

TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
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Forecast Summary

Project ID	Project Name	Opening Year	Design Year
122451	BEL SR 7 24.97	2027	2047

Project Description

Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.

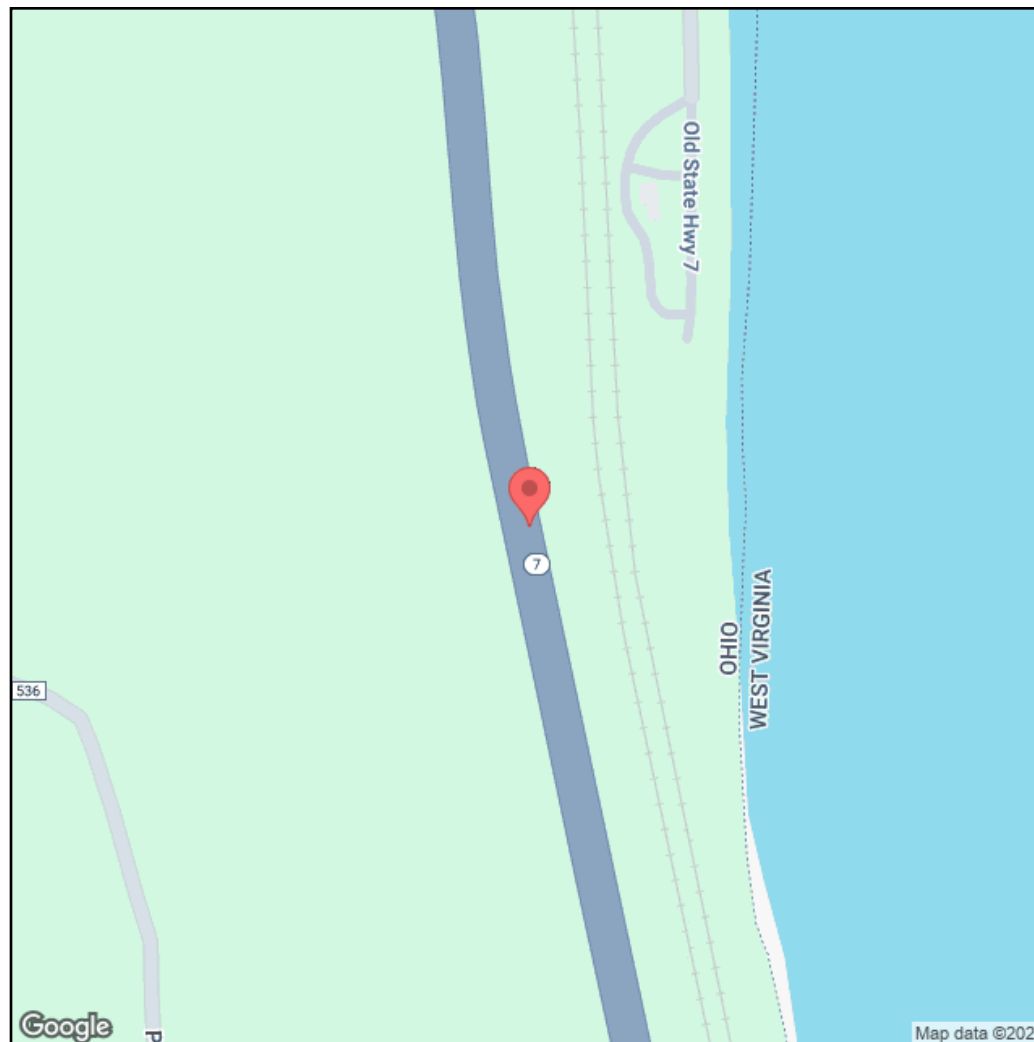
*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
1912725	SBELSR00007**C	23.716	25.051	1.335	-80.712109682558	40.1272175943398

Forecast Information

Segment ID	2027 AADT	2047 AADT	DHV-30	K%	D%	T24%	TD%
1912725	18,000	19,000	1,900	10.1	55.8	9	11



Definitions:

- o AADT – Annual Average Daily Traffic
- o DHV30 – Design Hour Volume for 30th highest hour of the year
- o $DHV30 = K * AADT$
- o K % – Design Hour Factor
- o D % – Peak Direction Factor
- o T24 % – Percent Daily Trucks
- o TD % – Percent Design Hour Trucks

Forecast Segment ID	Route	BMP	EMP
1912725	SBELSR00007**C	23.716	25.051

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 10.1	10	17,000	Model	0.300	0.300
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
18,700	◆ 55.8	11	1,700	Model	● -0.100	0.000

● Warning: The growth rate was negative and was capped.

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
2	15,292	1,640	16,932

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
3793	27535	-1618	4774	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	-0.06	0.06	0	0	15,192	1,778	15,647	1,764
2	-0.14	-0.21	4	4	14,495	1,534	15,292	1,640
3	0.19	0.48	0	0	16,421	2,008	16,714	1,964
4	0.21	0.56	4	4	16,233	1,944	16,824	2,002
5	-0.01	-0.35	0	0	15,473	1,580	15,855	1,576
6	0.34	0.73	4	4	16,825	2,027	17,376	2,079

Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-1,858	19,087	1,292	1,693	0.35	-0.10
2	RAT	0.90	18,950	3.90	1,563	0.35	-0.37
3	MRAT	1.07	18,959	0.90	1,563	0.35	-0.37
4	RAF		19,023		1,628	0.35	-0.23
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Average		Difference		0.300		-0.100	

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
17330	17396	1563	1693	18893	19089

Process Flag:	Adjusted model to counts with process per ODOT 255 spreadsheet
Comment:	No Comment

Historical Count

Year	All	Cars	Trucks
2008	17,730	15,930	1,800
2012	16,650	15,060	1,590
2014	16,736	15,138	1,598
2017	18,885	16,716	2,170
2020	15,934	14,364	1,570
* 2023	17,642	15,904	1,738

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2047 AADT	DHV30	K %	D %	T24 %	TD %
1912725	SBELSR00007**C	23.716	25.051	1.335	18,000	19,000	1900	10.1	55.8	9	11