**TRAFFIC MODEL SCOPE**

Wisconsin Department of Transportation

DT2290 4/2018

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| --- | --- | --- | --- | --- | --- | --- |
| Project ID(s) | | Region | | | | Date (m/d/yyyy) |
| Project Name/Description | | WisDOT Project Manager | | | | |
| Highway(s) | | Project Limits | | | | |
| **Project Details** | | | | | | |
| Project Process  Planning  Design  Work Zone  Other: | | | | Project Type  Standard/Routine  High Profile  Mega | | |
| Report Type  EA  EIS  Tiered EIS  PEL  IAJR  Other: | | | | | | |
| Briefly describe the purpose and objectives of the project, specifically as they relate to the traffic analysis: | | | | | | |
| Briefly describe any known issues/concerns for the study area, specifically as they relate to traffic: | | | | | | |
| Briefly describe any emerging/future issues that the traffic model needs to address (e.g., new development): | | | | | | |
| Identify other approved/pending projects to consider: | | | | | | |
| Briefly describe any known or potential budget and/or schedule constraints: | | | | | | |
| What is critical path for the project? Does the traffic analysis fall on the critical path? When will changes in the project scope/purpose significantly affect the project schedule? | | | | | | |
| **Stakeholder Involvement**  Identify those stakeholders that may need to be involved in the development and/or review of the traffic models. Indicate their intended level of involvement (e.g., resource, project review, traffic analysis, etc.) | | | | | | |
| Internal Stakeholders | | | External Stakeholders | | | |
| Project Team | Region | | FHWA | | MPO/RPC | |
| BTO | BSHP | | City/County | | Independent Consultant | |
| Traffic Forecasting | Other: | | Other: | | | |

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| **Traffic Analysis Details** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Purpose of Traffic Model | | | | | | | | | | | | | | | | Analysis Method(s): | | | | | | | | | | | |
| Technical Evaluation (MOEs) | | | | | | Reality Check | | | | | | | | | | HCM | | | | | Microscopic Simulation | | | | | | |
| Visual Animation/Presentation | | | | | | Other: | | | | | | | | | | Unknown | | | | | Other: | | | | | | |
| What are the intended outputs/measures of effectiveness (MOE) for each analysis methodology? Indicate whether the analysis methodology will be the primary or secondary source for the output. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Desired Output/MOE | | | | | | | HCM Methodology | | | | | | | | | Microscopic Simulation | | | | | | | Other: | | | | |
| LOS | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Speed | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Travel Time | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Queues | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Density | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Lane Utilization | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Weaving | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Travel Time Reliability | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Other: | | | | | | | Primary | | | | Secondary | | | | | Primary | Secondary | | | | | | Primary | | | | Secondary |
| Briefly describe the geographic extent of the traffic model(s). (The geographic boundaries may be different for each traffic analysis tool/model.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roadway elements to include in the traffic model: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway Facilities | | | | Basic Freeway Segments | | | | | | | | Freeway Weaving Segments | | | | | | | | Freeway Merge/Diverge Segments | | | | | | | |
| Multilane Highways | | | | Two-Lane Highways | | | | | | | | Urban Street Facilities | | | | | | | | Urban Street Segments | | | | | | | |
| Isolated Intersections | | | | Ramp Terminals | | | | | | | | Alternative Intersections | | | | | | | | Ped/Bike Facilities | | | | | | | |
| Other: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Analysis Time Period(s): | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weekday AM Peak  Hours: | | | Weekday PM Peak  Hours: | | | | | | | Fri. Peak  Hours: | | | | | | Sat. Peak  Hours: | | | Sun. Peak  Hours: | | | | | | Other:  Hours: | | |
| Analysis Years: | | | | | | | | | | | | | | Will model be constrained or unconstrained? | | | | | | | | | | | | | |
| Base Year | Design Year | | | | | | | Other: | | | | | | Constrained | | | | | Unconstrained | | | | | | | Unknown | |
| Identify the number/types of models to analyze (e.g., an AM and PM analysis period would require two models for each scenario): | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Base  # Models: | | | | | No Build  # Models: | | | | | | | | | Build  # Models: | | | | | | | | Other:  # Models: | | | | | |
| What travel modes need to be considered? | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SOV  HOV  Trucks  Bus/Transit  Rail  Bikes  Pedestrians  Other: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffic Model Complexity Score and Minimum Level of Peer Review Required (see TEOpS 16-25-2): | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-3, Project Team Level Review | | | | | | | 4-7, Region Level Review | | | | | | | | 8-10, Consultant Level Review | | | | | | | | | 11+, SWB Level Review | | | |
| **Data Needs and Potential Sources** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AADT | | Turn Counts | | | | | | | Queues | | | | Speeds | | | | | Travel Times | | | | | | | | Lane Utilization | |
| Traffic Forecasts | | % Trucks | | | | | | | O-D Surveys | | | | Signal Timing | | | | | Ramp Meter Rates | | | | | | | | Other: | |
| Other Elements to Consider: | | | | | | | | | | | | | | | | | | | | | | | | | | | |