

TRAFFIC IMPACT WORKSHEET

Parcel Size:

Existing Development:

Zoning Classification:

Development Intensity: Floor Area: sq ft Dwelling Units:

Proposed Development:

Zoning Classification:

Development Intensity: Floor Area: sq ft Dwelling Units:

Calculation of Trip Generation:

Using the trip generation table on the back of this form for general zoning classifications or the tables for specific uses in Trip Generation, 7th Edition, Institute of Transportation Engineers, calculate the trip generation for a 24-hour period, the morning peak hour, and the evening peak hour for the existing and proposed development and the associated changes in trip ends.

Trip Generation Calculation							
Development Intensity		Daily Trip Ends		AM Peak Hour		PM Peak Hour	
		Trip Rate	Trip Ends	Trip Rate	Trip Ends	Trip Rate	Trip Ends
Existing Development							
Proposed Development		—	—	—	—	—	—
Change							

A Traffic Impact Statement is required when one of the following conditions is met:

- o The change in number of trips exceeds 100 for any peak hour, or 1,000 for the day.
- o The change in number of trips exceeds 50 for any peak hour, or 500 for the day and the City Traffic Engineer has determined that the adjacent street does not meet current design standards, has an existing traffic volume with a level of service D or lower, has identified concerns for safety, or has other identified concerns requiring improvements.

Is a Traffic Impact Statement required?

Signed: _____

City Traffic Engineer

Trip Generation for Zoning Classifications in Springfield, Missouri									
Zoning	Description	Trip Rate (Trips per Acre)							Explanation (Assumed intensity (units or floor area ratio) for daily / AM peak / PM Peak trip rates)
		Daily Trips	AM Peak	% In	% Out	PM Peak	% In	% Out	
R-SF	Single Family Residential	48	4	25	75	5	64	36	5 units per acre at 9.1/0.75/1.01 trips per dwelling
R-TH	Residential Townhouse	60	5	16	84	6	67	33	9 units per acre at 6.6/0.51/0.62 trips per dwelling
R-LD	Low Density Multi-Family Residential	120	9	16	84	11	67	33	18 units per acre at 6.6/0.51/0.62 trips per dwelling
R-MD	Medium Density Multi-Family Residential	180	14	16	84	17	67	33	27 units per acre at 6.6/0.51/0.62 trips per dwelling
R-HD	High Density Multi-Family Residential	240	18	16	84	22	67	33	36 units per acre at 6.6/0.51/0.62 trips per dwelling
R-MHC	Manufactured Home Community	34	3	21	79	4	62	38	7 units per acre at 4.8/0.4/0.56 trips per dwelling
O-1	Low Intensity Office	240	34	88	12	44	17	83	0.35 FAR at 16/2.26/ 2.9 trips per 1,000SF*
O-2	Medium Intensity Office	480	70	88	12	65	17	83	1.0 FAR at 11/1.1/1.5 trips per 1,000SF
GI	Government and Institutional Use	Traffic Study Required for Land Use Intensity Requirements of Each Case							
L	Landmarks	Traffic Study Required for Land Use Intensity Requirements of Each Case							
PD	Planned Development	Traffic Study Required for Land Use Intensity Requirements of Each Case							
LB	Limited Business District	470	11	61	39	40	48	52	0.25 FAR at 43/1.0/3.7 trips per 1,000SF
GR	General Retail District	720	16	61	39	67	48	52	0.30 FAR at 55/1.1/5.1 trips per 1,000SF**
HC	Highway Commercial District	720	16	61	39	67	48	52	0.30 FAR at 55/1.25/5.1 trips per 1,000SF**
CS	Commercial Service District	720	16	61	39	67	48	52	0.30 FAR at 55/1.1/5.1 trips per 1,000SF**
CC	Center City District	1600	110	72	28	160	38	62	0.25 FAR (0.5 GR, 1.0 O, 1.0 R_HD)***
RI	Restricted Industrial	52	7	83	17	7	22	78	LI, ITE Trip Generation pp. 108, 10, 110
LI	Light Industrial	52	7	83	17	7	22	78	LI, ITE Trip Generation pp. 108, 109, 110
GM	General Manufacturing	63	10	83	17	10	21	79	Ind. Park, ITE Trip Generation pp. 151, 15, 153
HM	Heavy Manufacturing	39	7	72	28	8	48	52	MF. ITE Trip Generation pp. 179-183
IC	Industrial Commercial	840	18	61	39	78	48	52	0.35 FAR at 55/1.2/5.1 trips per 1,000SF*

* Trip generation rate for 45,000 SF using fitted curve rather than average rate

** Trip generation rate for 200,000 SF using fitted curve rather than average rate

*** 0.5 FAR at 43/1.0/0.62 + 1.0 FAR at 11.1/1.6/1.5 + 20 DU at 6.6/0.51/0.62