

Appendix C

The New I-64 Economic and Regional Mobility Study

Quarterly Report #5

December 2008- February
2009

Before the Closure

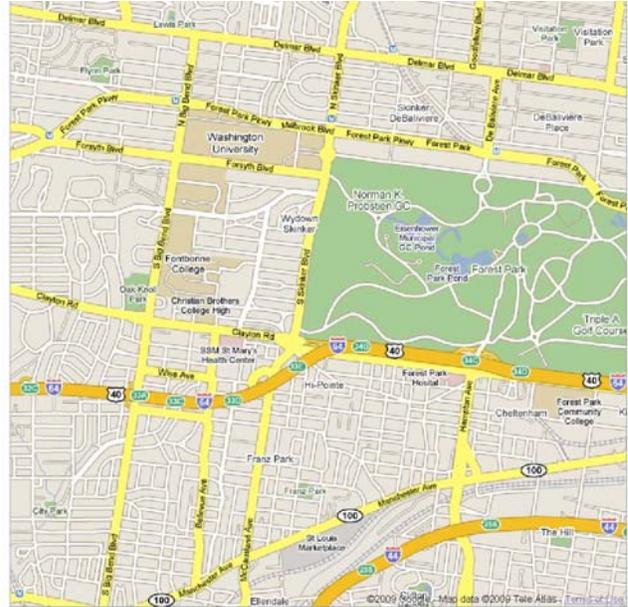
Please indicate how much time it takes you to make certain trips now compared to how long it took you before the closure.

	No. additional trips	Fewer than before	Same as before	5 to 10 minutes longer	10 to 15 minutes longer	15 to 20 minutes longer	More than 20 minutes longer
Education	<input type="checkbox"/>						
Employment or other business	<input type="checkbox"/>						
Medical Reasons	<input type="checkbox"/>						
Shopping, Recreation, Entertainment	<input type="checkbox"/>						
Shopping Through the State Region	<input type="checkbox"/>						



1. Executive Summary

On December 14, 2008, the eastern closure began with the closure of I-64 between I-170 and Kingshighway Boulevard. On December 15, 2008, the western closure of the New I-64 was opened to traffic. Partners again implemented their regional command center operations to ensure that any traffic flow conditions were addressed and responded to as the public adjusted to the change in closure along I-64.



This quarterly report assesses the period December 2008 through February 2009 that includes the 12th, 13th and 14th months of the I-64 closure, evaluating the three key areas of **Project Communications** (MoDOT's provision of information to the public, and the public's response to the project), **Mobility** (the effects of the closure on travel behavior, choices, and traffic flow), and **Economics** (the effects of the closure on businesses within the corridor as well as the economic health of the region). With the eastern closure now in place; the study will begin to focus attention on potential differences in the eastern closure. To date, the research team has found:

Communications (pp. 2-6)

169 online surveys since the east closure – satisfaction with how well managing to move around the St. Louis area with the closure is down. This fact was also noticed in the survey information received from motorist assist and the I-64 Traffic Response surveys.

All other key public indications are similar to the west closure survey information.

The best way to reach the public for both the east closure and west closure are similar.

The mail-in survey response was up to 11.6% return with minority participation also up.

The mail-in surveys also reflect a change satisfaction with how well managing to move around the St. Louis area with the closure similar to the online survey. All other key public indications were the same when comparing west and east closures.

Mobility (pp. 7-12)

Traffic flow, travel times and average speed continue to be similar as reported previously.

Travel patterns have changed as commuters adjusted the opening of the western section and the closure of the eastern section.

Annual report is being developed and will provide more in-depth analysis of mobility and safety issues.

Economics (pp. 13-25)

Taxable sales are down for the region when compared to 2007. St. Louis like the rest of the nation is experiencing impacts from the current recession.

Residential and non-residential construction taxable sales are still below the 2005 level. This fact is characteristic of our nation in general.

The second business survey's major findings are included in this quarterly report. Satisfaction with MoDOT's execution of the project is 96%.

The initial survey had 169 responses compared to the 84 responses received in the second survey. This fact might be an indicator of perception of the business community on the impact of the I-64 project.

Survey participants still mentioned an increase in transportation cost.

2. Communications

In this quarter, we obtained respondent input via a new online survey, recipients of Motorist Assistance, and from responses to our second mailed survey. In this report, the project team compared the results of previous surveys, which measured respondent perspectives on the Western Closure, with the new surveys which measure respondent perspectives on the Eastern Closure. **All three methods indicate that overall satisfaction remains high even though the Eastern Closure appears to be having more of an impact on behavior than the Western Closure did.**

Online Survey

Based on the online data, the Eastern Closure is having a greater impact on respondent behavior than that of the Western Closure. “Satisfaction with how well managing to move around the St. Louis area with the closure” is noticeably different. Despite this reported increased impact, overall satisfaction with MoDOT remains very high – almost identical to the results from the Eastern Closure as shown in table below.

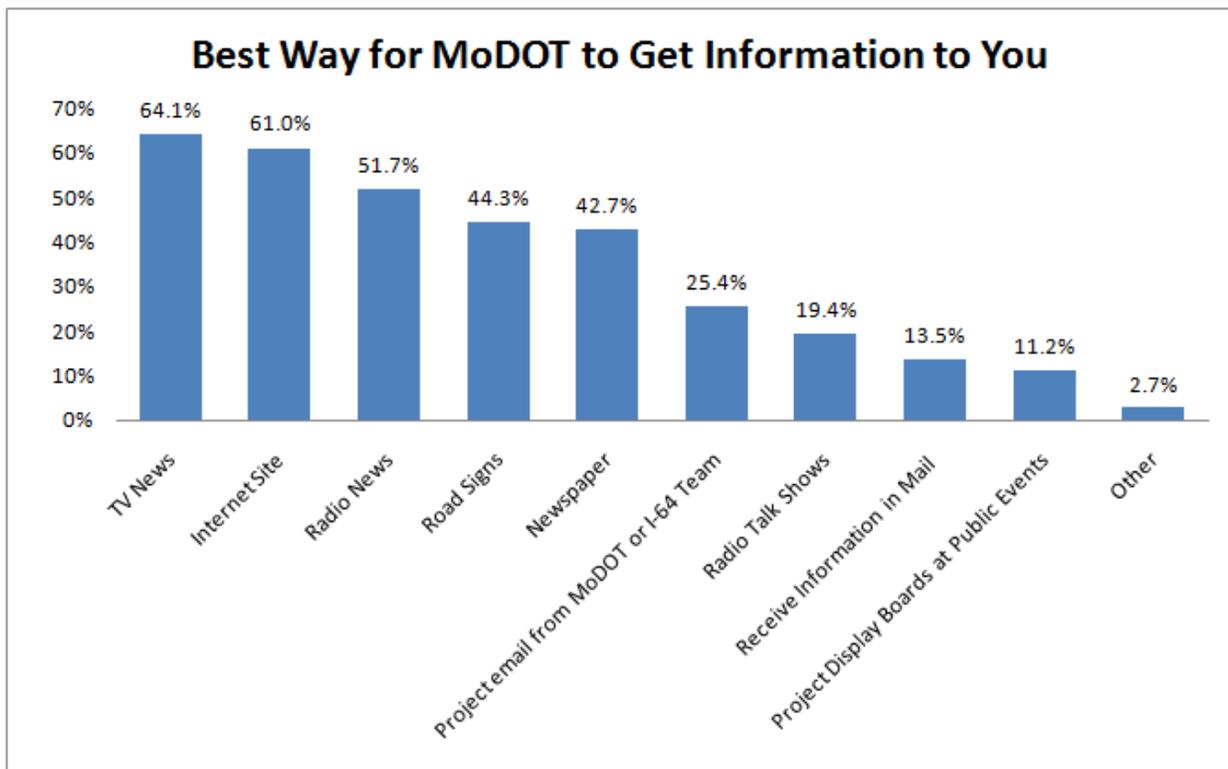
Key Public Indicators - Online Comparison of Both Closures	Western Closure	Eastern Closure	Total
Overall level of satisfaction with how the I-64 closure has been handled	76.7%	75.8%	76.6%
Satisfaction with how well the public kept informed about the new I-64 project	88.7%	89.8%	88.9%
Satisfaction with how well managing to move around the St. Louis area w/ the closure	69.7%	58.1%	68.4%
Satisfaction with timeliness of information being made available	87.5%	89.7%	87.8%
Agreement with “the closure has changed where I shop”	41.5%	45.8%	41.9%
Agreement with “the closure has changed how often I travel to certain areas”	73.3%	76.7%	73.7%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	76.5%	80.5%	77.0%
<i>Survey responses</i>	<i>1,362</i>	<i>169</i>	<i>1,531</i>

Respondents are less satisfied with their ability to move around the St. Louis area and more likely to state that the Eastern Closure has changed where they shop and how often they travel to certain areas was noticed. The project team will monitor this trend in upcoming monthly and quarterly reports.

The best ways to reach online respondents is unchanged from last year as recorded in the following table:

Best Way for MoDOT to Get Information to You	Western Closure	Eastern Closure	Total
TV News	62.4%	77.5%	64.1%
Internet Site	60.2%	67.5%	61.0%
Radio News	51.2%	55.6%	51.7%
Road Signs	43.2%	52.7%	44.3%
Newspaper	43.0%	40.2%	42.7%
Project email from MoDOT or I-64 Team	24.2%	34.9%	25.4%
Radio Talk Shows	19.8%	16.6%	19.4%
Receive Information in Mail	13.1%	16.6%	13.5%
Project Display Boards at Public Events	10.8%	14.8%	11.2%
Other	2.6%	3.6%	2.7%

The following chart presents the total column to graphically indicate the best way to reach these respondents based on the on-line survey tool.



Throughout the online survey, respondents were given multiple opportunities to comment and many people did so. A supplement to this report has been provided that contains all of the recipient comments.

Motorist Assist

Two key questions are asked via MoDOT's Motorist Assist program as another way of obtaining information. The change measured since the Eastern Closure has been minor, but in accordance with that of the other methods. People are finding it slightly more difficult to move around, but are still quite satisfied, especially with the decision to close I-64 for two years instead of six to eight years with lane closures. The following table shows the percentage comparison:

Key Public Indicators - Motorist Assist Comparison of Both Closures	Western Closure	Eastern Closure	Total
Satisfaction with how well managing to move around the St. Louis area w/ the closure	90.0%	88.5%	89.7%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	93.8%	95.1%	94.1%
<i>Survey responses</i>	3,837	816	4,653

Mailed Survey

As was done the previous year, 10,000 residents in the St. Louis Metropolitan area were mailed surveys in January. This year's response rate of 11.6% was significantly higher than that of last year. This greater response can probably be attributed to the additional year of publicity concerning the New I-64 Project. The following shows the comparison between the first and second mailed survey:

	Western Closure	Eastern Closure
Number Mailed	10,000	10,000
Responses	776	1,156
Response Rate	7.8%	11.6%

Minority participation increased to 22.9% of all respondents this year. All of the increase was due to a significant increase in the number of African American respondents. The percentages for the ethnic representation in the following table do not equal 100% because many respondents omitted this information.

Ethnic Representation	Western Closure	Eastern Closure
American Indian	1.5%	0.6%
Asian	0.9%	0.7%
Black or African American	16.0%	19.9%
Hispanic or Latino	1.2%	0.6%
White or Caucasian	76.8%	73.4%
Other	1.7%	1.1%

The Eastern Closure is having a greater impact on respondent behavior than that of the Western Closure. Despite this increased impact, satisfaction with MoDOT remains very high – almost identical to the results from the first mailing. The following table demonstrates the comparison between the Eastern and Western Closures:

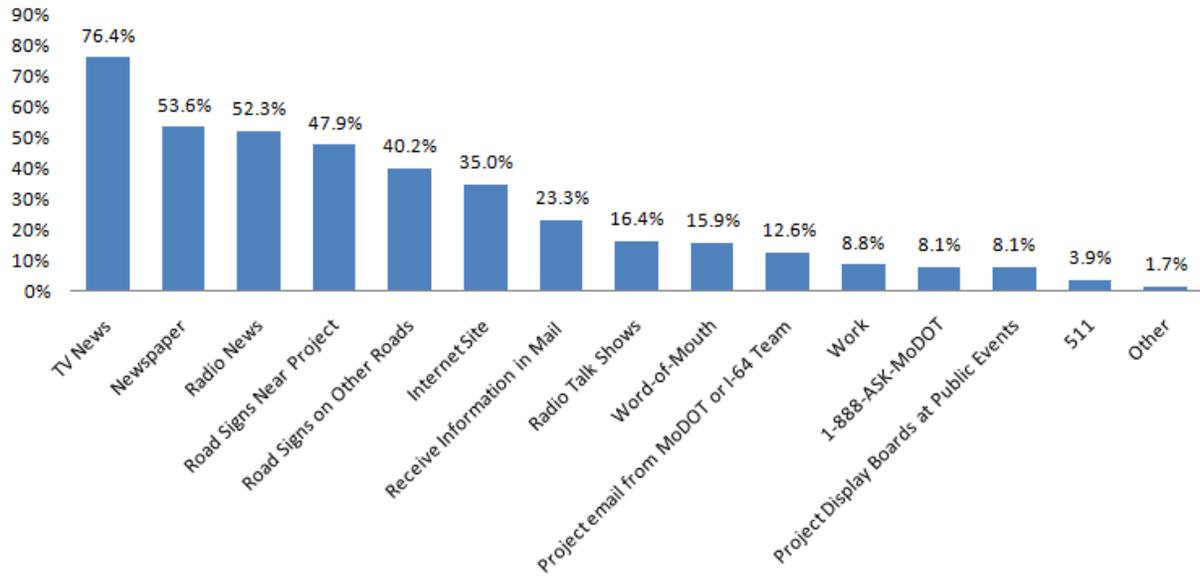
Key Public Indicators - Comparison of Two Mailings	Western Closure	Eastern Closure	Total
Overall level of satisfaction with how the I-64 closure has been handled	87.8%	89.4%	88.8%
Satisfaction with how well the public kept informed about the new I-64 project	94.9%	94.7%	94.8%
Satisfaction with how well managing to move around the St. Louis area w/ the closure	82.6%	73.7%	77.3%
Satisfaction with timeliness of information being made available	93.8%	93.3%	93.5%
Agreement with “the closure has changed where I shop”	29.3%	38.0%	34.5%
Agreement with “the closure has changed how often I travel to certain areas”	60.1%	67.5%	64.6%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	85.1%	90.8%	88.5%
<i>Survey responses</i>	<i>776</i>	<i>1,156</i>	<i>1,932</i>

The top seven ways for MoDOT to reach these respondents is unchanged from the previous results.

Best Way for MoDOT to Get Information to You	Western Closure	Eastern Closure	Total
TV News	76.0%	76.6%	76.4%
Newspaper	55.2%	52.5%	53.6%
Radio News	53.1%	51.7%	52.3%
Road Signs Near Project	47.3%	48.4%	47.9%
Road Signs on Other Roads	39.3%	40.7%	40.2%
Internet Site	37.6%	33.2%	35.0%
Receive Information in Mail	21.3%	24.7%	23.3%
Radio Talk Shows	17.4%	15.7%	16.4%
Word-of-Mouth	17.7%	14.8%	15.9%
Project email from MoDOT or I-64 Team	11.3%	13.5%	12.6%
Work	10.1%	8.0%	8.8%
1-888-ASK-MoDOT	8.2%	8.0%	8.1%
Project Display Boards at Public Events	8.1%	8.1%	8.1%
511	5.8%	2.7%	3.9%
Other	1.8%	1.6%	1.7%

The following chart presents the total column to graphically indicate the best way to reach these respondents from mailed survey.

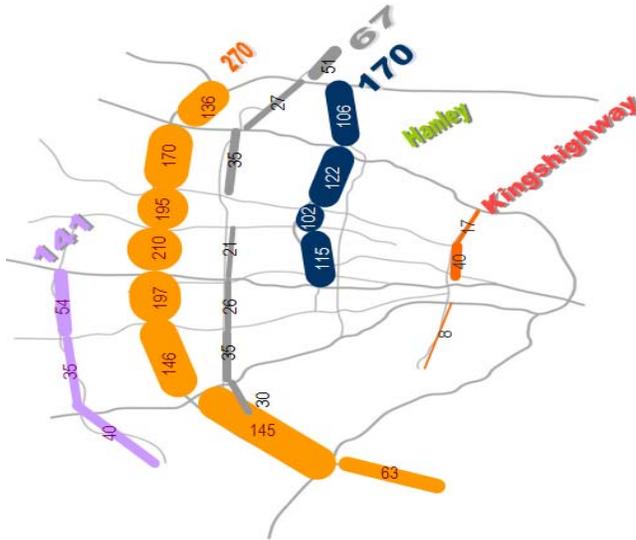
Best Way for MoDOT to Get Information to You



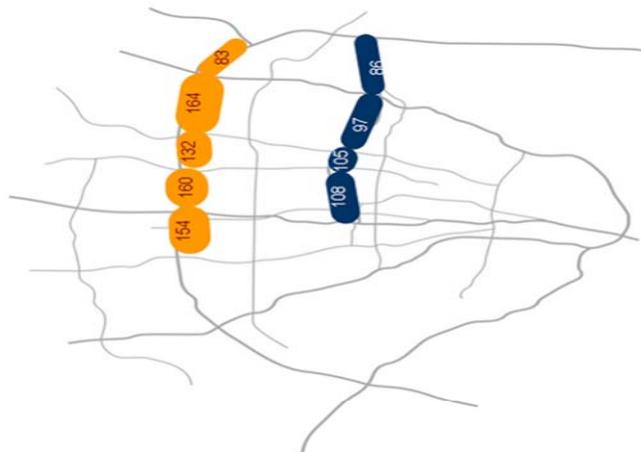
3. Mobility

The annual report will provide more detailed information and assessment on mobility impacts. Limited corridor comparisons are presented in this quarterly report as we prepare for the annual report when more detail information will be presented. The eastern closure continues to shifted traffic normally using the I-64 corridor to adjacent arterial and freeway corridors. The following provides baseline and quarter information for the freeway monitoring locations:

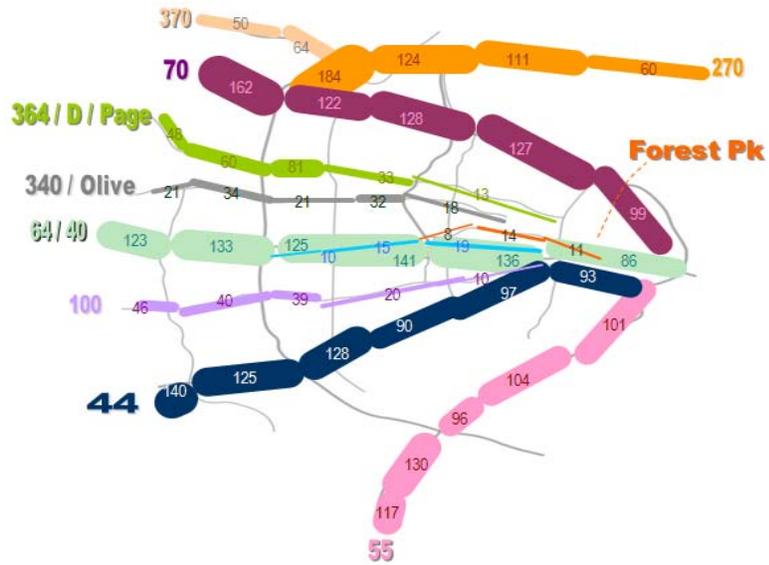
NS Baseline



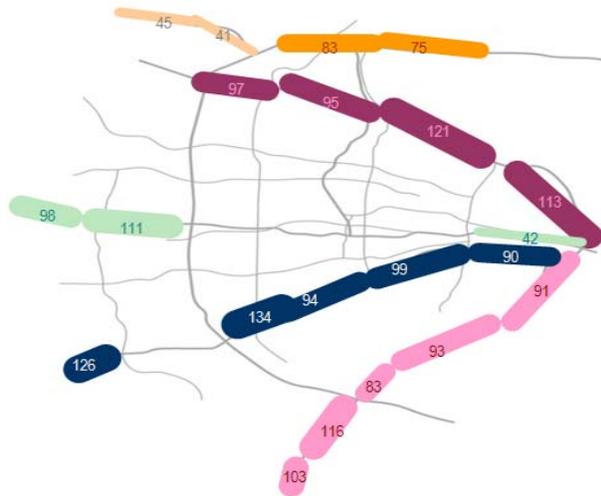
NS 2009



EW Baseline

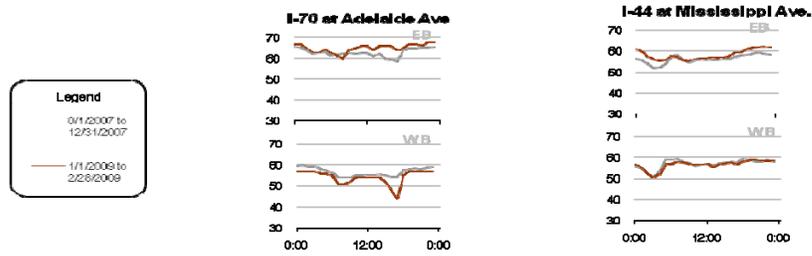


EW 2009

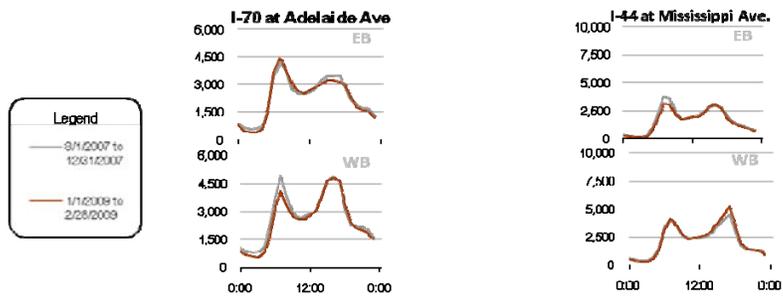


The following provides a sample of speed and traffic volume comparisons for the same quarter in the baseline and 2009.

Speed



Volume

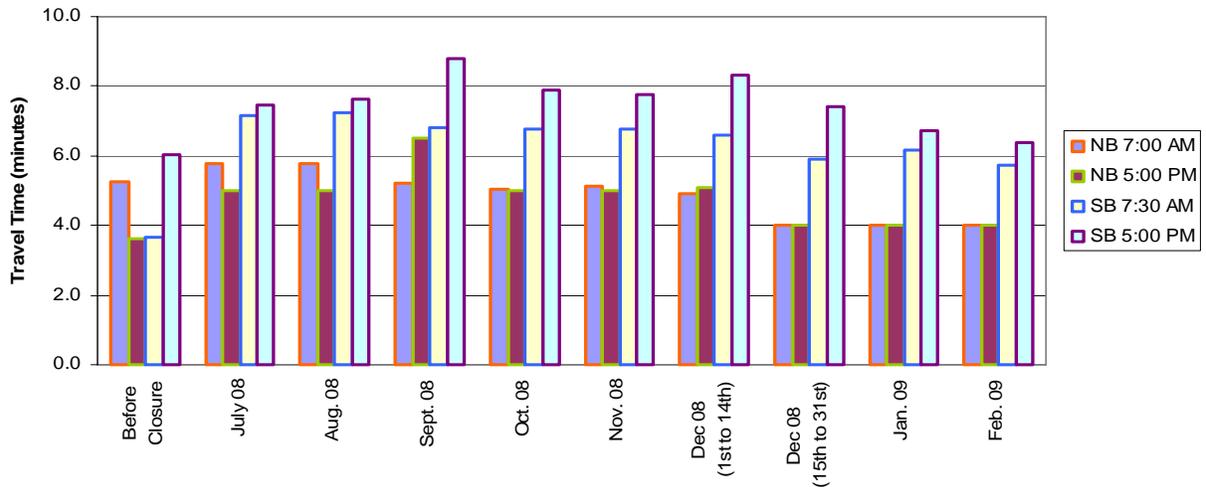


The following chart and graphs shows the travel times along monitored arterial corridors.

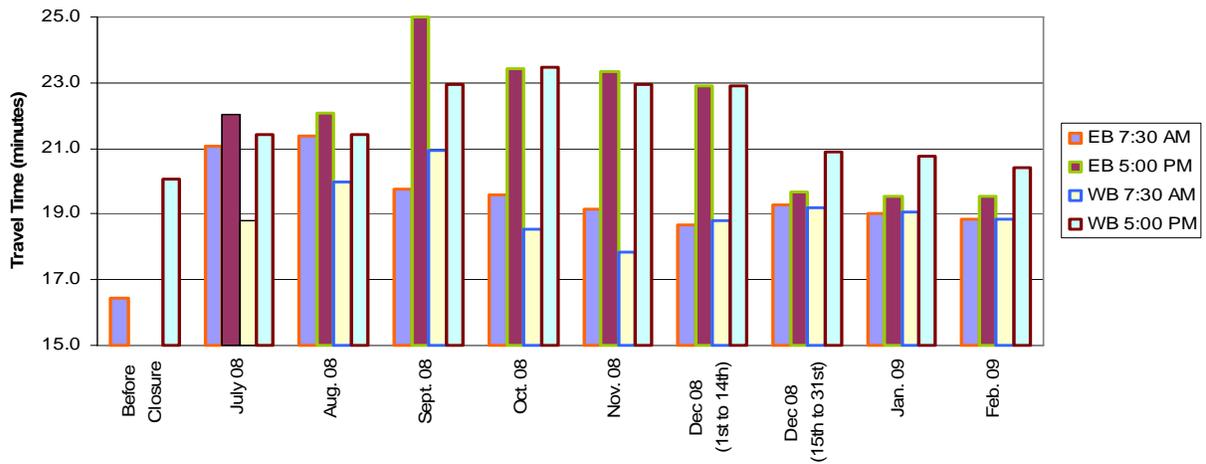
Route	Segment	Direction	Peak Period	Travel Time (Min)										
				Before Closure	July 08	Aug. 08	Sept. 08	Oct. 08	Nov. 08	Dec 08 (1st to 14th)	Dec 08 (15th to 31st)	Jan. 09	Feb. 09	
US 61/67	100 to I-64	NB	7:00 AM	5.3	5.8	5.8	5.2	5.1	5.2	4.9	4.0	4.0	4.0	
			5:00 PM	3.6	5.0	5.0	6.5	5.0	5.0	5.1	4.0	4.0	4.0	
		SB	7:30 AM	3.7	7.2	7.2	6.8	6.8	6.8	6.6	5.9	6.2	5.8	
			5:00 PM	6.1	7.5	7.6	8.8	7.9	7.8	8.3	7.4	6.7	6.4	
100	Barrett to Hanley	EB	7:30 AM	16.5	21.1	21.4	19.8	19.6	19.2	18.7	19.3	19.0	18.9	
			5:00 PM	--	22.0	22.1	25.0	23.4	23.4	22.9	19.7	19.5	19.6	
		WB	7:30 AM	--	18.8	20.0	21.0	18.5	17.9	18.8	19.2	19.0	18.9	
			5:00 PM	20.1	21.4	21.4	23.0	23.5	23.0	22.9	20.9	20.8	20.4	
MO141	I-44 to I-64	NB	7:00 AM	11.7	12.6	14.2	15.0	12.7	13.0	13.4	13.0	13.3	13.6	
			5:00 PM	--	12.8	12.9	13.0	12.9	13.5	14.6	17.2	13.1	13.3	
		SB	7:00 AM	--	11.1	11.5	12.7	11.6	10.3	10.7	11.9	12.1	12.4	
			5:00 PM	14.0	11.7	12.4	14.8	13.2	13.1	13.0	16.1	15.0	15.1	
D (Page)	I-270 to I-170	EB	7:30 AM	9.8	9.1	10.1	7.6	8.2	8.1	8.4	8.3	7.9	7.9	
			5:00 PM	--	8.7	10.1	9.3	8.9	9.3	8.8	9.4	9.0	9.0	
		WB	7:30 AM	--	11.3	11.7	8.6	7.6	7.9	7.8	7.4	7.2	7.0	
			5:00 PM	10.6	11.2	11.6	8.5	8.7	8.4	8.9	9.3	8.0	7.9	
D (Page)	I-170 to Grand Ave.	EB	7:30 AM	--									17.0	
			5:00 PM	--										19.4
		WB	7:30 AM	--										
			5:00 PM	--										

With East closure now in place, we have selected an additional section along Page east of I-170 to monitor. This additional section will be added in future reports to reflect traffic flow along arterials.

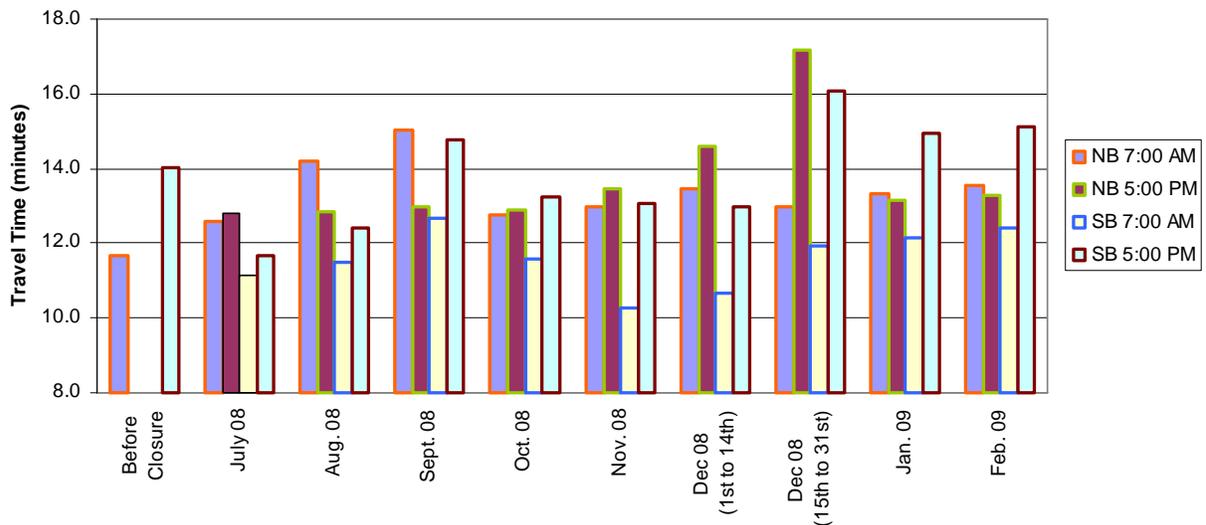
Routes US61/67 - Route 100 to I-64



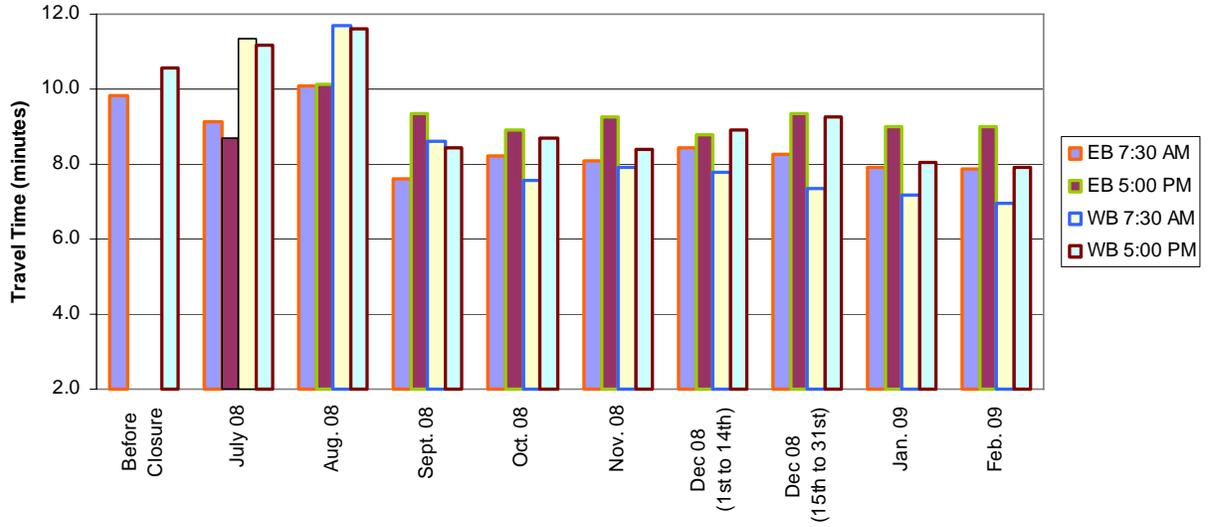
Route 100 - Barrett to Hanley



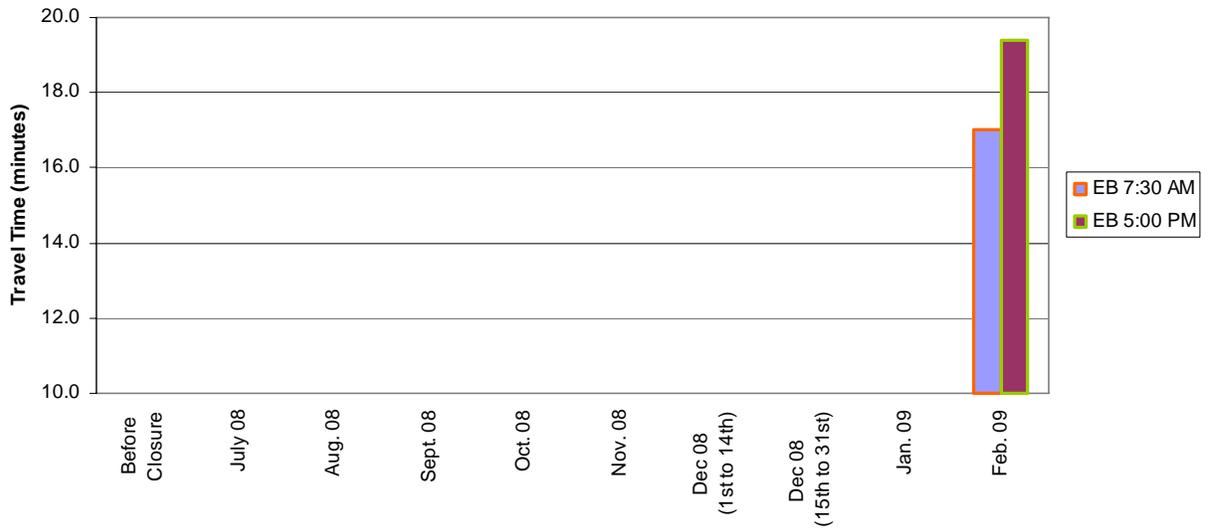
Route 141 - I-44 to I-64



Route D (Page) - I-270 to I-170



Route D (Page) - I-170 to Grand Ave.



4. Economics

The major highlight for this past quarter was the detailed analysis of taxable sales by industry type, and the analysis of the second business survey which is covered in the next section. In addition to the taxable sales data, the third quarter 2008 MERIC QCEW industry employment data was released. Below is an overview of economic indicators for the first three quarters of 2008 by region. Although the third quarter of 2008 does show a dip in employment for both the corridor and non-corridor, this drop in employment is consistent with historical trends. Looming large in any analysis of economic trends in 2008 is the economic slowdown as the nation officially began its current recession in December 2007, according to the National Bureau of Economic Research.

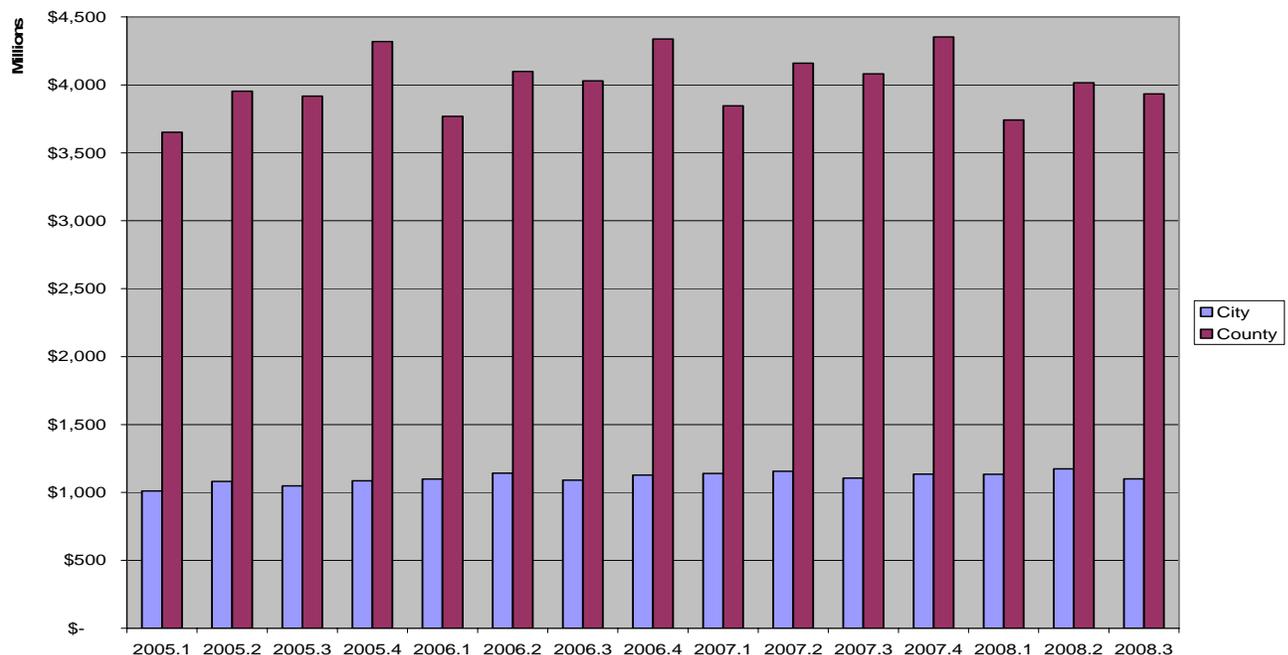
Table 1- Economic Indicators for 2008 Corridor and Non-Corridor Regions

	1st Quarter 2008		2nd Quarter 2008		3rd Quarter 2008	
	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor
Jobs	200,772	616,400	201,577	631,271	200,533	627,295
Number of Establishments	9,232	31,155	9,197	31,131	9,178	31,256
Wages (\$ Millions)	\$ 2,705	\$ 7,413	\$ 2,555	\$ 7,193	\$ 2,453	\$ 7,028
Total Taxable Sales (\$ Millions)	\$ 833	\$ 3,977	\$ 914	\$ 4,226	\$ 888	\$ 4,096

Taxable Sales

The graph below shows the total taxable sales for each quarter from first quarter 2005 to third quarter 2008 in millions of dollars. As Figure 1 indicates, the taxable sales for St. Louis County are roughly three and a half times larger than the taxable sales for St. Louis City. For the third quarter of 2008, the combined taxable sales for the City and County of St. Louis were just over \$5 billion. When compared on a year-on-year basis the third quarter 2008 taxable sales revenues dropped \$151.8 million dollars from the third quarter of 2007.

Figure 1- Taxable Sales for St. Louis City and County in Millions of Dollars



The following is an analysis of the taxable sales for select major industry categories.

Retail

Each year, retail sales follow a quarterly cycle where the lowest sales take place in the first quarter of the calendar year, the second and third quarter show some degree of recovery, and then the final quarter of the year has the largest sales which are traditionally boosted by holiday spending. Total retail sales for the third quarter of 2008 are slightly down from the second quarter of 2008 for both St. Louis County and St. Louis City, consistent with retail sales trends. Figure 2 and Figure 3 show the growth of various key retail industries. The most notable is the sustained growth in taxable sales for General Merchandise stores for St. Louis City, whereas the County shows much more dramatic variation and actually has negative growth for the first quarter of 2008. In addition, the miscellaneous retail stores show the most dramatic decline for the City starting in early 2007, followed by the County in the first quarter of 2008. As expected, the taxable sales for food stores remained steady and showed positive growth throughout the entire period. Eating and drinking establishment sales continued to grow between the first quarter 2008 and the second quarter 2008, but declined in the third quarter. At the same time the taxable sales for food stores increased for both, suggesting a possible shifting of consumer spending away from eating out at restaurants towards purchasing groceries.

Figure 2 City Retail Taxable Sales Index

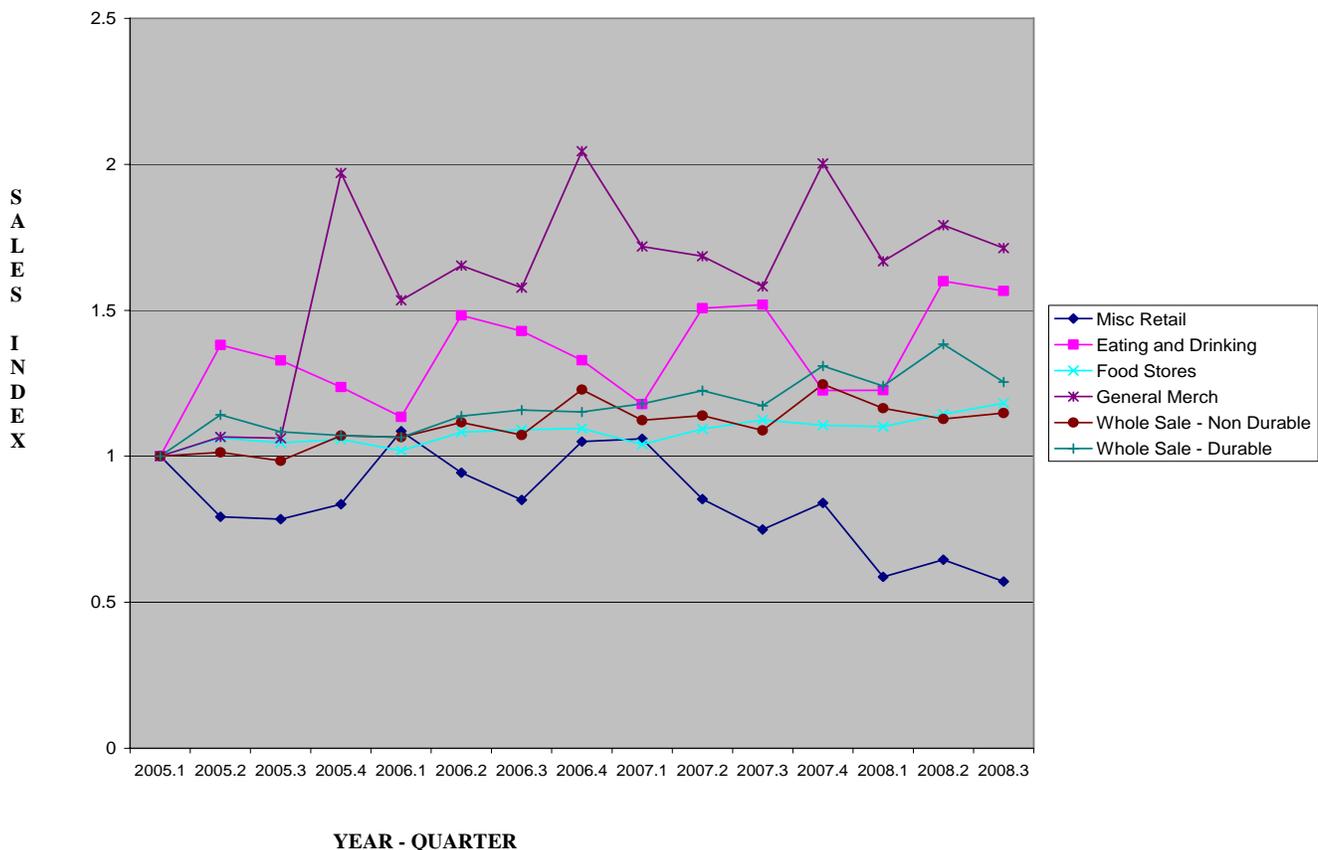
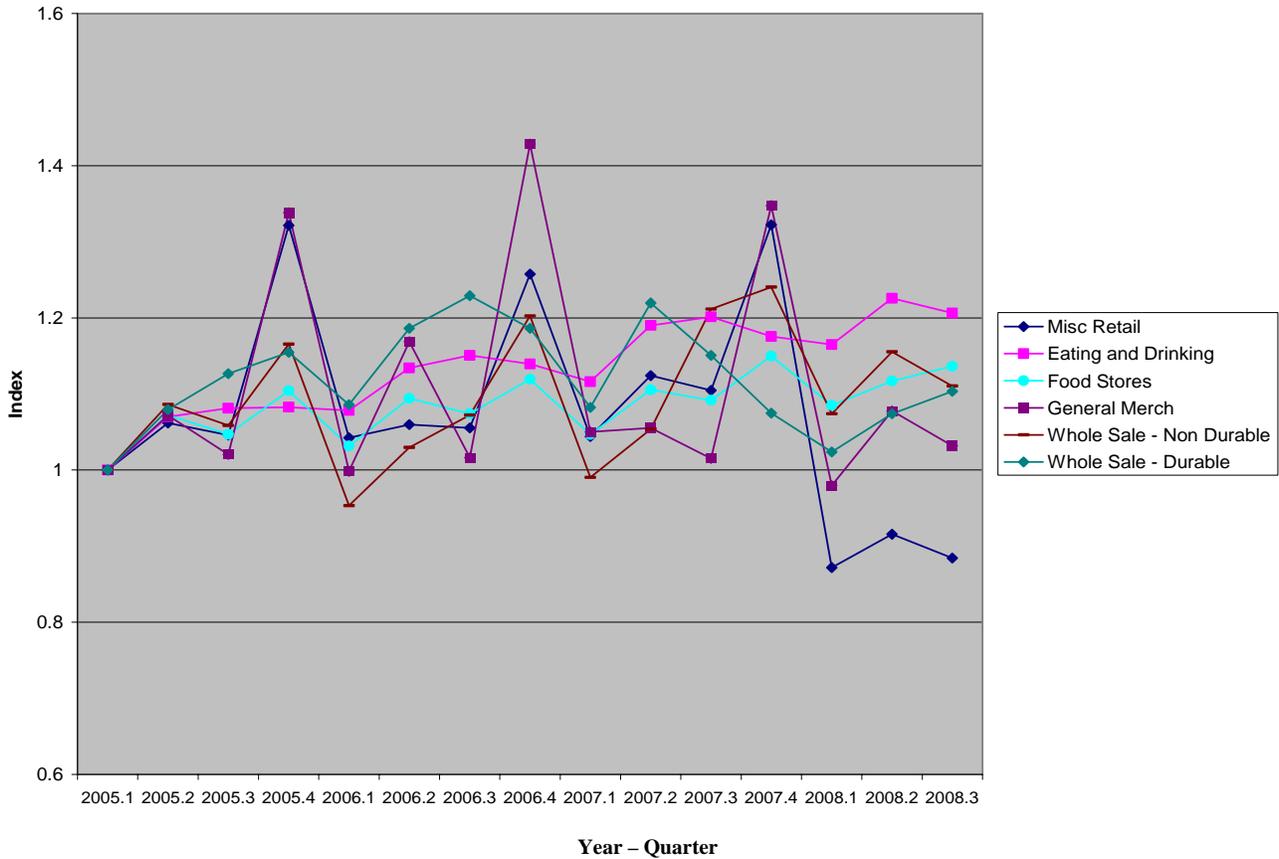


Figure 3 County Retail Taxable Sales Index



Construction and Real Estate:

Like the rest of the nation, St. Louis City and County exhibited high levels of growth in residential and non-residential construction from 2006 through most of 2007. Although residential and non-residential construction sales and growth are tapering off, they still have not returned to levels below those in 2005.

Figure 4 and Figure 5 below represent the taxable sales growth from first quarter 2005 through third quarter 2008 for construction and real estate related industries. As the figures show, the residential and non-residential construction taxable sales for St. Louis City grew at an accelerated rate when compared to the County. While residential and nonresidential construction has seen rapid growth through most of 2007, specialized construction has exhibited more stable slow growth. In terms of direct dollar amounts, specialized construction total taxable sales were roughly ten times greater than residential and non-residential construction, which accounts for some of the variation when comparing the City and County. St. Louis County’s real estate growth, also consistent with national trends, demonstrated periods of growth up to early 2007 and has remained relatively flat as shown by Figure 5. St. Louis City’s real estate sales have demonstrated negative growth since second quarter 2005.

Figure 4 City Construction Taxable Sales Index

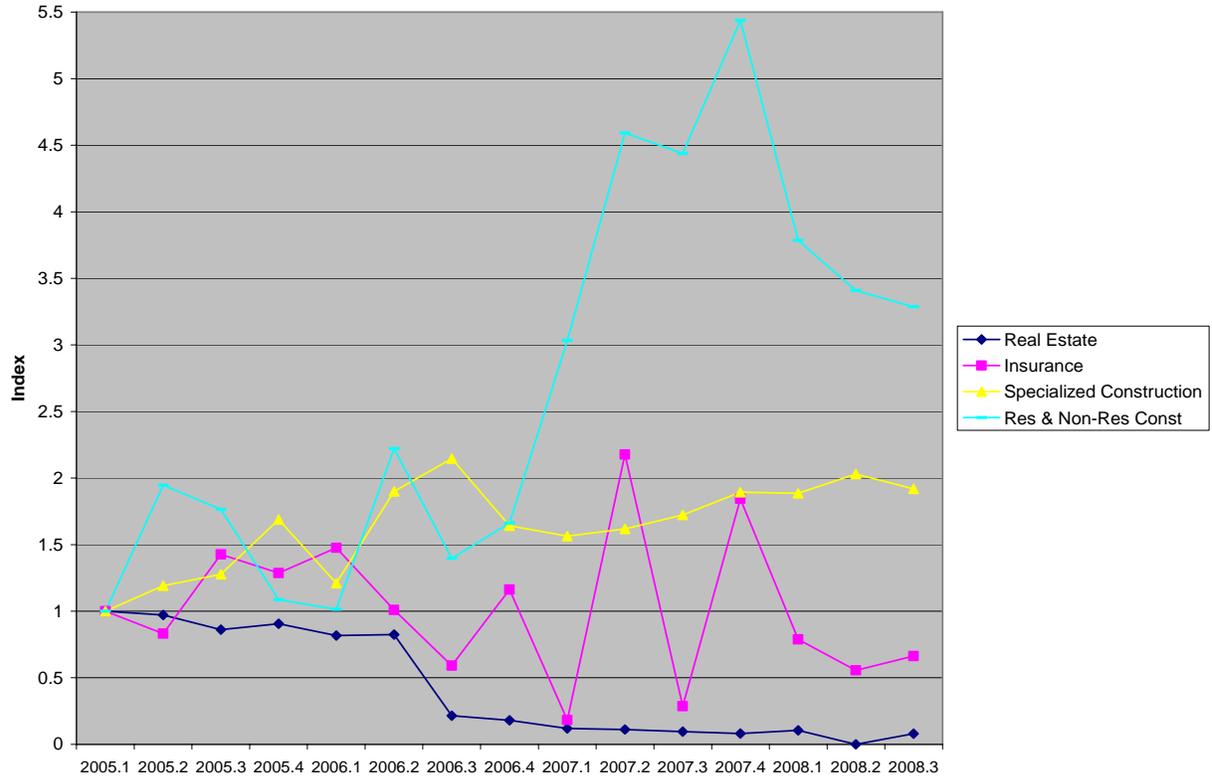
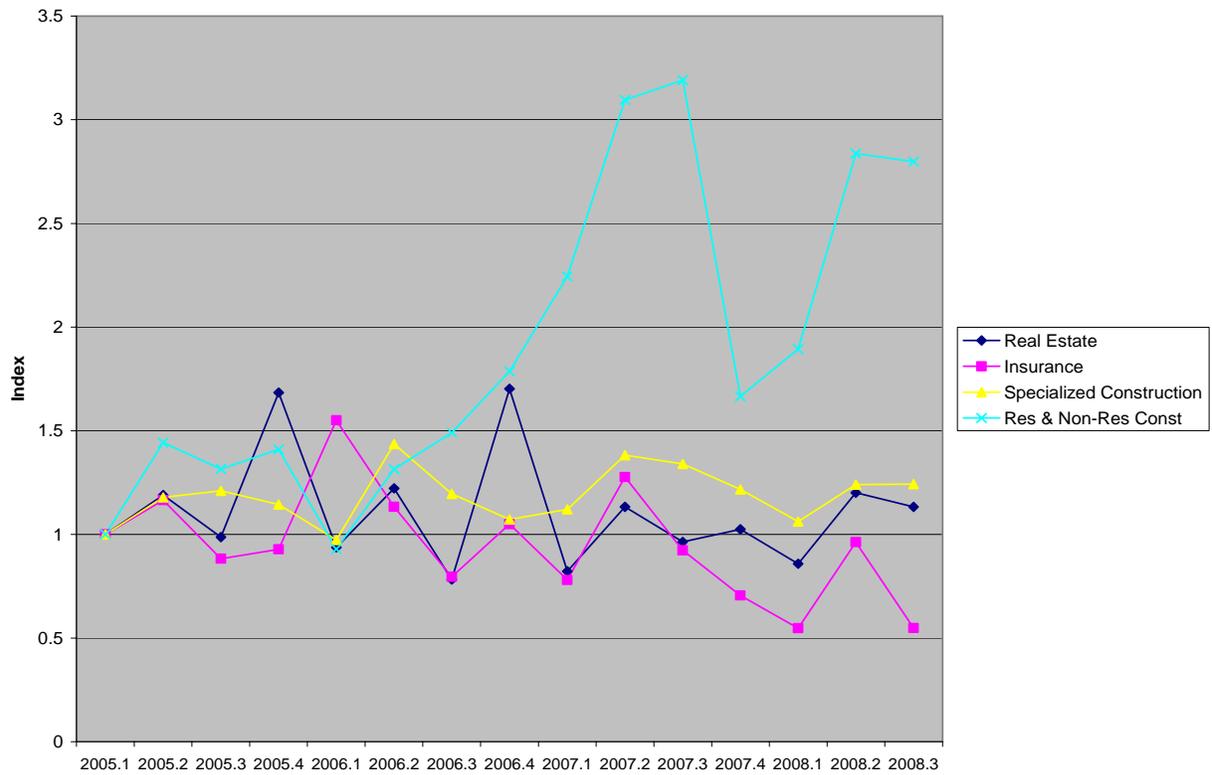


Figure 5 County Construction Taxable Sales Index



Second Business Survey – Major Findings

1. Background

On January 2, 2008 the western section of I-64 from Ballas Road to I-170 was completely closed for reconstruction and reopened December 15, 2008. Following the reopening of the western portion, the eastern section of I-64 between I-170 and Kingshighway Boulevard closed for construction for the bulk of 2009. This report is an analysis of the second business survey responses collected from the period beginning November 5, 2008 and closing on January 16, 2009 thus focusing on the transition from completing the western section of the I-64 closure and anticipating the effects of the eastern closure. The survey itself is part of an ongoing effort to periodically evaluate the economic conditions related to I-64’s closures, in particular, how the closures are impacting business performance and the methods businesses are taking to cope.

The primary focus of the business surveys are:

- commuting impacts on local businesses and employees
- transportation and shipping costs on local businesses
- sales, visitation and economic activity for St. Louis County, St. Louis City, and the areas surrounding the reconstructed sections of I-64

Compared to the first business survey, the response rate for this survey was much smaller, and therefore makes some of the comparisons between surveys difficult at a more detailed corridor level. The second business survey received 84 responses compared to 169 in the first survey. The research team attributes this reduction in completed surveys to: a) business complacency/acceptance regarding I-64; and b) larger economic concerns regarding the recession. The remainder of Section 1 provides a summary of business survey results with greater detail provided in the remainder of this analysis.

1.1. Summary of Respondents and Overall Satisfaction

- Based upon these survey results, 34 businesses (40%) are located within the I-64 corridor¹. This is 41 fewer (55%) businesses than in the previous survey.
- Similarly 88% (86% previously) of the businesses that completed the survey are located within 10 miles of the I-64 Reconstruction Project.
- An overwhelming 96% of all respondents were satisfied or very satisfied thus far with the performance of the alternative routes to I-64. This is consistent with the first survey.
- 96% were satisfied or very satisfied with MoDOT’s delivery and execution of the I-64 Project.

Business Survey – Selected Preliminary Results	
Total Distributed	6,000+
Total Responses	84
Respondent location <i>(based on zip code, reported by 100%)</i>	
Immediate I-64 region	40%
Satisfaction w/ MoDOT execution of project	
Very satisfied	56%
Satisfied	40%
Dissatisfied	4%
Very dissatisfied	0%

¹ Defined as the 9 ZIP code area containing I-64’s Western and Eastern reconstruction zones

1.2. Summary of Survey Results from Three Key Areas

Commuting Impacts

- The majority (56 percent) of businesses are experiencing limited effects on employee commuting behavior due to the closure. 32 percent of the respondents indicated noticeably earlier or noticeably later commute times.
- 81 percent of businesses surveyed are or have implemented new commuter benefit programs. Of the programs offered, flex time programs were the most popular at 36 percent, followed by 17 percent of businesses encouraging car/van pooling, and 10% of respondents subsidize employee's public transit expenses. The large number of businesses who have implemented new commuter benefit programs may be correlated to "self-selection" as the businesses who are the most actively engaged in this type of activity may also be the ones most likely to respond to a survey on I-64.
- Only 14 percent of the respondents surveyed reported a significant increase in commute time or cost. The majority (57 percent) of businesses reported a minor increase in commute time or cost.

Transportation Costs and Business Sales/Visitation

- Almost half of the businesses (46 percent) near the reconstruction are experiencing an increase in transportation costs. Of those businesses experiencing an increase in transportation costs, 49 percent reported an increase in freight shipping costs and another 46 percent cited an increase in travel time and delay.
- Despite 46 percent of businesses reporting an increase in transportation costs, only 1 business claimed to participate in the MoDOT outreach grant program.

Sales, Visitation and Economic Activity

- 17 percent of all businesses cited a lower volume of weekly sales. Interestingly, a greater number and percentage-share of the *non-corridor* businesses selected this answer.
- A slightly larger portion, 21 percent of all businesses, described a lower volume of weekly visitors or customers. Again the non-corridor respondents articulated a greater loss than the corridor businesses.

2. Profile of Businesses Responding

As in the previous survey, businesses within St. Louis City and St. Louis County were targeted for the survey. The objective of this analysis was to see how the business conditions have changed after the western portion of I-64 was closed. Each closure will alter route choice and potentially impact shipments, commuters, and sales/customers. The specific questions were geared towards business size, type, commuting patterns, and ZIP code to determine how proximity to the closure and other characteristics are impacting businesses.

Through arrangements with local economic development organizations, the survey was distributed to member business establishments via e-mail and newsletters with reminder notices urging members to

Figure 6: I-64 Corridor and Major Highways



participate in the online business survey. A combined distribution list was created including 6,000 contacts from the five economic development organizations that included 3,600 different businesses. The 6,000 entries represented the total number of individual contacts in the combined distribution list. It is important to note that the distribution list included a number of duplicate entries, which are attributable to businesses being members of multiple organizations, invalid contact information, and multiple contacts from the same business. Previous web based surveys have reported failure rates for survey invitations reaching potential respondents as low as 1% to 5% in well defined samples and as high as 7% to 17% in less than well defined samples². Therefore the final number of people receiving the survey e-mail was likely less than 6,000. The following organizations contributed to the survey distribution:

- St. Louis Regional Chamber & Growth Association (RCGA)
- Regional Business Council (RBC)
- Downtown St. Louis Partnership
- Civic Progress
- St. Louis County Economic Council (SLCEC)

84 separate and complete responses to the survey were submitted. Although this is less than 10% of the total distribution list, we must keep in mind there were additional obstacles that inhibited participation and completion of this web based survey including: e-mail address spelling precision, spam filters, and internet content blockers. In addition, the strongly favorable responses in terms of the I-64 project probably contributed to reduced interest in completing the survey.

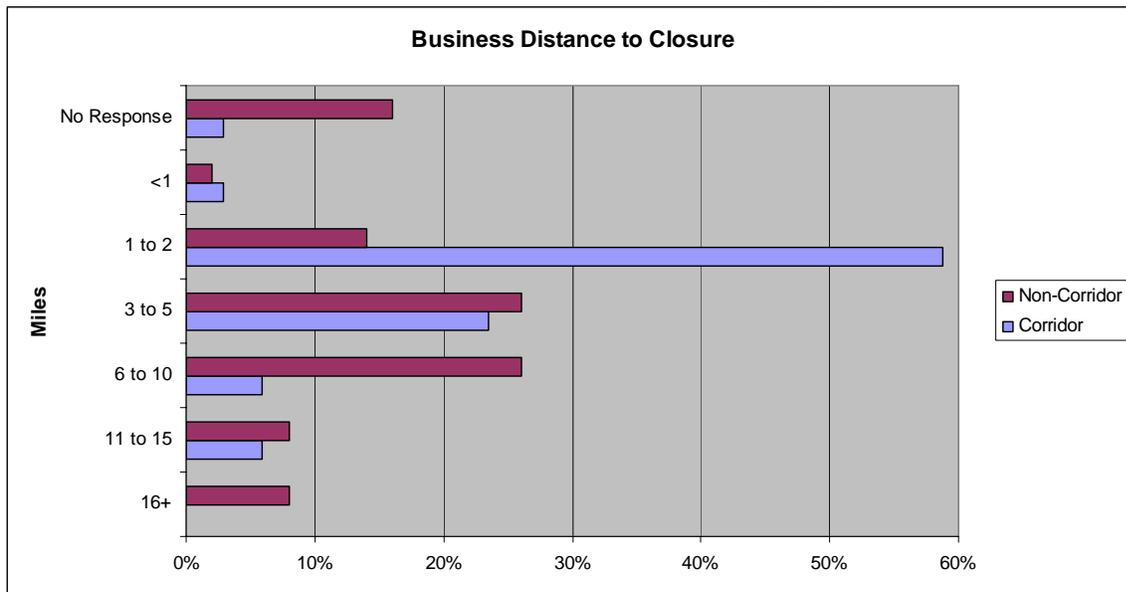
2.1. Distance and Location

On a percentage basis, the businesses responding were fairly uniform in terms of the industry type and the number of employees. Of businesses responding to the survey 60 percent are located outside of the corridor area, while the remaining 40 percent are located in the corridor. The “corridor” has been defined as the 9 ZIP codes that the impacted sections of I-64 either touch or intersect. The first business survey did have a greater response rate which could be attributed to the concern from businesses and residents prior to the western closure. The relatively high representation of Corridor based businesses taking the first survey could be indicative of their close proximity and relationship with the closed sections of I-64, possibly prompting and motivating such businesses to complete a survey. Respondents were asked how close they were to the western closure in miles, and 77% of the total businesses responding are within 10 miles of the Western Closure.

Figure 7 shows the business distance from the closure by region; please note that the low response rate might be influencing distance categories.

² Manfreda, Katja Lozar & Vehovar, Vasja “Survey Design Features Influencing Response Rates in Web Surveys” University of Ljubljana

Figure 7: Business Distance to Eastern Closure of I-64 by Region



2.2. Business Composition

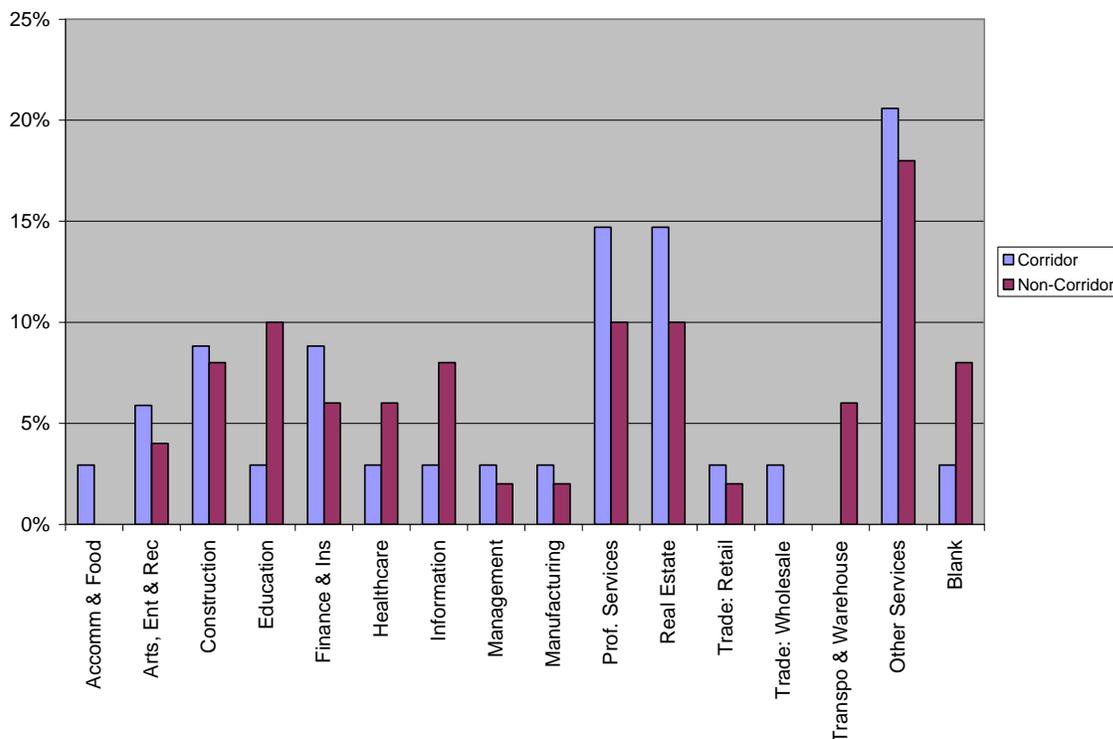
The businesses responding share fairly uniform characteristics in terms of business size, type of business, and employee behavior. 28 percent of all businesses reported having between 26 and 100 employees; while 16% of all businesses responding within the St. Louis area reported over 250 employees, both of which are within 4 percentage-points of the first survey. The strong response from larger businesses can be attributed to some of the outreach efforts targeting large firms and the potential for larger firms to have greater resources to complete the survey. However, the response by businesses with up to 25 employees should not be ignored as they are 46 percent of the total respondents. To place these results in context, the businesses located within the corridor provide 24 percent of all the jobs in St. Louis City and St. Louis County. The total number of jobs within the corridor as of third quarter 2008 was 200,530³.

The industry mix of business respondents was similar to the first business survey where the predominant industries were: professional, technical, and other services. All transportation, warehousing, and manufacturing businesses are located outside of the corridor. The businesses within the ZIP codes that make up the corridor have a higher concentration of service based industries relative to the rest of the region, for example: health care, finance and insurance, and real estate. Health care services for the corridor represent a large share of the total health care employment for the region, accounting for 47,980 jobs.⁴ Although there was a high response rate from professional services, professional services represent less than 10% of the actual employment for the St. Louis region.

³ MERIC special QCEW data request, third quarter 2008

⁴ MERIC special QCEW data request, third quarter 2008

Figure 8 Percent Businesses by Industry and Region Responding



3. Impacts of I-64 Closure

3.1. Previous Use of I-64: Business Survey

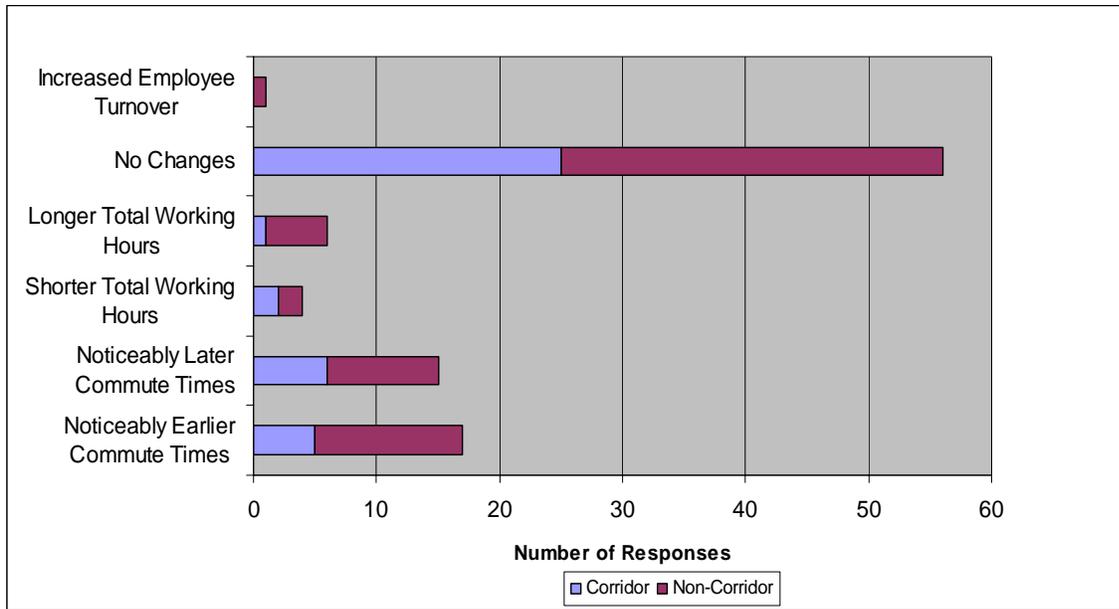
Over half of the businesses (both corridor and non-corridor) surveyed responded that a low share of their employees (0% to 25%) used I-64 as a primary route for their commute prior to closure. As anticipated, the corridor businesses reporting the greatest number of selecting the category of 26%-75% of their labor force use I-64 for commuting.

3.2. Post Closure Commute

Respondents were asked exactly how employee commute behavior has changed since January of 2008 (Western section closed). The results were consistent with the first survey both corridor and non-corridor businesses responding found no major changes (see Figure 9).

Figure 9The most frequently noted change was employees shifting their commute times to either earlier or later in the day. Coinciding with this trend, 36 percent of businesses offered flextime arrangements for employees with another 7 percent offering telecommuting options to mitigate the effects of I-64 reconstruction. The most dramatic shift since the first business survey was the decline in businesses offering telecommuting. This shift could be due businesses overestimating the anticipated impacts before the closure and the perceived impacts after the closure being less disruptive. In addition, only one business reported increased employee turn-over, consistent with the previous conclusion. However, employee turn-over will continue to be monitored over the coming months, but could be difficult to isolate the direct cause given current national economic conditions.

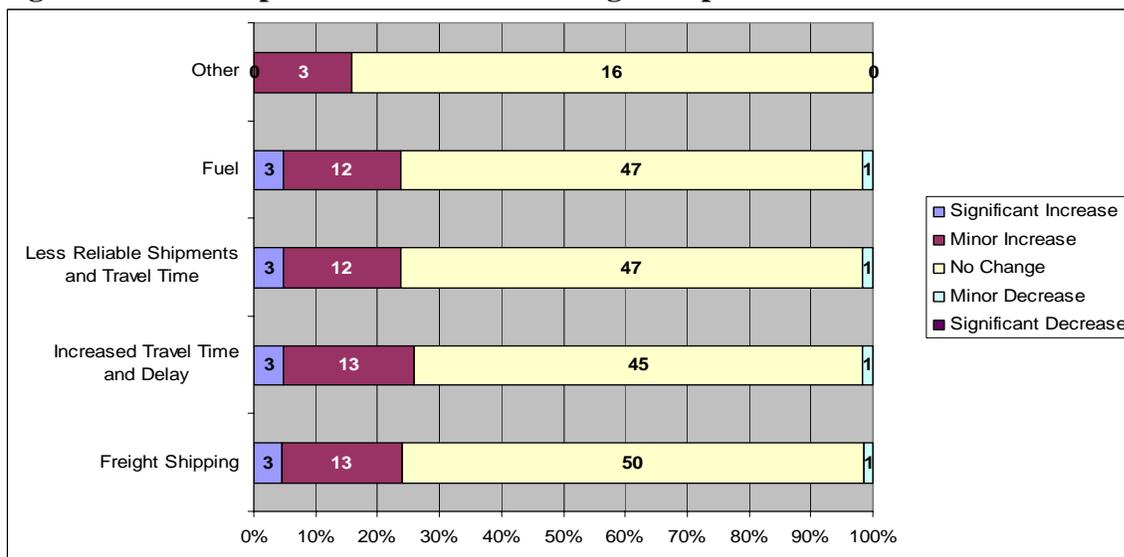
Figure 9 Closure Impact on Employee Behavior



3.3. Transportation Costs

Although the measurable commuter impacts to business respondents were relatively minor, respondents consistently noticed an increase in transportation costs. The first survey found a majority of respondents experienced a noticeable or minor increase in costs related to time travel and delay. Not surprisingly, the second survey respondents noted a rise in fuel costs, but this can be only indirectly related to I-64. While the rise in fuel costs per unit is apparent, the actual impacts related to I-64 are a result of longer distances traveled through detours around the closure or by an increase in stop and go traffic conditions. Reliability and travel delay are the major sources of the perceived transportation cost both exceeding the change in freight shipment costs. Corridor-based businesses reported changes consistent with businesses outside of the corridor, often to a lesser degree, especially in the case of freight costs. The industry mix is likely responsible for these differences.

Figure 10 : Respondents feel the following transportation costs have...

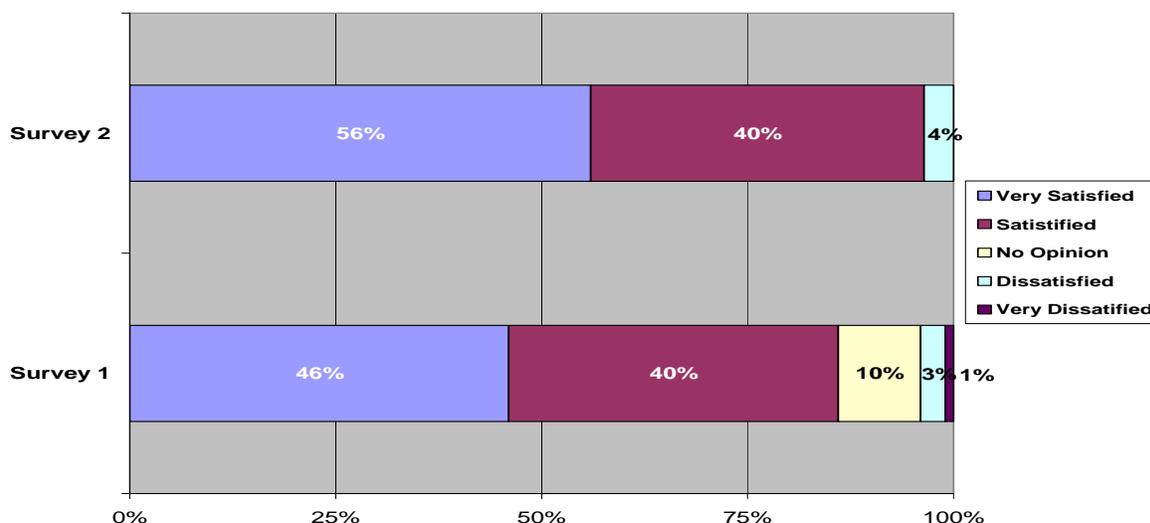


In the first business survey Manufacturing, Wholesale Trade, Transportation & Warehousing, and Utilities industries were assessed separately as they tend to have a greater reliance on freight shipments. Of the 36 responding shipper-based businesses, only four were located within the corridor. Like the total businesses, just over half the shippers agreed that costs were increasing⁵. Travel time costs were cited as the most significant cost increase for shippers. For the second business survey less than 6 businesses were from these industries and their answers were not sufficient to draw any conclusions.

3.4. Satisfaction

Following the closure, the level of satisfaction with the performance of I-64’s closure and alternative routes were very high, especially when considering the number of businesses experiencing at least a minor rise in transportation costs. The response was almost identical across all regions as 86% or more felt that the alternative routes for the Western Closure provided reasonable access. The second business survey found that 96% of those responding were either satisfied or very satisfied.

Figure 11: Satisfaction with I-64 Performance



The results indicate (Figure 11 above) that despite a rise in cost attributable to an increase in travel time, businesses are coping with the closure and to a large extent satisfied with the project delivery and mitigation thus far. Although there have been proactive steps made by MoDOT and many of the local businesses, the sentiment still seems the same: travel delays and costs are higher but not enough (at this point) to implement drastic changes or cause major impacts. This conclusion is consistent with the finding of the first businesses survey that a small percentage of total businesses surveyed enrolled in MoDOT sponsored outreach programs; with only one enrolled from the second business survey.

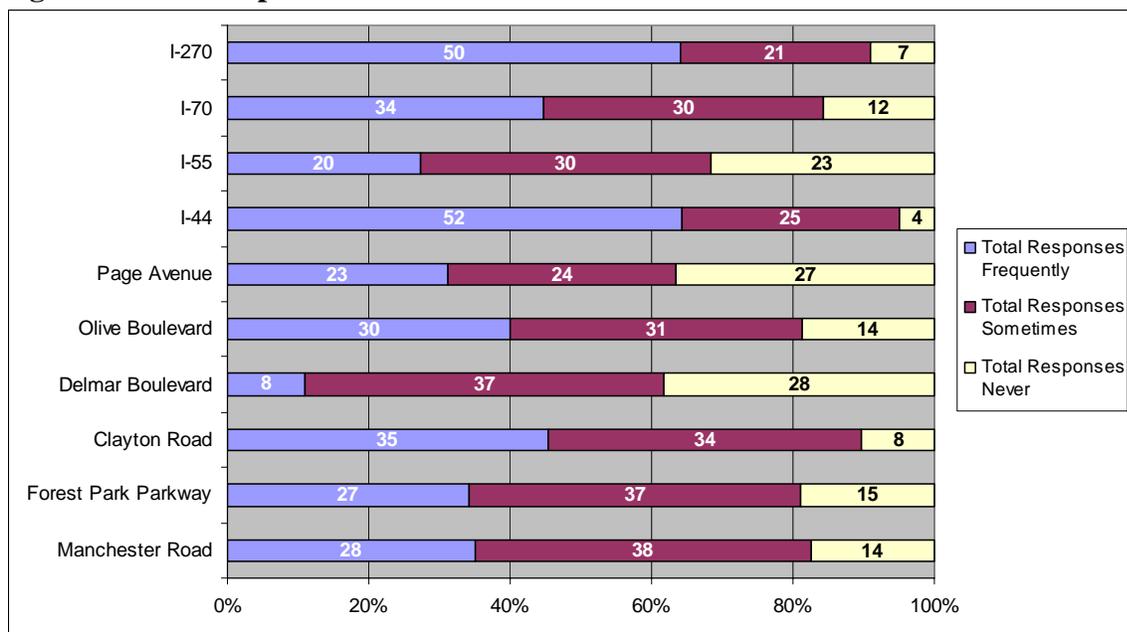
3.5. Sales and Visitors

Customer’s route choice was generally spread evenly between all alternative routes for the entire region. The lone exception was I-55 where users would be coming from either the east (Illinois) or the southwest, avoiding St. Louis County and the Western-most portion of St. Louis City, thereby completely bypassing I-64 and most other alternative routes. The customers traveling to

⁵ These results should be considered carefully as isolating this group of businesses significantly reduces the number of observations.

the corridor predominantly used I-44 for East-West travel, Clayton Road for Northern East-West Travel, and I-270 for North-South travel at the mouth of the Western I-64 closure.

Figure 12 Comparison of Customer Routes: Total



Similar to the first business survey, over eighty percent of businesses reported the change in customers, visitors, and patients were either not relevant or not noticeable. However, 17% of responding businesses (down from 20%) did report a decline in visitor, patient, and customer volumes compared to previous seasons as seen in Table 2. The change in sales volume follows the same trends as the visitors, patients, and customers. The majority of businesses, 65 percent of the corridor and 40 percent outside of the corridor, are experiencing no noticeable decline in sales, compared to previous seasons. See Table 2 for a breakdown of changes in weekly sales and customers.

The level of awareness remains high despite the majority of businesses reporting no change in customers or sales. Looking ahead, 8 percent surveyed said that future decisions on investment, expansion, or location of the facilities and operations will be impacted by the closure of I-64. The decline in sales and business activities will be researched further and discussed at greater length in the future reports. Part of the future considerations will have to address the overall economic conditions impacting St. Louis and Missouri beyond I-64's improvements.

Table 2 Change in Weekly Sales & Customers

	Sales	Customers
Lower Volume	17%	21%
Higher Volume	1%	1%
No Change	58%	54%
Not Relevant	24%	24%
Total	100%	100%

4. Conclusions

The overall economic impacts measured in terms of jobs, sales and business perceptions thus far appear to be modest, with a few exceptions, and the overall level of business satisfaction with the I-64 reconstruction project is high thus far. Businesses are coping with higher transport costs mostly attributable to travel time delays, and seem to be less concerned with the closure than in the first business survey. In the coming months, economic data and future surveys will provide a better understanding of the economic impacts in terms of:

- a) the magnitude of transportation costs and its impact on productivity and competitiveness;
- b) reduced volumes of retail sales, customers, and visitors especially to Corridor businesses;
- c) measures businesses are taking to mitigate or cope with the I-64 closure, such as flex-time and telecommuting; and
- d) the magnitude of which national economic conditions are influencing the results.

5. Traffic Response

The draft report is attached in Appendix D. Information will be discussed and finalized.

Appendix A: Communications Data

- **Online Summary of Comments**

Appendix B: Mobility Data

Appendix C: Economic Data

Appendix D: Traffic Response Data

- **Draft Report**

Summary of Initial Online Comments to Eastern Closure

A supplement to the March 2009 Quarterly Report

Respondents were given multiple opportunities to provide comments in the online survey. Each opportunity corresponded to a different part of the survey.

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Impact of Closure Comments

The following comments were left in response to the statement *If you want to provide more details about how the closure has affected you, please do so here.* The comments are presented as they were received.

This part of the closure hardly affects me at all. The other part significantly affected me.

I think the workmen did a great job , the only thing I do not like I can't see 40 from my window at WORK .

During the eastern closure, I will be using the Forest Parkway route, as I live by the Mall at Brentwood and Eager Road. Unfortunately, Highway 44 is too far out of the way south of me to use for commute to work.

I am a Munny season ticket holder, and I'm concerned about the eastern half construction will effect my commute to the Munny from the Chesterfield area.

Takes a few minutes longer to get from HiPointe to the Richmond Heights P.O. or Sam's Club. Not that big a deal yet.

We live near 270 and Ballas and work near 40 and Kingshighway in the CWE. Before, we traveled East on Olive and took 170 South to 40 East to the CWE. Now, we plan on traveling South on Lindbergh to 40 and taking Forest Park Parkway to the Clayton Metrolink station, toward the CWE. Even though the travel time may not change, enjoying the new highway will be a treat!

I go to work later to avoid the traffic and work later to avoid the home traffic. I will also limit greatly going out with my friends in St. Charles/West county. I have rescheduled business meetings in West/North county to make them closer to my home in South City. I am also going to travel by train to KC & CHI so that I can park in the city and not drive to the airport. North STL driving at night when I am a single woman is not a smart idea with inclement weather.

today 12/16/08 they changed the time of the lights at forest park parkway and skinker and traffic on skinker was horrible. There was bumper to bumper traffic from 1/2 mile south of wydown until you crossed the parkway. And southbound was backed up past Olive. I understand that you need to improve the traffic flow on forest park parkway, but do not cripple the north and south bound routes. What is going to happen on roads like Skinker when Hanley is closed?

At MODOT's suggestion took Page this morning (coming from St. Charles) all of the way to Kingshighway. The street was not plowed past I-170. So to get to WU I should go N on 170 and get off where? FPP is past capacity. If a road is going to be recommended as an alternate route then it should be maintained

I think MoDot attempts to spin that drivers shouldnt take the Parkway are a waste of energy. The fact is that most believe the sit time there is less than the sit time to get to all of the alternates you suggest. It will be the headache until the east side is completed. As we have all ready the county to the city is like a funnel and with the amount of business community traffic along with heavy residential there is simply no way it cant be more of a headache than the west side was.

I still have not found a safe route all the streets are closed or way out of my way of the places I need to go, it really hurt that Oakland also closed to skinker. Today was awful and had car trouble sitting in the long traffic lines. I had to cut off onto a side street and then that street didn't go thru had to turn around, ended up on Big Bend and tons of traffic...there was no safe clean streets to go.

Up until the eastern half closure, my job was terminated, so I no longer commute east of I-170.

The eastern closure has killed St. Louis traffic. The first few days were worse than the worst day of the western closure ever was. There is no path from East of 270 to downtown. With the western you could drive Clayton all the way down and it took less time than driving out to 270 and around to 44. Now there is just no path. There are no roads that go all the way down town. Manchester is a joke as you cannot get by Hanley without a 20 minute delay at Hanley. Once by it you are again stuck in 2 places. Forest Park Parkway cannot handle the load Clayton did and is a mess. There is just no path. This brings up the question of why Clayton to Kingshighway in front of the zoo is closed. All you are going to do is repave it. This can be done with it open. 200% of your effort should be in getting this short eastern most section of phase 2 open. In fact you should open 1 lane east and west that would stay open during the entire project. This would solve your current crippling of St. Louis!!!!!! With this section closed Clayton is lost as a means to get downtown. With this open you gain 2 lanes all the way.

It is more like 40 mins earlier but you don't have an option for that.

Highway 70 traffic has been negatively impacted - the reversible lanes need to be utilized the way they were intended - eastbound in the morning and westbound in the afternoon.

Unable to shift commute times due to children's school schedule.

There are NO main thoroughfares from the south/east direction on I-64 all we have are city streets and Forest Park Parkway, which is a disaster and we were told not to take after the first day that 30% (your calculations) went that way. I have yet to spend less than 1 hour 30 minutes one way in my commute to work when it typically took 35-40 minutes. I went several ways in an effort to find the best way before the closure, and NO WAY came close to my normal travel time. MODOT stating that all is going good is far from the truth!! Why don't you survey some of the actual drivers on the road. I work with 10 others and all have the same opinion and travel time added to their day. The north/east at least had Page, Olive, Lindbergh we have city streets with tons of lights!!

I take Forest Park Parkway to I-170 in the am, I commute opposite the main flow (west bound), so not many issues except at FP Pkwy and Big Bend.

It's ridiculous that drivers are advised to change their work hours; "shift your commute time." Most employers are not that flexible or can't allow workers to change their hours. I work in the health care industry and have patients who

would be negatively impacted by such a change. MODOT is so out of touch with the day to day reality of workers, it's insulting!

I'm a real estate agent, so I work at all hours, travel most roads. I have to schedule longer drive times to be sure I'm on time.

We travel from Zip 62062 to School in 63131 and then I travel to work in 63103. No matter how you slice it ... it is a bab commute everyday.

I live downtown and I am still trying to find a good route to Westport. Page is good, but I do not feel safe, especially in the evening. The number of open businesses, not counting liquor stores, is minimal, the traffic lights are not synced, and I find myself sitting at red lights with no cross traffic. Why aren't those lights flashing? Also, when using the Forest park Parkway, there are no signs for where the next gas station is. The first half was bad, but this closure seems to be MUCH WORSE. I wonder if the spokespeople for this project really know how/where St Louisans live and work, also do they understand why Page Ave is under utilized? Mr Waelterman should take this route and see how safe he feels, and consider whether he would like his wife to take that route at 7 pm.

it seems that everywhere you go the stop lights are always red, and the people who don't go the speed limit in the left hand lane block the road. (they are usually on the phone)

I feel it was a poor choice to close Oakland at the same time that the highway closed. Surely, this could have stayed open until the highway was back up and functioning. This only caused more headaches and travel problems. I do not feel this project was well planned at all.

Although we live in the county, we did a lot downtown. The only things we do now are things we have to do for the kids--Upper limits, but other than that, we're avoiding it. The biggest impact has been McKnight Rd. It has always been congested going North getting to highway 40, but now is worse than ever. There is a stop sign at a neighborhood right before you get to the highway that seems to really slow things down. For the last few days it has been backed up well past Litzinger. It's unfortunate because I just need to get to the interbelt and I was really looking forward to getting to it from McKnight.

I can now travel on the new section of 40 to get to work instead of up and down Clayton Road.

The closure may affect my social life to a degree, but I know it's temporary. Keep up the good work

I have always taken I-70 to commute to work. Traffic on 70 did not seem to be effected in the first closure, but the recent closure has effected traffic. I have a hard time understanding why the express lanes are not opened eastbound on 70 in the mornings and westbound in the evenings?

you have cut out all my "short cuts" and "secret ways", i.e. oakland to mackland to weise (thank you!!!!!!!!!!). It is very difficult to get about, and just recently you stopped people being able to travel both ways on Berthold! I am still able to get

to the areas I need to go to or want to go to, but what would take approximately 10-15 minutes, is now taking 1/2 hour to an hour.

visit the area 2 times a month. difficult finding routes when not entirely familiar with area. Would like to see a mapquest type program to assist.

I now do not leave my house until 8:15 to 8:30 because of the tie ups on southbound I-170

Because I travel North in the morning and cross I 64 somewhere between Big Bend and Hampton, I must route around the street closures. Not a real big deal until Hanley AND Big bend close at the same time.

I now have to leave about 30-45 minutes earlier than before. Now that the second half of 40 has shut down, things are EVEN WORSE than 2008. Did anyone think this project all the way through? Also - Why did you stop showing the accident stats in your Quarterly Reports? The only reason I can imagine is that accidents are WAY up since the closure. You can't restripe lanes, making them too narrow, then re-route thousands of cars and semi's, and not expect an increase in accidents. Why is no one tracking the personal stress factor? Does it not matter to MODOT?

Having to leave 2 hours earlier & getting home 2-3 hours latter because of the closure is insane. IT SHOULD HAVE NEVER BEEN DONE!!!!!!!!!!!!!!!

backup on southbound 170 exiting at Hanley is bad, even hazardous. Need to adjust the light at Hanley to let more traffic exit the highway. Not sure why this has recently gotten so bad unless they changed some signals as it hasn't been that bad since the first week of the 40 flip. It shouldn't take 20 minutes to get from Forest Park exit to Hanley. I have tried leaving work earlier (as much as an hour), same problem.

ACCESS TO HWY 40 WEST OF I-170 IS IMPOSSIBLE BECAUSE MCKNIGHT AND BRENTWOOD TRAFFIC TO THE HIGHWAY IS BACKED UP AT RUSH. THE TRAFFIC LIGHTS DO NOT SEEM CAPABLE OF FLOWING TRAFFIC EFFICIENTLY. THEREFORE, I STAY MORE ON SIDE ROADS AS IF THE HIGHWAY IS STILL UNDER CONSTRUCTION.

I travel to and from work from the Metro East (O'Fallon, Illinois) to Chesterfield, Missouri and travel either 255/270 or 44 which adds around 10 extra miles to my commute and an extra 20-30 minutes commute time and more money in gas.

I must now take manchester to hanley to 170

The closure of the road negatively impacted the amount of business done at my job, and I had been laid off because of it.

This project has been a real pain. MODot is the most incompet branch of this state government.

I don't need the freeway to commute to work, thankfully.

I can get onto 170 Northbound much more quickly! Takes me a little longer to get to the west end areas

The closure has only prevented me from visiting a restaurants during my lunch breaks that are slightly far from downtown.

I have relegated to the expressway and the intersection at Skinker needs some tweeking and soooooon

Honestly, I expected this half to be worse. It isn't the most convenient process in the world, but my drive to work isn't as bad as I thought. Fortunately, I'm not required to be in the office at any certain time. Also, the "back way" (beside the Best Buy in Richmond Heights) around Hanley/Eager is nice. That said, I am looking forward to the new Big Bend exits opening up...hopefully they make the same good time as they did on the western half.

I live on the eastern end of the closure but instead of going to the Brentwood/Hanley area to shop/eat, I go to Illinois.

The major problem I've encountered is the lack of left turn lights along Dale Avenue. It would be helpful, especially at rush hour, to have left turn arrows at Hanley and at McCausland. It is nearly impossible to make a left onto Hanley from westbound Dale Avenue.

I'm retired and do not have a regular commute. I take pains to do my errands between 10 AM and 4 pm when possible. In ant case , I try very hard to avoid being out at rush hour. I used to use Forest park park way a lot; now I use it as little as possible, using a Delmar or Vernon route east to Skinker, and Waterman or Lindell to get to my final destination or crossing point to St. Louis city destinations. This isn't good at rush hours but works well for my chosen travel times. I always plan my errand schedule to achieve several errands at once, for example, gas, post office and grocery store, or a trip to 3 or 4 destinations along Brentwood, like PetsMart, Trader Joe's and or/Whole Foods, Target and/or hardware needs at any of the three stores in that area. This saves time, trouble and gas. I rarely drive more than 2 times a week unless I have volunteer work to do, which I can't usually schedule myself, and sometimes I do errands in conjunction with that to save time and travel.

Satisfaction Comments

The following comments were left in response by those who wanted to leave additional input after the satisfaction questions (for example, *Please indicate your level of satisfaction with how well the public has been kept informed about the New I-64 Project*). The comments are presented as they were received.

I live slightly west of Manchester and McKnight. The traffic has been horrendous on Manchester Rd, especially since I have to make a left out of my street. I know lots of people are using Manchester as an alternative (I know I am). I am looking forward to the traffic lightening up on Manchester now. My family lives in St. Peters so we already (today) have taken advantage of the opening. Great job. It's amazing how quickly it was done. I've enjoyed tracking the progress on your website. It's been educational for my kids too. None of us knew just how much went into demo and construction.

Population of the City is more dense than in a 5-mile stretch of highway in the county -- you didn't take that into consideration. Parking on Lindell along Forest Park should be prohibited 24/7 during construction.

Over the weekend I was traveling west on Oakland and tried to turn left (south) onto Hampton to get to Manchester; however, there was a "No Left Turn" sign posted at Hampton and Oakland. So I proceeded west and -- like everyone else -- hit the barricades at the Oakland Ave. overpass and had to u-turn. I am angry that it was stated in the Post that drivers "ignored" the "Road Closed Ahead" signs -- there weren't any! If I was able to see a small "No Left Turn" sign, I would have seen a Road Closed Ahead sign. Furthermore, how did dozens if not hundreds of other drivers also "miss" this sign. I'm not nearly as angry about that overpass being closed early as I am about you claiming there were signs when there weren't any.

US61 signage was lacking. Effects on bicycle commuting appear to have been ignored for a year. I feel I was not told the truth about: - When work in my back yard would happen and be done. - What was sprayed on the foliage in my yard and what I could do about it.

I am glad the decision to complete the work in 2 yrs vs 6 yrs was made. Now, half of the highway is completed. Also, the coverage on local news has been good in keeping me informed of the progress.

The local media and Dan Galvin have been doing a superb job keeping us informed,

While the new section just opened, we could tell travel East and West via Olive has lightened substantially.

I wish all government-sponsored activities ran this well. Excellent communication and media relations.

While the job, as designed, has been managed well, I question the value of doing all this work to end up with a product no better than what was there before. It's shocking to see new bridges going in no wider than the old bridges, and the elimination of secondary access points (Galleria Parkway, Laclede Station Rd, etc.), that previously allowed us to avoid the horribly congested ones. Also, it's hard to understand why this job takes so long and why there aren't more crews and why they aren't working 24x7.

I think it overall was handled well until now, but I am concerned with the north / south routes coming up.

It's unreasonable to have Oakland Avenue closed to through traffic when there are so few alternatives for city dwellers to travel west into Clayton. It's a perfectly good stretch of road that is not being utilized.

I respond satisfied because obviously the 6-8 years would not have been a piece of cake but the east side is going to be ugly--you have Wash U right at a busy corner of an alternate and you have Forest Park sitting right where 10K people attend the Muny....you had non of those things on the west side.....

I hate that this starts in the dead of winter and bad streets its dangerous

Outstanding management, planning, and implementation. I can only feel disappointed that the additional sound walls were not already in place in this time since it is apparent that beyond the roadway, the project actually was NOT completed earlier than normal in whole.

The western closure was not as impacting as we all feared. I would give you an A+ on this. The eastern closure has crippled the center of the city. I would give you a F--- on this. All efforts must be given to getting 40 in front of the zoo open so that traffic on clayton can flow. This is a high high high priority section of the project.

A bunch of money was spent on the project completion count-down calendars for the highways - they have been turned on for a few days, but not regularly. Why was so much money wasted to not be used?

I take 70 in and the directional lanes need to change to Eastbond in the morning and west in the evening.

When I was a kid, I-294 around Chicago was completed one mile per week. They had to build bridges, move homes and started from scratch. They had almost unlimited labor resources and was quite a project. One Monday they were behind my house moving our neighbor's homes out of the way and grading the roadbed, by Friday they were pouring concrete, and on Sunday the road was stripped, signed, and it was done. Amazing. I assume blending the old and new takes longer.

Closure of Eastern half has impacted me so badly that the quality of my life has been doing down.

The ramps connecting west bound 64 and 170 have work zone speed limit signs of 40 mph but when I travel these I am the only one going this speed and have noticed other drivers upset that I am going this slow. Is this the correct speed or are the other drivers just not paying attention to the posted limits?

The Oakland closure and Dale Ave is a perfect example of the poor communication. I was traveling east on Eager on Jan 2nd and saw the signs for Dale Ave. My mom even pointed it out to me as I was heading to Dale Ave. Well, I ignored the signs because I knew that I could turn at Dale off Hanley...WRONG. I heard about this for the first time today...kinda late. Also, I think the alternative routes should've been better explored. Example, why is Jefferson Ave still not open southbound??? Also, closing Hanley and shifting the traffic to Brentwood was simply a ridiculous thought. Why didn't someone test these routes out on normal people before they just knock down overpasses and expect us to figure a way around it.

I think the western half of I-64 is beautiful!!! I hope all of the new plantings survive and look great for years to come. Thanks for making I-64 (west) beautiful!!!

Sometimes the signs don't make sense or they don't warn you until you're right there. I don't have any specifics examples, but I do remember a couple of times thinking I wish I knew this about 1 mile ago. I do really enjoy the new Western side of the highway.

The opening party was nice to go to, but there should have been people there with info about the carriage rides. We were there looking all over for where they were going to start, waited a very long time, along with many others, asked several people, who ended up giving conflicting info...we finally gave up just in time to see the 2 carriages arrive. 2 carriages for that amount of people? Not nearly enough. And they were small carriages at that. Other than that, we did enjoy being able to walk on the highway before it opened and look forward to doing so on the east part of the highway. Hopefully any activities (other than the bike rides, which were fun to watch) will be better planned and executed.

You have done a GREAT job communicating and getting everything done. My only complaint is the concrete lifeless jungle you have created on hwy 40. I understand home owners may have wanted them (but why did they live there to start with and I question the tactics used to get an agreement), but you have taken away all the charm and life out of the highway. You have even blocked business that I am sure relied on drive-by traffic. PLEASE reconsider creating the concrete vacuum on the other half. It's not that loud, I use to live by it. If it is too loud, move. PLEASE keep the charm and warmth that is St. Louis and don't block it out.

continued problems of grid lock at skinker and forest park continue. Police need to patrol southbound skinker for cars who block private streets and do not keep intersections open. signs are not sufficient and grid locked cars disobey. tickets by the gross are in order till behaviors improve.

While the traffic impacts aren't as bad as I thought they would be, I do not believe that doing this project with the highway open would have taken 6 to 8 years.

This project could have been done one side at a time as many other interstate projects are done without too much of an impact to the timeline.

There are enough people and construction workers unemployed that you could have doubled up on the crews and completed the project in less than two years with the total closure concept and maybe even saved some money as completion of the project sooner would have less of an inflation factor. Marsha marshab80@gmail.com

Obviously the Parkway is a mess. I do not understand why Big Band was not rebuilt at the same or almost the same time as Boland Place and Highland Terrace. That way it would be done now and the Hanley overflow would have a reasonable alternative.

The overhead signs, telling us how long the travel time is to a certain highway, are ALWAYS WRONG during peak times. The changeable speed limit signs on 270 are a joke. If I could possibly do 40 mph at 5pm on 270 southbound, I would take back every nasty thing I have ever said about MODOT. By the way, how much did those "Countdown To Completion" signs cost? Those have worked about 10 days over the past 13 months. Another huge waste by MODOT!

The east closure I don't take to get to work - but I travel that exact stretch for church and MANY other activities. Lots of friends live over there. It is INCREDIBLY inconvenient as all the alt routes are heavily trafficked and MUCH longer. Wish a better plan could have been made for the east close down. The west closure was much easier to find an alt route. But having the whole east stretch closed is killing me!

MODOT deserves credit for how relatively smoothly things have gone so far.

Who ever arranged it had better have been fired for this stupid idea.

you could have done this without shutting down the highway and in far less than 6 years. you can say six years but that is the party line bull crap to get what you wanted. I can NOT believe it would have taken to 2014 to get the job done.

While I realize it would have taken more planning and cost a few more dollars, I do not believe it was as much as you are saying. Also, the region has suffered because of the shutdown. I go to St Louis for work because I have to. I did not purchase my seats for the Cardinals, Rams or the Symphony this year or last. I will consider it again in 2010 after the highway re-opens.

Mo Dot should have completely closed the highway for a yr

Gee, the world didn't come to an end, did it???

I can't wait for this project to be finished. It is sapping our city of people, economic activity and vibrancy. I hope that measures are being tackled to bring people back into the city once this is all over.

I am really tired of hearing from the people who nitpick and whine about everything! Some of the questions asked in the newspaper about the project are so picky!

Very smart to close only for 2 years. The impact has not been as severe as many predicted, and the benefit will be great.

you have caused massive traffic jams on streets and roads not equipped to handle the volume of traffic. this traffic has caused destruction of road surfaces with no thought as to upkeep and repair of the destroyed surfaces. the waste of time daily in my commutes during the first section closure caused me to alter my life significantly for one year when the project could have been done nearly as fast by performing the work sequentially on westbound lanes and then east bound lanes with total closure for the times needed to destroy and rebuild bridges. i hope that the surface is better built than the deteriorating surface of I-170 which has large holes in it already.

MODOT should insist that StL news agencies refer to the interstate by its true name, I-64. 40 is not the name of the interstate, so it's not I-64/40. If anything, it should be I-64/US 40. But no one in St Louis refers to it by anything other than 40 or Highway 40. The superseding name is Interstate 64. Signs, news updates, and other information should refer to it as such.

Just never heard of an interstate/freeway being closed in the middle of a major city; traffic in a city is to be expected...I'm just sayin.

I live right by the intersection of Forest Park Pkwy and Skinker (I live on Waterman). Traffic in the morning, since the Eastern portion of 64 closed, has been a NIGHTMARE! I never take Forest Park Pkwy North, to get to work anymore, and I certainly do not take it coming home. The changing of the stoplight timers has made the situation worse. If you don't want people to take Forest Park Pkwy, the timers never should have been changed--this would have made alot more people take alternative routes instead of majorly clogging Skinker. Again, the second half has become a nightmare. I want to commit an act of road rage every single day. Oh, I forgot to mention, since the 2nd half of the closure, and everyone and their brother taking FPP, I have never heard so much horn honking in my life. Even after I finally make it home, it's honk, honk, honk for at least an hour.

I am strongly dissatisfied that Hanley, Hampton and Big bend overpasses will be closed at the same time. Is this a conspiracy to keep the north and south side residents of Clayton road from getting anywhere. On any given day, Brentwood is a mess and then next nearest route would be kingshighway!!!

1) Screwed up on Lindberg to west bound I64. Right lane goes straight, left lane ends. You have it confusingly marked with the right lane ending and the left lane going straight. Really mixed up here? Accidents waiting to happen. (It needs to be consistent and it's done both ways all over town) 2) East bound I 64 @ I 270 ONLY TWO LANES GOING EAST???? That's nuts!!!! What a mess you have created. You have eliminated a lane and caused a backup & accident zone for out of towners. I thought we were trying to make things better? 2 Lanes on east bound I 64 is going to be a mess for years to come. 3) Spoede both exits suck. East bound exit. Mound of dirt blocks view as you approach intersection at Spoede & Outer Road, Fence totally blocks view of oncoming south bound Spoede traffic, another accident waiting to happen. 4) West bound Spoede entering I 64 has a sharp turn and no barrier. Cars will end up down there and the entrance ramp is too short. I thought you were going to improve it? It's shorter?

I don't understand why the streets in the "Dogtown" were blocked. It is difficult to drive the routes in the area.

AS I have said before, more attention could be paid to routes north and south across the closure. I live north of it near Delmar in U. City and do the bulk of my shopping south of it, mostly in Maplewood and Brentwood. So far, if I follow the precautions and routes described above, I do pretty well, but I really dread the Big Bend closure, which will considerably lengthen my route for my most frequent errands, especially if Hanley Road is still closed.

Alternative Route Comments

The following comments were left in response by those who wanted to leave additional input after the questions about alternative routes. The comments are presented as they were received.

The light at McKnight and Litzsinger was my most favorite improvement. It had been needed for so long and I HOPE it never goes away!

The light at Warson and Ladue serves to slow down traffic quite effectively. You did not ask about the added center turn lane on Clayton. It obliterated the bike lanes so well that I feel my life is in jeopardy riding my bike on Clayton when it used to be a most preferred bike route.

I am VERY unhappy, and feel we were deceived that the sound wall would be complete before the re-opening of the western half. As a taxpayer, why does the contractor deserve a bonus payment when procurement of critical materials was not completed on time? I feel the overall project was successful, but I feel this aspect was not at all addressed.

Traffic signals on Union Blvd northbound to I-70, I leave at non peak hour before 6 am, and usually hit 6-7 red lights in less than 3 mile stretch. I find the same with Kingshighway and Forest Park Pkwy.

The S I 270 to W I 64 dedicated entry lane was excellent and I am dissatisfied that it is no longer used. It relieved a cumbersome bottleneck.

It seems that there is no sense of urgency in clearing accidents. Out east, they just push vehicles out of the way and out of the drivers view as quick as possible and then deal with the collision.

the traffic signs on 44 do not ever change - if there is an accident or slow down it rarely tells you about it

Remove or shorten (on the Forest Park Parkway) all of the stoplights on Forest Park Parkway from Euclid to Big Bend - these traffic lights are causing terrible delays on FPP.

I-70 and I-270 the extra lane helped, but on I-44 it made the road to narrow

The extra lanes on the highways probably help but are extremely dangerous!!!! They must be removed immediately upon completion!

The Temporary Lanes are very difficult to drive on. You basically drive on the rough pavement that used to be the shoulder.

During the second half of the project, the congestion on Forest Park Pkwy. has been awful. Much more traffic could be moved through quickly if the traffic lights were timed better. This could be the best alternate route in place of Hwy. 40/64 while it's closed, but instead it has been a parking lot.

Pavement on west bound FP Pkwy between Grand and Kingshighway is pretty rough along the right shoulder.

why isn't there temporary lane addition in shoulder area on I-270 east of I-170? Illinois commuters have been completely ignored by MODOT - to suggest that I-70 is a viable alternative to I-64 as a means to get to Clayton is completely ridiculous.

Traffic light timing changes to support the western half of the construction, now need to be changed back!

From what i see on the morning news, 270 IS HORRIBLE!

I don't have an opinion on this, but I do for the commuting. You have to keep in mind working parents. Believe me, I would LOVE to leave for work earlier or carpool, however, I have two school age children. I have to have a car for emergencies. The kids schedule stayed the same, so does mine. However, now I have to work later to make up for my new start time. I am lucky because my husband picks them up. I can't imagine if I was a single parent trying to accomodate this. Plus, I checked out the bus routes. It takes way too long to get around.

variable speed signs were often not accurate. 511 didn't provide info on alternates to Clayton Road which was my main alternate while the west part was closed.

The addition of an extra exit lane on southbound 270 to 44east has made an extremely positive impact on the traffic flow at that internchange. I hope this will be considered a permanant change after 164 opens.

Trucks still speed on interstates but have narrower lanes. They can be pretty threatening.

metro link needs to handout free "try me"passes with a ridefinder link to single passenger cars lined up at lights at big bend, skinker and debalivere to induce using the metrolink next to them and reduce forest park traffic. I'm sure Wash U students would be ready activist volunteers. Be much more proactive to change st louis attitudes to use light rail and bus. Get more employers to incent the cost of commuting with green methods, carpools and light rail, especially those with parking problems.

The temporary lane additions in I44 and I70 should remain as permanent at the conclusion of the project. Marsha marshab80@gmail.com

Restriping was very dangerous - no shoulders!! Trucks and busses are not staying in their lanes, and wander into mine way too often. The Traffic Response guys seem to be doing a good job, but the incidents are reported on the radio/overhead signs too late to pick an alternate route. And - usually the info is wrong. Wrong lane reported closed, wrong direction on the highway, etc.

I-44 LINE PATCH PULLS MY CAR ALL OVER THE PLACE. IT'S HORRIBLE. NOW I STAY OFF 44 ALSO.

The temporary lanes on 270 and 44 shouls me made permanent after the I64 project is done. They ae more important to traffic flow rather than ahving the empty shoulders.

Since I didn't frequently travel my alternate route before construction, I don't know if impacts were better or worse.

i do not believe the statements that 6-8 years would have been required to accomplish the task if a different method of construction had been chosen. i think that extra time would have been measured in months.

The message boards are awesome through the metro :-) Keep those working...its awesome! The St Louis City Streets Director is completely ineffective...he is totally out of his league.

The signal timing on Forest Park Parkway is a joke. If you wanted people to stay off of it, you should have never timed the lights shorter to accomodate the idiots who continue to use it. This has caused severe backups on intersecting streets (aka Skinker). Common sense was definitely not utilized in this decision the extra lane on 44 makes it bumpy and uneven, i think its dangerous

I don't reccomend travel on those hwys as the lanes are too narrow and dangerous. The improvements on the wester half do not justify the cost and problems caused. It won't handle more traffic if it narrows down to 2 lanes at any point. We should have left it alone or built a better and larger highway. Improvements that move traffic are minimal. Hay it looks great !

Westbound Dale Avenue at Hanley is a NIGHTMARE at rush hour.

I've not used or experienced the 3rd and 4th services. I have found your on-line service very useful. The signal timing efforts have helped with traffic involving the Parkway, but I'm VERY GLAD that I retired a couple years before this work took place (I worked at the Washington U. Medical School, and I'm pretty sure my commute time would have doubled or tripled. The city of St. Louis has planned especially badly for this trip, with the work on the Jefferson and Delmar Station bridges being done at the same time. It's especially interesting that the work on both of these bridges has taken them at least twice as long as it has taken the state to replace any bridge. I've felt that their notification about these projects to be pretty abject as well. The way I found out that the Jefferson bridge was down almost three years ago has when I started to turn off Chouteau coming west o use it; there wasn't even a warning sign on Chouteau as I recall, just a sudden absence of any street where Jefferson used to be. I assume no one landed in the void below, thought at night it would have been a real hazard.

How to Contact Comments

The following comments were left in response by those who wanted to leave additional input about how MoDOT could best provide them with information. The comments are presented as they were received.

I like the MoDot Emails sent out on a weekly basis

I like receiving email updates on the I-64 project.

Local television news and morning radio has helped us the most.

I tried to map my ride and it isnt working for me.I need to find sites that truly are working with the closings.

The regular emails from MoDOT have been by far the most helpful for me and my family.

our office on Big Bend had a representative on MoDot come to our office with information, hand outs, answered all our questions!

email, email, email road closures BEFORE they are closed.

it doesn't really matter how you notify the public about changes they don't notice them or read them.

It's a shame the countdown signs aren't always "on" and functioning.

I like the flyers that I have seen at my gas station at dale and hanley that have been published and distributed by MoDOT

More display boards on alternate routes

I don't have a TV, get a newspaper and rarely listen to the radio. So I would go look for info online as I heard about it. But it would have been wonderful if perhaps you all would have partnered up with the various business/companies/organizations around the metroplex to equip them with info and alt route suggestions to communicate to their employees (or to at least give them the info/option to sign up for any newsletters/emails that you all might have provided). With the west closure, I did move from the city to west county since 64/40 was what I took every day to work. The people running my company didn't know any more about the project than I did.

I get frequent update information from the Richmond Heights e-mail alerts

See previous comment about calling I-64 only I-64 rather than mentioning Highway 40

The message boards are awesome...they're great :-)

Placed on the road to receive the work one week prior to construction.

I no longer take the daily paper, so that is less useful to me. TV news and on-line notices are most effective for me, though I think that radio is probably useful for many people, who listen while they drive, and the signage about closure on the feeder routes are also very good, because they allow drivers to plan alternate routes on the go, and avoid the centers of real congestion. I'd still like to see more information about north-south routes about the closure, and I think that on future projects the highway department would do well to remember that the St. Louis region goes a very long way north and south, and many people commute or have necessary contacts which require them to use mid-area east west roads on a regular, frequently daily, basis. They could also try to see that St. Louis and other towns near such projects work harder at having their road projects near such construction in better order, that is, finished, before a major route is taken down. The Delmar Project is a prime example of such a misjudgment, even at the times of day I travel, I've seen two block long lines of traffic creeping across the bridge in the single lane traffic. I can only shudder to think what it must be like at rush hour.

Alternative Website Comments

The following comments were left in response by those who responded to *If you heard about the closure through one or more sites not listed above, please tell us which site(s)*. The comments are presented as they were received.

TheNew164.org

I will add these sites to my favorites and check them out.

KWMU

stltoday.com

i watch info on thenewi64 and am active follower of the changes, i'm not at all standard commuter.

msn.com

Fox News FNN.com, Google.com, Googlemaps.com

mapquest.com and maps.google.com

tv 11

Richmond Heights citizen e-mails

I-64 Project Website Comments

The following comments were left in response by those who responded to *What additional information would you like to see on the I-64 Project website?*. The comments are presented as they were received.

Keep us informed on what "leftover" work you are doing on the western half of the closure (I noticed today that soundwalls are not done yet)

When closed areas (eg crossroads, bridges) will reopen.

I love the maps. Very interesting.

Clear maps showing alternative routes across the closure.

The New I-64 Economic and Regional Mobility Study

Quarterly Report
#6

March 2009- June 2009



Before the Closure

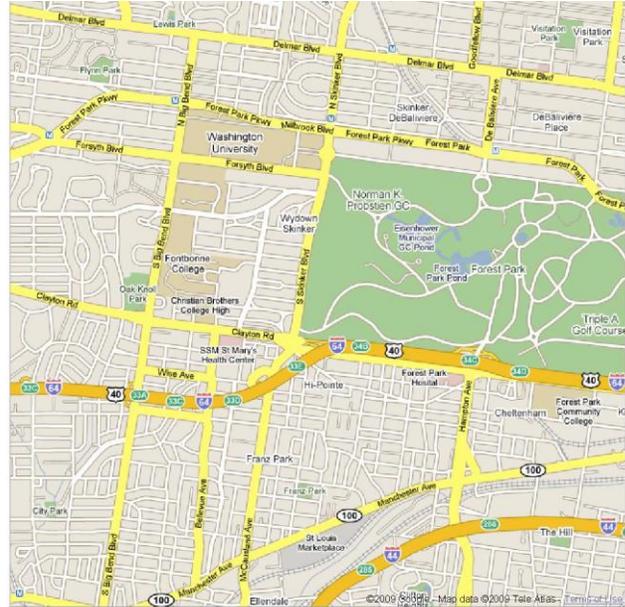
Please indicate how much time it takes you to make certain trips now compared to how long it took you before the closure.

	Not applicable or I don't know	Same time as before	0 to 5 minutes longer	5 to 15 minutes longer	15 to 30 minutes longer	More than 30 minutes longer
Education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Workplaces of work/travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical Reasons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping, errands, and recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traveling throughout St. Louis Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>




1. Executive Summary

On December 14, 2008, the eastern closure began with the closure of I-64 between I-170 and Kingshighway Boulevard. On December 15, 2008, the western closure of the New I-64 was opened to traffic. Partners again implemented their regional command center operations to ensure that any traffic flow conditions were addressed and responded to as the public adjusted to the change in closure along I-64.



This quarterly report assesses the period March 2009 through June 2009 that includes the 15th, 16th, 17th and 18th months of the I-64 closure, evaluating the three key areas of **Communications** (MoDOT's provision of information to the public, and the public's response to the project), **Mobility** (the effects of the closure on travel behavior, choices, and traffic flow), and **Economics** (the effects of the closure on businesses within the corridor as well as the economic health of the region). With the eastern closure now in place; the study will begin to focus attention on potential differences in the eastern closure. In the 2nd Quarter of 2009, the research team found the following information:

Communications (pp. 2-4)

Surveys indicate that the overall satisfaction level remains high

The Eastern Closure appears to be having more of an impact on travel behavior based on responses from "where I shop", "how often I travel to certain areas" and "how well I managing to move around St. Louis

TV News, Internet, Radio News and Roadway Signs still are the leading way to get information on the construction project

Information from Motorist Assist and I-64 Traffic Response on the two survey questions still remains higher than online surveys when asked the same question

Mobility (pp. 4-5)

Traffic volumes continue to be higher on the designated interstate routes and adjacent arterials. Daily volumes are up 27 percent on Interstate 44 and up 50% during peak periods along several arterials.

Average speeds are down slightly along certain corridors. The range varies from being plus (up) 22% on I-44 eastbound in pm peak period to being negative (down) 14% on I-70 westbound in the pm peak period.

Travel times are up slightly on certain interstate and adjacent arterials and correspond similar to measurements denoted in average speeds above since, these measurements are based on the average speed

Economics (pp. 5-9)

Both corridor and non-corridor wages where high in the 4th Quarter of 2008

Unemployment in the St. Louis area is tracking very similar to national trends in 2008 and the first several months of 2009.

The change in sales from the 4th quarter to the 1st quarter of this year was very evident again similar to the previous three years. Seasonal sales in the 4th quarter are normally the highest period. The 1st quarter of 2009 was \$349 million less than 1st quarter of 2008

The taxable sales during 1st quarter of 2009, when indexed to the 1st quarter of 2005 fell below 1.0 for corridor, non-corridor and St. Louis County; only St. Louis City had a index higher than 1.0

2. Communications

In this quarter, we obtained respondent input via a new online survey and mail-in surveys from recipients of Motorist Assistance and I-64 Traffic Response services. We will continue to assess information received during the eastern closure and compare it to the western closure information received in 2008. This comparison will show any consistency or inconsistency in the two data sets. **Both survey methods indicate that the overall satisfaction level remains high even though the Eastern Closure appears to be having more of an impact on behavior (those indicators shown in darker blue-green in table below) than the Western Closure did.**

Online Survey

Based on the online data, the Eastern Closure is having a greater impact on respondent behavior than that of the Western Closure. “Satisfaction with how well managing to move around the St. Louis area with the closure” is noticeably different. Despite this reported increased impact, overall satisfaction with MoDOT remains very high – almost identical to the results received during the Western Closure. The Table below shows all responses received from online surveys for both the 2008 Western Closure and 2009 Eastern Closure for side-by-side comparison.

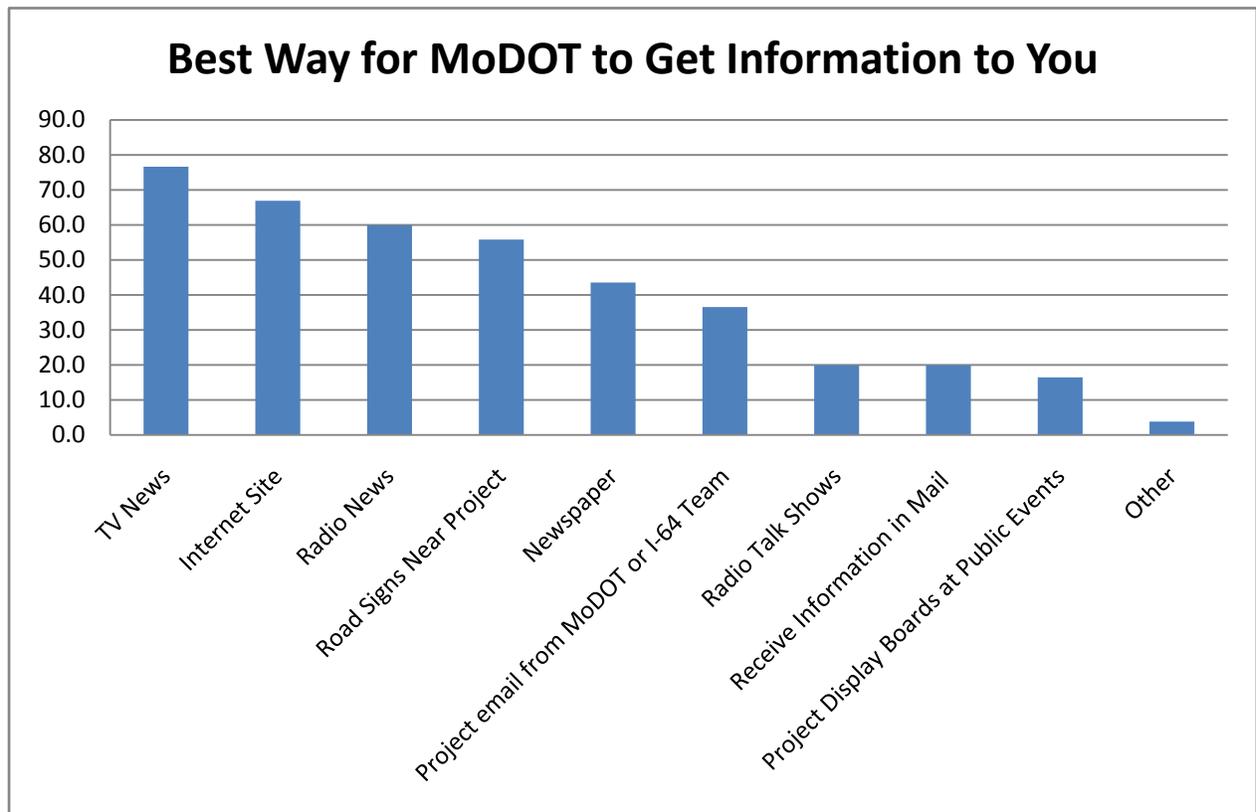
Key Public Indicators - Online Comparison of Both Closures	Western Closure	Eastern Closure	Total
Overall level of satisfaction with how the I-64 closure has been handled	76.7%	76.9%	76.7%
Satisfaction with how well the public kept informed about the new I-64 project	88.7%	89.6%	88.8%
Satisfaction with how well managing to move around the St. Louis area w/ the closure	69.7%	58.6%	68.0%
Satisfaction with timeliness of information being made available	87.5%	89.5%	87.8%
Agreement with “the closure has changed where I shop”	41.5%	46.3%	42.2%
Agreement with “the closure has changed how often I travel to certain areas”	73.3%	78.1%	74.0%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	76.5%	81.1%	77.2%
<i>Survey responses</i>	<i>1,362</i>	<i>245</i>	<i>1606</i>

Respondents are less satisfied with their ability to move around the St. Louis area. It was noticed they were more likely to state that the Eastern Closure has changed where they shop and how often they travel to certain areas. These responses could be the results of several different factors like the adjacent alternative transportation network, adjacent land use (commercial, business complex, residential, recreation, healthcare, etc.), lower response rate, second year of construction, etc. The project team will continue to monitor these changes in upcoming reports.

The best ways to reach online respondents is unchanged from the previous year as demonstrated in the following table:

Best Way for MoDOT to Get Information to You	Western Closure	Eastern Closure	Total
TV News	62.4%	77.0%	64.8%
Internet Site	60.2%	68.8%	61.5%
Radio News	51.2%	54.3%	51.7%
Road Signs	43.2%	53.8%	44.8%
Newspaper	43.0%	40.9%	42.7%
Project email from MoDOT or I-64 Team	24.2%	38.0%	26.3%
Radio Talk Shows	19.8%	17.3%	19.4%
Receive Information in Mail	13.1%	19.2%	14.0%
Project Display Boards at Public Events	10.8%	14.9%	11.4%
Other	2.6%	3.4%	2.7%

The following chart presents the total column to graphically indicate the best way to reach these respondents based on the on-line survey tool.



Motorist Assist

Two key questions were asked in mail-in surveys given out by MoDOT's Motorist Assist program as another way of obtaining information. The change measured since the Eastern Closure has been minor, but in accordance with that of the other methods. People are finding it slightly more difficult to move around, but are still quite satisfied, especially with the decision to close I-64 for two years instead of six to eight years with lane closures. The following table shows the comparison made between the Western and Eastern closures:

Key Public Indicators - Motorist Assist Comparison of Both Closures	Western Closure	Eastern Closure	Total
Satisfaction with how well managing to move around the St. Louis area w/ the closure	90.0%	89.4%	89.8%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	93.8%	95.7%	94.4%
<i>Survey responses</i>	3,837	1701	5538

3. Mobility

In this quarter, we obtained traffic data for both freeway and arterials. This information shows both baseline and quarterly traffic data for easy comparison of any changes in traffic conditions. Traffic data collected includes traffic volumes, speeds and travel times along various routes near the I-64 construction project.

This quarterly report will implement a new display method that will allow for larger displays of tables and graphs. Sections by traffic volumes, average speed and travel times have been developed. The tables and graphs will be introduced with a short summary of what has been observed, and then the reader can select the link to the full page table or graph.

Freeways

We continue to notice increases in daily traffic volumes along I-44, I-70 and I-270 when compared to the baseline traffic volume data. Also, daily traffic volumes on I-64 west of I-270 are almost back to the baseline (pre-construction) level. The four graphs show baseline and April through June, 2009 traffic volumes:

East-West Baseline Traffic Volume – [Graph link](#)

East-West April through June 2009 – [Graph link](#)

North-South Baseline Traffic Volume – [Graph link](#)

North-South April through June 2009 – [Graph link](#)

The following table shows daily traffic volumes, and average speeds and travel times information for the PM Peak periods. These selected sites were selected early in the study to designate some control sites to monitor that could potentially experience changes with the construction along I-64. These freeways were designated and signed as alternate routes for impacted traffic. By consistently monitoring the same sites, we can get a general understanding on how traffic is moving in the region.

Selected Traffic Monitoring Sites – Daily Volumes, Speed and Travel Times – [Table link](#)

Daily Traffic Volume – [Graph link](#)

Average Speed – [Graph link](#)

Travel Times – [Graph link](#)

Arterials

The study team continued to notice a slight increase in travel times along the four corridors being monitored during weekday peak periods. These corridors are major arterials and should provide an indicator of travel along the arterials near the I-64 construction project. The following is a table with travel times along each corridor and then five graphs showing the past several months.

Arterial Corridor Travel Time Information – [Table link](#)

US Route 61 – 67 (Lindbergh) – [Graph link](#) Route 100 (Manchester) – [Graph link](#)

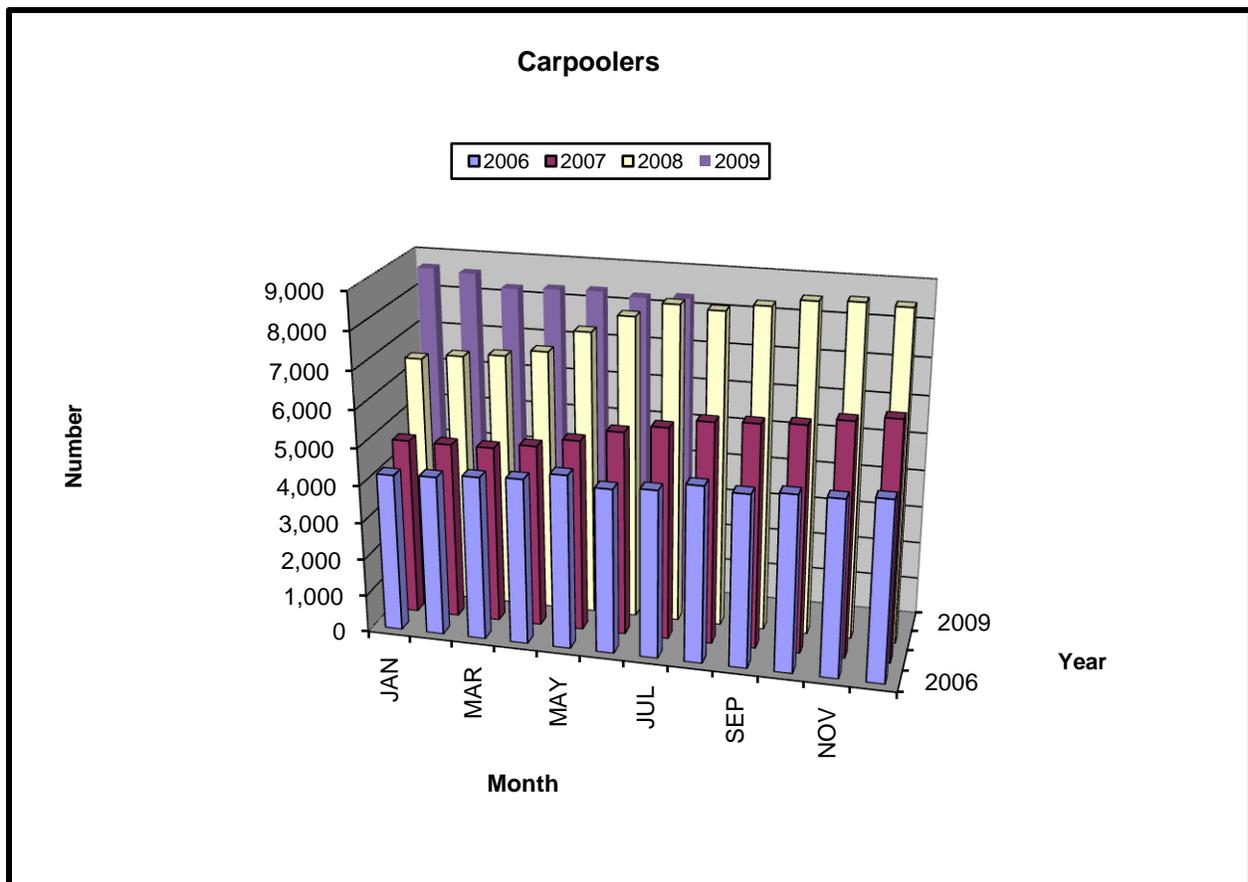
Route 141 – [Graph link](#)

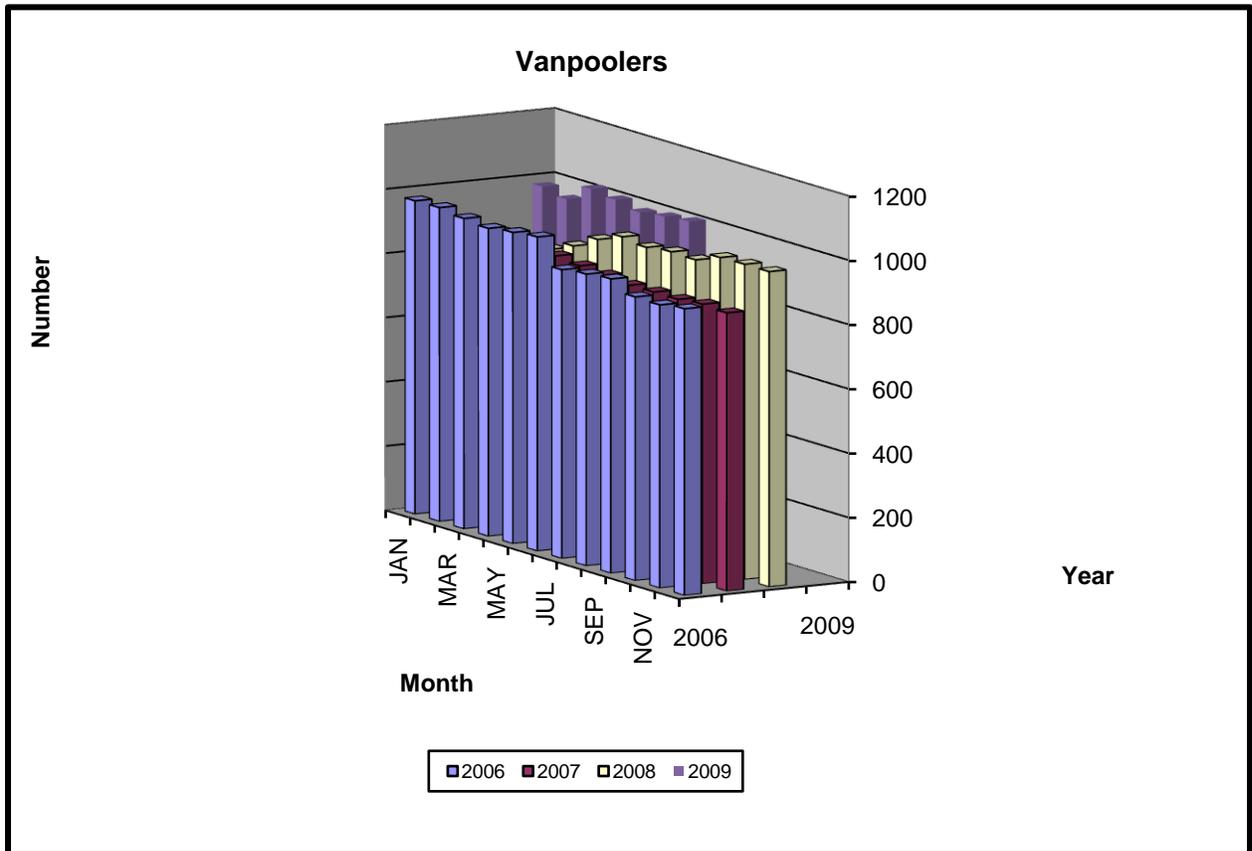
Route D (Page) West Section – [Graph link](#)

Route D (Page) East Section – [Graph link](#)

Rideshare

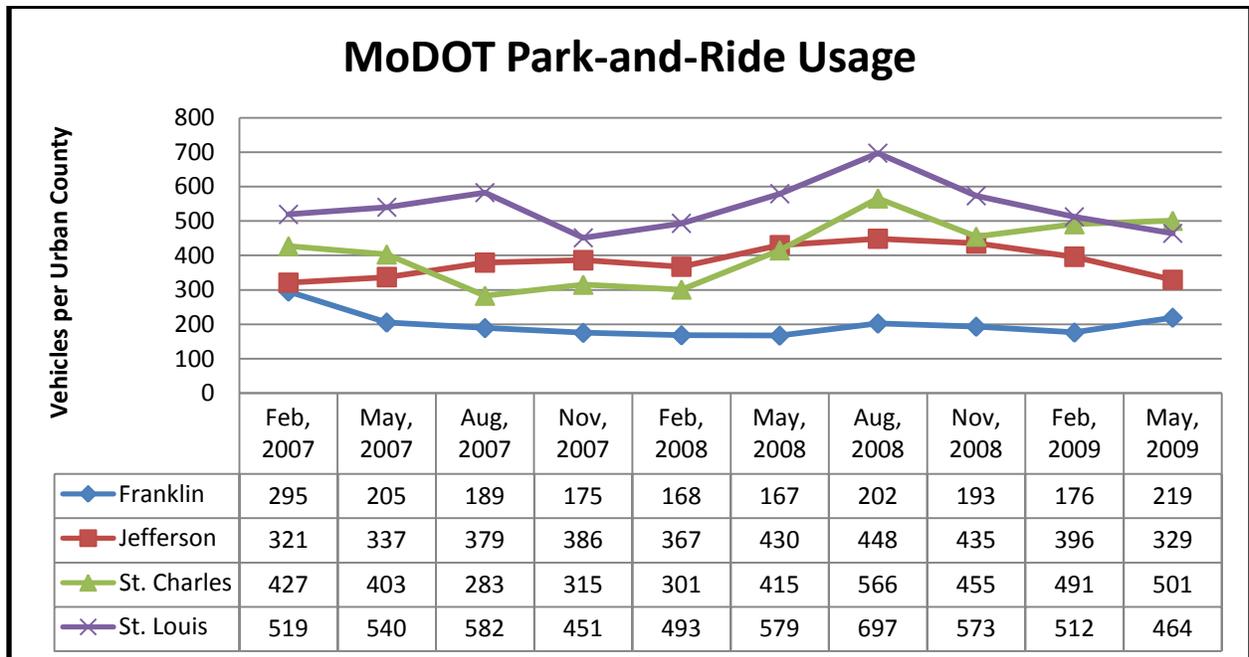
Regional utilization information from Rideshare shows a slight decline in carpooling and a slight increase in vanpooling during this quarter. Carpooling in 2008 and 2009 continues to show a significant increase over base years of 2006 and 2007. Vanpooling has fluctuated over the 3 plus years of evaluation with a low 843 vanpoolers in 2008 and a high of 1018 in 2009. The usage of these regional services can be related to several factors including major roadway construction, economy and higher gas prices. As the study team moves towards the final report, we will use this information along public survey, economic and other mobility information to assess what role it plays in improving regional mobility. The following tables provide a summary of information for carpooling and vanpooling.





Park and Ride

Regional utilization information from MoDOT's 35 Urban Area Park and Ride lots show a peak usage in August of 2008 with declining or a stable usage trend by urban County since this peak. Factors mentioned in the Rideshare section can also apply to the changes in public use of these park and ride facilities. These factors will assess in a similar manner as the final report is developed. The following table tracks usage from the first quarter in 2007 through the present.



4. Economics

Economics Highlights

The primary highlight for this quarter is collection, analysis, and tracking of economic data and financial indicators. To date, MERIC has provided HDR with economic data from the first quarter of 2006 through the fourth quarter of 2008. In addition, taxable sales data has been compiled up to and including the first-quarter of 2009. Given the time lag in available economic data indicators, this quarterly report will only focus on the currently available and collected data.

Economic Analysis Progress

Current activities to date include:

- Collection of the identified published economic, demographic, and fiscal data.
- Receipt of ZIP-code-level data from MERIC for the fourth quarter of 2008. The economic data includes: industry employment, wage, and establishment data tabulations.
- Preliminary analysis of first Quarter 2009 Taxable Sales Data from Missouri Department of Revenue (DOR)

Economic Analysis

The major economic information for the I-64 corridor and non-corridor regions of St. Louis City and County for 2008 is displayed in Table 1. The table depicts a dip in employment between the third and fourth quarter of 2008 for the non-corridor region that surpasses the slight employment gain in the corridor region. While employment displayed some seasonal variation between each quarter of 2008, the number of establishments stayed relatively flat for both regions.

Table 1 St. Louis I-64 Corridor and Non-Corridor Economic Profile

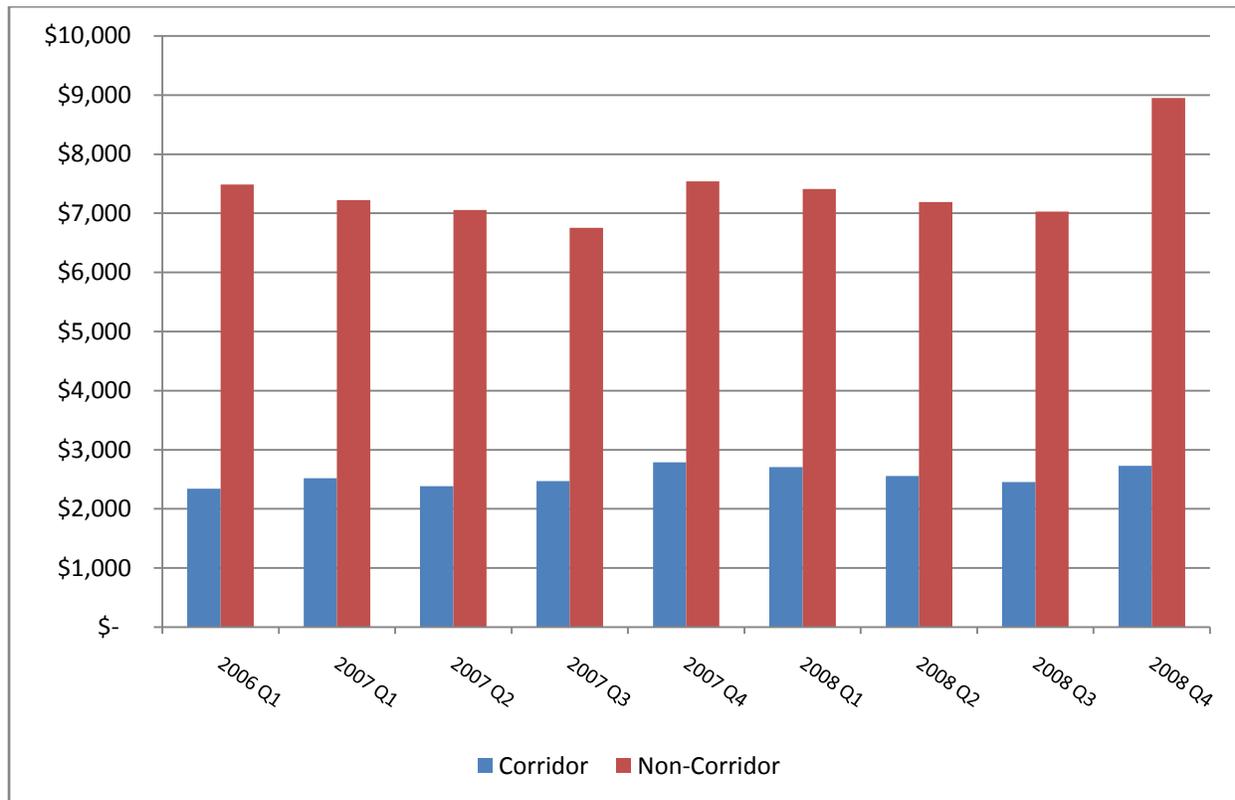
	1st Quarter 2008		2nd Quarter 2008		3rd Quarter 2008		4th Quarter 2008	
	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor
Jobs	200,772	616,400	201,577	631,271	200,533	627,295	202,055	619,160
Number of Establishments	9,232	31,155	9,197	31,131	9,178	31,256	9,185	31,134
Wages (\$ Millions)	2,705	7,413	2,555	7,193	2,453	7,028	2,727	8,950

Source: MERIC and Missouri Department of Revenue

The corridor region generates upwards of 23% of the total wages of the entire region, totaling \$2.7 billion in the fourth quarter of 2008. The much larger non-corridor region generated \$8.9 billion in wages. Seasonal trends are evident in the wage data for the years 2007 and 2008, as the wages declined from the first quarter through the third quarter of the year and then recovered in the fourth quarter. This substantial increase in fourth quarter 2008 wages is attributable to additional compensation (year-end bonuses, profit-sharing and firm buyout payments) that represents a unique one-time payment and account for the large wage variation from the previous quarter. Even with the exclusion of these additional compensation payments, the non-corridor

would have still demonstrated positive growth from third quarter 2008, albeit at a much smaller rate.

Figure 1 Total Quarterly Wages by Region in Millions of \$¹



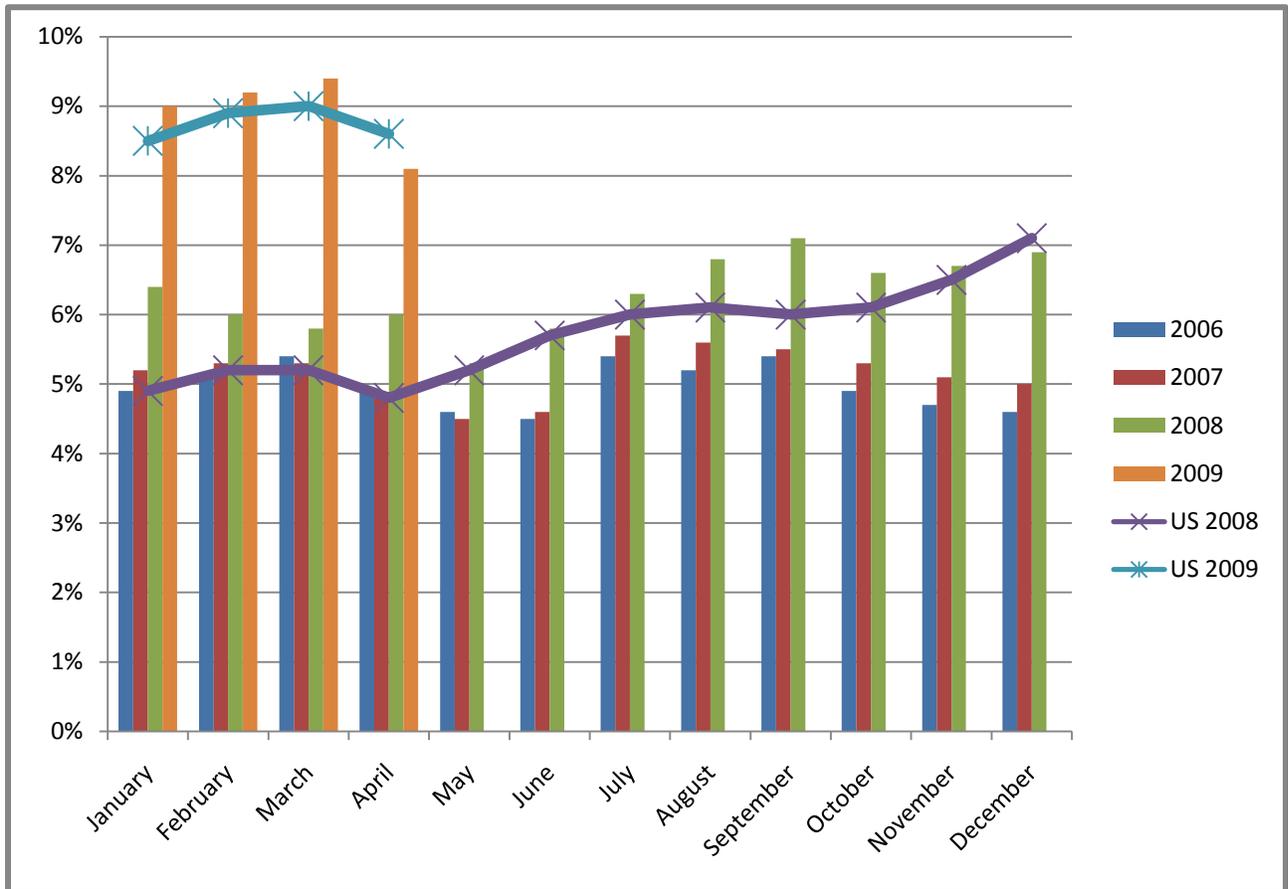
Source: MERIC QCEW

The total employment for the study area was 821,215 workers of which 25 percent is concentrated in the corridor region. Traditionally, employment trends for the region show a rise in employment in the second quarter, a small contraction in the 3rd quarter, and a rebound in the fourth quarter. Throughout 2008, employment levels followed the overall seasonal trends with the exception of the fourth quarter. Despite employment growth in the corridor region, the losses in the non-corridor region resulted in a 0.8 percent decline in overall employment. Figure 2 shows the monthly unemployment trends for the St. Louis, MO, metro for 2006 through 2008. The seasonal unemployment trends hold for each year; however, after June of 2007 the unemployment rates are greater compared to the previous year. This steady rise in unemployment has been consistent with national unemployment, as the two US trend lines demonstrate.

¹ Data provided only includes first quarter of 2006

Figure 2

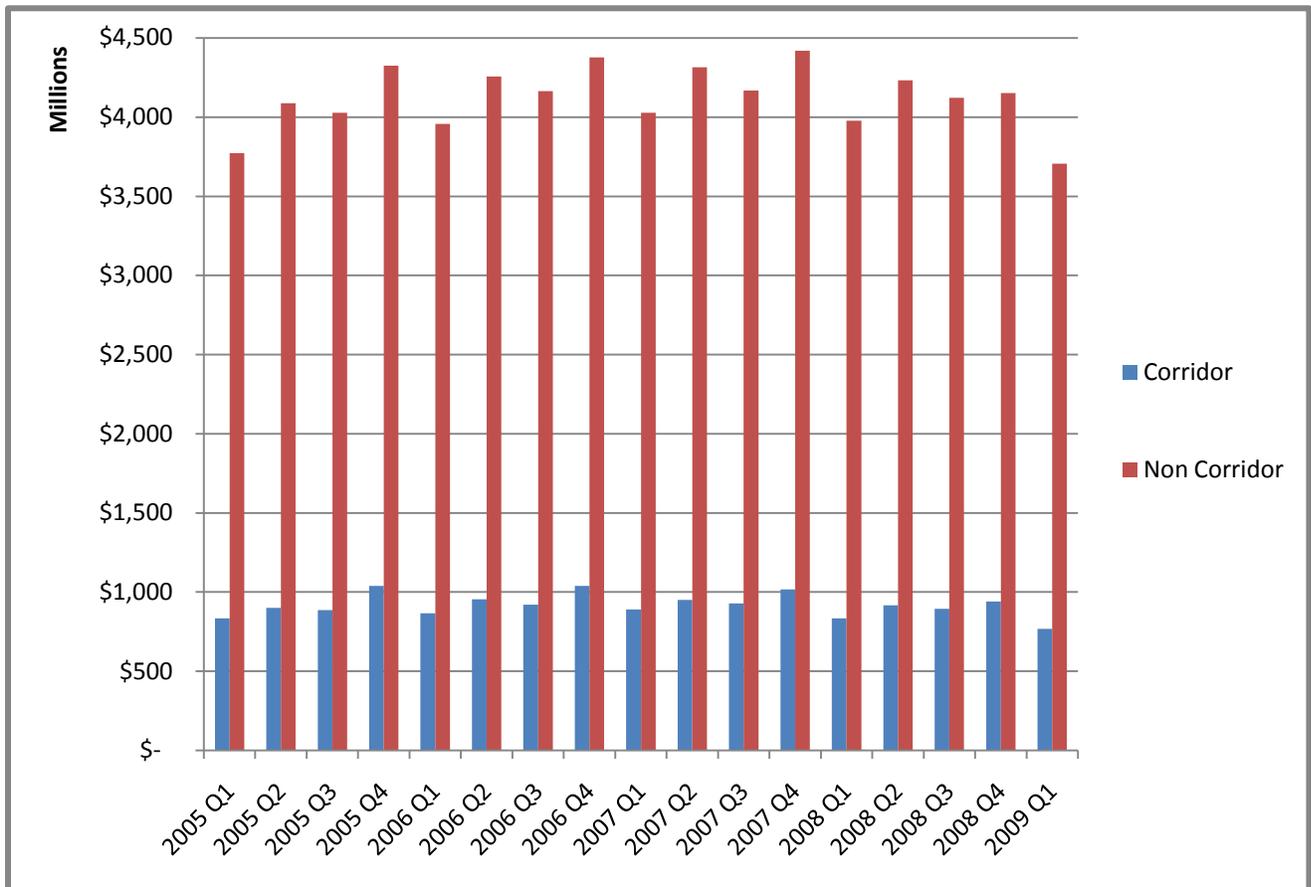
Unemployment Rate: St. Louis, MO Metropolitan Area



Source: MERIC

The combined taxable sales for the region (City and County of St. Louis) was \$5.1 billion for the fourth quarter of 2008 and initial analysis of the first quarter 2009 shows total taxable sales dropping to \$4.5 billion. When compared on a year-on-year basis, the first quarter 2009 taxable sales revenues dropped \$349 million dollars from the first quarter of 2008. The graph below shows the total taxable sales for each quarter, from first quarter 2005 to first quarter 2009, in millions of dollars. As Figure 3 indicates, the taxable sales for the non-corridor region are roughly four and a half times larger than the taxable sales for corridor region.

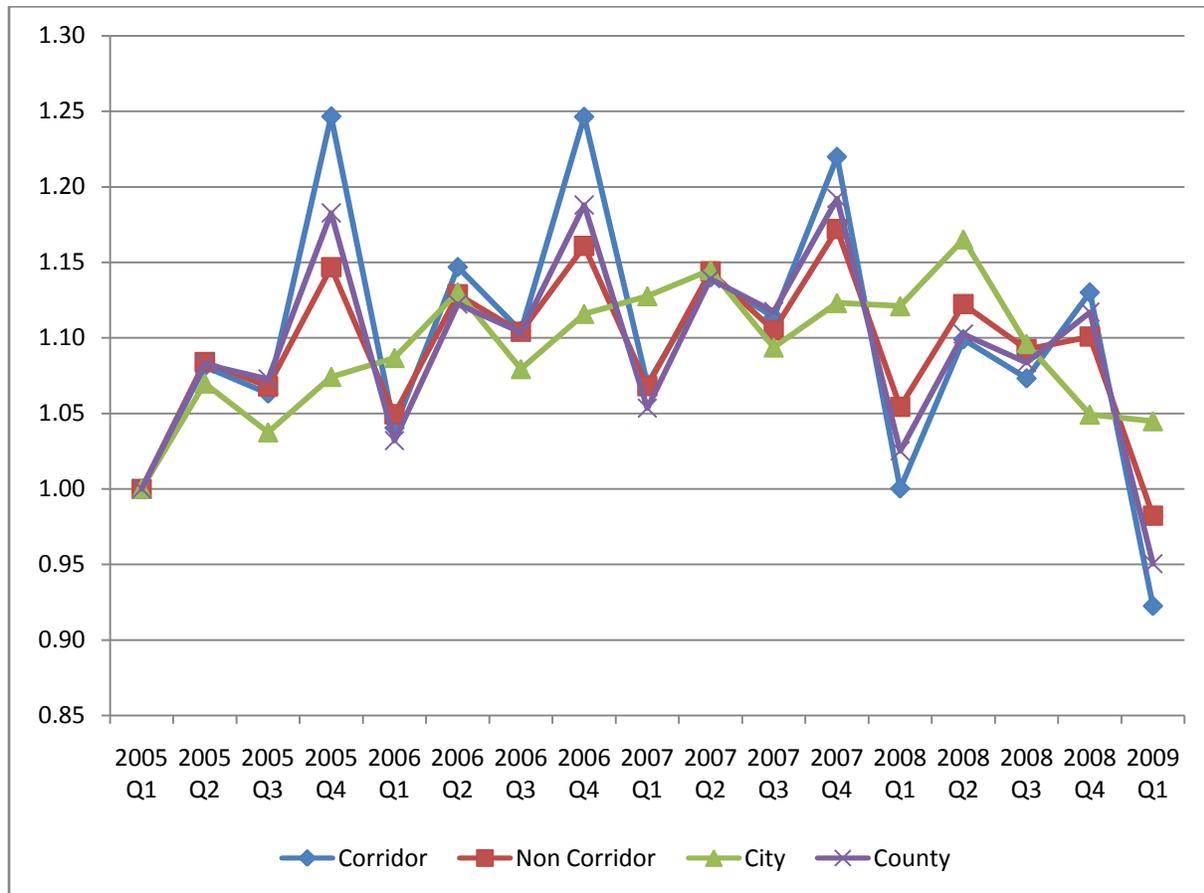
Figure 3 Taxable Sales by Region



The seasonal taxable sales patterns are best seen in the taxable sales growth index in Figure 4. The index demonstrates quarterly taxable sales growth by each region in the study area. Each year, sales follow a quarterly cycle where the lowest sales take place in the first quarter of the calendar year, the second and third quarter show some degree of recovery, and then the final quarter of the year has the largest sales, which are traditionally boosted by holiday spending. The overall growth for all regions followed a similar pattern, maintaining a consistent level of positive growth until 2007, where the fourth quarter 2007 growth fell short of the previous years, and was followed by a significant drop in taxable sales in first quarter 2008.

Although sales did recover over the course of 2008, they remained below 2006 levels; with the exception of St. Louis City for second quarter 2008. The initial analysis of the 2009 taxable sales data shows that taxable sales have dipped below first quarter 2005 levels for all regions, with the exception of St. Louis City. Although the taxable sales have declined in the first quarter of 2009, this is consistent with historical trends. The industry specific analysis of first and second quarter 2009 taxable sales data will provide a better benchmark of overall economic conditions.

Figure 4 Taxable Sales Growth by Region



Conclusions and Future Steps

Thus far, it is difficult to isolate the impacts of I-64 on the St. Louis economy from the larger national economic conditions. Additional analysis of the 2009 economic and fiscal data will help assess the implications of the I-64 closure and the overall economic health of the region. Future steps will include the analysis of the detailed real estate data from Torto Wheaton Research (TWR). Additionally, the assessment of economic cost attributable to changes in traffic, travel delay, and vehicle miles traveled (VMT) due to the western and eastern closures of I-64 will be assess in future reports.

The data and analysis in subsequent quarters will provide a better understanding of the magnitude of the transportation costs and their impact on productivity and competitiveness. Further analysis will offer insight on the project’s effect on retail sales, customers and visitors, particularly among Corridor businesses. Finally, it will help to ascertain the extent to which national economic conditions are influencing the results.

Appendix A: Communications Data

- **Online Survey Summary**

Appendix A

Communication Information

Summary of Online Comment

Eastern Closure 2009

Respondents were given multiple opportunities to provide comments in the online survey. Each opportunity corresponded to a different part of the survey.

The comments in black were previously released in a supplement to the March 2009 Quarter Report. The comments in blue are the most recent comments. They have been received since the March report was generated.

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Impact of Closure Comments

The following comments were left in response to the statement *If you want to provide more details about how the closure has affected you, please do so here.* The comments are presented as they were received.

I was pissed that the website listed that Oakland and Clayton bridges would not be closed at the same time and then all of a sudden they were.

Since I am retired and no longer attend school--my schedule only impacts me as far as convenience is concerned. I live in Lake Forest Subdivision which provides a very inconvenient challenge when attempting to reach the highway going west--or stores to the south of me

Completing the Hampton bridge will make life a lot easier from the south side to midtown

I have totally shifted my route and avoid the area.

I work in the western half and now have the open I-64

It has put 40 minutes or more daily on commute times.

I have not changed it from the closing of the western side, I still have to allow extra time due to reach my destination.

My company moved from Clayton to St. Peters prior to the closing in part to avoid disruptions.

This part of the closure hardly affects me at all. The other part significantly affected me.

I think the workmen did a great job , the only thing I do not like I can't see 40 from my window at WORK .

During the eastern closure, I will be using the Forest Parkway route, as I live by the Mall at Brentwood and Eager Road. Unfortunately, Highway 44 is too far out of the way south of me to use for commute to work.

I am a Muni season ticket holder, and I'm concerned about the eastern half construction will effect my commute to the Muni from the Chesterfield area.

Takes a few minutes longer to get from HiPointe to the Richmond Heights P.O. or Sam's Club. Not that big a deal yet.

We live near 270 and Ballas and work near 40 and Kingshighway in the CWE. Before, we traveled East on Olive and took 170 South to 40 East to the CWE. Now, we plan on traveling South on Lindbergh to 40 and taking Forest Park Parkway to the Clayton Metrolink station, toward the CWE. Even though the travel time may not change, enjoying the new highway will be a treat!

I go to work later to avoid the traffic and work later to avoid the home traffic. I will also limit greatly going out with my friends in St. Charles/West county. I have rescheduled business meetings in West/North county to make them closer to my home in South City. I am also going to travel by train to KC & CHI so that I can

park in the city and not drive to the airport. North STL driving at night when I am a single woman is not a smart idea with inclement weather.

today 12/16/08 they changed the time of the lights at forest park parkway and skinker and traffic on skinker was horrible. There was bumper to bumper traffic from 1/2 mile south of wydown until you crossed the parkway. And southbound was backed up past Olive. I understand that you need to improve the traffic flow on forest park parkway, but do not cripple the north and south bound routes. What is going to happen on roads like Skinker when Hanley is closed?

At MODOT's suggestion took Page this morning (coming from St. Charles) all of the way to Kingshighway. The street was not plowed past I-170. So to get to WU I should go N on 170 and get off where? FPP is past capacity. If a road is going to be recommended as an alternate route then it should be maintained

I think MoDot attempts to spin that drivers shouldn't take the Parkway are a waste of energy. The fact is that most believe the sit time there is less than the sit time to get to all of the alternates you suggest. It will be the headache until the east side is completed. As we have all ready the county to the city is like a funnel and with the amount of business community traffic along with heavy residential there is simply no way it can't be more of a headache than the west side was.

I still have not found a safe route all the streets are closed or way out of my way of the places I need to go, it really hurt that oakland also closed to skinker. Today was awful and had car trouble sitting in the long traffic lines. I had to cut off onto a side street and then that street didn't go thru had to turn around, ended up on big bend and tons of traffic...there was no safe clean streets to go.

Up until the eastern half closure, my job was terminated, so I no longer commute east of I-170.

The eastern closure has killed St. Louis traffic. The first two days were worse than the worst day of the western closure ever was. There is no path from East of 270 to downtown. With the western you could drive Clayton all the way down and it took less time than driving out to 270 and around to 44. Now there is just no path. There are no roads that go all the way downtown. Manchester is a joke as you cannot get by Hanley without a 20 minute delay at Hanley. Once by it you are again stuck in 2 places. Forest park parkway cannot handle the load Clayton did and is a mess. There is just no path. This brings up the question of why Clayton to Kingshighway in front of the zoo is closed. All you are going to do is repave it. This can be done with it open. 200% of your effort should be in getting this short eastern most section of phase 2 open. In fact you should open 1 lane east and west that would stay open during the entire project. This would solve your current crippling of St. Louis!!!!!! With this section closed Clayton is lost as a means to get downtown. With this open you gain 2 lanes all the way.

It is more like 40 mins earlier but you don't have an option for that.

Highway 70 traffic has been negatively impacted - the reversible lanes need to be utilized the way they were intended - eastbound in the morning and westbound in the afternoon.

Unable to shift commute times due to children's school schedule.

There are NO main thoroughfares from the south/east direction on I-64 all we have are city streets and Forest Park Parkway, which is a disaster and we were told not to take after the first day that 30% (your calculations) went that way. I have yet to spend less than 1 hour 30 minutes one way in my commute to work when it typically took 35-40 minutes. I went several ways in an effort to find the best way before the closure, and NO WAY came close to my normal travel time. MODOT stating that all is going good is far from the truth!! Why don't you survey some of the actual drivers on the road. I work with 10 others and all have the same opinion and travel time added to their day. The north/east at least had Page, Olive, Lindbergh we have city streets with tons of lights!!

I take Forest Park Parkway to I-170 in the am, I commute opposite the main flow (west bound), so not many issues except at FP Pkwy and Big Bend.

It's ridiculous that drivers are advised to change their work hours; "shift your commute time." Most employers are not that flexible or can't allow workers to change their hours. I work in the health care industry and have patients who would be negatively impacted by such a change. MODOT is so out of touch with the day to day reality of workers, it's insulting!

I'm a real estate agent, so I work at all hours, travel most roads. I have to schedule longer drive times to be sure I'm on time.

We travel from Zip 62062 to School in 63131 and then I travel to work in 63103. No matter how you slice it ... it is a bad commute everyday.

I live downtown and I am still trying to find a good route to Westport. Page is good, but I do not feel safe, especially in the evening. The number of open businesses, not counting liquor stores, is minimal, the traffic lights are not synced, and I find myself sitting at red lights with no cross traffic. Why aren't those lights flashing? Also, when using the Forest Park Parkway, there are no signs for where the next gas station is. The first half was bad, but this closure seems to be MUCH WORSE. I wonder if the spokespeople for this project really know how/where St Louisans live and work, also do they understand why Page Ave is underutilized? Mr Waelterman should take this route and see how safe he feels, and consider whether he would like his wife to take that route at 7 pm.

it seems that everywhere you go the stop lights are always red, and the people who don't go the speed limit in the left hand lane block the road. (they are usually on the phone)

I feel it was a poor choice to close Oakland at the same time that the highway closed. Surely, this could have stayed open until the highway was back up and functioning. This only caused more headaches and travel problems. I do not feel this project was well planned at all.

Although we live in the county, we did a lot downtown. The only things we do now are things we have to do for the kids--Upper limits, but other than that, we're avoiding it.

The biggest impact has been McKnight Rd. It has always been congested going North getting to highway 40, but now is worse than ever. There is a stop sign at a neighborhood right before you get to the highway that seems to really slow things down. For the last few days it has been backed up well past Litzinger. It's unfortunate because I just need to get to the interbelt and I was really looking forward to getting to it from McKnight.

I can now travel on the new section of 40 to get to work instead of up and down Clayton Road.

The closure may affect my social life to a degree, but I know it's temporary. Keep up the good work

I have always taken I-70 to commute to work. Traffic on 70 did not seem to be effected in the first closure, but the recent closure has effected traffic. I have a hard time understanding why the express lanes are not opened eastbound on 70 in the mornings and westbound in the evenings?

you have cut out all my "short cuts" and "secret ways", i.e. oakland to mackland to weise (thank you!!!!!!!). It is very difficult to get about, and just recently you stopped people being able to travel both ways on Berthold! I am still able to get to the areas I need to go to or want to go to, but what would take approximately 10-15 minutes, is now taking 1/2 hour to an hour.

vist the area 2 times a month. difficult finding routes when not entirely familiar with area. Would like to see a mapquest type program to assist.

I now do not leave my house until 8:15 to 8:30 becausue of the tie ups on southbound I-170

Because I travel North in the morning and cross I 64 somewhere between Big Bend and Hampton, I must route around the street closures. Not a real big deal until Hanley AND Big bend close at the same time.

I now have to leave about 30-45 minutes earlier than before. Now that the second half of 40 has shut down, things are EVEN WORSE than 2008. Did anyone think this project all the way through? Also - Why did you stop showing the accident stats in your Quarterly Reports? The only reason I can imagine is that accidents are WAY up since the closure. You can't restripe lanes, making them too narrow, then re-route thousands of cars and semi's, and not expect an increase in accidents. Why is no one tracking the personal stress factor? Does it not matter to MODOT?

Having to leave 2 hours earlier & getting home 2-3 hours latter because of the closure is insane. IT SHOULD HAVE NEVER BEEN DONE!!!!!!!!!!!!!!!

backup on southbound 170 exiting at Hanley is bad, even hazardous. Need to adjust the light at Hanley to let more traffic exit the highway. Not sure why this has recently gotten so bad unless they changed some signals as it hasn't been that bad since the first week of the 40 flip. It shouldn't take 20 minutes to get from

Forest Park exit to Hanley. I have tried leaving work earlier (as much as an hour), same problem.

ACCESS TO HWY 40 WEST OF I-170 IS IMPOSSIBLE BECAUSE MCKNIGHT AND BRENTWOOD TRAFFIC TO THE HIGHWAY IS BACKED UP AT RUSH. THE TRAFFIC LIGHTS DO NOT SEEM CAPABLE OF FLOWING TRAFFIC EFFICIENTLY. THEREFORE, I STAY MORE ON SIDE ROADS AS IF THE HIGHWAY IS STILL UNDER CONSTRUCTION.

I travel to and from work from the Metro East (O'Fallon, Illinois) to Chesterfield, Missouri and travel either 255/270 or 44 which adds around 10 extra miles to my commute and an extra 20-30 minutes commute time and more money in gas.

I must now take manchester to hanley to 170

The closure of the road negatively impacted the amount of business done at my job, and I had been laid off because of it.

This project has been a real pain. MODot is the most incompet branch of this state government.

I don't need the freeway to commute to work, thankfully.

I can get onto 170 Northbound much more quickly! Takes me a little longer to get to the west end areas

The closure has only prevented me from visiting a restaurants during my lunch breaks that are slightly far from downtown.

I have relegated to the expressway and the intersection at Skinker needs some tweeking and soooooon

Honestly, I expected this half to be worse. It isn't the most convenient process in the world, but my drive to work isn't as bad as I thought. Fortunately, I'm not required to be in the office at any certain time. Also, the "back way" (beside the Best Buy in Richmond Heights) around Hanley/Eager is nice. That said, I am looking forward to the new Big Bend exits opening up...hopefully they make the same good time as they did on the western half.

I live on the eastern end of the closure but instead of going to the Brentwood/Hanley area to shop/eat, I go to Illinois.

The major problem I've encountered is the lack of left turn lights along Dale Avenue. It would be helpful, especially at rush hour, to have left turn arrows at Hanley and at McCausland. It is nearly impossible to make a left onto Hanley from westbound Dale Avenue.

I'm retired and do not have a regular commute. I take pains to do my errands between 10 AM and 4 pm when possible. In any case, I try very hard to avoid being out at rush hour. I used to use Forest Park way a lot; now I use it as little as possible, using a Delmar or Vernon route east to Skinker, and Waterman or Lindell to get to my final destination or crossing point to St. Louis city destinations. This isn't good at rush hours but works well for my chosen travel times. I always plan my errand schedule to achieve several errands at once, for example, gas, post office and grocery store, or a trip to 3 or 4 destinations along Brentwood, like PetsMart, Trader Joe's and/or Whole Foods, Target and/or hardware needs at any of the three stores in that area. This saves time, trouble and gas. I rarely drive more than 2 times a week unless I have volunteer work to do, which I can't usually schedule myself, and sometimes I do errands in conjunction with that to save time and travel.

Satisfaction Comments

The following comments were left in response by those who wanted to leave additional input after the satisfaction questions (for example, *Please indicate your level of satisfaction with how well the public has been kept informed about the New I-64 Project*). The comments are presented as they were received.

The problem is not the closing of the highway - it's the way traffic & construction for all alternate routes is being handled. The closing of so many roads and bridges all at once has been paralyzing for the drivers in my area. I'm talking about the combination of the closing of 64 between Skinker and Hampton, the closing of Hampton bridge and the bridge on Oakland over 64, and the attempts nearby to direct the flow of traffic away from certain residential streets using one-way signs and blocking through-traffic from some streets. And then to top it all off, on Mar 6 you couldn't cross the Tamm st bridge by the zoo and drive past the zoo towards Hampton. The traffic was backed up all the way from Skinker to the zoo, stop and go traffic waiting to turn on Skinker. I don't know why you couldn't get through past the zoo. There are no signs warning you of this on the south side of the Tamm st bridge. There should be a lot more signs communicating these changes. I don't know how I'm expected to travel from Hampton and 44 to UCity. It's increasingly difficult. Skinker is a nightmare during rushhour. Forest Park Parkway is gridlocked, and it has ruined any streets that intersect with it. Big Bend is usually ok, if you can find a way to GET to Big Bend in the first place.

6-8 years would have been an absolute nightmare. By keeping us (the public) well informed we can adjust our commutes and/or driving routes to sidestep the current construction zone. It seems like a daunting task to many St. Louisans at first but once they discovered new routes to take everything settled down.

Eager/Brentwood Blvd I-170 are a mess with signage, lane markings etc.,

I live slightly west of Manchester and McKnight. The traffic has been horrendous on Manchester Rd, especially since I have to make a left out of my street. I know lots of people are using Manchester as an alternative (I know I am). I am looking forward to the traffic lightening up on Manchester now. My family lives in St. Peters so we already (today) have taken advantage of the opening. Great job. It's amazing how quickly it was done. I've enjoyed tracking the progress on your website. It's been educational for my kids too. None of us knew just how much went into demo and construction.

Population of the City is more dense than in a 5-mile stretch of highway in the county -- you didn't take that into consideration. Parking on Lindell along Forest Park should be prohibited 24/7 during construction.

Over the weekend I was traveling west on Oakland and tried to turn left (south) onto Hampton to get to Manchester; however, there was a "No Left Turn" sign posted at Hampton and Oakland. So I proceeded west and -- like everyone else -- hit the barricades at the Oakland Ave. overpass and had to u-turn. I am angry that it was stated in the Post that drivers "ignored" the "Road Closed Ahead" signs -- there weren't any! If I was able to see a small "No Left Turn" sign, I would have seen a Road Closed Ahead sign. Furthermore, how did dozens if not hundreds of other drivers also "miss" this sign. I'm not nearly as angry about that overpass being closed early as I am about you claiming there were signs when there weren't any.

US61 signage was lacking. Effects on bicycle commuting appear to have been ignored for a year. I feel I was not told the truth about: - When work in my back yard would happen and be done. - What was sprayed on the foliage in my yard and what I could do about it.

I am glad the decision to complete the work in 2 yrs vs 6 yrs was made. Now, half of the highway is completed. Also, the coverage on local news has been good in keeping me informed of the progress.

The local media and Dan Galvin have been doing a superb job keeping us informed,

While the new section just opened, we could tell travel East and West via Olive has lightened substantially.

I wish all government-sponsored activities ran this well. Excellent communication and media relations.

While the job, as designed, has been managed well, I question the value of doing all this work to end up with a product no better than what was there before.

It's shocking to see new bridges going in no wider than the old bridges, and the elimination of secondary access points (Galleria Parkway, Laclede Station Rd, etc.), that previously allowed us to avoid the horribly congested ones.

Also, it's hard to understand why this job takes so long and why there aren't more crews and why they aren't working 24x7.

I think it overall was handled well until now, but I am concerned with the north / south routes coming up.

It's unreasonable to have Oakland Avenue closed to through traffic when there are so few alternatives for city dwellers to travel west into Clayton. It's a perfectly good stretch of road that is not being utilized.

I respond satisfied because obviously the 6-8 years would not have been a piece of cake but the east side is going to be ugly--you have Wash U right at a busy corner of an alternate and you have Forest Park sitting right where 10K people attend the Muny....you had non of those things on the west side.....

I hate that this starts in the dead of winter and bad streets its dangerous Outstanding management, planning, and implementation. I can only feel disappointed that the additional sound walls were not already in place in this time since it is apparent that beyond the roadway, the project actually was NOT completed earlier than normal in whole.

The western closure was not as impacting as we all feared. I would give you an A+ on this. The eastern closure has crippled the center of the city. I would give you a F--- on this. All efforts must be given to getting 40 in front of the zoo open so that traffic on clayton can flow. This is a high high high priority section of the project.

A bunch of money was spent on the project completion count-down calendars for the highways - they have been turned on for a few days, but not regularly. Why was so much money wasted to not be used?

I take 70 in and the directional lanes need to change to Eastbound in the morning and west in the evening.

When I was a kid, I-294 around Chicago was completed one mile per week. They had to build bridges, move homes and started from scratch. They had almost unlimited labor resources and was quite a project. One Monday they were behind my house moving our neighbor's homes out of the way and grading the roadbed, by Friday they were pouring concrete, and on Sunday the road was stripped, signed, and it was done. Amazing. I assume blending the old and new takes longer.

Closure of Eastern half has impacted me so badly that the quality of my life has been doing down.

The ramps connecting west bound 64 and 170 have work zone speed limit signs of 40 mph but when I travel these I am the only one going this speed and have noticed other drivers upset that I am going this slow. Is this the correct speed or are the other drivers just not paying attention to the posted limits?

The Oakland closure and Dale Ave is a perfect example of the poor communication. I was traveling east on Eager on Jan 2nd and saw the signs for Dale Ave. My mom even pointed it out to me as I was heading to Dale Ave. Well, I ignored the signs because I knew that I could turn at Dale off Hanley...WRONG. I heard about this for the first time today...kinda late. Also, I think the alternative routes should've been better explored. Example, why is Jefferson Ave still not open southbound??? Also, closing Hanley and shifting the traffic to Brentwood was simply a ridiculous thought. Why didn't someone test these routes out on normal people before they just knock down overpasses and expect us to figure a way around it.

I think the western half of I-64 is beautiful!!! I hope all of the new plantings survive and look great for years to come. Thanks for making I-64 (west) beautiful!!!

Sometimes the signs don't make sense or they don't warn you until you're right there. I don't have any specific examples, but I do remember a couple of times thinking I wish I knew this about 1 mile ago. I do really enjoy the new Western side of the highway.

The opening party was nice to go to, but there should have been people there with info about the carriage rides. We were there looking all over for where they were going to start, waited a very long time, along with many others, asked several people, who ended up giving conflicting info...we finally gave up just in time to see the 2 carriages arrive. 2 carriages for that amount of people? Not nearly enough. And they were small carriages at that. Other than that, we did enjoy being able to walk on the highway before it opened and look forward to doing so on the east part of the highway. Hopefully any activities (other than the bike rides, which were fun to watch) will be better planned and executed.

You have done a GREAT job communicating and getting everything done. My only complaint is the concrete lifeless jungle you have created on hwy 40. I understand home owners may have wanted them (but why did they live there to start with and I question the tactics used to get an agreement), but you have taken away all the charm and life out of the highway. You have even blocked business that I am sure relied on drive-by traffic. PLEASE reconsider creating the concrete vacuum on the other half. It's not that loud, I use to live by it. If it is too loud, move. PLEASE keep the charm and warmth that is St. Louis and don't block it out.

continued problems of grid lock at skinker and forest park continue. Police need to patrol southbound skinker for cars who block private streets and do not keep intersections open. signs are not sufficient and grid locked cars disobey. tickets by the gross are in order till behaviors improve.

While the traffic impacts aren't as bad as I thought they would be, I do not believe that doing this project with the highway open would have taken 6 to 8 years. This project could have been done one side at a time as many other interstate projects are done without too much of an impact to the timeline. There are enough people and construction workers unemployed that you could have doubled up on the crews and completed the project in less than two years with the total closure concept and maybe even saved some money as completion of the project sooner would have less of an inflation factor. Marsha marshab80@gmail.com

Obviously the Parkway is a mess. I do not understand why Big Band was not rebuilt at the same or almost the same time as Boland Place and Highland Terrace. That way it would be done now and the Hanley overflow would have a reasonable alternative.

The overhead signs, telling us how long the travel time is to a certain highway, are ALWAYS WRONG during peak times. The changeable speed limit signs on 270 are a joke. If I could possibly do 40 mph at 5pm on 270 southbound, I would take back every nasty thing I have ever said about MODOT. By the way, how much did those "Countdown To Completion" signs cost? Those have worked about 10 days over the past 13 months. Another huge wast by MODOT!

The east closure I don't take to get to work - but I travel that exact stretch for church and MANY other activities. Lots of friends live over there. It is INCREDIBLY inconvenient as all the alt routes are heavily trafficked and MUCH longer. Wish a better plan could have been made for the east close down. The west closure was much easier to find an alt route. But having the whole east stretch closed is killing me!

MODOT deserves credit for how relatively smoothly things have gone so far.

Who ever arranged it had better have been fired for this stupid idea.

you could have done this without shutting down the highway and in far less than 6 years. you can say six years but that is the party line bull crap to get what you wanted. I can NOT believe it would have taken to 2014 to get the job done. While i relaize it would have taken more plaiing and cost a few more dollars, I do not believe it was as much as you are saying. Also, the region has suffered because of the shutdown. I go to St Louis for work becasue I have to. I did not purchse my seats for the cardinals, rams or the symphony this year or last. I will consider it again in 2010 after the highway re-opens.

Mo Dot should have completely closed the highway for a yr

Gee, the world didnt come to an end, did it???

I can't wait for this project to be finished. It is sapping our city of people, economic activity and vibrancy. I hope that measures are being tackled to bring people back into the city once this is all over.

I am really tired of hearing from the people who nitpick and whine about everything! Some of the questions asked in the newspaper about the project are so picky!

Very smart to close only for 2 years. The impact has not been as severe as many predicted, and the benefit will be great.

you have caused massive traffic jams on streets and roads not equipped to handle the volume of traffic. this traffic has caused destruction of road surfaces with no thought as to upkeep and repair of the destroyed surfaces. the waste of time daily in my commutes during the first section closure caused me to alter my life significantly for one year when the project could have been done nearly as fast by performing the work sequentially on westbound lanes and then east bound lanes with total closure for the times needed to destroy and rebuild bridges. i hope that the surface is better built than the deteriorating surface of I-170 which has large holes in it already.

MODOT should insist that StL news agencies refer to the interstate by its true name, I-64. 40 is not the name of the interstate, so it's not I-64/40. If anything, it should be I-64/US 40. But no one in St Louis refers to it by anything other than 40 or Highway 40. The superseding name is Interstate 64. Signs, news updates, and other information should refer to it as such.

Just never heard of an interstate/freeway being closed in the middle of a major city; traffic in a city is to be expected...I'm just sayin.

I live right by the intersection of Forest Park Pkwy and Skinker (I live on Waterman). Traffic in the morning, since the Eastern portion of 64 closed, has been a NIGHTMARE! I never take Forest Park Pkwy North, to get to work anymore, and I certainly do not take it coming home. The changing of the stoplight timers has made the situation worse. If you don't want people to take Forest Park Pkwy, the timers never should have been changed--this would have made alot more people take alternative routes instead of majorly clogging Skinker. Again, the second half has become a nightmare. I want to commit an act of road rage every single day. Oh, I forgot to mention, since the 2nd half of the closure, and everyone and their brother taking FPP, I have never heard so much horn honking in my life. Even after I finally make it home, it's honk, honk, honk for at least an hour.

I am strongly dissatisfied that Hanley, Hampton and Big bend overpasses will be closed at the same time. Is this a conspiracy to keep the north and south side residents of Clayton road from getting anywhere. On any given day, Brentwood is a mess and then next nearest route would be kingshighway!!!

1) Screwed up on Lindberg to west bound I64. Right lane goes straight, left lane ends. You have it confusingly marked with the right lane ending and the left lane going straight. Really mixed up here? Accidents waiting to happen. (It needs to be consistant and it's done both ways all over town) 2) East bound I 64 @ I 270 ONLY TWO LANES GOING EAST???? That's nuts!!!! What a mess you have created. You have eliminated a lane and caused a backup & accident zone for out of towners. I thought we were trying to make things better? 2 Lanes on east bound I 64 is goong to be a mess for years to come. 3) Spoede both exits suck. East bound exit. Mound of dirt blocks view as you approach intersection at Spoede & Outer Road, Fence totally blocks view of oncomming south bound Spoede traffic, another accident waiting to happen. 4) West bound Spoede entering I 64 has a sharp turn and no barrier. Cars will end up down there and the entrance ramp is too short. I thought you were going to improve it? It's shorter?

I don't understand why the streets in the "Dogtown" were blocked. It is difficult to drive the routes inthe area.

AS I have said before, more attention could be paid to routes north and south across the closure. I live north of it near Delmar in U. City and do the bulk of my shopping south of it, mostly in Maplewood and Brentwood. So far, if I follow the precautions and routes described above, I do pretty well, but I really dread the Big Bend closure, which will considerably lengthen my route for my most frequent errands, especially if Hanley Road is still closed.

Alternative Route Comments

The following comments were left in response by those who wanted to leave additional input after the questions about alternative routes. The comments are presented as they were received.

I had no experience previously with the added lane scenario implemented for I44, I70 and I270. Now that I've driven these roads I am against the practice. This could possibly be a workable solution if large trucks were banned or restricted to certain lanes. For me the time saved is not worth the harrowing experience of travelling in such close proximity to other vehicles.

I-64 closed messages on electronic signs is old news that you ought to have on permanent, long-term signs. I thought the expensive signs were for reporting stuff that "just happened".

The signals on the Forrest Park Parkway are never timed correctly to alleviate the endless bottleneck from Clayton to Kingshighway.

The light at McKnight and Litzsinger was my most favorite improvement. It had been needed for so long and I HOPE it never goes away!

The light at Warson and Ladue serves to slow down traffic quite effectively. You did not ask about the added center turn lane on Clayton. It obliterated the bike lanes so well that I feel my life is in jeopardy riding my bike on Clayton when it used to be a most preferred bike route.

I am VERY unhappy, and feel we were deceived that the sound wall would be complete before the re-opening of the western half. As a taxpayer, why does the contractor deserve a bonus payment when procurement of critical materials was not completed on time? I feel the overall project was successful, but I feel this aspect was not at all addressed.

Traffic signals on Union Blvd northbound to I-70, I leave at non peak hour before 6 am, and usually hit 6-7 red lights in less than 3 mile stretch. I find the same with Kingshighway and Forest Park Pkwy.

The S I 270 to W I 64 dedicated entry lane was excellent and I am dissatisfied that it is no longer used. It relieved a cumbersome bottleneck.

It seems that there is no sense of urgency in clearing accidents. Out east, they just push vehicles out of the way and out of the drivers view as quick as possible and then deal with the collision.

the traffic signs on 44 do not ever change - if there is an accident or slow down it rarely tells you about it

Remove or shorten (on the Forest Park Parkway) all of the stoplights on Forest Park Parkway from Euclid to Big Bend - these traffic lights are causing terrible delays on FPP.

I-70 and I-270 the extra lane helped, but on I-44 it made the road to narrow

The extra lanes on the highways probably help but are extremely dangerous!!!! They must be removed immediately upon completion!

The Temporary Lanes are very difficult to drive on. You basically drive on the rough pavement that used to be the shoulder.

During the second half of the project, the congestion on Forest Park Pkwy. has been awful. Much more traffic could be moved through quickly if the traffic lights were timed better. This could be the best alternate route in place of Hwy. 40/64 while it's closed, but instead it has been a parking lot.

Pavement on west bound FP Pkwy between Grand and Kingshighway is pretty rough along the right shoulder.

why isn't there temporary lane addition in shoulder area on I-270 east of I-170? Illinois commuters have been completely ignored by MODOT - to suggest that I-70 is a viable alternative to I-64 as a means to get to Clayton is completely ridiculous.

Traffic light timing changes to support the western half of the construction, now need to be changed back!

From what i see on the morning news, 270 IS HORRIBLE!

I don't have an opinion on this, but I do for the commuting. You have to keep in mind working parents. Believe me, I would LOVE to leave for work earlier or carpool, however, I have two school age children. I have to have a car for emergencies. The kids schedule stayed the same, so does mine. However, now I have to work later to make up for my new start time. I am lucky because my husband picks them up. I can't imagine if I was a single parent trying to accomodate this. Plus, I checked out the bus routes. It takes way too long to get around.

variable speed signs were often not accurate. 511 didn't provide info on alternates to Clayton Road which was my main alternate while the west part was closed.

The addition of an extra exit lane on southbound 270 to 44east has made an extremely positive impact on the traffic flow at that internchange. I hope this will be considered a permanant change after 164 opens.

Trucks still speed on interstates but have narrower lanes. They can be pretty threatening.

metro link needs to handout free "try me"passes with a ridefinder link to single passenger cars lined up at lights at big bend, skinker and debalivere to induce using the metrolink next to them and reduce forest park traffic. I'm sure Wash U students would be ready activist volunteers. Be much more proactive to change st louis attitudes to use light rail and bus. Get more employers to incent the cost of commuting with green methods, carpools and light rail, especially those with parking problems.

The temporary lane additions in I44 and I70 should remain as permanent at the conclusion of the project. Marsha marshab80@gmail.com

Restriping was very dangerous - no shoulders!! Trucks and busses are not staying in their lanes, and wander into mine way too often. The Traffic Response guys seem to be doing a good job, but the incidents are reported on the radio/overhead signs too late to pick an alternate route. And - usually the info is wrong. Wrong lane reported closed, wrong direction on the highway, etc.

I-44 LINE PATCH PULLS MY CAR ALL OVER THE PLACE. IT'S HORRIBLE. NOW I STAY OFF 44 ALSO.

The temporary lanes on 270 and 44 should be made permanent after the I64 project is done. They are more important to traffic flow rather than having the empty shoulders.

Since I didn't frequently travel my alternate route before construction, I don't know if impacts were better or worse.

i do not believe the statements that 6-8 years would have been required to accomplish the task if a different method of construction had been chosen. i think that extra time would have been measured in months.

The message boards are awesome through the metro :-) Keep those working...its awesome! The St Louis City Streets Director is completely ineffective...he is totally out of his league.

The signal timing on Forest Park Parkway is a joke. If you wanted people to stay off of it, you should have never timed the lights shorter to accommodate the idiots who continue to use it. This has caused severe backups on intersecting streets (aka Skinker). Common sense was definitely not utilized in this decision

the extra lane on 44 makes it bumpy and uneven, i think its dangerous

I don't recommend travel on those hwy's as the lanes are too narrow and dangerous. The improvements on the western half do not justify the cost and problems caused. It won't handle more traffic if it narrows down to 2 lanes at any point. We should have left it alone or built a better and larger highway. Improvements that move traffic are minimal. Hay it looks great !

Westbound Dale Avenue at Hanley is a NIGHTMARE at rush hour.

I've not used or experienced the 3rd and 4th services. I have found your on-line service very useful. The signal timing efforts have helped with traffic involving the Parkway, but I'm VERY GLAD that I retired a couple years before this work took place (I worked at the Washington U. Medical School, and I'm pretty sure my commute time would have doubled or tripled. The city of St. Louis has planned especially badly for this trip, with the work on the Jefferson and Delmar Station bridges being done at the same time. It's especially interesting that the work on both of these bridges has taken them at least twice as long as it has taken the state to replace any bridge. I've felt that their notification about these projects to be pretty abject as well. The way I found out that the Jefferson bridge was down almost three years ago has when I started to turn off Chouteau coming west o use it; there wasn't even a warning sign on Chouteau as I recall, just a sudden absence of any street where Jefferson used to be. I assume no one landed in the void below, thought at night it would have been a real hazard.

How to Contact Comments

The following comments were left in response by those who wanted to leave additional input about how MoDOT could best provide them with information. The comments are presented as they were received.

I have seen a few signs, but have noticed almost no attempt to get this info to the public, aside from a few newspaper articles. Oh yeah, and some pamphlets in a McDonalds! What about grocery stores, libraries, malls and many many more road signs.

I would much prefer to go to your web site to read the latest information but the news media seems to be doing a better job of getting the word out of upcoming changes. Today I read in the Post Dispatch about the closing of the Brentwood bridge overlapping with the closing of Hanley. I'm sure glad I read the paper today!!

I like the MoDot Emails sent out on a weekly basis

I like receiving email updates on the I-64 project.

Local television news and morning radio has helped us the most.

I tried to map my ride and it isnt working for me. I need to find sites that truly are working with the closings.

The regular emails from MoDOT have been by far the most helpful for me and my family.

our office on Big Bend had a representative on MoDot come to our office with information, hand outs, answered all our questions!

email, email, email road closures BEFORE they are closed.

it doesn't really matter how you notify the public about changes they don't notice them or read them.

It's a shame the countdown signs aren't always "on" and functioning.

I like the flyers that I have seen at my gas station at dale and hanley that have been published and distributed by MoDOT

More display boards on alternate routes

I don't have a TV, get a newspaper and rarely listen to the radio. So I would go look for info online as I heard about it. But it would have been wonderful if perhaps you all would have partnered up with the various business/companies/organizations around the metroplex to equip them with info and alt route suggestions to communicate to their employees (or to at least give them the info/option to sign up for any newsletters/emails that you all might have provided). With the west closure, I did move from the city to west county since 64/40 was what I took every day to work. The people running my company didn't know any more about the project than I did.

*I get frequent update information from the Richmond Heights e-mail alerts
See previous comment about calling I-64 only I-64 rather than mentioning
Highway 40*

The message boards are awesome...they're great :-)

Placed on the road to receive the work one week prior to construction.

I no longer take the daily paper, so that is less useful to me. TV news and on-line notices are most effective for me, though I think that radio is probably useful for many people, who listen while they drive, and the signage about closure on the feeder routes are also very good, because they allow drivers to plan alternate routes on the go, and avoid the centers of real congestion. I'd still like to see more information about north-south routes about the closure, and I think that on future projects the highway department would do well to remember that the St. Louis region goes a very long way north and south, and many people commute or have necessary contacts which require them to use mid-area east west roads on a regular, frequently daily, basis. They could also try to see that St. Louis and other towns near such projects work harder at having their road projects near such construction in better order, that is, finished, before a major route is taken down. The Delmar Project is a prime example of such a misjudgment, even at the times of day I travel, I've seen two block long lines of traffic creeping across the bridge in the single lane traffic. I can only shudder to think what it must be like at rush hour.

Alternative Website Comments

The following comments were left in response by those who responded to *If you heard about the closure through one or more sites not listed above, please tell us which site(s)*. The comments are presented as they were received.

KWMU

KWMU - 90.7 FM

TheNew164.org

I will add these sites to my favorites and check them out.

KWMU

stltoday.com

i watch info on thenewi64 and am active follower of the changes, i'm not at all standard commuter.

msn.com

Fox News FNN.com, Google.com, Googlemaps.com

mapquest.com and maps.google.com

tv 11

Richmond Heights citizen e-mails

I-64 Project Website Comments

The following comments were left in response by those who responded to *What additional information would you like to see on the I-64 Project website?*. The comments are presented as they were received.

Keep us informed on what "leftover" work you are doing on the western half of the closure (I noticed today that soundwalls are not done yet)

When closed areas (eg crossroads, bridges) will reopen.

I love the maps. Very interesting.

Clear maps showing alternative routes across the closure.

The New I-64 Economic and Regional Mobility Study

Quarterly Report #7

July 2009- September 2009



Before the Closure

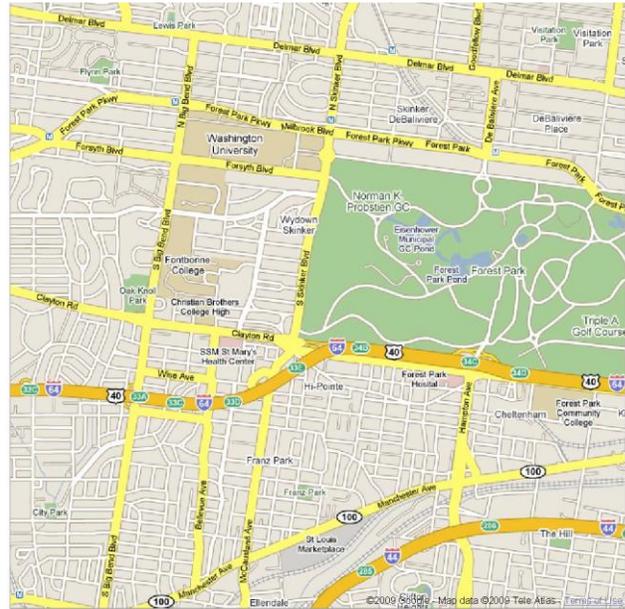
Please indicate how much time it takes you to make certain trips now compared to how long it took you before the closure.

	Not applicable or I don't know	Same time as before	0 to 5 minutes longer	5 to 15 minutes longer	15 to 30 minutes longer	More than 30 minutes longer
Education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Workplaces of work/travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical Reasons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping, errands, and other errands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traveling throughout the Louisville Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>




1. Executive Summary

On December 14, 2008, the eastern closure began with the closure of I-64 between I-170 and Kingshighway Boulevard. On December 15, 2008, the western closure of the New I-64 was opened to traffic. Partners again implemented their regional command center operations to ensure that any traffic flow conditions were addressed and responded to as the public adjusted to the change in closure along I-64.



This quarterly report assesses the period July 2009 through September 2009 that includes the 19th, 20th and 21th months of the I-64 closure, evaluating the three key areas of **Communications** (MoDOT’s provision of information to the public, and the public’s response to the project), **Mobility** (the effects of the closure on travel behavior, choices, and traffic flow), and **Economics** (the effects of the closure on businesses within the corridor as well as the economic health of the region). With the eastern closure now in place for several months; the study will begin to focus attention on potential differences between the eastern and western closures. In the 3rd Quarter of 2009, the research team found the following information:

With the eastern closure now in place for several months; the study will begin to focus attention on potential differences between the eastern and western closures. In the 3rd Quarter of 2009, the research team found the following information:

Communications (pp. 2-4)	Mobility (pp. 5-21)	Economics (pp. 22-29)
<p>Surveys indicate that the overall satisfaction level remains high</p> <p>The Eastern Closure appears to be having more of an impact on travel behavior based on responses from “where I shop”, “how often I travel to certain areas” and “how well I managing to move around St. Louis</p> <p>TV News, Internet, Radio News and Roadway Signs still are the leading way to get information on the construction project</p> <p>Information from Motorist Assist and I-64 Traffic Response on the two survey questions still remains higher than online surveys when asked the same question</p>	<p>Traffic volumes continue to be higher on the designated interstate routes and adjacent arterials. Daily volumes are up on Interstates 44, 64, 170 and 270 in certain sections.</p> <p>Average speeds are down slightly along certain corridors. The range varies from being plus (up) 362% on I-44 eastbound in pm peak period to being negative (down) 10% on I-70 westbound in the pm peak period.</p> <p>Travel times are up slightly on certain interstate and adjacent arterials and correspond similar to measurements denoted in average speeds above since, these measurements are based on the average speed</p>	<p>Both corridor and non-corridor wages where lower in the 1st Quarter of 2009</p> <p>Unemployment in the St. Louis area is tracking very similar to the national trends in both 2008 and the first several months of 2009.</p> <p>The change in sales from the 1st quarter to the 2nd quarter of this year saw a slight increase for both corridor and non-corridor similar to the previous three years. The 2nd quarter of 2009 was \$490 million less than 2nd quarter of 2008</p> <p>The taxable sales during 2nd quarter of 2009, when indexed to the 2nd quarter of 2005 fell below 1.0 for corridor and St. Louis County; St. Louis City and non-corridor had a index higher than 1.0</p>



In this quarter, we obtained respondent input via a new online survey and mail-in surveys from recipients of Motorist Assistance and I-64 Traffic Response services. We will continue to assess information received during the eastern closure and compare it to the western closure information received in 2008. This comparison will show any consistency or inconsistency in the two data sets.

During the 3rd Quarter of 2009, 1,266 people have been surveyed to measure their opinions about the closure and how it may have changed their behavior. Two survey instruments were utilized in this research. The first, an online survey, was a detailed instrument designed specifically for this project. For the second instrument, two key questions were also added to the motorist assist surveys distributed by MoDOT operators after providing traffic assistance to motorists in need.

People access the online survey through MoDOT's New I-64 website. 97 responses were generated in July (35), August (34), and September (28). 82 of these responses were by first-time visitors to the survey. 4 people had taken the survey before and another 11 people were not sure if they had taken the survey before. Online respondents tended to be Caucasian (85.6%) and a plurality (39.5%) made between \$60,000 and \$120,000 annually.

Motorist Assist respondents tend to be less affluent than most respondents. People in this income bracket are less likely to respond to mail surveys and online surveys, so two key questions were added to the standard surveys already distributed by motorist assist operators to ensure that the most important questions were asked of the lower income segment. 1,169 responses were obtained from the motorist assist programs (1,015 through MoDOT's Motorist Assist program and 154 through the I-64 Traffic Response program).

Both survey methods indicate that the overall satisfaction level remains high even though the Eastern Closure appears to be having more of an impact on behavior (those indicators shown in darker blue-green in table below) than the Western Closure did.

Online Survey

Based on the online data, the Eastern Closure is having a greater impact on respondent behavior than that of the Western Closure. "Satisfaction with how well managing to move around the St. Louis area with the closure" is noticeably different. Despite this reported increased impact, overall satisfaction with MoDOT remains very high – almost identical to the results received during the Western Closure. The Table below shows all responses received from online surveys for both the 2008 Western Closure and 2009 Eastern Closure for side-by-side comparison.

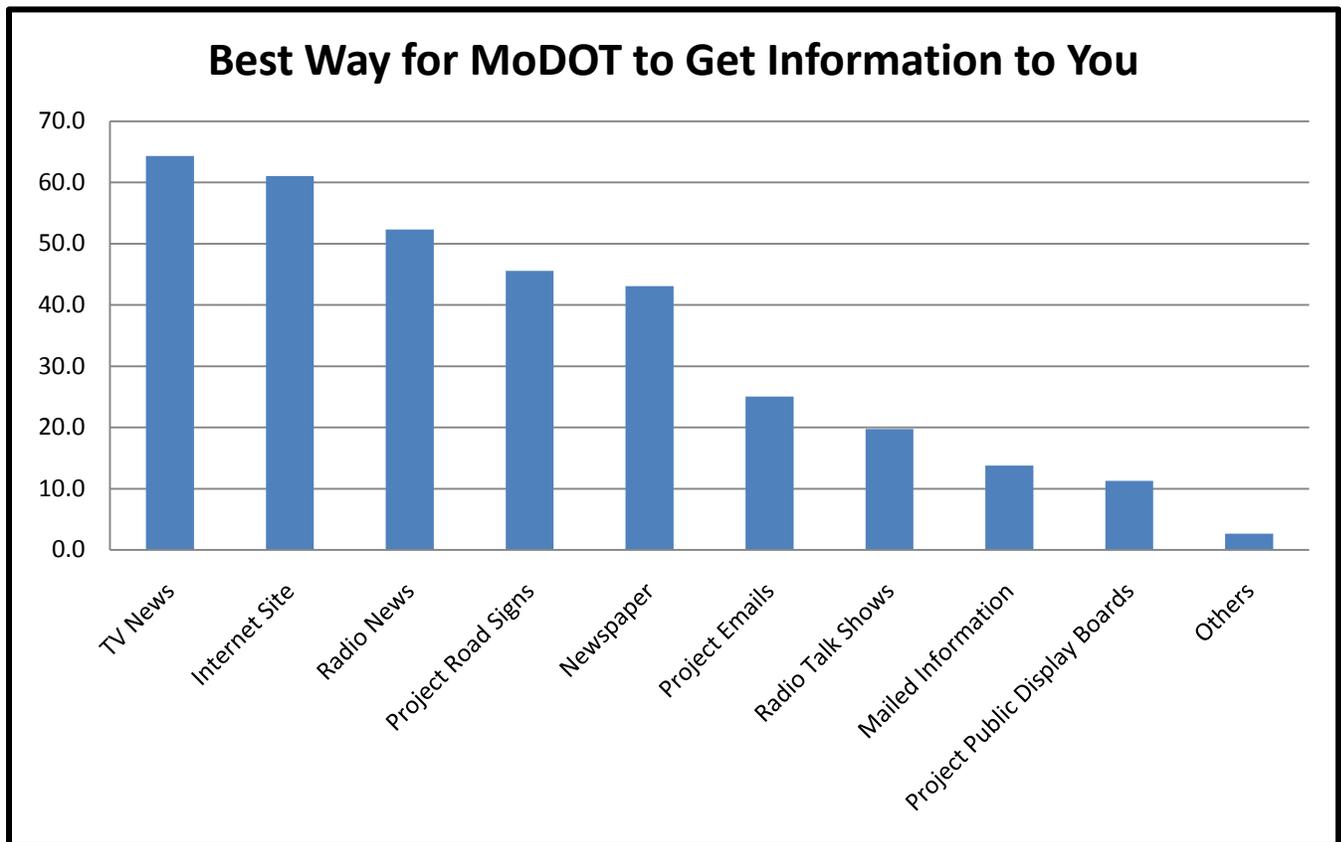
Key Public Indicators - Online Comparison of Both Closures	Western Closure	Eastern Closure	Total
Overall level of satisfaction with how the I-64 closure has been handled	76.7%	77.3%	76.8%
Satisfaction with how well the public kept informed about the new I-64 project	88.7%	86.7%	88.3%
Satisfaction with how well managing to move around the St. Louis area w/ the closure	69.7%	58.7%	67.5%
Satisfaction with timeliness of information being made available	87.5%	87.0%	87.4%
Agreement with “the closure has changed where I shop”	41.5%	46.9%	42.6%
Agreement with “the closure has changed how often I travel to certain areas”	73.3%	79.4%	74.5%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	76.5%	82.7%	77.7%
<i>Survey responses</i>	<i>1,362</i>	<i>342</i>	<i>1704</i>

Respondents are less satisfied with their ability to move around the St. Louis area. It was noticed they were more likely to state that the Eastern Closure has changed where they shop and how often they travel to certain areas. These responses could be the results of several different factors like the adjacent alternative transportation network, adjacent land use (commercial, business complex, residential, recreation, healthcare, etc.), lower response rate, second year of construction, etc. The project team will continue to monitor these changes in upcoming reports.

The best ways to reach online respondents is unchanged from the previous year as demonstrated in the following table:

Best Way for MoDOT to Get Information to You	Western Closure	Eastern Closure	Total
TV News	62.4%	72.1%	64.3%
Internet Site	60.2%	64.6%	61.1%
Radio News	51.2%	56.7%	52.3%
Road Signs	43.2%	55.2%	45.6%
Newspaper	43.0%	43.3%	43.1%
Project email from MoDOT or I-64 Team	24.2%	28.5%	25.1%
Radio Talk Shows	19.8%	19.7%	19.8%
Receive Information in Mail	13.1%	16.5%	13.8%
Project Display Boards at Public Events	10.8%	13.1%	11.3%
Other	2.6%	2.9%	2.7%

The following chart presents the total column to graphically indicate the best way to reach these respondents based on the on-line survey tool.



Motorist Assist

Two key questions were asked in mail-in surveys given out by MoDOT’s Motorist Assist program as another way of obtaining information. The change measured since the Eastern Closure has been minor, but in accordance with that of the other methods. People are finding it slightly more difficult to move around, but are still quite satisfied, especially with the decision to close I-64 for two years instead of six to eight years with lane closures. The following table shows the comparison made between the Western and Eastern closures:

Key Public Indicators - Motorist Assist Comparison of Both Closures	Western Closure	Eastern Closure	Total
Satisfaction with how well managing to move around the St. Louis area w/ the closure	90.0%	89.5%	89.8%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	93.8%	95.9%	94.7%
<i>Survey responses</i>	3,837	2870	6707

3. Mobility

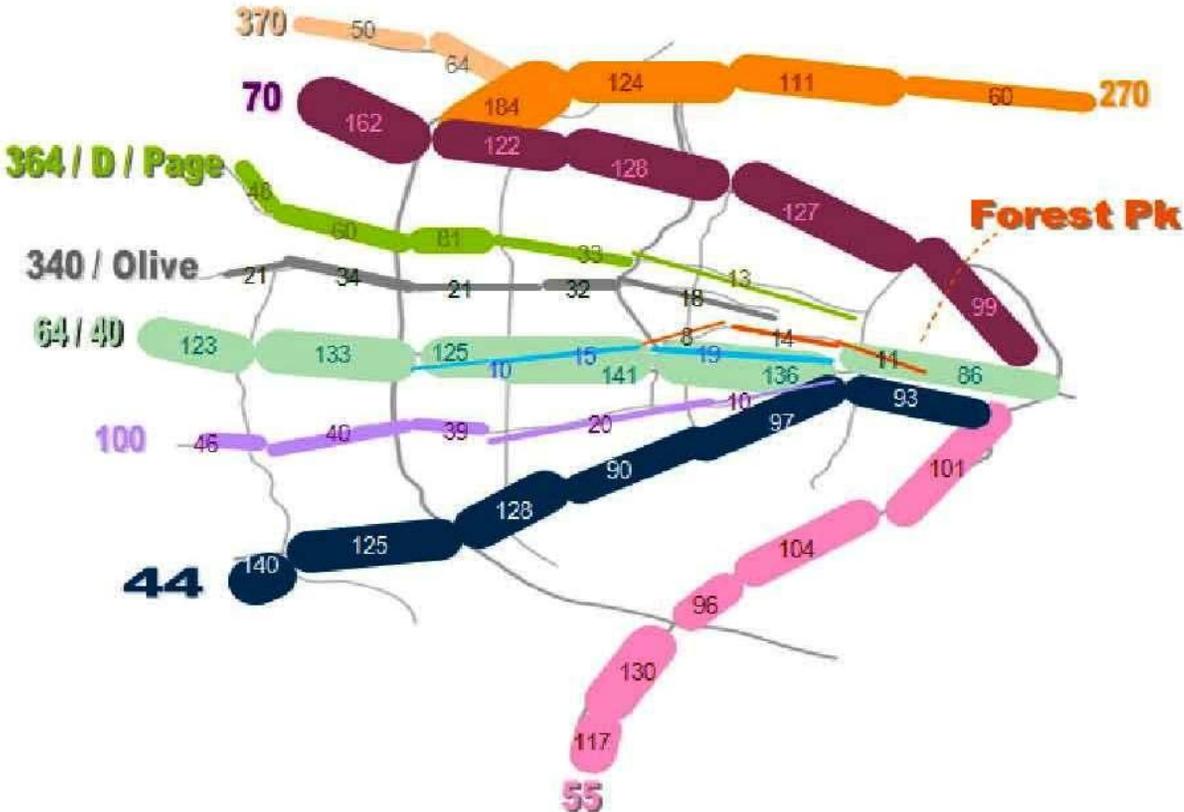
In this quarter, we obtained traffic data for both freeway and arterials. This information shows both baseline and quarterly traffic data for easy comparison of any changes in traffic conditions. Traffic data collected includes traffic volumes, speeds and travel times along various routes near the I-64 construction project.

Sections by traffic volumes, average speed and travel times have been developed. The tables and graphs will be introduced with a short summary of what has been observed.

Freeways

We continue to notice increases in daily traffic volumes along I-44, I-70 and I-270 when compared to the baseline traffic volume data. Also, daily traffic volumes on I-64 west of I-270 are greater than the baseline (pre-construction) level. The four graphs show baseline and July through September, 2009 traffic volumes:

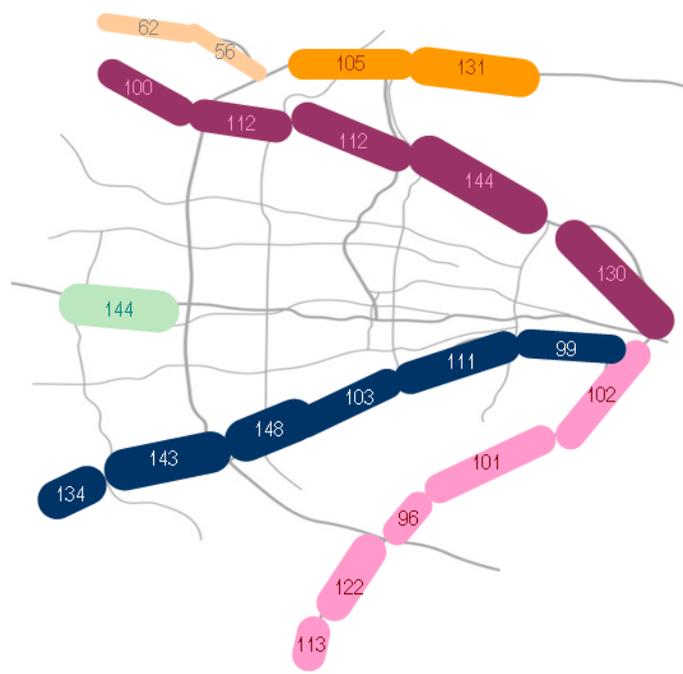
EW Baseline



East-West Corridors Baseline Traffic Volume Graph

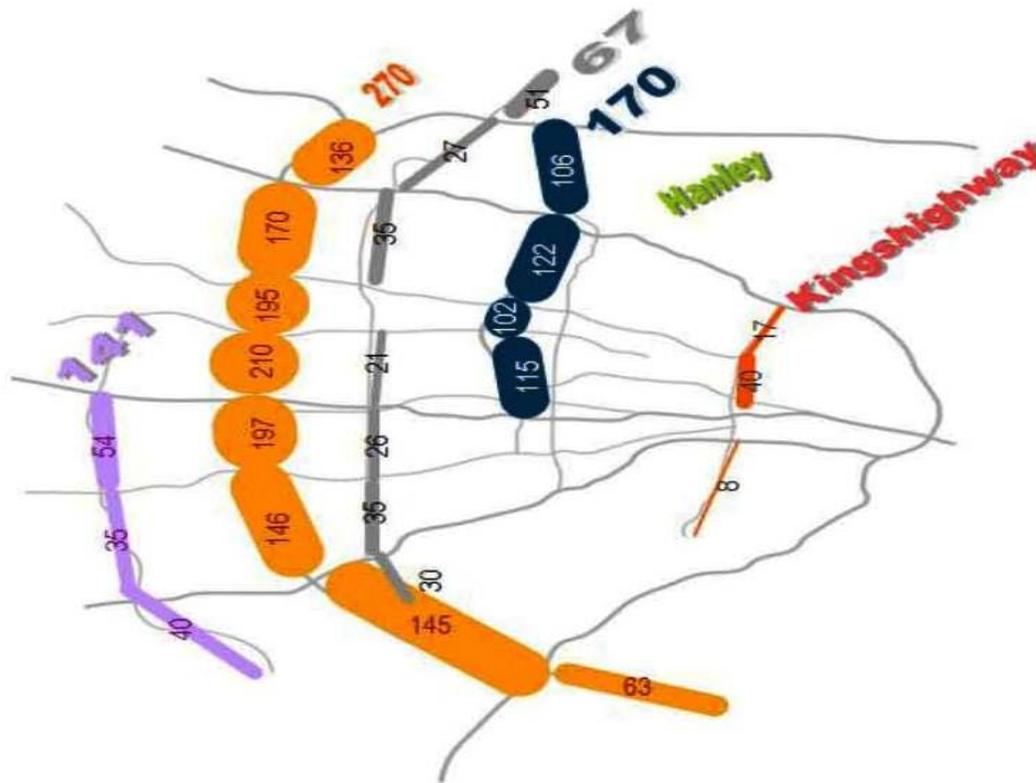
*I-64 STUDY EAST- WEST CORRIDORS
TRAFFIC VOLUMES JULY THROUGH SEPTEMBER*

7/1/2009 to 9/30/2009



East-West Corridors 2009 3rd Quarter Traffic Volume Graph

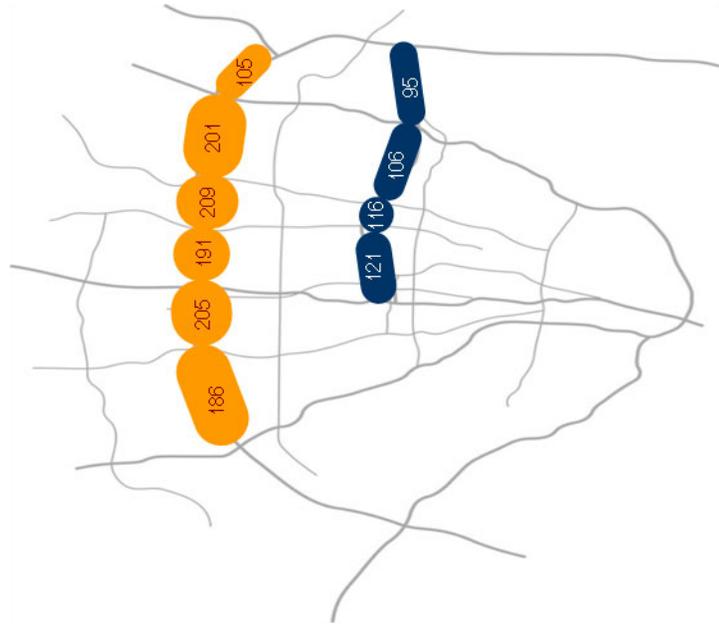
NS Baseline



North-South Corridors Baseline Traffic Volume Graph

7/1/2009 to 9/30/2009

I-64 STUDY NORTH – SOUTH CORRIDORS
TRAFFIC VOLUMES JULY THROUGH SEPTEMBER



North-South Corridors 2009 3rd Quarter Traffic Volume Graph

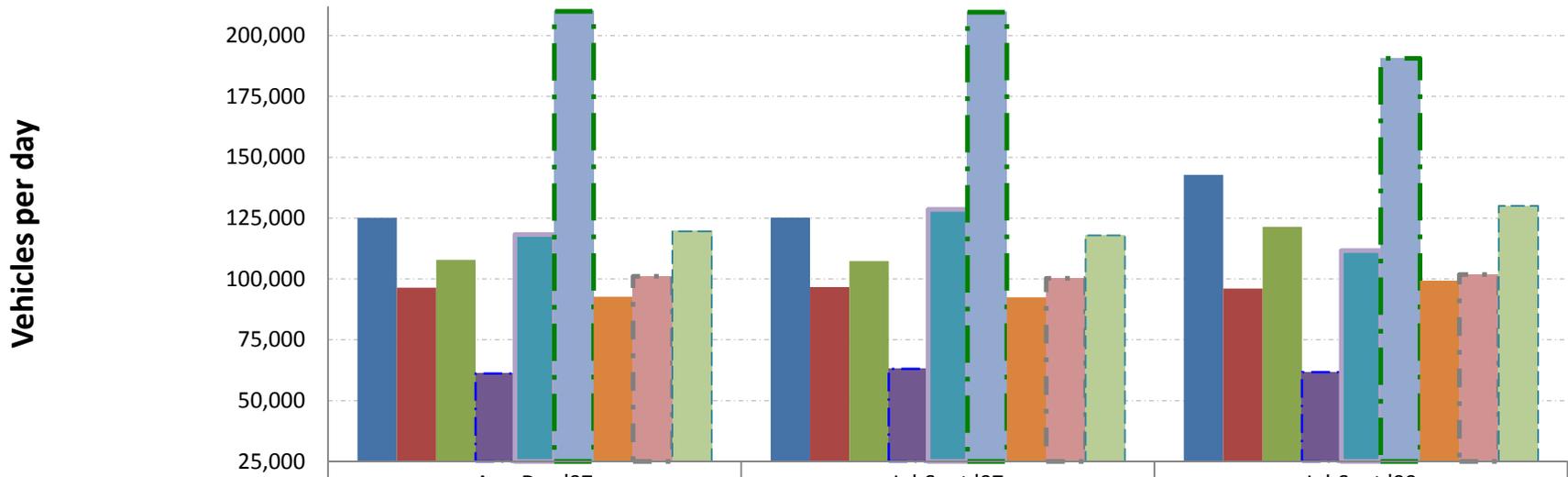
The following table shows daily traffic volumes, and average speeds and travel times information for the PM Peak periods. These selected sites were selected early in the study to designate some control sites to monitor that could potentially experience changes during the construction along I-64 corridor. These freeways were designated and signed with construction signing as alternate routes for potentially impacted traffic. By consistently monitoring the same sites, we can get a general understanding on how traffic is moving in the region. Index indicates how the 3rd quarter of 2009 traffic conditions compares to baseline traffic conditions in 2007. Green highlighted index values show an increase in traffic condition measurement while the red highlighted index values show a decrease in traffic condition measurement.

I-64 Study Update - Freeway Information - Quarter 3 July - September 2009

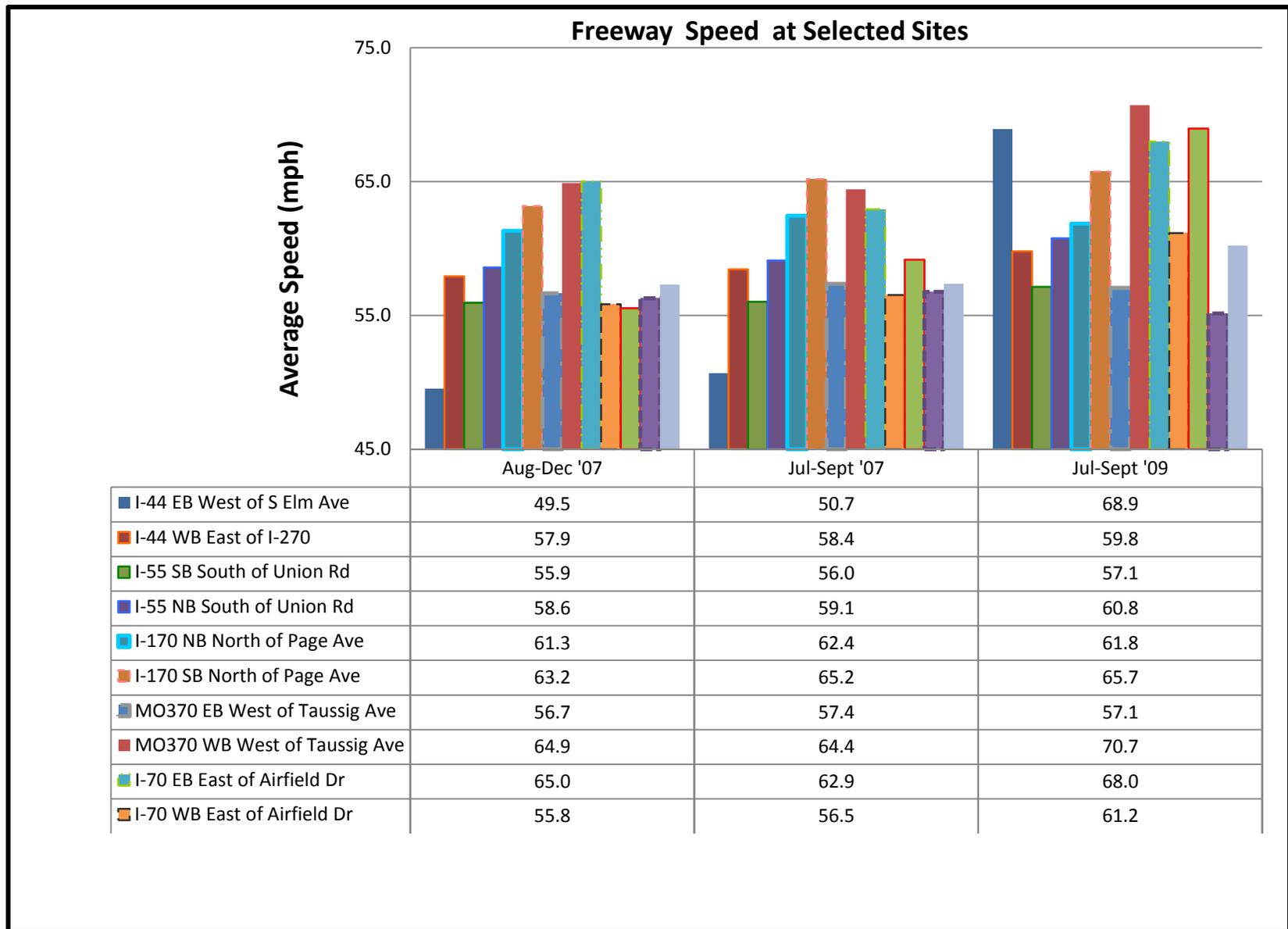
Route	Location	Volume (vehicles/day)			Index	
		Aug-Dec '07	Jul-Sept '07	Jul-Sept '09	Jul-Sept '09/ Aug-Dec '07	Jul-Sept '09/ Jul-Sept '07
		I-44	East of I-270	125,057	125,234	142,775
I-44	West of Mississippi Ave	92,641	92,457	99,266	1.072	1.074
I-55	South of Union Rd	96,447	96,623	96,108	0.996	0.995
I-55	South of Broadway	101,093	100,196	101,769	1.007	1.016
I-170	North of Page Ave	107,862	107,379	121,409	1.126	1.131
MO 370	West of Taussig Ave	61,167	63,008	61,707	1.009	0.979
I-70	East of Airfield Dr	118,242	128,571.8	111,713	0.945	0.869
I-70	East of Adelaide	119,620	117,844	130,076	1.087	1.104
I-270	At Ladue	210,012	209,558.7	190,653	0.908	0.910

Route	Location	Speed (mph)			Index		Distance	Travel time (minutes)			Index		
		Aug-Dec '07	Jul-Sept '07	Jul-Sept '09	Jul-Sept '09/ Aug-Dec '07	Jul-Sept '09/ Jul-Sept '07		Aug-Dec '07	Jul-Sept '07	Jul-Sept '09	Aug-Dec '07	Jul-Sept '07	
		I-44 EB	East of I-270	49.5	50.7	68.9		1.392	1.360	I-44 EB	1.07	1.30	1.27
I-44 WB	East of I-270	57.9	58.4	59.8	1.033	1.023	I-44 WB	1.07	1.11	1.10	1.07	0.968	0.977
I-44 EB	West of Mississippi Ave	57.3	57.4	60.2	1.051	1.050	I-44 EB	2.89	3.02	3.02	2.88	0.952	0.952
I-44 WB	West of Mississippi Ave	58.6	59.9	58.0	0.990	0.969	I-44 WB	2.89	2.96	2.89	2.98	1.010	1.032
I-55 SB	South of Union Rd	55.9	56.0	57.1	1.021	1.020	I-55 SB	2.07	2.22	2.22	2.17	0.979	0.981
I-55 NB	South of Union Rd	58.6	59.1	60.8	1.037	1.028	I-55 NB	2.07	2.12	2.10	2.04	0.964	0.973
I-55 SB	South of Broadway	61.9	62.2	62.6	1.011	1.007	I-55 SB	3.87	3.75	3.73	3.71	0.989	0.993
I-55 NB	South of Broadway	60.6	63.5	62.8	1.036	0.989	I-55 NB	3.87	3.83	3.66	3.70	0.965	1.011
I-170 NB	North of Page Ave	61.3	62.4	61.8	1.009	0.990	I-170 NB	1.96	1.92	1.88	1.90	0.991	1.010
I-170 SB	North of Page Ave	63.2	65.2	65.7	1.041	1.009	I-170 SB	1.96	1.86	1.80	1.79	0.961	0.991
MO370 EB	West of Taussig Ave	56.7	57.4	57.1	1.007	0.995	MO370 EB	1.51	1.60	1.58	1.59	0.993	1.005
MO370 WB	West of Taussig Ave	64.9	64.4	70.7	1.090	1.097	MO370 WB	1.51	1.40	1.41	1.28	0.918	0.911
I-70 EB	East of Airfield Dr	65.0	62.9	68.0	1.046	1.080	I-70 EB	1.33	1.23	1.27	1.17	0.956	0.926
I-70 WB	East of Airfield Dr	55.8	56.5	61.2	1.095	1.082	I-70 WB	1.33	1.43	1.41	1.30	0.913	0.924
I-70 EB	East of Adelaide	60.8	62.2	72.4	1.190	1.163	I-70 EB	4.37	4.32	4.22	3.63	0.840	0.860
I-70 WB	East of Adelaide	55.6	56.4	50.9	0.916	0.904	I-70 WB	4.37	4.72	4.66	5.15	1.091	1.107
I-270 NB	At Ladue	55.5	59.2	69.0	1.242	1.166	I-270 NB	2.33	2.52	2.36	2.03	0.805	0.858
I-270 SB	At Ladue	56.3	56.8	55.1	0.980	0.971	I-270 SB	2.33	2.48	2.46	2.54	1.021	1.030

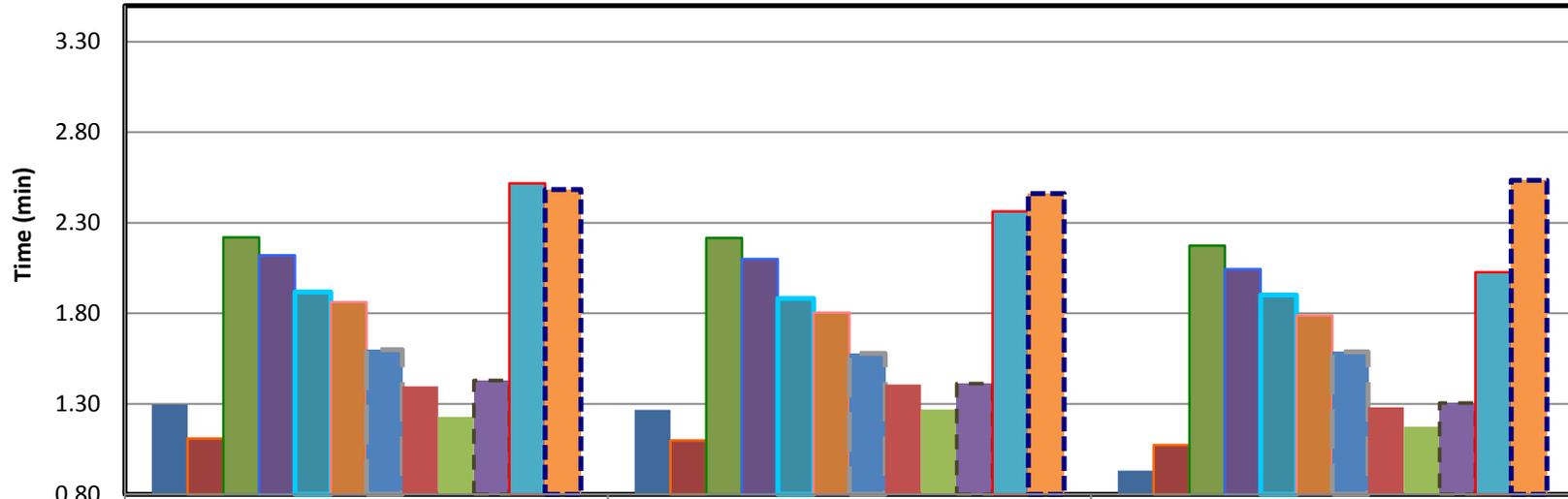
Average Daily Traffic (ADT)



	Aug-Dec '07	Jul-Sept '07	Jul-Sept '09
I-44 East of I-270	125,057	125,234	142,775
I-55 South of Union Rd	96,447	96,623	96,108
I-170 North of Page Ave	107,862	107,379	121,409
MO 370 West of Taussig Ave	61,167	63,008	61,707
I-70 East of Airfield Dr	118,242	128,571.8	111,713
I-270 At Ladue	210,012	209,558.7	190,653
I-44 West of Mississippi Ave	92,641	92,457	99,266
I-55 South of Broadway	101,093	100,196	101,769
I-70 East of Adelaide	119,620	117,844	130,076



Travel Time along Selected Sections



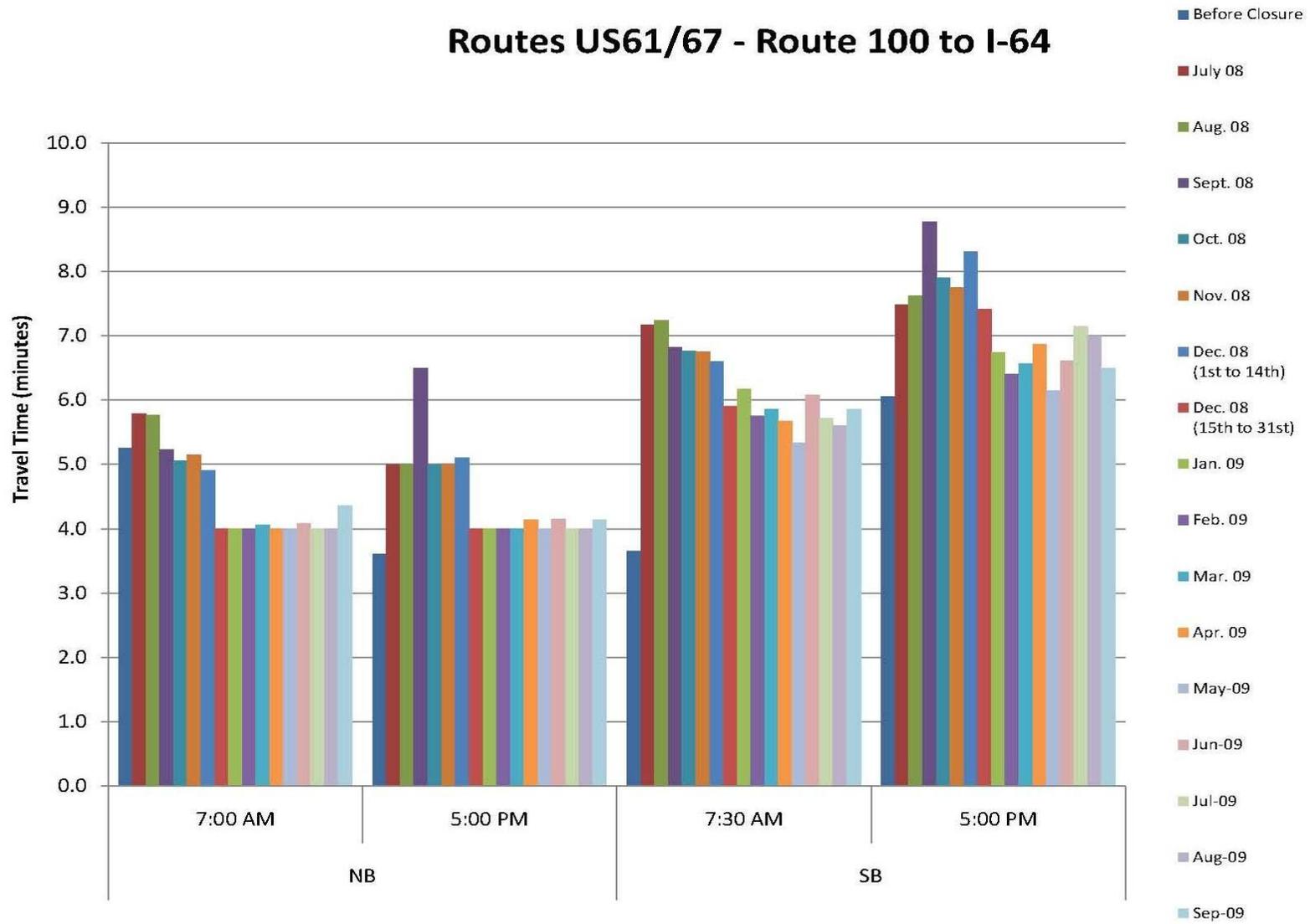
	Aug-Dec '07	Jul-Sept '07	Jul-Sept '09
I-44 EB	1.30	1.27	0.93
I-44 WB	1.11	1.10	1.07
I-55 SB	2.22	2.22	2.17
I-55 NB	2.12	2.10	2.04
I-170 NB	1.92	1.88	1.90
I-170 SB	1.86	1.80	1.79
MO370 EB	1.60	1.58	1.59
MO370 WB	1.40	1.41	1.28
I-70 EB	1.23	1.27	1.17
I-70 WB	1.43	1.41	1.30
I-270 NB	2.52	2.36	2.03
I-270 SB	2.48	2.46	2.54

Arterials

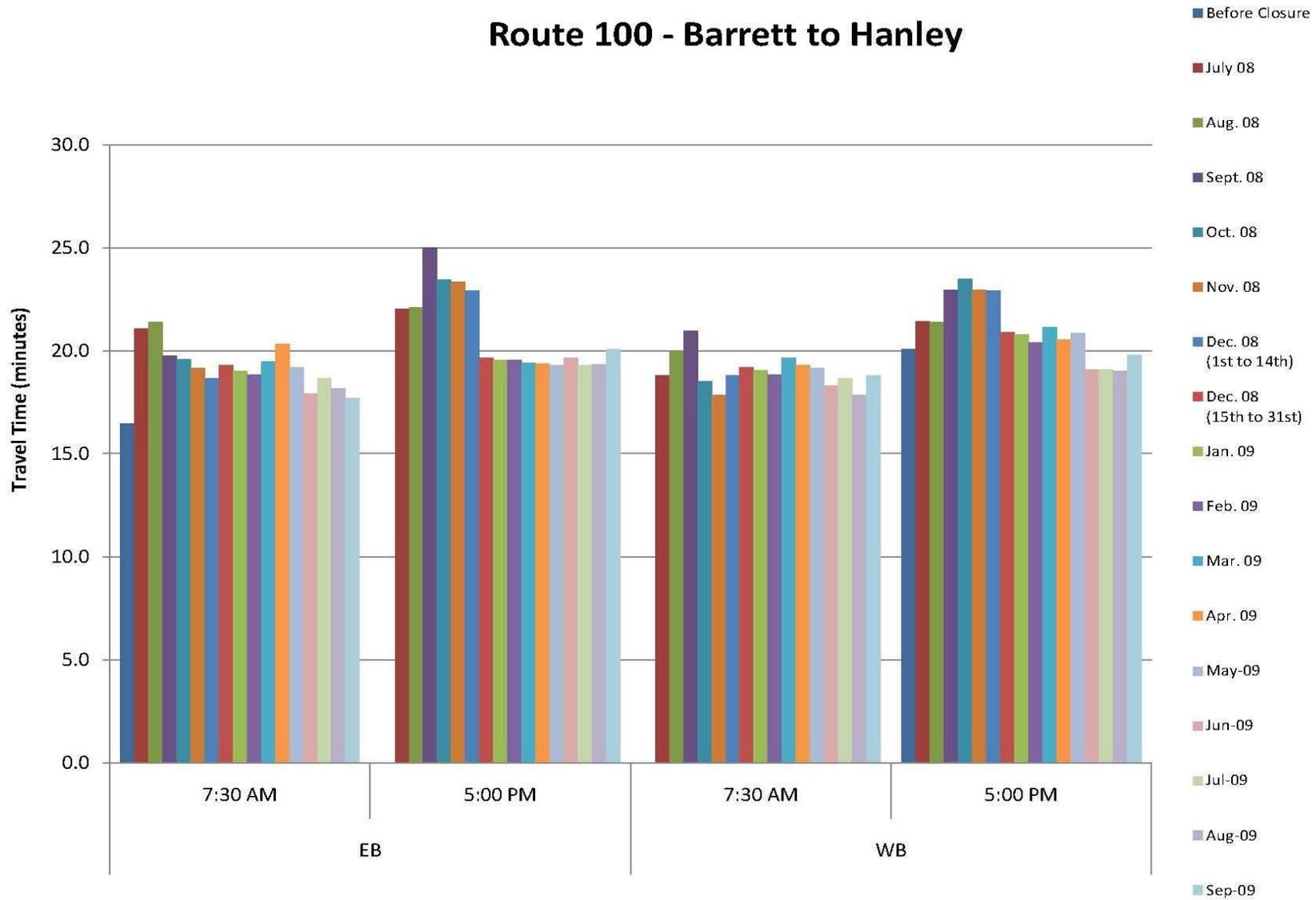
The study team continued to notice a slight increase in travel times along the two corridors being monitored during weekday peak periods. These corridors are major arterials and should provide an indicator of travel along the arterials near the I-64 construction project. The following is a table with average weekday peak periods travel times and their corresponding graphs:

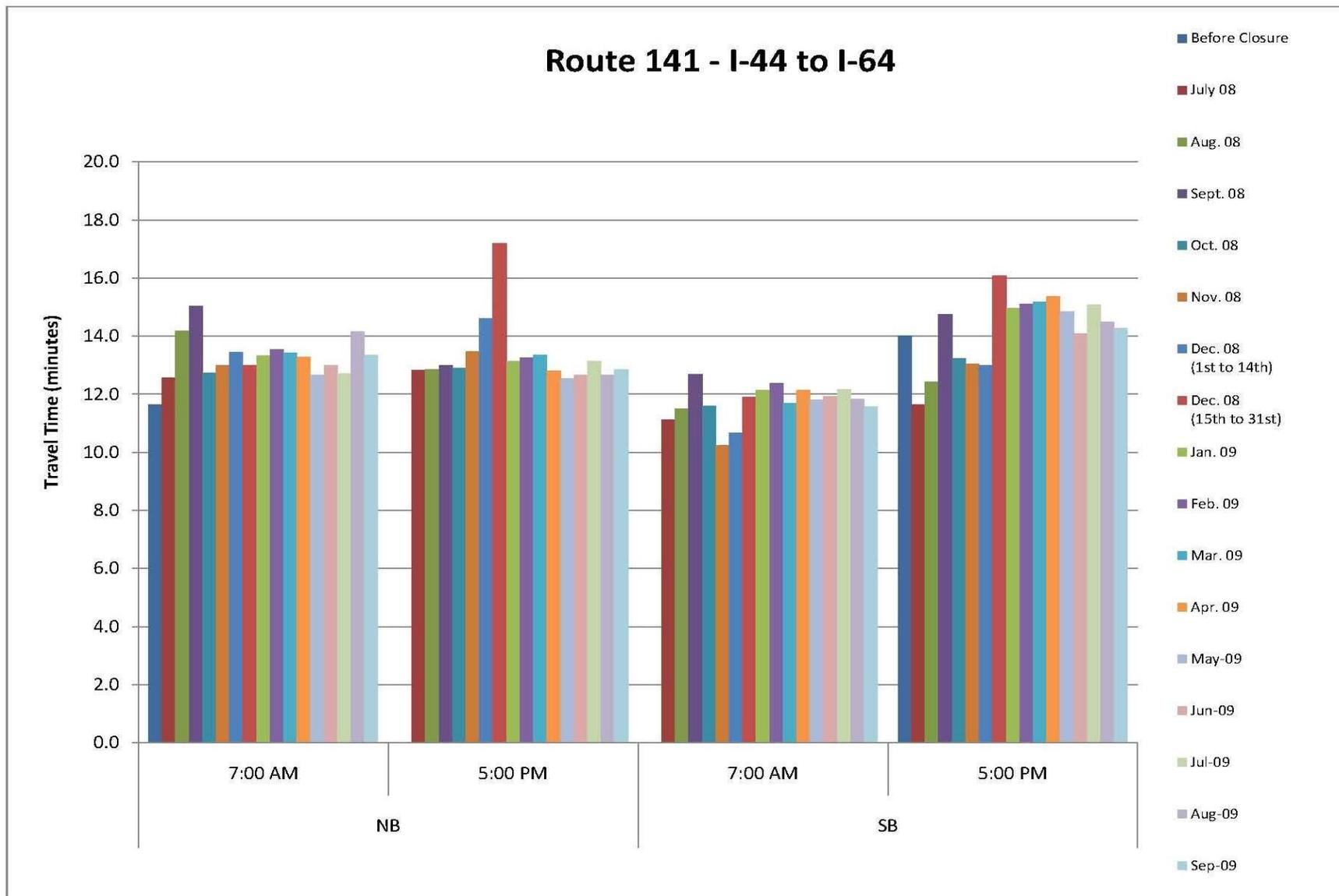
Route	Segment	Direction	Peak Period	Travel Time (Min)																		
				Before Closure	July 08	Aug. 08	Sept. 08	Oct. 08	Nov. 08	Dec. 08 (1-14)	Dec. 08 (15-31)	Jan. 09	Feb. 09	Mar. 09	Apr. 09	May-09	Jun-09	Jul-09	Aug-09	Sep-09		
US 61/67	100 to I-64	NB	7:00 AM	5.3	5.8	5.8	5.2	5.1	5.2	4.9	4.0	4.0	4.0	4.0	4.1	4.0	4.0	4.1	4.0	4.0	4.4	
			5:00 PM	3.6	5.0	5.0	6.5	5.0	5.0	5.1	4.0	4.0	4.0	4.0	4.0	4.1	4.0	4.2	4.0	4.0	4.1	
		SB	7:30 AM	3.7	7.2	7.2	6.8	6.8	6.8	6.6	5.9	6.2	5.8	5.9	5.7	5.3	6.1	5.7	5.6	5.7	5.6	5.9
			5:00 PM	6.1	7.5	7.6	8.8	7.9	7.8	8.3	7.4	6.7	6.4	6.6	6.9	6.1	6.6	7.1	7.0	7.0	6.5	
100	Barrett to Hanely	EB	7:30 AM	16.5	21.1	21.4	19.8	19.6	19.2	18.7	19.3	19.0	18.9	19.5	20.3	19.2	17.9	18.6	18.2	17.7		
			5:00 PM	-	22.0	22.1	25.0	23.4	23.4	22.9	19.7	19.5	19.6	19.4	19.4	19.3	19.7	19.3	19.3	20.1		
		WB	7:30 AM	-	18.8	20.0	21.0	18.5	17.9	18.8	19.2	19.0	18.9	19.6	19.3	19.1	18.3	18.6	17.8	18.8		
			5:00 PM	20.1	21.4	21.4	23.0	23.5	23.0	22.9	20.9	20.8	20.4	21.2	20.5	20.9	19.1	19.1	19.0	19.8		
MO141	I-44 to I-64	NB	7:00 AM	11.7	12.6	14.2	15.0	12.7	13.0	13.4	13.0	13.3	13.6	13.4	13.3	12.7	13.0	12.7	14.2	13.4		
			5:00 PM	-	12.8	12.9	13.0	12.9	13.5	14.6	17.2	13.1	13.3	13.4	12.8	12.6	12.7	13.1	12.7	12.9		
		SB	7:00 AM	-	11.1	11.5	12.7	11.6	10.3	10.7	11.9	12.1	12.4	11.7	12.1	11.8	11.9	12.2	11.8	11.6		
			5:00 PM	14.0	11.7	12.4	14.8	13.2	13.1	13.0	16.1	15.0	15.1	15.2	15.4	14.9	14.1	15.1	14.5	14.3		
D (Page)	I-270 to I-170	EB	7:30 AM	9.8	9.1	10.1	7.6	8.2	8.1	8.4	8.3	7.9	7.9	7.6	7.6	7.7	8.3	9.5	8.0	8.4		
			5:00 PM	-	8.7	10.1	9.3	8.9	9.3	8.8	9.4	9.0	9.0	8.6	9.6	9.3	8.8	8.7	9.0	8.9		
		WB	7:30 AM	-	11.3	11.7	8.6	7.6	7.9	7.8	7.4	7.2	7.0	7.0	9.0	8.9	8.8	9.3	8.5	8.6		
			5:00 PM	10.6	11.2	11.6	8.5	8.7	8.4	8.9	9.3	8.0	7.9	8.0	9.2	9.7	9.7	9.9	11.4	9.6		
D (Page)	I-170 to Grand Ave.	EB	7:30 AM	-									17.0	17.2	17.9	17.9	17.9	18.3	18.8	18.4		
			5:00 PM	-										19.4	19.4	20.1	19.6	20.0	19.9	17.0	18.9	
		WB	7:30 AM	-											20.8	20.0	19.5	20.5	20.0	19.4	20.6	
			5:00 PM	-												19.1	18.5	19.0	18.4	18.2	18.3	18.7

Routes US61/67 - Route 100 to I-64

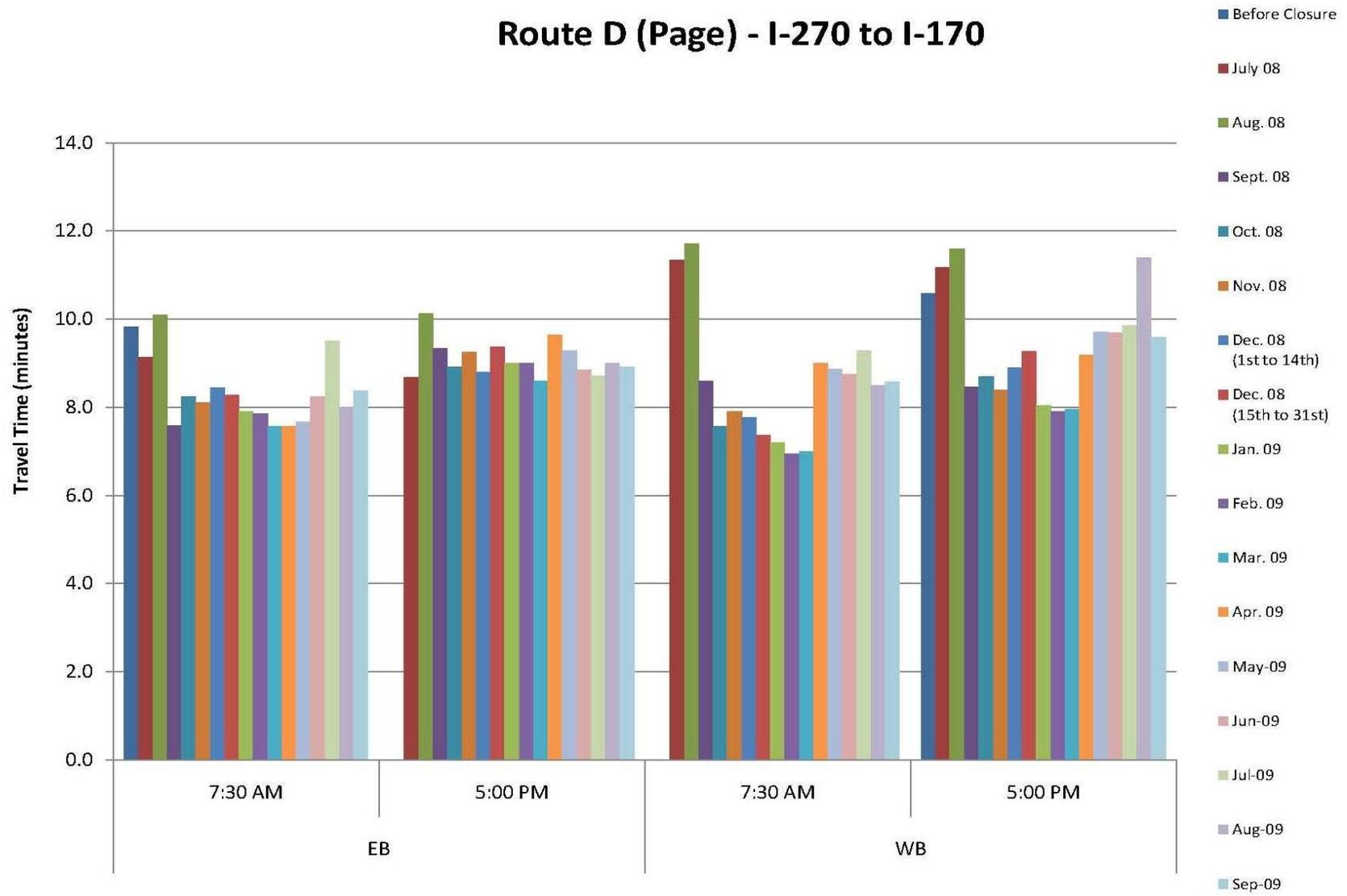


Route 100 - Barrett to Hanley

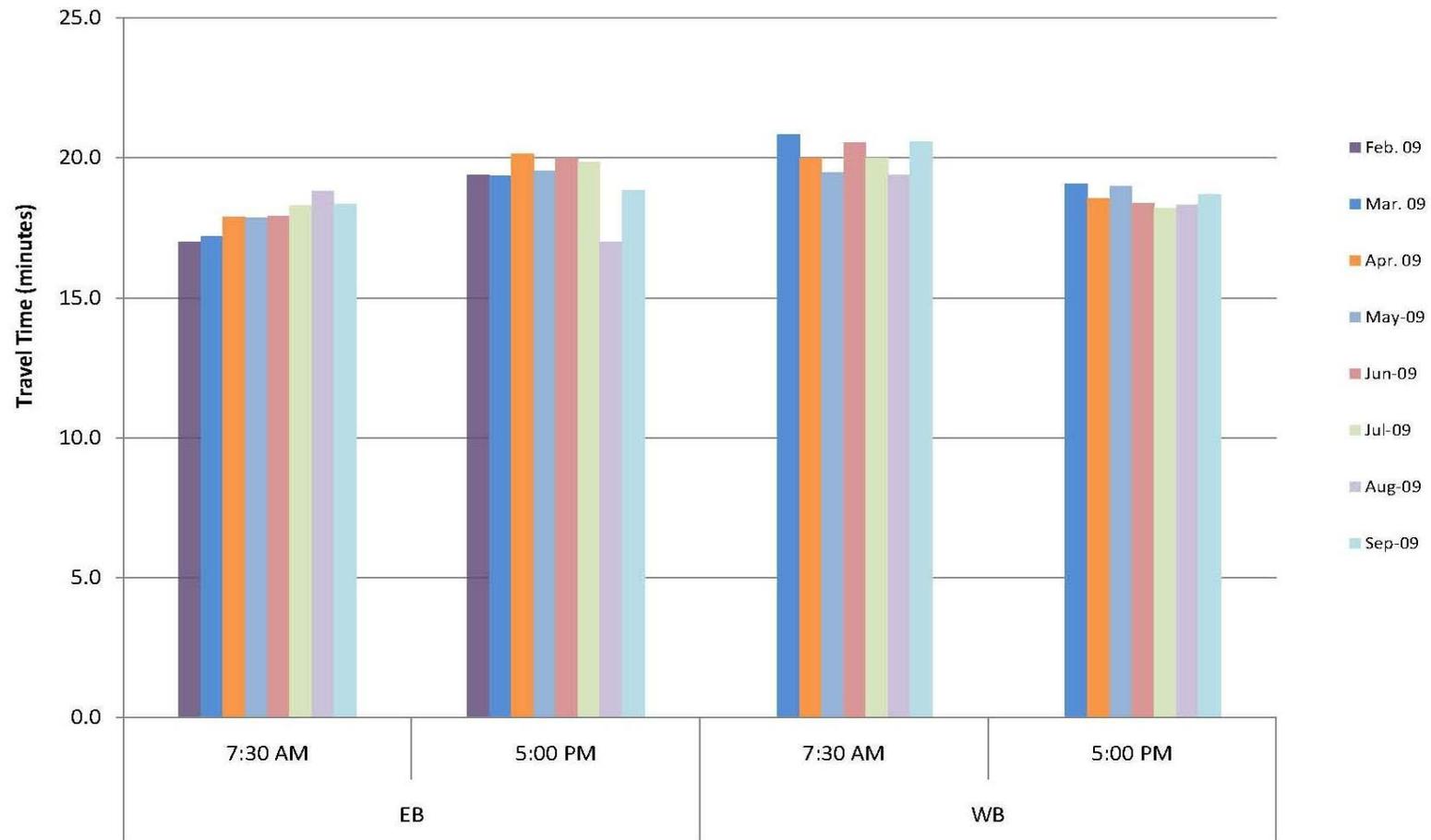




Route D (Page) - I-270 to I-170

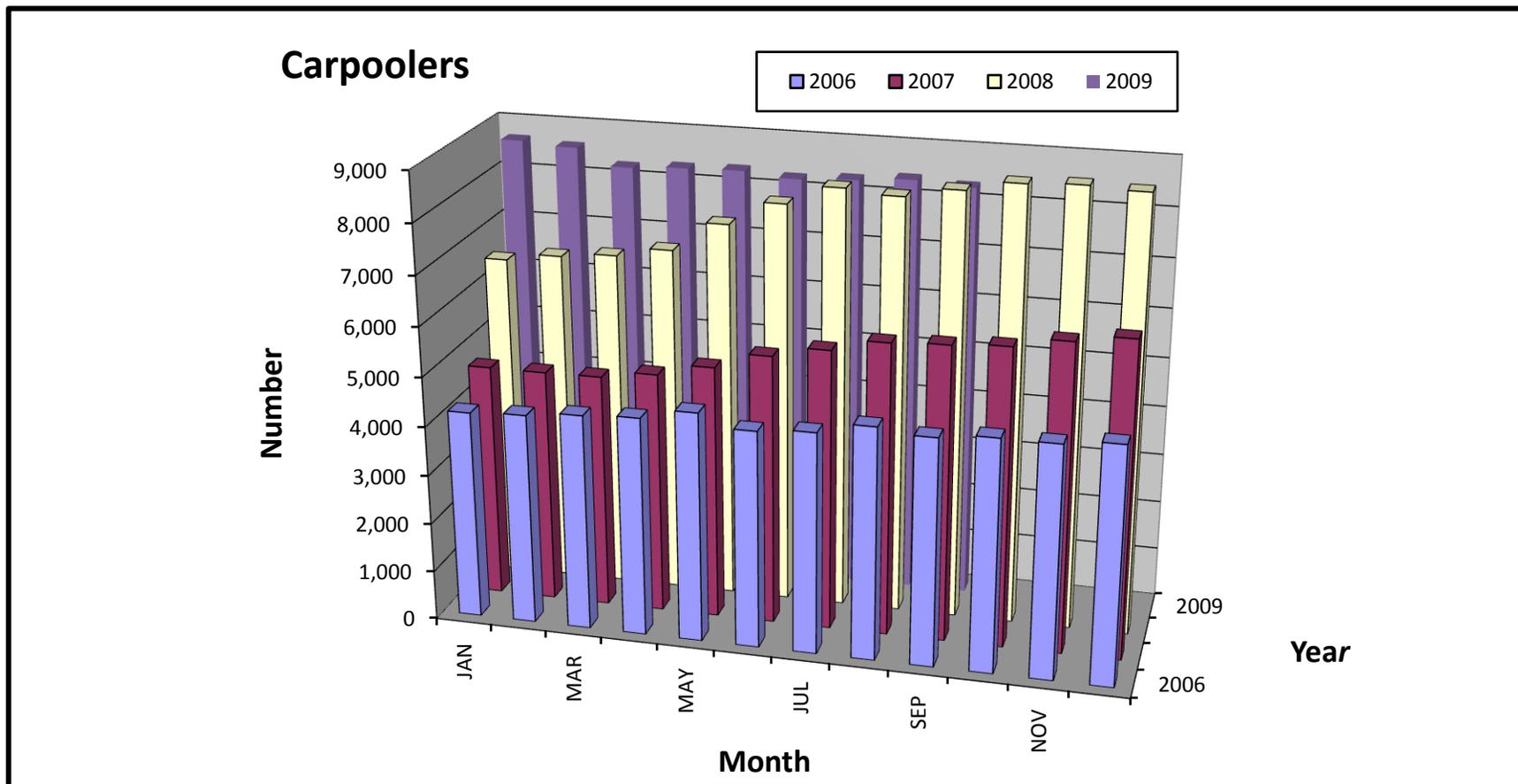


Route D (Page) - I-170 to Grand

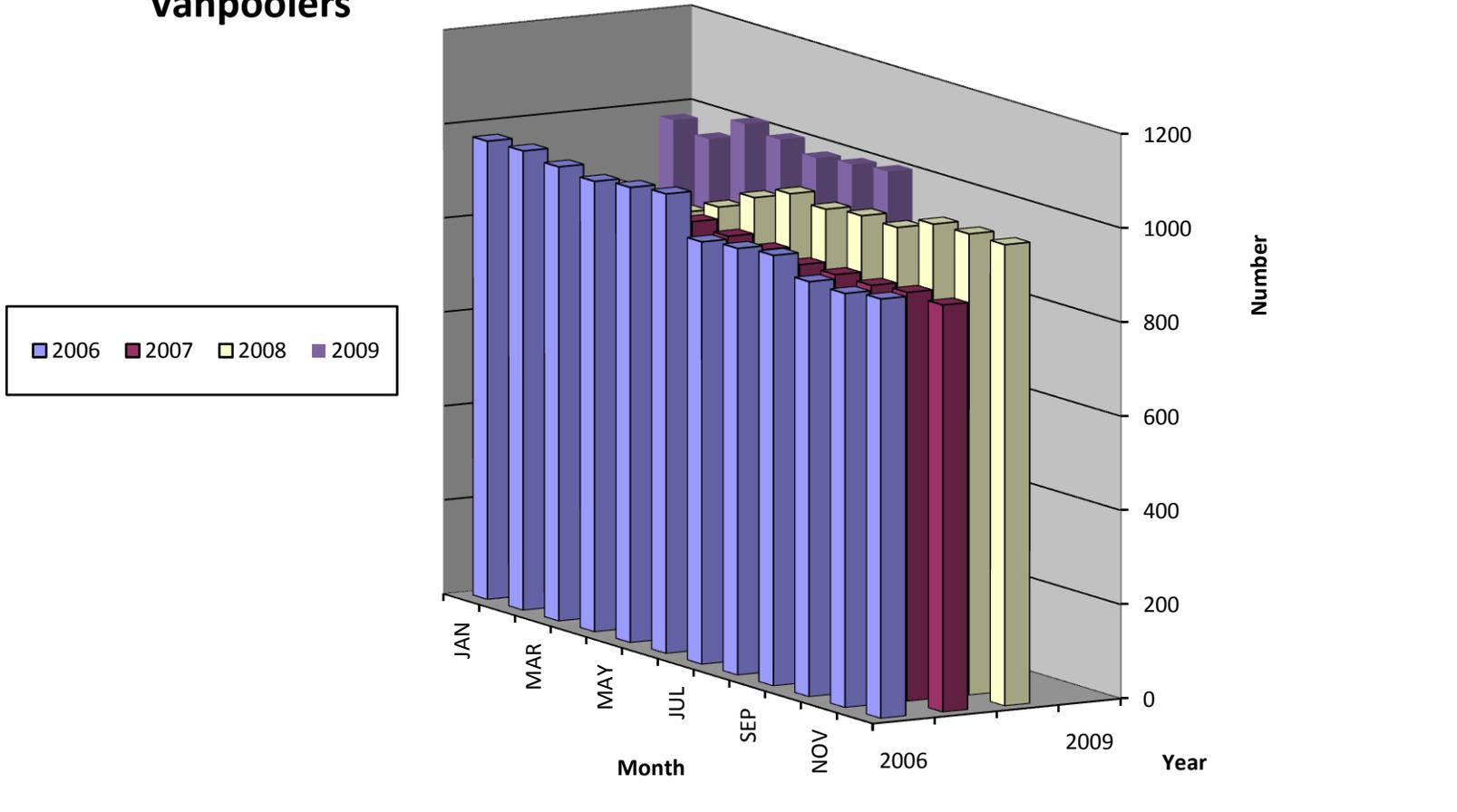


Rideshare

Regional utilization information from Rideshare shows a somewhat stable pattern for both carpooling and vanpooling during this quarter. Carpooling in 2008 and 2009 continues to show a significant increase over base years of 2006 and 2007. Vanpooling has fluctuated over the 3 plus years of evaluation with a low 843 vanpoolers in 2008 and a high of 1018 in 2009. The usage of these regional services can be related to several factors including major roadway construction, economy and higher gas prices. As the study team moves towards the final report, we will use this information along public survey, economic and other mobility information to assess what role it plays in improving regional mobility. The following tables provide a summary of information for carpooling and vanpooling.



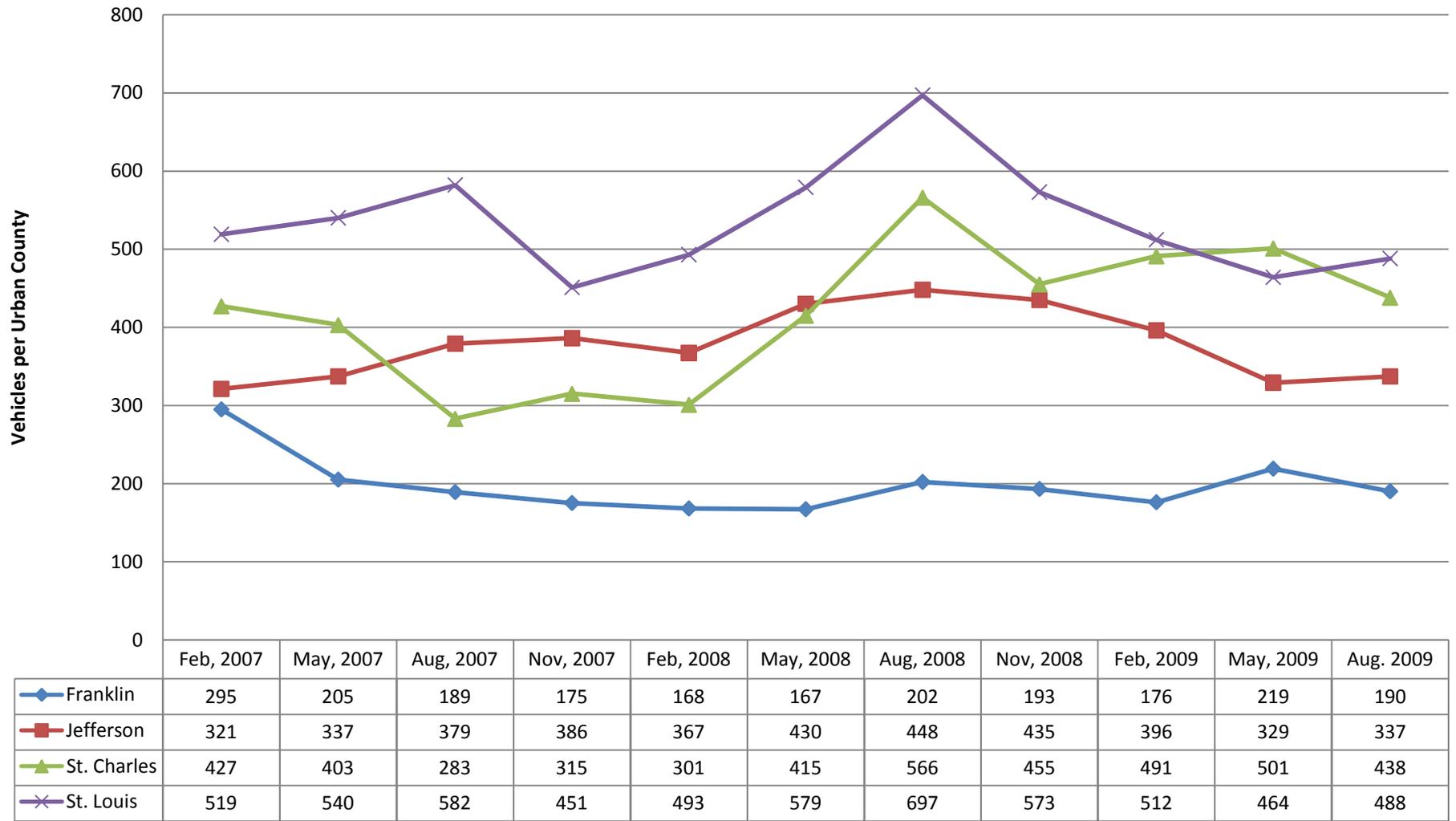
Vanpoolers



Park and Ride

Regional utilization information from MoDOT's 35 Urban Area Park and Ride lots show a peak usage in August of 2008 with declining usage trend by urban County since this peak. August 2009 is down 24% usage from the peak in August 2008 and may be attributed to lower gas prices. Factors mentioned in the Rideshare section can also apply to the changes in public use of these park and ride facilities. These factors will assess in a similar manner as the final report is developed. The following table tracks usage from the first quarter in 2007 through the present.

MoDOT Park-and-Ride Usage



4. Economics

Economics Highlights

The collection, analysis, and tracking of economic data and financial indicators was the focus of this quarter's work effort. To date, MERIC has provided HDR with economic data from the first quarter 2006 through the first quarter of 2009. In addition, taxable sales and commercial real estate data have been compiled up to and including the second-quarter of 2009. Because there is a time lag in available economic data, this quarterly report will only focus on the currently available and collected data.

Economic Analysis Progress

Current activities to date include:

- Collection of the identified and published economic, demographic, and fiscal data.
- Receipt of ZIP-code-level data from MERIC for the first quarter of 2009. The economic data includes: industry employment, wage, and establishment data tabulations.
- Analysis of first and second quarter 2009 Taxable Sales Data from Missouri Department of Revenue (DOR).
- Receipt and preliminary analysis of industrial and office real estate data from Torto Wheaton Research (TWR).

Economic Analysis

The major economic information for the I-64 corridor and non-corridor regions of St. Louis City and County for the first quarter of each year from 2006 through 2009 is displayed in Table 1. As there typically is seasonal variation throughout the year, the table below compares the first quarters of 2009. The first quarter of 2009 shows employment for the non-corridor has dipped below 2006 levels. Comparing the last quarter of 2008 with the first quarter of 2009 indicates that both regions combined experienced a loss of 28,630 jobs and \$1.9 billion in wages. The decline in employment, wages, and taxable sales has been the greatest in the non-corridor region.

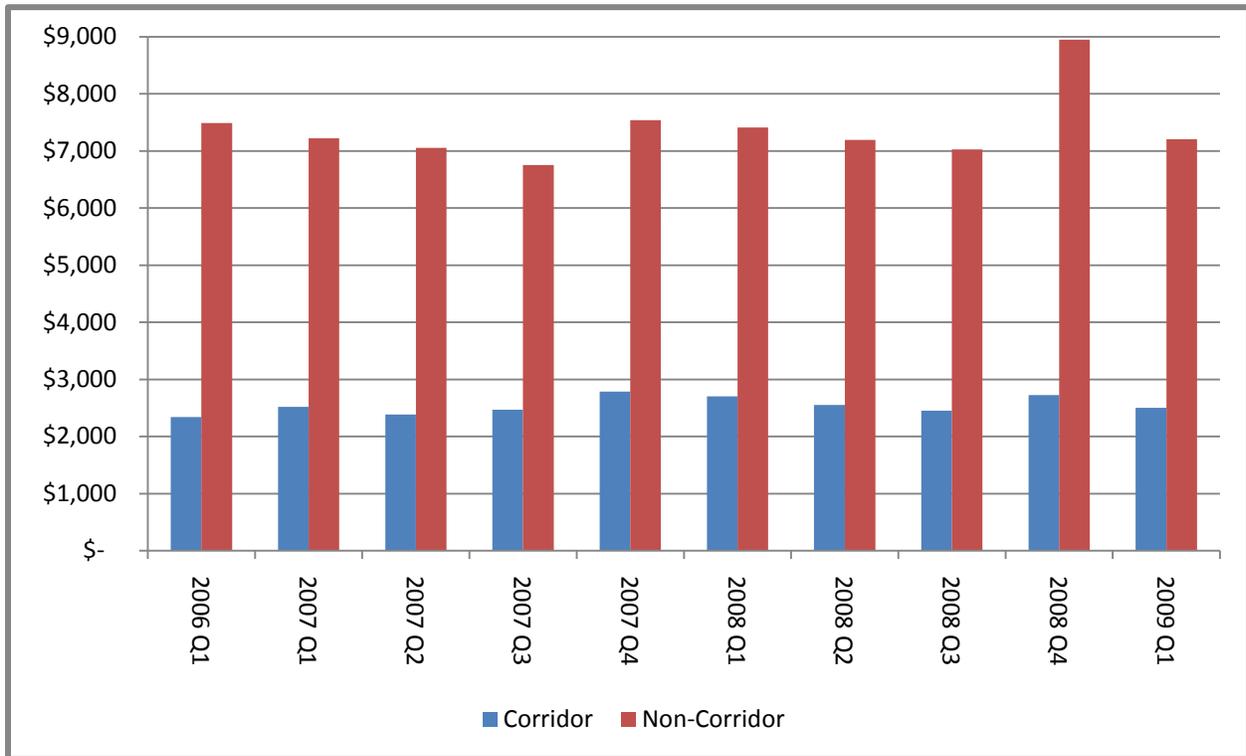
Table 1: St. Louis I-64 Corridor and Non-Corridor Economic Profile: First Quarter of Each Year

	1st Quarter 2006		1st Quarter 2007		1st Quarter 2008		1st Quarter 2009	
	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor
Jobs	187,984	638,837	197,088	622,930	200,772	616,400	193,291	599,290
Number of Establishments	9,493	31,676	9,465	31,362	9,232	31,155	10,114	32,529
Wages (\$ Millions)	\$2,341	\$7,487	\$2,521	\$7,225	\$2,705	\$7,413	\$2,500	\$7,205
Total Taxable Sales (\$ Millions)	\$ 867	\$ 3,958	\$891	\$4,028	\$833	\$3,977	\$776	\$3,726

Source: MERIC and Missouri Department of Revenue

As displayed in Figure 1, the corridor region generates upwards of 23 percent of the total wages of the entire region, totaling \$2.7 billion in the fourth quarter of 2008, dropping to \$2.5 billion in the first quarter of 2009. The much larger non-corridor region generated \$8.9 billion in wages in the fourth quarter of 2008, but has since declined to \$7.2 billion in the first quarter of 2009. These dips are consistent with seasonal trends in the wage data for the previous years, where the wages declined from the first quarter through the third quarter of the year and then recovered in the fourth quarter. However, wages have declined below 2006 levels for the non-corridor and are barely above 2006 wages for the corridor. Fourth quarter wages (2008) were atypical, as there was a significant one time payout of additional compensation in the form of year-end bonuses, profit-sharing, severance pay, and firm buyout payments.

Figure 1: Total Quarterly Wages by Region in Millions of dollars¹



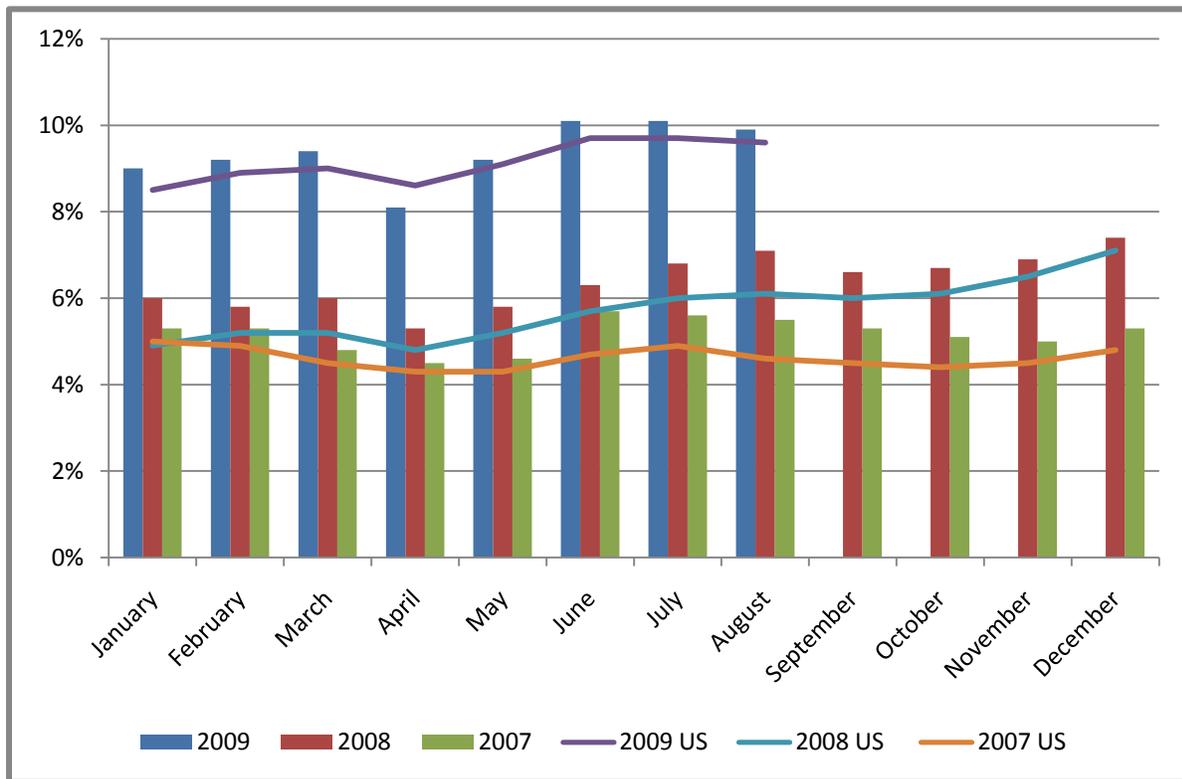
Source: MERIC QCEW

Unemployment

The total employment for the study area is 792,581 of which 24 percent is concentrated in the corridor region. Traditionally, employment trends for the region show a dip in employment in the first quarter, a small recovery in the second quarter followed by a small contraction in the 3rd quarter, and a rebound in the fourth quarter. Throughout 2008, employment levels followed the overall seasonal trends with the exception of the fourth quarter. Despite employment growth in the corridor region, the losses in the non-corridor region resulted in a 0.8 percent decline in overall employment. The decline in employment continued into the first quarter of 2009 for the non-corridor. Figure 2 shows the monthly unemployment trends for the St. Louis, Missouri, metropolitan area for 2007 through August of 2009. The seasonal unemployment trends hold for each year; however, after June of 2007 the unemployment rates are greater compared to the previous year. This steady rise in unemployment has been consistent with national unemployment as reflected in the bars by year shown in the figure.

¹ Data provided only includes first quarter of 2006

Figure 2: Unemployment Rate: St. Louis, MO Metropolitan Area



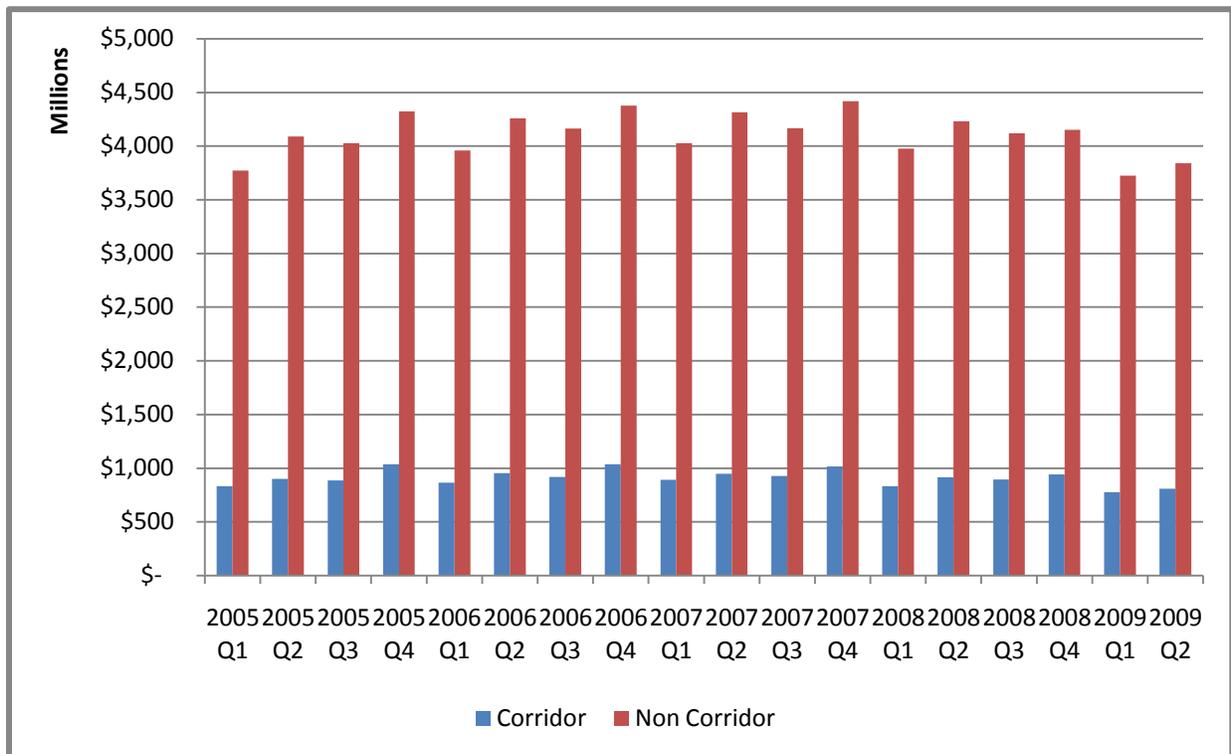
Source: MERIC

Taxable Sales

The combined taxable sales for the City and County of St. Louis were \$5.1 billion for the fourth quarter of 2008, and analysis of the first quarter 2009 shows total taxable sales dropping to a combined total of \$4.5 billion. When compared on a year-by-year basis, the first quarter 2009 taxable sales revenues dropped \$349 million dollars from the first quarter of 2008. However, the second quarter of 2009 has shown positive growth, with an additional \$150 million in taxable sales over the first quarter of 2009. It still falls short of the 2008 quarter 2 sales, however.

The graph below shows the total taxable sales for each quarter, from first quarter 2005 to second quarter 2009, in millions of dollars. As Figure 3 indicates, the taxable sales for the non-corridor are roughly four times larger than the taxable sales for the corridor region.

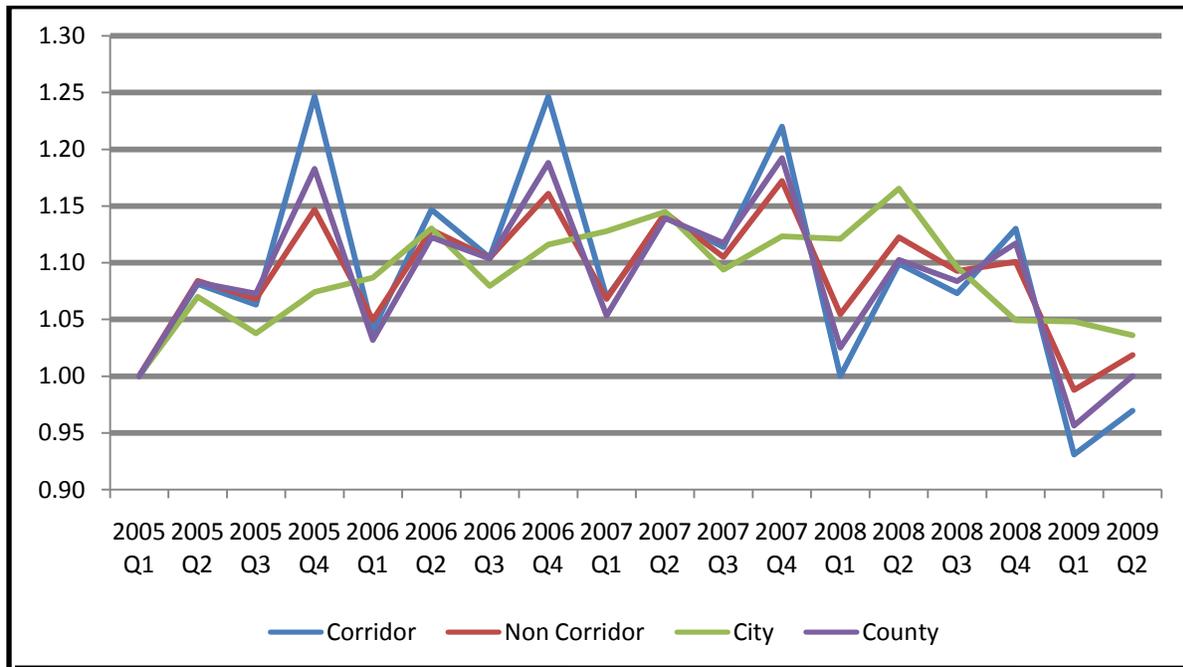
Figure 3: Taxable Sales by Region



Source: Department of Revenue

The seasonal taxable sales patterns are best seen in the taxable sales growth index in Figure 4. The index demonstrates quarterly taxable sales growth by region in the study area using the first quarter of 2005 as the baseline indicator. When quarters have a number greater than one, it shows an increase when compared to the first quarter of 2005. When quarters have a numbers less than one, it shows a decrease when compared to the first quarter of 2005. Each year, sales follow a quarterly cycle where the lowest sales take place in the first quarter of the calendar year, the second and third quarter show some degree of recovery, and then the final quarter of the year has the largest sales, which are traditionally boosted by holiday spending. The overall growth for all regions followed a similar pattern, maintaining a consistent level of positive growth until 2007, where the fourth quarter 2007 growth fell short of the previous years, and was followed by a significant drop in taxable sales in first quarter 2008. Although sales did recover over the course of 2008, they remained below 2006 levels; with the exception of the City of St. Louis in the second quarter 2008. Taxable sales dipped for the first portion of 2009 below 2005 levels, but since have shown positive growth.

Figure 4: Taxable Sales Growth Index by Region



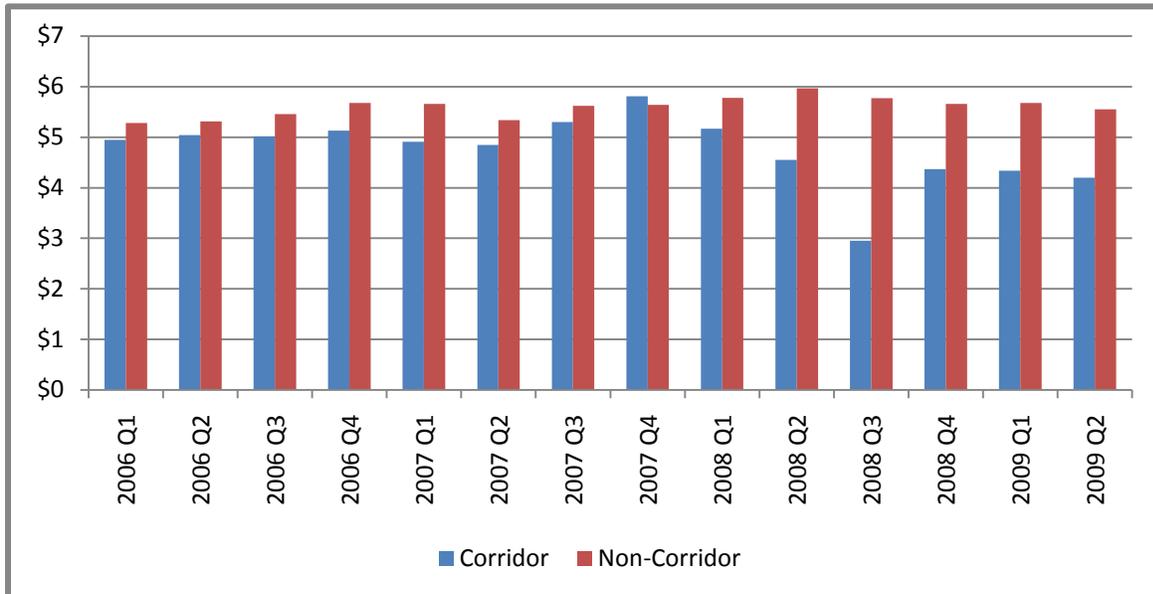
Source: Department of Revenue

Real Estate

TWR created a custom real estate database for the corridor and non-corridor regions, as well as the St. Louis metropolitan area. The data, based at the ZIP code level, provides vacancy rates, net and gross asking rent prices, the number of buildings, total stock, completions, net absorption, and availability rates for industrial and office real estate. Since the St. Louis metropolitan real estate market rates are mostly quoted in gross terms, over 95% for vacant office space, this analysis will focus on gross asking rates.

The TWR industrial data for gross asking price per square foot shows the gross asking price for industrial space peaked in the first half of 2008 for the non-corridor, whereas the corridor peaked in the last quarter of 2007, as shown in Figure 5. Industrial stock has not grown in the corridor area since the beginning of 2007, while the non-corridor region is showing a steady annual growth of 0.8% since 2000. In terms of total industrial stock, the non-corridor region has over 6.5 times the amount of industrial stock found in the corridor region. The figure also shows that prior to the second quarter of 2008, gross asking rents between both regions were within \$0.75 per square foot for industrial space, but following the second quarter of 2008 rates between the two regions widened to a difference of at least \$1.29 per square foot. The variation in prices for the corridor region in 2008 and the first half of 2009 is an indication of greater vacancies that are likely related to the economic downturn.

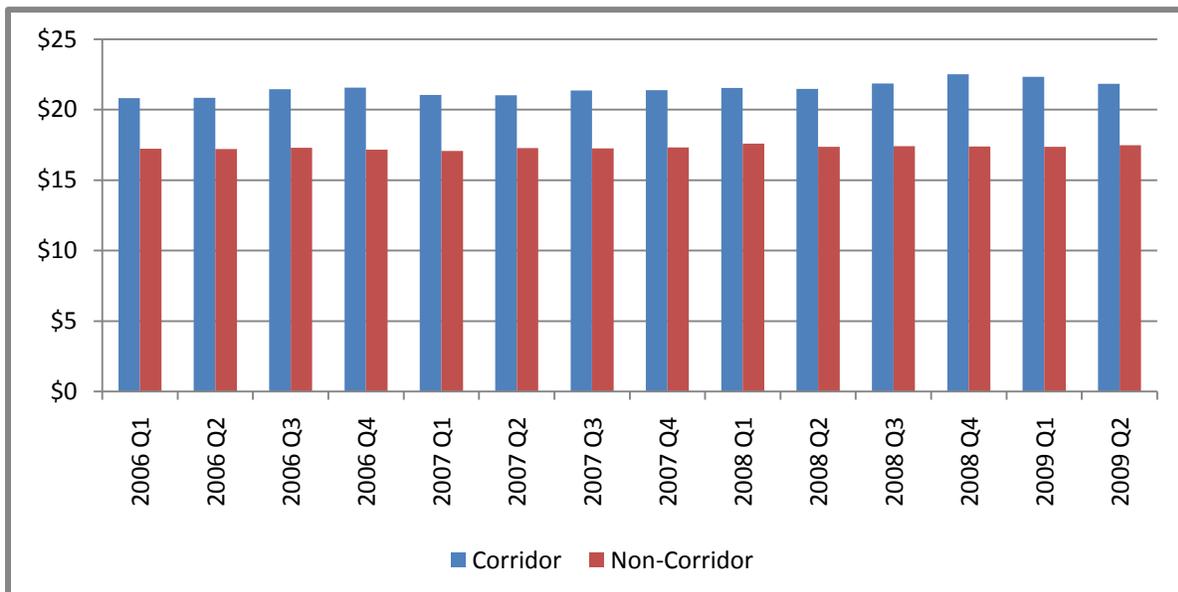
Figure 5: Gross Industrial Asking Rent per square foot



Source: TWR

While the non-corridor region has been established as the leading industrial real estate market, the corridor region is better suited for office real estate. Although the non-corridor region has an additional 10 million square feet of office space, the corridor region has higher asking rents and lower vacancy rates. The gross asking price for office space per square foot for the corridor has shown positive growth through most of 2008, with a slight dip in the second quarter of 2009, whereas the non-corridor office asking rent prices have remained relatively flat with limited variation in asking rents as illustrated in Figure 6.

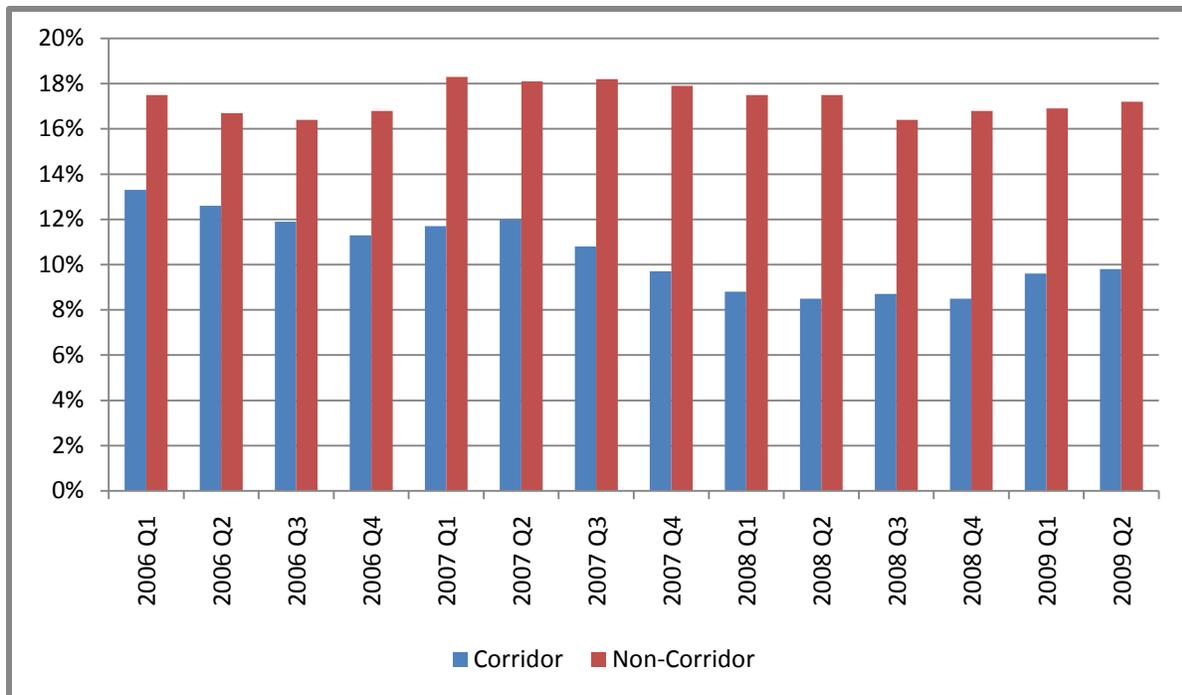
Figure 6: Gross Office Asking Rent per square foot



Source: TWR

In terms of office vacancies, the lowest office vacancy rates for both regions occurred during the middle of 2008, but began to rise at the end of 2008 through the second quarter of 2009. Since 2007, the corridor region's vacancy rate has been on average 7.7 percentage-points lower than the non-corridor region, as seen in Figure 7. The lower gross asking rents for office space are likely impacting the overall vacancy rates within both regions as they have not gone above first quarter 2006 levels.

Figure 7: Quarterly Office Space Vacancy Rates by Region



Source: TWR

Conclusions and Future Steps

Thus far it is difficult to isolate the impacts of I-64 on the St. Louis economy from the larger national economic conditions. Additional analysis of the 2009 economic and fiscal data will help assess the implications of the I-64 closure and the overall economic health of the region.

The assessment of economic cost attributable to changes in traffic, travel delay, and vehicle miles traveled (VMT) due to the western closure of I-64 will begin as additional data becomes available. The data and analysis in subsequent quarters will provide a better understanding of the magnitude of the transportation costs and their impact on productivity and competitiveness. Further analysis will offer insight on the project's effect on retail sales, customers and visitors, particularly among Corridor businesses. Finally, it will help to ascertain the extent to which national economic conditions are influencing the results.

Appendix A: Communications Data

- Online Survey Summary
- Online Responses

Summary of Online Comments to Eastern Closure

Version FY10Q1

October 13, 2009

Respondents were given multiple opportunities to provide comments in the online survey. Each opportunity corresponded to a different part of the survey.

The comments in black were previously released in previous supplements. [The comments in blue are the most recent comments.](#) They have been received since the last report was generated.

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Alternative Website Comments	30
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Impact of Closure Comments

The following comments were left in response to the statement *If you want to provide more details about how the closure has affected you, please do so here.* The comments are presented as they were received.

I don't understand why the Big Bend overpass was closed before the Hanley overpass was re-opened. This has caused a MAJOR upset in my morning commute!

living at Hanley Rd in Clayton, I have been hit by both closures - - especially the closure of the Hanley Rd overpass and the failure to open it before closing Big Bend - - I feel trapped north of forty!

The impediments to North-South traffic has affected me more that the closure of I-64.

I work in Clayton and live in South County. I've been able to find alternative routes through the various closings..... until now..... I am very aggravated with both Hanley and Bid Bend are closed at the same time. It is one thing to increase your commute 10-15 minutes, but now it is VERY frustrating to make your way through all the closures.... (ie. No right turn on Boland, lane closures on Brentwood by Crate n Barrel). Who ever decided to close 2 major overpasses within the same vicinity at the same time, was not thinking about the community. St. Louisians have been VERY patient through all the Hwy 64/40 construction. I don't feel MODOT is being very considerate of the communities or the drivers who deal with the struggle everyday.

Since MODOT was stupid in closing Hanley and Big Bend at the same time, and closing Boland and other side streets that take you across I64, what took me 15-20 minutes to get home, took me 1.25 hours last night. If the drivers are being inconvenienced why shouldn't the neighborhoods as well? These are public streets that my tax dollars pay for I should be allowed to use them. VERY POOR PLANNING!!!!!!!!!!

It has made my morning commute BETTER, but made my evening commute WORSE.

I avoid try to avoid Forest Park Parkway in both directions from 4 pm to 7 pm because it is a nightmare!

Forest Park Parkway is easy to travel at 7:10 am. Gets a lot busier at 7:20

It has made getting to/from work miserable and I can't wait for the thing to be finished.

The opening of the western half has made my commute much easier... I live in Creve Coeur and work in Maplewood.

I think the planning was very poor in closing both bridges at the same time.

What used to be a 20 minute commute (with traffic) has now at least doubled since you have decided to concurrently close the Hanley and Big Bend overpasses.

The first half was bearable. The second half? Awful! I live in sw city, son in daycare at Brentwood and Strassner, I work at Hanley and Forsyth in Clayton. It takes me 45 min to get to work and sometimes as long as 1.5 hours to get home! It has taken me an hour or more to get from Forsyth and Hanly to 40 and Brentwood on several occasions. Then Richmond Heights made Boland one way from Clayton!!! Myself and several others have stopped doing business in Richmond Heights, they will no longer get sales tax from me, now or in the future.

The closure made the roads in my neighborhood very crowded during rush hour, and I fear that safety for pedestrians and bikers have been compromised. It's frustrating to see that people still drive when they could be using public transportation.

So glad you closed it down and shortened the duration. The SMART thing to do. I do not take my kids to school anymore. I go to work very early.

I travel from JB Bridge to I40 west to Chesterfield Pkway W. It seems now at I44 & 270, I just slow down, where before I40 was open we would come to a complete stop. On the way home, I travel I40 to Mason, then take the service road to Dougherty Ferry. This has save time for me. Miss most of the congestion. Truefully, I make better time now then when I40 was totally open. Leave about 6:50 am in the morning an return anywhere between 4:30 to 6:00. I hope I have as good a commute when I 40 reopens. Thanks for the improvements.

No Walls Please around Forest Park and the Zoo.

This closure has been a pathetic cruel joke...

I get stuck in traffic on Big Bend, Hanley, Mcausland and Claytonia all of the time. My Fiance lives on Claytonia and parking on her street has been affected due to rerouting traffic. The engineers involved in planning the bridge closures should have not closed Big Bend and Hanley at the same time while reopening the neighborhood bridges in Richmond Heights. The traffic through these residential neighborhoods is overwhelming and a nuisance.

I spend more time sitting at traffic lights than I do actually moving in the car. It's annoying, but I know that it won't be long until the frustration will end. It's doubled the time it takes for my 3.5 mile commute. Relatively small inconvenience.

Overall, I've been pleased how the work has been progressing. However, this week, things changed. The Hanley bridge opened and a portion of the heavily travelled Eager Road was closed. We drive this stretch of road 3 times per day. The detour by the MetroLink works okay except for the stop signs, one of which was just added. Nothing frustrates me more than to sit for 10 minutes to approach a stop sign just to see a green light at Hanley that no cars are crossing b/c they are stuck at the stop sign. The stop signs really should be removed to improve traffic flow.

The opening of Hanley and closing of Eager has been a nightmare. Up to this point, I was hardly affected by the construction at all. Now, I am working on an

Island called Meridian. An island with very dangerous traffic patterns for both pedestrians and those in vehicles. And it appears there was not much thought put in to where all of these cars would be going. Hanley over Hwy 40 prior to the construction was mainly used to get to Hwy 170 - not to get from Clayton to Manchester. Now all of that Hwy 170 traffic goes between the Metro garage and the Meridian complex - with no sidewalks for pedestrians and at first no stop signs for the East bound traffic. Someone finally put up on Stop sign and now you have a chance to get your car out of the garage - primarily if you need to go East bound. Those wanting to exit and go Westbound on Dale/Meridian are still taking quite a chance when attempting to "merge" in to traffic

I wouldn't say that the western half is FINISHED. You may have "opened" it last December, but every day there are lane closures, ramp closures, closures of the streets underneath bridges (Lindbergh). It's a mess. To say that the western half of the project was completed on time is an outright lie, and as a taxpayer, I'm offended for any penny you were given as an incentive for having completed it either ON TIME or EARLY.

This closure has got to be one of the most insensitive, worst ideas I have ever encountered. I now have to leave more than 20 or 30 minutes earlier, traffic is always congested, traffic now comes through my once quite neighborhood of Richmond Hts and threatens children in the area including my daughter with a huge amount of drivers rerouted through the area. Workers work all hours of the night with no notice...and they work directly outside my home!

When the western portion was closed, my 3-mile commute to work was 3-4 times longer!

I travel on 1-44 to work and always have. It is more dangerous and frightening to be on the road with such smaller lanes and big trucks. I can not wait to get back the wider lanes. I don't think smaller lanes and adding lanes has helped traffic at all on 1-44. I drive slower and will lane change to get out of the next lane to a big truck or I will slow down to not be driving beside a big truck.

It's made my life miserable. I used to get to work in 15 minutes, but for the past 2 years it's taken 45+. I've missed out on several after-work neighborhood activities b/c I leave work later (rather than sit in traffic), and the commute takes longer. Now it's getting dark earlier, so by the time I get home (7 pm), I feel like I've missed the whole day. When will this thing be finished?!

In addition to leaving early, sitting in traffic that is a direct result from the I-64 closure requires more gas consumption and causes higher stress.

Deeply affected one family member's work and school commute.

The Jefferson Avenue bridge reopening greatly lessened the affect of the eastern half closure, because it reestablished access to I-44. Before that, I took Hwy 40 to Hampton to get to I-44 because it was faster than trying to use the Jefferson bridge detour. Other than that, it is obvious that great planning went into these closures.

I take MetroLink to work. The closure of the Big Bend and Hanley overpasses has had the greatest effect on us.

eager road...oh my god, please help.....this is killing me

I was pissed that the website listed that Oakland and Clayton bridges would not be closed at the same time and then all of a sudden they were.

Since I am retired and no longer attend school--my schedule only impacts me as far as convenience is concerned. I live in Lake Forest Subdivision which provides a very inconvenient challenge when attempting to reach the highway going west--or stores to the south of me

Completing the Hampton bridge will make life a lot easier from the south side to midtown

I have totally shifted my route and avoid the area.

I work in the western half and now have the open I-64

It has put 40 minutes or more daily on commute times.

I have not changed it from the closing of the western side, I still have to allow extra time due to reach my destination.

My company moved from Clayton to St. Peters prior to the closing in part to avoid disruptions.

This part of the closure hardly affects me at all. The other part significantly affected me.

I think the workmen did a great job , the only thing I do not like I can't see 40 from my window at WORK .

During the eastern closure, I will be using the Forest Parkway route, as I live by the Mall at Brentwood and Eager Road. Unfortunately, Highway 44 is too far out of the way south of me to use for commute to work.

I am a Muni season ticket holder, and I'm concerned about the eastern half construction will effect my commute to the Muni from the Chesterfield area.

Takes a few minutes longer to get from HiPointe to the Richmond Heights P.O. or Sam's Club. Not that big a deal yet.

We live near 270 and Ballas and work near 40 and Kingshighway in the CWE. Before, we traveled East on Olive and took 170 South to 40 East to the CWE. Now, we plan on traveling South on Lindbergh to 40 and taking Forest Park Parkway to the Clayton Metrolink station, toward the CWE. Even though the travel time may not change, enjoying the new highway will be a treat!

I go to work later to avoid the traffic and work later to avoid the home traffic. I will also limit greatly going out with my friends in St. Charles/West county. I have rescheduled business meetings in West/North county to make them closer to my home in South City. I am also going to travel by train to KC & CHI so that I can park in the city and not drive to the airport. North STL driving at night when I am a single woman is not a smart idea with inclement weather.

today 12/16/08 they changed the time of the lights at forest park parkway and skinker and traffic on skinker was horrible. There was bumper to bumper traffic from 1/2 mile south of wydown until you crossed the parkway. And southbound was backed up past Olive. I understand that you need to improve the traffic flow on forest park parkway, but do not cripple the north and south bound routes. What is going to happen on roads like Skinker when Hanley is closed?

At MODOT's suggestion took Page this morning (coming from St. Charles) all of the way to Kingshighway. The street was not plowed past I-170. So to get to WU I should go N on 170 and get off where? FPP is past capacity. If a road is going to be recommended as an alternate route then it should be maintained

I think MoDot attempts to spin that drivers shouldn't take the Parkway are a waste of energy. The fact is that most believe the sit time there is less than the sit time to get to all of the alternates you suggest. It will be the headache until the east side is completed. As we have all ready the county to the city is like a funnel and with the amount of business community traffic along with heavy residential there is simply no way it cant be more of a headache than the west side was.

I still have not found a safe route all the streets are closed or way out of my way of the places I need to go, it really hurt that oakland also closed to skinker. Today was awful and had car trouble sitting in the long traffic lines. I had to cut off onto a side street and then that street didnt go thru had to turn around, ended up on big bend and tons of traffic...there was no safe clean streets to go.

Up until the eastern half closure, my job was terminated, so I no longer commute east of I-170.

The eastern closure has killed St. Louis traffic. The first to days were worse than the worst day of the western closure ever was. There is no path from East of 270 to down town. With the western have you could drive Clayton all the way down and it took less time than driving out to 270 and around to 44. Now there is just no path. There are no roads that go all the way down town. Manchester is a joke as you cannot get by Hanley without a 20 minute delay at Hanley. Once by it you are again stuck in 2 places. Forest park parkway cannot handle the load Clayton did and is a mess. There is just no path. This brings up the question of why Clayton to Kingshighway in front of the zoo is closed. All you are going to do is repave it. This can be done with it open. 200% of your effort should be in getting this short eastern most section of phase 2 open. In fact you should open 1 lane east and west that would stay open during the entire project. This would solve your current crippling of St. Louis!!!!!! With this section closed Clayton is lost as a means to get downtown. With this open you gain 2 lanes all the way.

It is more like 40 mins earlier but you don't have an option for that.

Highway 70 traffic has been negatively impacted - the reversable lanes need to be utilized the way they were intended - eastbound in the morning and westbound in the afternoon.

Unable to shift commute times due to children's school schedule.

There are NO main thoroughfares from the south/east direction on I-64 all we have are city streets and Forest Park Parkway, which is a disaster and we were told not to take after the first day that 30% (your calculations) went that way. I have yet to spend less than 1 hour 30 minutes one way in my commute to work when it typically took 35-40 minutes. I went several ways in an effort to find the best way before the closure, and NO WAY came close to my normal travel time. MODOT stating that all is going good is far from the truth!! Why don't you survey some of the actual drivers on the road. I work with 10 others and all have the same opinion and travel time added to their day. The north/east at least had Page, Olive, Lindbergh we have city streets with tons of lights!!

I take Forest Park Parkway to I-170 in the am, I commute opposite the main flow (west bound), so not many issues except at FP Pkwy and Big Bend.

It's ridiculous that drivers are advised to change their work hours; "shift your commute time." Most employers are not that flexible or can't allow workers to change their hours. I work in the health care industry and have patients who would be negatively impacted by such a change. MODOT is so out of touch with the day to day reality of workers, it's insulting!

I'm a real estate agent, so I work at all hours, travel most roads. I have to schedule longer drive times to be sure I'm on time.

We travel from Zip 62062 to School in 63131 and then I travel to work in 63103. No matter how you slice it ... it is a bad commute everyday.

I live downtown and I am still trying to find a good route to Westport. Page is good, but I do not feel safe, especially in the evening. The number of open businesses, not counting liquor stores, is minimal, the traffic lights are not synced, and I find myself sitting at red lights with no cross traffic. Why aren't those lights flashing? Also, when using the Forest Park Parkway, there are no signs for where the next gas station is. The first half was bad, but this closure seems to be MUCH WORSE. I wonder if the spokespeople for this project really know how/where St Louisans live and work, also do they understand why Page Ave is under utilized? Mr Waelterman should take this route and see how safe he feels, and consider whether he would like his wife to take that route at 7 pm.

it seems that everywhere you go the stop lights are always red, and the people who don't go the speed limit in the left hand lane block the road. (they are usually on the phone)

I feel it was a poor choice to close Oakland at the same time that the highway closed. Surely, this could have stayed open until the highway was back up and functioning. This only caused more headaches and travel problems. I do not feel this project was well planned at all.

Although we live in the county, we did a lot downtown. The only things we do now are things we have to do for the kids--Upper limits, but other than that, we're avoiding it. The biggest impact has been McKnight Rd. It has always been congested going North getting to highway 40, but now is worse than ever. There is a stop sign at a neighborhood right before you get to the highway that

seems to really slow things down. For the last few days it has been backed up well past Litzinger. It's unfortunate because I just need to get to the interbelt and I was really looking forward to getting to it from McKnight.

I can now travel on the new section of 40 to get to work instead of up and down Clayton Road.

The closure may affect my social life to a degree, but I know it's temporary. Keep up the good work

I have always taken I-70 to commute to work. Traffic on 70 did not seem to be effected in the first closure, but the recent closure has effected traffic. I have a hard time understanding why the express lanes are not opened eastbound on 70 in the mornings and westbound in the evenings?

you have cut out all my "short cuts" and "secret ways", i.e. oakland to mackland to weise (thank you!!!!!!!). It is very difficult to get about, and just recently you stopped people being able to travel both ways on Berthold! I am still able to get to the areas I need to go to or want to go to, but what would take approximately 10-15 minutes, is now taking 1/2 hour to an hour.

vist the area 2 times a month. difficult finding routes when not entirely familiar with area. Would like to see a mapquest type program to assist.

I now do not leave my house until 8:15 to 8:30 because of the tie ups on southbound I-170

Because I travel North in the morning and cross I 64 somewhere between Big Bend and Hampton, I must route around the street closures. Not a real big deal until Hanley AND Big bend close at the same time.

I now have to leave about 30-45 minutes earlier than before. Now that the second half of 40 has shut down, things are EVEN WORSE than 2008. Did anyone think this project all the way through? Also - Why did you stop showing the accident stats in your Quarterly Reports? The only reason I can imagine is that accidents are WAY up since the closure. You can't restripe lanes, making them too narrow, then re-route thousands of cars and semi's, and not expect an increase in accidents. Why is no one tracking the personal stress factor? Does it not matter to MODOT?

Having to leave 2 hours earlier & getting home 2-3 hours latter because of the closure is insane. IT SHOULD HAVE NEVER BEEN DONE!!!!!!!!!!!!!!!

backup on southbound 170 exiting at Hanley is bad, even hazardous. Need to adjust the light at Hanley to let more traffic exit the highway. Not sure why this has recently gotten so bad unless they changed some signals as it hasn't been that bad since the first week of the 40 flip. It shouldn't take 20 minutes to get from Forest Park exit to Hanley. I have tried leaving work earlier (as much as an hour), same problem.

ACCESS TO HWY 40 WEST OF I-170 IS IMPOSSIBLE BECAUSE MCKNIGHT AND BRENTWOOD TRAFFIC TO THE HIGHWAY IS BACKED UP AT RUSH. THE TRAFFIC LIGHTS DO NOT SEEM CAPABLE OF FLOWING TRAFFIC

EFFICIENTLY. THEREFORE, I STAY MORE ON SIDE ROADS AS IF THE HIGHWAY IS STILL UNDER CONSTRUCTION.

I travel to and from work from the Metro East (O'Fallon, Illinois) to Chesterfield, Missouri and travel either 255/270 or 44 which adds around 10 extra miles to my commute and an extra 20-30 minutes commute time and more money in gas.

I must now take manchester to hanley to 170

The closure of the road negatively impacted the amount of business done at my job, and I had been laid off because of it.

This project has been a real pain. MODot is the most incompet branch of this state government.

I don't need the freeway to commute to work, thankfully.

I can get onto 170 Northbound much more quickly! Takes me a little longer to get to the west end areas

The closure has only prevented me from visiting a restaurants during my lunch breaks that are slightly far from downtown.

I have relegated to the expressway and the intersection at Skinker needs some tweeking and soooooon

Honestly, I expected this half to be worse. It isn't the most convenient process in the world, but my drive to work isn't as bad as I thought. Fortunately, I'm not required to be in the office at any certain time. Also, the "back way" (beside the Best Buy in Richmond Heights) around Hanley/Eager is nice. That said, I am looking forward to the new Big Bend exits opening up...hopefully they make the same good time as they did on the western half.

I live on the eastern end of the closure but instead of going to the Brentwood/Hanley area to shop/eat, I go to Illinois.

The major problem I've encountered is the lack of left turn lights along Dale Avenue. It would be helpful, especially at rush hour, to have left turn arrows at Hanley and at McCausland. It is nearly impossible to make a left onto Hanley from westbound Dale Avenue.

I'm retired and do not have a regular commute. I take pains to do my errands between 10 AM and 4 pm when possible. In any case, I try very hard to avoid being out at rush hour. I used to use Forest Park way a lot; now I use it as little as possible, using a Delmar or Vernon route east to Skinker, and Waterman or Lindell to get to my final destination or crossing point to St. Louis city destinations. This isn't good at rush hours but works well for my chosen travel times. I always plan my errand schedule to achieve several errands at once, for example, gas, post office and grocery store, or a trip to 3 or 4 destinations along Brentwood, like PetsMart, Trader Joe's and/or Whole Foods, Target and/or hardware needs at any of the three stores in that area. This saves time, trouble and gas. I rarely drive more than 2 times a week unless I have volunteer work to do, which I can't usually schedule myself, and sometimes I do errands in conjunction with that to save time and travel.

Satisfaction Comments

The following comments were left in response by those who wanted to leave additional input after the satisfaction questions (for example, *Please indicate your level of satisfaction with how well the public has been kept informed about the New I-64 Project*). The comments are presented as they were received.

Great Job. I am convinced this project will finish on time.

I suffered change of commute time from 20 minutes to 50 minutes for a year while the western half was being done- and I did so mainly with a smile - I love the new section that is open - - but am having a very hard time being trapped north of 40 especially since someone caved to the complaining Boland residents and let them close that route off - people cut through my neighborhood all the time - I should be able to cut through theirs!

Having no way to get from Clayton Road to Manchester between Brentwood and Bellview is a ridiculous traffic plan. Closing Hanley and Big Bend at the same time was bad enough, but now that all the streets between Hampton Park and Big Bend are one way it's impossible!

I was very satisfied with how the closure has been handled up until this month.

It's funny, when you closed the west half of I64 you did not close two major overpasses within a mile of each other at the same time affecting 75,000 drivers each day. Why didn't you close Big Bend earlier and then do the little over/underpasses that we no longer have access to? AGAIN, STUPID PLANNING!!!!!!

The choices of answers do not leave room for discussion. There is a lot of inconvenience to the people who use streets for travel instead of the highway. A lot of alternate routes are longer and slower. I do not feel that employers have cooperated by adjusting hours of their employees, either. This could really help, but I don't see it being done.

Alternate roads are far too congested at peak times. Lights were not retimed to accommodate the additional traffic flows which makes these roads very hard to drive on.

I hope all major highway construction can use the new I-64 as an example of how things should work.

Knowing what I know now, I would rather have had lane closures for 6-8 years.

I'm glad that we are trying to do things as fast as possible. However, I don't think it's such a great idea to force everyone traveling from Clayton to 44 to have to take Brentwood Blvd or go all the way around to Hampton. Closing both Hanley & Big Bend at the same time has caused my commute to now be an hour and thirty minutes when previously it was only forty five minutes.

This is immeasurably better than having to endure 10 years of hassles, lane closings, bridge closures, etc.

I don't understand why the Big Bend & Hanley overpasses needed to be closed concurrently when it was stated by MODOT before that they would not.

I have NEVER seen a "major city" shut down a whole highway. The Dan Ryan is much bigger than 40 and it was replaced without a total shut down.

The first half went just fine. The second? not so much.

There isn't big enough of a push for using other forms of transportation. The city could be advertising Metrolink and Metrobus as viable options for commuters, but I have not seen clear indications of that.

The decision to close Hanley and Big Bend at the same time was irresponsible.

The western half was much easier to work around. The eastern half lacks sufficient roads to get into and out of downtown without the highway open.

THANK YOU for doing it in 2 years. The western half is great...hoping the eastern half is comparable.

Contractors are doing a great job and so too is M-DOT.

Better maps showing the area need to be posted on the website. I am not from St. Louis and I have a meeting in the vicinity of the construction and there is not much there showing me, someone NOT familiar with the area alternate routes.

It would have been much easier to travel if Hanley and Big Bend were not closed at the same time. Makes it difficult for Wash U employees to go to businesses south of 64 on lunch break.

it would be nice if you had, in your press releases included an updated map of the area affected. A little more information would be helpful so people don't have to hunt for it.

Closing the highway for 2 years has affected my business in St Louis greatly. It has also affected myself and my fiance by increasing stress while driving in St Louis. For those 2 reasons alone we are moving out of St Louis.

Outstanding job being done by MoDOT and contractors!!!!

The topography of the neighborhoods affected has changed and the limited landscaping solutions are inadequate. This is a project that is not helping the economic growth of the area. Some business have been lost in my area, growth is being hindered in the immediate areas and traffic between Big Bend and Brentwood is a daily nightmare. The creation of large dump sites in residential neighborhoods, with varying degrees of toxic inclusions is ridiculous. Fred Weber has quarry sites to get this material to-not in my air or watershed. If it had taken the 6-8 years, the dump sites would not have been created.

Although a bit inconvenient, it's gone far better than I expected. The 2 year complete closure plan is far preferable to the 6-8 year lane closure plan.

See previous comments. Please fix Eager Road!

I have been thoroughly impressed with this project. The project coordinators are organized, efficient, and communicate clearly with the general public. I have never witnessed such a large-scale project conducted with such efficiency and strong adherence to a time schedule. I applaud all members of the project team!

What a CLUSTERF#~%. I was travelling in St. Louis after a Cards game and then some sightseeing walking downtown last night (8/12) and drove out Market St to catch I40 West completely unaware of this project. Our FIRST warning was where we merged onto I40/I64 saying all traffic must exit. NO suggestions of detour routes at all!!! We attempted going North on Kingshighway and quickly found ourselves in what appeared to be questionable neighborhoods considering it was just after midnight so we backedtracked towards where we had always used the highway. We did finally see a detour sign at a corner (Oakland Avenue I believe - problem being there were TWO of them side-by-side with the arrows pointed at each other I think they had been moved there simply to get them out of the roadway. After a while we finally found Clayton Rd (a name I recognized from previous trips in the area) and now it'd eventually take us to I270. Someone deserves a serious cut in pay for failing to put ANY detour routes up for travellers not familiar with this area!!

You publicize the huge things - but lo and behold - we get stuck in the lengthy delays of these ongoing things - putting up the sound walls, re-striping, whatever. Explain to me why a brand spanking new highway has lane closures every day? NO EXPLANATION except that it simply IS NOT FINISHED.

Not sure it really matters how the public feels. It was something that was decided had to be done. I live in Illinois and work in Ladue/Olivette it is a pain driving to and from work. I do appreciate the Traffic Alerts I receive. I only wish they would have included side streets.

I don't see the expected extra traffic on 1-44 to justify the change in the lanes. Who thought of this???

I thought that there would be much more communication to the public on the status vs. schedule. Major things are announced but you have to catch a rare news piece to know if things are ahead or behind schedule.

The complete closures are simply awful! I tried to get to Webster Groves from Overland one day recently, and I had to go all the way to McCausland because all other southbound roads were closed because of bridge construction or the neighbors didn't want traffic on their streets. I wish we could have closed Page for the same reason. I hope this will never be an option again when MoDot does road repairs in the future.

Forest Park Parkway. What a nightmare.

I cannot believe that you closed the only major east/west access point to Saint Louis for two years. Complete idiots. I've lived in many cities across the world but have never seen administrative and construction incompetence at this level. The complete lack of access and possibility for future major administrative idiocy is the major reason why I've moved my business to Chicago.

OK, I was highly skeptical when this whole project started. After the west section re-opened, though, and experiencing the improvements (including those faboo flyover lanes from EB 40 > NB 170), I'm won over. I realize not many projects of this size/scope have been attempted. You guys have been terrific - at first, again, skeptical with the amount of local news time, etc. But appreciated it as time went on, knowing exactly what was closing and when, and the pains the project team took to give alternate routes, timetables, and work with the local businesses. The one thing that was AWFUL was the signage. 170/Eager changed so many times, and it was never clear which lane you needed to be in by when to safely get over. I still see people swerve dangerously to get on 64WB, not realizing that the right lane is to Eager and the next two left lanes are for the highway. VERY confusing, very dangerous. I also think the narrower lanes on 44 were a big mistake. Don't know what the accident rate is, but I avoid it like the plague because of the narrow lane size, the amount of traffic, the trucks. PLEASE restore these lanes back to normal size when this is over. Also, didn't like the elimination of bike lanes on larger cross streets, but realize it was necessary. Will they be restored? All in all, you guys have done a commendable job. I had serious doubts at the beginning, but it has worked out great - I have become better acquainted with some of the local businesses on Manchester, etc. and end up shopping there by choice now vs. the direct-from-hwy big-box stores. So that's a plus, too... NICE JOB!!!

If one name could be given for the responsibility of this decision, I would begin a campaign against him/her.

signs aren't always posted, workers don't stay within the spaces already designated strictly for them, things change multiple times every day with no warning on roadways.

The problem is not the closing of the highway - it's the way traffic & construction for all alternate routes is being handled. The closing of so many roads and bridges all at once has been paralyzing for the drivers in my area. I'm talking about the combination of the closing of 64 between Skinker and Hampton, the closing of Hampton bridge and the bridge on Oakland over 64, and the attempts nearby to direct the flow of traffic away from certain residential streets using one-way signs and blocking through-traffic from some streets. And then to top it all off, on Mar 6 you couldn't cross the Tamm st bridge by the zoo and drive past the zoo towards Hampton. The traffic was backed up all the way from Skinker to the zoo, stop and go traffic waiting to turn on Skinker. I don't know why you couldn't get through past the zoo. There are no signs warning you of this on the south side of the Tamm st bridge. There should be a lot more signs communicating these changes. I don't know how I'm expected to travel from Hampton and 44 to UCity. It's increasingly difficult. Skinker is a nightmare during rushhour. Forest Park Parkway is gridlocked, and it has ruined any streets that intersect with it. Big Bend is usually ok, if you can find a way to GET to Big Bend in the first place.

6-8 years would have been an absolute nightmare. By keeping us (the public) well informed we can adjust our commutes and/or driving routes to sidestep the current construction zone. It seems like a daunting task to many St. Louisans at first but once they discovered new routes to take everything settled down.

Eager/Brentwood Blvd I-170 are a mess with signage, lane markings etc.,

I live slightly west of Manchester and McKnight. The traffic has been horrendous on Manchester Rd, especially since I have to make a left out of my street. I know lots of people are using Manchester as an alternative (I know I am). I am looking forward to the traffic lightening up on Manchester now. My family lives in St. Peters so we already (today) have taken advantage of the opening. Great job. It's amazing how quickly it was done. I've enjoyed tracking the progress on your website. It's been educational for my kids too. None of us knew just how much went into demo and construction.

Population of the City is more dense than in a 5-mile stretch of highway in the county -- you didn't take that into consideration. Parking on Lindell

along Forest Park should be prohibited 24/7 during construction.

Over the weekend I was traveling west on Oakland and tried to turn left (south) onto Hampton to get to Manchester; however, there was a "No Left Turn" sign posted at Hampton and Oakland. So I proceeded west and -- like everyone else -- hit the barricades at the Oakland Ave. overpass and had to u-turn. I am angry that it was stated in the Post that drivers "ignored" the "Road Closed Ahead" signs -- there weren't any! If I was able to see a small "No Left Turn" sign, I would have seen a Road Closed Ahead sign. Furthermore, how did dozens if not hundreds of other drivers also "miss" this sign. I'm not nearly as angry about that overpass being closed early as I am about you claiming there were signs when there weren't any.

US61 signage was lacking. Effects on bicycle commuting appear to have been ignored for a year. I feel I was not told the truth about: - When work in my back yard would happen and be done. - What was sprayed on the foliage in my yard and what I could do about it.

I am glad the decision to complete the work in 2 yrs vs 6 yrs was made. Now, half of the highway is completed. Also, the coverage on local news has been good in keeping me informed of the progress.

The local media and Dan Galvin have been doing a superb job keeping us informed,

While the new section just opened, we could tell travel East and West via Olive has lightened substantially.

I wish all government-sponsored activities ran this well. Excellent communication and media relations.

While the job, as designed, has been managed well, I question the value of doing all this work to end up with a product no better than what was there before. It's shocking to see new bridges going in no wider than the old bridges, and the elimination of secondary access points (Galleria Parkway, Laclede Station Rd, etc.), that previously allowed us to avoid the horribly congested ones. Also, it's hard to understand why this job takes so long and why there aren't more crews and why they aren't working 24x7.

I think it overall was handled well until now, but I am concerned with the north / south routes coming up.

It's unreasonable to have Oakland Avenue closed to through traffic when there are so few alternatives for city dwellers to travel west into Clayton. It's a perfectly good stretch of road that is not being utilized.

I respond satisfied because obviously the 6-8 years would not have been a piece of cake but the east side is going to be ugly--you have Wash U right at a busy corner of an alternate and you have Forest Park sitting right where 10K people attend the Muny....you had non of those things on the west side.....

I hate that this starts in the dead of winter and bad streets its dangerous

Outstanding management, planning, and implementation. I can only feel disappointed that the additional sound walls were not already in place in this time since it is apparent that beyond the roadway, the project actually was NOT completed earlier than normal in whole.

The western closure was not as impacting as we all feared. I would give you an A+ on this. The eastern closure has crippled the center of the city. I would give you a F--- on this. All efforts must be given to getting 40 in front of the zoo open so that traffic on clayton can flow. This is a high high high priority section of the project.

A bunch of money was spent on the project completion count-down calendars for the highways - they have been turned on for a few days, but not regularly. Why was so much money wasted to not be used?

I take 70 in and the directional lanes need to change to Eastbond in the morning and west in the evening.

When I was a kid, I-294 around Chicago was completed one mile per week. They had to build bridges, move homes and started from scratch. They had almost unlimited labor resources and was quite a project. One Monday they were behind my house moving our neighbor's homes out of the way and grading the roadbed, by Friday they were pouring concrete, and on Sunday the road was stripped, signed, and it was done. Amazing. I assume blending the old and new takes longer.

Closure of Eastern half has impacted me so badly that the quality of my life has been doing down.

The ramps connecting west bound 64 and 170 have work zone speed limit signs of 40 mph but when I travel these I am the only one going this speed and have noticed other drivers upset that I am going this slow. Is this the correct speed or are the other drivers just not paying attention to the posted limits?

The Oakland closure and Dale Ave is a perfect example of the poor communication. I was traveling east on Eager on Jan 2nd and saw the signs for Dale Ave. My mom even pointed it out to me as I was heading to Dale Ave. Well, I ignored the signs because I knew that I could turn at Dale off Hanley...WRONG. I heard about this for the first time today...kinda late. Also, I think the alternative routes should've been better explored. Example, why is Jefferson Ave still not open southbound??? Also, closing Hanley and shifting the traffic to Brentwood was simply a ridiculous thought. Why didn't someone test these routes out on normal people before they just knock down overpasses and expect us to figure a way around it.

I think the western half of I-64 is beautiful!!! I hope all of the new plantings survive and look great for years to come. Thanks for making I-64 (west) beautiful!!!

Sometimes the signs don't make sense or they don't warn you until you're right there. I don't have any specifics examples, but I do remember a couple of times thinking I wish I knew this about 1 mile ago. I do really enjoy the new Western side of the highway.

The opening party was nice to go to, but there should have been people there with info about the carriage rides. We were there looking all over for where they were going to start, waited a very long time, along with many others, asked several people, who ended up giving conflicting info...we finally gave up just in time to see the 2 carriages arrive. 2 carriages for that amount of people? Not nearly enough. And they were small carriages at that. Other than that, we did enjoy being able to walk on the highway before it opened and look forward to doing so on the east part of the highway. Hopefully any activities (other than the bike rides, which were fun to watch) will be better planned and executed.

You have done a GREAT job communicating and getting everything done. My only complaint is the concrete lifeless jungle you have created on hwy 40. I understand home owners may have wanted them (but why did they live there to start with and I question the tactics used to get an agreement), but you have taken away all the charm and life out of the highway. You have even blocked business that I am sure relied on drive-by traffic. PLEASE reconsider creating the concrete vacuum on the other half. It's not that loud, I use to live by it. If it is too loud, move. PLEASE keep the charm and warmth that is St. Louis and don't block it out.

continued problems of grid lock at skinker and forest park continue. Police need to patrol southbound skinker for cars who block private streets and do not keep intersections open. signs are not sufficient and grid locked cars disobey. tickets by the gross are in order till behaviors improve.

While the traffic impacts aren't as bad as I thought they would be, I do not believe that doing this project with the highway open would have taken 6 to 8 years.

This project could have been done one side at a time as many other interstate projects are done without too much of an impact to the timeline.

*There are enough people and construction workers unemployed that you could have doubled up on the crews and completed the project in less than two years with the total closure concept and maybe even saved some money as completion of the project sooner would have less of an inflation factor. Marsha
marshab80@gmail.com*

Obviously the Parkway is a mess. I do not understand why Big Band was not rebuilt at the same or almost the same time as Boland Place and Highland Terrace. That way it would be done now and the Hanley overflow would have a reasonable alternative.

The overhead signs, telling us how long the travel time is to a certain highway, are ALWAYS WRONG during peak times. The changeable speed limit signs on 270 are a joke. If I could possibly do 40 mph at 5pm on 270 southbound, I would take back every nasty thing I have ever said about MODOT. By the way, how much did those "Countdown To Completion" signs cost? Those have worked about 10 days over the past 13 months. Another huge waste by MODOT!

The east closure I don't take to get to work - but I travel that exact stretch for church and MANY other activities. Lots of friends live over there. It is INCREDIBLY inconvenient as all the alt routes are heavily trafficked and MUCH longer. Wish a better plan could have been made for the east close down. The west closure was much easier to find an alt route. But having the whole east stretch closed is killing me!

MODOT deserves credit for how relatively smoothly things have gone so far.

Who ever arranged it had better have been fired for this stupid idea.

you could have done this without shutting down the highway and in far less than 6 years. you can say six years but that is the party line bull crap to get what you wanted. I can NOT believe it would have taken to 2014 to get the job done.

While I realize it would have taken more planning and cost a few more dollars, I do not believe it was as much as you are saying. Also, the region has suffered because of the shutdown. I go to St Louis for work because I have to. I did not purchase my seats for the Cardinals, Rams or the Symphony this year or last. I will consider it again in 2010 after the highway re-opens.

Mo Dot should have completely closed the highway for a yr

Gee, the world didn't come to an end, did it???

I can't wait for this project to be finished. It is sapping our city of people, economic activity and vibrancy. I hope that measures are being tackled to bring people back into the city once this is all over.

I am really tired of hearing from the people who nitpick and whine about everything! Some of the questions asked in the newspaper about the project are so picky!

Very smart to close only for 2 years. The impact has not been as severe as many predicted, and the benefit will be great.

you have caused massive traffic jams on streets and roads not equipped to handle the volume of traffic. this traffic has caused destruction of road surfaces with no thought as to upkeep and repair of the destroyed surfaces. the waste of time daily in my commutes during the first section closure caused me to alter my life significantly for one year when the project could have been done nearly as fast by performing the work sequentially on westbound lanes and then east bound lanes with total closure for the times needed to destroy and rebuild bridges. i hope that the surface is better built than the deteriorating surface of I-170 which has large holes in it already.

MODOT should insist that StL news agencies refer to the interstate by its true name, I-64. 40 is not the name of the interstate, so it's not I-64/40. If anything, it should be I-64/US 40. But no one in St Louis refers to it by anything other than 40 or Highway 40. The superseding name is Interstate 64. Signs, news updates, and other information should refer to it as such.

Just never heard of an interstate/freeway being closed in the middle of a major city; traffic in a city is to be expected...I'm just sayin.

I live right by the intersection of Forest Park Pkwy and Skinker (I live on Waterman). Traffic in the morning, since the Eastern portion of 64 closed, has been a NIGHTMARE! I never take Forest Park Pkwy North, to get to work anymore, and I certainly do not take it coming home. The changing of the stoplight timers has made the situation worse. If you don't want people to take Forest Park Pkwy, the timers never should have been changed--this would have made alot more people take alternative routes instead of majorly clogging Skinker. Again, the second half has become a nightmare. I want to commit an act of road rage every single day. Oh, I forgot to mention, since the 2nd half of the closure, and everyone and their brother taking FPP, I have never heard so much horn honking in my life. Even after I finally make it home, it's honk, honk, honk for at least an hour.

I am strongly dissatisfied that Hanley, Hampton and Big bend overpasses will be closed at the same time. Is this a conspiracy to keep the north and south side residents of Clayton road from getting anywhere. On any given day, Brentwood is a mess and then next nearest route would be kingshighway!!!

1) Screwed up on Lindberg to west bound I64. Right lane goes straight, left lane ends. You have it confusingly marked with the right lane ending and the left lane going straight. Really mixed up here? Accidents waiting to happen. (It needs to be consistent and it's done both ways all over town) 2) East bound I 64 @ I 270 ONLY TWO LANES GOING EAST???? That's nuts!!!! What a mess you have created. You have eliminated a lane and caused a backup & accident zone for out of towners. I thought we were trying to make things better? 2 Lanes on east bound I 64 is going to be a mess for years to come. 3) Spoede both exits suck. East bound exit. Mound of dirt blocks view as you approach intersection at Spoede & Outer Road, Fence totally blocks view of oncoming south bound Spoede traffic, another accident waiting to happen. 4) West bound Spoede entering I 64 has a sharp turn and no barrier. Cars will end up down there and the entrance ramp is too short. I thought you were going to improve it? It's shorter?

I don't understand why the streets in the "Dogtown" were blocked. It is difficult to drive the routes in the area.

AS I have said before, more attention could be paid to routes north and south across the closure. I live north of it near Delmar in U. City and do the bulk of my shopping south of it, mostly in Maplewood and Brentwood. So far, if I follow the precautions and routes described above, I do pretty well, but I really dread the Big Bend closure, which will considerably lengthen my route for my most frequent errands, especially if Hanley Road is still closed.

Alternative Route Comments

The following comments were left in response by those who wanted to leave additional input after the questions about alternative routes. The comments are presented as they were received.

I do not drive the interstates to work. I live in Affton and work in Clayton. The only way to work is either Skinker, Big Bend (closed), Hanley (closed) or Brentwood.

At rush hour, it is better to take I-44 and I-270 and the west half of I-64 to get from the central west end to Clayton than going through midtown i.e. Forest Park Parkway.

If you are a visitor to St. Louis, I think these "improvements" would be no help at all. The ones I have seen are confusing. If you are driving along in the made 60+ mph traffic, and you just entered St. Louis, you would be sunk.

I-44 people tend to drift when they drive lanes a little to close

Walking, biking, car-pooling or riding Metro to work are completely inefficient for me and my job. Interesting how you didn't care about my feedback to those questions.

The lane changes on 270 have been convenient... I'm hoping they don't turn the highway into a bottleneck when they are gone.

If the lights on Manchester have been coordinated, it would be hard to tell. Also, it would have been helpful if you did something to open up traffic at Manchester and McCausland, and through Maplewood. The McCausland intersection is a nightmare. Forest Park Parkway is no picnic either!

511 doesn't work on my cell phone

The narrow lanes on the other interstates were not worth the \$\$\$ to put them in and then take them out after the construction. They were a waste of my tax dollars!

There is no sholder on I-44 and it is very dangerous. I hope that the lanes will be put back to how they were before the project.

Sometimes your times aren't accurate. Maybe a couple of minutes off. Usually in traffic it takes about 18 minutes from I255 (at JB Bridge) to I40 in the a.m. On the whole, a very good job. Love the signs. Read them all the time.

The additional lanes on 44 have increased accidents and make driving in those uneven lanes very hazardous. No shoulder means people that encounter a flat tire are forced to ruin wheels by driving on the flat until they can make it to a shoulder sometimes miles down the road. I am positive that a number of deaths have occured due to the uneven lanes, increased traffic and no shoulder on 44. I would also assume Road Rage has increased with the traffic on 44.

With the closure of Eager Rd. at Hanley, it seems no one thought of the effect on the traffic on Dale and through the shopping area in Brentwood. The traffic is not allowing garage traffic to exit, nor actually stopping at the crosswalk from the garage to the office buildings. Someone needs to direct traffic At the intersection of Dale and Hanley and at the stop signs-Best Buy and Metrolink. Gateway Constructors does not plan well for the traffic around the road blocks they are creating and have created.

the temporary lanes on I-44 are VERY NARROW and dangerous espically late at night when more intoxicated drivers are out after the bars close!

What's "511"? And I saw ABSOLUTELY NO info dispayed alerting of this interstate closure!! (We came into STL from Hannibal using 61 then I70, spent time downtown, and then intended to use 40/64 to get back out to 61 for our return home.)

The traffic signal timing is a no-brainer. We KNOW that it saves fuel. Why is this not a permanent thing REQUIRED of all municipalities? There are, of course, many places where lights are NOT synchronized.

The extra lane on I-70 has been very nice. The ramp from I-270 to I-70 had horrible merges both in the middle and at the end before. Now it's easy to do. Has MoDOT considered keeping that ramp configuration or otherwise maintaining the extra lane in places (perhaps as an auxillary lane)?

Suggested detours to WUSM are ineffective and dangerous. If we travel the suggested route to the Clayton parking garage, we find the street tore up ALL THE TIME. More than once for different reasons. Try traveling West down Clayton toward Taylor. Why block out side street parking where commuters used to be able to park for free????

Please do everything the state can to keep light timing synchronized on streets like Manchester.

The day they closed the first section of Highway 40, Overland changed the timing of the traffic signals on Page Avenue, especially the "Overland Nightmare" series of signals between Walton Road and Woodson Road. This makes it impossible to get through five intersections without having to stop at each light. How did they get by with this?

It's hazardous when cars break down on 44.

The lane addition on I-44 has been so great, I wish it could stay that way. Traffic has been even better than before construction, for the most part, except on Cards game days.

The idea that you can close the major point of entry east/west into Saint Louis is completely incompetent. This idiocy has added at least 30 minutes to my daily commute one way and has resulted in me moving my business to Chicago rather than drive an extra hour each day. This decision was completely irresponsible.

The narrow lane lines were horrible, dangerous. Please restore proper width. Also, elimination of bike lanes on Ladue/Clayton was rough. Multiple changes at Hanley/Eager/170 was very confusing. Signage, more of it, more prominent and giving better guidance would have helped a lot.

adding lanes has caused more headaches (if accidents or otherwise exist, nowhere to go and causes further delay). the additions also weren't fixed to keep the roadways level, causing much tossing around of vehicles.

I had no experience previously with the added lane scenario implemented for I44, I70 and I270. Now that I've driven these roads I am against the practice. This could possibly be a workable solution if large trucks were banned or restricted to certain lanes. For me the time saved is not worth the harrowing experience of travelling in such close proximity to other vehicles.

I-64 closed messages on electronic signs is old news that you ought to have on permanent, long-term signs. I thought the expensive signs were for reporting stuff that "just happened".

The signals on the Forrest Park Parkway are never timed correctly to alleviate the endless bottleneck from Clayton to Kingshighway.

The light at McKnight and Litzsinger was my most favorite improvement. It had been needed for so long and I HOPE it never goes away!

The light at Warson and Ladue serves to slow down traffic quite effectively. You did not ask about the added center turn lane on Clayton. It obliterated the bike lanes so well that I feel my life is in jeopardy riding my bike on clayton when it used to be a most preferred bike route.

I am VERY unhappy, and feel we were deceived that the sound wall would be complete before the re-opening of the western half. As a taxpayer, why does the contractor deserve a bonus payment when procurement of critical materials was not completed on time? I feel the overall project was successful, but I feel this aspect was not at all addressed.

Traffic signals on Union Blvd northbound to I-70, I leave at non peak hour before 6 am, and usually hit 6-7 red lights in less than 3 mile stretch. I find the same with Kingshighway and Forest Park Pkwy.

The S I 270 to W I 64 dedicated entry lane was excellent and I am dissatisfied that it is no longer used. It relieved a cumbersome bottleneck.

It seems that there is no sense of urgency in clearing accidents. Out east, they just push vehicles out of the way and out of the drivers view as quick as possible and then deal with the collision.

the traffice signs on 44 do not ever change - if there is an accident or slow down it rarely tells you about it

Remove or shorten (on the Forest Park Parkway) all of the stoplights on Forest Park Parkway from Euclid to Big Bend - these traffic lights are causing terrible delays on FPP.

I-70 and I-270 the extra lane helped, but on I-44 it made the road too narrow

The extra lanes on the highways probably help but are extremely dangerous!!!! They must be removed immediately upon completion!

The Temporary Lanes are very difficult to drive on. You basically drive on the rough pavement that used to be the shoulder.

During the second half of the project, the congestion on Forest Park Pkwy. has been awful. Much more traffic could be moved through quickly if the traffic lights were timed better. This could be the best alternate route in place of Hwy. 40/64 while it's closed, but instead it has been a parking lot.

Pavement on west bound FP Pkwy between Grand and Kingshighway is pretty rough along the right shoulder.

Why isn't there temporary lane addition in shoulder area on I-270 east of I-170? Illinois commuters have been completely ignored by MODOT - to suggest that I-70 is a viable alternative to I-64 as a means to get to Clayton is completely ridiculous.

Traffic light timing changes to support the western half of the construction, now need to be changed back!

From what I see on the morning news, 270 IS HORRIBLE!

I don't have an opinion on this, but I do for the commuting. You have to keep in mind working parents. Believe me, I would LOVE to leave for work earlier or carpool, however, I have two school age children. I have to have a car for emergencies. The kids' schedule stayed the same, so does mine. However, now I have to work later to make up for my new start time. I am lucky because my husband picks them up. I can't imagine if I was a single parent trying to accommodate this. Plus, I checked out the bus routes. It takes way too long to get around.

Variable speed signs were often not accurate. 511 didn't provide info on alternates to Clayton Road which was my main alternate while the west part was closed.

The addition of an extra exit lane on southbound 270 to 44 east has made an extremely positive impact on the traffic flow at that interchange. I hope this will be considered a permanent change after I-64 opens.

Trucks still speed on interstates but have narrower lanes. They can be pretty threatening.

Metro Link needs to hand out free "try me" passes with a ridefinder link to single passenger cars lined up at lights at Big Bend, Skinker and DeBaliviere to induce using the MetroLink next to them and reduce Forest Park traffic. I'm sure Wash U students would be ready activist volunteers. Be much more proactive to change St. Louis attitudes to use light rail and bus. Get more employers to incent the cost of commuting with green methods, carpools and light rail, especially those with parking problems.

The temporary lane additions in I44 and I70 should remain as permanent at the conclusion of the project. Marsha marshab80@gmail.com

Restriping was very dangerous - no shoulders!! Trucks and busses are not staying in their lanes, and wander into mine way too often. The Traffic Response guys seem to be doing a good job, but the incidents are reported on the radio/overhead signs too late to pick an alternate route. And - usually the info is wrong. Wrong lane reported closed, wrong direction on the highway, etc.

I-44 LINE PATCH PULLS MY CAR ALL OVER THE PLACE. IT'S HORRIBLE. NOW I STAY OFF 44 ALSO.

The temporary lanes on 270 and 44 should be made permanent after the I64 project is done. They are more important to traffic flow rather than having the empty shoulders.

Since I didn't frequently travel my alternate route before construction, I don't know if impacts were better or worse.

I do not believe the statements that 6-8 years would have been required to accomplish the task if a different method of construction had been chosen. I think that extra time would have been measured in months.

The message boards are awesome through the metro :-). Keep those working...it's awesome! The St Louis City Streets Director is completely ineffective...he is totally out of his league.

The signal timing on Forest Park Parkway is a joke. If you wanted people to stay off of it, you should have never timed the lights shorter to accommodate the idiots who continue to use it. This has caused severe backups on intersecting streets (aka Skinker). Common sense was definitely not utilized in this decision

the extra lane on 44 makes it bumpy and uneven, I think it's dangerous

I don't recommend travel on those hwy's as the lanes are too narrow and dangerous. The improvements on the western half do not justify the cost and problems caused. It won't handle more traffic if it narrows down to 2 lanes at any point. We should have left it alone or built a better and larger highway. Improvements that move traffic are minimal. Hey it looks great!

Westbound Dale Avenue at Hanley is a NIGHTMARE at rush hour.

I've not used or experienced the 3rd and 4th services. I have found your on-line service very useful. The signal timing efforts have helped with traffic involving the Parkway, but I'm VERY GLAD that I retired a couple years before this work took place (I worked at the Washington U. Medical School, and I'm pretty sure my commute time would have doubled or tripled. The city of St. Louis has planned especially badly for this trip, with the work on the Jefferson and Delmar Station bridges being done at the same time. It's especially interesting that the work on both of these bridges has taken them at least twice as long as it has taken the state to replace any bridge. I've felt that their notification about these projects to be pretty abject as well. The way I found out that the Jefferson bridge was down almost three years ago has when I started to turn off Chouteau coming west o use it; there wasn't even a warning sign on Chouteau as I recall, just a sudden absence of any street where Jefferson used to be. I assume no one landed in the void below, thought at night it would have been a real hazard.

How to Contact Comments

The following comments were left in response by those who wanted to leave additional input about how MoDOT could best provide them with information. The comments are presented as they were received.

Radio news is best since I spend most of my life in the car these days.

Not helpful, but "all of the above" should be used! And constantly direct people to the project website. Even so, you'll use the media as well as you have and then have clueless folks who are surprised by changes, closures, etc. You can't cure stupid -- but you can keep the rest of us informed, and so far you've done a great job being visible and getting the word out.

TV program and commercials.

Strongly suggest AGAINST sending out things through the regular mail -- I believe most would view it as "junk" mail. The cost to produce and mail should be used for the IMPROVEMENTS!

I am concerned about the LAND APPLICATION UNIT being developed in front of my home. What was once a man made glade is now an eyesore of a dirt and debris. This debris could have been transported to the Weber location in Ladue by the many dump trucks and tractors that are now causing respiratory distress in the area 6 days a week (which is strange with 3 water trucks at the cement mixing site east of Brentwood Blvd). I have seen no aerial shots or topographical displays of the final construction, but was told that the land would be returned to its former natural habitat-a glade with blooming trees and flowering bushes. I have lived in the same location for over 50 years and remember the land during the original building of Highway 40. Time changes all things, but to create a dump in a Historic area is unbelievable.

I love the construction web cams. I look at them daily to see the progress. Good idea!

Any road signs beyond simply "INTERSTATE CLOSED - ALL TRAFFIC MUST EXIT" would have been nice.

I believe that the info has to come in a "hard" form so that it can be studied and evaluated rather than being a 30 second "sound bite."

The weekly chats on STLToday.com have been invaluable. If MoDOT continued to periodically have those chats (or perhaps just had an ongoing open Q&A section on their website) I would certainly continue to read it.

I never pay attention to the road signs providing information on construction, I am too busy driving trying to not get hit by those big trucks on 1-44. The signs don't give enough information to be effective anyway and if they did, I would have a wreck because I was trying to read all the info instead of driving. It has become so cumbersome to get to the zoo this year that my large family did not make the trek this year. If information is sent via USPS mail, it should be a postcard type mailing or I would probably throw it away as junk mail without reading it.

I thought that I signed up for email updates but I have never rec'd any about this project.

PLEASE don't put any more signs on the highway. It causes people to pay more attention to the signs than how they are driving. Rush-hour traffic is only made worse by these signs.

MORE SIGNAGE - guessing which lane to be in far enough in advance to avoid bottlenecks and dangerous maneuvers...still see lots of people cutting over and cutting it close at the 170SB > I64WB interchange. Little nervous about another winter and ice on those flyover lanes <grin> - first time around that curve on snowy day was...scary!

I have seen a few signs, but have noticed almost no attempt to get this info to the public, aside from a few newspaper articles. Oh yeah, and some pamphlets in a McDonalds! What about grocery stores, libraries, malls and many many more road signs.

I would much prefer to go to your web site to read the latest information but the news media seems to be doing a better job of getting the word out of upcoming changes. Today I read in the Post Dispatch about the closing of the Brentwood bridge overlapping with the closing of Hanley. I'm sure glad I read the paper today!!

I like the MoDot Emails sent out on a weekly basis

I like receiving email updates on the I-64 project.

Local television news and morning radio has helped us the most.

I tried to map my ride and it isnt working for me.I need to find sites that truly are working with the closings.

The regular emails from MoDOT have been by far the most helpful for me and my family.

our office on Big Bend had a representative on MoDot come to our office with information, hand outs, answered all our questions!

email, email, email road closures BEFORE they are closed.

it doesn't really matter how you notify the public about changes they don't notice them or read them.

It's a shame the countdown signs aren't always "on" and functioning.

I like the flyers that I have seen at my gas station at dale and hanley that have been published and distributed by MoDOT

More display boards on alternate routes

I don't have a TV, get a newspaper and rarely listen to the radio. So I would go look for info online as I heard about it. But it would have been wonderful if perhaps you all would have partnered up with the various business/companies/organizations around the metroplex to equip them with info and alt route suggestions to communicate to their employees (or to at least give them the info/option to sign up for any newsletters/emails that you all might have provided). With the west closure, I did move from the city to west county since 64/40 was what I took every day to work. The people running my company didn't know any more about the project than I did.

I get frequent update information from the Richmond Heights e-mail alerts

See previous comment about calling I-64 only I-64 rather than mentioning Highway 40

The message boards are awesome...they're great :-)

Placed on the road to receive the work one week prior to construction.

I no longer take the daily paper, so that is less useful to me. TV news and on-line notices are most effective for me, though I think that radio is probably useful for many people, who listen while they drive, and the signage about closure on the feeder routes are also very good, because they allow drivers to plan alternate routes on the go, and avoid the centers of real congestion. I'd still like to see more information about north-south routes about the closure, and I think that on future projects the highway department would do well to remember that the St. Louis region goes a very long way north and south, and many people commute or have necessary contacts which require them to use mid-area east west roads on a regular, frequently daily, basis. They could also try to see that St. Louis and other towns near such projects work harder at having their road projects near such construction in better order, that is, finished, before a major route is taken down. The Delmar Project is a prime example of such a misjudgment, even at the times of day I travel, I've seen two block long lines of traffic creeping across the bridge in the single lane traffic. I can only shudder to think what it must be like at rush hour.

Alternative Website Comments

The following comments were left in response by those who responded to *If you heard about the closure through one or more sites not listed above, please tell us which site(s)*. The comments are presented as they were received.

twitter would be nice.we could get a text about work going on even if we are out and not near tv or computer

KEZK does a really good job with updates from KMOV

There are no minority communications listed and you are working in a diverse area of the city and county. Try a little harder to get the message to ALL.

<<http://www.urbanstl.com/>>

I get the best information from signs in the businesses that are impacted by the highway closures -- especially Dierberg's.

My favorite source was TheNewI64.org. You guys did a great job keeping communications updated, easy to access, specific to areas of interest, printable to keep in the car for reference or for out-of-town visitors. Nice job!

KWMU

KWMU - 90.7 FM

TheNewI64.org

I will add these sites to my favorites and check them out.

KWMU

stltoday.com

i watch info on thenewi64 and am active follower of the changes, i'm not at all standard commuter.

msn.com

Fox News FNN.com, Google.com, Googlemaps.com

mapquest.com and maps.google.com

tv 11

Richmond Heights citizen e-mails

I-64 Project Website Comments

The following comments were left in response by those who responded to *What additional information would you like to see on the I-64 Project website?*. The comments are presented as they were received.

The construction zone map does not tell the exact date bridges will reopen. Map my trip is not functioning.

a pictorial update on what has been completed and what is going on now

Dates stretches will open.

Better maps - some of those aerial views didn't make it really clear what it was going to look like. Is Eager Rd getting an extra lane, for example? THAT street has been a mess ever since Target went in. I avoid it from T'giving until New Years. The holiday shopping traffic is worse than around the Galleria...awful on Saturdays, too...

Keep us informed on what "leftover" work you are doing on the western half of the closure (I noticed today that soundwalls are not done yet)

When closed areas (eg crossroads, bridges) will reopen.

I love the maps. Very interesting.

Clear maps showing alternative routes across the closure.

The New I-64 Economic and Regional Mobility Study

Quarterly Report
#8

October 2009 - December
2009



Before the Closure

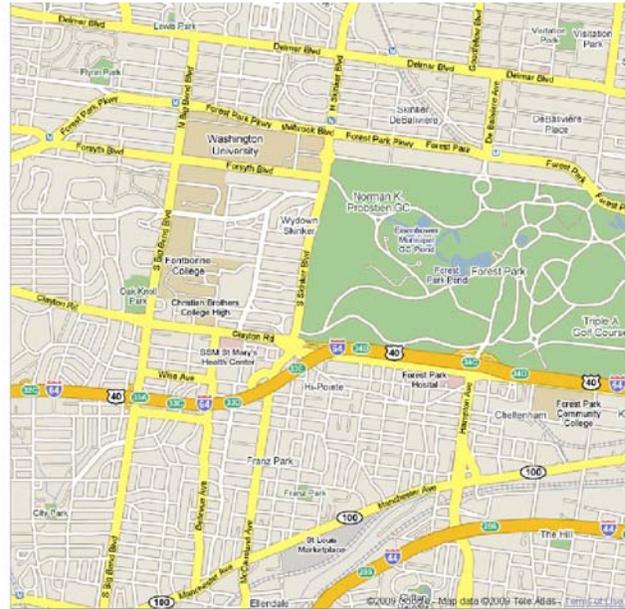
Please indicate how much time it takes you to make certain trips now compared to how long it took you before the closure.

	Has not changed or is shorter	Went from 10 to 15 minutes	Went from 15 to 20 minutes	Went from 20 to 30 minutes	Went from 30 to 45 minutes	Went from 45 to 60 minutes	More than 60 minutes
Commuting to and from work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical Reasons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping, errands, school, recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traveling (including to work)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



1. Executive Summary

On December 7, 2009, the eastern section of I-64 between I-170 and Kingshighway Boulevard was re-opened. With this segment re-opened, the full closure construction component was completed for the New I-64 construction project. Partners again implemented their regional command center operations to ensure that any traffic flow conditions were addressed and responded to as the traveling public adjusted to the re-opening of I-64.



This quarterly report assesses the period October 2009 through December 2009 that includes the 22nd, 23rd and 24th months of the I-64 closure, evaluating the three key areas of **Communications** (MoDOT’s provision of information to the public, and the public’s response to the project), **Mobility** (the effects of the closure on travel behavior, choices, and traffic flow), and **Economics** (the effects of the closure on businesses within the corridor as well as the economic health of the region). With the eastern closure now in place during this quarter; the study will continue to focus its attention on potential differences between the eastern and western closures. In the 4th Quarter of 2009, the research team found the following information:

With the eastern closure now in place during this quarter; the study will continue to focus its attention on potential differences between the eastern and western closures. In the 4th Quarter of 2009, the research team found the following information:

Communications (pp. 2-4)	Mobility (pp. 5-22)	Economics (pp. 23-29)
<p>Surveys indicate that the overall satisfaction level remains high for how the project has been handled.</p> <p>The Eastern Closure appears to be having more of an impact on travel behavior based on responses from “where I shop”, “how often I travel to certain areas” and “how well I managed to move around St. Louis”</p> <p>TV News, Internet, Radio News and Roadway Signs were the leading ways to get out information on the construction project</p> <p>Information from Motorist Assist and I-64 Traffic Response on the two survey questions still remained higher than online surveys when asked the same question</p>	<p>Traffic volumes continue to be higher on the designated interstate routes and adjacent arterials. Daily volumes are up on Interstates 44, 64, 170 and 270 in certain sections.</p> <p>Average speeds were down slightly along certain corridors. The range varies from being plus (up) 31% on I-44 eastbound in pm peak period to being negative (down) 14% on I-70 westbound in the pm peak period.</p> <p>Travel times trends were similar to average speed being slightly up and down along certain interstate. Arterial travel times were mostly stable for the quarter with exceptions in October for Route 141(PM Peak) and Route D (AM Peak) showed an increase in travel times</p>	<p>Both corridor and non-corridor jobs and wages were lower in the 2nd Quarter of 2009</p> <p>Unemployment in the St. Louis area is tracking very similar to the national trends in both 2008 and most of 2009. In November, unemployment in St. Louis was 9.8% about 0.4% higher than national average.</p> <p>The 3rd quarter taxable sales decline following wages and employment trends. Annually the 3rd quarter declines and rebounds in the 4th quarter and 2009 is following this trend. Taxable sales in 2009 were down 9.1% when compared to 2008</p> <p>The taxable sales during 3rd quarter of 2009, when indexed to the 1st quarter of 2005 fell below the 1.0 index for corridor, non-corridor and St. Louis City; St. Louis County was already below 1.0 meaning all areas have taxable sales less than the 1st quarter of 2005</p>

2. Communication

In the 4th Quarter of 2009, 898 people have been surveyed to measure their opinions about the closure and how it may have changed their behavior. Two survey instruments were utilized in this research. The first, an online survey, was a detailed instrument designed specifically for this project. For the second instrument, two key questions were also added to the motorist assist surveys distributed by MoDOT operators after providing traffic assistance to motorists in need.

People accessed the online survey through MoDOT's New I-64 website. 102 responses were generated in October (24), November (29), and December (49). 95 of these responses were by first-time visitors to the survey. 4 people had taken the survey before and another 3 people were not sure if they had taken the survey before. This quarter, online respondents tended to be Caucasian (85.3%), male (74.3%), and a plurality (38.5%) made between \$60,000 and \$120,000 annually.

Motorist Assist respondents tend to be less affluent than most respondents. People in this income bracket are less likely to respond to mail surveys and online surveys, so two key questions were added to the standard surveys already distributed by motorist assist operators to ensure that the most important questions were asked of the lower income segment. 796 responses were obtained from the motorist assist programs (649 through MoDOT's Motorist Assist program and 147 through the county's Traffic Response program).

We will continue to assess information received on communication during the eastern closure in 2009 and compare it to the western closure information received in 2008. This comparison will show any consistency or inconsistency in the two data sets and may provide some additional in-sight into potential difference between the two closures.

Overall, the respondents have a high level of satisfaction with how the I-64 closure has been handled. As documented in previous quarterly reports, the Eastern closure had more of an impact on respondent's behavior than that of the Western closure. A sizable minority of respondents reported changes in their shopping and driving habits.

Online Survey

Based on the online data, the Eastern Closure is had a greater impact on respondent behavior than that of the Western Closure. "Satisfaction with how well managing to move around the St. Louis area with the closure" is noticeably different. Despite this reported increased impact, overall satisfaction with MoDOT remains very high – almost identical or slightly higher to the results received during the Western Closure. The Table below shows all responses received from online surveys for both the 2008 Western Closure and 2009 Eastern Closure for side-by-side comparison.

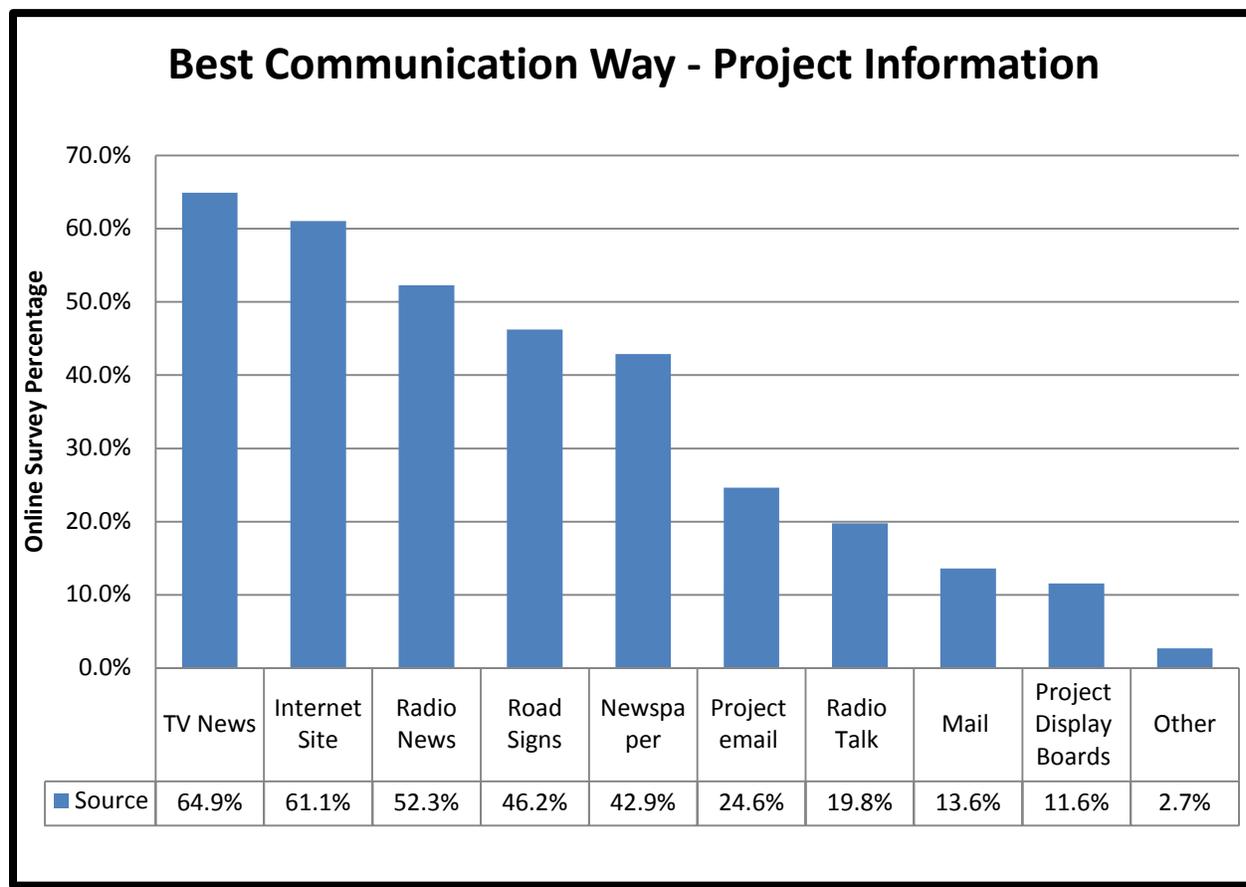
Key Public Indicators - Online Comparison of Both Closures	Western Closure	Eastern Closure	Total
Overall level of satisfaction with how the I-64 closure has been handled	76.7%	78.3%	77.1%
Satisfaction with how well the public kept informed about the new I-64 project	88.7%	85.5%	87.9%
Satisfaction with how well managing to move around the St. Louis area w/ the closure	69.7%	60.4%	67.4%
Satisfaction with timeliness of information being made available	87.5%	85.7%	87.1%
Agreement with “the closure has changed where I shop”	41.5%	47.0%	42.9%
Agreement with “the closure has changed how often I travel to certain areas”	73.3%	76.2%	74.0%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	76.5%	82.5%	78.0%
<i>Survey responses</i>	<i>1,362</i>	<i>444</i>	<i>1806</i>

Respondents are less satisfied with their ability to move around the St. Louis area. It was noticed they were more likely to state that the Eastern Closure has changed where they shop and how often they travel to certain areas. These responses could be the results of several different factors like the adjacent alternative transportation network, adjacent land use (commercial, business complex, residential, recreation, healthcare, etc.), lower response rate, second year of construction, etc.

The best ways to reach online respondents showed a slight change from the previous year with a move towards a more media driven source of information like TV, Internet and Radio. Road signing also saw a considerable jump in how information was received. The following table shows Western and Eastern closure results:

Best Way for MoDOT to Get Information to You	Western Closure	Eastern Closure	Total
TV News	62.4%	72.7%	64.9%
Internet Site	60.2%	63.7%	61.1%
Radio News	51.2%	55.6%	52.3%
Road Signs	43.2%	55.6%	46.2%
Newspaper	43.0%	42.6%	42.9%
Project email from MoDOT or I-64 Team	24.2%	26.0%	24.6%
Radio Talk Shows	19.8%	19.7%	19.8%
Receive Information in Mail	13.1%	15.2%	13.6%
Project Display Boards at Public Events	10.8%	13.9%	11.6%
Other	2.6%	2.9%	2.9%

The following chart presents the total column to graphically indicate the best way to reach these respondents based on the on-line survey tool.



Motorist Assist

Two key questions were asked in mail-in surveys given out by MoDOT's Motorist Assist program as another way of obtaining information. The change measured since the Eastern Closure has been minor, but in accordance with that of the other methods. People are still quite satisfied, especially with the decision to close I-64 for two years instead of six to eight years with lane closures. The following table shows the comparison made between the Western and Eastern closures:

Key Public Indicators - Motorist Assist Comparison of Both Closures	Western Closure	Eastern Closure	Total
Satisfaction with how well managing to move around the St. Louis area w/ the closure	90.0%	90.1%	90.0%
Satisfaction with decision to complete the work by closing I-64 for 2 years instead of 6-8 years w/ lane closures	93.8%	96.1%	94.9%
<i>Survey responses</i>	<i>3,837</i>	<i>3,666</i>	<i>7,503</i>

3. Mobility

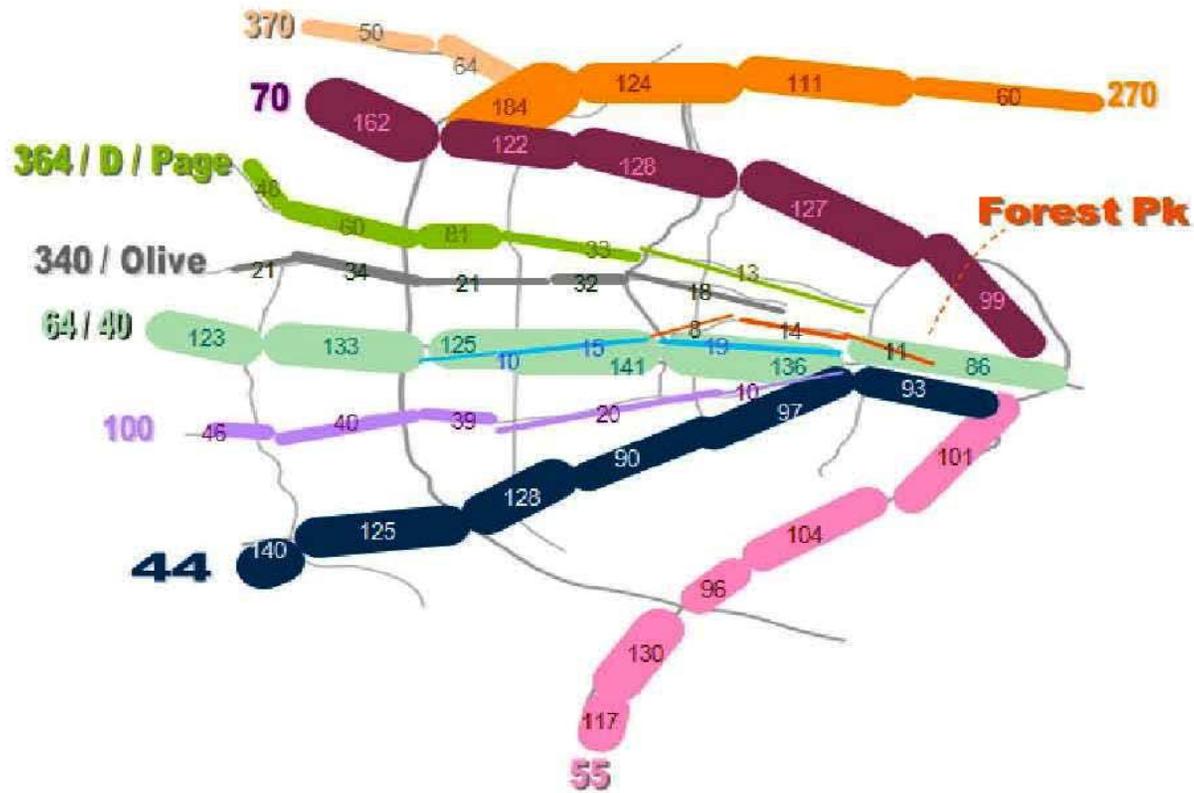
In this quarter, we obtained traffic data for both freeway and arterials. This information shows both baseline and quarterly traffic data for easy comparison of any changes in traffic conditions. Traffic data collected includes traffic volumes, speeds and travel times along various routes near the I-64 construction project.

Roadway sections by traffic volumes, average speed and travel times were developed. The tables and graphs will be introduced with a short summary of what was observed.

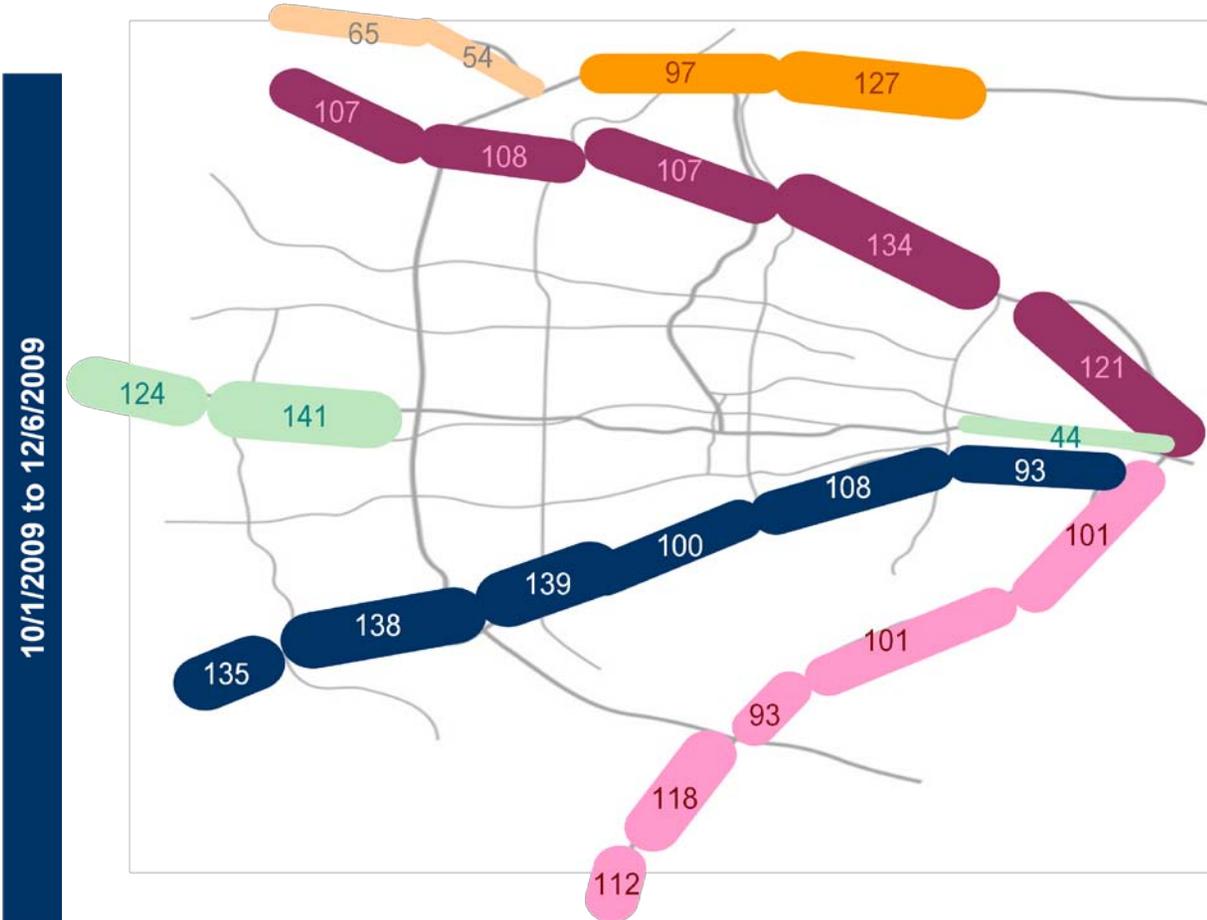
Freeways

We continue to notice increases in daily traffic volumes along I-44, I-70 and I-270 when compared to the baseline traffic volume data. Also, daily traffic volumes on I-64 west of I-270 are greater than the baseline (pre-construction) level. The four graphs show baseline and October through December 2009 traffic volumes:

EW Baseline

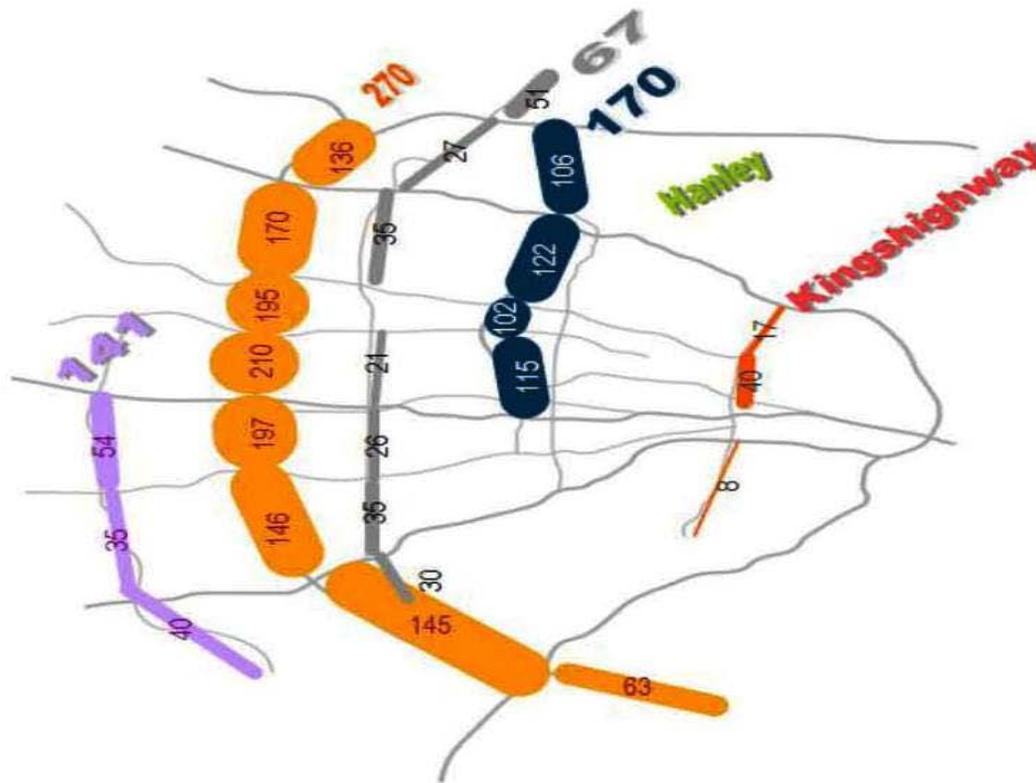


East-West Corridors Baseline Traffic Volumes



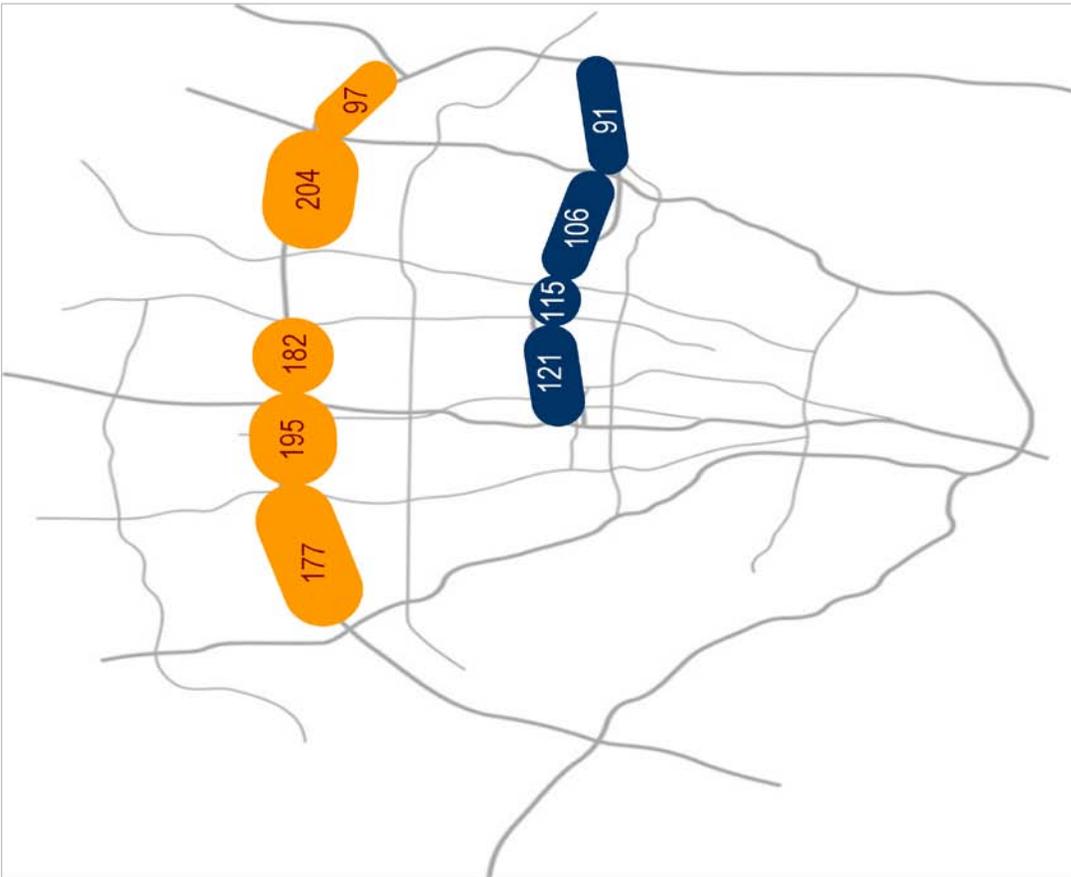
East-West Corridors 2009 4th Quarter Traffic Volumes

NS Baseline



North-South Corridors Baseline Traffic Volumes

10/1/2009 to 12/6/2009



North-South Corridors 2009 4th Quarter Traffic Volumes

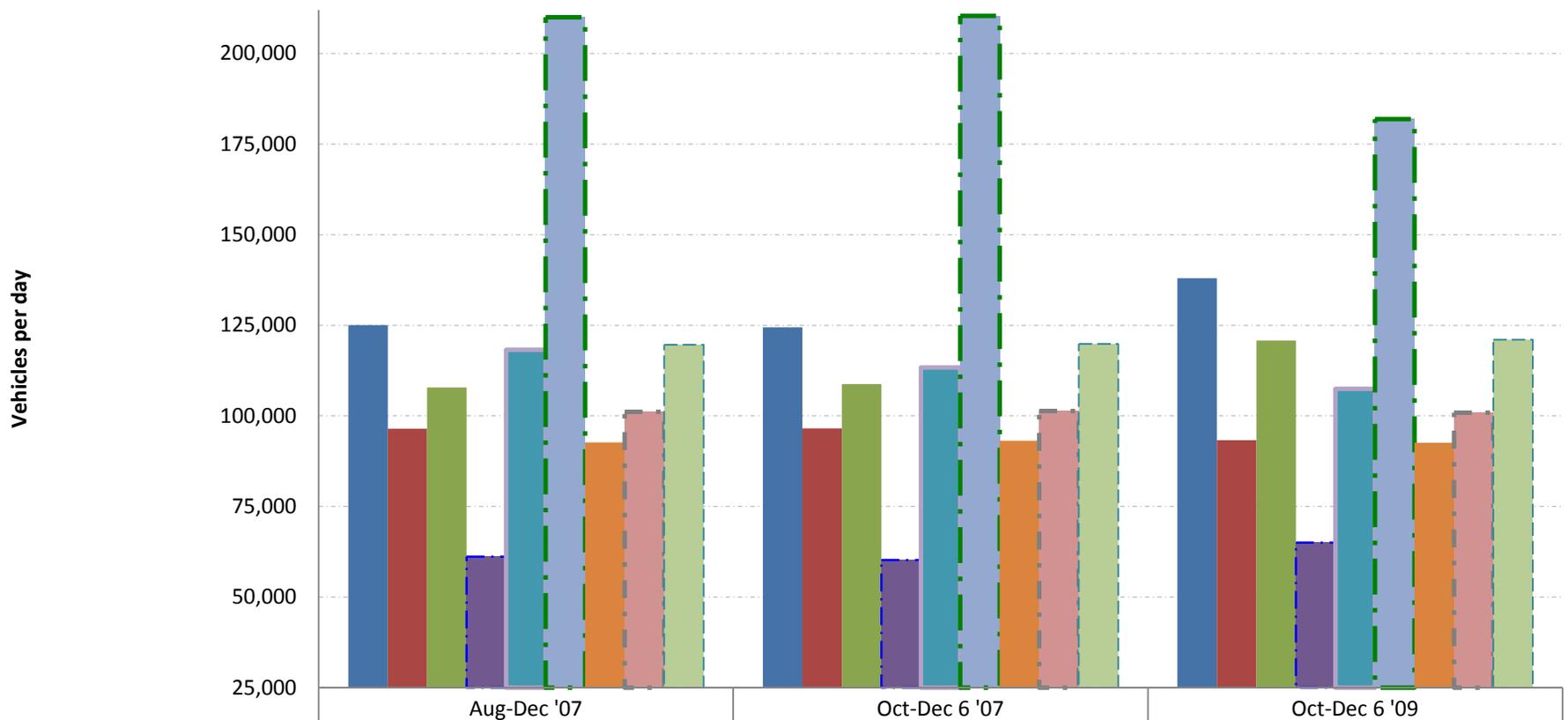
The following table shows daily traffic volumes, and average speeds and travel times information for the PM Peak periods. These selected sites were selected early in the study to designate some control sites to monitor that could potentially experience changes during the construction along I-64 corridor. These freeways were designated and signed with construction signing as alternate routes for potentially impacted traffic. By consistently monitoring the same sites, we can get a general understanding on how traffic is moving in the region. Index indicates how the 4th quarter of 2009 traffic conditions compared to baseline traffic conditions in 2007. Green highlighted index values show an increase in traffic condition measurement while the red highlighted index values show a decrease in traffic condition measurement.

I-64 Study Update - Freeway Information - Quarter 4 October - December 2009

		Volume (vehicles/day)			Index							
Route	Location	Aug-Dec '07	Oct-Dec '07	Oct-Dec '09	Oct-Dec '09/ Aug-Dec '07	Oct-Dec '09/ Oct-Dec '07					Oct-Dec '09/ Aug-Dec '07	Oct-Dec '09/ Oct-Dec '07
I-44	East of I-270	125,057	124,434	137,944	1.103	1.109						
I-44	West of Mississippi Ave	92,641	93,130	92,577	0.999	0.994						
I-55	South of Union Rd	96,447	96,559	93,295	0.967	0.966						
I-55	South of Broadway	101,093	101,336	100,910	0.998	0.996						
I-170	North of Page Ave	107,862	108,764	120,793	1.120	1.111						
MO 370	West of Taussig Ave	61,167	60,217	64,995	1.063	1.079						
I-70	East of Airfield Dr	118,242	113,362.2	107,434	0.909	0.948						
I-70	East of Adelaide	119,620	119,863	121,018	1.012	1.010						
I-270	At Ladue	210,012	210,335.2	181,896	0.866	0.865						

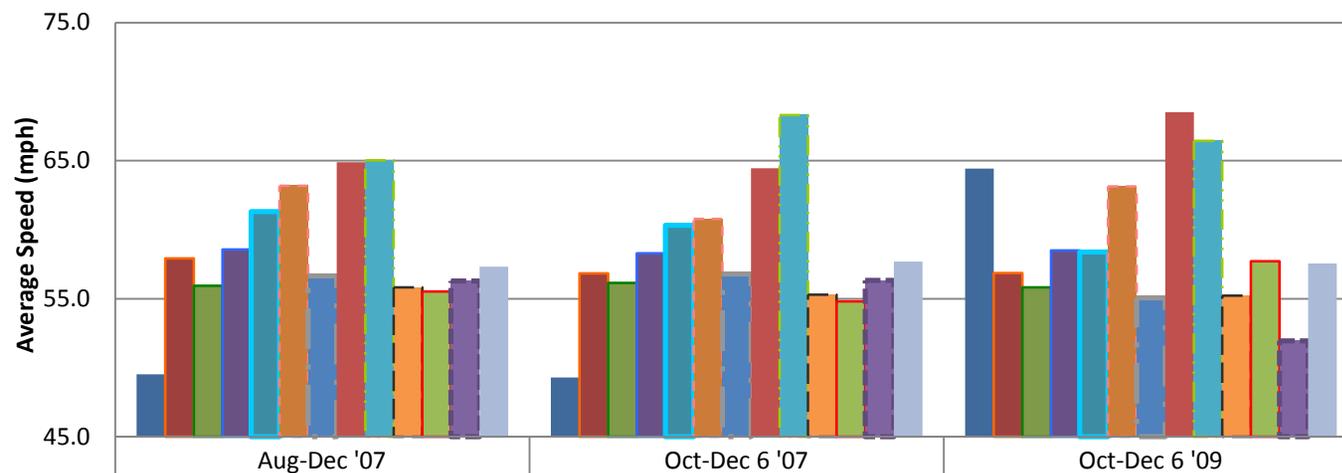
		Speed (mph)			Index		Travel time (minutes)				Index		
		Aug-Dec '07	Oct-Dec '07	Oct-Dec '09	Oct-Dec '09/ Aug-Dec '07	Oct-Dec '09/ Oct-Dec '07	Distance	Aug-Dec '07	Oct-Dec '07	Oct-Dec '09	Oct-Dec '09/ Aug-Dec '07	Oct-Dec '09/ Oct-Dec '07	
I-44 EB	East of I-270	49.5	49.3	64.4	1.301	1.307	I-44 EB	1.07	1.30	1.30	1.00	0.769	0.765
I-44 WB	East of I-270	57.9	56.8	56.9	0.982	1.000	I-44 WB	1.07	1.11	1.13	1.13	1.018	1.000
I-44 EB	West of Mississippi Ave	57.3	57.7	57.5	1.004	0.998	I-44 EB	2.89	3.02	3.00	3.01	0.996	1.002
I-44 WB	West of Mississippi Ave	58.6	59.0	57.4	0.980	0.973	I-44 WB	2.89	2.96	2.93	3.02	1.020	1.028
I-55 SB	South of Union Rd	55.9	56.1	55.8	0.998	0.994	I-55 SB	2.07	2.22	2.21	2.22	1.002	1.006
I-55 NB	South of Union Rd	58.6	58.3	58.5	0.999	1.003	I-55 NB	2.07	2.12	2.13	2.12	1.001	0.997
I-55 SB	South of Broadway	61.9	61.9	57.9	0.936	0.936	I-55 SB	3.87	3.75	3.75	4.01	1.069	1.068
I-55 NB	South of Broadway	60.6	58.5	59.4	0.981	1.016	I-55 NB	3.87	3.83	3.97	3.91	1.019	0.984
I-170 NB	North of Page Ave	61.3	60.3	58.4	0.952	0.968	I-170 NB	1.96	1.92	1.95	2.01	1.050	1.033
I-170 SB	North of Page Ave	63.2	60.8	63.1	0.999	1.039	I-170 SB	1.96	1.86	1.93	1.86	1.001	0.963
M370 EB	West of Taussig Ave	56.7	56.8	55.1	0.972	0.969	M370 EB	1.51	1.60	1.60	1.65	1.029	1.032
M370 WB	West of Taussig Ave	64.9	64.5	68.5	1.056	1.063	M370 WB	1.51	1.40	1.41	1.32	0.947	0.941
I-70 EB	East of Airfield Dr	65.0	68.3	66.4	1.022	0.973	I-70 EB	1.33	1.23	1.17	1.20	0.979	1.028
I-70 WB	East of Airfield Dr	55.8	55.3	55.2	0.989	0.999	I-70 WB	1.33	1.43	1.44	1.44	1.011	1.001
I-70 EB	East of Adelaide	60.8	60.3	71.9	1.183	1.194	I-70 EB	4.37	4.32	4.35	3.65	0.845	0.838
I-70 WB	East of Adelaide	55.6	54.9	47.2	0.850	0.861	I-70 WB	4.37	4.72	4.78	5.55	1.176	1.162
I-270 NB	At Ladue	55.5	54.8	57.7	1.040	1.053	I-270 NB	2.33	2.52	2.55	2.42	0.962	0.950
I-270 SB	At Ladue	56.3	56.3	52.0	0.923	0.922	I-270 SB	2.33	2.48	2.48	2.69	1.083	1.084

Average Daily Traffic (ADT)



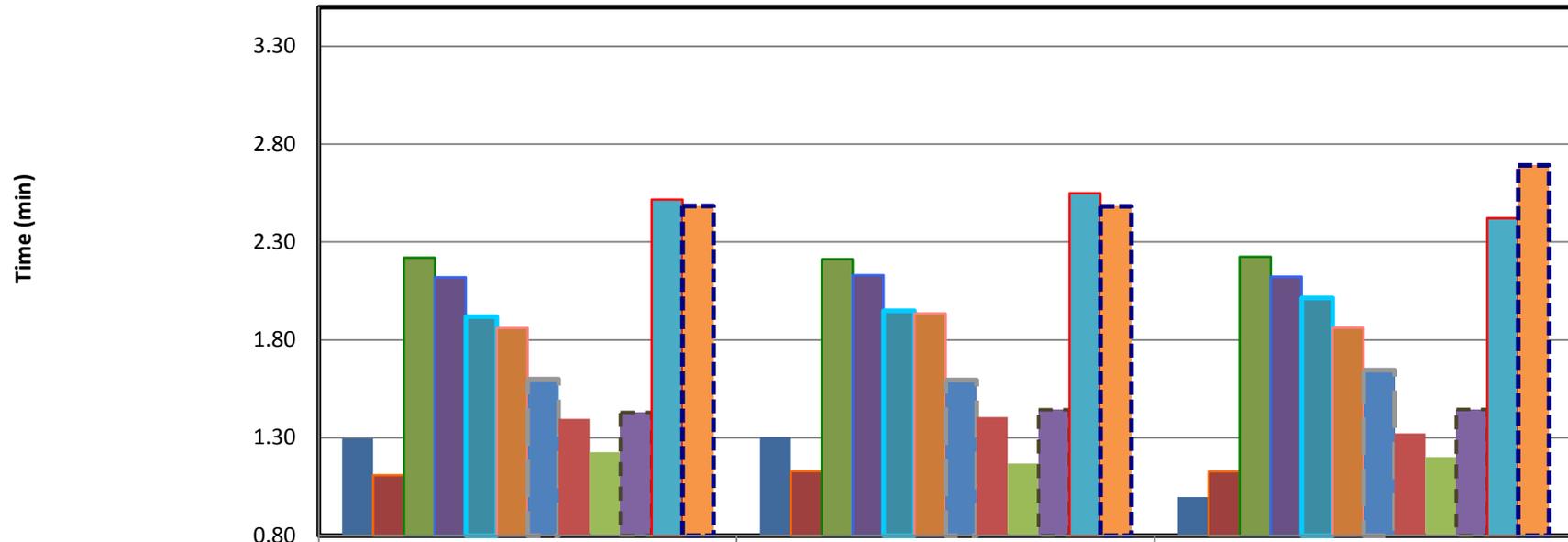
	Aug-Dec '07	Oct-Dec 6 '07	Oct-Dec 6 '09
I-44 East of I-270	125,057	124,434	137,944
I-55 South of Union Rd	96,447	96,559	93,295
I-170 North of Page Ave	107,862	108,764	120,793
MO 370 West of Taussig Ave	61,167	60,217	64,995
I-70 East of Airfield Dr	118,242	113,362	107,434
I-270 At Ladue	210,012	210,335	181,896
I-44 West of Mississippi Ave	92,641	93,130	92,577
I-55 South of Broadway	101,093	101,336	100,910
I-70 East of Adelaide	119,620	119,863	121,018

Freeway Speed at Selected Sites



	Aug-Dec '07	Oct-Dec 6 '07	Oct-Dec 6 '09
I-44 EB West of S Elm Ave	49.5	49.3	64.4
I-44 WB East of I-270	57.9	56.8	56.9
I-55 SB South of Union Rd	55.9	56.1	55.8
I-55 NB South of Union Rd	58.6	58.3	58.5
I-170 NB North of Page Ave	61.3	60.3	58.4
I-170 SB North of Page Ave	63.2	60.8	63.1
MO370 EB West of Taussig Ave	56.7	56.8	55.1
MO370 WB West of Taussig Ave	64.9	64.5	68.5
I-70 EB East of Airfield Dr	65.0	68.3	66.4
I-70 WB East of Airfield Dr	55.8	55.3	55.2
I-270 NB At Ladue	55.5	54.8	57.7
I-270 SB At Ladue	56.3	56.3	52.0
I-44 EB West of Mississippi Ave	57.3	57.7	57.5

Travel Time along Selected Sections



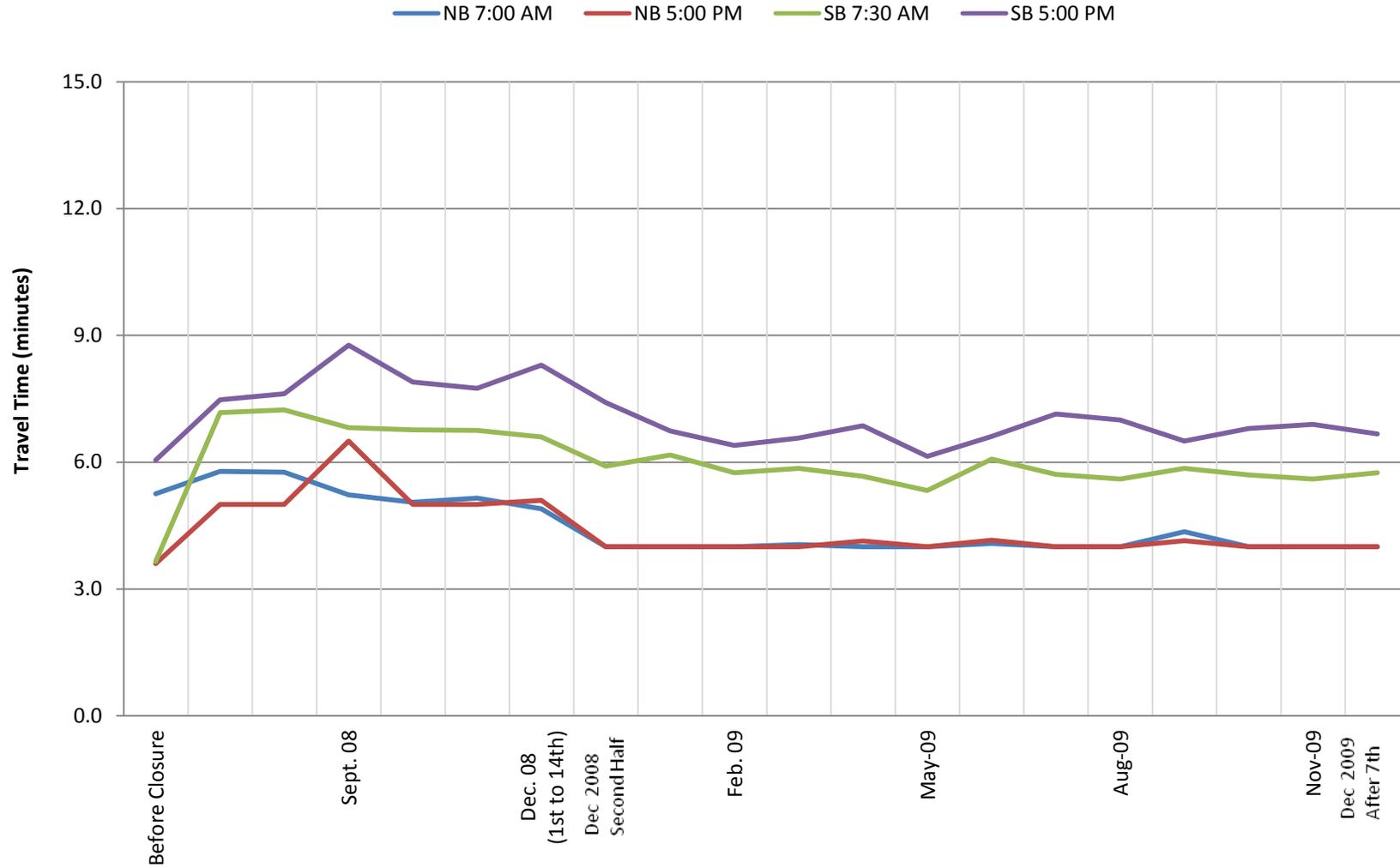
	Aug-Dec '07	Oct-Dec 6 '07	Oct-Dec 6 '09
I-44 EB East of I-270	1.30	1.30	1.00
I-44 WB East of I-270	1.11	1.13	1.13
I-55 SB South of Union Rd	2.22	2.21	2.22
I-55 NB South of Union Rd	2.12	2.13	2.12
I-170 NB North of Page Ave	1.92	1.95	2.01
I-170 SB North of Page Ave	1.86	1.93	1.86
MO370 EB West of Taussig Ave	1.60	1.60	1.65
MO370 WB West of Taussig Ave	1.40	1.41	1.32
I-70 EB East of Airfield Dr	1.23	1.17	1.20
I-70 WB East of Airfield Dr	1.43	1.44	1.44
I-270 NB At Ladue	2.52	2.55	2.42
I-270 SB At Ladue	2.48	2.48	2.69

Arterials

The study team continued to notice a slight increase in travel times along the two corridors being monitored during weekday peak periods. These corridors are major arterials and should provide an indicator of travel along the arterials near the I-64 construction project. The following is a table with average weekday peak periods travel times and their corresponding graphs:

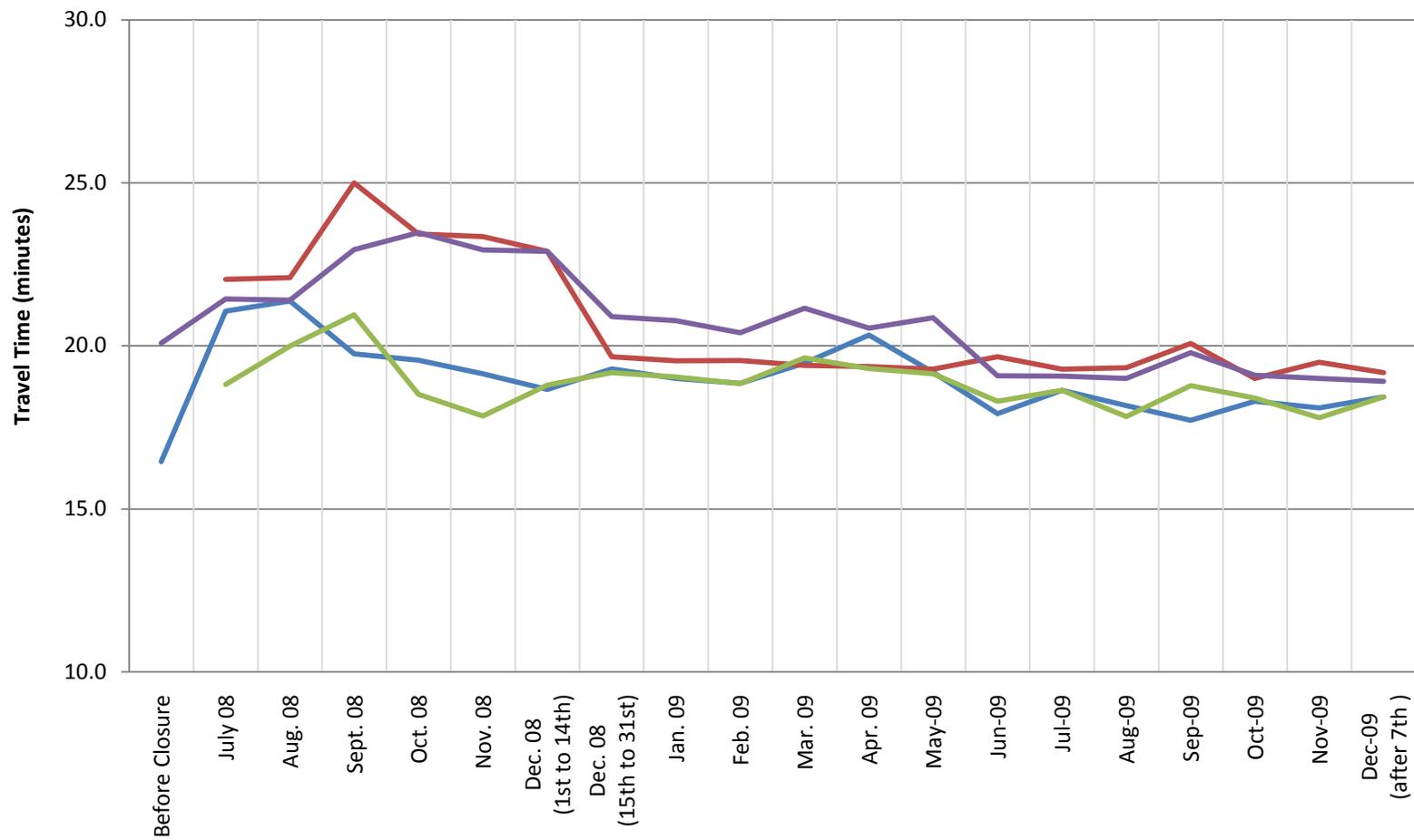
Route	Segment	Direction	Peak Period	Travel Time (Min)																					
				Before Closure	July 08	Aug. 08	Sept. 08	Oct. 08	Nov. 08	Dec. 08 (1st to 14th)	Dec. 08 (15th to 31st)	Jan. 09	Feb. 09	Mar. 09	Apr. 09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09 (after 7 th)		
US 61/67	100 to I-64	NB	7:00 AM	5.3	5.8	5.8	5.2	5.1	5.2	4.9	4.0	4.0	4.0	4.1	4.0	4.0	4.1	4.0	4.0	4.4	4.0	4.0	4.0		
			5:00 PM	3.6	5.0	5.0	6.5	5.0	5.0	5.1	4.0	4.0	4.0	4.0	4.1	4.0	4.0	4.2	4.0	4.0	4.1	4.0	4.0	4.0	
		SB	7:30 AM	3.7	7.2	7.2	6.8	6.8	6.8	6.6	5.9	6.2	5.8	5.9	5.7	5.3	6.1	5.7	5.6	5.9	5.7	5.6	5.7	5.6	5.8
			5:00 PM	6.1	7.5	7.6	8.8	7.9	7.8	8.3	7.4	6.7	6.4	6.6	6.9	6.1	6.6	7.1	7.0	6.5	6.8	6.9	6.7	6.7	6.7
100	Barrett to Hanely	EB	7:30 AM	16.5	21.1	21.4	19.8	19.6	19.2	18.7	19.3	19.0	18.9	19.5	20.3	19.2	17.9	18.6	18.2	17.7	18.3	18.1	18.4		
			5:00 PM	--	22.0	22.1	25.0	23.4	23.4	22.9	19.7	19.5	19.6	19.4	19.4	19.3	19.7	19.3	19.3	20.1	19.0	19.5	19.2		
		WB	7:30 AM	--	18.8	20.0	21.0	18.5	17.9	18.8	19.2	19.0	18.9	19.6	19.3	19.1	18.3	18.6	17.8	18.8	18.4	17.8	18.4		
			5:00 PM	20.1	21.4	21.4	23.0	23.5	23.0	22.9	20.9	20.8	20.4	21.2	20.5	20.9	19.1	19.1	19.0	19.8	19.1	19.0	19.0	18.9	
MO141	I-44 to I-64	NB	7:00 AM	11.7	12.6	14.2	15.0	12.7	13.0	13.4	13.0	13.3	13.6	13.4	13.3	12.7	13.0	12.7	14.2	13.4	12.8	12.8	12.9		
			5:00 PM	--	12.8	12.9	13.0	12.9	13.5	14.6	17.2	13.1	13.3	13.4	12.8	12.6	12.7	13.1	12.7	12.9	15.4	12.4	13.4		
		SB	7:00 AM	--	11.1	11.5	12.7	11.6	10.3	10.7	11.9	12.1	12.4	11.7	12.1	11.8	11.9	12.2	11.8	11.6	11.4	11.8	11.7		
			5:00 PM	14.0	11.7	12.4	14.8	13.2	13.1	13.0	16.1	15.0	15.1	15.2	15.4	14.9	14.1	15.1	14.5	14.3	14.9	14.8	14.8	14.6	
D (Page)	I-270 to I-170	EB	7:30 AM	9.8	9.1	10.1	7.6	8.2	8.1	8.4	8.3	7.9	7.9	7.6	7.6	7.7	8.3	9.5	8.0	8.4	8.0	7.9	7.9		
			5:00 PM	--	8.7	10.1	9.3	8.9	9.3	8.8	9.4	9.0	9.0	8.6	9.6	9.3	8.8	8.7	9.0	8.9	8.6	9.3	8.8		
		WB	7:30 AM	--	11.3	11.7	8.6	7.6	7.9	7.8	7.4	7.2	7.0	7.0	9.0	8.9	8.8	9.3	8.5	8.6	8.6	8.6	8.6	8.8	
			5:00 PM	10.6	11.2	11.6	8.5	8.7	8.4	8.9	9.3	8.0	7.9	8.0	9.2	9.7	9.7	9.9	11.4	9.6	10.7	9.6	10.0		
D (Page)	I-170 to Grand Ave.	EB	7:30 AM	--									17.0	17.2	17.9	17.9	17.9	18.3	18.8	18.4	18.8	18.5	18.5		
			5:00 PM	--									19.4	19.4	20.1	19.6	20.0	19.9	17.0	18.9	19.2	20.8	20.5		
		WB	7:30 AM	--										20.8	20.0	19.5	20.5	20.0	19.4	20.6	20.9	21.1	21.0		
			5:00 PM	--										19.1	18.5	19.0	18.4	18.2	18.3	18.7	19.8	18.7	18.7		

Routes US61/67 - Route 100 to I-64

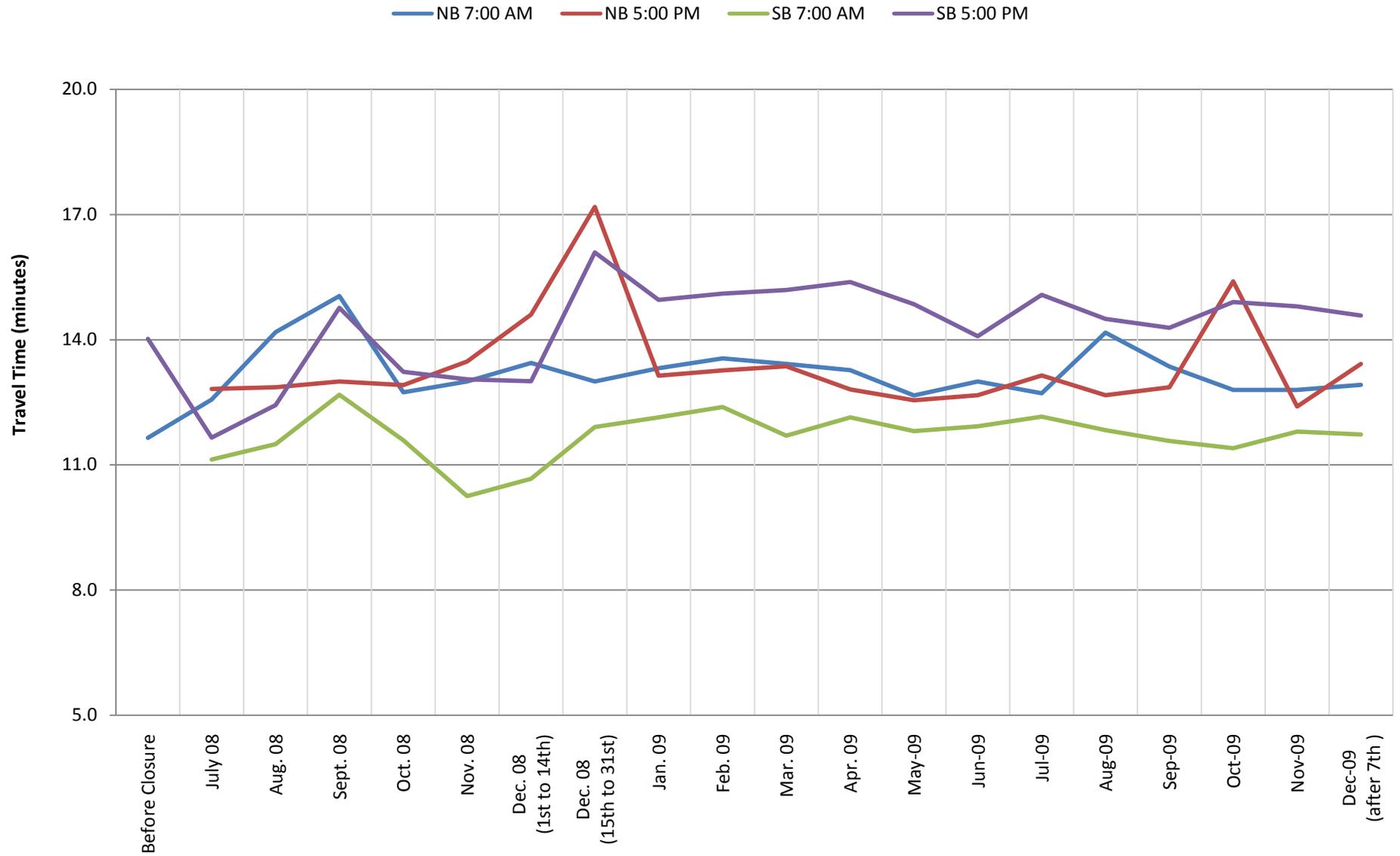


Route 100 - Barrett to Hanley

EB 7:30 AM EB 5:00 PM WB 7:30 AM WB 5:00 PM

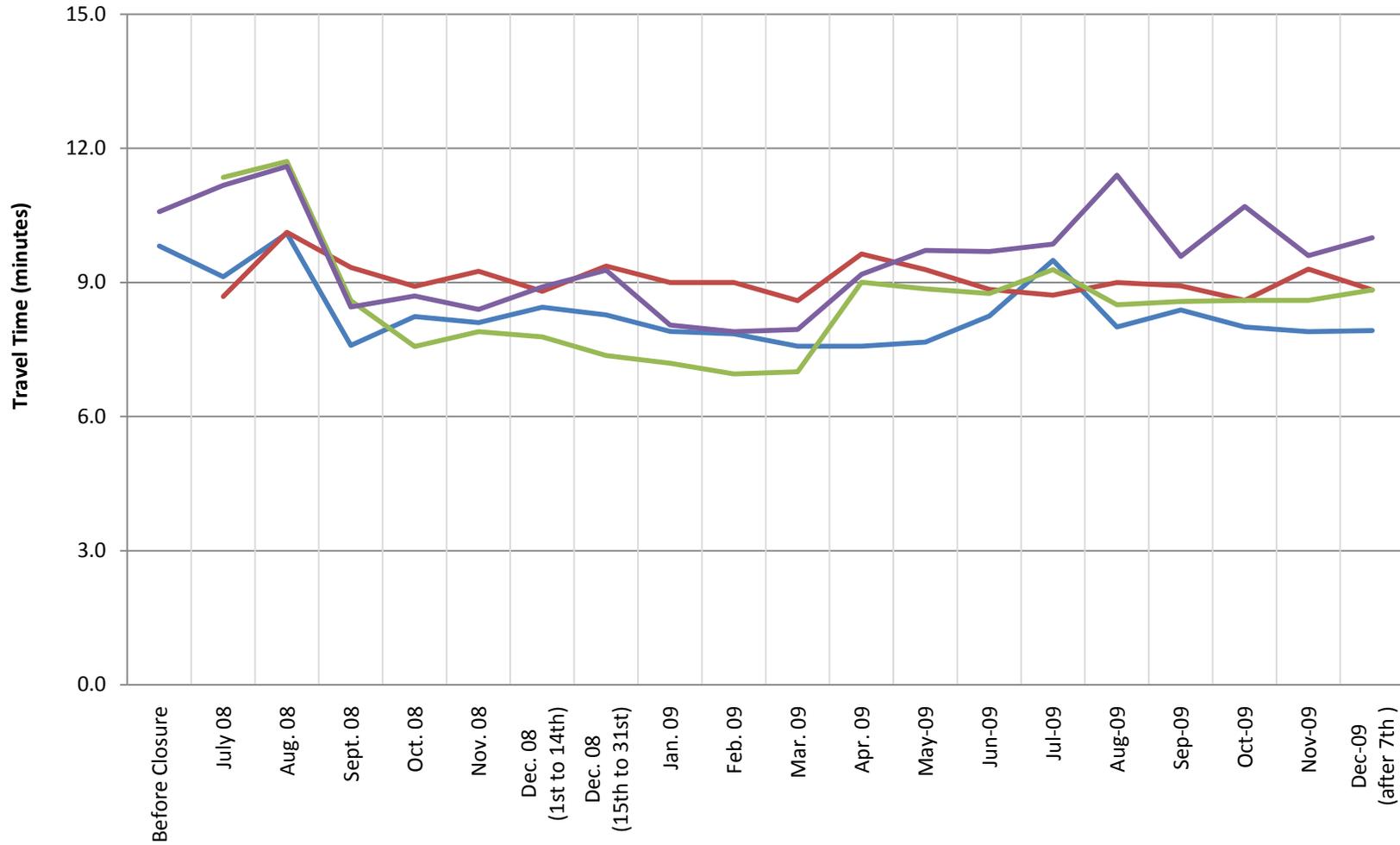


Route 141 - I-44 to I-64

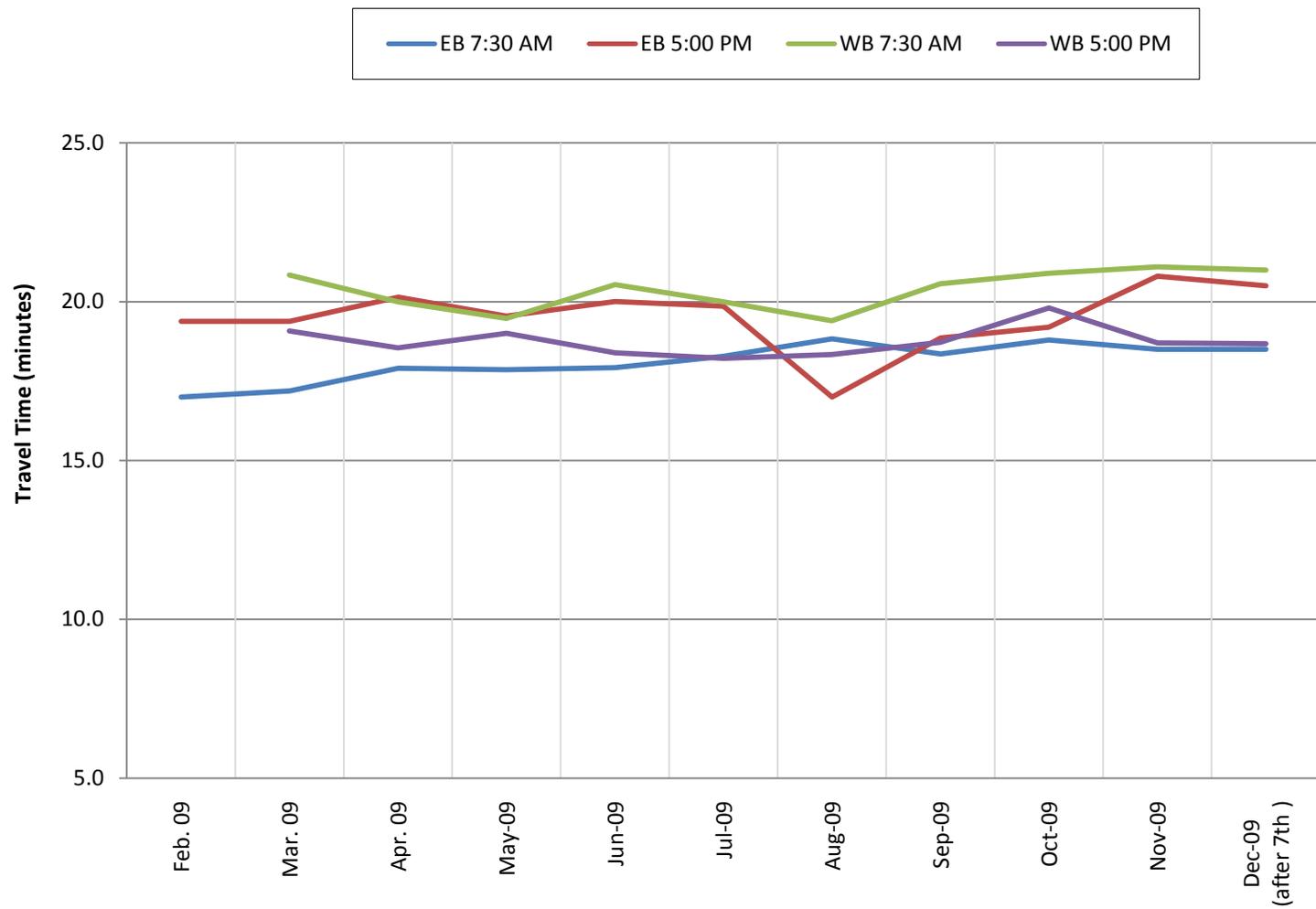


Route D (Page) - I-270 to I-170

EB 7:30 AM EB 5:00 PM WB 7:30 AM WB 5:00 PM

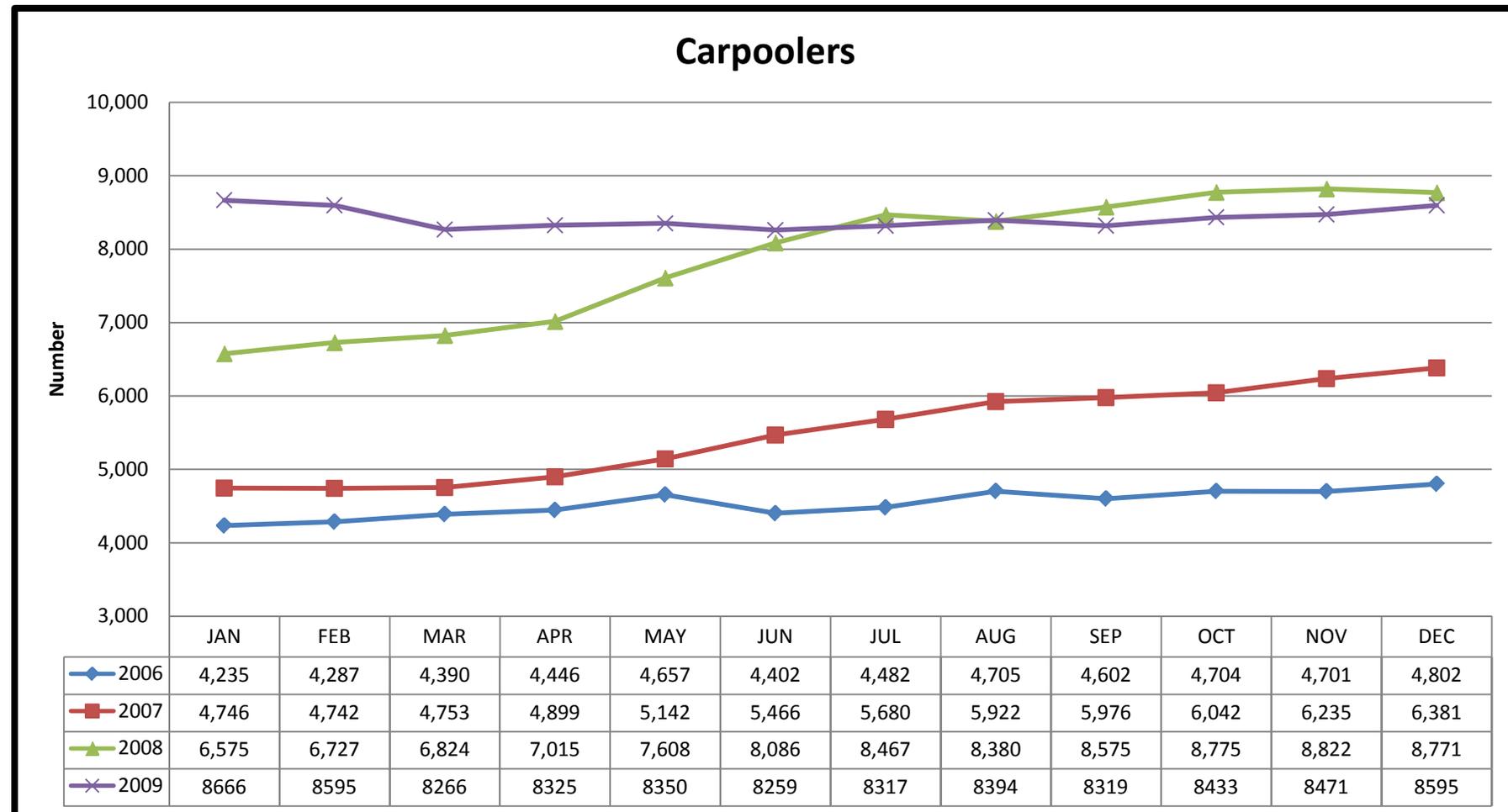


Route D (Page) - I-170 to Grand

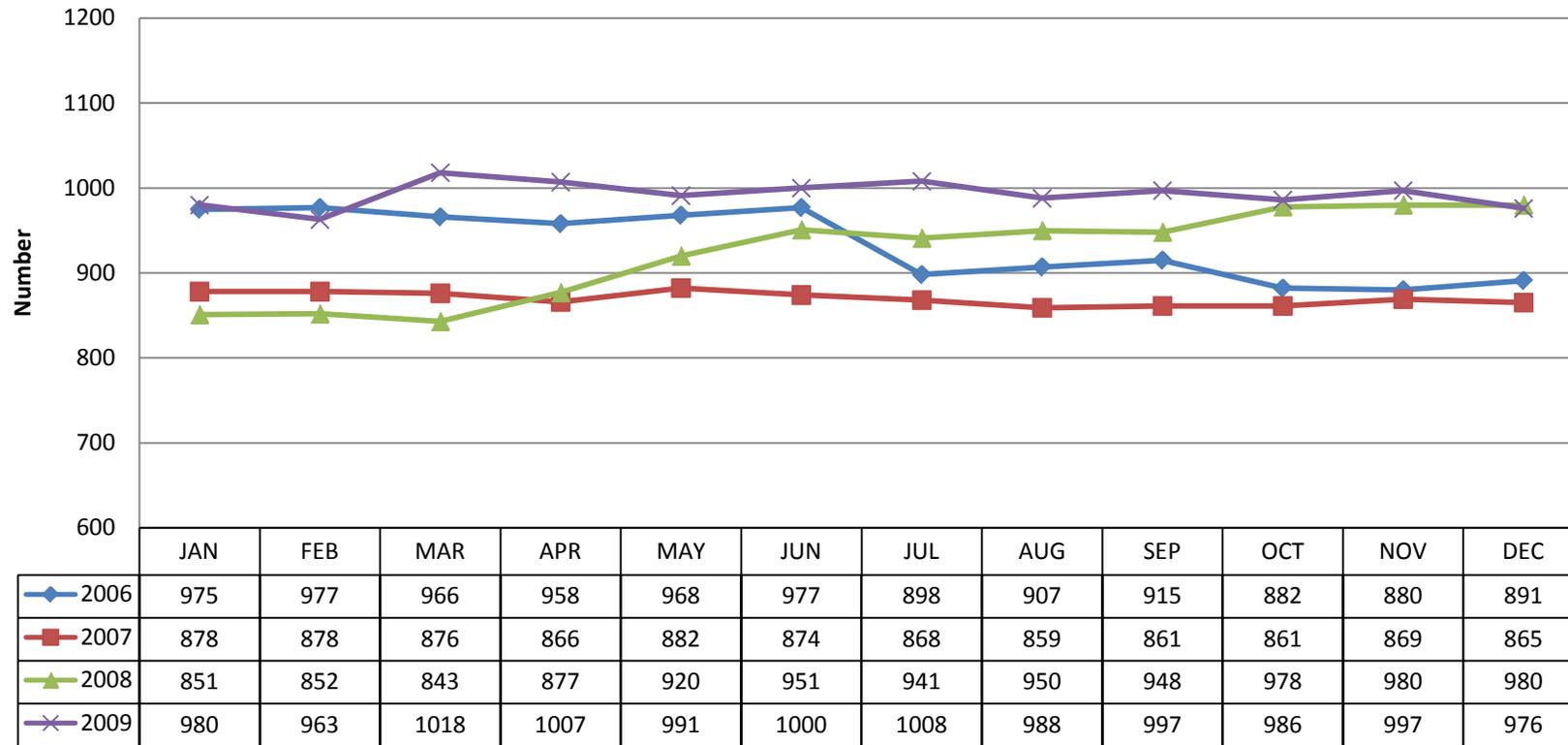


Rideshare

Regional utilization information from Rideshare shows a somewhat stable pattern for both carpooling and vanpooling during this quarter. Carpooling in 2008 and 2009 continues to show a significant increase over base years of 2006 and 2007. Vanpooling has fluctuated over the 3 plus years of evaluation with a low 843 vanpoolers in 2008 and a high of 1,018 in 2009. The usage of these regional services can be related to several factors including major roadway construction, economy and higher gas prices. As the study team moves towards the final report, we will use this information along with public survey, economic and other mobility information to assess what role it plays in improving regional mobility. The following tables and graphs provide a summary of information for carpooling and vanpooling.



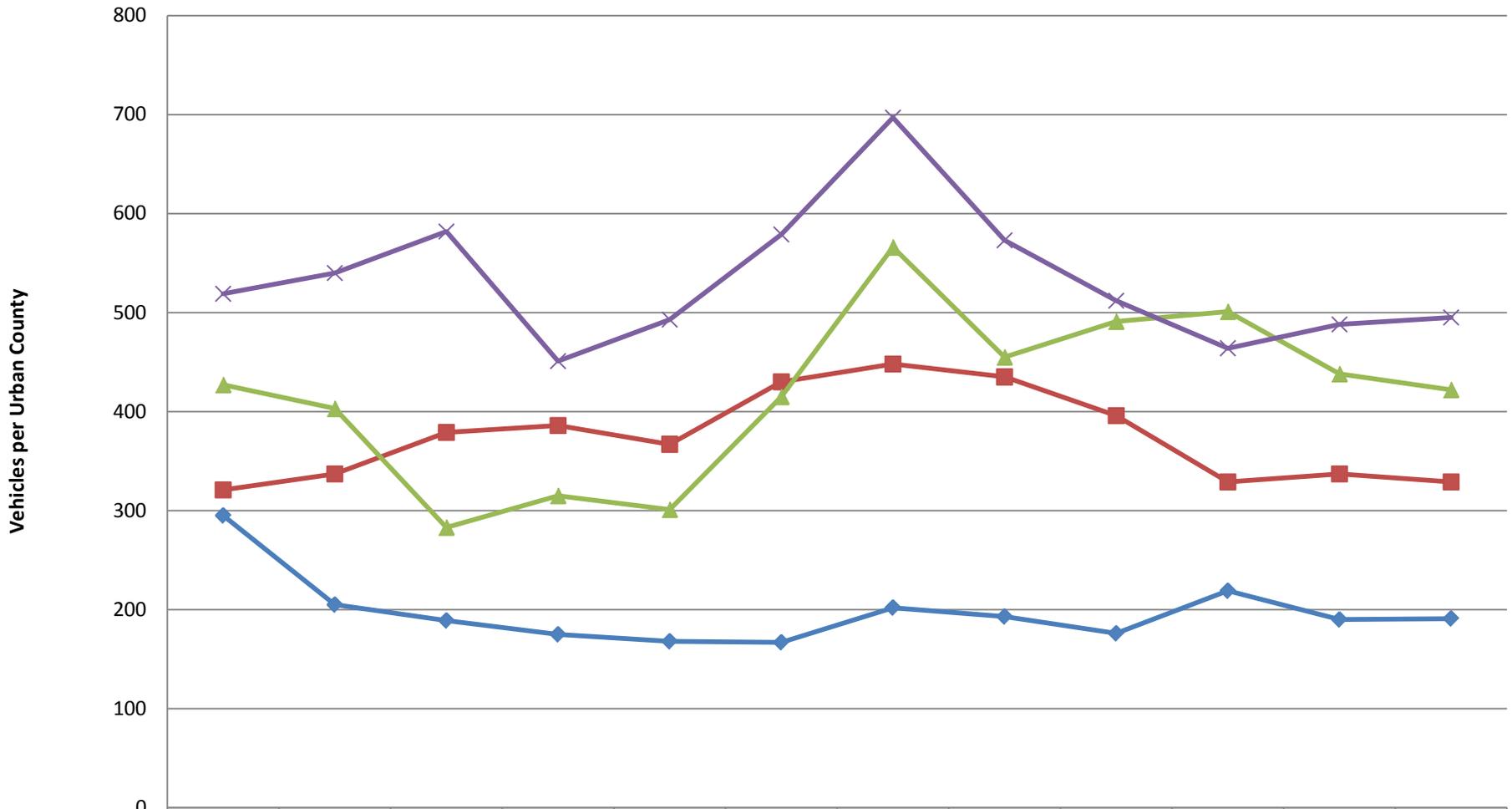
Vanpoolers



Park and Ride

Regional utilization information from MoDOT's 35 Urban Area Park and Ride lots show a peak usage in August of 2008 with declining usage trend by urban-area Counties since this peak. November 2009 was down 25% in usage when compared to the peak usage in August 2008. Decline in usage in Jefferson, St. Charles and St. Louis Counties have been significant (25 to 29%) while Franklin County has been fairly stable. Factors mentioned in the Rideshare section can also apply to the changes in public use of these park and ride facilities. These factors will be assessed in a similar manner as the final report is developed. The following table and graph includes usage from the first quarter in 2007 through the present.

MoDOT Park-and-Ride Usage



	Feb, 2007	May, 2007	Aug, 2007	Nov, 2007	Feb, 2008	May, 2008	Aug, 2008	Nov, 2008	Feb, 2009	May, 2009	Aug. 2009	Nov 2009
◆ Franklin	295	205	189	175	168	167	202	193	176	219	190	191
■ Jefferson	321	337	379	386	367	430	448	435	396	329	337	329
▲ St. Charles	427	403	283	315	301	415	566	455	491	501	438	422
× St. Louis	519	540	582	451	493	579	697	573	512	464	488	495

4. Economics

Economics Highlights

The collection, analysis, and tracking of economic data and financial indicators were the focus of this quarter's work effort. To date, MERIC has provided HDR with economic data from the first quarter 2006 through the second quarter of 2009. In addition, taxable sales data has been compiled up to and including the third-quarter of 2009. Because there is a time lag in available economic, real estate, and fiscal data, this quarterly report will only focus on the currently available and collected data.

Economic Analysis Progress

Current activities to date include:

- Collection of the identified and published economic and fiscal data.
- Receipt of ZIP-code-level data from MERIC for the second quarter of 2009. The economic data includes: industry employment, wage, and establishment data tabulations.
- Analysis of first and third quarter 2009 Taxable Sales Data from Missouri Department of Revenue (DOR).

Economic Analysis

The major economic information for the I-64 corridor and non-corridor regions of St. Louis City and County for the second quarter of each year from 2007 through 2009 is displayed in Table 1. As there typically is seasonal variation throughout the year, the table below compares the second quarters of each year. The second quarter of 2009 shows employment for the non-corridor has dipped below 2007 levels. Comparing the second quarter of 2008 with the second quarter of 2009 indicates that both regions combined experienced a loss of 44,708 jobs and \$847 million in wages. As in previous quarters, the decline in employment, wages, and taxable sales has been greater, in terms of value and percentage, for the non-corridor region than the corridor region.

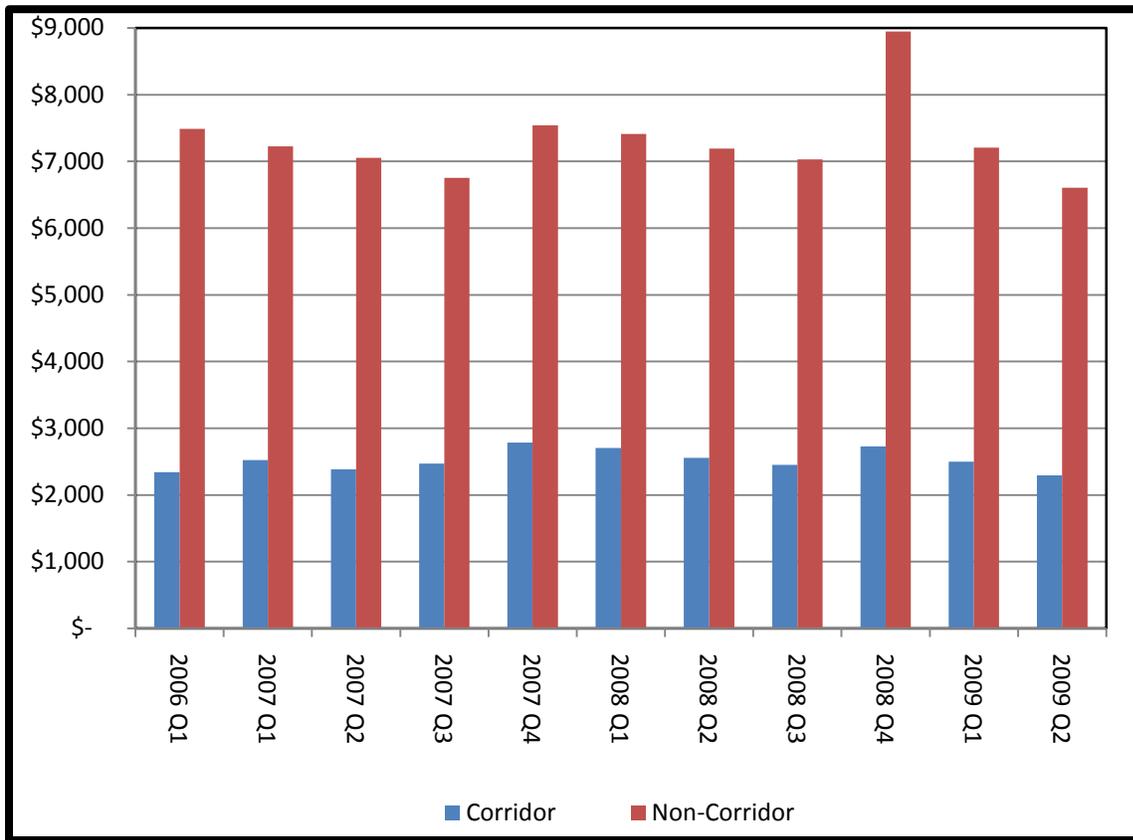
Table 1: St. Louis I-64 Corridor and Non-Corridor Economic Profile: Second Quarter of Each Year

	2nd Quarter 2007		2nd Quarter 2008		2nd Quarter 2009	
	Corridor	Non-Corridor	Corridor	Non-Corridor	Corridor	Non-Corridor
Jobs	201,778	636,941	201,577	631,271	191,098	597,042
# of Establishments	9,482	31,426	9,197	31,131	9,005	30,814
Wages (\$ Millions)	\$ 2,385	\$ 7,055	\$ 2,555	\$ 7,193	\$ 2,293	\$ 6,608
Taxable Sales (\$ Millions)	\$ 950	\$ 4,315	\$ 914	\$ 4,226	\$ 811	\$ 3,859

Source: MERIC and Missouri Department of Revenue

As displayed in Figure 1, the corridor region generates 26 percent of the total wages of the entire region; total wages for the first quarter of 2009 were \$2.5 billion, which then dropped to \$2.3 billion in the second quarter of 2009. The much larger non-corridor region generated \$7.2 billion in wages in the first quarter of 2009, but has since declined to \$6.6 billion in the second quarter of 2009. These dips are consistent with seasonal trends in the wage data for the previous years, where the wages declined from the first quarter through the third quarter of the year and then recovered in the fourth quarter. However, wages have declined below 2006 levels for both regions, suggesting that although these swings from quarter to quarter follow seasonal patterns, the impacts were more severe.

Figure 1: Total Quarterly Wages by Region in Millions of dollars¹



Source: MERIC QCEW

Employment trends on an industry basis are described below for the entire region including St. Louis County and City.

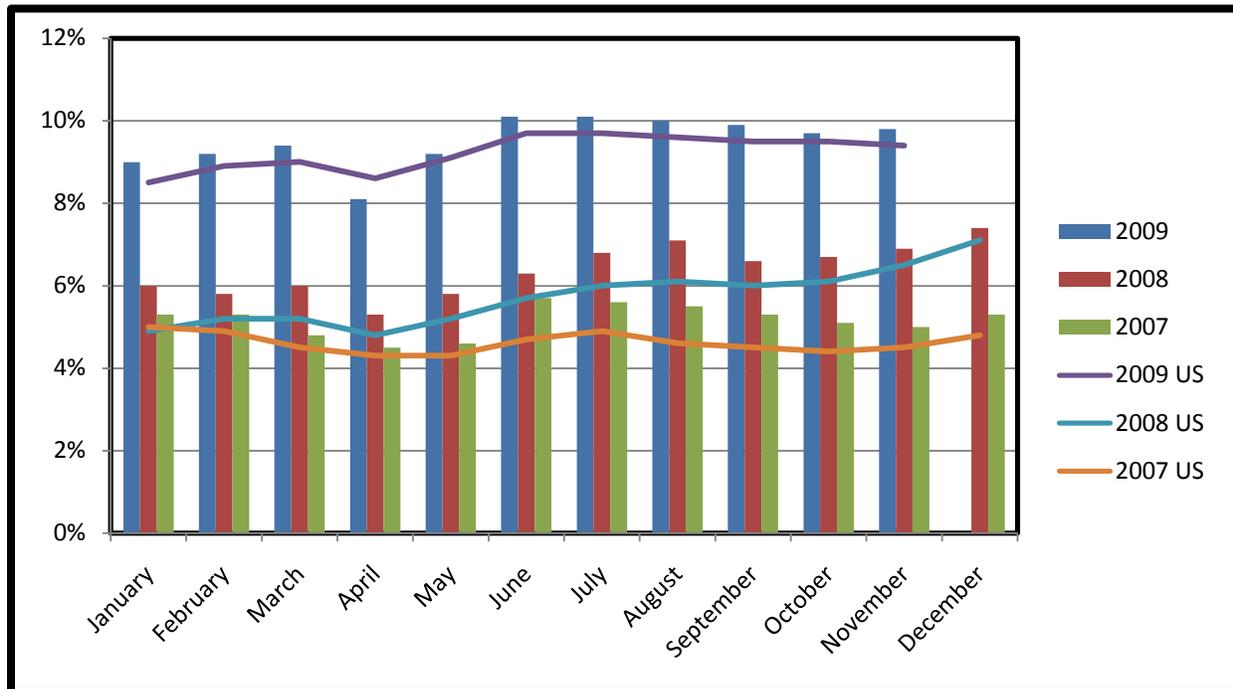
- Management and administration jobs peaked in third quarter 2008 at 90,018 jobs, but since have declined to 77,447 jobs in the second quarter 2009.
- Retail employment peaked in fourth quarter 2007 with 83,750 jobs, and has since declined with the exception of the fourth quarter of 2008 which coincides with the holiday shopping season. Despite the positive growth at the end of 2008, both quarters of 2009 have shown negative growth with the second quarter reporting 75,374 retail jobs. As expected, wholesale trade is following a similar trend.
- Manufacturing employment has declined in the region significantly since 2006. A year-by-year comparison of the second quarters of 2008 and 2009 shows a decline of 16% or loss of 8,980 jobs.
- Construction industry has experienced a decline coinciding with national trends. Comparisons between the second quarter of 2008 and 2009 show a decline of 18% or loss of 7,937 jobs.

¹ Data provided only includes first quarter of 2006

Unemployment

The total employment for the study area is 788,140, of which 24 percent is concentrated in the corridor region. Traditionally, employment trends for the region show a dip in employment in the first quarter, a small recovery in the second quarter, followed by a small contraction in the 3rd quarter, and a rebound in the fourth quarter. Since the second quarter of 2008, however, total employment for the entire region (corridor and non-corridor) has consistently declined, dropping below 2007 levels. From June 2009 through August 2009, unemployment rates climbed to more than 10% for the St. Louis metro². Figure 2 shows the monthly unemployment trends for the St. Louis, Missouri metropolitan area and the US for January 2007 through November of 2009. The bars in the figure represent the St. Louis metro area, while the lines represent the US. The figure shows that the unemployment rate in St. Louis was below the US in 2008. For most of 2009, however, unemployment in St. Louis has exceeded the nation. For November of 2009, the unemployment rate in St. Louis was 9.8 percent, 0.4 percentage points higher than the US unemployment rate.

Figure 2: Unemployment Rate: St. Louis, MO Metropolitan Area



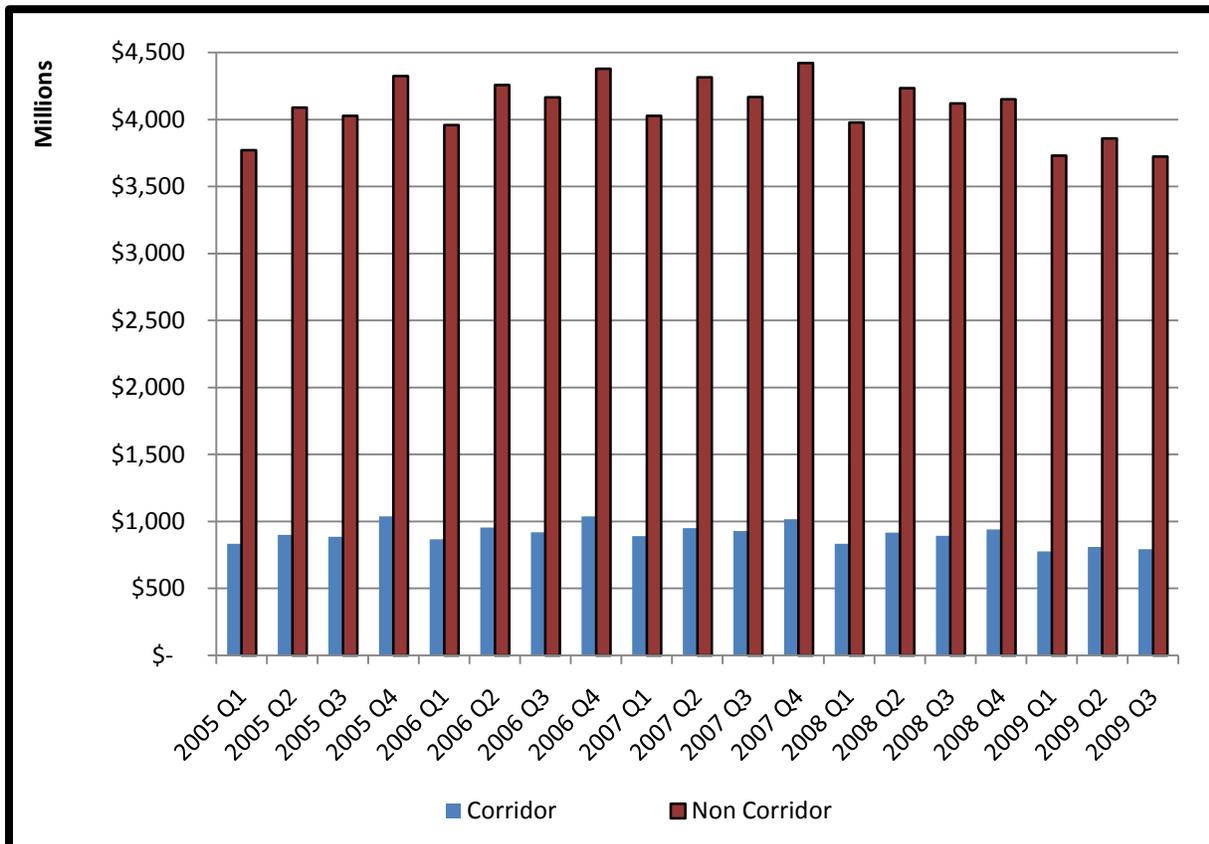
Source: MERIC

Taxable Sales

The combined taxable sales for the City and County of St. Louis were \$4.5 billion for the first quarter of 2009, and analysis of the second quarter 2009 shows total taxable sales increased to a combined total of \$4.67 billion. When compared on a year-by-year basis, the second quarter 2009 taxable sales revenues dropped \$469 million dollars from the second quarter of 2008. Third quarter 2009 taxable sales declined, following wage and employment trends, and falls short of the 2008 third quarter sales. Figure 3 below shows the total taxable sales for each quarter, from first quarter 2005 to third quarter 2009, in millions of dollars. The figure shows that taxable sales have dropped below 2005 levels.

² Missouri Side only

Figure 3: Taxable Sales by Region

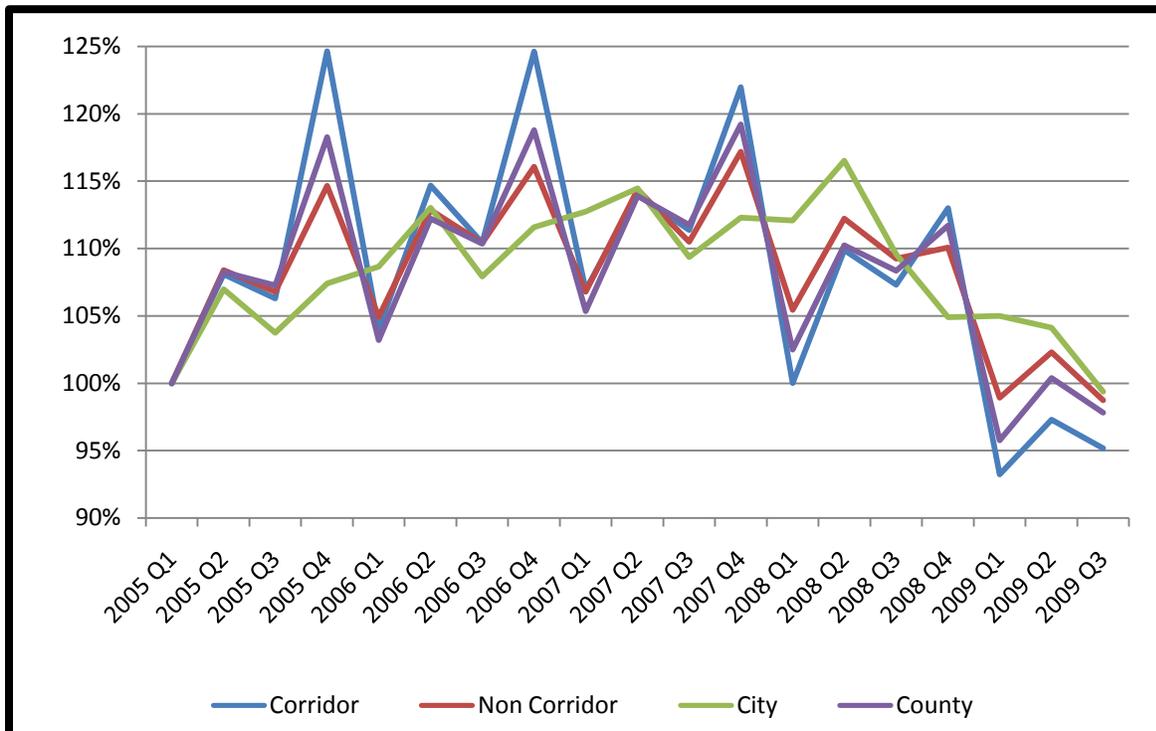


Source: Department of Revenue

The seasonal taxable sales patterns are best reflected in the taxable sales growth index presented in Figure 4. The index demonstrates quarterly taxable sales growth by region in the study area. Each year, sales follow a quarterly cycle where the lowest sales take place in the first quarter of the calendar year. The second and third quarter generally show some degree of recovery, and then the final quarter of the year has the largest sales, which are traditionally boosted by holiday spending.

The region’s growth followed a similar seasonal pattern, maintaining an overall level of positive growth until 2007, where the fourth quarter of 2007 growth fell short of the previous years and was followed by a significant drop in taxable sales in first quarter of 2008. Sales did recover during the course of 2008, but they remained below 2006 levels with the exception of the City of St. Louis in the second quarter of 2008. Taxable sales dipped below 2005 levels for the first portion of 2009, showing positive growth in second quarter of 2009, followed by negative growth in the third quarter of 2009.

Figure 4: Taxable Sales Growth Index by Region



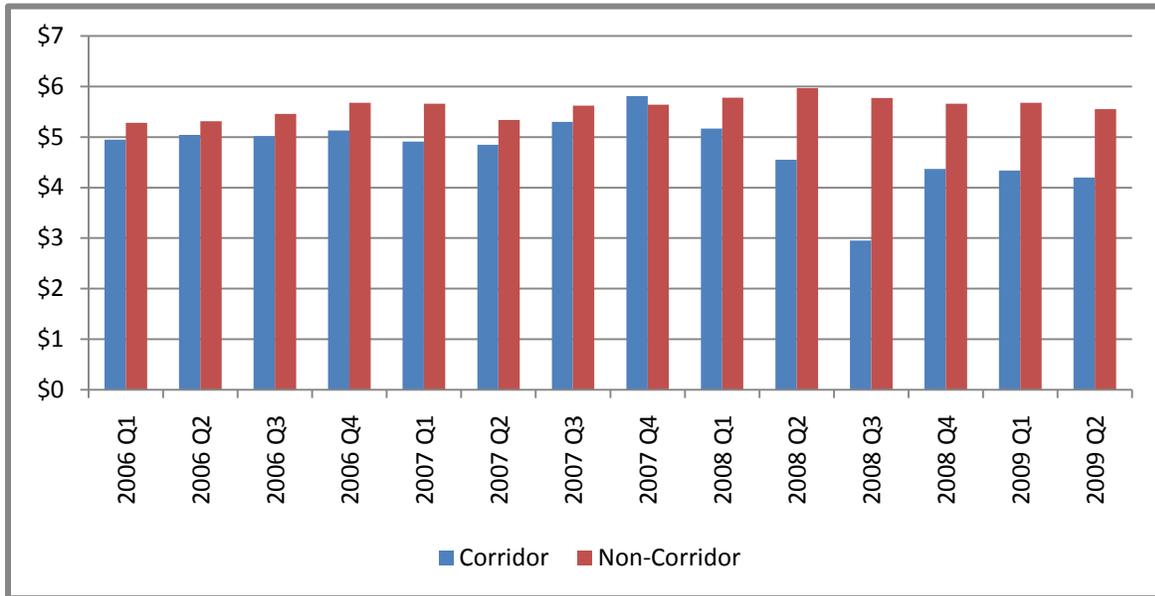
Source: Department of Revenue

Real Estate (Please note that since we have not received our second real estate dataset, we do not have any changes to report for the real estate market from the previous quarterly report)

TWR created a custom real estate database for the corridor and non-corridor regions, as well as the St. Louis metropolitan area. The data, based at the ZIP code level, provides vacancy rates, net and gross asking rent prices, the number of buildings, total stock, completions, net absorption, and availability rates for industrial and office real estate. Since the St. Louis metropolitan real estate market rates are mostly quoted in gross terms, over 95% for vacant office space, this analysis will focus on gross asking rates.

The TWR industrial data for gross asking price per square foot shows the gross asking price for industrial space peaked in the first half of 2008 for the non-corridor, whereas the corridor peaked in the last quarter of 2007, as shown in Figure 5. Industrial stock has not grown in the corridor area since the beginning of 2007, while the non-corridor region is showing a steady annual growth of 0.8% since 2000. In terms of total industrial stock, the non-corridor region has over 6.5 times the amount of industrial stock found in the corridor region. The figure also shows that prior to the second quarter of 2008, gross asking rents between both regions were within \$0.75 per square foot for industrial space, but following the second quarter of 2008 rates between the two regions widened to a difference of at least \$1.29 per square foot. The variation in prices for the corridor region in 2008 and the first half of 2009 is an indication of greater vacancies that are likely related to the economic downturn.

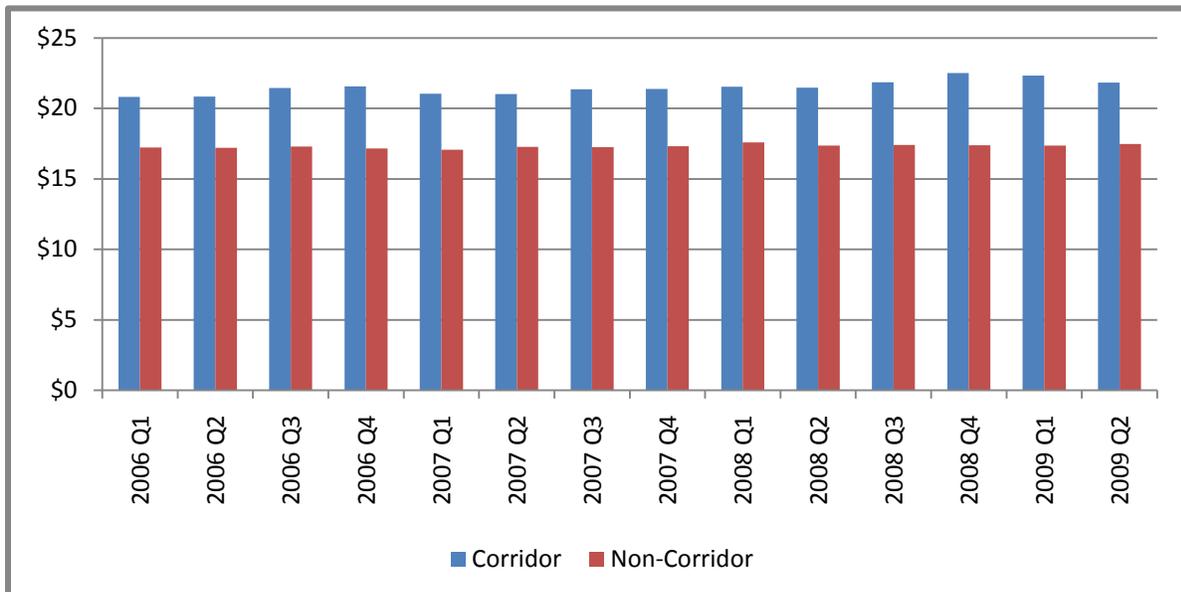
Figure 5: Gross Industrial Asking Rent per square foot



Source: TWR

While the non-corridor region has been established as the leading industrial real estate market, the corridor region is better suited for office real estate. Although the non-corridor region has an additional 10 million square feet of office space, the corridor region has higher asking rents and lower vacancy rates. The gross asking price for office space per square foot for the corridor has shown positive growth through most of 2008, with a slight dip in the second quarter of 2009, whereas the non-corridor office asking rent prices have remained relatively flat with limited variation in asking rents as illustrated in Figure 6.

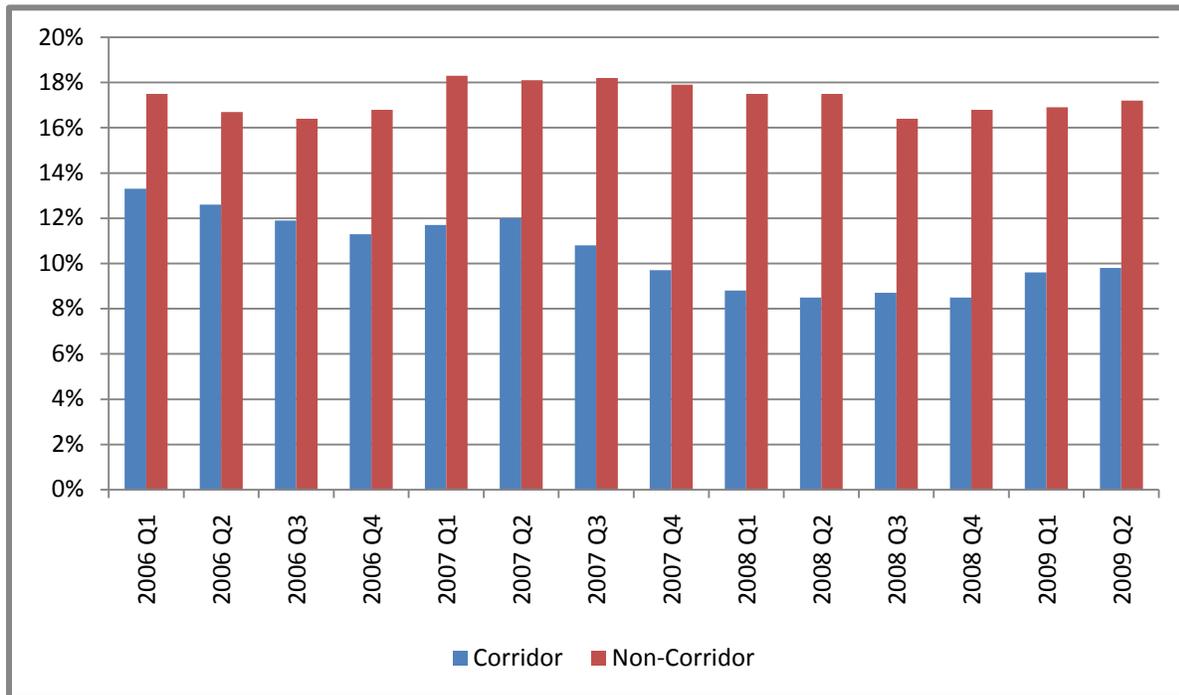
Figure 6: Gross Office Asking Rent per square foot



Source: TWR

In terms of office vacancies, the lowest office vacancy rates for both regions occurred during the middle of 2008, but began to rise at the end of 2008 through the second quarter of 2009. Since 2007, the corridor region's vacancy rate has been on average 7.7 percentage-points lower than the non-corridor region, as seen in Figure 7. The lower gross asking rents for office space are likely impacting the overall vacancy rates within both regions as they have not gone above first quarter 2006 levels.

Figure 7: Quarterly Office Space Vacancy Rates by Region



Source: TWR

Conclusions and Future Steps

Thus far, it is difficult to isolate the impacts of I-64 on the St. Louis economy from the larger national economic conditions. Additional analysis of the remaining 2009 economic, real estate, and fiscal data will help assess the implications of the I-64 closure and the overall economic health of the region. This information will be available in the annual report. In addition a third business survey has been developed and is scheduled for release in late January. The results of the survey will help ascertain how local businesses were impacted during the eastern closure of I-64 and after the reopening.

The assessment of economic cost attributable to changes in traffic, travel delay, and vehicle miles traveled (VMT) due to the western closure of I-64 will begin as additional data becomes available. The data and analysis in subsequent quarters will provide a better understanding of the magnitude of the transportation costs and their impact on productivity and competitiveness. Further analysis will offer insight on the project's effect on retail sales, customers and visitors, particularly among Corridor businesses. Finally, it will help to ascertain the extent to which national economic conditions are influencing the results.

Appendix A: Communications Data

- Online Survey Summary
- Online Responses

Summary of Online Comments to Eastern Closure

Version FY10Q2

January 13, 2010

Respondents were given multiple opportunities to provide comments in the online survey. Each opportunity corresponded to a different part of the survey.

The comments in black were previously released in previous supplements. [The comments in blue are the most recent comments.](#) They have been received since the last report was generated.

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Impact of Closure Comments

The following comments were left in response to the statement *If you want to provide more details about how the closure has affected you, please do so here.* The comments are presented as they were received.

The simultaineous closure of Big Bend with Hanley did make McCausland bujsier

the closure has increased my travel time from 35 minutes before the closure to 60-90 minutes after the closure. The closure of the martin luther king bridge has really affected my commute time to over two hours one way on some days.

I'm in sales so it is a bigger inconvienece than if I went to the same place every day.

The path to get onto 170 and 40 from hanley used to be easy, but now it involves very packed 1 lane roads, left turnsa across heavy traffic and most of the time cars stopped for long periods in intersections because of parking lot stop signs that traffic is detoured through

I have adapted by trying slightly different routes. In addition, shifting my commute 10-15 minutes, earlier or later, sometimes seems to have an effect.

My life is in ruin because of this.

Even though I leave earlier, I am still routinely late for work EVERY DAY, especially during the portion of time when the Hanley and Big Bend bridges were closed. That was insane. I feel as though this whole project wasn't necessarily needed, and causes more headaches than good.

As a bicycle commuter, you short-sighted project has made my commute more life threatening. The very people you are trying to appease (to the exclusion of all others) almost daily threaten my life with their thoughtless driving habits.

My primary route to work from St. Charles to downtown St. Louis is I-70. However, I would routinely use I-64 as an alternate route if there were delays or accidents on I-70. The closure has been somewhat of an inconvenience since I no longer have a good alternate route available.

much traffic, longer waits at lights and stop signs

This closure impacted me A LOT more than once a day.

My commute time has double.

Both closures have had very little effect on my travel experience and while I do not travel the I64 corridor during the rush hour I do use I270. My job requires that I travel all over the St. Louis area during the day and I simply have not had any problems. I was among the skeptics when this all started and never dreamed it could run so smooth. I think that the entire project was very well planned. Modot and all the contractors deserve recognition for a job very well done.

I live in the city (St. Louis Hills) and work in the county, (Olivette). This has cost me 30-40 minutes a day travel time, which is not a huge deal. It has cost friends of mine their businesses and I hope the sons of bitches who make all the money off this pay those people back. If not, I hope the greedy bastards family members die in fire crashes on I-64.

Actually the Western closure affected me more, BUT I was pleasantly surprised on the lack of congestion there was. Thanks,

I only do leave a little early cause of the people taking the round way round this. Do not know how to get off the Poplar street bridge and stay in there lanes. Maybe someone needs to look at this bridge and #1 tell II. to get the signs right. 70 is the lane for 64. 44 is the lane for 70 and 64 is marked for 70. That gets truckers confused then the cars do not stay in there lane. Maybe look into no passing lanes?????

I grew up in West St. Louis County, moved to Central Florida in 1991. I drove Highway Farty many, many times in my life. I am visitng family while on business here. I just drove from the Olive/Clarkson Road entrance in Chesterfield to the Barnes Hospital complex justoff Kingshighway. The only improvement I can see to the Highway Farty improvements is that you improved getting on, or off, but did not improve the space available. The travel time from West St. Louis County to the western edge of the city is still relatively the same. So, while a person is on the road, he/she/they will still find travel time and congestion relatively the same. I think MoDot might have missed the boat . . . What has always been needed to Hwy Farty was at least 2 more lanes/direction.

I am fortunate enough to have been able to switch to Metro for my commuting needs.

I have not gone to a baseball game in two years and I have avoided downtown along with everything else in the area of the work

Going from IL to MO was great during the shutdown of traffic. Now that it is open it is horrible going from STL back to IL at night!!! There is too much traffic at all bunched up from the PSB back to boyle its miserable going home at night now after being spoiled for the past 2 years!!!

I don't understand why the Big Bend overpass was closed before the Hanley overpass was re-opened. This has caused a MAJOR upset in my morning commute!

living at Hanley Rd in Clayton, I have been hit by both closures - - especially the closure of the Hanley Rd overpass and the failure to open it before closing Big Bend - - I feel trapped north of forty!

The impediments to North-South traffic has affected me more that the closure of I-64.

I work in Clayton and live in South County. I've been able to find alternative routes through the various closings..... until now..... I am very aggravated with both Hanley and Big Bend are closed at the same time. It is one thing to increase your commute 10-15 minutes, but now it is VERY frustrating to make your way through all the closures.... (ie. No right turn on Boland, lane closures on Brentwood by Crate n Barrel). Who ever decided to close 2 major overpasses within the same vicinity at the same time, was not thinking about the community. St. Louisians have been VERY patient through all the Hwy 64/40 construction. I don't feel MODOT is being very considerate of the communities or the drivers who deal with the struggle everyday.

Since MODOT was stupid in closing Hanley and Big Bend at the same time, and closing Boland and other side streets that take you across I64, what took me 15-20 minutes to get home, took me 1.25 hours last night. If the drivers are being inconvenienced why shouldn't the neighborhoods as well? These are public streets that my tax dollars pay for I should be allowed to use them. VERY POOR PLANNING!!!!!!!!!!

It has made my morning commute BETTER, but made my evening commute WORSE.

I avoid try to avoid Forest Park Parkway in both directions from 4 pm to 7 pm because it is a nightmare!

Forest Park Parkway is easy to travel at 7:10 am. Gets a lot busier at 7:20

It has made getting to/from work miserable and I can't wait for the thing to be finished.

The opening of the western half has made my commute much easier... I live in Creve Coeur and work in Maplewood.

I think the planning was very poor in closing both bridges at the same time.

What used to be a 20 minute commute (with traffic) has now at least doubled since you have decided to concurrently close the Hanley and Big Bend overpasses.

The first half was bearable. The second half? Awful! I live in sw city, son in daycare at brentwood and Strassner, I work at hanley and Forsyth in Clayton. It takes me 45 min to get to work and sometimes as long as 1.5 hours to get home! It has taken me an hour or more to get from Forsyth and Hanly to 40 and Brentwood on several occasions. Then Richmond Heights made Boland one way from Clayton!!! Myself and several others have stopped doing business in richmond Heights, they will no longer get sales tax from me, now or in the future.

The closure made the roads in my neighborhood very crowded during rush hour, and I fear that safety for pedestrians and bikers have been compromised. It's frustrating to see that people still drive when they could be using public transportation.

So glad you closed it down and shortened the duration. The SMART thing to do.

I do not take my kids to school anymore. I go to work very early.

I travel from JB Bridge to I40 west to Chesterfield Pkway W. It seems now at I44 & 270, I just slow down, where before I40 was open we would come to a complete stop. On the way home, I travel I40 to Mason, then take the service road to Dougherty Ferry. This has save time for me. Miss most of the congestion. Truefully, I make better time now then when I40 was totally open. Leave about 6:50 am in the morning an return anywhere between 4:30 to 6:00. I hope I have as good a commute when I 40 reopens. Thanks for the improvements.

No Walls Please around Forest Park and the Zoo.

This closure has been a pathetic cruel joke...

I get stuck in traffic on Big Bend, Hanley, Mcausland and Claytonia all of the time. My Fiance lives on Claytonia and parking on her street has been affected due to rerouting traffic. The engineers involved in planning the bridge closures should have not closed Big Bend and Hanley at the same time while reopening the neighborhood bridges in Richmond Heights. The traffic through these residential neighborhoods is overwhelming and a nuisance.

I spend more time sitting at traffic lights than I do actually moving in the car. It's annoying, but I know that it won't be long until the frustration will end. It's doubled the time it takes for my 3.5 mile commute. Relatively small inconvenience.

Overall, I've been pleased how the work has been progressing. However, this week, things changed. The Hanley bridge opened and a portion of the heavily travelled Eager Road was closed. We drive this stretch of road 3 times per day. The detour by the MetroLink works okay except for the stop signs, one of which was just added. Nothing frustrates me more than to sit for 10 minutes to approach a stop sign just to see a green light at Hanley that no cars are crossing b/c they are stuck at the stop sign. The stop signs really should be removed to improve traffic flow.

The opening of Hanley and closing of Eager has been a nightmare. Up to this point, I was hardly affected by the construction at all. Now, I am working on an Island called Meridian. An island with very dangerous traffic patterns for both pedestrians and those in vehicles. And it appears there was not much thought put in to where all of these cars would be going. Hanley over Hwy 40 prior to the construction was mainly used to get to Hwy 170 - not to get from Clayton to Manchester. Now all of that Hwy 170 traffic goes between the Metro garage and the Meridian complex - with no sidewalks for pedestrians and at first no stop signs for the East bound traffic. Someone finally put up on Stop sign and now you have a chance to get your car out of the garage - primarily if you need to go East bound. Those wanting to exit and go Westbound on Dale/Meridian are still taking quite a chance when attempting to "merge" in to traffic

I wouldn't say that the western half is FINISHED. You may have "opened" it last December, but every day there are lane closures, ramp closures, closures of the streets underneath bridges (Lindbergh). It's a mess. To say that the western half of the project was completed on time is an outright lie, and as a taxpayer, I'm offended for any penny you were given as an incentive for having completed it either ON TIME or EARLY.

This closure has got to be one of the most insensitive, worst ideas I have ever encountered. I now have to leave more than 20 or 30 minutes earlier, traffic is always congested, traffic now comes through my once quite neighborhood of Richmond Hts and threatens children in the area including my daughter with a huge amount of drivers rerouted through the area. Workers work all hours of the night with no notice...and they work directly outside my home!

When the western portion was closed, my 3-mile commute to work was 3-4 times longer!

I travel on 1-44 to work and always have. It is more dangerous and frightening to be on the road with such smaller lanes and big trucks. I can not wait to get back the wider lanes. I don't think smaller lanes and adding lanes has helped traffic at all on 1-44. I drive slower and will lane change to get out of the next lane to a big truck or I will slow down to not be driving beside a big truck.

It's made my life miserable. I used to get to work in 15 minutes, but for the past 2 years it's taken 45+. I've missed out on several after-work neighborhood activities b/c I leave work later (rather than sit in traffic), and the commute takes longer. Now it's getting dark earlier, so by the time I get home (7 pm), I feel like I've missed the whole day. When will this thing be finished?!

In addition to leaving early, sitting in traffic that is a direct result from the I-64 closure requires more gas consumption and causes higher stress.

Deeply affected one family member's work and school commute.

The Jefferson Avenue bridge reopening greatly lessened the affect of the eastern half closure, because it reestablished access to I-44. Before that, I took Hwy 40 to Hampton to get to I-44 because it was faster than trying to use the Jefferson bridge detour. Other than that, it is obvious that great planning went into these closures.

I take MetroLink to work. The closure of the Big Bend and Hanley overpasses has had the greatest effect on us.

eager road...oh my god, please help.....this is killing me

I was pissed that the website listed that Oakland and Clayton bridges would not be closed at the same time and then all of a sudden they were.

Since I am retired and no longer attend school--my schedule only impacts me as far as convenience is concerned. I live in Lake Forest Subdivision which provides a very inconvenient challenge when attempting to reach the highway going west--or stores to the south of me

Completing the Hampton bridge will make life a lot easier from the south side to midtown

I have totally shifted my route and avoid the area.

I work in the western half and now have the open I-64

It has put 40 minutes or more daily on commute times.

I have not changed it from the closing of the western side, I still have to allow extra time due to reach my destination.

My company moved from Clayton to St. Peters prior to the closing in part to avoid disruptions.

This part of the closure hardly affects me at all. The other part significantly affected me.

I think the workmen did a great job , the only thing I do not like I can't see 40 from my window at WORK .

During the eastern closure, I will be using the Forest Parkway route, as I live by the Mall at Brentwood and Eager Road. Unfortunately, Highway 44 is too far out of the way south of me to use for commute to work.

I am a Munity season ticket holder, and I'm concerned about the eastern half construction will effect my commute to the Munity from the Chesterfield area.

Takes a few minutes longer to get from HiPointe to the Richmond Heights P.O. or Sam's Club. Not that big a deal yet.

We live near 270 and Ballas and work near 40 and Kingshighway in the CWE. Before, we traveled East on Olive and took 170 South to 40 East to the CWE. Now, we plan on traveling South on Lindbergh to 40 and taking Forest Park Parkway to the Clayton Metrolink station, toward the CWE. Even though the travel time may not change, enjoying the new highway will be a treat!

I go to work later to avoid the traffic and work later to avoid the home traffic. I will also limit greatly going out with my friends in St. Charles/West county. I have rescheduled business meetings in West/North county to make them closer to my home in South City. I am also going to travel by train to KC & CHI so that I can park in the city and not drive to the airport. North STL driving at night when I am a single woman is not a smart idea with inclement weather.

today 12/16/08 they changed the time of the lights at forest park parkway and skinker and traffic on skinker was horrible. There was bumper to bumper traffic from 1/2 mile south of wydown until you crossed the parkway. And southbound was backed up past Olive. I understand that you need to improve the traffic flow on forest park parkway, but do not cripple the north and south bound routes. What is going to happen on roads like Skinker when Hanley is closed?

At MODOT's suggestion took Page this morning (coming from St. Charles) all of the way to Kingshighway. The street was not plowed past I-170. So to get to WU I should go N on 170 and get off where? FPP is past capacity. If a road is going to be recommended as an alternate route then it should be maintained

I think MoDot attempts to spin that drivers shouldn't take the Parkway are a waste of energy. The fact is that most believe the sit time there is less than the sit time to get to all of the alternates you suggest. It will be the headache until the east side is completed. As we have all ready the county to the city is like a funnel and with the amount of business community traffic along with heavy residential there is simply no way it cant be more of a headache than the west side was.

I still have not found a safe route all the streets are closed or way out of my way of the places I need to go, it really hurt that oakland also closed to skinker. Today was awful and had car trouble sitting in the long traffic lines. I had to cut off onto a side street and then that street didnt go thru had to turn around, ended up on big bend and tons of traffic...there was no safe clean streets to go.

Up until the eastern half closure, my job was terminated, so I no longer commute east of I-170.

The eastern closure has killed St. Louis traffic. The first to days were worse than the worst day of the western closure ever was. There is no path from East of 270 to down town. With the western have you could drive Clayton all the way down and it took less time than driving out to 270 and around to 44. Now there is just no path. There are no roads that go all the way down town. Manchester is a joke as you cannot get by Hanley without a 20 minute delay at Hanely. Once by it you are again stuck in 2 places. Forest park parkway cannot handle the load Clayton did and is a mess. There is just no path. This brings up the question of why Clayton to Kingshighway in front of the zoo is closed. All you are going to do is repave it. This can be done with it open. 200% of your effort should be in getting this short eastern most section of phase 2 open. In fact you should open 1 lane east and west that would stay open during the entire project. This would solve your current crippling of St. Louis!!!!!! With this section closed Clayton is lost as a means to get downtown. With this open you gain 2 lanes all the way.

It is more like 40 mins earlier but you don't have an option for that.

Highway 70 traffic has been negatively impacted - the reversable lanes need to be utilized the way they were intended - eastbound in the morning and westbound in the afternoon.

Unable to shift commute times due to children's school schedule.

There are NO main thorough fares from the south/east direction on I-64 all we have are city streets and Forest Park Parkway, which is a disaster and we were told not to take after the first day that 30%(your calculations) went that way. I have yet to spend less than 1 hour 30 minutes one way in my commute to work when it typically took 35-40 minutes. I went several ways in an effort to find the best way before the closure, and NO WAY came close to my normal travel time. MODOT stating that all is going good is far from the truth!! Why don't you survey some of the actual drivers on the road. I work with 10 others and all have the same opinion and travel time added to their day. The north/east at least had Page, Olive, Lindbergh we have city streets with tons of lights!!

I take Forest Park Parkway to I-170 in the am, I commute opposite the main flow (west bound), so not many issues except at FP Pkwy and Big Bend.

It's ridiculous that drivers are advised to change their work hours; "shift your commute time." Most employers are not that flexible or can't allow workers to change their hours. I work in the health care industry and have patients who would be negatively impacted by such a change. MODOT is so out of touch with the day to day reality of workers, it's insulting!

I'm a real estate agent, so I work at all hours, travel most roads. I have to schedule longer drive times to be sure I'm on time.

We travel from Zip 62062 to School in 63131 and then I travel to work in 63103. No matter how you slice it ... it is a bad commute everyday.

I live downtown and I am still trying to find a good route to Westport. Page is good, but I do not feel safe, especially in the evening. The number of open businesses, not counting liquor stores, is minimal, the traffic lights are not synced, and I find myself sitting at red lights with no cross traffic. Why aren't those lights flashing? Also, when using the Forest Park Parkway, there are no signs for where the next gas station is. The first half was bad, but this closure seems to be MUCH WORSE. I wonder if the spokespeople for this project really know how/where St Louisans live and work, also do they understand why Page Ave is under utilized? Mr Waelterman should take this route and see how safe he feels, and consider whether he would like his wife to take that route at 7 pm.

it seems that everywhere you go the stop lights are always red, and the people who don't go the speed limit in the left hand lane block the road. (they are usually on the phone)

I feel it was a poor choice to close Oakland at the same time that the highway closed. Surely, this could have stayed open until the highway was back up and functioning. This only caused more headaches and travel problems. I do not feel this project was well planned at all.

Although we live in the county, we did a lot downtown. The only things we do now are things we have to do for the kids--Upper limits, but other than that, we're avoiding it.

The biggest impact has been McKnight Rd. It has always been congested going North getting to highway 40, but now is worse than ever. There is a stop sign at a neighborhood right before you get to the highway that seems to really slow things down. For the last few days it has been backed up well past Litzinger. It's unfortunate because I just need to get to the interbelt and I was really looking forward to getting to it from McKnight.

I can now travel on the new section of 40 to get to work instead of up and down Clayton Road.

The closure may affect my social life to a degree, but I know it's temporary. Keep up the good work

I have always taken I-70 to commute to work. Traffic on 70 did not seem to be effected in the first closure, but the recent closure has effected traffic. I have a hard time understanding why the express lanes are not opened eastbound on 70 in the mornings and westbound in the evenings?

you have cut out all my "short cuts" and "secret ways", i.e. oakland to mackland to weise (thank you!!!!!!!). It is very difficult to get about, and just recently you stopped people being able to travel both ways on Berthold! I am still able to get to the areas I need to go to or want to go to, but what would take approximately 10-15 minutes, is now taking 1/2 hour to an hour.

vist the area 2 times a month. difficult finding routes when not entirely familiar with area. Would like to see a mapquest type program to assist.

I now do not leave my house until 8:15 to 8:30 becausue of the tie ups on southbound I-170

Because I travel North in the morning and cross I 64 somewhere between Big Bend and Hampton, I must route around the street closures. Not a real big deal until Hanley AND Big bend close at the same time.

I now have to leave about 30-45 minutes earlier than before. Now that the second half of 40 has shut down, things are EVEN WORSE than 2008. Did anyone think this project all the way through? Also - Why did you stop showing the accident stats in your Quarterly Reports? The only reason I can imagine is that accidents are WAY up since the closure. You can't restripe lanes, making them too narrow, then re-route thousands of cars and semi's, and not expect an increase in accidents. Why is no one tracking the personal stress factor? Does it not matter to MODOT?

Having to leave 2 hours earlier & getting home 2-3 hours latter because of the closure is insane. IT SHOULD HAVE NEVER BEEN DONE!!!!!!!!!!!!!!!

backup on southbound 170 exiting at Hanley is bad, even hazardous. Need to adjust the light at Hanley to let more traffic exit the highway. Not sure why this has recently gotten so bad unless they changed some signals as it hasn't been that bad since the first week of the 40 flip. It shouldn't take 20 minutes to get from Forest Park exit to Hanley. I have tried leaving work earlier (as much as an hour), same problem.

ACCESS TO HWY 40 WEST OF I-170 IS IMPOSSIBLE BECAUSE MCKNIGHT AND BRENTWOOD TRAFFIC TO THE HIGHWAY IS BACKED UP AT RUSH. THE TRAFFIC LIGHTS DO NOT SEEM CAPABLE OF FLOWING TRAFFIC EFFICIENTLY. THEREFORE, I STAY MORE ON SIDE ROADS AS IF THE HIGHWAY IS STILL UNDER CONSTRUCTION.

I travel to and from work from the Metro East (O'Fallon, Illinois) to Chesterfield, Missouri and travel either 255/270 or 44 which adds around 10 extra miles to my commute and an extra 20-30 minutes commute time and more money in gas.

I must now take manchester to hanley to 170

The closure of the road negatively impacted the amount of business done at my job, and I had been laid off because of it.

This project has been a real pain. MODot is the most incompet branch of this state government.

I don't need the freeway to commute to work, thankfully.

I can get onto 170 Northbound much more quickly! Takes me a little longer to get to the west end areas

The closure has only prevented me from visiting a restaurants during my lunch breaks that are slightly far from downtown.

I have relegated to the expressway and the intersection at Skinker needs some tweeking and soooooon

Honestly, I expected this half to be worse. It isn't the most convenient process in the world, but my drive to work isn't as bad as I thought. Fortunately, I'm not required to be in the office at any certain time. Also, the "back way" (beside the Best Buy in Richmond Heights) around Hanley/Eager is nice. That said, I am looking forward to the new Big Bend exits opening up...hopefully they make the same good time as they did on the western half.

I live on the eastern end of the closure but instead of going to the Brentwood/Hanley area to shop/eat, I go to Illinois.

The major problem I've encountered is the lack of left turn lights along Dale Avenue. It would be helpful, especially at rush hour, to have left turn arrows at Hanley and at McCausland. It is nearly impossible to make a left onto Hanley from westbound Dale Avenue.

I'm retired and do not have a regular commute. I take pains to do my errands between 10 AM and 4 pm when possible. In any case, I try very hard to avoid being out at rush hour. I used to use Forest Park way a lot; now I use it as little as possible, using a Delmar or Vernon route east to Skinker, and Waterman or Lindell to get to my final destination or crossing point to St. Louis city destinations. This isn't good at rush hours but works well for my chosen travel times. I always plan my errand schedule to achieve several errands at once, for example, gas, post office and grocery store, or a trip to 3 or 4 destinations along Brentwood, like PetsMart, Trader Joe's and/or Whole Foods, Target and/or hardware needs at any of the three stores in that area. This saves time, trouble and gas. I rarely drive more than 2 times a week unless I have volunteer work to do, which I can't usually schedule myself, and sometimes I do errands in conjunction with that to save time and travel.

Satisfaction Comments

The following comments were left in response by those who wanted to leave additional input after the satisfaction questions (for example, *Please indicate your level of satisfaction with how well the public has been kept informed about the New I-64 Project*). The comments are presented as they were received.

I think Gateway Construction has done an excellent job of making this as painless as possible. But I support the decision to close it for two reasons.... 1 because they have worked hard to schedule closures around events in St. Louis but more importantly because it undoubtedly has SAVED LIVES OF OUR ROAD CREWS! To save even one life makes all of this worth while.

lane closures still continually happen even on the "completed" sections. Entirely too much of the highway is closed at a time, restricting access to many bridges and side roads make travel very difficult adding 5-10 miles to travel, in frequently stopped traffic.

I think that the elimination of the I-64/US40 updates in Sunday's Post-Dispatch has been a disservice. I realize I can go to the Website, but the questions people posed often coincided with my own questions and interests. In general, however, I think the project has gone rather well.

It's too bad that there is no real transportation improvement as a result of Hwy 40 being rebuilt. You're just spending half a billion dollars to move more cars w/o any consideration to a TOTAL transportation solution. MODOT needs more people with vision running it. Not people who probably get kickbacks from concrete companies to pour more concrete.

detour routes should have been planned better and even constructed before hand, this was the most unacceptable part of this project, although in the long run it will be favorable to have a better I64

Bravo to all the hard working Men and women of "The New I-64" and Gateway Constructors. I still can't believe how fast these two years went and how little hassle this has added to my life. I look forward to December 7th.

I have been very Satisfied with this type of schedule. I suggest MODOT and St Louis County take this approach when possible.

Very impressive that everything seems to have been on schedule or before schedule.

The most wonderful thing about closing the highway to do the work is: Not one worker was injured or killed by a motorist in a work area!!! Hooray!!!

The construction work zone signs were OK, but the lack of traffic obeying them and enforcement was disappointing. I felt I was crawling when all traffic was flying by at normal speeds.

Very well done; I agreed at the outset that this was the way to do it, and it's worked well for me.

It has been VERY obvious to me since day one, that this project was WELL planned and the plan was well executed. Mr. Galvin was a superior spokesman and project manager. The rest of the highway construction firms across the nation should take notes !! Lots of them. GOOD JOB!! Everyone...and thanks.

it would be nice to let others know on your website about alternative ways when 40 opens back up but you close vandeventer ave at 40. This could turn into a extreme mess and headache since i have no info if other major streets are closing also.

I cannot comment on the work in progress situations over the last two years. I live in another region of the Country.

i was under the impression that all the 3 lane parts of the highway would be going to 4 lanes only to find out that the parts that i feel were the bottleneck of traffic, will still be 3 lanes. good job MODOT, way to waste money like the solar powered speed limit signs on 270 (yeah that really helped). i wish that we could vote on the people that make the decisions in MODOT that "WASTE" my tax dollars on things that dont help traffic flow at all (especially the mile markers every 2/10ths of a mile, WHY?, i do alot of traveling and have never seen another state with this) . i can't wait to see when 40 is just as congested after all this, as it was before this started. >WAY TO GO, MORONS< guess i'll have to wait another X amount of years to be put out of my way going to work so that you can waste more of my money on things that won't help traffic flow.

Throughout the process, I thought MoDOT and Metro could have done a better job communicating public transit possibilities. For that matter, Metro could have installed specific routes to help with easing traffic congestion.

MODOT was only thinking of MODOT and not the people as we were force fed all of their propaganda. Everything is going great as MODOT pats it self on the back for doing what they wanted to do.

I have been extraordinarily impressed with MODOT and this entire project. Not only has it been done in a timely and fiscally appropriate manner, but the quality of work is also very high. I know it's a highway, but I really like the look of it as well as how it's been done.

I was appreciative of how the overall project went... but when it opened up it also flooded the i64 from Boyle to the PSB. Traffic is horrible through there now.

And now that it is open I am more dissatisfied as the Hanley south exit is no longer direct. How completely stupid is this MODOT goes out of its way to restrict access to the main north south route in this area. Why would MODOT make it harder for us to get to where we need to go? Just STUPED! !

Great Job. I am convinced this project will finish on time.

I suffered change of commute time from 20 minutes to 50 minutes for a year while the western half was being done- and I did so mainly with a smile - I love the new section that is open - - but am having a very hard time being trapped north of 40 especially since someone caved to the complaining Boland residents and let them close that route off - people cut through my neighborhood all the time - I should be able to cut through theirs!

Having no way to get from Clayton Road to Manchester between Brentwood and Bellview is a ridiculous traffic plan. Closing Hanley and Big Bend at the same time was bad enough, but now that all the streets between Hampton Park and Big Bend are one way it's impossible!

I was very satisfied with how the closure has been handled up until this month.

It's funny, when you closed the west half of I64 you did not close two major overpasses within a mile of each other at the same time affecting 75,000 drivers each day. Why didn't you close Big Bend earlier and then do the little over/underpasses that we no longer have access to? AGAIN, STUPID PLANNING!!!!!!!

The choices of answers do not leave room for discussion. There is a lot of inconvenience to the people who use streets for travel instead of the highway. A lot of alternate routes are longer and slower. I do not feel that employers have cooperated by adjusting hours of their employees, either. This could really help, but I don't see it being done.

Alternate roads are far too congested at peak times. Lights were not retimed to accommodate the additional traffic flows which makes these roads very hard to drive on.

I hope all major highway construction can use the new I-64 as an example of how things should work.

Knowing what I know now, I would rather have had lane closures for 6-8 years.

I'm glad that we are trying to do things as fast as possible. However, I don't think it's such a great idea to force everyone traveling from Clayton to 44 to have to take Brentwood Blvd or go all the way around to Hampton. Closing both Hanley & Big Bend at the same time has caused my commute to now be an hour and thirty minutes when previously it was only forty five minutes.

This is immeasurably better than having to endure 10 years of hassles, lane closings, bridge closures, etc.

I don't understand why the Big Bend & Hanley overpasses needed to be closed concurrently when it was stated by MODOT before that they would not.

I have NEVER seen a "major city" shut down a whole highway. The Dan Ryan is much bigger than 40 and it was replaced without a total shut down.

The first half went just fine. The second? not so much.

There isn't big enough of a push for using other forms of transportation. The city could be advertising Metrolink and Metrobus as viable options for commuters, but I have not seen clear indications of that.

The decision to close Hanley and Big Bend at the same time was irresponsible.

The western half was much easier to work around. The eastern half lacks sufficient roads to get into and out of downtown without the highway open.

THANK YOU for doing it in 2 years. The western half is great...hoping the eastern half is comparable.

Contractors are doing a great job and so too is M-DOT.

Better maps showing the area need to be posted on the website. I am not from St. Louis and I have a meeting in the vicinity of the construction and there is not much there showing me, someone NOT familiar with the area alternate routes.

It would have been much easier to travel if Hanley and Big Bend were not closed at the same time. Makes it difficult for Wash U employees to go to businesses south of 64 on lunch break.

it would be nice if you had, in your press releases included an updated map of the area affected. A little more information would be helpful so people don't have to hunt for it.

Closing the highway for 2 years has affected my business in St Louis greatly. It has also affected myself and my fiance by increasing stress while driving in St Louis. For those 2 reasons alone we are moving out of St Louis.

Outstanding job being done by MoDOT and contractors!!!!

The topography of the neighborhoods affected has changed and the limited landscaping solutions are inadequate. This is a project that is not helping the economic growth of the area. Some business have been lost in my area, growth is being hindered in the immediate areas and traffic between Big Bend and Brentwood is a daily nightmare. The creation of large dump sites in residential neighborhoods, with varying degrees of toxic inclusions is ridiculous. Fred Weber has quarry sites to get this material to-not in my air or watershed. If it had taken the 6-8 years, the dump sites would not have been created.

Although a bit inconvenient, it's gone far better than I expected. The 2 year complete closure plan is far preferable to the 6-8 year lane closure plan.

See previous comments. Please fix Eager Road!

I have been thoroughly impressed with this project. The project coordinators are organized, efficient, and communicate clearly with the general public. I have never witnessed such a large-scale project conducted with such efficiency and strong adherence to a time schedule. I applaud all members of the project team!

What a CLUSTERF#~%. I was travelling in St. Louis after a Cards game and then some sightseeing walking downtown last night (8/12) and drove out Market St to catch I40 West completely unaware of this project. Our FIRST warning was where we merged onto I40/I64 saying all traffic must exit. NO suggestions of detour routes at all!!! We attempted going North on Kingshighway and quickly found ourselves in what appeared to be questionable neighborhoods considering it was just after midnight so we backedtracked towards where we had always used the highway. We did finally see a detour sign at a corner (Oakland Avenue I believe - problem being there were TWO of them side-by-side with the arrows pointed at each other I think they had been moved there simply to get them out of the roadway. After a while we finally found Clayton Rd (a name a I recognized from previous trips in the area) and new it'd eventually take us to I270. Someone deserves a serious cut in pay for failing to put ANY detour routes up for travellers not familiar with this area!!

You publicize the huge things - but lo and behold - we get stuck in the lengthy delays of these ongoing things - putting up the sound walls, re-striping, whatever. Explain to me why a brand spanking new highway has lane closures every day? NO EXPLANATION except that it simply IS NOT FINISHED.

Not sure it really matters how the public feels. It was something that was decided had to be done. I live in Illinois and work in Ladue/Olivette it is a pain driving to and from work. I do appreciate the Traffic Alerts i receive. I only wish they would have included side streets.

I don't see the expected extra traffic on 1-44 to justify the change in the lanes. Who thought of this???

I thought that there would be much more communication to the public on the status vs. schedule. Major things are announced but you have to catch a rare news piece to know if things are ahead or behind schedule.

The complete closures are simply awful! I tried to get to Webster Groves from Overland one day recently, and I had to go all the way to McCausland because all other southbound roads were closed because of bridge construction or the neighbors didn't want traffic on their streets. I wish we could have closed Page for the same reason. I hope this will never be an option again when MoDot does road repairs in the future.

Forest Park Parkway. What a nightmare.

I cannot believe that you closed the only major east/west access point to Saint Louis for two years. Complete idiots. I've lived in many cities across the world but have never seen administrative and constuction incompetance at this level. The complete lack of access and possibility for future major administrative idiocy is the major reason why I've moved my business to Chicago.

OK, I was highly skeptical when this whole project started. After the west section re-opened, though, and experiencing the improvements (including those faboo flyover lanes from EB 40 > NB 170), I'm won over. I realize not many projects of this size/scope have been attempted. You guys have been terrific - at first, again, skeptical with the amount of local news time, etc. But appreciated it as time went on, knowing exactly what was closing and when, and the pains the project team took to give alternate routes, timetables, and work with the local businesses. The one thing that was AWFUL was the signage. 170/Eager changed so many times, and it was never clear which lane you needed to be in by when to safely get over. I still see people swerve dangerously to get on 64WB, not realizing that the right lane is to Eager and the next two left lanes are for the highway. VERY confusing, very dangerous. I also think the narrower lanes on 44 were a big mistake. Don't know what the accident rate is, but I avoid it like the plague because of the narrow lane size, the amount of traffic, the trucks. PLEASE restore these lanes back to normal size when this is over. Also, didn't like the elimination of bike lanes on larger cross streets, but realize it was necessary. Will they be restored? All in all, you guys have done a commendable job. I had serious doubts at the beginning, but it has worked out great - I have become better acquainted with some of the local businesses on Manchester, etc. and end up shopping there by choice now vs. the direct-from-hwy big-box stores. So that's a plus, too... NICE JOB!!!

If one name could be given for the responsibility of this decision, I would begin a campaign against him/her.

signs aren't always posted, workers don't stay within the spaces already designated strictly for them, things change multiple times every day with no warning on roadways.

The problem is not the closing of the highway - it's the way traffic & construction for all alternate routes is being handled. The closing of so many roads and bridges all at once has been paralyzing for the drivers in my area. I'm talking about the combination of the closing of 64 between Skinker and Hampton, the closing of Hampton bridge and the bridge on Oakland over 64, and the attempts nearby to direct the flow of traffic away from certain residential streets using one-way signs and blocking through-traffic from some streets. And then to top it all off, on Mar 6 you couldn't cross the Tamm st bridge by the zoo and drive past the zoo towards Hampton. The traffic was backed up all the way from Skinker to the zoo, stop and go traffic waiting to turn on Skinker. I don't know why you couldn't get through past the zoo. There are no signs warning you of this on the south side of the Tamm st bridge. There should be a lot more signs communicating these changes. I don't know how I'm expected to travel from Hampton and 44 to UCity. It's increasingly difficult. Skinker is a nightmare during rushhour. Forest Park Parkway is gridlocked, and it has ruined any streets that intersect with it. Big Bend is usually ok, if you can find a way to GET to Big Bend in the first place.

6-8 years would have been an absolute nightmare. By keeping us (the public) well informed we can adjust our commutes and/or driving routes to sidestep the current construction zone. It seems like a daunting task to many St. Louisans at first but once they discovered new routes to take everything settled down.

Eager/Brentwood Blvd I-170 are a mess with signage, lane markings etc.,

I live slightly west of Manchester and McKnight. The traffic has been horrendous on Manchester Rd, especially since I have to make a left out of my street. I know lots of people are using Manchester as an alternative (I know I am). I am looking forward to the traffic lightening up on Manchester now. My family lives in St. Peters so we already (today) have taken advantage of the opening. Great job. It's amazing how quickly it was done. I've enjoyed tracking the progress on your website. It's been educational for my kids too. None of us knew just how much went into demo and construction.

Population of the City is more dense than in a 5-mile stretch of highway in the county -- you didn't take that into consideration. Parking on Lindell

along Forest Park should be prohibited 24/7 during construction.

Over the weekend I was traveling west on Oakland and tried to turn left (south) onto Hampton to get to Manchester; however, there was a "No Left Turn" sign posted at Hampton and Oakland. So I proceeded west and -- like everyone else -- hit the barricades at the Oakland Ave. overpass and had to u-turn. I am angry that it was stated in the Post that drivers "ignored" the "Road Closed Ahead" signs -- there weren't any! If I was able to see a small "No Left Turn" sign, I would have seen a Road Closed Ahead sign. Furthermore, how did dozens if not hundreds of other drivers also "miss" this sign. I'm not nearly as angry about that overpass being closed early as I am about you claiming there were signs when there weren't any.

US61 signage was lacking. Effects on bicycle commuting appear to have been ignored for a year. I feel I was not told the truth about: - When work in my back yard would happen and be done. - What was sprayed on the foliage in my yard and what I could do about it.

I am glad the decision to complete the work in 2 yrs vs 6 yrs was made. Now, half of the highway is completed. Also, the coverage on local news has been good in keeping me informed of the progress.

The local media and Dan Galvin have been doing a superb job keeping us informed,

While the new section just opened, we could tell travel East and West via Olive has lightened substantially.

I wish all government-sponsored activities ran this well. Excellent communication and media relations.

While the job, as designed, has been managed well, I question the value of doing all this work to end up with a product no better than what was there before. It's shocking to see new bridges going in no wider than the old bridges, and the elimination of secondary access points (Galleria Parkway, Laclede Station Rd, etc.), that previously allowed us to avoid the horribly congested ones. Also, it's hard to understand why this job takes so long and why there aren't more crews and why they aren't working 24x7.

I think it overall was handled well until now, but I am concerned with the north / south routes coming up.

It's unreasonable to have Oakland Avenue closed to through traffic when there are so few alternatives for city dwellers to travel west into Clayton. It's a perfectly good stretch of road that is not being utilized.

I respond satisfied because obviously the 6-8 years would not have been a piece of cake but the east side is going to be ugly--you have Wash U right at a busy corner of an alternate and you have Forest Park sitting right where 10K people attend the Muny....you had non of those things on the west side.....

I hate that this starts in the dead of winter and bad streets its dangerous

Outstanding management, planning, and implementation. I can only feel disappointed that the additional sound walls were not already in place in this time since it is apparent that beyond the roadway, the project actually was NOT completed earlier than normal in whole.

The western closure was not as impacting as we all feared. I would give you an A+ on this. The eastern closure has crippled the center of the city. I would give you a F--- on this. All efforts must be given to getting 40 in front of the zoo open so that traffic on clayton can flow. This is a high high high priority section of the project.

A bunch of money was spent on the project completion count-down calendars for the highways - they have been turned on for a few days, but not regularly. Why was so much money wasted to not be used?

I take 70 in and the directional lanes need to change to Eastbond in the morning and west in the evening.

When I was a kid, I-294 around Chicago was completed one mile per week. They had to build bridges, move homes and started from scratch. They had almost unlimited labor resources and was quite a project. One Monday they were behind my house moving our neighbor's homes out of the way and grading the roadbed, by Friday they were pouring concrete, and on Sunday the road was stripped, signed, and it was done. Amazing. I assume blending the old and new takes longer.

Closure of Eastern half has impacted me so badly that the quality of my life has been doing down.

The ramps connecting west bound 64 and 170 have work zone speed limit signs of 40 mph but when I travel these I am the only one going this speed and have noticed other drivers upset that I am going this slow. Is this the correct speed or are the other drivers just not paying attention to the posted limits?

The Oakland closure and Dale Ave is a perfect example of the poor communication. I was traveling east on Eager on Jan 2nd and saw the signs for Dale Ave. My mom even pointed it out to me as I was heading to Dale Ave. Well, I ignored the signs because I knew that I could turn at Dale off Hanley...WRONG. I heard about this for the first time today...kinda late. Also, I think the alternative routes should've been better explored. Example, why is Jefferson Ave still not open southbound??? Also, closing Hanley and shifting the traffic to Brentwood was simply a ridiculous thought. Why didn't someone test these routes out on normal people before they just knock down overpasses and expect us to figure a way around it.

I think the western half of I-64 is beautiful!!! I hope all of the new plantings survive and look great for years to come. Thanks for making I-64 (west) beautiful!!!

Sometimes the signs don't make sense or they don't warn you until you're right there. I don't have any specifics examples, but I do remember a couple of times thinking I wish I knew this about 1 mile ago. I do really enjoy the new Western side of the highway.

The opening party was nice to go to, but there should have been people there with info about the carriage rides. We were there looking all over for where they were going to start, waited a very long time, along with many others, asked several people, who ended up giving conflicting info...we finally gave up just in time to see the 2 carriages arrive. 2 carriages for that amount of people? Not nearly enough. And they were small carriages at that. Other than that, we did enjoy being able to walk on the highway before it opened and look forward to doing so on the east part of the highway. Hopefully any activities (other than the bike rides, which were fun to watch) will be better planned and executed.

You have done a GREAT job communicating and getting everything done. My only complaint is the concrete lifeless jungle you have created on hwy 40. I understand home owners may have wanted them (but why did they live there to start with and I question the tactics used to get an agreement), but you have taken away all the charm and life out of the highway. You have even blocked business that I am sure relied on drive-by traffic. PLEASE reconsider creating the concrete vacuum on the other half. It's not that loud, I use to live by it. If it is too loud, move. PLEASE keep the charm and warmth that is St. Louis and don't block it out.

continued problems of grid lock at skinker and forest park continue. Police need to patrol southbound skinker for cars who block private streets and do not keep intersections open. signs are not sufficient and grid locked cars disobey. tickets by the gross are in order till behaviors improve.

While the traffic impacts aren't as bad as I thought they would be, I do not believe that doing this project with the highway open would have taken 6 to 8 years.

This project could have been done one side at a time as many other interstate projects are done without too much of an impact to the timeline.

There are enough people and construction workers unemployed that you could have doubled up on the crews and completed the project in less than two years with the total closure concept and maybe even saved some money as completion of the project sooner would have less of an inflation factor. Marsha marshab80@gmail.com

Obviously the Parkway is a mess. I do not understand why Big Band was not rebuilt at the same or almost the same time as Boland Place and Highland Terrace. That way it would be done now and the Hanley overflow would have a reasonable alternative.

The overhead signs, telling us how long the travel time is to a certain highway, are ALWAYS WRONG during peak times. The changeable speed limit signs on 270 are a joke. If I could possibly do 40 mph at 5pm on 270 southbound, I would take back every nasty thing I have ever said about MODOT. By the way, how much did those "Countdown To Completion" signs cost? Those have worked about 10 days over the past 13 months. Another huge waste by MODOT!

The east closure I don't take to get to work - but I travel that exact stretch for church and MANY other activities. Lots of friends live over there. It is INCREDIBLY inconvenient as all the alt routes are heavily trafficked and MUCH longer. Wish a better plan could have been made for the east close down. The west closure was much easier to find an alt route. But having the whole east stretch closed is killing me!

MODOT deserves credit for how relatively smoothly things have gone so far.

Who ever arranged it had better have been fired for this stupid idea.

you could have done this without shutting down the highway and in far less than 6 years. you can say six years but that is the party line bull crap to get what you wanted. I can NOT believe it would have taken to 2014 to get the job done.

While I realize it would have taken more planning and cost a few more dollars, I do not believe it was as much as you are saying. Also, the region has suffered because of the shutdown. I go to St Louis for work because I have to. I did not purchase my seats for the Cardinals, Rams or the Symphony this year or last. I will consider it again in 2010 after the highway re-opens.

Mo Dot should have completely closed the highway for a yr

Gee, the world didn't come to an end, did it???

I can't wait for this project to be finished. It is sapping our city of people, economic activity and vibrancy. I hope that measures are being tackled to bring people back into the city once this is all over.

I am really tired of hearing from the people who nitpick and whine about everything! Some of the questions asked in the newspaper about the project are so picky!

Very smart to close only for 2 years. The impact has not been as severe as many predicted, and the benefit will be great.

you have caused massive traffic jams on streets and roads not equipped to handle the volume of traffic. this traffic has caused destruction of road surfaces with no thought as to upkeep and repair of the destroyed surfaces. the waste of time daily in my commutes during the first section closure caused me to alter my life significantly for one year when the project could have been done nearly as fast by performing the work sequentially on westbound lanes and then east bound lanes with total closure for the times needed to destroy and rebuild bridges. i hope that the surface is better built than the deteriorating surface of I-170 which has large holes in it already.

MODOT should insist that StL news agencies refer to the interstate by its true name, I-64. 40 is not the name of the interstate, so it's not I-64/40. If anything, it should be I-64/US 40. But no one in St Louis refers to it by anything other than 40 or Highway 40. The superseding name is Interstate 64. Signs, news updates, and other information should refer to it as such.

Just never heard of an interstate/freeway being closed in the middle of a major city; traffic in a city is to be expected...I'm just sayin.

I live right by the intersection of Forest Park Pkwy and Skinker (I live on Waterman). Traffic in the morning, since the Eastern portion of 64 closed, has been a NIGHTMARE! I never take Forest Park Pkwy North, to get to work anymore, and I certainly do not take it coming home. The changing of the stoplight timers has made the situation worse. If you don't want people to take Forest Park Pkwy, the timers never should have been changed--this would have made alot more people take alternative routes instead of majorly clogging Skinker. Again, the second half has become a nightmare. I want to commit an act of road rage every single day. Oh, I forgot to mention, since the 2nd half of the closure, and everyone and their brother taking FPP, I have never heard so much horn honking in my life. Even after I finally make it home, it's honk, honk, honk for at least an hour.

I am strongly dissatisfied that Hanley, Hampton and Big bend overpasses will be closed at the same time. Is this a conspiracy to keep the north and south side residents of Clayton road from getting anywhere. On any given day, Brentwood is a mess and then next nearest route would be kingshighway!!!

1) Screwed up on Lindberg to west bound I64. Right lane goes straight, left lane ends. You have it confusingly marked with the right lane ending and the left lane going straight. Really mixed up here? Accidents waiting to happen. (It needs to be consistent and it's done both ways all over town) 2) East bound I 64 @ I 270 ONLY TWO LANES GOING EAST???? That's nuts!!!! What a mess you have created. You have eliminated a lane and caused a backup & accident zone for out of towners. I thought we were trying to make things better? 2 Lanes on east bound I 64 is going to be a mess for years to come. 3) Spoede both exits suck. East bound exit. Mound of dirt blocks view as you approach intersection at Spoede & Outer Road, Fence totally blocks view of oncoming south bound Spoede traffic, another accident waiting to happen. 4) West bound Spoede entering I 64 has a sharp turn and no barrier. Cars will end up down there and the entrance ramp is too short. I thought you were going to improve it? It's shorter?

I don't understand why the streets in the "Dogtown" were blocked. It is difficult to drive the routes in the area.

AS I have said before, more attention could be paid to routes north and south across the closure. I live north of it near Delmar in U. City and do the bulk of my shopping south of it, mostly in Maplewood and Brentwood. So far, if I follow the precautions and routes described above, I do pretty well, but I really dread the Big Bend closure, which will considerably lengthen my route for my most frequent errands, especially if Hanley Road is still closed.

Alternative Route Comments

The following comments were left in response by those who wanted to leave additional input after the questions about alternative routes. The comments are presented as they were received.

*can you leave the temporary lanes as permant on 44,70, and 270. With 40 opening and the additional lanes it would be great. Mike
314.757.1116*

Obviously the Forest Park Parkway is usually a mess. Ijust wonder why it is taking so long to open Big Bend

The lanes on I-44 are too narrow and extremely dangerous. I realize there wasn't any other alternative but there have been an enourmous increase in accidents because of the narrow lanes. The repairs on I-44 because of the restriping has been especially dangerous for motorcycles. I've told my family under no uncertain terms that they were forbidden to ride motorcycles on I-44 until it is completely repaved!

additional lanes have large rain grates causing large bumps and suspension damage to my vehicle. Attempting to pour asphalt into these grates did not smooth the road, and caused rain water to create deep puddles in areas where people travel 55+ MPH, I have witnessed and almost been hit by at least 3 spin-outs caused by these water hazards.

My impression is that I-44 is more dangerous, especially as people think they have gotten used to the narrowed lanes. I hope there is a reversion to the usual lane width. I have my doubts about signal timing. I can try to travel at the speed limit on a major thoroughfare like Grand Blvd., and get into a sequence where I have to stop at a succession of lights. There aren't enough "smart lights" in St. Louis. It's probably unrelated, but I'll note it here: Whoever made the decision to alter access to the eastbound ramp to I-44 at Southwest should have his head examined. Unless something changes, it will be an unregulated intersection, and it's only aggressive drivers who have cheated and turned left from westbound Southwest toward eastbound I-44 anyway.

The only thing I've noticed is I have to wait at red lights with no traffic coming through the cross street. It's a waste of my time (at least I'm not burning through gas sitting there.

traffic signal timing, whats that???

I lost my car to a wreck on 44 due to no shoulder! I am furious. AND, there still aren't safe places to pull over in the event of an accident. Even the places that are designated are not accessible when there's a huge curb-like step up to get off the highway. 44 was poorly done.

The only problem I have encountered is the merge from eastbound I44 onto northbound I270 as the traffic backs up there every morning. I am hopeful that the reopening of I64 will relieve some of that.

Hurrah for finally getting signal coordination on major city routes!!!!

The only thing I would have changed was 44. The lanes were trucker friendly. I have driven truck all over this country and 44 was the worst I have ever seen. 44 is a bad highway in the first place then the lanes very uneven making it hard to keep the rig in the lanes. then people on the phone don't watch where they're going.

synchronization of signals was noticeably improved.

St. Louis city traffic lights were not in sync for very long. Especially on Kingshighway. The county lights were much better.

adding lanes to 44 and that didn't seem to make any difference to me, just seemed like more money wasted. and on 70, the only added lanes were out by the airport, but it still just got congested right after it goes back to 3 lanes going east, and going west past 370 is just a nightmare no matter what

I have always seen the way lights are programmed in the city to be bad - and the additional traffic and changes to lights just seemed to make things worse. The Manchester timings, however, did seem to work as advertised.

MODOT has wasted funds in several ways! doing all of this work and not adding lanes is completely stupid, variable speed limits on 270 does not work (when the speed limit drops to 55 or 50 traffic is already at 20mph) MODOT wastes our tax dollars

44 could have handled the extra traffic it got even with its 8 original lanes. But making each lane narrower to add another was scary with all the trucks around.

IN MODOT's plan Why would they build bridges to restrict future expansion? I just do not understand what MODOT is thinking when it comes to this project and I expect nothing but excuses from MODOT for not giving the people what we needed

I do not drive the interstates to work. I live in Affton and work in Clayton. The only way to work is either Skinker, Big Bend (closed), Hanley (closed) or Brentwood.

At rush hour, it is better to take I-44 and I-270 and the west half of I-64 to get from the central west end to Clayton than going through midtown i.e. Forest Park Parkway.

If you are a visitor to St. Louis, I think these "improvements" would be no help at all. The ones I have seen are confusing. If you are driving along in the made 60+ mph traffic, and you just entered St. Louis, you would be sunk.

I-44 people tend to drift when they drive lanes a little to close

Walking, biking, car-pooling or riding Metro to work are completely inefficient for me and my job. Interesting how you didn't care about my feedback to those questions.

The lane changes on 270 have been convenient... I'm hoping they don't turn the highway into a bottleneck when they are gone.

If the lights on Manchester have been coordinated, it would be hard to tell. Also, it would have been helpful if you did something to open up traffic at Manchester and McCausland, and through Maplewood. The McCausland intersection is a nightmare. Forest Park Parkway is no picnic either!

511 doesn't work on my cell phone

The narrow lanes on the other interstates were not worth the \$\$\$ to put them in and then take them out after the construction. They were a waste of my tax dollars!

There is no sholder on I-44 and it is very dangerous. I hope that the lanes will be put back to how they were before the project.

Sometimes your times aren't accurate. Maybe a couple of minutes off. Usually in traffic it takes about 18 minutes from I255 (at JB Bridge) to I40 in the a.m. On the whole, a very good job. Love the signs. Read them all the time.

The additional lanes on 44 have increased accidents and make driving in those uneven lanes very hazardous. No shoulder means people that encounter a flat tire are forced to ruin wheels by driving on the flat until they can make it to a shoulder sometimes miles down the road. I am positive that a number of deaths have occured due to the uneven lanes, increased traffic and no shoulder on 44. I would also assume Road Rage has increased with the traffic on 44.

With the closure of Eager Rd. at Hanley, it seems no one thought of the effect on the traffic on Dale and through the shopping area in Brentwood. The traffic is not allowing garage traffic to exit, nor actually stopping at the crosswalk from the garage to the office buildings. Someone needs to direct traffic At the intersection of Dale and Hanley and at the stop signs-Best Buy and Metrolink. Gateway Constructors does not plan well for the traffic around the road blocks they are creating and have created.

the temporary lanes on I-44 are VERY NARROW and dangerous espically late at night when more intoxicated drivers are out after the bars close!

What's "511"? And I saw ABSOLUTELY NO info dispayed alerting of this interstate closure!! (We came into STL from Hannibal using 61 then I70, spent time downtown, and then intended to use 40/64 to get back out to 61 for our return home.)

The traffic signal timing is a no-brainer. We KNOW that it saves fuel. Why is this not a permanent thing REQUIRED of all municipalities? There are, of course, many places where lights are NOT synchronized.

The extra lane on I-70 has been very nice. The ramp from I-270 to I-70 had horrible merges both in the middle and at the end before. Now it's easy to do. Has MoDOT considered keeping that ramp configuration or otherwise maintaining the extra lane in places (perhaps as an auxiliary lane)?

Suggested detours to WUSM are ineffective and dangerous. If we travel the suggested route to the Clayton parking garage, we find the street tore up ALL THE TIME. More than once for different reasons. Try traveling West down Clayton toward Taylor. Why block out side street parking where commuters used to be able to park for free????

Please do everything the state can to keep light timing synchronized on streets like Manchester.

The day they closed the first section of Highway 40, Overland changed the timing of the traffic signals on Page Avenue, especially the "Overland Nightmare" series of signals between Walton Road and Woodson Road. This makes it impossible to get through five intersections without having to stop at each light. How did they get by with this?

It's hazardous when cars break down on 44.

The lane addition on I-44 has been so great, I wish it could stay that way. Traffic has been even better than before construction, for the most part, except on Cards game days.

The idea that you can close the major point of entry east/west into Saint Louis is completely incompetent. This idiocy has added at least 30 minutes to my daily commute one way and has resulted in me moving my business to Chicago rather than drive an extra hour each day. This decision was completely irresponsible.

The narrow lane lines were horrible, dangerous. Please restore proper width. Also, elimination of bike lanes on Ladue/Clayton was rough. Multiple changes at Hanley/Eager/170 was very confusing. Signage, more of it, more prominent and giving better guidance would have helped a lot.

adding lanes has caused more headaches (if accidents or otherwise exist, nowhere to go and causes further delay). the additions also weren't fixed to keep the roadways level, causing much tossing around of vehicles.

I had no experience previously with the added lane scenario implemented for I44, I70 and I270. Now that I've driven these roads I am against the practice. This could possibly be a workable solution if large trucks were banned or restricted to certain lanes. For me the time saved is not worth the harrowing experience of travelling in such close proximity to other vehicles.

I-64 closed messages on electronic signs is old news that you ought to have on permanent, long-term signs. I thought the expensive signs were for reporting stuff that "just happened".

The signals on the Forrest Park Parkway are never timed correctly to alleviate the endless bottleneck from Clayton to Kingshighway.

The light at McKnight and Litzsinger was my most favorite improvement. It had been needed for so long and I HOPE it never goes away!

The light at Warson and Ladue serves to slow down traffic quite effectively. You did not ask about the added center turn lane on Clayton. It obliterated the bike lanes so well that I feel my life is in jeopardy riding my bike on Clayton when it used to be a most preferred bike route.

I am VERY unhappy, and feel we were deceived that the sound wall would be complete before the re-opening of the western half. As a taxpayer, why does the contractor deserve a bonus payment when procurement of critical materials was not completed on time? I feel the overall project was successful, but I feel this aspect was not at all addressed.

Traffic signals on Union Blvd northbound to I-70, I leave at non peak hour before 6 am, and usually hit 6-7 red lights in less than 3 mile stretch. I find the same with Kingshighway and Forest Park Pkwy.

The S I 270 to W I 64 dedicated entry lane was excellent and I am dissatisfied that it is no longer used. It relieved a cumbersome bottleneck.

It seems that there is no sense of urgency in clearing accidents. Out east, they just push vehicles out of the way and out of the drivers view as quick as possible and then deal with the collision.

the traffic signs on 44 do not ever change - if there is an accident or slow down it rarely tells you about it

Remove or shorten (on the Forest Park Parkway) all of the stoplights on Forest Park Parkway from Euclid to Big Bend - these traffic lights are causing terrible delays on FPP.

I-70 and I-270 the extra lane helped, but on I-44 it made the road too narrow

The extra lanes on the highways probably help but are extremely dangerous!!!! They must be removed immediately upon completion!

The Temporary Lanes are very difficult to drive on. You basically drive on the rough pavement that used to be the shoulder.

During the second half of the project, the congestion on Forest Park Pkwy. has been awful. Much more traffic could be moved through quickly if the traffic lights were timed better. This could be the best alternate route in place of Hwy. 40/64 while it's closed, but instead it has been a parking lot.

Pavement on west bound FP Pkwy between Grand and Kingshighway is pretty rough along the right shoulder.

Why isn't there temporary lane addition in shoulder area on I-270 east of I-170? Illinois commuters have been completely ignored by MODOT - to suggest that I-70 is a viable alternative to I-64 as a means to get to Clayton is completely ridiculous.

Traffic light timing changes to support the western half of the construction, now need to be changed back!

From what i see on the morning news, 270 IS HORRIBLE!

I don't have an opinion on this, but I do for the commuting. You have to keep in mind working parents. Believe me, I would LOVE to leave for work earlier or carpool, however, I have two school age children. I have to have a car for emergencies. The kids schedule stayed the same, so does mine. However, now I have to work later to make up for my new start time. I am lucky because my husband picks them up. I can't imagine if I was a single parent trying to accomodate this. Plus, I checked out the bus routes. It takes way too long to get around.

variable speed signs were often not accurate. 511 didn't provide info on alternates to Clayton Road which was my main alternate while the west part was closed.

The addition of an extra exit lane on southbound 270 to 44east has made an extremely positive impact on the traffic flow at that internchange. I hope this will be considered a permanant change after 164 opens.

Trucks still speed on interstates but have narrower lanes. They can be pretty threatening.

metro link needs to handout free "try me"passes with a ridefinder link to single passenger cars lined up at lights at big bend, skinker and debalivere to induce using the metrolink next to them and reduce forest park traffic. I'm sure Wash U students would be ready activist volunteers. Be much more proactive to change st louis attitudes to use light rail and bus. Get more employers to incent the cost of commuting with green methods, carpools and light rail, especially those with parking problems.

The temporary lane additions in I44 and I70 should remain as permanent at the conclusion of the project. Marsha marshab80@gmail.com

Restriping was very dangerous - no shoulders!! Trucks and busses are not staying in their lanes, and wander into mine way too often. The Traffic Response guys seem to be doing a good job, but the incidents are reported on the radio/overhead signs too late to pick an alternate route. And - usually the info is wrong. Wrong lane reported closed, wrong direction on the highway, etc.

I-44 LINE PATCH PULLS MY CAR ALL OVER THE PLACE. IT'S HORRIBLE. NOW I STAY OFF 44 ALSO.

The temporary lanes on 270 and 44 shouls me made permanent after the I64 project is done. They ae more important to traffic flow rather than ahving the empty shoulders.

Since I didn't frequently travel my alternate route before construction, I don't know if impacts were better or worse.

i do not believe the statements that 6-8 years would have been required to accomplish the task if a different method of construction had been chosen. i think that extra time would have been measured in months.

The message boards are awesome through the metro :-) Keep those working...its awesome! The St Louis City Streets Director is completely ineffective...he is totally out of his league.

The signal timing on Forest Park Parkway is a joke. If you wanted people to stay off of it, you should have never timed the lights shorter to accomodate the idiots who continue to use it. This has caused severe backups on intersecting streets (aka Skinker). Common sense was definitely not utilized in this decision

the extra lane on 44 makes it bumpy and uneven, i think its dangerous

I don't reccomend travel on those hwys as the lanes are too narrow and dangerous. The improvements on the wester half do not justify the cost and problems caused. It won't handle more traffic if it narrows down to 2 lanes at any point. We should have left it alone or built a better and larger highway. Improvements that move traffic are minimal. Hay it looks great !

Westbound Dale Avenue at Hanley is a NIGHTMARE at rush hour.

I've not used or experienced the 3rd and 4th services. I have found your on-line service very useful. The signal timing efforts have helped with traffic involving the Parkway, but I'm VERY GLAD that I retired a couple years before this work took place (I worked at the Washington U. Medical School, and I'm pretty sure my commute time would have doubled or tripled. The city of St. Louis has planned especially badly for this trip, with the work on the Jefferson and Delmar Station bridges being done at the same time. It's especially interesting that the work on both of these bridges has taken them at least twice as long as it has taken the state to replace any bridge. I've felt that their notification about these projects to be pretty abject as well. The way I found out that the Jefferson bridge was down almost three years ago has when I started to turn off Chouteau coming west o use it; there wasn't even a warning sign on Chouteau as I recall, just a sudden absence of any street where Jefferson used to be. I assume no one landed in the void below, thought at night it would have been a real hazard.

How to Contact Comments

The following comments were left in response by those who wanted to leave additional input about how MoDOT could best provide them with information. The comments are presented as they were received.

The methods MODOT has used have been effective.

facebook

road signs work the best for me

I most prefer seeing the information on the display boards along the highways. It's convenient and effective.

Well publicized Town Hall meetings.

I think the workers should quit leaning on their shovels and the administrators should get out of the bars and go to rehab.

WHERE IS I=64 GOING IN MISSOURI'S FUTURE?

MODOT would do better by engineering things out first instead of reacting. Look at the 70 to 270 interchange. Why did they design in two lanes to go from east 70 to south 270 for morning traffic and only one lane to go north 270 to west 70 in the evening? Seems like MODOT does not understand everyone that goes to work in the morning returns home in the evening.

More road pics!

I'd rather them build another bridge over the Mississippi ASAP using the Gateway Construction group in again and get a new bridge up in 2 or less!!

Now that it is over how can we the people stuck with the "NEW 64" (here in St Louis it will always be Highway 40 so deal with it MODOT) No off ramp to Hanley? It was bottled up to volume so we will just eliminate it or Make everyone wait through the traffic of the shopping center? What was MODOT thinking? ? Someone was asleep at the wheel

Radio news is best since I spend most of my life in the car these days.

Not helpful, but "all of the above" should be used! And constantly direct people to the project website. Even so, you'll use the media as well as you have and then have clueless folks who are surprised by changes, closures, etc. You can't cure stupid -- but you can keep the rest of us informed, and so far you've done a great job being visible and getting the word out.

TV program and commercials.

Strongly suggest AGAINST sending out things through the regular mail -- I believe most would view it as "junk" mail. The cost to produce and mail should be used for the IMPROVEMENTS!

I am concerned about the LAND APPLICATION UNIT being developed in front of my home. What was once a man made glade is now an eyesore of a dirt and debris. This debris could have been transported to the Weber location in Ladue by the many dump trucks and tractors that are now causing respiratory distress in the area 6 days a week (which is strange with 3 water trucks at the cement mixing site east of Brentwood Blvd). I have seen no aerial shots or topographical displays of the final construction, but was told that the land would be returned to its former natural habitat-a glade with blooming trees and flowering bushes. I have lived in the same location for over 50 years and remember the land during the original building of Highway 40. Time changes all things, but to create a dump in a Historic area is unbelievable.

I love the construction web cams. I look at them daily to see the progress. Good idea!

Any road signs beyond simply "INTERSTATE CLOSED - ALL TRAFFIC MUST EXIT" would have been nice.

I believe that the info has to come in a "hard" form so that it can be studied and evaluated rather than being a 30 second "sound bite."

The weekly chats on STLToday.com have been invaluable. If MoDOT continued to periodically have those chats (or perhaps just had an ongoing open Q&A section on their website) I would certainly continue to read it.

I never pay attention to the road signs providing information on construction, I am too busy driving trying to not get hit by those big trucks on 1-44. The signs don't give enough information to be effective anyway and if they did, I would have a wreck because I was trying to read all the info instead of driving. It has become so cumbersome to get to the zoo this year that my large family did not make the trek this year. If information is sent via USPS mail, it should be a postcard type mailing or I would probably throw it away as junk mail without reading it.

I thought that I signed up for email updates but I have never rec'd any about this project.

PLEASE don't put any more signs on the highway. It causes people to pay more attention to the signs than how they are driving. Rush-hour traffic is only made worse by these signs.

MORE SIGNAGE - guessing which lane to be in far enough in advance to avoid bottlenecks and dangerous maneuvers...still see lots of people cutting over and cutting it close at the 170SB > I64WB interchange. Little nervous about another winter and ice on those flyover lanes <grin> - first time around that curve on snowy day was...scary!

I have seen a few signs, but have noticed almost no attempt to get this info to the public, aside from a few newspaper articles. Oh yeah, and some pamphlets in a McDonalds! What about grocery stores, libraries, malls and many many more road signs.

I would much prefer to go to your web site to read the latest information but the news media seems to be doing a better job of getting the word out of upcoming changes. Today I read in the Post Dispatch about the closing of the Brentwood bridge overlapping with the closing of Hanley. I'm sure glad I read the paper today!!

I like the MoDot Emails sent out on a weekly basis

I like receiving email updates on the I-64 project.

Local television news and morning radio has helped us the most.

I tried to map my ride and it isn't working for me. I need to find sites that truly are working with the closings.

The regular emails from MoDOT have been by far the most helpful for me and my family.

our office on Big Bend had a representative on MoDot come to our office with information, hand outs, answered all our questions!

email, email, email road closures BEFORE they are closed.

it doesn't really matter how you notify the public about changes they don't notice them or read them.

It's a shame the countdown signs aren't always "on" and functioning.

I like the flyers that I have seen at my gas station at dale and hanley that have been published and distributed by MoDOT

More display boards on alternate routes

I don't have a TV, get a newspaper and rarely listen to the radio. So I would go look for info online as I heard about it. But it would have been wonderful if perhaps you all would have partnered up with the various business/companies/organizations around the metroplex to equip them with info and alt route suggestions to communicate to their employees (or to at least give them the info/option to sign up for any newsletters/emails that you all might have provided). With the west closure, I did move from the city to west county since 64/40 was what I took every day to work. The people running my company didn't know any more about the project than I did.

I get frequent update information from the Richmond Heights e-mail alerts

See previous comment about calling I-64 only I-64 rather than mentioning Highway 40

The message boards are awesome...they're great :-)

Placed on the road to receive the work one week prior to construction.

I no longer take the daily paper, so that is less useful to me. TV news and on-line notices are most effective for me, though I think that radio is probably useful for many people, who listen while they drive, and the signage about closure on the feeder routes are also very good, because they allow drivers to plan alternate routes on the go, and avoid the centers of real congestion. I'd still like to see more information about north-south routes about the closure, and I think that on future projects the highway department would do well to remember that the St. Louis region goes a very long way north and south, and many people commute or have necessary contacts which require them to use mid-area east west roads on a regular, frequently daily, basis. They could also try to see that St. Louis and other towns near such projects work harder at having their road projects near such construction in better order, that is, finished, before a major route is taken down. The Delmar Project is a prime example of such a misjudgment, even at the times of day I travel, I've seen two block long lines of traffic creeping across the bridge in the single lane traffic. I can only shudder to think what it must be like at rush hour.

Alternative Website Comments

The following comments were left in response by those who responded to *If you heard about the closure through one or more sites not listed above, please tell us which site(s)*. The comments are presented as they were received.

stlbeacon.org

What closure? Just kidding! The information at the TV channels is only as good as the writer who prepares the report, and sometimes it's not very good--see, for example, the item at ksdk.com for the Hanley-Eager "jug handle" opening. It's too sketchy to do much good.

I rarely visit any of those sites

My work helps keep people informed as well.

twitter would be nice. we could get a text about work going on even if we are out and not near tv or computer

KEZK does a really good job with updates from KMOV

There are no minority communications listed and you are working in a diverse area of the city and county. Try a little harder to get the message to ALL.

<<http://www.urbanstl.com/>>

I get the best information from signs in the businesses that are impacted by the highway closures -- especially Dierberg's.

My favorite source was TheNewI64.org. You guys did a great job keeping communications updated, easy to access, specific to areas of interest, printable to keep in the car for reference or for out-of-town visitors. Nice job!

KWMU

KWMU - 90.7 FM

TheNewI64.org

I will add these sites to my favorites and check them out.

KWMU

stltoday.com

i watch info on thenewi64 and am active follower of the changes, i'm not at all standard commuter.

msn.com

Fox News FNN.com, Google.com, Googlemaps.com

mapquest.com and maps.google.com

tv 11

Richmond Heights citizen e-mails

I-64 Project Website Comments

The following comments were left in response by those who responded to *What additional information would you like to see on the I-64 Project website?*. The comments are presented as they were received.

Well, shoot! I thought I'd get to check several boxes above. Closure information is most important. But it's interesting to see the progress via the webcams.

The construction zone map does not tell the exact date bridges will reopen. Map my trip is not functioning.

a pictorial update on what has been completed and what is going on now

Dates stretches will open.

Better maps - some of those aerial views didn't make it really clear what it was going to look like. Is Eager Rd getting an extra lane, for example? THAT street has been a mess ever since Target went in. I avoid it from T'giving until New Years. The holiday shopping traffic is worse than around the Galleria...awful on Saturdays, too...

Keep us informed on what "leftover" work you are doing on the western half of the closure (I noticed today that soundwalls are not done yet)

When closed areas (eg crossroads, bridges) will reopen.

I love the maps. Very interesting.

Clear maps showing alternative routes across the closure.