



2000 PGA Blvd, Suite 4440  
Palm Beach Gardens, FL 33408  
352-363-0614 (c) 833-682-8484 (o)  
www.nueurbanconcepts.com  
nueurbanconcepts@gmail.com

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Teresa Lamar-Sarno, AICP, ICMA-CM  
Assistant City Manager  
City of Port St. Lucie  
121 SW Port St. Lucie Blvd  
Port St. Lucie, FL 34984

**RE: MOBILITY PLAN & MOBILITY FEE UPDATE**

NUE Urban Concepts (**Consultant**) is pleased to provide a scope of service to update the City's Mobility Plan & Mobility Fee for the City of Port St. Lucie (**City**). The update will specifically address HB 479 related to mobility fees and the collecting of one transportation mitigation fee for local governments that issue building permits. HB 479 has been adopted by the legislature and is awaiting the signature of Governor DeSantis.

The update will also update the future roadway network west of Interstate 95 and extend that network into the western portions of unincorporated St. Lucie County from Range Line Road to Okeechobee Blvd (SR 70). The update will also evaluate the need for the Marshall Parkway interchange, and the need for a new I-95 overpass between Midway Road and St. Lucie West Blvd and a new I-95 overpass between Tradition Parkway and Becker Road. Finally, this update will include plans for creating park once mobility hubs in the City with transit and water taxi service to connect the mobility hubs with the proposed Brightline Station in the City of Stuart.

The current mobility plan relied on the model data and future roadway network west of I-95 from the 2045 Long Range Transportation Plan. The mobility plan and mobility fee also relied on traffic counts from the County and FDOT and trip generation data from the ITE Trip Generation Manual. This scope will recommend an update of the Traffic Analysis Zones and model network specifically to address the City's needs and future road network. The update will include collection and development of Port St. Lucie specific trip generation rates and the collection of updated traffic counts west of I-95 and along roads at the perimeter of the City. This scope will also recommend evaluating the existing and future origin and destination of trips between the City, the County, Ft. Pierce, and external counties.

An optional scope item will include the use of Big Data to evaluate origin and destination trips. This would be done to evaluate existing travel to and from the City to surrounding local governments. StreetLight and the University of Florida Transportation Institute, in partnership with Urban SDK, are two options to obtain real time Big Data to address existing travel patterns between the City and the County.

The mobility fee update will be based on the updated mobility plan, updated trip generation rates, and would replace the County's road impact fee with an updated City mobility fee for the majority of new development without existing road impact fee or mobility fee credits. The detailed modeling analysis and the mobility plan will be used to determine what share of mobility fees would be allocated to fund improvements to County Roads.

An additional service consistent with Chapter 170 of Florida Statutes would be the establishment of a special assessment district for areas west of I-95 to fund mobility plan improvements to address widening existing roads and constructing new roads and multimodal improvements. Given the number of developments with legacy road impact fee credits, future mobility fee credits, and the limitations enacted by the Legislature, the City may need to explore multiple funding options to construct the necessary road and multimodal improvements to serve new development west of I-95.

The scope of service identifies primary task and subtask. The scope of service will include a cost and hours estimate for the overall primary task. The scope of service is as follows:

## **MOBILITY PLAN AND MOBILITY FEE SCOPE OF SERVICE:**

### **TASK 1: DATA COLLECTION**

**TASK 1.1 – ROADWAY TRAFFIC COUNTS:** The Consultant will identify the roadway locations for the collection of traffic counts. *The additional services provide a cost for traffic counts if collected by NUE Urban Concepts. The City can also elect to collect the counts itself or contract with a firm whose services it has retained for the collection of traffic counts.* The Consultant will compile counts from the City, County and FDOT for roadways where traffic counts are not proposed.

**TASK 1.2 – MULTIMODAL SYSTEM CHARACTERISTICS:** The Consultant will update the existing multimodal system characteristics including number of lanes, posted speed limit, median type, signals, roundabouts, level of service standards, sidewalks, bike lanes, paths, and trails. The Consultant will collect similar data for County and State roads within the mobility study area to be used to evaluate future mobility plan improvements.

**TASK 1.3 – DEMOGRAPHIC DATA:** The Consultant will collect population and employment data to use in update of the traffic analysis zone data and to determine applicable household sizes and employment by land use to update traffic analysis zones. Data would be collected for the existing City and the mobility study area. The Consultant would utilize data that has been prepared for the City to the maximum extent feasible.

**TASK 1.4 – HOUSEHOLD TRAVEL DATA:** The Consultant will develop updated travel lengths, person trip and person miles of travel factors based on the **recently updated 2022 National Household Travel Survey (NHTS)**. The current mobility plan and fee utilized data from the 2017 NHTS. The Consultant will also utilize the recently released Annual Trip Length data and the Local Area Transportation Characteristics for Households (LATCH) survey data from the U.S. DOT Bureau of Transportation Statistics (BTS), along with other locally available data, if available, to complement the NHTS data.

**TASK 1.5 – CONSTRUCTION COST DATA:** The Consultant will compile construction cost data from the City, County, and FDOT for the Treasure Cost Region. The cost will include roads, sidewalks, paths, transit facilities, signals, roundabouts, and intersection improvements. The data will be used to develop up to date cost estimates for the multimodal projects identified in the mobility plan.

## **TASK 2: TRIP GENERATION**

**TASK 2.1 – DEVELOPMENT TRAFFIC COUNTS:** The Consultant will coordinate with the City to select a broad and representative mixture of residential and non-residential developments with controlled or limited access connections for the collection of development specific traffic counts. ***The additional services provide a cost for development traffic counts if collected by NUE Urban Concepts. The City can also elect to collect the counts itself or contract with a firm whose services it has retained for the collection of traffic counts.***

**TASK 2.2 – PARCEL LEVEL DATA:** The Consultant will collect and analyze parcel level data from the St. Lucie County Property Appraiser and data from the City's building permit department. The data will be used to update the trip generation rates and maximum thresholds for residential and non-residential land uses. The data will collect livable square footage, total square footage, the number of units, bedrooms, and bathrooms for residential uses and total square footage for non-residential developments. ***Note: The Consultant has used this level of data in update of other municipally collected impact fees to develop a strong rational nexus between fees and development, as well as extraordinary circumstances.***

**TASK 2.3 – TRIP GENERATION:** The Consultant will develop City specific trip generation rates based on collected development traffic counts and property appraiser or building permit data. The traffic counts will be converted into trip generation rates per the process and procedures outlined in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Handbook. **ITE is in the process of updating the Trip Generation Manual with an expected time frame of Summer or Fall 2025. This time frame could conflict with the update of the plan and fee. The trip generation data will be used to evaluate future transportation needs and in the mobility fee calculation.**

**TASK 2.4 – COMMUNITY CAPTURE:** The Consultant will prepare a community capture analysis for Tradition to be utilized in determining impact to future roadways, impact outside of Tradition, and the potential for future annexations to be accommodated from the retail, office, industrial, and community support services. The Consultant has performed similar analysis for the Lakewood Ranch DRI in Sarasota County and the Viera DRI in Brevard County. The data will also be useful in evaluating the need for either the Marshall Parkway Interchange or a new overpass between Tradition Parkway and Becker Road.

### **TASK 3: SCHOOL IMPACT**

**TASK 3.1 – SCHOOL TRAFFIC COUNTS:** The Consultant will coordinate with the City to identify existing schools with traffic circulation issues and backup to collect school specific traffic counts. ***The additional services provide a cost for traffic counts if collected by NUE Urban Concepts. The City can also elect to collect the counts itself or contract with a firm whose services it has retained for the collection of traffic counts.***

**TASK 3.2 – ENROLLMENT & SCHOOL ZONES:** The Consultant will collect and analyze enrollment data and the school zones to evaluate the extent of impacts and interactions between the schools and residential development within the school zones. The data will be used to update the traffic analysis zones with student enrollment data and school specific trip generation rates. The data can also be used for determining future school impacts.

**TASK 3.3 – TRIP GENERATION:** The Consultant will develop City specific trip generation rates based on collected school traffic counts and enrollment. The traffic counts will be converted into trip generation rates per the process and procedures outlined in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Handbook. **ITE is in the process of updating the Trip Generation Manual with an expected time frame of Summer or Fall 2025. This time frame could conflict with the update of the plan and fee. The trip generation data will be used to evaluate future transportation needs for the identified schools for funding from lawfully available sources.**

## **TASK 4: TRAVEL DEMAND MODELING**

**TASK 4.1 – UPDATE MODEL NETWORK:** The Consultant will coordinate with the City to identify existing and future roads that are not included in the existing regional travel demand model. The Consultant will recommend new roads to be included in the model network for the area south of Midway Road, west of Range Line Road, north of Martin County, and east of Okeechobee Road.

The model network will also be updated to reflect current developer commitments and update roads identified in the current model as four lane developer roads to two lane roads where there is not an obligation to provide a four-lane road. The updated model network will also include funded commitments from the City, County, and State over the next three years, or longer if funded is committed, for new roads or the widening of existing roadways.

The model will also ensure that roads such as Becker, Crosstown Parkway, and Tradition Parkway extend to Glades Cut-Off and Range Line Road to ensure that the future model network is appropriately distributing trips to existing and future roads. The Consultant will also validate that the model is appropriately distributing trips based on the projected model network within Martin County. The update will include proposed County Roads north of Midway Road to ensure connectivity and distribution. Centroid connectors will also be updated to ensure appropriate trip distribution.

**TASK 4.2 – UPDATE TRAFFIC ANALYSIS ZONES:** The Consultant will update existing traffic analysis zones (TAZ) to reflect the updated model network to ensure that future trips are appropriately distributed in the model. The TAZs will also be evaluated to ensure they reflect current development and approved development. The demographic data collected from the recent infrastructure study for proposed developments in the western portion of the City and County are appropriately reflected in the TAZs. The traffic counts, parcel data, and school enrollment data will be utilized to update the traffic analysis zones.

**TASK 4.3 – VALIDATE MODEL NETWORK:** The Consultant will validate the updated model network and traffic analysis zones utilizing collected traffic counts and Port St Lucie specific trip generation. The validation will be undertaken to ensure that the model network accurately reflects existing conditions. The validation will be undertaken to ensure that model volumes are being appropriately distributed across the updated model network.

**TASK 4.4 – PROJECT FUTURE MODEL VOLUMES:** The Consultant will project future model volumes across the updated model network to determine future road capacity needs. The model will be run based on the projected number of lanes that developers and the City, County, and State have committed to construct. The projection of volumes will be used to evaluate the level of service on existing and future roads. The data will also be used to evaluate the need for a new I-95 overpass between Midway Road and St. Lucie West Blvd and either an Interchange at Marshall Parkway or an additional overpass between Tradition Parkway and Becker Rd. **The Consultant successfully identified, planned, and coordinated the construction of a four lane I-75 overpass (Celebration Pointe Blvd) with a trail and dedicated transit lane in Gainesville where no readily viable connections existed east of I-75, where landings were restricted, and the overpass needed to connect to five different roads east of I-75. The Consultant also successfully identified the location for new I-75 overpasses for the Lakewood Ranch DRI and a new I-95 overpass for the Viera DRI.**

**TASK 4.5 – EVALUATE MOBILITY PLAN:** The Consultant will conduct a model analysis based on the updated mobility plan projects. The model analysis will be used to project future levels of service for the mobility plan projects and to identify potential corridors that will remain over capacity to determine the need for additional corridor studies.

**TASK 4.6 – SELECT DISTRICT ANALYSIS:** The Consultant will conduct two analyses to evaluate trip interactions between districts within the City, between the City and unincorporated County, Ft. Pierce, and external counties. The first analyses will be based on existing conditions using the updated traffic analysis zones (TAZs) and model network. The second analyses will be based on the mobility plan network and the future year TAZs. The analyses will be used to determine the mobility fees to be set aside for County projects.

## **TASK 5: MOBILITY PLAN UPDATE**

**TASK 5.1 – PROJECT FUTURE GROWTH:** The Consultant will utilize the updated travel demand model to obtain 2025 base year and 2050 future year vehicle miles of travel (VMT). The TAZ data from the model will be used to obtain population and employment projections to demonstrate future growth and need as required to meet the first part of the dual rational nexus test. The VMT data will be used for planning and to calculate a mobility fee.

**TASK 5.2 – EVALUATE LEVEL OF SERVICE:** The Consultant, in conjunction with the City, will evaluate the need to update road Level of Service (LOS) standards and to assign new LOS standards to future road. An existing and future conditions analysis will be conducted to identify roads that are projected to exceed 75% of the available capacity.

**TASK 5.3 – IDENTIFY ROADWAY PROJECTS:** The Consultant will utilize the LOS analysis results to identify the need for roadway improvements to existing roads and the number of additional lanes needed for future roadways. Where is it infeasible to widen existing roads that are projected to be over capacity, parallel roadway projects will be identified. Where adequate roadway capacity cannot be provided, alternative multimodal projects will be developed and identified to address future travel demand. The identification of road projects will also include the need for additional interchanges with I-95 or the Florida Turnpike. Roadway projects may also include new roads proposed to cross I-95 or the Florida Turnpike to enhance connectivity.

**TASK 5.4 – IDENTIFY TRANSIT PROJECTS:** The Consultant will coordinate with Staff to evaluate transit options to connect mobility hubs within the City to the future Brightline Station in Stuart. Transit options to be evaluated include water taxi service, circulators, and on demand shuttles. The Consultant will coordinate with Staff to evaluate updates of the other transit services identified in the current mobility plan and the potential to locate mobility hubs that serve multiple modes of travel at strategic locations within the City.

**TASK 5.5 – IDENTIFY MULTIMODAL PROJECTS:** The Consultant will coordinate with Staff to update the existing mobility plan projects for sidewalks, bike lanes, paths, trails, boardwalks, multimodal lanes, and greenways. The update will reflect any changes related to adoption of ordinances allowing or prohibiting use of golf carts or micromobility devices. The potential location of mobility hubs will be evaluated as part of transit projects.

**TASK 5.6 – IDENTIFY INTERSECTION PROJECTS:** The Consultant will coordinate with Staff to update the existing mobility plan projects for intersection improvements, traffic signals, and roundabouts. The Consultant will also coordinate with Staff to update the existing mobility plan projects for multimodal crossings at intersections, mid-block locations, and across I-95 and the Florida Turnpike.

**TASK 5.7 – MULTIMODAL CROSS-SECTIONS:** The Consultant will coordinate with Staff to develop or update current cross-section designs and standards for new complete streets. The Consultant will develop designs and standards for any unique ROW improvements.

**TASK 5.8 – MOBILITY PLAN UPDATE:** The Consultant will update the existing mobility plan document to reflect the updated projects. The mobility plan update will include tables, maps, and graphics as necessary, reflective of the data and analysis identified in this Scope. **The Consultant developed the City's existing mobility plans and has developed mobility plans through-out the State of Florida for municipalities and counties.**

**TASK 6: MOBILITY FEE UPDATE**

**TASK 6.1 – MOBILITY FEE SCHEDULE UPDATE:** The Consultant will coordinate with Staff to review the current Mobility Fee schedule of land uses. The mobility fee schedule will be updated to address any concerns or needs identified by the City. Utilizing property appraiser data, the current residential thresholds will be evaluated to determine if recommendation to amend the thresholds based on the size of residential dwellings being constructed. The residential land uses will also be evaluated to develop a single residential mobility fee rate per square foot. The non-residential land uses will also be evaluated for further refinement.

**TASK 6.2 – ASSESSMENT AREA UPDATE:** The Consultant will coordinate with the City to determine modifications to existing assessment areas. Updates may include the addition or deletion of one or more assessment areas and the establishment of new assessment areas west of current City limits for annexations into the City.

**TASK 6.3 – MOBILITY PLAN PROJECT COST:** The Consultant will prepare planning level cost estimates for each mobility plan projects. The planning level cost for the proposed mobility plan projects will be based on the most recent and localized data as required by Florida Statute. The planning level cost will include planning level factors such as planning, design, right-of-way acquisition, utility relocation, streetscape and landscape, stormwater, construction, and inspection.

**TASK 6.4 – ESTABLISH MULTIMODAL CAPACITIES:** The Consultant will calculate multimodal capacities for projects included in the mobility plan based on established quality of service standards. Multimodal capacities will be utilized to ensure mobility projects are adequate to accommodate future travel demand and new development is not charged more than its fair share of the cost of mobility plan projects.

**TASK 6.5 – PERSON MILES OF TRAVEL (PMT) Factor:** The Consultant will develop a person miles of travel (PMT) factor to convert vehicle miles of travel to person miles of travel to account for multiple modes of travel within the City. The PMT factor will be based upon the latest National Household Travel Survey and Characteristics for Households (LATCH) survey. The PMT factor will be used to convert vehicle travel to person travel.

**TASK 6.6 – BACKLOG EVALUATION:** The Consultant will conduct an existing areawide level of service analysis for the study area network. The evaluation will be conducted to make necessary adjustments to ensure new growth is not paying for existing deficiencies.



**TASK 6.7 – NEW GROWTH EVALUATION:** The Consultant will conduct a new growth evaluation based on the projected increase in person miles of travel using the VMT data, the PMT factor and the increase in multimodal capacity. The analysis will be utilized to develop a new growth evaluation factor to make necessary adjustments to ensure that new growth is not being charged for more than its fair share of projects.

**TASK 6.8 – REVENUE ADJUSTMENTS:** The Consultant will evaluate existing funding sources for multimodal projects. Case law requires that existing funding for multimodal projects is factored into the mobility fee. Funding may include sales tax, gas tax, special assessments and grants that are reasonably available to fund the multimodal improvements. Revenue funding adjustments will be developed based on whole dollar funding availability.

**TASK 6.9 – PERSON MILES OF CAPACITY (PMC) RATE:** The Consultant will develop a person mile of capacity rate based upon the cost of mobility plan projects, with adjustments for deficiencies, new growth, and available revenues. The rate will be divided by the increase in PMT based on the regional travel demand model.

**TASK 6.10 – TRIP GENERATION RATE:** The Consultant will utilize data collected from traffic counts and parcel level data to develop City specific trip generation rates. Where the City elects to use national data from ITE, the Consultant will utilize the most recent trip generation data to calculate rates per land use.

***Please note: ITE is preparing to update the trip generation manual in summer or fall 2025. If City specific trip generation rates are not collected and the mobility fee analysis is calculated, there may need to be a scope addendum to utilize the updated trip generation rates.***

**TASK 6.11 – PERSON TRAVEL DEMAND (PTD) FOR LAND USES:** The Consultant will calculate a person travel demand (PTD) for each land use and assessment area identified in the mobility fee for travel within the City. The PTD will be based on trip generation rates, adjusted for pass-by, adjustments for limited access facilities, adjustment for travel on state roads, and adjustments for either origin and destination or trip purposes.

**TASK 6.12 – CALCULATE THE MOBILITY FEE UPDATE:** The Consultant will update the mobility fee schedule based on the data and analysis from prior task. The mobility fee schedule will include the applicable units of measure and the mobility fee rates to be assessed per land use and per assessment area. **The mobility fee will address all requirements of HB 479.**

**TASK 6.13 – BENEFIT DISTRICT UPDATE:** The Consultant will coordinate with the City to determine modifications to existing benefit districts. Updates may include the addition or deletion of one or more assessment areas and the establishment of new districts for areas west of the City and for developments with existing road impact fee or mobility fee credits.

**TASK 6.14 – MOBILITY FEE TECHNICAL REPORT UPDATE:** A technical report will document the methodology and data used to develop the mobility plan and the mobility fee. The technical report will provide the factual basis to demonstrate the mobility plan and mobility fee meets legal and statutory requirements. The report will include an in-depth legal review and include definitions and future recommendations. **The report will address all requirements of HB 479.**

## **TASK 7: INTERLOCAL AGREEMENT**

**TASK 7.1 – COUNTY SHARE:** The Consultant will prepare a calculation for the share of mobility fees that should be set aside to address impact to County owned roads. The County share will be based on the share of travel occurring on County Roads compared to City, Private, and State Roads and the cost of improvements to County Roads in relationship to the overall cost of the mobility plan projects.

The Consultant will utilize the select district analysis to evaluate the share of travel coming from unincorporated County and Ft. Pierce into the City and the share of travel coming from the City into the County and Ft. Pierce. This data will also be one of the factors used to determine the share of mobility fee set aside to address impact to County owned roads. **The County Share will address all requirements of HB 479.**

**TASK 7.2 - MOBILITY FEE COMPARISON:** The Consultant will prepare a comparison between the calculated mobility fee rate and the existing County road impact fee and City mobility fee. The comparison will include the calculation for the percentage increase or decrease in the mobility fee compared to the existing fees.

**TASK 7.3 – INTERLOCAL UPDATE:** The Consultant will assist the City with update of the existing interlocal agreement between the City and the County. The interlocal update would include any mobility fees to be set aside for County Roads. The update would also identify the County Road projects for which the mobility fees would be expended and a time frame for expenditure of the fees. **The County Share will address all requirements of HB 479.**

## **TASK 8: MOBILITY FEE ORDINANCE UPDATE**

**TASK 8.1 – EXTRAORDINARY CIRCUMSTANCES:** The Consultant will assist the City with preparation of a finding of extraordinary circumstances. A separate study will be prepared that addresses the basis for the finding of extraordinary circumstances. The study will address population growth and growth in future travel demand in relation to the State. The study will also address inflation and increase in construction cost since the last update. The Consultant will also address additional factors as necessary to support a finding of extraordinary circumstances consistent with Florida Statute.

**TASK 8.2 – ORDINANCE UPDATE:** The Consultant will assist the City with update of the mobility fee implementing ordinance. The update will include amendments to address Florida Statute and Case Law requirements. The update will also address credits and any set aside of mobility fees for County Roads. Should the City Council not elect to pursue a finding of extraordinary circumstances, then the mobility fee shall be phased in accordance with the requirements of Florida Statute.

## **TASK 9: MEETINGS, PUBLIC HEARINGS, & WORKSHOPS:**

**TASK 9.1 - PRESENTATIONS:** The Consultant shall prepare presentations as required for meetings, hearings, and workshops.

**TASK 9.2 - CONFERENCE CALLS:** The Consultant shall participate in conference calls scheduled by the City or as requested by the City.

**TASK 9.3 - IN PERSON ATTENDANCE:** The Consultant shall participate in meetings, hearings, and workshops scheduled by the City or as requested by the City.

*All outreach material, advertisement, social media engagement, meeting locations, food and beverage, meeting set-ups, and meeting logistics is the responsibility of the City. For public hearings, it is understood that some hearings have multiple items, however, this is time being taken away from the consultant's performance of duties.*

*Hours for meetings, hearings, and workshops shall be based on the time, included travel, allocated for preparation and participation in meetings. There shall not be a maximum number of meetings or calls. There will be a maximum number of hours allocated. If the City utilizes the allotment of hours, then the scope will require an amendment to address the need for additional hours.*

- Deliverables:**
- (1) Mobility Plan
  - (2) Mobility Fee Technical Report
  - (3) Extraordinary Circumstances Study
  - (4) Mobility Fee Ordinance

All deliverables are in an electronic format only. No hardcopies are included.

**Scope Cost:** The cost per hour is based on an hourly average rate of \$200 per hour. The total number of projected hours is 2,800 and the total cost is a not to exceed \$560,000. ***Please note, almost 15% of the scope (\$80,000) is meetings. After three (3) years, the required meetings, hearings, workshops have been fully utilized and sometimes extended.*** The actual traffic counts are a separate cost and may be collected or a City consultant. Please note the Consultants cost have gone up substantially over the past four years and the Consultant has honored the \$175 rate. The \$200 rate is still a reduction of 20% based on the rates being paid by other local governments. Part of the cost increase over prior services is the higher rate per hour, which is only a 15% increase compared to a nearly 50% increase in cost.

TASK #	TASK	HOURS	COST
1	DATA COLLECTION	200	\$40,000
2	TRIP GENERATION	175	\$35,000
3	SCHOOL IMPACT	100	\$20,000
4	TRAVEL DEMAND MODELING	375	\$75,000
5	MOBILITY PLAN UPDATE	600	\$120,000
6	MOBILITY FEE UPDATE	500	\$100,000
7	INTERLOCAL AGREEMENT	250	\$50,000
8	MOBILITY FEE ORDINANCE UPDATE	200	\$40,000
9	MEETINGS	400	\$80,000
Total		2,880	\$560,000
Cost	Traffic Counts (Roads)	TBD	TBD
Cost	Traffic Counts (Development Access)	TBD	TBD

**CALENDAR:**

The projected time frame to complete the update the mobility plan and mobility fee update would be October 1<sup>st</sup>, 2025.

**TRAFFIC COUNT COST**

All traffic counts would be collected over a two-day period for a total of 48 hours. The counts would be collected on a Tuesday, Wednesday, or Thursday. The counts would only be collected on days when public schools are in session and there are no federal holidays. Driveways include the total number of lanes (thru lanes and turn lanes).

Traffic Counts - 2 Lane Driveway	\$500 per count
Traffic Counts - 3 Lane Driveway	\$650 per count
Traffic Counts - 4 Lane Driveway	\$800 per count
Traffic Counts - 5 Lane Driveway	\$950 per count
Traffic Counts - 6 Lane Driveway	\$1,100 per count
Traffic Counts - 7 Lane Driveway	\$1,250 per count
Traffic Counts - 8 Lane Driveway	\$1,400 per count
Traffic Counts - 9 Lane Driveway	\$1,550 per count
Traffic Counts - 10 Lane Driveway	\$1,700 per count

Traffic Counts - 2 Lane Road	\$500 per count
Traffic Counts - 4 Lane Undivided Road	\$750 per count
Traffic Counts - 4 Lane Divided Road	\$1,000 per count
Traffic Counts - 6 Lane Road	\$1,250 per count
Traffic Counts - 8 Lane Road	\$1,500 per count
Traffic Counts - 10 Lane Road	\$1,750 per count

Thank you for your consideration of this first draft scope of services. Please let me know if have any questions.

Sincerely,



Jonathan B. Paul, AICP  
Principal