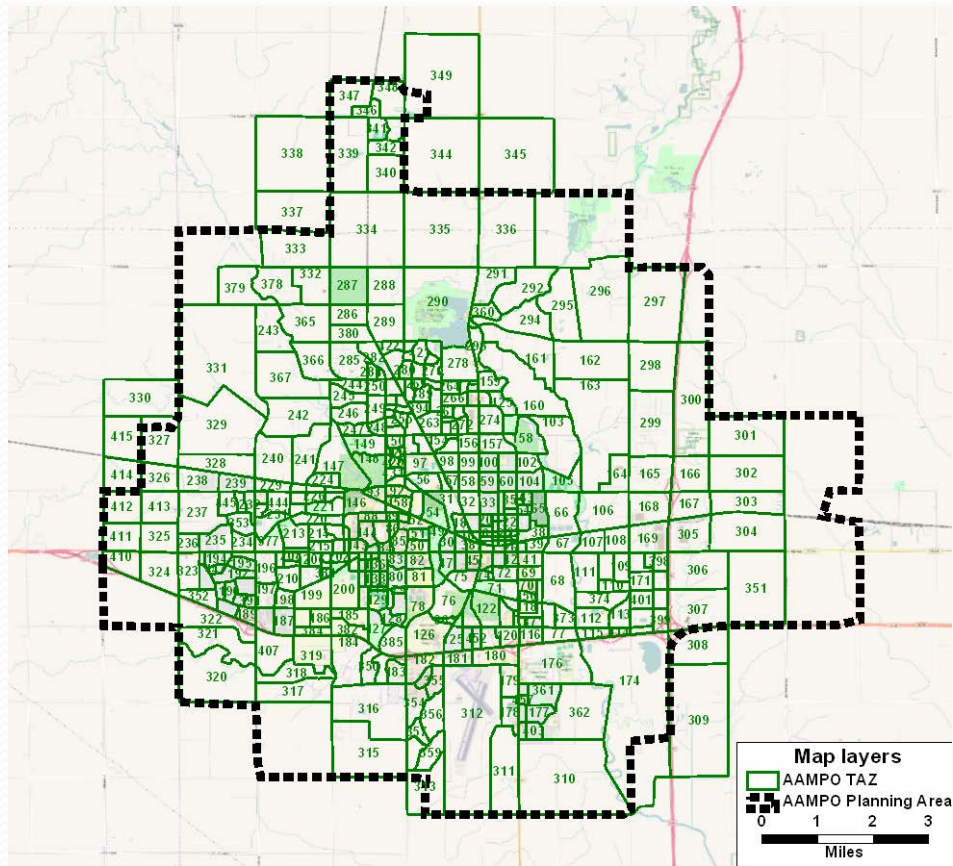
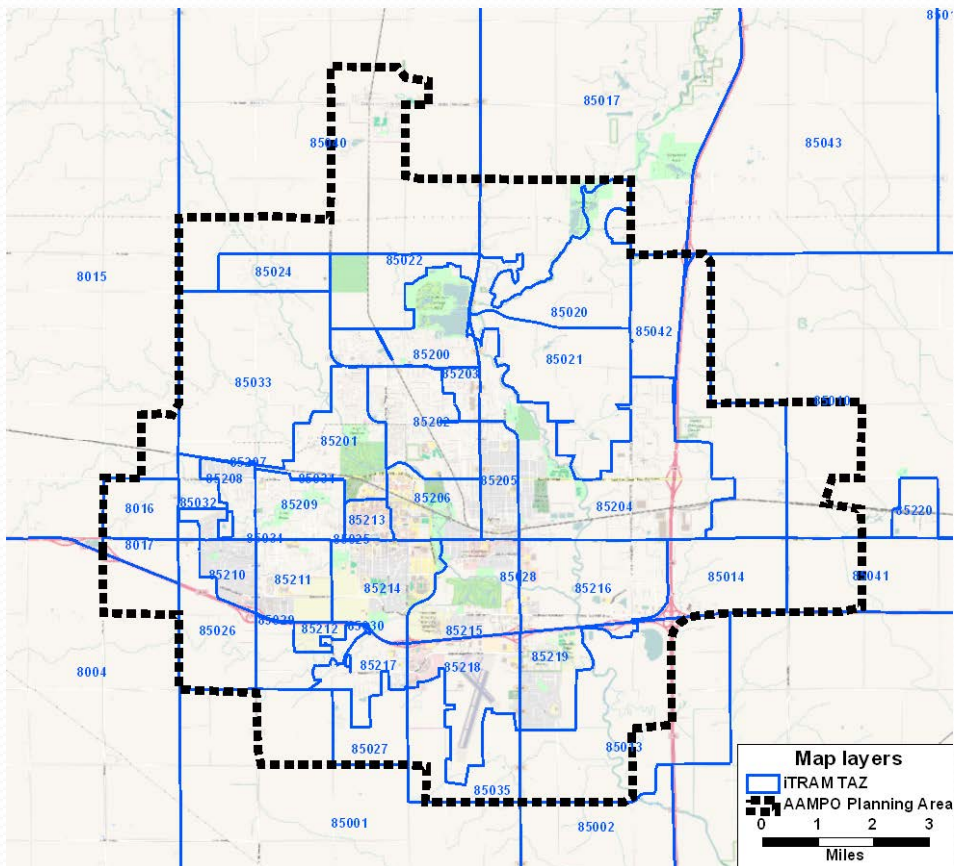


# MPO Model Volume-to-Capacity Analysis for SLRTP Urban Capacity

MTMUG

October 26, 2016

# Rationale



# Model Inventory

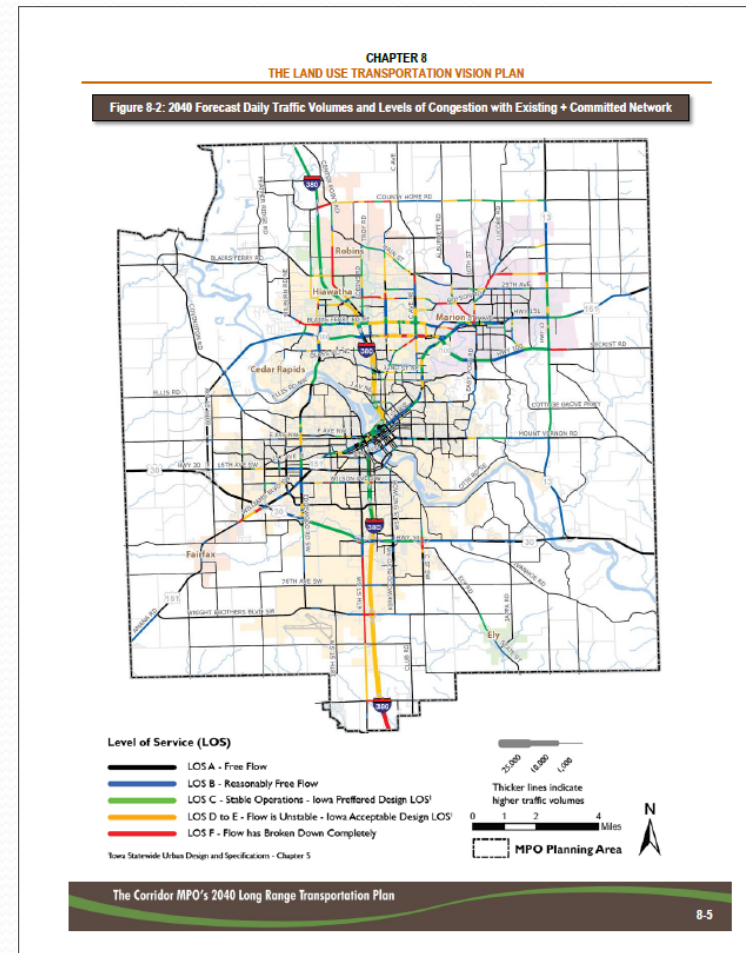
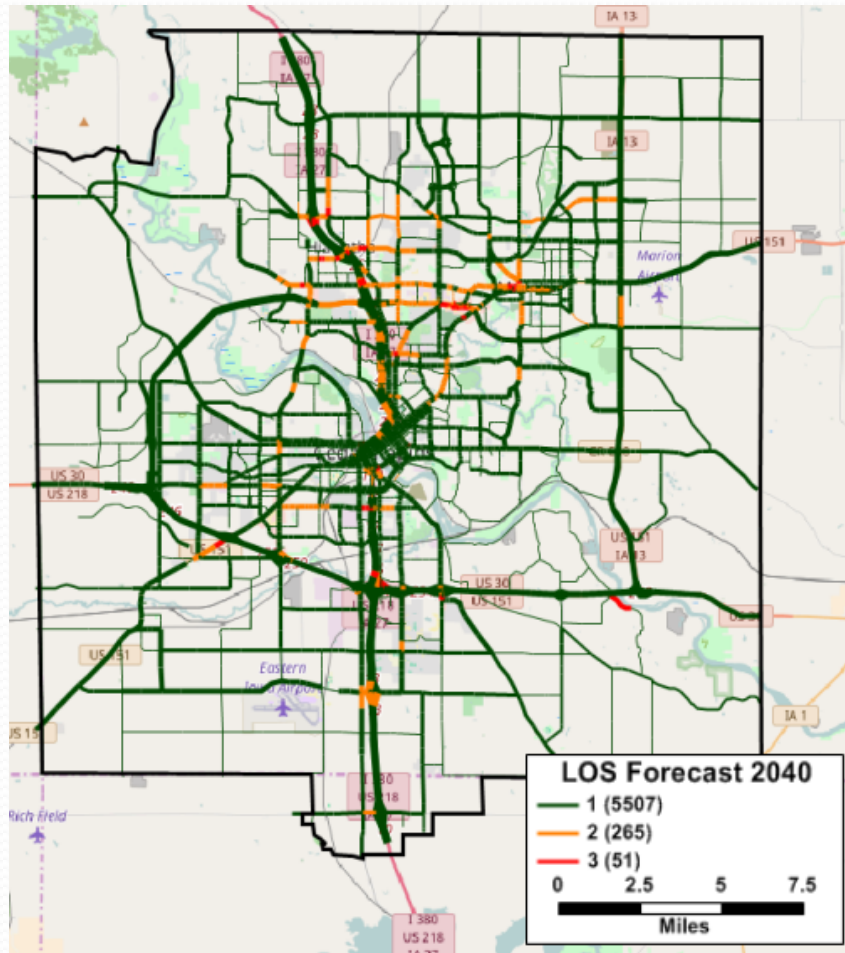
Iowa Travel Demand Model Summary							
#	Agency/Model	Analysis Years	Capacity Definition	Truck Mode	Post Proces	LOS	Notes
1	AAMPO	2010-2040   5 year period interims	LOS E	QRFM	Yes	Yes	LOS based on post process flow - PCE not used for LOS analysis
2	Bi-State	2010, 2025, and 2045	LOS E	CV purpose	Yes	No	-
3	Corridor MPO	2013 and 2040 (alternative horizon year forecast)	LOS E	CV purpose	Yes	No	Post process is only for segments with observed counts
4	DMAMPO	2010 and 2050 (alternative horizon year forecasts)	LOS E	QRFM	No	Yes	Need to determine if PCE used for LOS
5	DMATS	2010-2045   5 year period interims	LOS E	QRFM	Yes	Yes	LOS based on base traffic count, and forecast raw or post processed flow - PCE not used for LOS analysis
6	INRCOG	2010, 2020, 2030, and 2040	LOS E	QRFM	Yes	Yes	LOS based on base traffic count, and forecast raw or post processed flow - PCE not used for LOS analysis
7	MAPA	2010 and 2040	LOS D/E	None	No	No	-
8	MPOJC	2010, 2020, 2030, and 2040	LOS E	None	Yes	Yes	-
9	SIMPCO	2010-2040   5 year period interims	LOS E	QRFM	Yes	Yes	LOS based on base traffic count, and forecast raw or post processed flow - PCE not used for LOS analysis
10	iTRAM	2010-2040   5 year period interims	LOS C	QRFM	Yes	Yes	PCE is included in the LOS analysis at a value of 2.9 for all trucks - LOS based on raw model flow

# Model Standardization

## CMPO TDM Capacity

Federal Functional Classification	CBD	Urban	Suburban	Rural
Freeway	2,100	2,200	2,200	2,100
Expressway	1,100	1,200	1,200	1,452
Principal Arterial	740	920	960	1,162
Minor Arterial	650	760	790	956
Collector	590	680	710	850
Ramp	1200	1200	1200	1200
Centroid Connector	10,000	10,000	10,000	10,000

# Validation of Results





# Future Capacity Needs Analysis

