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THESIS

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TRAFFIC IMPACT ASSESSMENT
FOR URBAN PLANNING.
CASE STUDY: TIA FOR THE SHAH ALAM MAJLIS SUKAN
DEVELOPMENT PROJECT.

FOTOSTAT TIDAK DIBENARKAN

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TABLE OF CONTENTS	PAGE
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ACKNOWLEDGEMENTS	i
LIST OF TABLES	v
LIST OF FIGURES	vii
ABSTRACT	viii
CHAPTER 1: INTRODUCTION	1
1.0 General Overview	2
1.1 Statement of Problem	4
1.2 Scope of Works	4
1.3 Objectives	5
CHAPTER 2: TRAFFIC IMPACT ASSESSMENT METHODOLOGY	6
2.0 Traffic Impact Assessment	7
2.1 General TIA Methodology	8
2.1.1 Stage 1 (Exixsting States)	8
2.1.1.1 Preliminaries	8
2.1.1.2 Definition os Study Boundary and Project Description	11
2.1.1.3 Traffic Count (Major Intersection)	13
2.1.1.4 Traffic Count (Control Point Count)	14

ABSTRACT

Traffic impact assessments (TIA) are necessitated by the increasing levels of congestion in growing areas, particularly those that are located within the boundaries of large urban areas. In an attempt to control unplanned growth and unmanageable loads of traffic, TIA became a requirement to examine whether the road network surrounding a proposed development will be able to handle the additional traffic while still offering acceptable levels of service (i.e. performance at level C or better). TIA are required by the Government agencies or Local authority which individually, determine the acceptable levels of intersection performance.

This project will use the manual procedure to develop a simple traffic impact assessment model for urban planning and possibility of using computer software to solve the problem.

CHAPTER 1: INTRODUCTION

1.0 General Overview

Throughout history, land development and transportation are very much a chicken and egg situation. As people settled, cities and towns began to grow, more sophisticated modes of transportation developed.

Faster and more flexible transportation, in turn stimulated land development. Construction of new arterial street or reconstruction of an existing thoroughfare, modifies the accessibility of an area, in turn , leads to development and increased traffic demands.

The development along major arterials, closely spaced or poorly designed access creates numerous and overlapping conflict points. As a result reduced capacity, traffic delays, high levels of motorist discomfort, accidents and reduced levels of service.

In order to better accommodate the increased traffic and, further roadway improvements are required, and a cycle of events occurs which requires continuing capital investment for arterial improvements or relocation as illustrated in Figure 1-1.