The New I-64
A Success Story In Communications & Regional Mobility

January 2014
Why Rebuild I-64?

- Originally built 1930s to 1960s
- Designed for slower traffic and less volume
- Many bridges near closure
- On/Off ramps too short
- Heavy congestion 140,000-170,000

MoDOT
Project Goals

• Complete within budget of $535 million
• Complete on time, July 31, 2010
• Improve traffic flow on I-64
• Minimize construction impacts
• Provide a quality product
• Demonstrate a new model for reconstructing interstates
Budget

• $675 million project in EIS

• $535 million budget
  - $420 million for Design-Build contract
  - Balance for ROW, utilities, contingencies
Design-Build

• MoDOT’s first Design-Build

• Goal to maximize scope for the budget

• Flexibility and innovation drive competition
Flexible RFP

- Follow state/federal standards
- Contractor selects design
- Contractor proposers construction scheduling and traffic impacts
- Contractor responsible for regional mobility
- Discussed ideas in confidential meetings
Public Opposition

- Controversy over potential traffic impacts
- City of St Louis hired consultant
- St Louis County conducted own study
- Both wanted lanes kept open
Contract Requirements

• Provide the greatest regional traffic mobility and least impact to motorists while completing the project in the least amount of time.

• Cannot close all I-64 mainline lanes to traffic for the entire duration of the Project.

• Coordinate and cooperate with other regional construction projects.
Winning Contractor

- Gateway Constructors
  - Granite Construction Co
  - Fred Weber Inc
  - Millstone Bangert Inc.
  - Lead designer Parsons Transportation
What was built

- 10 miles of roadway
- Direct ramps from I-64 to I-170
- 13 interchanges & 8 major bridges/overpasses
- Additional lane from I-270 to I-170
Schedule – 2008

- Open During Construction
- Traffic on Completed Roadway
- Closed

Major Reconstruction

2007  2008  2009  2010

Closed Fall 2008
Schedule – 2009

- Open During Construction
- Traffic on Completed Roadway
- Closed

Major Reconstruction

All lanes of I-64 and I-170 open by December 31, 2009.

Not Closed Concurrently
Reopens Spring 2009

2007 2008 2009 2010
Schedule – 2010

Major Reconstruction

Work in 2010 does not impact I-64 lanes. Final completion July 31, 2010.

- Open During Construction
- Traffic on Completed Roadway
- Closed
Improvements to Alternates
PI Goals and Objectives

- Minimize and mitigate the construction impacts to customers through communications efforts
- Inform the public so they could make good decisions on how to get around
  - Know what MoDOT was doing to improve the alternate roads
  - Know the construction schedule-
    What’s open/closed
  - Take personal actions to get around
- MoDOT treated the closure as a planned crisis
Key Audiences

• 2.5 million people in St. Louis
  - 150,000 vehicles per day on I-64
• Interstate travelers and visitors
• Businesses and major employers
• Attractions
• 10 Hospitals and 25+ emergency agencies
• Public officials including 6 municipalities
• Media
Constant Public Information

- 300+ speeches 2007-2009
- 30,000 people
- 5 public meetings
- Weekly media interviews
- Weekly St. Louis Post-Dispatch chatroom
- E-alerts to thousands of people
• Construction updates
• Project designs
• Public survey
• Mapping tool
• 5 web cameras
• photo gallery of construction progress
Information for Drivers

• Travel time on message boards
• 511 phone number for traffic information
• Updates on www.thenewi64.org
• Map My Trip directions tool on website
Business Outreach

• Prepare employees
  - Transportation fairs
  - Promote all modes
  - Share costs or offer pre-tax light rail passes

• Customer communications
  - Letters with directions to hospital patients
  - Links to website
  - Inform customer service reps
City and ER Coordination

- Twice monthly maintenance of traffic task force
- Discuss timing of major closures
- Determine best detour routes
- Share traffic concerns and discuss suggestions
Countdown to the Closure

MoDOT’s got it backward

"The Missouri Department of Transportation seems to have it turned around. I thought MoDOT was supposed to make transportation better. Instead, it is shutting down one of the main transportation corridors in St. Louis.

Bill McClellan

Road to sanity will be clogged when 40 closes

The shutdown of Highway 40 is not going to be as bad as you think. It’s going to be worse. Especially if you’re a driver who has tried to plan ahead and check out alternative routes. Maybe you have thought, "Not great, but not too bad." Well, think again. Those alternative routes, which might seem vi-

Apocalypse now

The end is near. Missouri highway is closure in mind. MoDOT is in a hurry to finish the job. The weather is bad. The cost is high. The only hope is that the Department of Transportation will cancel the project.

Our View

MoDOT

Your Views

Letters From Readers

Hwy. 40 project represents failure of government

As the closing of U.S. Highway 40/Interstate 64 approaches and people continue to debate its logistics, it bears repeating that the entire project to widen the highway should have been rejected at the time of its proposal. That the Missouri Department of Transportation was able to act as an autonomous entity in this matter represents a colossal failure of government.

Good Luck, Drivers

Highway 40 blues

Surviving the Highway 40 Shutdown

WEDNESDAY, JANUARY 2, 2008 - STAFF WRITES - STAFF

The shutdown of Highway 40 is not going to be as bad as you think. It’s going to be worse. Especially if you’re a driver who has tried to plan ahead and check out alternative routes. Maybe you have thought, "Not great, but not too bad." Well, think again. Those alternative routes, which might seem vi-

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• All transportation partners
• Monitored a.m. and p.m. rush traffic
• Immediate resolutions to traffic issues
• Debriefed after each rush
• First week of each major closure
Closure Media Briefings

- Post rush news conferences
- Media space in MoDOT’s Traffic Center
- Told public what we saw
- Told public what we did to improve traffic
- Live in the field interviews for a.m. and p.m. rush
- First week of every closure
Traffic Results First AM Rush

• Rush Period: 5:30 a.m.- 8:30 a.m. on interstates,
  - Volumes peaked from 6:30-7:30 a.m. (one hour earlier than normal)

• Summary of Trouble Spots: 25-40 % increase in travel times on:
  - Eastbound Manchester (Route 100), 7-7:30 a.m. peak,
  - Eastbound Page (Route D), 7:30-8 a.m. peak,
  - Northbound Lindbergh (Route 61/67), 6:30-8 a.m. peak from I-44 to I-70,
  - Northbound 141 at I-44 and at I-64, 6:30-8 a.m.,

• Do not block intersection signs are in place at Hanley and Eager and westbound I-64 off ramp at Hanley.
So far, so good

**THINGS WENT SMOOTHLY**
- Early risers spread out volume
- Timed lights kept cars moving
- Weather, crashes weren’t factors

**NEXT WEEK IS THE TEST**
- Many schools, employers reopen
- Drivers may revert to old habits
- Trouble spots are hard to predict

**Tips of the day**
**TAKE BRENTWOOD, NOT HANLEY**
- Too many people are sticking with Hanley Road. Brentwood Boulevard is a much quicker drive.
- Motorists who normally take southbound Interstate 170 to connect to Hanley can avoid the congestion at that intersection by exiting I-170 at Forest Park Parkway. It’s a quick jog from that exit to Brentwood Boulevard.

For schools and parents, Monday went smoothly

**SCHOOLS** • ‘We hope commuters…keep their guard up,’ a Parkway administrator says.

**PARENTS** • ‘It was a lot better than I thought it would be,’ one MICDS parent says.

**MAPS** • FROM A1
Mapping services: You can get there from here, here and...
Show Progress and Commitments

- Groundbreaking
- Demolitions
- Girders
- Pavement
- Openings
- Meet Deadlines
St. Louis Celebrated!
2009 East Half Opening

- Sunday, December 6
- 5K run and cycling time trial
- 20,000+ people
- Collected 4,000+ pounds of food
Overwhelmingly Positive

• 97.7% satisfied with how well they were kept informed

• 95.1% agreed with the decision to close I-64 for two years

• 94.6% overall satisfied with how the project closure was handled
Overall Traffic Results

• Alternate interstates increased 10-23%
• Adjacent major arterials increased 30-35% and peak hour approached 50%
• Overall travel speeds on interstates slight decrease
• Maintained travel speeds on major arterials
Budget

- $535 million
  - $420 million contract with Gateway Constructors
- Finishing $11 million under budget
- Actively managed all aspects
- Savings in right of way, utilities, contingencies
Schedule

- Gateway met or beat every milestone
- Partnered with Gateway
- Incentives kept contractor focused
- Gateway earned their incentives
  - $2 million open west half
  - $2 million open east half
  - $1 million regional mobility
Maximize Improvements

- Flexible procurement process gave us everything we needed
- 13 new interchanges
- 10 miles of highway
- 8 bridges/overpasses
- New design
  - Better traffic flow
  - Fewer crashes
Minimize Impacts

- Regional Traffic Plan
  - Prepared with regional partners
  - Closure Command Center
  - Twice monthly stakeholder briefings

- Communications
  - Co-located team
  - Transparent, constant information
Quality

- New Quality Oversight Process
- 98% done right the first time
- Smooth pavement
- Built to last 40-50 years
Create a New Model

- Fixed cost, flexible scope
- Quality oversight
- Communications approach
- Highway closure with regional plan
- Regional partnership
- Co-located
- Workforce Advisory Committee
Median and Pavement - Before
Median and Pavement - After
I-170 - Before
I-170 - After
For More Information

www.thenewi64.org