

# **I-64 Incident Command**

## **Monthly Report**

### **January 2009**

**AM and PM Peak Periods**

#### **Incident Management**

**Overall, in January, there were over 1357 incidents impacting traffic, a slight increase over December 2008.** These incidents included stalls, crashes, abandoned vehicles, and vehicle fires. In addition to the vehicle related incidents, the following significant incidents impacted traffic patterns.

1. **On January 6** – an ice storm impacted AM peak period travel including several routes with crashes.
2. **On January 7** – an overturned tractor trailer incident on sb I-270 at Rte.30 and crash reconstruction activity on sb I-55 at Rte.141 impacted the PM rush hour period.
3. **On January 12** – a fatal crash involving an abandoned vehicle on wb I-70 at Hanley Gasconade impacted AM rush hour period.
4. **On January 14** – a crash on nb I-170 south of Forest Park Pkwy impacted the AM rush
5. **On January 20** – a minor winter weather event impacted AM rush hour period.
6. **On January 27 and 28** – a major winter event in our region and south impacted the AM and PM peak periods.

With traffic volumes relatively stabilized, the main contributing factor that impacts the freeways is incidents or weather.

#### **Freeway Management**

An area of concern includes the ramp backups on I-170 at Forest Park Parkway. The southbound exit to Forest Park Parkway backs up each morning to north of Delmar. The northbound exit to Forest Park Parkway backs up to the ramp from I-64. In the evening, the northbound on ramp to I-170 from Forest Park Pkwy impacts the PM northbound traffic. An additional message board was added to southbound I-170 north of Page to offer Page as viable alternate in lieu of Forest Park Parkway.

The I-70 reversible section between Goodfellow and downtown continues to be monitored on a weekly basis. The travel times on eastbound I-70 in January increased compared to 2008. During the evening rush, the eastbound direction continues to be the heavier direction. On January X, the decision was made to keep the reversibles eastbound for the entire day. Engineers will continue to monitor the differences and make adjustments as needed.

The following segments are representative of the traffic volume changes and travel times during the AM and PM peak periods.

Summary of Morning Peak Period:

				Total Volume over 4 hours	Total Volume over 4 hours	Total Volume over 4 hours	% difference from 2007	% difference from 2008	Minimum Maximum Travgl Times TT TT			
Segment		Direction		Baseline 2007	Baseline 2008	January 2009	January 2009	January 2009	Baseline 2007	Baseline 2008	January 2009	January 2009
I-55	I-255 to River Des Peres	NB	AM	13817	14443	10964	-21%	-24%	4.71	8-9	2	5
	I-255 to River Des Peres	SB	AM	5827	3761	3078	-47%	-18%	5.45	8	2	5
	River Des Peres to PSB	NB	AM	24426	16270	13528	-45%	-17%	7.10	4-5	5	10
	River Des Peres to PSB	SB	AM	7364	3959	3215	-56%	-19%	7.74	4-5	4	9
I-64	Rte. K to MO 141	EB	AM	14903	12142	11082	-26%	-9%	10.15	NA	8	15
	Rte. K to MO 141	WB	AM	10391	9251	7278	-30%	-21%	8.41	NA	7	9
	MO 141 to I-270	EB	AM	17605	13752	14616	-17%	6%	3.78	NA	3	4
	MO 141 to I-270	WB	AM	13894	12071	10921	-21%	-10%	2.89	NA	3	3
	Kingshighway to PSB	EB	AM	10211	7608	2325	-77%	-69%	4.52	4.5	4	6
	Kingshighway to PSB	WB	AM	11644	8120	2701	-77%	-67%	4.48	4.4	2	5
	I-270 to I-170	EB	AM	14408	0	4504	-69%	-	5.33	NA	3	7
	I-270 to I-170	WB	AM	13678	0	3844	-72%	-	4.80	NA	2	6
I-70	PSB to Goodfellow	EB	AM	12331	14478	11873	-4%	-18%	11.01	11-15	11	18
	PSB to Goodfellow	WB	AM	10951	12512	11029	1%	-12%				
	Goodfellow to I-170	EB	AM	15843	15698	13479	-15%	-14%	10.90	11-12	11	14
	Goodfellow to I-170	WB	AM	9680	13582	11701	21%	-14%				
	I-170 to I-270	EB	AM	12945	13868	14030	8%	1%	3.89	4	3	4
	I-170 to I-270	WB	AM	11498	10956	10836	-6%	-1%	4.09	4-5	4	4
I-44/I-55	I-64 to I-44/I-55 split	NB	AM	20622	21264	11210	-46%	-47%	4.31	5	2	3
	I-64 to I-44/I-55 split	SB	AM	11576	12028	3464	-70%	-71%	4.40	3.6	-	2
I-44	MO141 to I-270	EB	AM	13620	11129	7274	-47%	-35%	4.08	NA	2	4
	MO141 to I-270	WB	AM	8297	6592	3617	-56%	-45%	3.95	NA	3	4
	I-270 to Laclede Sta	EB	AM	16214	14010	11893	-27%	-15%	6.57	6-7	-	7
	I-270 to Laclede Sta	WB	AM	8432	8494	6446	-24%	-24%	7.39	6	3	6
	Laclede Sta to I-55	EB	AM	12504	10005	8666	-31%	-13%	8.48	8	4	9
	Laclede Sta to I-55	WB	AM	7905	6288	5817	-26%	-7%	9.93	8	6	8

<b>I-255</b>	<b>I-55 to JB bridge</b>	<b>EB</b>	<b>AM</b>	4352	8500	10724	146%	26%	3.88	4	3	4
	<b>I-55 to JB bridge</b>	<b>WB</b>	<b>AM</b>	4374	7017	3775	-14%	-46%	3.80	4	3	4
<b>I-270</b>	<b>Chain of Rocks to I-170</b>	<b>EB</b>	<b>AM</b>	7493	8971	3945	-47%	-56%	9.42	9-10	6	10
	<b>Chain of Rocks to I-170</b>	<b>WB</b>	<b>AM</b>	16397	16881	16037	-2%	-5%	10.27	9-12	8	11
	<b>I-170 to I-70</b>	<b>EB</b>	<b>AM</b>	11249	13102	10266	-9%	-22%	7.02	6-8	6	7
	<b>I-170 to I-70</b>	<b>WB</b>	<b>AM</b>	13616	13797	11881	-13%	-14%	6.11	6-7	6	7
	<b>I-70 to I-64</b>	<b>NB</b>	<b>AM</b>	23730	20395	17402	-27%	-15%	7.51	8	7	9
	<b>I-70 to I-64</b>	<b>SB</b>	<b>AM</b>	17049	17955	12268	-28%	-32%	7.93	8-11	7	12
	<b>I-64 to I-44</b>	<b>NB</b>	<b>AM</b>	19113	19240	13837	-28%	-28%	6.85	7-9	6	8
	<b>I-64 to I-44</b>	<b>SB</b>	<b>AM</b>	11093	13185	11753	6%	-11%	6.20	7	6	7
	<b>I-44 to I-55</b>	<b>NB</b>	<b>AM</b>	18481	20168	16756	-9%	-17%	5.73	6-11	5	7
	<b>I-44 to I-55</b>	<b>SB</b>	<b>AM</b>	9648	9413	7575	-21%	-20%	7.12	6	5	5
<b>MO 364</b>	<b>MO 94 to I-270</b>	<b>EB</b>	<b>AM</b>	10189	10676	11212	10%	5%	11.69	NA	11	14
	<b>MO 94 to I-270</b>	<b>WB</b>	<b>AM</b>	3226	2308	1912	-41%	-17%	9.70	NA	5	8
<b>I-170</b>	<b>I-270 to I-70</b>	<b>NB</b>	<b>AM</b>	8112	6610	5711	-30%	-14%	4.09	3	3	5
	<b>I-270 to I-70</b>	<b>SB</b>	<b>AM</b>	6528	11377	10403	59%	-9%	3.93	3-4	5	8
	<b>I-70 to I-64</b>	<b>NB</b>	<b>AM</b>	13272	10383	7377	-44%	-29%	6.90	7-8	5	9
	<b>I-70 to I-64</b>	<b>SB</b>	<b>AM</b>	9192	9572	6564	-29%	-31%	6.79	7-8	5	9

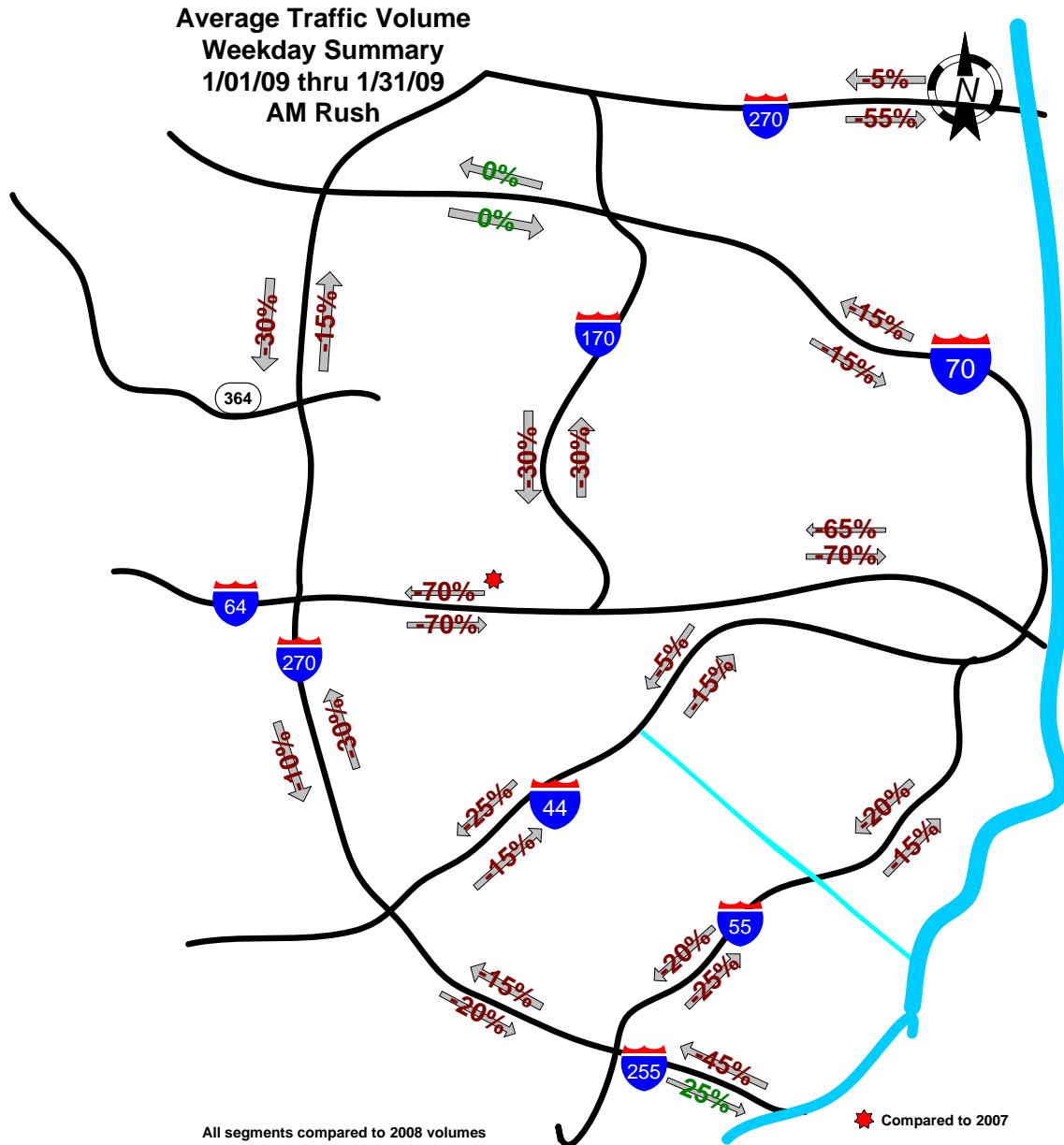
Summary of Evening Peak Period:

				Total Volume over 4 hours	Total Volume over 4 hours	Total Volume over 4 hours	% difference from 2007	% difference from 2008	Travgl Times		Minimum TT	Maximum TT
Segment	Direction			Baseline 2007	Baseline 2008	January 2009	January 2009	January 2009	Baseline 2007	Baseline 2008	January 2009	January 2009
I-55	I-255 to River Des Peres	NB	PM	8437	10163	7980	-5%	-19%	4.70	4-5	4	5
	I-255 to River Des Peres	SB	PM	16919	18218	16300	-4%	-8%	5.29	4-5	4	6
	River Des Peres to PSB	NB	PM	10007	8563	7594	-24%	-9%	7.57	8	8	8
	River Des Peres to PSB	SB	PM	25775	22154	19658	-24%	-9%	7.27	8-11	8	11
I-64	Rte. K to MO 141	EB	PM	14245	11727	10038	-30%	-23%	10.80	NA	8	9
	Rte. K to MO 141	WB	PM	16763	14784	15762	-6%	12%	9.03	NA	8	10
	MO 141 to I-270	EB	PM	16828	14362	14785	-12%	5%	3.82	NA	3	4
	MO 141 to I-270	WB	PM	18684	15139	18468	-1%	24%	3.55	NA	3	5
	Kingshighway to PSB	EB	PM	11341	11268	7283	-36%	-34%	5.15	5.2	5	5
	Kingshighway to PSB	WB	PM	11905	8840	3969	-67%	-54%	4.36	4.4	4	6
	I-270 to I-170	EB	PM	15941	0	8159	-49%	-	4.95	NA	6	7
	I-270 to I-170	WB	PM	19477	0	11583	-41%	-	4.79	NA	6	6
I-70	PSB to Goodfellow	EB	PM	12872	13712	11266	-12%	-16%	12.82	11-25	11	43
	PSB to Goodfellow	WB	PM	13464	14918	14546	8%	0%				
	Goodfellow to I-170	EB	PM	13491	17699	15263	13%	-15%	11.47	11-16	11	16
	Goodfellow to I-170	WB	PM	13854	15866	14898	8%	-5%				
	I-170 to I-270	EB	PM	15842	15203	15831	0%	7%	3.88	4-5	3	5
	I-170 to I-270	WB	PM	12782	19262	16902	32%	-11%	4.45	4-5	4	5
I-44/I-55	I-64 to I-44/I-55 split	NB	PM	16572	15288	14758	-11%	-1%	4.64	4.1	1	2
	I-64 to I-44/I-55 split	SB	PM	17111	20132	8329	-51%	-58%	4.33	3.6	1	1
I-44	MO141 to I-270	EB	PM	13978	8855	7813	-44%	-10%	4.00	NA	3	4
	MO141 to I-270	WB	PM	16604	15749	14081	-15%	-9%	3.88	NA	4	7
	I-270 to Laclede Sta	EB	PM	11968	15720	13107	10%	-15%	6.30	6	6	6
	I-270 to Laclede Sta	WB	PM	17846	22123	19463	9%	-10%	7.35	6-9	6	8
	Laclede Sta to I-55	EB	PM	10020	11528	10364	3%	-8%	8.51	8	8	9
	Laclede Sta to I-55	WB	PM	14091	16097	16362	16%	4%	8.97	8	7	8

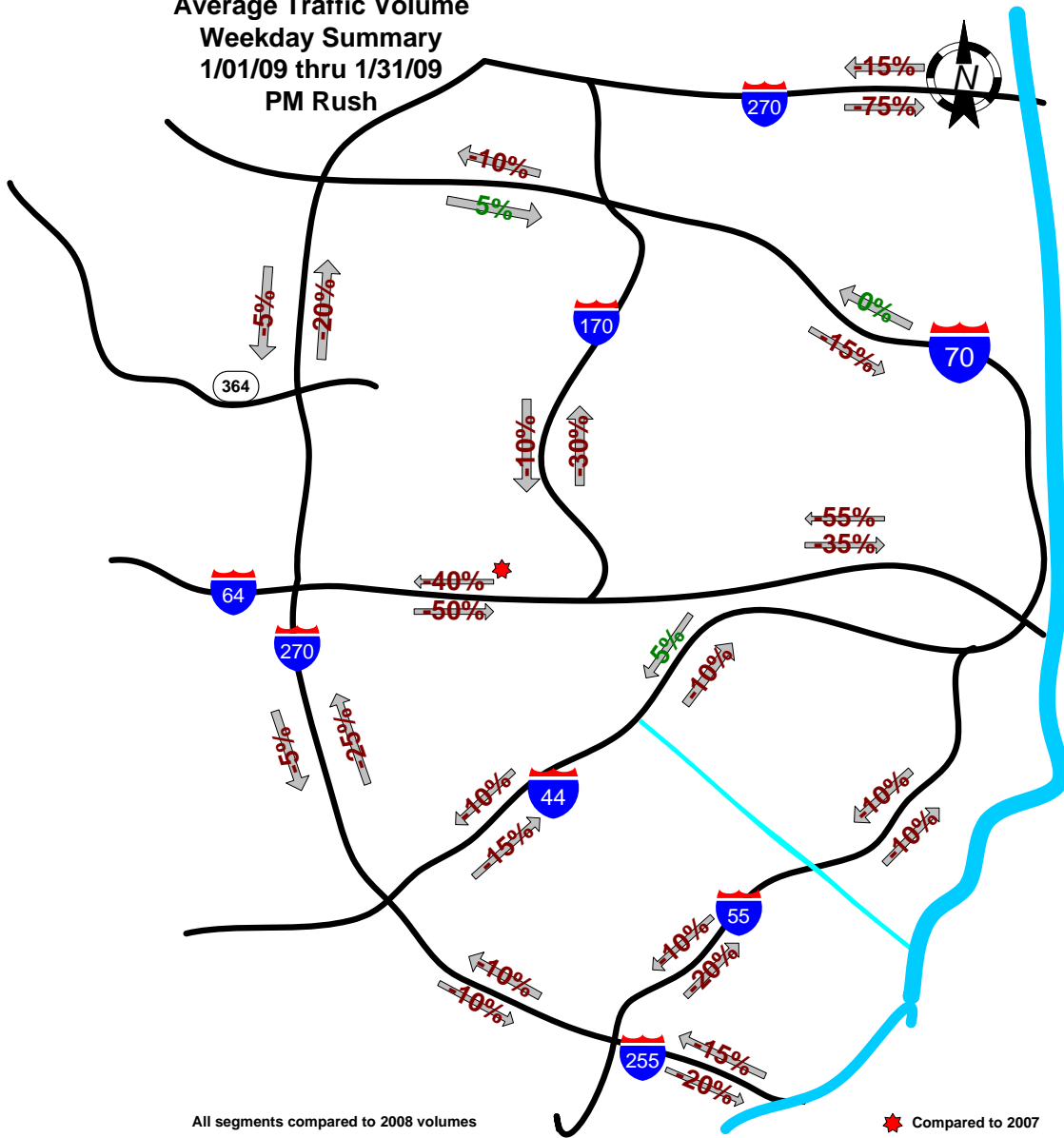
<b>I-255</b>	<b>I-55 to JB bridge</b>	<b>EB</b>	<b>PM</b>	10770	6785	5424	-50%	-18%	3.63	4	3	4
	<b>I-55 to JB bridge</b>	<b>WB</b>	<b>PM</b>	10807	9558	7955	-26%	-15%	3.83	4	3	4
<b>I-270</b>	<b>Chain of Rocks to I-170</b>	<b>EB</b>	<b>PM</b>	17591	23444	7209	-59%	-73%	11.91	12-25	12	30
	<b>Chain of Rocks to I-170</b>	<b>WB</b>	<b>PM</b>	13020	14491	11726	-10%	-14%	9.66	9-12	9	12
	<b>I-170 to I-70</b>	<b>EB</b>	<b>PM</b>	12436	17118	15207	22%	-10%	10.53	7-21	6	15
	<b>I-170 to I-70</b>	<b>WB</b>	<b>PM</b>	13686	12949	10903	-20%	-13%	6.02	6-8	6	8
	<b>I-70 to I-64</b>	<b>NB</b>	<b>PM</b>	21117	20478	18547	-12%	-7%	8.66	7-15	7	13
	<b>I-70 to I-64</b>	<b>SB</b>	<b>PM</b>	18927	20939	16027	-15%	-19%	10.21	7-30	7	17
	<b>I-64 to I-44</b>	<b>NB</b>	<b>PM</b>	15561	14855	10987	-29%	-24%	6.21	7	6	7
	<b>I-64 to I-44</b>	<b>SB</b>	<b>PM</b>	21463	22145	20942	-2%	-3%	8.71	7-22	6	16
	<b>I-44 to I-55</b>	<b>NB</b>	<b>PM</b>	15891	14943	13030	-18%	-10%	5.21	6	6	6
	<b>I-44 to I-55</b>	<b>SB</b>	<b>PM</b>	21966	21118	18244	-17%	-12%	5.76	6-7	5	6
<b>MO 364</b>	<b>MO 94 to I-270</b>	<b>EB</b>	<b>PM</b>	5153	3308	0	-100%	-100%	10.87	NA	#DIV/0!	#DIV/0!
	<b>MO 94 to I-270</b>	<b>WB</b>	<b>PM</b>	11648	11892	10652	-9%	-9%	9.51	NA	9	9
<b>I-170</b>	<b>I-270 to I-70</b>	<b>NB</b>	<b>PM</b>	15344	16278	14417	-6%	-10%	4.57	3-5	3	6
	<b>I-270 to I-70</b>	<b>SB</b>	<b>PM</b>	15788	12645	12573	-20%	0%	3.82	3-4	3	4
	<b>I-70 to I-64</b>	<b>NB</b>	<b>PM</b>	13880	20197	13754	-1%	-31%	7.78	7-11	7	8
	<b>I-70 to I-64</b>	<b>SB</b>	<b>PM</b>	12868	16142	14118	10%	-11%	6.75	7-9	7	9

## Regional Average Traffic Volume Comparisons

Following are map views of the Average Monthly Traffic Volumes (AM and PM Rush periods) compared to average baseline volumes from 2008 (annual average). The percentage change was derived using data from MoDOT sensors and Traffic.com sensors.

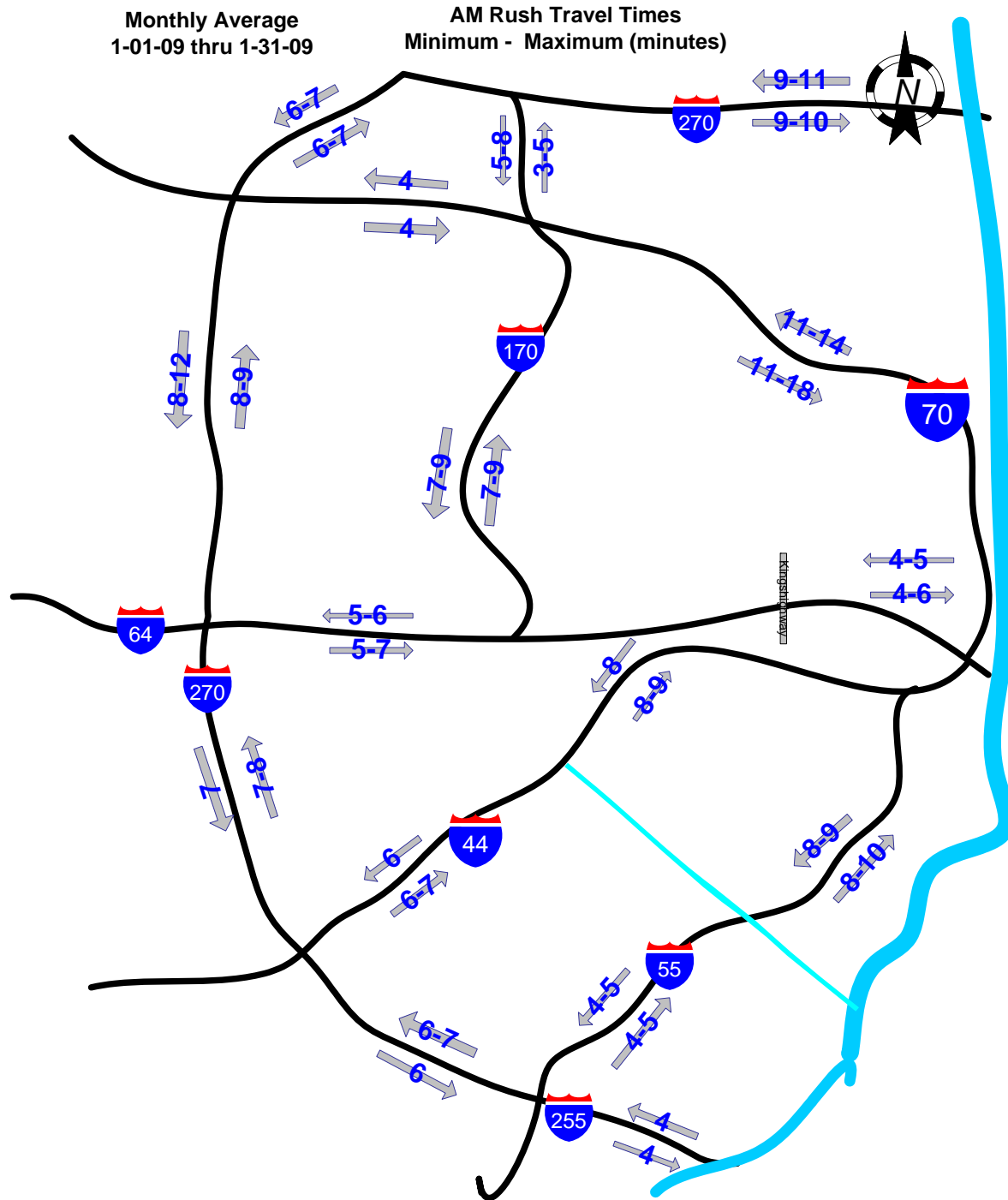


Average Traffic Volume  
 Weekday Summary  
 1/01/09 thru 1/31/09  
 PM Rush



## Regional Travel Times

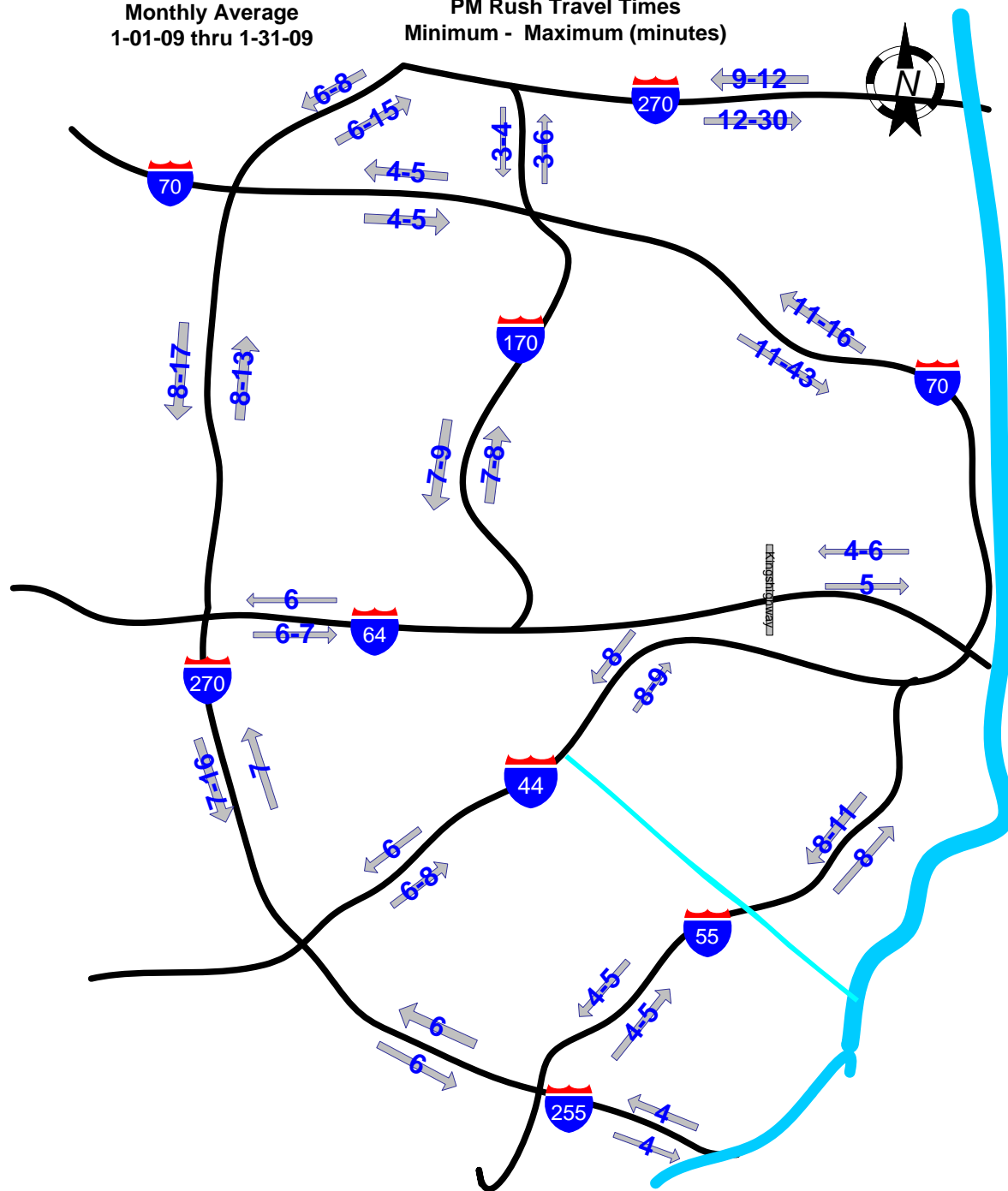
Following are maps that depict the Average Travel Time experienced including days where impacting events occurred. There is a map for the AM Rush Period and the PM Rush Period.





Monthly Average  
1-01-09 thru 1-31-09

PM Rush Travel Times  
Minimum - Maximum (minutes)



## Travgler Information

### 511 Traffic Hotline

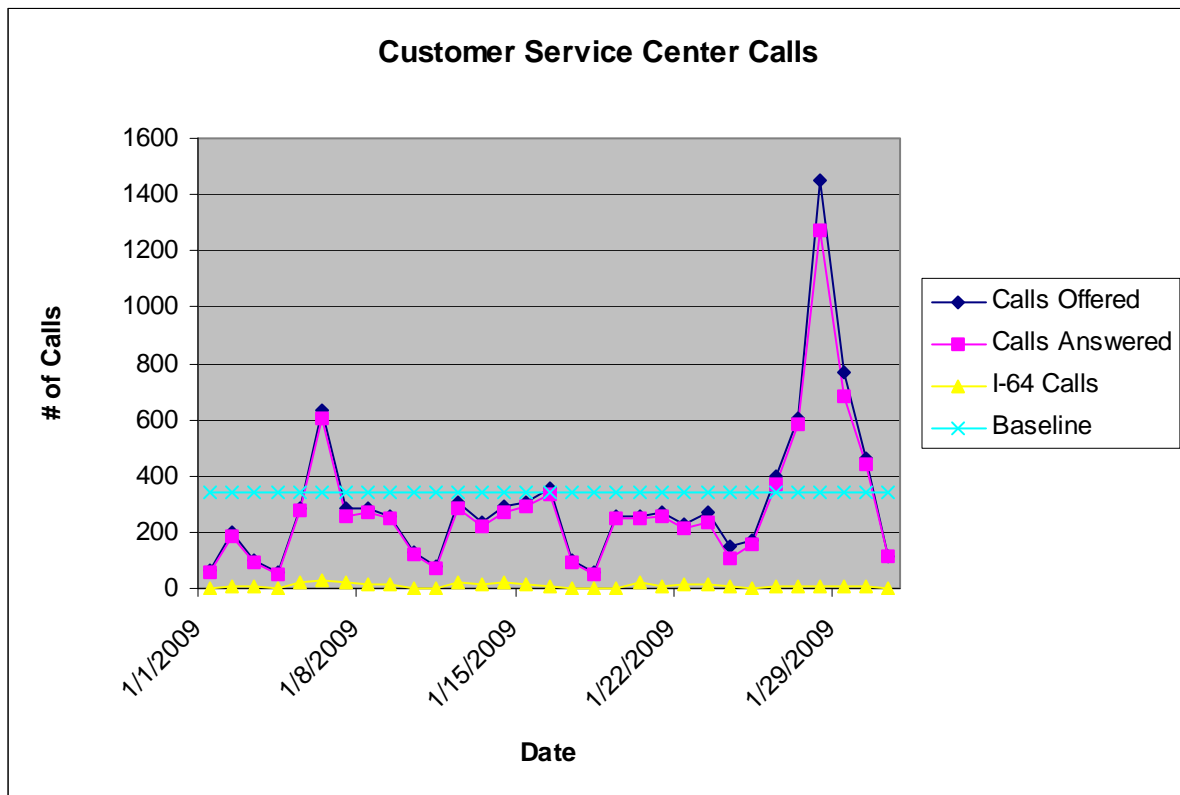
MoDOT's 511 Traffic Hotline debuted in May 2007. The call volumes vary from just over 7,000 per month at the launch to more than 43,000 in December 2007. For January 2009, the total calls for the month was just under 7,200. Motorists can use this free service to get current real-time traffic information on the region's interstates including travgl times and notification of key incidents to avoid.

### Gateway Guide Website

The following graphs indicate the usage of the [www.gatewayguide.com](http://www.gatewayguide.com) website. The first summarizes the month of January 2009, the second compares to January 2009 to December 2008, and the third compares January 2009 to January 2008. **The website had an increase in the Visits of approximately 70% compared to December 2008. Also, an overall increase of 30% compared to January 2008. Spikes in visits coincide with major incidents and specifically the winter event the last week of January.**

### Customer Service Center

The graph below shows the number of calls handled during the month of January 2009. Peaks occurred during the weekdays and specifically on January 6<sup>th</sup> due to an ice storm and starting on January 26<sup>th</sup> due to a major winter event. It should also be noted that from January 27<sup>th</sup> at 11PM until January 30<sup>th</sup> at 4PM we handled 1,118 calls for District 10 due to the major power outage associated with this winter event.



## Arterial Management

### Morning

- Morning rush period is from 6:30 AM to 9:30 AM
- Morning rush hour is from 7:30 AM to 8:30 AM

### Evening

- Evening rush period is from 3:30 PM to 6:30 PM
- Evening rush hour is from 4:30 PM to 5:30 PM

### Main observations:

Arterial volumes east of I-170 are generally up on all routes in the primary peak directions, compared to the 2007 baseline data. Routes west of I-170 are down, with the exception of Route 340 (Olive).

Travel times in general on the arterials have gone down, with the exception of Forest Park Parkway and Manchester (Brentwood to Kingshighway).

## Travel Times for January 2009 Routes East of I-170

<b>Summary of Morning Rush Period Travel Times</b>					
Segment	Travel Times				
	Before	Jan avg	Feb avg	Mar avg	Apr avg
<b>East-West Routes</b>					
Manchester EB – Brentwood to Kingshighway	13	32			
Manchester WB – Kingshighway to Brentwood	N/A	14			
Forest Park Parkway EB – Skinker to Grand	8	9			
Forest Park Parkway WB – Grand to Skinker	9	11			
Forest Park Parkway EB – 170 to Skinker	6	7			
Forest Park Parkway WB – Skinker to 170	5	6			
Page EB – 170 to Grand	21	16			
Page WB – Grand to 170	N/A	17			
<b>North-South Routes</b>					
Big Bend NB – Laclede Station to Delmar	15	12			
Big Bend SB – Delmar to Laclede Station	15	12			
Skinker/McCausland NB – Lansdowne to Page	18	16			
Skinker/McCausland SB – Page to Lansdowne	18	15			
Kingshighway – NB Vandeventer to Page	12	8			
Kingshighway SB – Page to Vandeventer	14	6			

<b>Summary of Evening Rush Period Travgl Times</b>					
<b>Segment</b>	<b>Travgl Times</b>				
	<b>Before</b>	<b>Jan avg</b>	<b>Feb avg</b>	<b>Mar avg</b>	<b>Apr avg</b>
<b>East-West Routes</b>					
Manchester EB – Brentwood to Kingshighway	N/A	13			
Manchester WB – Kingshighway to Brentwood	15	16			
Forest Park Parkway EB– Skinker to Grand	9	8			
Forest Park Parkway WB – Grand to Skinker	11	14			
Forest Park Parkway EB– 170 to Skinker	6	12			
Forest Park Parkway WB – Skinker to 170	9	10			
Page EB – 170 to Grand	20	20			
Page WB – Grand to 170	21	17			
<b>North-South Routes</b>					
Big Bend NB – Laclede Station to Delmar	15	18			
Big Bend SB – Delmar to Laclede Station	16	18			
Skinker/McCausland NB – Lansdowne to Page	20	15			
Skinker/McCausland SB – Page to Lansdowne	21	18			
Kingshighway – NB Vandeventer to Page	14	12			
Kingshighway SB – Page to Vandeventer	12	12			

## Routes West of I-170

Summary of <b>Morning</b> Rush Period Travgl Times					
Segment	Travgl Times				
	Before	Jan avg	Feb avg	Mar avg	Apr avg
<b>North-South Routes</b>					
Brentwood /Kirkham/Elm NB – 44 to Clayton	16	12			
Brentwood/Kirkham/Elm SB – Clayton to 44	12	12			
<b>East-West Routes</b>					
Page Avenue EB – 270 to 170	13	8			
Page Avenue WB – 170 to 270	N/A	9			
Olive EB – 270 to 170	16	9			
Olive WB – 170 to 270	N/A	9			
Manchester EB – 270 to Brentwood	13	11			
Manchester WB – Brentwood to 270	N/A	12			

Summary of <b>Evening</b> Rush Period Travgl Times					
Segment	Travgl Times				
	Before	Jan avg	Feb avg	Mar avg	Apr avg
<b>North-South Routes</b>					
Brentwood /Kirkham/Elm NB – 44 to Clayton	13	14			
Brentwood/Kirkham/Elm SB – Clayton to 44	16	12			
<b>East-West Routes</b>					
Page Avenue EB – 270 to 170	N/A	11			
Page Avenue WB – 170 to 270	13	10			
Olive EB – 270 to 170	N/A	11			
Olive WB – 170 to 270	15	11			
Manchester EB – 270 to Brentwood	N/A	14			
Manchester WB – Brentwood to 270	15	12			

### Traffic Volumes AM Peak Period

141 at Howard George	Volume continues to be down avg of 5%
100 at Braeshire	Volumes down between 3-16%
MO 100 at US 67	Volumes cont to be down avg of 5%
US 67 at MO 100	Volumes cont to be down avg of 45%
US 67 at Conway	Not available for entire month
Rte D at Ball Dr	Not available for entire month
MO 340 at Old Olive East	Volume up about 45 %
MO 340 at Warson	Volumes up about 30%
Route 115 at Vandeventer (at Fairgrounds Park)	Not available for entire month
Route D at Ferguson	Volumes up about 40%
Route 340 at Ferguson	Volumes up about 20%
Route 100 at e/o Macklind	Volumes up about 95%
Route 100 at Tower Grove	Volumes up about 10%
Route 30 e/o Germana	Volumes up 60%
Route 30 e/o Morganford	Volumes more than double

### Traffic Volumes PM Peak Period

141 at Howard George	Volumes continue to be down avg of 13 %
100 at Braeshire	Volumes down about 1%
MO 100 at US 67	Volumes cont to be down avg of 20%
US 67 at MO 100	Volumes cont to be down avg of 45%
US 67 at Conway	Not available for entire month
Rte D at Ball Dr	Not available for entire month
MO 340 at Old Olive East	Volumes up about 60%
MO 340 at Warson	Volumes up about 25%
Route 115 at Vandeventer (at Fairgrounds Park)	Not available for entire month
Route D at Ferguson	Volumes up about 35%
Route 340 at Ferguson	Volumes up about 20%
Route 100 at e/o Macklind	Volumes up about 30%
Route 100 at Tower Grove	Volumes up about 10%
Route 30 e/o Germana	Volumes up 60%
Route 30 e/o Morganford	Volumes up about 60%