

# LARGE PROJECT TRANSPORTATION ANALYSIS (Form TA)

The form shall be completed and submitted only if this is a "large" project as defined in Section 5.2.2. of the CMSPPM:

- TRIP GENERATION:** In Table I, estimate the total number of p.m. peak hour vehicle trips generated for each land use by the proposed project at build-out, using the regression equation or rate, (whichever is more appropriate) from the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If the ITE Manual is not applicable or does not address the land use, explain the methodology used in detail (if a survey is used, consult concurrency staff for appropriate methodology).

**TABLE I  
TOTAL P.M. PEAK HOUR PROJECT TRIP GENERATION**

LAND USE	ITE LAND USE CODE	DU (RES) OR/ SQ. FT. (NON-RES)	FORMULA/ RATE	P.M. PEAK HOUR TRIPS

TOTAL P.M. PEAK HOUR TRIPS GENERATED BY PROJECT: \_\_\_\_\_

Table I: Notes/References/Justification: \_\_\_\_\_

- ENTER/EXIT SPLIT:** In Table II, provide the enter/exit split of trips generated by each land use during the p.m. peak hour. Use the % provided in the ITE Manual, if available and appropriate; if not, explain methodology used:

**TABLE II  
ENTER/EXIT BREAKDOWN OF TRIPS DURING P.M. PEAK HOUR**

LAND USE	TOTAL TRIPS	PERCENTAGE ENTER/EXIT	P.M. TRIPS ENTER/EXIT

TOTAL P.M. PEAK HOUR TRIPS GENERATED BY PROJECT: \_\_\_\_\_

Table II: Notes/References/Justification: \_\_\_\_\_

- INTERNAL CAPTURE ADJUSTMENT (if applicable):** In Table III, estimate the total number of external p.m. peak hour trips resulting from each land use at build-out (show separately for enter and exit trips). Attach an internal trip matrix or other appropriate diagram which shows the (balanced) interrelation between captured trips and land uses.

**TABLE III  
TOTAL P.M. PEAK HOUR EXTERNAL PROJECT TRIPS**

LAND USE	TOTAL TRIPS (FROM TABLE II)	INTERNAL CAPT. %	P.M. PEAK HOUR EXTERNAL TRIPS
	Enter		
	Exit		
	Enter		
	Exit		
	Enter		
	Exit		

TOTAL TRIPS ENTERING PROJECT SITE DURING P.M. PEAK HOUR: \_\_\_\_\_

TOTAL TRIPS EXITING PROJECT SITE DURING P.M. PEAK HOUR: \_\_\_\_\_

Table III: Notes/References/Justification: \_\_\_\_\_

4. **PASS-BY ADJUSTMENT (If applicable):** In Table IV, estimate the total number of non-pass-by trips resulting from each land use at build-out (show separately for enter and exit trips). Attach a map which shows the pass-by trip assignment at each project access point.

**TABLE IV  
TOTAL P.M. PEAK HOUR EXTERNAL NON-PASS BY PROJECT TRIPS**

LAND USE	TOTAL EXT TRIPS (FROM TABLE III)	PASS- BY %	P.M. PK HR EXTERNAL NON-PASS-BY TRIPS
		Enter	
	Exit		
	Enter		
	Exit		
	Enter		
	Exit		

TOTAL NON PASS-BY EXTERNAL TRIPS ENTERING PROJECT SITE DURING P.M. PEAK HOUR: \_\_\_\_\_  
 TOTAL NON PASS-BY EXTERNAL TRIPS EXITING PROJECT SITE DURING P.M. PEAK HOUR: \_\_\_\_\_

Table IV: Notes/References/Justification: \_\_\_\_\_

5. In Table V, and on a map, provide the p.m. peak hour project trip distribution and assignment for both the peak and off-peak directions and clearly indicate the following:
- Ingress/egress points to the proposed project (required for map only).
  - Any existing or proposed parking areas to serve the proposed project with the number of spaces in each lot clearly shown (required for map only).
  - Existing and proposed median cuts on all roadways adjacent to the project (required for map only).
  - Project impact on all roadway segments within a 1/4-mile radius of the proposed project (required for both table and map).
  - Project impact on any concurrency roadway segments located outside the 1/4-mile radius on which project trips are 1% or greater of the segment capacity at the adopted LOS\* (required for both table and map). Both the map(s) and Table V should be formatted to show separately the impact of each major land use category, as well as the cumulative project impacts on each segment. The assignment should clearly show the specific roadways or driveways onto which project trips are assigned (unexplained mid-segment reductions in assigned trips due to "trip attenuation" are not acceptable).
  - In Table V Notes, describe in detail the basis of the assumptions used in project traffic distribution and assignment.
  - Provide an electronic copy (preferably saved to an Excel file) of Table V.

**TABLE V  
IMPACTED SEGMENTS**

SEGMENT NO.	ROADWAY NAME	FROM/TO (SEGMENT)	DIR	P M PEAK HOUR PROJECT TRIPS

\* Appendix A-1 (Street Inventory/Status) of the CMSPPM lists all concurrency roadway segments and their corresponding segment numbers and capacities. If you wish to obtain an up-to-date electronic file of this list you can email your request to concurrency staff (allent@mail.ci.tlh.fl.us).

Table V: Notes/References/Justification: \_\_\_\_\_