



“Planning” versus “Design Level” Traffic Forecasts

Traffic Projections Development and Uses: Design Traffic Forecasting Manual Procedures and use of Non-Traditional Data Sources

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Office of Planning

Traffic Analysis Group

Habte Kassa, Tech Services, Air Quality and
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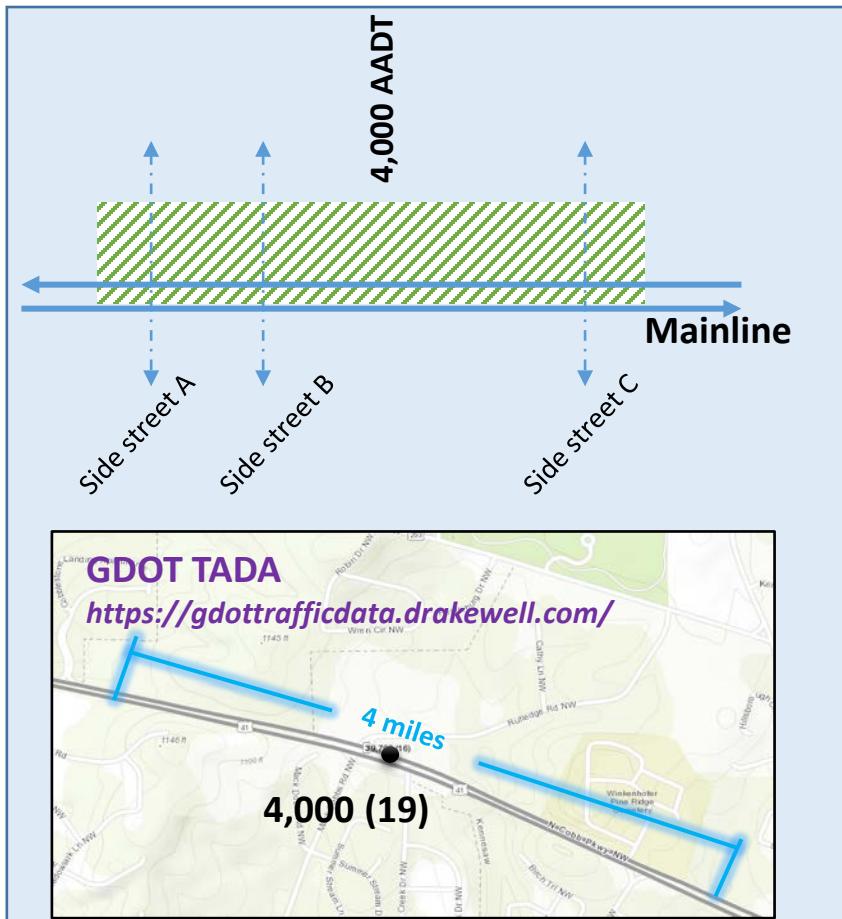
- Dan Funk
- Consulting Firms
 - ❖ Gresham Smith and HNTB



Macro (Planning) vs. Micro (Design) Traffic

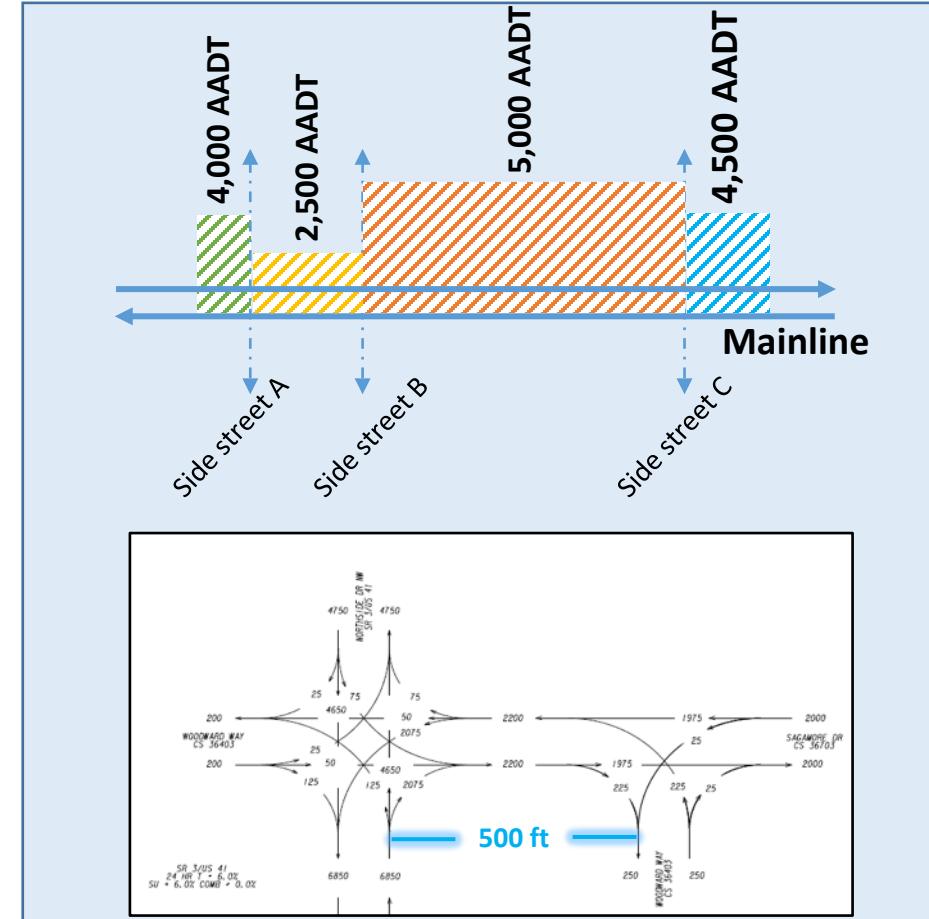
One segment volume spanning several side streets

Planning Level Traffic Volume



Link by link volumes

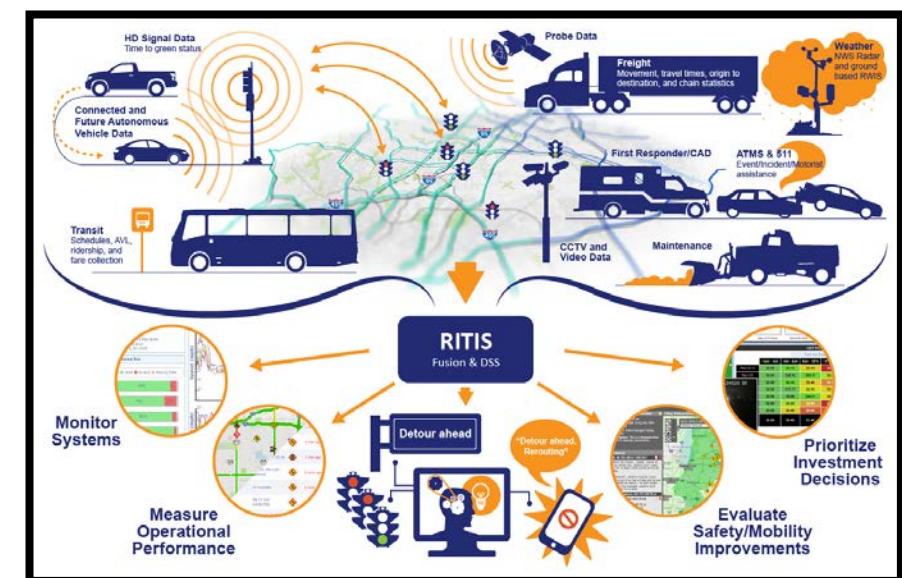
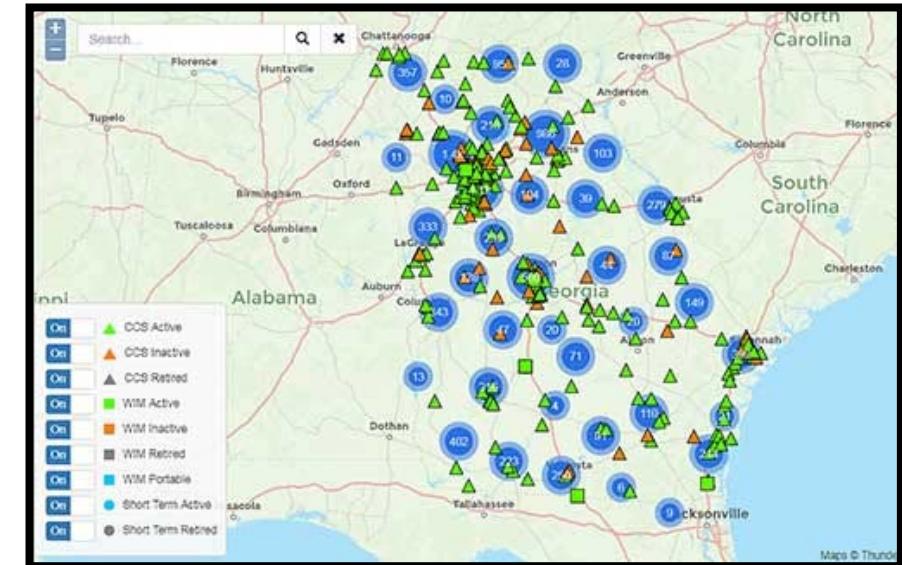
Design Level Traffic Volume



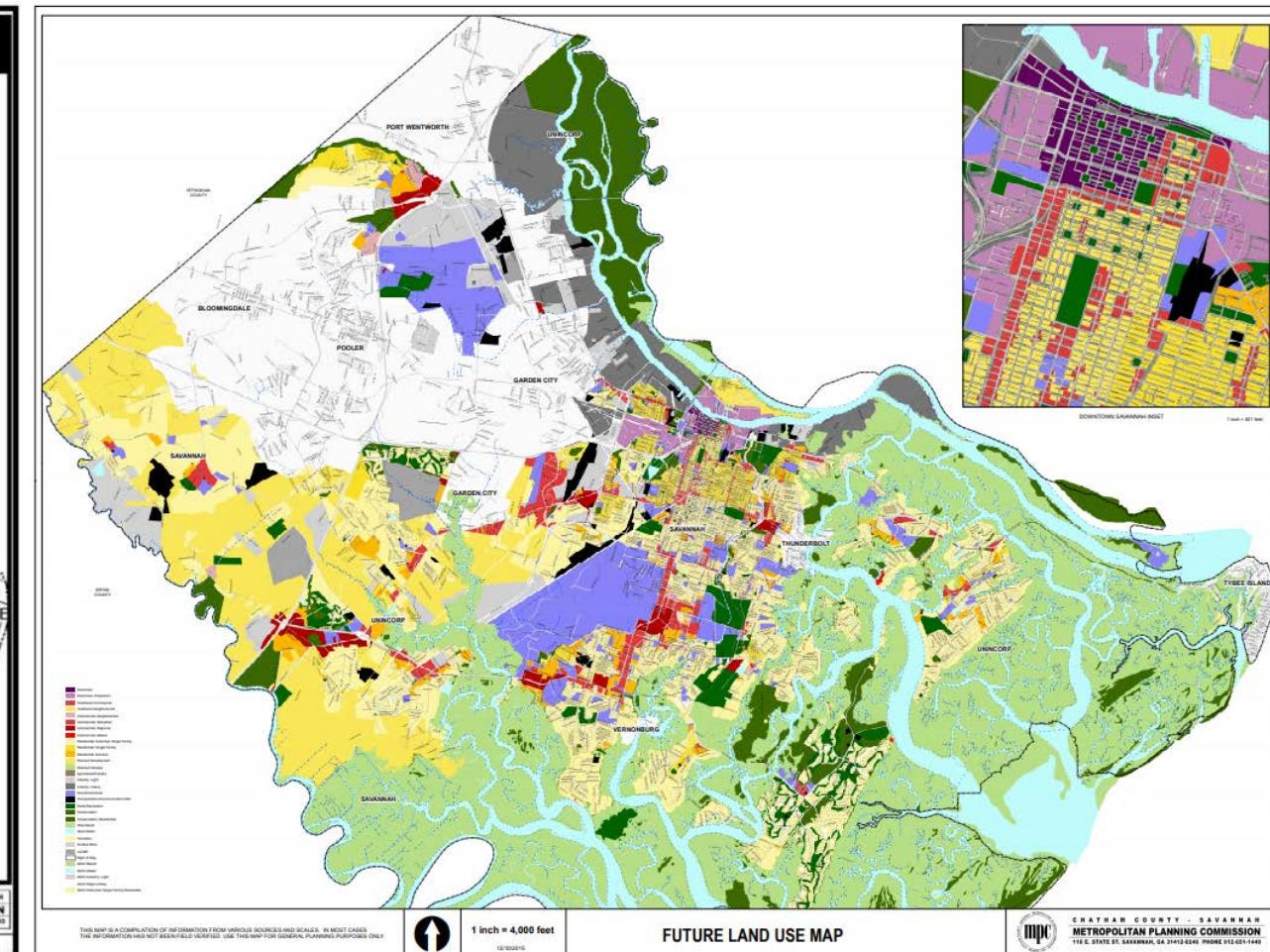
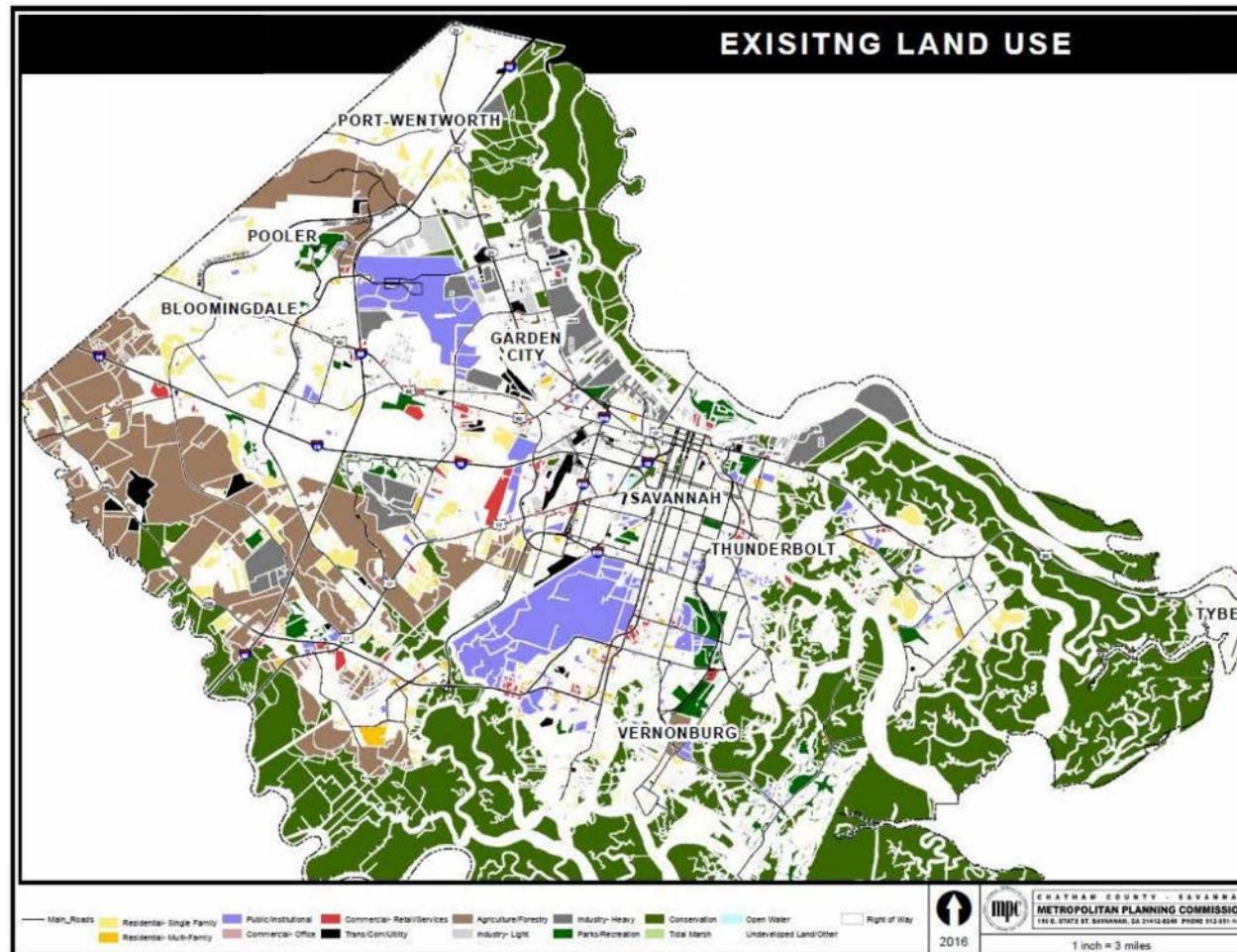
Planning Level Traffic

Sources

- Historical Counts – Using TADA
- US Census
- Governor's Office of Planning & Budget Projections
 - Website: <https://opb.georgia.gov/>
- MPO/Georgia Statewide Travel Demand Model (GSTDM)
- RITIS Data
- Project specific field counts
- Locally adopted Comprehensive Plans
 - Shows current & future land use

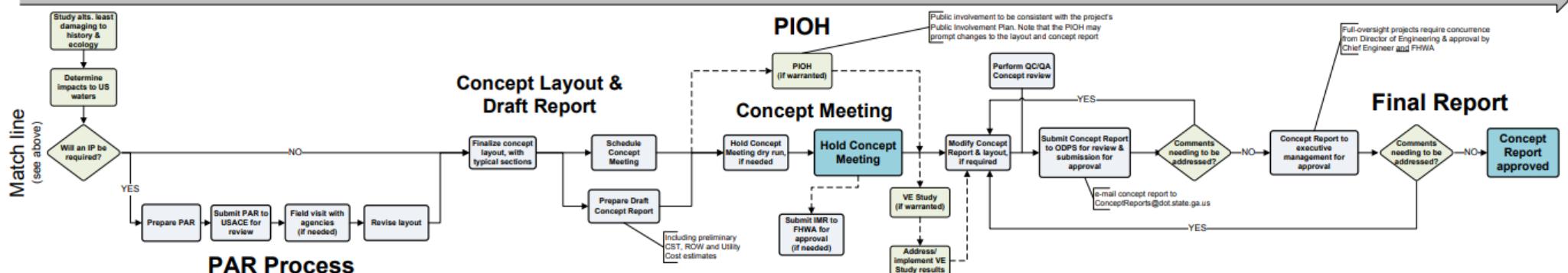
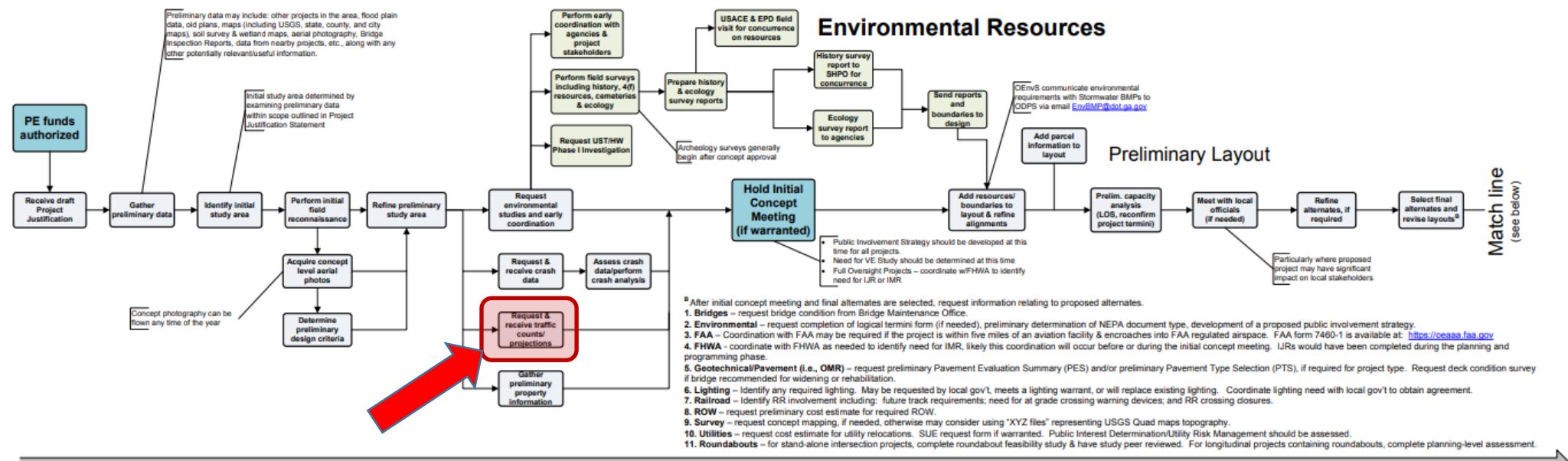


Comp Plan – Example: Chatham County - Savannah



Design Level Traffic





Note:

1. This chart is intended to supplement the PDP by providing an overview the process for developing a concept for a roadway project having a new alignment component. Please refer to the PDP text for further details.
2. The level of public involvement required can vary significantly between projects. The process shown here does not reflect the greater level of public involvement normally required for projects within MPOs or other sensitive areas.
3. See the PDP text for specific requirements and objectives related to the project Design Data Book, Concept Meetings, Concept Reports and layouts, Public Meetings, etc.

PAR Process

List of Acronyms:

- 4(f)** = Section 4(f) documentation
- DOE** = Director of Engineering
- EPD** = Environmental Protection Division of Department of Natural Resources
- FAA** = US Federal Aviation Administration
- FEMA** = Federal Emergency Management Agency
- FHWA** = Federal Highway Administration
- HW** = Hazardous waste
- IJR** = Interchange Justification Report
- IMR** = Interchange Modification Report

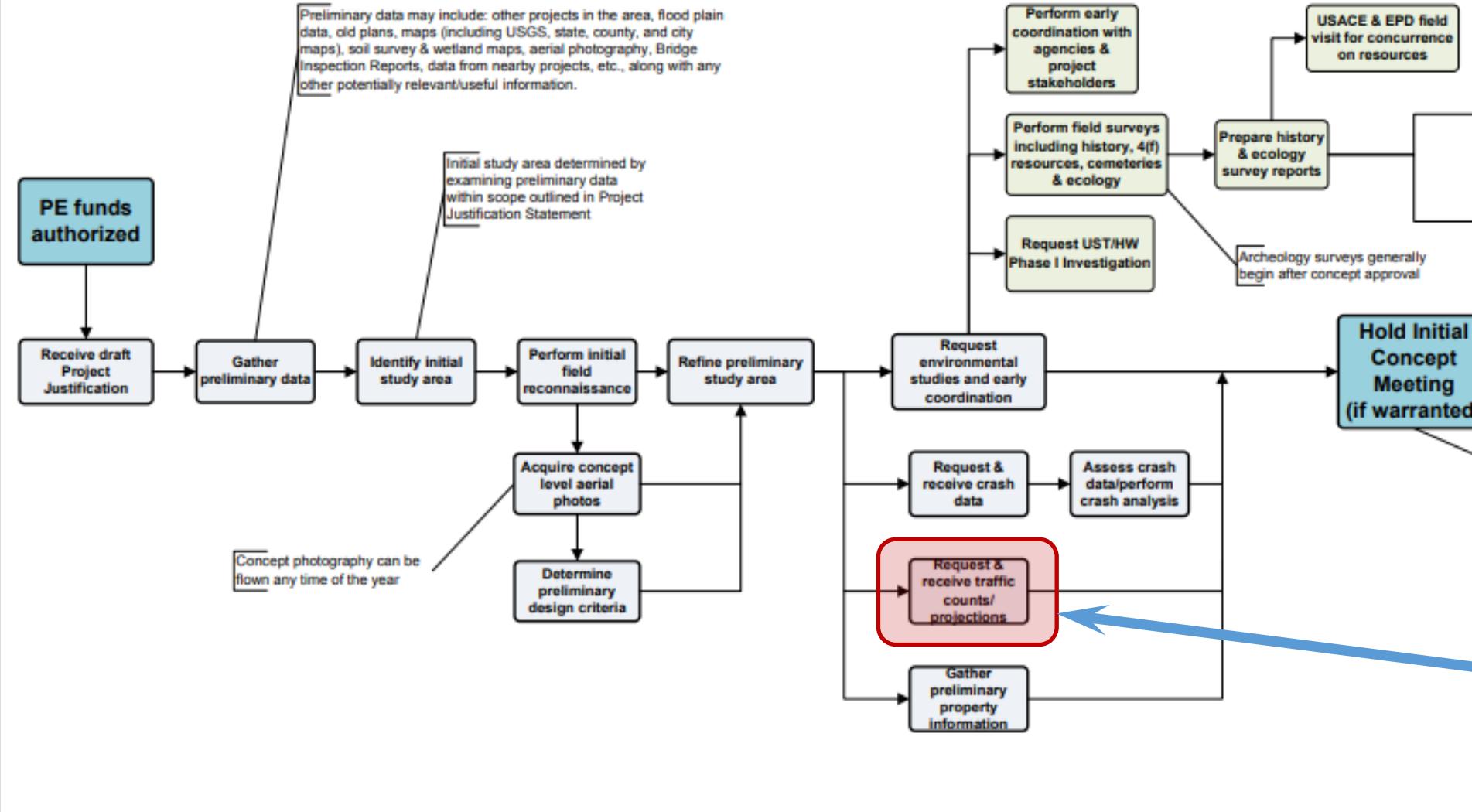
IP = Individual Perm

L&D = Location and Design
LOS = Level of Service
MPO = Metropolitan Planning Organization
NEPA = National Environmental Policy Act
N&P = Need and Purpose
OEnvS = Office of Environmental Services
ODPS = Office of Design Policy and Support
OMR = Office of Materials & Research
PAR = Practical Alternatives Report
PDP = Plan Development Process Manual

PE = Preliminary Engineering

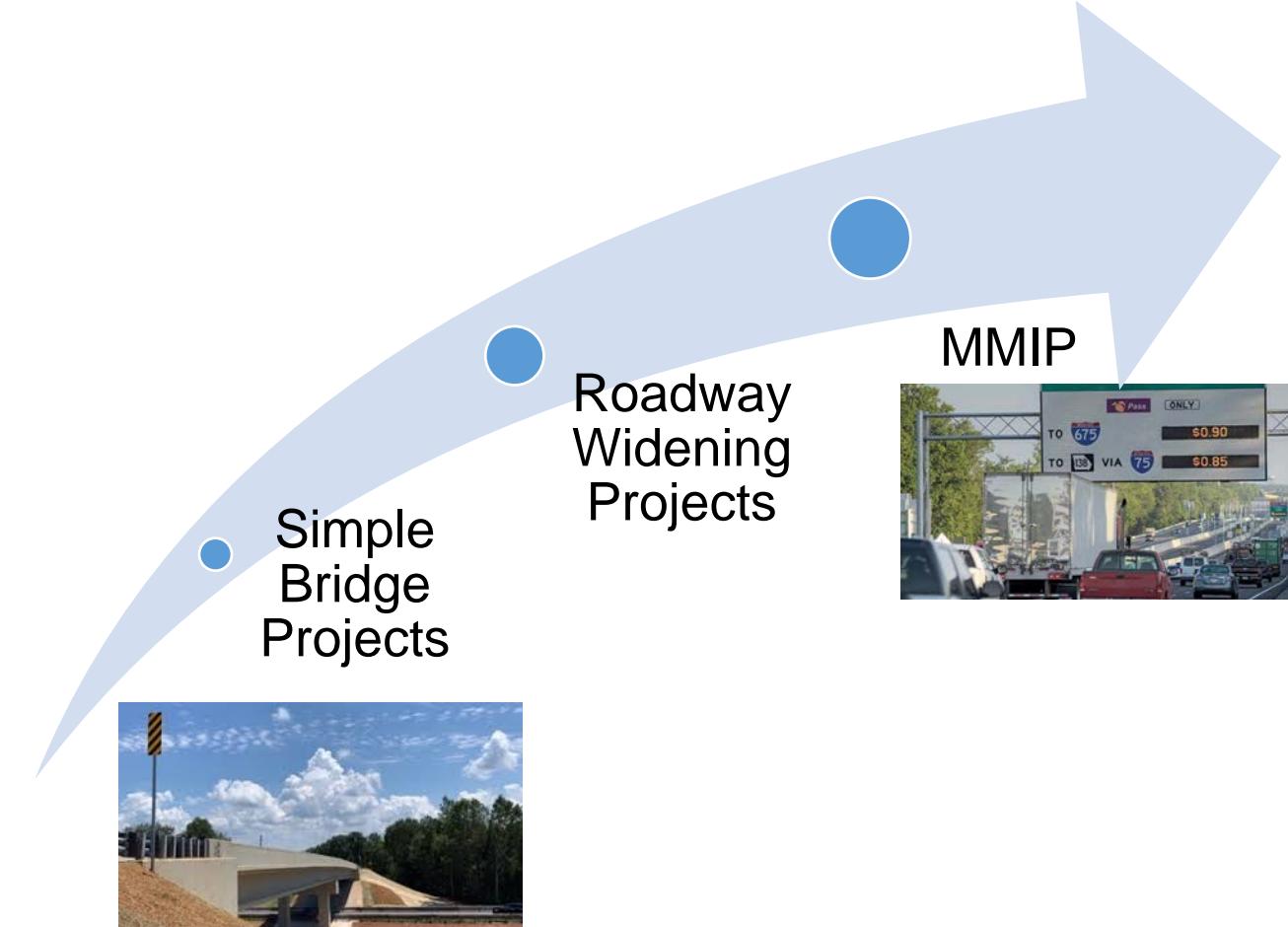
PIOH = Public Information Open House
PM = Project Manager
QA = Quality Assurance
ROW = Right-of-Way
RR = Railroad
SHPO = State Historic Preservation Officer
SUE = Overhead/Subsurface Utility Engineering
USACE = US Army Corps of Engineers
USGS = United States Geological Survey
UST = underground storage tank

Concept Development Process



Request &
Receive Traffic
Counts/
Projections

Customers



Who Makes a Design Traffic Request?

- Requests are typically made by GDOT Project Manager
- For Safety and Operational Improvement Lump Sum Program requests it should be coordinated with the Office of Traffic Operations.



Preconstruction Status Report

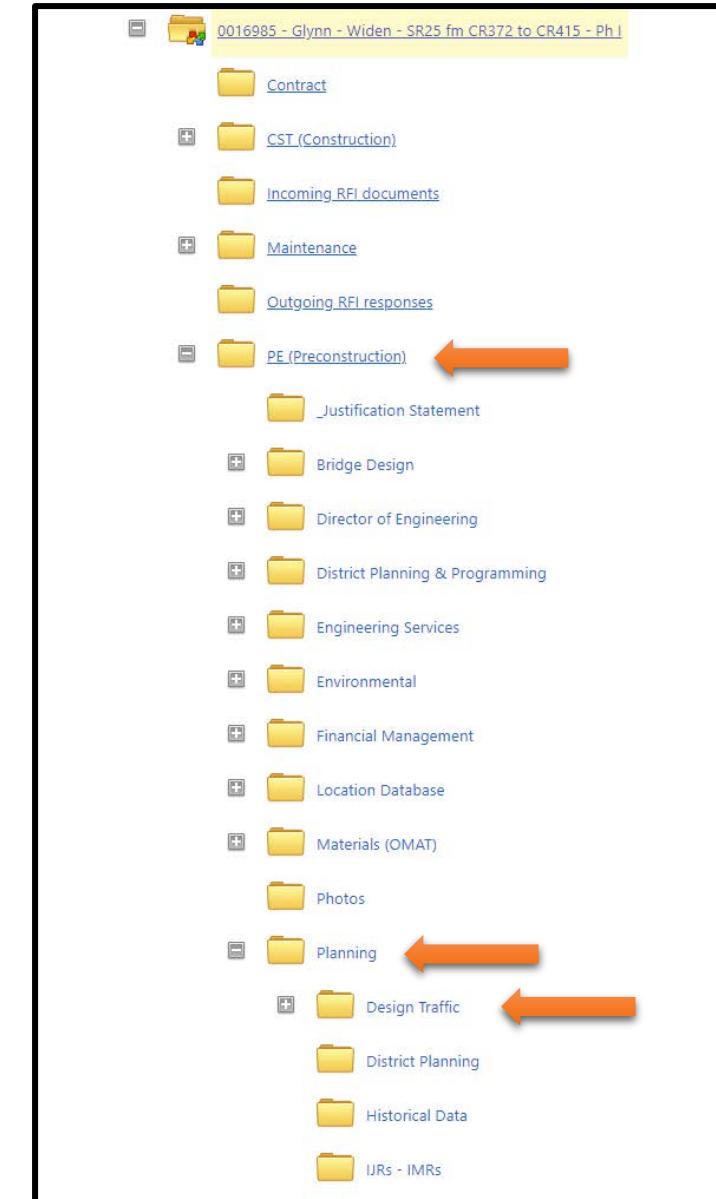
Planning Field

Preconstruction Status Report																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Design :	cbowler@dot.ga.gov Carol Bowler, GDOT, 404 347 0647, cbowler@dot.ga.gov. MP, Behind Schedule; Splitting Final Plans PH I and II; Next Deliv Revised Concept Report for split, Split Utilities resubmittal 2/14/20 and Request FFPR 3/3/20; No Risks, Need: Updated Utilities for split, 2/2019																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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ProjectWise

Design Traffic Files

- Project FOLDER (PI Number – County – Description)
 - PE (Preconstruction)
 - Planning
 - Design Traffic



Importance of Design Traffic Forecasting

WisDOT Traffic Projections Questioned, Hwy 23 Expansion Blocked by Court

BY JUSTIN R. MITCHELL ON MAY 28, 2015

NEWS & FEATURES, NEWS & POLITICS

On Friday, the U.S. Eastern District Court upheld claims in a lawsuit filed by 1000 Friends of Wisconsin and cut off federal funding for the beleaguered Highway 23 road expansion project between Fond du Lac and Plymouth. **The Court agreed with the land use organization that the Wisconsin Department of Transportation used unsupported, inflated traffic forecasts to justify the project.**

The Court also agreed that the Department's environmental impact statement violated federal law by failing to consider whether updated population projections that showed that the population in the area of Highway 23 would grow only about one-third as quickly as the Department had previously projected would affect the asserted need for expanding the highway.

"This is a huge win for taxpayers," said Steve Hiniker, Executive Director of 1000 Friends of Wisconsin. "We have known for years that the state DOT has been using artificially high traffic forecasts to justify a number of highway expansion projects. Now a federal court has validated our claims."

MIDDLE GEORGIA'S NEWSPAPER

The Telegraph
macon.com



BEAU CABELL/THE TELEGRAPH

Georgia Department of Transportation attorney John Draughon, left, inspects an exhibit Lindsay "Doc" Holliday, center, wanted to use during his testimony in his Forest Hill Road lawsuit Tuesday. The lawsuit was dismissed.

Judge dismisses Holliday suit in Forest Hill case

By MIKE STUCKA
mstucka@macon.com

VIDEO: Watch Holliday's case be dismissed

Bulldozers could rumble down Forest Hill Road in just over a month. Lindsay "Doc" Holliday's lawsuit against a widening of the road crumbled in court Tuesday, when Bibb County Superior Court Judge Edgar Ennis ruled that Holliday had no way left to win his case. Holliday claimed the state was pursuing unsafe designs for the road. Holliday went into court this week without an attorney because he and the CAUTION Macon road advocacy group ran out of money. He called himself as a witness first, but his other two witnesses undermined his legal case. Court proceedings began Monday, but the case was over Tuesday

SEE DISMISSED, 3A

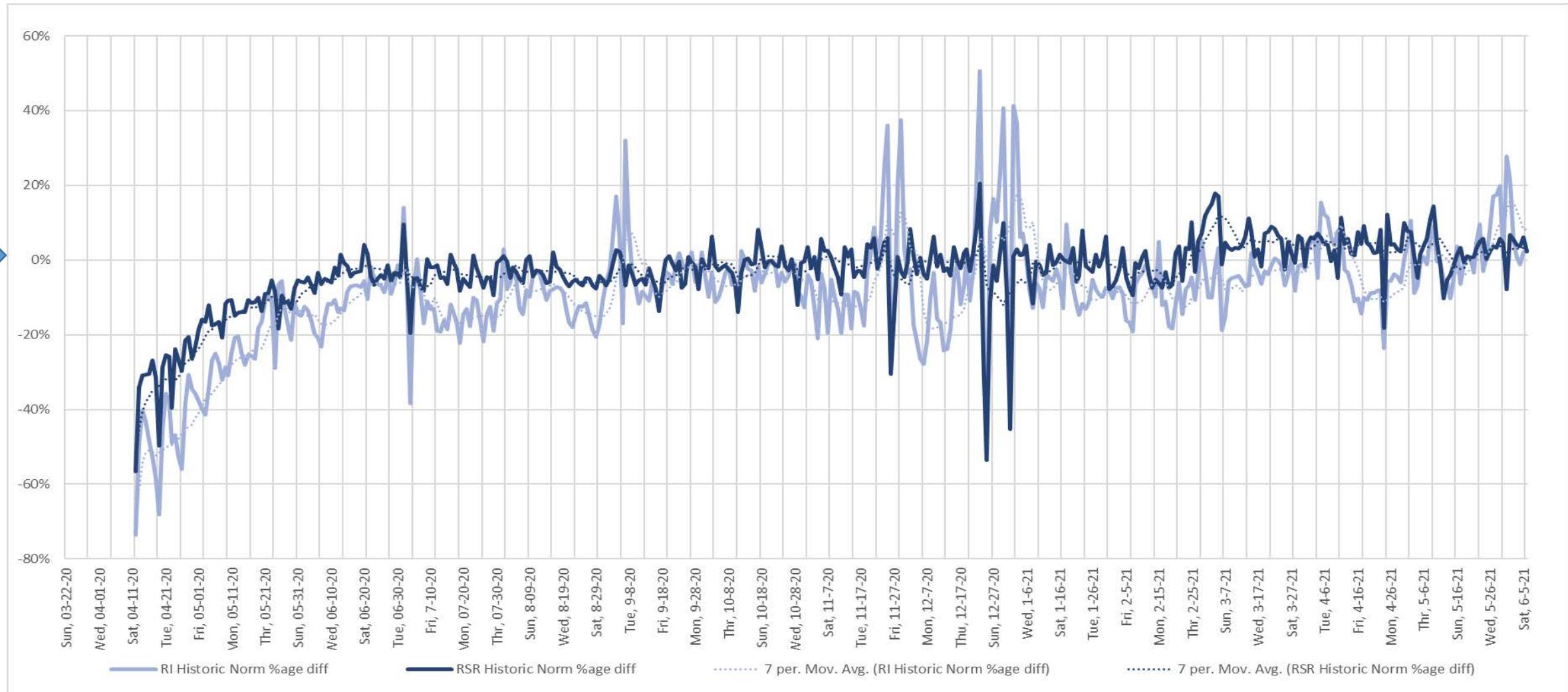
Covid-19

Traffic Volume Comparison

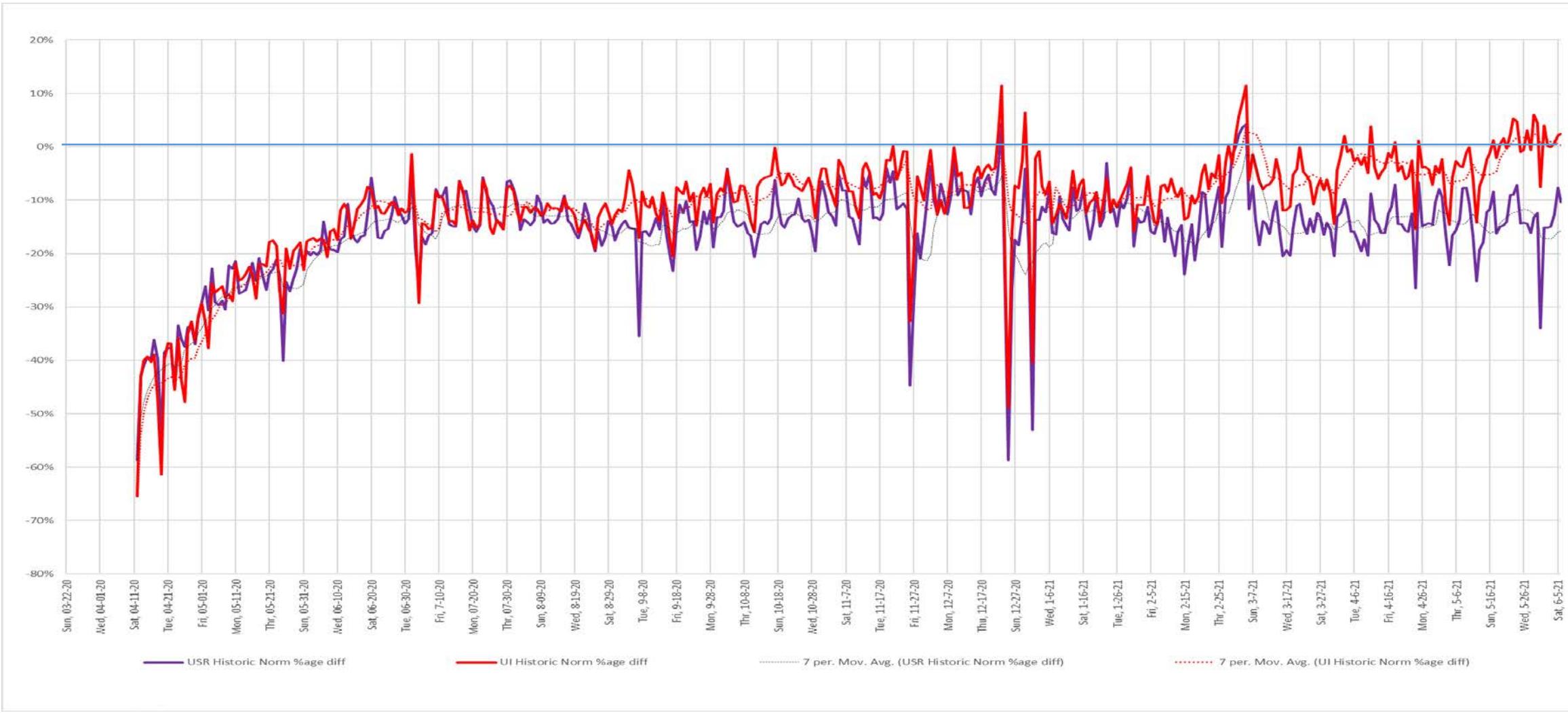
Traffic Forecasting Requirements memo



Covid-19: Traffic Volume Comparisons: Rural State Routes and Interstates



Covid-19: Traffic Volume Comparisons: Urban State Routes and Interstates



Covid-19 : What Are We Doing To Keep Projects Moving?

- Travel patterns are different compared to pre-COVID, with schools not operating uniformly across the state (e.g., online schooling, in-person schooling, or a combination of both), as well as teleworking policies and operating hours being different for some businesses.
- Peak hour traffic volumes (especially AM) are observed to be lower especially in metro Atlanta when compared to Pre-COVID levels.
- To continue design traffic forecasting activities during the current unprecedented conditions, Office of Planning developed a COVID-19 memo that details the additional requirements that needs to be followed.



Interoffice Memo

OFFICE: Planning

DATE: August 31, 2020

FROM: Tom McQueen AICP, Asst. State Transportation Planning Administrator

TO: Distribution

SUBJECT: COVID-19 Effects on the Office of Planning's Design Traffic Procedures

Historically, the motivation for the Office of Planning's traditional policy to not conduct design-level traffic counts during holidays and summertime is because students are not in school, which means traffic volumes and travel patterns are not normal or typical. Although schools throughout Georgia have recently resumed for the 2020-2021 school year, they are not operating uniformly across the state (e.g. online schooling, in-person schooling, or a combination of both).

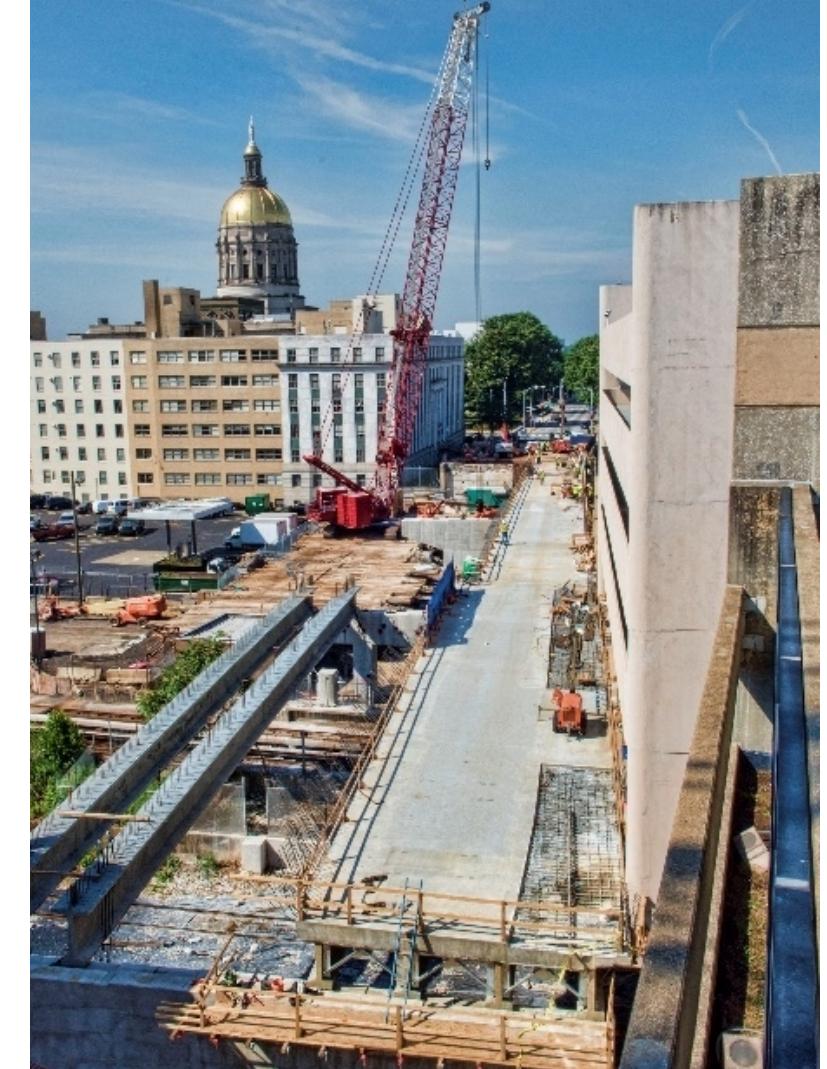
Overall, it is anticipated that traffic volumes will not rebound to pre-COVID levels as observed when all students attended classes in-person – especially in metro Atlanta. As such, new traffic count data collected during these unique schooling and work-from-home conditions will likely underrepresent the normal or typical traffic conditions on which subsequent future-year forecasts are based. **We are therefore providing additional requirements to supplement the existing "3 step submittal process" in the Design Traffic Forecasting Manual and will be in effect until further notice from the Office of Planning.** Details on these requirements are shared on the following pages.

All projects following the **GDOT Plan Development Process** needing design traffic forecasts – completed either by the Office of Planning or by a consultant and reviewed and approved by the Office of Planning – are still required to follow the **current Design Traffic Forecasting Manual**. Design traffic forecasts completed for projects included in the GDOT Office of Traffic Operations' Safety and Operational Improvement Lump Sum Program should continue to coordinate with the Office of Traffic Operations.

Covid-19 : Traffic Forecasting Requirements memo

Step 1: Traffic Count Map

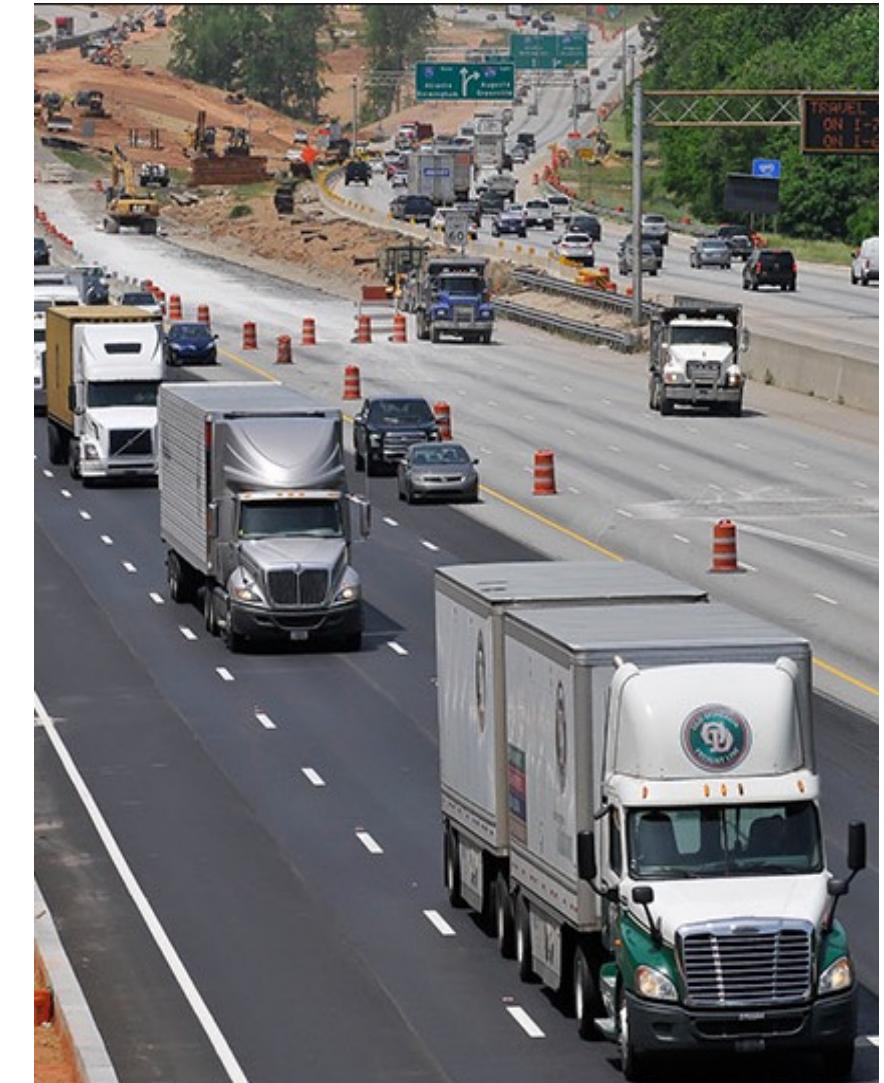
- Check on the availability of historical traffic count data and/or approved traffic forecasts in the vicinity of the project area.
- Historical traffic count data collected within the last three years is acceptable for design traffic forecasting activities.
- Proposed NEW traffic count data collection should follow the DTF Manual and COVID memo.
- Establish “count adjustment stations” for developing a project specific traffic adjustment factor.



Covid-19 : Traffic Forecasting Requirements memo (Cont'd.)

Step 2: Traffic Data Report

- AADT Adjustment Factors should be developed based on a review of traffic count data at the “count adjustment stations”. This factor is then applied to the NEW traffic count data to develop existing year AADT volumes
- For developing existing year DHVs, the K&D-Factors, turning movement patterns and any necessary adjustments should be based on historical traffic count data.
- The Traffic Data Report should detail the development of project specific traffic adjustment factors.



Covid-19 : Traffic Forecasting Requirements memo (Cont'd.)

Step 3: Traffic Forecasting Report

- Approved Growth Rates and K&D-Factors should be applied to develop the future traffic forecasting.
- Design traffic forecasts developed using NEW traffic count data collected during COVID-19 should add a note to the Traffic Diagrams: “Counts collected during COVID-19 and adjusted per GDOT Forecasting guidance”.



Habte Kassa

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