

**GUIDELINES FOR  
TRAFFIC IMPACT STUDIES**

CITY OF WEST JORDAN  
Engineering Department  
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## TABLE OF CONTENTS

1. Introduction
2. Requirements for Traffic Impact Studies
3. Responsibilities for Traffic Impact Analysis
4. Traffic Impact Study Overview: Requirements, Meeting, and Waivers
5. Planning Horizons
6. Traffic Impact Report Requirements and Format

## 1.0 INTRODUCTION

This document contains guidelines for conducting traffic impact studies (TIS) for submittal to City of West Jordan. These guidelines provide for a consistent standard process, set of assumptions, set of analytic techniques, and presentation format to be used in the preparation of such traffic impact studies.

## 2.0 REQUIREMENTS FOR TRAFFIC IMPACT STUDIES

The Planning and Engineering departments are responsible, in a review\approval capacity, to assure that the provisions of the zoning ordinances regarding mitigating adverse traffic/transportation impacts from land use actions have been followed. In order to do this, the preparation of traffic impact studies may be required to quantify impacts and identify facility improvements needed to maintain the City's level of service standards.

The following presents, in general, when a traffic impact study may be required:

- A. Concept Plan Stage – Normally, a full traffic impact study, as detailed herein, may be required with all land use zoning and rezoning requests initiated with a concept plan for either the site plan or subdivision processes at the discretion of the Engineering and Planning departments. The requirements to prepare a full TIS may be waived only if all of the following conditions are met:
  - 1. Daily trip generation is less than 500; and
  - 2. No more than 250 vehicles per day access an existing collector or local road; and
  - 3. The combination of new traffic from the proposed site plus background (existing) traffic does not exceed an average of 150 vehicles per day on any unpaved road; and
  - 4. Access is not being requested to either a State highway or a City Collector roadway; and
  - 5. The applicant submits a written request with appropriate supporting documentation prior to the PDP submittal; and
  - 6. The Engineering Department concurs with the request.
- B. Subsequent to the concept plan stage – The following are the three scenarios which will require the preparation of an update (or amendment) to a previous study, or the preparation of an entirely new study which meets these guidelines.
  - 1. When time or circumstances of the original study fall within the parameters presented in the following table, the applicant shall prepare the appropriate documentation according to the following specific requirements:

Changes to the Original Proposed Development		
Original Report Is	Access Changed* or Trip Generation Increased by $\geq 15\%$	Trip Generation Increased by $\leq 15\%$
< 2 Years Old	Letter Amendment Required: Identify and discuss only items that changed	Letter Documenting Change (No other reports required)
> 2 Years Old or Study Prepared Prior to May 1995	New Study	Letter Amendment Required: 1. New local ground counts 2. New trip generation 3. New LOS analysis 4. Meet all current requirements of this guideline

\* Changed access includes proposed new access or refinement of general access locations not specifically addressed in original proposed development

2. When the original study was prepared during the concept plan process for a large, complex, or phased project and was designed, organized, and written to function as a “base” or master plan document for future concept plan applications, it must include updates to the master plan study. (These types of studies require special arrangements with the City prior to their preparation.)
3. Where a traffic impact study was never prepared and the site fails to meet the conditions of a waiver outlined in item #1 above, a new study is required.

### 3.0 RESPONSIBILITIES FOR TRAFFIC IMPACT STUDIES

The responsibility for assessing the traffic impacts associated with a proposed land use action rests with the Developer and the City’s Planning and Engineering departments serving in a review capacity. The City will responsible for selecting the engineer, coordinating the study and the Developer is responsible for paying for the work performed. Payment will be accomplished as part of the Engineering Department fees assessed which include Engineering Review Fees, Street Lighting Impact Fees and Storm Drain Impact Fees.

The traffic impact study shall be prepared under the supervision of a Registered Professional Engineer in the State of Utah with adequate experience in transportation planning/engineering. For the purpose of these guidelines, when the word “applicant” is used, it shall mean the applicant and/or his or her designated agent responsible for preparing the Traffic Impact Analysis.

### 4.0 TRAFFIC IMPACT STUDY OVERVIEW: REQUIREMENTS, MEETINGS AND WAIVERS

The requirements for conducting a TIS will be discussed at the Development Review Committee meeting. The applicant is highly encouraged to bring a copy of the previous TIS prepared for the site, if any, and prepare and present a site sketch plan showing:

- A. The location of the site
- B. Proposed access and its relationship to adjacent properties and their existing/proposed access, and
- C. Preliminary estimates of the site's trip generation at build out (average daily traffic and peak hour traffic).

This information will assist in determining the level of detail and extent to which the TIS will need to address each of the following.

- 1. The study area for the impact analysis
- 2. The intersections to be studied in detail
- 3. The distribution of trips from the proposed development
- 4. Background traffic volume forecasts
- 5. The need for special analysis

The Engineering Department will prepare a summary of decisions made at the meeting. A copy will be given to the applicant and applicant's engineer/planner.

Request for waivers per Section B must be submitted in writing and accompanied by appropriate supporting information. The Engineering Department will make a determination on such requests within 14 days after this meeting.

If the applicant requires clarification to the guidelines, or is preparing a large, complex or phased project, a separate meeting with the Engineering Department is encouraged to discuss appropriate requirements and strategies.

## **5.0 PLANNING HORIZONS AND ROADWAY NETWORK ASSUMPTIONS**

Each traffic impact study shall present an analysis of the traffic conditions with and without the proposed project at two planning year horizons: short term and long term. The intent of the first planning horizon is to determine the immediate impact of the proposed project on the short term roadway network. The short term horizon year is defined as one year after occupancy of the project. If the project is proposed to occur over multiple phases, each phase shall be evaluated one year after phase occupancy.

The second planning horizon shall be based on the current Transportation Master Plan. The intent of the second planning horizon is to evaluate implications of the proposed project on the long range traffic condition.

The baseline surface transportation network (without the proposed project improvements) assumed for the first planning horizon should reflect existing facilities plus any firmly committed improvements by the City and other developments within the study area. The Transportation Master Plan may be used for the baseline assumptions for the long term planning horizon surface transportation network analysis.

Each planning horizon analysis shall identify the required facilities needed to bring the Level of Service (LOS) of the affected facilities up to City standards. If the established standards are currently exceeded, the study shall:

- A. Identify what improvements to public facilities are needed to reach established standards and what portion of those improvements are caused by the project, and
- B. What improvements are necessary to offset project impacts

The ultimate surface transportation network report will identify the on-site roadways, site-adjacent improvements, and potential off-site improvements required and proposed for the project.

## **6.0 TRAFFIC IMPACT REPORT REQUIREMENTS AND FORMAT**

The information contained in this section is required in all traffic impact studies submitted to the City. It is incumbent on the applicant to have all of the required data and information clearly identified in the appropriate sections of the report. All information must be accurate and complete. Text contained in the required chapters shall be comprehensive and complete, yet be kept brief and to the point. All maps required in individual sections shall be placed in the Summary as well.

The report shall be typed and bound. It shall contain a table of contents, lists of figures and table, and indicate any map packets contained within. The following outline shall be used for all traffic impact analysis, reports submitted to City of West Jordan.

### **A. Summary**

The first section of the report will be the Summary. The Summary section shall be prepared utilizing the “Summary of Traffic Impact” sheets included as Attachment A to these guidelines. Maps and tables required or provided in individual sections of the report shall be placed in the Summary in the order described and provided in the text of the report. Individual sections of the report may be referenced only as necessary to document a source of information. The Summary shall be provided as a condensed, stand alone document.

### **B. Introduction**

1. Project Overview - The project overview section details the purpose of the traffic analysis for the proposed project and describes the approval request. The overview section shall also contain a discussion of the horizon years.
2. Site Location and Study Area Boundaries - Provide a vicinity map that shows the site, the study area, and the surrounding surface transportation network.

The limits of the study area should be based on the size and extent of the proposed development, and an understanding of existing and future land use and traffic conditions at and around the site. The reasons the study area was selected shall be described in the traffic study in sufficient detail that the reviewer and decision-maker can understand the reasoning. At a minimum, the study area shall contain:

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- a. Adjacent streets,
  - b. Nearest arterial/arterial intersection(s),
  - c. Site driveways,
  - d. Internal roads,
  - e. All major signalized or potentially future signalized intersections, either current of future years, where:
    - 1) The project contributes a 5 percent impact (during either the a.m. or p.m. peak hour) to any approach leg of the intersection where the intersection is operating at an acceptable level of service, or
    - 2) The project contributes 2 percent (during either the impact a.m. or p.m. peak hour) to any approach leg of the intersection where the intersection is operating at an unacceptable level of service.
3. Description of Site - A brief description of the site shall be provided. This should include, as a minimum, a description of its size, general terrain features, existing zoning and use, and proposed zoning and use.

A map shall be included showing buildout conditions of the subject property of the following:

- a. The site street system
- b. Roadway classifications
- c. Number of travel lanes
- d. Street width
- e. Existing and proposed ROW dimensions, and
- f. Existing and proposed driveways and accesses (with turning movements).

Similar information for adjacent property shall be provided as well, if available, on the same map. The data presented in this report shall be consistent in every respect to the site plan submitted for development approval.

For situations where a site plan does not exist, a prototypical site roadway and access system should be assumed for purposes of the study. Subsequent update will be necessary when a site plan becomes available.

4. Existing and Proposed Uses in Vicinity Site - The applicant shall identify existing and anticipated land uses in the general vicinity of the site in order to understand other influences to area traffic patterns. A list of the applicable development approvals contained in the “Cumulative Project Development Notebook” shall be included. Specific attention should be paid to property adjacent to the site and any undeveloped land in the study area. A map shall be prepared for the project vicinity that graphically depicts the location of approved or proposed developments. Developments within the project study area but in other jurisdictions shall also be identified on the map and documented.
5. Existing and Committed Surface Transportation Network - The applicant shall prepare a map showing the “planned” surface transportation network for the short term and long term planning horizons. Committed/funded improvements by the City and previously approved developments shall be identified for the short and long term horizon years. Source of funds shall also be identified.

The long term improvements shall be those documented in the Transportation Master Plan and any other long term improvements adopted through special studies sponsored by the City.

The improvements (at either planning year) of other local jurisdictions, agencies, and developments within the study area shall be identified. The nature of other improvement projects, their extent, implementation schedule, and responsible party shall be identified.

C. Existing Traffic Conditions

The applicant shall provide a description of the existing traffic conditions within the study area. A map shall be prepared, which presents a.m. and p.m. peak hour and daily traffic volumes. These volumes shall be no more than two years old and less if the project is in a high growth area. The source of existing traffic volume information should be explicitly stated (UDOT counts, new by applicant, County counts, etc.) Summaries of current traffic counts shall be included in the appendix. A map of the existing roadway network shall be prepared that presents roadway lane geometric traffic control, existing access, speed limits, and any other notable features.

Existing a.m. and p.m. peak hour intersection levels of service shall be determined for signalized and unsignalized intersections within the study area based on procedures described in the latest edition of the Highway Capacity Manual. The planning method of analysis is permitted. The existing arterial shall be analyzed based on daily volume/capacity ratio analysis where the threshold capacities are defined by arterial designation per the following table. It should be noted that these are general thresholds for planning purposes only, and a supplementary peak hour analysis should be considered. These daily volume/capacity ratios shall be recorded on the existing volume map.

<b>Facility Type</b>	<b>Lanes</b>	<b>Threshold Capacity</b>
Local Residential	2	1,500
Local Non-Residential	2	2,500
Minor Collector/Rural Arterial	2	10,000
Major Collector/Minor Arterial	4	20,000
Major Arterial	4	30,000
Major Arterial	4	45,000

D. Future Traffic Conditions Without Proposed Development

Long term a.m. and p.m. peak hour planning horizon traffic forecasts shall be based on the most recent UDOT traffic forecasts. Because the UDOT model is based on daily forecasts, long term peak hour estimates shall be provided in sufficient detail to understand the recommended forecasts.

The applicant shall develop a short and long term planning horizons traffic forecast. The short term planning horizon is one year after project occupancy. The short term planning horizon traffic forecast shall be the sum of existing traffic volumes plus cumulative development traffic plus ambient growth. The cumulative development traffic shall be based, in part, on the approved projects a.m. and p.m. peak hour and average daily traffic (ADT) summary sheets contained in the Wasatch Front Regional Council transportation master plan including cumulative development traffic from other jurisdictions within the study area. The short term planning horizons year ambient growth rate traffic forecasts shall be based on:

1. Proportion between existing traffic volumes and buildout regional model forecast
2. Extrapolation from historical traffic counts to current counts, and/or
3. Planning analysis which considers trends in the areas circulation systems through either a proportion or extrapolation estimate

Whatever method is used to develop the annual growth rate for determining ambient traffic, it is important that the method be documented with sufficient detail to replicate the findings.

The map of the committed and funded improvements (for each planning horizon) as required in section 6.B.5 shall be used as a base for determining short term and long term planning horizon levels of service. The applicant may identify improvements that would mitigate unacceptable levels of service under the traffic conditions (without the proposed project), in addition to what improvements are needed. The time when improvements are necessary could be defined by when a traffic threshold is reached, or by year.

### C. Proposed Project Traffic

Project traffic will be developed based on the traditional trip generation, distribution, and assignment process described as follows.

1. Trip Generation - The applicant shall complete the "Traffic Generation Summary Sheet" (Table 1), listing each type of land use within the site at build-out, the size involved, the average trip generation rates used (total daily traffic and a.m./p.m. peaks) and the resultant total trips generated. Build-out land uses and generation shall be for both the short term and long term planning horizons. If, however, the land use action is of a type that build-out in the short-term is not feasible due to the size of development, interim phases, such as 2-year increments, shall be developed.

Trip generation should be calculated from the latest data contained within the Institute of Transportation Engineers' Trip Generation report or other industry publications such as the ITE Journal. Data limitations, data age, choice of peak hour or adjacent street traffic, choice of independent variable and choice of average rate versus statistical significant modification shall be presented and discussed. In the event that data is not available for a proposed land use, the applicant must conduct a local trip generation study following procedures prescribed in the ITE Trip Generation manual and provide sufficient justification for the proposed generation rate. This rate must be acceptable to the Engineering Department.

For studies submitted with the concept plan, trip generation shall be based on the maximum dwelling units permitted and/or the maximum trip generating, non-residential

development allowed for the proposed project. With a final development plan action, trip generation shall be based on actual dwelling unit counts and square footage indicated in the final plan.

Shopping center trip generation algorithms may be used for mixed use developments. Because there are extreme variations in the trip generation characteristics of shopping centers, a trip budget or maximum trip generation allocation may be assigned to the project, based on the report's recommendation. Therefore, a conservative estimate is recommended.

2. Adjustments to Trip Generation Rates - After first generating trips at full ITE rate, trip-making reduction factors may be used. These factors fall into two categories: those that reassign some portion of generated trips to the background stream of traffic, and those that "remove" or "move" generated trips. In all cases, the underlying assumption of the ITE Trip Generation rates must be recognized and considered before any reduction is claimed.

The first category is when trips to the proposed development currently exist as part of the background traffic stream, referred to as passby trip. Passby percentages identified in the ITE Trip Generation manual or other industry publications may be used.

This traffic must continue to be assigned to site driveways and access points, but is not additive to the background stream of traffic. A technical appendix that illustrates the redirection of passby trips is recommended.

The second category for adjustment is for internal site trip, transit use and transportation demand management (TDM) action. In general, reductions are not recommended. However if reductions are claimed, analytic support to show how the figures were derived must be provided. Optimistic assumptions regarding transit use and TSM actions will not be acceptable unless accompanied by specific implementation proposals that will become a condition of approval. Such implementation proposal must have a reasonable expectation within a 5-year period after project initiation.

3. Trip Generation Budget – A major problem develops when the traffic study identifies a trip generation rate that is less than what ultimately is experienced once the development is built and occupied. Because entitlement has been granted, the impacts of the traffic from underestimating the trip generation is experienced by the community and modifications or improvements, if possible, become the burden of the public. It is recognized that the trip generation process is ultimately dependent on a number of market and social factors; however, it is imperative that the traffic impact study be sufficiently conservative to account for full impact of the proposed development.

To assure the public and the City that the impact analysis adequately addresses the full development, the trip generation of the proposed development will establish the maximum amount of trips permitted from the development. If a future traffic impact is experienced that was not addressed in the traffic study, and it is determined that it is due in part to a project's actual trip generation exceeding the trip generation assumed in the traffic study, the City will require the development to either 1) make additional improvements to reduce the project traffic volumes to the amount estimate in the traffic study, or 2) provide for additional mitigation to the project traffic. This requirement will become a condition of all development approvals requiring a traffic study.

Two specific situations will be closely reviewed. The first is when the traffic study assumes rates where the collection of mixed uses, such as at a shopping center, result in lower peak hour trips than when applying individual rates to each land use. The second is when reductions in the trip generation rates are assumed based on reductions due to travel demand management.

If the trip budget is reached prior to full occupancy, the City reserves the right to request supplemental traffic analyses and/or additional mitigation prior to granting full occupancy permits.

4. Trip Distribution - Trip distribution may be based on the UDOT traffic model, market analysis, existing traffic flows, applied census data, and professional judgement. Regardless of the estimates, the procedures and logic for estimating the trip distributions must be documented. The trip distribution patterns must be presented for each phase if changes in roadway network, access or land use are proposed. The distribution percentages shall be noted on the Summary of Traffic Impacts Sheet.
5. Project Trip Assignment - This section shall present the forecast project traffic assignment based on the project's trip generation estimates and project trip distribution. The traffic forecasts shall be graphically presented and included: a.m. peak hour, p.m. peak hour, and total daily site-generated traffic. If trip generation is different for the short term and long term planning horizons, both should be shown on separate graphics. "Passby" traffic should be included at driveways and access points.

#### D. Future Traffic Forecasts With the Proposed Development

The applicant shall present a graphical summary of the short term and long term horizon year traffic plus the proposed project traffic for the a.m. peak hour, p.m. peak hour, and daily conditions. These volumes shall include turn movements at the key intersections. The base map for this exhibit shall reflect the respective transportation network by planning horizons.

#### E. Project Impacts Analysis

The key elements of the project impact analysis include:

1. Generalized daily traffic volume level of service
2. A peak hour intersection level of service
3. The appropriateness of access locations and the need for future traffic signals
4. Turn lane storage requirements
5. Sight distance
6. Appropriateness of acceleration and deceleration lanes

The requirements for these six evaluations are as follows

1. Generalized Daily Traffic Volume Level of Service - Using the daily traffic volumes forecast and general daily level of service thresholds, a general evaluation should be made of the arterial street system for the short and long term horizon years. Incremental differences attributable to the land use action should be identified. A map showing generalized levels of service should be presented for each design year.
2. Peak Hour Intersection Level of Service - An a.m. and p.m. peak hour intersection level of service analysis shall be conducted for each intersection, based on procedures specified in the most recent

release of the Highway Capacity Manual. All level of service analysis worksheets shall be included in the appendix.

The principal objective of the intersection level of service traffic impact analysis is to identify whether the traffic from the proposed project when added to the existing plus short and long term planning horizon traffic will result in a significant impact and an unacceptable level of service. For definitional purposes, the threshold for acceptable level of service is D for emerging urban areas, and C for rural areas.

Significance is defined as: 1) when the added project traffic causes the level of service to exceed the acceptable threshold, or 2) when the short term or long term horizon year traffic without the project exceeds the acceptable threshold, and the project traffic causes a 2 percent increase in the volume/capacity ratio or delay.

3. Traffic Signals and Access Locations - The appropriateness of the project's access locations and type must be established. For full-access locations, a signal warrant analysis based on the Manual on Uniform Traffic Control Devices must be conducted for each design year. Traffic signals specifically warranted by the land use action shall be identified.

The acceptability of the signal locations must be demonstrated through a signal progression (time-space) analysis. The analysis shall consider any existing assessor intersection or a possible future signal location along the arterial for a distance of at least one mile in each direction of the proposed signal. A cycle length of between 80 and 120 seconds should be selected and agreed to by the City Engineer. A travel speed of 45 mph on majors and 35 mph on minors, unless the existing posted speed limit is less, must be used. A major arterial bandwidth of 50 percent and a minor arterial bandwidth of 40 percent are considered desirable, and must be used where existing conditions allow. Where intersections or other accesses have no signal presently, but are expected to have signals, a 60 percent mainline, 40 percent cross street cycle split should be assumed. Where more detailed information is available from turning movement projections, other split assumptions may be made. In no case shall the green time allowed to cross street be considered less than the time which is required for a pedestrian to cross the mainline at four feet per second.

Any access that would reduce the desirable bandwidth if a traffic signal were installed shall be identified. In general terms, that access should remain unsignalized and have turning movements limited by driveway design or median islands, unless the impacts to traffic operation and safety are made even worse by doing so. The implications of the land use action upon the adequacy of the signal locations for each design year shall be provided. Distances between signalized intersections (centerline) shall be indicated. Signal progression work sheets (time-space diagrams) shall be included in the Appendix.

4. Turn Lane Storage Requirements - Turn lane storage needs shall be identified for the "necessary" situation, based on projected turning volumes and AASHTO analytic techniques. Appropriate documentation of the calculations must be provided.
5. Sight Distance - The identification of project sight distance at the project entrances and all internal streets shall be conducted. Line of sight triangles for determining sight distances and landscape restrictions shall be drawn on the site plan.

6. Appropriateness of Acceleration or Deceleration Lanes - All proposed project entrances on arterial shall be evaluated as to whether they require acceleration lanes or deceleration lanes per the most recent release of the Utah Department of Transportation State Highway Access Code.

#### F. Special Analysis/Issues

This section provides the City with opportunities to request specific focused traffic analyses germane to the proposed development. These could include access control, access spacing, accident/safety concerns, cut through traffic and residential quality of life, truck estimates and pavement design, accident statistics, pedestrian safety, safe routes to schools, emergency routes, etc.

#### G. Mitigation Measures/Recommendations

This section shall describe the location, nature, and extent of all transportation improvements that the applicant recommends to yield reasonable operating conditions in each horizon year with the land use action approved as requested. The reason that “necessary” improvements must be explored is that often the “background committed” or “planned” improvements plus the improvements that the applicant typically understands and commits to are not adequate to provide an acceptable level of service. The applicant should assure that all practical solutions have been considered when developing a list of “necessary” improvements, so that the resulting operating conditions to approach the acceptable level of service.

For purposes of identifying improvement possibilities (either by the applicant or by the City) “necessary” to yield an acceptable level of service, the cost of the improvements shall not be considered a limiting constraint within the context of the traffic impact study. However, the goal of the evaluation is to identify cost-effective solutions that yield a reasonable level of service. Extremely high-cost solutions may not be cost-effective, but it is important to at least identify solutions so that decision makers are cognizant of existing options.

The applicant shall use the “Recommended Improvements Summary Sheet” (Table 2) to present the recommendations. One sheet may be used for both design years if all the improvements can be conveniently described thereon. If not, one or more sheets should be completed for each design year.

All recommended improvements should be identified on the Summary Sheet, including “background committed”, “planned”, “applicant committed”, and “necessary”. Each project should be briefly described as to its location, the type of project, flow line and right-of-way needs (for roadways), signal or turn lane improvements (for intersections), and at a sketch planning level, cost of the improvement. Also, commitment to the improvement should be identified, either by local governments, districts, or by the applicant himself (this may include both the “applicant committed” and “necessary” projects). Identification of a project as “not currently committed” may be an appropriate description for many needed projects, including some of those that are “planned”. However, the goal of the recommendations should be to identify a firm program of improvements that will support the proposed land use action and background traffic in each design year.

It is further required that all geometric improvements such as pavement markings, signs adding through or turn lanes, adding project access and assorted turn lanes, acceleration lanes, and changes in medians, shall be presented in a schematic scaled drawing, preferably

on a current aerial map. Sufficient dimensions shall be identified to facilitate review. Right-of-way needs shall also be identified on the plan.

**ATTACHMENT A**  
**Summary of Traffic Impacts**

## **Attachment A: Summary of Traffic Impacts**

### 1. Summary

Project Name  
Project Location (include section, township and range)  
Applicant Name / Address / Phone  
Traffic Engineer Name / Address / Phone

### 2. Introduction

Short Term Planning Horizon  
Long Range Planning Horizon  
Attach the following maps:

- a. Vicinity map, with site and study area
- b. Site plan with transportation network
- c. Study area land uses
- d. Committed surface transportation network

Attach the table of values for the proposed development adjacent to the site

### 3. Existing Traffic Conditions

Attach the daily, a.m., and p.m. peak hour traffic map(s)  
Attach levels of service table

### 4. Future Traffic Conditions w/o Proposed Development

Attach the daily, a.m., and p.m. peak hours traffic map(s)  
Attach the levels of service table

### 5. Proposed Project Traffic

- a. Attach trip generation table
- b. Provide documentation for making adjustments to the trip generation rates (include a brief explanation/justification)
- c. Attach the trip assignment and traffic volume map(s)

### 6. Future Traffic Forecasts with the Proposed Development

Attach the daily, a.m. and p.m. peak hour traffic map(s)  
Attach levels of service table

### 7. Traffic Impacts

Attach the following maps (and/or table of values):

- a. Capacity and volume/capacity ratios
- b. Peak hour intersection level of service
- c. Traffic signal and access improvements

8. Special Analysis/Issues

Present brief information on any special analysis or issues which have influenced the results of this traffic impact study

9. Required Mitigation Measures/Recommendations

Attach “Recommended Improvements Summary Sheet”

Attach map showing level of service resulting from recommended improvements

Attach scaled map or aerial photograph showing proposed improvements

C:\SIC Development Processing\Manual\Guideline for Traffic Impact Studies