



Traffic Impact Study-Threshold of Applicability

A traffic impact study shall be required for all developments that are expected to generate *more than one hundred (100) new trips during an a.m. or p.m. peak hour* or *more than seven hundred and fifty (750) new trips in an average day* or involves the *construction of 50,000 square feet or greater of non-residential building space, in single or multi-use phases.*

If your proposed development triggers the aforementioned threshold requirements, the following must be done:

- (1) **Scope Meeting** –It will be the responsibility of the developer and/or his or her consultant to initiate this meeting. *See Section 8.01.02(I)* of the ULDC for meeting purpose.
Scope Meetings are not optional, but are mandatory.
- (2) **Traffic Impact Study**-This study will be required before any permits are issued, the following information is required to be included within the study:
 - a. **Title Page.** A title page listing the name of the proposed development and its location.
 - b. **Table of Contents.** A table of contents outlining the study shall be provided.
 - c. **Certification.** The study shall be signed and stamped by a qualified professional.
 - d. **Executive Summary.** An executive summary, discussing the development, the major findings of the analysis and any recommendations made by the qualified professional.
 - e. **Vicinity Map.** A vicinity map showing the location of the proposed project in relation to the transportation system of the area.
 - f. **Study Area Map.** A map of the traffic impact study area. For purposes of this ordinance, the traffic impact study area shall be determined according to trip generation rates as follows. In the event there is a difference as a result of applying peak and total trips, the more restrictive requirement (larger study area) shall apply.

TABLE 08.01.02

STUDY AREA SIZE REQUIREMENTS

PEAK HOUR TRIPS GENERATED	DAILY TRIPS GENERATED	DISTANCE FROM PERIMTER OF PROPOSED DEVELOPMENT ALONG ROADS
100-150	750-1,500	½ mile
151-500	1,501-5,000	1 mile
501-1,000	5,001-10,000	2 miles
1001 or more	10,001 or more	3 miles

- g. **Inventory of Transportation Facilities in the Study Area.** A description of transportation facilities in the study area, including roadway names, locations and functional classifications, intersection lane configurations and traffic control (including signal timing), existing rights-of-way, transit routes and stops (if any), pedestrian and bicycle facilities and planned transportation system improvements. An existing lane configuration sketch shall be submitted for all roadways and intersections within the study area.
- h. **Site Plan and Development Data.** A complete description of the proposed development, including a site plan, with the best available information as to the nature and size of each proposed use and the proposed location and traffic control of all proposed access points, including the distance from all proposed access points to adjacent accesses and/or streets, including those across a street right-of-way from the subject development.
- i. **Existing Traffic Volumes.** Peak and total daily traffic volumes on all arterial, collector and local streets within the study area. Traffic counts should be no more than one year old when the report is prepared. Traffic counts between one and three years old may be used if factored to the current year. Traffic counts older than three years will not be accepted. Utilizing available data from an industry accepted source, i.e., Georgia Department of Transportation, Henry County Department of Transportation, Atlanta Regional Commission.
 - ii. **Facility Performance.** Existing performance of the transportation system, including Levels of Service (LOS) and Volume/Capacity ratios (V/C) for all intersections and road segments, as appropriate, within the study area. Identification of any project related improvements necessary to mitigate the impact on the Level of Service (LOS) for the abutting roadways and unsignalized/signalized intersection resultant from the trips generated by the proposal.
 - iii. **Trip Generation.** Complete trip generation figures for all aspects of the proposed development. The source for trip generation rates shall be "*Trip Generation*" published by the Institute of Transportation Engineers (ITE), most recent edition, unless otherwise approved by the Director of Transportation Planning. If phased development is proposed, the study shall include projections for the year that each phase of the development is planned to be complete. The traffic impact study shall also include trip generation data for any pending and approved developments that would affect the study area. The County staff shall facilitate the review of

applicable files by a qualified professional to determine the names and development characteristics of pending and approved developments in the study area.

- iv. **Trip Distribution and Assignment.** Trip distribution for the proposed development. For developments expected to generate more than thirty (30) truck trips per day, the study shall include separate trip distribution figures for trucks.
- v. **Forecast Traffic Volumes Without the Development.** Forecast traffic volumes without the development, on all arterial, collector and local roads within the study area, in the year that the proposed development is planned to commence, and in the horizon year. Qualified professionals should consult County transportation staff for information to determine the most appropriate sources or methods of determining future traffic volumes. If phased development is proposed, the traffic impact study shall include projections for the year that each phase of the development is planned to be complete.
- vi. **Forecast Performance Without the Development.** Forecast performance, including Levels of Service (LOS) and Volume/Capacity (V/C) ratios of the transportation system without the development in the year that each phase is planned to be complete and in the horizon year.
- vii. **Forecast Traffic Volumes With the Development.** Forecast traffic volumes with the development, on all arterial, collector and local roads within the study area, in the year that the proposed development is planned to commence and in the horizon year.
- viii. **Forecast Performance With the Development.** Forecast performance, including Levels of Service (LOS) and Volume/Capacity (V/C) ratios of the transportation system with the development in the year that each phase is planned to be complete and in the horizon year.
- ix. **Sight Distance.** A safety analysis of the site accesses and an assessment whether adequate sight distances are provided at driveways and streets abutting the development.
- x. **Operational Characteristics.** Analysis of prevailing operating speeds, if significantly different than speed limits, right and left turn lane warrants, queue lengths, acceleration and deceleration lanes including lengths and tapers, throat lengths, channelization, and other characteristics of the site accesses, which exist and may be needed, as appropriate. The traffic impact study shall address whether driveways and intersections are located and spaced safely and designed to accommodate expected traffic volumes and maneuvers. The operational characteristics analysis shall also evaluate the turning and traveling characteristics of the vehicles that will be using the proposed development and the adequacy of the geometrics of the existing and proposed roadway (public and/or private) configurations to accommodate these characteristics.

- xi. **On-site Circulation.** The traffic impact study shall address whether on-site vehicular and pedestrian circulation and parking layouts are safe and efficient.
- xii. **Significant Impacts.** Analysis as appropriate of any potential adverse or controversial effects of the proposed development on the transportation system in the area. Examples of possible effects include, but are not limited to, infiltration of non-residential traffic into residential neighborhoods, traffic noise, creation of potential for traffic violations, conflicting turning movements with other driveways, any new pedestrian or bicycle transportation needs arising from the development, etc.
- xiii. **Mitigation Measures and Costs.** Listing of all intersections and road segments that are forecasted to be Level of Service “E” and “F” in the horizon year, or if phased, in the years that each phase is planned to be complete, and an identification and description of specific mitigation measures including signal, turn lane, or other warrant analyses as appropriate and necessary to bring these intersections and road segments into compliance with a Level of Service “C” or other County adopted Level of Service for said road segment or intersection. *Should the proposed development reduce the level of service, mitigation factors must be included and will be included as a condition of final plat approval.* If roadway improvements are needed, the study shall show a drawing at an engineering scale of one inch equals twenty feet (1” = 20’) for all recommended lane configurations. If signalization is warranted by the traffic signal warrants outlined in the Manual on Uniform Traffic Control Devices (MUTCD), a warrant analysis shall also be conducted as a part of the traffic impact study. If a traffic signal is warranted, the warrant package in the study shall show a drawing at an engineering scale of one inch equals twenty feet (1” = 20’) detailing the signal design and phasing plans. The estimated cost associated with implementing all such mitigation measures shall be provided in the traffic impact study. The traffic impact study may take into account any city/County/state approved roadway, traffic signalization and other improvements in determining mitigation measures and providing recommendations.
- xiv. **Alternative transportation.** Alternative transportation (sidewalk, bicycle, transit) needed as a result of the study, shall be identified.
- xv. **References.** A listing of all technical documents and resources cited or consulted in preparing the traffic impact study.
- xvi. **Technical Appendix.** Relevant technical information, including but not limited to: copies of raw traffic count data used in the analysis, calculation sheets and/or computer software output for all LOS and V/C calculations in the analysis, and warrant worksheets for signals, turn lanes, signal phasing, etc. used in the analysis.