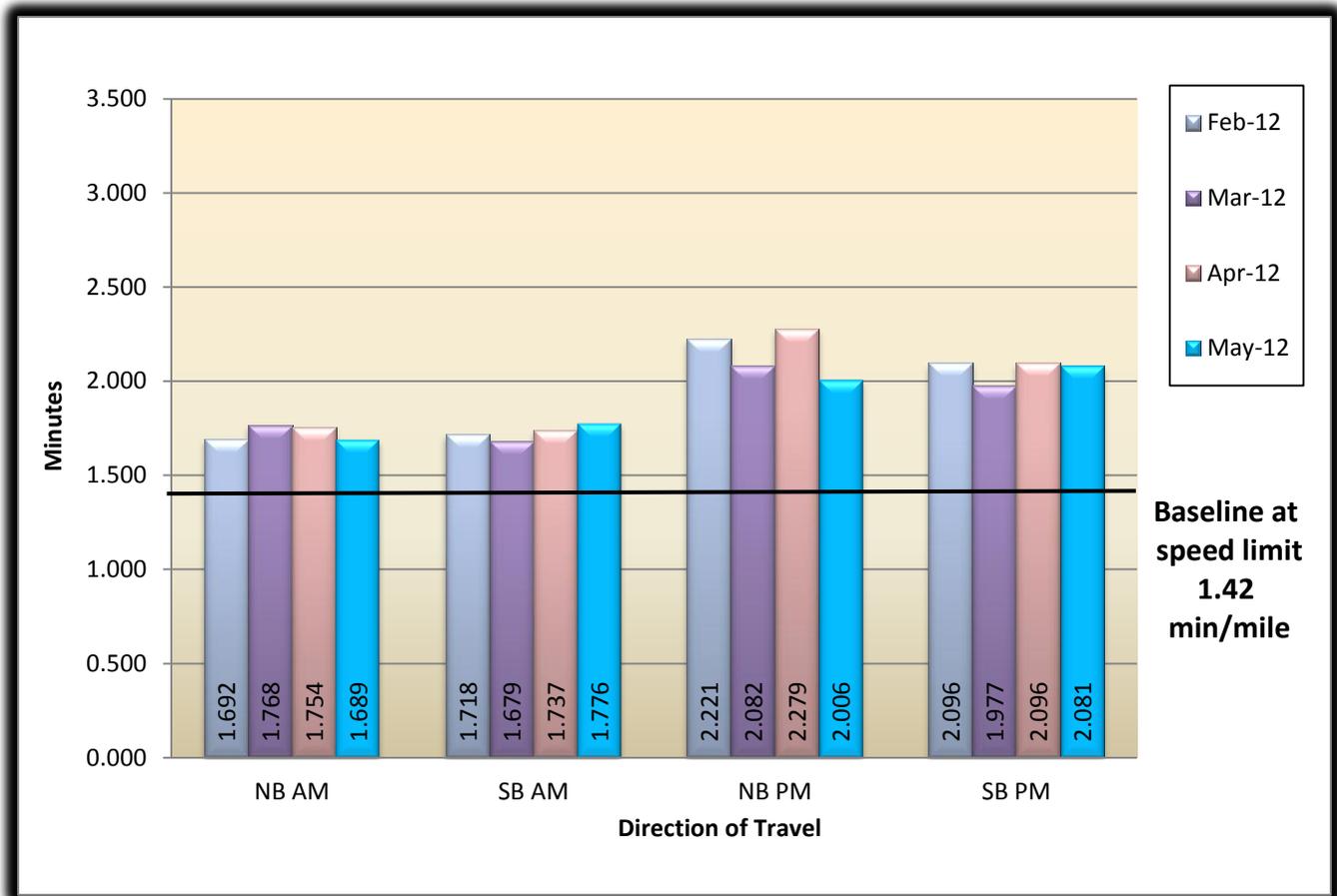
US 50, from Union West City Limit to Denmark Franklin County



There is no known reason for the improved travel times on WB AM and the trending improvements in EB PM. 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

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



Timing adjustments made at Dunn-Lynn Haven improved the traffic flow slightly for NB AM. System adjustments increasing the green band during the PM peak, improved the travel times for NB PM.

Optimization on this system will be implemented within the current fiscal year.

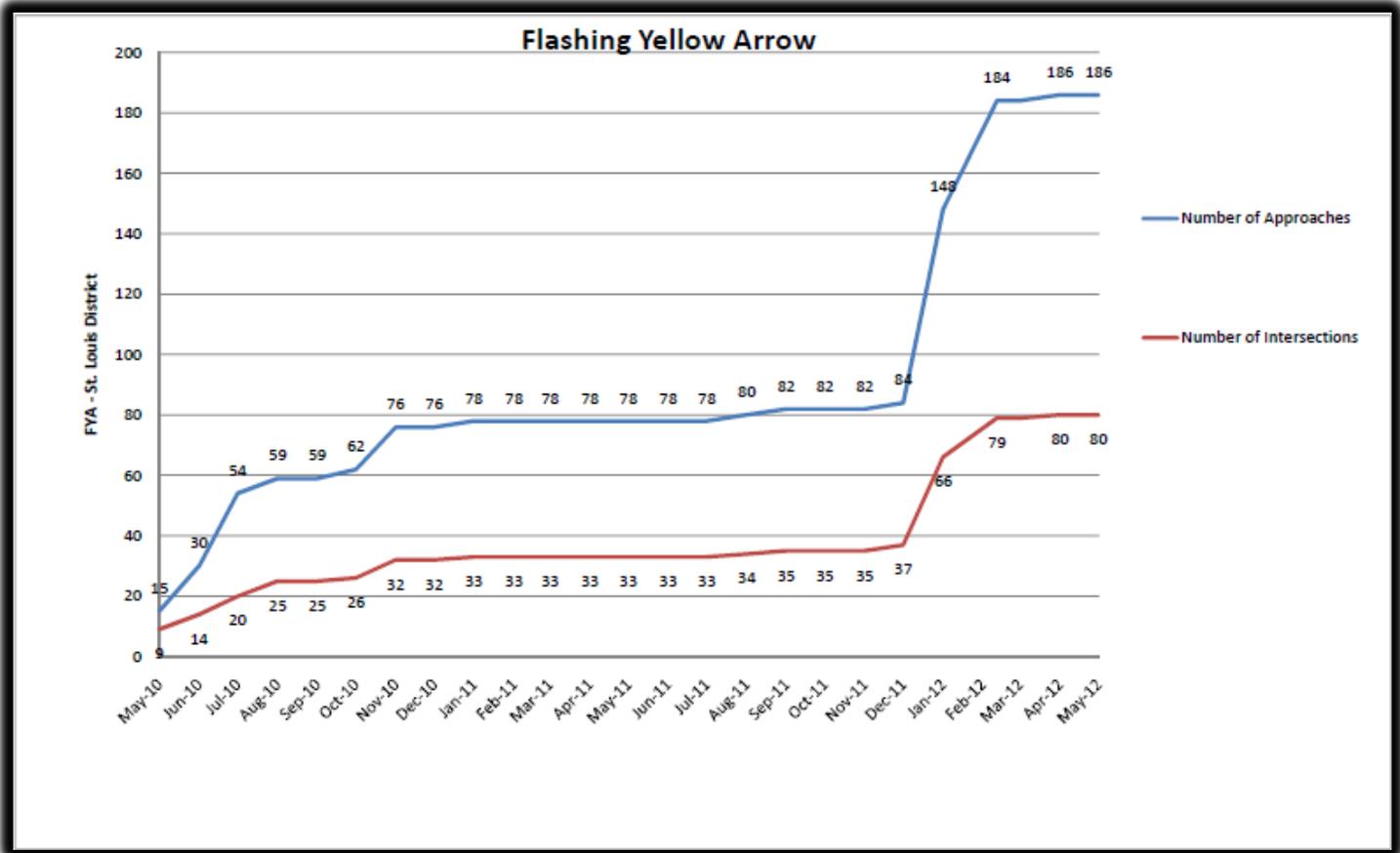
Number of Signals - 19

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

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
			8	SCUDDEN/N. HANLEY RD
SCUDDER	8		9A	AIRPORT
AIRPORT RD	9A		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

Traffic Studies and Action Items

This section is used to identify specific areas of concern and what actions are being taken to help mitigate the safety and congestion issues they pose. It is intended to be a changing list and to be a quick look at regional problems. Sites/Issues are not prioritized at this time.

- SITE: Eastbound and Westbound I-64 right lane approaching I-270.
 ACTION: Traffic staff currently studying the area for appropriate countermeasures to address congestion and safety. CBB recently completed traffic models. Fine tuning of the models and recommended improvements should be ready soon.
- SITE: I-170 @ I-64 congestion routinely during AM peak periods backing up eastbound from McCutcheon and southbound from Forest Park Pkwy.
 ACTION: To be investigated.
- SITE: I-64 Westbound Hampton to Skinker during PM peak periods.
 ACTION: TMC monitoring during PM peak periods and placing messages on DMS to warn of congestion ahead when warranted.
- SITE: I-64 Eastbound – recurring congestion from Kingshighway to McCausland and Olive to Mason during AM peak periods.
 ACTION: TMC monitoring during AM peak periods and placing messages on DMS to warn of congestion ahead when warranted.
- SITE: I-70 WB at Grand AM peak – ramp backs up to mainline.
 ACTION: To be investigated.

Traffic Studies and Action Items Completed

No updates on traffic studies and action items completed.