DRAFT

Comprehensive Transportation Review (CTR)

Guidelines

CITY OF CHARLOTTE

CHARLOTTE DEPARTMENT of TRANSPORTATION

Comprehensive Transportation Review Guidelines

1.0 Purpose and Applicability

A. Purpose

The purpose of the Comprehensive Transportation Review (CTR) Guidelines is to advance the City of Charlotte's adopted transportation goals to provide safe and equitable mobility options for all travelers. The CTR Guidelines define the process and methods that the Charlotte Department of Transportation (CDOT) will use to review, assess and identify the impact and appropriate mobility and transportation mitigation for land development projects.

B. Applicability

The CTR Guidelines apply to all new development, redevelopment, and zoning map amendments (conditional and EX rezonings) in the City of Charlotte and its extra-territorial jurisdiction (ETJ).

2.0 Comprehensive Transportation Review Process

A. CTR Assessments and Thresholds

The CTR process includes three types of assessment: 1) Multimodal Assessment (MA), 2) Transportation Demand Management (TDM), and 3) Traffic Impact Study (TIS). The type and tier of CTR assessment is based on the trip generation thresholds and conditions outlined in **Table 1. Comprehensive Transportation Review Thresholds.** The applicant shall apply the assumptions outlined in **Table 5. Trip Calculation Assumptions & TIS Data Requirements** to determine trip generation.

B. CTR Scoping and Review Process

To determine CTR scope and reviews process, applicants should follow the steps outlined in **Table 2. CTR Scoping and Review Process.** The Applicant may request one voluntary pre-submittal or pre-scoping meeting to discuss the potential project, but determination of CTR scope will not be finalized until the applicant has formally submitted the scope and received final scope approval from CDOT. The CTR Scope must be approved before proceeding with any CTR assessments or analyses.

C. Professional Requirements

Multimodal Assessments (MA) and Transportation Demand Management (TDM) assessments may be prepared by a Transportation Planner, Landscape Designer, Engineer, or other transportation professional with competency and experience with such analyses, as agreed upon during the Scoping Meeting. All Traffic Impact Studies (TIS) must be prepared by a Professional Engineer registered with the State of North Carolina.

Table 1. Comprehensive Transportation Review Thresholds

		Multimodal Assessment Intent Identify pedestrian mitigations			**Transportation Demand Management Assessment (TDM)** Intent Identify vehicle trip reduction strategies			**Traffic Impact Study (TIS)** Intent Identify vehicle trip mitigations	
		Multimodal Mitigation			TDM Mitigation			Traffic Impact Study	
Zoning Districts	Land Use	Tier 1 (Mitigation Points:3)	Tier 2 (Mitigation Points:6)	Tier 3 (Mitigation Points:9)	Tier 1 (Mitigation Points:)	Tier 2 (Mitigation Points:)	Tier 3 (Mitigation Points:0)	Threshold	Additional Conditions
Net New Trip Thresholds: **Low Intensity Development** (based on zoning districts)									
N1 Districts N2-A N2-B MHP ML-1 ML -2 IC-1 OFC N2-C IMU IC-2 NC CAC-1 CG CR	Residential	≥ 750 daily trips	≥ 1,500 daily trips	≥ 2,000 daily trips	Not Required			≥ 1,500 daily trips or ≥ 150 peak hour trips	Regardless of threshold, a TIS may be required if any of the following conditions exist. 1. Impacts a location with a high vehicle or multimodal crash history. 2. Occurs at a high congestion location. 3. Creates the fourth leg of or otherwise modifies an existing signalized intersection. 4. Impacts a unique access situation, such as a railroad crossing, fire station access location, etc.
	Commercial	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips					
	Office	≥100 peak-hour	≥125 peak-hour	≥150 peak-hour					
	Industrial	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips					
	Mixed Used	≥1,000 daily trips	≥ 1,500 daily trips	≥ 2,000 daily trips					
Net New Trip Thresholds: **Medium to High Intensity Development** (based on zoning districts)									
Zoning Districts	Land Use	Tier 1 (Mitigation Points:5)	Tier 2 (Mitigation Points:9)	Tier 3 (Mitigation Points:14)	Tier 1 (Mitigation Points:2)	Tier 2 (Mitigation Points:4)	Tier 3 (Mitigation Points:6)	Threshold	
CAC-2 TOD-UC TOD-NC TOD-CC TOD-TR RAC UC UE	Residential	≥ 350 daily trips	≥750 daily trips	≥1,100 daily trips	≥350 daily trips	≥ 750 daily trips	≥ 1,100 daily trips	≥ 2,000 daily trips or ≥ 200 peak hour trips (after 30% trip reduction for TDM)	
	Commercial	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips		
	Office	≥100 peak-hour	≥125 peak-hour	≥150 peak-hour	≥100 peak hour	≥125 peak hour	≥150 peak hour		
	Industrial	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips		
	Mixed Used	≥1,000 daily trips	≥ 1,250 daily trips	≥ 1,500 daily trips	≥1,000 daily trips	≥1,250 daily trips	≥1,500 daily trips		

Table 2. CTR Scoping and Review Process [1]			
Step	**Description**	**Purpose/Outcomes**	**CDOT Review Time**
Scope			
1	Applicant screens for CTR triggers & submits initial Scoping Form (See section 6.0)	• Confirm whether a CTR is required • Confirm required CTR reviews	5 working days
2	Scoping Meeting	• Discuss CTR assumptions and methods • Identify any required revisions to the Scoping Form	
3	Applicant re-submits revised Scoping Form based on comments and any related documents, as necessary	• Changes to project details may prompt new comments • Approve Scoping Form **OR** • Identify any further revisions required for approval	5 working days
CTR Submittals			
4	Applicants submits a standalone MA, or with TDM	• Review and Approve **OR** • Identify any further revisions required for approval	10 working days (includes resubmittals)
4a	Applicant submits MA or TDM with TIS	• Review and Approve **OR** • Identify any further revisions required for approval	Initial Review 20 working days Re-submittals 10 working days

Notes:

1. This table applies to CDOT requirements only. It is the Applicant's responsibility to determine if a North Carolina Department of Transportation (NCDOT) TIA is required and work with the City and State to coordinate scoping and reviews.

3.0 Multimodal Assessment (MA)

A. Intent

The intent of a Multimodal Assessment (MA) is to identify site-specific and development-related pedestrian, bicycle and transit-supportive infrastructure necessary to establish an accessible and connected multimodal network.

B. Assessment

Many of the City's multimodal network needs have been documented by in the City's ADA Transition Plan (for public right-of-way and transit) and in CDOT's list of approved pedestrian crossings and signal locations. These sources exist as GIS data and are examples of preapproved mitigation opportunities to meet the MA requirements. The Applicant can use these data sources or choose to conduct a field review to propose specific (previously unidentified) improvements.

The applicant shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure needs including:

1. **Sidewalks & Shared Use Paths** - Missing or non-compliant sidewalks, curb ramps, or other features necessary for pedestrian connectivity as identified in the ADA Transition Plan or field identified by the applicant.

2. **Intersections & Accessible Ramps** - ADA compliance at intersections including presence of accessible clear paths, curb ramps with detectable warning surface, and signals with audible pedestrian countdown.
3. **Pedestrian Crossings** – Identified need or opportunity for pedestrian crossings.
4. **Street Lighting** - Street and pedestrian lighting conditions or need to upgrade and/or relocate poles.

C. Documentation

The scale of development determines the associated MA Tier (as shown in **Table 1. Comprehensive Transportation Review Thresholds**) and the amount of multimodal mitigation points required. **Table 3. Multimodal Assessment Mitigation Options** documents the menu of potential multimodal improvements and their associated mitigation points.

1. **MA Summary** – A summary of the MA shall be included in submitted CTR Report for review and approval. Summary information shall include:
   - **a**. Documentation of required MA mitigation points
   - **b**. A list and point value of MA mitigations proposed
   - **c**. Plans, descriptions, and locations of physical MA mitigations, incorporated into submitted land development construction plans.

Table 3. Multimodal Assessment Mitigation Options

Sidewalks & Shared Use Paths	**Mitigation Points**
Construct or reconstruct missing or deficient sidewalk or shared use path (SUP). (per 25 linear feet constructed)	1
Construct or reconstruct missing or deficient sidewalk or shared use path (SUP). With 8-foot planting strip. (per 25 linear feet constructed)	2
• New sidewalk should be a minimum of 6' wide. • Reconstructed sidewalk should match the width of the existing sidewalk, unless the existing sidewalk is less than 6' wide, then the reconstructed sidewalk should be a minimum of 6' wide. • SUP should match the width of the existing SUP. • Use constrained space guidance from UDO Article 33.6.B.4, where ROW or existing built environment won't allow the standard.	
Intersections & Accessible Ramps	**Mitigation Points**
Construct or reconstruct 2 accessible ramps (unsignalized intersection)	2
Construct or reconstruct 2 accessible ramps (signalized with APS buttons)	3
Construct or reconstruct 8 accessible ramps (full intersection) with APS buttons	6
Pedestrian Crossings	**Mitigation Points**
Construct Pedestrian Refuge Island with receiving ramps	3
Install Rectangular Rapid Flashing Beacon (RRFB) and construct receiving ramps	5
Install Pedestrian Hybrid Beacon and construct receiving ramps	8
Street Lighting	**Mitigation Points**
Install pedestrian scale lighting along frontage	1
Install LED street lighting along frontage	1

Notes:

1. CDOT may consider other Multimodal mitigation options.

4.0 Transportation Demand Management (TDM) Assessment

A. Intent

The intent of a Transportation Demand Management (TDM) assessment is to identify site-specific and development-related ways to reduce single occupant vehicle trips and encourage alternative modes of transportation.

B. Assessment

It is the City's goal to collaborate with applicants to identify appropriate TDM measures and assess their effectiveness relative to the land use and mobility context of the site.

C. Documentation

The scale of development determines the associated TDM Tier (as shown in **Table 1. Comprehensive Transportation Review Thresholds**) and the amount of TDM points required. **Table 4. TDM Mitigation Options** documents the menu of potential TDM strategies and their associated mitigation points.

1. **TDM mitigation ("TDM Plan")** – A summary of the TDM Plan shall be included in the CTR Report submitted for review and approval. Summary information shall include:

    a. Documentation of required TDM mitigation points.

    b. A list and point value of TDM mitigations proposed

    c. Plans, descriptions, and locations of physical TDM mitigations, incorporated into submitted land development construction plans.

2. **TDM Plan Monitoring** - Following implementation of the TDM Plan, the City will periodically reach out to the property owner's designated TDM Coordinator to request usage data for each of the selected measures. The intent is for the City and property owners to jointly assess the effectiveness and viability of the measures over time. The City and property owner may elect to discontinue less effective measures, expand more effective measures, and/or implement measures not previously contemplated. The property owner may also proactively reach out to the City to request a joint evaluation of measures and/or provide a proposal to adjust measures to maximize effectiveness.

Table 4. TDM Mitigation Options	
Tier 1 Required Strategies	**Mitigation Points**
TDM Point of Contact – Provide a contact person and information for City to coordinate on TDM strategies.	**0**
TDM Coordinator - Identify a TDM Coordinator to serve as point of contact to the City regarding all aspects of TDM Plan creation and implementation. Required for sites triggering a TIS.	**1**
Multimodal Assessment (MA)	**Mitigation Points**
Multimodal Infrastructure – Completion of required Multimodal Assessment (MA) improvements.	**1**
Programmatic Strategies	**Mitigation Points**
Education, Marketing and Outreach - Provide employees and/or tenants TDM education packets with information about non-SOV travel options including specific transit and bicycle routes.	**1**
Transit Fare Subsidy - Provide contributions or incentives equivalent to 50% of the adult-fare cost of a CATS Express Monthly pass for each employee/resident, at least once annually. New employees/residents should be offered the subsidy upon hire/move-in if the annual request deadline has passed.	**1**
Joy Rides Membership - For sites within 1,000 feet of an existing or planned Joy Rides station, offer annual Charlotte Joy Rides bike share membership to employees and/or residents annually.	**1**
Ride-Matching Service - Work with CATS to enroll employees in an online ride matching service, such as ShareTheRideNC, that provides a secure network for people to post and search for shared rides.	**1**
Vanpool Program - Offer sponsored (no cost to employee) vanpools providing service between the site and employees' residences.	**1**
Vanpool Subsidy - Cover monthly CATS Vanpool fares for on-site residents and employees.	**1**
Guaranteed Ride Home - Provide reimbursement for up to five Taxi/TNC rides home annually for registered employees who commute by non-SOV modes and/or forgo on-site parking.	**1**
Flexible Work Schedules - Encourage and track participation in flexible work schedules, compressed work weeks, or partial telecommuting schedules.	**1**
Resident TDM Amenities - Provide equipment for non-motorized errands such as collapsible shopping/utility carts and cargo bikes for residents' shared use.	**1**
Physical Strategies	**Mitigation Points**
Bicycle Facilities – Completion of Streets Map designated bicycle facility along the development frontage (including ordinance requirements) and/or off-street trails or crossing treatments that encourage bicycling to and from the site.	**1**
Shared Ride/Car Share Parking – Designate (5) parking spaces, or 5% of spaces for carpooling/vanpooling and car share vehicles.	**1**
TDM Wayfinding – Provide TDM supportive wayfinding/signage at key locations internally and externally to site and area-related multimodal transportation options and amenities.	**1**
On-site Childcare – Provide childcare services on site with preferential placement for children of employees/residents.	**1**

Active Transportation Strategies	Mitigation Points
Bicycle Parking – Provide bicycle parking to at least 125% of that required by UDO Article 19.4.	**1**
Bicycle Parking – Provide secure long-term bicycle spaces at a rate of 1 per 20 dwelling units.	**1**
Bicycle Repair Station – Provide a bicycle repair station on-site in a covered area such as a bicycle storage room or garage with tools and supplies necessary perform basic maintenance.	**1**
End-of-trip Facilities – Provide end-of-trip facilities for people using active modes including showers, changing locations, and lockers.	**1**
Bike Share Station – Locate a bike share station on-site or provide a fleet of shared bikes for use of employees, residents, and/or guests.	**1**
Transit Strategies	**Mitigation Points**
Transit Stop/Mobility Hub Improvements – Provide improvements at an existing or planned CATS stop or mobility hub as required by UDO Article 33.5.	**1**
Transit Service Upgrades – Fund and/or partner in funding CATS service improvements, such as increased service frequency, reduced trip times, expanded service spans, etc.	**1**
Real-Time Information – Provide monitors that display travel options and real-time transit schedules, availability and location of car share and bike share vehicles, and approximate walking times to those locations.	**1**
Shuttle/Connector Service – Provide shuttle service for use of employees, residents, and/or guests, serving key transit hubs, commercial centers, and relevant civic destinations.	**1**
Parking Strategies	**Mitigation Points**
Parking Supply – Provide ≤ 75% of maximum allowed parking per land use.	**1**
Parking Supply – Provide ≤ 50% of maximum allowed parking per land use.	**2**
Parking Supply – Provide ≤ 25% of maximum allowed parking per land use.	**3**
Unbundle Parking – Unbundle parking spaces from all residential/tenant lease or purchase fees so that residents/employers have the choice of renting or buying a space.	**1**
Share Parking – Provide public access to parking (minimum 10 spaces and/or 10% of the total number of all spaces).	**1**
Price Parking – May include hourly, daily, or dynamic rate pricing for non-tenant (visitor) parking and/or all available parking.	**1**

Notes:

1. Programmatic measures shall remain in place throughout the course of site occupancy, unless the City and property owner evaluate and agree that other programs or improvements would be equally or more effective.
2. Any physical improvements for bicycle or transit modes required by the UDO may be used for TDM mitigation points.
3. CDOT may allow other TDM Strategies with documentation.

5.0 Traffic Impact Study

A. Intent

The intent of a Traffic Impact Study (TIS) is to identify site-specific and development-related ways to mitigate the vehicular impact of development.

B. Assessment

Projects meeting the Traffic Impact Study (TIS) thresholds shown in **Table 1. Comprehensive Transportation Review Thresholds** must conduct a TIS as described in this section.

1. **TIS Study Area -** The TIS study area must include all intersections that might reasonably be impacted by the proposed development. The study area intersections will typically lie within ½ mile of the proposed development. However, developments generating more than 5,000 daily trips or 500 peak hour trips may require that the study area extend further from the development. CDOT will make the final determination for the study area during the Scoping Meeting. At a minimum study area intersection will include:

    a. All site access points

    b. Nearest signalized intersections in all directions from site access points

    c. All signalized intersections where the development is likely to reduce Level of Service at the intersection

    d. Unsignalized intersections and access drives within the development's area of influence

    e. Both sides/direction of any interchange within the development's area of influence

2. **TIS Analysis**

    a. TIS Data Requirements - The Applicant shall review data assumptions with CDOT as part of the Scoping Meeting. **Table 5. Trip Calculation Assumptions and TIS Data Requirements** outlines the key assumptions and data requirements.

    b. General Capacity Analysis Requirements – The Applicant shall use the most recent version of Synchro or equivalent traffic analysis software based on the latest Highway Capacity Manual and approved by CDOT. Analysis must include level of service for study intersections, and all approaches and movements, including queue analysis.

    c. Study Scenarios - The TIS must analyze scenarios comparing build and no-build conditions. The Applicant must propose an anticipated build-out year for each phase and the entire project. Phased developments should include build out year for each future phase. The TIS must include the following scenarios:

        1. Existing Conditions

        2. Future Background Conditions (No-Build)

        3. Total Future Conditions (with Development)

        4. Total Future Conditions (with Development and Mitigation/Improvements)

    d. Roadway Capacity Analysis - The results from the capacity analysis for all scenarios should include, but not be limited to, the following:

        1. Intersection Level of Service (LOS) by individual approaches and movements at an intersection

        2. Volume/Capacity (v/c) ratio by individual movements at an intersection

        3. Delay (veh/sec) by individual movements at an intersection

        4. 95% Queue length (feet) by individual movements at an intersection

C. Documentation

1. **Mitigation Identification** – The Applicant shall identify and propose mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions:
    - **a.** The total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same level of service, or
    - **b.** The Level of Service degrades by at least one level, or
    - **c.** Level of Service is “F”, or
    - **d.** The 95th percentile queue exceeds the storage capacity of the existing lane (for turning lane mitigations).
2. **Mitigation Determinization** - All proposed improvements shall be evaluated as to their effectiveness and consistency with CDOT’s approach to mitigation. The mitigation measures shall be assessed for the analysis of existing conditions, by comparing the future conditions with and without the proposed mitigations. CDOT will make final determination of mitigation improvements required to be constructed by the Applicant. Mitigations proposed and approved by CDOT shall be incorporated into submitted land development construction plans. Any transportation network improvements from previously approved development projects within the study area that were used in the analysis must be implemented by the proposed development’s build-out year or must be provided by the proposed development.
3. **CTR Documentation –** A summary report shall be prepared for review and final TIS approval and at a minimum include:
    - **a.** Executive Summary
    - **b.** Site Plan & Project Overview
    - **c.** Existing Traffic Conditions
    - **d.** Project Trip Generation
    - **e.** Multimodal Assessment Summary
    - **f.** TDM Summary (if applicable)
    - **g.** Traffic Impact Study Analysis and Mitigations
        1. Summary of analysis and mitigations
        2. Graphic of mitigations
        3. Suggested Conceptual Improvements (if applicable)
        4. Analysis of study intersections
    - **h.** Appendix
        1. Approved Scope
        2. List of Tables
        3. List of Figures

Table 5. Trip Calculation Assumptions & TIS Data Requirements
Background Growth Rate
• Must be based on historic AADT and growth rates measured along the study corridors. • If no data are available, a fixed 2% rate will be applied, unless CDOT determines a different rate based on developments near the site. CDOT staff will approve the list of nearby projects to be included in the analysis.
Existing Trip Reduction
• Projects may deduct existing trips from the total proposed development trip generation when; 1) existing sites were active over the prior year, 2) peak hour characteristics are similar, 3) documented vehicle counts collected over the prior year (CDOT may allow ITE Trip Generation to determine existing trips, on a case-by-case basis). • Trip credits cannot be used for sites that have been closed/dormant for more than one year. • Existing trip reduction can be applied for all CTR reviews.
Internal Capture
• May only be applied to large mixed-use and multiple use developments specifically designed to reduce vehicle trips between land uses and lower impacts to surrounding arterials. • Use NCHRP 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments to calculate the rate. • Apply the internal capture reduction before the pass-by trips are calculated.
Pass-By Trips
• Will be considered for shopping center/retail uses only. • Use maximum peak hour trip rates prescribed in NCDOT Congestion Management's "Rate versus Equation" table. • Limited to 10% of the adjacent arterial volume in the PM peak hour. (CDOT may consider a higher pass-by discount, with appropriate documentation).
Trip Distribution
• Projects proposed to be built in phases that would exceed the 5-year minimum must use actual phasing time forecasts for full project build-out. CDOT will provide regional growth factors. • Distribution percentages should be shown as estimated future TMCs at intersections throughout the study area.
Turning Movement Counts (TMC)
• Required for all vehicles, bicycles, pedestrians, and trucks at all study area intersections. • Must be collected in 15-minute increments and for industry-standard days and times: a. 6:30-9:30 AM and 4:00-7:00 PM on a typical Tuesday, Wednesday, or Thursday, b. when public schools in session, c. weather not a factor, and non-holiday weeks. • CDOT may require additional analysis periods based on project location and proposed uses: a. Saturday peak periods for developments with significant retail uses (typically, 11:00 AM to 2:00 PM), b. Sunday peak periods for projects including or adjacent to church uses c. weekday evening game-day peak periods for projects adjacent to major sporting facilities. • If site is currently in use, count all existing driveways and report the TMC data as existing site trips in the trip generation summary table. • For TCMs more than one (1) year old, but less than two (2) years old, apply a growth rate, to be determined by CDOT.
Other
• Utilize the most recent version of ITE Trip Generation guidelines and methods for trip generation.

6.0 CTR SCOPING FORM

Contact Information:	Name & Company	Phone	Email
Developer			
CTR Consultant			
Project Information			
Project Name			
Location/Cross-Street			
CTR Reviews	• Transportation Demand Management ☐ • Multimodal Assessment ☐ • Traffic Impact Study ☐		
Development Type	Rezoning ☐ RZ No:		By-Right ☐
Existing Zoning		Proposed Zoning	

Development Plan: *(use separate pages as needed for phased development)*

Trip Generation												
ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	

Refer to current NCDOT Congestion Management for Trip Generation Rate Equation Recommendations

Other Pertinent Information about the Project: *(e.g. constraining site conditions)*

Meetings: Pre-Application/Pre-Submittal Meeting/others If yes, Date:

Reason TIS is Required:

Study Parameters		
Background growth rate	_____% *(CDOT standard is 2% per year, applied once)*	
Peak Hour Counts	☐ 6:30–9:30 AM, 4:00–7:00 PM *(if nearby school, extend to 2:00-7:00)*	☐ Other _____
• *Additional times may be requested if geography has multiple peak-hour trips* • *16-hour counts recommended if the analysis will potentially include recommendation for new signal*		
NCDOT Review	☐ No	☐ Yes
If yes, contact The Division 10, District 2 District Engineer at (980) 523-0000 for NCDOT requirements		

Study Intersections			
No.	**Intersection**	**Signalized (Y/N)**	**Coordinated (Y/N)**

Approved Development Projects		
Name/Location	**Improvement Scope**	**Build-Out Year**

Committed Public Projects (TIP/CIP)		
Name/Location	**Improvement Scope**	**Build-Out Year**

Analysis Scenarios		
Year	**Condition**	**Description**
Present Year	No-Build	Existing Condition with Existing Active Uses
Build-out Year	No-Build	Future Year Condition with background growth and background projects completed by full build-out year
Build-out Year	Build	Future Year Condition with background growth and background projects completed by full build-out year + Proposed Project (full build-out)
Build-out Year	Build	Future Year Condition with background growth and background projects completed by full build-out year + Proposed Project (full build-out) + Proposed Mitigations

Other Pertinent Study Parameter Notes: *(e.g. deviations from standard Agency methodologies)*

Other Scoping Notes:

Scoping Document Attachments:

1. Location map with Site and Study Intersection labeled
2. Scalable site plan with site access(es) including spacing dimensions, proposed streets (public and private) labeled, and development "bubbles" with adequate information to verify trip generation
3. Trip generation and site trip distribution by phase
4. Existing traffic counts

PDF and Submit to CDOT LD Reviewer and NCDOT (if needed)

Date Submitted:_____
CDOT Approval of Scope:_____
Initials and Date

NCDOT Approval of Scope (if needed):_____
Initials and Date