

New Horizon
Higher Learning
Educational Center



New Horizons Preschool

Traffic Operations Plan

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ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

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August 21th, 2012

Introduction

Based on the traffic study prepared by Richard Garcia & Associates, Inc. we have prepared a Traffic Operations Plan (TOP) for the proposed school located on the southeast corner of SW 147th Avenue and SW 15th Street in Miami-Dade County, Florida. This TOP has been prepared to address the operations of the school, the school arrival and dismissal schedule, vehicular pick-up/drop-off queuing route and operations, allocation of parking on site, and provision of accommodations for pedestrians. The information provided in this summary is based upon the requirements listed by Miami-Dade County Public Works and Waste Management Department (MDCPWWD).

School Operations

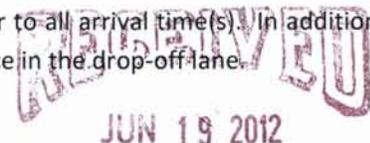
Proposed Operational Plan

Hours of Operation							
Arrival Time		Grades	Students	Dismissal Time		Grades	Students
1st	8:00 AM	DC, PK	120	1st	2:30 PM	K - 2nd	80
2nd	8:30 AM	K - 2nd	80	2nd	3:00 PM	DC, PK	120
Total			200	Total			200
Notes: * DC = Daycare * PK = Pre Kindergarten * K = Kindergarten							

The figure above depicts the distribution of students per arrival and dismissal shifts.

School Arrival Plan

1. The proposed school will serve daycare and grades Pre-Kindergarten through Second grade.
2. The school day will start at 8:00 AM for Daycare and Pre-K, followed by the second arrival at 8:30 AM for grades Kindergarten through Second grade.
3. All children attending school shall be drop-off by parents. In addition, parents may hire private transportation vehicles for their children.
4. The school will have its stacking/drop-off area adjacent to SW 15th Street. Vehicles will enter the drop-off/pick-up loop at the western-most entrance, utilizing the drop-off on the right of the vehicle.
5. Drop-off can also be handled by parents utilizing the marked stacking spaces which are accessible from SW 147th Avenue.
6. The school will provide staff to direct any vehicles which may stack in through lanes or non-designated parking areas in the public rights of way onto the school site. Access to onsite loading facilities shall be open a minimum of 45 minutes prior to all arrival time(s). In addition, staff will assist with drop-off and assures no parking takes place in the drop-off lane.





7. The school is providing stacking capacity for 13 vehicles (i.e. 3 in stacking lane, 10 marked stacking spaces and 2 surplus parking spaces, also marked).
8. School personnel will be positioned at the end-point of the stacking lane and within the property to ensure continuous vehicular movement.
9. Visitors to the school and/or parents escorting their child to their respective classrooms will park in the assigned stacking spaces.

School Day

1. The school day will last from 8:00 AM to 3:00 PM. The first dismissal time (outlined below) will start at 2:30PM.

School Dismissal Plan

1. The school day will end at 2:30 PM for grades Kindergarten through Second, followed by the second dismissal at 3:00 PM for daycare and Pre-K.
2. All children shall be picked-up by parents. Also, parents may hire private transportation vehicles for their children.
3. The school will continue to utilize its stacking/pick-up area adjacent to SW 15th Street. Vehicles will enter the drop-off/pick-up loop at the western-most entrance, utilizing the pick-up on the right of the vehicle.
4. Pick-up can also be handled by parents utilizing the marked stacking spaces which are accessible from SW 147th Avenue.
5. The school will provide staff to direct any vehicles which may stack in through lanes or non-designated parking areas in the public rights of way onto the school site. Access to onsite loading facilities shall be open a minimum of 45 minutes prior to all dismissal time(s). In addition, staff will assist with pick-up and assures no parking takes place in the drop-off lane.
6. The school is providing stacking capacity for 13 vehicles (i.e. 3 in stacking lane, 10 marked stacking spaces and 2 surplus parking spaces, also marked).
7. School personnel will be positioned at the end-point of the stacking lane and within the property to ensure continuous vehicular movement.
8. Visitors to the school and/or parents picking up their child from their respective classrooms will park in the assigned stacking spaces.

School Staffing and Parking Assignments

1. The school staff will be provided with assigned parking spaces.

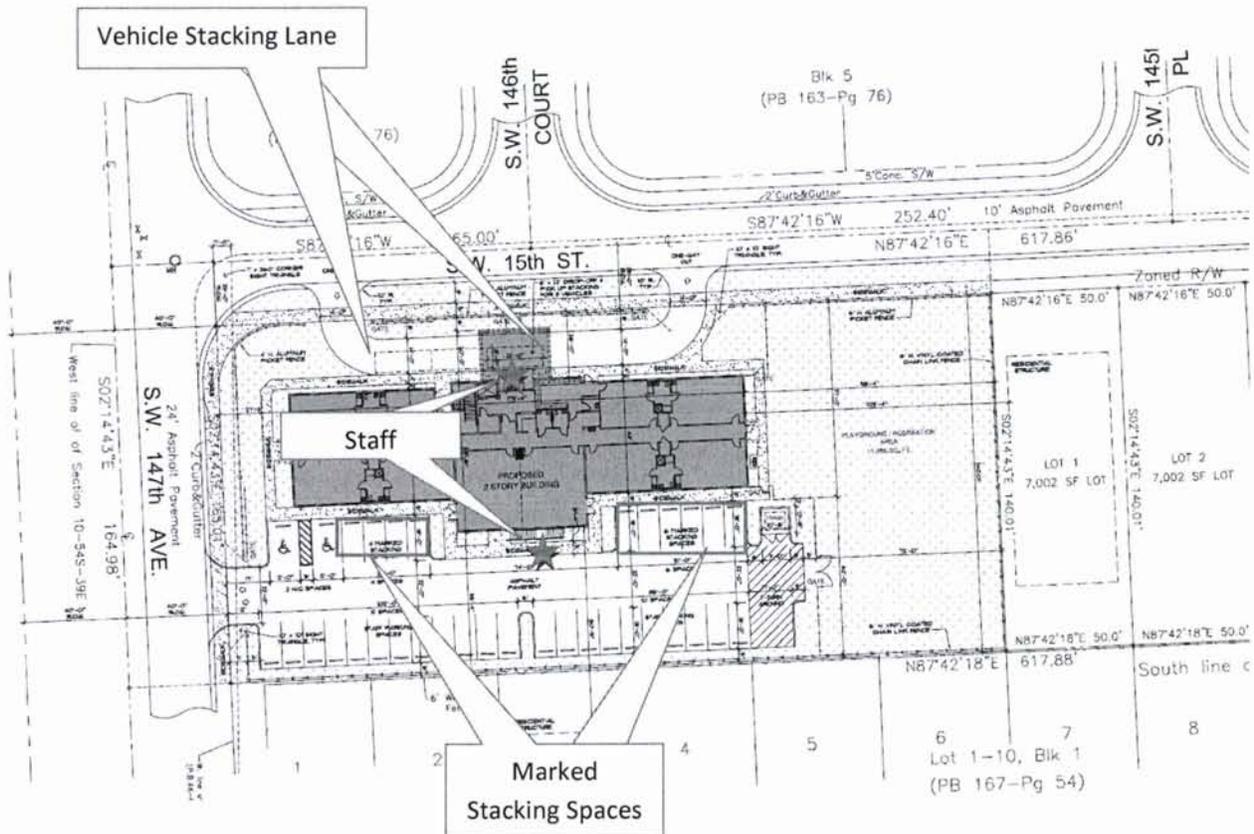
Pedestrian and Bicycle Operations

The school is providing a continuous pedestrian sidewalk around the school building and a path that connects to the sidewalk on SW 15th Street. No children will be allowed to ride bicycles to school. All students must be accompanied by a supervising adult to and from school at all times.

Bus Operations

The school is not providing for any school buses larger than admissible private van transportation vehicles. The admissible vans may ingress and egress at the site's driveways for either the stacking or parking areas.

School Stacking & Parking Plan



TECHNICAL MEMORANDUM

DATE: August 21st, 2012

TO: Ricardo Gavilan, P.E., PTOE, LEED A.P.
Public Works and Waste Management Department, Traffic Engineering Division
111 NW 1st Street, Suite 1510
Miami, Florida 33120-1900

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
13117 NW 107th Avenue, Unit # 4
Hialeah Gardens, Florida 33018

SUBJECT: **New Horizon Higher Learning Education Center, SW 147 Ave and SW 15 St.**

We have reviewed the traffic comments received via an email on August 20th, 2012 for the referenced project and have revised our analysis accordingly. The following changes have been made to our previous analysis.

Comment 1: Since the 120 children will be operating as a daycare it will only require the 1 stacking space for every 10 children (10% ratio). Therefore, 12 stacking spaces are required instead of 19 as shown in traffic study. Please provide an addendum that documents this change.

Hence, the maximum number of stacking spaces required onsite will be 13 (3 in circular drive and 10 parking) for the first dismissal of 80 children (K-2nd). Update the TOP to reflect the 13 spaces required.

Response to Comment 1: We have revised the Traffic Operations Plan (TOP), see document dated August 21st, 2012 for updates.

Comment 2: The Pedestrian Description must include the following policy: all students must be accompanied by an adult to and from school at all times.

Response to Comment 2: We have revised the Traffic Operations Plan (TOP), see document dated August 21st, 2012 for updates.

Please note, we have revised the Vehicular Stacking Capacity (Table 8, page 15) and the PM Peak Accumulation Assessment sheet to reflect the revisions noted above. These revised sheets are included herewith in the Attachments.

ATTACHMENTS

TABLE: A8

**New Horizon Higher Learning Educational Center
Vehicular Stacking Capacity**

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Drop-Off/Pick-up along SW 15th Street	135	LF	Car/Van	22	3
2	Surplus Parking Spaces (10 Marked, 2 Surplus)					12
Total Stacking Capacity for Passenger Vehicles						15

PM PEAK ACCUMULATION ASSESSMENT (2nd Dismissal)

for a New Public School (Countywide)

New School Name	Notes	New Horizon Higher Learning Educational Center	
Surrogate School Name	1	Pinewood Acres School	
Date / Day / Time of Data Collection		9/28/2010 2:00 PM - 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		180	Total number of students, E
Capacity of New School		120	Student Stations, C (2nd Dismissal) - Daycare
Multiplier	2	0.67	[C / E]
Surrogate Accumulations	3	28	passenger vehicles (including commercial vans)
		0	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		12.00	passenger vehicles (10 % of Daycare Dismissal)
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	15	passenger vehicles (See Table A8 in Appendix)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	125%	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 the 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 the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

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. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, 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.

Please print data collector name, title, mailing address, and phone number:

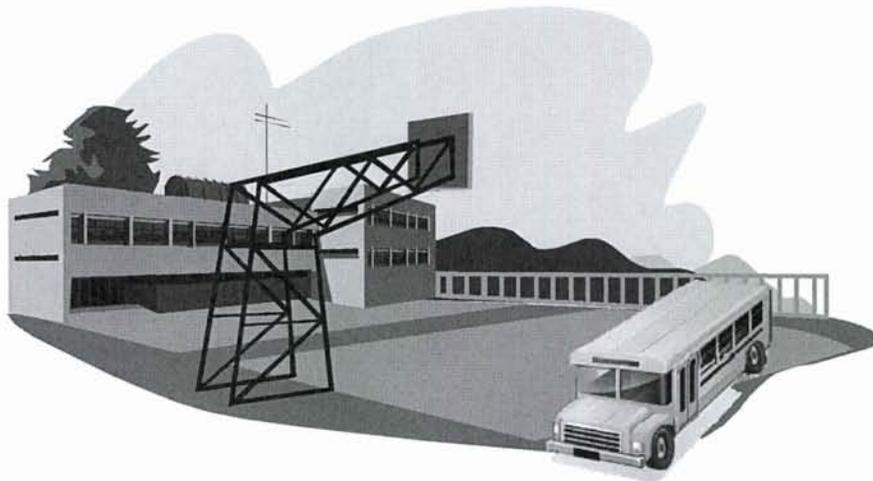
Signature of Data Collector



Richard Garcia & Associates, Inc.

New Horizon Higher Learning Educational Center

Traffic Impact Study
&
Accumulation Assessment



SW 147th Avenue & SW 15th Street
Miami-Dade, Florida

June 18th, 2012

ENGINEER'S CERTIFICATION

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: New Horizon Higher Learning Educational Center
- Traffic Impact Study

PROJECT LOCATION: SW 147th Avenue & SW 15th Street
Miami-Dade, Florida



Florida Registration No, 54886



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Executive Summary

The purpose of this study is to evaluate the traffic impacts and the projected vehicle accumulation for the proposed New Horizon Higher Learning Educational Center. The subject site is located on the southeast corner of SW 147th Avenue and SW 15th Street in Miami-Dade County, Florida. This site is currently vacant and is surrounded by other vacant lands and residential homes. The proposed project consists of a Daycare and School which is being programmed to accommodate 200 children in grades Pre-Kindergarten through Second (PK-2). The subject project will have two vehicular access points; one driveway on SW 147th Avenue and one driveway on SW 15th Street. In addition, the school will provide 16 surplus parking spaces that may be utilized for stacking and a drop-off/pick-up area adjacent to SW 15th Street with capacity for 6 stacking vehicles.

The trip generation characteristics for the subject project were developed using actual data from the surrogate school, Pinewood Acres School at 9500 SW 97th Avenue. At the time data collection took place, the surrogate school was operating with one arrival. As such, the data was collected during the school's AM peak period from 7:00 to 9:00 AM.

The trip generation rate from the surrogate school yielded 0.794 trips per student. This rate was utilized to calculate the proposed vehicle trips for the proposed school. As a result, the subject project yielded **159 vehicle trips** during the **AM peak period**. Please note that since this school will have multiple arrivals, all of the peak period trips will not occur during the school's peak hour.

As such, the above peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival times in order to obtain the AM peak hour trips. As a result, the **AM Peak Hour Trip Generation** yielded **115 vehicle trips** of which 60 vehicle trips are entering and 55 vehicle trips will exit the site. Lastly, the AM peak hour trips have been distributed consistent with the Traffic Analysis Zone (TAZ 888), area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's area.

The traffic impacts for this project were evaluated at the most impacted intersection of SW 15th Street and SW 147th Avenue. This intersection was evaluated for Level of Service (LOS). Moreover, the LOS analysis was performed for the existing condition and proposed condition with project traffic during the AM peak hour. As a result, the analysis yielded LOS A. Lastly, the project's driveways were evaluated and yielded LOS A. Table 1 below summarizes the results obtained.

Table 1: AM Peak Hour LOS Summary

Existing AM Peak Hour Condition			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1 SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	1.6	A	2.7	
Proposed AM Peak Hour Condition w/ Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1 SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.7	A	0.0	A	2.0	A	2.5	
2 Driveway 1 & SW 147 Avenue	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	5.1	A	5.7	
3 Drop-Off Entrance & SW 15 Street	One-Way Stop	A	0.0	A	1.3	N/A	N/A	N/A	N/A	A	0.8	
4 Drop-Off Exit & SW 15 Street	One-Way Stop	A	0.0	A	0.0	A	8.7	N/A	N/A	A	4.6	

In addition to the above, Accumulation Assessments were performed for the school's AM and PM peak period to determine the projected vehicle stacking at the proposed school during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works Department methodology and consist of taking information from a similar school (i.e. a surrogate school) and applying it to the proposed charter school.

Again, the school will have stacking capacity for 22 passenger vehicles; 6 vehicles within drop-off/pick-up area and 16 vehicles in the surplus parking spaces. The Accumulation Assessment was based on two (2) arrivals and two (2) dismissals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. As a result, the assessments revealed the subject project can operate satisfactorily with the proposed arrivals and dismissals. Below you will find a summary of the accumulation results for each separate arrival and dismissal and their corresponding percent being accommodated within the site.

In conclusion, the subject school is providing sufficient stacking capacity to accommodate the projected demand for passenger vehicles and large school buses. In addition, the intersection most impacted will maintain the existing LOS results for the proposed condition in 2013. Therefore, this project does not pose a negative impact on traffic as sufficient roadway capacity exists to support this school.

Description		Number of Students	Passenger Vehicle		
			Stacking Provided	Projected Accumulation	Percent Accommodated
Arrivals	1st	120	22	8.00	275%
	2nd	80	22	5.33	413%
Dismissals	1st	80	22	12.44	177%
	2nd	120	22	18.67	118%

Introduction

The purpose of this study is to evaluate the associated traffic impacts and the projected vehicle accumulation for the proposed New Horizon Higher Learning Educational Center. The subject site is currently vacant and is planned to be developed as a daycare and school with capacity for 200 students. As such, the traffic impacts for this project were evaluated at the following intersection:

- SW 147th Avenue & SW 15th Street

A Level of Service (LOS) analysis was performed for the existing condition and proposed condition with project traffic during the school's AM peak hour. Additionally, the project's driveways were evaluated to determine the LOS. The analysis documented in this report follows the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and follows the guidelines of Miami-Dade County Public Works and Waste Management Department (School Criteria). Lastly, this report has evaluated the following:

- Trip Generation
- Traffic Distribution
- Traffic Assignment
- Traffic Counts
- Level of Service
- Accumulation Assessment
- Recommendations

Project Location / Description

The subject site is located on the southeast corner of SW 147th Avenue and SW 15th Street in Miami-Dade County, Florida. As previously mentioned this site is currently vacant and is surrounded by other vacant lands and residential homes. The proposed project consists of a daycare and school with capacity for 200 students in grades Pre-Kindergarten through Second (PK-2). Below are the proposed hours of operation schedule:

Hours of Operation						
Arrival Time	Grades	Students	Dismissal Time	Grades	Students	
1st 8:00 AM	DC, PK	120	1st 2:30 PM	K - 2nd	80	
2nd 8:30 AM	K - 2nd	80	2nd 3:00 PM	DC, PK	120	
	Total	200		Total	200	

Notes:
 * DC = Daycare
 * PK = Pre Kindergarten
 * K = Kindergarten

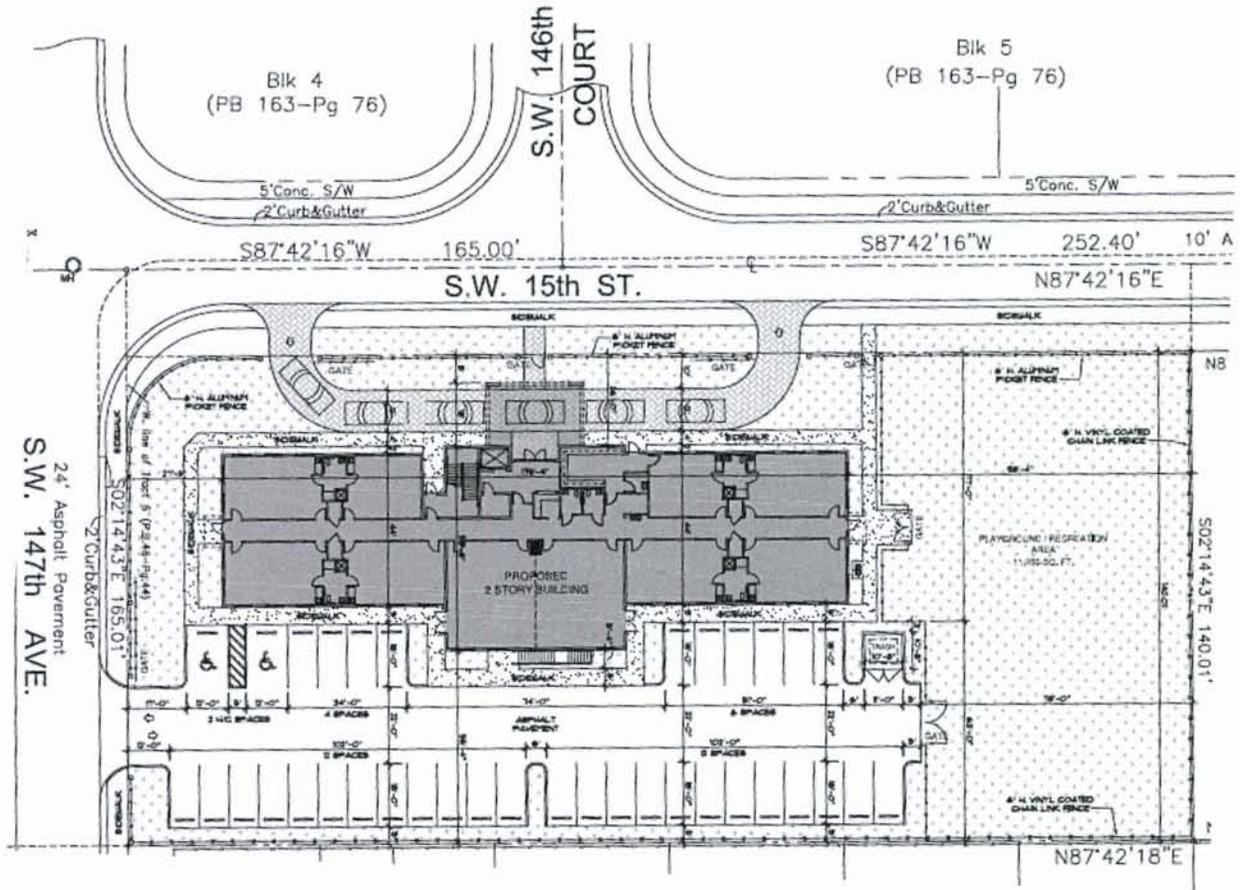
The subject project will have two vehicular access points; one driveway on SW 15th Street and one driveway on SW 147th Avenue. In addition, the school will provide 16 surplus parking spaces that may be utilized for stacking and a drop-off/pick-up area along SW 15th Street with capacity for 6 stacking vehicles. Lastly, the proposed school will provide personnel to direct traffic and to supervise the drop-off and pick-up operations.

Figure 1 depicts the site’s location map, while Figure 2 is the proposed site plan, provided for illustrative purposes only.

Figure 1: Location Map



Figure 2: Site Plan



Existing Condition

The purpose of this section is to identify the current operational and geometric characteristics of the roadways within the study area in order to provide a comparison to future conditions.

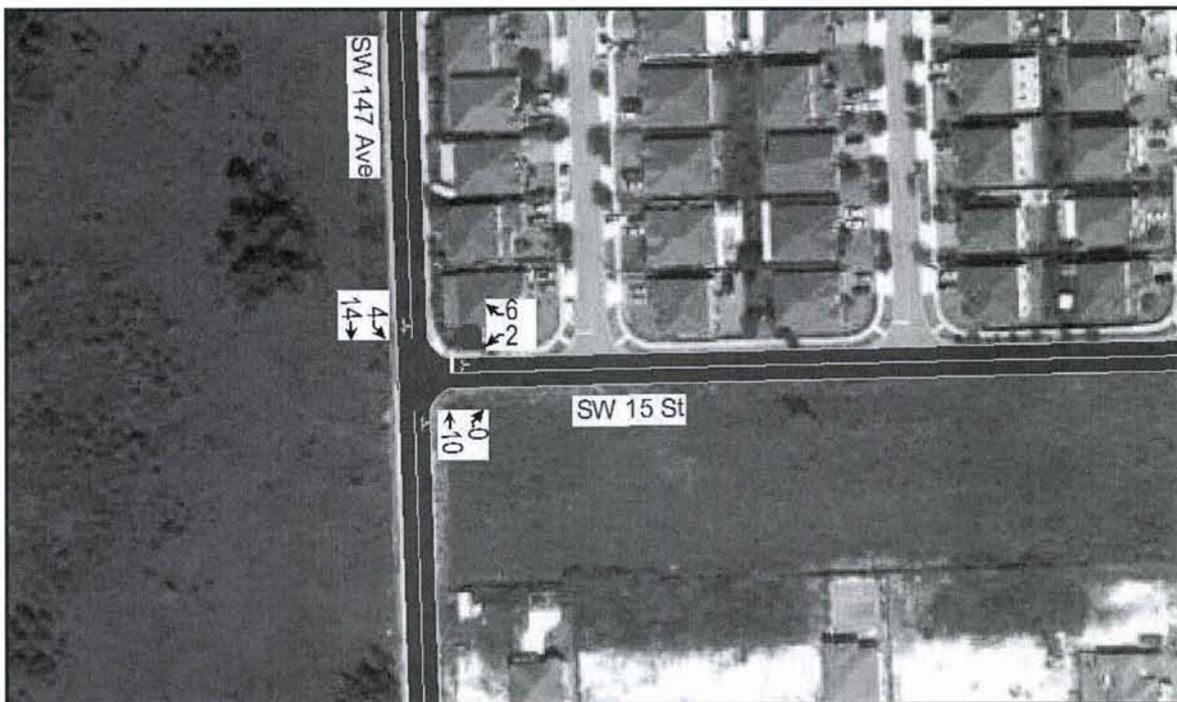
Data Collection

Manual Turning Movement Counts (TMC's) were taken at the intersections identified below. This data was collected on Tuesday, June 12th, 2012 during the school's AM peak period of 7:00 AM to 9:00 AM. Please note the 2011 FDOT Peak Season Factor Category Report depicts a Seasonal Factor of 0.99. However, a conservative Peak Season Conversion Factor of 1.02 plus an additional five (5) percent was utilized to adjust the existing counts for seasonal variations since the data was collected during schools off period. This approach is consistent with other traffic studies performed during the schools off period. Moreover, the intersection identified below would be the most impacted due to its close proximity to the subject location. Traffic Counts and operational characteristics were gathered at the following intersection:

- SW 147th Avenue & SW 15th Street

Figure 3 depicts a graphical representation of the seasonally adjusted existing AM peak hour TMC's.

Figure 3: Existing AM Peak Hour TMC's



Level of Service (LOS)

Using the above AM Peak hour TMC data, an intersection Level of Service (LOS) analysis was performed for the existing peak hour condition at the intersection of SW 147th Avenue and SW 15th Street. This analysis was performed using the Synchro 8/SimTraffic software and following the 2010 Highway Capacity Manual methodology. As a result, the analysis yielded LOS A. Table 2 provides a summary of the AM peak hour LOS while Appendix E contains the supporting documentation.

Moreover, the intersection of SW 15th Street and SW 147th Avenue currently has three (3) approaches: northbound, southbound and westbound. Please note the westbound approach is a one-way roadway. However, based on the intersection turning movement counts, vehicles are utilizing SW 15th Street as two-way and therefore, analyzed consistent with field operations.

Table 2: Existing AM Peak Hour Level of Service (LOS)

Existing AM Peak Hour Condition		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	1.6	A	2.7

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Project Traffic

This section of the report will cover the project traffic for the subject school. In addition to calculating the trip generation and trip distribution, the school's site traffic was assigned to the adjacent roadways and utilized to determine the future project traffic in the subsequent sections.

Trip Generation

The trip generation characteristics for the subject project were developed using actual data from the surrogate school, Pinewood Acres School at 9500 SW 97th Avenue. At the time data collection took place, the surrogate school was operating with one arrival. As such, the data was collected during the school's AM peak period from 7:00 to 9:00 AM.

The trip generation rate from the surrogate school yielded 0.794 trips per student. This rate was utilized to calculate the proposed vehicle trips for the proposed school. As a result, the subject project yielded **159 vehicle trips** during the **AM peak period**. Please note that since this school will have multiple arrivals, all of the peak period trips will not occur during the school's peak hour. Table 3 summarizes the trip generation for the charter school during the AM peak period. The calculations of the rates and percentage are included in Appendix A.

Table 3: AM Peak Period (7:00 – 9:00 AM) Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
EXISTING USE						
Vacant						
PROPOSED USE						
Charter School (PK-2)	200 Students	◇	0.794	80	79	159
Gross Vehicle Trips				80	79	159

NOTES:

◇ Trip Generation Rate was calculated based on the traffic data collected at the Pinewood Acres School. See Appendix.

Subsequently, the above peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival times in order to obtain the AM peak hour trips. As a result, the **AM Peak Hour Trip Generation** yielded **115 vehicle trips** of which 60 vehicle trips are entering and 55 vehicle trips will exit the site. Table 4 depicts the AM Peak Hour Trip Generation results while Appendix A contains the supporting documentation.

Table 4: AM Peak Hour Trip Generation

Operation	Time	Percent In	Percent Out	Vehicles In	Vehicles Out	Total Trips
First Arrival 8:00 AM	7:00 AM - 7:15 AM	5%	3%	4	2	6
	7:15 AM - 7:30 AM	10%	8%	8	6	14
	7:30 AM - 7:45 AM	20%	18%	16	14	30
	7:45 AM - 8:00 AM	25%	23%	20	18	38
Second Arrival 8:30 AM	8:00 AM - 8:15 AM	10%	13%	8	11	19
	8:15 AM - 8:30 AM	20%	15%	16	12	28
	8:30 AM - 8:45 AM	10%	20%	8	16	24
Total		100%	100%	80	79	159

School AM Peak Hour	Trips			Peak Hour
	In	Out	Total	
7:30 AM - 8:30 AM	60	55	115	

Trip Distribution

The Traffic Analysis Zone for the subject project (TAZ 888) was reviewed in order to develop a trip distribution for the school’s traffic. However, the trip distribution percentages were based on the surrounding roadway network and local knowledge of traffic patterns within the project’s area. The corresponding traffic distribution percentages were assigned to the North, South, East and West directions as outlined in Table 5. Figure 4 depicts the TAZ map while Figure 5 is the peak hour trips (ingress & egress). Figure 6 depicts the AM Peak Hour School Traffic.

Figure 4: Traffic Analysis Zone (TAZ) Map

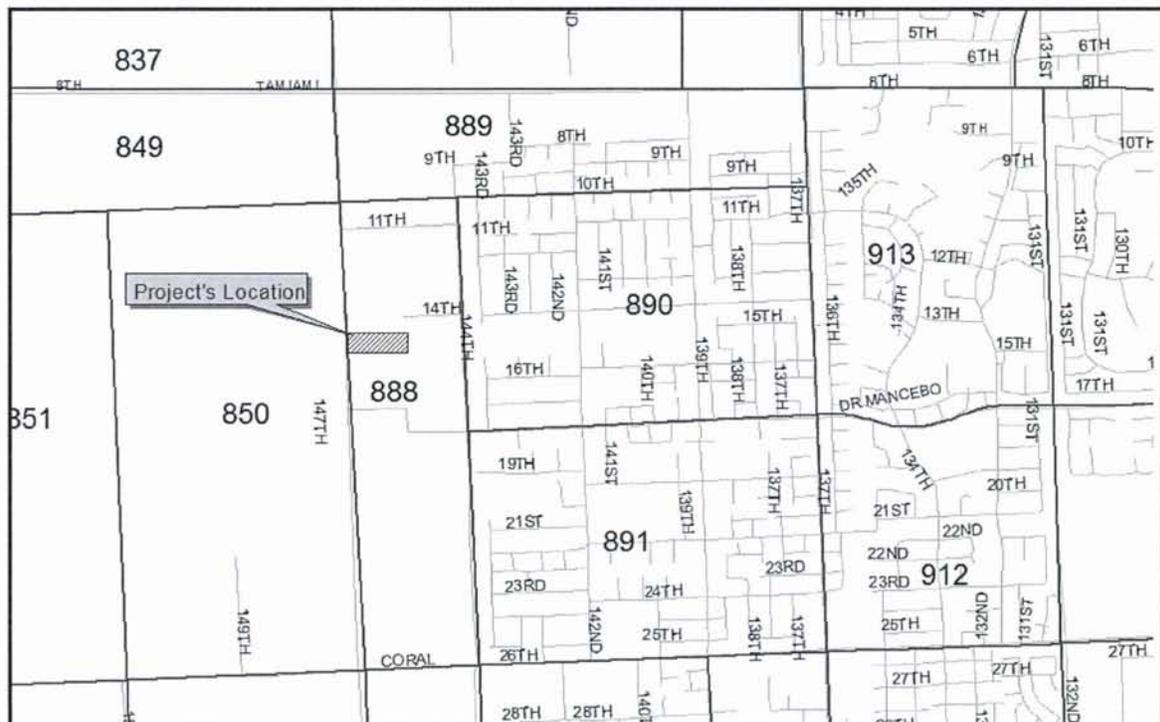


Table 5: Traffic Distribution

UTILIZED FOR TRIP DISTRIBUTION				
DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NORTH	5%	3	3	6
EAST	40%	24	22	46
SOUTH	45%	27	25	52
WEST	10%	6	5	11
	100.00%	60	55	115

Figure 5: Directional Traffic Assignments (Ingress & Egress)

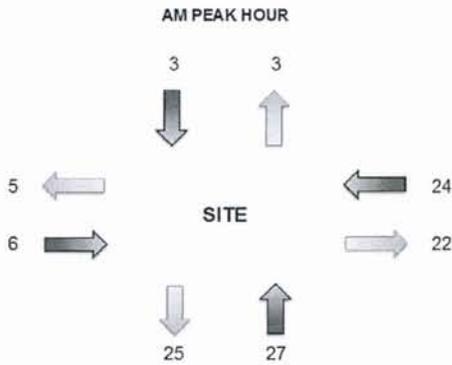
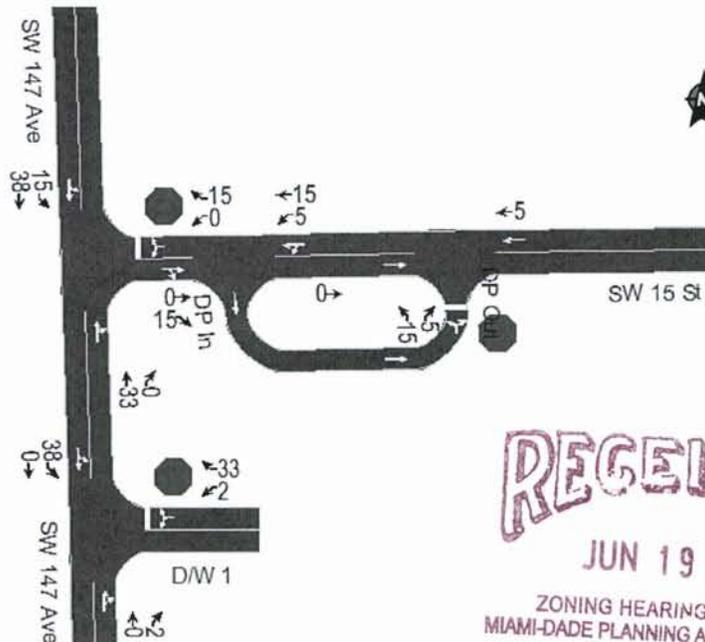


Figure 6: AM Peak Hour Site Traffic



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Proposed Condition

The proposed condition Level of Service (LOS) includes the background growth and school traffic. The existing traffic was grown with a background growth rate of 1.91 percent per year. Lastly, this growth rate was applied to a design year of 2013.

Background Growth

Using the Miami-Dade County SERPM travel demand traffic model for the above referenced TAZ, a traffic growth was determined by interpolating the models TAZ trips between the years of 2005 and 2035. The results indicate a growth trend rate of 1.91 percent per year. Appendix C includes the data and analyses performed to determine the growth rate.

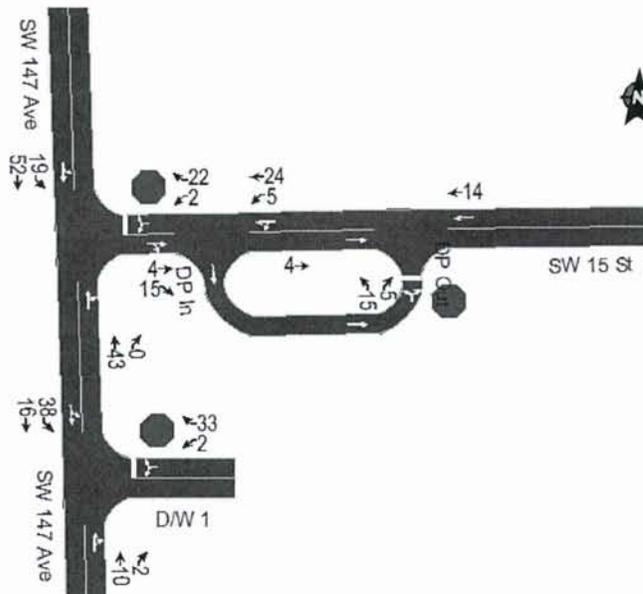
Proposed Condition with Project Traffic

The intersection previously identified was augmented with the background growth and school traffic. This formed the basis for the proposed future condition with project traffic in 2013. As a result, the overall operation at the intersection analyzed yielded LOS A. Moreover, the driveway analysis resulted in LOS A. Table 6 summarizes the LOS results for the proposed AM peak hour condition. The calculations for the specific movements at each intersection are included in Appendix D. Figure 7 depicts the proposed AM peak hour volumes.

Table 6: Proposed AM Peak Hour Level of Service (LOS)

Proposed AM Peak Hour Condition w/ Project		Intersection Approach								Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.7	A	0.0	A	2.0	A	2.5
2	Driveway 1 & SW 147 Avenue	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	5.1	A	5.7
3	Drop-Off Entrance & SW 15 Street	One-Way Stop	A	0.0	A	1.3	N/A	N/A	N/A	N/A	A	0.8
4	Drop-Off Exit & SW 15 Street	One-Way Stop	A	0.0	A	0.0	A	8.7	N/A	N/A	A	4.6

Figure 7: Proposed AM Peak Hour Volumes



Accumulation Assessment/Vehicle Stacking

The subject school will provide exclusive drop-off/pick-up areas for passenger vehicles. Moreover, this school will have stacking capacity for 22 passenger vehicles; 6 vehicles within drop-off/pick-up area and 16 vehicles in the surplus parking spaces. Table 7 below describes the stacking capacity. Again, please note the school will provide personnel to manage the vehicular traffic during the arrival and dismissal times.

Table 7: Description of Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Drop-Off/Pick-up along SW 15th Street	135	LF	Car/Van	22	6
2	Surplus Parking Spaces (16 Provided; 16 Utilized)					16
Total Stacking Capacity for Passenger Vehicles						22

Consistent with the requirements of Miami-Dade County, an Accumulation Assessment was performed to evaluate the stacking/queuing capacity for the proposed project. This assessment consisted of taking local school data, in this case the Pinewood Acres School at 9500 SW 97th Avenue, and applying it to the proposed school.

Moreover, the Accumulation Assessment was based on two (2) arrivals and two (2) dismissals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. Table 8 below summarizes the results for each separate arrival and dismissal and their corresponding percent being accommodated. Appendix F contains the supporting documentation.

Table 8: Accumulation Assessment Summary

Description	Number of Students	Passenger Vehicle			
		Stacking Provided	Projected Accumulation	Percent Accommodated	
Arrivals	1st	120	22	8.00	275%
	2nd	80	22	5.33	413%
Dismissals	1st	80	22	12.44	177%
	2nd	120	22	18.67	118%

Conclusion

The proposed school is being programmed to accommodate 200 students. This school was evaluated for the existing and future levels of service. As a result, the analyses yielded LOS A for the intersections and driveways analyzed. Moreover, Vehicle Accumulation Assessments were performed and revealed the subject project can operate satisfactorily with two (2) staggered arrivals and two (2) staggered dismissals.

In conclusion, the subject project will have sufficient vehicular stacking capacity. Lastly, the intersections most impacted will maintain the existing LOS for the proposed condition and therefore, this project does not pose a negative impact on traffic as sufficient roadway capacity exists.

Appendix A: Trip Generation



TABLE: A1

New Horizon Higher Learning Educational Center
 Trip Generation Analysis - AM Peak Condition

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
EXISTING USE								
Vacant								
PROPOSED USE								
Charter School (PK-2)	200 Students	◇	0.794	50%	80	50%	79	159
Gross Vehicle Trips				50%	80	50%	79	159

NOTES:

◇ Trip Generation Rate was calculated based on the traffic data collected at the Pinewood Acres School. See Appendix.

TABLE: A2

New Horizon Higher Learning Educational Center
School AM Peak Hour Trip Generation (Two Arrivals)

Operation	Time	Percent In	Percent Out	Vehicles In	Vehicles Out	Total Trips
First Arrival 8:00 AM	7:00 AM - 7:15 AM	5%	3%	4	2	6
	7:15 AM - 7:30 AM	10%	8%	8	6	14
	7:30 AM - 7:45 AM	20%	18%	16	14	30
	7:45 AM - 8:00 AM	25%	23%	20	18	38
Second Arrival 8:30 AM	8:00 AM - 8:15 AM	10%	13%	8	11	19
	8:15 AM - 8:30 AM	20%	15%	16	12	28
	8:30 AM - 8:45 AM	10%	20%	8	16	24
Total		100%	100%	80	79	159

School AM Peak Hour	Trips		
	In	Out	Total
7:30 AM - 8:30 AM	60	55	115

Peak Hour

TABLE: A3

New Horizon Higher Learning Educational Center
School Operation Plan

Hours of Operation							
Arrival Time		Grades	Students	Dismissal Time		Grades	Students
1st	8:00 AM	DC, PK	120	1st	2:30 PM	K - 2nd	80
2nd	8:30 AM	K - 2nd	80	2nd	3:00 PM	DC, PK	120
Total			200	Total			200

Notes:

* DC = Daycare

* PK = Pre Kindergarten

* K = Kindergarten

TABLE: T1
AM Peak Trip Generation (Surrogate School)

School Name: Pinewood Acres School
Location: 9500 SW 97th Avenue
Students: 180

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	1	1	2	0	0	0
7:15 AM - 7:30 AM	6	3	9	0	0	0
7:30 AM - 7:45 AM	5	3	8	0	0	0
7:45 AM - 8:00 AM	4	4	8	0	0	0
8:00 AM - 8:15 AM	11	4	15	0	0	0
8:15 AM - 8:30 AM	19	18	37	0	0	0
8:30 AM - 8:45 AM	35	32	67	0	0	0
8:45 AM - 9:00 AM	7	17	24	0	0	0
Total	88	82	170	0	0	0

School AM Peak Hour (8:00 - 9:00 AM)			
Peak Hour Trips	In	Out	Total
	72	71	143
Rate (Trips per student)	0.400	0.394	0.794

Peak Hour

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes busses.

Appendix B: Trip Distribution

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MIAMI-DADE PLANNING AND ZONING DEPT.

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Richard Garcia & Associates, Inc.



Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009

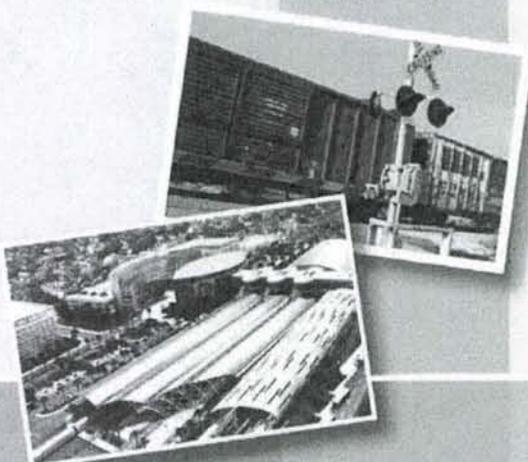
2035



Miami-Dade



Transportation Plan



Prepared by:



In association with:

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	23.69	25.96	10.61	7.11	5.82	10.93	1.99	13.89	
879	3579	TRIPS	671	899	553	311	350	340	142	258	3,524
		PERCENT	19.04	25.51	15.69	8.83	9.93	9.65	4.03	7.32	
880	3580	TRIPS	449	610	318	230	225	122	70	162	2,186
		PERCENT	20.54	27.9	14.55	10.52	10.29	5.58	3.2	7.41	
881	3581	TRIPS	553	640	325	187	182	140	35	94	2,156
		PERCENT	25.65	29.68	15.07	8.67	8.44	6.49	1.62	4.36	
882	3582	TRIPS	347	508	247	325	180	386	38	75	2,106
		PERCENT	16.48	24.12	11.73	15.43	8.55	18.33	1.8	3.56	
883	3583	TRIPS	964	1124	648	385	360	202	103	263	4,049
		PERCENT	23.81	27.76	16	9.51	8.89	4.99	2.54	6.5	
884	3584	TRIPS	1856	2324	1395	811	438	242	178	518	7,762
		PERCENT	23.91	29.94	17.97	10.45	5.64	3.12	2.29	6.67	
885	3585	TRIPS	784	1547	803	770	379	256	58	228	4,825
		PERCENT	16.25	32.06	16.64	15.96	7.85	5.31	1.2	4.73	
886	3586	TRIPS	307	720	279	234	158	78	23	82	1,881
		PERCENT	16.32	38.28	14.83	12.44	8.4	4.15	1.22	4.36	
887	3587	TRIPS	1468	2077	937	1312	1085	52	365	20	7,316
		PERCENT	20.07	28.39	12.81	17.93	14.83	0.71	4.99	0.27	
888	3588	TRIPS	8	49	38	97	84	0	4	1	281
		PERCENT	2.85	17.44	13.52	34.52	29.89	0	1.42	0.36	
889	3589	TRIPS	364	1279	963	1082	784	28	29	23	4,552
		PERCENT	8	28.1	21.16	23.77	17.22	0.62	0.64	0.51	
890	3590	TRIPS	386	2201	919	528	388	28	27	125	4,602
		PERCENT	8.39	47.83	19.97	11.47	8.43	0.51	0.59	2.72	
891	3591	TRIPS	519	2179	643	731	709	39	54	151	5,025
		PERCENT	10.33	43.36	12.8	14.55	14.11	0.78	1.07	3	
892	3592	TRIPS	209	774	234	217	185	20	12	62	1,714
		PERCENT	12.19	45.16	13.65	12.66	10.85	1.17	0.7	3.62	
893	3593	TRIPS	163	410	136	181	213	72	11	49	1,235
		PERCENT	13.2	33.2	11.01	14.66	17.25	5.83	0.89	3.97	
894	3594	TRIPS	270	574	209	264	307	115	37	77	1,853
		PERCENT	14.57	30.98	11.28	14.25	16.57	6.21	2	4.16	
895	3595	TRIPS	313	933	269	263	174	89	36	67	2,144
		PERCENT	14.6	43.52	12.55	12.27	8.12	4.15	1.68	3.12	
896	3596	TRIPS	531	951	298	799	345	141	121	70	2,756
		PERCENT	19.27	34.51	10.81	10.85	12.52	5.12	4.39	2.54	
897	3597	TRIPS	991	1403	642	489	451	202	144	250	4,572
		PERCENT	21.68	30.69	14.04	10.7	9.86	4.42	3.15	5.47	
898	3598	TRIPS	447	425	476	526	845	285	217	234	3,455
		PERCENT	12.94	12.3	13.78	15.22	24.46	8.25	6.28	6.77	
899	3599	TRIPS	1492	1761	1128	781	867	447	198	316	6,990
		PERCENT	21.34	25.19	16.14	11.17	12.4	6.39	2.83	4.52	
900	3600	TRIPS	293	360	216	138	122	70	37	100	1,336
		PERCENT	21.93	26.95	16.17	10.33	9.13	5.24	2.77	7.49	
901	3601	TRIPS	972	1065	1187	859	724	609	538	390	6,344
		PERCENT	15.32	16.79	18.71	13.54	11.41	9.6	8.48	6.15	
902	3602	TRIPS	1529	1585	751	858	571	339	231	382	6,246
		PERCENT	24.48	25.38	12.02	13.74	9.14	5.43	3.7	6.12	
903	3603	TRIPS	892	875	388	331	238	211	145	151	3,231
		PERCENT	27.61	27.08	12.01	10.24	7.37	6.53	4.49	4.67	
904	3604	TRIPS	667	696	304	270	227	158	119	112	2,553
		PERCENT	26.13	27.26	11.91	10.58	8.89	6.19	4.66	4.39	
905	3605	TRIPS	480	810	376	279	200	146	118	99	2,508
		PERCENT	19.14	32.3	14.99	11.12	7.97	5.82	4.7	3.95	
906	3606	TRIPS	846	1044	419	421	557	221	271	201	3,980
		PERCENT	21.26	26.23	10.53	10.58	13.99	5.55	6.81	5.05	
907	3607	TRIPS	438	569	319	477	628	354	113	182	3,080
		PERCENT	14.22	18.47	10.36	15.49	20.39	11.49	3.67	5.91	
908	3608	TRIPS	551	865	389	425	510	243	63	167	3,193
		PERCENT	17.26	27.09	11.56	13.31	15.97	7.61	1.97	5.23	
909	3609	TRIPS	452	1018	357	357	372	155	49	132	2,892
		PERCENT	15.63	35.2	12.34	12.34	12.86	5.36	1.69	4.56	
910	3610	TRIPS	137	220	110	139	207	354	34	46	1,247
		PERCENT	10.99	17.54	8.82	11.15	16.6	28.39	2.73	3.69	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE			CARDINAL DIRECTIONS								TOTAL
			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	22.84	30.62	21.18	9.86	7.41	2.88	0.66	4.56	
885	3585	TRIPS	1286	1895	845	1148	522	328	24	316	6,364
		PERCENT	20.21	29.78	13.28	18.04	8.2	5.15	0.38	4.97	
886	3586	TRIPS	475	872	285	326	164	95	26	108	2,351
		PERCENT	20.2	37.09	12.12	13.87	6.98	4.04	1.11	4.59	
887	3587	TRIPS	478	1924	1459	2636	2310	43	29	48	8,927
		PERCENT	5.35	21.55	16.34	29.53	25.88	0.48	0.32	0.54	
888	3588	TRIPS	26	79	43	128	201	12	2	5	496
		PERCENT	5.24	15.93	8.67	25.81	40.52	2.42	0.4	1.01	
889	3589	TRIPS	729	2142	589	1117	1571	152	15	117	6,432
		PERCENT	11.33	33.3	9.16	17.37	24.42	2.36	0.23	1.82	
890	3590	TRIPS	1019	3444	415	374	331	30	158	209	5,980
		PERCENT	17.04	57.59	6.94	6.25	5.54	0.5	2.64	3.49	
891	3591	TRIPS	1391	2998	382	567	762	191	47	395	6,733
		PERCENT	20.66	44.53	5.67	8.42	11.32	2.84	0.7	5.87	
892	3592	TRIPS	646	1308	177	263	239	119	91	85	2,928
		PERCENT	22.06	44.67	6.05	8.98	8.16	4.06	3.11	2.9	
893	3593	TRIPS	343	490	75	156	195	62	20	95	1,436
		PERCENT	23.89	34.12	5.22	10.86	13.58	4.32	1.39	6.62	
894	3594	TRIPS	461	776	197	327	275	65	24	111	2,186
		PERCENT	21.09	33.21	9.01	14.96	12.58	2.97	1.1	5.08	
895	3595	TRIPS	1215	985	220	276	175	122	32	204	3,229
		PERCENT	37.63	30.5	6.81	8.55	5.42	3.78	0.99	6.32	
896	3596	TRIPS	1089	1102	288	470	134	59	149	212	3,503
		PERCENT	31.09	31.46	8.22	13.42	3.83	1.68	4.25	6.05	
897	3597	TRIPS	1767	1540	714	577	424	177	309	541	6,049
		PERCENT	29.21	25.46	11.8	9.54	7.01	2.93	5.11	8.94	
898	3598	TRIPS	577	427	270	787	1091	756	413	413	4,734
		PERCENT	12.19	9.02	5.7	16.62	23.05	15.97	8.72	8.72	
899	3599	TRIPS	2798	2419	952	650	786	507	310	789	9,211
		PERCENT	30.38	26.26	10.34	7.06	8.53	5.5	3.37	8.57	
900	3600	TRIPS	387	411	161	168	209	164	112	169	1,781
		PERCENT	21.73	23.08	9.04	9.43	11.73	9.21	6.29	9.49	
901	3601	TRIPS	1159	1636	1029	1489	1295	578	278	365	7,829
		PERCENT	14.8	20.9	13.14	19.02	16.54	7.38	3.55	4.66	
902	3602	TRIPS	1946	2117	1117	1018	628	273	124	243	7,466
		PERCENT	26.06	28.36	14.96	13.64	8.41	3.66	1.66	3.25	
903	3603	TRIPS	1274	1308	555	374	243	120	138	228	4,240
		PERCENT	30.05	30.85	13.09	8.82	5.73	2.83	3.25	5.38	
904	3604	TRIPS	775	985	532	378	279	189	29	149	3,316
		PERCENT	23.37	29.7	16.04	11.4	8.41	5.7	0.87	4.49	
905	3605	TRIPS	972	763	388	262	230	187	81	306	3,189
		PERCENT	30.48	23.93	12.17	8.22	7.21	5.86	2.54	9.6	
906	3606	TRIPS	1111	1259	789	587	609	435	183	121	5,094
		PERCENT	21.81	24.72	15.49	11.52	11.96	8.54	3.59	2.38	
907	3607	TRIPS	574	897	328	614	989	358	76	240	4,076
		PERCENT	14.08	27.01	8.05	15.06	24.26	8.78	1.85	5.89	
908	3608	TRIPS	620	1212	392	619	845	268	115	118	4,189
		PERCENT	14.8	28.93	9.36	14.78	20.17	6.4	2.75	2.82	
909	3609	TRIPS	880	1354	213	228	399	216	169	213	3,672
		PERCENT	23.97	36.87	5.8	6.21	10.87	5.88	4.6	5.8	
910	3610	TRIPS	196	477	164	190	406	171	100	27	1,731
		PERCENT	11.32	27.56	9.47	10.98	23.45	9.88	5.78	1.56	
911	3611	TRIPS	985	1810	690	398	722	241	134	107	5,087
		PERCENT	19.36	35.58	13.56	7.82	14.19	4.74	2.63	2.1	
912	3612	TRIPS	503	1521	368	355	669	431	12	68	3,927
		PERCENT	12.81	38.73	9.37	9.04	17.04	10.98	0.31	1.73	
913	3613	TRIPS	1273	3149	592	371	1056	392	22	259	7,114
		PERCENT	17.89	44.26	8.32	5.22	14.84	5.51	0.31	3.64	
914	3614	TRIPS	499	826	378	205	330	327	67	61	2,693
		PERCENT	18.53	30.67	14.04	7.61	12.25	12.14	2.49	2.27	
915	3615	TRIPS	370	607	241	344	984	558	116	91	3,311
		PERCENT	11.17	18.33	7.28	10.39	29.72	16.85	3.5	2.75	
916	3616	TRIPS	425	624	156	183	707	415	96	132	2,738
		PERCENT	15.52	22.79	5.7	6.68	25.82	15.16	3.51	4.82	
917	3617	TRIPS	2290	4991	1215	855	770	636	112	284	11,153
		PERCENT	20.53	44.75	10.89	7.67	6.9	5.7	1	2.55	
918	3618	TRIPS	1774	2869	778	333	431	315	182	257	6,939

TABLE: A4

New Horizon Higher Learning Educational Center
 Project Quadrant Distribution - AM Peak Hour
 (TAZ 888)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 888		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	3.49	NORTH	4.02%	NORTH	5%	3	3	6
ENE	17.04							
ESE	12.23	EAST	29.26%	EAST	40%	24	22	46
SSE	32.20							
SSW	32.72	SOUTH	64.92%	SOUTH	45%	27	25	52
WSW	0.65							
WNW	1.15	WEST	1.79%	WEST	10%	6	5	11
NNW	0.53							
TOTAL	100.00		100.00%		100.00%	60	55	115

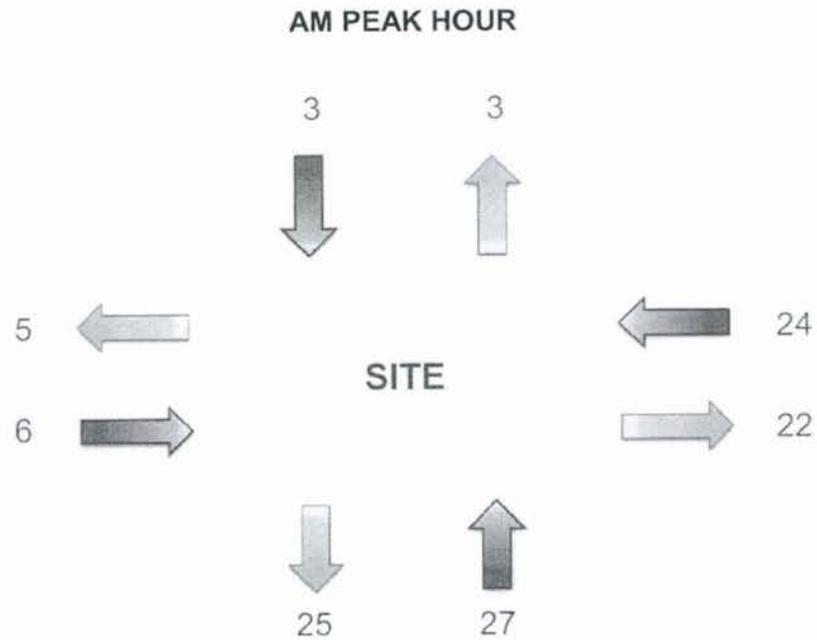


TABLE: A4-1

New Horizon Higher Learning Educational Center
 Project Cardinal Distribution - AM Peak Hour
 (TAZ 888)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2013			
NNE	2.85	5.24	3.49	2	2	4
ENE	17.44	15.93	17.04	10	9	19
ESE	13.52	8.67	12.23	7	7	14
SSE	34.52	25.81	32.20	19	18	37
SSW	29.89	40.52	32.72	20	18	38
WSW	0.00	2.42	0.65	1	0	1
WNW	1.42	0.40	1.15	1	1	2
NNW	0.36	1.01	0.53	0	0	0
TOTAL	100.00	100.00	100.00	60	55	115

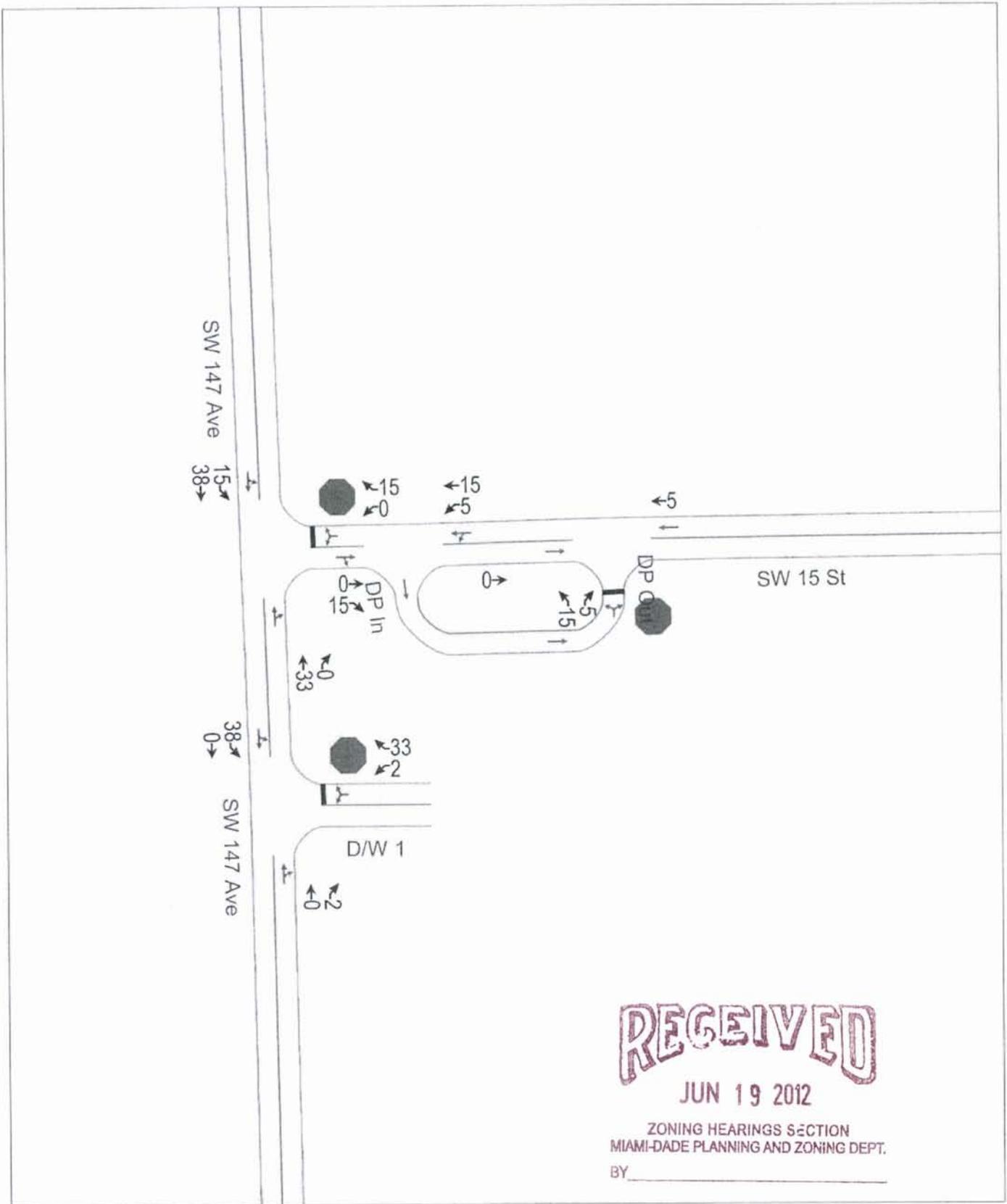
Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2013.

TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	60	55	115
PERCENT:	52.17%	47.83%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	3.49	2.0924	2	1.918033333	2	4
ENE	17.04	10.2224	10	9.370533333	9	19
ESE	12.23	7.336	7	6.724666667	7	14
SSE	32.20	19.3184	19	17.708533333	18	37
SSW	32.72	19.6348	20	17.998566667	18	38
WSW	0.65	0.3872	1	0.354933333	0	1
WNW	1.15	0.6888	1	0.6314	1	2
NNW	0.53	0.32	0	0.293333333	0	0
TOTAL	100.00	60	60	55	55	115



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Appendix C: Growth Rate & Adjustment Factors



TABLE: A5

New Horizon Higher Learning Educational Center
MPO Based Growth Rate

TAZ	888				
Year	Total Trips	Total Growth	Number of Years	Growth / Yr	Growth Rate
2005	281	215	30	7.17	1.91%
2035	496				

2011 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

WREK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2011 - 01/01/2011	1.01	1.04
2	01/02/2011 - 01/08/2011	1.01	1.04
3	01/09/2011 - 01/15/2011	1.01	1.04
4	01/16/2011 - 01/22/2011	1.00	1.03
5	01/23/2011 - 01/29/2011	0.99	1.02
* 6	01/30/2011 - 02/05/2011	0.98	1.01
* 7	02/06/2011 - 02/12/2011	0.98	1.01
* 8	02/13/2011 - 02/19/2011	0.97	1.00
* 9	02/20/2011 - 02/26/2011	0.97	1.00
*10	02/27/2011 - 03/05/2011	0.97	1.00
*11	03/06/2011 - 03/12/2011	0.97	1.00
*12	03/13/2011 - 03/19/2011	0.97	1.00
*13	03/20/2011 - 03/26/2011	0.97	1.00
*14	03/27/2011 - 04/02/2011	0.97	1.00
*15	04/03/2011 - 04/09/2011	0.97	1.00
*16	04/10/2011 - 04/16/2011	0.98	1.01
*17	04/17/2011 - 04/23/2011	0.98	1.01
*18	04/24/2011 - 04/30/2011	0.98	1.01
19	05/01/2011 - 05/07/2011	0.99	1.02
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.00	1.03
22	05/22/2011 - 05/28/2011	1.00	1.03
23	05/29/2011 - 06/04/2011	1.00	1.03
24	06/05/2011 - 06/11/2011	0.99	1.02
25	06/12/2011 - 06/18/2011	0.99 SF	1.02
26	06/19/2011 - 06/25/2011	1.00	1.03
27	06/26/2011 - 07/02/2011	1.01	1.04
28	07/03/2011 - 07/09/2011	1.01	1.04
29	07/10/2011 - 07/16/2011	1.02	1.05
30	07/17/2011 - 07/23/2011	1.02	1.05
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.02	1.05
34	08/14/2011 - 08/20/2011	1.02	1.05
	08/21/2011 - 08/27/2011	1.02	1.05
	08/28/2011 - 09/03/2011	1.01	1.04
37	09/04/2011 - 09/10/2011	1.01	1.04
38	09/11/2011 - 09/17/2011	1.01	1.04
39	09/18/2011 - 09/24/2011	1.01	1.04
40	09/25/2011 - 10/01/2011	1.02	1.05
41	10/02/2011 - 10/08/2011	1.02	1.05
42	10/09/2011 - 10/15/2011	1.02	1.05
43	10/16/2011 - 10/22/2011	1.02	1.05
44	10/23/2011 - 10/29/2011	1.02	1.05
45	10/30/2011 - 11/05/2011	1.01	1.04
46	11/06/2011 - 11/12/2011	1.01	1.04
47	11/13/2011 - 11/19/2011	1.01	1.04
48	11/20/2011 - 11/26/2011	1.01	1.04
49	11/27/2011 - 12/03/2011	1.01	1.04
50	12/04/2011 - 12/10/2011	1.01	1.04
51	12/11/2011 - 12/17/2011	1.01	1.04
52	12/18/2011 - 12/24/2011	1.01	1.04
53	12/25/2011 - 12/31/2011	1.01	1.04

* PEAK SEASON

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ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.

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Appendix D: Traffic Counts (TMC's)



TABLE: A6

New Horizon Higher Learning Educational Center
INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12			
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.91% FOR 1 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)			
1	SW 147 Avenue & SW 15 Street	SOUTHBOUND	SBR	0	Tuesday, June 12, 2012	0.750	1.07	0	0	0	0	0	0		
			SBT	13			1.07	14	0	14	38	52			
			SBL	4			1.07	4	0	4	15	19			
			TOTAL	17				18	0	19	53	72			
		WESTBOUND	WBR	6			1.07	6	0	7	15	22			
			WBT	0			1.07	0	0	0	0	0			
			WBL	2			1.07	2	0	2	0	2			
			TOTAL	8				9	0	9	15	24			
		NORTHBOUND	NBR	0			1.07	0	0	0	0	0			
			NBT	9			1.07	10	0	10	33	43			
			NBL	0			1.07	0	0	0	0	0			
			TOTAL	9				10	0	10	33	43			
		EASTBOUND	EBR	0			1.07	0	0	0	0	0			
			EBT	0			1.07	0	0	0	0	0			
			EBL	0			1.07	0	0	0	0	0			
			TOTAL	0				0	0	0	0	0			
			TOTAL					34			36	1	37	101	138

Notes: 1 Intersection Name

2 Intersection Approach

3 Intersection Approach Movement

4 TMC data provided by RGA, Inc.

5 Date of Count

6 Peak Hour Factor

7 Peak Season Conversion Factor

8 Seasonally Adjusted TMC = Count * PSCF (These are the volumes utilized in the existing condition intersection LOS)

9 A 1.91 percent background growth was utilized with a project build-out of 1 year.

10 Net Traffic = Peak Seasonally Adjusted TMC + Background

11 Site traffic assignment.

12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

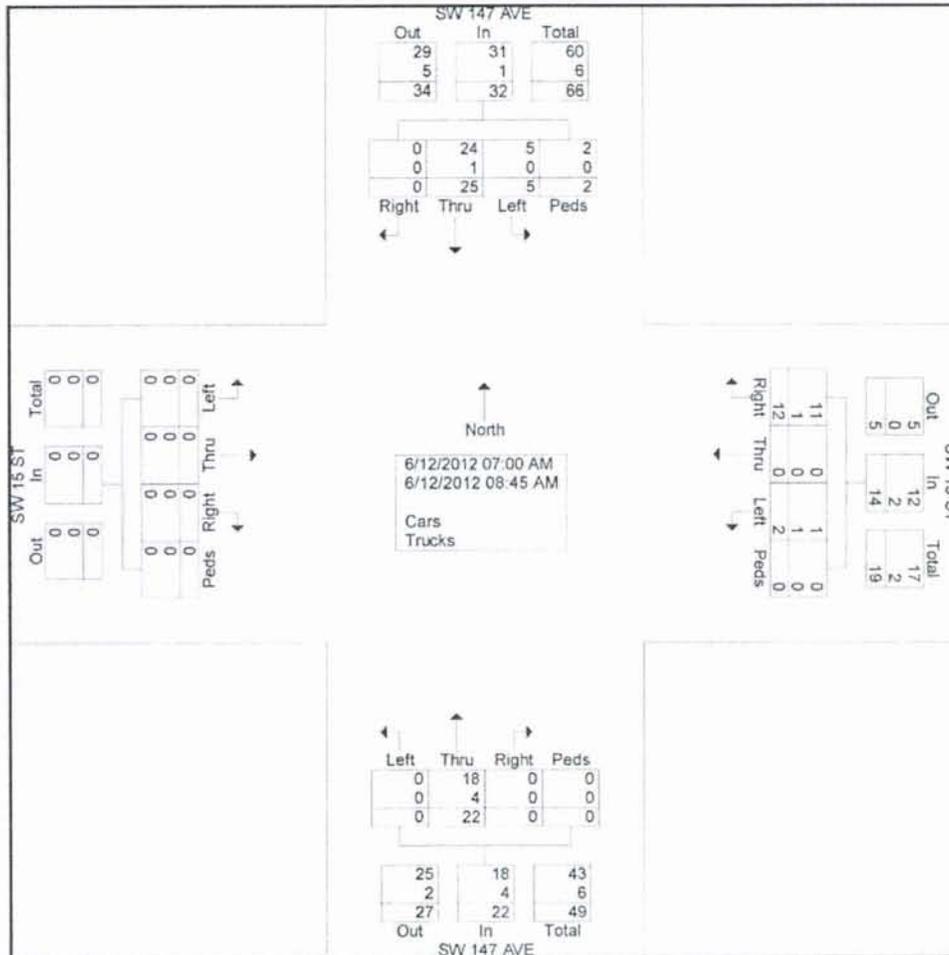


Richard Garcia & Associates, Inc.
 13117 NW 107 Avenue, Suite # 4
 Hialeah Gardens, Florida 33018
 Phone: 305-595-7505
 Fax: 305-675-6474

File Name : SW 147 Ave_SW 15 St_AM
 Site Code :
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 147 AVE Southbound					SW 15 ST Westbound					SW 147 AVE Northbound					SW 15 ST Eastbound					Int Total		
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total			
07:00 AM	0	5	0	0	5	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	12
07:15 AM	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	9
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3
07:45 AM	0	3	1	0	4	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	8
Total	0	12	1	0	13	6	0	0	0	6	0	13	0	0	13	0	0	0	0	0	0	0	32
08:00 AM	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	2	2	0	4	2	0	2	0	4	0	4	0	0	4	0	0	0	0	0	0	0	12
08:30 AM	0	1	2	2	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	7
08:45 AM	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	9
Total	0	13	4	2	19	6	0	2	0	8	0	9	0	0	9	0	0	0	0	0	0	0	36
Grand Total	0	25	5	2	32	12	0	2	0	14	0	22	0	0	22	0	0	0	0	0	0	0	68
Approch %	0	78.1	15.6	6.2		85.7	0	14.3	0		0	100	0	0		0	0	0	0		0	0	
Total %	0	36.8	7.4	2.9	47.1	17.6	0	2.9	0	20.6	0	32.4	0	0	32.4	0	0	0	0	0	0	0	
Cars	0	24	5	2	31	11	0	1	0	12	0	18	0	0	18	0	0	0	0	0	0	0	61
% Cars	0	96	100	100	96.9	91.7	0	50	0	85.7	0	81.8	0	0	81.8	0	0	0	0	0	0	0	89.7
Trucks	0	1	0	0	1	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	0	7
% Trucks	0	4	0	0	3.1	8.3	0	50	0	14.3	0	18.2	0	0	18.2	0	0	0	0	0	0	0	10.3





Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4

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Fax: 305-675-6474

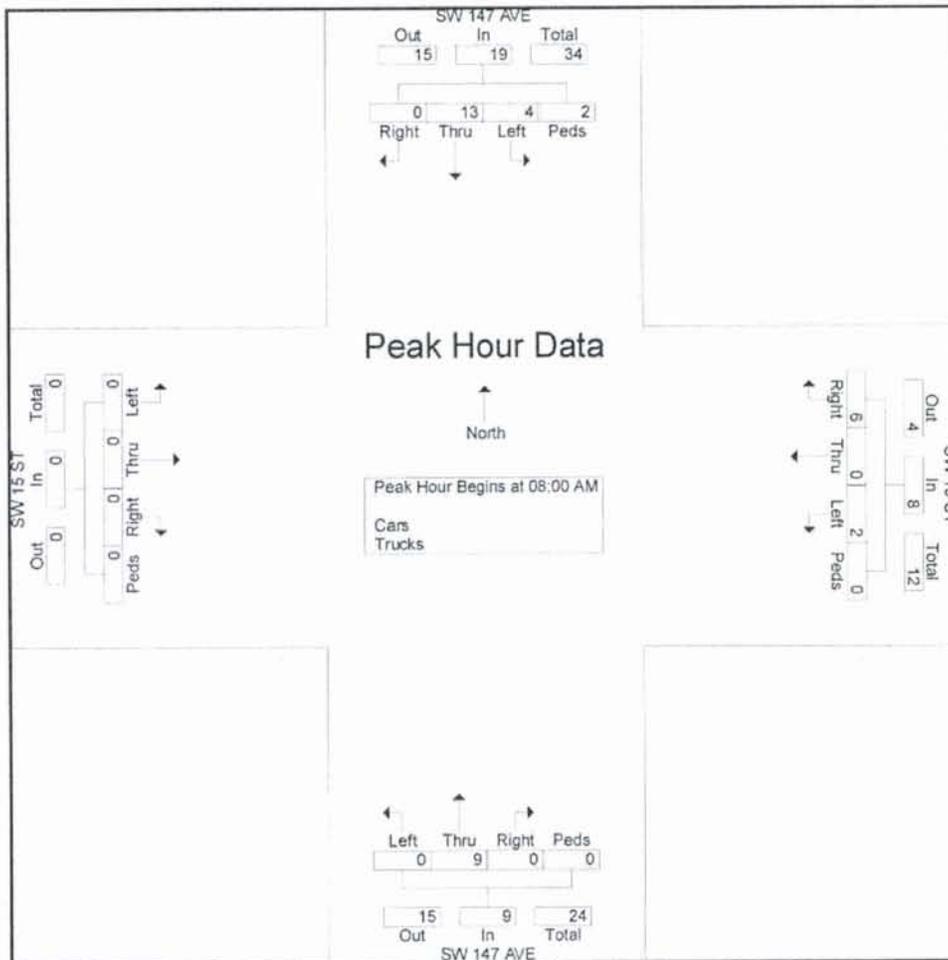
File Name : SW 147 Ave_SW 15 St_AM

Site Code :

Start Date : 6/12/2012

Page No : 2

Start Time	SW 147 AVE Southbound					SW 15 ST Westbound					SW 147 AVE Northbound					SW 15 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	2	2	0	4	2	0	2	0	4	0	4	0	0	4	0	0	0	0	0	12
08:30 AM	0	1	2	2	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
08:45 AM	0	4	0	0	4	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	9
Total Volume	0	13	4	2	19	6	0	2	0	8	0	9	0	0	9	0	0	0	0	0	36
% App. Total	0	68.4	21.1	10.5		75	0	25	0		0	100	0	0		0	0	0	0		
PHF	.000	.542	.500	.250	.792	.750	.000	.250	.000	.500	.000	.563	.000	.000	.563	.000	.000	.000	.000	.000	.750



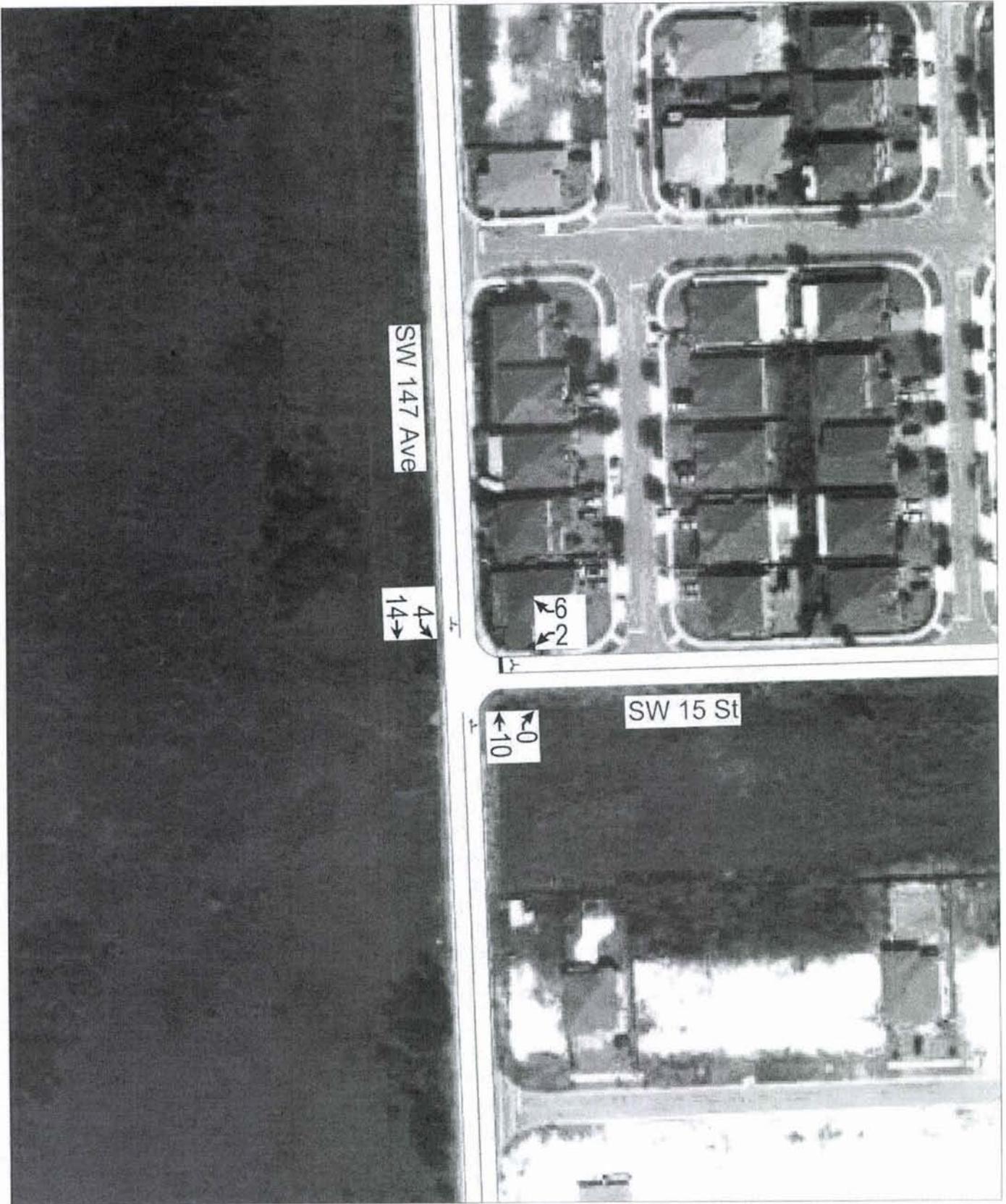
Appendix E: Intersections & Driveway LOS



TABLE: A7

New Horizon Higher Learning Educational Center
Intersection LOS Summary - AM Peak Hour

Existing AM Peak Hour Condition			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	1.6	A	2.7
Proposed AM Peak Hour Condition w/ Project Traffic			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 147 Avenue & SW 15 Street	One-Way Stop	N/A	N/A	A	8.7	A	0.0	A	2.0	A	2.5
2	Driveway 1 & SW 147 Avenue	One-Way Stop	N/A	N/A	A	8.5	A	0.0	A	5.1	A	5.7
3	Drop-Off Entrance & SW 15 Street	One-Way Stop	A	0.0	A	1.3	N/A	N/A	N/A	N/A	A	0.8
4	Drop-Off Exit & SW 15 Street	One-Way Stop	A	0.0	A	0.0	A	8.7	N/A	N/A	A	4.6



HCM 2010 TWSC
1: SW 147 Ave & SW 15 St

Existing AM Peak Hour Condition
New Horizon Higher Learning Educational Center

Intersection

Intersection Delay (sec/veh): 2.7

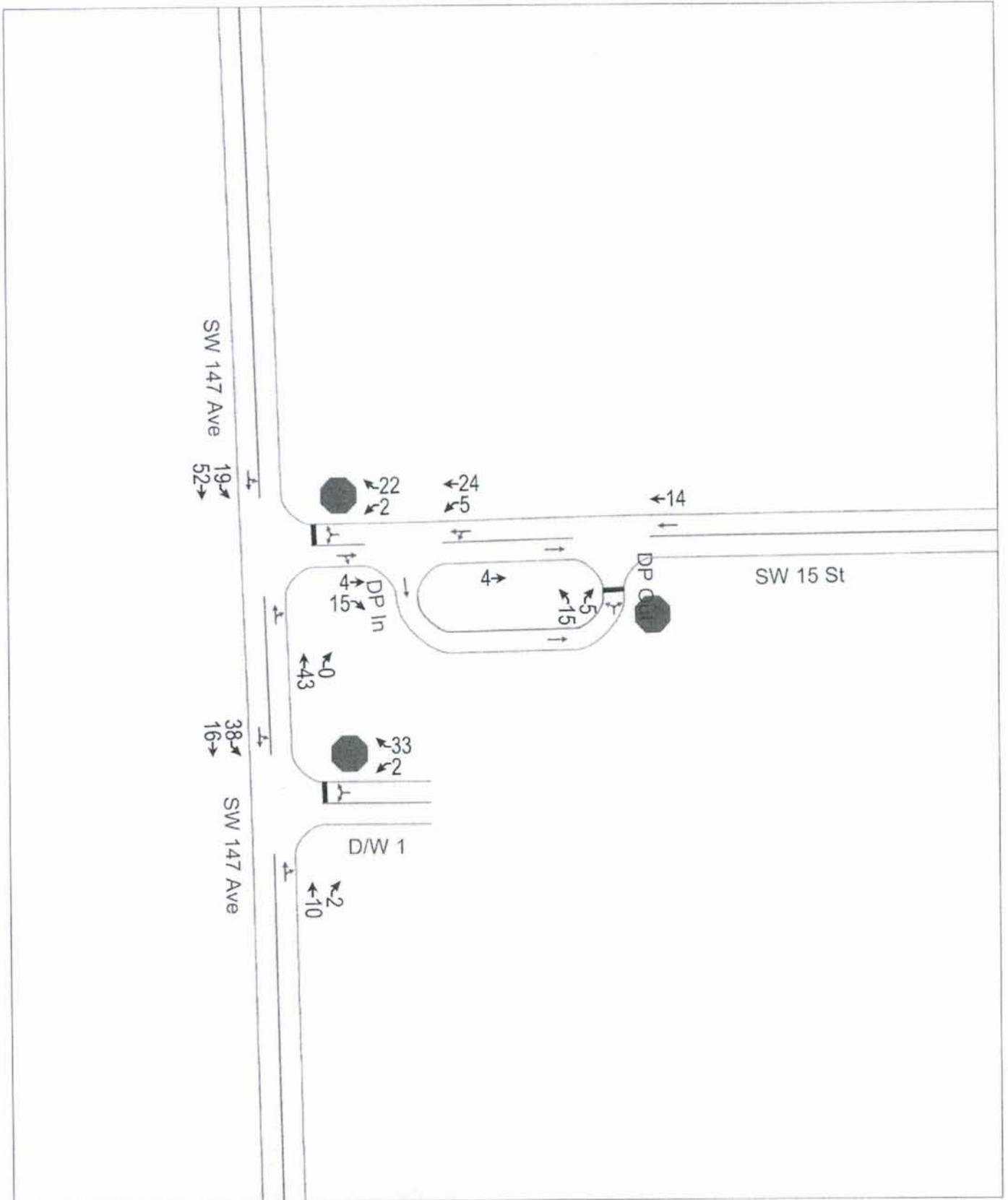
Movement	WBL	WBR	NBT	NBR	SBL	SBT	Lane	NBT	WBLn1	SBL	SBT
Volume (vph)	2	6	10	0	4	4	Capacity (vph)		1039		
Conflicting Peds.(#/hr)	0	0	0	0	0	0	HCM Control Delay (s)	-	8.5	7.248	0
Sign Control	Stop	Stop	Free	Free	Free	Free	HCM Eave VC Ratio	0	0.01	0.003	-
Right Turn Channelized	None	None	None	None	None	None	HCM Lane LOS	-	A	A	-
Storage Length	0	0					HCM 95th Percentile Queue (veh)	0	0.031	0.01	-
Median Width	12		0								
Grade (%)	0%		0%								
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75					
Heavy Vehicles(%)	2	2	2	2	2	2					
Movement Flow Rate	3	8	13	0	5	19					
Number of Lanes	1	0	1	0	0	1					

Major/Minor

			Major 1		Major 2	
Conflicting Flow Rate - All	42	13	0	-	13	0
Stage 1	13	0	0	-	0	0
Stage 2	29	0	0	-	0	0
Follow-up Headway	3.518	3.318	-	-	2.218	0
Pot Capacity-1 Maneuver	969	1066	-	-	1607	-
Stage 1	1010	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Mov Capacity-1 Maneuver	966.1	1066	-	-	1607	-
Mov Capacity-2 Maneuver	966.1	-	-	-	-	-
Stage 1	# 0	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay (s)	8.5	0	1.6
HCM LOS	A	A	A



HCM 2010 TWSC
1: SW 147 Ave & SW 15 St

Proposed AM Peak Hour Condition
New Horizon Higher Learning Educational Center

Intersection:

Intersection Delay (sec/veh): 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT	Lane	NBT	WBLn1	SBL	SBT
Volume (vph)	2	22	43	0	19	Capacity (vph)			997		
Conflicting Peds.(#/hr)	0	0	0	0	HCM Control Delay (s)			-	8.7	7.316	0
Sign Control	Stop	Stop	Free	Free	Free	HCM Eave VC Ratio		0	0.028	0.014	-
Right Turn Channelized	None	None	None	None	None	HCM Lane LOS		-	A	A	-
Storage Length	0	0			HCM 95th Percentile Queue (veh)			0	0.087	0.043	-
Median Width	12		0								
Grade (%)	0%		0%								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85					
Heavy Vehicles(%)	2	2	2	2	2	2					
Movement Flow Rate	2	26	51	0	22	61					
Number of Lanes	1	0	1	0	0	1					

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	157	51	0	-	51	0
Stage 1	51	0	0	-	0	0
Stage 2	106	0	0	-	0	0
Follow-up Headway	3.518	3.318	-	-	2.218	0
Pot Capacity-1 Maneuver	834	1017	-	-	1577	-
Stage 1	971	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Mov Capacity-1 Maneuver	822.3	1017	-	-	1577	-
Mov Capacity-2 Maneuver	822.3	-	-	-	-	-
Stage 1	# 0	-	-	-	-	-
Stage 2	905.1	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	8.7	0	2
HCM LOS	A	A	A

ZONING HEARINGS SECTION
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Intersection

Intersection Delay (sec/veh): 5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT	Lane	NBT	NBR	WBLn1	SBL
Volume (vph)	2	33	10	2	38	4	Capacity (vph)			1059	
Conflicting Peds.(#/hr)	0	0	0	0	0	0	HCM Control Delay (s)	-	-	8.5	7.299
Sign Control	Stop	Stop	Free	Free	Free	Free	HCM Eave VC Ratio	0	-	0.036	0.026
Right Turn Channelized	None	None	None	None	None	None	HCM Lane LOS	-	-	A	A
Storage Length	0	0					HCM 95th Percentile Queue (veh)	0	-	0.112	0.079
Median Width	12		0								
Grade (%)	0%		0%								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Heavy Vehicles(%)	2	2	2	2	2	2					
Movement Flow Rate	2	36	11	2	41	17					
Number of Lanes	1	0	1	0	0	1					

Major/Minor

			Major 1		Major 2	
Conflicting Flow Rate - All	112	12	0	0	13	0
Stage 1	12	0	0	0	0	0
Stage 2	100	0	0	0	0	0
Follow-up Headway	3.518	3.318	-	-	2.218	0
Pot Capacity-1 Maneuver	885	1074	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Mov Capacity-1 Maneuver	862	1074	-	-	1607	-
Mov Capacity-2 Maneuver	862	-	-	-	-	-
Stage 1	# 0	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay (s)	8.5	0	5.1
HCM LOS	A	A	A

HCM 2010 TWSC
3: DP In & SW 15 St

Proposed AM Peak Hour Condition
New Horizon Higher Learning Educational Center

Intersection

Intersection Delay (sec/veh): 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	4	15	5	24	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	4	16	5	26	0	0
Number of Lanes	1	0	0	1	0	0

Major/Minor	Major 1	Major 2	Lane	EBT	EBR	WBL	WBT
Conflicting Flow Rate - All	0	0	21				
Stage 1	0	0	0				
Stage 2	0	0	0				
Follow-up Headway	-	-	2.218				
Pot Capacity-1 Maneuver	-	-	1587				
Stage 1	-	-	-				
Stage 2	-	-	-				
Mov Capacity-1 Maneuver	-	-	1587				
Mov Capacity-2 Maneuver	-	-	-				
Stage 1	-	-	-				
Stage 2	-	-	-				

Approach	EB	WB
HCM Control Delay (s)	0	1.3
HCM LOS	A	A

Intersection

Intersection Delay (sec/veh): 4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	4	0	0	14	15	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	4	0	0	15	16	5
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	-	-	0	19	4
Stage 1	0	-	-	0	4	0
Stage 2	0	-	-	0	15	0
Follow-up Headway	-	-	-	0	3.518	3.318
Pot Capacity-1 Maneuver	-	-	-	-	998	995
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-
Mov Capacity-1 Maneuver	-	-	-	-	998	995
Mov Capacity-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	# 0	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBT	WBT
Capacity (vph)	997		
HCM Control Delay (s)	8.7	-	-
HCM Lane VC Ratio	0.022	0	0
HCM Lane LOS	A	-	-
HCM 95th Percentile Queue (veh)	0.067	0	0

Appendix F: Accumulation Assessment

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ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

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TABLE: A8

New Horizon Higher Learning Educational Center
Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Drop-Off/Pick-up along SW 15th Street	135	LF	Car/Van	22	6
2	Surplus Parking Spaces (16 Provided; 16 Utilized)					16
Total Stacking Capacity for Passenger Vehicles						22

TABLE: A9

New Horizon Higher Learning Educational Center

Accumulation Analysis Summary

Description		Number of Students	Passenger Vehicle		
			Stacking Provided	Projected Accumulation	Percent Accommodated
Arrivals	1st	120	22	8.00	275%
	2nd	80	22	5.33	413%
Dismissals	1st	80	22	12.44	177%
	2nd	120	22	18.67	118%

AM PEAK ACCUMULATION ASSESSMENT (1st Arrival)

for a New Public School (Countywide)

New School Name	Notes	New Horizon Higher Learning Educational Center	
Surrogate School Name	1	Pinewood Acres School	
Date / Day / Time of Data Collection		9/29/2010 7:00 AM - 9:00 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		180	Total number of students, E
Capacity of New School		120	Student Stations, C (1st Arrival)
Multiplier	2	0.67	[C / E]
Surrogate Accumulations	3	12	passenger vehicles (including commercial vans)
		0	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		8.00	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	22	passenger vehicles (See Table A8 in Appendix)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	275%	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 the 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 the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school
- 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. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
- 5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, 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.

Please print data collector name, title, mailing address, and phone number:

Signature of Data Collector

HLB 2001

RECEIVED

JUN 19 2012

ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.

BY _____

AM PEAK ACCUMULATION ASSESSMENT (2nd Arrival)

for a New Public School (Countywide)

New School Name	Notes	New Horizon Higher Learning Educational Center	
Surrogate School Name	1	Pinewood Acres School	
Date / Day / Time of Data Collection		9/29/2010 7:00 AM - 9:00 AM	<small>(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)</small>
Surrogate Enrollment		180	Total number of students, E
Capacity of New School		80	Student Stations, C (2nd Arrival)
Multiplier	2	0.44	[C / E]
Surrogate Accumulations	3	12	passenger vehicles (including commercial vans)
		0	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		5.33	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	22	passenger vehicles (See Table A8 in Appendix)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	413%	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 the 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 the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.
- 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. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
- 5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, 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.

Please print data collector name, title, mailing address, and phone number:

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT (1st Dismissal)

for a New Public School (Countywide)

New School Name	Notes	New Horizon Higher Learning Educational Center	
Surrogate School Name	1	Pinewood Acres School	
Date / Day / Time of Data Collection		9/28/2010 2:00 PM - 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		180	Total number of students, E
Capacity of New School		80	Student Stations, C (1st Dismissal)
Multiplier	2	0.44	[C / E]
Surrogate Accumulations	3	28	passenger vehicles (including commercial vans)
		0	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		12.44	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	22	passenger vehicles (See Table A8 in Appendix)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	177%	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 the 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 the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

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. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, 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.

Please print data collector name, title, mailing address, and phone number:

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT (2nd Dismissal)

for a New Public School (Countywide)

New School Name	Notes	New Horizon Higher Learning Educational Center	
Surrogate School Name	1	Pinewood Acres School	
Date / Day / Time of Data Collection		9/28/2010 2:00 PM - 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		180	Total number of students, E
Capacity of New School		120	Student Stations, C (2nd Dismissal)
Multiplier	2	0.67	[C / E]
Surrogate Accumulations	3	28	passenger vehicles (including commercial vans)
		0	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		18.67	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	22	passenger vehicles (See Table A8 in Appendix)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	118%	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 the 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 the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

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. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, 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.

Please print data collector name, title, mailing address, and phone number:

Signature of Data Collector

SCHOOL SCHEDULE QUESTIONNAIRE (Proposed School)

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

Name of application:	
T-Plat No.:	Zoning Hearing No.:
School name:	New Horizon Higher Learning Educational Center
Location:	SW 147 Avenue & SW 15 Street, Miami-Dade, FL
Site size (acres):	Section-Township-Range:
Grade levels (proposed): Day Care-2nd	Total number of students (proposed): 200

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	Proposed
Early Session ² :				
School Session(s) ¹ :	8:00 AM / 3:00 PM	Day Care - PK		120
	8:30 AM / 2:30 PM	K - 2		80
Extended Session ² :				
Totals:				200

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	Proposed
Walk			
Bicycle			
Passenger Vehicle/Commercial Van			
School Bus (large school owned)			
Private Bus (large non-school owned)			
Public School Bus (MDCPS)			
Student Vehicle (high school)			
Other (e.g., MDTA):			
Totals:			

* Number of Students should equal totals in previous table.

Comments:

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

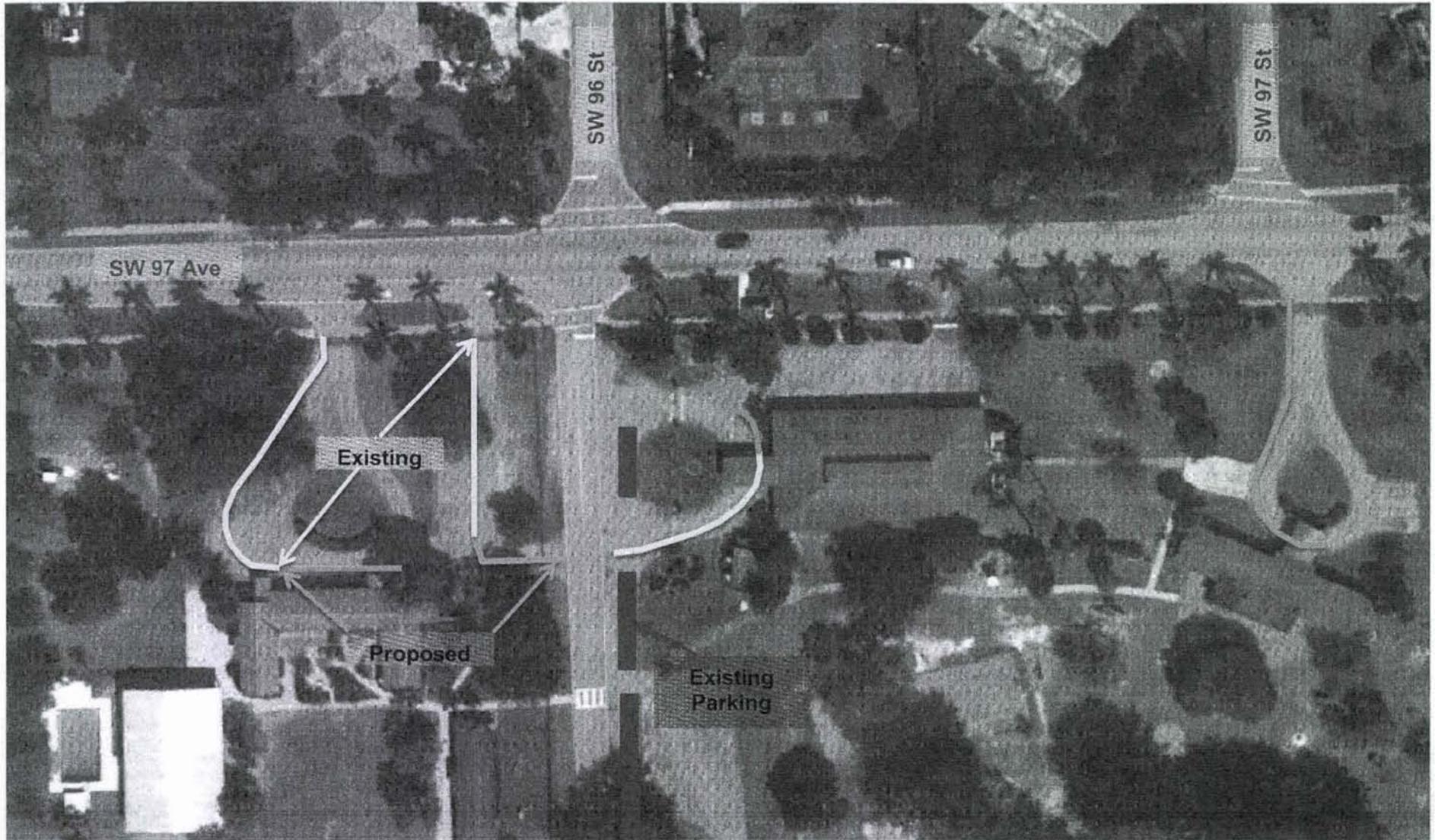
Signature of Principal/Administrator

Date



FIGURE 1

Pinewood Acres School



- Stacking Area (Currently Used)
- Additional Stacking Area (Not Being Used)
- Adjacent On-Street Parking

SCHOOL SCHEDULE QUESTIONNAIRE (Surrogate School)

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

Name of application:	
T-Plat No.:	Zoning Hearing No.:
School name:	Pinewood Acres School
Location:	9500 SW 97 Avenue, Miami-Dade, FL
Site size (acres):	Section-Township-Range:
Grade levels (surrogate): K-6	Total number of students (surrogate): 180

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	Proposed
Early Session ² :				
School Session(s) ¹ :	8:15 AM / 3:00 PM	3 - 6		60
	8:30 AM / 3:00 PM	K - 2		120
Extended Session ² :				
Totals:				180

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	Proposed
Walk			
Bicycle			
Passenger Vehicle/Commercial Van			
School Bus (large school owned)			
Private Bus (large non-school owned)			
Public School Bus (MDCPS)			
Student Vehicle (high school)			
Other (e.g., MDTA):			
Totals:			

* Number of Students should equal totals in previous table.

Comments:

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

Signature of Principal/Administrator

Date

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: New Horizon Higher Learning Educational Center
 Facility Address: SW 147 Avenue & SW 15 Street, Miami-Dade, FL
 Facility Folio:
 Case Number:

DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.
 Contact Information: Richard Garcia, P.E.
 Date: 9/28/2010 - 9/29/2010

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Pinewood Acres School
 Facility Address: 9500 SW 97 Avenue, Miami-Dade, FL
 Date/ Day/ Time: 9-28-2010/Tuesday/2:00 - 3:30 PM; 9-29-2010/Wednesday/7:00 - 9:00 AM
 Child/ Student Attendance: 180
 Staff Attendance:
 No. Staff Vehicles: Included In Counts (Yes/No): Yes
 No. Facility Operated Transportation: Included In Counts (Yes/No): Yes

AM 2 HR PEAK PERIOD	

PM 2 HR PEAK PERIOD	

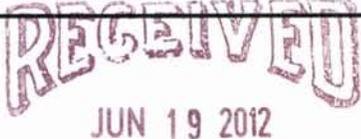
NUMBER OF VEHICLES ACCUMULATED

TIME	AREA 1		AREA 2		AREA 3		AREA 4		TOTAL	
	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
AM Two Minute Peak										
PM Two Minute Peak										

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 AREIAL)

Area 1 Stacking Area North of SW 96 Street
 Area 2 Stacking Area South of SW 96 Street
 Area 3
 Area 4



ACCUMULATION DATA REPORT

Facility Name	Pinewood Acres School
Facility Address	9500 SW 97 Avenue, Miami-Dade, FL
Date/Day/Hour	9/29/2010

NUMBER OF VEHICLES ACCUMULATED											
TIME		AREA 1		AREA 2		AREA 3		AREA 4		TOTAL	
		Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
Hour	Minute										
	7:00 AM	2		0						2	0
	7:01 AM	2		0						2	0
	7:02 AM	2		0						2	0
	7:03 AM	2		0						2	0
	7:04 AM	2		0						2	0
	7:05 AM	3		0						3	0
	7:06 AM	2		0						2	0
	7:07 AM	2		0						2	0
	7:08 AM	2		0						2	0
	7:09 AM	2		0						2	0
	7:10 AM	2		0						2	0
	7:11 AM	2		0						2	0
	7:12 AM	2		0						2	0
	7:13 AM	2		0						2	0
	7:14 AM	2		0						2	0
	7:15 AM	2		0						2	0
	7:16 AM	2		0						2	0
	7:17 AM	2		0						2	0
	7:18 AM	2		0						2	0
	7:19 AM	2		0						2	0
	7:20 AM	2		0						2	0
	7:21 AM	2		0						2	0
	7:22 AM	2		0						2	0
	7:23 AM	2		0						2	0
	7:24 AM	2		0						2	0
	7:25 AM	2		0						2	0
	7:26 AM	1		0						1	0
	7:27 AM	1		0						1	0
	7:28 AM	1		0						1	0
	7:29 AM	1		0						1	0
	7:30 AM	1		0						1	0
	7:31 AM	1		0						1	0
	7:32 AM	0		0						0	0
	7:33 AM	0		0						0	0
	7:34 AM	0		0						0	0
	7:35 AM	0		0						0	0
	7:36 AM	0		0						0	0
	7:37 AM	0		0						0	0
	7:38 AM	0		0						0	0
	7:39 AM	0		0						0	0
	7:40 AM	0		0						0	0
	7:41 AM	0		0						0	0
	7:42 AM	0		0						0	0
	7:43 AM	2		0						2	0
	7:44 AM	2		0						2	0
	7:45 AM	2		0						2	0
	7:46 AM	2		0						2	0
	7:47 AM	2		0						2	0
	7:48 AM	1		0						1	0
	7:49 AM	1		0						1	0
	7:50 AM	1		0						1	0
	7:51 AM	1		0						1	0
	7:52 AM	1		0						1	0
	7:53 AM	1		0						1	0
	7:54 AM	1		0						1	0
	7:55 AM	2		0						2	0
	7:56 AM	2		0						2	0
	7:57 AM	2		0						2	0
	7:58 AM	1		0						1	0
	7:59 AM	1		0						1	0
	0:60										
	1 Min Peak Acc.										

ACCUMULATION DATA REPORT

Facility Name	Pinewood Acres School
Facility Address	9500 SW 97 Avenue, Miami-Dade, FL
Date/Day/Hour	9/29/2010

NUMBER OF VEHICLES ACCUMULATED											
TIME		AREA 1		AREA 2		AREA 3		AREA 4		TOTAL	
		Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
Hour	Minute										
	8:00 AM	1		0						1	0
	8:01 AM	1		0						1	0
	8:02 AM	1		0						1	0
	8:03 AM	1		0						1	0
	8:04 AM	2		0						2	0
	8:05 AM	2		0						2	0
	8:06 AM	2		0						2	0
	8:07 AM	3		0						3	0
	8:08 AM	3		0						3	0
	8:09 AM	3		1						4	0
	8:10 AM	4		0						4	0
	8:11 AM	3		1						4	0
	8:12 AM	4		0						4	0
	8:13 AM	3		2						5	0
	8:14 AM	6		0						6	0
	8:15 AM	5		1						6	0
	8:16 AM	8		0						8	0
	8:17 AM	6		1						7	0
	8:18 AM	5		0						5	0
	8:19 AM	5		0						5	0
	8:20 AM	4		2						6	0
	8:21 AM	6		3						9	0
	8:22 AM	7		4						11	0
	8:23 AM	6		3						9	0
	8:24 AM	6		2						8	0
	8:25 AM	6		2						8	0
	8:26 AM	6		3						9	0
	8:27 AM	5		2						7	0
	8:28 AM	6		1						7	0
	8:29 AM	6		1						7	0
	8:30 AM	5		2						7	0
	8:31 AM	6		3						9	0
	8:32 AM	8		3						11	0
	8:33 AM	7		1						8	0
	8:34 AM	7		2						9	0
	8:35 AM	8		2						10	0
	8:36 AM	6		1						7	0
	8:37 AM	6		1						7	0
	8:38 AM	8		0						8	0
	8:39 AM	8		1						9	0
	8:40 AM	6		1						7	0
	8:41 AM	7		0						7	0
	8:42 AM	6		2						8	0
	8:43 AM	9		3						12	0
	8:44 AM	7		3						10	0
	8:45 AM	6		2						8	0
	8:46 AM	6		1						7	0
	8:47 AM	4		0						4	0
	8:48 AM	3		1						4	0
	8:49 AM	6		0						6	0
	8:50 AM	5		1						6	0
	8:51 AM	4		0						4	0
	8:52 AM	4		0						4	0
	8:53 AM	5		0						5	0
	8:54 AM	4		0						4	0
	8:55 AM	3		0						3	0
	8:56 AM	3		0						3	0
	8:57 AM	3		0						3	0
	8:58 AM	1		0						1	0
	8:59 AM	0		0						0	0
	0:60										
	1 Min Peak Acc.										

ACCUMULATION DATA REPORT

Facility Name	Pinewood Acres School
Facility Address	9500 SW 97 Avenue, Miami-Dade, FL
Date/Day/Hour	9/28/2010

NUMBER OF VEHICLES ACCUMULATED											
TIME		AREA 1		AREA 2		AREA 3		AREA 4		TOTAL	
		Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
Hour	Minute										
	2:00 PM	4		0						4	0
	2:01 PM	4		0						4	0
	2:02 PM	4		1						5	0
	2:03 PM	4		1						5	0
	2:04 PM	4		1						5	0
	2:05 PM	4		1						5	0
	2:06 PM	4		1						5	0
	2:07 PM	4		1						5	0
	2:08 PM	4		1						5	0
	2:09 PM	4		1						5	0
	2:10 PM	4		1						5	0
	2:11 PM	4		1						5	0
	2:12 PM	4		1						5	0
	2:13 PM	4		1						5	0
	2:14 PM	4		1						5	0
	2:15 PM	4		1						5	0
	2:16 PM	4		1						5	0
	2:17 PM	4		1						5	0
	2:18 PM	4		1						5	0
	2:19 PM	4		1						5	0
	2:20 PM	4		1						5	0
	2:21 PM	4		1						5	0
	2:22 PM	4		1						5	0
	2:23 PM	4		1						5	0
	2:24 PM	4		1						5	0
	2:25 PM	4		1						5	0
	2:26 PM	4		1						5	0
	2:27 PM	4		1						5	0
	2:28 PM	4		1						5	0
	2:29 PM	4		1						5	0
	2:30 PM	4		1						5	0
	2:31 PM	4		1						5	0
	2:32 PM	4		1						5	0
	2:33 PM	4		1						5	0
	2:34 PM	4		1						5	0
	2:35 PM	4		1						5	0
	2:36 PM	5		1						6	0
	2:37 PM	5		1						6	0
	2:38 PM	5		1						6	0
	2:39 PM	5		1						6	0
	2:40 PM	6		1						7	0
	2:41 PM	6		2						8	0
	2:42 PM	6		2						8	0
	2:43 PM	6		2						8	0
	2:44 PM	8		3						11	0
	2:45 PM	9		3						12	0
	2:46 PM	10		3						13	0
	2:47 PM	9		3						12	0
	2:48 PM	9		3						12	0
	2:49 PM	9		4						13	0
	2:50 PM	10		5						15	0
	2:51 PM	10		5						15	0
	2:52 PM	11		5						16	0
	2:53 PM	13		5						18	0
	2:54 PM	13		7						20	0
	2:55 PM	15		7						22	0
	2:56 PM	17		8						25	0
	2:57 PM	18		8						26	0
	2:58 PM	18		9						27	0
	2:59 PM	19		9						28	0
	0:60										
	1 Min Peak Acc.										

ACCUMULATION DATA REPORT

Facility Name	Pinewood Acres School
Facility Address	9500 SW 97 Avenue, Miami-Dade, FL
Date/Day/Hour	9/28/2010

NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	3:00 PM	18		9						27	0
	3:01 PM	18		9						27	0
	3:02 PM	15		9						24	0
	3:03 PM	17		6						23	0
	3:04 PM	13		1						14	0
	3:05 PM	11		1						12	0
	3:06 PM	9		3						12	0
	3:07 PM	7		0						7	0
	3:08 PM	5		1						6	0
	3:09 PM	1		0						1	0
	3:10 PM	1		1						2	0
	3:11 PM	2		0						2	0
	3:12 PM	1		1						2	0
	3:13 PM	1		1						2	0
	3:14 PM	2		0						2	0
	3:15 PM	1		0						1	0
	3:16 PM	1		0						1	0
	3:17 PM	1		0						1	0
	3:18 PM	1		0						1	0
	3:19 PM	1		0						1	0
	3:20 PM	1		0						1	0
	3:21 PM	1		0						1	0
	3:22 PM	0		0						0	0
	3:23 PM	0		0						0	0
	3:24 PM	0		0						0	0
	3:25 PM	0		0						0	0
	3:26 PM	0		0						0	0
	3:27 PM	0		0						0	0
	3:28 PM	0		0						0	0
	3:29 PM	0		0						0	0
	3:30 PM	0		0						0	0
	3:31 PM										
	3:32 PM										
	3:33 PM										
	3:34 PM										
	3:35 PM										
	3:36 PM										
	3:37 PM										
	3:38 PM										
	3:39 PM										
	3:40 PM										
	3:41 PM										
	3:42 PM										
	3:43 PM										
	3:44 PM										
	3:45 PM										
	3:46 PM										
	3:47 PM										
	3:48 PM										
	3:49 PM										
	3:50 PM										
	3:51 PM										
	3:52 PM										
	3:53 PM										
	3:54 PM										
	3:55 PM										
	3:56 PM										
	3:57 PM										
	3:58 PM										
	3:59 PM										
	0:60										
	1 Min Peak Acc.										

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
School Address: 9500 SW 97th Avenue
Location: Parent Drop-Off (North & South Side)

Weather: Rainy
Date: 9/29/2010
Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
Queue at Beginning of Count				2			0
7:00 AM				2			0
7:01 AM				2			0
7:02 AM				2			0
7:03 AM				2			0
7:04 AM				2			0
7:05 AM	1			3			0
7:06 AM		1		2			0
7:07 AM				2			0
7:08 AM				2			0
7:09 AM				2			0
7:10 AM				2			0
7:11 AM				2			0
7:12 AM				2			0
7:13 AM				2			0
7:14 AM				2			0
7:15 AM				2			0
7:16 AM				2			0
7:17 AM				2			0
7:18 AM				2			0
7:19 AM			1	2			0
7:20 AM				2			0
7:21 AM				2			0
7:22 AM				2			0
7:23 AM			1	2			0
7:24 AM			1	2			0
7:25 AM				2			0
7:26 AM	1	2		1			0
7:27 AM			1	1			0
7:28 AM	1	1		1			0
7:29 AM				1			0
7:30 AM				1			0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
 School Address: 9500 SW 97th Avenue
 Location: Parent Drop-Off (North & South Side)

Weather: Rainy
 Date: 9/29/2010
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
7:31 AM				1			0
7:32 AM		1		0			0
7:33 AM				0			0
7:34 AM				0			0
7:35 AM			1	0			0
7:36 AM				0			0
7:37 AM	1	1		0			0
7:38 AM				0			0
7:39 AM				0			0
7:40 AM				0			0
7:41 AM	1	1		0			0
7:42 AM				0			0
7:43 AM	2			2			0
7:44 AM				2			0
7:45 AM				2			0
7:46 AM				2			0
7:47 AM				2			0
7:48 AM		1		1			0
7:49 AM				1			0
7:50 AM				1			0
7:51 AM				1			0
7:52 AM				1			0
7:53 AM				1			0
7:54 AM				1			0
7:55 AM	1			2			0
7:56 AM				2			0
7:57 AM	1	1	1	2			0
7:58 AM		1		1			0
7:59 AM	1	1		1			0
8:00 AM				1			0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
 School Address: 9500 SW 97th Avenue
 Location: Parent Drop-Off (North & South Side)

Weather: Rainy
 Date: 9/29/2010
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:01 AM				1			0
8:02 AM				1			0
8:03 AM				1			0
8:04 AM	1		1	2			0
8:05 AM				2			0
8:06 AM				2			0
8:07 AM	1			3			0
8:08 AM	2	2		3			0
8:09 AM	2	1		4			0
8:10 AM			1	4			0
8:11 AM				4			0
8:12 AM				4			0
8:13 AM	2	1		5			0
8:14 AM	1			6			0
8:15 AM				6			0
8:16 AM	2			8			0
8:17 AM	1	2		7			0
8:18 AM	1	3		5			0
8:19 AM				5			0
8:20 AM	1			6			0
8:21 AM	4	1		9			0
8:22 AM	2			11			0
8:23 AM	2	4		9			0
8:24 AM		1		8			0
8:25 AM	1	1		8			0
8:26 AM	1			9			0
8:27 AM	1	3		7			0
8:28 AM	2	2		7			0
8:29 AM	1	1		7			0
8:30 AM	1	1		7			0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
 School Address: 9500 SW 97th Avenue
 Location: Parent Drop-Off (North & South Side)

Weather: Rainy
 Date: 9/29/2010
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:31 AM	3	1		9			0
8:32 AM	3	1		11			0
8:33 AM		3		8			0
8:34 AM	3	2		9			0
8:35 AM	3	2		10			0
8:36 AM	2	5		7			0
8:37 AM	3	3		7			0
8:38 AM	3	2		8			0
8:39 AM	3	2		9			0
8:40 AM	1	3		7			0
8:41 AM	2	2		7			0
8:42 AM	2	1		8			0
8:43 AM	5	1		12			0
8:44 AM	1	3		10			0
8:45 AM	2	4		8			0
8:46 AM	1	2		7			0
8:47 AM		3		4			0
8:48 AM	1	1		4			0
8:49 AM	2			6			0
8:50 AM				6			0
8:51 AM		2		4			0
8:52 AM				4			0
8:53 AM	1			5			0
8:54 AM		1		4			0
8:55 AM		1		3			0
8:56 AM				3			0
8:57 AM				3			0
8:58 AM		2		1			0
8:59 AM		1		0			0
9:00 AM				0			0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School

Weather: Clear

School Address: 9500 SW 97th Avenue

Date: 9/28/2010

Location: Parent Drop-Off (North & South Side)

Technician: CV/RG

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
Queue at Beginning of Count			4			0
2:00 PM	0	0	4	0	0	0
2:01 PM	0	0	4	0	0	0
2:02 PM	1	0	5	0	0	0
2:03 PM	0	0	5	0	0	0
2:04 PM	0	0	5	0	0	0
2:05 PM	0	0	5	0	0	0
2:06 PM	0	0	5	0	0	0
2:07 PM	0	0	5	0	0	0
2:08 PM	0	0	5	0	0	0
2:09 PM	0	0	5	0	0	0
2:10 PM	0	0	5	0	0	0
2:11 PM	0	0	5	0	0	0
2:12 PM	0	0	5	0	0	0
2:13 PM	0	0	5	0	0	0
2:14 PM	0	0	5	0	0	0
2:15 PM	0	0	5	0	0	0
2:16 PM	0	0	5	0	0	0
2:17 PM	0	0	5	0	0	0
2:18 PM	0	0	5	0	0	0
2:19 PM	0	0	5	0	0	0
2:20 PM	0	0	5	0	0	0
2:21 PM	0	0	5	0	0	0
2:22 PM	0	0	5	0	0	0
2:23 PM	0	0	5	0	0	0
2:24 PM	0	0	5	0	0	0
2:25 PM	0	0	5	0	0	0
2:26 PM	0	0	5	0	0	0
2:27 PM	0	0	5	0	0	0
2:28 PM	0	0	5	0	0	0
2:29 PM	0	0	5	0	0	0
2:30 PM	0	0	5	0	0	0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
 School Address: 9500 SW 97th Avenue
 Location: Parent Drop-Off (North & South Side)

Weather: Clear
 Date: 9/28/2010
 Technician: CV/RG

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:31 PM	0	0	5	0	0	0
2:32 PM	0	0	5	0	0	0
2:33 PM	0	0	5	0	0	0
2:34 PM	0	0	5	0	0	0
2:35 PM	0	0	5	0	0	0
2:36 PM	1	0	6	0	0	0
2:37 PM	0	0	6	0	0	0
2:38 PM	0	0	6	0	0	0
2:39 PM	0	0	6	0	0	0
2:40 PM	1	0	7	0	0	0
2:41 PM	1	0	8	0	0	0
2:42 PM	0	0	8	0	0	0
2:43 PM	0	0	8	0	0	0
2:44 PM	3	0	11	0	0	0
2:45 PM	1	0	12	0	0	0
2:46 PM	1	0	13	0	0	0
2:47 PM	0	1	12	0	0	0
2:48 PM	0	0	12	0	0	0
2:49 PM	1	0	13	0	0	0
2:50 PM	2	0	15	0	0	0
2:51 PM	0	0	15	0	0	0
2:52 PM	1	0	16	0	0	0
2:53 PM	2	0	18	0	0	0
2:54 PM	2	0	20	0	0	0
2:55 PM	2	0	22	0	0	0
2:56 PM	3	0	25	0	0	0
2:57 PM	1	0	26	0	0	0
2:58 PM	1	0	27	0	0	0
2:59 PM	1	0	28	0	0	0
3:00 PM	1	2	27	0	0	0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Pinewood Acres School
 School Address: 9500 SW 97th Avenue
 Location: Parent Drop-Off (North & South Side)

Weather: Clear
 Date: 9/28/2010
 Technician: CV/RG

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
3:01 PM	3	3	27	0	0	0
3:02 PM	2	5	24	0	0	0
3:03 PM	5	6	23	0	0	0
3:04 PM	0	9	14	0	0	0
3:05 PM	1	3	12	0	0	0
3:06 PM	4	4	12	0	0	0
3:07 PM	0	5	7	0	0	0
3:08 PM	4	5	6	0	0	0
3:09 PM	0	5	1	0	0	0
3:10 PM	1	0	2	0	0	0
3:11 PM	1	1	2	0	0	0
3:12 PM	1	1	2	0	0	0
3:13 PM	0	0	2	0	0	0
3:14 PM	1	1	2	0	0	0
3:15 PM	0	1	1	0	0	0
3:16 PM	0	0	1	0	0	0
3:17 PM	0	0	1	0	0	0
3:18 PM	0	0	1	0	0	0
3:19 PM	0	0	1	0	0	0
3:20 PM	0	0	1	0	0	0
3:21 PM	0	0	1	0	0	0
3:22 PM	0	1	0	0	0	0
3:23 PM	0	0	0	0	0	0
3:24 PM	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0
3:26 PM	0	0	0	0	0	0
3:27 PM	0	0	0	0	0	0
3:28 PM	0	0	0	0	0	0
3:29 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0

RECEIVED

JUN 19 2012

ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.
 BY _____