



ST. LOUIS DISTRICT MOBILITY

MARCH/APRIL 2017

GUIDEPOST

- FREEWAY MOBILITY CONSISTENT IN AM PEAKS WITH SLIGHT DECREASE IN MOBILITY FOR THE PM PEAK FROM MARCH TO APRIL.
- AVERAGE INCIDENT LANE CLEARANCE CONTINUED TO IMPROVE DESPITE A BIG JUMP IN THE NUMBER OF INCIDENTS
- AVERAGE 24 HOUR VOLUMES ARE LISTED FOR TRENDING PURPOSES ONLY. ACTUAL VOLUMES VARY BECAUSE OF THE LOSS OF PROBE DATA ALONG SEVERAL ROUTES AND THE ADDITION OF DATA FROM NEW ROUTES
- TORRENTIAL RAINFALL HIT THE DISTRICT THE LAST WEEKEND IN APRIL CAUSING HISTORIC FLOODING AND CLOSURE OF 100 PLUS ROADS



TRAFFIC ENGINEERS ADJUST SIGNALS TO MITIGATE THE IMPACT FOR AN INCIDENT LIKE THE ONE PICTURED ABOVE ON MARCH 15, 2017. ADJUSTING THE SIGNAL TIMING ALLOWED TRAFFIC TO USE THE OUTER ROAD AS A DETOUR.

MOBILITY SNAPSHOT

ZONING IN

TMS WORK ZONES

- ◆ MARCH 2017: 229
- ◆ APRIL 2017: 283

WORK ZONE BREAKDOWN:

- ◆ MAJOR: 3 - 0.88%
- ◆ MODERATE: 6 - 1.76%
- ◆ MINOR: 332 - 97.36%

WORK ZONE CRASHES: 9



FREEWAY MOBILITY

MARCH TO APRIL COMPARISON:

AM IMPROVEMENT / PM DECREASED MOBILITY

MAJOR INCIDENTS

MAR 2017: 10 → APR 2017: 4

AVERAGE INCIDENT DURATION MAR → APR

LANE CLEARANCE: 24:55 → 23:53

INCIDENT CLEARANCE: 28:59 → 28:05
(MIN: SEC)

MAJOR IMPACT WORK ZONES

MAR → 1 APR → 2

MODERATE IMPACT WORK ZONES

MAR → 2 APR → 4



GATEWAY GUIDE
TRANSPORTATION MANAGEMENT CENTER



WORK ZONES

| TMC Observed Work Zones March - April 2017 | | | |
|-----------------------------------------------|----------------------|-----------------------------|----------------------|
| March | | Apr | |
| Level of Travel Time Impact | Number of Work Zones | Level of Travel Time Impact | Number of Work Zones |
| Major Impact | 1 | Major Impact | 2 |
| Moderate Impact | 2 | Moderate Impact | 4 |
| Minor Impact | 160 | Minor Impact | 172 |
| Total | 163 | Total | 178 |

*Impact Levels described in Data Key

SL Mobility Rating:

- ◆ Mar 2017: 94%
- ◆ Apr 2017: 98%
- ◆ Goal: 91%

SL Visibility levels:

- ◆ Mar 2017: 99%
- ◆ Apr 2017: 96%
- ◆ Goal: 91%

Additional Travel Time Impacts through Work Zones

Major Impact (15 Minutes or Above)

Moderate Impact (10-14 Minutes)

3/9 (Thursday) Eastbound I-44 from Edgar to Shrewsbury — 3 right lanes (1 Major 2 Moderates)

- Closed three lanes with one lane of traffic open for preparation for shifting eastbound traffic onto westbound lanes
- All mitigation efforts were in use
- RITIS data recorded additional travel times of 16 minutes in both peaks

4/15 (Saturday) Southbound I-55 at Route Z 2 right lanes (1 Major 2 Moderates)

- Traffic reduced to one lane all weekend (Easter Weekend) for bridge work
- All mitigation efforts were in use
- RITIS data recorded additional travel times of 33 minutes

4/16 (Sunday) Southbound I-55 at Route Z 2 right lanes (1 Major 2 Moderates)

- Traffic reduced to one lane all weekend for bridge work. (Easter Weekend)
- All mitigation efforts were in use
- RITIS data recorded additional travel times of 31 minutes

Work Zone Related Crashes with Mobility Impact

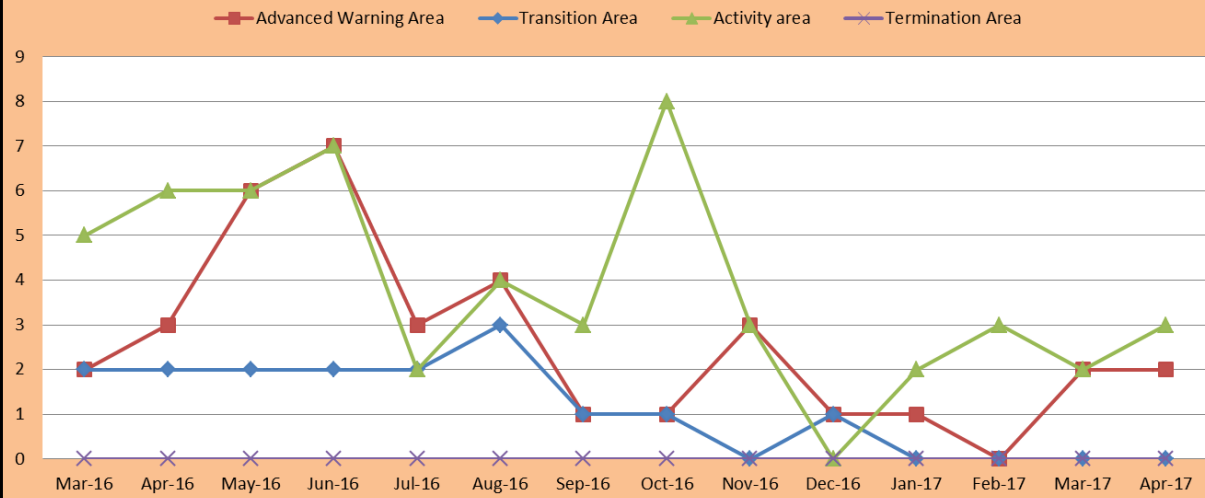
None



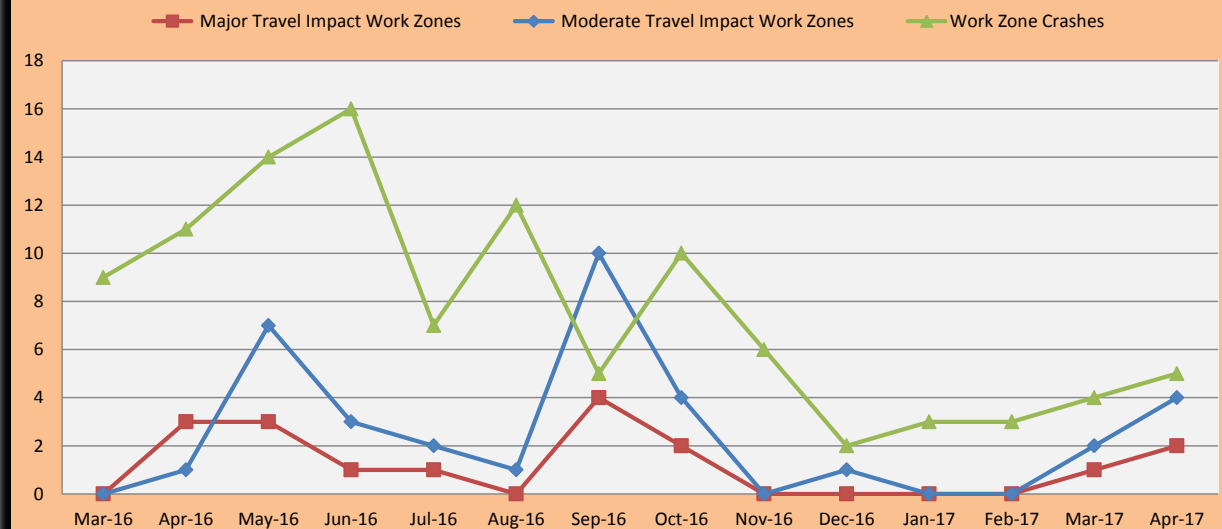


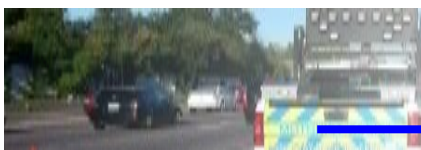
WORK ZONES

YTD Work Zone Crashes Relative to Work Zone



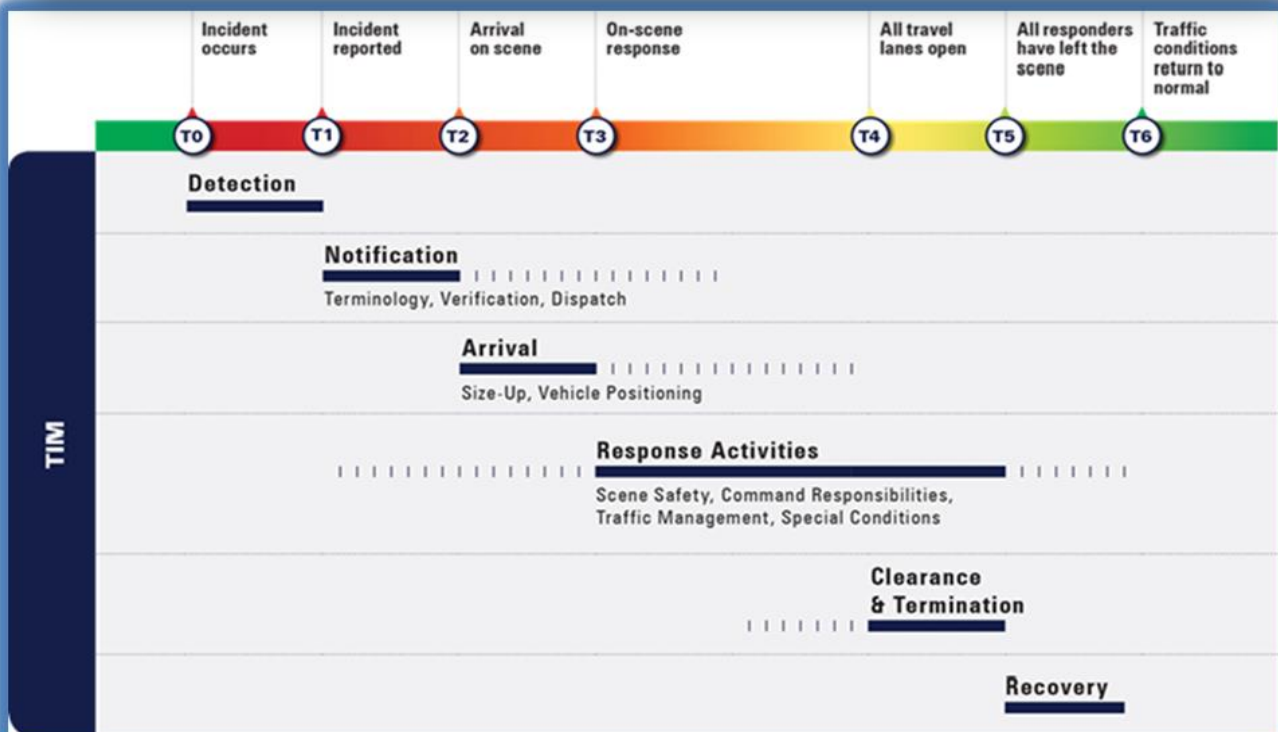
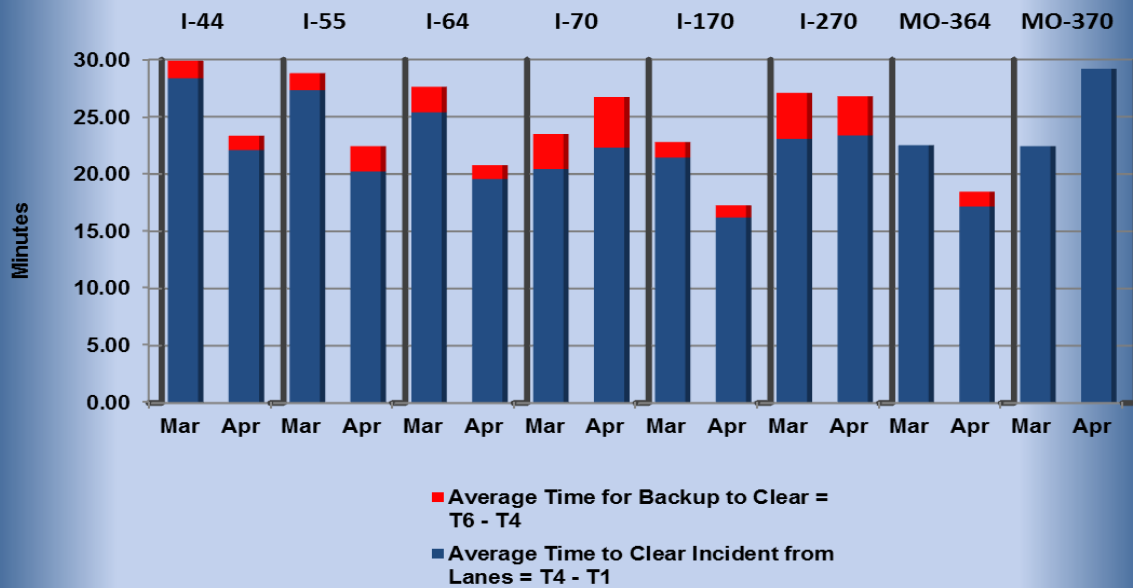
YTD Work Zone History



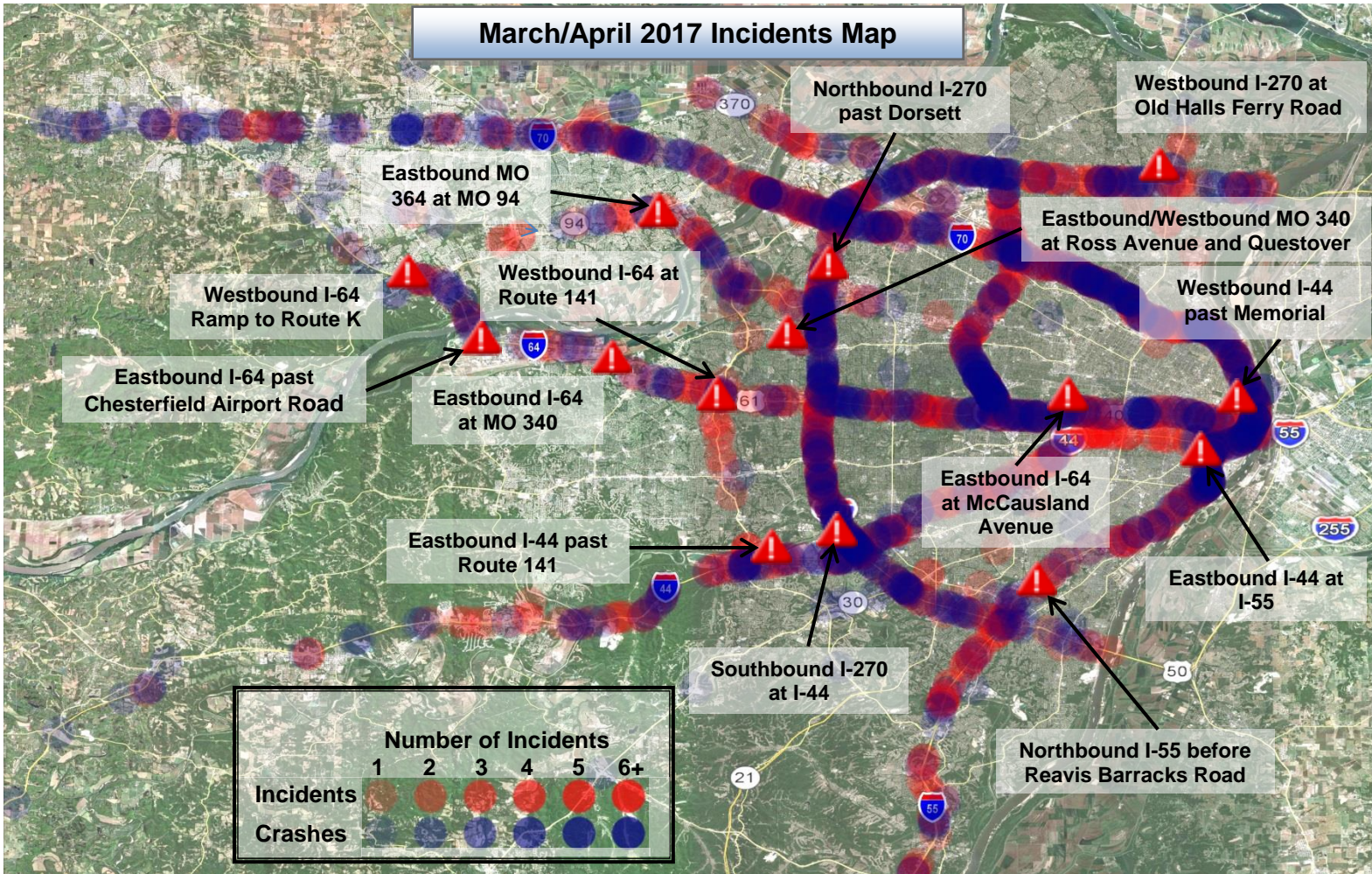


INCIDENT MANAGEMENT

March 2017 vs. April 2017
Incidents Summary

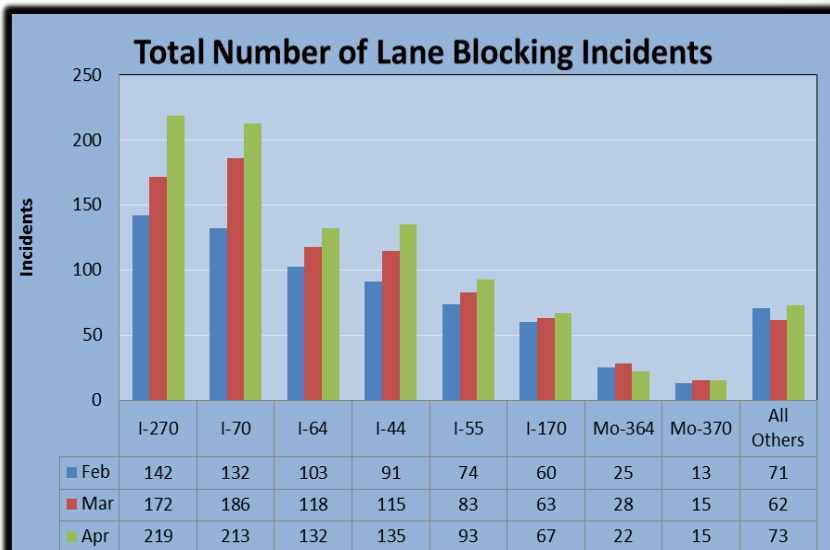


INCIDENT MANAGEMENT



Denotes Location of Major Impact Traffic Incidents

Total Number of Incidents: February: 711 / March: 842 / April: 969



Major Impact Incidents
March 2017 vs. April 2017
(10) (4)

Fatal Incidents
March 2017 vs. April 2017
(10) (7)

Tractor Trailer Incidents
March 2017 vs. April 2017
(45) (32)



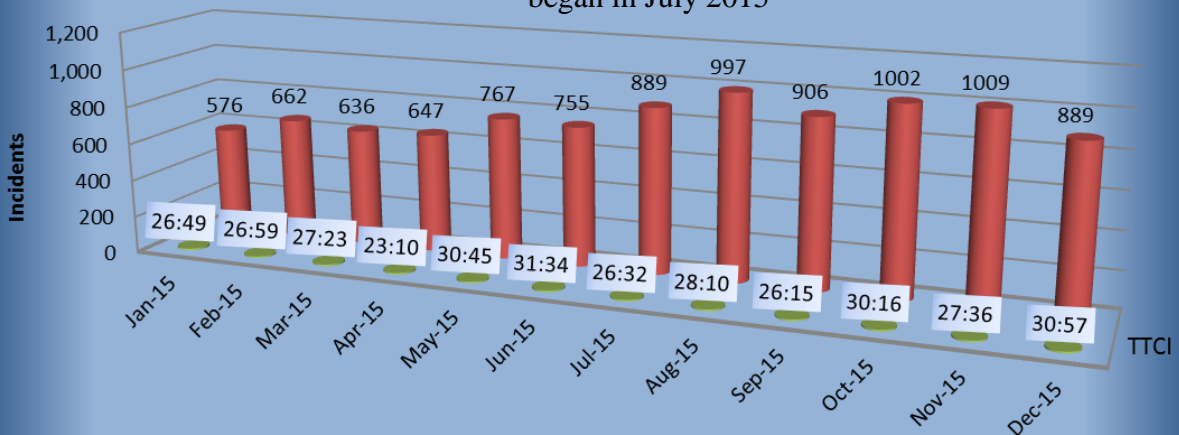
INCIDENT MANAGEMENT

Lane Blocking Incidents by Freeway March and April 2017

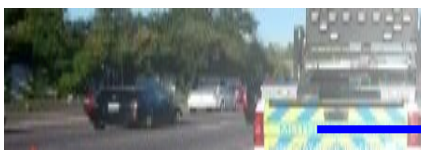
| Interstate | Month | Number of Incidents | Average Time to Clear Incident from Lanes = T4 - T1 | Average Time for Backup to Clear = T6 - T4 | Freeway Miles | Incidents per Mile |
|------------|---------|---------------------|-----------------------------------------------------|--------------------------------------------|---------------|--------------------|
| I-44 | Mar | 115 | 28:37 | 01:53 | 33 | 3.48 |
| I-44 | Apr | 135 | 22:09 | 01:25 | 33 | 4.09 |
| I-55 | Mar | 83 | 27:33 | 01:49 | 23 | 3.61 |
| I-55 | Apr | 93 | 20:23 | 02:20 | 23 | 4.04 |
| I-64 | Mar | 118 | 25:40 | 02:23 | 40 | 2.95 |
| I-64 | Apr | 132 | 19:56 | 01:22 | 40 | 3.30 |
| I-70 | Mar | 186 | 20:44 | 03:05 | 38 | 4.89 |
| I-70 | Apr | 213 | 22:31 | 04:42 | 38 | 5.61 |
| I-170 | Mar | 63 | 21:44 | 01:36 | 11 | 5.73 |
| I-170 | Apr | 67 | 16:20 | 01:07 | 11 | 6.09 |
| I-270 | Mar | 172 | 23:08 | 04:02 | 36 | 4.78 |
| I-270 | Apr | 219 | 23:56 | 03:43 | 36 | 6.08 |
| MO-364 | Mar | 28 | 22:51 | 00:02 | 11 | 2.55 |
| MO-364 | Apr | 22 | 17:16 | 01:30 | 11 | 2.00 |
| MO-370 | Mar | 15 | 22:44 | 00:00 | 13 | 1.15 |
| MO-370 | Apr | 15 | 29:20 | 00:00 | 13 | 1.15 |
| Total | Mar/Apr | 1676 | 22:48 | 01:56 | 410 | 4.09 |

2015 Number of Incidents and Time to Clear Lanes

*Note changes in Incident reporting data began in July 2015

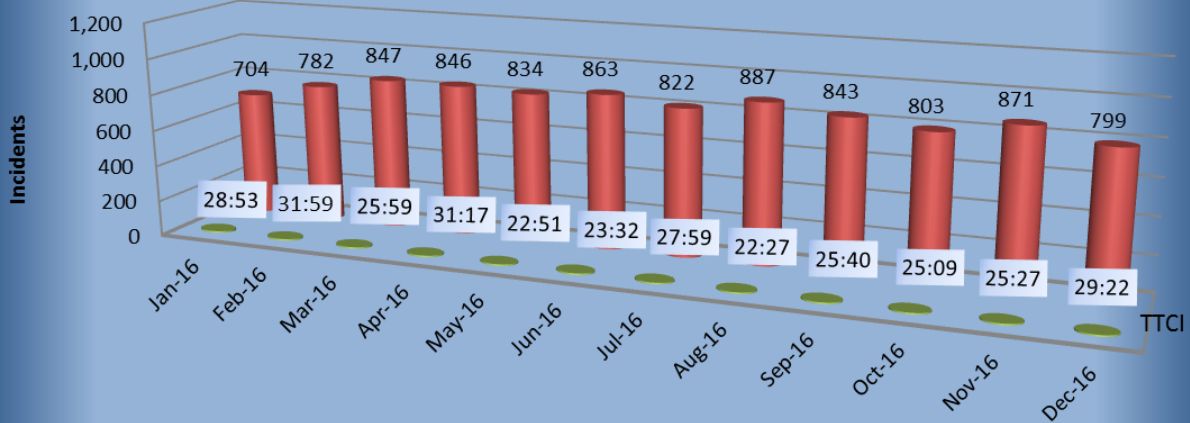


| | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| TTCI | 26:49 | 26:59 | 27:23 | 23:10 | 30:45 | 31:34 | 26:32 | 28:10 | 26:15 | 30:16 | 27:36 | 30:57 |
| Incidents | 576 | 662 | 636 | 647 | 767 | 755 | 889 | 997 | 906 | 1002 | 1009 | 889 |



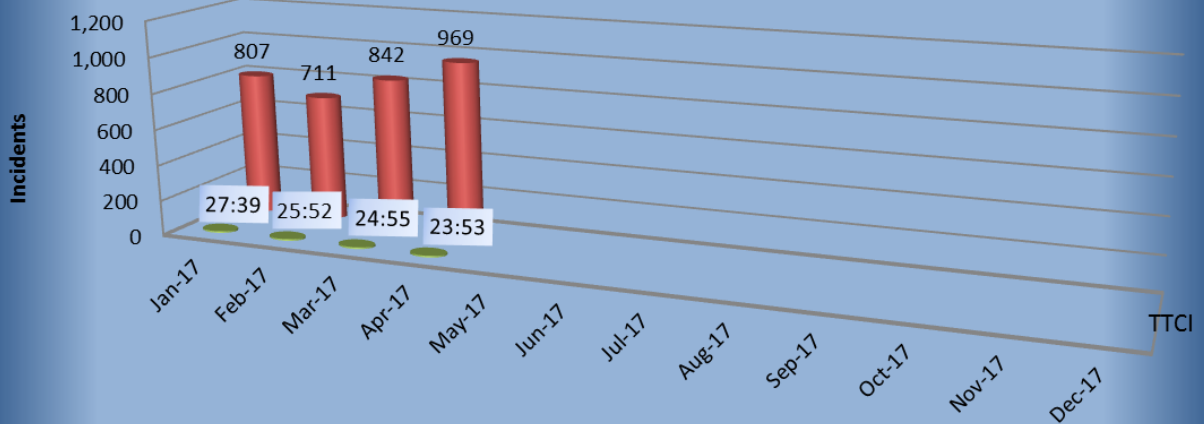
INCIDENT MANAGEMENT

2016 Number of Incidents and Time to Clear Lanes



| | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| TTCI | 28:53 | 31:59 | 25:59 | 31:17 | 22:51 | 23:32 | 27:59 | 22:27 | 25:40 | 25:09 | 25:27 | 29:22 |
| Incidents | 704 | 782 | 847 | 846 | 834 | 863 | 822 | 887 | 843 | 803 | 871 | 799 |

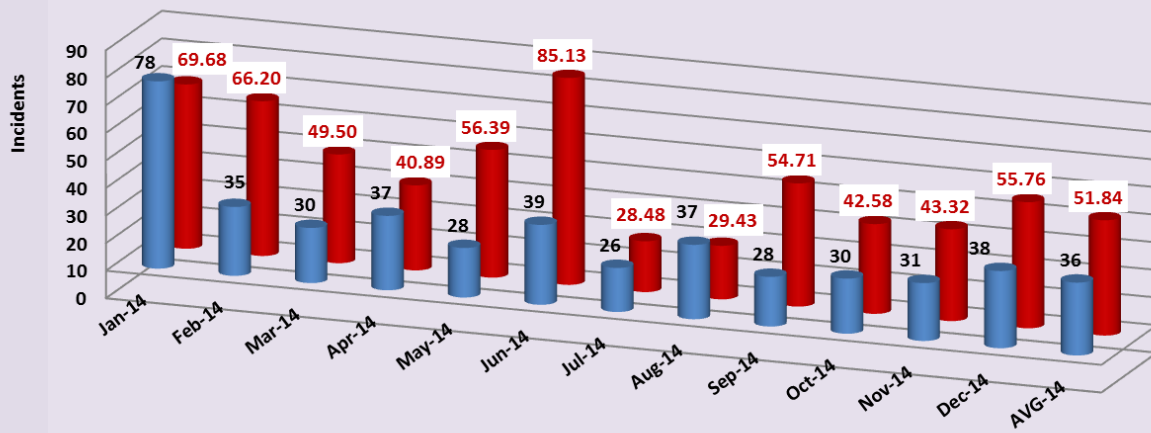
2017 Number of Incidents and Time to Clear Lanes



| | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| TTCI | 27:39 | 25:52 | 24:55 | 23:53 | | | | | | | | |
| Incidents | 807 | 711 | 842 | 969 | | | | | | | | |

INCIDENT MANAGEMENT

2014 Tractor Trailer Incidents / Time to Clear



| | Jan-14 | Feb-14 | Mar-14 | Apr-14 | May-14 | Jun-14 | Jul-14 | Aug-14 | Sep-14 | Oct-14 | Nov-14 | Dec-14 | AVG-14 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Incidents | 78 | 35 | 30 | 37 | 28 | 39 | 26 | 37 | 28 | 30 | 31 | 38 | 36 |
| TTCI | 69.68 | 66.20 | 49.50 | 40.89 | 56.39 | 85.13 | 28.48 | 29.43 | 54.71 | 42.58 | 43.32 | 55.76 | 51.84 |

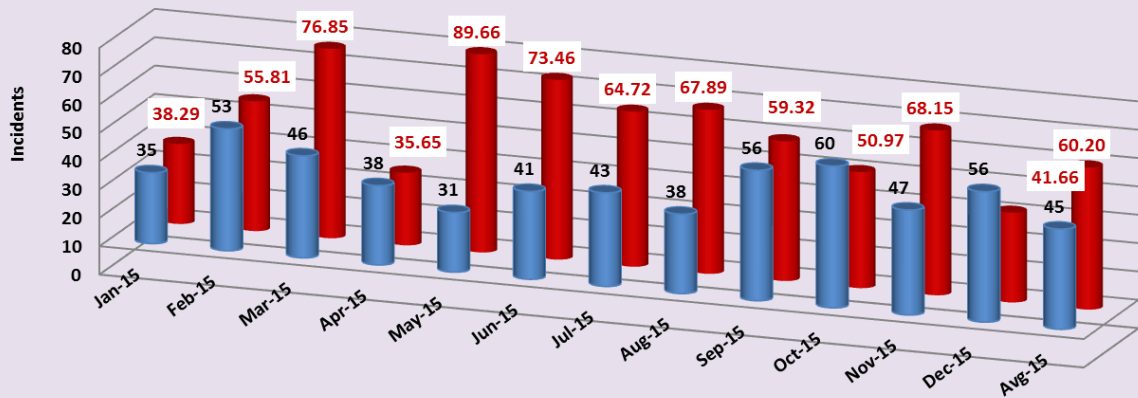


| 2014 | I-44 | I-55 | I-64 | I-70 | I-170 | I-255 / I-270 | Route 364 | Route 370 | * Other | Total | TTCI |
|-----------|------|------|------|------|-------|---------------|-----------|-----------|---------|-------|-------|
| Jan | 20 | 7 | 9 | 24 | 3 | 11 | 3 | 1 | 0 | 78 | 69.68 |
| Feb | 5 | 3 | 6 | 13 | 1 | 6 | 0 | 1 | 0 | 35 | 66.20 |
| Mar | 8 | 7 | 5 | 5 | 0 | 4 | 0 | 1 | 0 | 30 | 49.50 |
| Apr | 5 | 3 | 12 | 7 | 0 | 10 | 0 | 0 | 0 | 37 | 40.89 |
| May | 5 | 8 | 4 | 4 | 1 | 6 | 0 | 0 | 0 | 28 | 56.39 |
| Jun | 11 | 8 | 5 | 8 | 0 | 7 | 0 | 0 | 0 | 39 | 85.13 |
| Jul | 4 | 2 | 8 | 4 | 0 | 7 | 0 | 1 | 0 | 26 | 28.48 |
| Aug | 5 | 4 | 7 | 8 | 2 | 10 | 0 | 1 | 0 | 37 | 29.43 |
| Sep | 3 | 3 | 4 | 10 | 0 | 7 | 0 | 1 | 0 | 28 | 54.71 |
| Oct | 5 | 6 | 4 | 4 | 1 | 7 | 0 | 3 | 0 | 30 | 42.58 |
| Nov | 2 | 4 | 5 | 9 | 1 | 7 | 0 | 3 | 0 | 31 | 43.32 |
| Dec | 7 | 7 | 2 | 12 | 1 | 8 | 0 | 1 | 0 | 38 | 55.76 |
| YR Totals | 80 | 62 | 71 | 108 | 10 | 90 | 3 | 13 | 0 | 437 | 51.84 |

*Other Routes are MoDOT maintained non-freeway routes and were not included on system until July 2015

INCIDENT MANAGEMENT

2015 Tractor Trailer Incidents / Time to Clear



| | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 | Avg-15 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Incidents | 35 | 53 | 46 | 38 | 31 | 41 | 43 | 38 | 56 | 60 | 47 | 56 | 45 |
| TTCI | 38.29 | 55.81 | 76.85 | 35.65 | 89.66 | 73.46 | 64.72 | 67.89 | 59.32 | 50.97 | 68.15 | 41.66 | 60.20 |



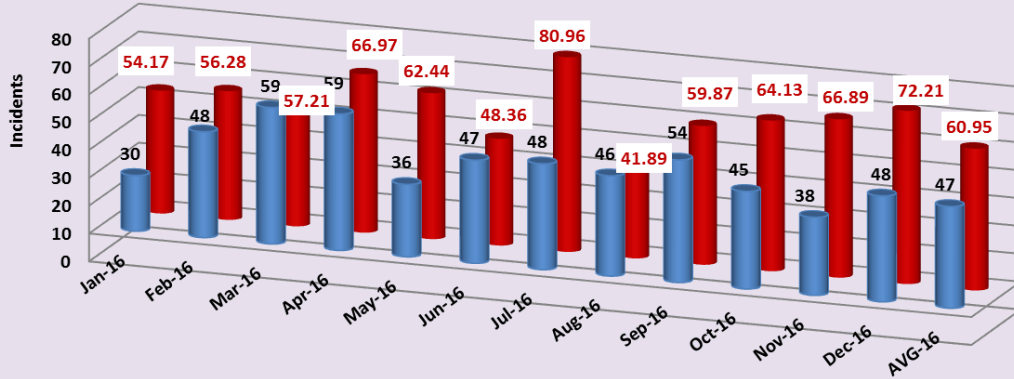
| 2015 | I-44 | I-55 | I-64 | I-70 | I-170 | I-255 / I-270 | Route 364 | Route 370 | * Other | Total | |
|-----------|------|------|------|------|-------|---------------|-----------|-----------|---------|-------|-------|
| Jan | 7 | 4 | 4 | 10 | 0 | 9 | 0 | 1 | 0 | 35 | 38.29 |
| Feb | 20 | 2 | 6 | 9 | 1 | 14 | 1 | 0 | 0 | 53 | 55.81 |
| Mar | 9 | 4 | 11 | 14 | 0 | 7 | 0 | 1 | 0 | 46 | 76.85 |
| Apr | 7 | 3 | 7 | 17 | 1 | 2 | 1 | 0 | 0 | 38 | 35.65 |
| May | 5 | 2 | 9 | 10 | 0 | 3 | 1 | 1 | 0 | 31 | 89.66 |
| Jun | 9 | 3 | 6 | 10 | 0 | 12 | 0 | 1 | 0 | 41 | 73.46 |
| Jul | 6 | 6 | 8 | 8 | 1 | 11 | 0 | 0 | 3 | 43 | 64.72 |
| Aug | 10 | 2 | 3 | 11 | 0 | 9 | 0 | 0 | 3 | 38 | 67.89 |
| Sep | 11 | 9 | 5 | 17 | 2 | 9 | 0 | 1 | 2 | 56 | 59.32 |
| Oct | 12 | 12 | 8 | 17 | 1 | 8 | 0 | 0 | 2 | 60 | 50.97 |
| Nov | 8 | 4 | 7 | 14 | 0 | 11 | 0 | 0 | 3 | 47 | 68.15 |
| Dec | 5 | 9 | 8 | 19 | 2 | 8 | 0 | 0 | 5 | 56 | 41.66 |
| YR Totals | 109 | 60 | 82 | 156 | 8 | 103 | 3 | 5 | 18 | 544 | 60.20 |

*Other Routes are MoDOT maintained non-freeway routes and were not included on system until July 2015



INCIDENT MANAGEMENT

2016 Tractor Trailer Incidents / Time to Clear



| | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 | AVG-16 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Incidents | 30 | 48 | 59 | 59 | 36 | 47 | 48 | 46 | 54 | 45 | 38 | 48 | 47 |
| TTCI | 54.17 | 56.28 | 57.21 | 66.97 | 62.44 | 48.36 | 80.96 | 41.89 | 59.87 | 64.13 | 66.89 | 72.21 | 60.95 |



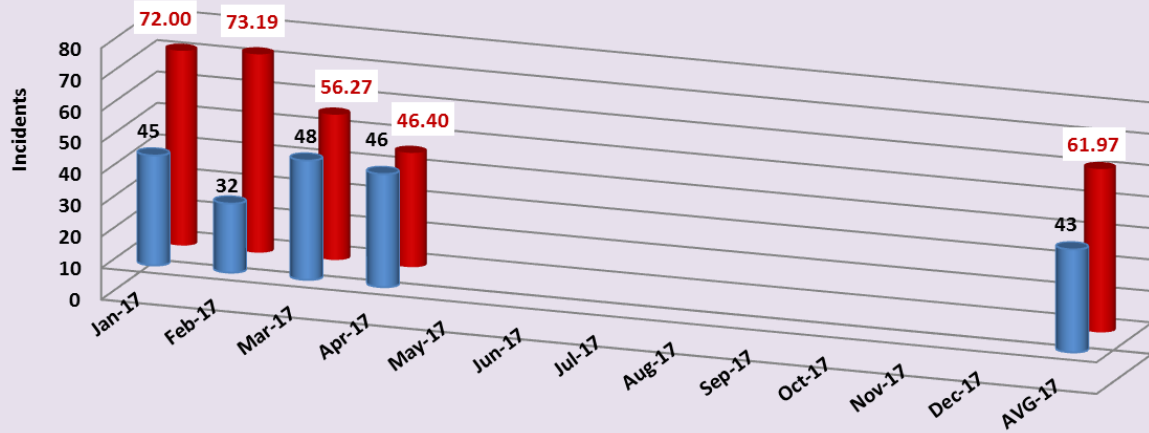
| 2016 | I-44 | I-55 | I-64 | I-70 | I-170 | I-255 / I-270 | Route 364 | Route 370 | * Other | Total |
|-----------|------|------|------|------|-------|---------------|-----------|-----------|---------|-------|
| Jan | 7 | 3 | 4 | 5 | 1 | 10 | 0 | 0 | 0 | 30 |
| Feb | 10 | 3 | 10 | 15 | 2 | 5 | 0 | 1 | 2 | 48 |
| Mar | 14 | 6 | 6 | 22 | 2 | 8 | 0 | 0 | 1 | 59 |
| Apr | 14 | 7 | 6 | 16 | 1 | 11 | 0 | 2 | 2 | 59 |
| May | 7 | 4 | 5 | 9 | 0 | 7 | 0 | 2 | 2 | 36 |
| Jun | 14 | 3 | 8 | 12 | 0 | 7 | 0 | 1 | 2 | 47 |
| Jul | 16 | 3 | 5 | 13 | 0 | 6 | 0 | 2 | 3 | 48 |
| Aug | 16 | 3 | 4 | 9 | 2 | 11 | 0 | 0 | 1 | 46 |
| Sep | 12 | 3 | 5 | 18 | 1 | 13 | 0 | 0 | 2 | 54 |
| Oct | 10 | 4 | 5 | 11 | 0 | 10 | 0 | 3 | 2 | 45 |
| Nov | 18 | 6 | 1 | 6 | 0 | 4 | 0 | 2 | 1 | 38 |
| Dec | 5 | 7 | 7 | 14 | 1 | 11 | 0 | 1 | 2 | 48 |
| YR Totals | 143 | 52 | 66 | 150 | 10 | 103 | 0 | 14 | 20 | 558 |

*Other Routes are MoDOT maintained non-freeway routes and were not included on system until July 2015



INCIDENT MANAGEMENT

2017 Number of Tractor Trailer Incidents / Time to Clear



| | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | AVG-17 |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Incidents | 45 | 32 | 48 | 46 | | | | | | | | | 43 |
| TTCI | 72.00 | 73.19 | 56.27 | 46.40 | | | | | | | | | 61.97 |



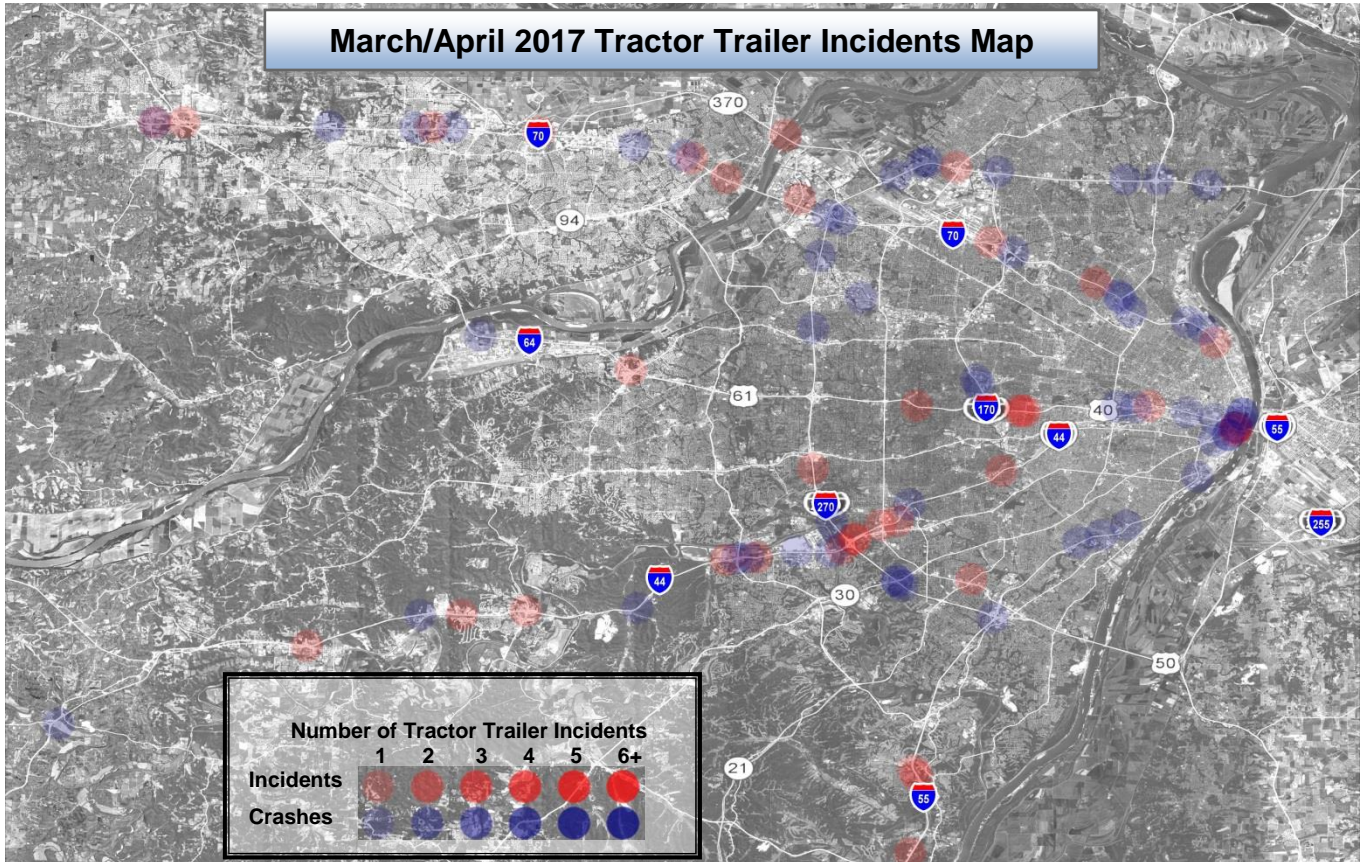
| 2017 | I-44 | I-55 | I-64 | I-70 | I-170 | I-255 / I-270 | Route 364 | Route 370 | * Other | Total |
|-----------|------|------|------|------|-------|---------------|-----------|-----------|---------|-------|
| Jan | 11 | 4 | 4 | 11 | 0 | 15 | 0 | 0 | 0 | 45 |
| Feb | 10 | 2 | 4 | 6 | 1 | 9 | 0 | 0 | 0 | 32 |
| Mar | 12 | 7 | 7 | 12 | 1 | 7 | 0 | 0 | 2 | 48 |
| Apr | 16 | 3 | 5 | 10 | 1 | 7 | 0 | 1 | 3 | 46 |
| May | | | | | | | | | | 0 |
| Jun | | | | | | | | | | 0 |
| Jul | | | | | | | | | | 0 |
| Aug | | | | | | | | | | 0 |
| Sep | | | | | | | | | | 0 |
| Oct | | | | | | | | | | 0 |
| Nov | | | | | | | | | | 0 |
| Dec | | | | | | | | | | 0 |
| YR Totals | 49 | 16 | 20 | 39 | 3 | 38 | 0 | 1 | 5 | 171 |

*Other Routes are MoDOT maintained non-freeway routes and were not included on system until July 2015

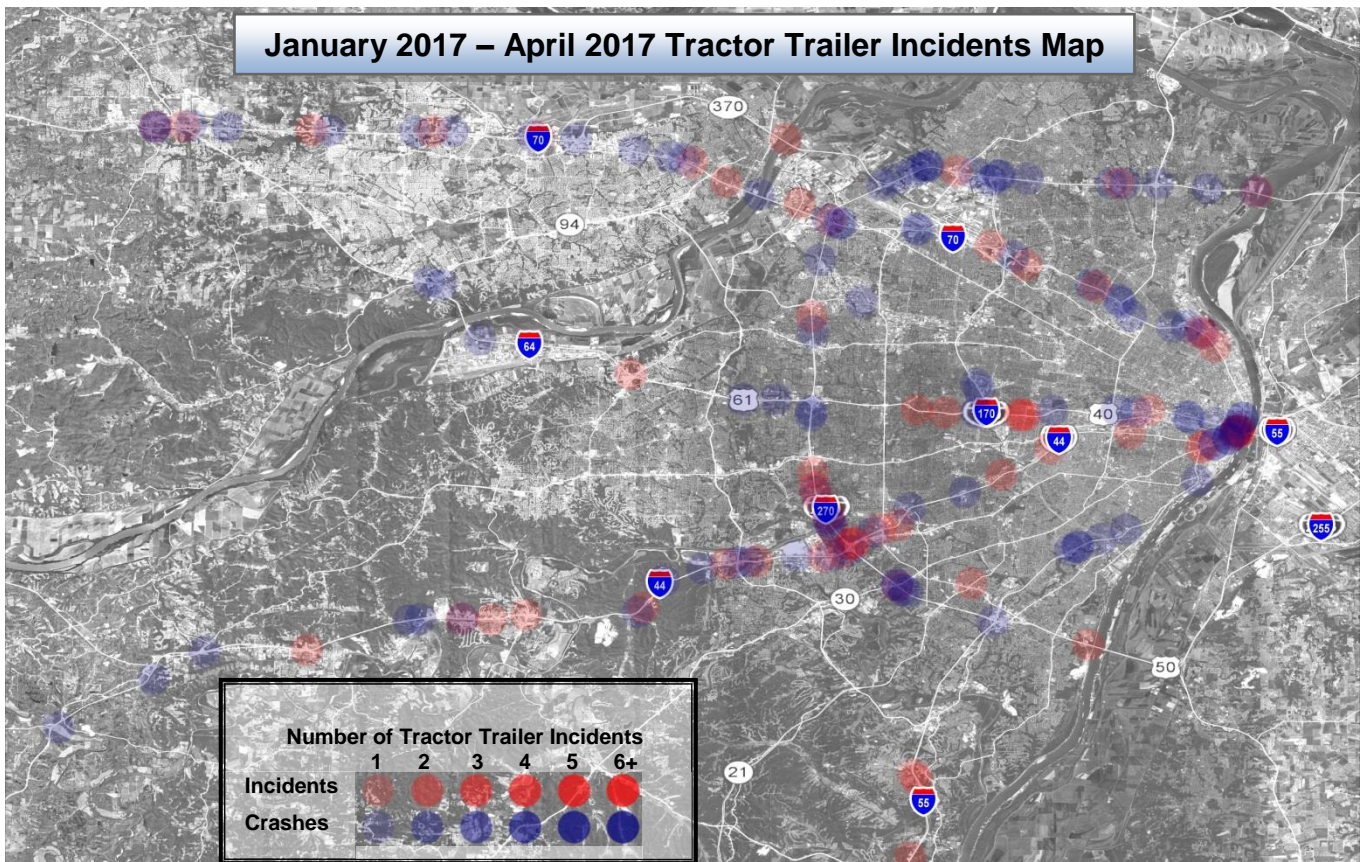


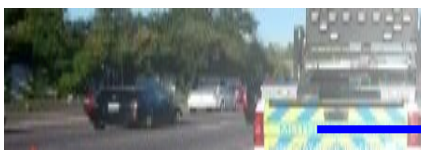
INCIDENT MANAGEMENT

March/April 2017 Tractor Trailer Incidents Map



January 2017 – April 2017 Tractor Trailer Incidents Map






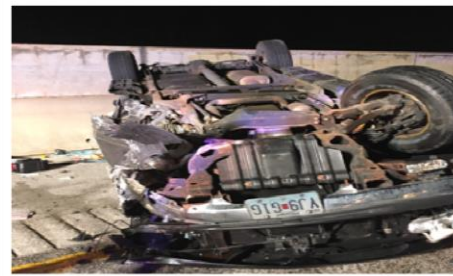
INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/6/2017 (Monday)

- **Time:** 4:04 am – 8:15 am
- **Location:** St. Louis County – Eastbound I-64 past Chesterfield Airport Road
- **Event Type:** Multi-Vehicle Crash Involving Wrong Way Driver
- **Estimated Initial Impact:** Rush Hour: 3 of 3 lanes affected equals (=) 100%
- **Incident Details:** SUV was traveling westbound in the eastbound lanes of I-64. The wrong way driver struck a tractor trailer then a car head on. The SUV then overturned and came to rest on left shoulder.
- **Action Taken:** Chesterfield Police Department blocked all lanes to work the scene. Reconstruction arrived on scene to investigate. MoDOT Emergency Response diverted traffic onto Chesterfield Airport Road. The Gateway Green Light Engineer attempted to make necessary adjustments in signal timing for traffic. The EOC, Motor Carriers, Area Engineer, Communications Staff, Maintenance Superintendent, and the MoDOT Incident Management Coordinator were all notified. The TMC messaged for the event and entered it into TMS to notify the public of the closure. A SLAdmin Text alert was also sent out. The traffic queue reached 3 miles at its peak.
- **Event Duration:** 4 hours 11 minutes

| Eastbound I-64 past Chesterfield Airport Road | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Right Shoulder |
|------------------------------------------------------------------------------------|------------------|--------|--------|--------|-------------------|
|  | | | | | |
| Closed Hours/Minutes | 0:00 | 4:11 | 4:07 | 3:33 | 4:07 |






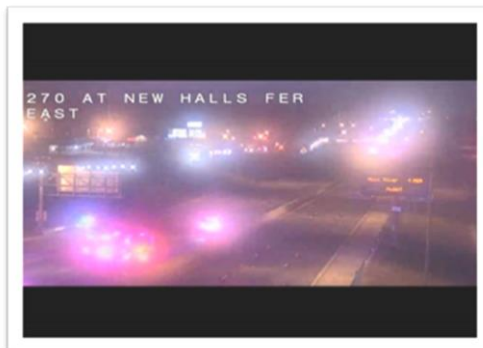
INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/8/2017 (Wednesday)

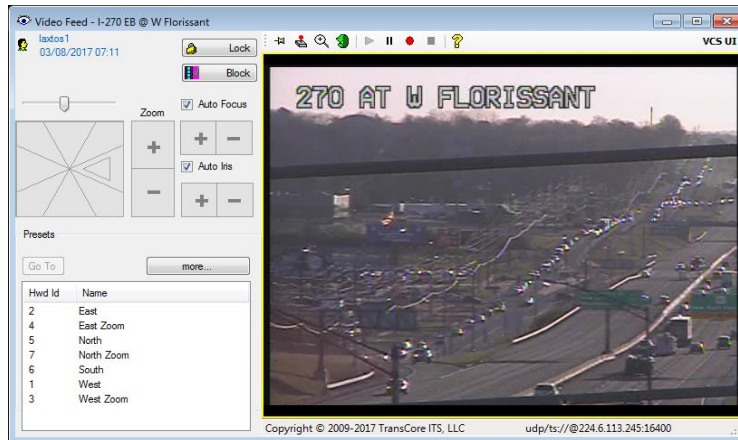
- **Time:** 5:12 am – 8:37 am ***Fatality***
- **Location:** St. Louis County – Westbound I-270 at Old Halls Ferry Road
- **Event Type:** Multi-Vehicle Crash with Pedestrian Struck
- **Estimated Initial Impact:** Rush Hour: 4 of 4 lanes affected equals (=) 100%
- **Incident Details:** A pedestrian was struck on Westbound I-270 at New Halls Ferry Road. Police shut down all of the westbound lanes.
- **Action Taken:** Saint Louis County Police Department contacted the TMC advising that this was a fatal crash. The TMC started DMS messaging for the closure on Westbound I-270 and MoDOT Emergency Responders were dispatched. Saint Louis County Police Department began diverting at Old Halls Ferry Road exit and traffic was able to get back on at the New Halls Ferry Road entrance ramp. The event was entered into TMS to advise the public of the closure. The EOC, IDOT, Communications Staff, Motor Carriers, and the MoDOT Incident Management Coordinator were all notified and a SLAdmin Text was sent out. Reconstruction was completed by Missouri State Highway Patrol.
- A traffic engineer was contacted to adjust the traffic signal timing. Saint Louis County Police put the signals at Dunn and New Halls Ferry Road on red flash until signal timing could be adjusted. Traffic diversion was then changed from Old Halls Ferry Road to Route 367. At approximately 6:30 am the timing plans were reviewed and placed on manual run pattern 77 at both intersections due to the larger split for the critical phases, in this case the westbound movement (phase 4 at both intersections). After several cycles were observed, it was discovered that the westbound movement was gapping out at intersection 3046 during more than one cycle. It was determined to change the coordinated phase from phase 2 & 6 to phase 4 and also increase the cycle length by 20 seconds giving that time to the westbound movement. A time space diagram for these two intersections was made along with adjustments to the offsets. Observations of the side streets continued for increased queues. Queues remained manageable with the cycle length increase. At its peak, the traffic queue was 3.2 miles.
- **Event Duration:** 3 hours 25 minutes

| Westbound I-270 at Old Halls Ferry Road | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | Right Shoulder |
|-------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|-------------------|
|  | | | | | | |
| Closed Hours/Minutes | 0:00 | 3:25 | 3:25 | 3:25 | 3:25 | 3:25 |



INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation



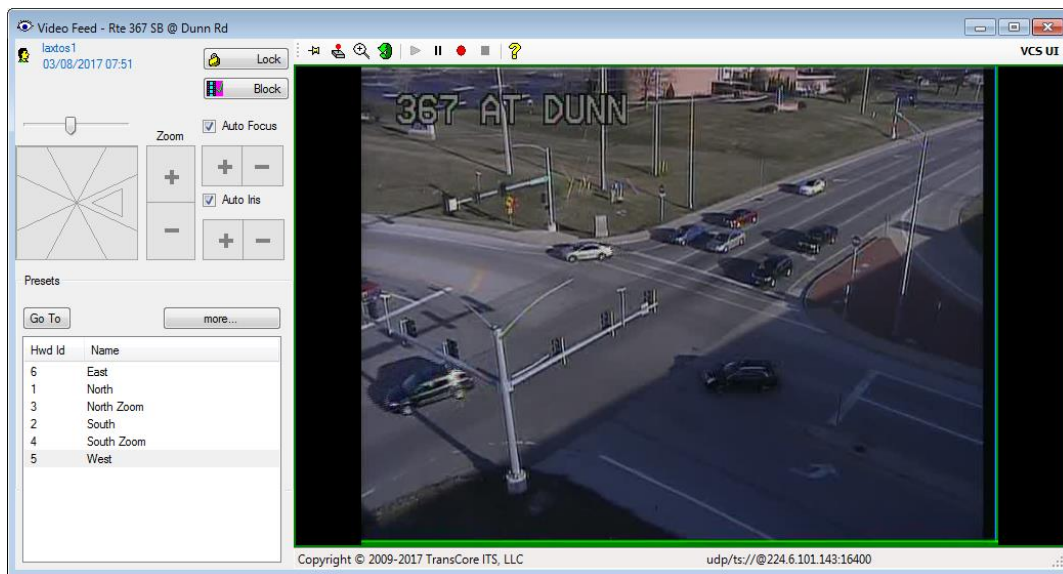
Southbound movement at New Halls Ferry



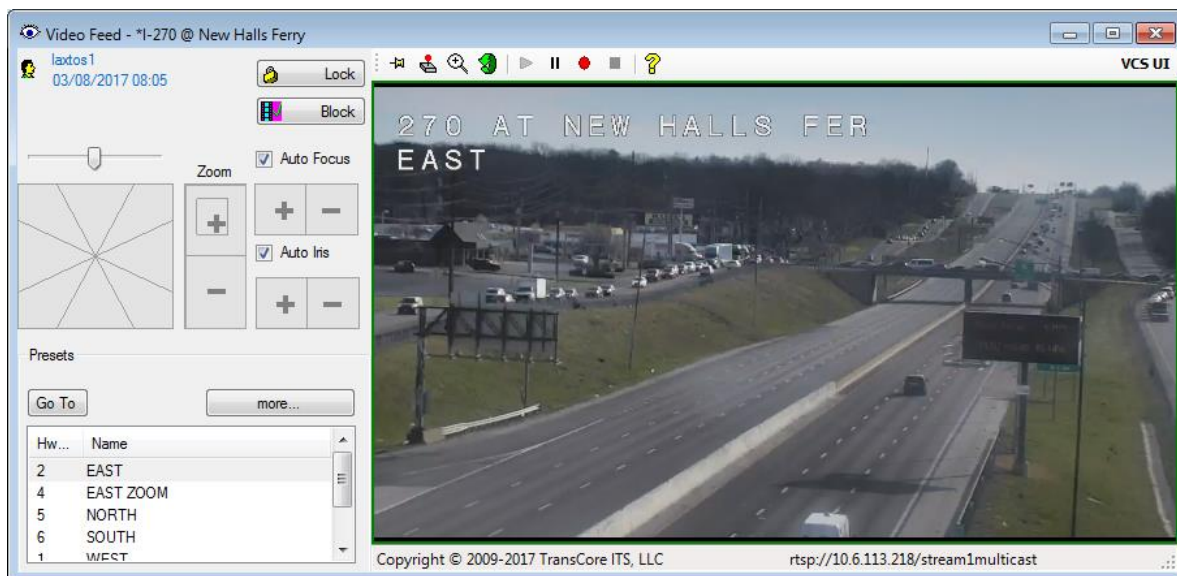
Observations continued to the next ring of potential signal impacts. Traffic was being diverted onto Southbound Route 367 and without camera coverage, observations were minimal. Traffic engineers monitored Route 367 @ Dunn and did not observe any significant impacts to queues.



Major Impact Traffic Incidents and Mitigation



The Westbound I-270 queue was cleared and the signals were returned to Normal mode at approximately 8:30 am. The interstate was opened at approximately 8:35 am.






INCIDENT MANAGEMENT

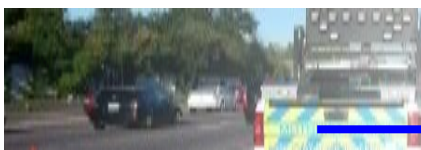
Major Impact Traffic Incidents and Mitigation

3/11/2017 (Saturday)

- **Time:** 7:06 am – 10:09 am ***Fatality***
- **Location:** St. Louis County – Westbound I-64 at Route 141
- **Event Type:** Multi-Vehicle Crash
- **Estimated Initial Impact:** Non-Rush Hour: 4 of 4 travel lanes affected equals (=) 100%
- **Incident Details:** A vehicle struck Town and County Police SUV on the shoulder and spun into lighting pole on the outer road.
- **Action Taken:** MoDOT Emergency Response arrived on scene to block the two right lanes and Police blocked the North Outer Road. The Communication Staff, MoDOT Incident Management Coordinator and SL EOC were all notified. The TMC messaged for the event to notify traffic on I-64 and I-270. The traffic queue reached 1.6 miles, but returned to normal after the left lanes were opened. The two right lanes remained closed due to accident reconstruction.
- **Event Duration:** 3 hours and 2 minutes

| Westbound I-64 at Route 141  | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | Right Shoulder |
|----------------------------------------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|-------------------|
| Closed Hours/Minutes | 0:00 | 0:37 | 0:41 | 2:44 | 2:44 | 2:45 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/14/2017 (Tuesday)

- **Time:** 4:22 am – 7:13 am ***Fatality***
- **Location:** St. Charles County – Westbound I-64 Ramp to Route K
- **Event Type:** Two-Vehicle Crash
- **Estimated Initial Impact:** Rush Hour: 3 of 3 lanes affected equals (=) 100%
- **Incident Details:** An overturned vehicle on the ramp to Route K with another vehicle on the left shoulder. One vehicle slammed into the other causing it to roll over. The driver of the SUV was killed and the passenger of the SUV was transported with serious injuries.
- **Action Taken:** Saint Charles County Police Department blocked the Westbound I-64 ramp to Route K. Saint Charles Fire arrived on scene and partially blocked the end of the ramp from Westbound MO 94 to Route K / Westbound I-64. Police and MoDOT Emergency Response briefly blocked Lane two for the accident reconstruction team to investigate. The Communication Staff, Motor Carriers, and the MoDOT Incident Management Coordinator were all notified. The TMC activated DMS board to notify the public of the closure. An incident alert, update, and cleared alert were all used to advise management of the ramp closure. The traffic queue reached 2.7 miles, but returned to normal approximately an hour after the start of the incident.
- **Event Duration:** 2 hours 51 minutes

| Westbound I-64 Ramp to Route K | LX1 | Lane 1 | RX1 |
|------------------------------------------------------------------------------------|------|--------|------|
|  | | | |
| Closed Hours/Minutes | 2:46 | 2:46 | 2:51 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/15/2017 (Wednesday)

- **Time:** 6:17 am – 8:30 am
- **Location:** St. Charles County – Eastbound MO 364 at MO 94
- **Event Type:** Multi-Vehicle Crash
- **Estimated Initial Impact:** Rush Hour: 3 of 3 travel lanes affected equals (=) 100%
- **Incident Details:** An accident on Eastbound MO 364 at MO 94. All lanes remained closed due to minor reconstruction by Missouri State Highway Patrol and a large amount of debris across the roadway.
- **Action Taken:** Several MoDOT Emergency Response Units arrived on scene to provide traffic control due to entrance ramps to Eastbound MO 364 needing to be closed. All traffic was diverted to Woodstone by MoDOT Emergency Response. The communication Staff and the MoDOT Incident Management Coordinator were notified. The TMC activated the proper DMS boards. The event was entered into TMS to notify the public of the closure. The traffic signals were adjusted to help mitigate traffic on MO 364 South Outer Road. The traffic queue reached 2.75 miles and returned to normal almost immediately following lane opening.
- **Event Duration:** 2 hours 12 minutes

| Eastbound MO 364 at MO 94 | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Right Shoulder |
|-------------------------------------------------------------------------------------------------|------------------|--------|--------|--------|-------------------|
|  Route 364 | | | | | |
| Closed Hours/Minutes | 2:12 | 2:12 | 2:12 | 2:12 | 2:12 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/20/2017 (Monday)

- **Time:** 11:54 am – 2:12 pm
- **Location:** St. Louis City – Eastbound I-64 at McCausland Avenue
- **Event Type:** Two-Vehicle Crash
- **Estimated Initial Impact:** Non-Rush Hour, 2 of 3 travel lanes affected equals (=) 66.66%
- **Incident Details:** Saint Louis City Police closed Lane 1 for a two vehicle crash with injuries.
- **Action Taken:** MoDOT Emergency Response was dispatched to provide traffic control. The incident was put into ATMS and the proper DMS boards were activated to notify the public of the incident. The extended duration of the event was due to Police requesting an Evidence Tech Unit to the scene. The Evidence Technician Unit investigation took an hour to complete. Police took Lane 2 for tow to recover the vehicle. The queue reached 2.2 miles on I-64 and a ½ mile on Southbound I-70. Traffic returned to normal shortly after all lanes opened.
- **Event Duration:** 2 hours 18 minutes

| | | | | | |
|------------------------------------------------------------------------------------------------------------------------------|------------------|--------|--------|--------|-------------------|
| Eastbound I-64 at McCausland Avenue  | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Right Shoulder |
| Closed Hours/Minutes | 2:18 | 2:18 | 0:24 | 0:00 | 0:00 |



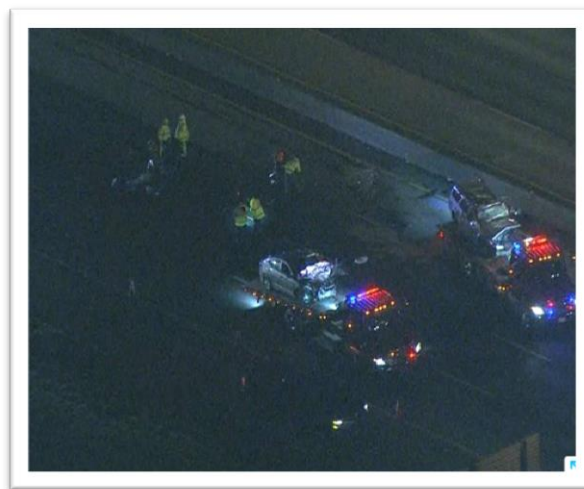
INCIDENT MANAGEMENT

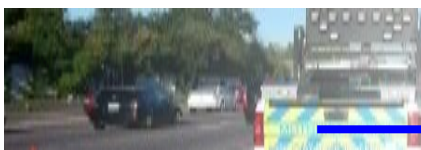
Major Impact Traffic Incidents and Mitigation

3/22/2017 (Wednesday)

- **Time:** 3:15 am – 6:43 am ***2 Fatalities***
- **Location:** St. Louis County – Northbound I-55 before Reavis Barracks Road
- **Event Type:** Two-Vehicle Crash
- **Estimated Initial Impact:** Non-Rush Hour, 4 of 4 travel lanes affected equals (=) 100%
- **Incident Details:** A two vehicle crash with an overturned car and fatality reportedly caused by a wrong way driver. Driver 1 was driving southbound in the northbound lanes. Driver 2 died at the scene; Driver 1 died shortly after at the hospital.
- **Action Taken:** Saint Louis County Police Department and Missouri State Highway Patrol blocked all lanes and diverted traffic off at Lindbergh. EOC, Community Relations, MoDOT Emergency Response Supervisor, and Incident Management Coordinator were all notified. TMC messaged for incident and entered into TMC to notify public. The medical examiner arrived at 4:24 am and had equipment issues which added to the duration of the incident. The right shoulder reopened to traffic at 4:06 am with all lanes reopening at 6:43 am. There was a 3.2 mile queue and traffic returned to normal 15 minutes after the incident cleared.
- **Event Duration:** 3 hours 28 minutes

| Northbound I-55 before Reavis Barracks Road | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | Right Shoulder |
|------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|-------------------|
|  | | | | | | |
| Closed Hours/Minutes | 3:25 | 3:25 | 3:25 | 3:25 | 3:17 | 0:40 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/22/2017 (Wednesday)

- **Time:** 7:46 am – 10:18 am
- **Location:** St. Louis County – Eastbound I-44 past Route 141
- **Event Type:** Multi-Vehicle Crash
- **Estimated Initial Impact:** Rush Hour: 3 of 4 travel lanes affected equals (=) 75%
- **Incident Details:** A crash involving a tractor trailer and five other vehicles. Traffic was slowing down for a crash ahead which resulted in a chain reaction crash.
- **Action Taken:** Several MoDOT Emergency Response Operators were dispatched along with the Incident Management Coordinator. Missouri Highway Patrol, Saint Louis County Police, Fire, and EMS blocked Lanes 2, 3, and 4. The TMC activated numerous DMS boards to notify the traveling public of the incident. Traffic was able to use Lane 1 to get by, but the queue still stretched back 7 miles. The incident was entered into TMS. I44-IM and SLAdmin text were sent out. EOC, Motor Carrier Services, and Communications were all notified.
- **Event Duration:** 2 hours 32 minutes

| Eastbound I-44 past MO 141  | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | Right Shoulder |
|---------------------------------------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|-------------------|
| Closed Hours/Minutes | 0:00 | 0:00 | 2:01 | 2:07 | 2:29 | 2:32 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

3/30/2017 (Thursday)

- **Time:** 3:44 pm – 7:42 pm
- **Location:** St. Louis City – Westbound I-44 past Memorial Drive
- **Event Type:** Multi-Vehicle Crash with Fuel Spill
- **Estimated Initial Impact:** Rush Hour: 3 of 3 Lanes Affected equals (=) 100%
- **Incident Details:** A four vehicle crash including a diesel tanker that began leaking fuel after the collision. The vehicles involved in the crash continued to travel for approximately one half of a mile before pulling over. Fuel had spread across Lanes 2 and 3. The vehicles involved blocked Lane 3. Lane 1 was briefly closed while maintenance cleaned the spill.
- **Action Taken:** TMC staff put the event into ATMS system which resulted in an entry being populated on the TMS map. MoDOT Emergency Response operator arrived on scene, who advised that maintenance crews be called out. MoDOT Emergency Response put down oil dry, but was unable to clean up the spill. TMC Operators dispatched "All Units Available" to MoDOT Emergency Response Operators to assist with more oil dry. Maintenance arrived on scene and finished the cleanup. I44-IMand I70-IM notifications were both sent out. IDOT was advised of the incident, just in case the traffic queue reached Stan Musial Bridge. The queue reached 2.4 miles, but was non-existent when incident cleared.
- **Event Duration:** 3 hours 58 minutes

| Westbound I-44 past Memorial Drive | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Right Shoulder |
|------------------------------------------------------------------------------------|------------------|--------|--------|--------|-------------------|
|  | | | | | |
| Closed Hours/Minutes | 0:23 | 0:23 | 2:36 | 3:58 | 3:58 |






INCIDENT MANAGEMENT

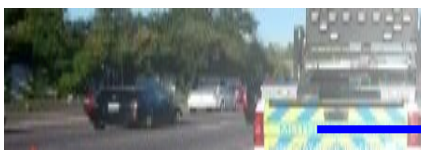
Major Impact Traffic Incidents and Mitigation

3/31/2017 (Friday)

- **Time:** 7:15 pm – 9:01 pm
- **Location:** St. Louis City – Eastbound I-44 at I-55
- **Event Type:** Police Activity
- **Estimated Initial Impact:** Rush Hour: 4 of 4 travel lanes affected equals (=) 100%
- **Incident Details:** Police pursuit began in the city and then moved to the interstate. The suspect collided with multiple police vehicles. The tires of the suspect's vehicle were flattened and the vehicle eventually stopped. When the pursuit came to an end, the suspect and police fired shots on the interstate. Once the suspect was neutralized, the interstate was closed and treated as a crime scene.
- **Action Taken:** St. Louis City Police closed all lanes on Eastbound I-44, but left the ramp to Southbound I-55 open and used it for traffic diversion. MoDOT Emergency Response Operators were on scene providing traffic control. TMC Operators put the incident into ATMS, which populated a TMS entry. Proper DMS boards were activated on I-44, I-270, and US 67 to give motorist advance warning to take another route. EOC, Communications, Motor Carriers, City Area Engineer, and MoDOT Emergency Response Supervisor were all notified. The I44-IM and SLAdmin Text were sent out with updates every hour.
- **Event Duration:** 2 hours 46 minutes

| Westbound I-44 at I-55 | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | Right Shoulder |
|------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|-------------------|
|  | | | | | | |
| Closed Hours/Minutes | 2:46 | 2:46 | 2:46 | 2:42 | 2:42 | 2:42 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

4/10/2017 (Monday)

- **Time:** 5:05 pm – 8:11 pm
- **Location:** St. Louis County – Eastbound/Westbound MO 340 at Ross Avenue and Questover Lane
- **Event Type:** One Vehicle Crash
- **Estimated Initial Impact:** Rush Hour: 2 of 2 travel lanes affected equals (=) 100%
- **Incident Details:** The TMC operators received a call from police stating that a construction vehicle struck a MoDOT signal that caused the signal to be knocked down. The TMC dispatched MoDOT Emergency Response to the scene.
- **Action Taken:** Creve Coeur Police Department blocked Lanes 1 and 2. Police and Mehlville Fire arrived on scene and started diverting traffic. Westbound MO 340 was diverted onto Ross Avenue and traffic was able to take county roads along the westbound shopping plaza and back onto MO 340. Eastbound MO 340 traffic was diverted onto Barnes West Drive and was able to drive through the eastbound shopping plaza back onto MO 340. The Gateway Green Light Engineer was notified and began to adjust necessary signal timing for traffic. The TMC Signal Operator dispatched a signal electrician to the scene to place stop signs and secure the traffic signal. The MoDOT Emergency Response Supervisor and Signal Supervisor were both notified. The TMC messaged for the event and entered it into TMS to notify the public of the closure. An incident alert, update, and cleared alert were used to advise management of the closure. Westbound MO 340 traffic queue reached 3 miles, but returned to normal almost immediately after all lanes were opened. Eastbound MO 340 traffic was less than a half of mile, but returned to normal almost immediately after all lanes were opened.
- **Event Duration:** 3 hours 6 minutes

| Eastbound/Westbound MO 340 at Ross Avenue/Questover Drive | Left Shoulder | Lane 1 | Lane 2 | Right Shoulder |
|-------------------------------------------------------------------------------------|------------------|--------|--------|-------------------|
|  | | | | |
| Closed Hours/Minutes | 3:06 | 3:06 | 1:22 | 1:22 |






INCIDENT MANAGEMENT

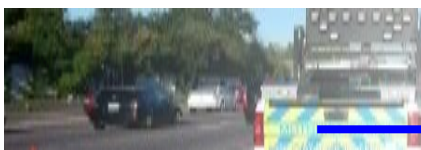
Major Impact Traffic Incidents and Mitigation

4/15/2017 (Saturday)

- **Time:** 11:12 pm – 2:35 am ***Fatality***
- **Location:** St. Louis County – Southbound I-270 at I-44
- **Event Type:** Two-Vehicle Crash
- **Estimated Initial Impact:** Non-Rush Hour: 4 of 4 travel lanes affected equals (=) 100%
- **Incident Details:** Truck stalled in the lane (MoDOT was unaware and was neither notified nor en route). Another motorist stopped and exited their vehicle to help the stalled truck. While they were pushing the truck, a car struck the stalled truck and one of the pedestrians. The crash resulted in one injury and one fatality.
- **Action Taken:** TMC operators confirmed the incident on CCTV. The event was entered into ATMS and automatically populated onto the TMS map. Upon first glance, several cars were stopped in all lanes of Southbound I-270 and they seemed to be gathered around the injured party. DMS boards were activated at that time. Sunset Hills Police Department, Kirkwood Police Department, Missouri State Highway Patrol, Fenton Fire Department, and Fenton EMS all responded to the scene. MoDOT Emergency Response was dispatched to the scene. At 11:24 pm, Police notified the TMC that this was a confirmed fatality, so TMC personnel notified EOC, Area Engineer, Motor Carriers, MoDOT Emergency Response Supervisor, Incident Management Coordinator (Owen Hasson) and sent out the SLAdmin Text. MoDOT Emergency Response arrived on scene at 11:40 pm and began traffic control procedures. At first, Police set up a detour that diverted traffic to Westbound I-44. Police then decided to change the diversion to Dougherty Ferry. After the queue cleared, the diversion was changed back to Westbound I-44.
- **Event Duration:** 3 hours 23 minutes

| Southbound I-270 at I-44 | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Lane 4 | RX1 | Right Shoulder |
|-------------------------------------------------------------------------------------|------------------|--------|--------|--------|--------|------|-------------------|
|  | | | | | | | |
| Closed Hours/Minutes | 3:23 | 3:23 | 3:23 | 3:23 | 3:23 | 3:23 | 3:23 |






INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

4/20/2017 (Thursday)

- **Time:** 11:26 am – 2:00 pm
- **Location:** Saint Louis County – Eastbound I-64 at MO 340
- **Event Type:** Vehicle Fire
- **Estimated Initial Impact:** Non-Rush Hour: 3 of 3 travel lanes affected equals (=) 100%
- **Incident Details:** TMC operators found the incident on camera. Police and fire were on scene with a tractor trailer on fire. The tractor trailer was carrying non-hazardous materials.
- **Action Taken:** Fire and Chesterfield Police Department blocked Lanes 1, 2, and 3. Incident was entered into TMS and boards were activated on I-64 past Highway K, as well as on Highway 94. MoDOT Emergency Response was dispatched. Once on scene, flares and an Incident Ahead sign was placed at mile marker 16.2 to warn motorists. The traffic engineer was contacted to look at the signals at Boones Crossing and I-64 due to traffic backing up. There was a 1 hour 11 minute delay due to waiting for the fuel pump truck to arrive to extract fuel from the semi. The queue reached 3.6 miles.
- **Event Duration:** 2 hours 33 minutes

| Eastbound I-64 at MO 340 | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | Right Shoulder |
|------------------------------------------------------------------------------------|------------------|--------|--------|--------|-------------------|
|  | | | | | |
| Closed Hours/Minutes | 0:00 | 0:22 | 2:11 | 2:11 | 2:11 |




INCIDENT MANAGEMENT

Major Impact Traffic Incidents and Mitigation

4/21/2017 (Friday)

- **Time:** 4:21 pm – 8:38 pm ***Fatality***
- **Location:** Saint Louis County – Northbound I-270 past Dorsett
- **Event Type:** Multi-Vehicle Crash
- **Estimated Initial Impact:** Rush Hour – 4 of 5 travel lanes affected equals (=) 80%
- **Incident Details:** Maryland Heights Police Department telephoned the TMC requesting traffic control for a crash with possible fatality.
- **Action Taken:** A TMC operator entered the event into ATMS system which populated an event in TMS. The TMC personnel ran 12 DMS boards advising of this incident. MoDOT Emergency Response arrived on scene to provide traffic control. SLAdmin Text was sent out. Incident Management Coordinator Owen Hasson, MoDOT Communications Relations, and EOC were made within 30 minutes of the start of the event. The traffic queue reached 6.3 miles
- **Event Duration:** 4 hours 17 minutes

| Northbound I-270 past Dorsett  | Left Shoulder | Lane 1 | Lane 2 | Lane 3 | RX1 | RX2 | Right Shoulder |
|------------------------------------------------------------------------------------------------------------------------|------------------|--------|--------|--------|------|------|-------------------|
| Closed Hours/Minutes | | | 3:52 | 4:09 | 4:14 | 4:14 | 4:17 |



FREEWAY MANAGEMENT

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AM PEAK PERIOD MOBILITY MARCH 2017

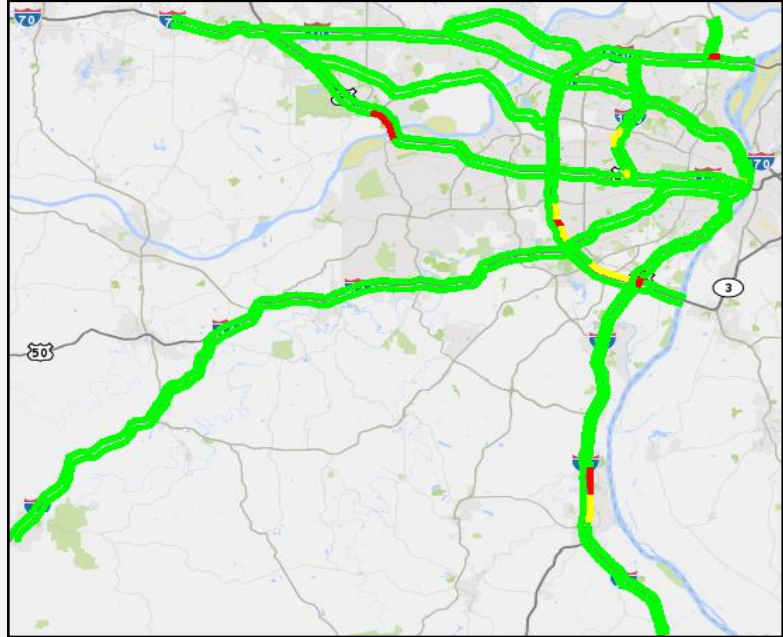
6 am – 7 am

LEGEND (Speed Index)

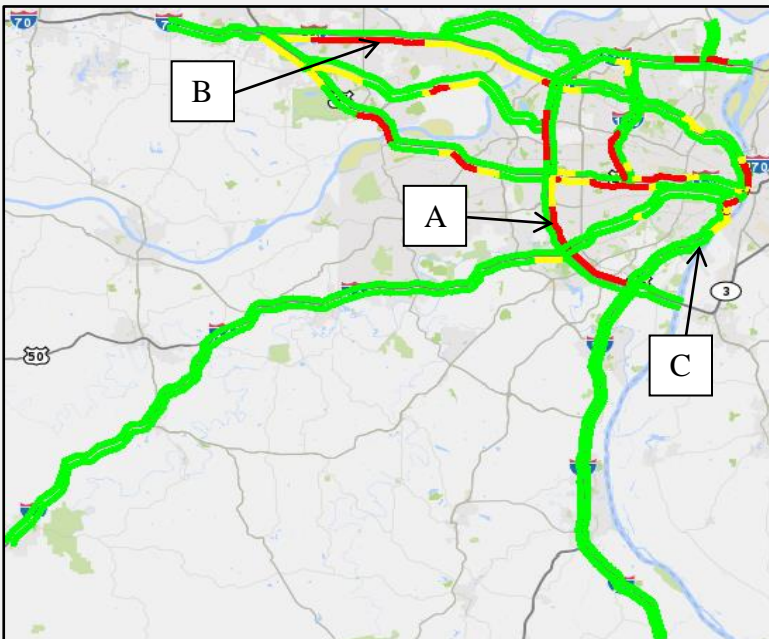
- High Mobility (.90+)
- Medium Mobility (.80-.90)
- Low Mobility (< .80)

Highlighted Heat Map Locations

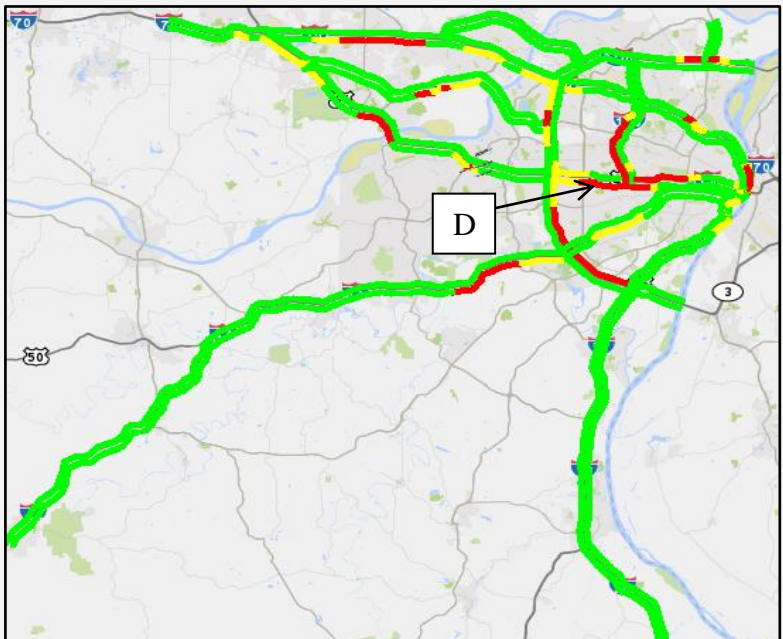
- A. NB I-270 from I-55 to I-64/US-40/US-61
- B. EB I-70 from US-40/US-61 to I-270
- C. NB I-55 from Loughborough to Park/7th St.
- D. EB I-64 from I-270 to McCausland



7 am – 8 am



8 am – 9 am



AM PEAK PERIOD MOBILITY APRIL 2017

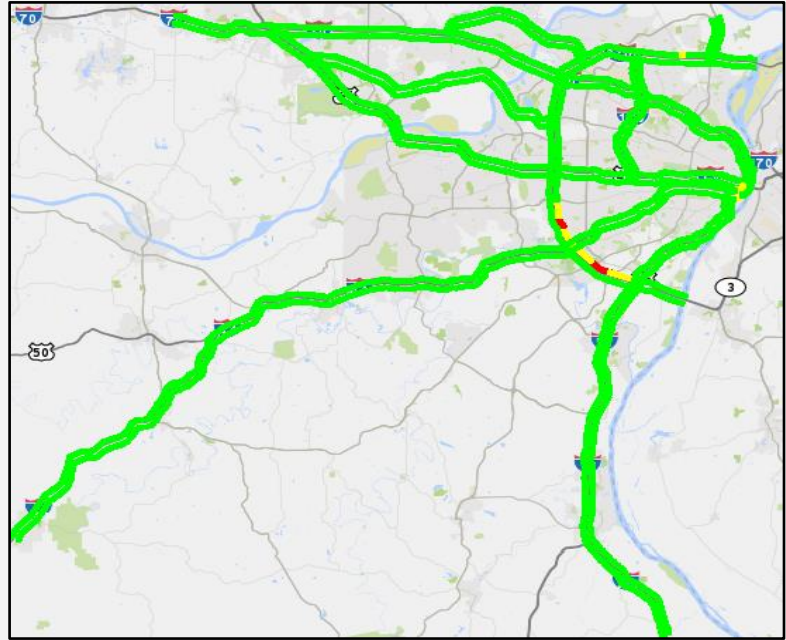
6 am – 7 am

LEGEND (Speed Index)

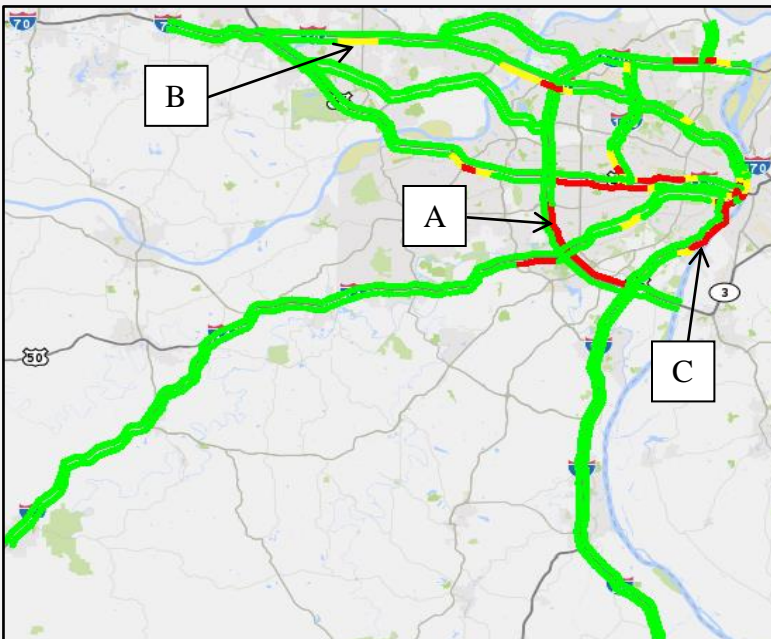
- High Mobility (.90+)
- Medium Mobility (.80-.90)
- Low Mobility (< .80)

Highlighted Heat Map Locations

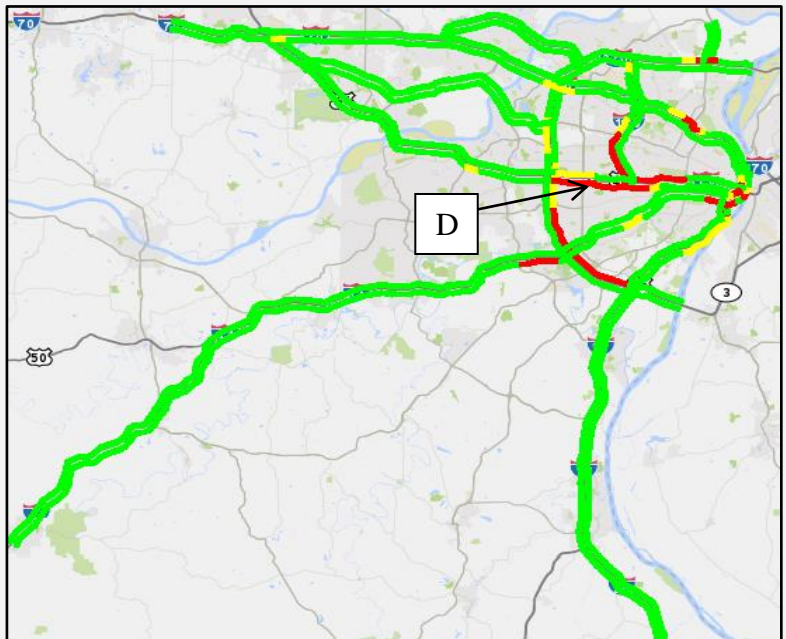
- A. NB I-270 from I-55 to I-64/US-40/US-61
- B. EB I-70 from US-40/US-61 to I-270
- C. NB I-55 from Loughborough to Park/7th St.
- D. EB I-64 from I-270 to McCausland



7 am – 8 am



8 am – 9 am

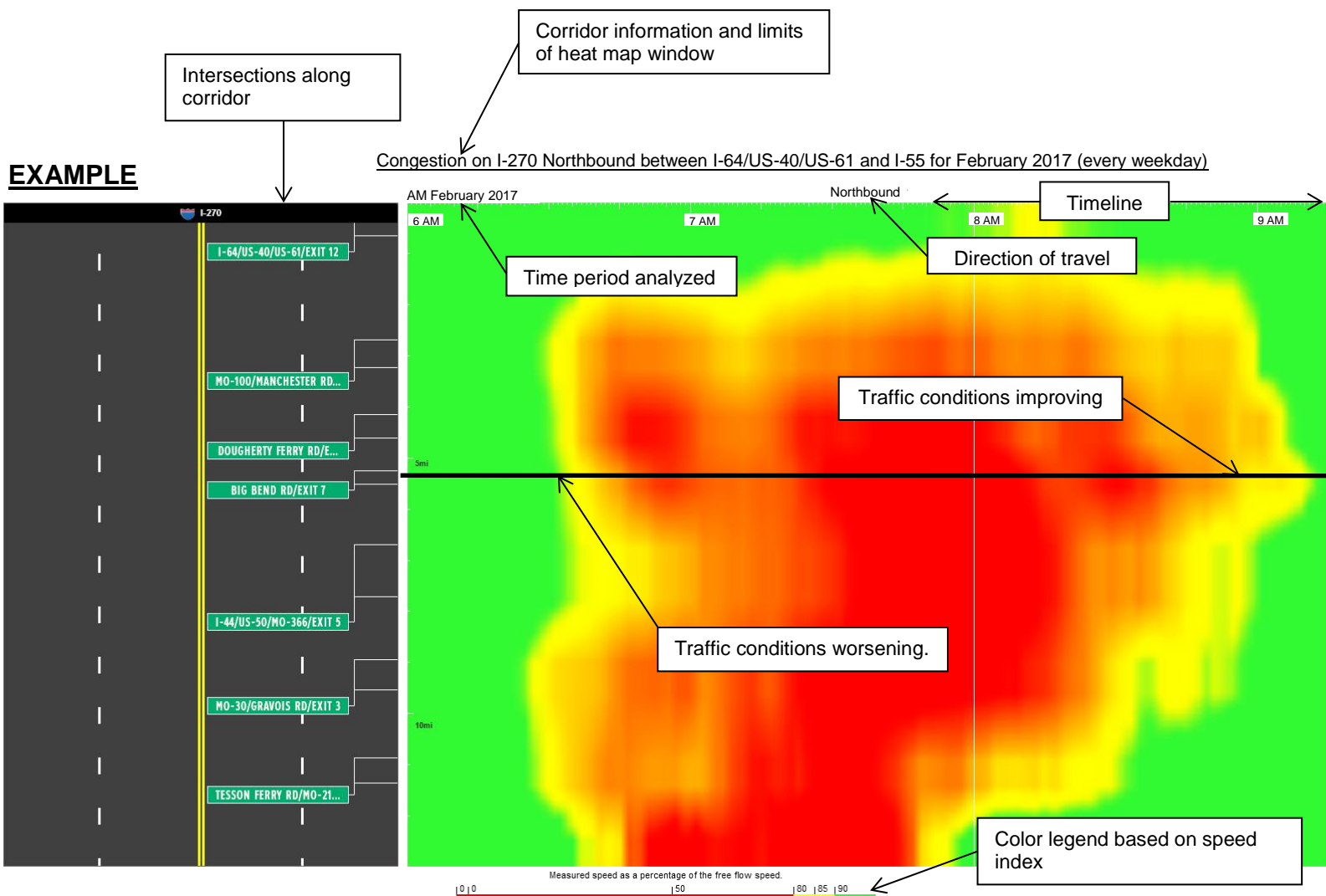


FREEWAY MANAGEMENT

How to read the Congestion Scan Heat Maps

- The heat maps depict congestion along a corridor over a set time period.
- The map below shows Northbound I-270 from I-55 to I-64 during the hours of 6am – 9am for the month of February 2017.
- Following a horizontal line across the heat map at a given intersection will show traffic conditions at that location over time. Using the intersection of Big Bend Road as an example the heat map depicts conditions worsening around 6:30am, starting to improve around 8:45am and near free flow speeds by 9:15am.
- Alternatively, tracing the heat map vertically depicts traffic conditions along the corridor at that moment in time.

EXAMPLE



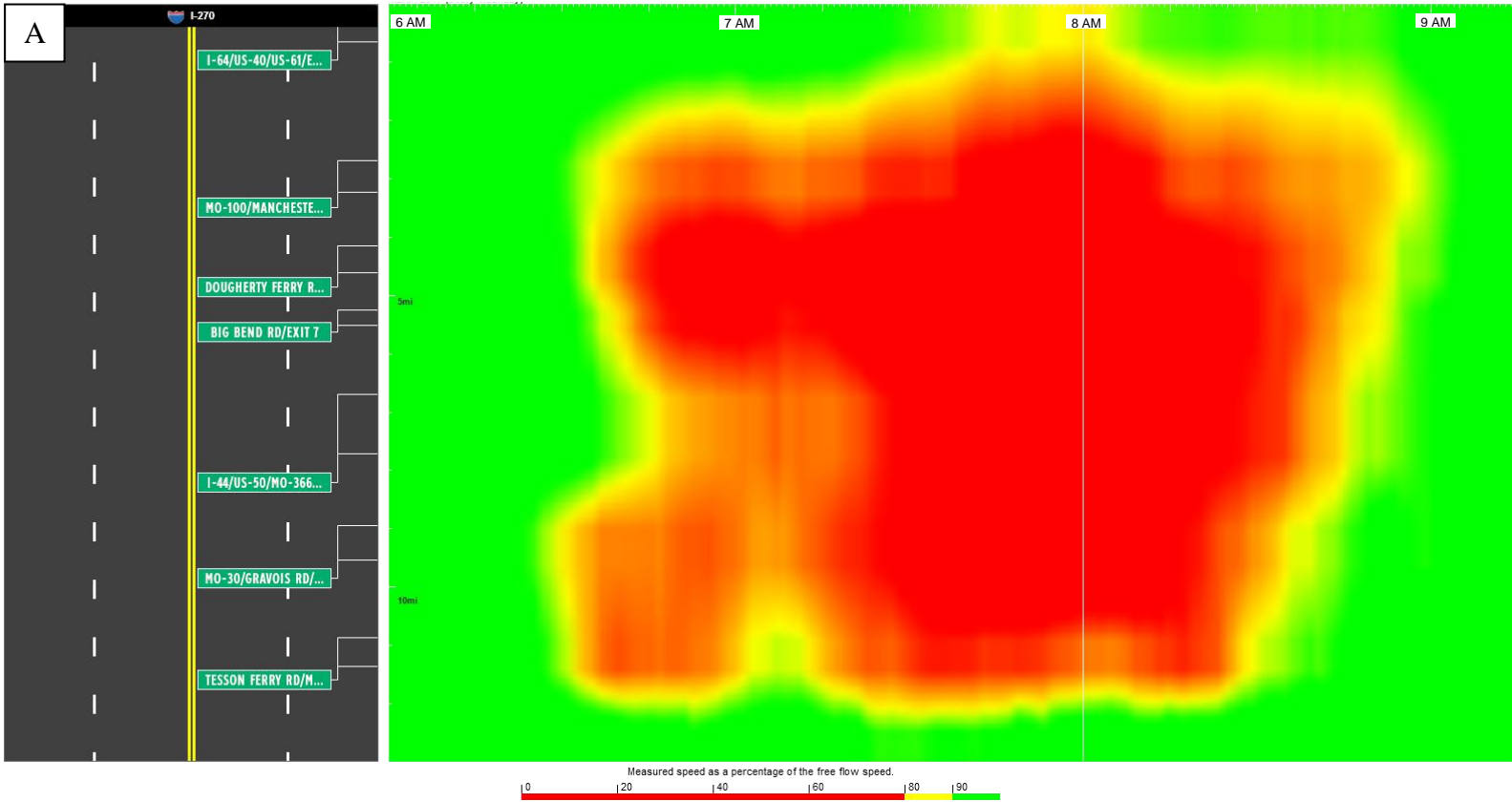


FREEWAY MANAGEMENT

Congestion on I-270 Northbound between I-55 and I-64/US-40/US-61 for March 2017 (every weekday)

AM March 2017

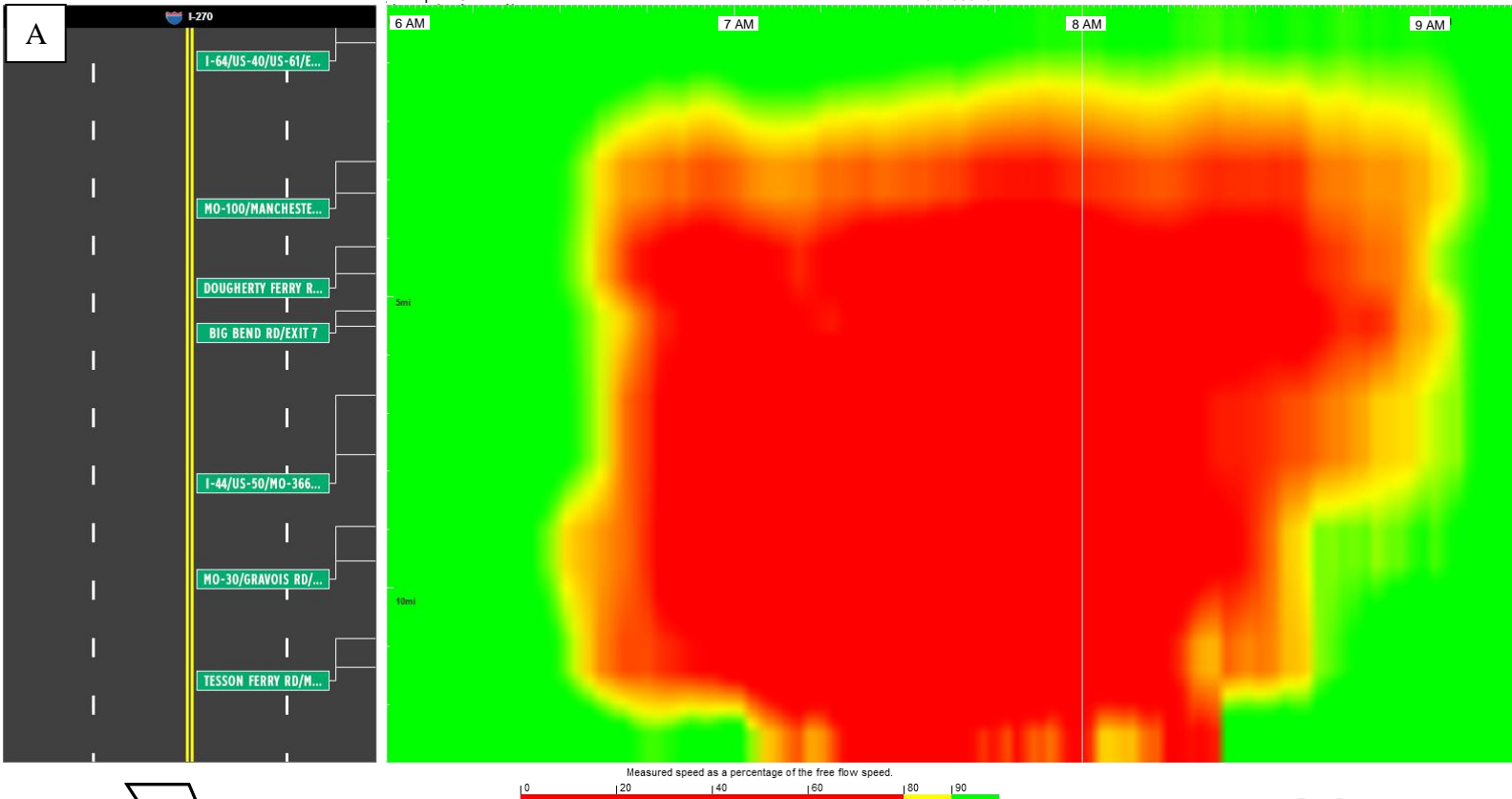
Northbound



Congestion on I-270 Northbound between I-55 and I-64/US-40/US-61 for April 2017 (every weekday)

AM April 2017

Northbound

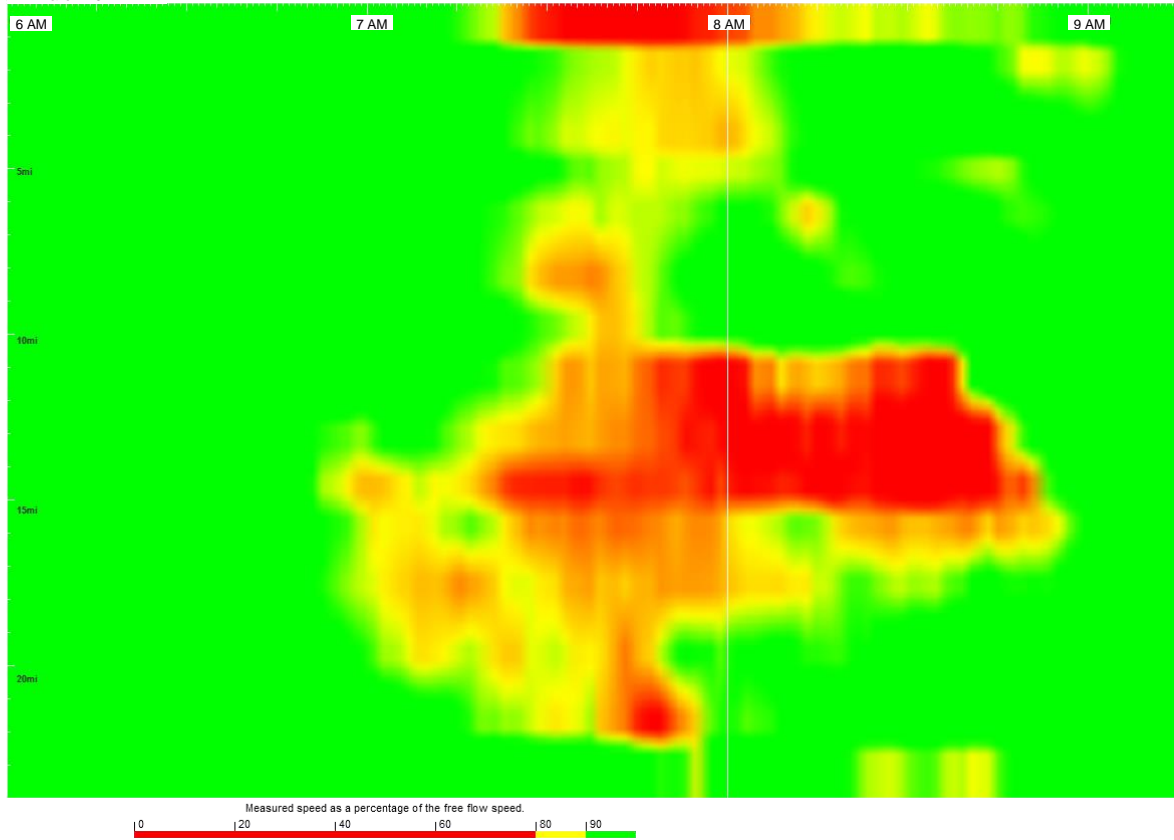
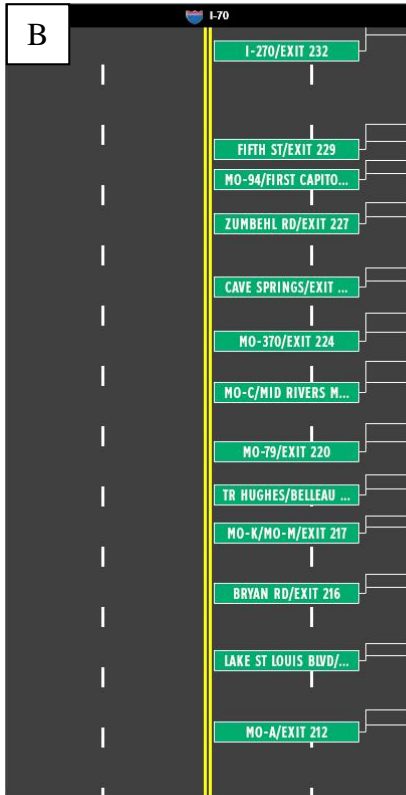


FREEWAY MANAGEMENT

Congestion on I-70 Eastbound between US-40/US-61 and I-270 for March 2017 (every weekday)

AM March 2017

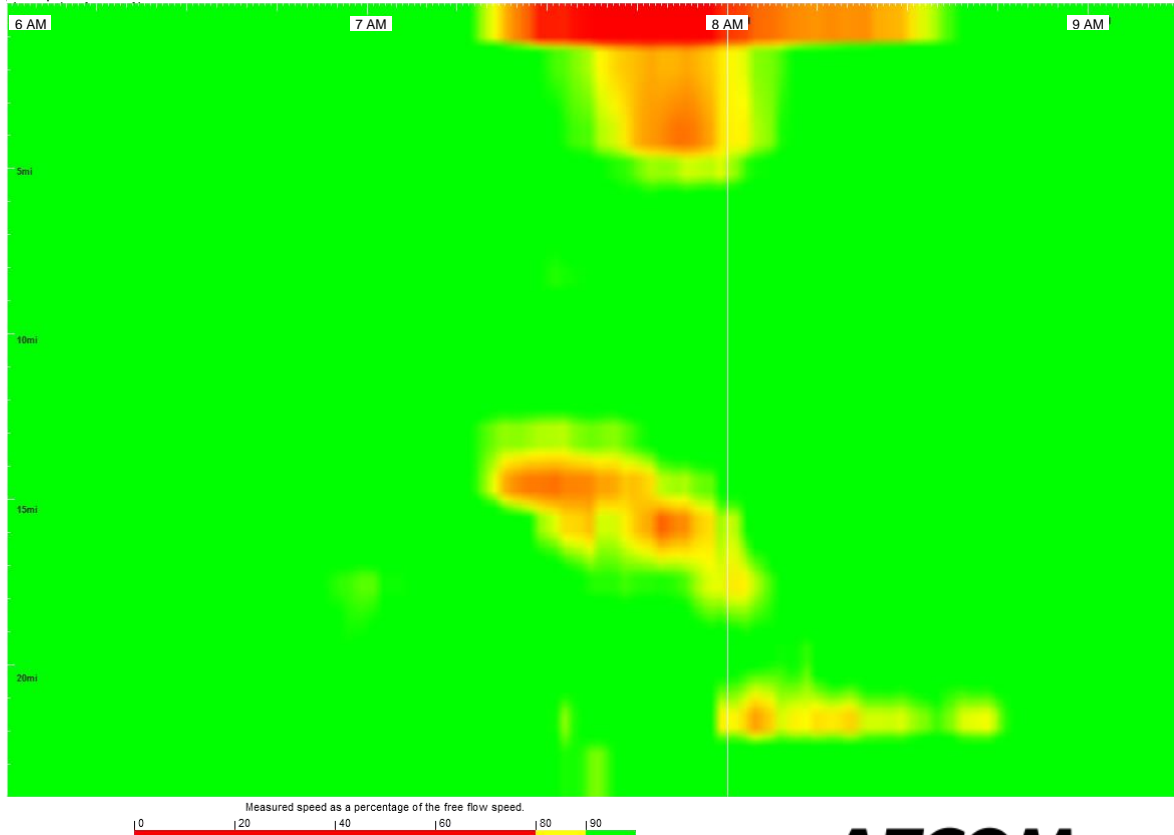
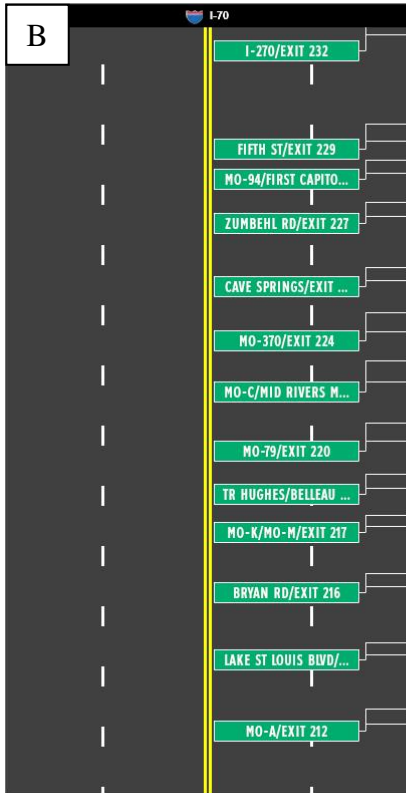
Eastbound



Congestion on I-70 Eastbound between US-40/US-61 and I-270 for April 2017 (every weekday)

AM April 2017

Eastbound

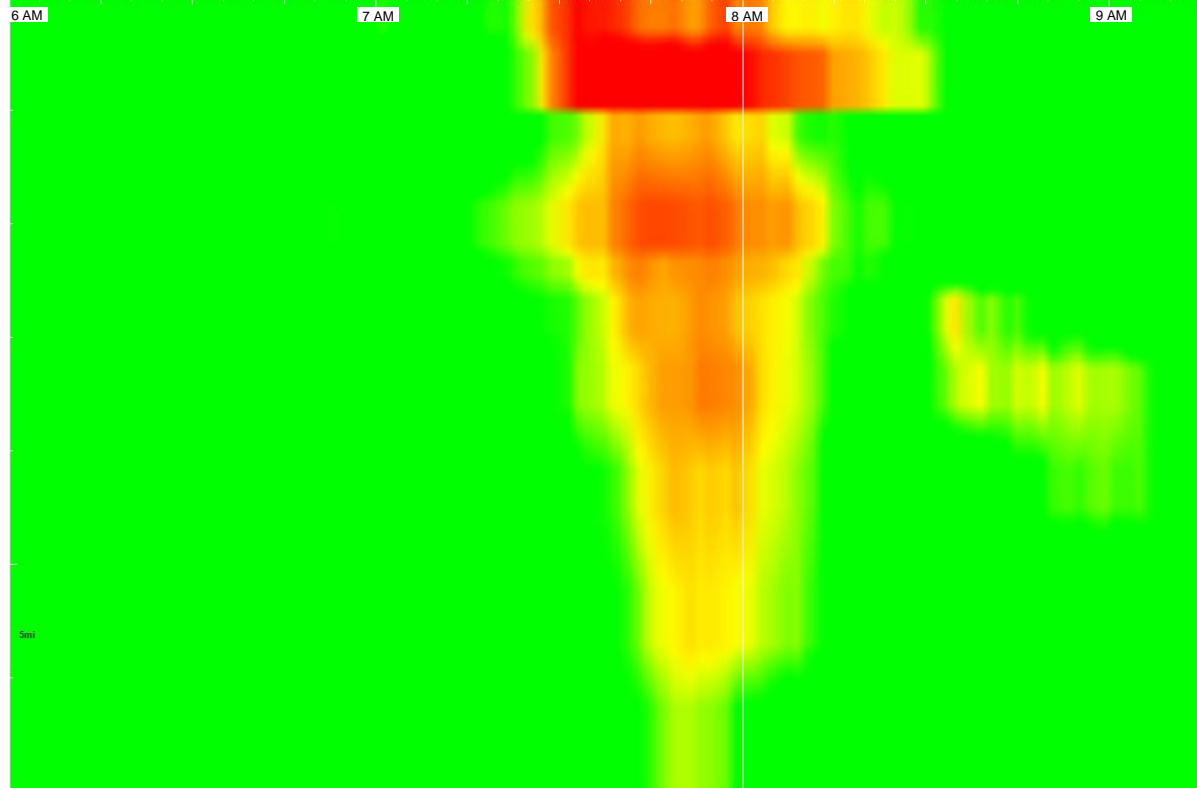


FREEWAY MANAGEMENT

Congestion on I-55 Northbound between Loughborough and Park Ave/ 7th St. for March 2017 (every weekday)

AM March 2017

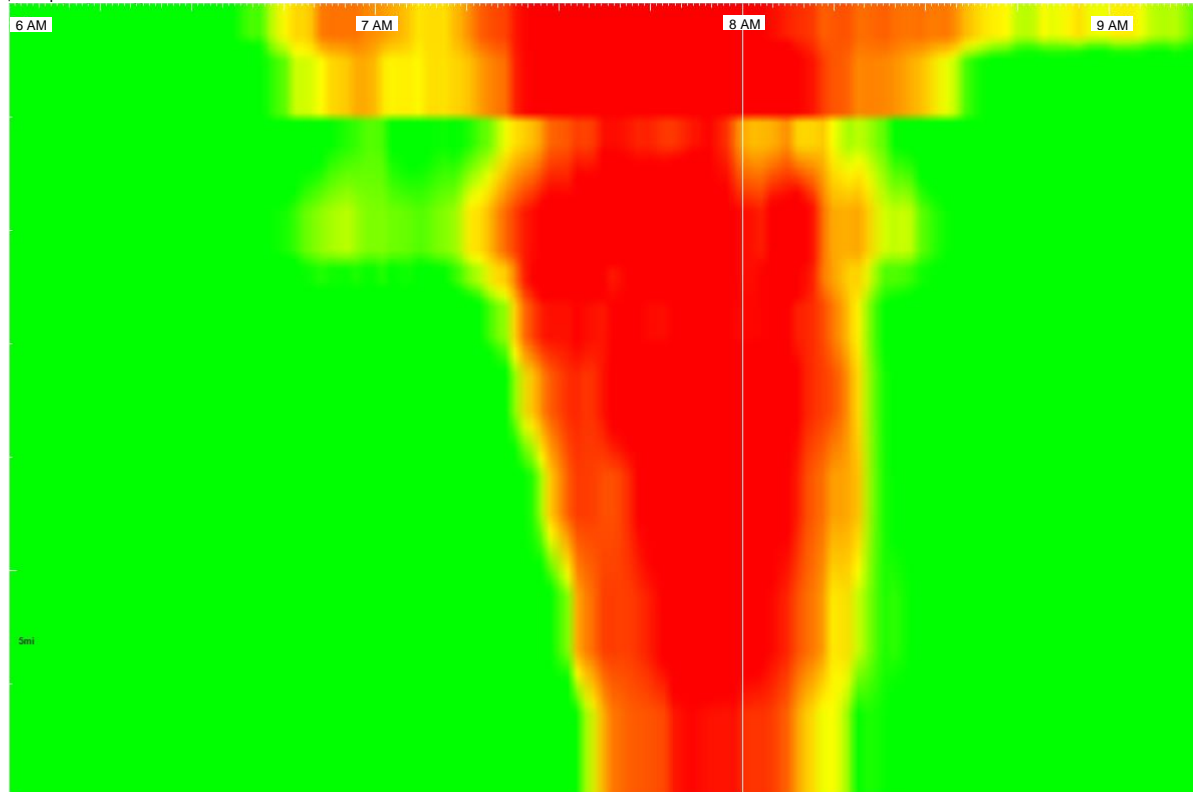
Northbound



Congestion on I-55 Northbound between Loughborough and Park Ave/ 7th St. for April 2017 (every weekday)

AM April 2017

Northbound

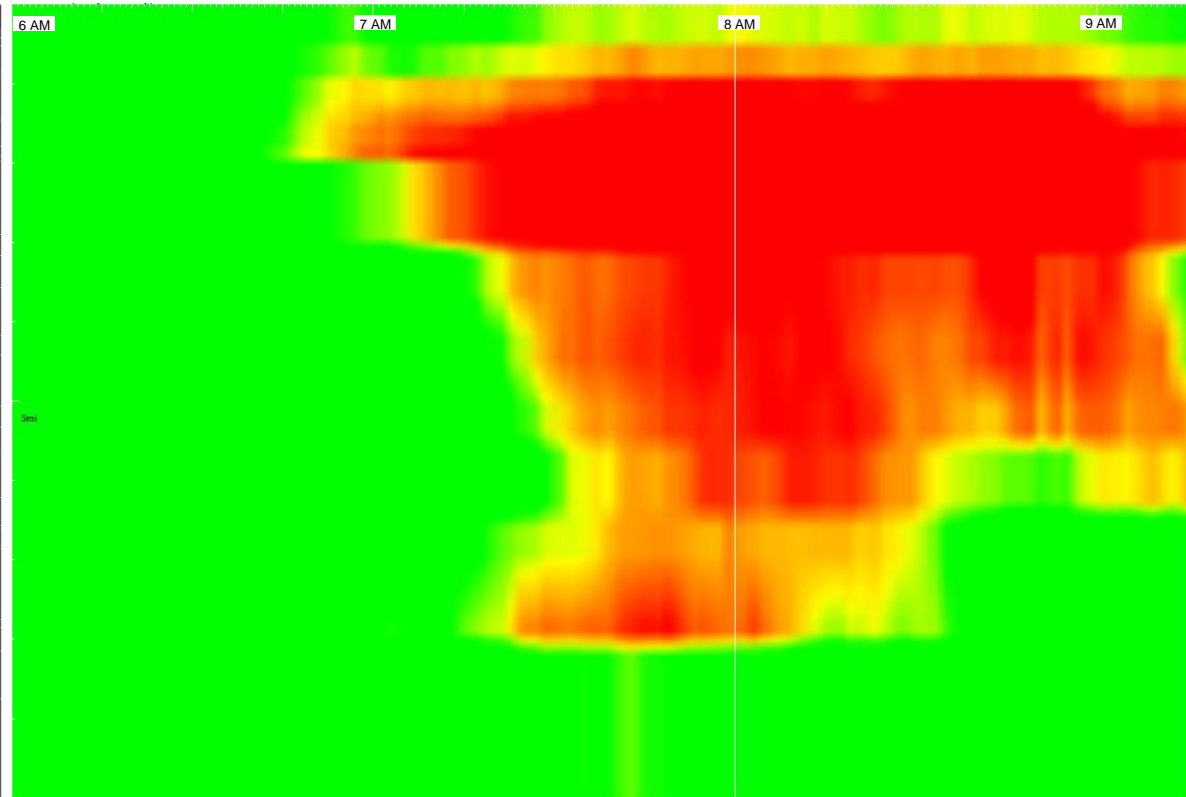
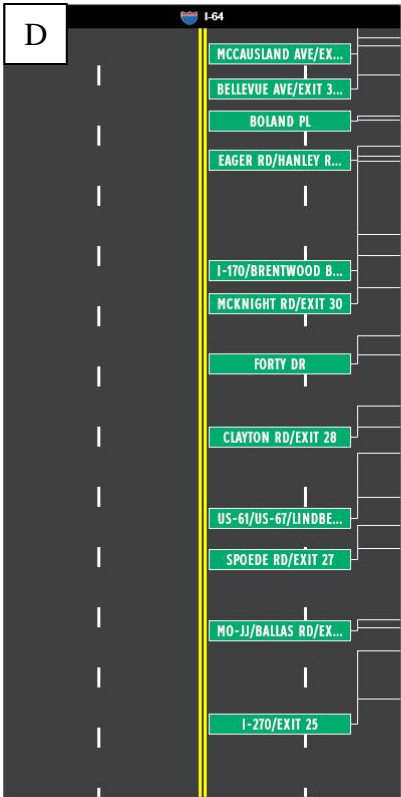


FREEWAY MANAGEMENT

Congestion on I-64 Eastbound between I-270 and McCausland for March 2017 (every weekday)

AM March 2017

Eastbound

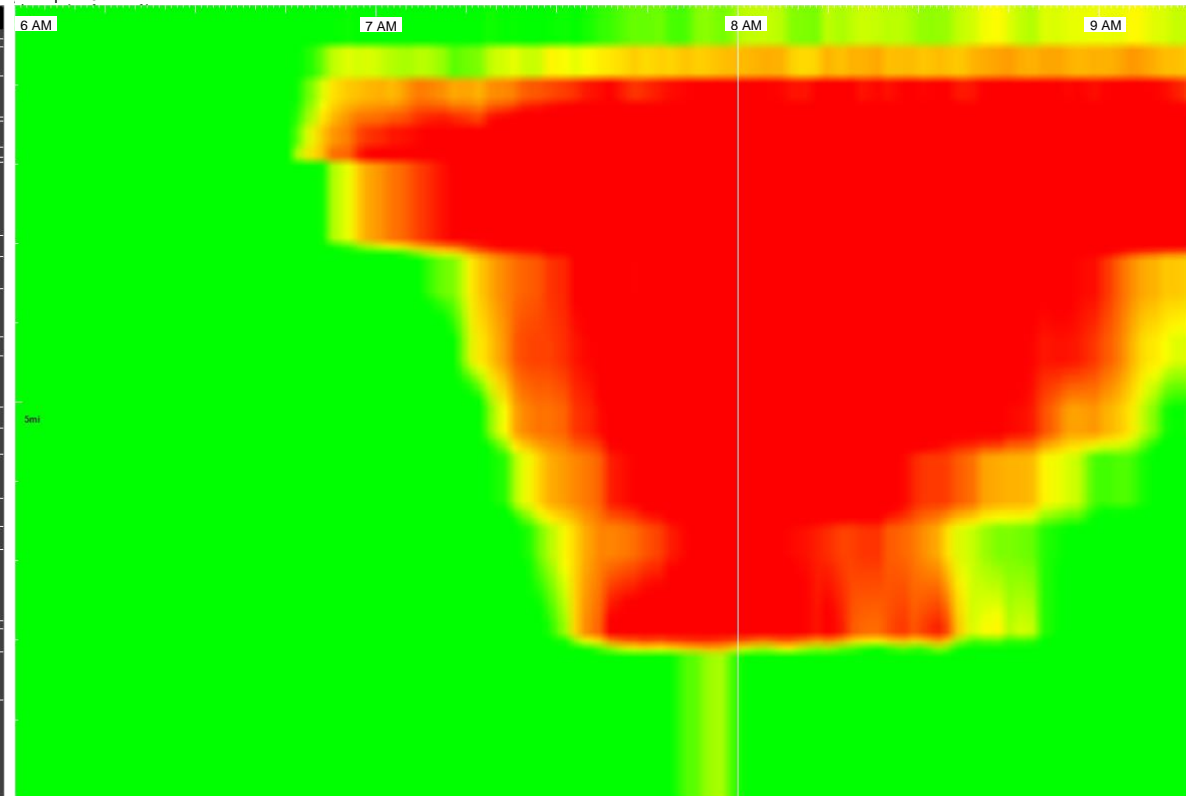
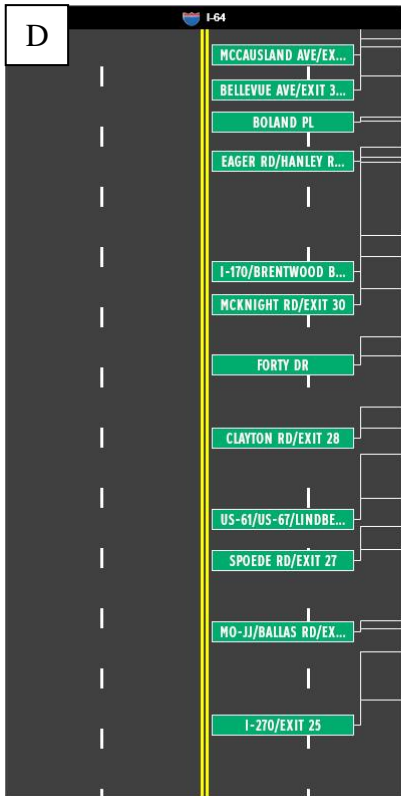


Measured speed as a percentage of the free flow speed.

Congestion on I-64 Eastbound between I-270 and McCausland for April 2017 (every weekday)

AM April 2017

Eastbound



Measured speed as a percentage of the free flow speed.



FREEWAY MANAGEMENT

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PM PEAK PERIOD MOBILITY MARCH 2017

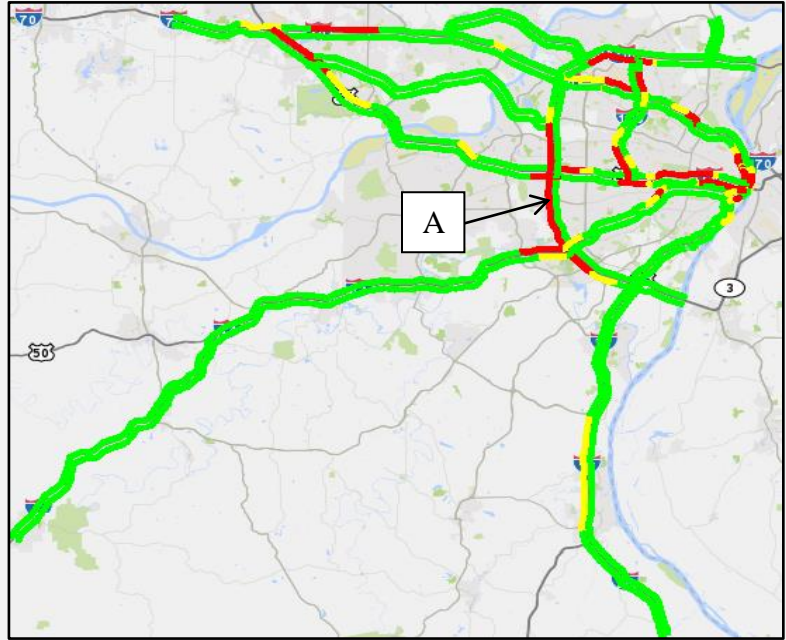
4 pm – 5 pm

LEGEND (Speed Index)

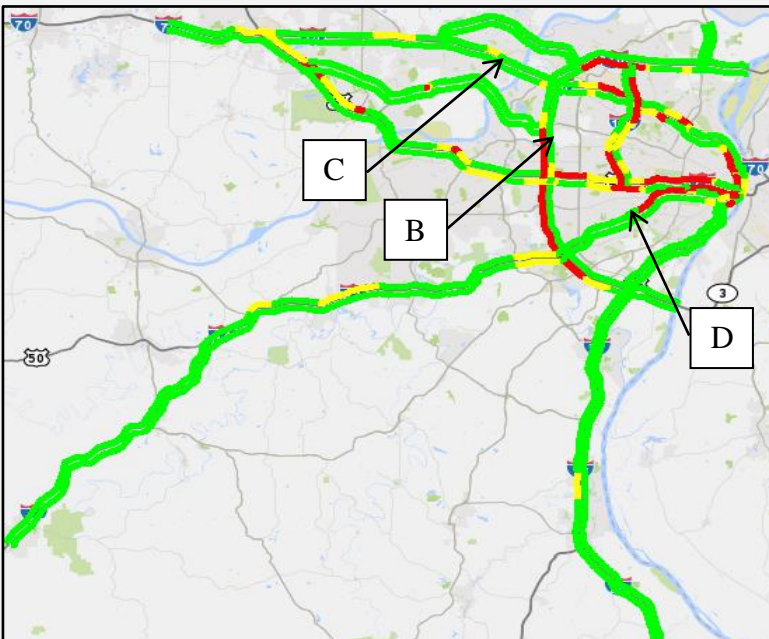
- High Mobility (.90+)
- Medium Mobility (.80-.90)
- Low Mobility (< .80)

Highlighted Heat Map Locations

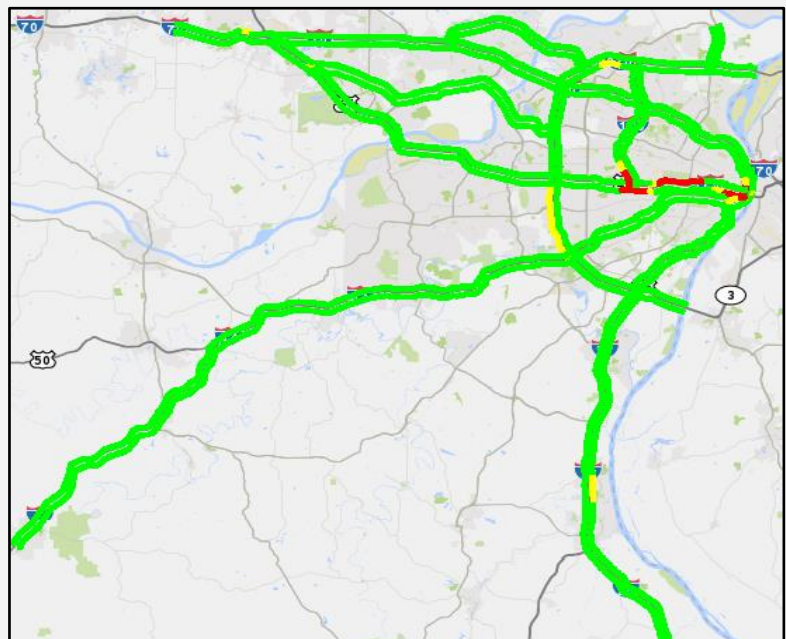
- A. SB I-270 from Dorsett to I-55/I-255
- B. NB I-270 from I-64/US-40/US-61 to I-170
- C. WB I-70 from I-170 to Route 370
- D. WB I-44 from I-55 to Route 141



5 pm – 6 pm






6 pm – 7 pm



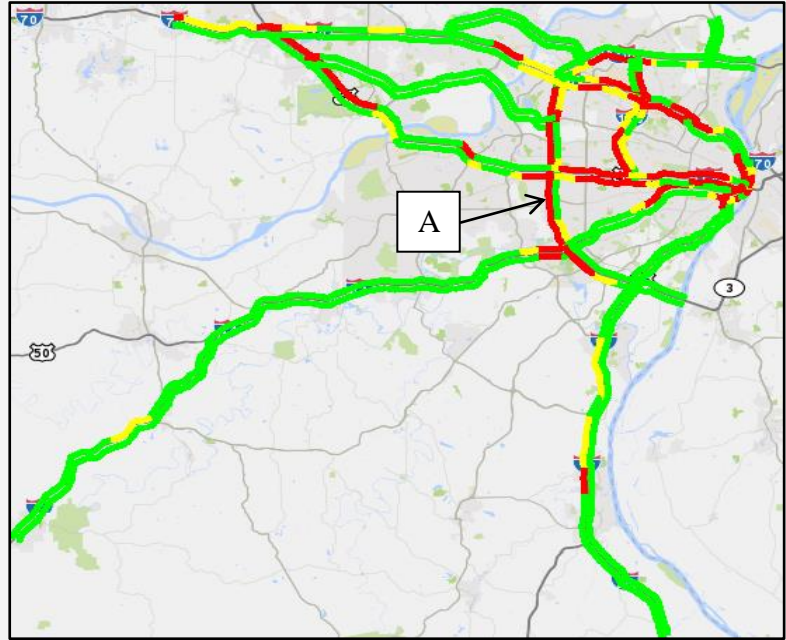
PM PEAK PERIOD MOBILITY APRIL 2017

4 pm – 5 pm

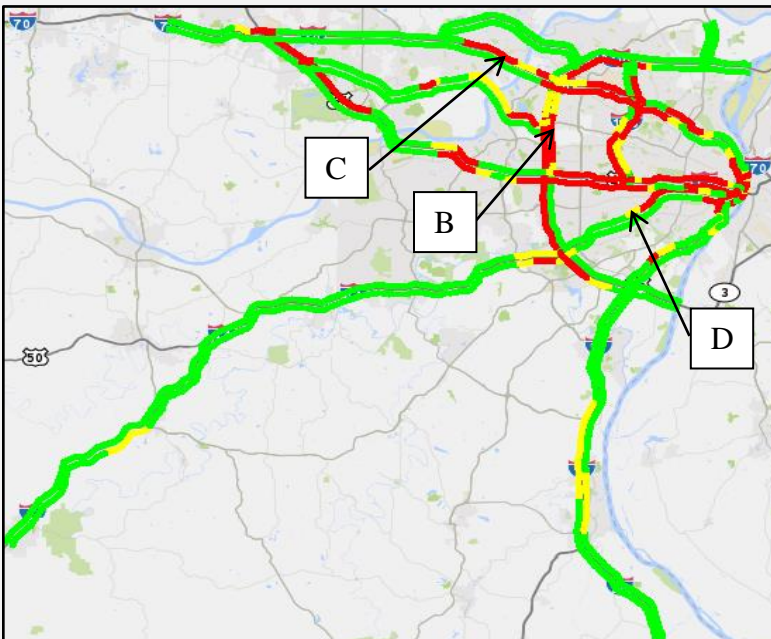
LEGEND (Speed Index)
 High Mobility (.90+)
 Medium Mobility (.80-.90)
 Low Mobility (< .80)

Highlighted Heat Map Locations

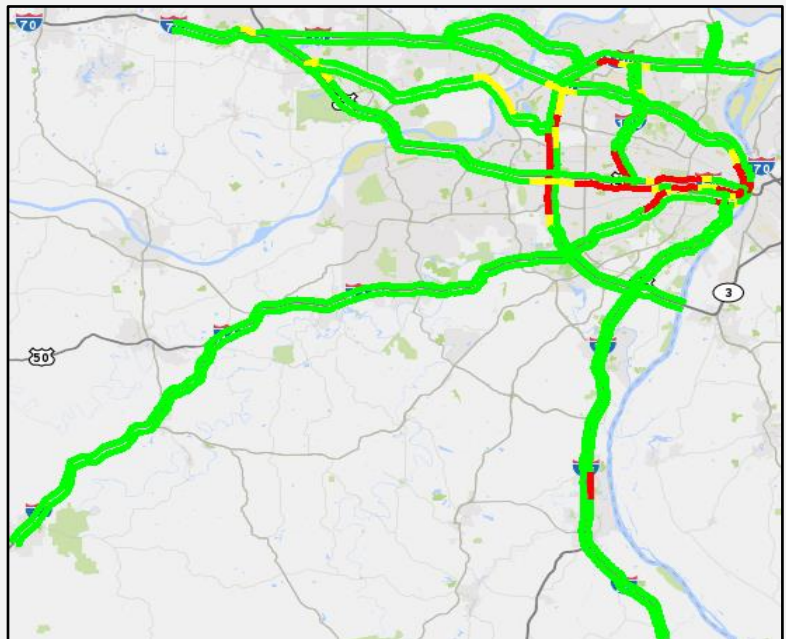
- A. SB I-270 from Dorsett to I-55/I-255
- B. NB I-270 from I-64/US-40/US-61 to I-170
- C. WB I-70 from I-170 to Route 370
- D. WB I-44 from I-55 to Route 141



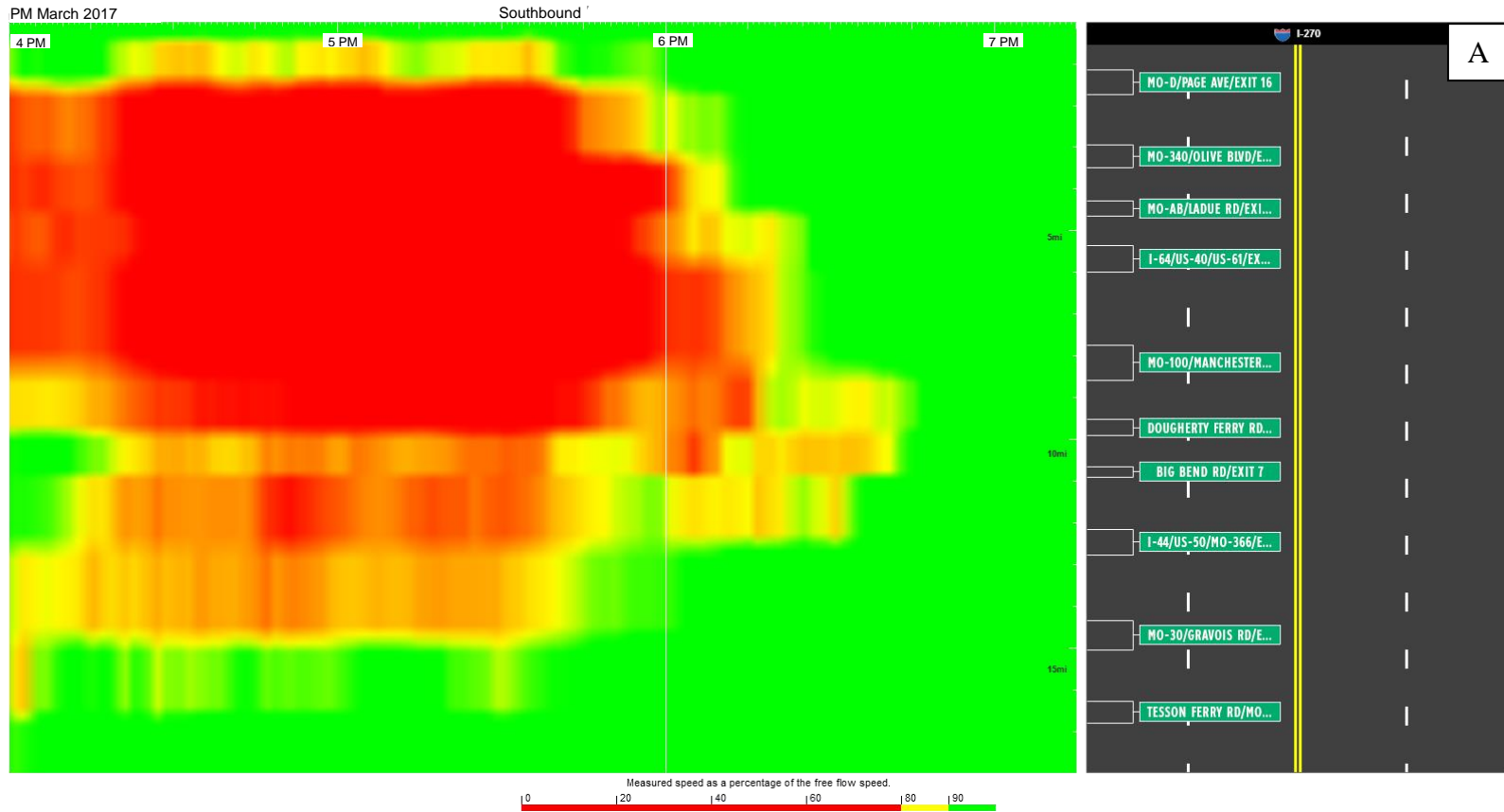
5 pm – 6 pm



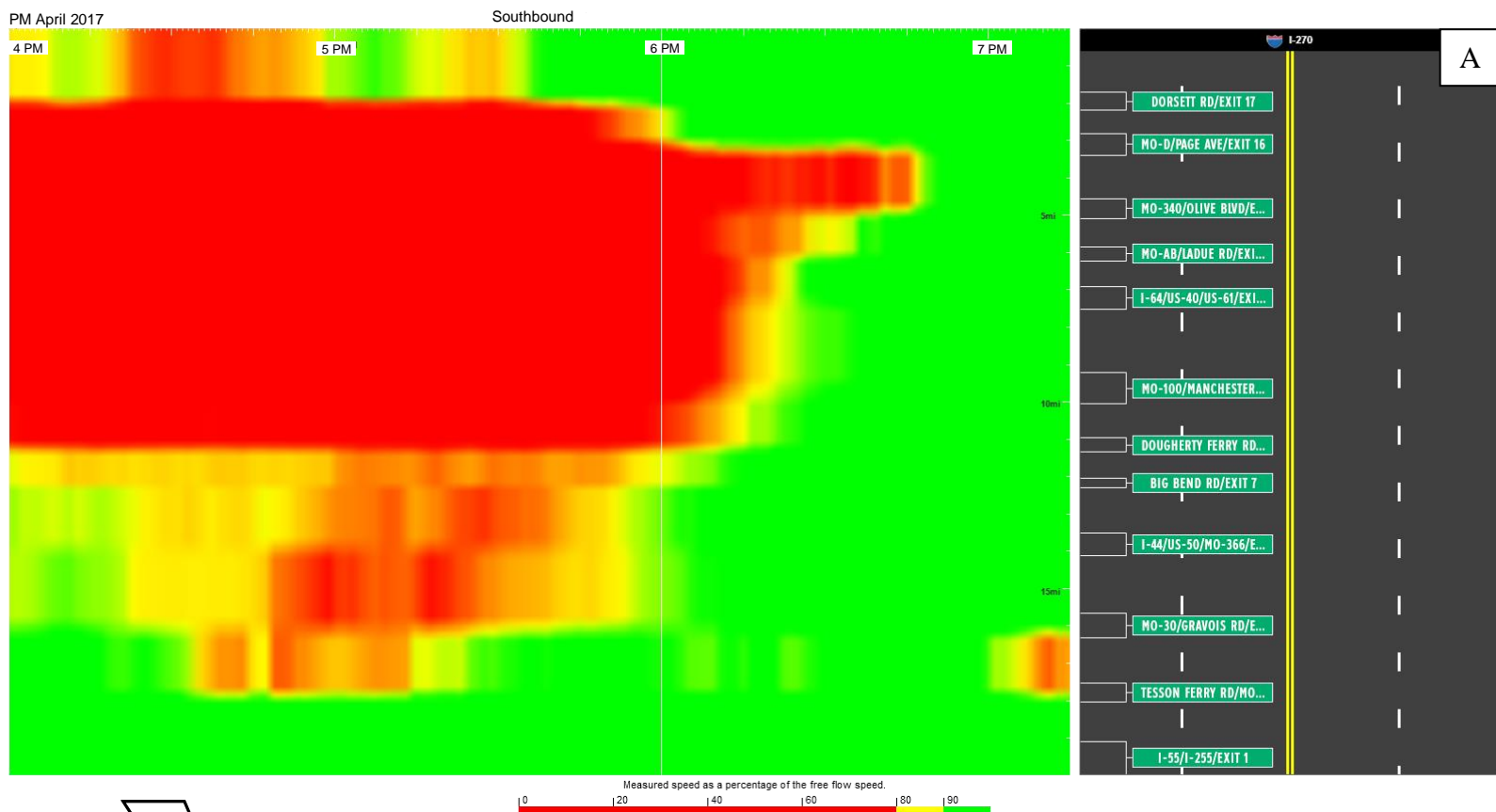
6 pm – 7 pm



Congestion on I-270 Southbound between Dorsett Rd and I-55/I-255 for March 2017 (every weekday)

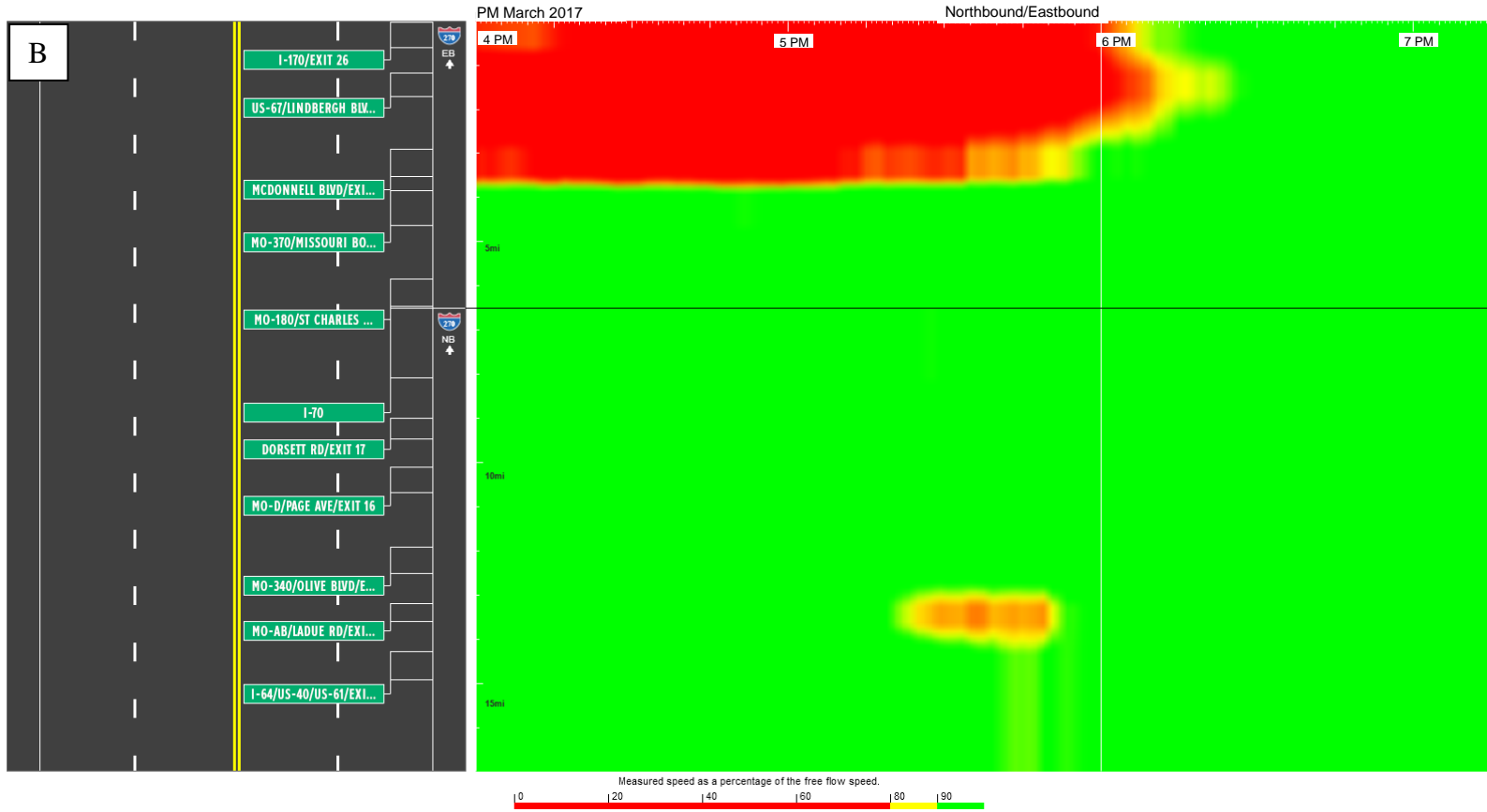


Congestion on I-270 Southbound between Dorsett Rd and I-55/I-255 for April 2017 (every weekday)

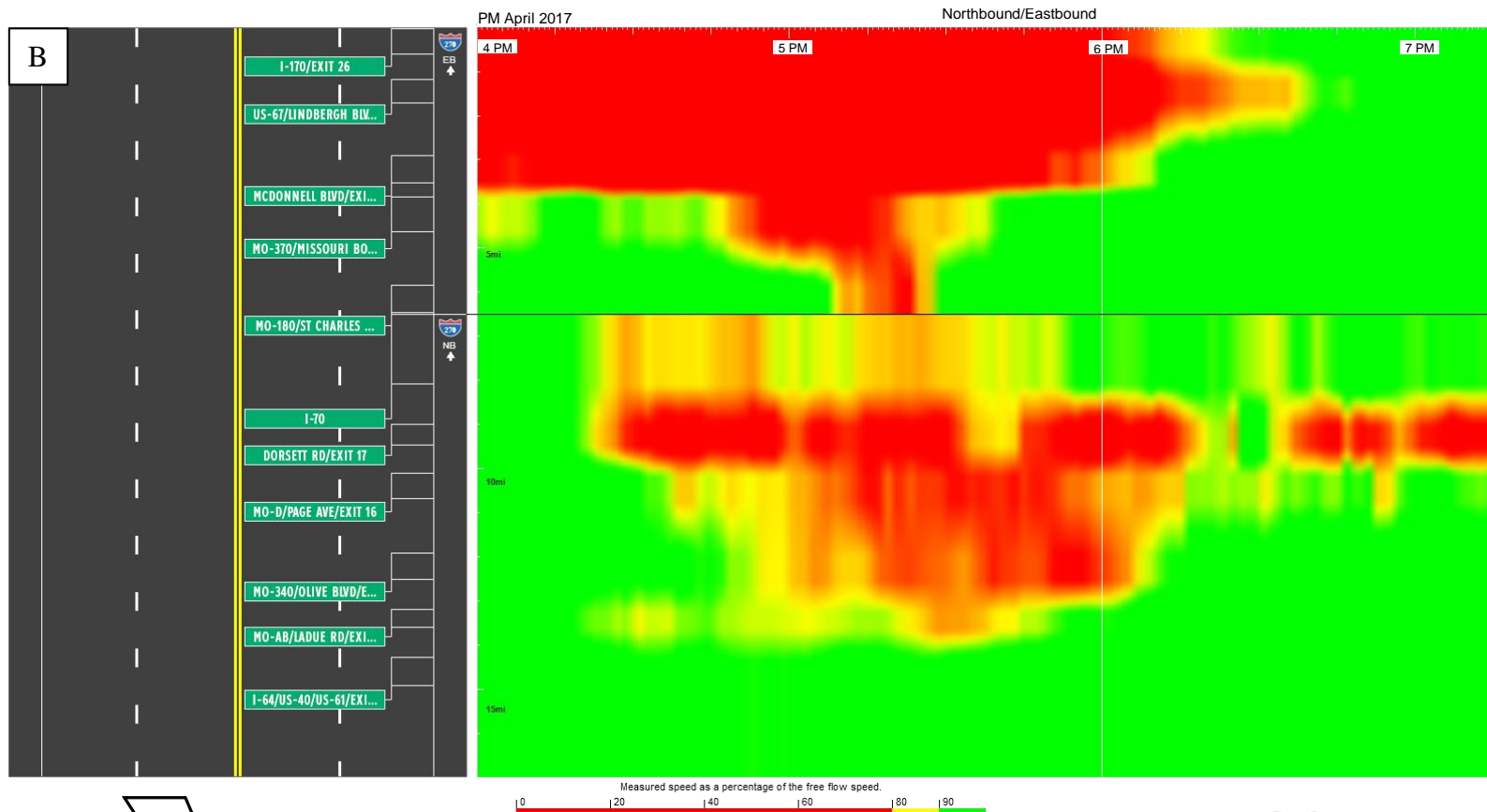


FREEWAY MANAGEMENT

Congestion on I-270 Northbound/Eastbound between I-64/US-40/US-61 and I-170 for March 2017 (every weekday)

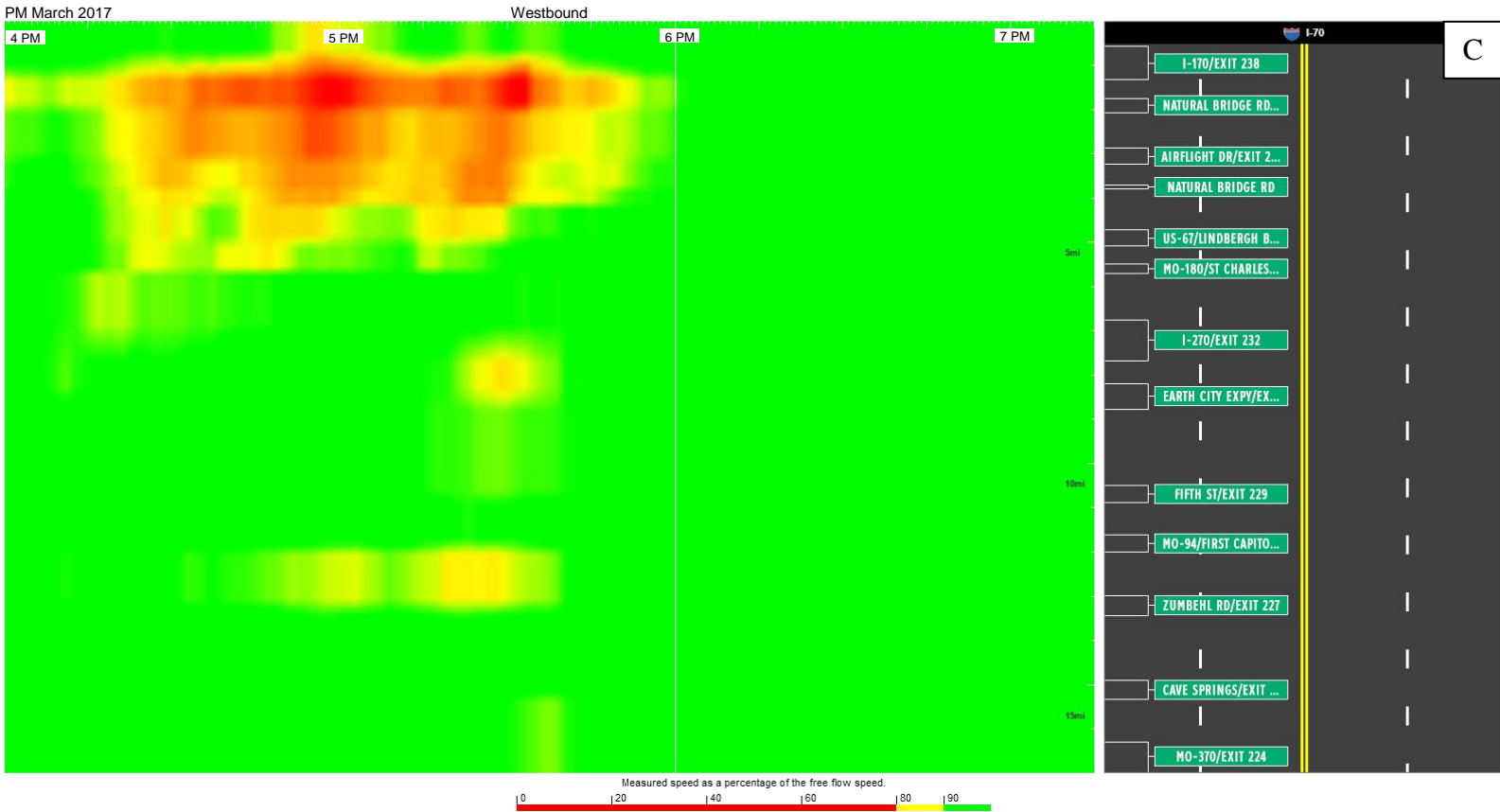


Congestion on I-270 Northbound/Eastbound between I-64/US-40/US-61 and I-170 for April 2017 (every weekday)

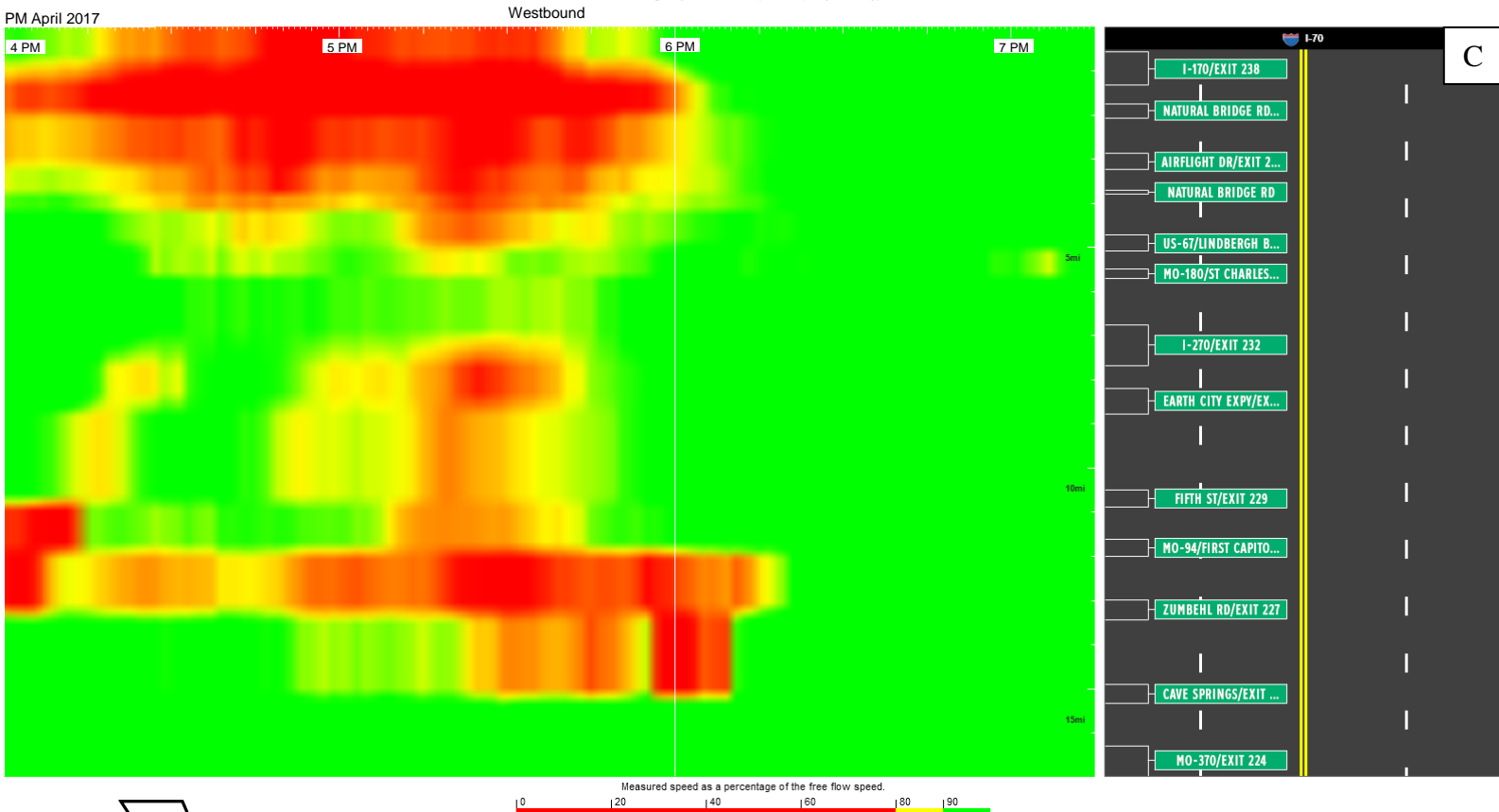


FREEWAY MANAGEMENT

Congestion on I-70 Westbound between I-170 and Route 370 for March 2017 (every weekday)

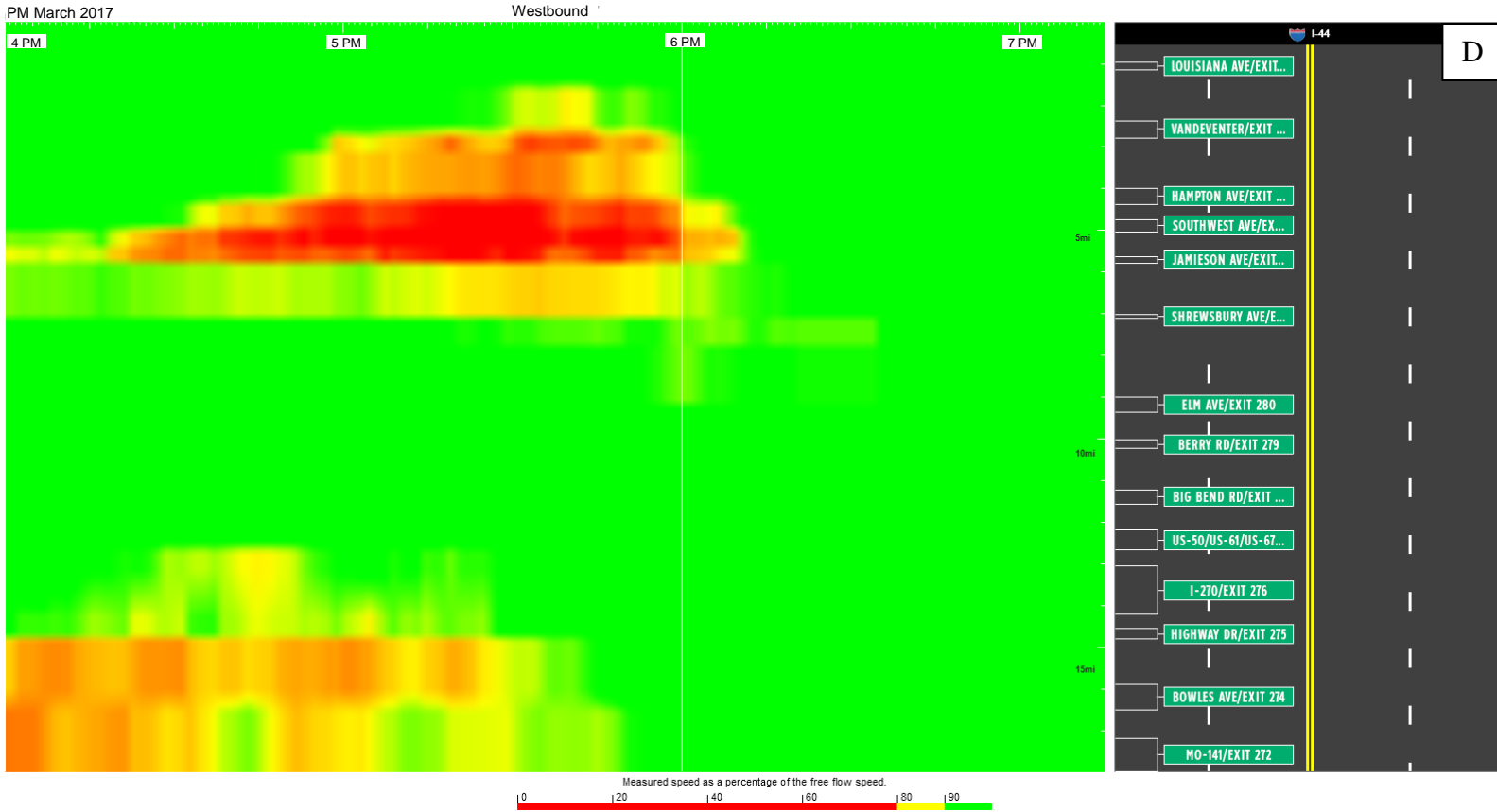


Congestion on I-70 Westbound between I-170 and Route 370 for April 2017 (every weekday)

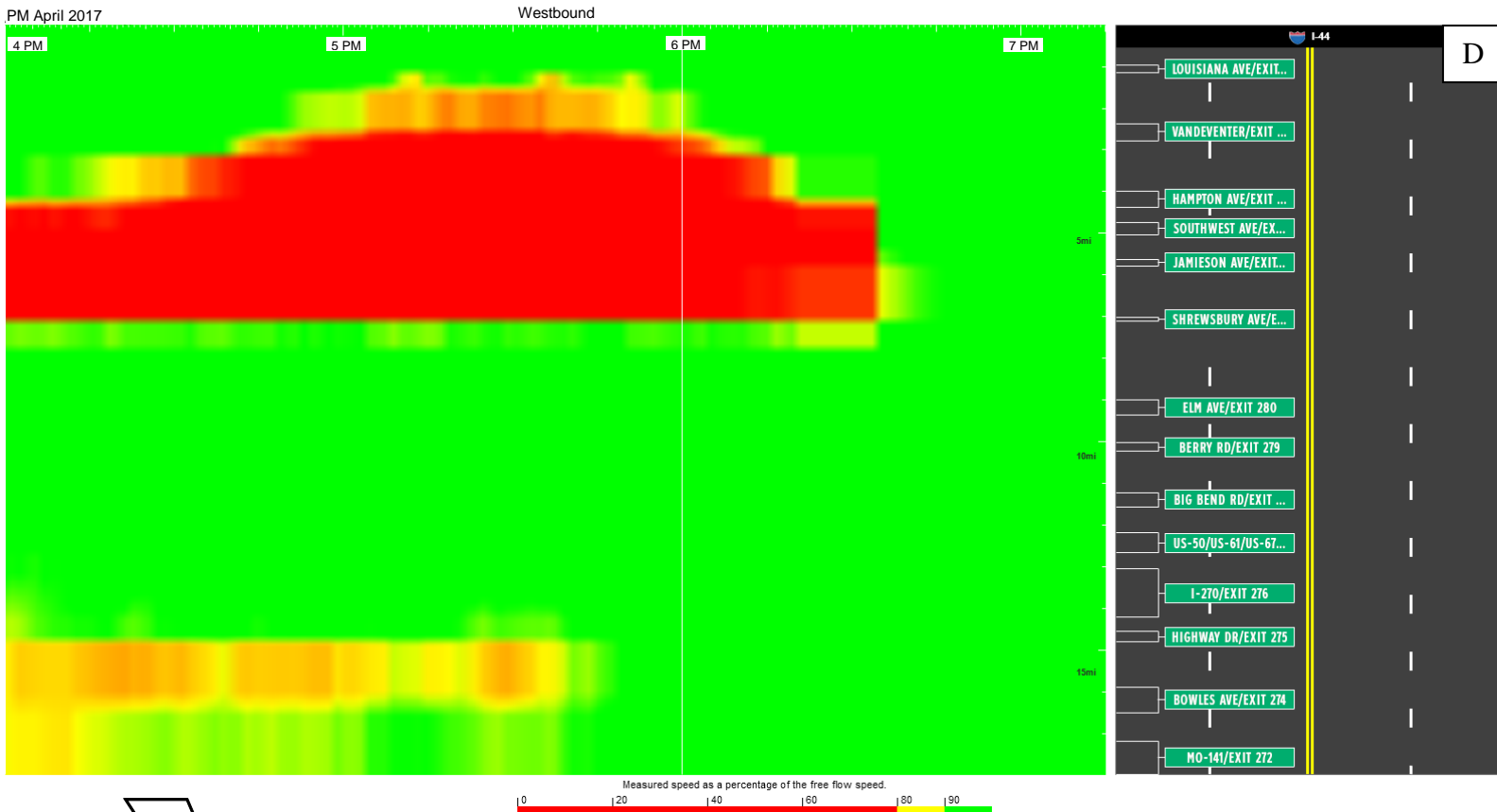


FREEWAY MANAGEMENT

Congestion on I-44 Westbound between I-55 and Route 141 for March 2017 (every weekday)

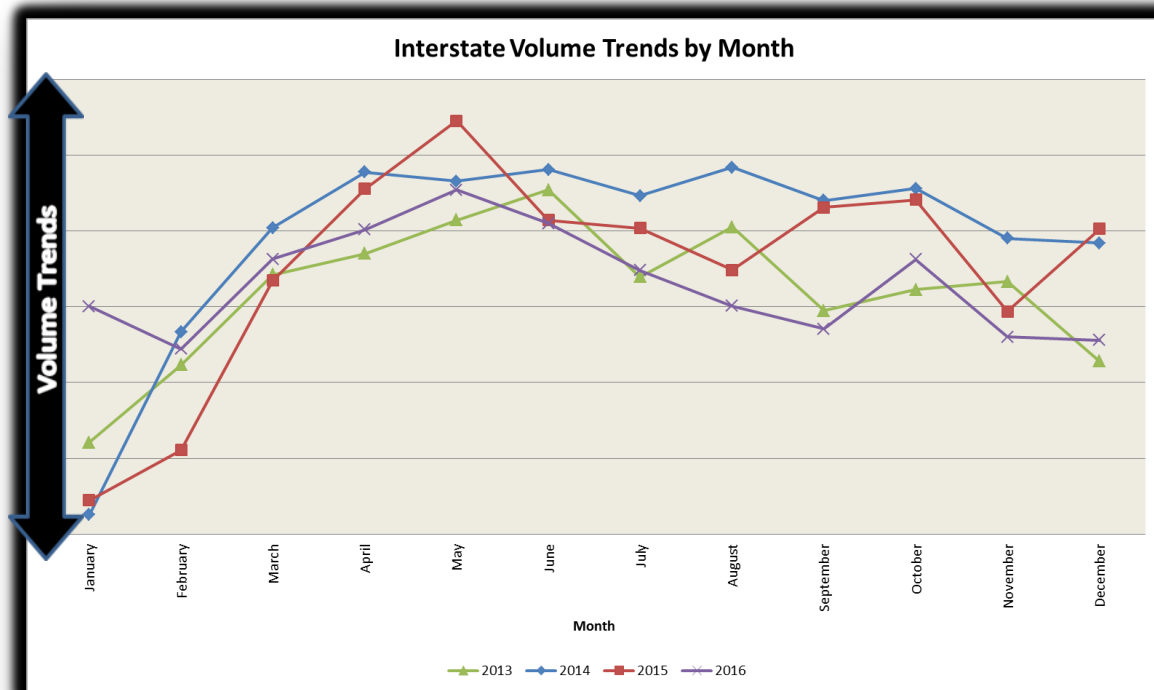
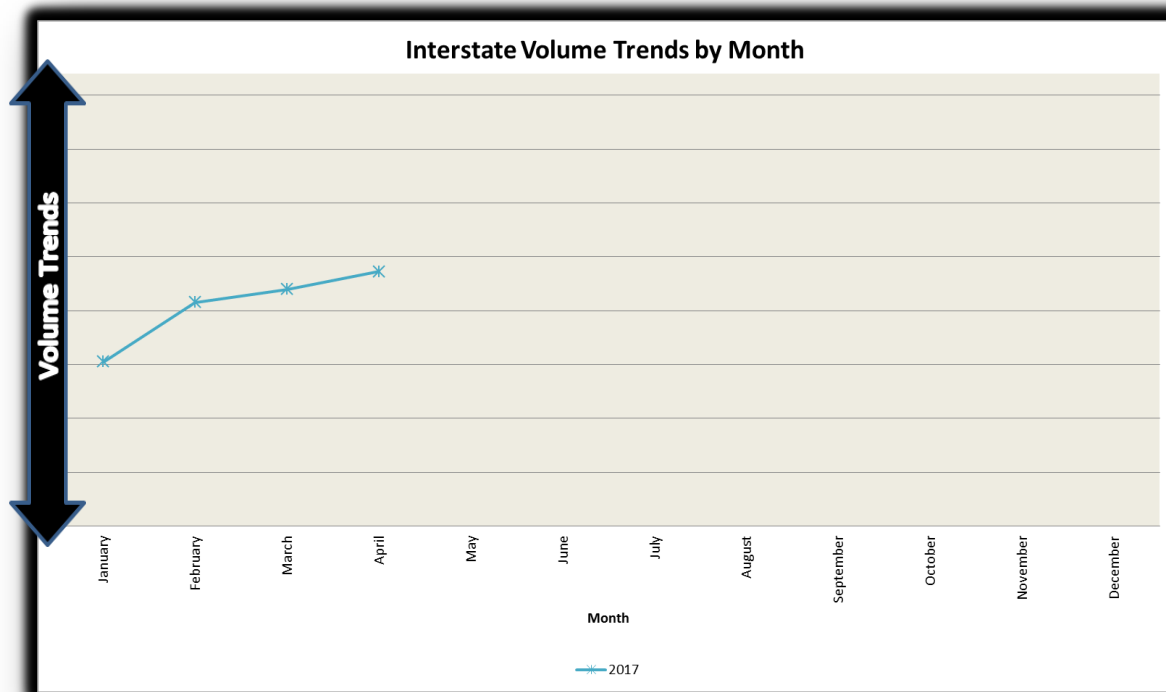


Congestion on I-44 Westbound between I-55 and Route 141 for April 2017 (every weekday)





FREEWAY MANAGEMENT

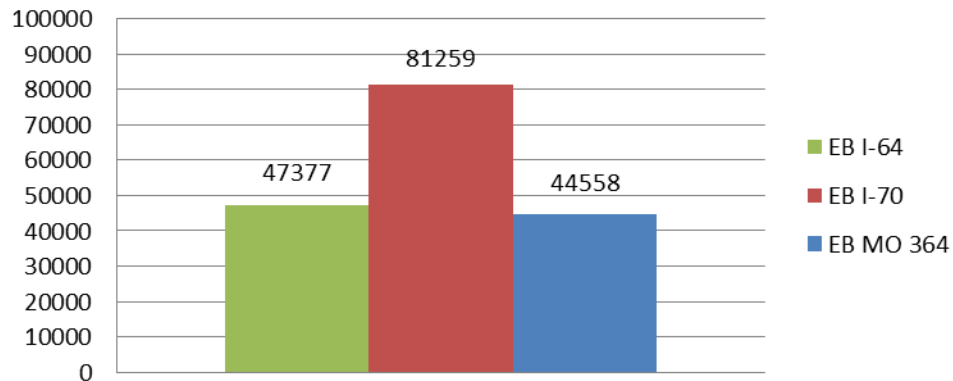


NEW for 2017! The focus area for calculating the average 24 hour volumes was revisited to include all SL District Urban Freeways including Route 364 from I-64 to I-270, Route 367 from I-270 to Route 67, and Route 370 from I-70 to I-270. These freeways are now included in this calculation while the loss of probe data sensors will cause some routes to be excluded. 2017 volumes will be reported for trending purpose only as actual volumes are not comparable to previous years.

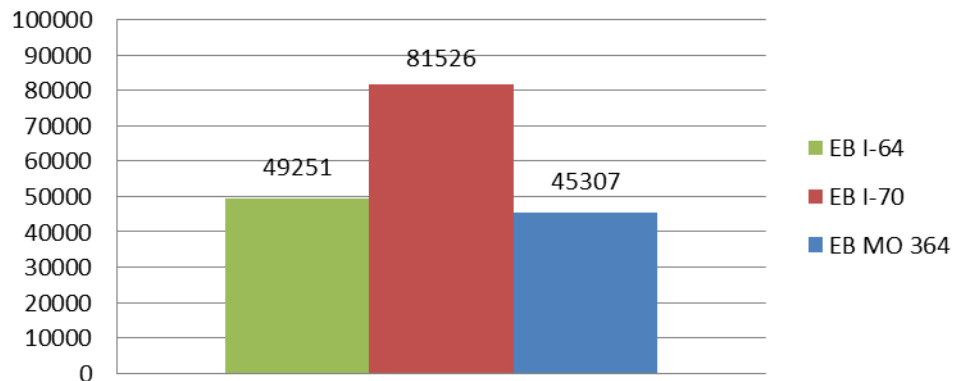


FREEWAY MANAGEMENT

**March 2017 EB MO River Crossings
Total = 174,449**



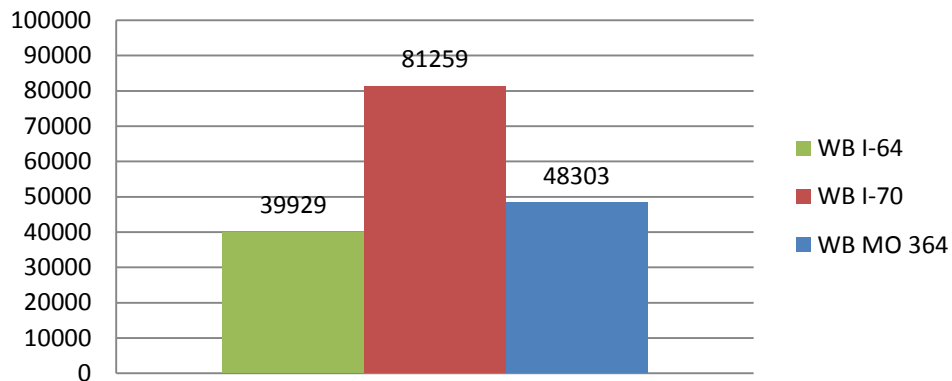
**April 2017 EB MO River Crossings
Total = 180,330**



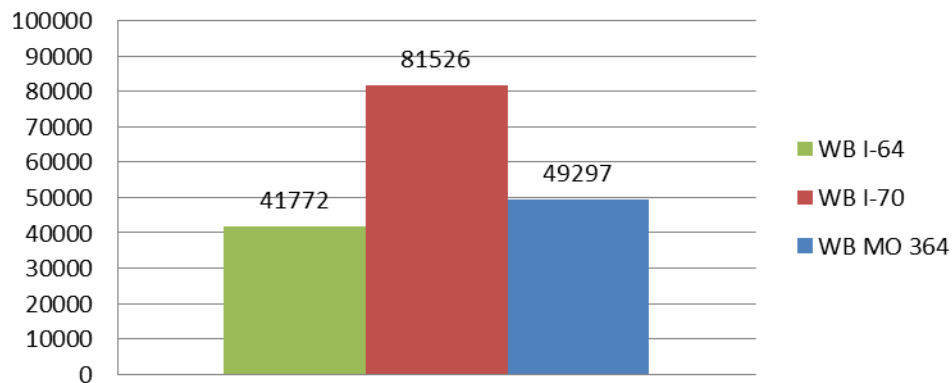


FREEWAY MANAGEMENT

March 2017 WB MO River Crossings
Total = 169,491



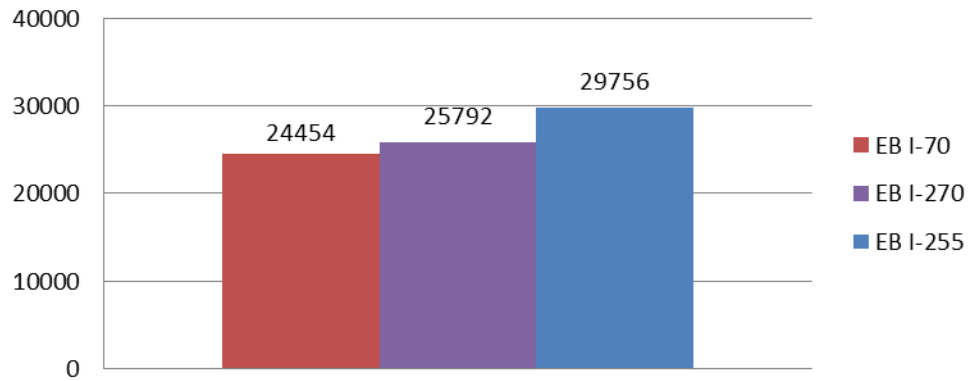
April 2017 WB MO River Crossings
Total = 172,594



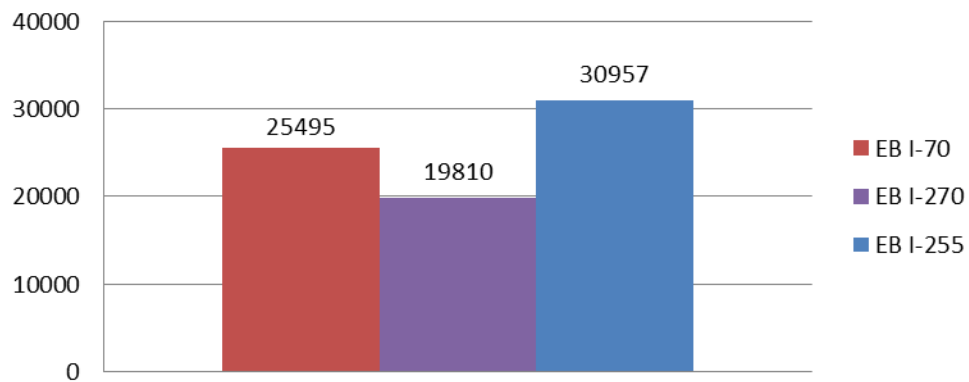


FREEWAY MANAGEMENT

March 2017 EB MS River Crossings
Total = 80,002



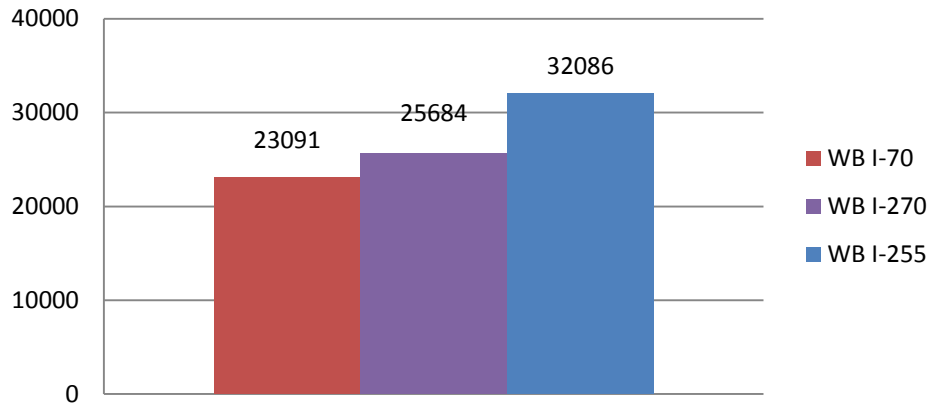
April 2017 EB MS River Crossings
Total = 76,262



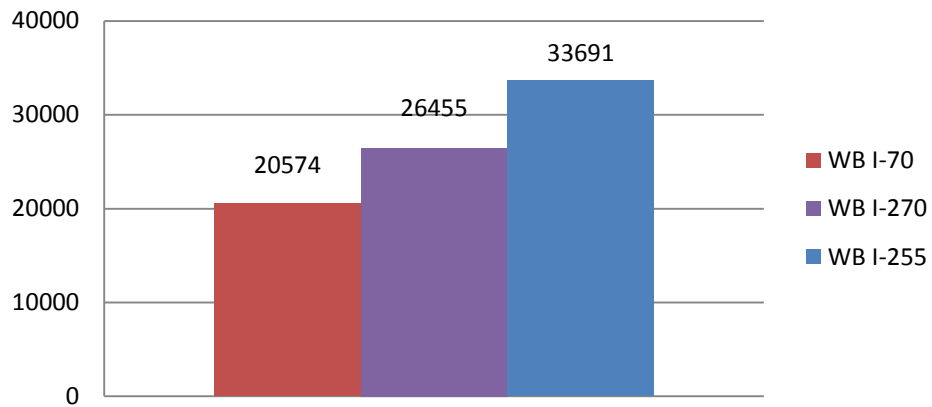


FREEWAY MANAGEMENT

**March 2017 WB MS River Crossings
Total = 80,861**



**April 2017 WB MS River Crossings
Total = 80,719**



No arterial data available.



Work Zones

Whenever additional travel time is reported, this additional time 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 additional travel times should trigger the appropriate response from both parties.

Chart is designed to be an additional travel time reference to establish parameters for gauging the travel impact through work zones and to provide guidance for taking mitigation actions. Travel times can be collected or reported via Blue Toad technology, field personnel, call reports, ITS, TMC cameras, etc.

Major and Moderate impacts 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.

| Level of Impact | Additional Travel Time Expected | 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. 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

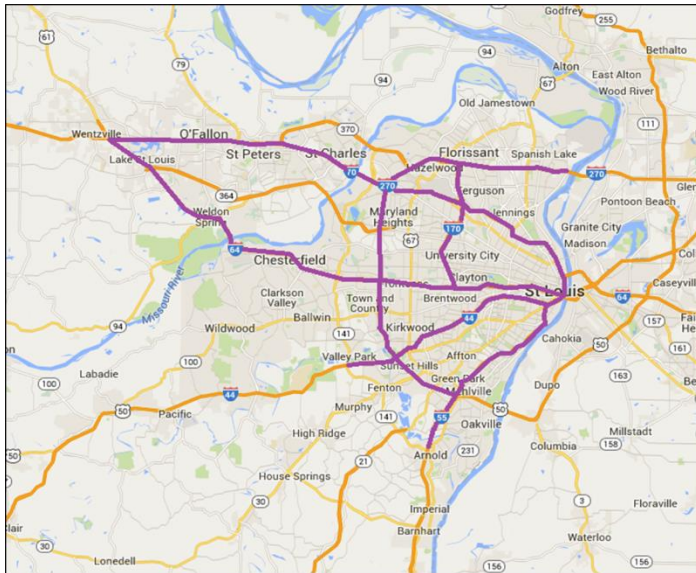
Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

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.



NEW for 2017! The focus area for calculating the average 24 hour volumes was revisited to include all SL District Urban Freeways including Route 364 from I-64 to I-270, Route 367 from I-270 to Route 67, and Route 370 from I-70 to I-270. Starting in 2017, these freeways will be included in this calculation while 2013-2016 will be based on the original urban interstate calculation.



Definitions

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

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

DMS – Dynamic Message Signs along highway displaying incident and travel time information

DNR – Department of Natural Resources

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 in Jefferson City

EMS – Emergency Medical Services

ER – MoDOT's Emergency Response units that provide emergency assistance, incident management and traffic control to mitigate incidents and restore free flow traffic within the St. Louis region

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

GGL – Gateway Green Light is the St. Charles County regional integrated corridor management for a cooperative multi-jurisdictional effort to better manage and coordinate travel on the interstates (I-70, I-64), state routes (MO 94, MO 364, MO 370, US 61) and local arterials through the installation of Intelligent Transportation Systems (ITS) in Cottleville, Dardenne Prairie, Lake St. Louis, O'Fallon, St. Charles, St. Peters, and Wentzville.

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

IDOT – Illinois Department of Transportation

KC Scout – 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

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

MSHP – Missouri State Highway Patrol

Observed Work zone – Work zone tracked by traffic cameras at the TMC



DATA KEY

Peak Average – Daily speed sensor readings over an entire weekday average 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

SL – Designation for the St. Louis District

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

TMS – Traveler Map System is MoDOT's internal software for entering work zones and road conditions to populate the Traveler Information Map at www.traveler.modot.org/map

Travel Time Index – A ratio of the actual time to travel a corridor compared to travel time at posted speed limit without stops used

User Delay Costs – Puts a dollar amount on how much a road's performance impacts its users. Combines probe speed data with volume data provided by the Texas Transportation Institute to estimate the cost of delay experienced by drivers as a result of congestion. Vehicle costs used are Passenger Vehicle = \$17.67 and Commercial Vehicle = \$68.09.

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 | | I-70 DISTRICT 6 WESTBOUND | I-70 DISTRICT 6 EASTBOUND | 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/FLORISSANT RD (COOL VALLEY) | 240A | | | 240A | RTE N/FLORISSANT 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 FLORISSANT AVE (ST LOUIS) | 245B | 245B | WEST FLORISSANT 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) | | |



DATA KEY

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 I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55 I-270 DISTRICT 6 CLOCKWISE FROM I-55 TO RIVERVIEW DR. | 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. | | 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 EASTBOUND

I-64 DISTRICT 6 WESTBOUND

I-55 Mile Markers

| JEFFERSON COUNTY | | I-55 DISTRICT 6 NORTHBOUND I-55 DISTRICT 6 SOUTHBOUND | 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-44 Mile Markers

| FRANKLIN COUNTY | | I-44 DISTRICT 6 WESTBOUND I-44 DISTRICT 6 EASTBOUND | 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 | | 287 | KINGSHIGHWAY |
| KINGSHIGHWAY | 287 | | 288 | GRAND AVE |
| GRAND AVE | 288 | | 289 | JEFFERSON AVE |
| JEFFERSON AVE | 289 | | | |
| I-55 SOUTH | 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 |