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[Section 1700 General](#)

[Section 1701 Minimum Information Required for a Traffic Impact Study](#)

[Section 1702 Traffic Impact Study General Information](#)

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**Section 1700 General**

A Traffic Impact Study shall be required by the Triple S Planning Commission prior to consideration of any Zone Change and the Board of Adjustments and Appeals prior to consideration of any Conditional use. The Traffic Impact Study will provide the Commission/Board the information necessary to properly evaluate the impact of a development and to identify the need for any improvements to the transportation system to reduce congestion, maintain and improve safety, and provide site access and impact mitigation associated with the development. The Commission/Board shall require that a Traffic Impact Study be submitted for any zone change/conditional use.

1. Using a city street or county road for access and generating 25 or more additional (new) peak directions (inbound or outbound) trips to or from the site during the adjacent roadway's peak hour or the development's peak hour.
2. Use a state or federal highway for access and generate 50 or more additional (new) peak directions (inbound or outbound) trips to or from the site during the roadway's peak hour or the development's peak hour.

Agricultural tract development is exempt from a Traffic Impact Study if no new road or street is involved.

**Section 1701 Minimum Information Required for a Traffic Impact Study**

1. A site plan and vicinity map
2. A description of the proposed land use (size, type, location, phasing)
3. Study purpose and objectives
4. Determination and identification of the area of influence of the development (impacted study area)
5. Description of existing roadway conditions including traffic volumes, accessibility, accidents, geometries, pedestrians, traffic signals and overall traffic operations and circulation. Current AADT and Peak Hour traffic volume counts on the adjacent road or roads and intersections (including turning movements), existing levels of service on roadways and physical characteristics of the subject roadways. Average peak hour traffic volume shall be the highest average Peak Hour volume for any weekday 24 hour period.
6. Identification of the traffic congestion, accident areas and other deficiencies of the transportation system in the study area as may be determined by accident data available to the public.
7. Anticipated nearby land development (planned or under construction) associated traffic; and overall growth trends in the area
8. Capacity and level of service determination during the peak or critical period(s) for the

full development year for all affected streets/roads and the first intersections, in both directions, as measured from the boundary of the property to the first County Road/Street, City Road/Street, State Road/Highway or US Highway. The Commission/Board may also require that other major intersections that may be impacted by the proposed development be included in the Traffic Impact Study. The Professional Engineer responsible for the study will consult with the Commission/Board prior to beginning the study to determine if other intersections should be included. If the Traffic Impact Study indicates that the proposed development has a very insignificant or no effect on the existing road at the proposed intersection then additional intersection studies may not be required.

9. Projection of existing traffic volumes to the full development year (assuming full build out and occupancy) composed of all the following:
  - (A) Existing Traffic Volumes
  - (B) Non-Site traffic volume growth in the corridor between the existing year and the full development year
  - (C) The traffic volume added by the proposed development
10. A future combined traffic volume plan for typical daily and key peak hours of the development and roadway system. A description of any roadway/intersection improvements which have been assumed as being in place at full development.
11. An assessment of the change in roadway operating conditions resulting from the development (quantifying the impact of the development)
12. Development and evaluation of potential improvement measures needed to mitigate the impact of the development to the level of acceptable service-Level of Service D. (Level Service C for Shelby County)
13. Recommendations for site access and transportation improvements needed to maintain traffic flow to, from, within, and past the site at an acceptable and safe level of service. Improvements typically include roadway widening (minimum pavement width is 18 feet), turn lanes, traffic signals, safety (sight distance) measures, and transportation demand management strategies. Detailed improvements and their cost specifically associated with the development should be identified. Improvements needed to achieve Level of Service D (Level Service C for Shelby County) should be recommended and would be constructed at the developer's expense.
14. On site issues including number and location of driveways, parking needs, circulation, pedestrians and truck access and operations.
15. The Traffic Impact Study report should be presented in a straightforward and logical sequence. It should lead the reader step by step through the various stages of the process and to the resulting conclusions and recommendations. Transportation improvements that achieve the needed level of site access and mitigate any adverse effects the development related traffic may have on the transportation system should be described. Sufficient detail should be included so the reviewing agency will be able to follow the methodology of the analysis and associated findings and recommendations.

## **Section 1702 Traffic Impact Study General Information**

The Triple S Planning Commission or the Board of Adjustments and Appeals will, at the developers expense, obtain a Traffic Impact Study for any zone change which results in an increase of traffic as stated above. If no action is taken to advance the project within one (1) year, the Traffic Impact Study must be updated if the project continues. However, the

Commission/Board may request an updated Traffic Impact Study at any time. Changes to the project during development will require that the Traffic Impact Study be revised to reflect the changes. The Developer will submit all necessary information relative to his development to the Commission/Board prior to his request for action by the Commission. The Commission/Board will contact a Professional Engineer in regard to preparing a Traffic Impact Study for the proposed development and obtain the cost associated with the Study. The Commission/Board will then notify the developer of the cost of the Study and the Developer will submit payment to the Commission/Board for the study. The Engineer will not be given authority to proceed with the Traffic Impact Study until payment for the study has been received by the Commission/Board. The Commission/Board will forward the Developer a copy of the Study when received and determine if the Developer wishes to proceed with his development.

If the Developer chooses to provide his own Traffic Impact Study he will be responsible for payment to the Commission/Board to cover the cost of checking the Study by an independent Engineer. The checking of this study must be paid for and completed prior to consideration by the Commission/Board.

A Professional Engineer, who has specific training in transportation and traffic engineering relating to preparing such studies must prepare the Traffic Impact Study. The Professional Engineer responsible for the Traffic Impact Study shall sign and seal the report. The Engineer shall be responsible for all data collection, analysis and reporting associated with the Traffic Impact Study.

Generally the Traffic Impact Study will provide operating capacity and level of service analysis for critical roadway segments and intersections within the development impact area. The Impact Study will show that entrances and exits have been designed to accommodate anticipated traffic in a safe and efficient manner and will identify the impact on the surrounding streets and roads resulting from the development.

The Engineer preparing the Study will be responsible for identifying the development impact area, the critical intersections to be analyzed, and the scope of the study. The Planning Commission/Board reserves the right to ask for modifications to the study as it may deem necessary. A proposed Zone Change/Conditional Use may be denied if the Traffic Impact Study indicates that the development causes the existing or proposed roads and/or streets and intersections to operate at a level of service D.

Approval of a Zone Change/Conditional Use may require the developer to make improvements which will maintain the existing or an acceptable level of service.