Local Area Transportation Review / Transportation Policy Area Review

TRAFFIC STUDY SCOPE OF WORK AGREEMENT

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| **Contact Information** |
| Transportation Consultant(company, contact, email, and phone number) |  |
| Name of Applicant / Developer |  |
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| **Project Information *Include Tables/Graphics, As Needed*** |
| Project Name(include plan no. if known) |  |
| Project Location(include address if known) |  |
| Policy Area(s) (subdivision staging policy map) |  | Master Plan / Sector Plan Area(s) |   |
| Application Type(s) | 🞎 Preliminary Plan | 🞎 Site Plan | 🞎 Sketch Plan | 🞎 Amendment |
| 🞎 Conditional Use(formerly special exception)  | 🞎 Local Map Amendment | 🞎 Other: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| Project Description & Previous Approvals(proposed land uses, zoning, no. of units, square footage, construction phasing, prior approvals and proposals, existing uses, site operations, year built, status of APF, other relevant info) |  |
| Site Access(proposed access location(s), existing/adjacent/opposite curb cuts, interparcel connections, access configurations and restrictions, internal circulation, private roads, parking/loading areas, other relevant info) |  |
| Transportation Analysis Requirement(refer to pages 4 and 6 in the Jan. 2013 LATR Guidelines; staff can provide additional guidance and support) | 🞎 Traffic StudyGenerates 30 or more total weekday peak hour trips (no reductions other than a credit for existing developments over 12 years old) *AND* outside of White Flint Policy Area. Fill out remainder of this form, sign last page, and include in traffic study appendix. | 🞎 Traffic Study Exemption StatementGenerates 29 or fewer total weekday peak hour trips (no reductions other than a credit for existing developments over 12 years old) *OR* within White Flint Policy Area. Fill out PAR and trip generation sections below, sign last page, and include with statement. |
| Policy Area Review (PAR)(refer to pages 27 - 31 of the Jan. 2013 LATR Guidelines) | 🞎 TPAR(1/1/13 - Present)0, 25, 50%: \_\_\_\_\_\_\_  | 🞎 PAMR(11/15/07 - 12/31/12)0-50%: \_\_\_\_\_\_\_\_ | 🞎 Exempt (no SF increase or fewer than 3 new trips)🞎 No PAR (7/1/03 – 11/14/07)🞎 PATR (before 6/30/03) |
| Transportation Mitigation Agreement (TMAg) Required? | 🞎 No | 🞎 Yes(25+ Employees and in TMD) | 🞎 Amend Existing TMAg |
| Transportation Management District (TMD)? | 🞎 No | 🞎 Yes TMD Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
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| **Traffic Impact Study Assumptions  *Include Tables/Graphics, As Needed*** |
| Study Years / Phases | Existing Year:  | Phases / Build-out Year(s):  |
| Study Periods | 🞎 AM 🞎 PM 🞎 Mid-day 🞎 Saturday 🞎 Sunday 🞎 Other: \_\_\_\_\_\_\_\_\_\_\_\_ |
| Study Intersections & CLV Thresholds(list all signalized & significant unsignalized intersections, and site driveways with corresponding CLV thresholds; traffic counts must be collected within 12-months of completed DARC application) | # of tiers of intersections to study (refer to page 7 of Jan. 2013 LATR): \_\_\_\_\_\_\_\_\_\_\_\_\_\_*For the purpose of determining the number of tiers of study intersections, trip calculation for the subject site should also include nearby unbuilt properties in common ownership. No trip reductions should be taken in this calculation other than a credit for existing developments over 12 years old.* |
| 1)  | 7)  |
| 2)  | 8)  |
| 3)  | 9)  |
| 4)  | 10)  |
| 5)  | 11)  |
| 6) | add more rows if necessary |
| Trip Generation(clearly cite sources and methodology, include trip gen for existing site, current approvals, proposed uses, and net changes) |  |
| Reductions / Mode Split(include justification and supporting documentation for internal capture, pass-by, diverted, transit, TDM) |  |
| Trip Distribution %(show percentage distribution throughout study area, refer to Appendix 4 of the Jan. 2013 LATR Guidelines for additional information on distributions) |  |
| Pipeline Developmentsto be considered as background traffic(include name, plan #, land uses, and sizes for approved but unbuilt developments or concurrently pending applications; info can be obtained from the M-NCPPC Pipeline website; background growth rate, if applicable) |  |
| Pipeline Transportation Projects to be considered as background condition(funded County CIP, State CTP, developer projects, etc.) |  |
| Additional Analysis or Software Required | 🞎 Queuing Analysis🞎 Signal Warrant Analysis🞎 Weaving/Merge Analysis | 🞎 Accident Analysis🞎 Synchro🞎 SIDRA | 🞎 VISSIM🞎 CORSIM 🞎 Other \_\_\_\_\_\_\_\_\_\_\_\_\_ |
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| **M-NCPPC Clarifications** |
| * Traffic study will comply with all other requirements of the LATR & TPAR Guidelines not listed on this form.
* If physical improvements are proposed as mitigation, the traffic study will demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum).
* In the event that the development proposal significantly changes after this traffic study scope has been agreed to, the Applicant will work with M-NCPPC staff to amend the scope to accurately reflect the new proposal.
* A receipt from MCDOT showing that the traffic study review fee has been paid will be provided to M-NCPPC DARC at the time the development application is submitted.
* A PDF copy of the traffic study and appendices will be provided.
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| **Additional Assumptions / Special Circumstances for Discussion** |
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*Traffic study scope agreement is not final until signed by M-NCPPC staff.*

AGREED

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**APPLICANT OR TRAFFIC CONSULTANT SIGNATURE** DATE

(Must be PE, PTOE, PTP, or AICP unless exempt from traffic study)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

PRINT NAME

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

COMPANY

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_

**M-NCPPC STAFF SIGNATURE** DATE

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

PRINT NAME

*Please include a signed copy of this document and accompanying graphics with submitted traffic study or statement.*