

TRANSPORTATION APPENDIX

A301.B.1.a	When a Traffic Impact Analysis is Required	T-16
A301.B.1.e	Traffic Impact Analysis Study Contents	T-21
A303.1.c	Intersection Landing Requirements	T-22
A304	Off-Street Parking and Loading Areas	T-23
A304.5.f	Backing or Reversing Area for Parking Lots	T-24
A304.7	Parking Lot Pedestrian Circulation	T-25
A308.1	Future Street Extension Signs	T-26
A308.3.b	Street Signs	T-27

A301.B.1.a 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 the first and second review: \$500 – 100VPH or less \$1000 – more than 100 VPH (No fee if initiated by locality or 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		
<p>* For proposals generating less than 1000 VPH 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.</p> <p>** Third or subsequent submissions require additional fee as though they were an initial submission.</p> <p>*** 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.</p>				
Fauquier County Traffic Impact Analysis Requirements				
Process		Threshold	Review Process	Fee
Subdivision Plat or Site Plan	Subdivision Plat	100 single family attached or detached dwellings	Scoping Meeting with Community Development	\$1000
		150 apartments or condominiums	TIA, application and plans submitted to Community Development for review and comment	
	Site Plan	250 VPH or 2500 VPD on state controlled highways	Review to be completed within 60 days	

ITE Trip Generation, 10th Edition

ITE No.	Land Use Description	unit	Daily Rate	Peak Hour of Adjacent Street Rate					
				AM (7-9)			PM (4-6)		
				Total	In	Out	Total	In	Out
Industrial/Agricultural									
110	General Light Industrial	ksf	4.96	0.70	88%	12%	0.63	13%	87%
		emp.	3.05	0.52	83%	17%	0.49	22%	78%
130	Industrial Park	ksf	3.37	0.40	81%	19%	0.40	21%	79%
		emp.	2.91	0.44	86%	14%	0.42	20%	80%
140	Manufacturing	ksf	3.93	0.62	77%	23%	0.67	31%	69%
		ac.	35.02	4.62	90%	10%	4.54	43%	57%
150	Warehousing	ksf	1.74	0.17	77%	23%	0.19	27%	73%
		emp.	5.05	0.61	72%	28%	0.66	36%	64%
151	Mini-Warehouse	ksf	1.51	0.10	60%	40%	0.17	47%	53%
160	Data Center	ksf	0.99	0.11	55%	45%	0.09	30%	70%
Residential									
210	Single-Family Detached Housing	DU	9.44	0.74	25%	75%	0.99	63%	37%
220	Multifamily Housing (Low-Rise)	DU	7.32	0.46	23%	77%	0.56	63%	37%
231	Mid-Rise Residential w/ 1st-Floor Commercial	DU	3.44	0.30	28%	72%	0.36	70%	30%
240	Mobile Home Park	DU	5.00	0.26	31%	69%	0.46	62%	38%
251	Senior Adult Housing - Detached	DU	4.27	0.24	33%	67%	0.30	61%	39%
252	Senior Adult Housing - Attached	DU	3.70	0.20	35%	65%	0.26	55%	45%
253	Congregate Care Facility	DU	2.02	0.07	60%	40%	0.18	53%	47%
254	Assisted Living	beds	4.24	0.39	78%	22%	0.49	30%	70%
255	Continuing Care Retirement Community	units	2.40	0.14	65%	35%	0.16	39%	61%
270	Residential Planned Unit Development	DU	7.38	0.57	22%	78%	0.69	75%	25%
Lodging									
310	Hotel	rooms	8.36	0.47	59%	41%	0.60	51%	49%
311	All Suites Hotel	rooms	4.46	0.34	53%	47%	0.36	48%	52%
312	Business Hotel	rooms	4.02	0.39	42%	58%	0.32	55%	45%
320	Motel	rooms	3.35	0.38	37%	63%	0.38	54%	46%
330	Resort Hotel	rooms	n/a	0.32	72%	28%	0.41	43%	57%
Recreational									
411	Public Park	ac.	0.78	0.02	59%	41%	0.11	55%	45%
416	Campground/Recreational Vehicle Park	occ. sites	n/a	0.21	36%	64%	0.27	65%	35%
444	Movie Theatre	screens	220.00	n/a	n/a	n/a	14.60	44%	56%
445	Multiplex Movie Theatre	screens	292.50	n/a	n/a	n/a	13.73	51%	49%
488	Soccer Complex	fields	71.33	0.99	61%	39%	16.43	66%	34%
490	Tennis Courts	courts	30.32	n/a	n/a	n/a	4.21	n/a	n/a
491	Racquet/Tennis Club	courts	27.71	n/a	n/a	n/a	3.82	n/a	n/a
492	Health/Fitness Club	ksf	n/a	1.31	51%	49%	3.45	57%	43%
495	Recreational Community Center	ksf	28.82	1.76	66%	34%	2.31	47%	53%

DU = Dwelling Unit ksf = Square Feet (in thousands)
 Fuel Pos. = the number of vehicles that could be fueled simultaneously

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

ITE Trip Generation, 10th Edition

ITE No.	Land Use Description	unit	Daily Rate	Peak Hour of Adjacent Street Rate					
				AM (7-9)			PM (4-6)		
				Total	In	Out	Total	In	Out
Institutional									
520	Elementary School	ksf	19.52	6.97	55%	45%	1.37	45%	55%
		students	1.89	0.67	54%	46%	0.17	48%	52%
522	Middle School/Junior High School	ksf	20.17	n/a	n/a	n/a	1.19	52%	48%
		students	2.13	0.58	54%	46%	0.17	49%	51%
530	High School	ksf	14.07	3.38	71%	29%	0.97	54%	46%
		students	2.03	0.52	67%	33%	0.14	48%	52%
534	Private School (K-8)	students	4.11	0.91	55%	45%	0.26	46%	54%
536	Private School (K-12)	students	2.48	0.80	61%	39%	0.17	43%	57%
540	Junior/Community College	ksf	20.25	2.07	77%	23%	1.86	50%	50%
		students	1.15	0.11	81%	19%	0.11	56%	44%
560	Church (Weekday)	ksf	6.95	0.33	60%	40%	0.49	45%	55%
		seats	0.44	0.01	50%	50%	0.03	40%	60%
	Church (Sunday/Sunday peak)	ksf	27.63	9.99	48%	52%	n/a	n/a	n/a
		seats	1.21	0.54	49%	51%	n/a	n/a	n/a
565	Daycare Center	ksf	47.62	11.00	53%	47%	11.12	47%	53%
		students	4.09	0.78	53%	47%	0.79	47%	53%
590	Library	ksf	72.05	1.00	71%	29%	8.16	48%	52%
Medical									
610	Hospital	ksf	10.72	0.89	68%	32%	0.97	32%	68%
		beds	22.32	1.84	72%	28%	1.89	28%	72%
620	Nursing Home	ksf	6.24	0.55	78%	22%	0.59	41%	59%
		beds	3.06	0.17	72%	28%	0.22	33%	67%
630	Clinic	ksf	38.16	3.69	78%	22%	3.28	29%	71%
Office									
710	General Office Building	ksf	9.74	1.16	86%	14%	1.15	16%	84%
		emp.	3.28	0.37	83%	17%	0.40	20%	80%
715	Single Tenant Office Building	ksf	11.25	1.78	89%	11%	1.71	15%	85%
		emp.	3.77	0.53	89%	11%	0.51	15%	85%
720	Medical-Dental Office Building	ksf	34.80	2.78	78%	22%	3.46	28%	72%
		emp.	8.70	0.68	78%	22%	0.97	34%	66%
730	Government Office Building	ksf	22.59	3.34	75%	25%	1.71	25%	75%
		emp.	7.45	1.10	75%	25%	0.71	20%	80%
732	United States Post Office	ksf	103.94	8.28	52%	48%	11.21	51%	49%
750	Office Park	ksf	11.07	1.44	89%	11%	1.07	7%	93%
760	Research and Development Center	ksf	11.26	0.42	75%	25%	0.49	15%	85%
770	Business Park	ksf	12.44	0.40	61%	39%	0.42	46%	54%

DU = Dwelling Unit ksf = Square Feet (in thousands)
 Fuel Pos. = the number of vehicles that could be fueled simultaneously

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

ITE Trip Generation, 10th Edition

ITE No.	Land Use Description	unit	Daily Rate	Peak Hour of Adjacent Street Rate					
				AM (7-9)			PM (4-6)		
				Total	In	Out	Total	In	Out
Retail									
813	Free-Standing Discount Superstore	ksf	50.70	1.85	56%	44%	4.33	49%	51%
814	Variety Store	ksf	63.47	3.18	57%	43%	6.84	52%	48%
815	Free-Standing Discount Store	ksf	53.12	1.17	69%	31%	4.83	50%	50%
816	Hardware/Paint Store	ksf	9.14	1.08	54%	46%	2.68	47%	53%
817	Nursery (Garden Center)	ksf	68.10	2.43	n/a	n/a	6.94	n/a	n/a
820	Shopping Center	ksf	37.75	0.94	62%	38%	3.81	48%	52%
840	Automobile Sales (New)	ksf	27.84	1.87	73%	27%	2.43	40%	60%
841	Automobile Sales (Used)	ksf	27.06	2.13	76%	24%	3.75	47%	53%
843	Automobile Parts Sales	ksf	55.34	2.59	55%	45%	4.91	48%	52%
850	Supermarket	ksf	106.78	3.82	60%	40%	9.24	51%	49%
851	Convenience Market	ksf	762.28	62.54	50%	50%	49.11	51%	49%
853	Convenience Market w/ Gas Pumps	ksf	624.20	40.59	50%	50%	49.29	50%	50%
		fuel pos.	322.50	20.76	50%	50%	23.04	50%	50%
854	Discount Supermarket	ksf	90.87	2.53	58%	42%	8.38	50%	50%
857	Discount Club	ksf	41.80	0.49	70%	30%	4.18	50%	50%
858	Farmers Market	ksf	103.94	8.28	52%	48%	11.21	51%	49%
862	Home Improvement Superstore	ksf	30.74	1.57	57%	43%	2.33	49%	51%
875	Department Store	ksf	22.88	0.58	64%	36%	1.95	50%	50%
880	Pharmacy/Drugstore w/o Drive-Thru Window	ksf	90.08	2.94	65%	35%	8.51	49%	51%
881	Pharmacy/Drugstore w/Drive-Thru Window	ksf	109.16	3.84	53%	47%	10.29	50%	50%
890	Furniture Store	ksf	6.30	0.26	71%	29%	0.52	47%	53%
899	Liquor Store	ksf	101.49	n/a	n/a	n/a	16.37	50%	50%
Services									
912	Drive-In Bank	ksf	100.03	9.50	58%	42%	20.45	50%	50%
		lanes	124.76	8.83	61%	39%	27.15	49%	51%
925	Drinking Place	ksf	n/a	n/a	n/a	n/a	11.36	66%	34%
930	Fast Casual Restaurant	ksf	315.17	2.07	67%	33%	14.13	55%	45%
931	Quality Restaurant	ksf	83.84	0.73	n/a	n/a	7.80	67%	33%
		seats	2.60	0.02	n/a	n/a	0.28	67%	33%
932	High-Turnover (Sit-Down) Restaurant	ksf	112.18	9.94	55%	45%	9.77	62%	38%
		seats	4.37	0.48	52%	48%	0.42	57%	43%
933	Fast Food Restaurant w/o Drive-Thru	ksf	346.23	25.10	60%	40%	28.34	50%	50%
		seats	42.12	n/a	n/a	n/a	2.13	64%	36%
934	Fast Food Restaurant w/Drive-Thru	ksf	470.95	40.19	51%	49%	32.67	52%	48%
		seats	19.52	1.31	53%	47%	0.97	53%	47%
936	Coffee/Donut Shop w/o Drive-Thru	ksf	754.55	101.14	51%	49%	36.31	50%	50%
		seats	n/a	10.79	53%	47%	4.26	51%	49%
937	Coffee/Donut Shop w/Drive-Thru	ksf	820.38	88.99	51%	49%	43.38	50%	50%
		seats	n/a	4.32	52%	48%	1.22	45%	55%
942	Automobile Care Center	ksf	n/a	2.25	66%	34%	3.11	48%	52%
944	Gasoline/Service Station	ksf	1,202.83	84.55	50%	50%	109.27	50%	50%
		fuel pos.	172.01	10.28	50%	50%	14.03	50%	50%
945	Gasoline/Service Station w/Convenience Market	ksf	1,440.02	75.99	51%	49%	88.35	51%	49%
		fuel pos.	205.36	12.47	51%	49%	13.99	51%	49%
949	Car Wash and Detail Center	stalls	156.20	8.60	63%	37%	13.60	49%	51%
960	Super Convenience Market/Gas Station	ksf	837.58	83.14	50%	50%	69.28	50%	50%
		fuel pos.	230.52	28.08	50%	50%	22.96	50%	50%
970	Winery (Weekday)	ksf	45.96	2.07	70%	30%	7.31	50%	50%
	Winery (Sunday/Sunday peak)	ksf	205.11	n/a	n/a	n/a	37.65	48%	52%

DU = Dwelling Unit ksf = Square Feet (in thousands)

Fuel Pos. = 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 10h 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".

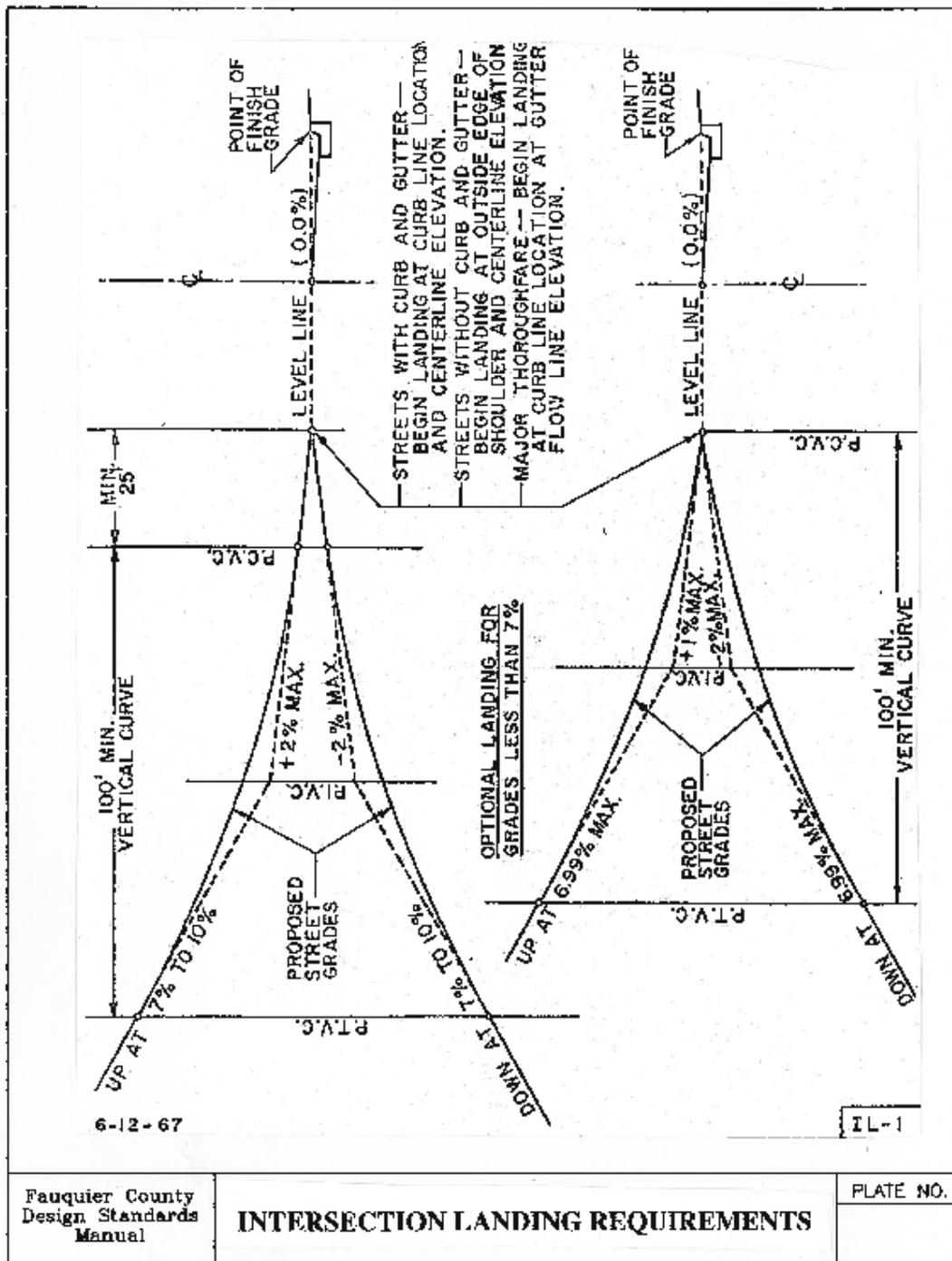
A301.B.1.e Traffic Impact Analysis Study Contents

TABLE 3-1: TRAFFIC IMPACT ANALYSIS STUDY CONTENTS

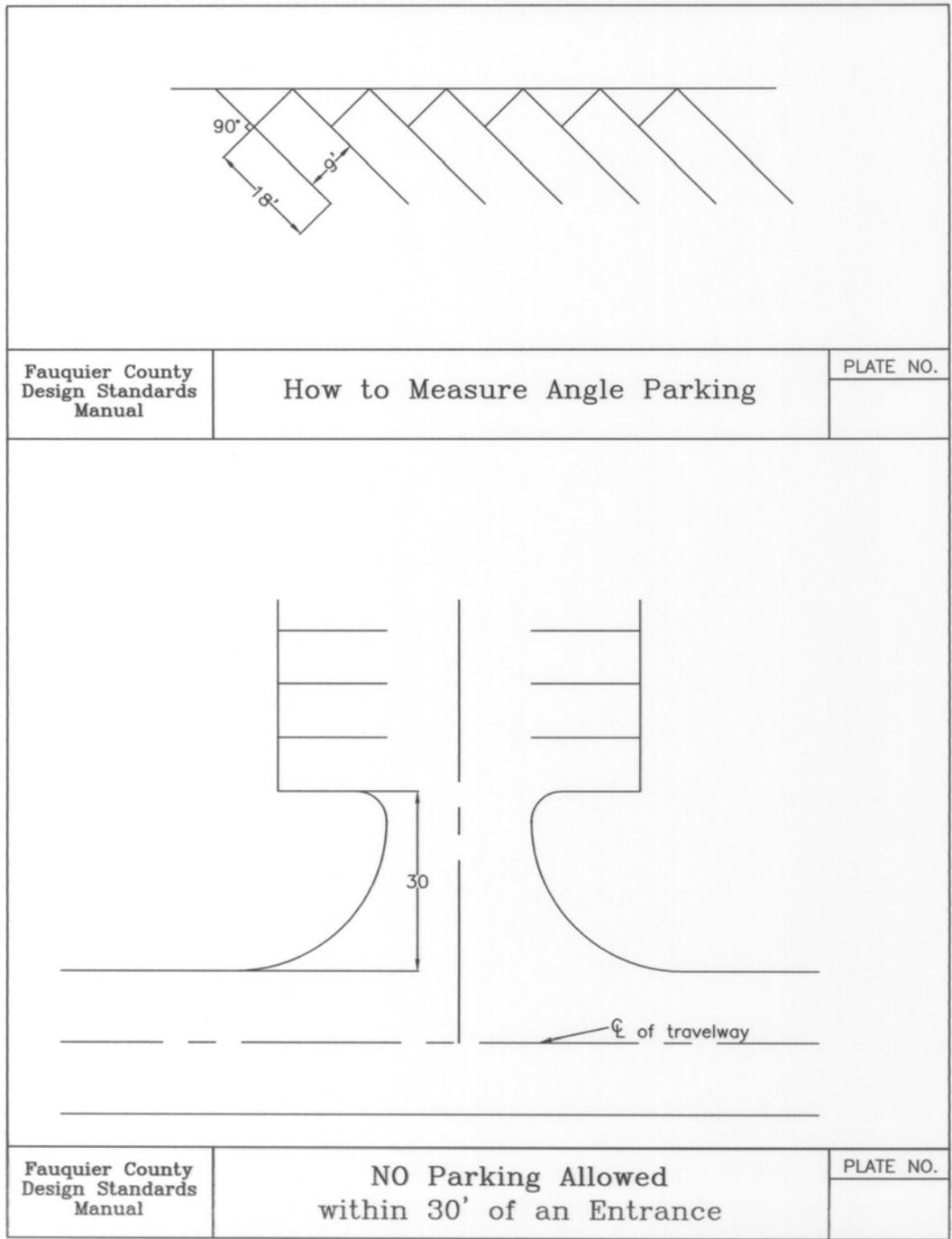
1.	Introduction
a.	Site Location and Study Area
b.	Existing and Proposed Site Uses
c.	Existing and Proposed Nearby Uses
d.	Existing Roadways and Programmed Improvements
2.	Analysis of Existing Conditions
a.	Daily and Peak Hour(s) Traffic Volumes
b.	Capacity Analysis at Critical Points
c.	Levels of Service 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.

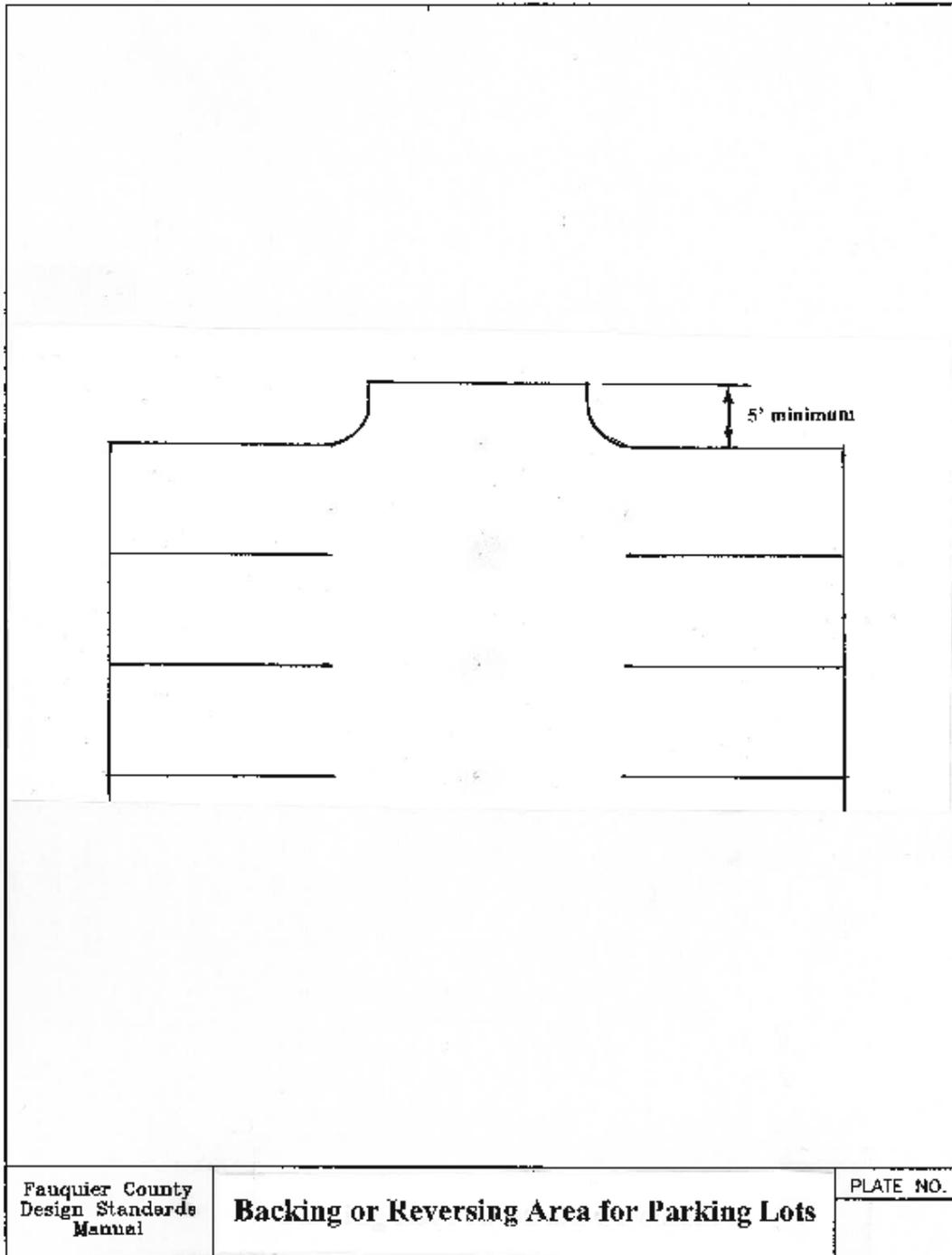
A303.1.c Intersection Landing Requirements



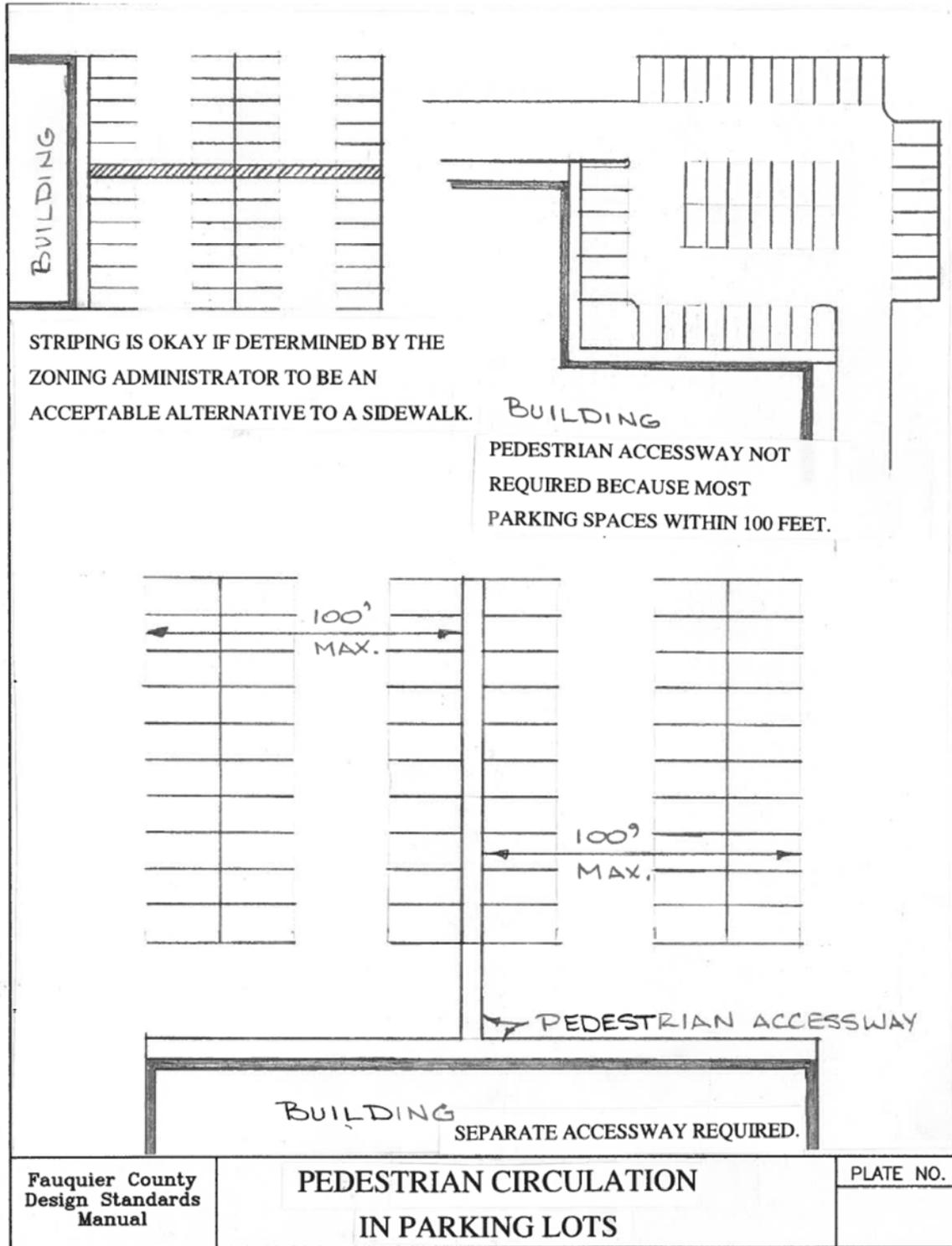
A304 Off-Street Parking and Loading Areas



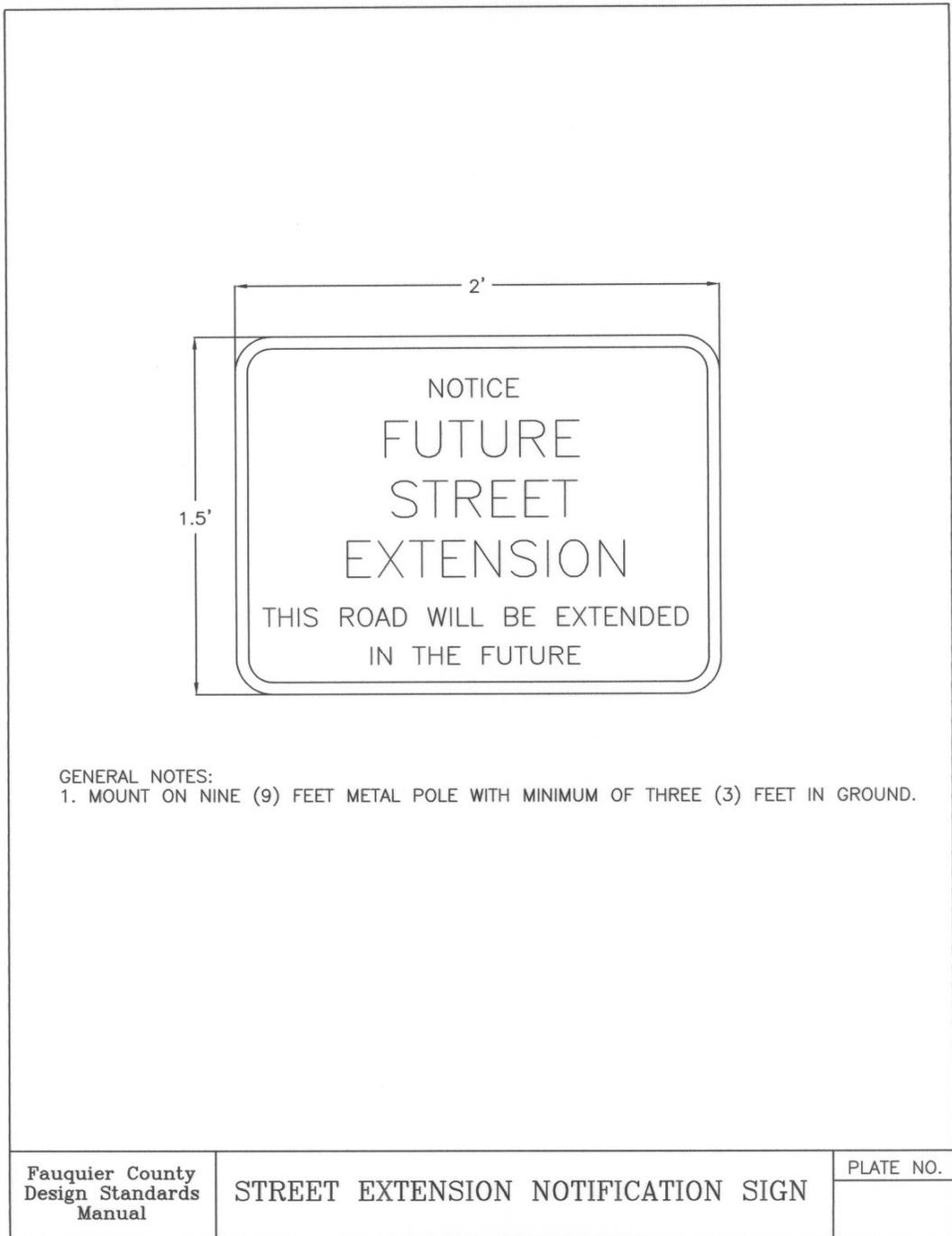
A304.5.f Backing or Reversing Area for Parking Lots



A304.7 Parking Lot Pedestrian Circulation



A308.1 Future Street Extension Signs



A308.3.b Street Signs

- a. The sign blade color shall be white lettering on a green field.
- b. The sign blade shall be reinforced aluminum, fiberglass or extruded plastic.
- c. Sign poles shall be metal.
- d. Signs shall be in conformance with all VDOT requirements and standards for their placement on public rights of way.
- e. Private streets shall include the letters “PVT” at the end of their street sign.