

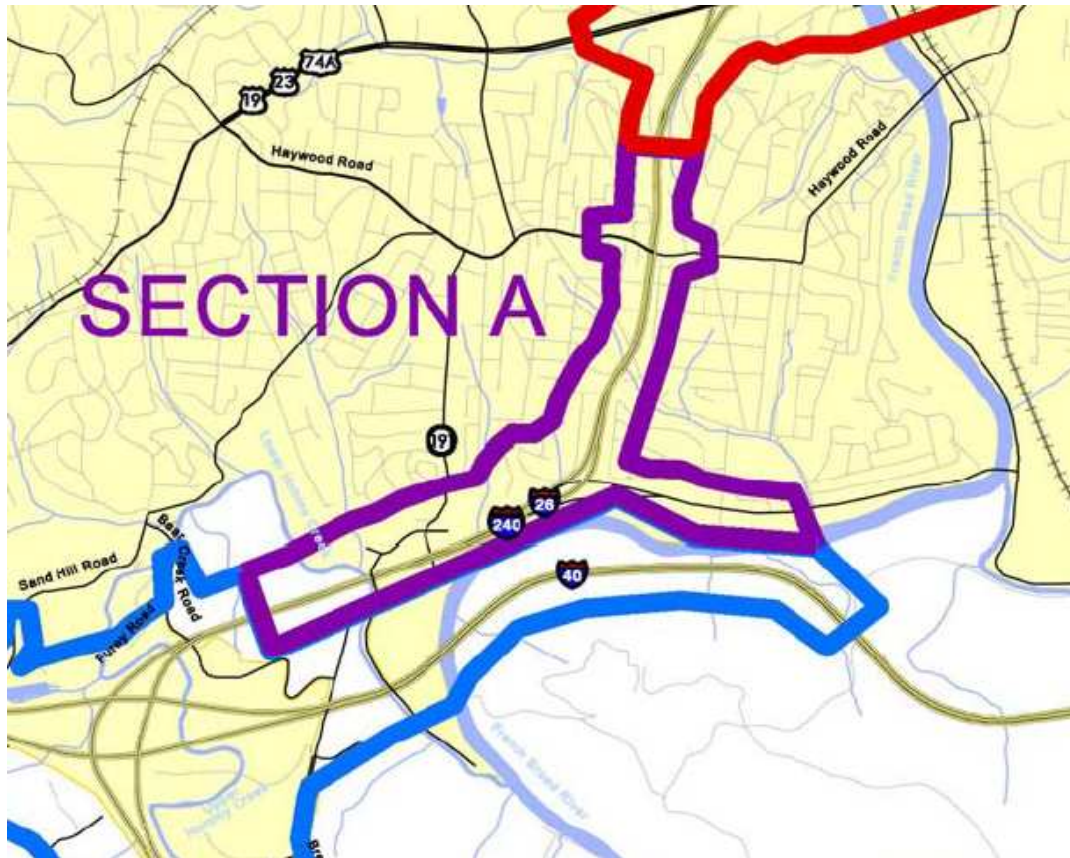


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*FBRMPO TDM I-2513A Alternative Comparison*



## *I-2513 (I-26 Improvements), Section A*



FBRMPO staff requested model run with 6 lanes in section A of TIP project I-2513 (I-26 Connector Project).

Comparison of two Future Year (2040) scenarios.

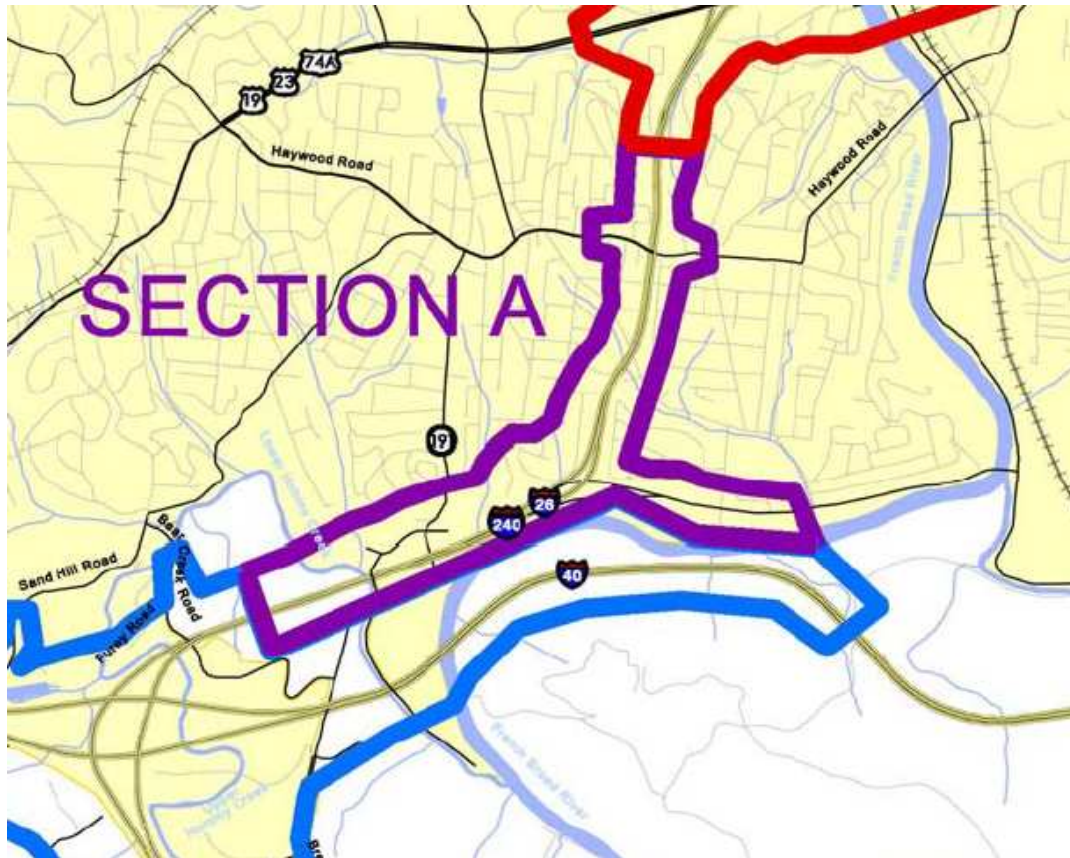
Runs included adopted FBRMPO MTP projects.

Only network changes were:

- I-240 in section A, 8 lanes
- I-240 in section A, 6 lanes



## *I-2513 (I-26 Improvements), Section A*



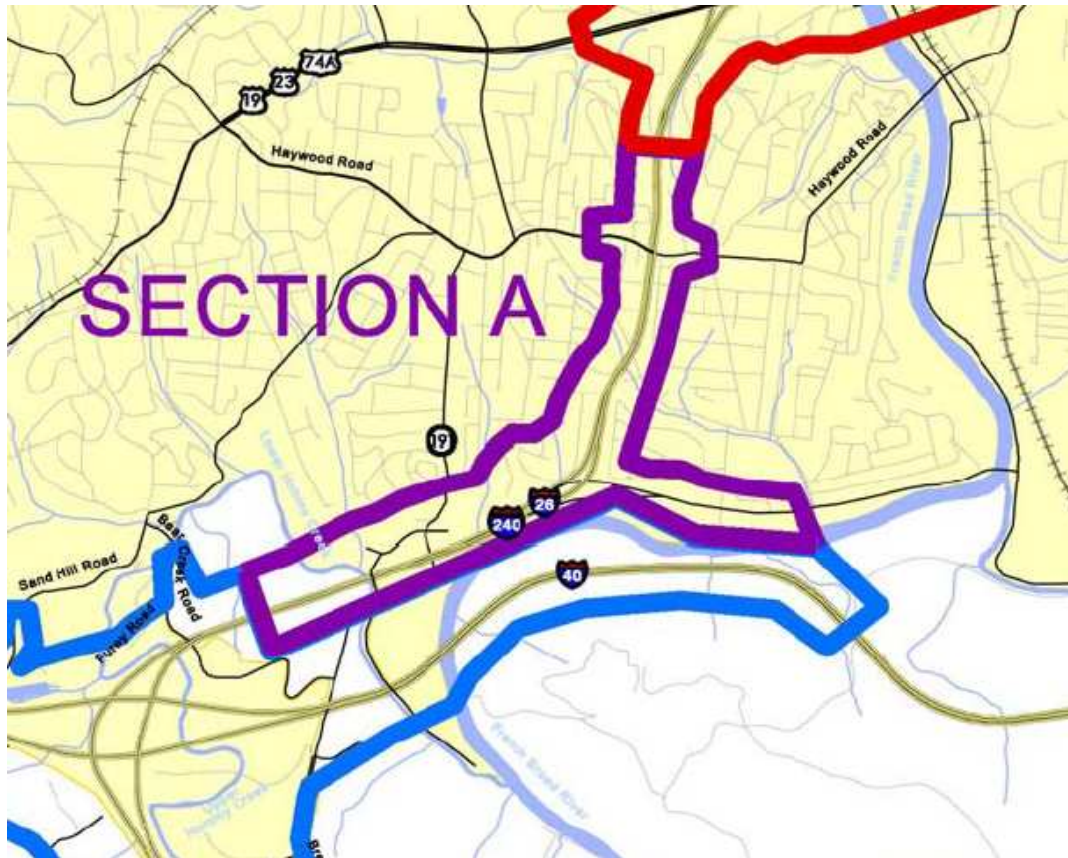
During 2015 FBRMPO TDM network development, MPO staff requested not to reflect specific alternatives from I-2513 project in adopted model.

Forecast team testing detailed alternatives, including six-lane scenario in section A.

Once preferred alternatives are selected, model network will be updated.



## *I-2513 (I-26 Improvements), Section A*

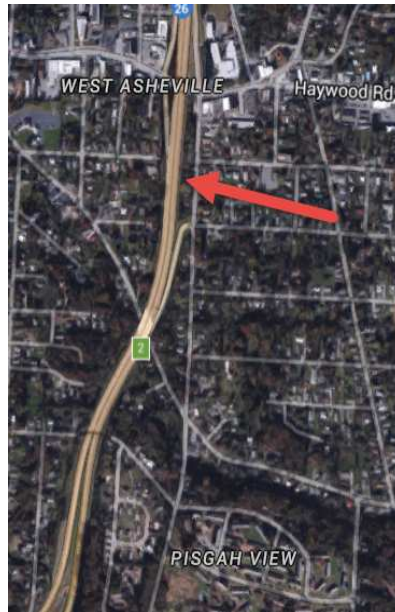
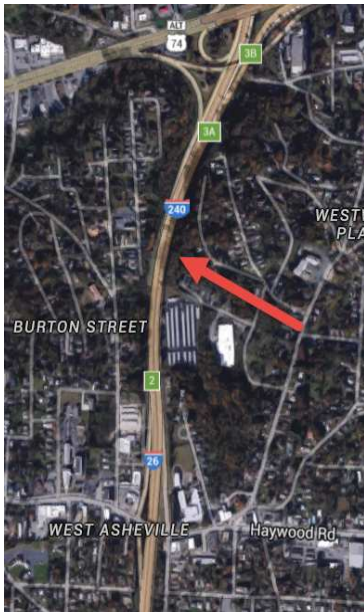
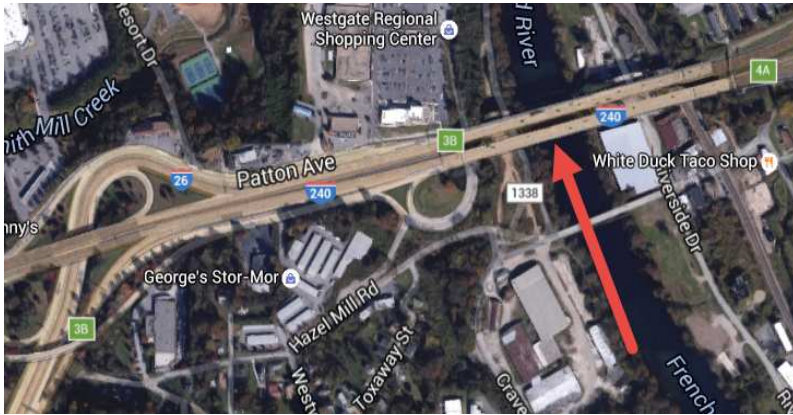


Raw model output from six and eight-lane Scenarios were considered for comparison.

High-level look at demand, appropriate for *estimate*.

Forecast will provide much more detail.

# I-2513 (I-26 Improvements), Section A



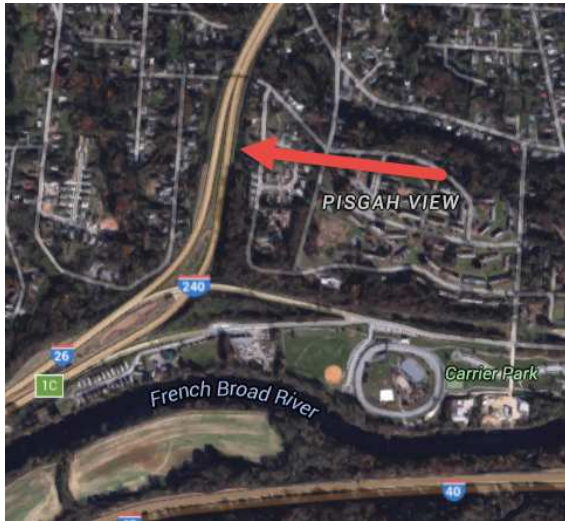
Model output, total daily flow, 2040, rounded to nearest 1000

	Section A 8 Lanes	Section A 6 Lanes	Percent Difference
Patton Avenue (Bridge)	98,000	97,000	- 1.0%
I-240 North of Haywood Rd.	97,000	96,000	- 1.0%
I-240 South of Haywood Rd.	93,000	90,000	- 3.2%

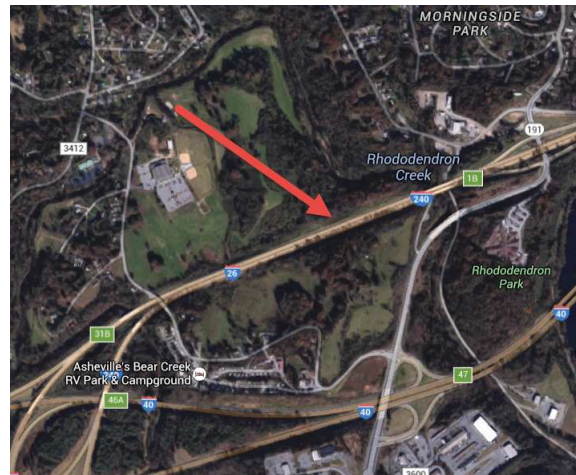


# I-2513 (I-26 Improvements), Section A

Model output, total daily flow, 2040, rounded to nearest 1000

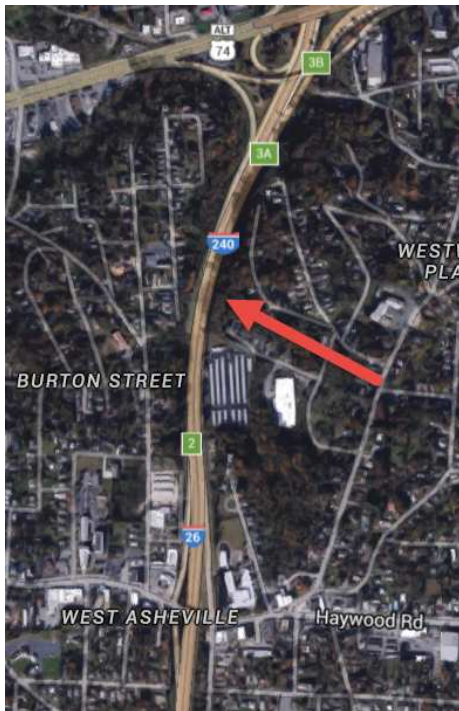


	Section A 8 Lanes	Section A 6 Lanes	Percent Difference
I-240 North of Amboy Rd.	101,000	98,000	- 3.0%
I-240 Between Amboy Rd. and NC 191	111,000	108,000	- 2.7%
I-240 Between NC 191 and I-40	98,000	96,000	- 2.0%



# *I-2513 (I-26 Improvements), Section A*

## Sample Calculated Annual Growth Rate (CAGR)



I-240 North of  
Haywood Rd.

Model 2010 daily flow: 68,000

**8 Lane** 2040 daily flow: 97,000

$$\left(\frac{97,000 - 68,000}{68,000}\right) / 30 * 100 = \mathbf{1.4\%}$$

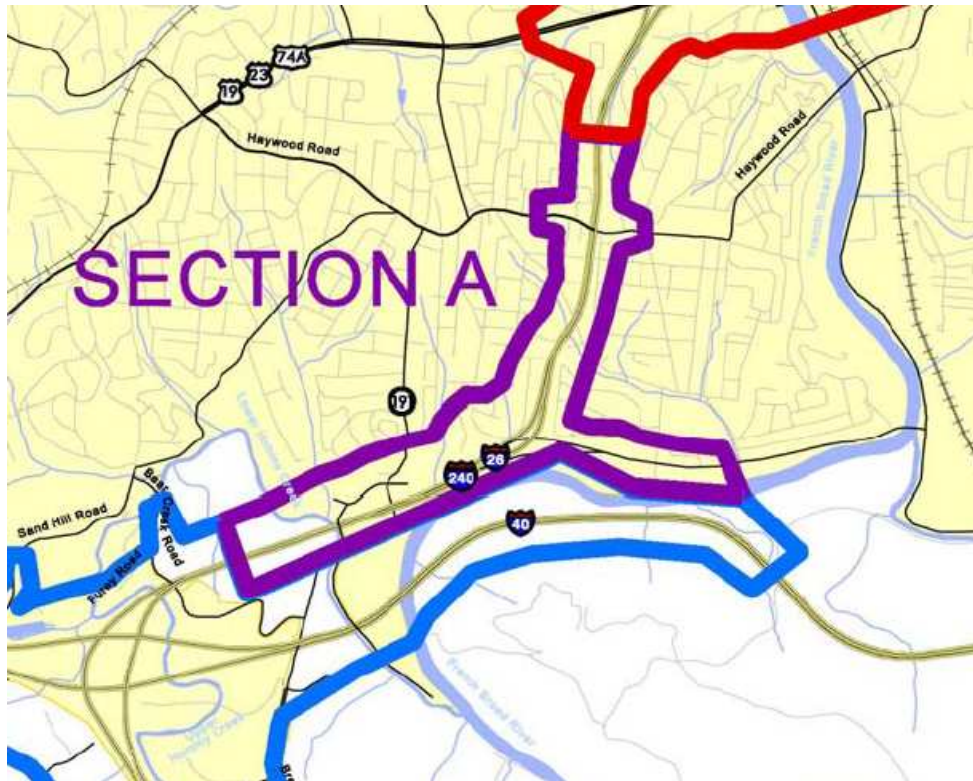
**6 Lane** 2040 daily flow: 96,000

$$\left(\frac{96,000 - 68,000}{68,000}\right) / 30 * 100 = \mathbf{1.4\%}$$

Volumes rounded to nearest 1000, CAGR rounded to nearest tenth.



## *I-2513 (I-26 Improvements), Section A*



With 6 or 8 lanes in section A, model indicates similar levels of demand, within approximately 3%.

Using model to calculate growth rates, 6 or 8 lanes in section A indicates little difference in CAGR.

More detailed analysis to be done in forecast will include alternatives and other considerations.





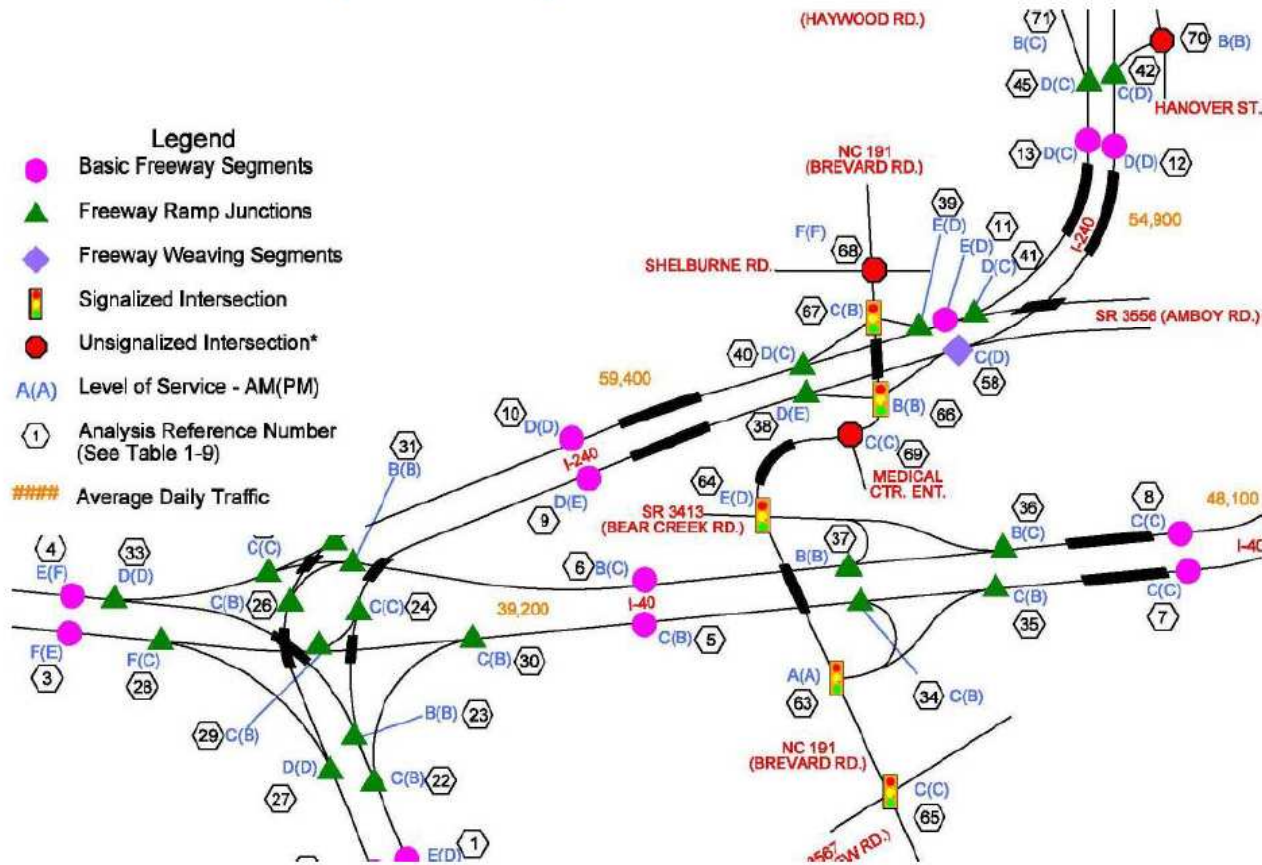
# *Questions?*

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# FBRMPO Travel Demand Model

**Microscopic** -- Analysis beyond the detail provided by the travel demand model



From figure 1-11, 2007 Existing Average Daily Traffic and Level of Service, I-26 Connector Draft Environmental Impact Statement

