

**Chapter 3: Transportation**

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**SECTION 300 PURPOSE AND INTENT**

The Fauquier County Comprehensive Plan, Subdivision Ordinance and Zoning Ordinance set forth broad standards for the planning and design of the countywide transportation system, to include integrated public and private streets and associated infrastructure systems for bicycles and pedestrians. The purpose and intent of this chapter is to establish more detailed design requirements for specific elements of the transportation system. The Chapter is divided into sections establishing guidelines and criteria for Transportation Planning, Street Design and Construction Standards, Entrances and Driveways, Off-Street Parking and Loading Areas, Pedestrian Access and Trails System, Mailboxes, Street Name and Addressing Standards, Signs and Private Street Maintenance.

The Subdivision and Zoning Ordinances set forth certain requirements for streets and in some cases procedures for modifications of those certain requirements. For convenience, those requirements are included in this section of the Design Standards Manual with a notation identifying the source (SO = Subdivision Ordinance, ZO = Zoning Ordinance). Subdivision and Zoning Ordinance requirements cannot be modified through a Design Standards Manual modification process, but rather must follow the modification process set forth in the Subdivision and Zoning Ordinance, if any.

**SECTION 301 TRANSPORTATION PLANNING**

The Fauquier County Zoning and Subdivision Ordinances provide for public streets, private streets and alleys. In general, public streets are maintained by the Virginia Department of Transportation (VDOT), while private streets and alleys are owned and maintained by the owner(s), business or homeowner association.

**A. General Requirements****B. Traffic Impact Analysis and Study**

The County requires that a traffic impact analysis (TIA) be conducted to assess the impact of certain proposed developments (rezoning, comprehensive plan, site plan, subdivision (preliminary plat), special permit or special exception) on the county transportation system. Such TIAs ensure that proposed development activity does not adversely affect the existing transportation network. The TIAs also identify any traffic problems associated with site access to and from the existing roadway system, provide the basis for constructing new roads to appropriate design standards, and outline proposed solutions to potential problems with the necessary traffic improvements to be incorporated into the proposed development. The requirements and procedures for such TIAs are set forth in section 301.B.1, below.

Where a traffic impact analysis is not required, pursuant to the requirements of this section, the assessment and information set forth in section 301.B.2, below,

shall be provided with the application as a basis for establishing appropriate street design.

## 1. Traffic Impact Analysis (TIA) Requirements

### a. Determining Traffic Impact Analysis Study Need

For Rezoning, Special Exceptions, Site Plans, Special Permits or Subdivisions (preliminary plats), if a proposed project meets the thresholds per the Traffic Impact Analysis (24VAC 30-155) of VDOT regulations (see Appendix), a TIA will be required and submitted with the respective application. Applications for Special Exceptions and Special Permits are land development proposals that are considered Zoning proposals under the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations.

For Comprehensive Plans or Comprehensive Plan Amendments, a Comprehensive Plan Package in accordance with the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations needs to be submitted. A Comprehensive Plan that meets the threshold of the VDOT Traffic Impact Analysis (24VAC 30-155) regulations shall be submitted by the owner/developer (see Appendix). When a locality is proposing a Comprehensive Plan or Comprehensive Plan Amendment, then the locality shall submit the Comprehensive Plan Package.

### b. Responsibility for Traffic Impact Analysis

- i. Owner/Developer: The owner/developer has the responsibility for assessing the traffic impacts associated with a proposed development. The County and VDOT are responsible to serve in a review capacity.
- ii. County and VDOT: The County and VDOT shall determine whether or not a traffic impact study is required. The need for a TIA will be identified at the Pre-Application meeting.
- iii. Applicant: The applicant shall be responsible for submitting a formal traffic impact analysis report and for all data collection efforts required in preparing a traffic impact analysis study, as required by the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations.

- c. Scoping Meeting and Modification Request: Prior to submitting a traffic impact analysis study as part of a land development application, the applicant shall submit a written request to the Department of Community Development for a traffic impact analysis study “scoping” meeting, along with any request to modify the requirements of the study.
- i. The applicant shall include the following information and details in the request for meeting:
    - ✓ A vicinity map and parcel identification number;
    - ✓ If available, a conceptual development plan;
    - ✓ Identification of the subject site’s existing and proposed points of ingress/egress;
    - ✓ The existing and proposed land use(s), building square footages and/or number of residential units, if applicable, for the subject site;
    - ✓ A list of traffic issues and considerations associated with the subject site; and
    - ✓ Where appropriate, justification of reduced study standards or a waiver of further study requirements.
  - ii. The scoping analysis is prepared by the applicant’s traffic consultant. The County and VDOT shall provide comments, if necessary.
- d. Traffic Impact Analysis Study Requirement
- i. Unless otherwise specified herein, traffic impact analysis studies shall be prepared in accordance with the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations. The requirements for most development are included in the reference documents; however, there may be specific cases in which the County and/or VDOT may require a more comprehensive study.
  - ii. Traffic Generation Figures: At a minimum, estimated traffic generation figures shall be provided for all development applications based on the proposed use and the current edition of the Institute of Transportation Engineer’s Trip Generation Handbook unless VDOT agrees

to allow the use of alternate trip generation rates based upon local trip generation studies. VDOT regulations require that rezoning proposals assume the highest vehicle trip generating use allowable under the proposed zoning classification.

iii. Level of Service Analyses (LOS):

- ✓ LOS calculations for existing and projected conditions, with and without the subject project, for highway segments, intersection legs and entrances shall be provided. Calculations shall be in accordance with the Highway Capacity Manual (HCM) and/or the Highway Capacity Software, or as may be agreed at the scoping meeting. Traffic volumes and level of service information shall be provided for each phase of development, to include conditions at date of project completion. Projections shall also be made for date of completion plus eleven (11) years for secondary roads and twenty two (22) years for primary roads as defined by VDOT.
- ✓ Minimum Roadway/Intersection LOS Standards: Recommendations for phased improvements to the roadway links in order to maintain an acceptable LOS “C”, unless otherwise approved by VDOT and the County, shall be provided.
- ✓ LOS Calculation Assumptions: Traffic counts and LOS worksheets and projected traffic volume LOS analyses, including existing AM/PM peak hour signal timing shall be included as part of the traffic study.

iv. Mode Choice: Modal split information shall be provided for the phases of the analysis, with sources of information identified.

v. Traffic Mitigation Measures: If trip reduction factors are used in the study, measures necessary to implement the reduction must be specified, with supporting documentation.

e. Traffic Impact Analysis Report:

All traffic impact analysis reports shall be submitted to the Fauquier County Department of Community Development, which shall distribute the report to designated staff and VDOT for review of study data sources, methods and findings. The report shall be submitted in hard copy and electronic format. VDOT shall provide comments back to the Department, which is responsible for compiling VDOT and staff comments and transmitting those to the applicant and traffic consultant. The applicant and consultant shall then have the opportunity to address the comments, prior to County staff submitting final reports to the Planning Commission. This information shall also be provided to the Board of Supervisors before they reach a decision regarding the proposed development.

An outline for a traffic impact analysis study is provided as an example in Table 3-1 (see Appendix). This table is just a general guideline, refer to the latest version of VDOT Traffic Impact Analysis (24VAC 30-155) regulations and the “Traffic Impact Analysis Regulations Administrative Guidelines” for more information.

- f. Traffic Impact Analysis Information Required on Plats and Plans:  
The Vehicles Per Day (VPD) determined from this traffic impact analysis shall be shown on the Preliminary Plat, Site Plan or Conceptual Plan.

## 2. **Traffic Assessment for Projects Not Requiring a Traffic Impact Analysis**

The information below shall be provided on the application for a preliminary plat, site plan, rezoning, special exception or special permit if a traffic impact analysis is not required.

- a. Undeveloped Property. The following information shall be calculated and shown for all project streets that intersect the exterior boundary of the development and that shall provide access to adjoining undeveloped property:
  - i. Number of acres expected to contribute vehicles to this street;
  - ii. An indication of how the adjoining property is identified on the Comprehensive Plan, with the number of units per acre of residential density proposed, the current zoning and the current use of the adjoining property;

- iii. The total number of units expected to be contributing to the subject street; and
  - iv. The total vehicles per day expected to be using the street.
  - v. If the adjoining property is RA or RC zoned and is greater than 200 Acres, then a Subdivision Potential shall be done for the adjoining property.
- b. Developed Property. The following information shall be provided for streets that intersect the exterior boundary of the proposed development and connect with existing, dedicated or proposed streets in adjoining subdivisions:
- i. The number of lots from the adjoining development whose vehicles shall be expected to use the subject streets, and
  - ii. The number of vehicles expected to enter the development over the subject streets.
- c. Existing Road Network. The proposed development needs to incorporate the traffic volumes from the existing road network.
- d. Trip Generation. An estimate of the trip generation for the proposed development. (See Appendix).

The information below shall be provided with the application for a Comprehensive Plan or Comprehensive Plan Amendment if a Comprehensive Plan Package is not required.

- a. Existing Road Network. Traffic volumes from the existing road network.
- b. Trip Generation. An estimate of the trip generation for the proposed development. (See Appendix)
- c. Assessment. Assessment of the potential impacts the plan or amendment may have on the road network.
- d. Proposed changes. Proposed changes to the road network and pedestrian and bicycle facilities.

**TRANSPORTATION APPENDIX**

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A301.B.1 When a Traffic Impact Analysis is Required

Chapter 527 Traffic Impact Analysis Requirements

Process		Threshold	Review Process*	Fee**
Comprehensive Plan and Plan Amendments		5,000 VPD on state-controlled highways, or  Major change to infrastructure / transportation facilities	Application submitted to VDOT for review and comment  VDOT may request a meeting with the locality within 30 days  Review to be completed in 90 days or later if mutually agreed	\$1000 covers first and second review  (No fee if initiated by locality or other public agency)
Rezoning	Residential	100 VPH on state-controlled highways, or  100 VPH on locality maintained streets AND within 3000 feet of a state maintained highway, or  200 VPD AND more than doubles current traffic volume on a state controlled highway	TIA and Application submitted to VDOT for review and comment  VDOT may request a meeting with the locality and applicant within 45 days  Review to be completed in 45 days if no meeting is scheduled or within 120 days otherwise  NOTES:  1. When a related comprehensive plan revision and rezoning proposal are being considered concurrently for the same geographical area, then only a rezoning TIA package is required.	For first and Second review:  \$500 - 100 VPH or less  \$1000 - more than 100 VPH  (No fee if initiated by locality or other public agency)
	All Other Land Uses ***	250 VPH or 2500 VPD on state-controlled highways, or  250 VPH or 2500 VPD on locality maintained streets AND within 3000 feet of a state maintained highway		
Subdivision Plat, Site Plan, or Plan of Development	Residential	100 VPH on state-controlled highways, or  100 VPH on locality maintained streets AND within 3000 feet of a state maintained highway, or  200 VPD AND more than doubles current traffic volume on a state controlled highway	TIA and Application and Plans submitted to VDOT for review and comment.  VDOT may request a meeting with the locality and applicant within 30 days  Review to be completed in 30 days if no meeting is scheduled or within 90 days otherwise  NOTES:  1. Not required IF assumptions and conclusions remain valid in the Rezoning TIA submitted to VDOT in accordance with Chapter 527 (must include copy of previous TIS if rezoning approval is more than 2 years old)  2. Required IF a Rezoning TIA was NOT submitted to VDOT in accordance with Chapter 527  3. Required IF conditions analyzed in Rezoning TIA submitted to VDOT in accordance with Chapter 527 have materially changed such that adverse impacts to state-controlled highways have increased	For first and Second review:  \$500 - 100 VPH or less  \$1000 - more than 100 VPH  (No fee if initiated by locality or other public agency)
	All Other ***	250 VPH or 2500 VPD on state-controlled highways, or  250 VPH or 2500 VPD on locality maintained streets AND within 3000 feet of a state maintained highway		

\* For proposals generating less than 1000VPH the locality and/or applicant may request a Scope of Work Meeting with VDOT. For proposals generating 1000 VPH or more the locality and/or applicant shall hold a Scope of Work Meeting with VDOT.

\*\* Third or subsequent submissions require additional fee as though they were an initial submission.

\*\*\* For mixed use developments, a proposal is deemed to have significant impact if the trips associated with the residential component exceed 100 VPH, or if the total trips generated exceed either 250 VPH, or 2500 VPD.

Selected Land Use Rates			ITE Trip Generation, 7th Edition						Table 6-1		
ITE No.	Land Use Description	unit	RATE Daily	Pk Hr of Adj Street - RATE					Dir. Dist.		
				Total	In	Out	Total	In	Out	AM % in	PM % in
<b>Industrial / Agricultural</b>											
110	Gen'l Lt Industrial	k sf	6.97	0.92	0.81	0.11	0.98	0.12	0.86	88%	12%
		ac	51.80	7.51	6.23	1.28	7.26	1.60	5.66	83%	22%
120	Gen'l Heavy Industrial	k sf	1.50	0.51	0.26	0.26	0.68	0.34	0.34	50%	50%
		ac	6.75	1.98	0.99	0.99	2.16	1.08	1.08	50%	50%
130	Industrial Park	k sf	6.96	0.89	0.73	0.16	0.92	0.19	0.73	82%	21%
		ac	63.11	10.17	8.44	1.73	10.47	2.20	8.27	83%	21%
140	Manufacturing	k sf	3.82	0.73	0.56	0.17	0.74	0.27	0.47	77%	36%
		ac	38.88	7.44	6.92	0.52	8.37	4.44	3.93	93%	53%
150	Warehousing	k sf	4.96	0.45	0.37	0.08	0.51	0.12	0.39	82%	24%
151	Mini-Warehouse	k sf	2.50	0.15	0.09	0.06	0.26	0.13	0.13	59%	51%
<b>Residential</b>											
210	Single Family DU	du	9.57	0.75	0.19	0.56	1.01	0.65	0.36	25%	64%
220	Apartment	du	6.63	0.51	0.08	0.43	0.62	0.42	0.20	16%	67%
221	Low Rise Apartment	du	6.59	0.47	0.09	0.38	0.58	0.38	0.20	20%	66%
230	Res. Condo/T'House	du	5.86	0.44	0.07	0.37	0.54	0.36	0.18	17%	67%
231	Low Rise Res Condo/TH	du	n/a	0.66	0.17	0.50	0.83	0.47	0.36	25%	57%
232	High Rise Res Condo/TH	du	4.18	0.34	0.06	0.28	0.38	0.24	0.14	19%	62%
233	Luxury Condo/TH	du	n/a	0.56	0.13	0.43	0.55	0.35	0.20	23%	63%
240	Mobile Home Park	du	4.81	0.40	0.08	0.32	0.56	0.35	0.21	21%	62%
251	Senior Adult Housing - Detached	du	3.71	0.20	0.08	0.12	0.26	0.16	0.10	38%	61%
252	Senior Adult Housing - Attached	du	3.48	0.08	0.04	0.04	0.11	0.07	0.04	45%	61%
253	Congregate Care Facility	du	2.02	0.06	0.04	0.02	0.17	0.09	0.08	59%	55%
254	Assisted Living	beds	2.74	0.14	0.09	0.05	0.22	0.10	0.12	65%	44%
255	Cont. Care Retirement Community	odu	2.81	0.18	0.12	0.06	0.29	0.14	0.15	64%	48%
260	Recreational Homes	du	3.16	0.16	0.11	0.05	0.26	0.11	0.15	67%	41%
270	Residential PUD	du	7.50	0.51	0.11	0.40	0.62	0.40	0.22	22%	65%
<b>Lodging</b>											
310	Hotel	room	8.92	0.67	0.39	0.28	0.71	0.35	0.36	58%	49%
311	All Suites Hotel	room	6.24	0.48	0.32	0.16	0.55	0.23	0.32	67%	42%
312	Business Hotel	room	7.27	0.58	0.34	0.24	0.62	0.37	0.25	59%	60%
320	Motel	room	9.11	0.64	0.22	0.42	0.58	0.31	0.27	35%	53%
330	Resort Hotel	room	n/a	0.37	0.27	0.10	0.49	0.21	0.28	72%	43%
<b>Recreational</b>											
412	County Park	acre	2.28	0.01	0.01	0.00	0.05	0.02	0.03	80%	41%
416	Campground / Rec Veh Park	occ site	n/a	0.27	0.11	0.16	0.39	0.27	0.12	42%	69%
417	Regional Park	acre	4.57	0.00	0.00	0.00	0.20	0.09	0.11	0%	45%
430	Golf Course	hole	35.74	2.22	1.75	0.47	2.74	1.21	1.53	79%	44%
444	Movie Theater w Matinee	screen	348.00	0.00	0.00	0.00	45.91	25.25	20.66	0%	55%
445	Multiplex Movie Theater	screen	292.50	0.00	0.00	0.00	23.02	13.81	9.21	0%	60%
490	Tennis Courts	court	31.04	0.00	0.00	0.00	3.88	1.94	1.94	0%	50%
491	Racquet/Tennis Club	court	38.70	1.31	0.66	0.66	3.35	1.68	1.68	50%	50%
492	Health/Fitness Club	k sf	32.93	1.21	0.51	0.70	4.05	2.07	1.98	42%	51%
495	Recreational Comm Center	k sf	22.88	1.32	0.87	0.45	1.75	0.60	1.16	66%	34%

DU = Dwelling Unit                      TSF Gross = Gross Square Feet (in thousands)  
 Fuel Position = the number of vehicles that could be fueled simultaneously

**The site's units multiplied (x) by the rate = the ADT's.**

Selected Land Use Rates		ITE Trip Generation, 7th Edition							Table 6-1		
ITE No.	Land Use Description	unit	RATE Daily	Pk Hr of Adj Street - RATE					Dir. Dist.		
				AM (7-9)			PM (4-6)			AM % in	PM % in
				Total	In	Out	Total	In	Out		
<b>Institutional</b>											
520	Elementary School	student	1.29	0.42	0.23	0.19	0.28	0.13	0.15	55%	45%
		k sf	14.49	4.96	2.68	2.28	3.13	1.35	1.78	54%	43%
522	Middle / Jr High School	student	1.62	0.53	0.29	0.24	0.15	0.08	0.07	55%	52%
		k sf	13.78	4.35	2.39	1.96	1.19	0.62	0.57	55%	52%
530	High School	student	1.71	0.41	0.28	0.13	0.14	0.07	0.07	69%	47%
		k sf	12.89	3.06	2.17	0.89	0.97	0.52	0.45	71%	54%
536	Private School (K-12)	student	2.48	0.79	0.48	0.31	0.17	0.07	0.10	61%	43%
		k sf	n/a	3.54	2.23	1.31	n/a	n/a	n/a	63%	n/a
540	Jr / Community College	student	1.20	0.12	0.10	0.02	0.12	0.08	0.04	82%	64%
		k sf	27.49	2.99	2.21	0.78	2.54	1.47	1.07	74%	58%
560	Church (weekday) Church (Sunday ADT, Church PkHr)	k sf	9.11	0.72	0.39	0.33	0.66	0.36	0.30	54%	54%
		k sf	36.63	11.76	5.88	5.88	0.00	0.00	0.00	50%	0%
565	Day Care Center	empl	28.13	4.91	2.60	2.31	4.79	2.25	2.54	53%	47%
<b>Medical</b>											
610	Hospital	k sf	16.78	0.97	0.71	0.26	0.92	0.22	0.70	73%	24%
620	Nursing Home	k sf	6.10	0.38	0.19	0.19	0.42	0.20	0.22	50%	47%
		beds	2.37	0.17	0.09	0.09	0.22	0.07	0.15	50%	33%
630	Clinic	empl	7.75	0.00	0.00	0.00	1.23	0.50	0.73	0%	41%
<b>Office</b>											
710	General Office Building	k sf	11.01	1.56	1.37	0.19	1.49	0.25	1.24	88%	17%
		empl	3.32	0.48	0.42	0.06	0.46	0.08	0.38	88%	17%
714	Corporate Headquarters Bldg	k sf	7.72	1.47	1.37	0.10	1.39	0.15	1.24	93%	11%
		empl	2.27	0.44	0.41	0.03	0.38	0.04	0.34	93%	10%
715	Single Tenant Office Bldg	k sf	11.57	1.78	1.58	0.20	1.72	0.26	1.46	89%	15%
		empl	3.62	0.52	0.46	0.06	0.50	0.08	0.43	89%	15%
720	Medical-Dental Office Bldg	k sf	36.13	2.43	1.94	0.49	3.66	0.99	2.67	80%	27%
732	US Post Office	k sf	108.19	8.02	4.17	3.85	10.79	5.50	5.29	52%	51%
750	Office Park	k sf	11.42	1.74	1.55	0.19	1.50	0.21	1.29	89%	14%
760	Research & Development Ctr	k sf	8.11	1.24	1.03	0.21	1.08	0.16	0.92	83%	15%
770	Business Park	k sf	12.76	1.43	1.20	0.23	1.29	0.30	0.99	84%	23%

DU = Dwelling Unit

TSF Gross = Gross Square Feet (in thousands)

Fuel Position = the number of vehicles that could be fueled simultaneously

**The site's units multiplied (x) by the rate = the ADT's.**

These charts are taken from the 7<sup>th</sup> Edition of the ITE Trip Generation Report. If this is not the latest version used by VDOT, use the information from the latest version. For any additional uses not listed, see the latest version of the "Most Used Trip Generation Rates".

Selected Land Use Rates			ITE Trip Generation, 7th Edition						Table 6-1		
ITE No.	Land Use Description	unit	RATE Daily	Pk Hr of Adj Street - RATE						Dir. Dist.	
				AM (7-9)			PM (4-6)			AM % in	PM % in
				Total	In	Out	Total	In	Out		
<b>Retail</b>											
812	Bldg Mat'ls & Lumber Store	k sf	39.71	2.64	1.77	0.87	4.04	1.90	2.14	67%	47%
813	Free Standing Discount Superstore	k sf	46.96	1.84	0.94	0.90	3.82	1.87	1.95	51%	49%
814	Specialty Retail Store	k sf	40.67	0.00	0.00	0.00	2.59	1.11	1.48	0%	43%
815	Free Standing Discount Store	k sf	56.63	0.99	0.65	0.34	4.24	2.12	2.12	66%	50%
816	Hardware / Paint Store	k sf	51.29	1.08	n/a	n/a	4.42	2.12	2.30	n/a	48%
817	Nursery (Garden Center)	k sf	36.08	1.31	n/a	n/a	3.80	n/a	n/a	n/a	n/a
820	Shopping Center	k sf	42.92	1.03	0.63	0.40	3.74	1.80	1.94	61%	48%
823	Factory Outlet Center	k sf	26.59	0.67	0.49	0.18	2.29	1.08	1.21	73%	47%
841	New Car Sales	k sf	37.50	2.21	1.61	0.60	2.80	1.12	1.68	73%	40%
843	Auto Parts Sales	k sf	61.91	2.21	1.11	1.11	5.96	2.92	3.04	50%	49%
850	Supermarket	k sf	111.51	3.25	1.98	1.27	11.51	5.87	5.64	61%	51%
851	Conv Market (24 hr, w/o gas)	k sf	737.99	65.39	32.70	32.70	53.73	26.87	26.87	50%	50%
853	Conv Market w/ Gas Pumps	stall	542.60	17.17	8.59	8.59	19.22	9.61	9.61	50%	50%
		k sf	845.60	45.58	22.79	22.79	60.61	30.31	30.31	50%	50%
854	Discount Supermarket	k sf	96.82	2.74	1.59	1.15	8.90	4.45	4.45	58%	50%
861	Discount Club	k sf	41.80	0.56	0.40	0.16	4.24	2.12	2.12	71%	50%
862	Home Improvement Superstore	k sf	29.80	1.20	0.65	0.55	2.45	1.15	1.30	54%	47%
863	Electronics Superstore	k sf	45.05	0.00	0.00	0.00	4.50	2.21	2.30	0%	49%
866	Pet Supply Superstore	k sf	n/a	0.00	0.00	0.00	4.96	2.48	2.48	0%	50%
867	Office Supply Superstore	k sf	n/a	0.00	0.00	0.00	3.40	1.80	1.60	0%	53%
868	Book Superstore	k sf	n/a	0.00	0.00	0.00	19.53	10.16	9.37	0%	52%
880	Pharmacy/Drugstore w/o DriveThru	k sf	90.06	3.20	1.89	1.31	7.63	3.74	3.89	59%	49%
881	Pharmacy/Drugstore w DriveThru	k sf	88.16	2.66	1.52	1.14	10.40	5.10	5.30	57%	49%
890	Furniture Store	k sf	5.06	0.17	0.12	0.05	0.45	0.20	0.25	69%	44%
896	Video Store	k sf	n/a	0.00	0.00	0.00	13.60	6.26	7.34	0%	46%
<b>Services</b>											
912	Drive-in Bank	lanes	411.17	19.38	11.24	8.14	51.08	25.54	25.54	58%	50%
		k sf	246.49	12.34	6.91	5.43	45.74	22.87	22.87	56%	50%
931	Quality Restaurant	k sf	89.95	0.81	0.41	0.41	7.49	5.02	2.47	50%	67%
932	High Turnover SitDown Rest	k sf	127.15	11.52	5.99	5.53	10.92	6.66	4.26	52%	61%
933	FastFood Rest w/o DriveThru	k sf	716.00	43.87	26.32	17.55	26.15	13.34	12.81	60%	51%
934	FastFood Rest w/ DriveThru	k sf	496.12	53.11	27.09	26.02	34.64	18.01	16.63	51%	52%
942	Auto Care Center	k sf	15.86	2.94	1.91	1.03	3.38	1.69	1.69	65%	50%
945	Gas/Service Station w/ Conv. Mark.	fuel pos	162.78	10.06	5.03	5.03	13.38	6.69	6.69	50%	50%
		k sf	13.57	77.68	39.62	38.06	96.37	48.19	48.19	51%	50%
946	Serv Sta w/ ConvMark & Car Wash	fuel pos	152.84	10.64	5.43	5.21	13.33	6.67	6.67	51%	50%
947	Self Service CarWash	stall	108.00	0.00	0.00	0.00	5.54	2.83	2.71	0%	51%

DU = Dwelling Unit      TSF Gross = Gross Square Feet (in thousands)

Fuel Position = the number of vehicles that could be fueled simultaneously

**The site's units multiplied (x) by the rate = the ADT's.**

**A301.B.1.e Traffic Impact Analysis Study Contents**

TABLE 3-1: TRAFFIC IMPACT ANALYSIS STUDY CONTENTS

1.	Introduction
a.	Site Location and Study Area
b.	Existing and Proposed Site Uses
c.	Existing and Proposed Nearby Uses
d.	Existing Roadways and Programmed Improvements
2.	Analysis of Existing Conditions
a.	Daily and Peak Hour(s) Traffic Volumes
b.	Capacity Analysis at Critical Points
c.	Levels of Service at Critical Points
3.	Analysis of Future Conditions without Development
a.	Daily and Peak Hour(s) Traffic Volumes
b.	Capacity Analyses at Critical Points. (The analysis may include any programmed improvements that shall be in place by the future year.)
c.	Levels of Service at Critical Points
4.	Trip Generation
5.	Site Traffic Distribution and Traffic Assignments
6.	Analysis of Future Conditions with Development
a.	Future Daily and Peak Hour(s) Traffic Volumes
b.	Capacity Analyses at Critical Points. (The analysis should include those additional improvements that shall be proffered by the developer.)
7.	Recommended Improvements
a.	Proposed Improvements
b.	Capacity Analyses at Critical Points (with improvements)
c.	Levels of Service at Critical Points (with improvements)
8.	Conclusions

This table is just a general guideline; however, some cases may require a more comprehensive study (e.g., environmental impacts included), refer to the Traffic Impact Analysis (24VAC 30-155) of the VDOT regulations and VDOT – “Land Development Manual” (Volume I, Chapter 5 – “Guidelines for a Traffic Impact Study” for more information.