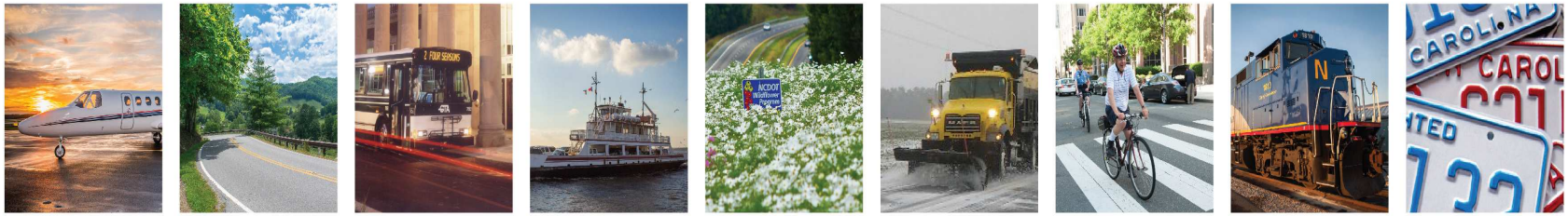
NORTH CAROLINA
Department of Transportation



Traffic Forecasting at NCDOT

Brian Wert, P.E.
Systems and Planning Unit Head

NCDOT Pre-Construction Workshop
May 8-9, 2018

If you remember one thing . .

Send emails to TrafficForecast@ncdot.gov

Forecast Completion Duration

Forecasts can be time consuming because:

- Traffic data collection can take significant time and be delayed for various reasons
- Coordination with local communities requires significant back and forth
- Consistency with other forecasts can require coordination amongst multiple teams

Forecast Completion Duration

Forecasts require some work to be done in series.

- Future year forecasts can’t be completed without base year volumes
- Base year volumes can’t be finalized until data collection is complete
- Growth projections can’t be verified until coordination with locals is done

Forecast Completion Duration

Forecasts are a precursor for a number of tasks.

- Congestion management utilizes forecast data to analyze alternatives
- Design makes changes based off of congestion management results
- Pavement design, noise, and others also use forecast data to complete tasks.

Forecast Initiation

Forecasts must be initiated ASAP because:

- Forecasts take time to complete
- Forecast steps can’t always be done in parallel
- Forecasts support many following steps

Proactive Forecasting

- Forecasts take time and feed numerous analyses
- To assist project development we have shifted to a proactive forecasting approach
- Proactive forecasting aims to have a forecast completed before NEPA/SEPA work begins

What a Proactive Forecast Includes

For CE's and EA's

- Base Year No-Build
- Future Year No-Build and Build TIP Scenario
- Base year build, interim years, and additional build scenarios can be added if needed

For EIS's

- Base Year No-Build
- Future Year No-Build
- Build scenarios can be completed during initial phase or at a later date (Post CP1/CP2)

Benefits of Proactive Forecasting

- Project timelines less likely to be interrupted due to forecast difficulties or data collection delays
- Data collection that can assist other tasks is done earlier
- Using TPD for forecast development means forecast is ready before project development begins

How to Request a Proactive Forecast

- We have been in communication with every division and will continue to communicate
- Send requests to TrafficForecast@ncdot.gov
- Reach out to me (Brian Wert) or State Traffic Forecast Engineer (Keith Dixon)
- Include TIP Number and WBS number and Requested Delivery Date/Priority

How to Request a Proactive Forecast

In the future include schedules in STaRS

- Allows us to query all schedules at once
- More efficient way for us to schedule and prioritize work
- Eliminate additional step for project managers
- Seen as a way to greatly improve efficiency going forward
- Not fully ready for implementation

Parting Thought

When all else fails:

Parting Thought

When all else fails:

Send e-mail to TrafficForecast@ncdot.gov

NCDOT TPD Contacts

- NCDOT Systems and Planning Unit Head:

  Brian Wert, PE, bmwert@ncdot.gov, 919-707-0974

- State Traffic Forecast Engineer:

  Keith Dixon, kgdixon@ncdot.gov, 919-707-0984