FANDREI CONSULTING INC.
Traffic Engineering Services

12651 S. Dixie Hwy. • Suite 333 • Pinecrest, FL 33156
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May 2, 2015

RECEIVED
Z11-64
MAY 21 2015
MIAMI-DADE COUNTY
DEPARTMENT OF REGULATORY AND
ECONOMIC RESOURCES
DEVELOPMENT SERVICES
for DATT

Mr. Ricardo Gavilan, P.E., PTOE,
Traffic Engineer II, Traffic Engineering Division
Miami-Dade County Public Works and Waste Management Department
Stephen P. Clark Center
111 NW First Street, Suite 1510
Miami, Florida 33120-1900

RE: King's Christian School at SW Community Church
8951 SW 44th Street, Miami-Dade County
Traffic Impacts

Dear Mr. Gavilan:

King's Christian School (KCS) is located at 8951 SW 44th Street in a residential area to the West of Tropical Park and South of Bird Road. See Figure 1 for a location map. CKS is currently approved for 245 students in Pre-K through 8th Grade. The school seeks permission to expand allowable enrollment to 297 students in Pre-K through 9th Grade, an increase of 21%.

The Miami-Dade Public Works and Waste Management Department (PWWM) has required that the school provide a Vehicle Accumulation Study and other information to PWWM for the Department's use in evaluating the request for an increase in allowable enrollment.

Fandrei Consulting, Inc. (FCI) performed a Vehicle Accumulation Study during the morning arrival and the afternoon dismissal periods at the school on November 16th, 2011 and provides the following data and analyses.

Classes begin at 8:15 a.m. for all grade levels. Three and 4 year olds in Pre-K are dismissed at 12:20 p.m. All other grades are dismissed at 3:10 p.m. This schedule applies throughout the school week (M-F). At the time of the study there were 119 students at the school. All vehicles were easily handled on campus during the arrival and the dismissal periods.

The attached Traffic Operations Plan sheet shows the proposed Traffic Flow Plan for the school. Parents who drive their children to school will enter through the drive at the east end of the campus. Drivers will enter into the queuing line shown in the TOP or drive their vehicle to a visitor parking space.

Projected accumulations of vehicles used to drop-off or pick-up students from the school are 55 vehicles in the morning and 61 during the primary afternoon dismissal. These accumulations include vehicles in queue and vehicles in parent/visitor parking spaces. There are no school buses carrying students to Kings Christian School.

The primary queuing lane can store 17 vehicles. This includes 6 spaces in the Passenger Loading Zone. There will be 62 parking spaces available for parents in addition to the 17 vehicles which can be accommodated within the queuing lane. This yields a total capacity of 79 spaces which exceeds projected demand.

The Accumulation Assessment for King's Christian School shows that the projected accumulations for the arrival and dismissal periods can be accommodated within the queuing lanes and parent parking provided with the existing traffic flow plan. Also the queuing lane as proposed has width adequate to provide a 10 foot pass-by lane for vehicles to leave the queue and exit the site, if needed.

There are existing school zone signs on SW 44th Street to the East and the West of the school. Since school driveway locations will not be changing, the existing school traffic control devices will not require modification.

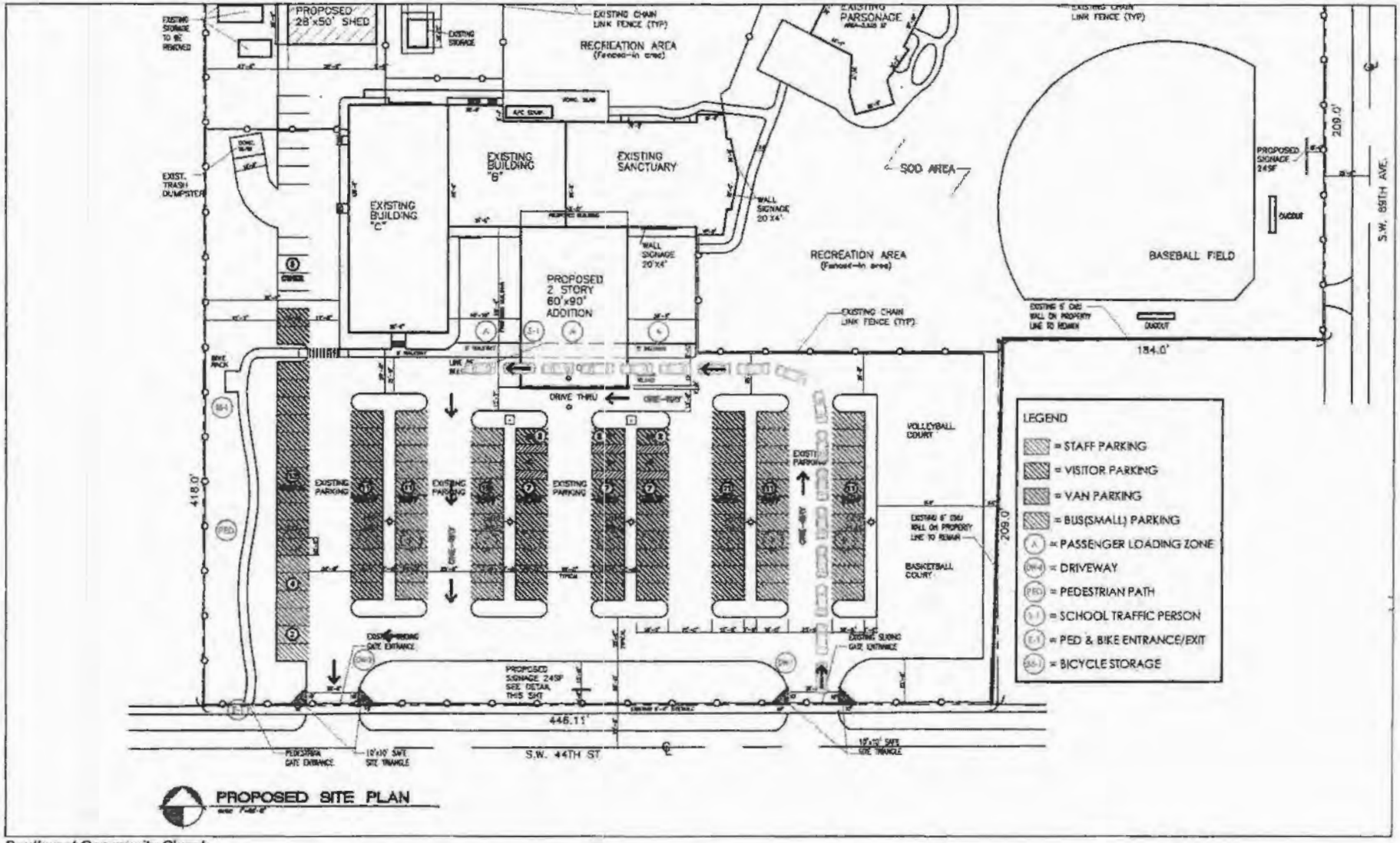
Please contact me if you have any questions or need additional information.

Respectfully submitted,

Henry A. Pandrel, P.E., PTOE
Principal
FL PE #31478

attachments

1115 Gavilan 02May15

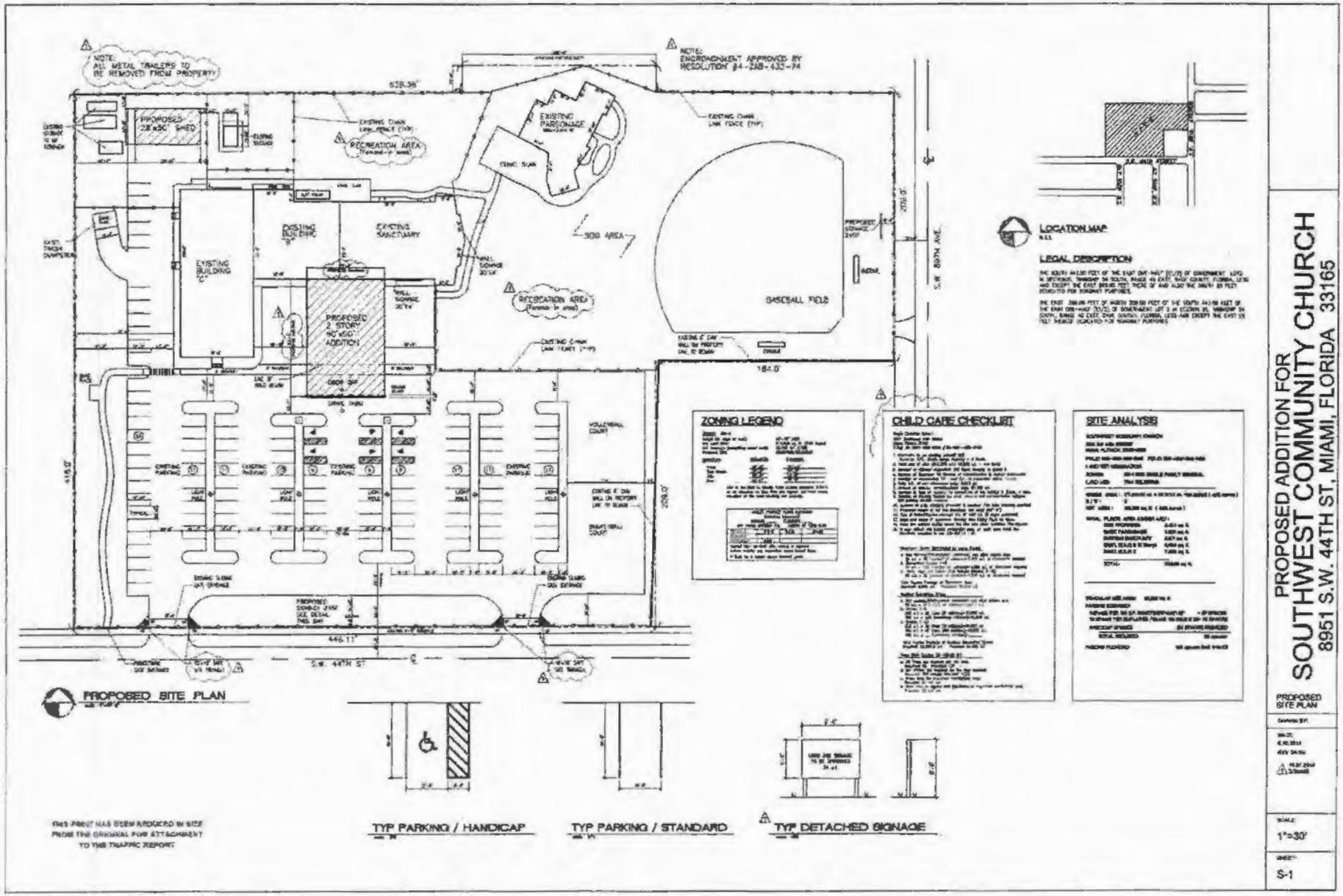


Southwest Community Church

Traffic Operations Plan

FANDREI CONSULTING INC
Traffic Engineering Services

MAY/2015



PROPOSED ADDITION FOR
SOUTHWEST COMMUNITY CHURCH
8951 S.W. 44TH ST, MIAMI, FLORIDA 33165

PROPOSED SITE PLAN

SCALE: 1"=30'

SHEET: S-1

SCHOOL SCHEDULE QUESTIONNAIRE

for a Proposed New, or an Addition to an Existing, Private School (Countywide)

Name of application:	**SW Community Church**		
T-Plat No.:		Zoning Hearing No.:	**Z2011000064**
School name:	**King's Christian Sachool**		
Location:	**8951 SW 44th Street**		
Site size (acres):	**5.1**	Section-Township-Range:	
Grade levels (proposed):	**Pre-K through 9**	Total number of students (proposed):	**297**

ATTENDANCE

	Arrival/Dismissal Times (e.g., 8:30am-3:00pm, xFri.-2:00pm)[3]	Grade Levels (e.g., k - 5, 6 - 8, 9 - 12)	Number of Students Existing	Number of Students Proposed
Early Session[2]:				
School Session(s)[1]:	**8:15 am to 12:20 pm**	**Pre-K**	**13**	**45**
	8:15 am to 3:10 pm	**K-9**	**110**	**252**
Extended Session[2]:				
		Totals:	**123**	**297**

[1] These are for students who attend regularly scheduled classes only.

[2] This is for students who attend a session which includes before and/or after school care programs in addition to regularly scheduled classes. Do not double count students in this table.

[3] The example indicates classes for a session, or shift, which start at 8:30 am and end at 3:00 pm every day except on Friday classes end at 2 pm.

TRANSPORTATION

Indicate the approximate number and percentage of existing students (or if a new school, proposed students) that travel to

Mode	Percentage	Number of Students* Existing	Number of Students* Proposed
Walk	**2%**	**2**	**6**
Bicycle	**0%**	**0**	**0**
Passenger Vehicle/Commercial Van	**98%**	**121**	**291**
School Bus (large school owned)	**0%**	**0**	**0**
Private Bus (large non-school owned)	**0%**	**0**	**0**
Public School Bus (MDCPS)	**0%**	**0**	**0**
Student Vehicle (high school)	**0%**	**0**	**0**
Other (e.g., MDTA):	**0%**	**0**	**0**
Totals:		**123**	**297**

* Number of Students should equal totals in previous table.

Comments:

Please print school principal/administrator name, school mailing address, and telephone number below:

King's Christian School
8951 SW 44th Street
Miami, FL 33165
305-221-2008

Deborah [illegible] — Signature of Principal/Administrator

5/8/15 — Date

ACCUMULATION ASSESSMENT

Pre K - 9 am

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **7:30-8:30 am**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**297**	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**2.50**	[C / E]
Surrogate Accumulations[3]	**22**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**55**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**144%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:

for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553

Video Data Solutions

12735 SW 75 Terrace

Miami FL 33183

ACCUMULATION ASSESSMENT

Pre-K pm

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **2:30-3:30 pm**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**45**	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**0.38**	[C / E]
Surrogate Accumulations[3]	**29**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**11**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**718%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

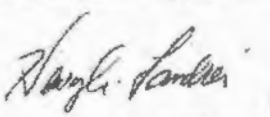
[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:



for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553

Video Data Solutions

12735 SW 75 Terrace

Miami FL 33183

ACCUMULATION ASSESSMENT

K-9 pm

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **2:30-3:30 pm**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**252**	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**2.12**	[C / E]
Surrogate Accumulations[3]	**29**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**61**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**130%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

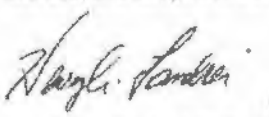
[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:



for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553

Video Data Solutions

12735 SW 75 Terrace

Miami FL 33183

ACCUMULATION DATA REPORT

INSTRUCTIONS

All applicants seeking to provide an accumulation study are advised to contact the Traffic Engineering Division prior to conducting the study. All studies must be conducted by a licensed traffic consulting firm. The accumulation study shall report the peak one minute vehicular accumulation demand during the arrival and dismissal periods, as recorded by field observation at the surrogate school. The arrival period is defined as 20 minutes prior to the scheduled arrival time and 10 minutes after. The dismissal period is defined as 15 minutes prior to the scheduled dismissal time and 30 minutes after. Facilities with no specific arrival and dismissal schedules shall, such as daycares, shall observe a minimum of 2 hrs during the peak AM and PM hours. The surrogate school is an existing operating facility, located at the proposed facility or a similar facility, from which the future accumulations for the proposed facility are based. Field observation shall record all vehicle accumulations, onsite and offsite, associated with the facility. An aerial identifying all studied areas is required along with the collected data. Future accumulations for the proposed facility must be projected using the Accumulation Assessment Form. The study shall report the surrogate school schedule on the School Schedule Questionnaire form. Surrogate schools with split arrival/ dismissal shifts separated by 30 minutes or more shall have their vehicle accumulation impacts considered individually.

APPLICANT INFORMATION (PROPOSED FACILITY)	
Facility Name:	King's Christian School
Facility Address:	8951 SW 44th Street
Facility Folio:	30-4021-000-0130 + 30-4021-000-0100
Case Number:	

DATA COLLECTORS INFORMATION	
Data Collector & Company:	Video Data Solutions
Contact Information:	Rolando Aleman (305) 235-1553
Date:	11/16/2011

SITE INFORMATION (SURROGATE SCHOOL)			
Facility Name:	King's Christian School		
Facility Address:	8951 SW 44th Street		
Date/ Day/ Time:	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm		
Child/ Student Attendance:	119 (12 Pre K & 107 K-8)		
Staff Attendance:			
No. Staff Vehicles:	13	Included in Counts (Yes/No):	Separated from Parent counts
No. Facility Operated Transportation:	None	Included in Counts (Yes/No):	N/A

AM PEAK PERIOD	
7:30 AM	8:20 AM

PM 2 HR PEAK PERIOD	
2:30 PM	3:30 PM

NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE										TOTAL	
	Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Stacking	Parking	Parent	*Staff*	Parent	*Staff*	Parent	Staff	Parent	Staff	Parent	*Staff*
AM Two Minute Peak												
08 0:05	3	**14**		*2*	4	*6*	1				**22**	*8*
08 0:06	3	14		*2*	4	*6*	1				22	*8*
PM Two Minute Peak												
15 0:14	21	4	2	*4*		*6*					27	*10*
15 0:15	**23**	4	**2**	*4*		*6*					**29**	*10*

AM and PM two hour peak should coincide with arrival and dismissal schedule form.

Bus vehicles also includes Delivery trucks and Transport Vans

AREA DESCRIPTION (LABEL ON SITE PLAN)	
Auto Stacking:	Vehicle stacking in the Phase 1 Queuing Lane
Parent Parking:	This is the westernmost parking aisle
Aisle 2:	This is the 2nd Aisle from the West P.L.
Aisle 3	This is the 3rd Aisle from the West P.L. - also the Center Aisle
Aisle 4	This is the first aisle east of the center aisle
Aisle 5	This is the last marked parking aisle on the eastern end of the school site
OFF-SITE: There were no vehicles parked or otherwise stacked off of the school site	

ACCUMULATION DATA REPORT

Facility Name	King's Christian School
Facility Address	8951 SW 44th Street
Date/Day/Hour	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm

NUMBER OF VEHICLES ACCUMULATED

TIME		ON SITE											
		Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Minute	Stacking	Parking	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*
07	0:30				2		2					0	4
07	0:31				2		2					0	4
07	0:32				2		2					0	4
07	0:33				2		2					0	4
07	0:34				2		2					0	4
07	0:35		1		2		2			1		2	4
07	0:36		1		2		2			1		2	4
07	0:37		1		2		2			1		2	4
07	0:38		1		2		2			1		2	4
07	0:39		1		2		2			1		2	4
07	0:40		1		2		2			1		2	4
07	0:41		1		2		2			1		2	4
07	0:42		1		2		2			1		2	4
07	0:43		1		2		2			1		2	4
07	0:44	4	1		2		2			1		6	4
07	0:45		1		3		3	1				2	6
07	0:46		1		3		3	1				2	6
07	0:47		1		3		3	1				2	6
07	0:48		1		3		3	1				2	6
07	0:49		1		3		4	1				2	7
07	0:50		1		3		5					1	8
07	0:51		1		3		5					1	8
07	0:52		3		3		5					3	8
07	0:53		4		3		5					4	8
07	0:54		4		3		5					4	8
07	0:55		6		2		5	1				7	7
07	0:56		6		2		5	1				7	7
07	0:57		8		2		5	1				9	7
07	0:58	3	9		2		5	1				13	7
07	0:59		10		2		5	1				11	7
08	0:00		11		2		5	1		1		13	7
08	0:01	3	11		2		5	1		1		16	7
08	0:02	2	12		2		5	1		1		16	7
08	0:03		13		2		5	1		1		15	7
08	0:04	1	13		2		5	1		1		16	7
08	0:05	3	14		2	4	6	1				22	8
08	0:06	3	14		2	4	6	1				22	8
08	0:07	3	13		2	4	6	1				21	8
08	0:08	1	13		2	4	6	1				19	8
08	0:09	1	12		2	4	6	1				18	8
08	0:10	2	12		3	5	6			1		20	9
08	0:11	2	12		3	5	6			1		20	9
08	0:12		12		3	5	6			1		18	9
08	0:13		12		4	5	6			1		18	10
08	0:14	1	12		5	4	6			1		18	11
08	0:15		13		6	3	6			1		17	12
08	0:16	1	12		6	3	6			1		17	12
08	0:17		11		6	3	6			1		15	12
08	0:18		8		6	3	6			1		12	12
08	0:19		7		6	3	6			1		11	12
08	0:20		6		7		6					6	13
08	0:21												
08	0:22												
08	0:23												
08	0:24												
08	0:25												
08	0:26												
08	0:27												
08	0:28												
08	0:29												
1 Min Peak Acc.		**4**	**14**	**0**	**7**	**5**	**6**	**1**	**0**	**1**	**0**	**22**	**13**

ACCUMULATION DATA REPORT

Facility Name	King's Christian School
Facility Address	8951 SW 44th Street
Date/Day/Hour	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm

NUMBER OF VEHICLES ACCUMULATED												
		ON SITE										
TIME		Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Minute	Queuing	Parking	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*
14	**0:30**		4		*2*		*6*	1				5	*8*
14	0:31		4		*2*		*6*	1				5	*8*
14	0:32		4		*2*		*6*	1				5	*8*
14	0:33		4		*2*		*6*	1				5	*8*
14	0:34		4		*2*		*6*	1				5	*8*
14	**0:35**		4		*3*		*6*	1				5	*9*
14	0:36		4		*3*		*6*	1				5	*9*
14	0:37		4		*3*		*6*	1				5	*9*
14	0:38		4		*3*		*6*	1				5	*9*
14	0:39		4		*3*		*6*	1				5	*9*
14	**0:40**		4		*3*		*6*	1				5	*9*
14	0:41		4		*3*		*6*	1				5	*9*
14	0:42		4		*3*		*6*	1				5	*9*
14	0:43		4		*3*		*6*	1				5	*9*
14	0:44		4		*3*		*6*	1				5	*9*
14	**0:45**		4		*3*		*6*					4	*9*
14	0:46		4		*3*		*6*					4	*9*
14	0:47		4		*3*		*6*					4	*9*
14	0:48		4		*3*		*6*					4	*9*
14	0:49		4		*3*		*6*					4	*9*
14	**0:50**	4	5		*4*		*6*					9	*10*
14	0:51	4	5		*4*		*6*					9	*10*
14	0:52	4	5		*4*		*6*					9	*10*
14	0:53	4	5		*4*		*6*					9	*10*
14	0:54	4	5		*4*		*6*					9	*10*
14	**0:55**	4	4		*4*	1	*6*					9	*10*
14	0:56	5	4		*4*	1	*6*					10	*10*
14	0:57	5	4		*4*	1	*6*					10	*10*
14	0:58	7	4		*4*	1	*6*					12	*10*
14	0:59	8	4		*4*	1	*6*					13	*10*
15	**0:00**	8	4		*4*	1	*6*					13	*10*
15	0:01	9	4		*4*	1	*6*					14	*10*
15	0:02	10	4		*4*	1	*6*					15	*10*
15	0:03	11	4		*4*	1	*6*					16	*10*
15	0:04	12	4		*4*	1	*6*					17	*10*
15	**0:05**	13	4	1	*4*		*6*					18	*10*
15	0:06	14	4	1	*4*		*6*					19	*10*
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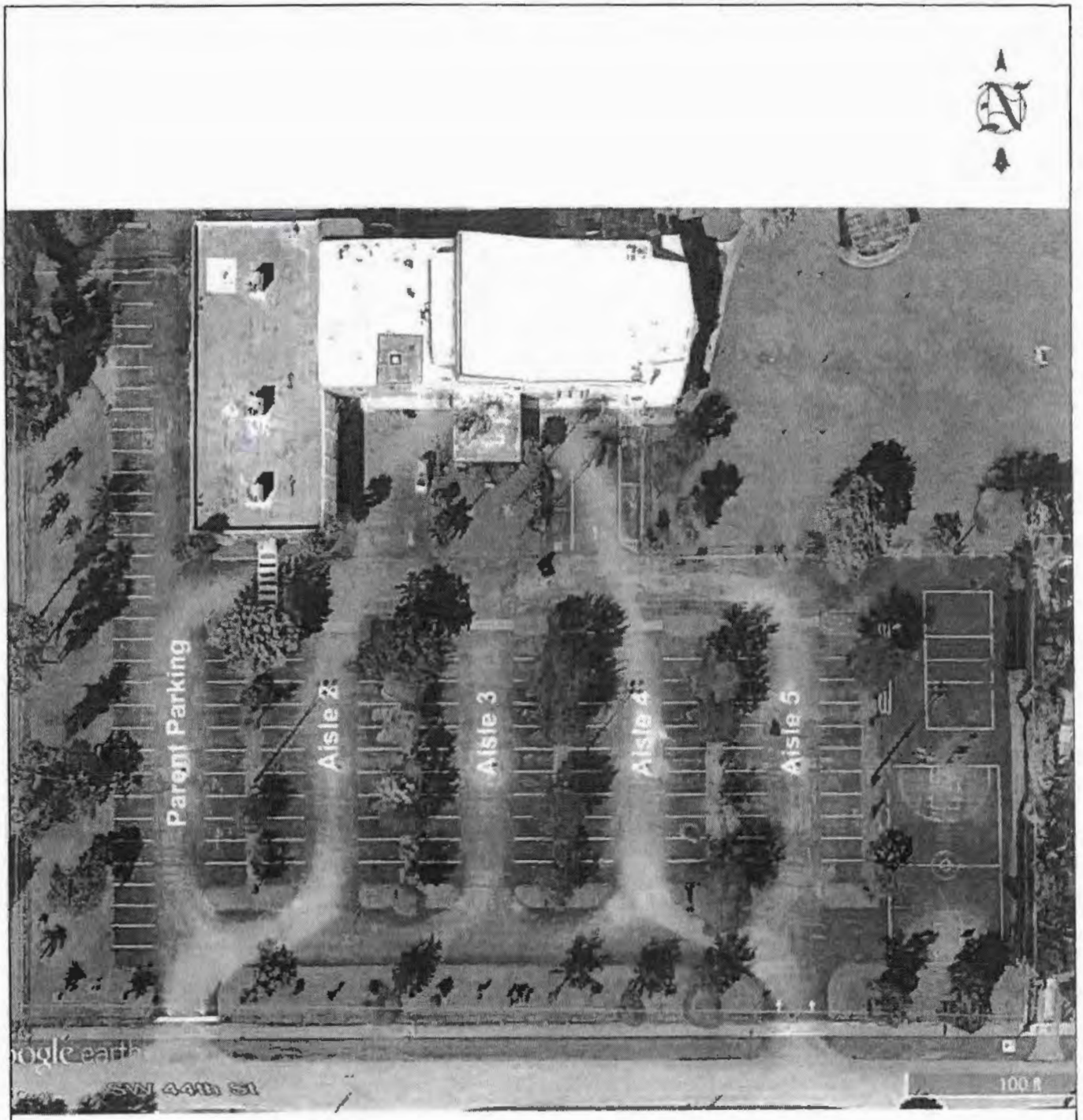
15	0:08	14	4	1	*4*		*6*					19	*10*
15	0:09	15	4	1	*4*		*6*					20	*10*
15	**0:10**	17	4	2	*4*		*6*					23	*10*
15	0:11	17	4	2	*4*		*6*					23	*10*
15	0:12	18	4	2	*4*		*6*					24	*10*
15	0:13	19	4	2	*4*		*6*					25	*10*
15	0:14	21	4	2	*4*		*6*					27	*10*
15	**0:15**	23	4	2	*4*		*6*					29	*10*
15	0:16	18	4	2	*4*		*6*					24	*10*
15	0:17	13	4	2	*4*		*6*					19	*10*
15	0:18	12	4	2	*4*		*6*					18	*10*
15	0:19	12	4	2	*4*		*6*					18	*10*
15	**0:20**	9	4	1	*4*		*6*					14	*10*
15	0:21	11	4	1	*4*		*6*					16	*10*
15	0:22	9	4	1	*4*		*6*					14	*10*
15	0:23	4	4	1	*4*		*6*					9	*10*
15	0:24	3	4	1	*4*		*6*					8	*10*
15	**0:25**	2	4	2	*4*	1	*6*					9	*10*
15	0:26		4	2	*4*	1	*6*					7	*10*
15	0:27		4	2	*4*	1	*6*					7	*10*
15	0:28		4	2	*4*	1	*6*					7	*10*
15	**0:29**		4	2	*4*	1	*6*					7	*10*
15	0:30		5		*4*	1	*6*					6	*10*
1 Min Peak Acc.		**23**	**5**	**2**	***4***	**1**	***6***	**1**	***0***	**0**	**0**	**29**	**10**

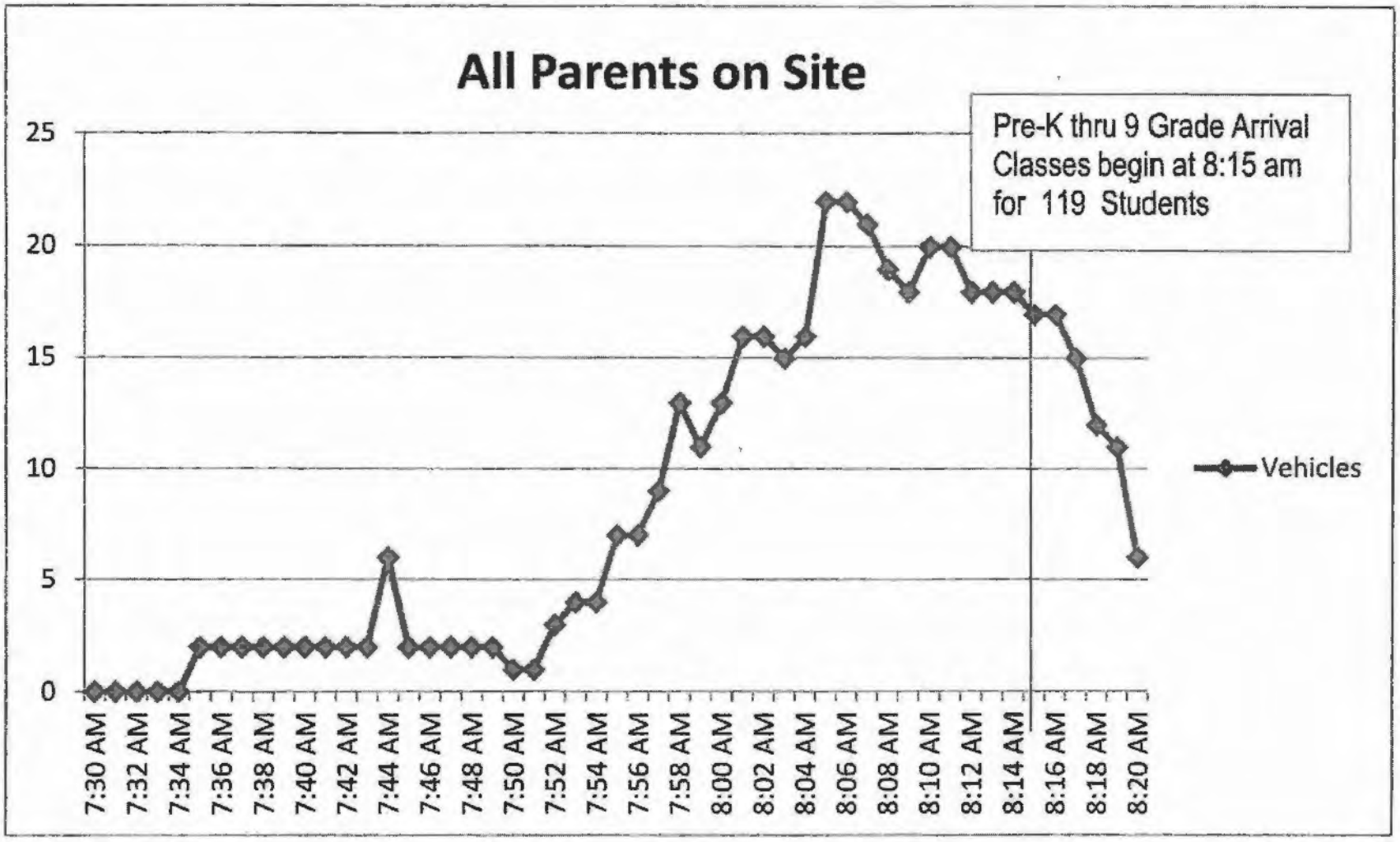


Southwest Community Church

FANDREI CONSULTING INC
Traffic Engineering Services

MAY/2015

Area Description for Accumulation Report


All Parents on Site
Pre-K thru 9 Grade Arrival
Classes begin at 8:15 am
for 119 Students
Vehicles
25
20
15
10
5
0
7:30 AM
7:32 AM
7:34 AM
7:36 AM
7:38 AM
7:40 AM
7:42 AM
7:44 AM
7:46 AM
7:48 AM
7:50 AM
7:52 AM
7:54 AM
7:56 AM
7:58 AM
8:00 AM
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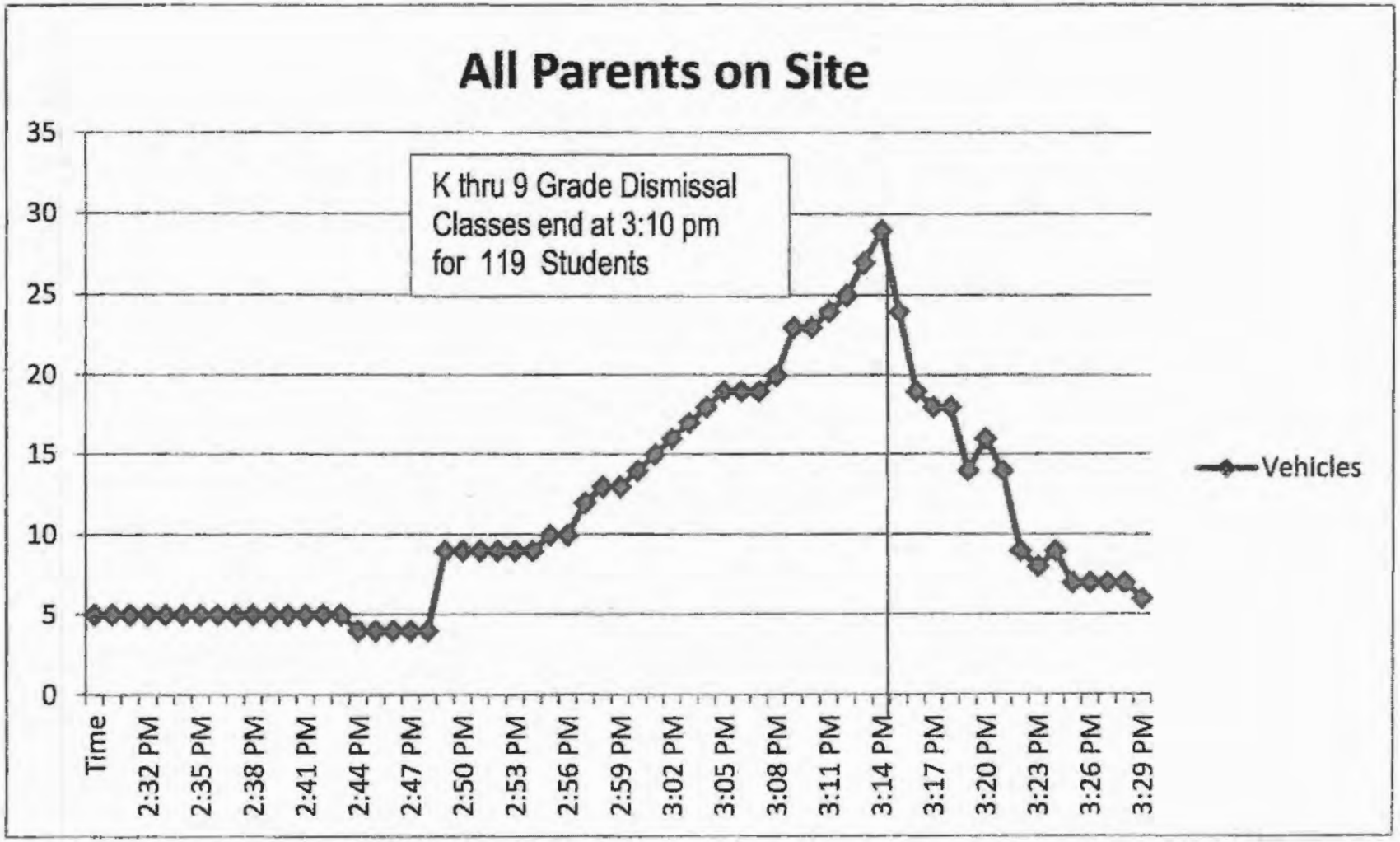
8:20 AM


All Parents on Site
K thru 9 Grade Dismissal
Classes end at 3:10 pm
for 119 Students
35
30
25
20
15
10
5
0
Time
2:32 PM
2:35 PM
2:38 PM
2:41 PM
2:44 PM
2:47 PM
2:50 PM
2:53 PM
2:56 PM
2:59 PM
3:02 PM
3:05 PM
3:08 PM
3:11 PM
3:14 PM
3:17 PM
3:20 PM
3:23 PM
3:26 PM
3:29 PM
Vehicles

School Traffic Operation Plan (TOP) Form

This form has been created by Miami-Dade County Public Works and Waste Management (PWWM) to document a school's traffic operations and commitments. King's Christian School is required to complete the written portions of this form and develop all the necessary illustrations for attachment.

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1.0 Definitions
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9.0 Offsite Traffic Control Officers
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10.0 Special Event Provisions
11.0 Parent Traffic Handbook
12.0 Attachments
13.0 Endorsement

1.0 Definitions

For the purpose of this document, the following definitions for terms used herein shall apply to all sections unless the context clearly indicates otherwise:

(1) *Educational program:* A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.

(2) *Schedule Shift:* A period of time when students are anticipated to be at the school facility to engage in programed activities

(2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."

(2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).

(2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)

(2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.

(2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

(2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.

(3) *Vehicle Route*: A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.

(4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.

(5) *Vehicle Queuing Space*: A space where a vehicle can idle while waiting to enter into a stacking space.

(6) *Vehicle Staging Space*: A space where a service vehicle may remain idle while providing their service.

(7) *Parked Stacking Space*: A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.

(8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.

(9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.

(10) *Staff Parking Space*: A parking space designated for staff use during the school's hours of operation.

(12) *Student Parking*: A parking space designated for student use during the school's hours of operation.

(13) *Pedestrian Route*: A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.

(14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.

(15) *Bicycle Storage*: A designated area where bicycles may be secured and remain in place for the school day.

(16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.

(17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.

(18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.

(19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

Specify the school's name, site address, folio and hours of operation within the **Table 2.0-1**.

Table 2.0-1 School Location

Name	King's Christian School
Address	8951 SW 44th Street
Folio Number(s)	30-4021-000-0130 + 30-4021-000-0100
Hours of Operations	7:00 am to 6:00 pm

3.0 Educational Program and Enrollment

A school provides instructions to students through its *educational programs* (Elementary, Middle, High, ect). Specify the school's educational programs and maximum enrollment by completing **Table 3.0-1**. Indicate the school's programs by entering the student enrollment associated with each program and/or enter "None" for student enrollment if a particular program does not operate at the school.

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-K	Pre-K	45	45
Elementary	K-5	25	155
Middle	6-9	24	97
Total Facility Enrollment			297

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's educational programs in **Table 3.0-2.**

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Pre-K	Typical
Elementary	Typical
Middle	Typical

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 30 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

A school's schedule may often be influenced by the site's vehicle accumulation capacity and other off-site traffic operational factors. A site's vehicle accumulation capacity and other factors are typically defined within a traffic study conducted by the school.

Schools that operate with multiple instructional shifts are required to operate a "*study hall*" period. The study hall period begins with the school's first arrival time and ends at the school's last dismissal time. This period must be provided free of charge for car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time due to co-passenger students.

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1,** with a minimum 30 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

The school will operate a "study hall" period when its schedule has more than one instructional shift.

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	297	1
Dismissal	252	2

4.2 School Schedule Example

The school is required to maintain the schedule commitment at all times. This commitment will define the school staggered shift schedule format, but actual start and end times may differ. Provide an example of the school schedule at full capacity in **Table 4.2-1**.

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
Pre-K	PK-12	M-F	8:15 am	12:20 pm	45
Elementary/Middle	K-9	M-F	8:15 am	3:10 pm	252

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's schedule shifts in **Table 4.22.**

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Pre-K	Typical Day Care and Pre-K activities
Elementary/Middle	Standard Elementary and Middle School Instruction

5.0 Vehicle Operations

A school has various vehicle types that access the site regularly. These vehicle types may include automobiles, school buses, and service vehicles such as food delivery trucks and trash collecting trucks. The various vehicles require clear traffic patterns to maintain the site's safety and maneuverability when accessing the site. These patterns are termed *vehicle routes*. Once vehicles are on site, they accumulate as parking, *stacking*, *queuing*, or *staging*. The following section will formally define these vehicle routes and spaces within the TOP.

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles.

The route should minimize the number of conflict throughout its pathway. Each portion of the route must be identified using the following formats stated below.

Vehicle Route Naming Format: Each route must be assigned a name that indicates its intended "purpose" and "service". Use the abbreviations contained in **Table 5.1-1** to appropriately name the routes. For example, a curbside automobile passenger loading zone that is to be used by parents dropping-off elementary school students would be named "A(K-5)".

Table 5.1-1 Route Name Key

"Purpose"		"Service"	
A	**Automobile Loading Zone**	**K-12**	**Student Passengers –specify grade range**
B	**Bus Loading Zone**	**Food**	**Food Delivery**
P	**Parking**	**Trash**	**Garbage Pick-up**
S	**Service Vehicle**	**Delivery**	**General Delivery**
PED	**Pedestrian Pathway**		
BIK	**Bicycle Pathway**		

Route Entry and Exit Label Format: Each route's entry and exit location must be assigned a label. Each location label will be composed of an abbreviated location type and a number. Use **Table 5.1-2** to provide the correct abbreviated location type and number. **Route names, entries, and exits must be illustrated in a plan view and attached to this document.**

Table 5.1-2 Route Entry and Exit Location - Labeling Key

Location Type		Number
DW	**Driveway accessing the site**	**Number all the locations sequentially for each "location type" set. Start with the number 1. Begin numbering from the NE corner of the plan and increase the numbers sequentially in a clock-wise direction until all locations are labeled.**
P	**Point located within a plan**	
E	**Pedestrian and Bicycle Entrance and/or Exit**	

Example: The entry and exit locations for a site that has two driveways (DW-1, DW-2) connecting to the public right-of-way, an internal drive aisle (P-1) connecting to the adjacent property, and a sidewalk connecting the main entrance (E-1) to the public right-of-way (E-2); will have three vehicle locations labeled as DW-1, DW-2, and P-1 and two pedestrian locations labeled E1 and E2.

Entry and exit points along the vehicle route may have operational restrictions. The restrictions may be in place permanently or only during the times when the TOP is in effect. Use **Table 5.1-3** to better understand the restriction notes to be used throughout this form.

Table 5.1-3 Route Restrictions Note Key

Restriction Note	Description
Right In Only	**Vehicles may only enter into this location via a right turn movement.**
One Way Only	**All traffic is moving solely in one direction at this location.**
Right Out Only	**Vehicles may only exit out of this location via a right turn movement.**

5.2 Vehicle Stacking and Staging Spaces

All stacking and staging spaces must be accessed through a vehicle route. The stacking, queuing, and staging spaces along a vehicle route may not impede the operations of any other concurrently operating vehicle route or space operation. For example, a stacked or queued vehicle may not be located within the maneuvering "back-out" area of a parking space designated as a *parked stacking space.*

Vehicle stacking spaces within passenger loading zones must have a passenger landing area for entering and exiting the vehicle. A 10 foot minimum *by-pass lane* must be provided for passenger loading zones whose combined stacking and queuing spaces are longer than 3 consecutive vehicle spaces. Parking spaces may be designated as stacking spaces. Access to the vehicle stacking spaces must be opened 30 minutes before the first scheduled time of use.

5.3 Automobile Passenger Loading Zone Operations

An automobile passenger loading zone is a designated area for stacking automobiles and vans to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for automobile loading zones must be located on the right side of the vehicle and should have a minimum size of 5 feet by 5 feet. Typically these landing areas are considered curbside passenger loading areas because the vehicles stack adjacent to a curbed sidewalk. Automobile passenger loading zones that have a by-pass lane should taper the head of the zone (the front space of the stacking line) towards the by-pass lane to merge the exiting stacked vehicles into the by-pass lane.

Specify if the school operates one or more automobile passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.3-1**, or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A(PreK-9)	DW-1	☐	Right In Only	DW-2	☐	Right Out Only	
		☒	One Way Only		☒	One Way Only	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way Only		☐	One Way Only	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way Only		☐	One Way Only	

The use of automobile passenger loading zones are limited to automobiles and vans only. Each vehicle space is measured at 22 feet long and 8 feet wide. If the school operates with an automobile passenger loading zone, indicate its capacity in **Table 5.3-2.** Enter zero (0) for the total capacity if the school does not have an automobile passenger loading zone.

Table 5.3-2 Automobile Loading Zone Vehicle Capacity Summary (Automobiles and Vans)

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A(PreK-9)	6	11	17

5.4 School Bus Passenger Loading Zone Operations

A school bus passenger loading zone is a designated zone for stacking school buses to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for school bus passenger loading zones must be located on the right side of the vehicle and should have a minimum size of 8 feet by 8 feet.

Specify if the school operates one or more school bus passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.4-1**, or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document**.

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	Label	☐	Right In Only	Label	☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

The use of school bus passenger loading zones are limited to only school buses during arrival and dismissal operations. Each bus vehicle space measures 50 feet long and 10 feet wide unless otherwise stated in **Table 5.4a-2.** If the school operates with a school bus passenger loading zone, indicate its capacity in **Table 5.4-2.** Enter zero (0) for the total capacity if the school does not have a school bus passenger loading zone.

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	0	0	0

The school's bus operations may be voluntary, recommended in a traffic study, and/or mandated by zoning resolution. Complete the section 5.4a to specify the minimum number of school buses required to operate at the school.

5.4a School Bus Commitment

Specify the school's busing commitment by completing **Table 5.4a-1** and **Table 5.4a-2**. Report zero (0) number of buses if the school has no busing commitment. Standard bus types have been provided in **Table 5.4a-2** for convenience.

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
0	0

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
0	S-BUS-11 [S-BUS-36]	45	10	65	0
0	S-BUS-12 [S-BUS-40]	50	10	84	0
				Students Grand Total	0

The school is required to provide a school bus program that maintains the required minimum bus ridership participation reported in **Table 5.4a-1** and **Table 5.4a-2**; and manage the program to ensure that bus accumulations are contained within the designated bus stacking and queuing spaces.

5.5 Parking Stall Operations

All parking spaces used during the school's operation must be identified. The parking spaces must meet all governing parking stall codes.

Parked stacking spaces must have an unobstructed vehicle route to access these spaces during arrival and dismissal shifts. Parking spaces that have no assigned use during arrival and dismissal operations due to vehicle route obstructions will be termed *open parking spaces*. A cross parking agreement is required for all off-site privately managed parking spaces.

Specify the school's parking space usage and quantities by completing **Table 5.5-1. The parking spaces must be illustrated in a plan view and attached to this document.**

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	43	21	0
Student	0	0	0
Parked Stacking	62 [incl 6 HC]	51	0
Open	9	0	0
Total	114	72	0

If the school has parked stacking spaces or *student parking spaces*, specify the route information that provides access to those spaces within the **Table 5.5-2**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P(PreK-9)	DW1	☐	Right In Only	DW2	☐	Right Out Only
		☒	One Way In		☒	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

5.6 Service Vehicle Operations

Schools often require service vehicles to enter and maneuver within the site to provide facility services. Specify the school's service vehicle routes by providing the vehicle route information within the **Table 5.6-1**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
S(TRASH)	DW2	☐	Right In Only	Label	☐	Right Out Only	0:00-0:00
		☐	One Way In		☐	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	

6.0 Pedestrian and Bicycle Facilities

A *pedestrian route* originating from the public right-of-way must be provided to all school building entrances. The route should be a minimum of 5 feet wide and have all the required elements when crossing a motorized vehicle travel lane (crosswalk, pedestrian ramp, etc.). All student entrances to the school site and buildings must be labeled by using **Table 5.1-2**. Only the main entrance is required to be labeled when multiple buildings are interconnected with pedestrian pathways.

Bicycle routes that are combined with pedestrian traffic must have an eight (8) foot minimum width.

For sites that have a bicycle storage area and that only provide standard pedestrian path widths are required to instate the following policy: *"All bicyclists must dismount their bicycles and walk their bicycles to the designated bicycle storage when entering or exiting to the school site."*

Specify the pedestrian routes by providing the route information within the **Table 6.0-1. The pedestrian route must be illustrated in a plan view and attached to this document.**

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED(PreK-9)	E1	Main Entrance	7:30 am - 4:00 pm

Specify the bicycle routes by providing the route information within the **Table 6.0-2**, or indicate no routes by entering "None" for the route name. **The bicycle route must be illustrated in a plan view and attached to this document.**

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
NONE	E#	E#	0:00-0:00

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations and its capacity in **Table 6.0-3**. Enter "none" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS1	4

7.0 Onsite Traffic Personnel & Devices

A functioning school TOP requires adherence to the prescribed routes and operations. Often *school traffic personnel* is required to guide pedestrians within passenger loading zones, assist with traffic flow at route conflict points, and encourage adherence to prescribed routes in areas not defined by the infrastructure's geometry. The school shall supply staff to direct any vehicles which may stage or stack in through travel lanes or non-designated parking areas within the public rights-of-way onto the school site.

School traffic personnel should be stationed and assigned the following duties at the corresponding locations: assist students entering and exiting vehicles at loading zones (loading); guide traffic at points where active route pathways intersect (conflict); and encourage adherence at pathway decision points along the route (diverting). School traffic personnel school be on duty at least 30 minutes prior to scheduled shifts.

Identify the school traffic personnel stations throughout the site by labeling each station according to the following instructions: Each station must be label with the letter S followed by a number (e.g. S1). Begin with number 1. Do not repeat any station labels. List the station locations and personnel duties in **Table 7.0-1**. Enter "none" for the location to indicate no school traffic personnel stations. **The school traffic personnel stations must be illustrated in a plan view and attached to this document.**

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Loading	7:45	8:25	3:00	3:45

Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure's geometry and where school traffic personnel are not

stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

Identify the temporary traffic control devices located throughout the site by labeling each location according to the following instructions: Each location must be label with the letter C followed by a number (e.g. C1). Begin with number 1. Do not repeat any station labels. List the device location and description in **Table 7.0-2.** Enter "none" for the location to indicate that no devices will be used. **The device locations must be illustrated in a plan view and attached to this document.**

Table 7.0-2 Onsite Temporary Traffic Control Devices

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
NONE	Device	0:00	0:00	0:00	0:00

7.1 School Personnel Commitment

The school is required to provide the school traffic personnel and temporary traffic control devices stated in **Table 7.0-1** and **Table 7.0-2.** School traffic personnel must direct the school's traffic into onsite by-pass lanes or any available vehicle staging spaces during peak traffic generation periods to create additional onsite accumulation capacity when school related vehicle are queuing within non-designated areas of the right-of-way and/or through travel lanes.

8.0 School Crossings and Speed Zone

School speed zones should be provided for elementary and middle schools students who are unattended by parental supervision and use a designated *school crossing*. A school speed zone may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The zone is required to be installed along the school's frontage roads when applicable.

Privately operated schools that do not designate any school crossings may be allowed to implement a school policy explicitly stating that all students walking to the school must be accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

Indicate the existing and/or proposed school crossing(s) serving the school site within **Table 8.0-1**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **The school crossing locations must be illustrated in a plan view and attached to this document.**

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
NONE	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐

Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 44 Street	☒	☐	☒	☒	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

A school speed zone should not have a continuous duration longer than two hours and fifteen minutes. If this school is served by a school speed zone, then specify the zone's posted hours in **Table 8.0-2**. Enter "none" for the period to indicate no posted hours. Use PWWM School Speed Zone Policy to determine appropriate time periods. Note that if the school is located in close proximity to an existing school speed zone (less than 300 feet), the zone and time period may be merged to cover both schools.

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:30	8:30	2:30	3:30
Tuesday	7:30	8:30	2:30	3:30
Wednesday	7:30	8:30	2:30	3:30
Thursday	7:30	8:30	2:30	3:30
Friday	7:30	8:30	2:30	3:30

9.0 Offsite Traffic Control Officers

Enforcement of the TOP routes and operations within the public right-of-way may only be performed by *traffic control officers* as per section 316.640 of the Florida Statute. Traffic control officers should be present during the start of each semester to reinforce the traffic patterns established by the TOP. Specify the number, location, and duration of traffic control officers required to adequately enforce the TOP within **Table 9.0-1**.

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
None	Intersection or Segment	0:00	0:00	0:00	0:00

The school's endorsement of the traffic control officer enforcement plan must be stated within **Table 9.0-2**.

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
☐	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present, as per **Table 9.0-1**, throughout the second week of each school semester for the enforcement of the TOP.

A traffic control officer may be stationed at an intersection to improve vehicle delays and operations during a peak traffic demand period. Schools may be required to provide the officer, or may do so voluntarily. Specify the commitment, location, and duration of the traffic control officer stations required for LOS management within **Table 9.0-3**. Enter "none" for the intersection to indicate that no officer management is voluntarily offered or required.

Table 9.0-3 Traffic Control Officer Stations for LOS Management Plan

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
Intersection	R/V	0:00	0:00	0:00	0:00

9.1 State Crossing Guards

A school may implement a crossing guard program to assist young (K-8) students traversing school crossings when walking to and from school. A crossing guard is not traffic control officer, unless the guard is trained as a traffic control officer and employed subject to the conditions described in section 316.640, F.S. Specify the crossing guard stations and duration within **Table 9.1-1**. Enter "none" for the station to indicate that no crossing guards are stationed to serve the school.

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
None	Intersection	0:00	0:00	0:00	0:00

10.0 School Special Events

Planned school events, such as sporting events, school assemblies, and ceremonies may often generate larger peak traffic volumes and vehicle accumulations than a typical school day. The school will be required to manage the traffic impacts produced by a *school special event* within its neighborhood. Specify the special event types and provisions selected to mitigate its traffic impacts within **Table 10.0-1.** Enter "none" for event type to indicate that no school special events will planned at the school site.

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
None	Provisions

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students

must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contact must be attached to this document.**

12.0 Attachments

The following documents are required to be attached to the TOP.

1. A plan sheet showing all required illustrations stated within this TOP form. (It is suggested that TOP operations that vary by instructional shifts be shown in independent plan sheets.)
2. A Parent Traffic Handbook and contract sample.
3. A Cross-parking agreement (if utilized).

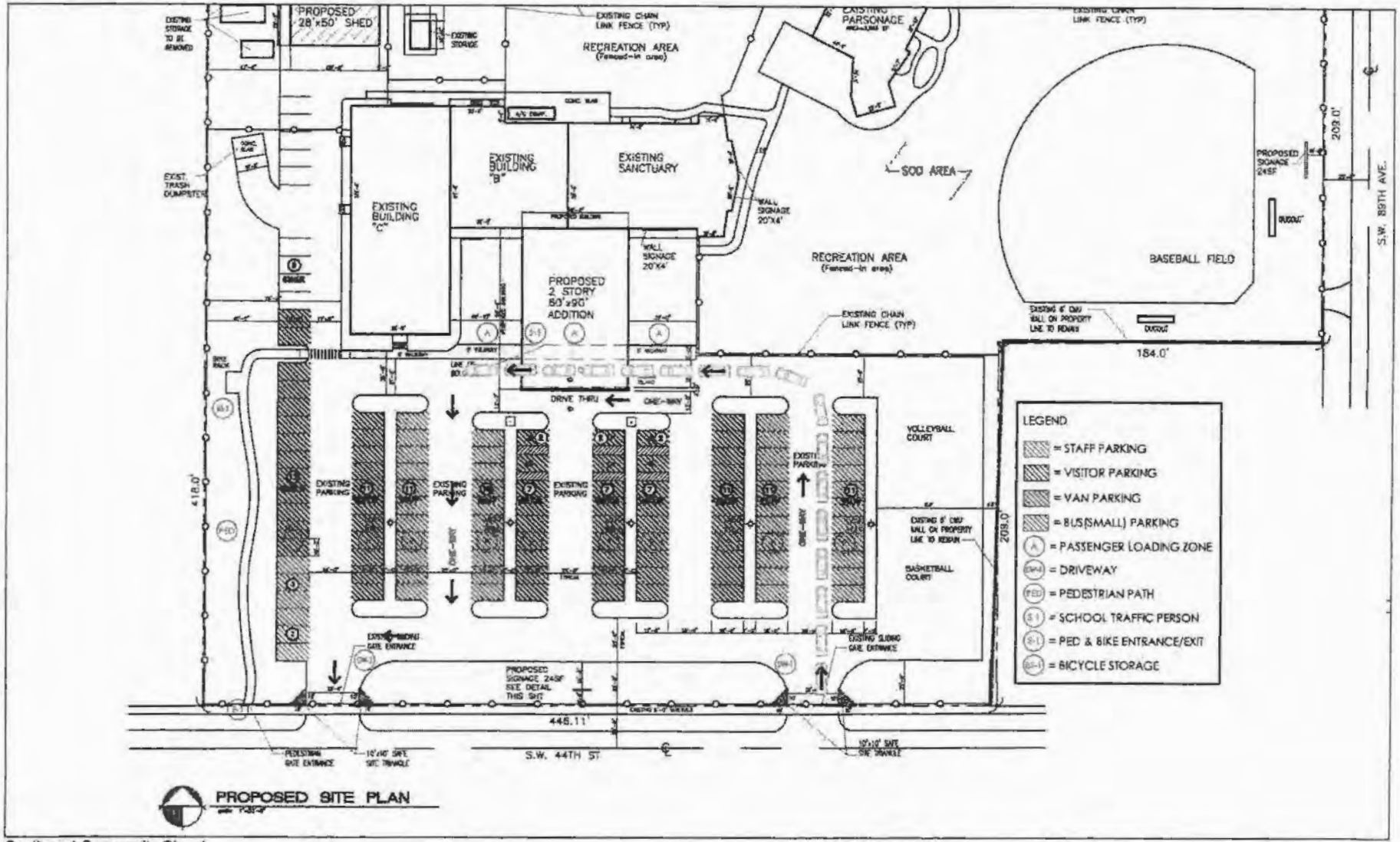
13.0 Endorsement

By signing below, the school owner agrees to operate the school as prescribed within this document and will uphold all commitments specified herein.

C. A. Wallace
Signature

5/8/2015
Date

Cody A. Wallace
Print Owner Name



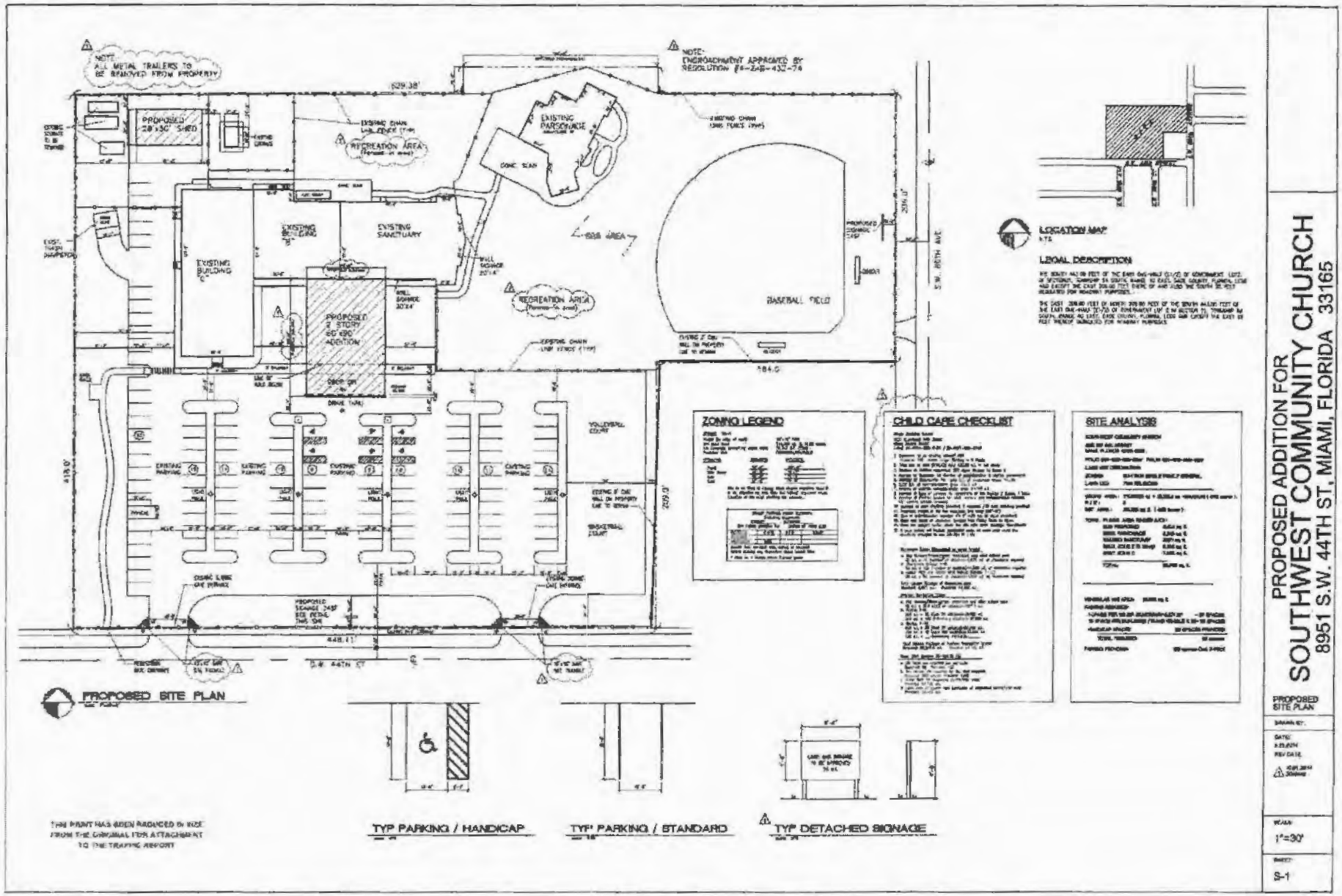
PROPOSED SITE PLAN

Southwest Community Church

FANDREI CONSULTING INC
Traffic Engineering Services

MAY/2015

Traffic Operations Plan



NOTE: ALL METAL TRAILERS TO BE REMOVED FROM PROPERTY
NOTE: ENCROACHMENT APPROVED BY RESOLUTION #4-248-432-74
PROPOSED 28'x30' SHED
EXISTING BUILDING "C"
EXISTING BUILDING "B"
EXISTING SANCTUARY
PROPOSED 2 STORY 60'x90' ADDITION
EXISTING PARSONAGE
CONC. SLAB
RECREATION AREA
BASEBALL FIELD
VOLLEYBALL COURT
BASKETBALL COURT
S.W. 86TH AVE.
S.W. 44TH ST.
629.38'
184.0'
209.0'
448.11'
LOCATION MAP
LEGAL DESCRIPTION
ZONING LEGEND
CHILD CARE CHECKLIST
SITE ANALYSIS
PROPOSED SITE PLAN
TYP PARKING / HANDICAP
TYP PARKING / STANDARD
TYP DETACHED SIGNAGE
THIS PRINT HAS BEEN REDUCED IN SIZE FROM THE ORIGINAL FOR ATTACHMENT TO THE TRAFFIC REPORT
PROPOSED ADDITION FOR
SOUTHWEST COMMUNITY CHURCH
8951 S.W. 44TH ST, MIAMI, FLORIDA 33165
PROPOSED SITE PLAN
SCALE: 1"=30'
S-1

School Traffic Operation Plan (TOP) Form

This form has been created by Miami-Dade County Public Works and Waste Management (PWWM) to document a school's traffic operations and commitments. King's Christian School is required to complete the written portions of this form and develop all the necessary illustrations for attachment.

Contents

1.0 Definitions
2.0 School Location
3.0 Educational Program and Enrollment
4.0 School Schedule
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5.1 Vehicle Routes
5.2 Vehicle Stacking and Staging Spaces
5.3 Automobile Passenger Loading Zone
5.4 School Bus Passenger Loading Zone
5.4a School Bus Commitment
5.5 Parking Stall Operations
5.6 Service Vehicle Operations
6.0 Pedestrian and Bicycle Facilities
7.0 Onsite Traffic Personnel and Devices
8.0 School Crossing and Speed Zone
9.0 Offsite Traffic Control Officers
9.1 State Crossing Guards
10.0 Special Event Provisions
11.0 Parent Traffic Handbook
12.0 Attachments
13.0 Endorsement

1.0 Definitions

For the purpose of this document, the following definitions for terms used herein shall apply to all sections unless the context clearly indicates otherwise:

(1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.

(2) *Schedule Shift:* A period of time when students are anticipated to be at the school facility to engage in programed activities

(2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."

(2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).

(2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)

(2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.

(2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

(2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.

(3) *Vehicle Route*: A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.

(4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.

(5) *Vehicle Queuing Space*: A space where a vehicle can idle while waiting to enter into a stacking space.

(6) *Vehicle Staging Space*: A space where a service vehicle may remain idle while providing their service.

(7) *Parked Stacking Space*: A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.

(8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.

(9) *Open Parking Space*: A parking space that has no assigned use during the arrival and dismissal operations.

(10) *Staff Parking Space*: A parking space designated for staff use during the school's hours of operation.

(12) *Student Parking*: A parking space designated for student use during the school's hours of operation.

(13) *Pedestrian Route*: A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.

(14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.

(15) *Bicycle Storage*: A designated area where bicycles may be secured and remain in place for the school day.

(16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.

(17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.

(18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.

(19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

Specify the school's name, site address, folio and hours of operation within the **Table 2.0-1**.

Table 2.0-1 School Location

Name	King's Christian School
Address	8951 SW 44th Street
Folio Number(s)	30-4021-000-0130 + 30-4021-000-0100
Hours of Operations	7:00 am to 6:00 pm

3.0 Educational Program and Enrollment

A school provides instructions to students through its *educational programs* (Elementary, Middle, High, ect*)*. Specify the school's educational programs and maximum enrollment by completing **Table 3.0-1**. Indicate the school's programs by entering the student enrollment associated with each program and/or enter "None" for student enrollment if a particular program does not operate at the school.

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-K	Pre-K	45	45
Elementary	K-5	25	155
Middle	6-9	24	97
Total Facility Enrollment			297

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's educational programs in **Table 3.0-2.**

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Pre-K	Typical
Elementary	Typical
Middle	Typical

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 30 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

A school's schedule may often be influenced by the site's vehicle accumulation capacity and other off-site traffic operational factors. A site's vehicle accumulation capacity and other factors are typically defined within a traffic study conducted by the school.

Schools that operate with multiple instructional shifts are required to operate a "*study hall*" period. The study hall period begins with the school's first arrival time and ends at the school's last dismissal time. This period must be provided free of charge for car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time due to co-passenger students.

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1,** with a minimum 30 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

The school will operate a "study hall" period when its schedule has more than one instructional shift.

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	297	1
Dismissal	252	2

4.2 School Schedule Example

The school is required to maintain the schedule commitment at all times. This commitment will define the school staggered shift schedule format, but actual start and end times may differ. Provide an example of the school schedule at full capacity in **Table 4.2-1**.

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
Pre-K	PK-12	M-F	8:15 am	12:20 pm	45
Elementary/Middle	K-9	M-F	8:15 am	3:10 pm	252

School may offer educational programs that vary substantially from programs typically offered in schools. Provide a description of the school's schedule shifts in **Table 4.22.**

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Pre-K	Typical Day Care and Pre-K activities
Elementary/Middle	Standard Elementary and Middle School Instruction

5.0 Vehicle Operations

A school has various vehicle types that access the site regularly. These vehicle types may include automobiles, school buses, and service vehicles such as food delivery trucks and trash collecting trucks. The various vehicles require clear traffic patterns to maintain the site's safety and maneuverability when accessing the site. These patterns are termed *vehicle routes*. Once vehicles are on site, they accumulate as parking, *stacking*, *queuing*, or *staging*. The following section will formally define these vehicle routes and spaces within the TOP.

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles.

The route should minimize the number of conflict throughout its pathway. Each portion of the route must be identified using the following formats stated below.

Vehicle Route Naming Format: Each route must be assigned a name that indicates its intended "purpose" and "service". Use the abbreviations contained in **Table 5.1-1** to appropriately name the routes. For example, a curbside automobile passenger loading zone that is to be used by parents dropping-off elementary school students would be named "A(K-5)".

Table 5.1-1 Route Name Key

"Purpose"		"Service"	
A	**Automobile Loading Zone**	**K-12**	**Student Passengers –specify grade range**
B	**Bus Loading Zone**	**Food**	**Food Delivery**
P	**Parking**	**Trash**	**Garbage Pick-up**
S	**Service Vehicle**	**Delivery**	**General Delivery**
PED	**Pedestrian Pathway**		
BIK	**Bicycle Pathway**		

Route Entry and Exit Label Format: Each route's entry and exit location must be assigned a label. Each location label will be composed of an abbreviated location type and a number. Use **Table 5.1-2** to provide the correct abbreviated location type and number. **Route names, entries, and exits must be illustrated in a plan view and attached to this document**.

Table 5.1-2 Route Entry and Exit Location - Labeling Key

Location Type		Number
DW	**Driveway accessing the site**	**Number all the locations sequentially for each "location type" set. Start with the number 1. Begin numbering from the NE corner of the plan and increase the numbers sequentially in a clock-wise direction until all locations are labeled.**
P	**Point located within a plan**	
E	**Pedestrian and Bicycle Entrance and/or Exit**	

Example: The entry and exit locations for a site that has two driveways (DW-1, DW-2) connecting to the public right-of-way, an internal drive aisle (P-1) connecting to the adjacent property, and a sidewalk connecting the main entrance (E-1) to the public right-of-way (E-2); will have three vehicle locations labeled as DW-1, DW-2, and P-1 and two pedestrian locations labeled E1 and E2.

Entry and exit points along the vehicle route may have operational restrictions. The restrictions may be in place permanently or only during the times when the TOP is in effect. Use **Table 5.1-3** to better understand the restriction notes to be used throughout this form.

Table 5.1-3 Route Restrictions Note Key

Restriction Note	Description
Right In Only	**Vehicles may only enter into this location via a right turn movement.**
One Way Only	**All traffic is moving solely in one direction at this location.**
Right Out Only	**Vehicles may only exit out of this location via a right turn movement.**

5.2 Vehicle Stacking and Staging Spaces

All stacking and staging spaces must be accessed through a vehicle route. The stacking, queuing, and staging spaces along a vehicle route may not impede the operations of any other concurrently operating vehicle route or space operation. For example, a stacked or queued vehicle may not be located within the maneuvering "back-out" area of a parking space designated as a *parked stacking space*.

Vehicle stacking spaces within passenger loading zones must have a passenger landing area for entering and exiting the vehicle. A 10 foot minimum *by-pass lane* must be provided for passenger loading zones whose combined stacking and queuing spaces are longer than 3 consecutive vehicle spaces. Parking spaces may be designated as stacking spaces. Access to the vehicle stacking spaces must be opened 30 minutes before the first scheduled time of use.

5.3 Automobile Passenger Loading Zone Operations

An automobile passenger loading zone is a designated area for stacking automobiles and vans to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for automobile loading zones must be located on the right side of the vehicle and should have a minimum size of 5 feet by 5 feet. Typically these landing areas are considered curbside passenger loading areas because the vehicles stack adjacent to a curbed sidewalk. Automobile passenger loading zones that have a by-pass lane should taper the head of the zone (the front space of the stacking line) towards the by-pass lane to merge the exiting stacked vehicles into the by-pass lane.

Specify if the school operates one or more automobile passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.3-1**, or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document**.

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A(PreK-9)	DW-1	☐	Right In Only	DW-2	☐	Right Out Only	
		☒	One Way Only		☒	One Way Only	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way Only		☐	One Way Only	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way Only		☐	One Way Only	

The use of automobile passenger loading zones are limited to automobiles and vans only. Each vehicle space is measured at 22 feet long and 8 feet wide. If the school operates with an automobile passenger loading zone, indicate its capacity in **Table 5.3-2.** Enter zero (0) for the total capacity if the school does not have an automobile passenger loading zone.

Table 5.3-2 Automobile Loading Zone Vehicle Capacity Summary (Automobiles and Vans)

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A(PreK-9)	6	11	17

5.4 School Bus Passenger Loading Zone Operations

A school bus passenger loading zone is a designated zone for stacking school buses to load and unload passengers to and from a prescribed landing area. The pedestrian landing area for school bus passenger loading zones must be located on the right side of the vehicle and should have a minimum size of 8 feet by 8 feet.

Specify if the school operates one or more school bus passenger loading zones by providing information of the vehicle route that provides access to the zone within the **Table 5.4-1**, or indicate no zone by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document**.

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	Label	☐	Right In Only	Label	☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

The use of school bus passenger loading zones are limited to only school buses during arrival and dismissal operations. Each bus vehicle space measures 50 feet long and 10 feet wide unless otherwise stated in **Table 5.4a-2**. If the school operates with a school bus passenger loading zone, indicate its capacity in **Table 5.4-2.** Enter zero (0) for the total capacity if the school does not have a school bus passenger loading zone.

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	0	0	0

The school's bus operations may be voluntary, recommended in a traffic study, and/or mandated by zoning resolution. Complete the section 5.4a to specify the minimum number of school buses required to operate at the school.

5.4a School Bus Commitment

Specify the school's busing commitment by completing **Table 5.4a-1** and **Table 5.4a-2**. Report zero (0) number of buses if the school has no busing commitment. Standard bus types have been provided in **Table 5.4a-2** for convenience.

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
0	0

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
0	**S-BUS-11 [S-BUS-36]**	**45**	**10**	**65**	0
0	**S-BUS-12 [S-BUS-40]**	**50**	**10**	**84**	0
				Students Grand Total	0

The school is required to provide a school bus program that maintains the required minimum bus ridership participation reported in **Table 5.4a-1** and **Table 5.4a-2**; and manage the program to ensure that bus accumulations are contained within the designated bus stacking and queuing spaces.

5.5 Parking Stall Operations

All parking spaces used during the school's operation must be identified. The parking spaces must meet all governing parking stall codes.

Parked stacking spaces must have an unobstructed vehicle route to access these spaces during arrival and dismissal shifts. Parking spaces that have no assigned use during arrival and dismissal operations due to vehicle route obstructions will be termed *open parking spaces*. A cross parking agreement is required for all off-site privately managed parking spaces.

Specify the school's parking space usage and quantities by completing **Table 5.5-1**. **The parking spaces must be illustrated in a plan view and attached to this document.**

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	43	21	0
Student	0	0	0
Parked Stacking	62 [incl 6 HC]	51	0
Open	9	0	0
Total	114	72	0

If the school has parked stacking spaces or *student parking spaces*, specify the route information that provides access to those spaces within the **Table 5.5-2**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P(PreK-9)	DW1	☐	Right In Only	DW2	☐	Right Out Only
		☒	One Way In		☒	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

5.6 Service Vehicle Operations

Schools often require service vehicles to enter and maneuver within the site to provide facility services. Specify the school's service vehicle routes by providing the vehicle route information within the **Table 5.6-1**, or indicate no routes by entering "None" for the route name. **The vehicle route must be illustrated in a plan view and attached to this document.**

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
S(TRASH)	DW2	☐	Right In Only	Label	☐	Right Out Only	0:00-0:00
		☐	One Way In		☐	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	

6.0 Pedestrian and Bicycle Facilities

A *pedestrian route* originating from the public right-of-way must be provided to all school building entrances. The route should be a minimum of 5 feet wide and have all the required elements when crossing a motorized vehicle travel lane (crosswalk, pedestrian ramp, etc.). All student entrances to the school site and buildings must be labeled by using **Table 5.1-2**. Only the main entrance is required to be labeled when multiple buildings are interconnected with pedestrian pathways.

Bicycle routes that are combined with pedestrian traffic must have an eight (8) foot minimum width.

For sites that have a bicycle storage area and that only provide standard pedestrian path widths are required to instate the following policy: "*All bicyclists must dismount their bicycles and walk their bicycles to the designated bicycle storage when entering or exiting to the school site.*"

Specify the pedestrian routes by providing the route information within the **Table 6.0-1**. **The pedestrian route must be illustrated in a plan view and attached to this document.**

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED(PreK-9)	E1	Main Entrance	7:30 am - 4:00 pm

Specify the bicycle routes by providing the route information within the **Table 6.0-2**, or indicate no routes by entering "None" for the route name. **The bicycle route must be illustrated in a plan view and attached to this document.**

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
NONE	E#	E#	0:00-0:00

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations and its capacity in **Table 6.0-3**. Enter "none" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS1	4

7.0 Onsite Traffic Personnel & Devices

A functioning school TOP requires adherence to the prescribed routes and operations. Often *school traffic personnel* is required to guide pedestrians within passenger loading zones, assist with traffic flow at route conflict points, and encourage adherence to prescribed routes in areas not defined by the infrastructure's geometry. The school shall supply staff to direct any vehicles which may stage or stack in through travel lanes or non-designated parking areas within the public rights-of-way onto the school site.

School traffic personnel should be stationed and assigned the following duties at the corresponding locations: assist students entering and exiting vehicles at loading zones (loading); guide traffic at points where active route pathways intersect (conflict); and encourage adherence at pathway decision points along the route (diverting). School traffic personnel school be on duty at least 30 minutes prior to scheduled shifts.

Identify the school traffic personnel stations throughout the site by labeling each station according to the following instructions: Each station must be label with the letter S followed by a number (e.g. S1). Begin with number 1. Do not repeat any station labels. List the station locations and personnel duties in **Table 7.0-1**. Enter "none" for the location to indicate no school traffic personnel stations. **The school traffic personnel stations must be illustrated in a plan view and attached to this document.**

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Loading	7:45	8:25	3:00	3:45

Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure's geometry and where school traffic personnel are not

stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

Identify the temporary traffic control devices located throughout the site by labeling each location according to the following instructions: Each location must be label with the letter C followed by a number (e.g. C1). Begin with number 1. Do not repeat any station labels. List the device location and description in **Table 7.0-2.** Enter "none" for the location to indicate that no devices will be used. **The device locations must be illustrated in a plan view and attached to this document.**

Table 7.0-2 Onsite Temporary Traffic Control Devices

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
NONE	Device	0:00	0:00	0:00	0:00

7.1 School Personnel Commitment

The school is required to provide the school traffic personnel and temporary traffic control devices stated in **Table 7.0-1** and **Table 7.0-2**. School traffic personnel must direct the school's traffic into onsite by-pass lanes or any available vehicle staging spaces during peak traffic generation periods to create additional onsite accumulation capacity when school related vehicle are queuing within non-designated areas of the right-of-way and/or through travel lanes.

8.0 School Crossings and Speed Zone

School speed zones should be provided for elementary and middle schools students who are unattended by parental supervision and use a designated *school crossing*. A school speed zone may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The zone is required to be installed along the school's frontage roads when applicable.

Privately operated schools that do not designate any school crossings may be allowed to implement a school policy explicitly stating that all students walking to the school must be accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

Indicate the existing and/or proposed school crossing(s) serving the school site within **Table 8.0-1**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **The school crossing locations must be illustrated in a plan view and attached to this document.**

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
NONE	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐

Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 44 Street	☒	☐	☒	☒	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

A school speed zone should not have a continuous duration longer than two hours and fifteen minutes. If this school is served by a school speed zone, then specify the zone's posted hours in **Table 8.0-2**. Enter "none" for the period to indicate no posted hours. Use PWWM School Speed Zone Policy to determine appropriate time periods. Note that if the school is located in close proximity to an existing school speed zone (less than 300 feet), the zone and time period may be merged to cover both schools.

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:30	8:30	2:30	3:30
Tuesday	7:30	8:30	2:30	3:30
Wednesday	7:30	8:30	2:30	3:30
Thursday	7:30	8:30	2:30	3:30
Friday	7:30	8:30	2:30	3:30

9.0 Offsite Traffic Control Officers

Enforcement of the TOP routes and operations within the public right-of-way may only be performed by *traffic control officers* as per section 316.640 of the Florida Statute. Traffic control officers should be present during the start of each semester to reinforce the traffic patterns established by the TOP. Specify the number, location, and duration of traffic control officers required to adequately enforce the TOP within **Table 9.0-1**.

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
None	Intersection or Segment	0:00	0:00	0:00	0:00

The school's endorsement of the traffic control officer enforcement plan must be stated within **Table 9.0-2**.

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
☐	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present, as per **Table 9.0-1,** throughout the second week of each school semester for the enforcement of the TOP.

A traffic control officer may be stationed at an intersection to improve vehicle delays and operations during a peak traffic demand period. Schools may be required to provide the officer, or may do so voluntarily. Specify the commitment, location, and duration of the traffic control officer stations required for LOS management within **Table 9.0-3**. Enter "none" for the intersection to indicate that no officer management is voluntarily offered or required.

Table 9.0-3 Traffic Control Officer Stations for LOS Management Plan

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
Intersection	R/V	0:00	0:00	0:00	0:00

9.1 State Crossing Guards

A school may implement a crossing guard program to assist young (K-8) students traversing school crossings when walking to and from school. A crossing guard is not traffic control officer, unless the guard is trained as a traffic control officer and employed subject to the conditions described in section 316.640, F.S. Specify the crossing guard stations and duration within **Table 9.1-1**. Enter "none" for the station to indicate that no crossing guards are stationed to serve the school.

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
None	Intersection	0:00	0:00	0:00	0:00

10.0 School Special Events

Planned school events, such as sporting events, school assemblies, and ceremonies may often generate larger peak traffic volumes and vehicle accumulations than a typical school day. The school will be required to manage the traffic impacts produced by a *school special event* within its neighborhood. Specify the special event types and provisions selected to mitigate its traffic impacts within **Table 10.0-1.** Enter "none" for event type to indicate that no school special events will planned at the school site.

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
None	Provisions

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students

must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contact must be attached to this document.**

12.0 Attachments

The following documents are required to be attached to the TOP.

1. A plan sheet showing all required illustrations stated within this TOP form. (It is suggested that TOP operations that vary by instructional shifts be shown in independent plan sheets.)
2. A Parent Traffic Handbook and contract sample.
3. A Cross-parking agreement (if utilized).

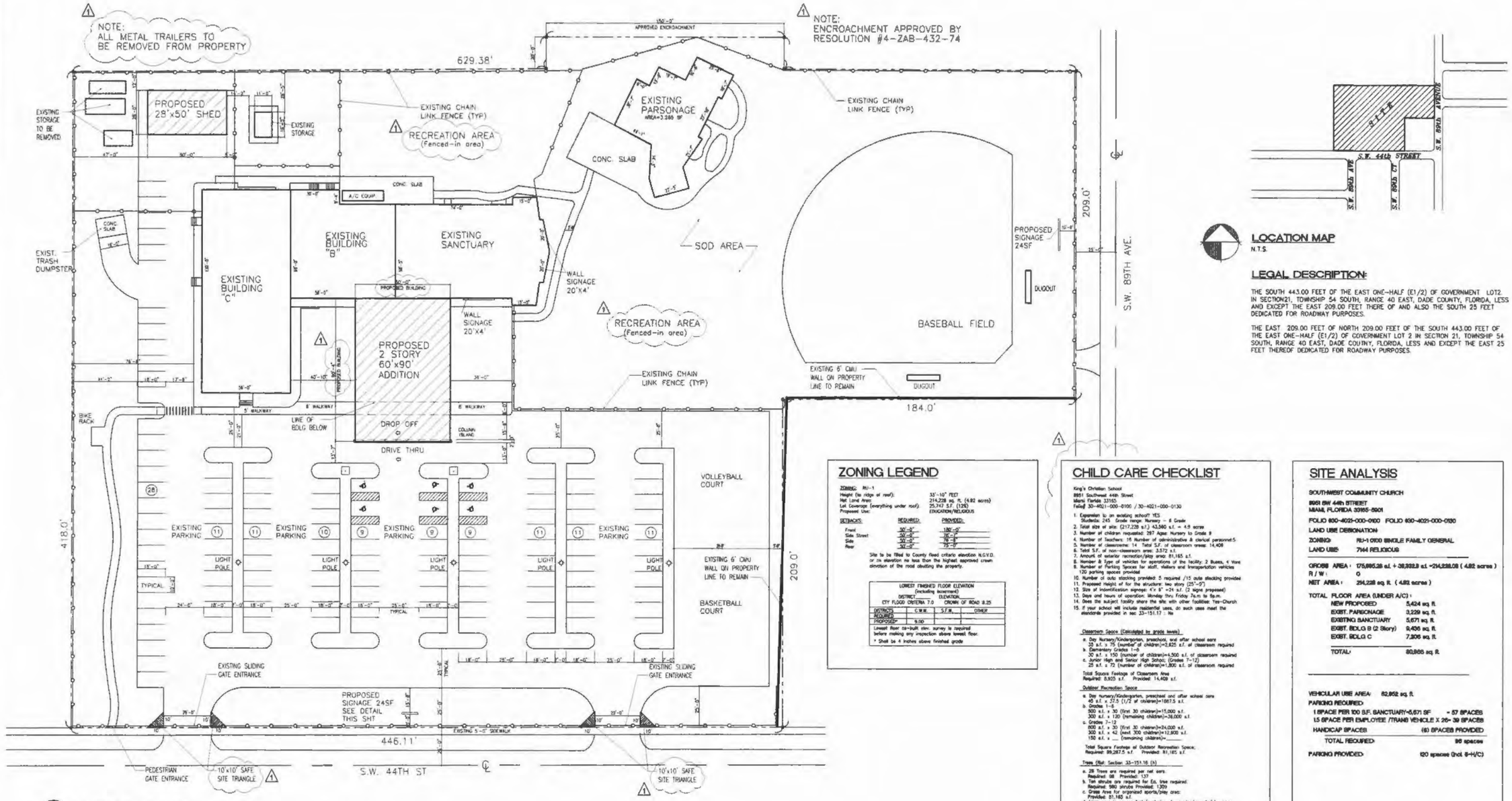
13.0 Endorsement

By signing below, the school owner agrees to operate the school as prescribed within this document and will uphold all commitments specified herein.

Signature Owner's Attorney

5-2-15
Date

Jerry B. Proctor
Print Owner Name



PROPOSED SITE PLAN

scale: 1"=30'-0"

LOCATION MAP

N.T.S.

LEGAL DESCRIPTION:

THE SOUTH 443.00 FEET OF THE EAST ONE-HALF (E1/2) OF GOVERNMENT LOT2. IN SECTION21, TOWNSHIP 54 SOUTH, RANGE 40 EAST, DADE COUNTY, FLORIDA, LESS AND EXCEPT THE EAST 209.00 FEET THERE OF AND ALSO THE SOUTH 25 FEET DEDICATED FOR ROADWAY PURPOSES.

THE EAST 209.00 FEET OF NORTH 209.00 FEET OF THE SOUTH 443.00 FEET OF THE EAST ONE-HALF (E1/2) OF GOVERNMENT LOT 2 IN SECTION 21, TOWNSHIP 54 SOUTH, RANGE 40 EAST, DADE COUNTY, FLORIDA, LESS AND EXCEPT THE EAST 25 FEET THEREOF DEDICATED FOR ROADWAY PURPOSES.

ZONING LEGEND

ZONING: RU-1

Height (to ridge of roof):		33'-10" FEET
Net Land Area:		214,228 sq. ft. (4.92 acres)
Lot Coverage (everything under roof):		25,747 S.F. (12%)
Proposed Use:		EDUCATION/RELIGIOUS
SETBACKS:	REQUIRED:	PROVIDED:
Front	30'-0"	130'-0"
Side Street	30'-0"	76'-0"
Side	30'-0"	76'-0"
Rear	30'-0"	75'-0"

Site to be filled to County flood criteria elevation N.G.V.D. or as elevation no less than the highest approved crown elevation of the road abutting the property.

LOWEST FINISHED FLOOR ELEVATION (including basement)			
DISTRICT	ELEVATION		
CITY FLOOD CRITERIA 7.0	CROWN OF ROAD 8.25		
DISTRICTS	C.W.M.	S.F.W.	OTHER
REQUIRED			
PROPOSED*	9.00		

Lowest floor to-built elev. survey is required before making any inspection above lowest floor.

* Shall be 4 inches above finished grade

CHILD CARE CHECKLIST

King's Christian School
8951 Southwest 44th Street
Miami Florida 33165
Folio# 30-4021-000-0100 / 30-4021-000-0130

1. Expansion to an existing school? YES
   Students: 245 Grade range: Nursery – 6 Grade
2. Total size of site: (217,228 s.f.) 43,560 s.f. = 4.9 acres
3. Number of children requested: 297 Ages: Nursery to Grade 9
4. Number of Teachers: 16 Number of administrative & clerical personnel:5
5. Number of classrooms: 14 Total S.F. of classroom areas: 14,408
6. Total S.F. of non-classroom area: 3,572 s.f.
7. Amount of exterior recreation/play area: 81,165 s.f.
8. Number & Type of vehicles for operations of the facility: 2 Buses, 4 Vans
9. Number of Parking Spaces for staff, visitors and transportation vehicles 120 parking spaces provided
10. Number of auto stacking provided: 5 required /15 auto stacking provided
11. Proposed Height of for the structure: two story (25'-0")
12. Size of Indentification signage: 4'x 6" =24 s.f. (2 signs proposed)
13. Days and hours of operation: Monday thru Friday 7a.m to 6p.m.
14. Does the subject facility share the site with other facilities: Yes-Church
15. If your school will include residential uses, do such uses meet the standards provided in sec 33-151.17 : No

Classroom Space (Calculated by grade levels)

a. Day Nursery/Kindergarten, preschool and after school care
   40 s.f. x 27.5 (1/2 of children)=1867.5 s.f.
b. Elementary Grades 1-6
   900 s.f. + 30 (first 30 children)=15,000 s.f.
   300 s.f. x 120 (remaining children)=36,000 s.f.
c. Grades 7-12
   600 s.f. + 30 (first 30 children)=24,000 s.f.
   300 s.f. x 42 (next 300 children)=12,900 s.f.
   150 s.f. x ___ (remaining children)=+ ———
   Total Square Footage of Outdoor Recreation Space: Required: 89,287.5 s.f. Provided: 81,165 s.f.

Trees (Ref: Section 33-151.16 (b)

a. 28 Trees are required per net acre.
   Required: 98 Provided: 137
b. Ten shrubs are required for Ea. tree required.
   Required: 980 shrubs Provided: 1,370
c. Grass Area for organized sports/play area:
   Provided: 81,165 s.f.
d. Lawn area in square feet (exclusive of organized sports/play area
   Provided: 28,158 s.f.

SITE ANALYSIS

SOUTHWEST COMMUNITY CHURCH
8951 SW 44th STREET
MIAMI, FLORIDA 33165-5901

FOLIO 30-4021-000-0100 FOLIO 30-4021-000-0130

LAND USE DESIGNATION

ZONING: RU-1 0100 SINGLE FAMILY GENERAL
LAND USE: 7144 RELIGIOUS

GROSS AREA : 175,895.28 s.f. + 38,332.9 s.f. =214,228.08 (4.82 acres)
R / W : 0
NET AREA : 214,228 sq. ft. (4.82 acres)

TOTAL FLOOR AREA (UNDER A/C) :

NEW PROPOSED	5,424 sq. ft.
EXIST. PARSONAGE	3,229 sq. ft.
EXISTING SANCTUARY	5,671 sq. ft.
EXIST. BDLG B (2 Story)	9,406 sq. ft.
EXIST. BDLG C	7,306 sq. ft.
TOTAL:	80,865 sq. ft.

VEHICULAR USE AREA: 82,952 sq. ft.

PARKING REQUIRED:
1 SPACE PER 100 S.F. SANCTUARY=5,671 SF = 57 SPACES
1.5 SPACE PER EMPLOYEE /TRANS VEHICLE X 26= 39 SPACES

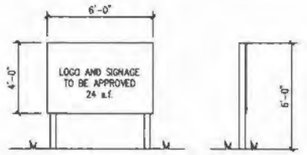
HANDICAP SPACES	(6) SPACES PROVIDED
TOTAL REQUIRED:	96 spaces
PARKING PROVIDED:	120 spaces (incl. 6-H/C)

TYP PARKING / HANDICAP

scale: NTS

TYP PARKING / STANDARD

scale: NTS



TYP DETACHED SIGNAGE

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THIS PRINT HAS BEEN REDUCED IN SIZE FROM THE ORIGINAL FOR ATTACHMENT TO THE TRAFFIC REPORT

PROPOSED ADDITION FOR SOUTHWEST COMMUNITY CHURCH
8951 S.W. 44TH ST, MIAMI, FLORIDA 33165

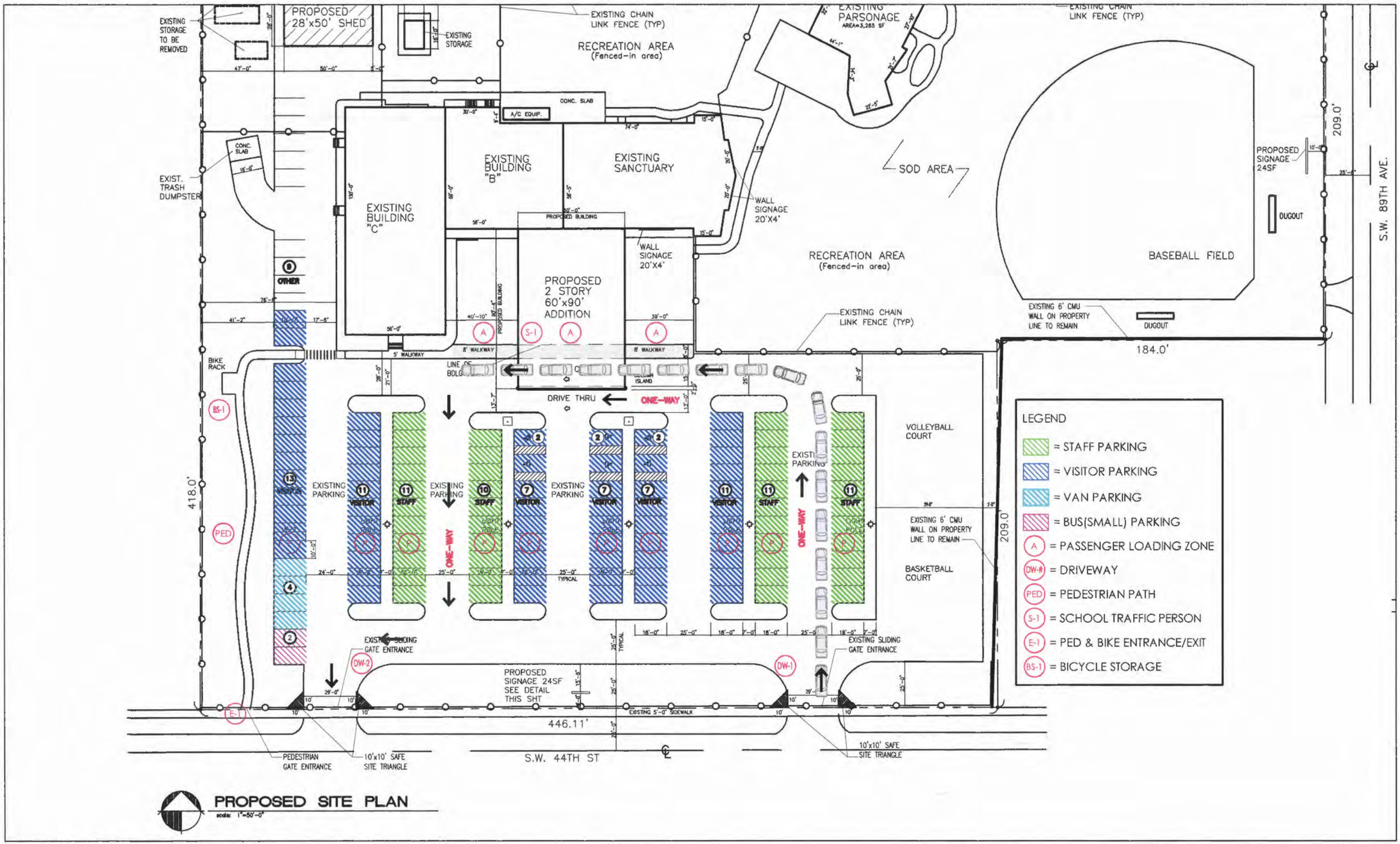
PROPOSED SITE PLAN

DRAWN BY:

DATE: 8.25.2014
REV DATE:
1 10.01.2014 ZONING

SCALE: 1"=30'

SHEET: S-1



PROPOSED SITE PLAN

scale: 1"=50'-0"

Southwest Community Church

Traffic Operations Plan

FANDREI CONSULTING INC
Traffic Engineering Services

MAY/2015

FANDREI CONSULTING INC
Traffic Engineering Services

12651 S. Dixie Hwy • Suite 333 • Pinecrest, FL 33156
p: 305.921.9855 • f: 305.921.9940 • fci@fcitraffic.com

May 2, 2015

Mr. Ricardo Gavilan, P.E., PTOE,
Traffic Engineer II, Traffic Engineering Division
Miami-Dade County Public Works and Waste Management Department
Stephen P. Clark Center
111 NW First Street, Suite 1510
Miami, Florida 33120-1900

RECEIVED
Z11-64
MAY 04 2015
MIAMI-DADE COUNTY
DEPARTMENT OF REGULATORY AND ECONOMIC
RESOURCES DEVELOPMENT SERVICES
By for DAH

RE: King's Christian School at SW Community Church
8951 SW 44th Street, Miami-Dade County
Traffic Impacts

Dear Mr. Gavilan:

King's Christian School (KCS) is located at 8951 SW 44th Street in a residential area to the West of Tropical Park and South of Bird Road. See Figure 1 for a location map. CKS is currently approved for 245 students in Pre-K through 8th Grade. The school seeks permission to expand allowable enrollment to 297 students in Pre-K through 9th Grade, an increase of 21%.

The Miami-Dade Public Works and Waste Management Department (PWWM) has required that the school provide a Vehicle Accumulation Study and other information to PWWM for the Department's use in evaluating the request for an increase in allowable enrollment.

Fandrei Consulting, Inc. (FCI) performed a Vehicle Accumulation Study during the morning arrival and the afternoon dismissal periods at the school on November 16th, 2011 and provides the following data and analyses.

Classes begin at 8:15 a.m. for all grade levels. Three and 4 year olds in Pre-K are dismissed at 12:20 p.m. All other grades are dismissed at 3:10 p.m. This schedule applies throughout the school week (M-F). At the time of the study there were 119 students at the school. All vehicles were easily handled on campus during the arrival and the dismissal periods.

The attached Traffic Operations Plan sheet shows the proposed Traffic Flow Plan for the school. Parents who drive their children to school will enter through the drive at the east end of the campus. Drivers will enter into the queuing line shown in the TOP or drive their vehicle to a visitor parking space.

Projected accumulations of vehicles used to drop-off or pick-up students from the school are 55 vehicles in the morning and 61 during the primary afternoon dismissal. These accumulations include vehicles in queue and vehicles in parent/visitor parking spaces. There are no school buses carrying students to Kings Christian School.

The primary queuing lane can store 17 vehicles. This includes 6 spaces in the Passenger Loading Zone. There will be 62 parking spaces available for parents in addition to the 17 vehicles which can be accommodated within the queuing lane. This yields a total capacity of 79 spaces which exceeds projected demand.

The Accumulation Assessment for King's Christian School shows that the projected accumulations for the arrival and dismissal periods can be accommodated within the queuing lanes and parent parking provided with the existing traffic flow plan. Also the queuing lane as proposed has width adequate to provide a 10 foot pass-by lane for vehicles to leave the queue and exit the site, if needed.

There are existing school zone signs on SW 44th Street to the East and the West of the school. Since school driveway locations will not be changing, the existing school traffic control devices will not require modification.

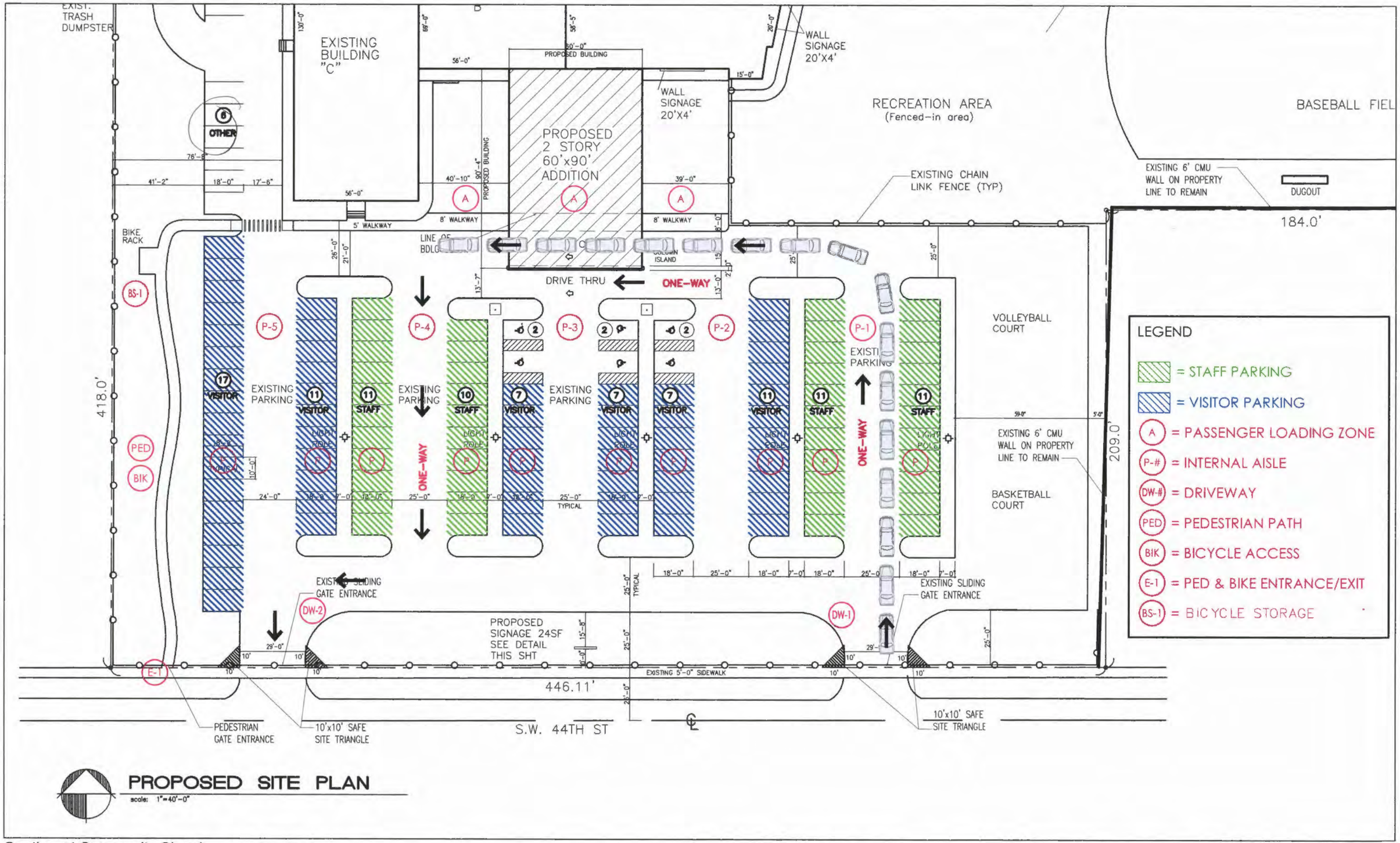
Please contact me if you have any questions or need additional information.

Respectfully submitted

Henry A. Fandrei, P.E., PTOE
Principal
FL PE #31478

attachments

1115 Gavilan 02May15



PROPOSED SITE PLAN

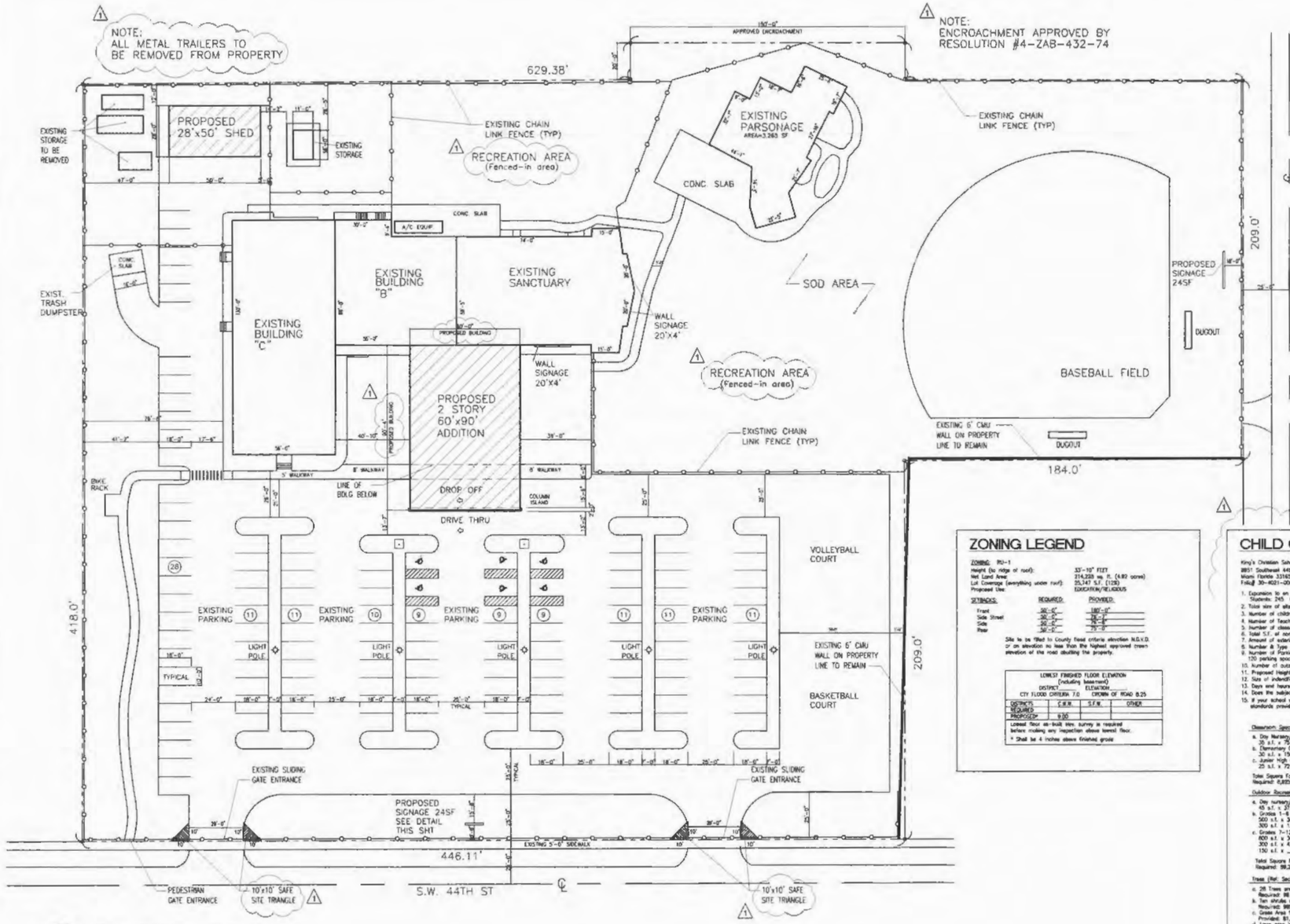
scale: 1"=40'-0"

Southwest Community Church

FANDREI CONSULTING INC
Traffic Engineering Services

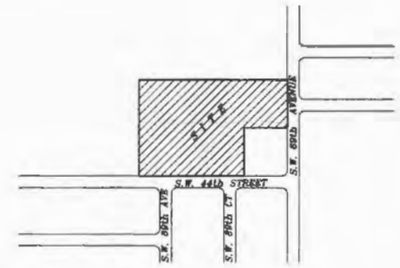
APR/2015

Traffic Operations Plan



PROPOSED SITE PLAN

scale: 1"=30'-0"



LOCATION MAP

N.T.S.

LEGAL DESCRIPTION:

THE SOUTH 443.00 FEET OF THE EAST ONE-HALF (E1/2) OF GOVERNMENT LOT2. IN SECTION21, TOWNSHIP 54 SOUTH, RANGE 40 EAST, DADE COUNTY, FLORIDA, LESS AND EXCEPT THE EAST 209.00 FEET THERE OF AND ALSO THE SOUTH 25 FEET DEDICATED FOR ROADWAY PURPOSES.

THE EAST 209.00 FEET OF NORTH 209.00 FEET OF THE SOUTH 443.00 FEET OF THE EAST ONE-HALF (E1/2) OF GOVERNMENT LOT 2 IN SECTION 21, TOWNSHIP 54 SOUTH, RANGE 40 EAST, DADE COUTNY, FLORIDA, LESS AND EXCEPT THE EAST 25 FEET THEREOF DEDICATED FOR ROADWAY PURPOSES.

ZONING LEGEND

ZONING: RU-1
Height (to ridge of roof): 33'-10" FIXT
Net Land Area: 214,228 sq. ft. (4.92 acres)
Lot Coverage (everything under roof): 25,347 S.F. (12%)
Proposed Use: EDUCATION/RELIGIOUS

SETBACKS:	REQUIRED:	PROVIDED:
Front	30'-0"	185'-0"
Side Street	30'-0"	30'-0"
Side	20'-0"	25'-0"
Rear	30'-0"	75'-0"

Site to be filled to County flood criteria elevation N.G.V.D. or an elevation no less than the highest approved crown elevation of the road abutting the property.

LOWEST FINISHED FLOOR ELEVATION (including basement)

DISTRICT	ELEVATION
CITY FLOOD CRITERIA 7.0	CROWN OF ROAD 8.25

DISTRICTS	C.B.W.	S.F.W.	OTHER
REQUIRED			
PROPOSED*	9.00		

Lowest floor as-built elev. survey is required before making any inspection above lowest floor.
* Shall be 4 inches above finished grade

CHILD CARE CHECKLIST

King's Christian School
8951 Southwest 44th Street
Miami, Florida 33165
Folio: 30-4021-000-0100 / 30-4021-000-0130

1. Expansion to an existing school? YES
   Students: 245 Grade range: Nursery – 8 Grade
2. Total size of site: (217,228 s.f.) 43,560 s.f. = 4.9 acres
3. Number of children requested: 297 Ages: Nursery to Grade 8
4. Number of Teachers: 18 Number of administrative & clerical personnel:5
5. Number of classrooms: 14 Total S.F. of classroom areas: 14,409
6. Total S.F. of non-classroom area: 3,572 s.f.
7. Amount of exterior recreation/play area: 61,185 s.f.
8. Number & Type of vehicles for operations of the facility: 2 Buses, 4 Vans
9. Number of Parking Spaces for staff, visitors and transportation vehicles: 120 parking spaces provided
10. Number of cuts stacking provided: 5 required /15 cuts stacking provided
11. Proposed Height of for the structure: two story (25'-0")
12. Size of indentification signage: 4'x 6" =24 s.f. (2 signs proposed)
13. Days and hours of operation: Monday thru Friday 7a.m to 6p.m.
14. Does the subject facility share the site with other facilities: Yes-Church
15. If your school will include residential uses, do such uses meet the standards provided in sec. 33-151.17 : No

Classroom Spaces (Calculated by grade levels)

a. Day Nursery/Kindergarten, preschool, and after school care
   25 s.f. x 75 (number of children)=2,625 s.f. of classroom required
b. Elementary Grades 1-6
   30 s.f. x 150 (number of children)=4,500 s.f. of classroom required
c. Junior High and Senior High School (Grades 7-12)
   25 s.f. x 72 (number of children)=1,800 s.f. of classroom required

Total Square Footage of Classroom Area
Required: 9,825 s.f. Provided: 14,409 s.f.

Outdoor Recreation Space

a. Day nursery/Kindergarten, preschool and after school care
   45 s.f. x 373 (1/2 of children)=16813.5 s.f.
b. Grades 1-6
   560 s.f. x 30 (first 30 children)=15,300 s.f.
   300 s.f. x 120 (remaining children)=36,000 s.f.
c. Grades 7-12
   600 s.f. x 30 (first 30 children)=24,000 s.f.
   300 s.f. x 42 (next 300 children)=12,900 s.f.
   150 s.f. x ___ (remaining children)=_____

Total Square Footage of Outdoor Recreation Space:
Required: 99,287.5 s.f. Provided: 61,185 s.f.

Trees (Ref: Section 33-151.18 (b)

a. 28 Trees are required per net acre.
   Required: 98 Provided: 137
b. Ten shrubs are required for ea. tree required.
   Required: 980 shrubs Provided: 1,309
c. Grass Area for organized sports/play area:
   Provided: 61,185 s.f.
d. Lawn area in square feet (exclusive of organized sports/play area)
   Provided: 28,109 s.f.

SITE ANALYSIS

SOUTHWEST COMMUNITY CHURCH
8951 SW 44th STREET
MIAMI, FLORIDA 33165-5801

FOLIO 630-4021-000-0100 FOLIO 630-4021-000-0130

LAND USE DESIGNATION

ZONING: RU-1 0100 SINGLE FAMILY GENERAL
LAND USE: 7144 RELIGIOUS

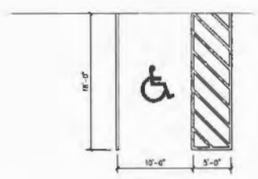
GROSS AREA: 175,895.39 s.f. + 38,332.5 s.f. =214,228.08 (4.92 acres)
R / W: 0
NET AREA: 214,228 sq. ft. (4.92 acres)

TOTAL FLOOR AREA (UNDER A/C):

NEW PROPOSED	5,464 sq. ft.
EXIST. PARSONAGE	3,329 sq. ft.
EXISTING SANCTUARY	5,671 sq. ft.
EXIST. BDLG. B (2 Story)	9,436 sq. ft.
EXIST. BDLG C	7,206 sq. ft.
TOTAL:	30,986 sq. ft.

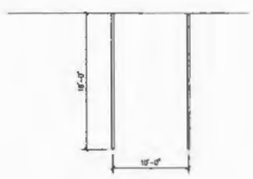
VEHICULAR USE AREA: 82,852 sq. ft.

PARKING REQUIRED:
1 SPACE PER 100 S.F. SANCTUARY=5,671 SF = 57 SPACES
1.5 SPACE PER EMPLOYEE /TRANS VEHICLE X 28= 38 SPACES
HANDICAP SPACES (6) SPACES PROVIDED
TOTAL REQUIRED: 95 spaces
PARKING PROVIDED: 120 spaces (Incl. 6-H/C)



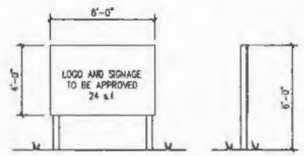
TYP PARKING / HANDICAP

scale: N.T.S



TYP PARKING / STANDARD

scale: N.T.S



TYP DETACHED SIGNAGE

scale: N.T.S

THIS PRINT HAS BEEN REDUCED IN SIZE FROM THE ORIGINAL FOR ATTACHMENT TO THE TRAFFIC REPORT

PROPOSED ADDITION FOR SOUTHWEST COMMUNITY CHURCH
8951 S.W. 44TH ST, MIAMI, FLORIDA 33165

PROPOSED SITE PLAN

DRAWN BY:

DATE: 8.25.2014
REV DATE:
1 10.01.2014 ZONING

SCALE: 1"=30'

SHEET: S-1

SCHOOL SCHEDULE QUESTIONNAIRE

for a Proposed New, or an Addition to an Existing, Private School (Countywide)

Name of application:		SW Community Church	
T-Plat No.:		Zoning Hearing No.:	Z2011000064
School name:		King's Christian Sachool	
Location:		8951 SW 44th Street	
Site size (acres):	5.1	Section-Township-Range:	
Grade levels (proposed):	Pre-K through 9	Total number of students (proposed):	297

ATTENDANCE

	Arrival/Dismissal Times (e.g., 8:30am-3:00pm, xFri.-2:00pm)[3]	Grade Levels (e.g., k - 5, 6 - 8, 9 - 12)	Number of Students Existing	Number of Students Proposed
Early Session[2]:				
School Session(s)[1]:	8:15 am to 12:20 pm	Pre-K	13	45
	8:15 am to 3:10 pm	K-9	110	252
Extended Session[2]:				
		Totals:	123	297

[1] These are for students who attend regularly scheduled classes only.

[2] This is for students who attend a session which includes before and/or after school care programs in addition to regularly scheduled classes. Do not double count students in this table.

[3] The example indicates classes for a session, or shift, which start at 8:30 am and end at 3:00 pm every day except on Friday classes end at 2 pm.

TRANSPORTATION

Indicate the approximate number and percentage of existing students (or if a new school, proposed students) that travel to

Mode	Percentage	Number of Students* Existing	Number of Students* Proposed
Walk	2%	2	6
Bicycle	0%	0	0
Passenger Vehicle/Commercial Van	98%	121	291
School Bus (large school owned)	0%	0	0
Private Bus (large non-school owned)	0%	0	0
Public School Bus (MDCPS)	0%	0	0
Student Vehicle (high school)	0%	0	0
Other (e.g., MDTA):	0%	0	0
Totals:		123	297

* Number of Students should equal totals in previous table.

Comments:

Please print school principal/administrator name, school mailing address, and telephone number below:

King's Christian School
8951 SW 44th Street
Miami, FL 33165
305-221-2008

Signature of Principal/Administrator

5/1/15
Date

ACCUMULATION ASSESSMENT

Pre K - 9 am

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **7:30-8:30 am**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**297**	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**2.50**	[C / E]
Surrogate Accumulations[3]	**22**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**55**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**144%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

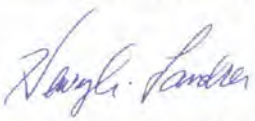
[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects l00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:



for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553
Video Data Solutions
12735 SW 75 Terrace
Miami FL 33183

ACCUMULATION ASSESSMENT

Pre-K pm

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **2:30-3:30 pm**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**45**	student stations,C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**0.38**	[C / E]
Surrogate Accumulations[3]	**29**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**11**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**718%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects I00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:

for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553
Video Data Solutions
12735 SW 75 Terrace
Miami FL 33183

ACCUMULATION ASSESSMENT

K-9 pm

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**King's Christian School**	
Surrogate School Name[1]	**King's Christian School**	
Date / Day / Time of Data Collection	**11/16/2011** **2:30-3:30 pm**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**119**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**252**	student stations,C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**2.12**	[C / E]
Surrogate Accumulations[3]	**29**	passenger vehicles (including commercial vans)
	0	large school buses
	n/a	student vehicles (for high schools only)
Projected Accumulations	**61**	passenger vehicles
	0	large school buses
	n/a	student vehicles
Provided Spaces[4]	**79**	passenger vehicles (legal staging areas on and contiguous to site)
	n/a	large school buses
	n/a	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**130%**	passenger vehicles
	n/a	large school buses
	n/a	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects I00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

address, and telephone number:

for Rolando Aleman

Signature of Data Collector

Rolando Aleman (305) 235-1553
Video Data Solutions
12735 SW 75 Terrace
Miami FL 33183

ACCUMULATION DATA REPORT

INSTRUCTIONS

All applicants seeking to provide an accumulation study are advised to contact the Traffic Engineering Division prior to conducting the study. All studies must be conducted by a licensed traffic consulting firm. The accumulation study shall report the peak one minute vehicular accumulation demand during the arrival and dismissal periods, as recorded by field observation at the surrogate school. The arrival period is defined as 20 minutes prior to the scheduled arrival time and 10 minutes after. The dismissal period is defined as 15 minutes prior to the scheduled dismissal time and 30 minutes after. Facilities with no specific arrival and dismissal schedules shall, such as daycares, shall observe a minimum of 2 hrs during the peak AM and PM hours. The surrogate school is an existing operating facility, located at the proposed facility or a similar facility, from which the future accumulations for the proposed facility are based. Field observation shall record all vehicle accumulations, onsite and offsite, associated with the facility. An aerial identifying all studied areas is required along with the collected data. Future accumulations for the proposed facility must be projected using the Accumulation Assessment Form. The study shall report the surrogate school schedule on the School Schedule Questionnaire form. Surrogate schools with split arrival/ dismissal shifts separated by 30 minutes or more shall have their vehicle accumulation impacts considered individually.

APPLICANT INFORMATION (PROPOSED FACILITY)	
Facility Name:	King's Christian School
Facility Address:	8951 SW 44th Street
Facility Folio:	30-4021-000-0130 + 30-4021-000-0100
Case Number:	

DATA COLLECTORS INFORMATION	
Data Collector & Company:	Video Data Solutions
Contact Information:	Rolando Aleman (305) 235-1553
Date:	11/16/2011

SITE INFORMATION (SURROGATE SCHOOL)			
Facility Name:	King's Christian School		
Facility Address:	8951 SW 44th Street		
Date/ Day/ Time:	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm		
Child/ Student Attendance:	119 [12 Pre K & 107 K-8]		
Staff Attendance:			
No. Staff Vehicles:	13	Included In Counts (Yes/No):	Separated from Parent counts
No. Facility Operated Transportation:	None	Included In Counts (Yes/No):	N/A

AM PEAK PERIOD	
7:30 AM	8:20 AM

PM 2 HR PEAK PERIOD	
2:30 PM	3:30 PM

NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE										TOTAL	
	Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Stacking	Parking	Parent	*Staff*	Parent	*Staff*	Parent	Staff	Parent	Staff	Parent	*Staff*
AM Two Minute Peak												
08 0:05	3	**14**		*2*	4	***6***	**1**				**22**	*8*
08 0:06	3	14		*2*	4	*6*	1				22	*8*
PM Two Minute Peak												
15 0:14	21	4	2	*4*		*6*					27	*10*
15 0:15	**23**	4	**2**	***4***		***6***					**29**	***10***

AM and PM two hour peak should coincide with arrival and dismissal schedule form.

Bus vehicles also includes Delivery trucks and Transport Vans

AREA DESCRIPTION (LABEL ON SITE PLAN)	
Auto Stacking:	Vehicle stacking in the Phase 1 Queuing Lane
Parent Parking:	This is the westernmost parking aisle
Aisle 2:	This is the 2nd Aisle from the West P.L.
Aisle 3	This is the 3rd Aisle from the West P.L. - also the Center Aisle
Aisle 4	This is the first aisle east of the center aisle
Aisle 5	This is the last marked parking aisle on the eastern end of the school site
OFF-SITE: There were no vehicles parked or otherwise stacked off of the school site	

ACCUMULATION DATA REPORT

Facility Name	King's Christian School
Facility Address	8951 SW 44th Street
Date/Day/Hour	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm

NUMBER OF VEHICLES ACCUMULATED

TIME		ON SITE											
		Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Minute	Stacking	Parking	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*
07	**0:30**				*2*		*2*					0	*4*
07	0:31				*2*		*2*					0	*4*
07	0:32				*2*		*2*					0	*4*
07	0:33				*2*		*2*					0	*4*
07	0:34				*2*		*2*					0	*4*
07	**0:35**		1		*2*		*2*			1		2	*4*
07	0:36		1		*2*		*2*			1		2	*4*
07	0:37		1		*2*		*2*			1		2	*4*
07	0:38		1		*2*		*2*			1		2	*4*
07	0:39		1		*2*		*2*			1		2	*4*
07	**0:40**		1		*2*		*2*			1		2	*4*
07	0:41		1		*2*		*2*			1		2	*4*
07	0:42		1		*2*		*2*			1		2	*4*
07	0:43		1		*2*		*2*			1		2	*4*
07	0:44	**4**	1		*2*		*2*			1		6	*4*
07	**0:45**		1		***3***		*3*	1				2	*6*
07	0:46		1		*3*		*3*	1				2	*6*
07	0:47		1		*3*		*3*	1				2	*6*
07	0:48		1		*3*		*3*	1				2	*6*
07	0:49		1		*3*		*4*	1				2	*7*
07	**0:50**		1		*3*		*5*					1	*8*
07	0:51		1		*3*		*5*					1	*8*
07	0:52		3		*3*		*5*					3	*8*
07	0:53		4		*3*		*5*					4	*8*
07	0:54		4		*3*		*5*					4	*8*
07	**0:55**		6		*2*		*5*	1				7	*7*
07	0:56		6		*2*		*5*	1				7	*7*
07	0:57		8		*2*		*5*	1				9	*7*
07	0:58	3	9		*2*		*5*	1				13	*7*
07	0:59		10		*2*		*5*	1				11	*7*
08	**0:00**		11		*2*		*5*	1		**1**		13	*7*
08	0:01	3	11		*2*		*5*	1		1		16	*7*
08	0:02	2	12		*2*		*5*	1		1		16	*7*
08	0:03		13		*2*		*5*	1		1		15	*7*
08	0:04	1	13		*2*		*5*	1		1		16	*7*
08	**0:05**	3	**14**		*2*	4	***6***	**1**				**22**	*8*
08	0:06	3	14		*2*	4	*6*	1				22	*8*
08	0:07	3	13		*2*	4	*6*	1				21	*8*
08	0:08	1	13		*2*	4	*6*	1				19	*8*
08	0:09	1	12		*2*	4	*6*	1				18	*8*
08	**0:10**	2	12		*3*	**5**	*6*			1		20	*9*
08	0:11	2	12		*3*	5	*6*			1		20	*9*
08	0:12		12		*3*	5	*6*			1		18	*9*
08	0:13		12		*4*	5	*6*			1		18	*10*
08	0:14	1	12		*5*	4	*6*			1		18	*11*
08	**0:15**		13		*6*	3	*6*			1		17	*12*
08	0:16	1	12		*6*	3	*6*			1		17	*12*
08	0:17		11		*6*	3	*6*			1		15	*12*
08	0:18		8		*6*	3	*6*			1		12	*12*
08	0:19		7		*6*	3	*6*			1		11	*12*
08	**0:20**		6		*7*		*6*					6	***13***
08	0:21												
08	0:22												
08	0:23												
08	0:24												
08	0:25												
08	0:26												
08	0:27												
08	0:28												
08	0:29												
1 Min Peak Acc.		**4**	**14**	**0**	***7***	**5**	***6***	**1**	***0***	**1**	***0***	**22**	***13***

ACCUMULATION DATA REPORT

Facility Name	King's Christian School
Facility Address	8951 SW 44th Street
Date/Day/Hour	11-16-2011 / Wed / 7:30-8:30am & 2:30-3:30 pm

NUMBER OF VEHICLES ACCUMULATED

TIME		ON SITE											
		Auto	Parent	Aisle 2		Aisle 3		Aisle 4		Aisle 5		Totals	
Hour	Minute	Queuing	Parking	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*	Parent	*Staff*
14	**0:30**		4		*2*		*6*	1				5	*8*
14	0:31		4		*2*		*6*	1				5	*8*
14	0:32		4		*2*		*6*	1				5	*8*
14	0:33		4		*2*		*6*	1				5	*8*
14	0:34		4		*2*		*6*	1				5	*8*
14	**0:35**		4		*3*		*6*	1				5	*9*
14	0:36		4		*3*		*6*	1				5	*9*
14	0:37		4		*3*		*6*	1				5	*9*
14	0:38		4		*3*		*6*	1				5	*9*
14	0:39		4		*3*		*6*	1				5	*9*
14	**0:40**		4		*3*		*6*	1				5	*9*
14	0:41		4		*3*		*6*	1				5	*9*
14	0:42		4		*3*		*6*	1				5	*9*
14	0:43		4		*3*		*6*	1				5	*9*
14	0:44		4		*3*		*6*	**1**				5	*9*
14	**0:45**		4		*3*		*6*					4	*9*
14	0:46		4		*3*		*6*					4	*9*
14	0:47		4		*3*		*6*					4	*9*
14	0:48		4		*3*		*6*					4	*9*
14	0:49		4		*3*		*6*					4	*9*
14	**0:50**	4	5		*4*		*6*					9	*10*
14	0:51	4	5		*4*		*6*					9	*10*
14	0:52	4	5		*4*		*6*					9	*10*
14	0:53	4	5		*4*		*6*					9	*10*
14	0:54	4	**5**		*4*		*6*					9	*10*
14	**0:55**	4	4		*4*	1	*6*					9	*10*
14	0:56	5	4		*4*	1	*6*					10	*10*
14	0:57	5	4		*4*	1	*6*					10	*10*
14	0:58	7	4		*4*	1	*6*					12	*10*
14	0:59	8	4		*4*	1	*6*					13	*10*
15	**0:00**	8	4		*4*	1	*6*					13	*10*
15	0:01	9	4		*4*	1	*6*					14	*10*
15	0:02	10	4		*4*	1	*6*					15	*10*
15	0:03	11	4		*4*	1	*6*					16	*10*
15	0:04	12	4		*4*	**1**	*6*					17	*10*
15	**0:05**	13	4	1	*4*		*6*					18	*10*
15	0:06	14	4	1	*4*		*6*					19	*10*
15	0:07	14	4	1	*4*		*6*					19	*10*
15	0:08	14	4	1	*4*		*6*					19	*10*
15	0:09	15	4	1	*4*		*6*					20	*10*
15	**0:10**	17	4	2	*4*		*6*					23	*10*
15	0:11	17	4	2	*4*		*6*					23	*10*
15	0:12	18	4	2	*4*		*6*					24	*10*
15	0:13	19	4	2	*4*		*6*					25	*10*
15	0:14	21	4	2	*4*		*6*					27	*10*
15	**0:15**	**23**	4	**2**	***4***		***6***					**29**	***10***
15	0:16	18	4	2	*4*		*6*					24	*10*
15	0:17	13	4	2	*4*		*6*					19	*10*
15	0:18	12	4	2	*4*		*6*					18	*10*
15	0:19	12	4	2	*4*		*6*					18	*10*
15	**0:20**	9	4	1	*4*		*6*					14	*10*
15	0:21	11	4	1	*4*		*6*					16	*10*
15	0:22	9	4	1	*4*		*6*					14	*10*
15	0:23	4	4	1	*4*		*6*					9	*10*
15	0:24	3	4	1	*4*		*6*					8	*10*
15	**0:25**	2	4	2	*4*	1	*6*					9	*10*
15	0:26		4	2	*4*	1	*6*					7	*10*
15	0:27		4	2	*4*	1	*6*					7	*10*
15	0:28		4	2	*4*	1	*6*					7	*10*
15	**0:29**		4	2	*4*	1	*6*					7	*10*
15	0:30		5		*4*	1	*6*					6	*10*
1 Min Peak Acc.		**23**	**5**	**2**	***4***	**1**	***6***	**1**	***0***	**0**	**0**	**29**	**10**

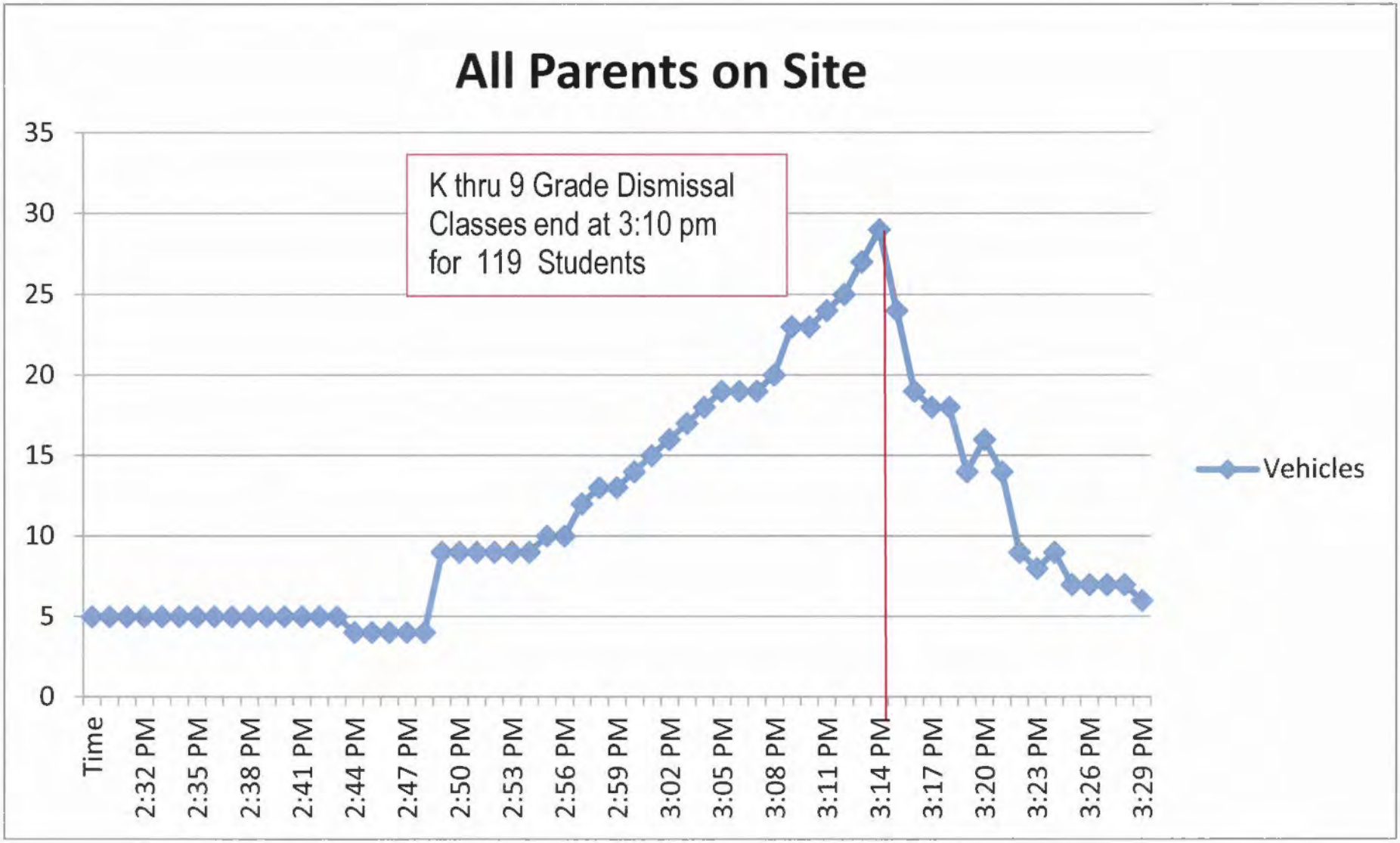
Southwest Community Church

Area Description for Accumulation Report

FANDREI CONSULTING INC
Traffic Engineering Services

MAY/2015

All Parents on Site
Pre-K thru 9 Grade Arrival
Classes begin at 8:15 am
for 119 Students
25
20
15
10
5
0
7:30 AM
7:32 AM
7:34 AM
7:36 AM
7:38 AM
7:40 AM
7:42 AM
7:44 AM
7:46 AM
7:48 AM
7:50 AM
7:52 AM
7:54 AM
7:56 AM
7:58 AM
8:00 AM
8:02 AM
8:04 AM
8:06 AM
8:08 AM
8:10 AM
8:12 AM
8:14 AM
8:16 AM
8:18 AM
8:20 AM
Vehicles


All Parents on Site
K thru 9 Grade Dismissal
Classes end at 3:10 pm
for 119 Students
35
30
25
20
15
10
5
0
Time
2:32 PM
2:35 PM
2:38 PM
2:41 PM
2:44 PM
2:47 PM
2:50 PM
2:53 PM
2:56 PM
2:59 PM
3:02 PM
3:05 PM
3:08 PM
3:11 PM
3:14 PM
3:17 PM
3:20 PM
3:23 PM
3:26 PM
3:29 PM
Vehicles