

Montgomery MPO Proposal to Amend the Year 2030 Long Range Transportation Plan Document March 10, 2009

At the February 2009 meeting of the Metropolitan Planning Organization (MPO), the MPO recommended that MPO Staff amend the year 2030 Long Range Transportation Plan document to include a new project. The project proposal is for an ALDOT proposal to construct a new interchange on I-85 at Wares Ferry Road in Montgomery County.

Project Proposal:

The proposal to construct a new interchange on I-85 at Wares Ferry Road was proposed by the ALDOT at a total estimated cost of \$40,085,306 in Federal and State matching funds. The project has scopes for preliminary engineering, right of way, utility relocation and construction. Figure 1 shows a map of the proposed general project location of the proposed I-85 at Wares Ferry Road interchange.

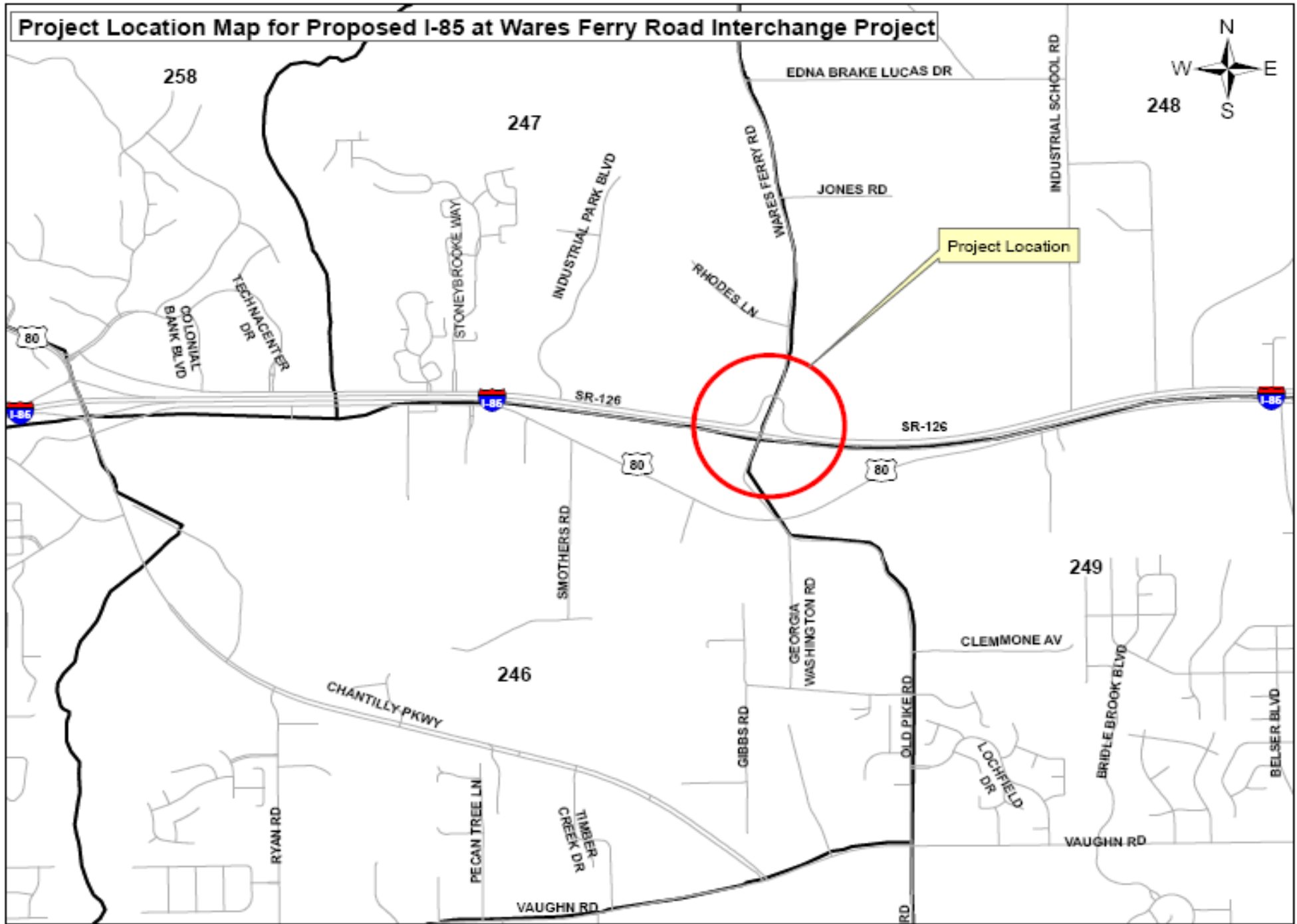
The ALDOT proposed the project as a method of alleviating traffic congestion at the existing Mitylene interchange by providing an additional access point at Wares Ferry Road. After further study and analysis, it has been determined that the project will provide another more direct access point to I-85 for the east Montgomery growth corridor, as well as alleviating some traffic congestion of the existing Mitylene interchange. The project will also allow access closer to the Montgomery County Industrial Park for existing and future businesses, as well as provide for more direct access for existing residents in the area, serve existing traffic and future traffic generated in the area from future residential, commercial and industrial development.

The project was reviewed and evaluated for justification using the MPO regional travel demand model software (CUBE/TranPlan). Before modeling work was started, traffic analysis zone (TAZ) socioeconomic land use data was updated to reflect what has been constructed to the present year, or proposed to be constructed in the future in the way of residential housing units, household income, retail and non retail employment, school enrollment, and roadway characteristics in all TAZs associated with the project proposal in order to see how much more traffic will be generated based on future land use activities (see year 2030 updated and modified socioeconomic land use data spreadsheet below in Table 1). Figure 2 shows a map of the traffic analysis zones for the eastern Montgomery growth area.

Table 1: 2030 Long Range Transportation Plan Updated Socioeconomic Land Use Data

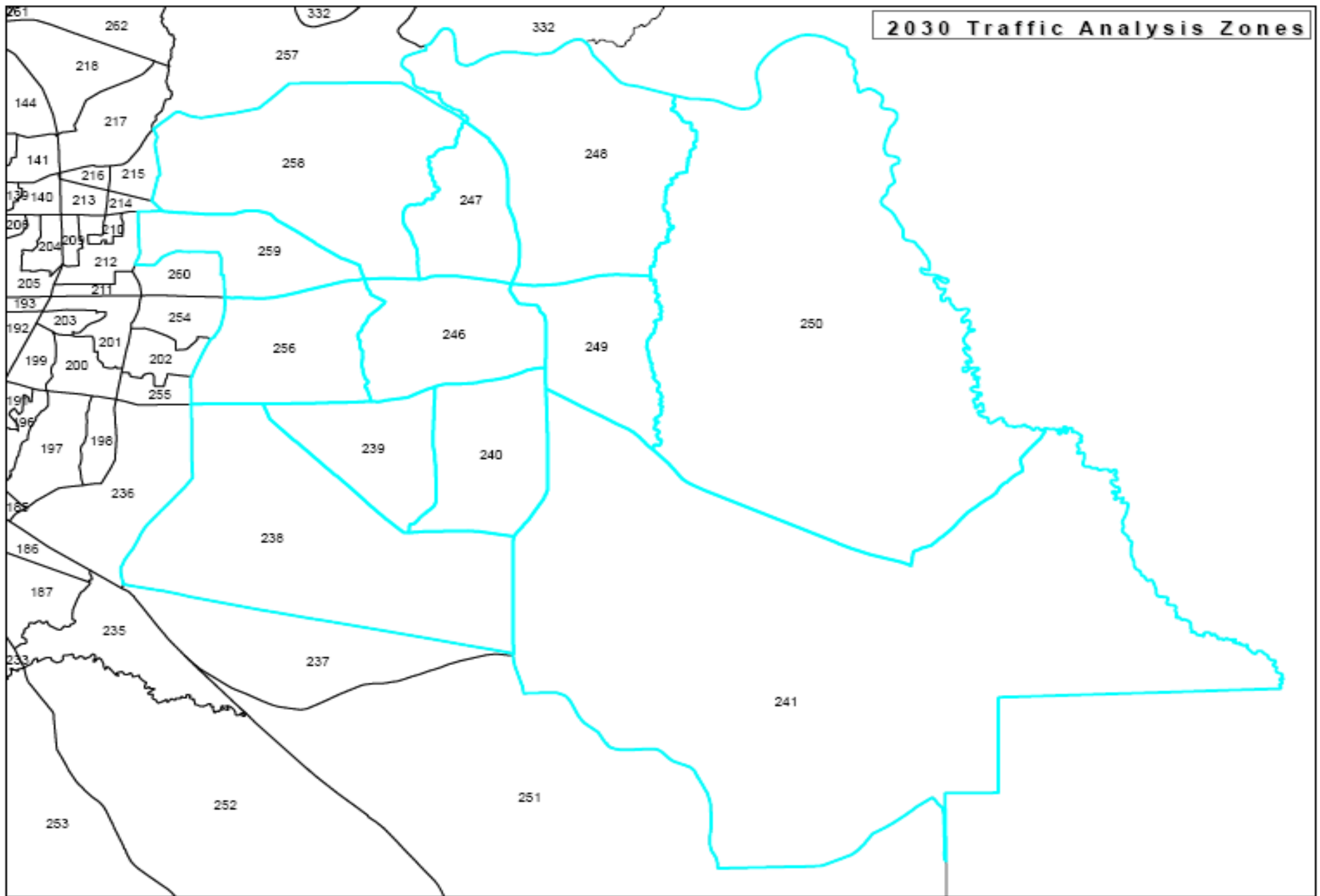
TAZ	County	Households	Retail Employment	Non Retail Employment	School Enrollment	Median Income
246	Montgomery	1159	15	1361	710	59000
238	Montgomery	4055	361	519	2464	80000
239	Montgomery	2950	22	107	800	80000
240	Montgomery	405	11	10	0	75623
241	Montgomery	3024	12	137	750	75174
247	Montgomery	579	60	2500	0	61000
248	Montgomery	119	92	1445	0	40000
249	Montgomery	1560	19	75	600	51250
250	Montgomery	3186	92	129	1400	80000
256	Montgomery	2044	2650	3271	850	90925
258	Montgomery	2774	873	696	698	88544

Figure 1.



Prepared by Montgomery MPO Transportation Planning Staff March 12, 2009

Figure 2.



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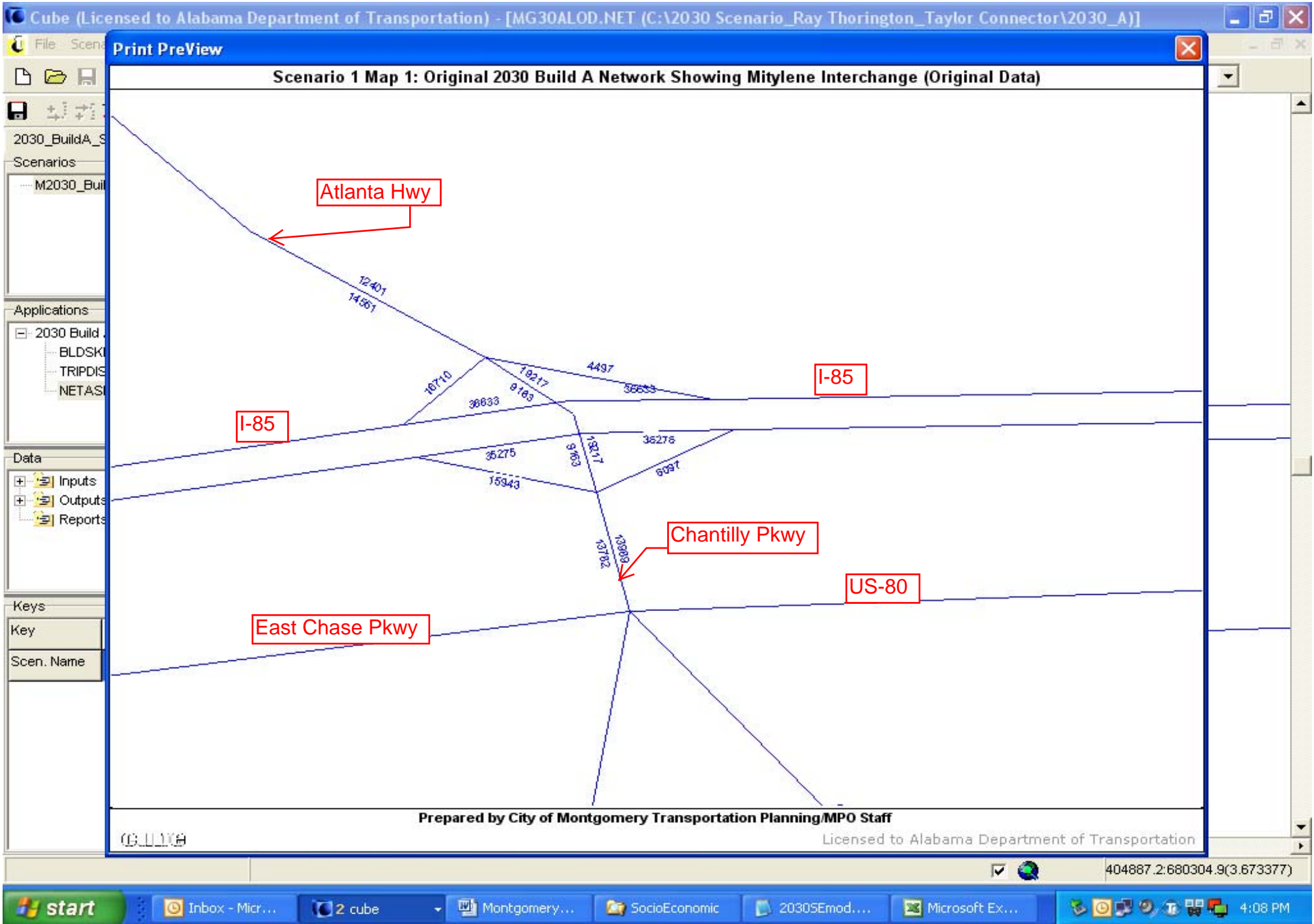
Two different scenarios were run to evaluate the new interchange. One scenario, which will be known as scenario 1 was run with the existing Mitylene interchange in place without the proposed Wares Ferry Road interchange and with original socioeconomic land use data from the amended 2030 LRTP and the other, which will be known as scenario 2 was run with the existing Mitylene interchange and Wares Ferry Road interchange, assuming it will be in place by the year 2030, with updated and verified socioeconomic land use data. It should be noted that the area in question is a significant growth corridor in Montgomery.

Scenario 1 (Figure 3), the original 2030 LRTP network shows the Mitylene interchange operating at high traffic volumes entering and exiting onto I-85 going and coming from downtown (16,710 vehicles per day to I-85 south and 15,943 vehicles per day to I-85 north) (See Scenario 1 Map for interchange and interstate traffic volumes over a 24 hour period).

Scenario 2 (Figures 4 & 5) the updated 2030 LRTP network that includes the updated socioeconomic land use data and the existing Mitylene interchange and proposed Wares Ferry Road interchange in place, shows the Mitylene interchange operating at decreased traffic volumes entering and exiting onto I-85 going and coming from downtown (5,152 vehicles per day to I-85 south and 5,421 vehicles per day to I-85 north). In addition significant amounts of traffic use the eastern side of the interchange to access the industrial park and various other employment and other attractions in the area as well. Further, figures 6 & 7 show significant amounts of traffic using the Proposed Outer Loop Road interchange and increases in traffic at the existing Waugh interchange due to growth and development in the eastern growth corridor area.

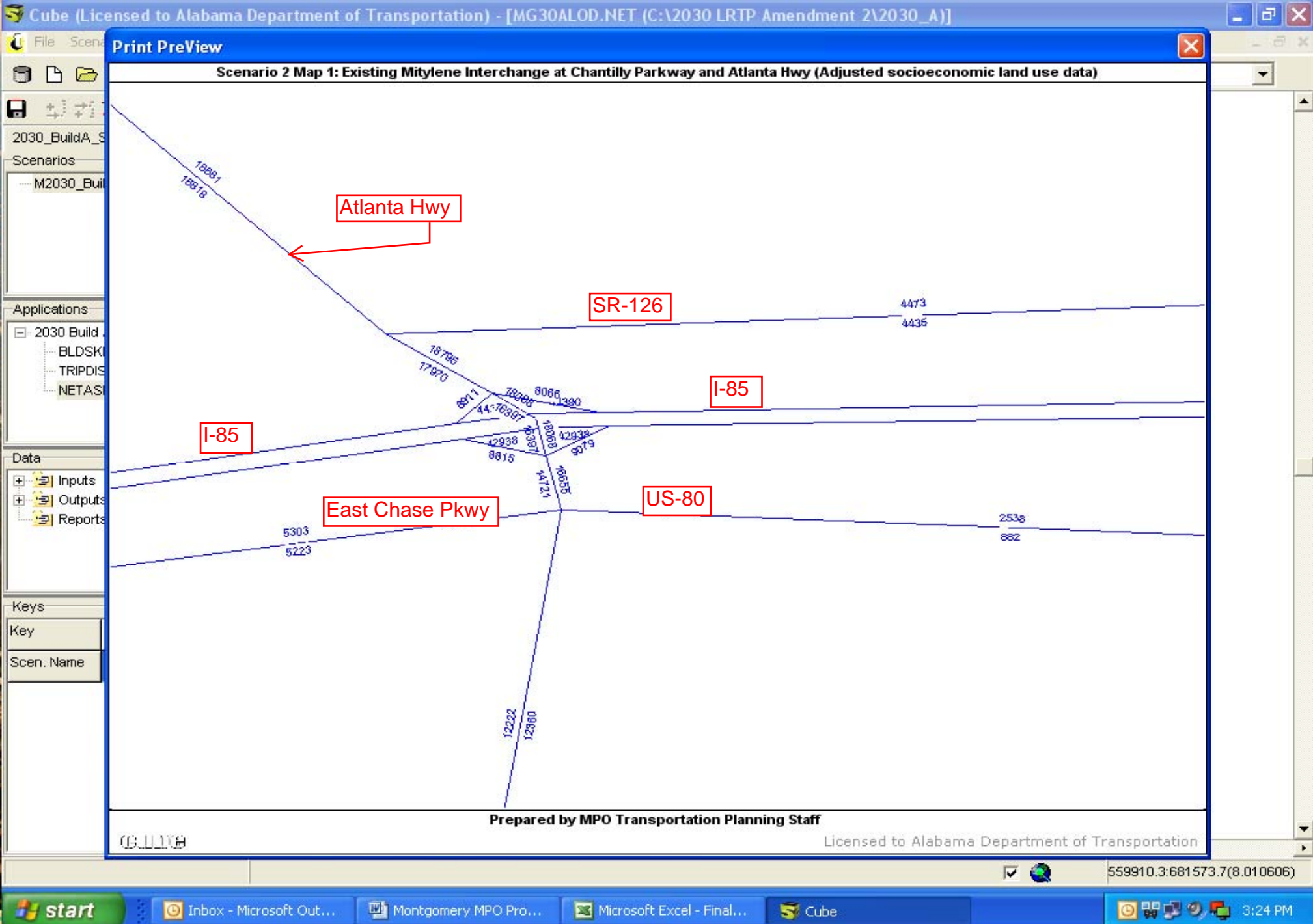
It should also be noted that with the updated and verified socioeconomic land use data that traffic on most roadways in the eastern area of Montgomery County show increases in traffic flow, but not a lot of overloaded roadway facilities, but some do exist. Overall traffic circulation also appears to be at an acceptable level of service as well. As this area is in the eastern growth corridor it is recommended that this interchange be included into the 2030 LRTP in order to meet the future traffic demand.

Figure 3.



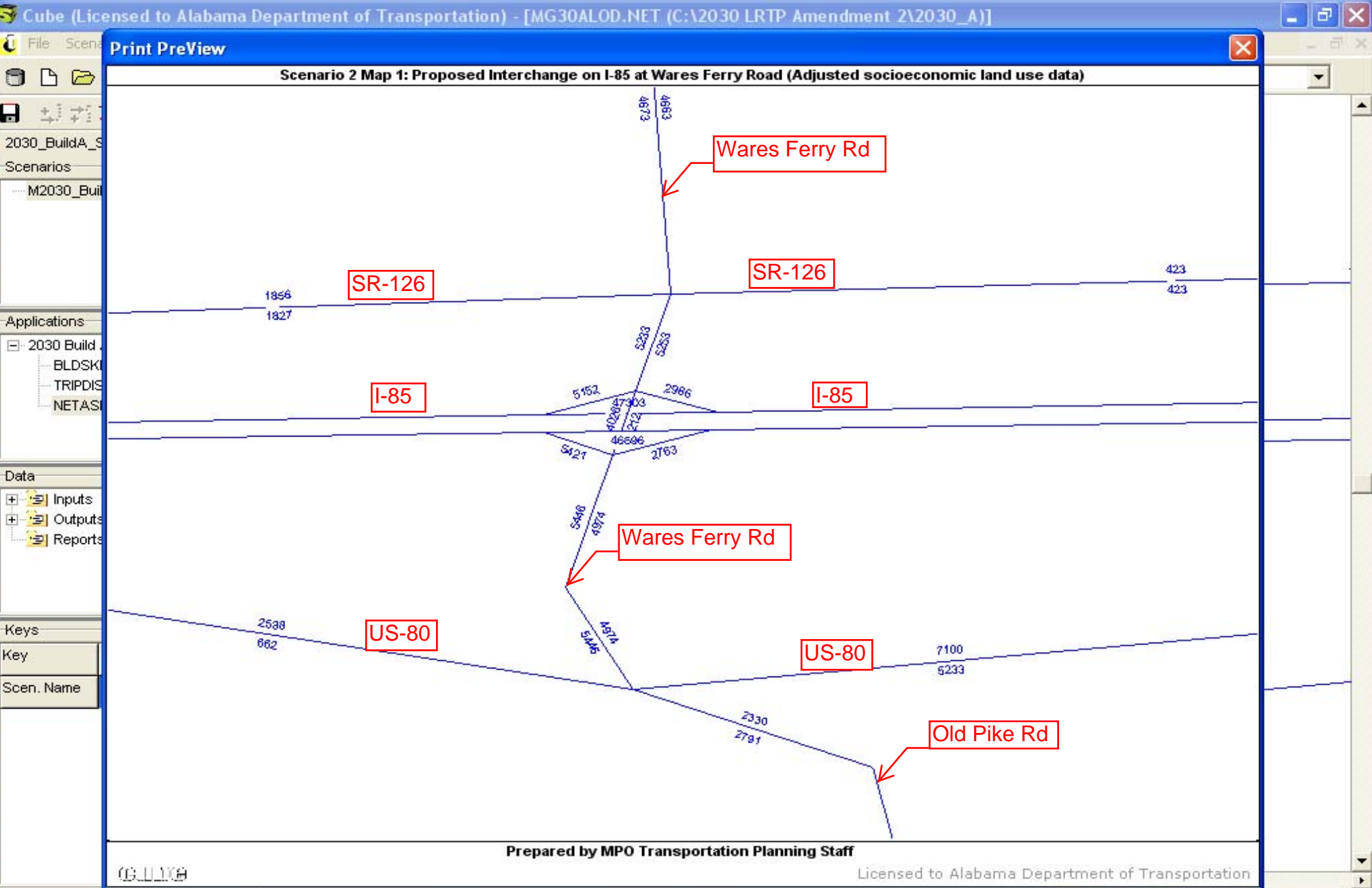
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Figure 4.



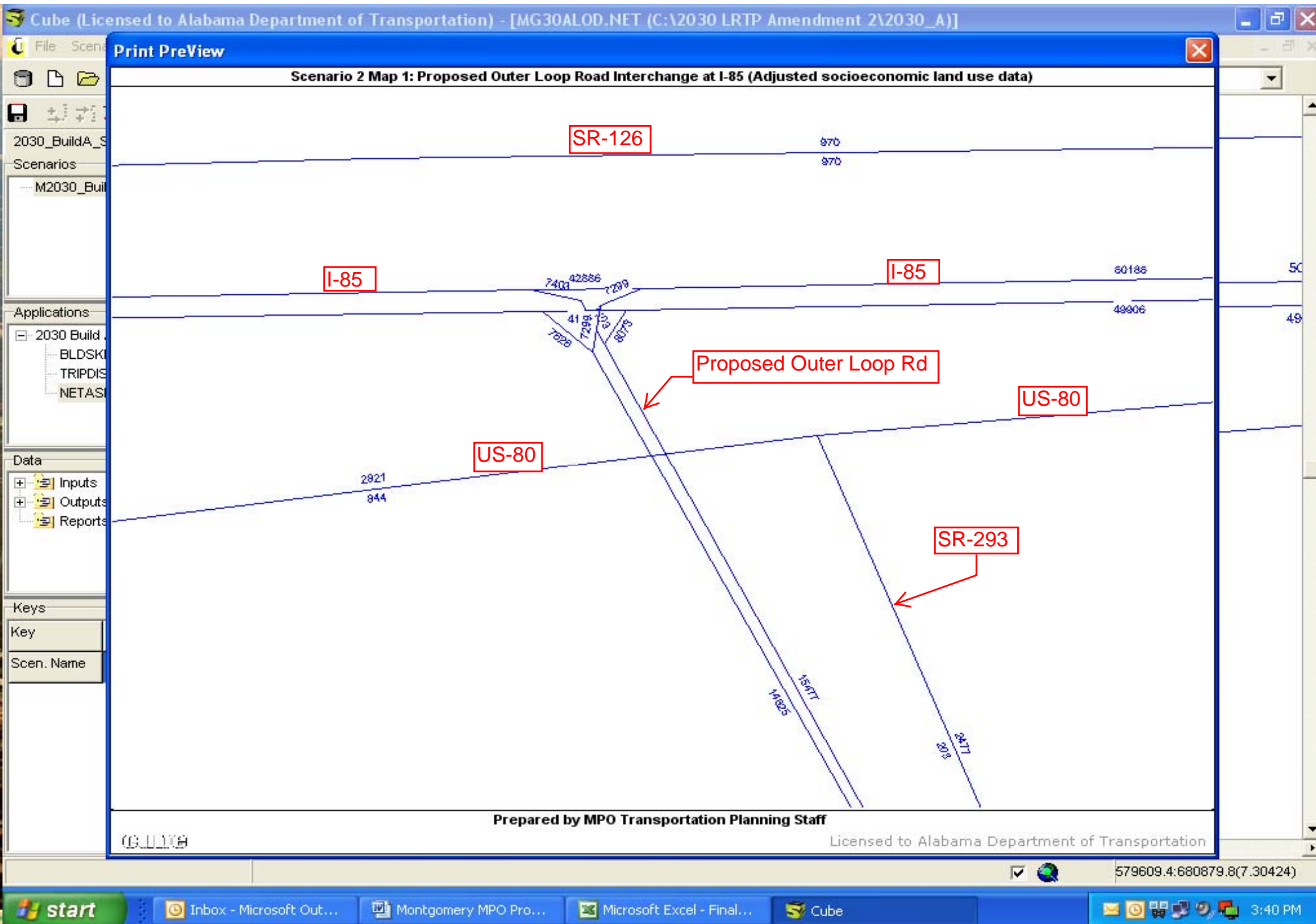
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Figure 5.



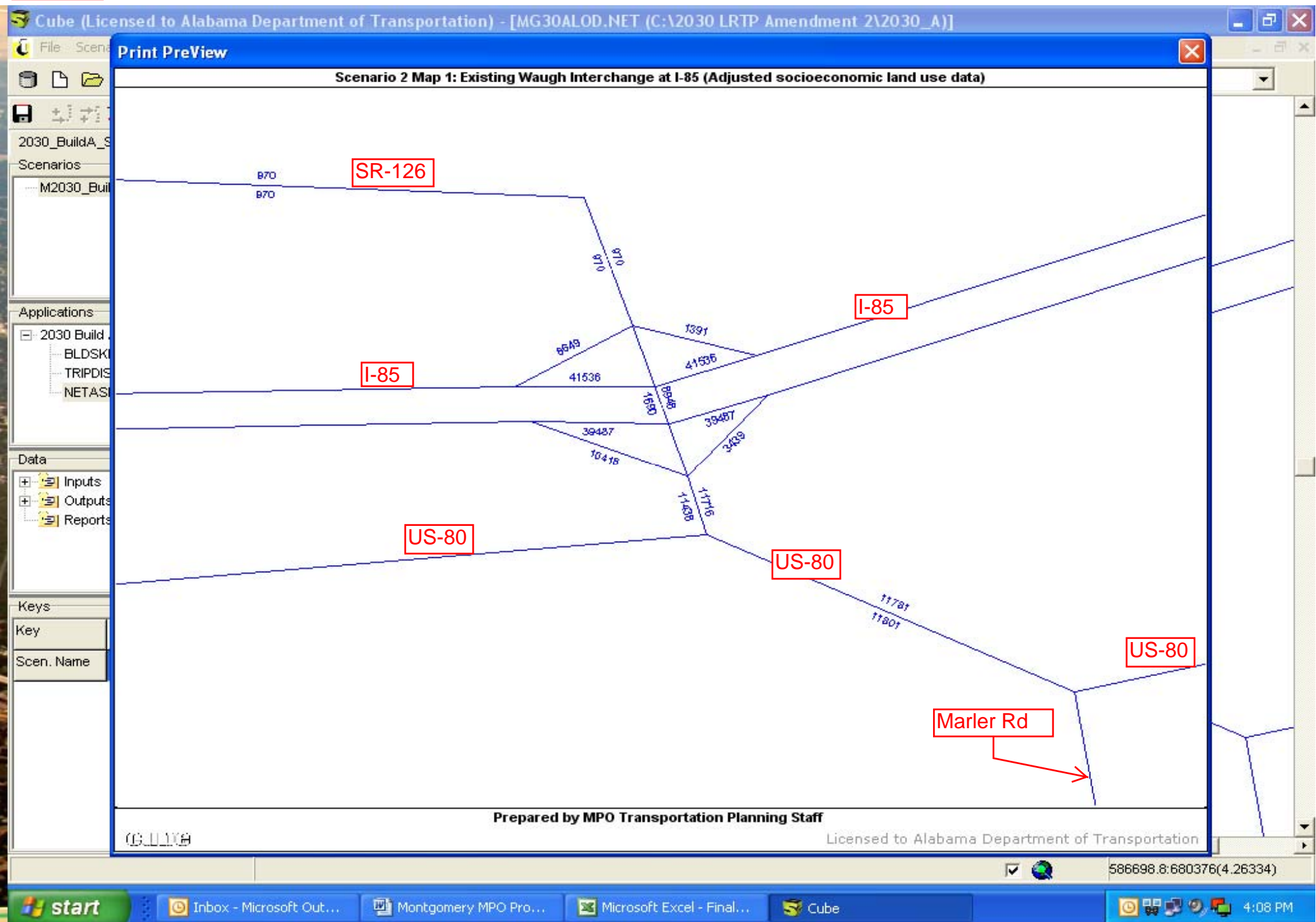
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Figure 6.



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Figure 7.



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