

4-103.207 Roadway / Traffic Study Requirements

A Traffic Study shall be required for certain subdivision development proposals as stipulated in this section of the Subdivision Regulations.

- a. Purpose: The purpose of the Traffic Study shall be to identify those improvements that will be necessary to offset the additional traffic generated by the proposed level of development. Such improvements, if any, may include the addition of signalization, turning lanes, acceleration or deceleration lanes, road widenings, or other improvements as specified in the Study. The goal of the improvements will be to maintain at least the same Level of Service on studied roadways as exists prior to the construction of the proposed development.
- b. When Required: A Traffic Impact Study will be required for subdivision developments that connect to non-State roadways and meet any of the following conditions:
 1. Residential developments that contain at least 50 dwelling units;
 2. Residential developments that when combined with earlier phases and sharing common connections exceed 50 dwelling units in total;
 3. Non-residential subdivision developments that are anticipated to produce more than 500 new daily trips.
 4. If in the opinion of the Planning Commission, based on actual data from the Lewisburg Police Department or Marshall County Sherriff's Office, the location of the proposed development connection is believed to be a dangerous location for additional traffic of any amount.
- c. Level of Study: Studies shall include the analysis of each access that the proposed development has to an existing roadway and to the first control point beyond those access points. A control point is an intersection controlled by a traffic signal or stop sign on the existing roadway onto which the development seeks access. Where a traffic control point does not exist on the roadway, the traffic engineer conducting the study shall use his/her professional judgement on the extent of the study area, based on the area that would be anticipated to be impacted by the development.
- d. Traffic Engineer: All traffic impact studies shall be prepared by a registered professional engineer (P.E.), or an individual under the supervision of a registered P.E. The P.E. shall have specific training in traffic engineering and be in good standing with the State of Tennessee. All traffic impact studies submitted to the Planning Commission for final review shall be signed and sealed by the P.E.
- e. Proposed Annexations: Where a development is being proposed for annexation by the City of Lewisburg, the traffic study shall include an analysis of whether or not the existing County roadways meet the city's design standards for city streets.

If not, the report shall include a summary of the improvements that would be required to bring the roadway up to city standards.

f. Final Report

1. Submittal – the final traffic study shall be submitted with the Preliminary Plat for a proposed subdivision or at the time of Annexation request for a property for purposes of a subdivision development. Therefore, all improvements recommended by the report and subsequently required by the Planning Commission can be fully implemented in the Construction Plans for the development. If the developer wishes to determine whether or not the Planning Commission is favorable towards a development prior to committing to a Traffic Study, the developer should submit a Sketch Plat prior to the submittal of the Preliminary Plat.

2. Format – the format of the final traffic study shall generally follow the format outlined in Chapter 2 of the TDOT Traffic Design Manual, Latest Edition.

g. State Highways – a determination of whether or not proposed developments that will connect to a State Highway will require a Traffic Study will be left solely to the discretion of TDOT. The requirements in this section are not meant to override or circumvent any TDOT requirements or standards.

h. Timing of Improvements – in most cases, any improvements to existing streets that may be required will be constructed in conjunction with the construction of the development. In cases where the Planning Commission may have reason to approve the improvements being constructed at a later date the cost of the improvements shall be bonded at the time of Final Plat approval and recording. In any such case, the Planning Commission shall stipulate the date by which the improvements must be completed.

4-103.208 Right-of-Way Dedication on Existing Public Ways

Where a proposed subdivision adjoins an existing public way that is deemed too narrow and widening would require use of some of the land in the subdivision, the subdivider shall be required to dedicate areas for widening or realigning such public way. One half of the required right-of-way shall be provided per side of the road that contains any portion of the subdivision. Existing roadways may be deemed too narrow by any of the following means:

a. There are specific plans in the Lewisburg Roadway Plan to widen the roadway

b. The existing right-of-way is narrower than required for new rights-of-way developed under the guidance of these regulations.

- c. There is a Capital Project for the widening of the roadway already approved by the City Council.
- d. The existing roadway is deemed too narrow within the Traffic Study prepared for the proposed development.