



August 12, 2015

Mr. Mike Miller
Public Works Director
250 highway 101
Florence, OR 97439

**RE: Traffic Impact Analysis Review
Fairway Estates at Sandpines, Florence, Oregon**

Dear Mike:

Civil West Engineering Services has reviewed the Traffic Impact Analysis for Fairway Estates at Sandpines, prepared by Fred Wright, P.E. Consulting Engineers, Inc. We offer the following comments:

- Page 1, paragraph 2, 1st sentence: Missing word after "analysis".
- Page 1, Vicinity Map: Map is too small to be of much benefit, and street names are illegible. The Google Earth image on the following page is better as a vicinity map, but streets are not labelled.
- Page 3, last sentence: Revise to "...traffic expected from existing and proposed development."
- Page 4: Although it is noted that no offsite street improvements are proposed with this development, we offer the recommendation that the project be designed with the planned cross section of Rhododendron Drive, as described in the Rhododendron Drive Integrated Transportation Plan taken into consideration.
- Page 6, Summary: "... we conclude that increased traffic demand on the surrounding public transportation infrastructure does not warrant additional investigation or mitigation measures." Provide basis for this conclusion. No capacity analysis of the existing street to show that an additional 400 – 1200 vehicles per day would be tolerable is provided.
- Page 7: "...intersections with Rhododendron Drive, 9th Street and 35th Street both exhibit Level of Service (LOS) "A" currently..." Provide reference.

Respectfully,
Civil West Engineering Services, Inc.

Matt Wadlington, P.E.
Project Manager

Cc: Glen Southerland, City of Florence
File

From: [Mike Miller](#)
To: [Wendy Farley-Campbell](#)
Cc: [Glen Southerland](#)
Subject: FW: Traffic Impact Analysis
Date: Tuesday, July 21, 2015 4:33:21 PM
Attachments: [image003.png](#)

Good afternoon,

In talking with Marlin at Civil West, we can deem the TIA complete for the completeness review, however we still need to perform a thorough review/evaluation of the TIA.

Mike

From: Marlin Gochnour [mailto:mgochnour@civilwest.com]
Sent: Tuesday, July 21, 2015 4:22 PM
To: Mike Miller
Cc: mhampton@civilwest.com; mgochnour@civilwest.com
Subject: RE: {possible Spam} Traffic Impact Analysis

Mike,

I have taken a quick look through the TIA you sent over as requested. First off it is important to recognize that a TIA can range in the level of detail and complexity depending on the size, type and location of a development. With that understood a typical TIA should address:

1. BACKGROUND:
 - a. Description of proposed development
 - b. Identification of peak hours and whether weekends will be used in the impact analysis
 - c. Description of study area
 - d. Location of proposed Access points
2. BASE TRAFFIC CONDITIONS:
 - a. Description of road network and intersections adjacent to site and at access points
 - b. Counts during peak-impact hours
3. SITE TRAFFIC GENERATION:
 - a. Trip generation rates used and the source of these rates
 - b. Traffic generated during peak impact hours
4. SITE TRAFFIC DISTRIBUTION:
 - a. Method used to distribute traffic
 - b. Table showing estimated traffic movements by direction
 - c. Discussion of method used for traffic assignment and assumptions for assignment of traffic to network
5. NON-SITE TRAFFIC PROJECTIONS:
 - a. Definition of design year—opening of proposed development

- b. Identification of development in study area whose traffic is to be included in calculations
 - c. Adjustments of off-site through traffic volumes
 - d. Assembling of off-site traffic forecast for design year
6. TRAFFIC ASSIGNMENTS:
- a. Assignment of peak-period traffic to intersections and access points
 - b. Figures for existing peak impact traffic hours, site traffic and total traffic
 - c. Recommended access design improvements
7. REVIEW OF SITE PLAN:
- a. Internal Reservoir at access points
 - b. Parking layout if any
 - c. Recommended changes
8. DISCUSSION OF FUTURE TRAFFIC CONDITIONS:
- a. Other developments in area

The submitted TIA includes a background section as well as discussion and description of the existing traffic patterns. It then includes a discussion about the planned traffic that the development will see followed by map and a trip generation analysis. The plan preparer then discusses trip assignment and distribution followed with a short summary of the analysis's findings.

For a development of this size It appears that the analysis/plan submitted covers the primary sections that a TIA should include, but a more in-depth review of the submitted plan needs to be completed to ensure that the key topics within each discussion topic/section are adequately investigated, analyzed, and discussed.

If you have any additional questions on this topic please do not hesitate to contact me and I will make sure to address your concerns.

Thanks.

Marlin Gochmour, PE – Engineering Manager

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& Investigative Engineers of SW Oregon

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From: Mike Miller [<mailto:mike.miller@ci.florence.or.us>]

Sent: Friday, July 17, 2015 5:09 PM

To: Mark Hampton (mhampton@civilwest.com); gpallo@civilwest.com; mgochnour@civilwest.com

Subject: {possible Spam} Traffic Impact Analysis

Happy Friday,

Can you take a look at the attached TIA to determine if it is "complete"? I do not need a thorough review just yet, but we have to make a determination of the completeness of their land use application. Please let me know if Civil West can do this. Also, will you be able to provide the peer review of the TIA for the next steps?

Please let me know.

Mike

Mike Miller

Public Works Director
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