

Use of 2007 Traffic Counts in 3722-TAZ Highway Network



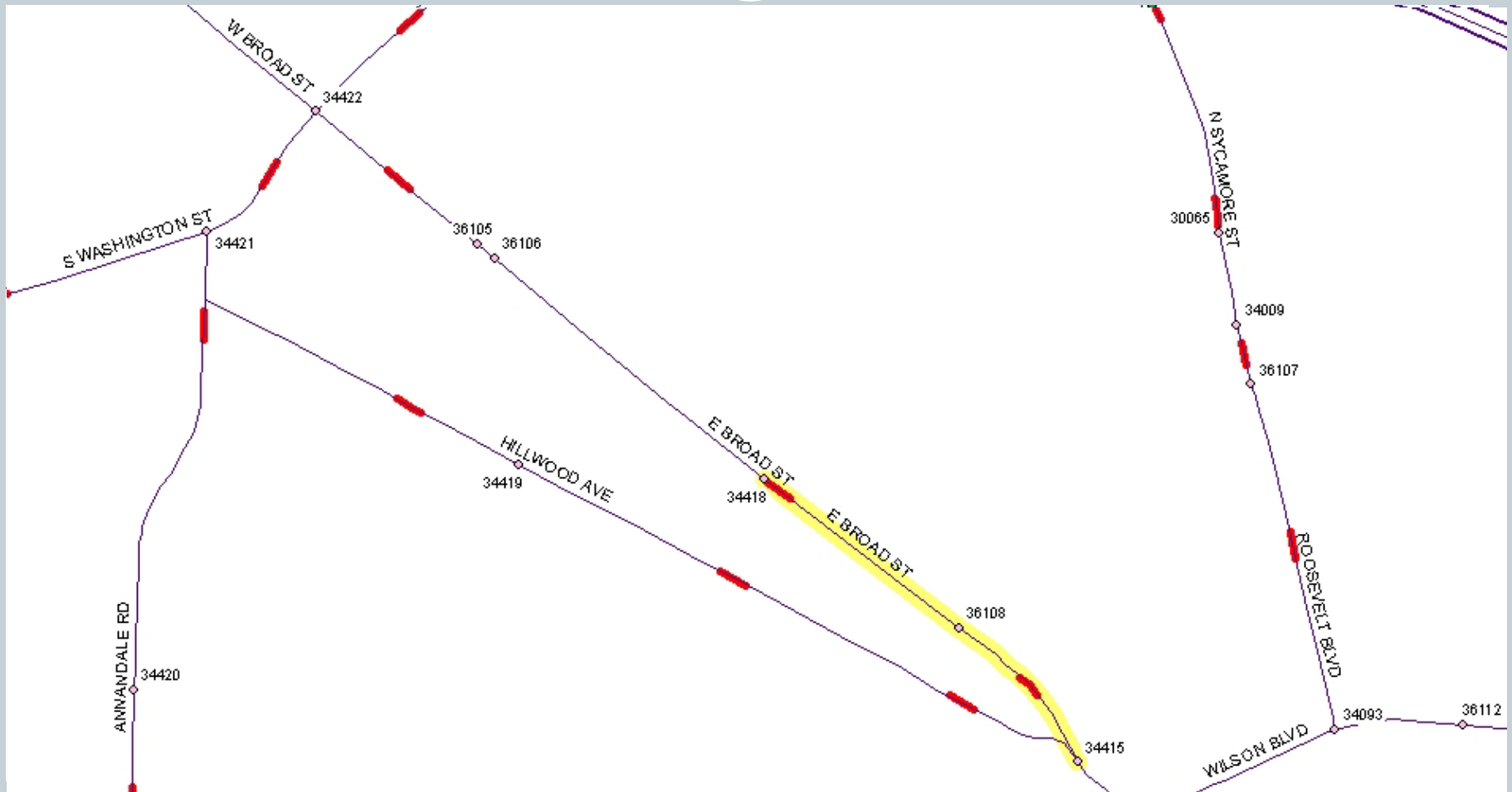
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Determine Station to Network Linkages



- **Series of Spatial Operations and Table Linkages**
 - 2007 Station XY Coordinates and Link Definition Files
 - Buffer Station Points – 75 feet
 - Overlay with 3722-TAZ network
 - Compared to assignments on previous 2007 Regional Transportation Data Clearinghouse Network

Example of Buffer and Overlay



Compare to Existing Linkages



- **Compare Parent Anode-Bnode Pair on 3722-TAZ Network to Anode-Bnode Pair in the Regional Transportation Data Clearinghouse**
 - If the same then new link was accepted
 - If the same station ID that was in the accepted file matched to other links, those links were eliminated
 - All remaining matches were individually researched

Matching Fallout



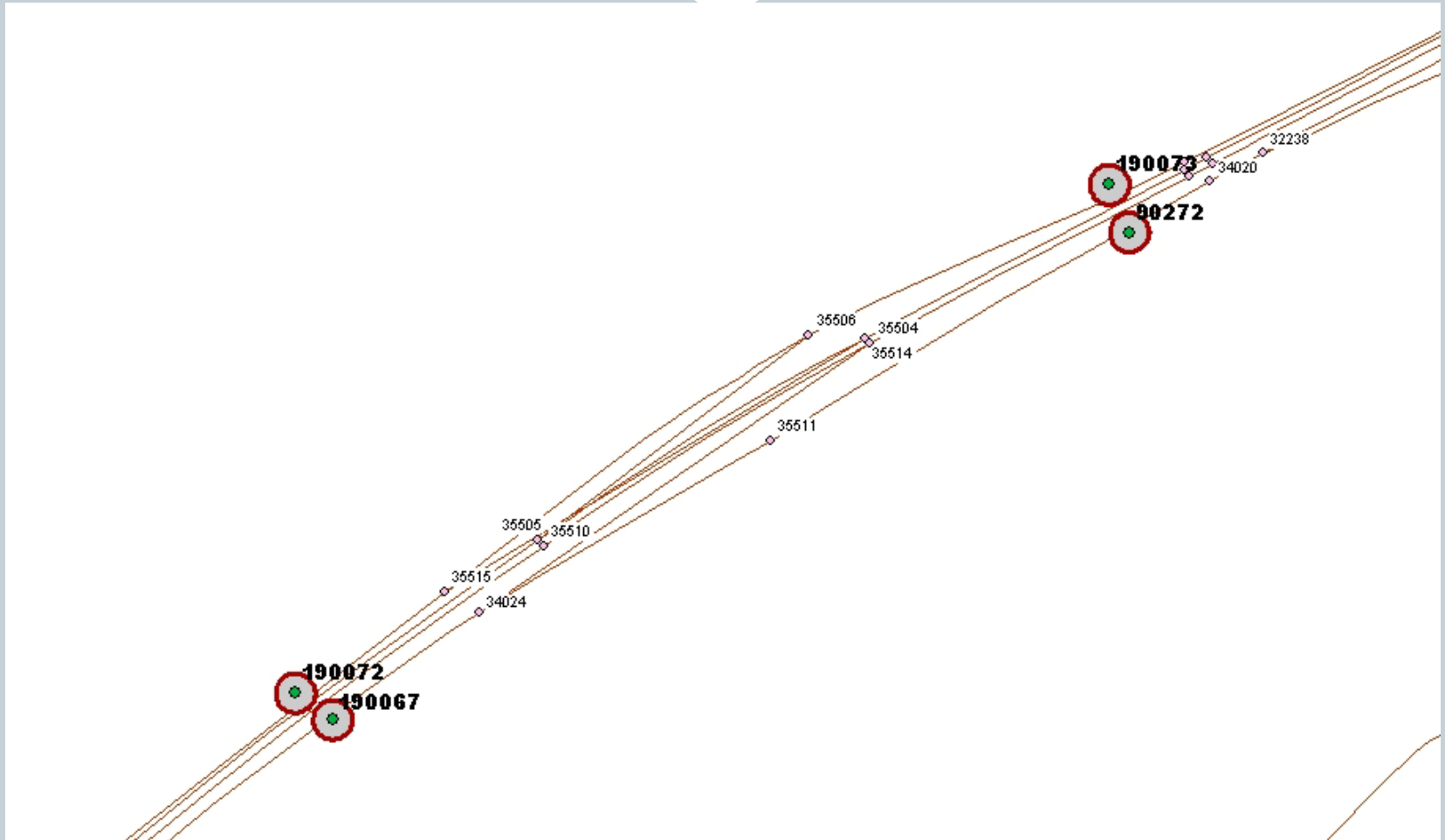
- **Issues Encountered During Individual Station Research**
 - Matches to neighboring link on same facility
 - Matches to different facility because of close proximity or intersecting facilities
 - Matches to different facility because of ramp configuration
- **Stations were Re-Assigned to the Correct Network Link Based on the Station and Link descriptions**
 - Conflated network linked to facility name and route number

Stations that Did Not Match



- **Buffered 300 Feet**
- **Same steps as the 75 foot process**
- **Researched all stations that did not match to any link**
 - Some XY coordinates were off
 - Some stations on facilities that are not on the 3722-TAZ Highway Network

Matching Stations to Freeway Links



Final Lookup Table



Station-ID	Direction	Anode	Bnode	RevAnode	RevBnode	AltAnode	AltBnode	AltRevAnode1	AltRevBnode1	AltRevAnode2	AltRevBnode2
90272	NB	35511	34020	35509	35506	35504	35507	35508	35514	0	0
190073	SB	35509	35506	35511	34020	35508	35514	35504	35507	0	0
60248	WB	34021	36136	36136	34021	0	0	0	0	0	0
60248	EB	36136	34021	34021	36136	0	0	0	0	0	0
40181	WB	36136	34033	34033	36136	0	0	0	0	0	0
40181	EB	34033	36136	36136	34033	0	0	0	0	0	0
199750	R	35501	35510	35505	35502						

The station/direction combination will be assigned to a specific link with the other parallel links and reverse links listed in additional fields.

This will allow the lookup table to be used with the non-directional annualized traffic volumes as well as the hourly data that can be used to create peak hour estimates.

Next Steps



- **Determine directionality of network links.**
- **Matching the GPS add-on to the Household Travel Survey to the network links.**
- **Match INRIX highway speed data to the network**
 - I-95 Corridor Coalition
 - Freeway data
 - Probe vehicles
 - Comparison with the speeds predicted by the TPB travel demand model by time-of-day