INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Design Memorandum No. 16-28
Technical Advisory

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TO: **All Design, Operations, and District Personnel, and Consultants**

FROM: ***/s/Elizabeth W. Phillips***
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SUBJECT: **Traffic Forecasting and Crash Data**

REVISES: ***Indiana Design Manual*** **Sections 5-2.02 and 56-3.01**

The July 18th revision is to the Traffic Data section of the attachment.

The referenced *Indiana Design Manual* sections have been updated to reflect the current process for obtaining traffic data, project traffic forecasts, and crash data. The revisions are an attachment to this memo.

IDM Section 5-2.02

4. Traffic Data. The project manager should evaluate each project for the requisite nature of traffic data. The data generally include current-, or base-, year, intermediate-year and design-year average annual daily traffic (AADT), A.M. and P.M. design hourly volumes (DHV), and the percentage of commercial vehicles in daily and peak-hour traffic streams. Turning movements for a project with intersections and interchange ramp terminals may warrant non-standard approaches or auxiliary approach lanes. A select major project warrants travel demand modeling and/or an origin-destination study.

The most recent traffic data is available from the Traffic Count Database System (TCDS) which is accessible from the Department's Traffic Data webpage http://www.in.gov/indot/2469.htm, or directly from indot.ms2soft.com. Official traffic counts with projections are provided by the Technical Planning Support & Programming Division Office of Traffic Statistics. A request for a project traffic forecast should be made through the INDOT Technical Applications Pathway (ITAP). *Access to the Traffic Forecasting Requests application is available on a case-by-case basis to INDOT personnel only. Consultants should work through their INDOT project manager.* The previous Traffic Projections Request form, Figure 5-2B has been deleted.

The district traffic engineer also may have twelve-hour (or shorter period) counts for certain intersections, particularly signalized junctions or those previously studied for traffic control warrants. All relevant, independently secured counts should be forwarded to the Traffic Monitoring Team for its use in preparing formal turning-movement volumes.

5. Crash Data. Historical crash (accident) data is available from the Automated Reporting Information Exchange System (ARIES). The records of crash events occurring on both the mainline and crossroads or interchange ramps should be requested. Satisfactory analysis generally requires the last three full years of historic data. There is approximately an eight week time lag between a crash occurrence and its entry into the Department's computer data base.

AIRES is accessible by Department staff but not to private individuals or businesses. Therefore, consultants must request crash records via their project manager. Figure 5-2C, Request for Crash Records, form should be submitted to the project manager who may provide the crash data or forward the request to the Traffic Division Office of Traffic Safety. An editable version of this form is available from the Department's Editable Documents webpage at www.in.gov/dot/div/contracts/design/dmforms/, under Traffic.

Retrieved records typically consist of a large range (usually the county) surrounding the project area. The data set can then be edited as appropriate for the project. The project manager may find it helpful to review complete reports on fatal events.

IDM Section 56-3.01

See Section 5-2.02 for information regarding traffic data, traffic forecasting, and requesting crash data.