

# Roadsoft Roundup

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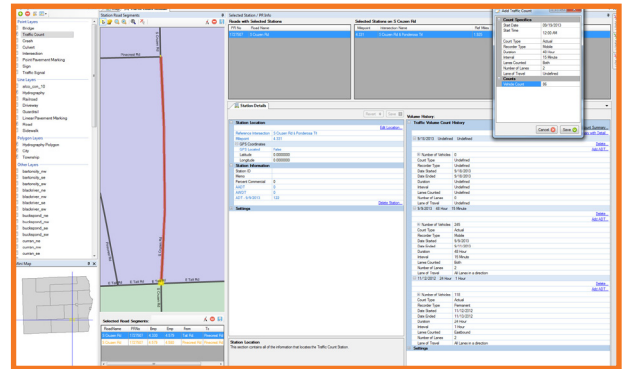
*“Using the Roadsoft Traffic Count module can minimize time spent by locals and MDOT, and maximize data integrity to complete HPMS reporting.”*

-Mike Toth  
Transportation Planner, MDOT

## Roadsoft and HPMS Reporting

The development of Roadsoft’s Traffic Count module has been a collaborative effort between the Michigan Department of Transportation (MDOT), individual agencies, and the Center for Technology & Training (CTT)

Mike Toth, Transportation Planner at MDOT, has worked closely with the CTT to make the program more useful in the collection and sharing of traffic count information. “The goal”, he says, “is to have the Traffic Count module accept all data required for HPMS reporting purposes, making it usable for the local Roadsoft user in exporting traffic count information to MDOT.” Roadsoft has come closer to meeting that goal with the latest Traffic Count module updates, by making the criteria for data entry and export fields match the requirements for HPMS reporting.



Traffic Count module

### HPMS Reporting Requirements

MDOT conducts the collection of traffic count information through the Non Trunk-line Federal Aid (NTFA) program, which was developed to meet HPMS traffic count requirements. Data collection is required every three years on sample roads, National Highway System roads, and principal arterial roads, and every six years on all non-sample federal-aid eligible roads that are not included in the three year count cycle. Criterion for traffic count studies includes:

- Actual 15-minute or hourly counts
- An Average Daily Traffic (ADT)
- Duration of 24 hours or greater

### Defining the Process

With NTFA being a newer program, it was unclear how local agencies could use Roadsoft to deliver traffic count information to MDOT. In addition, MDOT and local agencies wanted a way to share traffic count information back and forth.

“Some standards and workflow models needed to be determined, Toth explained. “MDOT standardized two file formats. The first was to define the traffic counter location with the ADT, and the second was adding hourly or 15 minute count details over a 48

hour period.” With these standards defined, the CTT integrated importing and exporting functionality, allowing local agencies to export their traffic count information to MDOT and enabling MDOT to import the file into their database. This eliminates the need to manually enter traffic count information from each local agency. “Using the Roadsoft Traffic Count module can minimize time spent by locals and MDOT, and maximize data integrity to complete HPMS reporting.”

### Looking to the future

Since the establishment of this workflow model, MDOT and the CTT have worked towards fine-tuning the information sharing process so that traffic count data entered into Roadsoft can be exported to meet HPMS requirements. In addition to these implementations, MDOT is exploring various methods for sharing the HPMS data back to the local Roadsoft users. One such method includes an MDOT NTFA mapping website, currently in development, that could export a local user’s HPMS traffic count data into a shape file. The shape file could then be imported into Roadsoft.

The CTT is always looking for ways to improve Roadsoft. For feature requests or suggestions on how to improve the program go to (<http://roadsoft.org/forums/roadsoft-feature-requests>), or attend a Roadsoft User’s Group meeting.

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**Director:** Tim Colling, Ph.D., P.E.

**Project Leader:** Gary Schlaff

**Software Engineers:** Mary Crane, Nick Koszykowski, Nancy Moore,

Luke Peterson, Chris Pinnow, Mike Pionke, Andrew Rollenhagen, Sean Thorpe

**Civil Engineers:** Chris Gilbertson, Ph.D., P.E., John Kiefer, P.E., Melanie Kueber, Ph.d., P.E.

**Editors:** Shaughn Kern, John Rynananen, Belle Wirtanen **Intern:** Alex Slepak

### Center for Technology & Training

Michigan Technological University  
309 Dillman Hall  
1400 Townsend Dr.  
Houghton, MI 49931-1295

Telephone ..... (906) 487-2102  
Fax ..... (906) 487-3409  
E-mail ..... [Roadsoft@mtu.edu](mailto:Roadsoft@mtu.edu)  
Web..... [Roadsoft.org](http://Roadsoft.org)