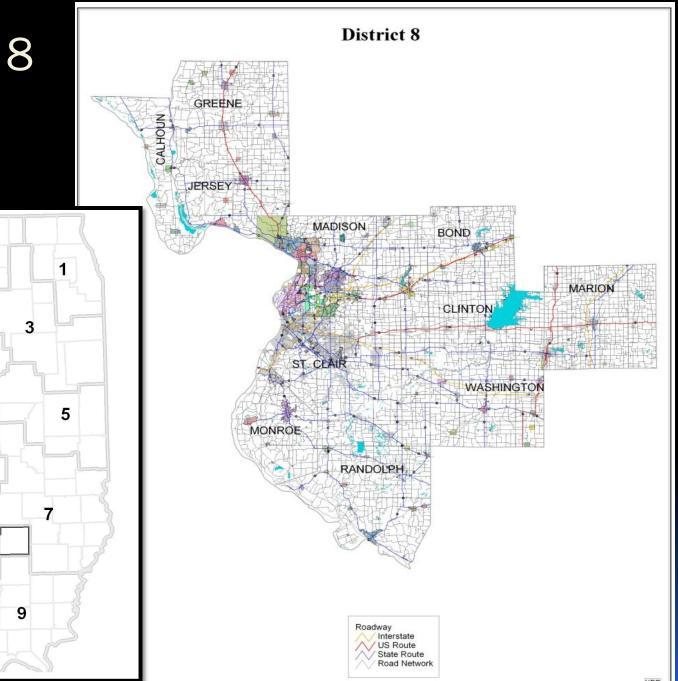


# DISTRICT 8 TRAFFIC MANAGEMENT CENTER

JOSEPH MONROE, P.E.

## DISTRICT 8





ST. LOUIS

susan c.





















## LANE MILES, BRIDGES, ADT

- 5,000 LANE MILES
- OVER 1100 BRIDGES
- 5 MAJOR RIVER CROSSINGS
- ADT RANGE FROM 50 125,000

# FERRIES & LIFT BRIDGE

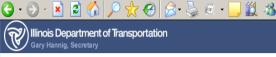






## PUMPS, WELLS, LIGHTS, RA'S

- 21 PUMP STATIONS
- 54 DEEP WELLS
- 325 TRAFFIC SIGNALS
- 70 FLASHING BEACONS
- 7,000 HIGHWAY LIGHTS
- 8 RESTAREAS





Most Requested ..

OTHER RESOURCES

State Links

Accountability

County Engineers

Inspector General

Planning and Programming

Bicycling

Environment

Motorcycling

**Public Partners** 

Scholarships Secretary of State

Truckers

Public Transportation Safety Information

IPASS

OBWD

TRAVELING PUBLIC MAPS PROJECTS ROAD CLOSURES NEWS DOING BUSINESS LETTING & BIDDING CAREERS @ IDOT GENERAL INFO



Home History Services Coverage Area Contact Us Links

#### THIS IS NOT . VOICE SYSTEM

YOUR CALL IS TRANSMITTED BY SIGNAL AVERAGE RE-SPONSE TIME FOR SERVICE IS APPROXIMATELY 25 MINUTES. SERVICE IS PROVIDED BY THE -"ILL DEPT. OF TRANSPORTATION EMERGENCY PATROL" IF SERVICE ON BOX.

PLEASE STAY ( THE HIGHWAY



#### History

#### **Emergency Traffic Patrol**

In late 1960, the Illinois Department of Transportation made a decision to open a segment of the Congress Street Expressway in Chicago to traffic despite the fact that construction was not fully completed. In one location, the drop off from the pavement to the shoulder was about 8 inches. Since the shoulder was not available for disabled vehicles, they would remain in the traffic lanes and create significant traffic lams.

To address this situation, a small number of vans and trucks were assigned to patrol the area – the original Emergency Traffic Patrol. They were simply equipped with radiotelephones, extra warning lights, road flares, barricades, push bumpers and tanks of compressed air. Upon encountering a disabled vehicle or accident scene, the Emergency Traffic Patrol would push the vehicle/s from the roadway or remain to protect the scene until a private tow truck and law enforcement arrived. The program was an immediate success generating hundreds of complimentary letters to the Department.

Early in 1961, a proposal was made by Illinois State Highway officials to make the program permanent and expand it to other heavily traveled parts of the Chicago expressway network.



The program became so successful in the Chicago area that IDOT decided to create another patrol in southern Illinois. This patrol began operation in January of 1968 and covered Interstate 55/70 from the interchange in Troy to the Poplar Street Bridge in St. Louis.

Today the Illinois Department of Transportation continues to provide the Emergency Traffic Patrol to motorists traveling within the same two areas; however, these areas have been greatly expanded as has the fleet of Emergency Patrol Vehicles.

Please see the "COVERAGE AREA" portion of this site for further coverage information.





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#### twitter

Local intra

# 24/7 TRAFFIC MANAGEMENT CENTER







#### COMPONENTS

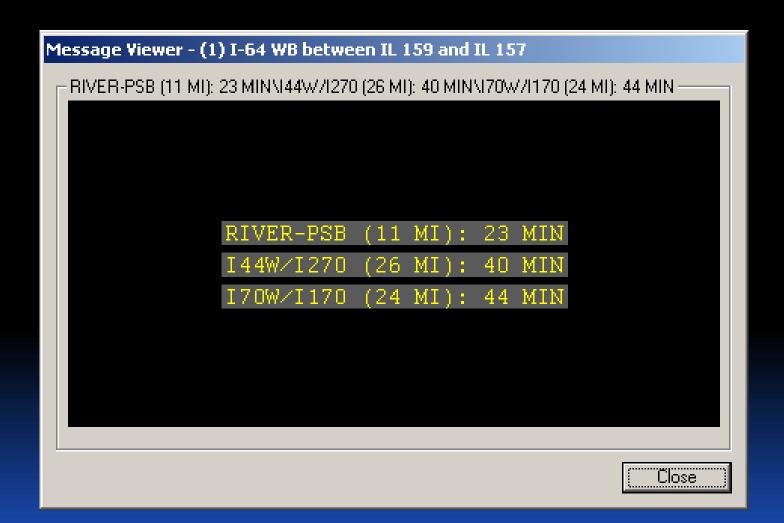
- 37 CAMERAS
- 7 DMS (8<sup>TH</sup> PLANNED)
- 79 DETECTORS
- 9 HAR AND BEACONS
- 1 WEBSITE
- 1 FT SUPERVISOR
- 5-8 PPT STAFF

# **CAMERAS**

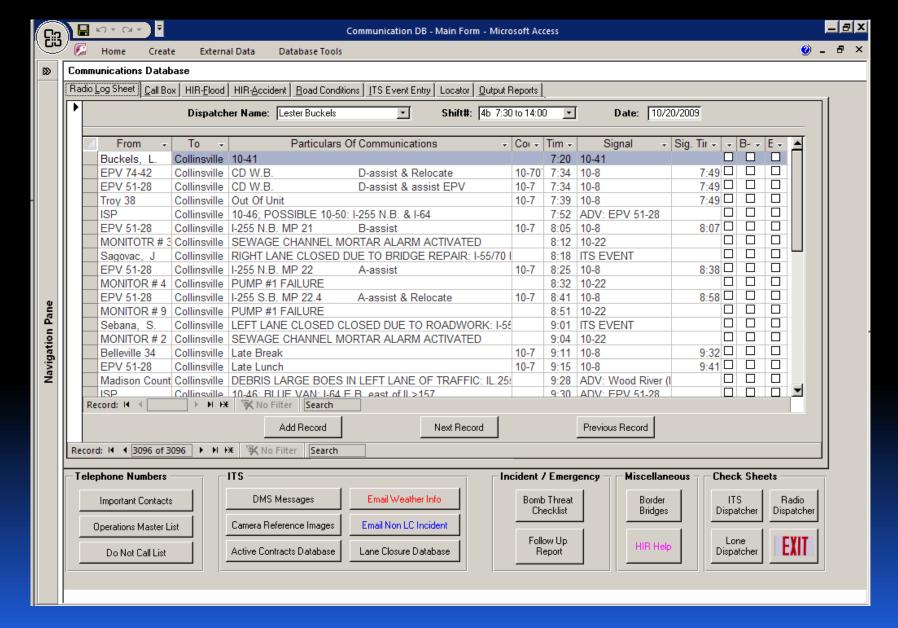




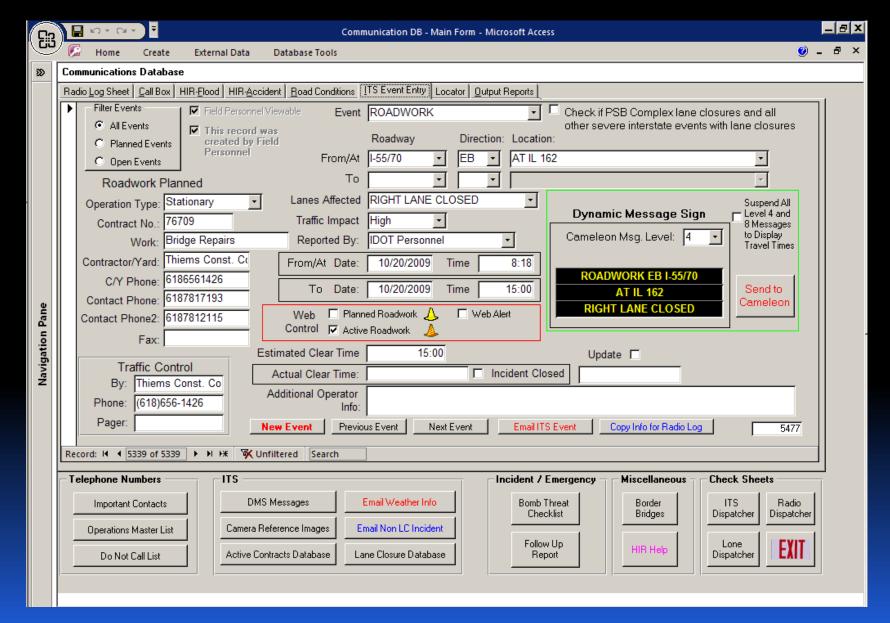
### **Travel Time**



# Log



# ITS Event Entry



# LANE CLOSURE REQUEST

#### WORK ZONE LANE CLOSURE REQUEST

Must be called B. Gielow (618-346-3287) or faxed (618-346-3266) to IDOT by 2:00 P.M. for daytime closure (1:00 PM Friday for Sat, Sun, & Mon closures), 11:00 AM for same night.

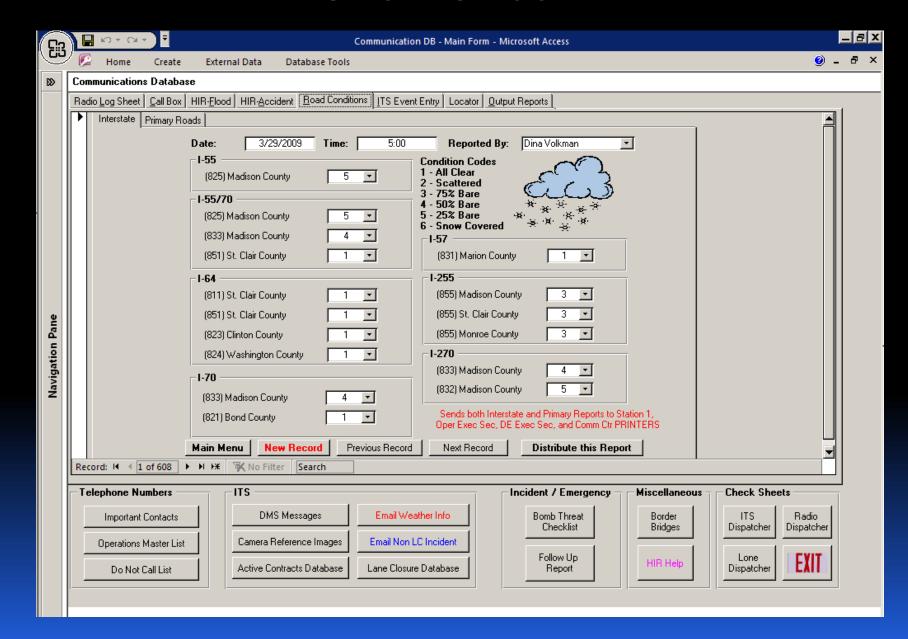
DO NOT COMBINE CLOSURES USE INDIVIDUAL SHEETS FOR EACH HIGHWAY

Date(s) of Closure *			□Night				
	>>>	* Use tomorrow's	 date if closure is	after 4 P.M. <	<<		
		⇔ GHV	VAY & DIRECTIO	ON 👄			
1 55/70		B WB B WB B SB	155/70 (M   WB C-I   Ramp !   Ramp !	□ POPLAR ST. COMPLEX □ 155/70 (Mainline) □ EB □ WB C-D □ EB C-D □ Ramp 'G' Main St. to WB C-D □ Ramp 'S' WB C-D to Tudor □ Ramp 'D' EB C-D to Tudor			
☐ IL 3		NB □SB	☐ Ramp '.	Ramp 'H' EB C-D to 4 <sup>th</sup> St. Ramp 'A' Tudor West to PSB			
☐ IL 15 ☐ MLK Bridge	EB WB	Ramp 'M' North to PSB Ramp 'P' North to EB C-D Ramp 'O' WB C-D to IL 3 Sou					
LOCATION:	From or @			<u>To:</u>			
LANES: < <left 1="" 2="" fro<="" in.="" moving="" th="" times:=""  =""><th>STATION.</th><th>5/6 Lef</th><th>.M./□P.M.</th><th></th><th></th><th>Exit Entrance</th></left>	STATION.	5/6 Lef	.M./□P.M.			Exit Entrance	
<u> </u>			.т.т.	10.		<b>к.</b> ш.≀ ⊔ г.ш.	
CLOSURE DESCRI	TION		LANE#		M M	M M	
		LANE#		M	M		
			LANE#		М	М	
CONTRACTOR/YAR	RD:						
TRAFFIC CONTROL SUBMITTED BY:	BY:						
PHONE NO:			FAX NO:				
MOBILE NO:		PAGER	PAGER NO:				
Peak Hour Restrict 155/70, 164, 1270, MLK B	ridge	63	00 a to 9:00a WB	at all times	3.00p to 6.0		
ALTERNATION AND ADDRESS OF THE PROPERTY OF THE			Da to 9:00a NB &SB Da to 9:00a NB &SB		3.00p to 6.00p NB&SB 3.00p to 6.00p NB&SB		
III. 15 from III. 159 to Missouri			6.00a to 9.00a WB		3.00p to 6.00p EB		

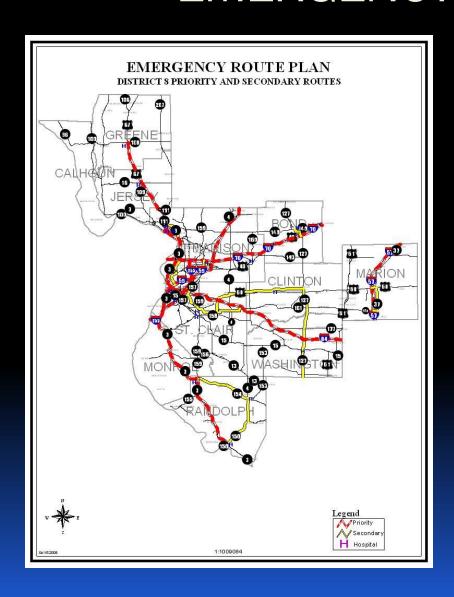
## PEAK HOURS

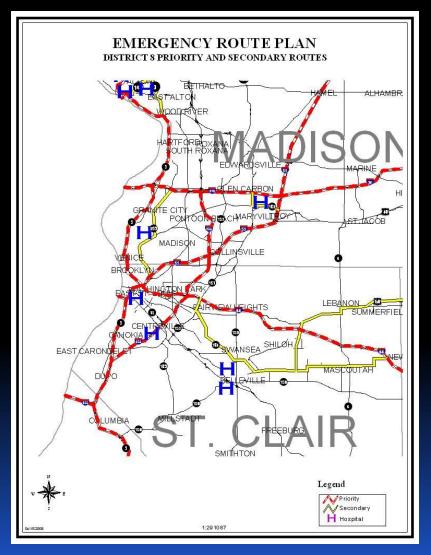


### Snow & Ice

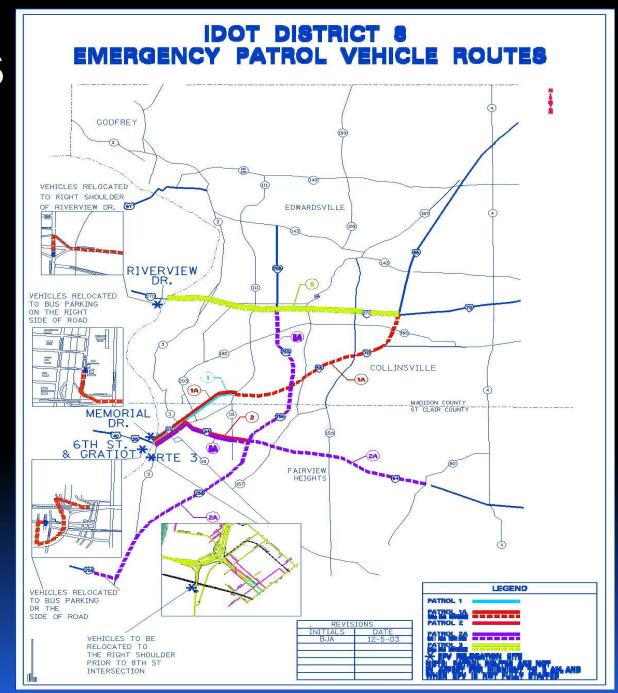


## **EMERGENCY ROUTE PLAN**





#### **EPV ROUTES**



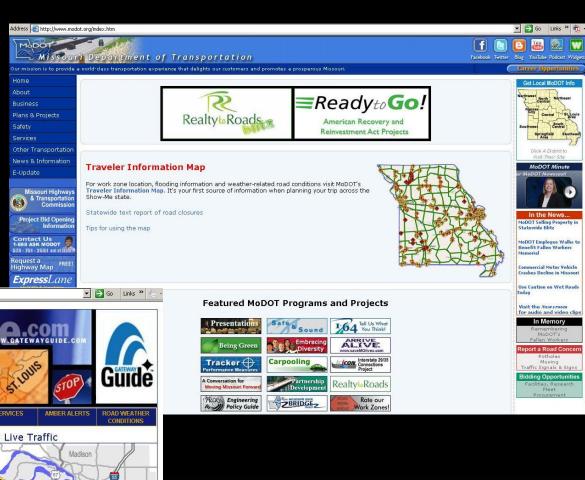
# IL DOT WEBSITE

www.dot.il.gov www.stl-traffic.org





# MO DOT WEBSITE

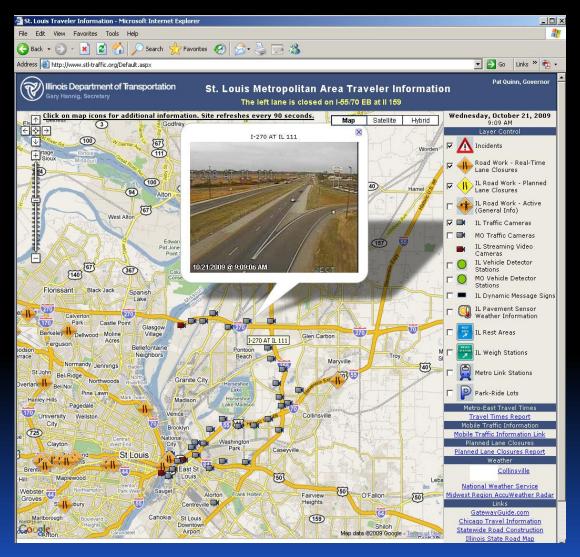




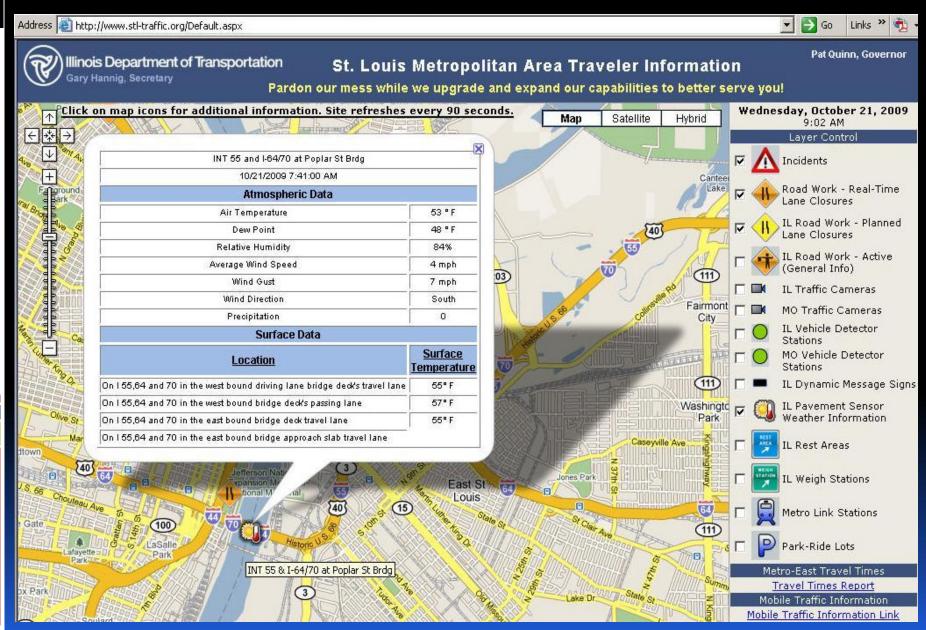
## PHOTOS AND VIDEO







### PAVEMENT SENSORS



# TMC/ITS COST

- REMODEL: \$900,000
- OPERATION: \$250,000/YR
- TMC MAINTENANCE: \$25,000/YR
- ITS MAINTENACE: \$450K-\$700K/YR