



Engineering & Planning, Inc.

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January 5, 2015

Mr. Daniel P. Retherford, P.E.
Engineering Design & Construction, Inc. (EDC)
1934 Tucker Court
Fort Pierce, FL 34950-3954

Re: Mt. Bethel Baptist Church

Daniel,

Please accept this letter from MacKenzie Engineering and Planning, Inc. confirming that the conclusions and analysis contained within the Traffic Impact Analysis prepared for Mt. Bethel Baptist Church and dated October 2012 are still valid.

Sincerely,

A handwritten signature in cursive script that reads 'Shaun MacKenzie'.

Shaun G. MacKenzie, P.E.
MacKenzie Engineering and Planning, Inc.
P.E. 61751

036001
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CA 29013

TRAFFIC IMPACT ANALYSIS

Mt. Bethel Baptist Church Fort Pierce, FL

Prepared for:
Engineering, Design and Construction, Inc.
Fort Pierce, Florida

Prepared by:


Engineering & Planning, Inc.
10795 SW Civic Lane, FL 34987
(772) 345-1948

EXECUTIVE SUMMARY

A traffic analysis was performed for the proposed Mt. Bethel Baptist Church on the east side of 25th Street between Edwards Road and Midway Road. More specifically, the site is directly opposite Fort Pierce Central High School on the east side of 25th Street. The site will contain a 12,361 square foot (SF) church. The church is planned for an opening year of 2013. The project meets the de minimis impact thresholds of Section 22-218 of the Code and is therefore exempt from concurrency because it meets criteria a., b., and c. of Section 22-218 (b)(2)

A full opening exists on 25th Street for the project. The driveway will create the fourth leg at the intersection of 25th Street and Cobra Way (access to Fort Pierce Central High School). Because of the median opening on a divided roadway and traffic signal, we recommend installation of southbound left-turn lane with a length of 235 feet (50 feet of storage plus 185 feet of deceleration) for safety and driver predictability.

The daily trips are projected to be 115, which makes it a Category B driveway (daily trips are between 21 and 600) based on FDOT's driveway application.

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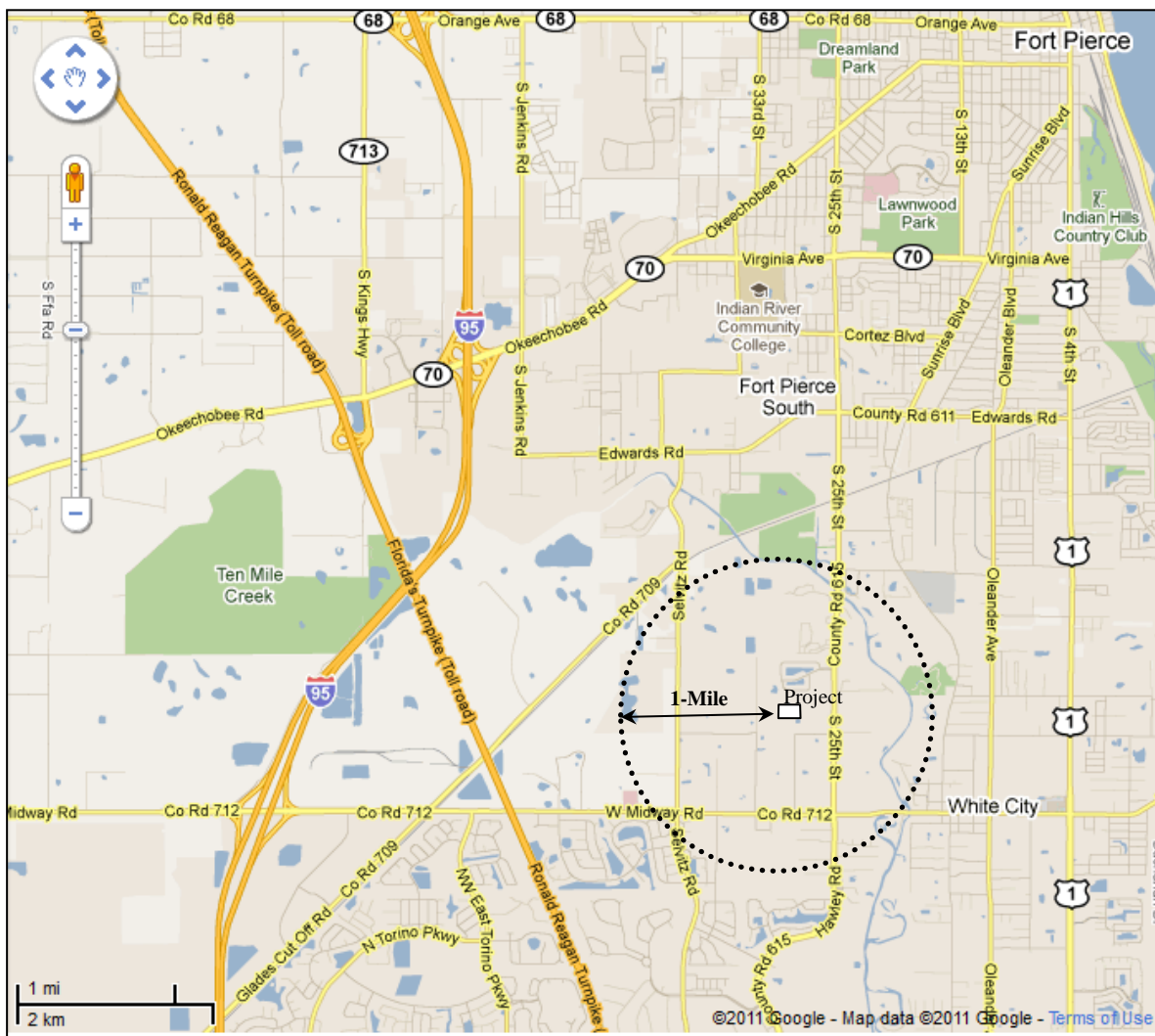
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INTRODUCTION

A church is proposed on the east side of 25th Street between Edwards and Midway Road. More specifically, the site is directly opposite Fort Pierce Central High School on the east side of 25th Street. The site will contain a 12,361 square foot (SF) church. The church is planned for an opening year of 2013. A site location map is shown below in Figure 1.

Figure 1. Site Location Map



TRIP GENERATION

Trip Generation

The church is projected to generate 115 daily, 7 AM peak hour, and 9 PM peak hour trips based on the proposed site plan. Detailed trip generation information is displayed in Table 1.

Internal Capture

Because this a single use project, there is no internal capture for the proposed project.

Pass-by Capture

There is no pass-by capture for the proposed project.

Table 1. Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Generation Church	12,361 S.F.	115	7	4	3	9	4	5
	<i>Subtotal</i>	<i>115</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>9</i>	<i>4</i>	<i>5</i>
Driveway Volume (for Driveway Analysis)		115	7	4	3	9	4	5
Net New External Trips		115	7	4	3	9	4	5
Note: Trip generation was calculated using the following data: Daily Traffic Church (ITE Code 560) = T = 9.31 (X/1000) AM Peak Hour Traffic Church (ITE Code 560) = T = 0.56 (X/1000) (62% in, 38% out) PM Peak Hour Traffic Church (ITE Code 560) = T = 0.34 (X/100) + 5.24 (48% in, 52% out)								
10/15/2012		Copyright © 2012, MacKenzie Engineering and Planning, Inc.						

Radius of Impact

Based on the Fort Pierce Code Section 22-217 (f)(2)b.2., the Radius of Impact for transportation concurrency is a 1.0 mile radius for 9 trips.

Section 22-218 (b)(2) of the Code discussed de minimis impacts. Based on the City Code a development which meets the following de minimis impact thresholds is exempt from the requirements of this article (Article 22-218):

- a. An impact that would not affect more than one percent of the maximum volume at the adopted level of service.

This condition is met. No facilities are impacted at one percent or more of the maximum volume at the adopted LOS standard as shown in Table 5.

- b. The sum of existing plus approved traffic volumes does not exceed 110 percent of the maximum volume at the adopted LOS

This condition is met. All roadways are projected to operate acceptably and at less than 100 percent of maximum volume at the adopted LOS as shown in Table 4

- c. An impact that would not exceed the adopted level of service standard of any affected designated hurricane evacuation routes.

This condition is met. All roadways are projected to operate acceptably and at less than 100 percent of maximum volume at the adopted LOS as shown in Table 4.

This project meets conditions a., b., and c. Section 22-218 (b)(2) of the City Code and is therefore exempt from transportation concurrency.

DATA

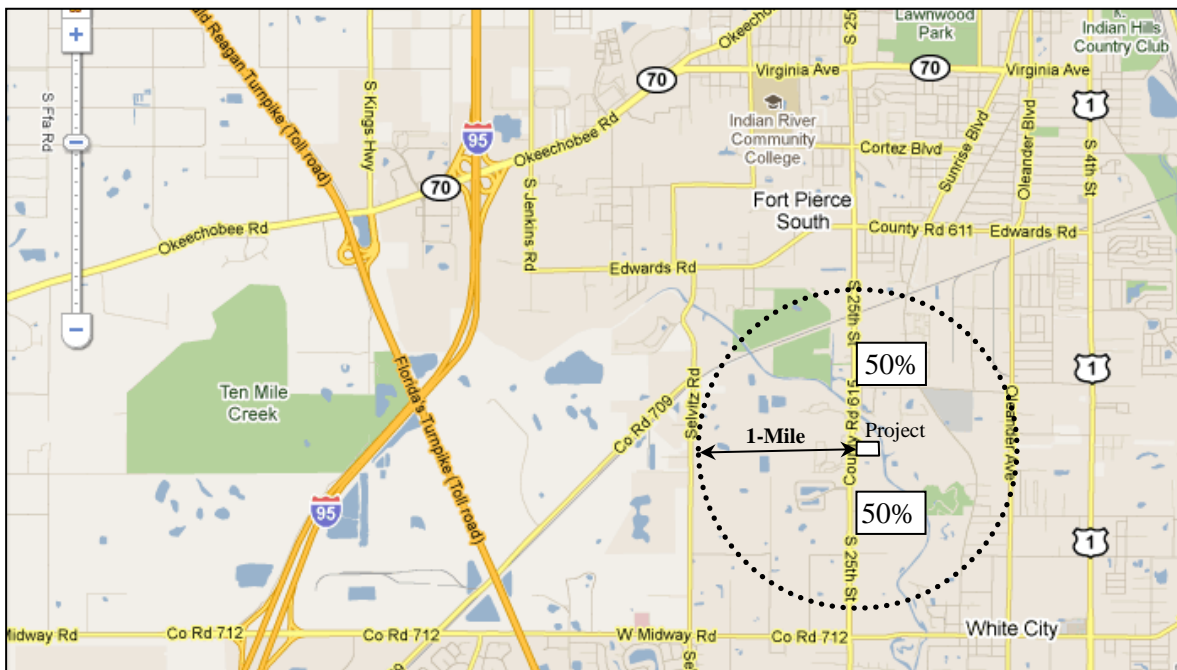
Data were acquired relative to the most current information available from the following sources:

- St. Lucie TPO
- FDOT's Q/LOS Manual

TRAFFIC ASSIGNMENT

The traffic assignment was population of the area and engineering judgment.

Figure 2. Traffic Assignment



ROADWAY ANALYSIS

Existing Conditions

Roadway Service Volumes

Data from the existing facilities within the study area were collected based on field visits, aerial photography, St. Lucie TPO, and Fort Pierce Comprehensive Plan. The existing conditions data were analyzed using FDOT's *Quality/LOS Manual* to develop peak hour two-way service volumes on the surrounding roadway network. The existing facility data used to create the generalized service volumes are shown in Table 2.

Committed Improvements

Based on a review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan and Fort Pierce's 5-Year Capital Improvement Plan, there are no improvements proposed within a 1-mile radius of the project.

Existing Roadway Level of Service

PM peak hour traffic data were obtained from the St. Lucie TPO for each of the roadway segments within the study area. The peak hour data are contained in the Appendix. The traffic data for each segment were compared with the service volumes for each respective segment to develop the level of service (LOS) on each roadway segment. The analysis shows that all roadway segments within the study area operate at an acceptable LOS. The existing conditions LOS analysis is shown in Table 3.

Background Conditions

Five-Year Analysis

Based on the Fort Pierce Code, traffic concurrency studies require an evaluation of the buildout year and five years after the opening year (horizon year). Therefore, the analysis examines the roadway conditions in Years 2013 and 2018.

Growth Rates

Historic growth rates were developed based on available St. Lucie County TPO data. Data were obtained for 2004 and 2010. The historic annual growth on the facility between 2004 and 2010 is 1.81%. Therefore, a growth rate of one percent (1.81%) has been used in the analysis. Data showing the growth rate calculations are contained within the Appendix.

Approved Traffic

St. Lucie County had six projects for inclusion (**Celebration Pointe, Estancia, Midway Road Professional Center, Ravinia, River Landing, and Sedona**). **Newberry Fields, JJ Taylor and Carriage Pointe** are committed within Fort Pierce. Committed trips from all nine projects were obtained and included in the analysis.

Future Year Roadway Analyses

The 2010 AM and PM peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2013 and 2018 background growth traffic volumes. Projected 2013 and 2018 background traffic volumes were developed by adding the existing traffic volumes, traffic growth, and committed trips. The projected 2013 and 2018 background traffic volumes were compared to the service volumes for each roadway segment to develop the projected 2013 and 2018 background roadway LOS. Based on the analysis, all of the facilities are projected to operate acceptably in 2013 and 2018. The projected background roadway LOS is shown in Table 3.

Future Conditions

Total projected 2013 and 2018 traffic volumes were developed by adding the projected background traffic volumes and the project traffic volumes. The total projected 2013 and 2018

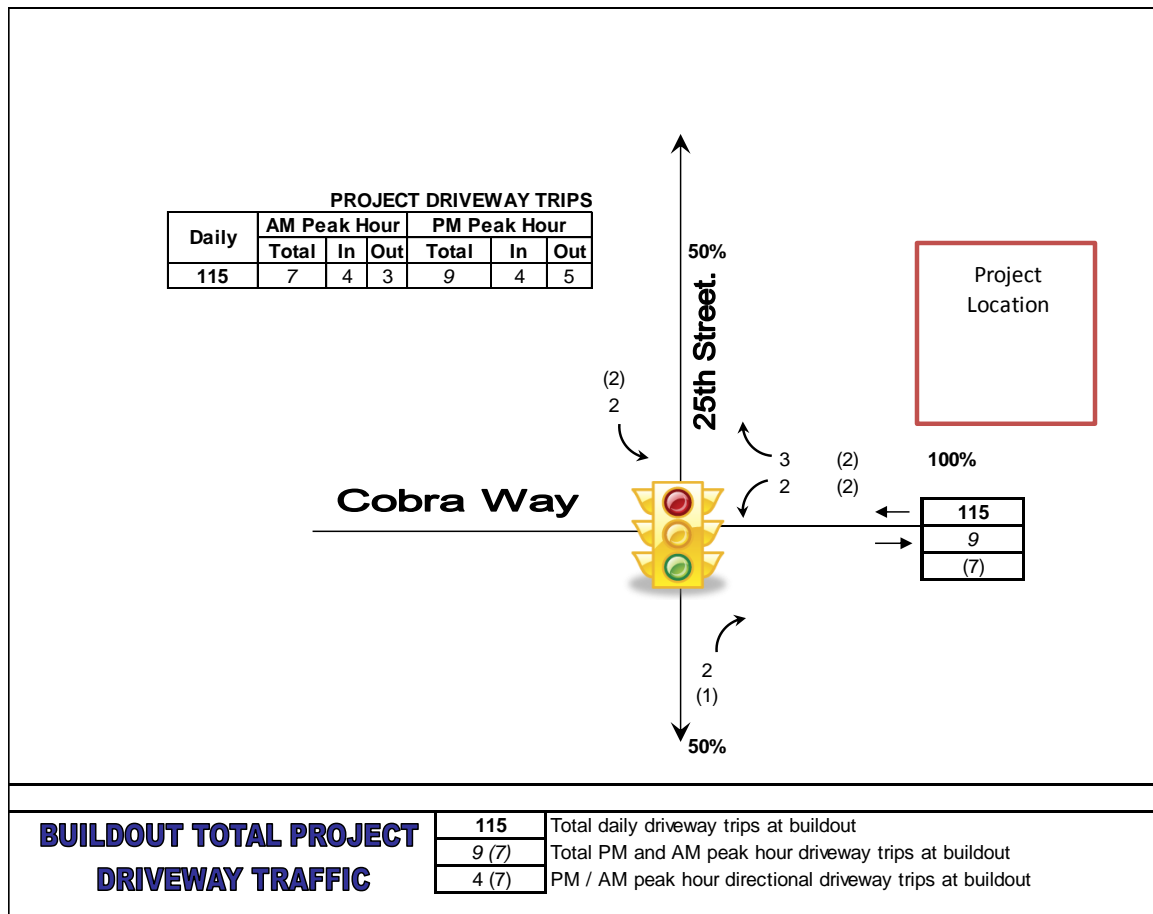
traffic volumes were compared to the service volumes on each respective roadway segment to develop the projected LOS. All roadway segments are projected to operate acceptably in 2013 and 2018 with the proposed development. The 2013 and 2018 roadway analysis with total traffic is shown in Table 4.

DRIVEWAYS

Driveway Access

One full access driveway is proposed for the project. The driveway will create the fourth leg at the intersection of 25th Street and Cobra Way (access to Fort Pierce Central High School). The projected driveway traffic volumes are shown in Figure 3. Because of the median and traffic signal, we recommend installation of southbound left-turn lane with a length of 235 feet (50 feet of storage plus 185 feet of deceleration).

Figure 3. Projected Driveway Volumes



CONCLUSION

A traffic analysis was performed for the proposed Mt. Bethel Baptist Church on the east side of 25th Street between Edwards and Midway Road. More specifically, the site is directly opposite Fort Pierce Central High School on the east side of 25th Street. The site will contain a 12,361 square foot (SF) church. The church is planned for an opening year of 2013. The project meets the de minimis impact thresholds of Section 22-218 of the Code and is therefore exempt from concurrency because it meets criteria a., b., and c. of Section 22-218 (b)(2)

A full opening exists on 25th Street for the project. The driveway will create the fourth leg at the intersection of 25th Street and Cobra Way (access to Fort Pierce Central High School). Because of the median and traffic signal, we recommend installation of southbound left-turn lane with a length of 235 feet (50 feet of storage plus 185 feet of deceleration).

The daily trips are projected to be 115, which makes it a Category B driveway (daily trips are between 21 and 600) based on FDOT's driveway application.



Table 2. Roadway Service Capacity

Roadway	From	To	Existing Lanes	Committed Improve	Existing Plus Comitted Lanes	Area Type	Facility Type	Jurisdiction	Class	Adopted LOS	Unadjusted Capacity (Two-way)	Left-Turn Lanes	Right-Turn Lanes	Divided	Adjusted Capacity
25TH ST.	Edwards Rd	Midway Rd	4		4	Urban	Arterial	SLC	1	D	3,560	Y	Y	Y	3380

Table 3. Existing and Background Roadway LOS

PM Peak Hour Background Traffic Analysis

Roadway	From	To	Lanes	Service Capacity	PM Peak Hour Existing Traffic	Count Year	Existing LOS	Growth Rate	2013 Traffic Growth	2018 Traffic Growth	Committed Trips	2013 Background Traffic	2018 Background Traffic	Meets Service Volume	2013 Bckgrnd LOS	2018 Bckgrnd LOS
25TH ST.	Edwards Rd	Midway Rd	4	3,380	1,777	2010	B	1.8%	98	274	32	1,907	2,083	YES	B	B

AM Peak Hour Background Traffic Analysis

Roadway	From	To	Lanes	Service Capacity	AM Peak Hour Existing Traffic	Count Year	Existing LOS	Growth Rate	2013 Traffic Growth	2018 Traffic Growth	Committed Trips	2013 Background Traffic	2018 Background Traffic	Meets Service Volume	2013 Bckgrnd LOS	2018 Bckgrnd LOS
25TH ST.	Edwards Rd	Midway Rd	4	3,380	1,737	2010	B	1.8%	95	266	32	1,864	2,035	YES	B	B

Table 4. Projected 2018 Roadway LOS

PM Peak Hour Total Traffic Analysis

Roadway	From	To	Lanes	Service Capacity	2013 Bckgrnd Traffic	2018 Bckgrnd Traffic	Assign	Project Traffic	2013 Total Traffic	2018 Total Traffic	% of Max Volume at LOS	Meets Service Volume	2013 Total Traffic LOS	2018 Total Traffic LOS
25TH ST.	Edwards Rd	Midway Rd	4	3380	1,907	2,083	50%	5	1,912	2,088	62%	YES	B	B

AM Peak Hour Total Traffic Analysis

Roadway	From	To	Lanes	Service Capacity	2013 Bckgrnd Traffic	2018 Bckgrnd Traffic	Assign	Project Traffic	2013 Total Traffic	2018 Total Traffic	% of Max Volume at LOS	Meets Service Volume	2013 Total Traffic LOS	2018 Total Traffic LOS
25TH ST.	Edwards Rd	Midway Rd	4	3380	1,864	2,035	50%	5	1,869	2,040	60%	YES	B	B

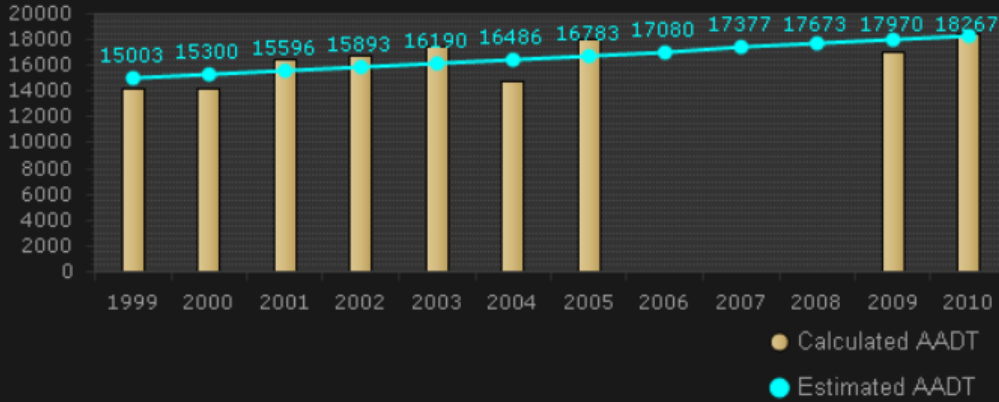
Table 5. Project Impact to the Roadway Network at the Adopted Level of Service

Project Impacts (Significance)

Roadway	From	To	Lanes	Maximum Volume at Adopted LOS	Assign	Project Traffic	Project Impact
25TH ST.	Edwards Rd	Project Entrance	4	3380	50%	5	0.1%
	Project Entrance	Midway Rd	4	3380	50%	5	0.1%

APPENDIX

AADT



Station 159
25TH ST 315 FEET
SOUTH OF EDWARDS RD

Growth Rate=1.81%

Graphs

- AADT
- AM Peak Hour
- PM Peak Hour

Refresh AADT

<input checked="" type="checkbox"/>	Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol	Daily V/C	AM Peak V/C	PM Peak V/C	
Location: Station 159-25TH ST 315 FEET SOUTH OF EDWARDS RD												
<input checked="" type="checkbox"/>	View Details	2010	159	18500	0.103	0.581	0	1737	1777	0.557	0.540	0.552
<input checked="" type="checkbox"/>	View Details	2009	159	17000	0.102	0.619	0	1575	1571	0.512	0.489	0.488
<input checked="" type="checkbox"/>	View Details	2005	159	18000	0.114	0.562	0	1780	1923	0.542	0.553	0.597
<input checked="" type="checkbox"/>	View Details	2004	159	14750	0.107	0.573	0	1319	1414	0.444	0.410	0.439



CITY OF FORT PIERCE COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North			
South			
East			
West			

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current					
**Proposed					N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

C. Parks and Recreation (Residential Classifications Only): (Du x 2.6 = persons + 44,227 = population /LOS)				
Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

D. Public Schools (Residential Classifications Only): Single Family: (du x 0.405 = students/70% K-8/30% High) Multi-family: (du x 0.207 = students/70% K-8/30% High)		
	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand		
**Proposed Zoning/FLU Enrollment Demand		
**Change in Demand		

E. Solid Waste: 2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units	
Demand Analysis	Maximum
Current Zoning/FLU	
**Proposed Zoning/FLU	
*Change in Demand	

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	
---------------	--

III. Transportation Analysis: Complete ITE Trip Generation Form (Attached)

G. Transportation Analysis: Complete ITE Trip Generation Data Form		
Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	AM/PM Peak Hour Trips
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	0	0
**Proposed Zoning/FLU	115	7 / 9
*Change in Demand	115 Trips	7 / 9 Trips
Impact to Capacity	Acceptable	

IV. Project Description

PHASING		
Is this project (phase) part of a larger project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.		
Total Project: Residential Units:	Single Family:	Multifamily:
Non-residential (square footage):		
Mixed-use (describe use):		
(If this is a single phase project, name it Phase I – Total)		

RESIDENTIAL DATA					
Type	Phase	Number of Units	Acres	Expected beginning date	Expected completion date
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	Phase	Square footage	Acres	Expecting beginning date	Expected completion date
12,361 SF ± (Phase 1 – Total) Church	1	12,361	16.03	2013	2018

- A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. Yes No
- B. 1. Does this application involve demolition or re-use of any structure(s)? Yes No
If yes, what is the size of the structure(s) to be demolished or re-used? _____
2. What is the current use of the structure to be demolished or re-used? _____
3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? Yes No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)
- C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

The project is exempt from transportation concurrency management pursuant to Section 22-218 (b)(2), *de minimis impacts*. The study demonstrated satisfaction of Section 22-218 (b)(2) a., b., and c.

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Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Institutional - Church		ITE Land Use Code: 560	
Source:		Source No. (ITE use only)	
Name of Development: Mount Bethel Baptist Church			
City: Fort Pierce		State/Province: FL	Zip/Postal Code: 34981
Country: USA		Day of the Week:	Day: Month: Year:
		Metropolitan Area:	

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area: <input type="checkbox"/> (1) CBD <input checked="" type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³ Church	
Independent Variable: (include data for as many as possible)²					
	Actual	Estimated		Actual	Estimated
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (9) Parking Spaces (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (10) Beds (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
<u>12,361</u> (5) Gross Floor Area (gross sq. ft.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____ (13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied _____)			_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
_____ (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (16) Other _____	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied _____)			_____ (17) Other _____	<input type="checkbox"/>	<input type="checkbox"/>
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>			

2. Definitions for several independent variables can be found in the *Trip Generation, Second Edition, User's Guide Glossary*.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

Other Data: Vehicle Occupancy (#): _____ A.M. _____ P.M. _____ 24-hour % Percent by Transit: _____ A.M. % _____ P.M. % _____ 24-hour % Percent by Carpool/Vanpool: _____ A.M. % _____ P.M. % _____ 24-hour % Employees by Shift: First Shift: Start Time _____ End Time _____ Employees (#) _____ Second Shift: Start Time _____ End Time _____ Employees (#) _____ Third Shift: Start Time _____ End Time _____ Employees (#) _____ Parking Cost on Site: Hourly _____ Daily _____		Transportation Demand Management (TDM) Information: At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary) <input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements <input type="checkbox"/> (8) Parking Supply and Pricing Management <input type="checkbox"/> (12) Other _____	
--	--	--	--

Please Complete Form on Other Side

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Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average Weekday (M-F)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume	57	0	58	0	115	0												
A.M. Peak Hour of Adjacent Street Traffic (7 - 9) Time (ex.: 7:15 - 8:15):	4	0	3	0	7	0												
P.M. Peak Hour of Adjacent Street Traffic (4 - 6) Time:	4	0	5	0	9	0												
A.M. Peak Hour Generator ² Time:																		
P.M. Peak Hour Generator ² Time:																		
Peak Hour Generator ³ Time (Weekend):																		

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00							12:00-1:00							4:00-5:00						
7:15-8:15							12:15-1:15							4:15-5:15						
7:30-8:30							12:30-1:30							4:30-5:30						
7:45-8:45							12:45-1:45							4:45-5:45						
8:00-9:00							1:00-2:00							5:00-6:00						

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: _____
 Organization: _____
 Address: _____
 City/State/Zip: _____
 Telephone #: _____ Fax #: _____ E-mail: _____

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1099 14th Street, NW, Suite 300 West
 Washington, DC 20005-3438 USA
 Telephone: +1 202-289-0222
 Fax: +1 202-289-7722
 ITE on the Web: www.ite.org