



**CITY OF FORT PIERCE  
COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION**

COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW  
HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

## CERTIFICATE OF CONCURRENCY APPLICATION

**Project Name:** \_\_\_\_\_

1. Name of owner(s): \_\_\_\_\_

Mailing Address: (Street) \_\_\_\_\_  
(City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip) \_\_\_\_\_  
Phone # \_\_\_\_\_

2. Name of Applicant: \_\_\_\_\_

Mailing Address: (Street) \_\_\_\_\_  
(City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip) \_\_\_\_\_  
Phone # \_\_\_\_\_

3. Name of Representative: \_\_\_\_\_

Mailing Address: (Street) \_\_\_\_\_  
(City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip) \_\_\_\_\_  
Phone # \_\_\_\_\_ Fax # \_\_\_\_\_  
E-mail: \_\_\_\_\_

4. Is this concurrency application related to a specific project? (Please circle one)

Yes                      No

If yes, list the corresponding site plan or subdivision name:

<b>To be completed by the City</b>	
Date Received _____	By _____
Fee: _____	Receipt# _____

**5. 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:**

<b>A. Potable Water:</b>	
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	Total gallons per day
Proposed Zoning	Total gallons per day
<b>Change in Demand</b>	<b>Total gallons per day</b>

<b>B. Wastewater:</b>	
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	Total gallons per day
Proposed Zoning	Total gallons per day
<b>Change in Demand</b>	<b>Total gallons per day</b>

<b>C. Parks and Recreation (Residential Classifications Only):</b>
(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			

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

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

<b>F. Stormwater:</b> 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)	
<b>Impact</b>	

**III. Transportation Analysis**

<b>G. Traffic</b> Most recent ITE Code for use; HCM Roadway Capacity		
	<b>AADT</b>	<b>AM/PM Peak Hour Trips</b>
<b>Demand Analysis</b>	Maximum	Maximum
<b>Current Zoning</b>		
<b>Proposed Zoning</b>		
<b>Change in Demand</b>	Trips	Trips
<b>Impact to Capacity</b>		

**6. Project Description**

<b>PHASING</b>					
Is this project (phase) part of a larger project? <input type="checkbox"/> Yes <input 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)					

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

<b>NON-RESIDENTIAL DATA</b>					
Type(s) specify	Phase	Square footage	Acres	Expecting beginning date	Expected completion date

- 7. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated.  Yes  No
  
- 8.
  - a. 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? \_\_\_\_\_
  - b. What is the current use of the structure to be demolished or re-used? \_\_\_\_\_
  - c. 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)
  
- 9. Exemptions Requested:

**Applicant Acknowledgements** (Owner's signature must be notarized)

I certify that: (Check One)

\_\_\_\_\_ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a certificate of concurrency is requested, and that the application is true, correct, and complete to the best of my knowledge.

\_\_\_\_\_ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record and that the application is true, correct, and complete to the best of my knowledge.

\_\_\_\_\_  
Applicants Signature Date

\_\_\_\_\_  
Address City State Zip

\_\_\_\_\_  
Phone Fax E-mail Address

**Property Owners Acknowledgements:** (please print) - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in future land use. The property owner's signature below shall also authorize the applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purpose of seeking a certificate of concurrency.

\_\_\_\_\_  
Property Owner's Name (Please Print) Phone: \_\_\_\_\_

\_\_\_\_\_  
Address City State Zip

\_\_\_\_\_  
Property Owner's Signature Date

STATE OF FLORIDA, CITY OF FORT PIERCE  
The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ who is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Signature of Notary

\_\_\_\_\_  
Type or Print Name of Notary

(seal)

### Required Information

**Provide 8 Copies of the following:**

1. Traffic impact study which includes the following information:
  - a. An executive summary of no more than one page outlining the land use(s), trip generation, concurrency results, driveway classification, requested special exceptions, and requested variances (if applicable).
  - b. Each proposed development shall distribute the trips generated to the main arterials and intersection network that is comprised of their traffic impact area. The radius of impact will be determined according to the size of the development accounted for trips generated. (see Table A).

Table A- Radius of Impact for Transportation Concurrency Management System

Minimal Scale	Trips 9-50	1.0 Mile Radius
Small Scale	Trips 51-100	1.5 Mile Radius
Intermediate Scale	Trips 101-500	2.0 Mile Radius
Medium Scale	Trips 501-1000	3.0 Mile Radius
Large Scale	Trips 1000-Up	5.0 Mile Radius

- c. The minimum horizon for forecasting traffic shall be 5 years from the project's opening date. However, if the project is built in phases, the horizon will project traffic to build out of the last phase or 5 years from the time of opening, whichever is more restrictive.
- d. Analysis of the new site traffic to the satisfaction of the Director of Planning which shall contain as a minimum: tables summarizing existing traffic volumes, committed traffic from proposed developments, growth rates, trip generation rates (including used formulas), levels of services for studied intersections, and any other documentation required to justify numbers used in the analysis. New site traffic analysis shall be prepared for the AM and PM peak period unless otherwise indicated by the Director of Planning.
- e. The Applicant may provide traffic counts in accordance with accepted traffic engineering principles. Counts shall be made during any continuous two-hour period on a weekday between 6:00 AM and 9:00 AM for any AM counts and 4:00 PM and 7:00 PM for PM counts. All count data collected by the applicant must be collected between September 1 and May 31 (no summer out of school weeks) and seasonally adjusted to reflect average peak season conditions (100<sup>th</sup> highest hour) in accordance with most current FDOT planning factors and procedures. There shall be no counts on Fridays and legal holidays, unless otherwise authorized or required by the City's Director of Planning, in accordance with accepted traffic engineering principles. All data are subject to review and acceptance by the Director of Planning based upon accepted traffic engineering principles.
- f. Analysis of the total site traffic as it relates to the specific requirements of City Code concerning driveways and access and acceptable engineering access management standards.
- g. Trip generation comparison between existing and proposed conditions.
- h. Trip generation calculations and driveway assignments (inbound and outbound traffic) for each phase of development. Trip distribution and assignment of traffic along the traffic impact area.
- i. Justification of the number and location of site driveways. Location and type of driveways and median openings need to adhere to FDOT access management standards or any other standard accepted by the Director of Planning. The Planning Department will comment and make recommendations on the number of driveways based on the plan review. Excessive driveways may not be supported by staff. All driveways should be located on a site plan with distancing from upstream and downstream driveways and/or intersections.
- j. A capacity analysis of each driveway may be required as determined by the Director of Planning. All evaluations shall include existing and proposed conditions during the AM and PM peak periods. The capacity analysis should be performed using the methodology set forth in the Highway Capacity

Manual, latest edition at the time the study is prepared and reviewed by Planning Department for public hearing.

k. In cases where the proposed development requires a signalized intersection, a signal warrant study will be required. Additionally, a capacity analysis of the site intersection and upstream and downstream location may be required by Director of Planning. In cases where traffic re-routing occurs as a result of the proposed development, additional traffic studies may be required.

l. Provide an analysis of u-turn movements at the median openings to the north, south, east and west (as appropriate according to project location) of project driveways, including daily, AM peak hour and PM peak hour. Assess the impact of proposed and existing volumes on available storage.

m. Show the total driveway assignment as the driveway provides joint access with the adjacent property. Joint access among similar or compatible land uses may be required by the Director of Planning.

n. After initial review, the Director of Planning may require additional information if it is deemed necessary to properly evaluate the traffic study.

o. For entryway features the applicant must make sure that traffic turn-arounds are, at a minimum, 15-foot in width, have a 25-foot turnaround radius, and have mountable curves. The applicant must make sure that there is enough stacking for visitors and residents.

p. In cases where driveways abut a County or State road, or a city road classified as an arterial or main collector, the Director of Planning may require deceleration and storage lanes for vehicles turning to and from the proposed development served by the access driveway.

q. Pass-by trips shall not be higher than 25% and internal trip rates shall be approved by the Director of Planning and shall be consistent with the ITE manual.

### 3. Capacity for Intersections.

a. As part of the Traffic Impact Analysis, major intersections should be analyzed. The level of service for roadway segments may be analyzed using a variety of types of arterial analyses based on the principals, guidelines and criteria outlined in the most current version of the Highway Capacity Manual. In determining whether a corridor can be maintained at an the Level of service determined in the Comprehensive Plan for the purpose of monitoring concurrency, it is recognized that some individual links, intersections, or turning movements may be able to operate below the Level of Service while still maintaining an overall Level of Service established for the corridor based on overall average running speed. However, since some of the available software models can report an overall LOS "D" for a corridor while still allowing some components of the corridor to operate at a LOS "E" condition, it is appropriate to define maximum tolerances for individual instances of LOS "E" conditions embedded within the total corridor analysis. The following maximum allowable tolerances are established so that the level of service determination is not unduly biased toward the mainline at the expense of any particular intersection, approach or movement. These tolerances apply to all computerized applications of the Highway Capacity Manual, including the Highway Capacity Software (HCS) and SYCHRO:

1. For any individual turning movement or through movement within any signalized intersection included in the analysis: no individual movement or lane group can be reported to have a volume-to-capacity (v/c) ratio greater than 1.20 or a total delay estimate greater than 1.20 x signal cycle length.

2. For any individual signalized intersection approach for any intersection included in the analysis, no approach can be reported to have a volume-to-capacity (v/c) ratio greater than 1.0 or a total delay estimate greater than the signal cycle length.

3. For any individual signalized intersection included in the analysis, the overall signalized intersection v/c cannot exceed 1.20, NOR can the total intersection delay estimate be greater than the signal cycle length. Also, only one of the mainline approaches can operate below LOS D (regardless of delay).

**Level of Service Standards**

PUBLIC FACILITY	FISCAL YEAR	LEVEL OF SERVICE	
		Road Type	State, County and City Roads
Transportation		Local Road	D
		Collector Roadway	D
		Minor Arterial	D
		Major Arterial	D
Sanitary Sewer		240 gallons per day per equivalent residential connection	
Potable Water		300 gallons per day per equivalent residential unit	
Solid Waste		330 tons per day of Class I trash	
		300 tons per day of Construction and Debris	
Stormwater		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	
<b>Recreation and Open Space</b>			
Neighborhood Park:	2005	1.36 acre/1,000 population	
	2010	1.36 acre/1,000 population	
	2015	1.5 acre/1,000 population	
	2020	1.75 acre/1,000 population	
	2025	2.0 acres/1,000 population	
	2030	2.0 acres/1,000 population	
Community Park:	2005	2.50 acre/1,000 population	
	2010	2.50 acre/1,000 population	
	2015	2.75 acre/1,000 population	
	2020	2.75 acre/1,000 population	
	2025	3.0 acres/1,000 population	
	2030	3.0 acres/1,000 population	
Baseball/Softball	Ongoing	1 field/2,500 population	
Basketball	Ongoing	1 court/5,000 population	
Boat ramp	Ongoing	1 ramp/4,500 population	
Fishing Pier	Ongoing	1,600 linear feet/25,000 population	
Multi-Purpose	Ongoing	1 field/3,000 population	
Picnic Area	Ongoing	1 acre/2,500 population	
Recreation Trail	Ongoing	1.22 mile/10,000 population	
Swimming pool	Ongoing	1 pool/50,000 population	
Tennis	Ongoing	1 court/2,000 population	

**ITE Institute of Transportation Engineers**  
**Trip Generation Data Form (Part 1)**

Land Use/Building Type: <sup>1</sup>	ITE Land Use Code:
Source:	Source No. (ITE use only):
Name of Development:	Day of the Week:
City:	Day:
State/Province:	Month:
Country:	Year:
Zip/Postal Code:	Metropolitan Area:

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

Location Within Area:			Detailed Description of Development <sup>3</sup>	
<input type="checkbox"/> (1) CBD	<input 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)		
Independent Variable: (Include data for as many as possible) <sup>2</sup>			Actual	Estimated
<input type="checkbox"/> (1) Employees (#)	<input type="checkbox"/> (2) Persons (#)	<input type="checkbox"/> (3) Units (#)	<input type="checkbox"/> (10) Parking Spaces (#)	<input type="checkbox"/> (11) Occupied Beds (#)
<input type="checkbox"/> (4) Occupied Units (#)	<input type="checkbox"/> (5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/> (% of development occupied _____)	<input type="checkbox"/> (12) Seats (#)	<input type="checkbox"/> (13) Servicing Positions/Vehicle Fueling Positions _____
<input type="checkbox"/> (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/> (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/> (8) Occupied Gross Leasable Area (sq. ft.)	<input type="checkbox"/> (14) Shopping Center % Out-parcels/pads	<input type="checkbox"/> (15) A.M. Peak Hour Volume of Adjacent Street Traffic
<input type="checkbox"/> (9) Acres	<input type="checkbox"/> (10) Occupied Gross Leasable Area (sq. ft.)	<input type="checkbox"/> (11) Acres	<input type="checkbox"/> (16) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/> (17) Other _____
			<input type="checkbox"/> (18) Other _____	<input type="checkbox"/> (19) Other _____

2. Definitions for several independent variables can be found in the *Trip Generation Handbook Glossary*.  
 3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

<p><b>Other Data:</b></p> <p>Vehicle Occupancy (#) _____ 24-hour % _____</p> <p>A.M. _____ P.M. _____</p> <p>Percent by Transit: _____ 24-hour % _____</p> <p>A.M. % _____ P.M. % _____</p> <p>Percent by Carpool/Vanpool: _____ 24-hour % _____</p> <p>A.M. % _____ P.M. % _____</p> <p>Employees by Shift:</p> <table style="width: 100%;"> <tr> <td>First Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Second Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Third Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> </table> <p>Parking Cost on Site: _____ Hourly _____ Daily _____</p>	First Shift:	Start Time _____	End Time _____	Employees (#) _____	Second Shift:	Start Time _____	End Time _____	Employees (#) _____	Third Shift:	Start Time _____	End Time _____	Employees (#) _____	<p><b>Transportation Demand Management (TDM) Information:</b></p> <p>At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?</p> <p><input type="checkbox"/> No</p> <p><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)</p> <table style="width: 100%;"> <tr> <td><input type="checkbox"/> (1) Transit Service</td> <td><input type="checkbox"/> (5) Employer Support Measures</td> <td><input type="checkbox"/> (9) Tolls and Congestion Pricing</td> </tr> <tr> <td><input type="checkbox"/> (2) Carpool Programs</td> <td><input type="checkbox"/> (6) Preferential HOV Treatments</td> <td><input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td><input type="checkbox"/> (3) Vanpool Programs</td> <td><input type="checkbox"/> (7) Transit and Ridesharing Incentives</td> <td><input type="checkbox"/> (11) Telecommuting</td> </tr> <tr> <td><input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements</td> <td><input type="checkbox"/> (8) Parking Supply and Pricing Management</td> <td><input type="checkbox"/> (12) Other _____</td> </tr> </table>	<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 _____
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Please Complete Form on Other Side

**Institute of Transportation Engineers**  
**Trip Generation Data Form (Part 2)**

Summary of Delivery Volumes

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

	Average Weekday (AW)				Saturday				Sunday			
	Enter	Trucks	All	Trucks	Enter	Trucks	All	Trucks	Enter	Trucks	All	Trucks
24-Hour Volume												
AM Peak - 7 AM to 9 AM												
PM Peak - 4 PM to 6 PM												
24-Hour Generation												
AM Peak Hour Generation												
PM Peak Hour Generation												
AM Peak Hour Generation												
PM Peak Hour Generation												
Peak Hour Generation												
Trucks/Weekday												

- Highest hourly volume between 7 AM and 9 AM (AM and 5 PM).
  - Highest hourly volume during the AM or PM period.
  - Highest hourly volume during the entire day.
- Please refer to the Trip Generation User's Guide for full definition of the terms.

Hourly Delivery Volume - Average Weekday (AW)

AM Trial	Enter		5-11		11-1		1-11		11-5		5-11		PM Period		Enter		5-11		11-5		5-11		
	AM	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	PM	Trucks	All	Trucks	All	Trucks	All			
8:00-9:00										11:00-12:00					3:00-4:00								
9:00-10:00										12:00-1:00					4:00-5:00								
10:00-11:00										1:00-2:00					5:00-6:00								
11:00-12:00										2:00-3:00					6:00-7:00								
12:00-1:00										3:00-4:00					7:00-8:00								
1:00-2:00										4:00-5:00					8:00-9:00								
2:00-3:00										5:00-6:00					9:00-10:00								
3:00-4:00										6:00-7:00					10:00-11:00								
4:00-5:00										7:00-8:00					11:00-12:00								
5:00-6:00										8:00-9:00													
6:00-7:00										9:00-10:00													
7:00-8:00										10:00-11:00													
8:00-9:00										11:00-12:00													

Check if Part 3 provides additional information is attached.

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

Prepared by: \_\_\_\_\_  
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 Telephone: +1 202-388-0222  
 FAX: +1 202-202-7723  
 TIC on the Web: www.tic.org

**ITE** Institute of Transportation Engineers  
**Trip Generation Data Form (Part 3)**

Name/Organization: \_\_\_\_\_ City/State: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Detailed Driveway Volumes: Attach this sheet to Part 1 and 2 if you are providing additional information.

Day of the week: \_\_\_\_\_ (All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15						
12:15-12:30							12:15-12:30						
12:30-12:45							12:30-12:45						
12:45-1:00							12:45-1:00						
1:00-1:15							1:00-1:15						
1:15-1:30							1:15-1:30						
1:30-1:45							1:30-1:45						
1:45-2:00							1:45-2:00						
2:00-2:15							2:00-2:15						
2:15-2:30							2:15-2:30						
2:30-2:45							2:30-2:45						
2:45-3:00							2:45-3:00						
3:00-3:15							3:00-3:15						
3:15-3:30							3:15-3:30						
3:30-3:45							3:30-3:45						
3:45-4:00							3:45-4:00						
4:00-4:15							4:00-4:15						
4:15-4:30							4:15-4:30						
4:30-4:45							4:30-4:45						
4:45-5:00							4:45-5:00						
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15							6:00-6:15						
6:15-6:30							6:15-6:30						
6:30-6:45							6:30-6:45						
6:45-7:00							6:45-7:00						
7:00-7:15							7:00-7:15						
7:15-7:30							7:15-7:30						
7:30-7:45							7:30-7:45						
7:45-8:00							7:45-8:00						
8:00-8:15							8:00-8:15						
8:15-8:30							8:15-8:30						
8:30-8:45							8:30-8:45						
8:45-9:00							8:45-9:00						
9:00-9:15							9:00-9:15						
9:15-9:30							9:15-9:30						
9:30-9:45							9:30-9:45						
9:45-10:00							9:45-10:00						
10:00-10:15							10:00-10:15						
10:15-10:30							10:15-10:30						
10:30-10:45							10:30-10:45						
10:45-11:00							10:45-11:00						
11:00-11:15							11:00-11:15						
11:15-11:30							11:15-11:30						
11:30-11:45							11:30-11:45						
11:45-12:00							11:45-12:00						