

TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
Raymond.Trivoli	Raymond.Trivoli@dot.ohio.gov	5/15/2025 10:30:27 AM	Initial	2025.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
122470	HOL SR 39 17.16	2030	2050

Project Description

Replace bridge carrying SR 39 over Killbuck Creek.

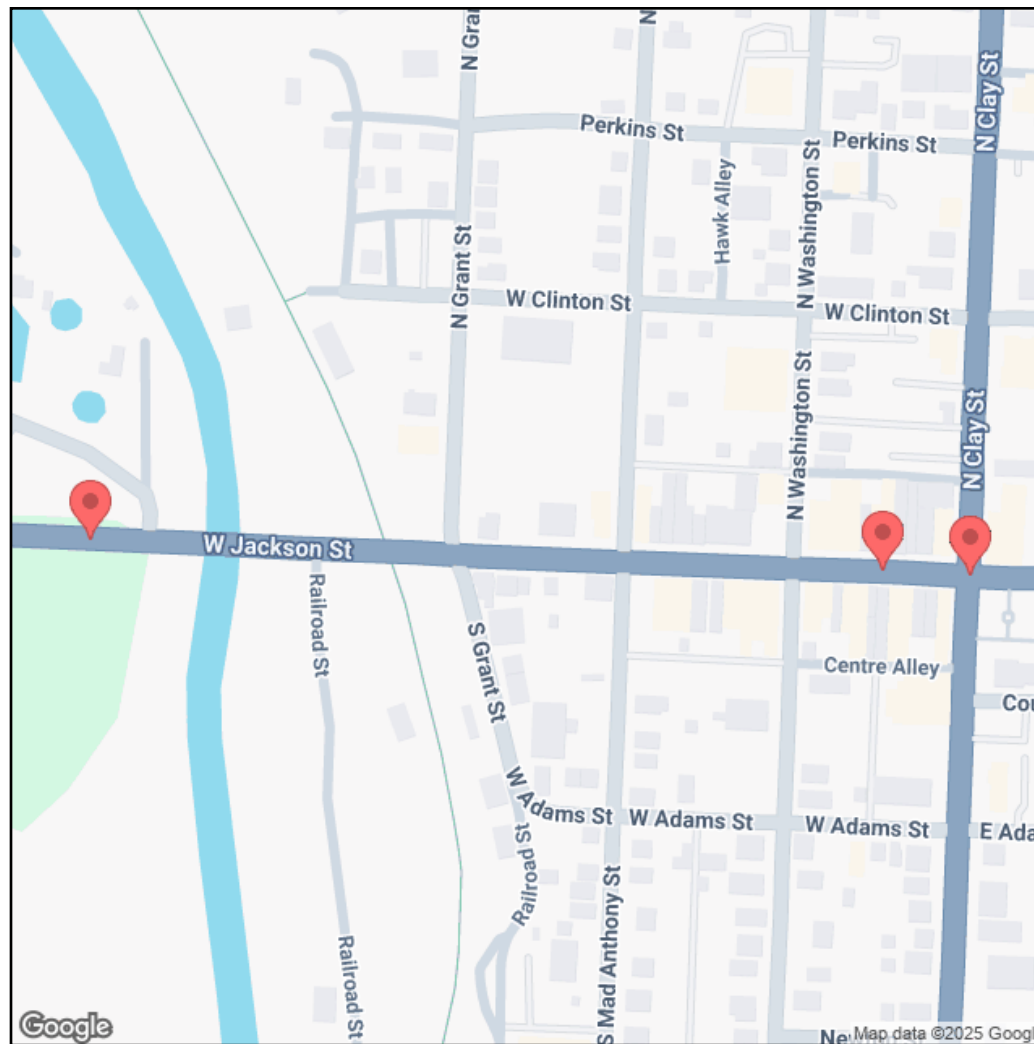
*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
2273077	SHOLSR00039**C	16.828	17.320	0.492	-81.9231811237888	40.5543639964929
2273082	SHOLSR00039**C	17.320	17.380	0.060	-81.9179388794148	40.5541998979893
2273083	SHOLSR00039**C	17.380	17.381	0.001	-81.9173556940709	40.5541781061469

Forecast Information

Segment ID	2030 AADT	2050 AADT	DHV-30	K%	D%	T24%	TD%
2273077	9,700	11,500	1,300	11.2	61.4	17	14
2273082	6,300	7,500	750	10.2	58.1	39	35
2273083	6,300	7,500	750	10.2	58.1	39	35



Definitions:

- o AADT – Annual Average Daily Traffic
- o DHV30 – Design Hour Volume for 30th highest hour of the year
- o $DHV30 = K \times AADT$
- 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
2273077	SHOLSR00039**C	16.828	17.320

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 11.2	12	9,400	Model	0.600	0.600
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
11,300	◆ 61.4	10	1,900	Model	2.700	2.700

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
2	7,300	1,771	9,071

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
2885	13517	1336	3272	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	0.00	3.24	0	0	8,415	1,983	8,110	2,089
2	-0.39	2.16	5	6	7,237	1,458	7,300	1,771
3	0.12	3.64	0	0	8,711	2,120	8,369	2,208
4	-0.31	4.09	5	5	7,426	2,306	7,464	2,339
5	-0.03	4.13	0	0	8,357	2,278	8,045	2,353
6	-0.41	4.52	5	5	7,192	2,444	7,248	2,466

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	-1,012	11,371	-701	2,047	0.57	3.10
2	RAT	0.90	11,162	0.62	1,699	0.64	1.92
3	MRAT	1.21	11,198	1.50	1,815	0.60	2.31
4	RAF		11,284		1,931	0.59	2.70
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Average		Average		0.600		2.700	

Method 1 - 4 Volume

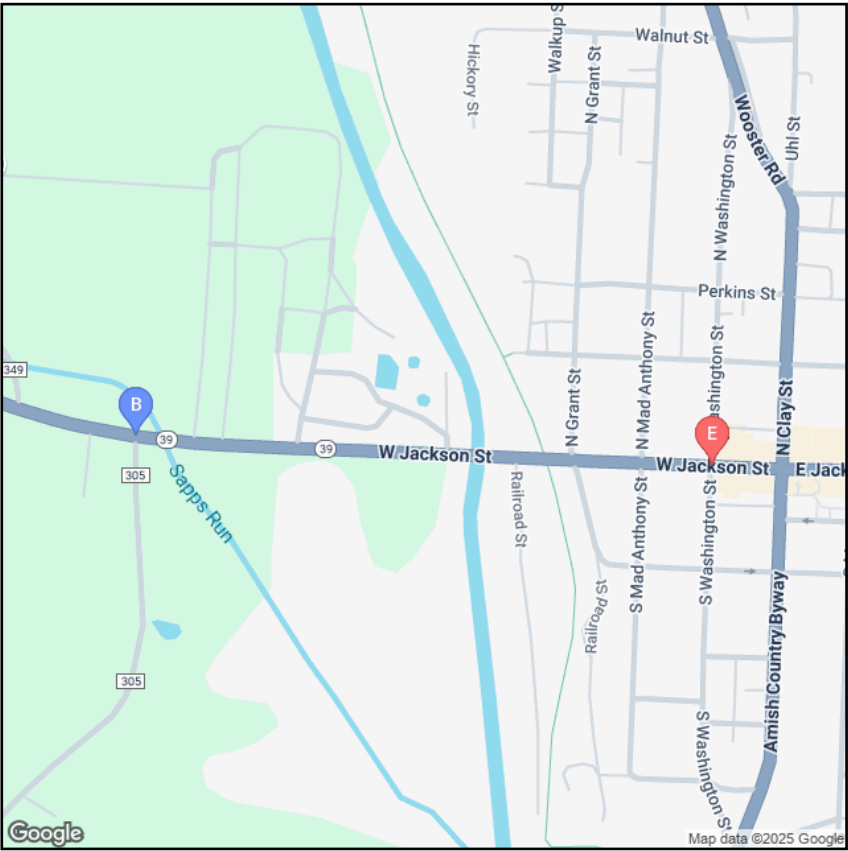
PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
9324	9463	1699	2047	11023	11510

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

Historical Count

Year	All	Cars	Trucks
2011	9,114	8,520	594
2014	8,941	8,262	678
2015	9,171	8,475	695
2018	8,831	8,094	737
2021	9,909	9,082	827
* 2024	9,252	8,118	1,134

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2030 AADT	Yr 2050 AADT	DHV30	K %	D %	T24 %	TD %
2273077	SHOLSR00039**C	16.828	17.320	0.492	9,700	11,500	1300	11.2	61.4	17	14

Forecast Segment ID	Route	BMP	EMP
2273082	SHOLSR00039**C	17.320	17.380

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 10.2	24	4,600	Average	● -1.500	0.000
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
7,500	◆ 58.1	22	2,900	Average	■ 6.000	4.000

- Warning: The growth rate was negative and was capped.
- Warning: The truck growth rate was exceeded the maximum and was capped at 6.000%
- ◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
4	36	5,049	5,085

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
-14970	10085	1147	6115	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	-5.03	4.38	0	0	-1,111	3,120	-1,406	3,042
2	-5.38	3.98	4	3	-2,000	2,985	-1,820	2,895
3	-4.12	6.05	0	0	127	3,827	-323	3,660
4	-3.82	9.80	4	6	85	5,155	36	5,049
5	-6.01	5.68	0	0	-2,323	3,680	-2,562	3,526
6	-4.33	5.14	4	5	-565	3,383	-574	3,323

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	-4,282	8,101	-412	2,336	1.02	2.47
2	RAT	0.58	7,217	0.78	2,132	0.44	1.92
3	MRAT	1.21	7,368	1.50	2,200	0.51	2.10
4	RAF		7,735		2,268	0.77	2.28
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Average		Average		0.800		2.300	

Method 1 - 4 Volume

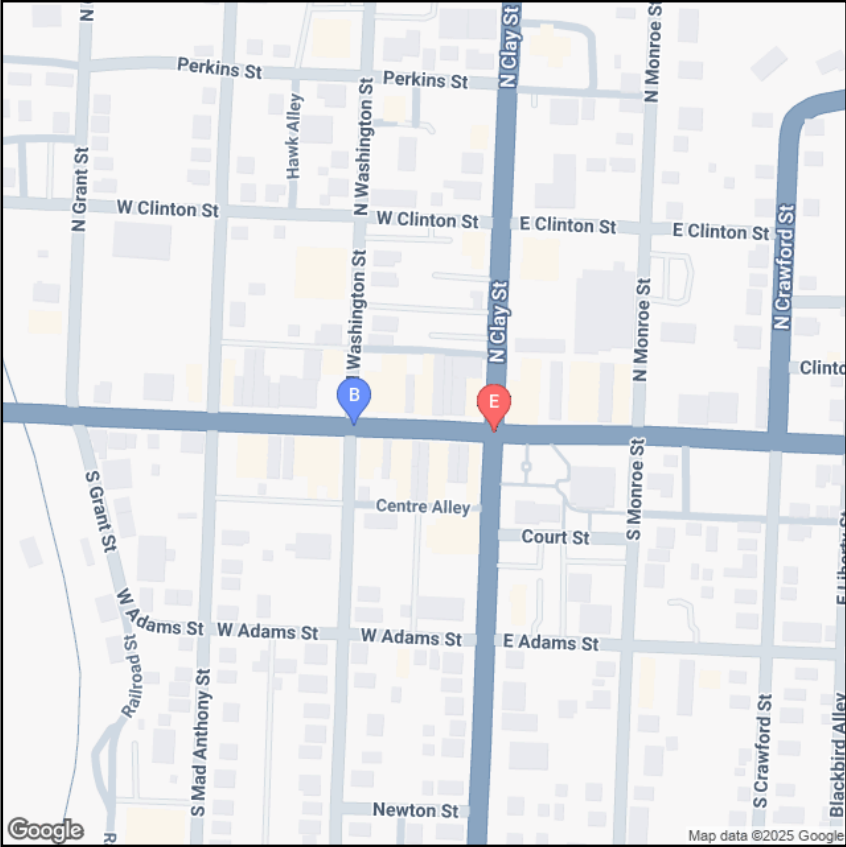
PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
5085	5765	2132	2336	7217	8101

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

Historical Count

Year	All	Cars	Trucks
2011	9,140	8,226	914
2014	6,869	6,182	687
2015	7,046	6,341	705
2018	9,272	8,046	1,226
2021	6,674	5,175	1,499
* 2024	5,982	4,559	1,423

* Pivot Point



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2273082	SHOLSR00039**C	17.320	17.380	0.060	6,300	7,500	750	10.2	58.1	39	35

Forecast Segment ID	Route	BMP	EMP
2273083	SHOLSR00039**C	17.380	17.381

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 10.2	24	4,600	Count	● -3.800	0.000
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
7,500	◆ 58.1	22	2,900	Count	■ 9.800	4.000

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

■ Warning: The truck growth rate was exceeded the maximum and was capped at 9.800%

◆ K/D factors from TCDS were used.

Regression

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-14970	10085	0	6115	2050

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4	-3.82	9.80	4	6	85	5,155	36	5,049
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Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
				-999999.000		-999999.000	

Method 1 - 4 Volume

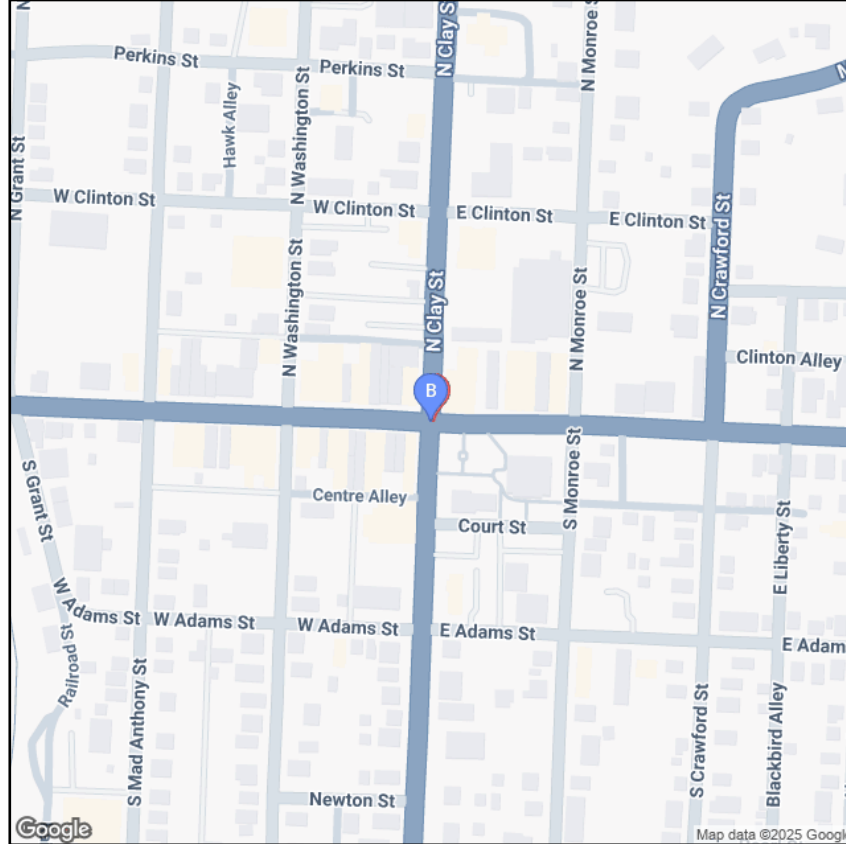
PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
0	0	0	0	0	0

Process Flag:	No model vloumes were joined to TSR segment
Comment:	No Comment

Historical Count

Year	All	Cars	Trucks
2011	9,140	8,226	914
2014	6,869	6,182	687
2015	7,046	6,341	705
2018	9,272	8,046	1,226
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