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**EL PASO COUNTY PLANNING AND  
 COMMUNITY DEVELOPMENT  
 DEPARTMENT**

**TRAFFIC IMPACT STUDY**

Revised: January 2022

**Traffic Impact Study Report**

The purpose of the traffic impact study is to provide detailed recommendations for the preparation of plans for all necessary transportation facility improvements and adequate access to those facilities for proposed development. The facilities include roadways and their structures, as well as extrinsic structures that support the use of the transportation facility. El Paso County standards and technical criteria shall be used to plan, design, construct, choose materials, locate, repair, maintain, reconstruct, and use roadways and other transportation facilities and the associated extrinsic structures. The Traffic Impact Study shall be prepared by a qualified professional engineer and shall be tailored to the stage of development application and the stage of subdivision-related construction.

The report preparer shall verify type and level of TIS/memorandum required in accordance with ECM Section B.1.

		Applicant	PCD
<b>Please confirm each item below has been included by placing a check mark in the "Applicant" column. See right for an example. The "PCD" column is for office use only.</b>		✓	Office use only
1	Signature Page (ECM B.8)		
2	Table of contents, pages numbered		
3	Existing/background conditions narrative to include at a minimum:		
	Vicinity map showing the subdivision in relation to section lines and existing or proposed arterial or collector roadways.		
	Label all roads discussed in the report		
	Graphically indicate all intersections evaluated		
	Accurately depict the site location and boundaries		
	Study Area – Provide calculations showing that the study area includes all affected intersections, address ECM B.2.3 requirements		
	Background traffic		
	Clearly explain how background traffic was derived		
	List other traffic studies in the area of study within the past five years identified by County staff or that the applicant is aware of. State whether the current study is consistent with those studies and explain any discrepancies.		
	Excerpts from studies of those developments are included in the appendices.		
	Sketch diagrams of all existing intersections evaluated in the study showing widths of all approach lanes and lengths of auxiliary lanes and tapers.		
	Description, classification, and link ADT of major roads in the study area (collector classification and higher).		
	Specify MTCP functional and corridor preservation classifications		
	Description of intersections evaluated in the study including existing controls		
	Do existing road segments meet cross section standards for designated classifications?		
	Traffic Count Data		
	24 Hour Counts for ADT for major road segments		
	Peak-hour counts for all intersections evaluated in the study		
4	Proposed development and trip generation narrative shall include at a minimum:		
	Site Plan		
	Land Use – Type and extent correspond with associated application documents		



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	Discussion of applicable ITE land use type(s) (including ITE code(s)) and comparison between the proposed use(s) and the codified use		
	Total traffic generated by the proposed development using ITE trip generation; provide footnotes on the methods used (equation/chart/interpolation)		
	Adjustments to trip generation including pass-by trips and internal trip capture		
	Trip distribution assumptions and map		
	Specify expected year of completion (build-out) and intermediate years if phasing is proposed		
	On-site road classification figure including ADT numbers		
	On-site Traffic control recommendations (particularly stop controls at intersections)		
	Evaluation of intersection spacing along all interior roads, and new intersections on adjacent or off-site roads, and confirmation that the spacing meet criteria		
	List ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state whether this access can be met. If it cannot be met, state the required modifications so that it can be met.		
	State what the sight distance is for every affected access and whether it can be met. If it cannot be met, state the required modifications so that it can be met.		
5	Evaluation and Mitigation of Impacts shall include a minimum:		
	Short-term, intermediate and long-term analysis horizon years are clearly stated and years are labeled on the corresponding figures.		
	Capacity analysis of major road segments. Results presented in a figure or table showing short-term and long-term ADTs against maximum allowable ADT		
	Capacity analysis of all existing intersections evaluated in the study and all proposed access locations onto existing public roads		
	For capacity analysis of signalized intersections, provide discussion of the following parameters:		
	Cycle length		
	Provisions for left turns ~ permissive/protected; lead/lag		
	Free right turns		
	Identification of any sub-standard LOS situations and discussion of recommendations for mitigation.		
	Evaluation of safety-based warrants for turn lanes at unsignalized intersections (speed change lanes).		
	Weaving analysis if applicable		
	Summary table of necessary turn lane improvements including design speed, taper rates and taper lengths, storage lengths, deceleration or acceleration lengths, and the resulting full-width lane lengths.		
	Signal warrant analysis; estimated projected need if not currently warranted		
	Graphical depiction of improvements required to meet level-of-service standards		
	Trigger points for the construction of all required future improvements including but not limited to turn lanes, signals, widenings, and openings or closings of accesses. ("Trigger points" are the conditions that, when met, will call for the construction of said improvements.)		
	Summary of accident history within the study area.		
	Accident history data presented in tabular form by location and including annual vehicle use volume and accident rate calculations		
	Discussion of pedestrian/bicyclist needs and provisions.		



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	School and pedestrian routing plans		
	School traffic analysis per North Carolina DOT MSTA <a href="https://connect.ncdot.gov/municipalities/School/pages/default.aspx">https://connect.ncdot.gov/municipalities/School/pages/default.aspx</a>		
	Master-planned trails		
	Project Traffic modeling and figures		
	Short Term Background Plus Project Traffic lanes, intersection control and LOS modeling and figures for all affected intersection movements		
	Long Term Background Plus Project Traffic lanes, intersection control and LOS modeling and figures for all affected intersection movements		
	Assess and summarize all project impacts (roadways, intersections, pedestrians, bicycles, etc.)		
	Describe proposed mitigation measures		
	Specifically address all deviations requested (separate form(s) required)		
	Address any special studies that apply (access management plan, neighborhood impact evaluation, sight distance evaluation, traffic speed study, etc.)		
6	Recommendations and Report Conclusions shall include a minimum of:		
	Narrative recommendations and conclusions		
	For final plats, state definitively what improvements the developer will be constructing with the project.		
	State whether or not any improvements affected by the project are reimbursable under the current Major Transportation Corridors Plan (MTCP) and Road Fee program.		
	State whether the MTCP or other approved corridor study calls for the construction of improvements in the immediate area.		
	State what the current applicable Road Impact Fees are and what option the developer will be selecting for payment. If the site is in a special district, so state and summarize the applicable fees.		
	Provide a description of how transportation improvements will be financed (responsibility) and a Recommended Improvements Summary Table per ECM section B.6.1.D.		
	List of References.		
7	A minimum of the following appendices:		
	Complete modeling for all existing and proposed development horizons		
	Modeled signal cycle timing matches narrative and is within DPW allowances and signal coordination requirements, if applicable		
	Modeled lanes match improvements table and CDs		