

TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
baylor.garmatter	baylor.garmatter@dot.ohio.gov	7/1/2026 4:28:45 PM	Initial	2026.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
104990	KNO US 62 01.16/SR 205 GR FY27	2027	2047

Project Description

Guardrail upgrades/replacements on US 62 & S.R. 205 in Knox county.

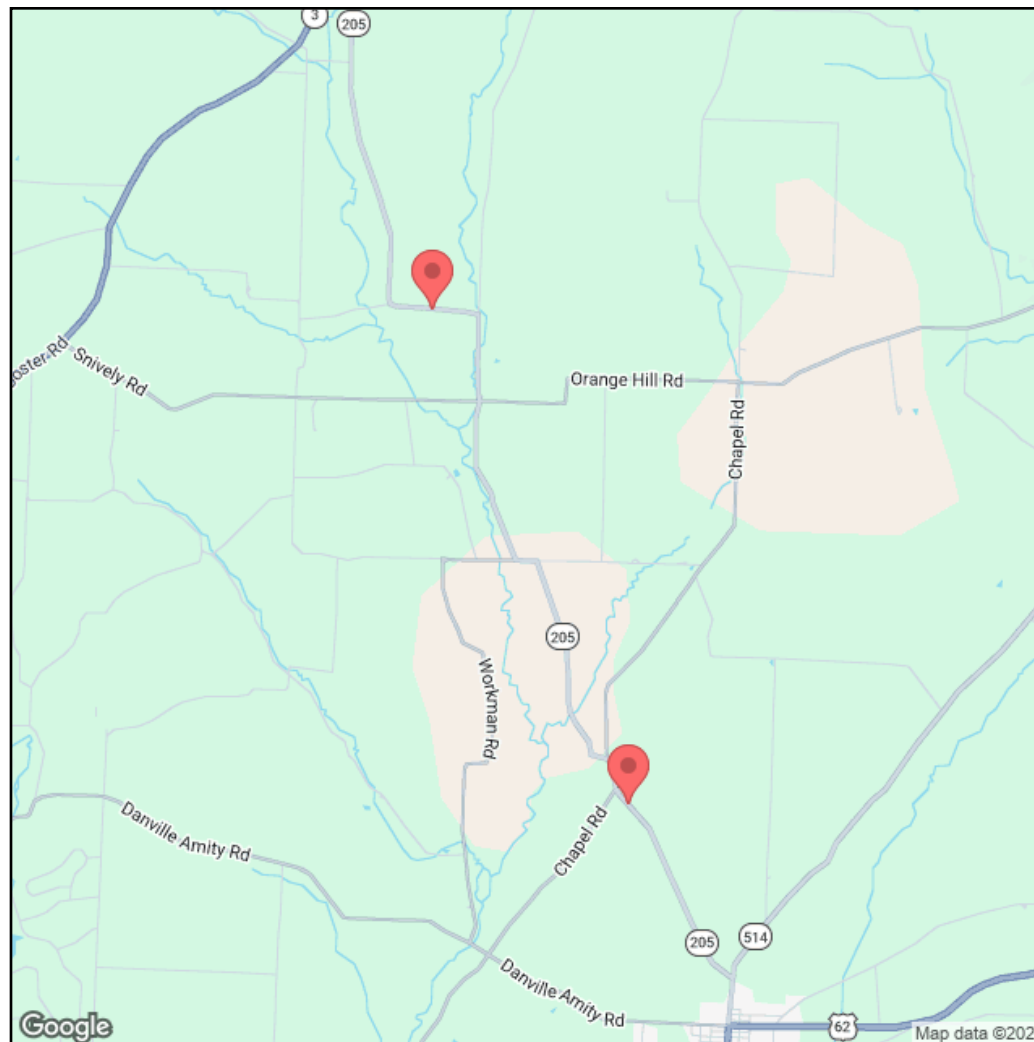
*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude	Local Id
2444034	SKNOSR00205**C	0.265	2.555	2.290	-82.2707355830248	40.4689770051431	3042
2444038	SKNOSR00205**C	2.555	6.919	4.364	-82.291594246082	40.5088960750454	3042

Forecast Information

Segment ID	2027 AADT	2047 AADT	DHV-30	K%	D%	T24%	TD%
2444034	1,100	1,500	200	14.5	54.0	21	15
2444038	1,100	1,500	200	14.5	54.0	21	16



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
2444034	SKNOSR00205**C	0.265	2.555

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 14.5	25	1,200	Model	2.000	2.000
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
1,520	◆ 54.0	18	320	Model	0.800	0.800

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
2	1,158	558	1,716

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
60	2294	62	1294	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	BC Adjustment
1	2.04	4.06	0	0	1,312	469	1,236	536
2	1.66	4.39	5	4	1,192	513	1,158	558
3	2.38	5.32	0	0	1,392	566	1,305	620
4	4.65	5.31	6	4	1,884	583	1,769	619
5	1.79	6.86	0	0	1,257	681	1,185	722
6	1.36	5.85	5	4	1,126	622	1,096	655

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	-607	1,605	150	316	2.30	0.75
2	RAT	0.64	1,418	2.29	381	1.07	1.73
3	MRAT	1.31	1,462	1.43	361	1.38	1.43
4	RAF		1,533		339	1.84	1.10
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Average		Difference		2.000		0.800	

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
1037	1289	316	381	1353	1670

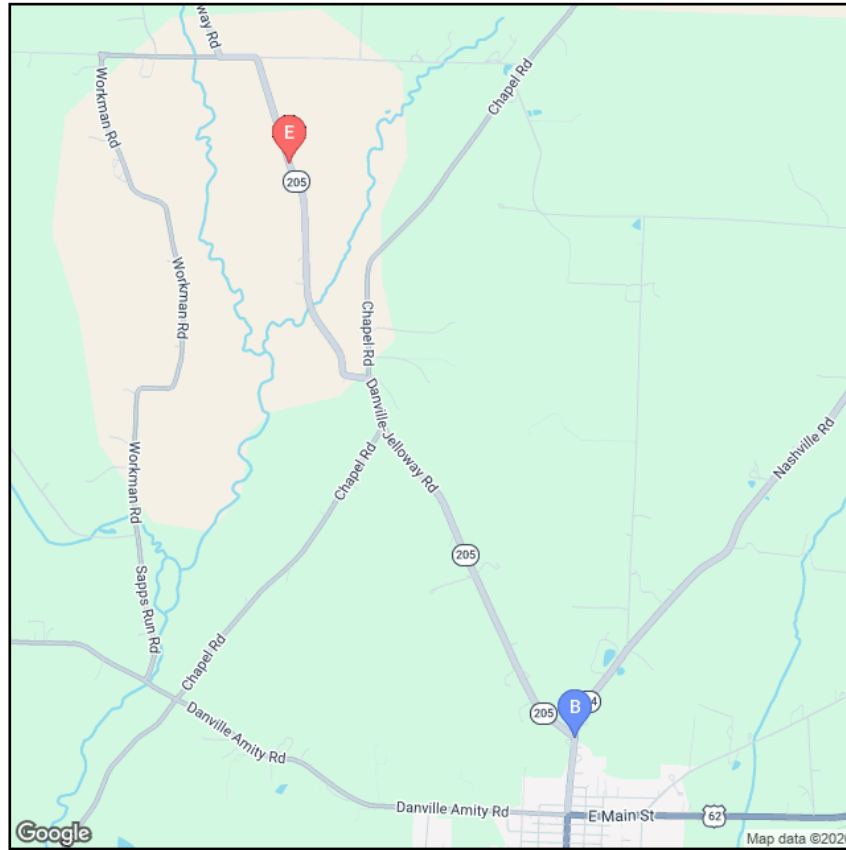
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2010	740	670	70
2013	710	642	67
2016	798	688	109
2019	929	870	59
2022	1,057	921	136
* 2025	1,084	818	266

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2047 AADT	DHV30	K %	D %	T24 %	TD %
2444034	SKNOSR00205**C	0.265	2.555	2.290	1,100	1,500	200	14.5	54.0	21	15

Forecast Segment ID	Route	BMP	EMP
2444038	SKNOSR00205**C	2.555	6.919

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 14.5	25	1,200	Model	1.900	1.900
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
1,520	◆ 54.0	18	320	Model	0.800	0.800

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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	-1,596	1,902	140	318	3.75	0.78
2	RAT	0.40	1,415	2.12	377	1.08	1.67
3	MRAT	1.31	1,529	1.42	360	1.72	1.41
4	RAF		1,716		339	2.73	1.10
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Model Ratio		Difference		1.900		0.800	

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
1038	1584	318	377	1356	1961

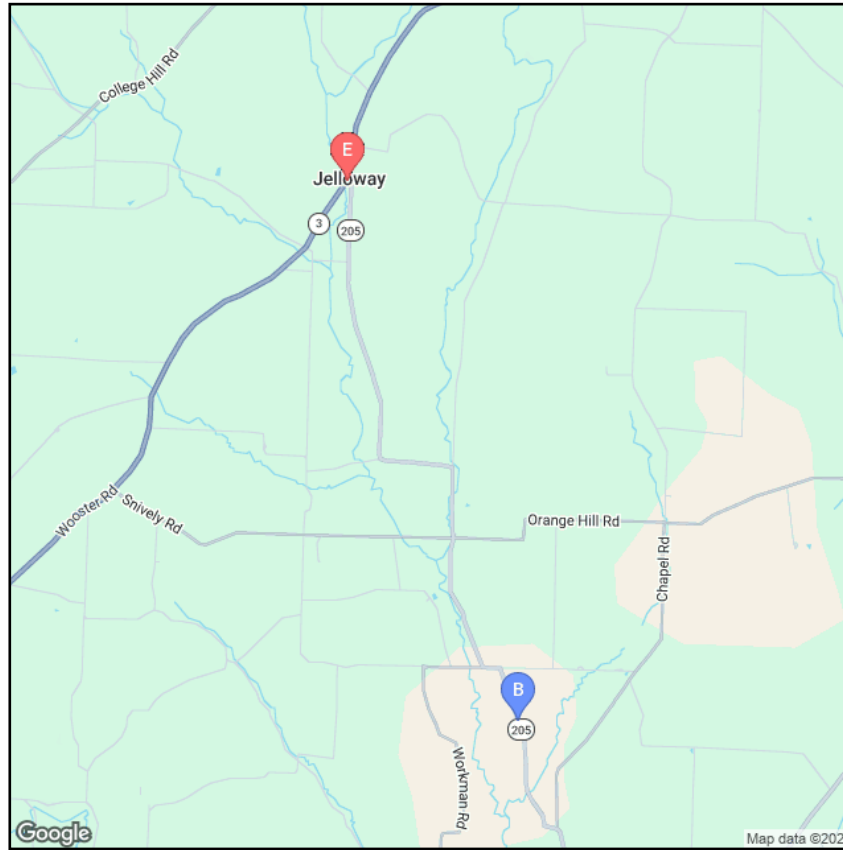
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