

PINECREST ACADEMY
TAMIAMI TRAIL CAMPUS
SW 8th Street & SW 152nd Ave.

Traffic Operations Plan

-UPDATED-

March 13, 2014

(3rd Submittal as per TED comments)

Prepared by

CIVICA, LLC

RECEIVED

MAR 13 2014

MIAMI DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

INTRODUCTION

CIVICA, LLC and RGA & Associates have prepared a Traffic Operations Plan (TOP) for the propose Public Charter School, located at SW 8th Street & SW 152nd Avenue in Miami-Dade County, Florida. The subject school is a new facility with a proposed student population enrollment of 3,000 students grades K-12th.

This TOP has been prepared to address 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 buses and pedestrians. The information provided in this summary is based upon the requirements listed by the Miami-Dade County Public Works Department (MDCPWD).

SCHOOL OPERATIONS

Upon full enrollment of 3,000 students, the school is proposed to operate with three (3) shifts for arrival, and three (3) shifts for dismissal. The chart below lists the current and proposed shifts and the anticipated number of students arriving or being dismissed in each shift.

Hours of Operation							
Arrival Time			Dismissal Time				
Shifts	Grades	Students	Shifts	Grades	Students		
1st	7:30 AM	9th - 12th	1,200	1st	2:30 PM	9th - 12th	1,200
2nd	8:00 AM	6th - 8th	600	2nd	3:00 PM	K - 5th	1,200
3rd	8:30 AM	K - 5th	1,200	3rd	3:30 PM	6th - 8th	600
Total	K - 12th	3,000		Total	K - 12th	3,000	

Pinecrest Academy's (Tamiami Trail Campus) primary concern is for the safety of the children. This operational management plan also includes efficient internal layout allowing the mitigation of traffic impact to the surrounding neighborhood.

Each school year, parents will be issued a Parent Handbook containing this operational management plan where it will be reviewed during Parent Orientation prior to the start of school. Parents are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures.

The safety of students, efficient traffic circulation and the avoidance and mitigation of off-site traffic impacts are the guiding principles of this operational management plan.

VEHICULAR PICK-UP AND DROP OFF

Pinecrest Academy (Tamiami Trail Campus) is proposing an internal stacking area for 98 passenger vehicles with a by-pass lane, designated student parking area for 60 vehicles, designated staff/faculty parking area for 184 vehicles, and a parking area for 5 buses. For convenience 39 visitor parking spaces have been provided.

As illustrated on the Traffic Operations Plan (Sheet TOP) and Site Plan (Sheet A-1.0) prepared by Civica LLC, vehicular access to the subject site (as per TED comments) is being provided via three (3) points and vehicular exit via three (3) points and 1 additional emergency vehicle only access/ exit point along SW 152nd (South East Corner).

The first (1st) access driveway is at the center of the West property line along SW 153rd Place. This entrance will be the designated point of vehicle queuing during drop-off and pick-up times. The vehicle queuing route provides a total length of approximately 2,160 feet. This length can accommodate 98 stacked vehicles (previously 66) based upon a length of 22 feet required per vehicle for planning purposes. The vehicular queue begins at the center West entrance on SW 153rd Place, proceeds north along a queuing driveway towards east following the perimeter of the property, then south and then continues westward and into the designated pick-up and drop-off area. These vehicles then will exit the site via the South West corner driveway. The lane designated for vehicular queuing route has sufficient width to allow for a by-pass lane. This by-pass lane may be used only in the case of emergency and not for daily drop-off and pick-up operations.

The 2nd access driveway is located to the South West corner of property along SW 153rd Place. This access point serves as entry/ exit during non pick-up and drop-off queuing times. This driveway also serves as the Bus Entry point monitored by staff as access to their designated staging area along the West building edge. This entry and exit point provides the campus faculty, students and staff a separation from the queue/ stacking located to the north and the perimeter of property during pick-up and drop-off times.

The 3rd driveway is located to the North West corner of property along SW 153rd Place. As per TED request, this exit will be a right turn only exit.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all three (3) driveways, and throughout the site. The school proposes to have a staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 45 minutes in order should conditions require additional time for preparation. The staff will monitor the flow of traffic as well as the pedestrian and bicycle traffic for the safety of the students, staffs and visitors.

The applicant/ school shall supply 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 drop-off and pick-up loading facilities shall open a minimum of 45 minutes prior to all arrival and dismissal time(s).

SCHOOL PARKING ASSIGNMENTS (UPON FULL ENROLMENT)

- There are 283 total on-site parking spaces
- The school will be staffed by 184 total personnel who will be provided with designated on-site parking spaces.
- There will be 60 spaces designated for students.
- There will be 39 spaces designated for visitors
- There will be a total of 8 accessible spaces as required by the Florida Building Code.

NON-CONCURRENT USE/ SPECIAL EVENTS

Pinecrest Academy (Tamiami Trail Campus) proposes to schedule special events so that they do not interfere with the daily traffic operations of the school. Special events scheduled after school hours will be limited to attendance commensurate with the allowable, on-site parking of 283 spaces. Special events requiring attendance greater than the allowable on site parking will be held off site at another location.

BUS OPERATIONS

For additional traffic accumulation and flexibility, a separate bus pick-up and drop-off area is provided along the West side of the site along with an entry on SW 153rd Place. The bus staging areas can accommodate five (5) buses without spilling out onto 24' wide parking back out lane. Please refer to TOP drawing for the bus staging areas. A 16% bus ridership is proposed and while conservative is easily accomplished. Please note, the County has approved schools with as much as 50% bus ridership. The Applicant/ School will provide the requested contractual commitment prior to school operation/ opening.

PEDESTRIAN AND BICYCLE OPERATIONS

Because of the residential units within proximity of the school, a portion of the student population is projected to walk to the school site. A continuous pedestrian sidewalk route is provided along the east, and west sides of the school sites with crosswalk connections at the two main intersections around the school property. School personnel will be stationed at these intersections during pick-up and drop-off to ensure pedestrian, bicycle and vehicular safety. The school administration will reserve the right to not allow for any pedestrian and bicycle operations on this private facility.

A bicycle racks with a total storage of 72 bicycles will be provided along the south building line of Phase I Classroom Building located in the South East corner of property and Phase IV Gymnasium Building located in the South West corner of property.

DELIVERIES/TRASH

The school proposes to schedule deliveries and trash pick up so that they do not coincide with student pick-up and drop-off times as described in this TOP. Two separate trash area enclosures are provided along the north side of property.

ADDITIONAL INFORMATION

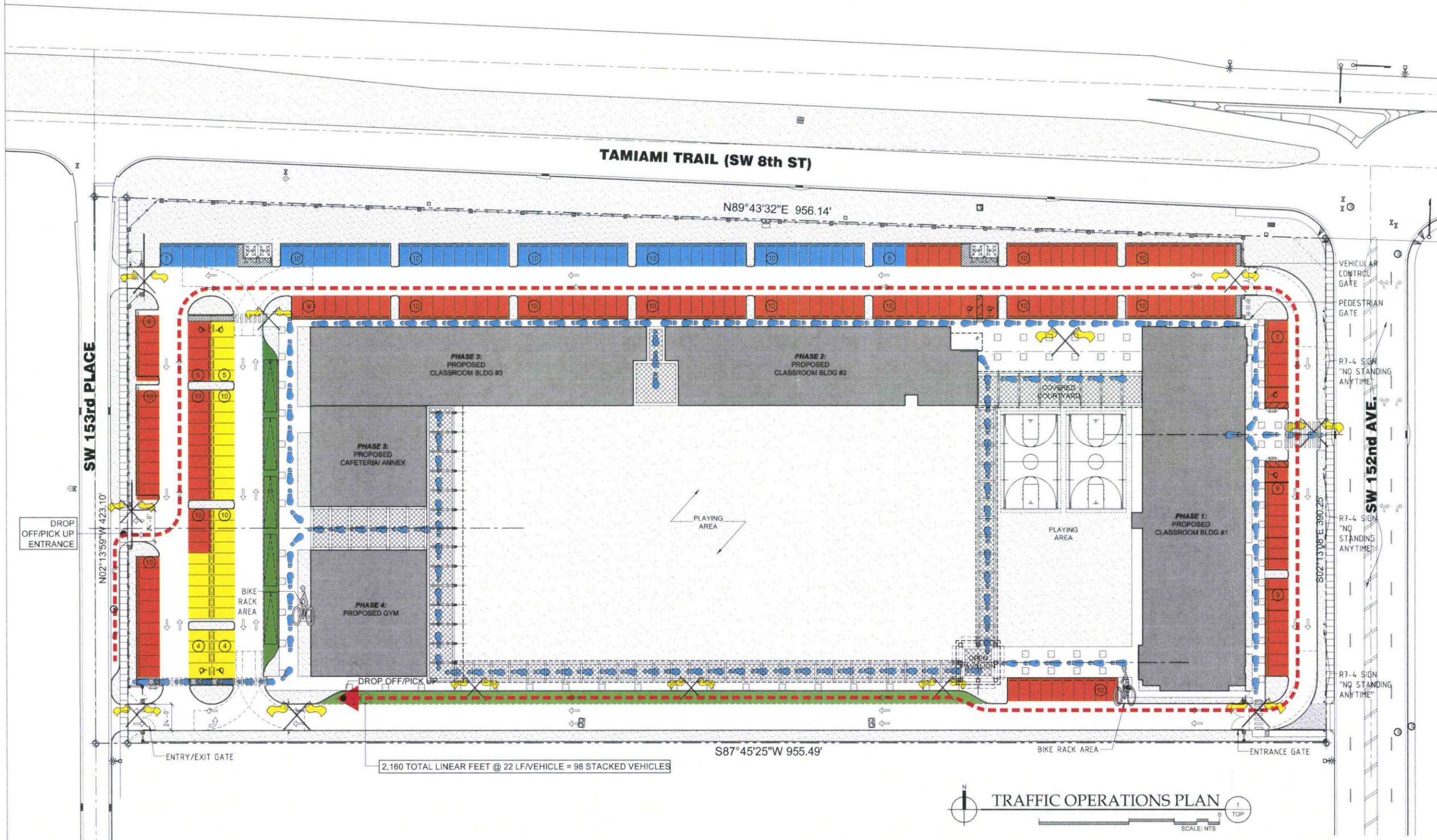
The school operations described herein, proposed flow of various components of site traffic, proposed location of school personnel, may need to be adjusted in the future to respond to specific on-site conditions. The school reserves the right to make modifications to this plan in coordination with Miami-Dade County Public Works staff as needs arise as part of Miami-Dade County's right to regulate public schools' TOPs.

Please note the intersection of SW 10th Street and SW 153rd Place may require to be operated by a police officer in order to ensure a smooth traffic flow and to obtain acceptable LOS for all the approaches. Similarly, it is recommended that the south driveway on SW 153rd Place (i.e. Driveway 2) be operated by a traffic personnel or police during the school AM peak hour.

PLEASE SEE ATTACHED SITE PLAN DIAGRAMS WITH LOCATIONS FOR THE OF SCHOOL PERSONNEL (12 Minimum) REQUIRED FOR VEHICULAR AND PEDESTRIAN ASSISTANCE. PLEASE SEE ALSO SCHOOL BUSES STAGING AREAS, PARKING FRAGMENTATION, AND PEDESTRIAN PATHS.

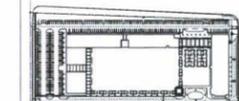
 STUDENTS (60 SPACES)	 MAIN PICK-UP & DROP-OFF AREA	 MAIN STACKING LANE (98 VEHICLES)	 INDICATES POINT OF SCHOOL STAFF FOR VEHICULAR & PEDESTRIAN MONITORING (TYP)
 SCHOOL STAFF (184 SPACES)	 PARKING (VANS)	 PEDESTRIAN MOVEMENT (TYP)	 BIKE RACKS, PAD LOCATION
 VISITORS (39 SPACES)	 PARKING (5 BUSES)	TRAFFIC OPERATIONS PLAN	

* 8 HANDICAPPED ACCESSIBLE SPACES PROVIDED (INCLUDED IN 283 SPACES TOTAL)



No.	DATE	REVISION	BY
1	04.12.2013	PUBLIC WORKS COMMENTS	TM / IF
2	03.13.2014	PIV'S FEED COMMENTS	TM / IF

DRAWN BY	APPROVED BY
TM	RL
DATE	SCALE:
AUG 28, 2013	SEE SHT
KEY PLAN	



SEAL/SIGNATURE

ROLANDO LLANES
AR-0013160
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SHEET TITLE

SHEET NUMBER

END OF SECTION

TECHNICAL MEMORANDUM

DATE: February 17th, 2014

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

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

RECEIVED
712-128
FEB 28 2014
MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE
BY

SUBJECT: Pinecrest Academy Tamiami Trail Campus (Responses to Traffic Comments)

We have reviewed the email draft comments from your department dated February 12, 2014 and have prepared this Technical Memorandum in an effort to address the comments. This memo includes the comments made and our responses accordingly.

General Comment:

The intersection of SW 10 Street with SW 153 Place, an intersection with local road right-of-way widths located within the center of a neighborhood street network whose private residential driveways connect directly at the intersection, is categorically incompatible with the proposed peak hour trip volume increase of 1,307 trips (a 557% traffic increase from 286 vehicle to 1,593 vehicle) that also includes the trips of 12 large school buses. Any future trip distribution assignment for this project should propose a SW 8 Street westbound left turn only median opening onto SW 153 Place, to be also reviewed and approved by Florida Department of Transportation (FDOT), in order to mitigate the proposed vehicle trip volumes within the local street network. A reduction of the project's traffic demand due to number of students may also be considered.

Response to Comment:

We have considered a westbound left turn median opening on SW 8 Street and SW 153rd Place. However, this would fail to meet Florida Department of Transportation (FDOT) standards due to the existing northbound to westbound acceleration lane on SW 8th Street and SW 152nd Avenue. Please note, this acceleration lane is adjacent to a continuous green (i.e. turbo lane) that is necessary to maintain westbound through traffic on the State Highway System. Lastly, local streets are compatible with schools, since the origin and destination of traffic to and from schools is primarily from residences.

Traffic Study Comments

- I. Trip Generation Methodology Comments:
 - a. The surrogate school's trip generation methodology, data and analysis must be detailed within the study since all trips generated by the surrogate school were not all

III. Trip Distribution Comments:

- a. The AM traffic peak's from 7:00 AM to 8:00 AM on the most significant portion of the street network. The study must be revised to reflect peak AM traffic.

Response to Comment:

We disagree. The four analyzed intersections on SW 10th street have a different peak hour when compared to the school's Trip Generation peak hour. In our analysis, we superimposed the schools peak hour traffic knowing they aren't going to peak at the same time. Please note, this is a conservative approach because all the network intersection peak hour trips are being augmented with the total peak hour trips from the trip generation analysis for the school. Furthermore, this is consistent with this and all previously approved Traffic Impact Studies submitted to the county.

- b. Individual vehicle movements at studied intersections must maintain a minimum LOS of D or maintain the same average vehicle delay (within 3 seconds) for existing vehicle movements with an LOS of E or F. Solutions must be provided for vehicle movements at studied intersections that do not meet this standard. Solutions that propose a signal timing change of greater than 2 seconds must received written approval by Traffic Signals and Signs Division to be considered. Studied intersections where the proposed delay of an individual vehicle movement is above the acceptable threshold and no plausible delay reduction solutions are found (i.e. intersections considered as fully "built-out" and/or that provide timing preference to the intersections major movement) must have the vehicle trips assigned to that movement reanalyzed and possibly redistributed. The following intersection summary highlights movements that does not meet this standard and provides accompanying comments.

Response to Comment:

We will work with the County to mitigate any vehicle movements at the studied intersections. However, we are NOT aware of any particular standard regarding Level of Service for intersection, movements or approach. We kindly ask the County to provide the codified standard referenced in writing. Further, the Signal and Signs Division does not provide signal timing changes based on planning level traffic impact studies. We further kindly ask the County for a sample letter of such an approval.

Lastly, our study performed several iterations of trip distribution with the below yielding the most favorable results.

- 1. SW 8 Street with SW 152 Avenue
 - a. Major Movement - EBT was degraded from C (28.8 sec) to E (67.1 sec)
 - b. Minor Movement - NBL was degraded from E (57.6 sec) to F (105.8 sec)

This LOS is the result of background traffic only. No school NBL traffic was assigned.

- c. Overall intersection LOS was degraded from C (30.7 sec) to E (57.8 sec)

- d. New Signal timing must be approved by Traffic Signals and Signs Division

See above response. No such approval exists.

- 2. SW 10 Street with SW 153 Place

- a. As an All Way Stop Controlled intersection

- i. EBT from A (1.8 sec) to E (37.5 sec)
- ii. WBT from A (0.0 sec) to F (61.3 sec)

This was mitigated with a Police Alternative.

- iii. SBL from A (9.3 sec) to E (39.2 sec)

- b. Proposed under police control operating as a traffic light

- i. EBT from A (1.8 sec) to D (48.2 sec)

- 1. 95th Percentile Queue 371 feet is expected to queue past the intersections of SW 153 Path and SW 154 Avenue (336 feet from centerline to centerline)

This queue is based on a "Dummy Signal", the actual queue will be managed by a Police Officer. Further, this queue is not expected to last more than 15-minutes and usually dissipates within 10-minutes of a dismissal.

- ii. SBL from A (9.3 sec) to D (50.5 sec)

LOS D seems acceptable.

- 3. SW 10 Street with SW 147 Avenue

- a. LOS must include 50% of school trips assigned to SW 10 Avenue.

See above response.

- 4. Driveway # 2 with SW 153 Place

- a. Police control is required for the intersection to function with the following

- LOS i. WB E (61.4 sec)
- ii. NB D (49.2 sec)

We agree. Our analysis used a signal to replicate traffic conditions during the peak hour with the presence of a Police Officer.

IV. Accumulation Study Comments:

- a. The surrogate school's peak vehicle accumulation data (49 vehicle during AM arrival and 94 vehicles during PM dismissal) seem low when considering: 306 vehicles arrived

within 15 minutes during the AM arrival, 1000 students are arriving and dismissing at one time, and no large school busses operate at this facility. Additional information in the form of a detailed queuing analysis using the Institute of Transportation Engineering's (ITE) queuing formula and/or a new accumulation analysis must be submitted as supporting documentation of surrogate school's peak vehicle accumulation data.

Response to Comment:

We disagree that 1,000 students are arriving and dismissing "at the same time" in the surrogate school. They are in fact arriving between 7:00 AM and 7:55 AM. The dismissal is taking place between 2:00 PM and 3:05 PM, according to the data collected.

Please note that the greatest number of students being released in the proposed school is 1,040 students, a ratio of 1.04. There are 306 vehicle-in, and there are 290 vehicles-out at the surrogate school during the peak 15 minute interval (7:30 AM to 7:45 AM). Moreover, this doesn't conclude the 306 vehicles at one time, especially if there are circulating vehicles leaving the site at the same time (290 vehicles).

The additional information regarding ITE queuing formula was not a part of the approved methodology and seems to request a completely new approach which defeats the purpose of a Traffic Methodology.

- b. The existing recorded Traffic Operations Plan covenant for the Surrogate School must be presented. Note, the selected surrogate school is required to operate with 3 scheduled arrival/dismissal periods.

Response to Comment:

The Traffic Impact Study Methodology and the chosen Surrogate School were approved prior to initiation of any analysis and before the submittal of the project. This methodology was approved by Ricardo Gavilan, P.E. on November 27th, 2013.

- c. The accumulation form must be fully completed and include the scatter plot graph of vehicles vs. time at each loading zone and combined loading zones. These forms must be also submitted to TED in an excel spread sheet format.

Response to Comment:

We have updated the requested spreadsheets and have included our changes in the Attachments of this memorandum.

- d. Vehicle queuing within the on-site queuing lanes, located along the "backside" of the school building, must be included in the data.

Response to Comment:

We agree with the reviewer, this area was included in the data provided for the surrogate school.

- e. The school's commitment to bus 20% of the student population requires a total of 206 students to be bused during the first and third arrival shifts. The study assesses the site's capacity to only accommodate 4 full size busses that transports a total of 160 students. The discrepancy between the site's capacity and the 20% bussing commitment must be

corrected.

Response to Comment:

The school is committed to achieving 20% bus utilization. However, our analysis for the subject project's Arrival and Dismissals was conducted with the assumption that 480 (16% of 3,000) students will be utilizing a school bus as means of transportation. We separated the 480 students by the three arrivals/dismissals, resulting in 160 students using a Bus per arrival/dismissal. Please note, our calculations were based on 4 full size school busses with a capacity to accommodate 40 students in each school bus (i.e. 160 student). Our analysis calculated 4 school buses can be cycled in every arrival/dismissal times, and as a result, we can accommodate the 16% of the 3000 students attending the proposed school (i.e. $4 \times 3 = 12 \times 40 = 480$).

Additionally, the most common Blue-bird brand (Vision) school bus can accommodate up to 78 students per bus, enabling a maximum capacity of 936 students of the 3000 students attending the proposed school (i.e. $4 \times 3 = 12 \times 78 = 936$) or 31.2% of 3000 students.

An Extra-Long Blue-bird brand (All American) school bus can accommodate up to 90 students, enabling a maximum capacity of 1080 students of the 3000 students attending the proposed school (i.e. $4 \times 3 = 12 \times 90 = 1080$) or 36% of the 3000 students.

Attachments

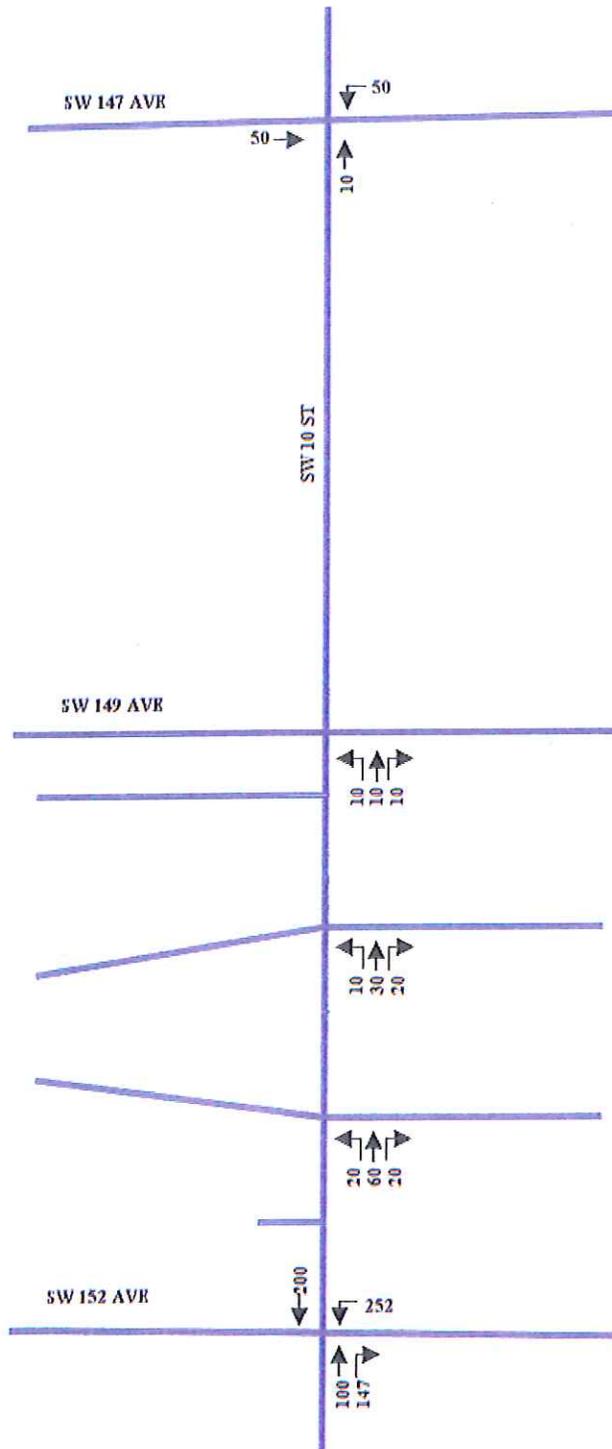


TABLE: A7

Pinecrest Academy Tamiami Trail Campus

Approach LOS Summary (AM Peak Hour)

Existing AM Peak Hour Condition			Intersection Approach						Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Overall	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 8 Street & SW 152 Avenue	Signalized	C	28.8	B	12.4	D	44.7	N/A	N/A	C	30.7
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	B	11.6	N/A	N/A	A	0.9
3 SW 10 Street & SW 152 Avenue	Signalized	B	12.5	B	10.9	B	13.3	A	7.1	B	12.2
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	1.8	A	0.0	N/A	N/A	A	9.3	A	1.6
5 SW 10 Street & SW 147 Avenue	All-Way Stop	F	58.3	A	8.5	A	9.2	A	9.9	E	47.4
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	10.5	A	0.0	A	0.4	A	0.4
7 SW 18 Street & SW 152 Avenue	Signalized	B	15.7	B	14.0	A	7.9	A	0.7	A	7.2
Proposed AM Peak Hour Condition with Project Traffic											
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Overall	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 8 Street & SW 152 Avenue	Signalized	E	67.1	C	24.6	E	70.8	N/A	N/A	E	57.8
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	D	32.8	N/A	N/A	A	7.7
3 SW 10 Street & SW 152 Avenue	Signalized	C	20.2	B	14.5	B	13.5	B	19.2	B	16.0
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	7.9	A	0.0	N/A	N/A	F	91.5	D	26.9
	All-Way Stop	E	37.5	F	61.3	N/A	N/A	E	39.2	E	49.1
5 SW 10 Street & SW 147 Avenue	Police Alt.	D	48.2	A	7.2	N/A	N/A	D	50.5	C	29.7
	All-Way Stop	F	60.7	A	9.0	A	10.0	B	10.5	E	45.8
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	1.2	A	1.3
7 SW 18 Street & SW 152 Avenue	Signalized	B	16.8	B	15.9	A	9.0	A	0.7	A	7.9
8 Bus Exit Driveway & SW 153 Place	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	0.0	A	0.3
9 Driveway 1 & SW 153 Place	Two-Way Stop	N/A	N/A	B	13.5	A	0.0	A	9.5	A	1.1
10 Driveway 2 & SW 153 Place *	Two-Way Stop	N/A	N/A	E	61.4	D	49.2	A	6.1	D	52.7

Existing condition LOS F. Recommended.

* Intersection controlled by traffic personnel/police.

Intersection												
Intersection Delay, s/veh	45.8											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	764	25	19	0	0	8	4	0	65	86	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	796	26	20	0	0	8	4	0	68	90	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	1
HCM Control Delay	60.7	9	10
HCM LOS	F	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	95%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	3%	67%	0%	100%	20%
Vol Right, %	0%	0%	0%	2%	33%	0%	0%	80%
Sign Control	Stop							
Traffic Vol by Lane	65	43	43	808	12	5	49	122
LT Vol	0	43	43	25	8	0	49	24
Through Vol	0	0	0	19	4	0	0	98
RT Vol	65	0	0	764	0	5	0	0
Lane Flow Rate	68	45	45	842	12	5	51	127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.137	0.084	0.063	1	0.022	0.01	0.095	0.219
Departure Headway (Hd)	7.281	6.782	5.052	5.928	6.2	7.237	6.738	6.179
Convergence, Y/N	Yes							
Cap	493	529	709	614	581	496	533	582
Service Time	5.014	4.515	2.785	3.707	3.9	4.965	4.467	3.907
HCM Lane V/C Ratio	0.138	0.085	0.063	1.371	0.021	0.01	0.096	0.218
HCM Control Delay	11.2	10.1	8.1	60.7	9	10	10.2	10.6
HCM Lane LOS	B	B	A	F	A	A	B	B
HCM 95th-tile Q	0.5	0.3	0.2	15	0.1	0	0.3	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	5	73	98
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	76	102
Number of Lanes	0	1	2	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
 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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)				
1	SW 8 Street & SW 152 Avenue	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.892	1.02	0	0	0	0	0	0			
			SBT	0			1.02	0	0	0	0					
			SBL	0			1.02	0	0	0	0					
			TOTAL	0			1.02	0	0	0	0					
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	0	0
			WBT	396			1.02	404	17	421	421	421	421	421	421	421
			WBL	158			1.02	161	7	168	168	168	168	168	168	168
			WBU	8			1.02	8	0	8	8	8	8	8	8	8
		TOTAL	562	1.02			573	24	597	597	597	597	597	597	597	
		NORTHEOUND	NBR	807			1.02	823	34	857	857	857	857	857	857	857
			NBT	0			1.02	0	0	0	0	0	0	0	0	0
			NBL	77			1.02	79	3	82	82	82	82	82	82	82
			TOTAL	884			1.02	902	37	939	939	939	939	939	939	939
EASTBOUND	EBR	18	1.02	18	1	19	19	19	19	19	19	19				
	EBT	1174	1.02	1197	49	1247	1247	1247	1247	1247	1247	1247				
	EBL	0	1.02	0	0	0	0	0	0	0	0	0				
	TOTAL	1192	1.02	1216	50	1266	1266	1266	1266	1266	1266	1266				
TOTAL			2638				2691	110	2801	622	3423					
2	SW 8 Street & SW 153 Place	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.931	1.02	0	0	0	0	0	0			
			SBT	0			1.02	0	0	0	0					
			SBL	0			1.02	0	0	0	0					
			TOTAL	0			1.02	0	0	0	0					
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	0	0
			WBT	473			1.02	482	20	502	502	502	502	502	502	502
			WBL	0			1.02	0	0	0	0	0	0	0	0	0
			TOTAL	473			1.02	482	20	502	502	502	502	502	502	502
		NORTHEOUND	NBR	119			1.02	121	5	126	126	126	126	126	126	126
			NBT	0			1.02	0	0	0	0	0	0	0	0	0
			NBL	0			1.02	0	0	0	0	0	0	0	0	0
			TOTAL	119			1.02	121	5	126	126	126	126	126	126	126
		EASTBOUND	EBR	0			1.02	0	0	0	0	0	0	0	0	0
EBT	1073		1.02	1094	45	1139	1139	1139	1139	1139	1139	1139				
EBL	0		1.02	0	0	0	0	0	0	0	0	0				
TOTAL	1073		1.02	1094	45	1139	1139	1139	1139	1139	1139	1139				
TOTAL			1665				1698	70	1768	406	2174					

TABLE: A6

Pinecrest Academy Tamiami Trail Campus

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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH)
3	SW 10 Street & SW 152 Avenue	SOUTHBOUND	SBR	7	Wednesday, October 10, 2012	0.890	1.02	7	0	7	236	243
			SBT	170			1.02	173	7	181	50	231
			SBL	12			1.02	12	1	13	0	13
		TOTAL	189	1.93			193	8	201	286	487	
		WESTBOUND	WBR	29			1.02	30	1	31	0	31
			WBT	19			1.02	19	1	20	200	220
			WBL	37			1.02	38	2	39	0	39
		TOTAL	85	1.87			87	4	90	200	290	
		NORTHBOUND	NBR	149			1.02	152	6	158	0	158
			NBT	811			1.02	827	34	861	0	861
			NBL	16			1.02	16	1	17	252	269
		TOTAL	976	1.996			996	41	1036	252	1288	
		EASTBOUND	EBR	36			1.02	37	2	38	147	185
EBT	154		1.02	157	6	164	100	264				
EBL	22		1.02	22	1	23	0	23				
TOTAL	212	1.216	216	9	225	247	472					
	TOTAL		1462	1491	61	1552	985	2537				
4	SW 10 Street & SW 153 Place	SOUTHBOUND	SBR	1	Wednesday, October 10, 2012	0.810	1.02	1	0	1	183	184
			SBT	0			1.02	0	0	0	0	
			SBL	2			1.02	2	2	247	249	
		TOTAL	3	1.03			3	0	3	430	433	
		WESTBOUND	WBR	5			1.02	5	0	5	688	693
			WBT	47			1.02	48	2	50	0	50
			WBL	0			1.02	0	0	0	0	0
		TOTAL	52	1.053			53	2	55	688	743	
		NORTHBOUND	NBR	0			1.02	0	0	0	0	0
			NBT	0			1.02	0	0	0	0	0
			NBL	0			1.02	0	0	0	0	0
		TOTAL	0	1.02			0	0	0	0	0	
		EASTBOUND	EBR	0			1.02	0	0	0	0	0
EBT	178		1.02	182	7	189	0	189				
EBL	47		1.02	48	2	50	178	228				
TOTAL	225	1.230	230	9	239	178	417					
	TOTAL		280	286	12	297	1296	1593				

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
 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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)			
5	SW 10 Street & SW 147 Avenue	SOUTHBOUND	SBR	94	Tuesday, December 03, 2013	0.961	1.00	94	4	98	0	98			
			SBT	22			1.00	22	1	23	50	73			
			SBL	5			1.00	5	0	5	0	5			
		TOTAL	121							126	5	126	50	176	
		WESTBOUND	WBR	4			1.00	4	0	4	0	4	4	0	4
			WBT	8			1.00	8	0	8	0	8	8	0	8
			WBL	0			1.00	0	0	0	0	0	0	0	0
		TOTAL	12							12	0	12	0	12	
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0	0	0
			NBT	83			1.00	83	3	86	0	86	0	86	86
			NBL	14			1.00	14	1	15	15	15	50	50	65
		TOTAL	97							97	4	101	50	151	
		EASTBOUND	EBR	18			1.00	18	1	19	0	19	0	19	19
EBT	14		1.00	14	1	15	10	15	10	25	25				
EBL	734		1.00	734	30	764	0	764	0	764	764				
TOTAL	766					766	31	797	10	807					
	TOTAL			996				41	1037	110	1147				
6	SW 10 Street & SW 157 Avenue	SOUTHBOUND	SBR	0	Tuesday, December 03, 2013	0.944	1.00	0	0	0	0	0	0		
			SBT	126			1.00	126	5	131	0	131			
			SBL	5			1.00	5	0	5	12	17			
		TOTAL	131						131	5	136	12	148		
		WESTBOUND	WBR	17			1.00	17	1	18	0	18	20	38	
			WBT	0			1.00	0	0	0	0	0	0	0	
			WBL	8			1.00	8	0	8	0	8	40	48	
		TOTAL	25						25	1	26	60	86		
		NORTHBOUND	NBR	19			1.00	19	1	20	20	20	55	75	
			NBT	565			1.00	565	23	588	0	588	0	588	
			NBL	0			1.00	0	0	0	0	0	0	0	
		TOTAL	584						584	24	608	55	663		
		EASTBOUND	EBR	0			1.00	0	0	0	0	0	0	0	
EBT	0		1.00	0	0	0	0	0	0	0					
EBL	0		1.00	0	0	0	0	0	0	0					
TOTAL	0				0	0	0	0	0	0					
	TOTAL			740				30	770	127	897				

TABLE: A6
Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)			
7	SW 18 Street & SW 152 Avenue	SOUTHBOUND	SBR	8	Tuesday, December 03, 2013	0.907	1.00	8	0	8	5	13			
			SBT	251			1.00	251	10	261	75	336			
			SBL	8			1.00	8	0	8	15	23			
			TOTAL	267			267	11	278	95	373				
		WESTBOUND	WBR	5			1.00	5	0	5	0	5	30	35	
			WBT	2			1.00	2	0	2	0	2	0	2	
			WBL	3			1.00	3	0	3	0	3	0	3	
		TOTAL	10	10			0	10	0	10	0	10	30	40	
		NORTHBOUND	NBR	26			1.00	26	1	26	0	26	0	27	27
			NBT	904			1.00	904	37	941	85	1026			
			NBL	21			1.00	21	1	22	0	22			
			TOTAL	951			951	39	990	85	1075				
		EASTBOUND	EBR	69			1.00	69	3	72	0	72			
EBT	22		1.00	22	1	23	0	23							
EBL	30		1.00	30	1	31	10	41							
TOTAL	121	121	5	126	10	136									
	TOTAL			1349				1349	55	1404	220	1624			

- 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 Seasonal Factor obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF
9 A 1.35 percent background growth was utilized with a project build-out of 3 years.
10 Net Traffic = Peak Seasonally Adjusted TMC + Background
11 Site traffic assignment.
12 Total Traffic = Net Traffic + Site Traffic

TABLE: A9
Pinecrest Academy Tamiami Trail Campus
 Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Passenger Vehicles Stacking	2,160	LF	Car/Van	22	98
2	Large School Buses Stacking	240	LF	Car/Van	50	4
3	Surplus Parking Spaces		LF	Car/Van	22	9
Total Stacking Capacity for Passenger Vehicles/Transportation Vans						107
Total Stacking Capacity for Large School Buses						4

TABLE: A10
Pincrest Academy Tamiami Trail Campus
 Accumulation Analysis Summary

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated	
		Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses
Arrivals							
First	* 1,040	54.08	4.00	107	4	198%	100%
Second	* 440	22.88	4.00	107	4	468%	100%
Third	* 1,040	54.08	4.00	107	4	198%	100%
Bus	480						
Dismissals							
First	* 1,040	101.92	4.00	107	4	105%	100%
Second	* 1,040	101.92	4.00	107	4	105%	100%
Third	* 440	43.12	4.00	107	4	248%	100%
Bus	480						

Notes: * A total of 160 students or 5% of the 3,000 students need to utilize large school buses during each arrival and dismissal.
 (A total of 480 students or 16% of the 3,000 students will utilize large school buses)

SCHOOL SCHEDULE QUESTIONNAIRE (Surrogate School)

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

Name of application: Tamiami School Property, LLC.		Zoning Hearing No.: Z12-128
T-Plat No.:	Pinecrest Academy West Campus (Surrogate School)	
School name:	14901 SW 42 Street	
Location:	3.28	
Site size (acres):	Section-Township-Range:	Total number of students (surrogate): 1,000
Grade levels (surrogate): K - 12		

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 :	7:45 AM / 2:45 PM	K - 12	1,000	
Extended Session ² :				
Totals:			1,000	

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

Mode	Percentage	Number of Students*	
		Existing	Proposed
Walk	5%	50	
Bicycle			
Passenger Vehicle	80%	800	
Commercial Van	15%	150	
Private Bus (large non-school owned)			
Public School Bus (MDCPS)			
Student Vehicle (high school)			
Other (e.g., MDTA):			
Totals:		100%	1000

* Number of Students should equal totals in previous table.

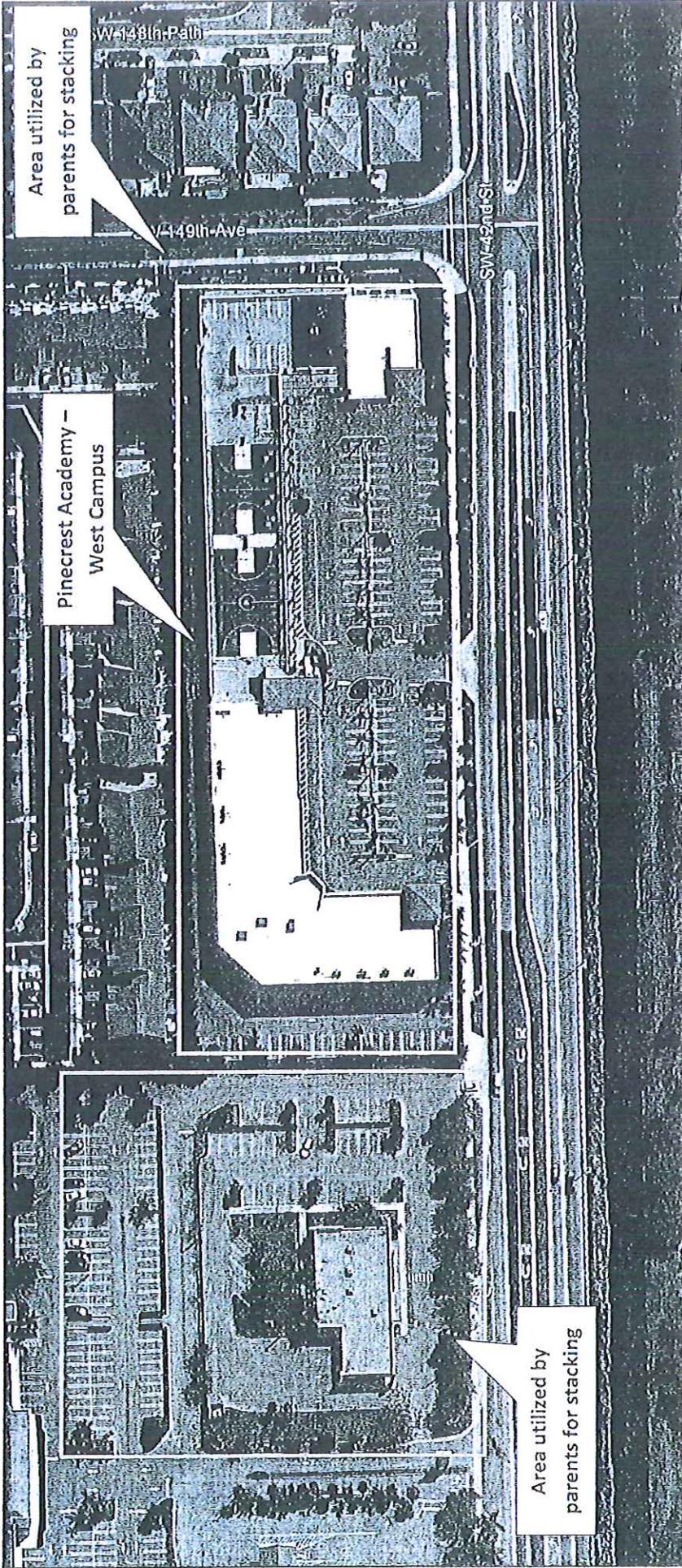
Comments:

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

Signature of Principal/Administrator

Date

Pinecrest Academy West Campus at 14901 SW 42 Street



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: Pinecrest Academy Tamiami Trail Campus
 Facility Address: SW 8 Street & SW 152 Avenue
 Facility Folio: _____
 Case Number: _____

DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.
 Contact Information: rgarcia@rgatrafic.com
 Date: _____

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Pinecrest Academy West Campus
 Facility Address: 14901 SW 42 Street
 Date/ Day/ Time: 5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM
 Child/ Student Attendance: 1,000
 Staff Attendance: _____
 No. Staff Vehicles: _____ Included In Counts (Yes/No): _____
 No. Facility Operated Transportation: _____ Included In Counts (Yes/No): _____

AM 2 HR PEAK PERIOD
7:00 AM - 8:30 AM

PM 2 HR PEAK PERIOD
1:45 PM - 3:15 PM

NUMBER OF VEHICLES ACCUMULATED

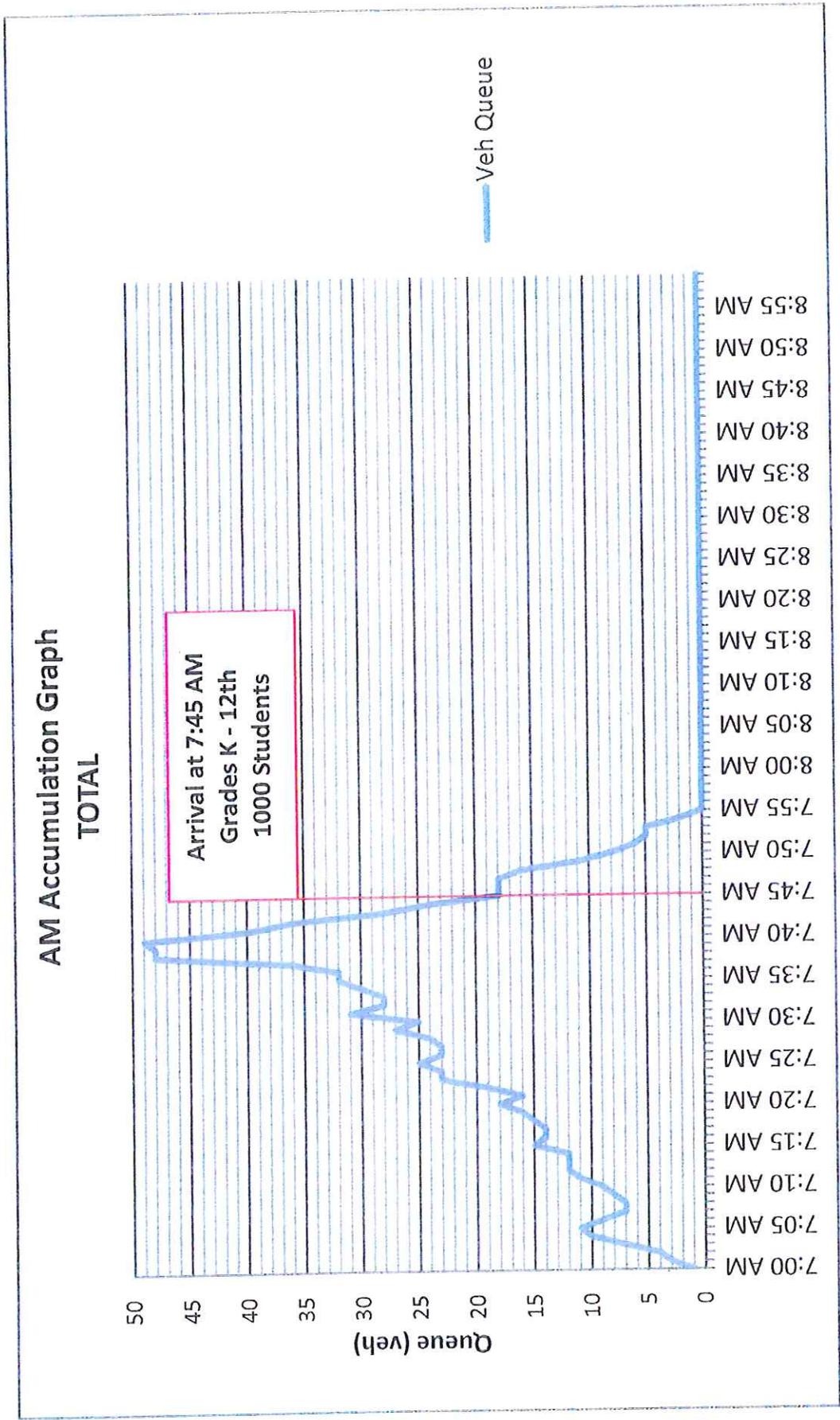
TIME	ON SITE				OFF SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus		
Hour										
AM Minute Peak	35	3			12		2		49	3
PM Minute Peak	48	4			37		9		94	4

AM and PM two hour peak should coincide with arrival and dismissal schedule form.
 Bus vehicles also includes Delivery trucks and Transport Vans

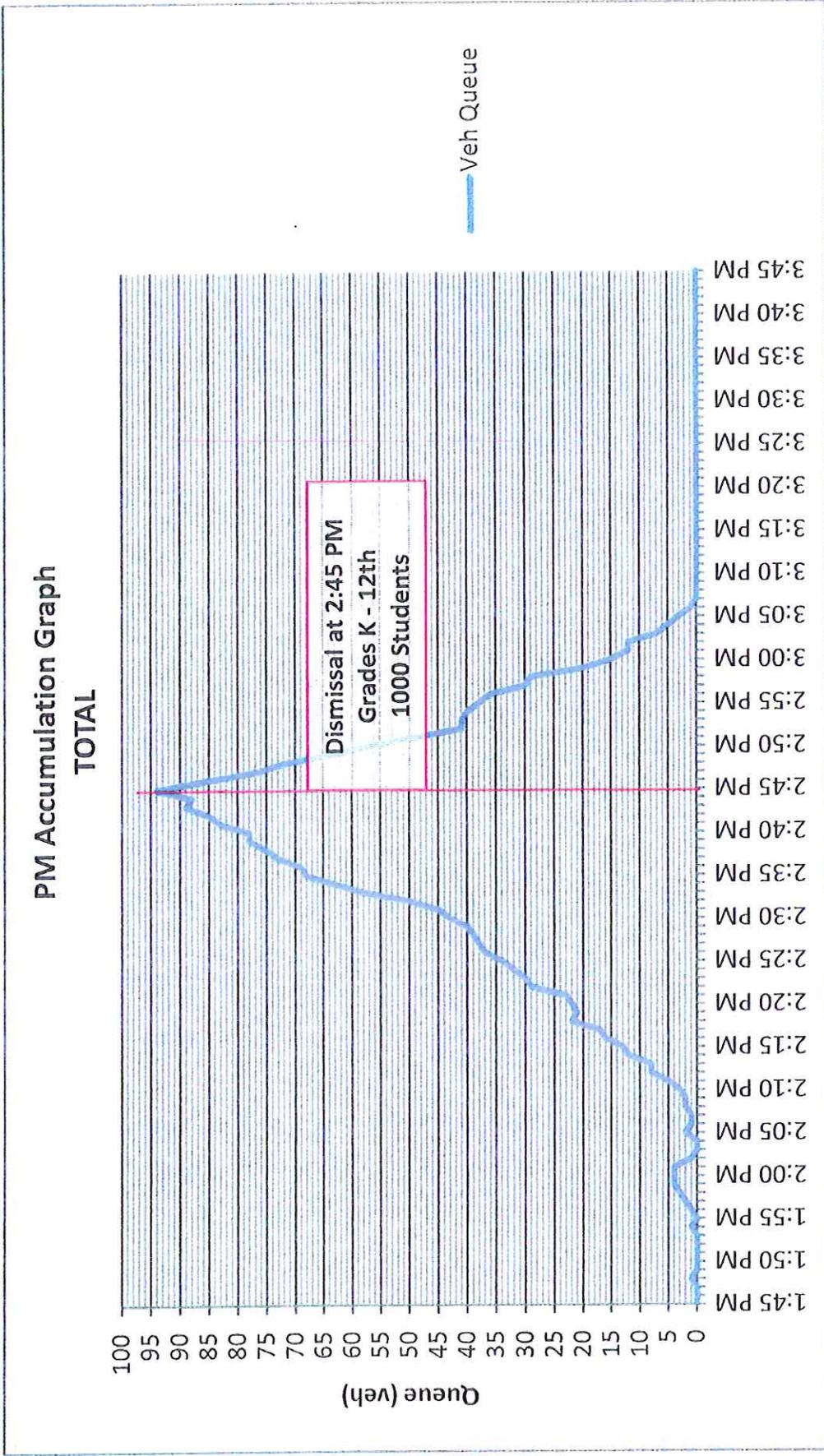
AREA DESCRIPTION (LABEL ON AERIAL)

- Area 1 Stacking area within the parking lot
- Area 2 _____
- Area 3 Stacking within adjacent property to the west
- Area 4 Stacking along SW 149 Avenue

Pinecrest Academy West Campus (Surrogate School)

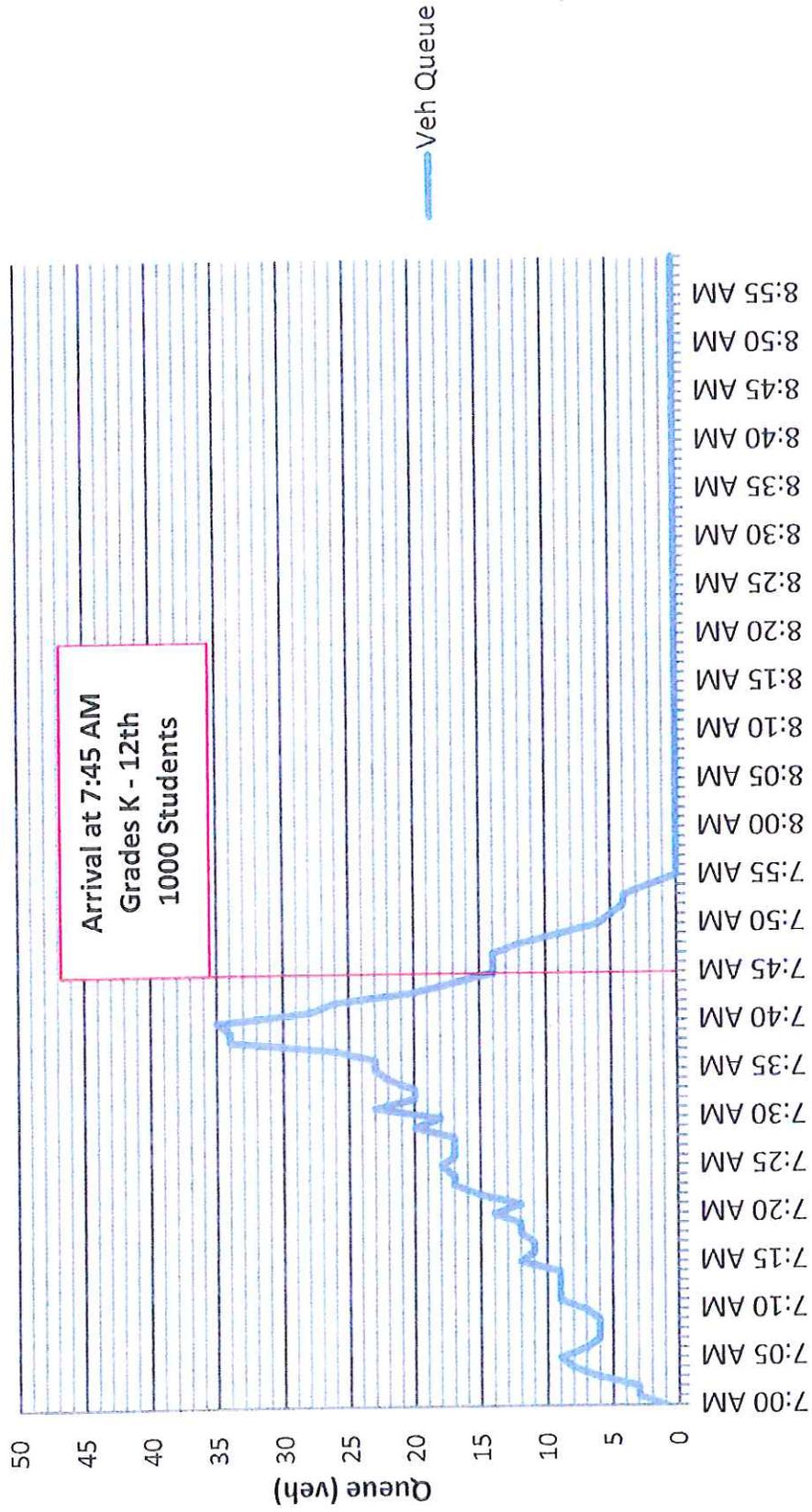


Pinecrest Academy West Campus (Surrogate School)



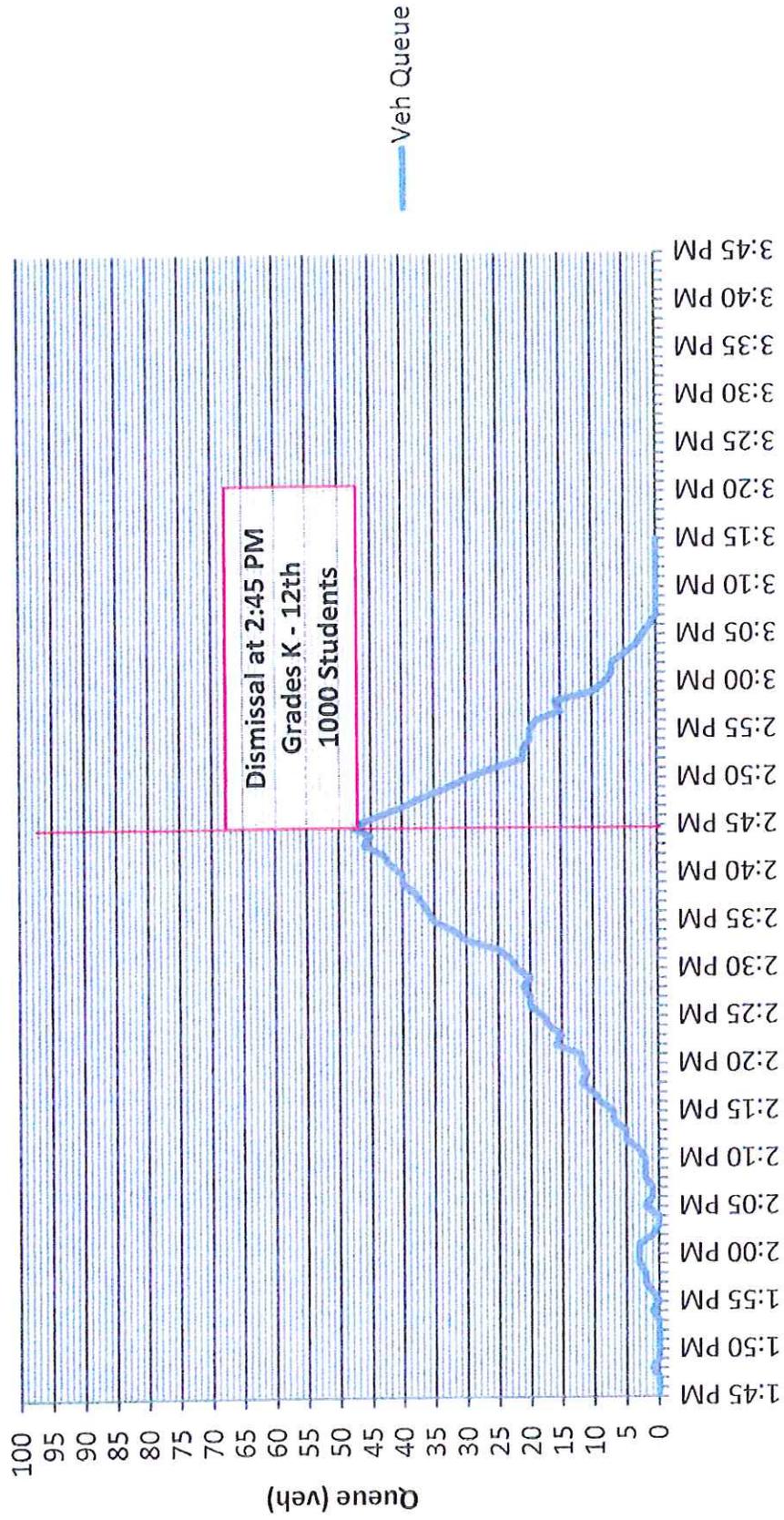
Pinecrest Academy West Campus (Surrogate School)

AM Accumulation Graph
Area 1



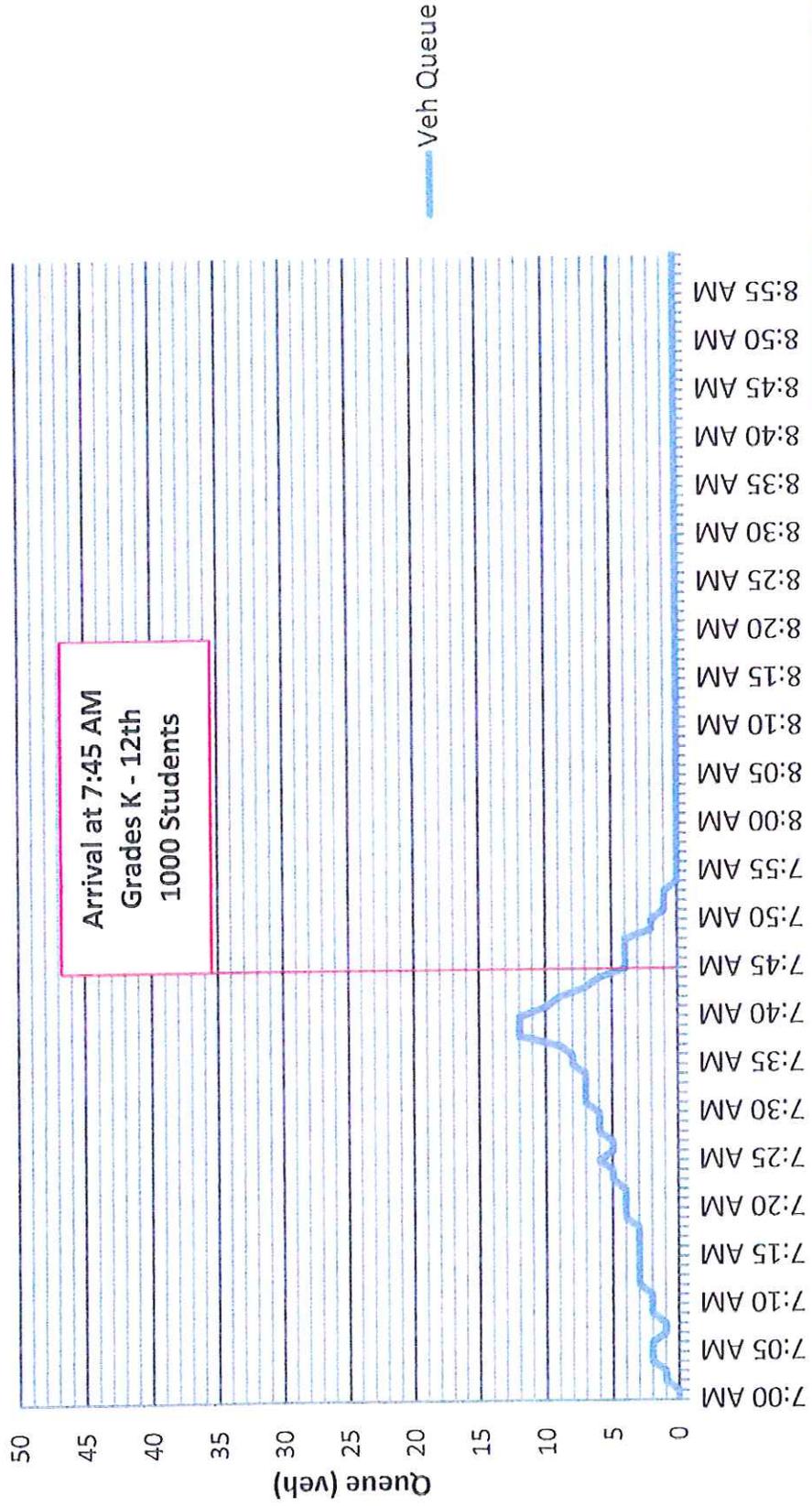
Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 1



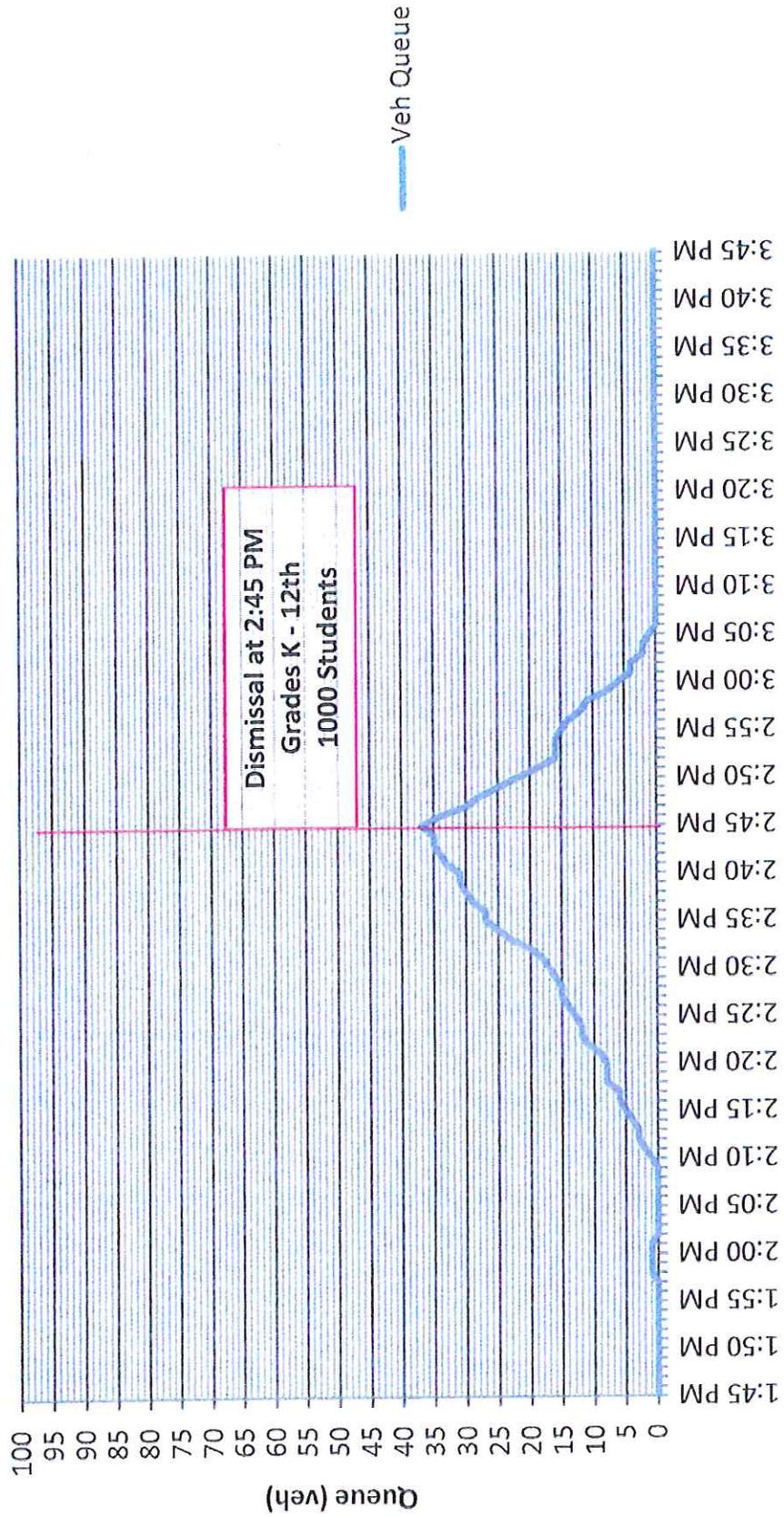
Pinecrest Academy West Campus (Surrogate School)

AM Accumulation Graph
Area 3

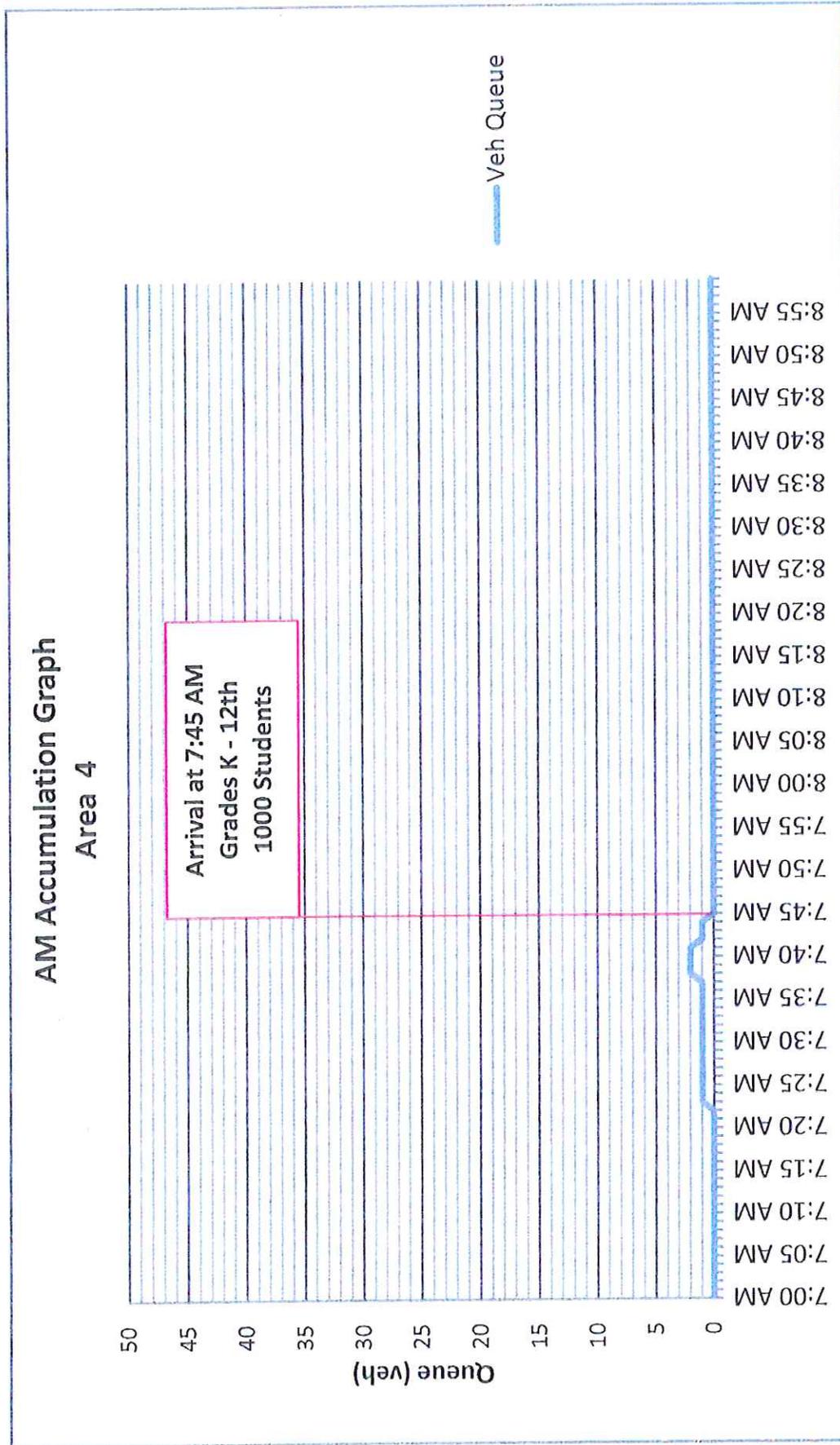


Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 3

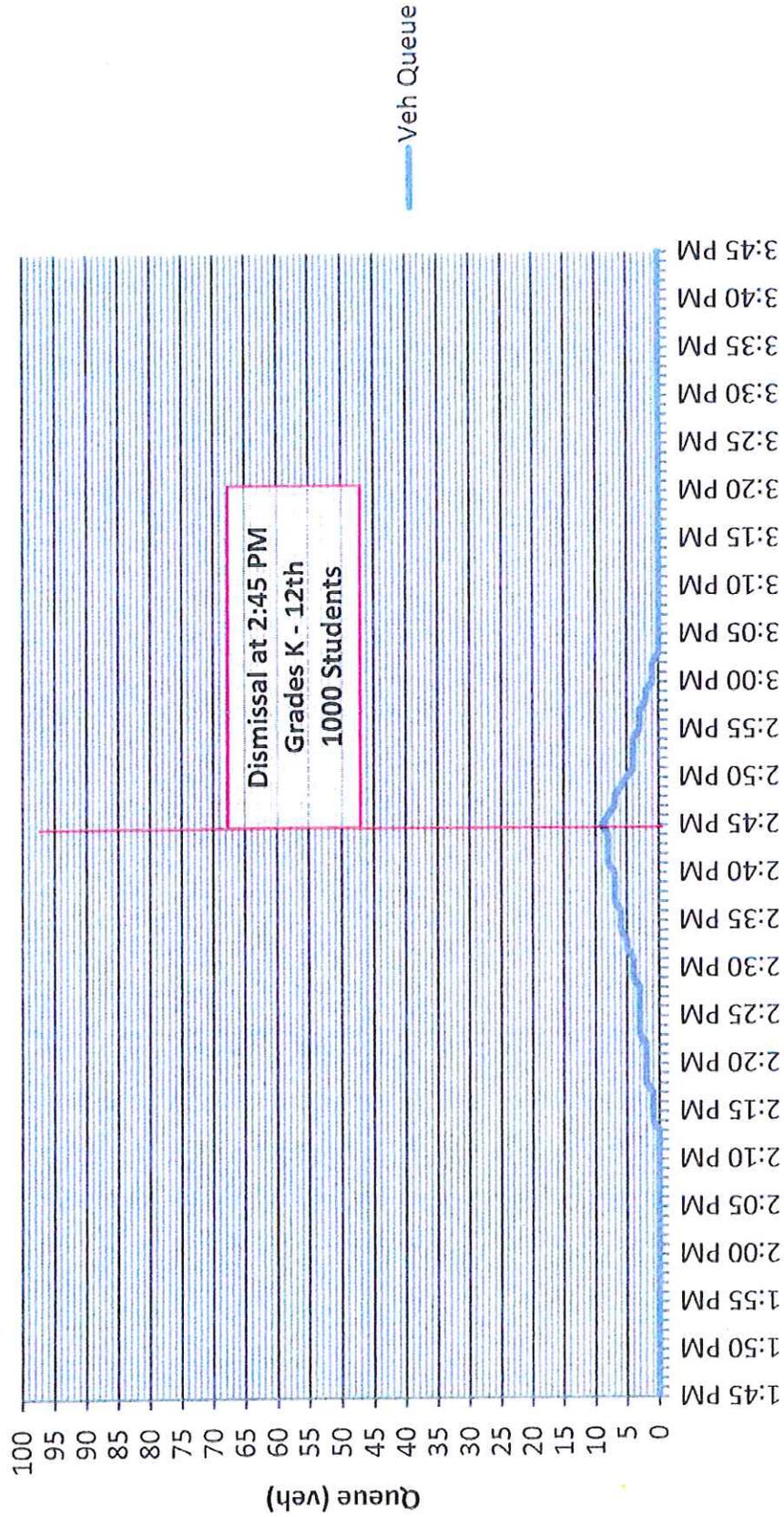


Pinecrest Academy West Campus (Surrogate School)



Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 4



Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
Beginning of Count				0						0
7:00 AM	3	2	0	1	0	0	0	0	0	0
7:01 AM	5	3	0	3	0	0	0	0	0	0
7:02 AM	4	3	0	4	0	0	0	0	0	0
7:03 AM	3	0	0	7	0	0	0	0	0	0
7:04 AM	4	1	3	10	0	0	0	0	0	0
7:05 AM	4	3	1	11	0	0	0	0	0	0
7:06 AM	3	5	2	9	0	0	0	0	0	0
7:07 AM	4	6	0	7	1	1	0	0	0	0
7:08 AM	4	4	0	7	0	0	0	0	0	0
7:09 AM	4	3	0	8	0	0	0	0	0	0
7:10 AM	7	6	0	9	0	0	0	0	0	0
7:11 AM	5	3	0	11	1	0	1	0	0	0
7:12 AM	8	7	0	12	1	0	2	0	0	0
7:13 AM	6	6	2	12	0	0	2	0	0	0
7:14 AM	6	6	3	12	0	2	0	0	0	0
7:15 AM	4	1	0	15	0	0	0	0	0	0
7:16 AM	4	5	0	14	0	0	0	0	0	0
7:17 AM	3	3	2	14	0	0	0	0	0	0
7:18 AM	4	3	2	15	0	0	0	0	0	0
7:19 AM	7	6	2	16	1	0	1	0	0	0
7:20 AM	8	6	2	18	0	1	0	0	0	0
7:21 AM	7	9	0	16	1	0	1	0	0	0
7:22 AM	13	10	0	19	1	0	2	0	0	0
7:23 AM	14	10	3	23	1	1	2	0	0	0
7:24 AM	15	15	1	23	0	0	2	0	0	0
7:25 AM	17	15	0	25	1	0	3	0	0	0
7:26 AM	12	14	0	23	0	0	3	0	0	0
7:27 AM	15	15	1	23	0	1	2	0	0	0
7:28 AM	13	12	0	24	1	0	3	0	0	0
7:29 AM	15	12	1	27	1	1	3	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
7:30 AM	24	26	0	25	1	1	3	0	0	0
7:31 AM	24	18	4	31	0	0	3	0	0	0
7:32 AM	15	18	0	28	1	1	3	0	0	0
7:33 AM	26	28	0	28	0	1	2	0	0	0
7:34 AM	8	6	5	30	0	0	2	0	0	0
7:35 AM	19	17	0	32	0	0	2	0	0	0
7:36 AM	24	24	0	32	0	0	2	0	0	0
7:37 AM	30	26	4	36	0	0	2	0	0	0
7:38 AM	22	10	0	48	0	0	2	0	0	0
7:39 AM	20	20	0	48	0	0	2	0	0	0
7:40 AM	27	26	4	49	0	0	2	0	0	0
7:41 AM	16	25	0	40	0	0	2	0	0	0
7:42 AM	19	23	2	36	0	0	2	0	0	0
7:43 AM	9	17	0	28	0	0	2	0	0	0
7:44 AM	2	6	0	24	0	0	2	0	0	0
7:45 AM	3	9	0	18	0	0	2	0	0	0
7:46 AM	7	7	0	18	0	0	2	0	0	0
7:47 AM	2	2	0	16	0	0	2	0	0	0
7:48 AM	3	5	0	16	0	0	2	0	0	0
7:49 AM	1	6	0	11	0	0	2	0	0	0
7:50 AM	0	3	0	8	0	0	2	0	0	0
7:51 AM	0	2	0	6	0	0	2	0	0	0
7:52 AM	0	1	0	5	0	0	2	0	0	0
7:53 AM	1	1	0	5	0	0	2	0	0	0
7:54 AM	0	3	0	2	0	0	2	0	0	0
7:55 AM	0	2	0	0	0	0	2	0	0	0
7:56 AM	0	0	0	0	0	0	2	0	0	0
7:57 AM	0	0	0	0	0	0	2	0	0	0
7:58 AM	0	0	0	0	0	0	2	0	0	0
7:59 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus

Weather: Sunny

School Address: 14901 SW 42 Street

Date: 5/30/2012

Location: Stacking Areas

Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
8:00 AM	0	0	0	0	0	0	2	0	0	0
8:01 AM	0	0	0	0	0	0	2	0	0	0
8:02 AM	0	0	0	0	0	0	2	0	0	0
8:03 AM	0	0	0	0	0	0	2	0	0	0
8:04 AM	0	0	0	0	0	0	2	0	0	0
8:05 AM	0	0	0	0	0	0	2	0	0	0
8:06 AM	0	0	0	0	0	0	2	0	0	0
8:07 AM	0	0	0	0	0	0	2	0	0	0
8:08 AM	0	0	0	0	0	0	2	0	0	0
8:09 AM	0	0	0	0	0	0	2	0	0	0
8:10 AM	0	0	0	0	0	0	2	0	0	0
8:11 AM	0	0	0	0	0	0	2	0	0	0
8:12 AM	0	0	0	0	0	0	2	0	0	0
8:13 AM	0	0	0	0	0	0	2	0	0	0
8:14 AM	0	0	0	0	0	0	2	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	0
8:16 AM	0	0	0	0	0	0	2	0	0	0
8:17 AM	0	0	0	0	0	0	2	0	0	0
8:18 AM	0	0	0	0	0	0	2	0	0	0
8:19 AM	0	0	0	0	0	0	2	0	0	0
8:20 AM	0	0	0	0	0	0	2	0	0	0
8:21 AM	0	0	0	0	0	0	2	0	0	0
8:22 AM	0	0	0	0	0	0	2	0	0	0
8:23 AM	0	0	0	0	0	0	2	0	0	0
8:24 AM	0	0	0	0	0	0	2	0	0	0
8:25 AM	0	0	0	0	0	0	2	0	0	0
8:26 AM	0	0	0	0	0	0	2	0	0	0
8:27 AM	0	0	0	0	0	0	2	0	0	0
8:28 AM	0	0	0	0	0	0	2	0	0	0
8:29 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
Beginning of Count			0			0			0
1:45 PM	0	0	0	0	0	0	0	0	0
1:46 PM	0	0	0	0	0	0	0	0	0
1:47 PM	0	0	0	0	0	0	0	0	0
1:48 PM	1	0	1	0	0	0	0	0	0
1:49 PM	0	1	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0
1:51 PM	0	0	0	0	0	0	0	0	0
1:52 PM	0	0	0	0	0	0	0	0	0
1:53 PM	1	1	0	0	0	0	0	0	0
1:54 PM	1	0	1	0	0	0	0	0	0
1:55 PM	0	1	0	0	0	0	0	0	0
1:56 PM	2	1	1	0	0	0	0	0	0
1:57 PM	1	0	2	0	0	0	0	0	0
1:58 PM	1	0	3	0	0	0	0	0	0
1:59 PM	1	0	4	0	0	0	0	0	0
2:00 PM	0	0	4	0	0	0	0	0	0
2:01 PM	0	0	4	0	0	0	0	0	0
2:02 PM	0	3	1	0	0	0	0	0	0
2:03 PM	1	2	0	0	0	0	0	0	0
2:04 PM	0	0	0	0	0	0	0	0	0
2:05 PM	2	0	2	1	0	1	0	0	0
2:06 PM	1	2	1	0	0	1	0	0	0
2:07 PM	1	1	1	0	0	1	0	0	0
2:08 PM	1	0	2	0	0	1	0	0	0
2:09 PM	0	0	2	0	0	1	0	0	0
2:10 PM	2	1	3	0	0	1	0	0	0
2:11 PM	2	0	5	0	0	1	0	0	0
2:12 PM	3	0	8	0	0	1	0	0	0
2:13 PM	1	1	8	0	0	1	0	0	0
2:14 PM	4	0	12	0	0	1	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
2:15 PM	1	0	13	0	0	1	0	0	0
2:16 PM	3	0	16	0	0	1	0	0	0
2:17 PM	2	1	17	0	0	1	0	0	0
2:18 PM	5	0	22	0	0	1	0	0	0
2:19 PM	0	1	21	0	0	1	0	0	0
2:20 PM	1	0	22	0	0	1	0	0	0
2:21 PM	1	0	23	0	0	1	0	0	0
2:22 PM	6	0	29	0	0	1	0	0	0
2:23 PM	1	0	30	0	0	1	0	0	0
2:24 PM	2	0	32	0	0	1	0	0	0
2:25 PM	2	0	34	0	0	1	0	0	0
2:26 PM	3	0	37	0	0	1	0	0	0
2:27 PM	1	0	38	0	0	1	0	0	0
2:28 PM	1	0	39	0	0	1	0	0	0
2:29 PM	1	0	40	0	0	1	0	0	0
2:30 PM	3	0	43	0	0	1	0	0	0
2:31 PM	2	0	45	0	0	1	0	0	0
2:32 PM	5	0	50	0	0	1	0	0	0
2:33 PM	8	0	58	0	0	1	0	0	0
2:34 PM	7	2	63	1	0	2	0	0	0
2:35 PM	5	0	68	0	0	2	0	0	0
2:36 PM	1	0	69	0	0	2	0	0	0
2:37 PM	5	1	73	0	0	2	0	0	0
2:38 PM	3	1	75	0	0	2	0	0	0
2:39 PM	3	0	78	0	0	2	0	0	0
2:40 PM	4	4	78	0	0	2	0	0	0
2:41 PM	7	2	83	1	0	3	0	0	0
2:42 PM	6	4	85	0	0	3	0	0	0
2:43 PM	7	3	89	0	0	3	0	0	0
2:44 PM	5	6	88	0	0	3	0	0	0

SCHOOL SCHEDULE QUESTIONNAIRE (Proposed School)

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

Name of application:	Tamiami School Property, LLC.		
T-Plat No.:	n/a	Zoning Hearing No.:	Z12-128
School name:	Pinecrest Academy Tamiami Trail Campus		
Location:	SW 8 Street & SW 152 Avenue		
Site size (acres):	8.9264	Section-Township-Range:	n/a
Grade levels (proposed):	K - 12	Total number of students (proposed):	3,000

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 :	7:30 AM / 2:30 PM	9th - 12th		1,200
	8:00 AM / 3:30 PM	6th - 8th		600
	8:30 AM / 3:00 PM	K - 5th		1,200
Extended Session ² :				
Totals:				3,000

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	n/a		
Bicycle	n/a		
Passenger Vehicle/Commercial Van	84%		2520
School Bus (large school owned)	16%		480
Private Bus (large non-school owned)	n/a		
Public School Bus (MDCPS)	n/a		
Student Vehicle (high school)	n/a		
Other (e.g., MDTA):	n/a		
Totals:			3000

* 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

Memorandum of Understanding (MOU)

To: Ricardo Gavilan, P.E.
Public Works and Waste Management Department,
Traffic Engineering Division
111 NW 1st Street, Suite 1510
Miami, Florida 33120

From: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016

Date: November 27th, 2013

SUBJECT: Traffic Impact Study Update Methodology for Pinecrest Academy Tamiami Trail Campus (SW 8th Street)

This document contains the traffic impact study methodology for your approval. **This methodology is intended to provide an update for the Traffic Impact Study prepared by our firm dated November 29th, 2012.** Please review and confirm this methodology in order for us to proceed with our revised analysis. Should you need clarification or wish to discuss this further please do not hesitate to contact me.

Project Location / Description

The subject site is located on SW 8th Street (SR 90) between SW 152nd Avenue and SW 153rd Place in Unincorporated Miami-Dade County, Florida. The project consists of the following land uses (LU):

Existing Land Use

- Vacant Land

Proposed Land Use

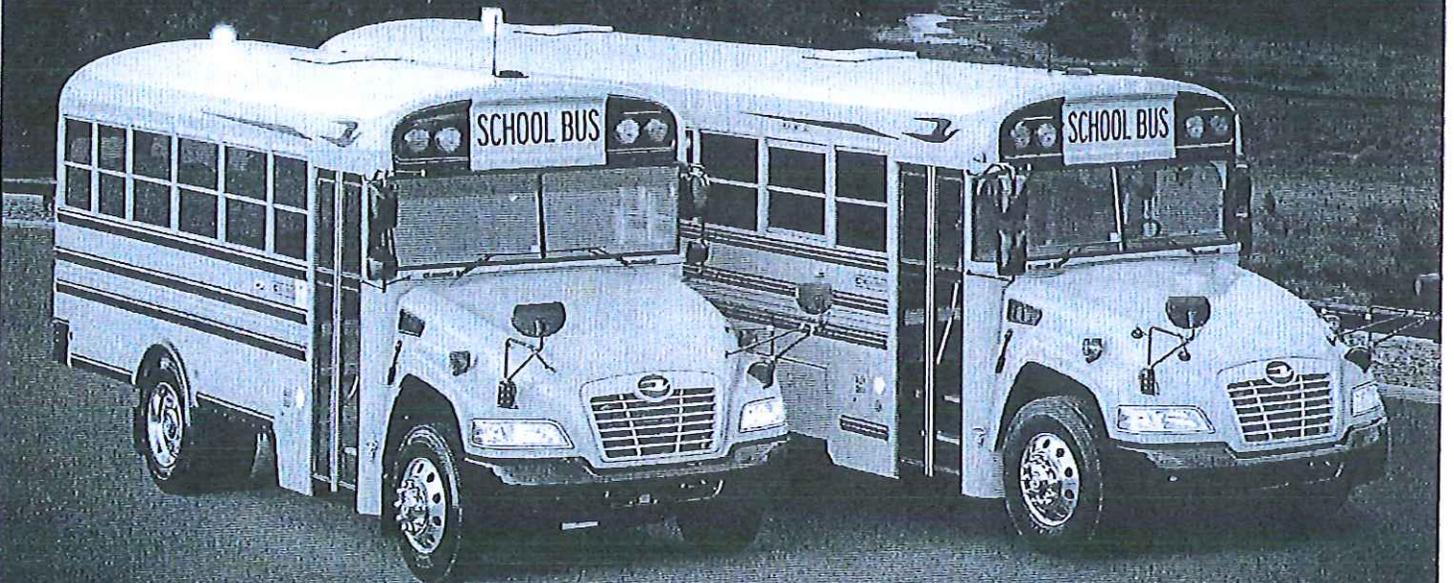
- Charter School (K-12) with 3,000 Students

Traffic Impact Study Update Methodology

- Trip Generation / Trip Distribution / Trip Assignment
 - RGA will update the previously performed trip generation, distribution and assignment for the charter school with 3,000 students **consistent with three (3) arrival shifts.**
 - Analysis will include a trip reduction factor of **50%** to account for existing traffic.
 - Trips will be distributed to the intersections within the study area and assigned to the project's driveways consistent with the preliminary trip distribution and comments received from your office (Public Works and Waste Management Department, Traffic Engineering Division).
 - Bus utilization will be consistent with previous study.

- Turning Movement Counts (TMCs)
 - RGA will utilize previously collected TMC's at the following intersections:
 1. SW 8th Street (SR 90) & SW 152nd Avenue
 2. SW 8th Street (SR 90) & SW 153rd Place
 3. SW 10th Street & SW 152nd Avenue
 4. SW 10th Street & SW 153rd Place
 - Additional two-hour (2) AM peak period TMC's (7:00 AM – 9:00 AM) will be performed at the three (3) intersections as follows:
 5. SW 10th Street & SW 147th Avenue
 6. SW 10th Street & SW 157th Avenue
 7. SW 18th Street & SW 152nd Avenue
- LOS Analysis / Concurrency Determination (AM Peak)
 - Intersection capacity/LOS will be determined for the intersections identified above.
 - Such analysis will provide the results for the Level of Service (LOS), volume to capacity ratio (V/C) and other outputs such as Queue Lengths and Vehicular Delay.
 - Concurrency Analysis will be performed at the most impacted roadway links utilizing the approach traffic counts (AM Peak).
 - The above analysis will be performed for the following conditions:
 1. Existing Condition (2013)
 2. Proposed Future Condition with Project (2015)
- Update Vehicle Accumulation Assessments
 - Accumulation assessments will be updated for the school's AM and PM peak period in order to evaluate the vehicle stacking capacity. The assessments will be performed consistent with Miami-Dade County methodology and based on the revised plans.
 - The report will include all the required MDC School Questionnaire and associated forms.
- Traffic Operation Plan (TOP)
 - A TOP will be provided to include information such as the hours of operation, vehicle stacking areas, and other details as requested by the County.

BLUE BIRD VISION



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VISION TECHNICAL SPECIFICATION HIGHLIGHTS

CAPACITY	Multiple floor plans available with passenger seating up to 78	TRANSMISSION	Allison® 2500 PTS - 5 speed automatic
EXTERIOR WIDTH	96"	ENGINE	Cummins® ISB 6.7-13, 200-260 hp
INTERIOR WIDTH	90 3/4"	TIRE SIZE	11R22.5 (G) all-position radials
AISLE WIDTH	Varies by floor plan	ALTERNATOR	240-amp, 12 volts
SKIRT LENGTH	16 1/4"	BRAKES	4-wheel hydraulic disc brakes with 4-channel antilock brake system
INTERIOR HEADROOM	77"	SUSPENSION	Soft ride front leaf spring suspension (rating varies by capacity); Two-stage steel leaf rear spring suspension system (rating varies by capacity)
OVERALL HEIGHT	122" - 128"	STEERING	Tilt & telescoping steering column
WHEELBASE	169" / 189" / 217" / 238" / 252" / 273" / 280"	FRONT AXLE	Front axle (rating varies by capacity)
OVERHANG	45" front overhang with standard steel bumper Rear overhang varies by body length/wheelbase	REAR AXLE	Rear axle with hypoid, single reduction gears with broad range of ratios available to optimize powertrain performance (rating varies by capacity)
FUEL TANK	Standard 60-gallon, optional 100-gallon located between frame rails in rear overhang	WHEEL CUT	50°
ENTRANCE DOOR	27" wide x 78" high/double electric outward opening	GVWR	Up to 33,000 lb.
REAR DOOR	37" wide x 52" high		

PROPANE-POWERED VISION TECHNICAL SPECIFICATION HIGHLIGHTS

CAPACITY	Multiple floor plans available with passenger seating up to 78	ENGINE	Ford® 6.8L with ROUSH CleanTech Liquid Propane Autogas Fuel System, 362 hp
EXTERIOR WIDTH	96"	TIRE SIZE	11R22.5 (G) all-position radials
INTERIOR WIDTH	90 3/4"	ALTERNATOR	240-amp, 12 volts
AISLE WIDTH	Varies by floor plan	BRAKES	4-wheel hydraulic disc brakes with 4-channel antilock brake system
SKIRT LENGTH	16 1/4"	SUSPENSION	Soft ride front leaf spring suspension (rating varies by capacity); Two-stage steel leaf rear spring suspension system (rating varies by capacity)
INTERIOR HEADROOM	77"	STEERING	Tilting & telescoping steering column
OVERALL HEIGHT	122" - 128"	FRONT AXLE	Front axle (rating varies by capacity)
WHEELBASE	189" / 217" / 238" / 252" / 273" / 280"	REAR AXLE	Rear axle with hypoid, single reduction gears with broad range of ratios available to optimize powertrain performance (rating varies by capacity)
OVERHANG	45" front overhang with standard steel bumper Rear overhang varies by body length/wheelbase	WHEEL CUT	50°
FUEL TANK	Standard 67.5-gallon, optional 98-gallon located between frame rails in rear overhang	GVWR	Up to 33,000 lb.
ENTRANCE DOOR	27" wide x 78" high/double electric outward opening		
REAR DOOR	37" wide x 52" high		
TRANSMISSION	Ford® 6R140 - 6 speed automatic		

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ALL AMERICAN[®] FORWARD ENGINE TECHNICAL SPECIFICATION HIGHLIGHTS

CAPACITY	Multiple floor plans available with passenger seating up to 90	ENGINE	Cummins [®] ISB 6.7-'13, 200-280hp
EXTERIOR WIDTH	96"	TIRE SIZE	11R22.5 (G) all-position radials
INTERIOR WIDTH	90 3/4"	ALTERNATOR	240-amp, 12 volts
AISLE WIDTH	Varies by floor plan	BRAKES	4-wheel hydraulic disc brakes with 4-channel antilock brake system
SKIRT LENGTH	19 3/4"	SUSPENSION	Soft ride front leaf spring suspension (rating varies by capacity) ; Two-stage steel leaf rear spring suspension system (rating varies by capacity)
INTERIOR HEADROOM	77"	STEERING	Tilting & telescoping steering column
OVERALL HEIGHT	122" - 128" depending on options	FRONT AXLE	Front axle (rating varies by capacity)
WHEELBASE	141" / 169" / 190" / 211" / 232"	REAR AXLE	Rear axle with hypoid, single reduction gears with broad range of ratios available to optimize powertrain performance (rating varies by capacity)
OVERHANG	Front: 95" with standard steel bumper Rear: varies by body length/wheelbase	WHEEL CUT	50°
FUEL TANK	60-100 gallon located between frame rails in rear overhang	GVWR	Up to 36,200 lb.
ENTRANCE DOOR	32" wide x 79" high/double electric outward opening		
REAR DOOR	37" wide x 52" high		
TRANSMISSION	Allison [®] 2500 PTS - 5 speed automatic		

ALL AMERICAN[®] REAR ENGINE TECHNICAL SPECIFICATION HIGHLIGHTS

CAPACITY	Multiple floor plans available with passenger seating up to 84	ENGINE	Cummins [®] ISB-6.7 - '13, 200-280hp
EXTERIOR WIDTH	96"	TIRE SIZE	11R22.5 (G) all-position radials
INTERIOR WIDTH	90 3/4"	ALTERNATOR	240-amp, 12 volts
AISLE WIDTH	Varies by floor plan	BRAKES	4-wheel air drum brakes with 4-channel antilock brake system
SKIRT LENGTH	19 3/4"	SUSPENSION	Soft ride front leaf spring suspension (rating varies by capacity); Two-stage steel leaf rear spring suspension system (rating varies by capacity)
INTERIOR HEADROOM	77"	STEERING	Tilting & telescoping steering column
OVERALL HEIGHT	122" - 128" depending on options	FRONT AXLE	Front axle (rating varies by capacity)
WHEELBASE	189" / 217" / 245" / 259" / 273"	REAR AXLE	Rear axle with hypoid, single reduction gears with broad range of ratios to optimize powertrain performance (rating varies by wheelbase)
OVERHANG	Front: 95" with standard steel bumper Rear: varies by body length/wheelbase	WHEEL CUT	50°
FUEL TANK	60-100 gallon	GVWR	Up to 36,200 lb.
ENTRANCE DOOR	32" wide x 79" high/double electric outward opening		
TRANSMISSION	Allison [®] 2500 PTS - 5 speed automatic		

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TABLE: A7

Pinecrest Academy Tamiami Trail Campus
Approach LOS Summary (AM Peak Hour)

Existing AM Peak Hour Condition			Intersection Approach						Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Overall	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 8 Street & SW 152 Avenue	Signalized	C	28.8	B	12.4	D	44.7	N/A	N/A	C	30.7
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	B	11.6	N/A	N/A	A	0.9
3 SW 10 Street & SW 152 Avenue	Signalized	B	12.5	B	10.9	B	13.3	A	7.1	B	12.2
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	1.8	A	0.0	N/A	N/A	A	9.3	A	1.6
5 SW 10 Street & SW 147 Avenue	All-Way Stop	F	59.8	A	8.5	A	9.2	A	9.9	E	47.4
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	10.5	A	0.0	A	0.4	A	0.4
7 SW 18 Street & SW 152 Avenue	Signalized	B	15.7	B	14.0	A	7.9	A	0.7	A	7.2
Proposed AM Peak Hour Condition with Project Traffic			Intersection Approach						Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Overall	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)		
1 SW 8 Street & SW 152 Avenue	Signalized	E	67.1	C	24.6	E	70.8	N/A	N/A	E	57.8
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	D	32.8	N/A	N/A	A	7.7
3 SW 10 Street & SW 152 Avenue	Signalized	C	20.2	B	14.5	B	13.5	B	19.2	B	16.0
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	7.9	A	0.0	N/A	N/A	F	91.5	D	26.9
	All-Way Stop	E	37.5	F	61.3	N/A	N/A	E	39.2	E	49.1
5 SW 10 Street & SW 147 Avenue	Police Alt.	D	48.2	A	7.2	N/A	N/A	D	50.5	C	29.7
	All-Way Stop	F	60.7	A	9.0	A	10.0	B	10.5	E	45.8
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	1.2	A	1.3
7 SW 18 Street & SW 152 Avenue	Signalized	B	16.8	B	15.9	A	9.0	A	0.7	A	7.9
8 Bus Exit Driveway & SW 153 Place	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	0.0	A	0.3
9 Driveway 1 & SW 153 Place	Two-Way Stop	N/A	N/A	B	13.5	A	0.0	A	9.5	A	1.1
10 Driveway 2 & SW 153 Place *	Two-Way Stop	N/A	N/A	E	61.4	D	49.2	A	6.1	D	52.7

Existing condition LOS F.

Recommended.

* Intersection controlled by traffic personnel/police.

Intersection	
Intersection Delay, s/veh	45.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	764	25	19	0	0	8	4	0	65	86	0
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	796	26	20	0	0	8	4	0	68	90	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	1
HCM Control Delay	60.7	9	10
HCM LOS	F	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	95%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	3%	67%	0%	100%	20%
Vol Right, %	0%	0%	0%	2%	33%	0%	0%	80%
Sign Control	Stop							
Traffic Vol by Lane	65	43	43	808	12	5	49	122
LT Vol	0	43	43	25	8	0	49	24
Through Vol	0	0	0	19	4	0	0	98
RT Vol	65	0	0	764	0	5	0	0
Lane Flow Rate	68	45	45	842	12	5	51	127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.137	0.084	0.063	1	0.022	0.01	0.095	0.219
Departure Headway (Hd)	7.281	6.782	5.052	5.928	6.2	7.237	6.738	6.179
Convergence, Y/N	Yes							
Cap	493	529	709	614	581	496	533	582
Service Time	5.014	4.515	2.785	3.707	3.9	4.965	4.467	3.907
HCM Lane V/C Ratio	0.138	0.085	0.063	1.371	0.021	0.01	0.096	0.218
HCM Control Delay	11.2	10.1	8.1	60.7	9	10	10.2	10.6
HCM Lane LOS	B	B	A	F	A	A	B	B
HCM 95th-tile Q	0.5	0.3	0.2	15	0.1	0	0.3	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	5	73	98
Peak Hour Factor	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	76	102
Number of Lanes	0	1	2	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

TABLE A6

Pinecrest Academy Tamiami Trail Campus
 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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)				
1	SW 8 Street & SW 152 Avenue	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.892	1.02	0	0	0	0	0	0			
			SBT	0			1.02	0	0	0	0	0				
			SBL	0			1.02	0	0	0	0	0				
		TOTAL	0													
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	0	0
			WBT	396			1.02	404	17	421	421	421	421	421	421	421
			WBL	158			1.02	161	7	168	168	168	168	168	168	168
		WBU	8	1.02			8	0	8	8	8	8	8	8	8	
		TOTAL	562													
		NORTHBOUND	NBR	807			1.02	823	24	857	857	857	857	857	857	857
			NBT	0			1.02	0	0	0	0	0	0	0	0	0
			NBL	77			1.02	79	3	82	82	82	82	82	82	82
		TOTAL	884													
EASTBOUND	EBR	18	1.02	18	1	19	19	19	19	19	19	19				
	EBT	1174	1.02	1197	49	1247	1247	1247	1247	1247	1247	1247				
	EBL	0	1.02	0	0	0	0	0	0	0	0	0				
TOTAL	1192															
	TOTAL			2638				2691	110	2801	622	3423				
2	SW 8 Street & SW 153 Place	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.931	1.02	0	0	0	0	0	0			
			SBT	0			1.02	0	0	0	0	0				
			SBL	0			1.02	0	0	0	0	0				
		TOTAL	0													
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	0	0
			WBT	473			1.02	482	20	502	502	502	502	502	502	502
			WBL	0			1.02	0	0	0	0	0	0	0	0	0
		TOTAL	473													
		NORTHBOUND	NBR	119			1.02	121	5	126	126	126	126	126	126	126
			NBT	0			1.02	0	0	0	0	0	0	0	0	0
			NBL	0			1.02	0	0	0	0	0	0	0	0	0
		TOTAL	119													
		EASTBOUND	EBR	0			1.02	0	0	0	0	0	0	0	0	0
EBT	1073		1.02	1094	45	1139	1139	1139	1139	1139	1139	1139				
EBL	0		1.02	0	0	0	0	0	0	0	0	0				
TOTAL	1073															
	TOTAL			1665				1698	70	1768	406	2174				

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
 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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
3	SW 10 Street & SW 152 Avenue	SOUTHBOUND	SBR	7	Wednesday, October 10, 2012	0.890	1.02	7	0	7	236	243
			SBT	170			1.02	173	7	181	50	231
			SBL	12			1.02	12	1	13	0	13
		TOTAL	189	193			8	201	286	487		
		WESTBOUND	WBR	29			1.02	30	1	31	0	31
			WBT	19			1.02	19	1	20	200	220
			WBL	37			1.02	38	2	39	0	39
		TOTAL	85	87			4	90	200	290		
		NORTHBOUND	NBR	149			1.02	152	6	158	0	158
			NBT	811			1.02	827	34	861	0	861
			NBL	16			1.02	16	1	17	252	269
		TOTAL	976	996			41	1036	252	1288		
		EASTBOUND	EBR	36			1.02	37	2	38	147	185
EBT	154		1.02	157	6	164	100	264				
EBL	22		1.02	22	1	23	0	23				
TOTAL	212	216	9	225	247	472						
	TOTAL		1462			61	1491	1552	985	2537		
4	SW 10 Street & SW 153 Place	SOUTHBOUND	SBR	1	Wednesday, October 10, 2012	0.810	1.02	1	0	1	183	184
			SBT	0			1.02	0	0	0	0	
			SBL	2			1.02	2	0	2	247	249
		TOTAL	3	3			0	3	430	433		
		WESTBOUND	WBR	5			1.02	5	0	5	688	693
			WBT	47			1.02	48	2	50	0	50
			WBL	0			1.02	0	0	0	0	0
		TOTAL	52	53			2	55	688	743		
		NORTHBOUND	NBR	0			1.02	0	0	0	0	0
			NBT	0			1.02	0	0	0	0	0
			NBL	0			1.02	0	0	0	0	0
		TOTAL	0	0			0	0	0	0		
		EASTBOUND	EBR	0			1.02	0	0	0	0	0
EBT	178		1.02	182	7	189	0	189				
EBL	47		1.02	48	2	50	178	228				
TOTAL	225	230	9	239	178	417						
	TOTAL		280			12	286	297	1296	1593		

TABLE A6

Pinecrest Academy Tamiami Trail Campus

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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)		
5	SW 10 Street & SW 147 Avenue	SOUTHBOUND	SBR	94	Tuesday, December 03, 2013	0.901	1.00	94	4	98	0	98		
			SBT	22			1.00	22	1	23	0	23		
			SBL	5			1.00	5	0	5	0	5		
		TOTAL	121				121	5	126	5	176			
		WESTBOUND	WBR	4			1.00	4	0	4	0	4	0	4
			WBT	8			1.00	8	0	8	0	8	0	8
			WBL	0			1.00	0	0	0	0	0	0	0
		TOTAL	12				12	0	12	0	12	0	12	
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0	0
			NBT	83			1.00	83	3	86	0	86	0	86
NBL	14		1.00	14	1	15	50	65						
TOTAL	97		97	4	101	50	151							
EASTBOUND	EBR	18	1.00	18	1	19	0	19						
	EBT	14	1.00	14	1	15	10	25						
	EBL	734	1.00	734	30	764	0	764						
TOTAL	766		766	31	797	10	807							
	TOTAL			996				41	1037	110	1147			
6	SW 10 Street & SW 157 Avenue	SOUTHBOUND	SBR	0	Tuesday, December 03, 2013	0.944	1.00	0	0	0	0	0		
			SBT	126			1.00	126	5	131	0	131		
			SBL	5			1.00	5	0	5	12	17		
		TOTAL	131				131	5	136	12	148			
		WESTBOUND	WBR	17			1.00	17	1	18	20	38		
			WBT	0			1.00	0	0	0	0	0		
			WBL	8			1.00	8	0	8	40	48		
		TOTAL	25				25	1	26	60	86			
		NORTHBOUND	NBR	19			1.00	19	1	20	55	75		
			NBT	565			1.00	565	23	588	0	588		
NBL	0		1.00	0	0	0	0	0						
TOTAL	584		584	24	608	55	663							
EASTBOUND	EBR	0	1.00	0	0	0	0	0						
	EBT	0	1.00	0	0	0	0	0						
	EBL	0	1.00	0	0	0	0	0						
TOTAL	0		0	0	0	0	0							
	TOTAL			740				30	770	127	897			

TABLE: A6
Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
7	SW 18 Street & SW 152 Avenue	SOUTHBOUND	SBR	8	Tuesday, December 03, 2013	0.907	1.00	8	0	8	5	13
			SBT	251			1.00	251	10	261	75	336
			SBL	8			1.00	8	0	8	15	23
			TOTAL	267			267	11	278	95	373	
			WBR	5			1.00	5	0	5	30	35
			WBT	2			1.00	2	0	2	0	2
		WESTBOUND	WBL	3	1.00	3	0	3	0	3		
			TOTAL	10	10	0	10	30	40			
			NORTHBOUND	NBR	26	1.00	26	1	27	0	27	
				NBT	904	1.00	904	37	941	85	1026	
				NBL	21	1.00	21	1	22	0	22	
			TOTAL	951	951	39	990	85	1075			
EASTBOUND	EBR	69	1.00	69	3	72	0	72				
	EBT	22	1.00	22	1	23	0	23				
	EBL	30	1.00	30	1	31	10	41				
TOTAL	121	121	5	126	10	136						
	TOTAL			1349				1349	55	1404	220	1624

- 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 Seasonal Factor obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF
9 A 1.35 percent background growth was utilized with a project build-out of 3 years.
10 Net Traffic = Peak Seasonally Adjusted TMC + Background
11 Site traffic assignment
12 Total Traffic = Net Traffic + Site Traffic

TABLE: A9
Pincrest Academy Tamiami Trail Campus
 Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Passenger Vehicles Stacking	2,160	LF	Car/Van	22	98
2	Large School Buses Stacking	240	LF	Car/Van	50	4
3	Surplus Parking Spaces		LF	Car/Van	22	9
Total Stacking Capacity for Passenger Vehicles/Transportation Vans						107
Total Stacking Capacity for Large School Buses						4

TABLE: A10
Pinecrest Academy Tamiami Trail Campus
 Accumulation Analysis Summary

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated	
		Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses
Arrivals							
First	* 1,040	54.08	4.00	107	4	198%	100%
Second	* 440	22.88	4.00	107	4	468%	100%
Third	* 1,040	54.08	4.00	107	4	198%	100%
Bus	480						
Dismissals							
First	* 1,040	101.92	4.00	107	4	105%	100%
Second	* 1,040	101.92	4.00	107	4	105%	100%
Third	* 440	43.12	4.00	107	4	248%	100%
Bus	480						

Notes: * A total of 160 students or 5% of the 3,000 students need to utilize large school buses during each arrival and dismissal.
 (A total of 480 students or 16% of the 3,000 students will utilize large school buses)

SCHOOL SCHEDULE QUESTIONNAIRE (Surrogate School)

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

Name of application: Tamiami School Property, LLC.	
T-Plat No.:	Zoning Hearing No.: Z12-128
School name:	Pinecrest Academy West Campus (Surrogate School)
Location:	14901 SW 42 Street
Site size (acres): 3.28	Section-Township-Range:
Grade levels (surrogate): K - 12	Total number of students (surrogate): 1,000

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 :	7:45 AM / 2:45 PM	K - 12	1,000	
Extended Session ² :				
Totals:			1,000	

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

Number of Students*

Mode	Percentage	Number of Students*	
		Existing	Proposed
Walk	5%	50	
Bicycle			
Passenger Vehicle	80%	800	
Commercial Van	15%	150	
Private BUS (large non-school owned)			
Public School Bus (MDCPS)			
Student Vehicle (high school)			
Other (e.g., MDTA):			
Totals:		100%	1000

* Number of Students should equal totals in previous table.

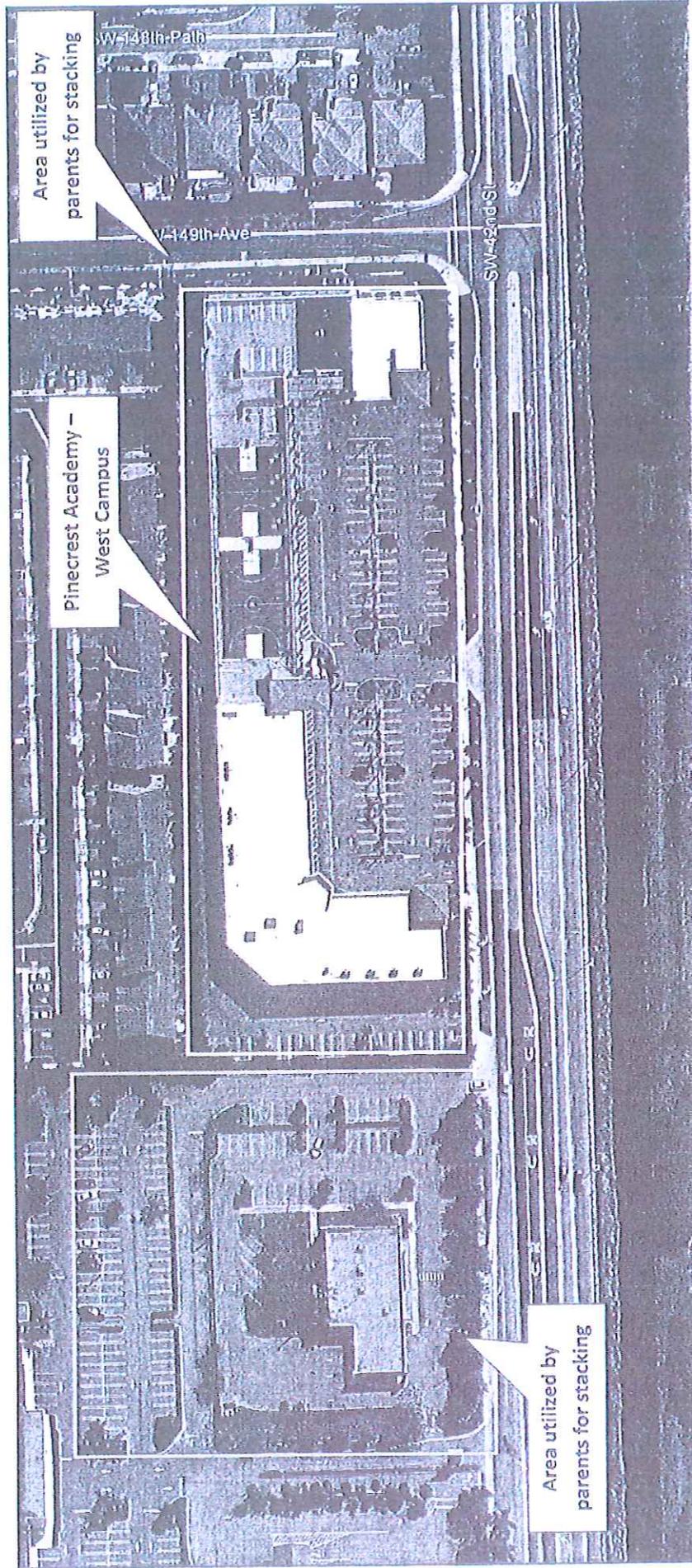
Comments:

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

Signature of Principal/Administrator

Date

Pinecrest Academy West Campus at 14901 SW 42 Street



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: Pinecrest Academy Tamiami Trail Campus
 Facility Address: SW 8 Street & SW 152 Avenue
 Facility Folio: _____
 Case Number: _____

DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.
 Contact Information: rgarcia@rqattraffic.com
 Date: _____

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Pinecrest Academy West Campus
 Facility Address: 14901 SW 42 Street
 Date/Day/Time: 5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM
 Child/Student Attendance: 1,000
 Staff Attendance: _____
 No. Staff Vehicles: _____ Included In Counts (Yes/No): _____
 No. Facility Operated Transportation: _____ Included In Counts (Yes/No): _____

AM 2 HR PEAK PERIOD

7:00 AM - 8:30 AM

PM 2 HR PEAK PERIOD

1:45 PM - 3:15 PM

NUMBER OF VEHICLES ACCUMULATED

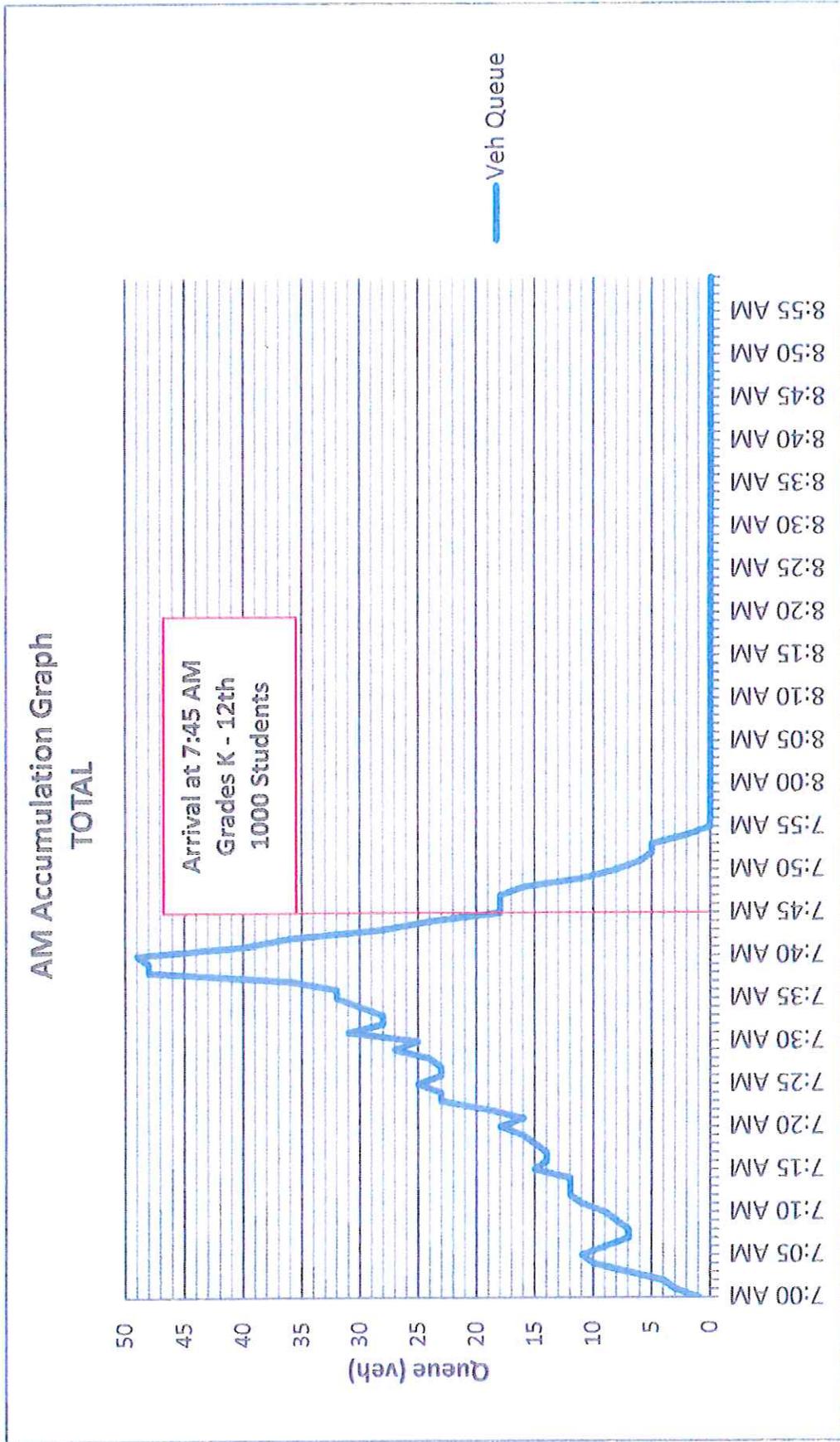
TIME	ON SITE				OFF SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus		
AM Minute Peak	35	3			12		2		49	3
PM Minute Peak	48	4			37		9		94	4

AM and PM two hour peak should coincide with arrival and dismissal schedule form.
 Bus vehicles also includes Delivery trucks and Transport Vans

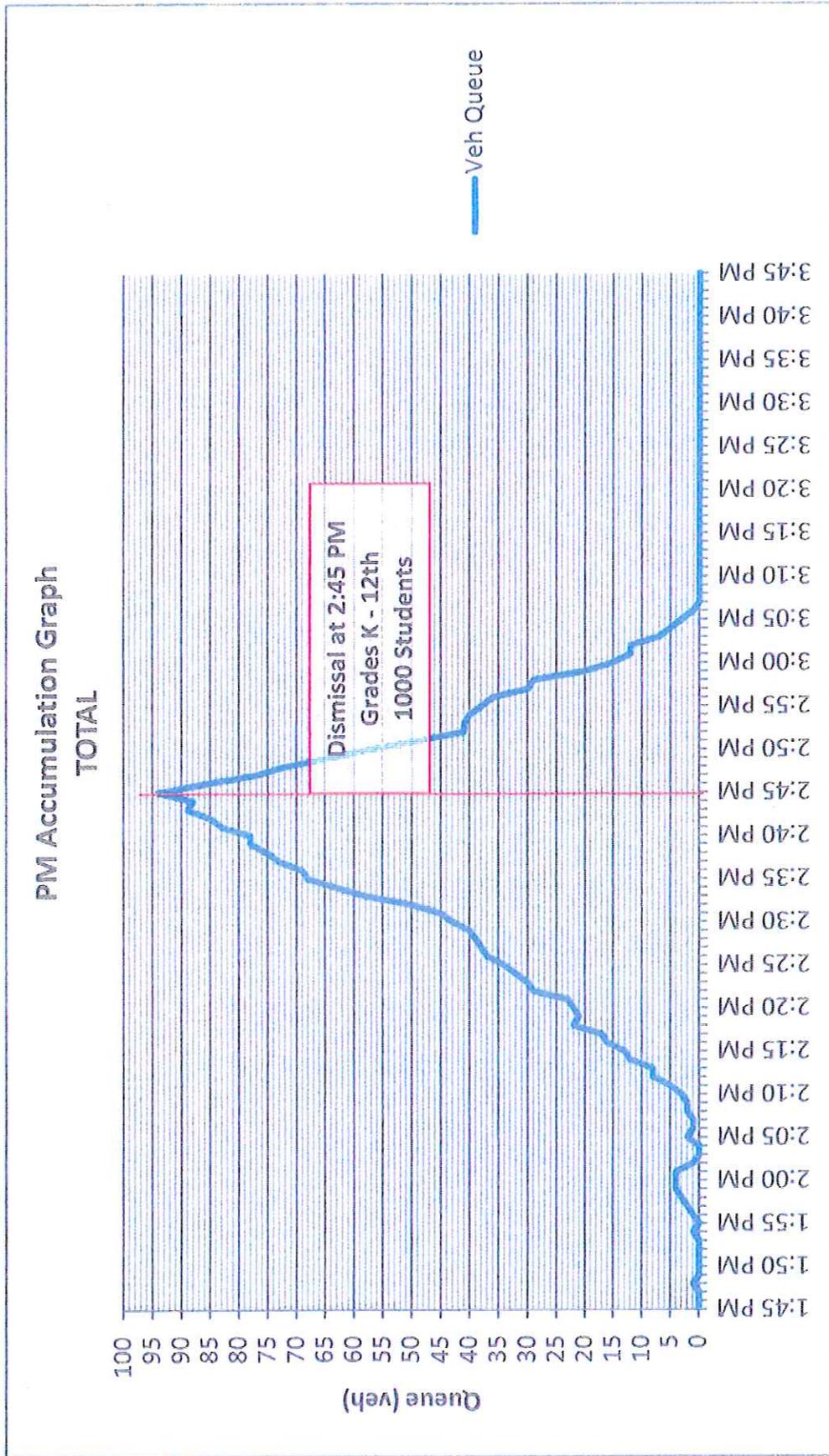
AREA DESCRIPTION (LABEL ON AERIAL)

- Area 1 Stacking area within the parking lot
- Area 2 _____
- Area 3 Stacking within adjacent property to the west
- Area 4 Stacking along SW 149 Avenue

Pinecrest Academy West Campus (Surrogate School)

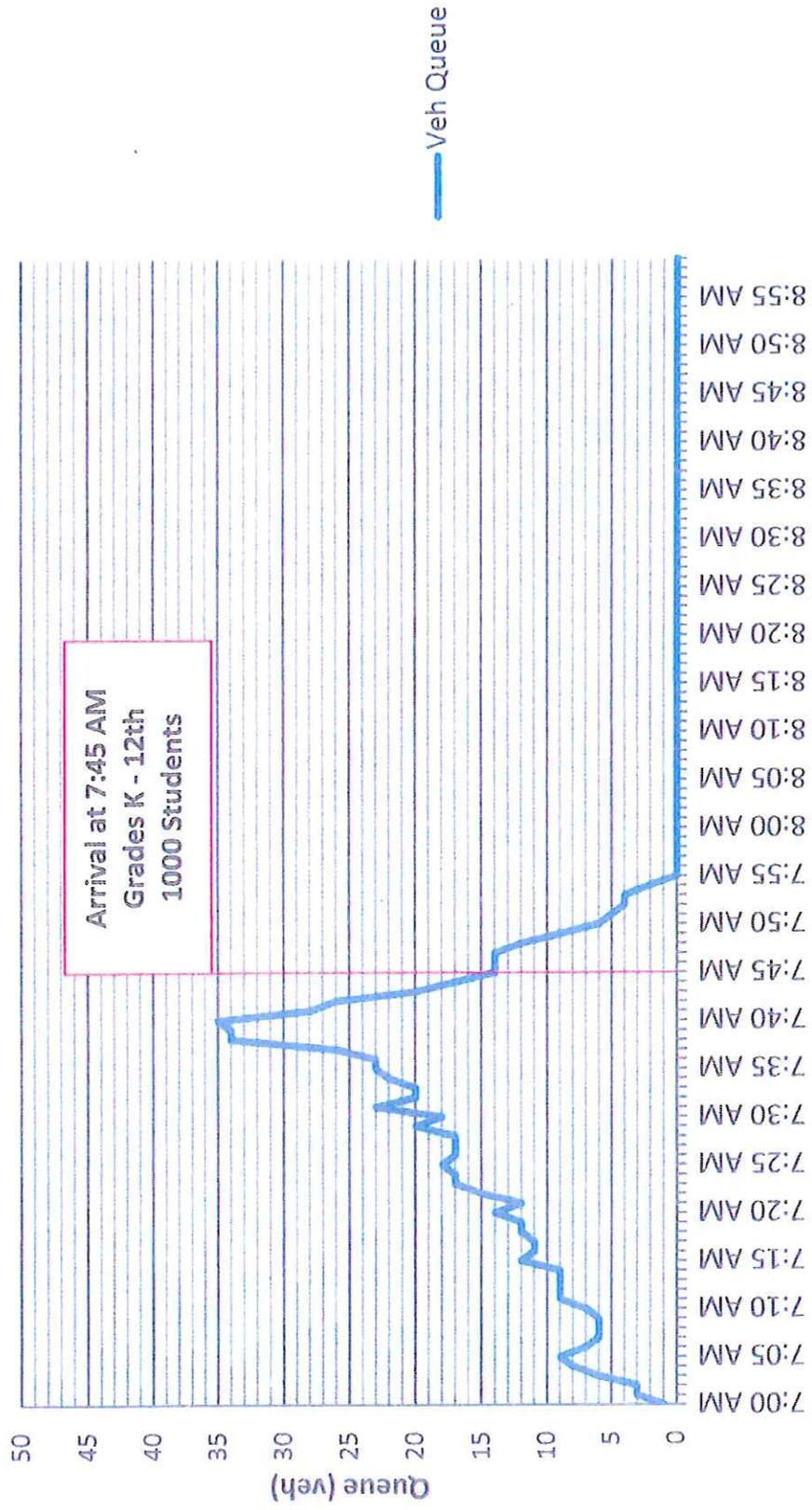


Pinecrest Academy West Campus (Surrogate School)



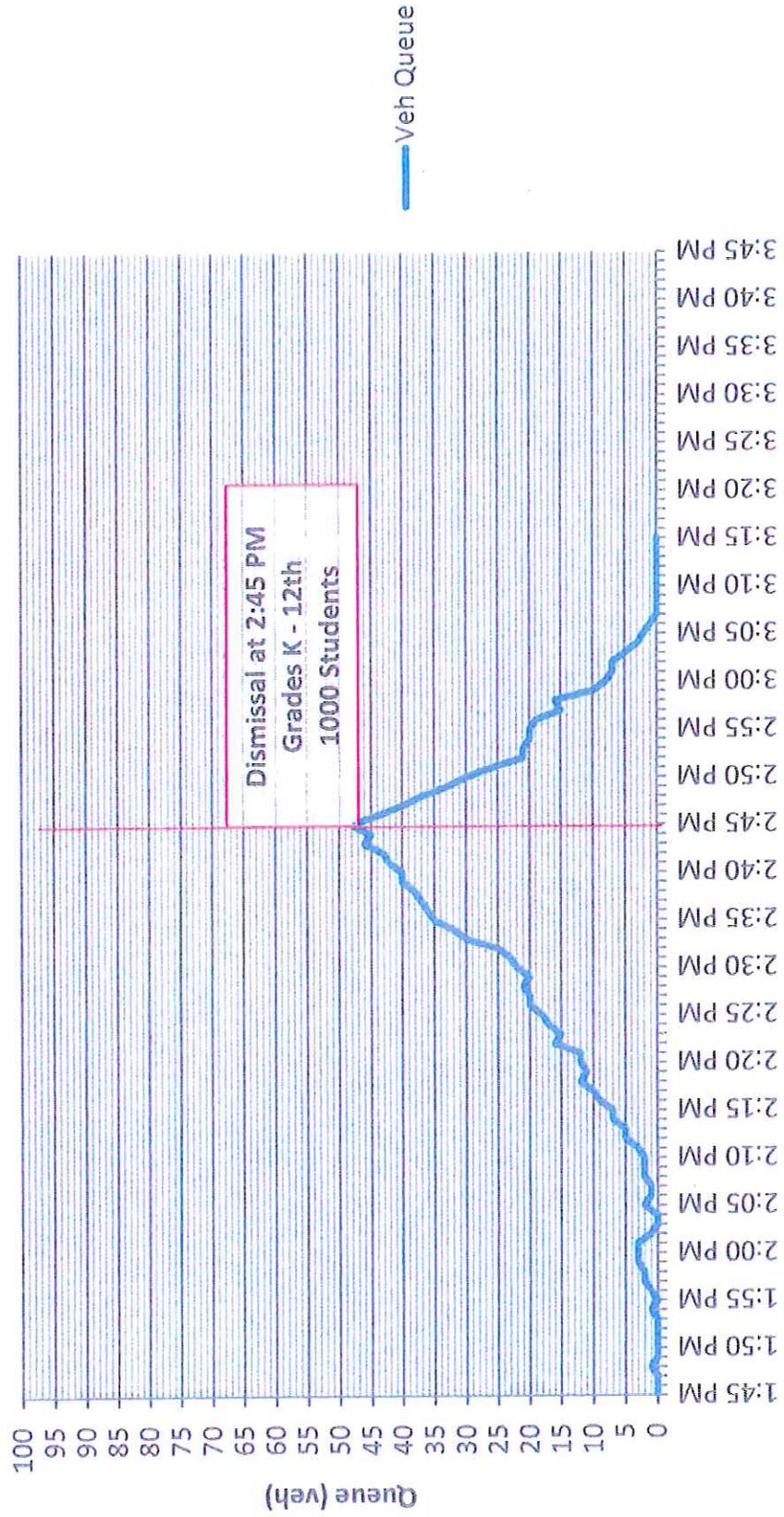
Pinecrest Academy West Campus (Surrogate School)

AM Accumulation Graph
Area 1



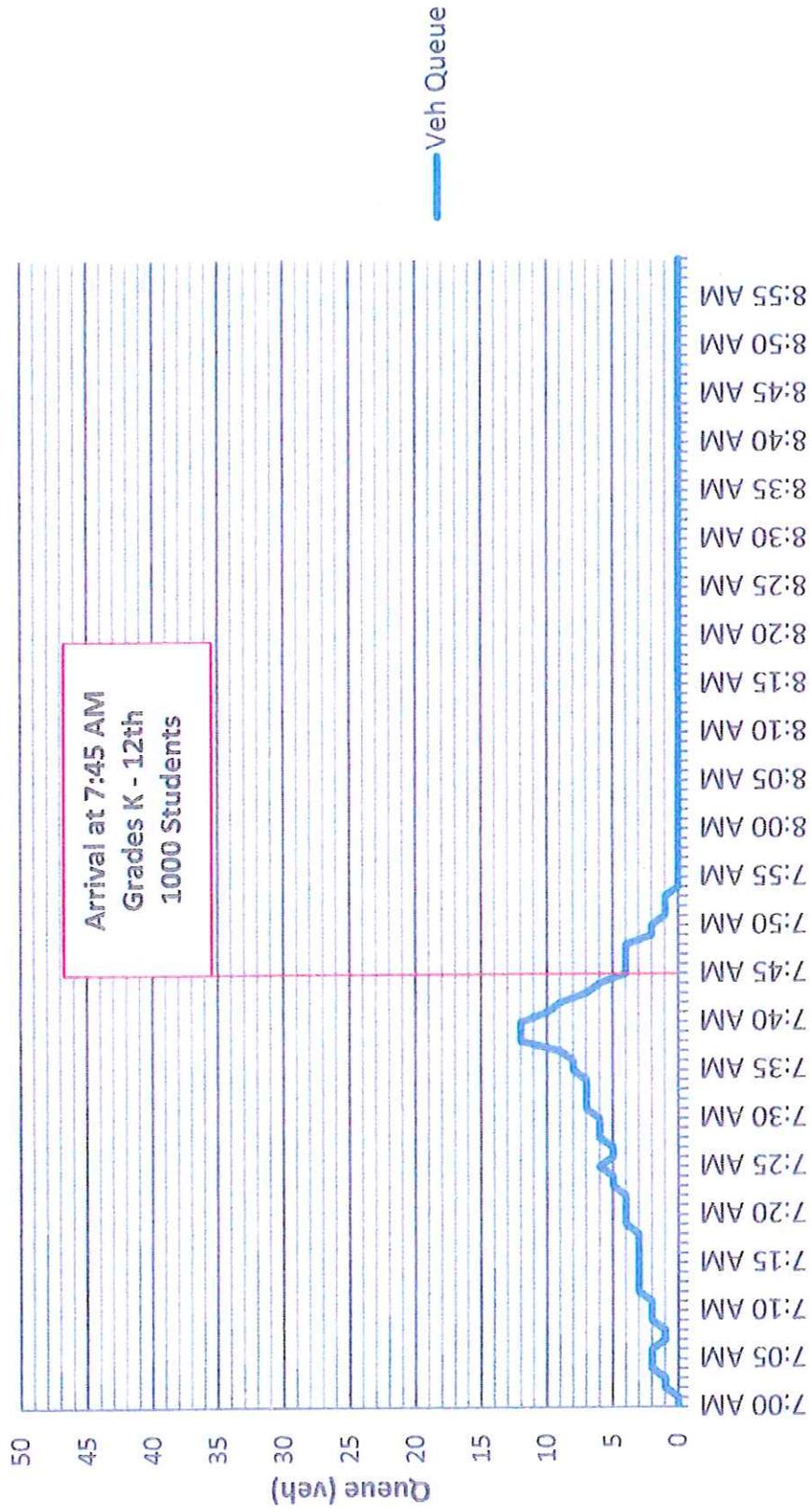
Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 1



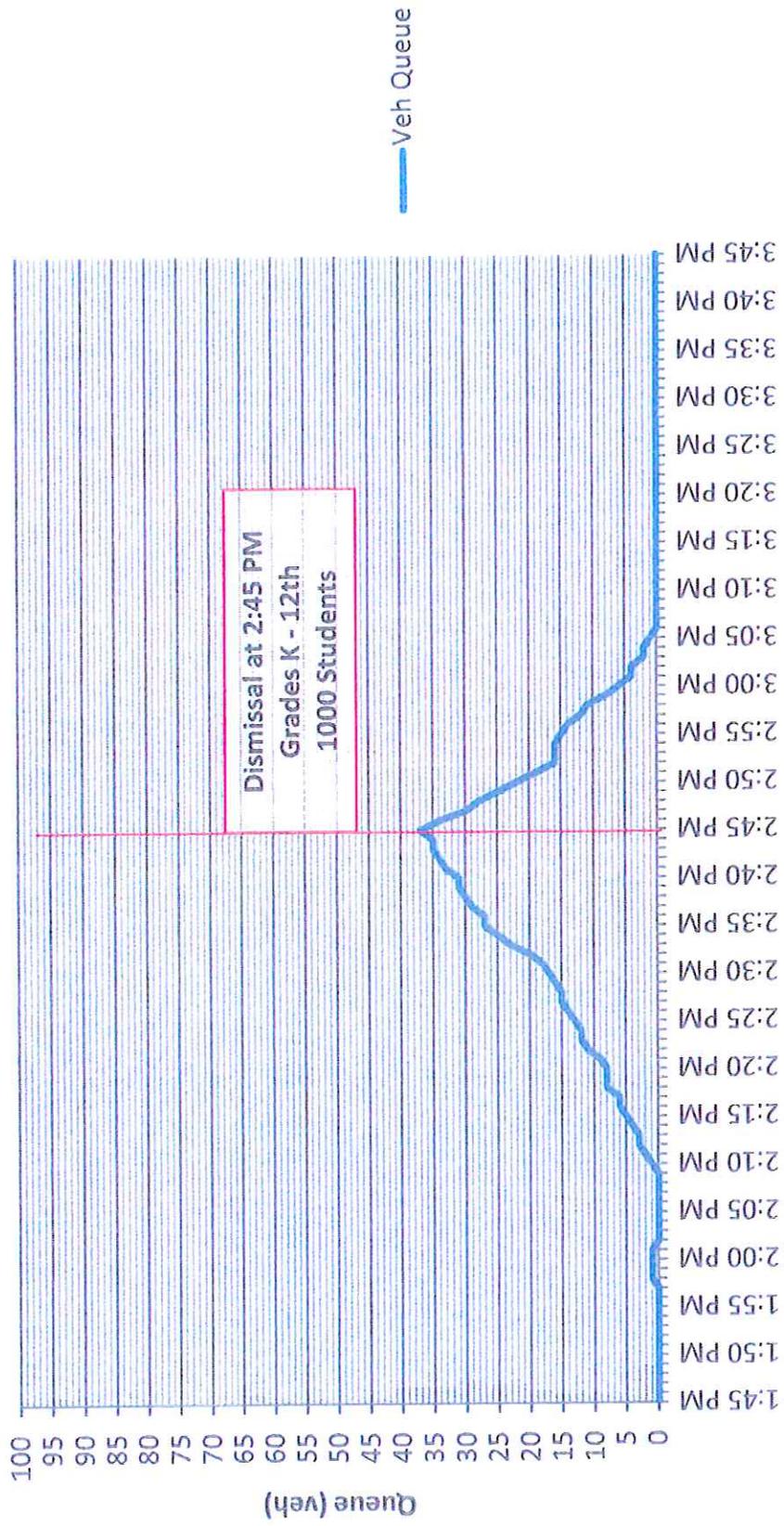
Pinecrest Academy West Campus (Surrogate School)

AM Accumulation Graph
Area 3



Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 3



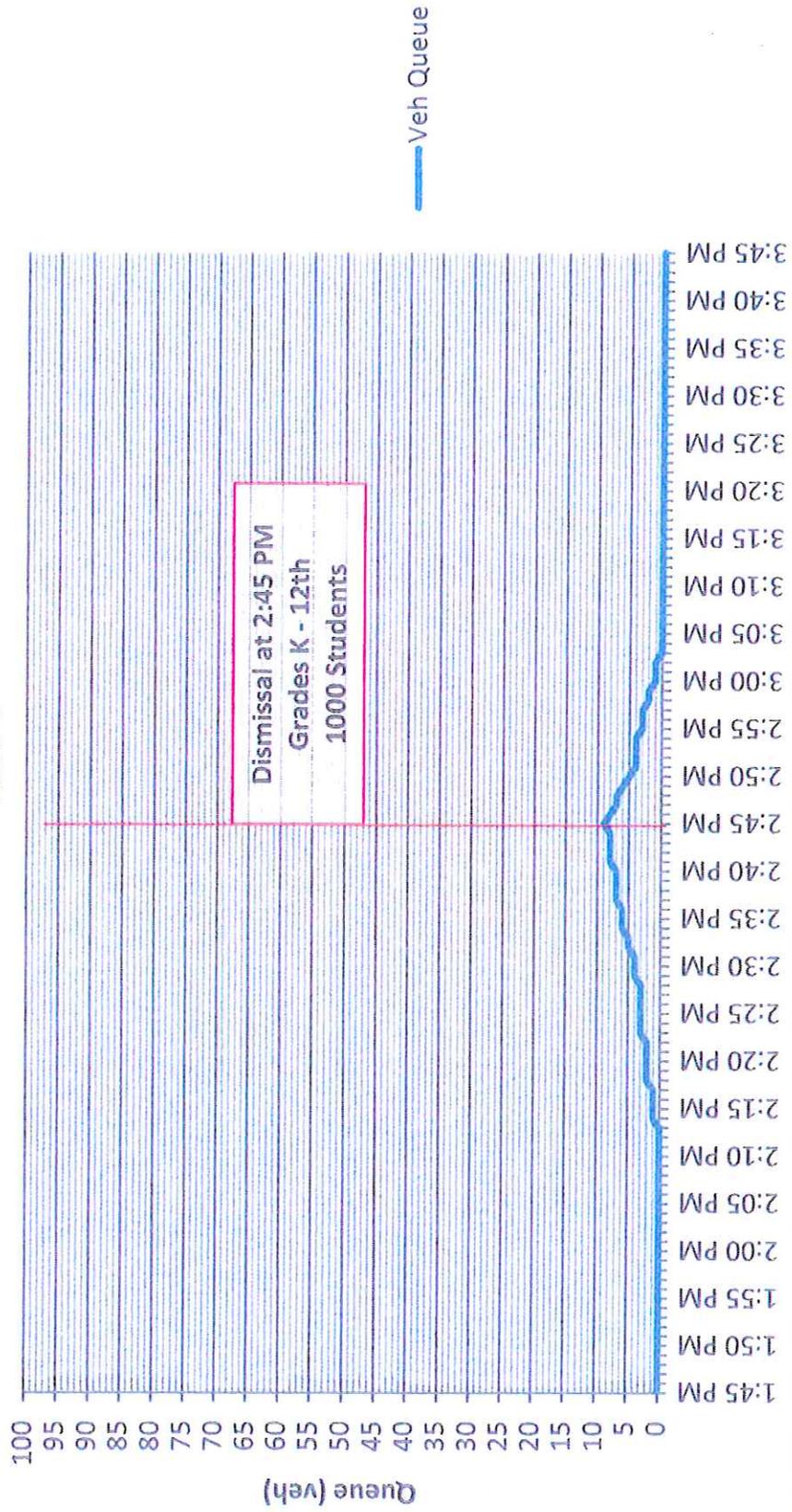
Pinecrest Academy West Campus (Surrogate School)

AM Accumulation Graph
Area 4



Pinecrest Academy West Campus (Surrogate School)

PM Accumulation Graph
Area 4



Facility Name	Pinecrest Academy West Campus
Facility Address	14901 SW 42 Street
Date/Day/Hour	5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM

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

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
Beginning of Count				0						0
7:00 AM	3	2	0	1	0	0	0	0	0	0
7:01 AM	5	3	0	3	0	0	0	0	0	0
7:02 AM	4	3	0	4	0	0	0	0	0	0
7:03 AM	3	0	0	7	0	0	0	0	0	0
7:04 AM	4	1	3	10	0	0	0	0	0	0
7:05 AM	4	3	1	11	0	0	0	0	0	0
7:06 AM	3	5	2	9	0	0	0	0	0	0
7:07 AM	4	6	0	7	1	1	0	0	0	0
7:08 AM	4	4	0	7	0	0	0	0	0	0
7:09 AM	4	3	0	6	0	0	0	0	0	0
7:10 AM	7	6	0	9	0	0	0	0	0	0
7:11 AM	5	3	0	11	1	0	1	0	0	0
7:12 AM	6	7	0	12	1	0	2	0	0	0
7:13 AM	6	6	2	12	0	0	2	0	0	0
7:14 AM	6	6	3	12	0	2	0	0	0	0
7:15 AM	4	1	0	15	0	0	0	0	0	0
7:16 AM	4	5	0	14	0	0	0	0	0	0
7:17 AM	3	3	2	14	0	0	0	0	0	0
7:18 AM	4	3	2	15	0	0	0	0	0	0
7:19 AM	7	6	2	16	1	0	1	0	0	0
7:20 AM	6	6	2	18	0	1	0	0	0	0
7:21 AM	7	9	0	16	1	0	1	0	0	0
7:22 AM	13	10	0	19	1	0	2	0	0	0
7:23 AM	14	10	3	23	1	1	2	0	0	0
7:24 AM	15	15	1	23	0	0	2	0	0	0
7:25 AM	17	15	0	25	1	0	3	0	0	0
7:26 AM	12	14	0	23	0	0	3	0	0	0
7:27 AM	15	15	1	23	0	1	2	0	0	0
7:28 AM	13	12	0	24	1	0	3	0	0	0
7:29 AM	15	12	1	27	1	1	3	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
7:30 AM	24	26	0	25	1	1	3	0	0	0
7:31 AM	24	18	4	31	0	0	3	0	0	0
7:32 AM	15	18	0	28	1	1	3	0	0	0
7:33 AM	26	28	0	28	0	1	2	0	0	0
7:34 AM	8	6	5	30	0	0	2	0	0	0
7:35 AM	19	17	0	32	0	0	2	0	0	0
7:36 AM	24	24	0	32	0	0	2	0	0	0
7:37 AM	30	26	4	36	0	0	2	0	0	0
7:38 AM	22	10	0	48	0	0	2	0	0	0
7:39 AM	20	20	0	48	0	0	2	0	0	0
7:40 AM	27	26	4	49	0	0	2	0	0	0
7:41 AM	16	25	0	49	0	0	2	0	0	0
7:42 AM	19	23	2	36	0	0	2	0	0	0
7:43 AM	9	17	0	28	0	0	2	0	0	0
7:44 AM	2	6	0	24	0	0	2	0	0	0
7:45 AM	3	9	0	18	0	0	2	0	0	0
7:46 AM	7	7	0	18	0	0	2	0	0	0
7:47 AM	2	2	0	18	0	0	2	0	0	0
7:48 AM	3	5	0	16	0	0	2	0	0	0
7:49 AM	1	6	0	11	0	0	2	0	0	0
7:50 AM	0	3	0	8	0	0	2	0	0	0
7:51 AM	0	2	0	6	0	0	2	0	0	0
7:52 AM	0	1	0	5	0	0	2	0	0	0
7:53 AM	1	1	0	5	0	0	2	0	0	0
7:54 AM	0	3	0	2	0	0	2	0	0	0
7:55 AM	0	2	0	0	0	0	2	0	0	0
7:56 AM	0	0	0	0	0	0	2	0	0	0
7:57 AM	0	0	0	0	0	0	2	0	0	0
7:58 AM	0	0	0	0	0	0	2	0	0	0
7:59 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
8:00 AM	0	0	0	0	0	0	2	0	0	0
8:01 AM	0	0	0	0	0	0	2	0	0	0
8:02 AM	0	0	0	0	0	0	2	0	0	0
8:03 AM	0	0	0	0	0	0	2	0	0	0
8:04 AM	0	0	0	0	0	0	2	0	0	0
8:05 AM	0	0	0	0	0	0	2	0	0	0
8:06 AM	0	0	0	0	0	0	2	0	0	0
8:07 AM	0	0	0	0	0	0	2	0	0	0
8:08 AM	0	0	0	0	0	0	2	0	0	0
8:09 AM	0	0	0	0	0	0	2	0	0	0
8:10 AM	0	0	0	0	0	0	2	0	0	0
8:11 AM	0	0	0	0	0	0	2	0	0	0
8:12 AM	0	0	0	0	0	0	2	0	0	0
8:13 AM	0	0	0	0	0	0	2	0	0	0
8:14 AM	0	0	0	0	0	0	2	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	0
8:16 AM	0	0	0	0	0	0	2	0	0	0
8:17 AM	0	0	0	0	0	0	2	0	0	0
8:18 AM	0	0	0	0	0	0	2	0	0	0
8:19 AM	0	0	0	0	0	0	2	0	0	0
8:20 AM	0	0	0	0	0	0	2	0	0	0
8:21 AM	0	0	0	0	0	0	2	0	0	0
8:22 AM	0	0	0	0	0	0	2	0	0	0
8:23 AM	0	0	0	0	0	0	2	0	0	0
8:24 AM	0	0	0	0	0	0	2	0	0	0
8:25 AM	0	0	0	0	0	0	2	0	0	0
8:26 AM	0	0	0	0	0	0	2	0	0	0
8:27 AM	0	0	0	0	0	0	2	0	0	0
8:28 AM	0	0	0	0	0	0	2	0	0	0
8:29 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
Beginning of Count			0			0			0
1:45 PM	0	0	0	0	0	0	0	0	0
1:46 PM	0	0	0	0	0	0	0	0	0
1:47 PM	0	0	0	0	0	0	0	0	0
1:48 PM	1	0	1	0	0	0	0	0	0
1:49 PM	0	1	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0
1:51 PM	0	0	0	0	0	0	0	0	0
1:52 PM	0	0	0	0	0	0	0	0	0
1:53 PM	1	1	0	0	0	0	0	0	0
1:54 PM	1	0	1	0	0	0	0	0	0
1:55 PM	0	1	0	0	0	0	0	0	0
1:56 PM	2	1	1	0	0	0	0	0	0
1:57 PM	1	0	2	0	0	0	0	0	0
1:58 PM	1	0	3	0	0	0	0	0	0
1:59 PM	1	0	4	0	0	0	0	0	0
2:00 PM	0	0	4	0	0	0	0	0	0
2:01 PM	0	0	4	0	0	0	0	0	0
2:02 PM	0	3	1	0	0	0	0	0	0
2:03 PM	1	2	0	0	0	0	0	0	0
2:04 PM	0	0	0	0	0	0	0	0	0
2:05 PM	2	0	2	1	0	1	0	0	0
2:06 PM	1	2	1	0	0	1	0	0	0
2:07 PM	1	1	1	0	0	1	0	0	0
2:08 PM	1	0	2	0	0	1	0	0	0
2:09 PM	0	0	2	0	0	1	0	0	0
2:10 PM	2	1	3	0	0	1	0	0	0
2:11 PM	2	0	5	0	0	1	0	0	0
2:12 PM	3	0	8	0	0	1	0	0	0
2:13 PM	1	1	8	0	0	1	0	0	0
2:14 PM	4	0	12	0	0	1	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
2:15 PM	1	0	13	0	0	1	0	0	0
2:16 PM	3	0	16	0	0	1	0	0	0
2:17 PM	2	1	17	0	0	1	0	0	0
2:18 PM	5	0	22	0	0	1	0	0	0
2:19 PM	0	1	21	0	0	1	0	0	0
2:20 PM	1	0	22	0	0	1	0	0	0
2:21 PM	1	0	23	0	0	1	0	0	0
2:22 PM	6	0	29	0	0	1	0	0	0
2:23 PM	1	0	30	0	0	1	0	0	0
2:24 PM	2	0	32	0	0	1	0	0	0
2:25 PM	2	0	34	0	0	1	0	0	0
2:26 PM	3	0	37	0	0	1	0	0	0
2:27 PM	1	0	38	0	0	1	0	0	0
2:28 PM	1	0	39	0	0	1	0	0	0
2:29 PM	1	0	40	0	0	1	0	0	0
2:30 PM	3	0	43	0	0	1	0	0	0
2:31 PM	2	0	45	0	0	1	0	0	0
2:32 PM	5	0	50	0	0	1	0	0	0
2:33 PM	8	0	58	0	0	1	0	0	0
2:34 PM	7	2	63	1	0	2	0	0	0
2:35 PM	5	0	68	0	0	2	0	0	0
2:36 PM	1	0	69	0	0	2	0	0	0
2:37 PM	5	1	73	0	0	2	0	0	0
2:38 PM	3	1	75	0	0	2	0	0	0
2:39 PM	3	0	76	0	0	2	0	0	0
2:40 PM	4	4	78	0	0	2	0	0	0
2:41 PM	7	2	83	1	0	3	0	0	0
2:42 PM	6	4	85	0	0	3	0	0	0
2:43 PM	7	3	89	0	0	3	0	0	0
2:44 PM	5	6	88	0	0	3	0	0	0

SCHOOL SCHEDULE QUESTIONNAIRE (Proposed School)

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

Name of application:	Tamiami School Property, LLC.		
T-Plat No.:	n/a	Zoning Hearing No.:	Z12-128
School name:	Pinecrest Academy Tamiami Trail Campus		
Location:	SW 8 Street & SW 152 Avenue		
Site size (acres):	8.9264	Section-Township-Range:	n/a
Grade levels (proposed):	K - 12	Total number of students (proposed):	3,000

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 :	7:30 AM / 2:30 PM	9th - 12th		1,200
	8:00 AM / 3:30 PM	6th - 8th		600
	8:30 AM / 3:00 PM	K - 5th		1,200
Extended Session ² :				
Totals:				3,000

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				
			Number of Students*	
Mode	Percentage		Existing	Proposed
Walk	n/a			
Bicycle	n/a			
Passenger Vehicle/Commercial Van	84%			2520
School Bus (large school owned)	16%			480
Private Bus (large non-school owned)	n/a			
Public School Bus (MDCPS)	n/a			
Student Vehicle (high school)	n/a			
Other (e.g., MDTA):	n/a			
Totals:		100%		3000

* 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

Memorandum of Understanding (MOU)

To: Ricardo Gavilan, P.E.
Public Works and Waste Management Department,
Traffic Engineering Division
111 NW 1st Street, Suite 1510
Miami, Florida 33120

From: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016

Date: November 27th, 2013

SUBJECT: Traffic Impact Study Update Methodology for Pinecrest Academy Tamiami Trail Campus (SW 8th Street)

This document contains the traffic impact study methodology for your approval. **This methodology is intended to provide an update for the Traffic Impact Study prepared by our firm dated November 29th, 2012.** Please review and confirm this methodology in order for us to proceed with our revised analysis. Should you need clarification or wish to discuss this further please do not hesitate to contact me.

Project Location / Description

The subject site is located on SW 8th Street (SR 90) between SW 152nd Avenue and SW 153rd Place in Unincorporated Miami-Dade County, Florida. The project consists of the following land uses (LU):

Existing Land Use

- Vacant Land

Proposed Land Use

- Charter School (K-12) with 3,000 Students

Traffic Impact Study Update Methodology

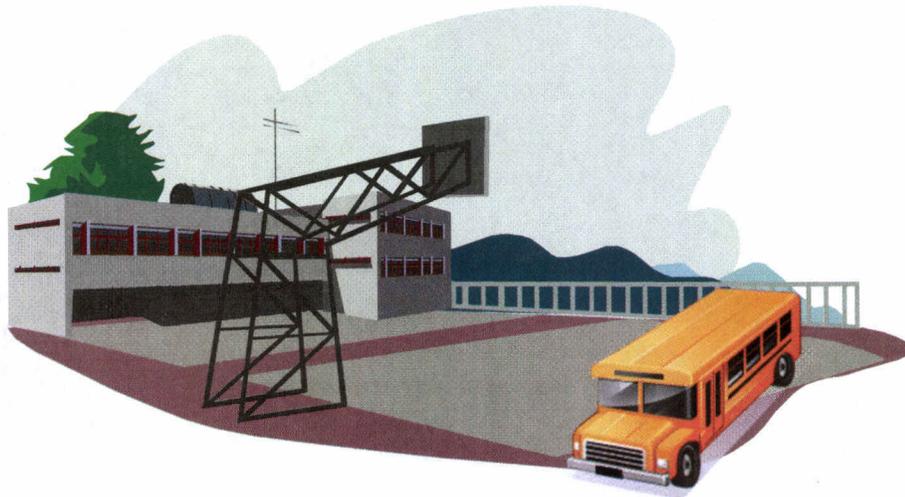
- Trip Generation / Trip Distribution / Trip Assignment
 - RGA will update the previously performed trip generation, distribution and assignment for the charter school with 3,000 students **consistent with three (3) arrival shifts.**
 - Analysis will include a trip reduction factor of **50%** to account for existing traffic.
 - Trips will be distributed to the intersections within the study area and assigned to the project's driveways consistent with the preliminary trip distribution and comments received from your office (Public Works and Waste Management Department, Traffic Engineering Division).
 - Bus utilization will be consistent with previous study.



Richard Garcia & Associates, Inc.

Pinecrest Academy School Tamiami Trail Campus

Revised Traffic Impact Study
&
Accumulation Assessment



SW 8th Street & SW 152nd Avenue
Miami-Dade, Florida

RECEIVED
212-128
JAN 06 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

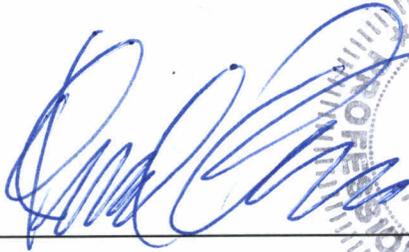
December 12th, 2013

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: Pinecrest Academy School Tamiami Trail Campus – Traffic Impact Study

PROJECT LOCATION: SW 8th Street & SW 152nd Avenue
Miami-Dade, Florida



 _____ 12/12/2013 _____
 Florida Registration No, 54886 Date

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Appendices

-
- Appendix A: Trip Generation
 - Appendix B: Trip Distribution
 - Appendix C: Signal Timing, Growth Rate & Adjustment Factors
 - Appendix D: Traffic Counts (TMC's)
 - Appendix E: Level of Service (LOS) & AM Peak Concurrency Analysis
 - Appendix F: Accumulation Assessment
 - Appendix G: Traffic Study Methodology

Executive Summary

This report was prepared to evaluate the traffic impacts, traffic concurrency and the projected vehicle accumulation for the proposed Pinecrest Academy School Tamiami Trail Campus. The subject site is located on the southwest corner of SW 8th Street (SR 90) and SW 152nd Avenue in Miami-Dade County, Florida. This site is currently vacant and will be developed as a charter school with 3,000 students in grades Kindergarten through Twelfth (K-12). Moreover, the applicant is proposing to achieve the total number of students by phasing over several years. Therefore, the school population will be phased-in as follows:

- **Phase I** is planned to have an enrollment of 1,100 students for the first year.
- **Phase II** consists of increasing the enrollment by 1,000 students. As such, the school will have a total of 2,100 students enrolled for the second year.
- **Phase III** consists of increasing the enrollment by 900 students. As such, the school will have a total of 3,000 students enrolled over several years, analyzed as 3 years or 2016 design year.

Please note this report has evaluated the project’s full build-out (i.e. Phase III). As such, the following school schedule is being proposed:

Hours of Operation							
Arrival Time				Dismissal Time			
Shifts	Grades	Students		Shifts	Grades	Students	
1st	7:30 AM	9th - 12th	1,200	1st	2:30 PM	9th - 12th	1,200
2nd	8:00 AM	6th - 8th	600	2nd	3:00 PM	K - 5th	1,200
3rd	8:30 AM	K - 5th	1,200	3rd	3:30 PM	6th - 8th	600
Total		K - 12th	3,000	Total		K - 12th	3,000

The trip generation characteristics for the subject project were developed using actual data from the surrogate school, Pinecrest Academy West Campus at 14901 SW 42nd Street in Miami-Dade County, Florida. Moreover, this institution is similar to the proposed school and therefore, the surrogate school data was utilized to estimate the AM peak trip generation. The traffic data was collected during the school’s AM peak period of 7:00 to 9:00 AM. Please note the surrogate school had one arrival time at the time data collection took place and did not have any school buses operating at the site.

The trip generation rate from the surrogate school yielded 1.116 trips per student. This rate was utilized to calculate the vehicle trips for the proposed charter school. In addition, the trip generation calculations include a transit adjustment factor which was utilized to account for the proposed bus utilization. As a result, the subject project yielded **2,836 vehicle trips** during the **AM peak period**. Please note that since this school will have multiple arrivals and not just one as the surrogate school, all of the peak period trips will not occur during the school’s peak hour. Therefore, the above AM 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 **1,702 vehicle trips** of which 886 vehicle trips are entering and 816 vehicle trips will exit the site. Moreover, a trip reduction factor of 50 percent was further utilized to account for existing traffic. Please note this reduction factor was discussed with

and found acceptable by Miami-Dade County Public Works and Waste Management Department, Traffic Engineering Division during the scoping phase. As such, a Traffic Study Methodology was prepared and submitted to Miami-Dade Traffic Engineering Division and is included in Appendix G.

Lastly, the AM peak hour trips have been distributed consistent with the Traffic Analysis Zone (TAZ 849), area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's area. Please note that 100 percent of the school traffic was assigned to the four (4) intersections surrounding the subject site (i.e. 4 corners) and project's driveways while 50 percent of the school traffic was assigned to the other intersections within the study area, again to account for existing traffic in the area.

The traffic impacts for this project were evaluated at the following intersections:

- SW 8th Street (SR 90) & SW 152nd Avenue
- SW 8th Street (SR 90) & SW 153rd Place
- SW 10th Street & SW 152nd Avenue
- SW 10th Street & SW 153rd Place
- SW 10th Street & SW 147th Avenue
- SW 10th Street & SW 157th Avenue
- SW 18th Street & SW 152nd Avenue

These intersections were evaluated for Level of Service (LOS). The LOS analysis was performed for the existing condition and proposed condition with project traffic during the AM peak hour. As a result, the intersections and driveways will operate at acceptable LOS for the proposed AM peak hour condition in 2016. Please note the intersection of SW 10th Street and SW 153rd Place may require to be operated by a police officer in order to ensure a smooth traffic flow and to obtain acceptable LOS for all the approaches. Similarly, it is recommended that the south driveway on SW 153rd Place (i.e. Driveway 2) be operated by a traffic personnel or police during the school AM peak hour. Table 1 of this report summarizes the results obtained.

Additionally, an AM peak concurrency analysis was performed to evaluate the major roadway links most impacted by the subject project. These are SW 8th Street (SR 90) west of SW 147th Avenue and SW 152nd Avenue south of SW 8th Street. Based on our concurrency analysis, both roadways will maintain the existing LOS C for the proposed condition with project traffic.

The subject school has stacking capacity to accommodate 98 passenger vehicles/transportation vans and 4 large school buses. Moreover, the subject site will have 9 surplus parking spaces that may be utilized by parents during the arrival and dismissal times. This stacking capacity was compared to the projected vehicle stacking demand obtained from the Vehicle Accumulation Assessments.

Vehicle Accumulation Assessments were performed for the school's AM and PM peak period to determine and evaluate the projected vehicle stacking demand for the proposed school during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works and Waste Management Department, Traffic Engineering methodology and consisted of taking local data from a similar school (i.e. surrogate school), in this case the Pinecrest Academy West Campus located at 14901 SW 42nd Street in Miami-Dade, and applying it to the proposed charter school.

The Accumulation Assessment was based on three (3) arrivals and three (3) dismissals separated by 30-minute intervals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking

demand within the site. Please note the surrogate school did not have large school buses operating at the site while the proposed school will have large school buses which will help to reduce vehicular traffic impacts. Although this analysis has 16 percent of the student population in buses, the school is committed to achieve 20 percent with the intend to reduce traffic impacts and to avoid any spill over of stacking vehicles into the adjacent streets during arrival and dismissal times. Our assessments revealed that the vehicle stacking capacity provided by the school is sufficient to accommodate the projected vehicle accumulation within the site. In fact, the proposed stacking capacity can accommodate over 100 percent of the projected vehicle queuing demand. The table below summarizes the results obtained for each separate arrival and dismissal shift.

In conclusion, the intersections, roadways and driveways analyzed yielded acceptable LOS and therefore, sufficient capacity exists to support this project. Lastly, our accumulation assessments found that the vehicle stacking capacity will satisfy the projected vehicle accumulation.

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	
Arrivals	First	* 1,040	54.08	4.00	107	4	198%	100%
	Second	* 440	22.88	4.00	107	4	468%	100%
	Third	* 1,040	54.08	4.00	107	4	198%	100%
	Bus	480						
Dismissals	First	* 1,040	101.92	4.00	107	4	105%	100%
	Second	* 1,040	101.92	4.00	107	4	105%	100%
	Third	* 440	43.12	4.00	107	4	248%	100%
	Bus	480						

Notes: * A total of 160 students or 5% of the 3,000 students need to utilize large school buses during each arrival and dismissal.
 (A total of 480 students or 16% of the 3,000 students will utilize large school buses)

Table 1: 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 8 Street & SW 152 Avenue	Signalized	C	28.8	B	12.4	D	44.7	N/A	N/A	C	30.7
2	SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	B	11.6	N/A	N/A	A	0.9
3	SW 10 Street & SW 152 Avenue	Signalized	B	12.5	B	10.9	B	13.3	A	7.1	B	12.2
4	SW 10 Street & SW 153 Place	Two-Way Stop	A	1.8	A	0.0	N/A	N/A	A	9.3	A	1.6
5	SW 10 Street & SW 147 Avenue	All-Way Stop	F	58.8	A	8.5	A	9.2	A	9.9	E	47.4
6	SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	10.5	A	0.0	A	0.4	A	0.4
7	SW 18 Street & SW 152 Avenue	Signalized	B	15.7	B	14.0	A	7.9	A	0.7	A	7.2
Proposed AM Peak Hour Condition with 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 8 Street & SW 152 Avenue	Signalized	E	67.1	C	24.6	E	70.8	N/A	N/A	E	57.8
2	SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	D	32.8	N/A	N/A	A	7.7
3	SW 10 Street & SW 152 Avenue	Signalized	C	20.2	B	14.5	B	13.5	B	19.2	B	16.0
4	SW 10 Street & SW 153 Place	Two-Way Stop	A	7.9	A	0.0	N/A	N/A	F	91.5	D	26.9
		All-Way Stop	E	37.5	F	61.3	N/A	N/A	E	39.2	E	49.1
		Police Alt.	D	48.2	A	7.2	N/A	N/A	D	50.5	C	29.7
5	SW 10 Street & SW 147 Avenue	All-Way Stop	F	60.7	A	9.0	A	10.0	B	10.5	E	45.7
6	SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	1.2	A	1.3
7	SW 18 Street & SW 152 Avenue	Signalized	B	16.8	B	15.9	A	9.0	A	0.7	A	7.9
8	Bus Exit Driveway & SW 153 Place	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	0.0	A	0.3
9	Driveway 1 & SW 153 Place	Two-Way Stop	N/A	N/A	B	13.5	A	0.0	A	9.5	A	1.1
10	Driveway 2 & SW 153 Place *	Two-Way Stop	N/A	N/A	E	61.4	D	49.2	A	6.1	D	52.7

Existing condition LOS F.

Recommended.

* Intersection controlled by traffic personnel/police.

Introduction

The purpose of this study is to evaluate the associated traffic impacts for the proposed charter school and to evaluate the on-site vehicle stacking capacity. The subject site is located on the south side of SW 8th Street (SR 90) between SW 152nd Avenue and SW 153rd Place in Miami-Dade County, Florida. This site is currently a vacant while the proposed charter school is expected to have 3,000 students in grades Kindergarten through Twelfth (K-12). This report was prepared consistent with the typical school methodology of the Public Works and Waste Management Department, Traffic Engineering Division. As such, a Traffic Study Methodology was prepared and submitted to Miami-Dade Traffic Engineering Division and is included in Appendix G.

The traffic impacts to the most impacted intersections as well as the project's driveways were evaluated to determine the Level of Service (LOS). Moreover, the LOS analysis was performed for the existing condition and proposed condition with project traffic during the school's AM peak hour (i.e. worst case scenario). In addition, Vehicle Accumulation Assessments were performed for the school's AM and PM peak period. The main objective of these assessments is to determine the projected vehicle stacking demand and to evaluate if the subject project is providing sufficient capacity to accommodate the projected vehicle stacking demand within the site.

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 Department (School Criteria). Lastly, this report has evaluated the following:

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

Project Location / Description

The subject site is located on the southwest corner of SW 8th Street (SR 90) and SW 152nd Avenue in Miami-Dade County, Florida. As previously mentioned this site is currently vacant and will be developed as a charter school with 3,000 students in grades Kindergarten through Twelfth (K-12). Moreover, the applicant is proposing to achieve the total number of students by phasing over several tears. Therefore, the school population will be phased as follows:

- **Phase I** is planned to have an enrollment of 1,100 students for the first year.
- **Phase II** consists of increasing the enrollment by 1,000 students. As such, the school will have a total of 2,100 students enrolled for the second year.
- **Phase III** consists of increasing the enrollment by 900 students. As such, the school will have a total of 3,000 students enrolled over several years, analyzed as 3 years or 2016 design year.

For vehicular access, the charter school will provide three (3) driveways on SW 153rd Place. Also, this site will provide an exclusive stacking lane for 98 passenger vehicles and transportation vans as well as an exclusive stacking area which can accommodate 4 large school buses. In addition, this school will provide 9 surplus parking spaces which may be utilized by parents during the arrival and dismissal times as needed. Lastly, the charter school will have 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

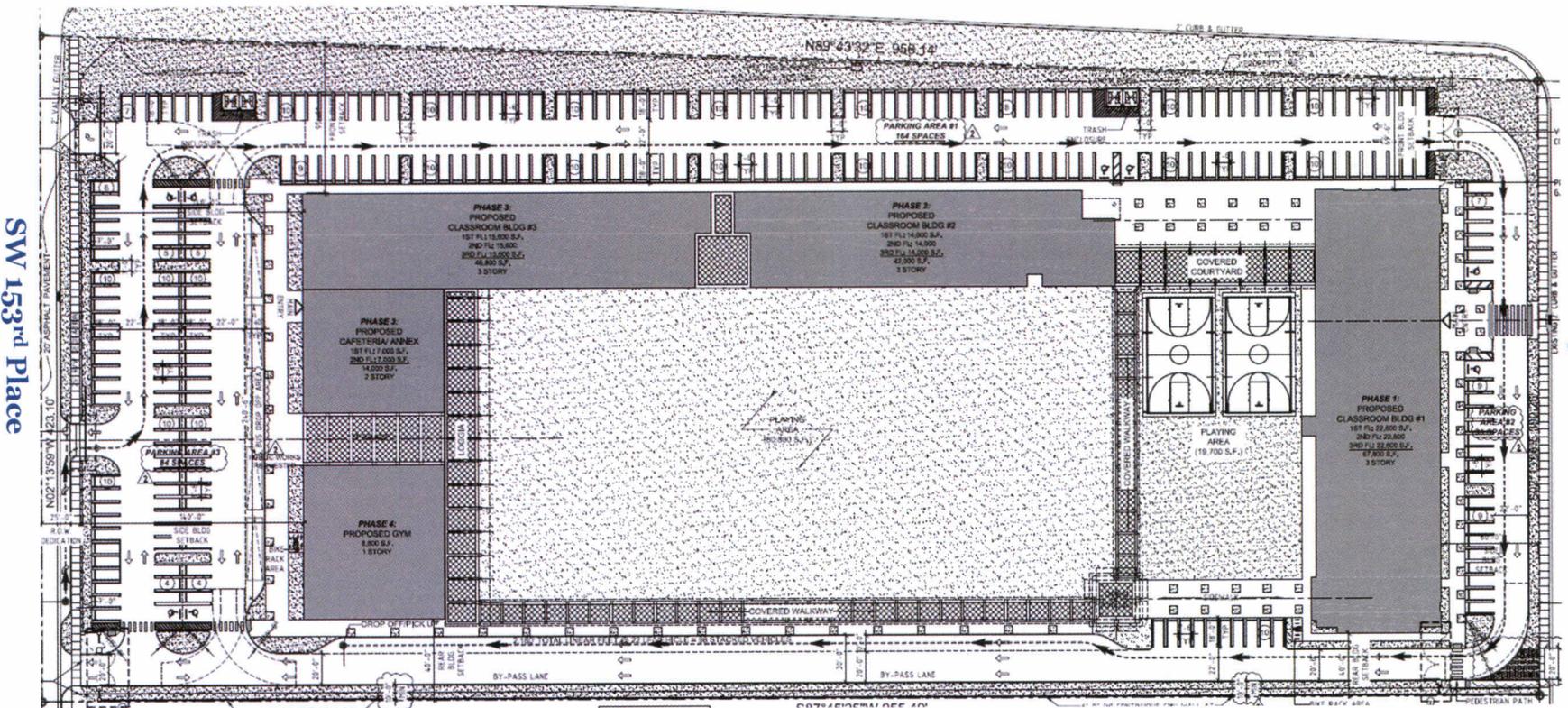


Figure 2: Site Plan



SW 8th Street (SR 90)

SW 152nd Avenue



Richard Garcia & Associates, Inc.

SW 153rd Place

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.

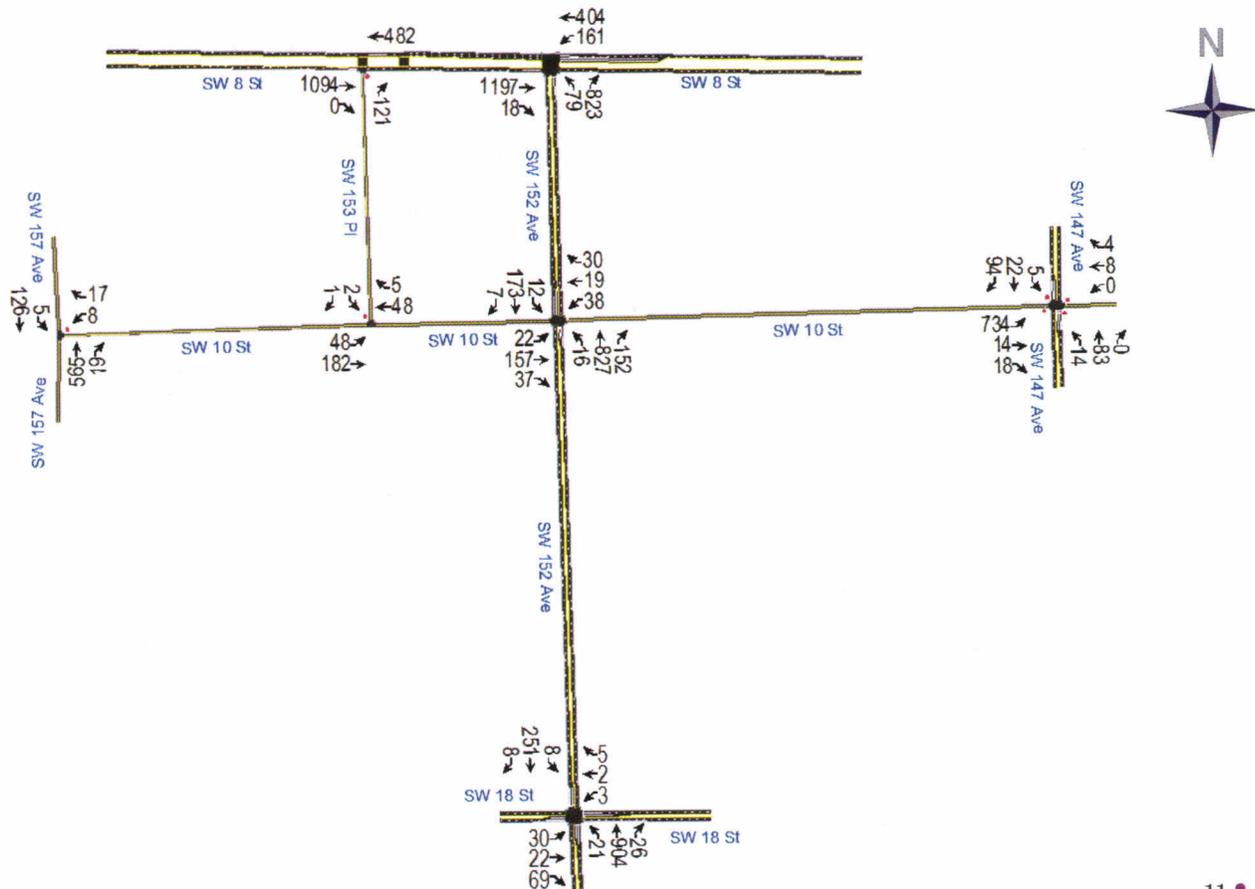
Data Collection

Manual Turning Movement Counts (TMC's) were taken at the intersections identified below as discussed with and agreed to by Miami-Dade County Public Works and Waste Management Department, Traffic Engineering Division during the scoping phase. The intersection turning movement counts were collected on Wednesday, October 12th, 2012 and December 3rd, 2013 during the school's AM peak period of 7:00 AM to 9:00 AM. These counts were adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF). Traffic Counts and operational characteristics were gathered at the following intersections:

1. SW 8th Street (SR 90) & SW 152nd Avenue
2. SW 8th Street (SR 90) & SW 153rd Place
3. SW 10th Street & SW 152nd Avenue
4. SW 10th Street & SW 153rd Place
5. SW 10th Street & SW 147th Avenue
6. SW 10th Street & SW 157th Avenue
7. SW 18th Street & SW 152nd Avenue

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

Figure 3: Existing AM Peak Hour TMC's



Level of Service (LOS)

Using the above TMC data, intersection Level of Service (LOS) analyses were performed for the existing peak hour condition. These analyses was performed following the Highway Capacity Manual methodology and consistent with the roadway characteristics at the time the data collection took place. As a result, all the intersections within the study area yielded acceptable overall LOS as shown in Table 2 below. Appendix E contains the supporting documentation.

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 8 Street & SW 152 Avenue	Signalized	C	28.8	B	12.4	D	44.7	N/A	N/A	C	30.7	
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	B	11.6	N/A	N/A	A	0.9	
3 SW 10 Street & SW 152 Avenue	Signalized	B	12.5	B	10.9	B	13.3	A	7.1	B	12.2	
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	1.8	A	0.0	N/A	N/A	A	9.3	A	1.6	
5 SW 10 Street & SW 147 Avenue	All-Way Stop	F	58.8	A	8.5	A	9.2	A	9.9	E	47.4	
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	10.5	A	0.0	A	0.4	A	0.4	
7 SW 18 Street & SW 152 Avenue	Signalized	B	15.7	B	14.0	A	7.9	A	0.7	A	7.2	

Existing condition LOS F.

Project Traffic

This section of the report will cover the project traffic for the subject school. In addition to calculating the trip generation, the vehicle trips generated by the school were distributed and assigned to the most impacted intersections and project’s driveways.

Trip Generation

The trip generation characteristics for the subject project were developed using actual data from the surrogate school, Pinecrest Academy West Campus at 14901 SW 42nd Street in Miami-Dade County, Florida. Moreover, this institution is similar to the proposed school and therefore, the surrogate school data was utilized to estimate the AM peak trip generation. The traffic data was collected during the school’s AM peak period of 7:00 to 9:00 AM. Please note the surrogate school had one arrival time at the time data collection took place and did not have any school buses operating at the site.

The trip generation rate from the surrogate school yielded 1.116 trips per student. This rate was utilized to calculate the vehicle trips for the proposed charter school. In addition, the trip generation calculations include a transit adjustment factor which was utilized to account for the proposed bus utilization. As a result, the subject project yielded **2,836 vehicle trips** during the **AM peak period**. Please note that since this school will have multiple arrivals and not just one as the surrogate school, 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. Appendix A contains the supporting documentation.

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

AM PEAK PERIOD			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
PROPOSED USE						
Charter School (K - 12)	3,000 Students	◇	1.116	1,743	1,605	3,348
Transit Adjustment Trips (16%) *		480 Students		279	257	536
Proposed Large School Bus Trips				12	12	24
Net Vehicle Trips (Gross - Transit + Bus Trips)				1,476	1,360	2,836

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix Table T-1.

* School will commit to 20% Bus utilization. Please note the surrogate school did not have any buses operating at the site.

Subsequently, the above AM 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 **1,702 vehicle trips** of which 886 vehicle trips are entering and 816 vehicle trips will exit the site. Moreover, a trip reduction factor of 50 percent was further utilized to account for existing traffic. Please note this reduction factor was discussed with and found acceptable by Miami-Dade County Public Works and Waste Management Department, Traffic Engineering Division during the scoping phase. 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 Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Vehicles In	Vehicles Out	Total Trips
First Arrival 7:30 AM (Grades 9th - 12th)	7:00 AM - 7:15 AM	15%	40%	450	450	221	204	425
	7:15 AM - 7:30 AM	25%		750	1,200	370	340	710
Second Arrival 8:00 AM (Grades 6th - 8th)	7:30 AM - 7:45 AM	5%	20%	150	150	74	68	142
	7:45 AM - 8:00 AM	15%		450	600	221	204	425
	8:00 AM - 8:15 AM	15%		450	450	221	204	425
Third Arrival 8:30 AM (Grades K - 5th)	8:15 AM - 8:30 AM	20%	40%	600	1,050	295	272	567
	8:30 AM - 8:45 AM	5%		150	1,200	74	68	142
K - 12th	Total	100%	100%	3,000	3,000	1,476	1,360	2,836

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:15 - 8:15)	886	816	1,702
Project Traffic Already on Road (50%)	443	408	851
School Net New Traffic	443	408	851

Peak Hour

Note: 50% of the school traffic was estimated to be already on the road as discussed with and agreed to by Miami-Dade County.

Trip Distribution

The Traffic Analysis Zone for the subject project (TAZ 849) was reviewed in order to develop a trip distribution for the school’s traffic. However, the trip distribution percentages were developed consistent with the TAZ, area demographics, surrounding roadway network and local knowledge of traffic patterns within the project’s area. Please note that **100 percent of the school traffic was assigned to the four (4) intersections surrounding the subject site (i.e. 4 corners) and project's driveways** while **50 percent of the school traffic was assigned to the other intersections within the study area, again to account for existing traffic in the 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 and Figure 5 shows the peak hour trips (ingress & egress). Figure 6 depicts the AM peak hour site traffic while Figure 7 illustrates the peak hour trips at the project's driveways.

Table 5: Traffic Distribution

TAZ 849		UTILIZED FOR TRIP DISTRIBUTION				
DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NORTH	11.28%	NORTH	0%	0	0	0
EAST	52.19%	EAST	60%	532	490	1022
SOUTH	35.57%	SOUTH	35%	310	286	596
WEST	0.95%	WEST	5%	44	40	84
	100.00%		100.00%	886	816	1,702

Figure 4: Traffic Analysis Zone (TAZ) Map

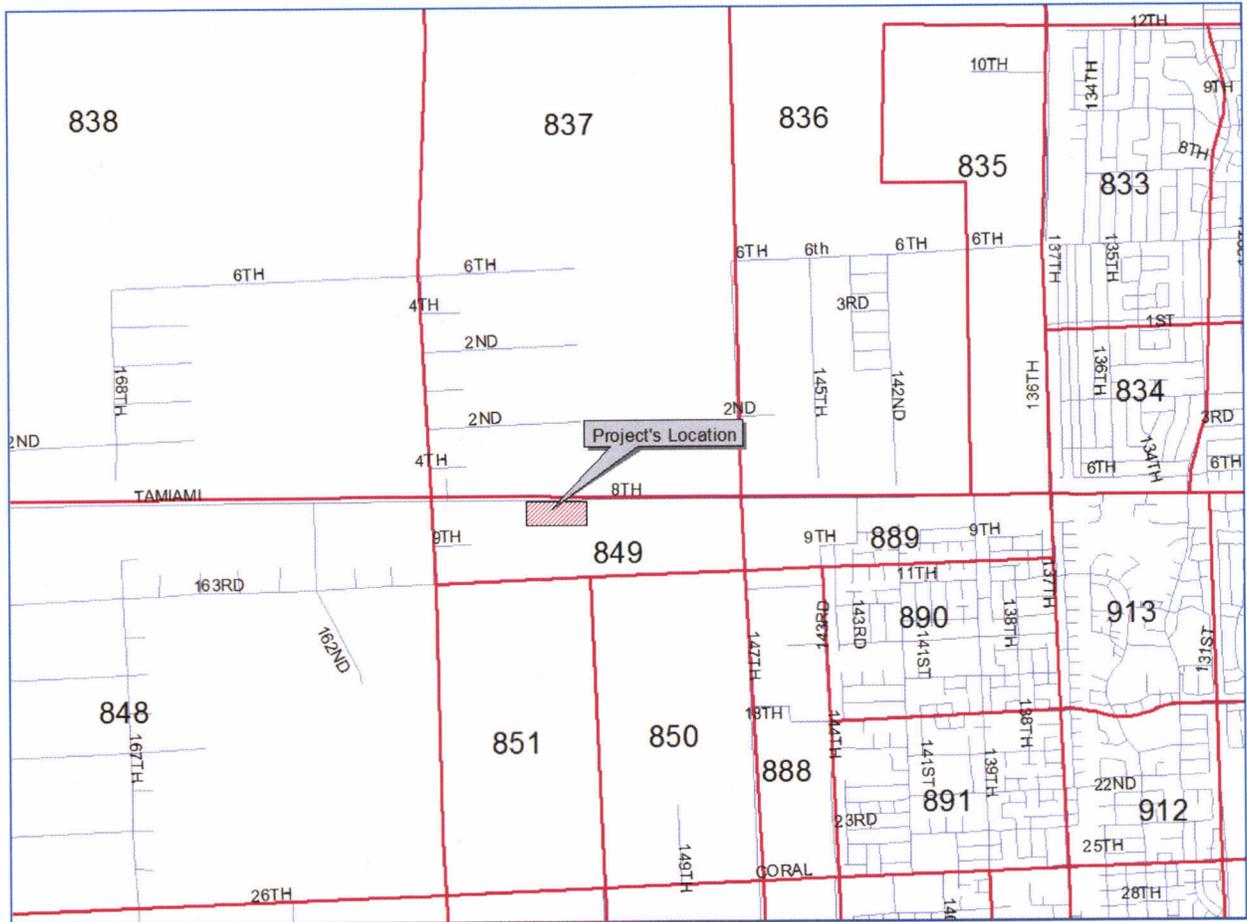


Figure 5: Directional Traffic Assignments (Ingress & Egress)

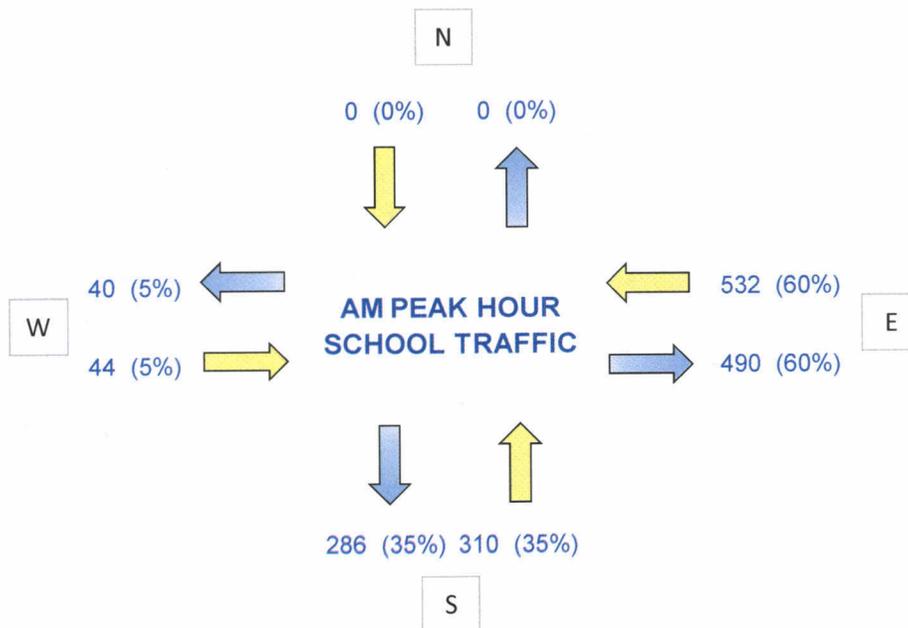
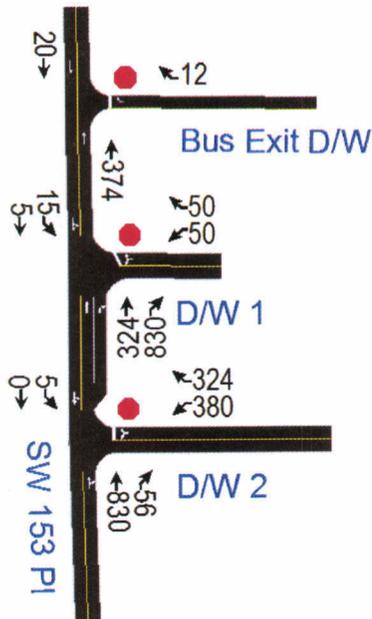


Figure 6: AM Peak Hour Site Traffic



Figure 7: AM Peak Hour Driveway Trips



Proposed Condition

This section of the report describes the parameters utilized to develop the proposed peak hour volumes and to evaluate the proposed future condition with project traffic. Please note the project build-out year is slated for 2016.

Background Growth

Based on documentation from the Miami-Dade County SERPM travel demand traffic model for the above referenced TAZ and several others, a traffic growth was determined by interpolated the models TAZ trips between the years of 2005 and 2035. The results indicate a growth trend rate of 1.35 percent per year. As such, this rate was applied to the existing traffic counts in order to account for future traffic growth within the project's vicinity. Appendix C includes the data and analyses performed to determine the growth rate.

Proposed AM Peak Hour Volumes

The existing traffic counts were augmented with background growth and project traffic in order to obtain the proposed peak hour volumes. This forms the basis of the proposed condition with project traffic in 2016. Figure 8 below depicts the intersection volumes for the proposed condition with project traffic in 2016. Figure 9 illustrates the peak hour volumes at the driveways.

Figure 8: Proposed AM Peak Hour Volumes

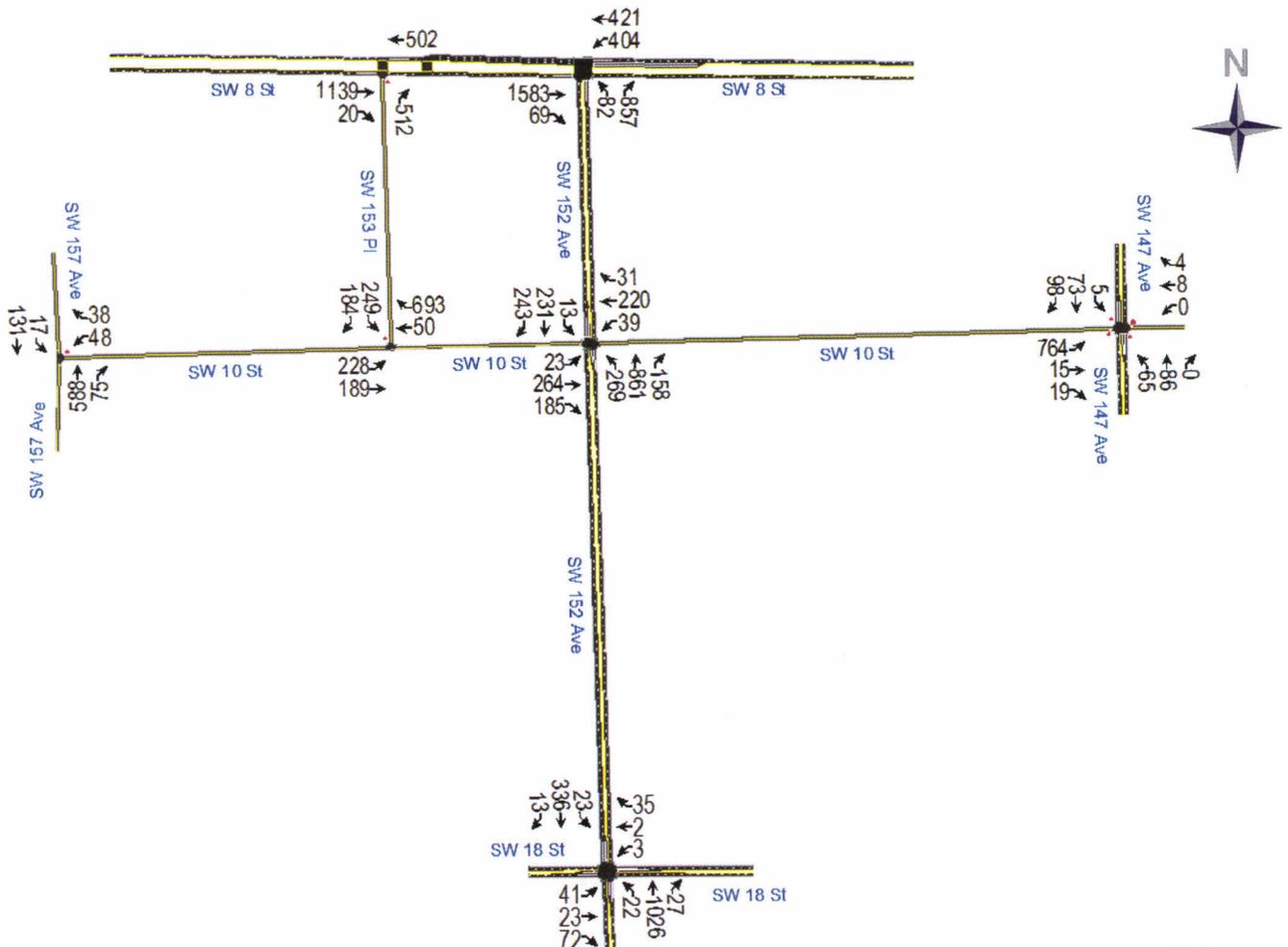


Figure 9: AM Peak Hour Driveway Volumes



Level of Service (LOS)

Using the proposed AM peak hour volumes, Level of Service (LOS) analyses were performed for the intersections within the study area and the project’s driveway. As a result, the intersections and driveways will operate at acceptable LOS for the proposed AM peak hour condition in 2016. Please note the intersection of SW 10th Street and SW 153rd Place may require to be operated by a police officer in order to ensure a smooth traffic flow and to obtain acceptable LOS for all the approaches. Similarly, it is recommended that the south driveway on SW 153rd Place (i.e. Driveway 2) be operated by a traffic personnel or police during the school AM peak hour. Table 6 summarizes the LOS results while Appendix E includes the Synchro software sheets.

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

Proposed AM Peak Hour Condition with 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 8 Street & SW 152 Avenue	Signalized	E	67.1	C	24.6	E	70.8	N/A	N/A	E	57.8	
2 SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	D	32.8	N/A	N/A	A	7.7	
3 SW 10 Street & SW 152 Avenue	Signalized	C	20.2	B	14.5	B	13.5	B	19.2	B	16.0	
4 SW 10 Street & SW 153 Place	Two-Way Stop	A	7.9	A	0.0	N/A	N/A	F	91.5	D	26.9	
	All-Way Stop	E	37.5	F	61.3	N/A	N/A	E	39.2	E	49.1	
	Police Alt.	D	48.2	A	7.2	N/A	N/A	D	50.5	C	29.7	
5 SW 10 Street & SW 147 Avenue	All-Way Stop	F	60.7	A	9.0	A	10.0	B	10.5	E	45.7	
6 SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	1.2	A	1.3	
7 SW 18 Street & SW 152 Avenue	Signalized	B	16.8	B	15.9	A	9.0	A	0.7	A	7.9	
8 Bus Exit Driveway & SW 153 Place	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	0.0	A	0.3	
9 Driveway 1 & SW 153 Place	Two-Way Stop	N/A	N/A	B	13.5	A	0.0	A	9.5	A	1.1	
10 Driveway 2 & SW 153 Place *	Two-Way Stop	N/A	N/A	E	61.4	D	49.2	A	6.1	D	52.7	

Existing condition LOS F.

Recommended.

* Intersection controlled by traffic personnel/police.



Traffic Concurrency Analysis: AM Peak

The following sections summarize the results for the existing condition traffic concurrency as well as their corresponding traffic volumes. Additionally, the traffic concurrency for the proposed condition with project traffic was evaluated and compared to the existing condition during the AM peak hour.

Existing Condition

The following two (2) major roadway links were evaluated for traffic concurrency:

- **SW 8th Street (SR 90) - West of SW 147th Avenue**
- **SW 152nd Avenue - South of SW 8th Street**

The existing peak hour volumes for the traffic concurrency were obtained from the approach traffic counts for the intersection of SW 8th Street and SW 152nd Avenue. Moreover, the existing roadway link volumes were evaluated utilizing the volume threshold for LOS C from the FDOT 2012 Quality/Level Of Service Handbook; Table 4, Generalized Peak Hour Two-Way Volumes. Based on our concurrency analysis, both roadways are operating at LOS C. Appendix E contains the supporting documentation.

Proposed Condition with School Traffic

Similarly, the proposed condition was analyzed for traffic concurrency. The existing peak hour volumes were augmented with the school traffic in order to obtain the proposed peak hour volumes. Our concurrency analysis for the proposed condition yielded LOS C for both roadway links. Table 7 summarizes the results of the AM peak traffic concurrency for the existing and proposed condition. In conclusion, both the existing and proposed condition meets traffic concurrency during the AM peak hour.

Table 7: AM Peak Concurrency Analysis Summary

AM PEAK HOUR CONCURRENCY			EXISTING			FUTURE W/ PROJECT TRAFFIC			
ROADWAY		MAX LOS	VOLUMES	AVAILABLE TRIPS	LOS	PROJECT TRAFFIC	VOLUMES	AVAILABLE TRIPS	LOS
NAME	AT								
SW 8 Street *	West of SW 147 Avenue	3,420	1,754	1,666	C	622	2,376	1,044	C
SW 152 Avenue *	South of SW 8 Street	3,420	1,060	2,360	C	286	1,346	2,074	C

Notes:

Max LOS obtained from the FDOT 2012 Quality/Level Of Service Handbook; Table 4, Generalized Peak Hour Two-Way Volumes
 Volumes obtained from TMC data (i.e. Approach and Departure Volumes).

* Class I - 4 Lane Divided; LOS C 3,420

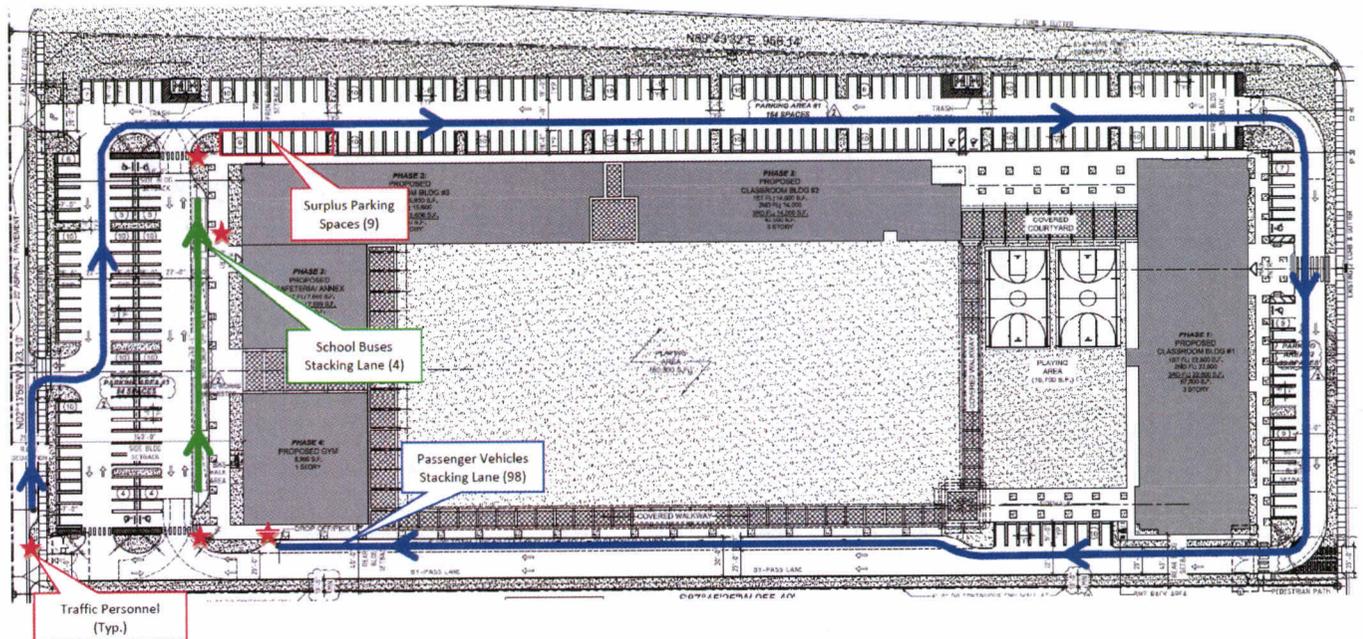
Accumulation Assessment / Vehicle Stacking

The subject school will provide an exclusive drop-off/pick-up area for passenger vehicles/transportation vans and a separated area for large school buses. Moreover, the school will have stacking capacity for 98 passenger vehicles/transportation vans and 4 large school buses. In addition, the subject site will have 9 surplus parking spaces that may be utilized by parents during the arrival and dismissal times. Table 8 describes the on-site vehicle stacking capacity while Figure 10 is a graphical representation of the stacking zones.

Table 8: Description of Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Passenger Vehicles Stacking	2,160	LF	Car/Van	22	98
2	Large School Buses Stacking	240	LF	Car/Van	50	4
3	Surplus Parking Spaces		LF	Car/Van	22	9
Total Stacking Capacity for Passenger Vehicles/ Transportation Vans						107
Total Stacking Capacity for Large School Buses						4

Figure 10: Vehicle Accumulation Graph



Vehicle Accumulation Assessments were performed for the school’s AM and PM peak period to determine and evaluate the projected vehicle stacking demand for the proposed school during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works and Waste Management Department, Traffic Engineering methodology and consisted of taking local data from a similar school (i.e. surrogate school), in this case the Pinecrest Academy West Campus located at 14901 SW 42nd Street in Miami-Dade, and applying it to the proposed charter school.

The Accumulation Assessment was based on three (3) arrivals and three (3) dismissals separated by 30-minute intervals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. Please note the surrogate school did not have large school buses operating at the site while the proposed school will have large school buses which will help to reduce vehicular traffic impacts. Although this analysis has 16 percent of the student population in buses, the school is committed to achieve 20 percent with the intend to reduce traffic impacts and to avoid any spill over of stacking vehicles into the adjacent streets during arrival and dismissal times. Table 9 below summarizes the results for each separate arrival and dismissal and their corresponding percent being accommodated. Appendix F contains the supporting documentation.

Table 9: Accumulation Assessment Summary

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	
Arrivals	First	* 1,040	54.08	4.00	107	4	198%	100%
	Second	* 440	22.88	4.00	107	4	468%	100%
	Third	* 1,040	54.08	4.00	107	4	198%	100%
	Bus	480						
Dismissals	First	* 1,040	101.92	4.00	107	4	105%	100%
	Second	* 1,040	101.92	4.00	107	4	105%	100%
	Third	* 440	43.12	4.00	107	4	248%	100%
	Bus	480						

Notes: * A total of 160 students or 5% of the 3,000 students need to utilize large school buses during each arrival and dismissal.
 (A total of 480 students or 16% of the 3,000 students will utilize large school buses)

Conclusion

As documented throughout this report, the intersections within the study area will operate at acceptable LOS for the proposed future condition with project traffic in 2016. Based on our analyses and results, the intersection of SW 10th Street and SW 153rd Place may require to be operated by a police officer in order to ensure a smooth traffic flow and to obtain acceptable LOS for all the approaches. Similarly, it is recommended that the south driveway on SW 153rd Place (i.e. Driveway 2) be operated by a traffic personnel or police during the school AM peak hour. In addition, our AM peak concurrency analysis revealed that sufficient roadway capacity exists to support this project.

Lastly, the school is proposing three (3) staggered arrivals and three (3) staggered dismissals separated by 30-minute intervals. Based on our vehicle accumulation assessments, the subject school has sufficient stacking capacity to accommodate the projected vehicle stacking demand within the site.

Appendix A: Trip Generation



TABLE: A1

Pinecrest Academy Tamiami Trail Campus
 AM Peak Period Trip Generation

AM PEAK PERIOD		LU CODE	TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS			%	IN	%	OUT	TOTAL
PROPOSED USE								
Charter School (K - 12)	3,000 Students	◇	1.116	52%	1,743	48%	1,605	3,348
Transit Adjustment Trips (16%) *				52%	279	48%	257	536
Proposed Large School Bus Trips				50%	12	50%	12	24
Net Vehicle Trips (Gross - Transit + Bus Trips)				52%	1,476	48%	1,360	2,836

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix Table T-1.

* School will commit to 20% Bus utilization. Please note the surrogate school did not have any buses operating at the site.

TABLE T1
AM Peak Trip Generation (Surrogate School)

School Name: Pinecrest Academy West Campus
 Location: 14901 SW 42 Street
 Students: 1,000

Date: 5/30/2012

Time	Vehicle-In	Vehicle-Out	Total Trips	Van-In	Van-Out	Total Vans	Bus-In	Buss-Out	Total Buses
7:00 AM - 7:15 AM	81	58	139	3	3	6	0	0	0
7:15 AM - 7:30 AM	165	136	301	7	4	11	0	0	0
7:30 AM - 7:45 AM	306	290	596	2	3	5	0	0	0
7:45 AM - 8:00 AM	17	41	58	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0
Total	569	525	1,094	12	10	22	0	0	0

School AM Peak Hour (7:00 - 8:00 AM)			
	IN	OUT	TOTAL
Peak Hour Trips	581	535	1,116
Rate (Trips per student)	0.581	0.535	1.116

Peak Hour

TABLE: A2

Pinecrest Academy Tamiami Trail Campus
 School AM Peak Hour Trip Generation (Three Arrivals)

Operation	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Vehicles In	Vehicles Out	Total Trips
First Arrival 7:30 AM (Grades 9th - 12th)	7:00 AM - 7:15 AM	15%	40%	450	450	221	204	425
	7:15 AM - 7:30 AM	25%		750	1,200	370	340	710
Second Arrival 8:00 AM (Grades 6th - 8th)	7:30 AM - 7:45 AM	5%	20%	150	150	74	68	142
	7:45 AM - 8:00 AM	15%		450	600	221	204	425
Third Arrival 8:30 AM (Grades K - 5th)	8:00 AM - 8:15 AM	15%	40%	450	450	221	204	425
	8:15 AM - 8:30 AM	20%		600	1,050	295	272	567
	8:30 AM - 8:45 AM	5%		150	1,200	74	68	142
K - 12th	Total	100%	100%	3,000	3,000	1,476	1,360	2,836

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:15 - 8:15)	886	816	1,702
Project Traffic Already on Road (50%)	443	408	851
School Net New Traffic	443	408	851

Peak Hour

Note: 50% of the school traffic was estimated to be already on the road as discussed with and agreed by Miami-Dade County.

TABLE A3

Pinecrest Academy Tamiami Trail Campus
 School Operation Plan - Full Build-Out

Hours of Operation							
Arrival Time				Dismissal Time			
Shifts	Grades	Students		Shifts	Grades	Students	
1st	7:30 AM	9th - 12th	1,200	1st	2:30 PM	9th - 12th	1,200
2nd	8:00 AM	6th - 8th	600	2nd	3:00 PM	K - 5th	1,200
3rd	8:30 AM	K - 5th	1,200	3rd	3:30 PM	6th - 8th	600
Total		K - 12th	3,000	Total		K - 12th	3,000

Appendix B: Trip Distribution



Pinecrest Academy Tamiami Trail Campus

AM Peak Hour School Traffic (100% at 4 Corners)
(50% at Other Intersections)

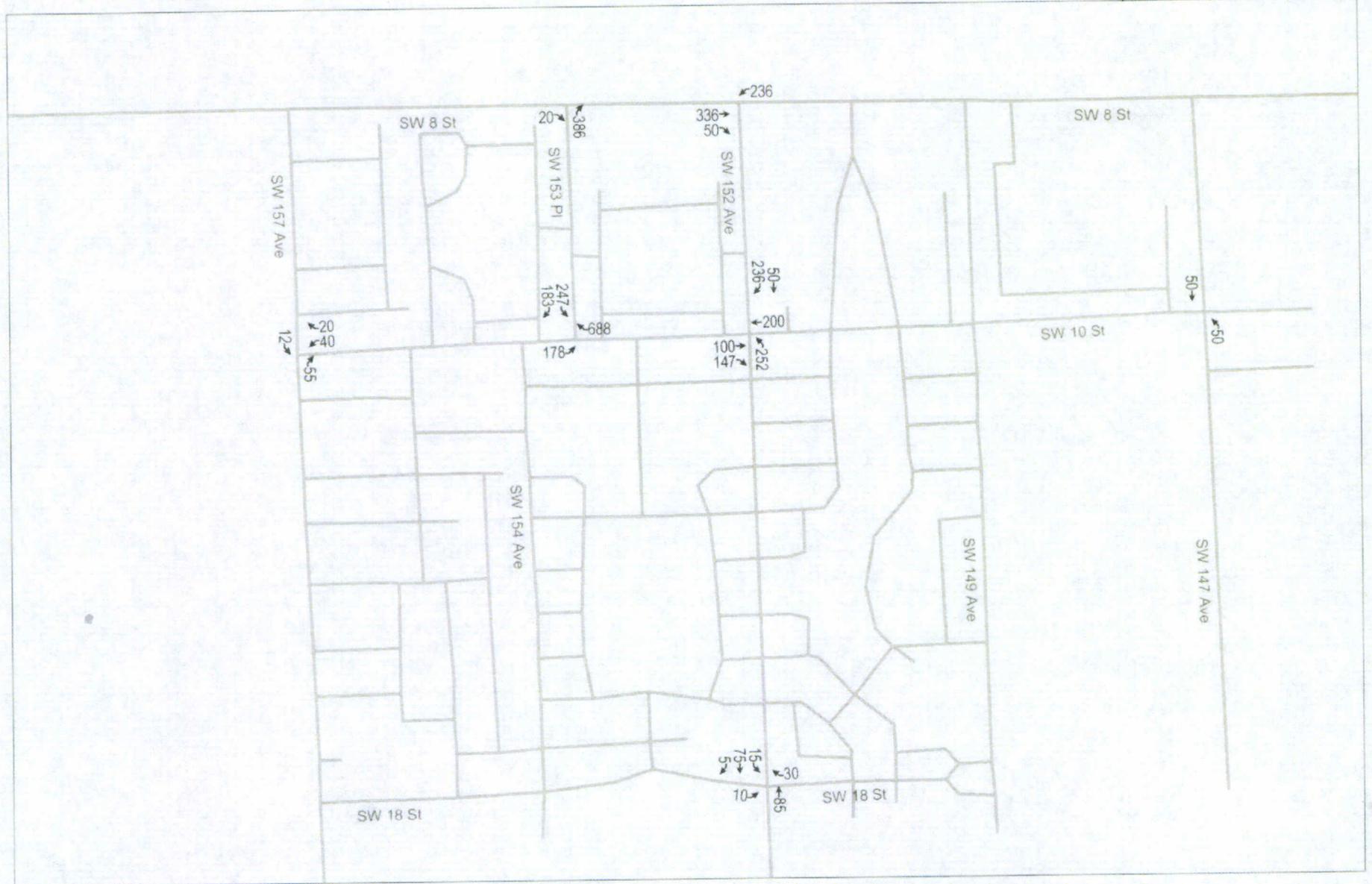


TABLE A4-1

Pinecrest Academy Tamiami Trail Campus
Project Cardinal Distribution - AM Peak Hour
 (TAZ 849)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2015			
NNE	12.50	8.14	11.05	49	45	94
ENE	25.00	20.00	23.33	103	95	198
ESE	37.50	11.57	28.86	128	118	246
SSE	12.50	30.71	18.57	82	76	158
SSW	12.50	26.00	17.00	75	69	144
WSW	0.00	0.86	0.29	2	1	3
WNW	0.00	2.00	0.67	3	3	6
NNW	0.00	0.71	0.24	1	1	2
TOTAL	100.00	100.00	100.00	443	408	851

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 2015.

TABLE A4-2

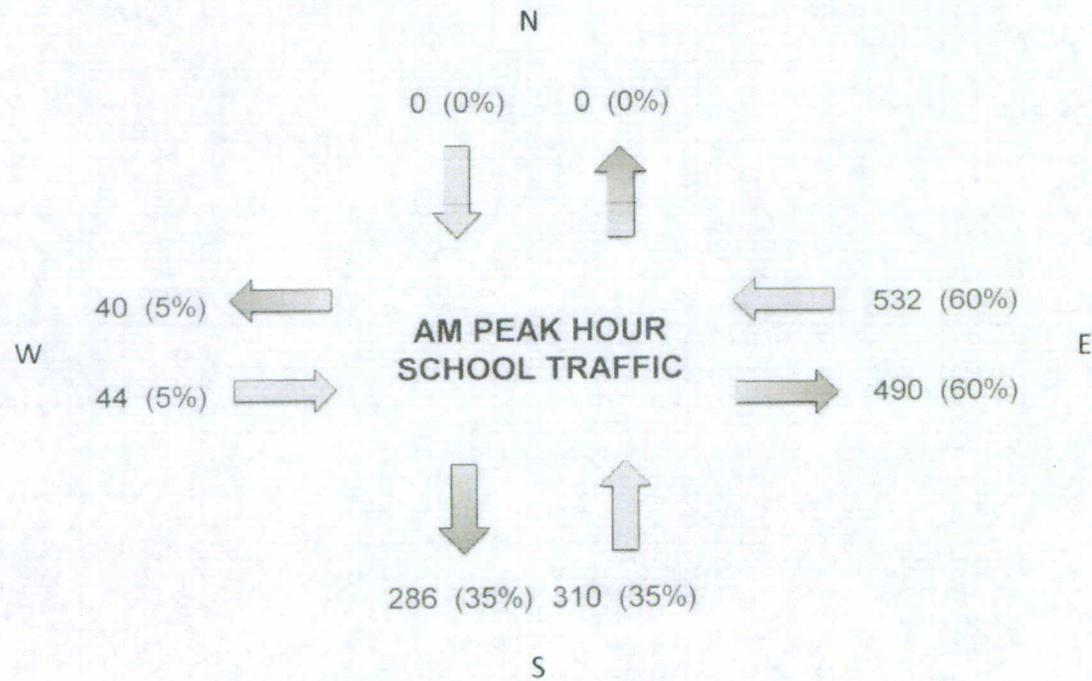
	AM PEAK HOUR	IN	OUT	TOTAL
	VOLUME:	886	816	1,702
PROJECT TRAFFIC ALREADY ON THE ROAD, ASSUMES 50%:		443	408	851
NEW TRAFFIC ON THE ROAD:		443	408	851

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	11.05	48.937	49	45.070	45	94
ENE	23.33	103.367	103	95.200	95	198
ESE	28.86	127.835	128	117.735	118	246
SSE	18.57	82.265	82	75.766	76	158
SSW	17.00	75.310	75	69.360	69	144
WSW	0.29	1.270	2	1.170	1	3
WNW	0.67	2.953	3	2.720	3	6
NNW	0.24	1.048	1	0.966	1	2
TOTAL	100.00	442.985	443	407.986	408	851

TABLE A4A

Pinecrest Academy Tamiami Trail Campus
 Project Quadrant Distribution - AM Peak Hour
 (TAZ 849)

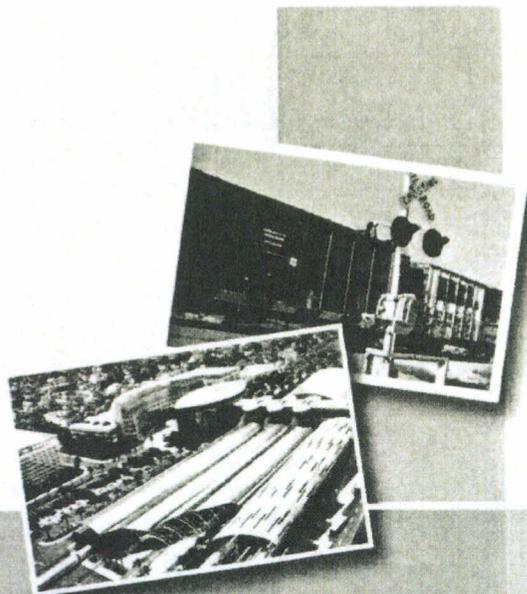
DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 849		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	11.05	NORTH	11.28%	NORTH	0%	0	0	0
ENE	23.33							
ESE	28.86	EAST	52.19%	EAST	60%	532	490	1022
SSE	18.57							
SSW	17.00	SOUTH	35.57%	SOUTH	35%	310	286	596
WSW	0.29							
WNW	0.67	WEST	0.95%	WEST	5%	44	40	84
NNW	0.24							
TOTAL	100.00		100.00%		100.00%	886	816	1,702





Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report



October 29, 2009

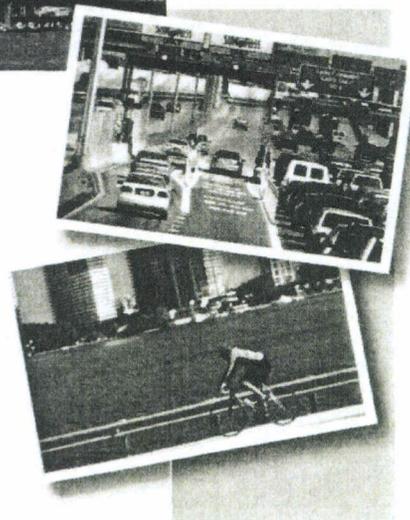
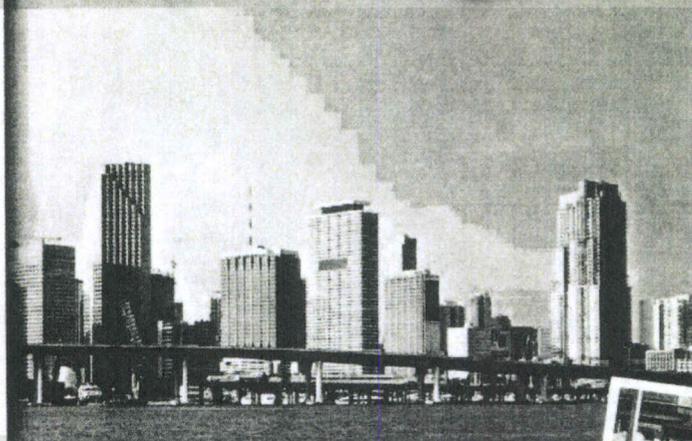
2035



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		
846	3546	TRIPS	0	0	0	0	0	0	0	0	0	0
		PERCENT	0	0	0	0	0	0	0	0	0	0
847	3547	TRIPS	0	0	0	0	0	0	0	0	0	0
		PERCENT	0	0	0	0	0	0	0	0	0	0
848	3548	TRIPS	14	146	114	140	18	0	18	3	453	
		PERCENT	3.09	32.23	25.17	30.91	3.97	0	3.97	0.66		
849	3549	TRIPS	1	2	3	1	1	0	0	0	8	
		PERCENT	12.5	25	37.5	12.5	12.5	0	0	0		
850	3550	TRIPS	0	2	4	6	5	0	0	0	17	
		PERCENT	0	11.76	23.53	35.29	29.41	0	0	0		
851	3551	TRIPS	0	0	0	8	1	0	0	0	9	
		PERCENT	0	0	0	88.89	11.11	0	0	0		
852	3552	TRIPS	483	2668	1576	1163	278	3	32	16	6,219	
		PERCENT	7.77	42.9	25.34	18.7	4.47	0.05	0.51	0.26		
853	3553	TRIPS	293	1029	489	446	205	14	43	6	2,525	
		PERCENT	11.6	40.75	19.37	17.66	8.12	0.55	1.7	0.24		
854	3554	TRIPS	722	1462	658	484	468	527	112	409	4,842	
		PERCENT	14.91	30.19	13.59	10	9.67	10.88	2.31	8.45		
855	3555	TRIPS	1161	3501	1403	1250	638	186	51	155	8,345	
		PERCENT	13.91	41.95	16.81	14.98	7.65	2.23	0.61	1.86		
856	3556	TRIPS	60	865	31	56	10	24	0	0	1,046	
		PERCENT	5.74	82.7	2.96	5.35	0.96	2.29	0	0		
857	3557	TRIPS	234	928	484	289	88	0	4	11	2,038	
		PERCENT	11.48	45.53	23.75	14.18	4.32	0	0.2	0.54		
858	3558	TRIPS	0	3	8	6	1	0	0	0	18	
		PERCENT	0	16.67	44.44	33.33	5.56	0	0	0		
859	3559	TRIPS	81	519	248	122	27	0	0	6	1,003	
		PERCENT	8.08	51.74	24.73	12.16	2.69	0	0	0.6		
860	3560	TRIPS	2	3	8	0	0	0	0	0	13	
		PERCENT	15.38	23.08	61.54	0	0	0	0	0		
861	3561	TRIPS	152	80	248	875	126	0	21	47	1,549	
		PERCENT	9.81	5.16	16.01	56.49	8.13	0	1.36	3.03		
862	3562	TRIPS	429	1316	620	448	177	3	3	101	3,097	
		PERCENT	13.85	42.49	20.02	14.47	5.72	0.1	0.1	3.26		
863	3563	TRIPS	7	20	34	30	7	0	0	1	99	
		PERCENT	7.07	20.2	34.34	30.3	7.07	0	0	1.01		
864	3564	TRIPS	329	781	575	262	106	0	1	25	2,079	
		PERCENT	15.82	37.57	27.66	12.6	5.1	0	0.05	1.2		
865	3565	TRIPS	809	1655	1054	476	233	29	5	73	4,334	
		PERCENT	18.67	38.19	24.32	10.98	5.38	0.67	0.12	1.68		
866	3566	TRIPS	427	659	489	334	162	46	39	102	2,258	
		PERCENT	18.91	29.19	21.66	14.79	7.17	2.04	1.73	4.52		
867	3567	TRIPS	1653	2796	1389	910	335	253	75	386	7,297	
		PERCENT	22.65	31.46	19.04	12.47	4.59	3.47	1.03	5.29		
868	3568	TRIPS	633	947	601	289	114	59	11	126	2,780	
		PERCENT	22.77	34.06	21.62	10.4	4.1	2.12	0.4	4.53		
869	3569	TRIPS	549	1196	721	506	224	15	21	125	3,357	
		PERCENT	16.35	35.63	21.48	15.07	6.67	0.45	0.63	3.72		
870	3570	TRIPS	1628	2461	1487	942	616	293	108	377	7,912	
		PERCENT	20.58	31.1	18.79	11.91	7.79	3.7	1.37	4.76		
871	3571	TRIPS	1065	2409	1065	985	353	56	123	54	6,110	
		PERCENT	17.43	39.43	17.43	16.12	5.78	0.92	2.01	0.88		
872	3572	TRIPS	1312	2305	1181	938	917	746	165	178	7,742	
		PERCENT	16.95	29.77	15.25	12.12	11.84	9.64	2.13	2.3		
873	3573	TRIPS	1305	1824	1007	745	307	195	118	291	5,792	
		PERCENT	22.53	31.49	17.39	12.86	5.3	3.37	2.04	5.02		
874	3574	TRIPS	2043	3036	1678	1056	547	200	229	582	9,371	
		PERCENT	21.8	32.4	17.91	11.27	5.84	2.13	2.44	6.21		
875	3575	TRIPS	598	778	374	248	153	66	97	91	2,405	
		PERCENT	24.86	32.35	15.55	10.31	6.36	2.74	4.03	3.78		
876	3576	TRIPS	1303	1672	896	999	897	364	545	505	7,181	
		PERCENT	18.15	23.28	12.45	13.91	12.49	5.07	7.59	7.03		
877	3577	TRIPS	1252	1619	748	529	359	355	170	276	5,308	
		PERCENT	23.59	30.5	14.09	9.97	6.76	6.69	3.2	5.2		
878	3578	TRIPS	440	482	197	132	108	203	37	258	1,857	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								TOTAL
			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	15.51	21.26	16.85	12.51	20.44	7.88	0.85	4.7	
817	3517	TRIPS	1494	1715	2765	2712	4764	706	251	356	14,763
		PERCENT	10.12	11.62	18.73	18.37	32.27	4.78	1.7	2.41	
818	3518	TRIPS	1392	1495	2111	1536	1857	184	30	161	8,766
		PERCENT	15.88	17.05	24.08	17.52	21.18	2.1	0.34	1.84	
819	3519	TRIPS	201	250	171	194	421	113	8	58	1,416
		PERCENT	14.19	17.66	12.08	13.7	29.73	7.98	0.56	4.1	
820	3520	TRIPS	1143	1512	960	973	1870	857	14	311	7,640
		PERCENT	14.96	19.79	12.57	12.74	24.48	11.22	0.18	4.07	
821	3521	TRIPS	303	369	204	186	562	286	9	116	2,035
		PERCENT	14.89	18.13	10.02	9.14	27.62	14.05	0.44	5.7	
822	3522	TRIPS	3124	5243	1701	1768	2109	921	155	344	15,365
		PERCENT	20.33	34.12	11.07	11.51	13.73	5.99	1.01	2.24	
823	3523	TRIPS	3875	4206	1293	588	900	1156	351	739	13,108
		PERCENT	29.56	32.09	9.86	4.49	6.87	8.82	2.68	5.64	
824	3524	TRIPS	3913	7248	3160	1298	1755	1170	444	181	19,169
		PERCENT	20.41	37.81	16.48	6.77	9.16	6.1	2.32	0.94	
825	3525	TRIPS	938	1960	888	196	265	124	81	79	4,531
		PERCENT	20.7	43.26	19.6	4.33	5.85	2.74	1.79	1.74	
826	3526	TRIPS	1172	1070	464	221	450	562	252	135	4,326
		PERCENT	27.09	24.73	10.73	5.11	10.4	12.99	5.83	3.12	
827	3527	TRIPS	410	1013	388	186	347	80	31	2	2,457
		PERCENT	16.69	41.23	15.79	7.57	14.12	3.26	1.26	0.08	
828	3528	TRIPS	418	818	700	683	1126	107	8	2	3,862
		PERCENT	10.82	21.18	18.13	17.69	29.16	2.77	0.21	0.05	
829	3529	TRIPS	1004	2855	846	403	749	350	95	112	6,414
		PERCENT	15.65	44.51	13.19	6.28	11.68	5.46	1.48	1.75	
830	3530	TRIPS	1900	3684	1012	330	1022	331	253	227	8,759
		PERCENT	21.69	42.06	11.55	3.77	11.67	3.78	2.89	2.59	
831	3531	TRIPS	32	190	164	119	177	6	0	6	694
		PERCENT	4.61	27.38	23.63	17.15	25.5	0.86	0	0.86	
832	3532	TRIPS	518	1275	718	1004	1217	52	111	8	4,903
		PERCENT	10.56	26	14.64	20.48	24.82	1.06	2.26	0.16	
833	3533	TRIPS	1537	4448	994	423	623	193	54	193	8,465
		PERCENT	18.16	52.55	11.74	5	7.36	2.28	0.64	2.28	
834	3534	TRIPS	401	2095	961	373	421	18	8	36	4,313
		PERCENT	9.3	48.57	22.28	8.65	9.76	0.42	0.19	0.83	
835	3535	TRIPS	137	403	491	1087	774	803	0	3	3,698
		PERCENT	3.7	10.9	13.28	29.39	20.93	21.71	0	0.08	
836	3536	TRIPS	200	2097	642	406	112	7	0	0	3,464
		PERCENT	5.77	60.54	18.53	11.72	3.23	0.2	0	0	
837	3537	TRIPS	0	0	0	0	0	0	0	0	
		PERCENT	0	0	0	0	0	0	0	0	
838	3538	TRIPS	39	56	132	156	33	0	0	0	416
		PERCENT	9.38	13.46	31.73	37.5	7.93	0	0	0	
839	3539	TRIPS	361	780	612	846	25	0	0	0	2,624
		PERCENT	13.76	29.73	23.32	32.24	0.95	0	0	0	
840	3540	TRIPS	420	656	574	340	34	0	0	93	2,117
		PERCENT	19.84	30.99	27.11	16.06	1.61	0	0	4.39	
841	3541	TRIPS	0	0	0	0	0	0	0	0	
		PERCENT	0	0	0	0	0	0	0	0	
842	3542	TRIPS	24	63	137	68	12	0	0	5	309
		PERCENT	7.77	20.39	44.34	22.01	3.88	0	0	1.62	
843	3543	TRIPS	0	0	0	0	0	0	0	0	
		PERCENT	0	0	0	0	0	0	0	0	
844	3544	TRIPS	29	151	156	80	21	0	1	2	440
		PERCENT	6.59	34.32	35.45	18.18	4.77	0	0.23	0.45	
845	3545	TRIPS	2	5	10	4	12	0	2	1	36
		PERCENT	5.56	13.89	27.78	11.11	33.33	0	5.56	2.78	
846	3546	TRIPS	2	3	0	5	7	3	1	1	22
		PERCENT	9.09	13.64	0	22.73	31.82	13.64	4.55	4.55	
847	3547	TRIPS	0	0	0	0	0	0	0	0	
		PERCENT	0	0	0	0	0	0	0	0	
848	3548	TRIPS	63	82	61	178	122	35	9	1	551
		PERCENT	11.43	14.88	11.07	32.3	22.14	6.35	1.63	0.18	
849	3549	TRIPS	57	140	81	215	182	6	14	5	700
		PERCENT	8.14	20	11.57	30.71	26	0.86	2	0.71	
850	3550	TRIPS	39	308	81	955	33	2	4	0	1,422

Appendix C: Signal Timing, Growth Rate & Adjustment Factors



MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 6583
 Signal Location: SW 152 AVE & SW 8 ST
 Analysis Period: AM / PM (Circle One)
 Local Time of Day Schedule: - Plan
 Local Time of Day Function: 1 Setting (Blank or Number#)

Signal Settings: 1 - PHASE BANK 2, MAX 1
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 105.8 seconds
 Offset: - seconds

PHASE:	Φ1	Φ2	Φ3	
				
G(w)	-	-		
G(f)	-	-		
G(g)	22	18	50	
G(total)	22	18	50	
Y	4	4	5	
R	0.6	1.5	0.7	
SPLIT	26.6	23.5	55.7	

MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 6668
 Signal Location: SW 152 AVE Y SW 10 ST
 Analysis Period: AM / PM (Circle One)
 Local Time of Day Schedule: 3 Plan
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 75 seconds
 Offset: 8 seconds

PHASE:	Φ1	Φ2	Φ3	
				
G(w)	-	-	-	
G(f)	-	-	-	
G(g)	7	30	25	
G(total)	7	30	25	
Y	3	4	4	
R	1	0	1	
SPLIT	11	34	30	



MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 6632
 Signal Location: SW 152 AV & SW 18 ST
 Analysis Period: AM / PM (Circle One)
 Local Time of Day Schedule: 3 Plan
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 75 seconds
 Offset: 31 seconds

PHASE:	Φ1	Φ2	Φ3	
WALK	0	0	2	
DON'TWALK	0	0	15	
MIN INITIAL	5	16	7	
VEH EXT	2	1	2.5	
GREEN	7	30	25	
YELLOW	3	4	4	
RED	0	1	1	
SPLIT	10	35	30	

TOD Schedule Report
for 6583: SW 152 Av&SW 8 St

Print Date:
8/27/2012

Print Time:
8:19 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6583	SW 152 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	-	-	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			*Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	0	0	0	0	0	0	7	7	7	2.5	-2.5	-2.5	12	22	18	35	18	35	4	0.6
5 WBL	0	0	0	0	0	0	5	5	5	2	-2	-2	12	18	22	25	51	25	4	1.5
6 EBT	0	0	0	0	0	0	22	22	22	1	-1	-1	35	50	40	0	41	0	5	0.7
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	---456--
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	-	-	NBT	WBL	EBT	-	-		
1		160	0	0	0	27	5	111	0	0	0	0
2		115	0	0	0	9	5	84	0	0	0	0
3		141	0	0	0	11	5	108	0	0	0	0
4		108	0	0	0	8	7	76	0	0	0	0
5		102	0	0	0	13	6	66	0	0	0	0
6		140	0	0	0	8	7	108	0	0	0	0
7		154	0	0	0	12	14	111	0	0	0	0
8		170	0	0	0	12	14	127	0	0	0	0
9		116	0	0	0	11	7	81	0	0	0	0
10		123	0	0	0	12	6	88	0	0	0	0
12		160	0	0	0	34	10	99	0	0	0	0
13		141	0	0	0	34	10	80	0	0	0	0
14		155	0	0	0	10	8	120	0	0	0	0
15		144	0	0	0	34	10	83	0	0	0	0
22		99	0	0	0	8	6	68	0	0	0	0
23		99	0	0	0	8	6	68	0	0	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	Su M T W Th F S

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0600	TOD OUTPUTS	-----1	M T W ThF
1000	TOD OUTPUTS	----3--	M T W ThF
1500	TOD OUTPUTS	----2-	M T W ThF
2000	TOD OUTPUTS	----3--	M T W ThF
2200	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0600	TOD OUTPUTS	-----1	M T W ThF
0800	TOD OUTPUTS	----3--	Su S
1000	TOD OUTPUTS	----3--	M T W ThF
1500	TOD OUTPUTS	----2-	M T W ThF
2000	TOD OUTPUTS	----3--	M T W ThF
2200	TOD OUTPUTS	-----	M T W ThF
2300	TOD OUTPUTS	-----	Su S

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 6668: SW 152 Av&SW 10 St

Print Date:
8/27/2012

Print Time:
8:25 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6668	SW 152 Av&SW 10 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	-	EBT	SBL	NBT	-	WBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	13	7	12	24	14	22	3	1
2 SBT	0	0	0	0	0	0	14	14	14	1	1	1	35	30	27	37	35	29	4	0.2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 EBT	7	7	7	15	15	15	7	7	7	2.5	2.5	2.5	25	20	18	35	35	25	4	0.7
5 SBL	0	0	0	0	0	0	5	5	5	2	2	2	13	20	12	24	30	25	3	1
6 NBT	0	0	0	0	0	0	14	14	14	1	1	1	35	30	27	37	35	29	4	0.2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 WBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	25	25	18	35	35	25	4	0.7

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12-456-8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 EBT	5 SBL	6 NBT	7 -	8 WBT		
1		160	20	109	0	18	20	109	0	18	0	25
2		55	5	19	0	18	5	19	0	18	0	38
(3)		75	7	30	0	25	7	30	0	25	0	8
4		108	12	65	0	18	12	65	0	18	0	25
5		55	5	18	0	19	5	18	0	19	0	39
6		140	9	100	0	18	9	100	0	18	0	25
7		154	7	116	0	18	7	116	0	18	0	25
8		170	10	129	0	18	10	129	0	18	0	25
9		90	7	44	0	26	7	44	0	26	0	59
10		123	6	86	0	18	6	86	0	18	0	25
11		75	10	31	0	21	10	31	0	21	0	27
12		160	10	101	0	36	10	101	0	36	0	25
13		141	10	82	0	36	10	82	0	36	0	25
14		155	5	118	0	19	5	118	0	19	0	25
15		144	10	85	0	36	10	85	0	36	0	25
16		70	5	36	0	16	5	36	0	16	0	11
22		99	11	56	0	19	11	56	0	19	0	25
23		80	7	39	0	21	7	39	0	21	0	67

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0700	3	M T W Th F
0700	23	Su S
0900	5	M T W Th F
0930	23	M T W Th F
1330	9	M T W Th F
1600	11	M T W Th F
1930	23	M T W Th F
2200	16	M T W Th F
2230	Free	M T W Th F
2300	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
0600	TOD OUTPUTS	-----	M T W Th F
2230	TOD OUTPUTS	-----1	M T W Th F

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
0600	TOD OUTPUTS	-----	M T W Th F
0700	TOD OUTPUTS	-----	Su S
2230	TOD OUTPUTS	-----1	M T W Th F
2300	TOD OUTPUTS	-----1	Su S

*** Settings**

- Blank - FREE - Phase Bank 1, Max 1
- Blank - Plan - Phase Bank 1, Max 2
- 1 - Phase Bank 2, Max 1
- 2 - Phase Bank 2, Max 2
- 3 - Phase Bank 3, Max 1
- 4 - Phase Bank 3, Max 2
- 5 - EXTERNAL PERMIT 1
- 6 - EXTERNAL PERMIT 2
- 7 - X-PED OMIT
- 8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	FLASH (63)	0
1600	[14] EARLY EVENING (14)	155
1800	[16] MID-NIGHT/NIGHT (16)	70
1845	[17] LATE NIGHT (17)	0
2000	FREE (62)	0

TOD Schedule Report
for 6632: SW 152 Av&SW 18 St

Print Date:
4/29/2013

Print Time:
5:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6632	SW 152 Av&SW 18 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	WBT	SBL	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	7	20	12	12	3	0
2 SBT	0	0	0	0	0	0	16	16	16	1	1	1	20	30	50	0	50	50	4	1
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	2	2	2	15	15	15	7	7	7	2.5	2.5	2.5	10	20	15	40	25	25	4	1
5 SBL	0	0	0	0	0	0	5	5	5	2	2	2	5	7	7	20	12	12	3	0
6 NBT	0	0	0	0	0	0	16	16	16	1	1	1	20	30	50	0	50	50	4	1
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	2	2	2	15	15	15	7	7	7	2.5	2.5	2.5	10	20	15	40	25	25	4	1

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12-456-8
External Permit 0	-----
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 EBT		
2		55	5	20	0	17	5	20	0	17	0	38
3		75	7	30	0	25	7	30	0	25	0	31
5		55	5	19	0	18	5	19	0	18	0	40
9		90	7	45	0	25	7	45	0	25	0	12
11		75	10	32	0	20	10	32	0	20	0	5
16		70	5	37	0	15	5	37	0	15	0	43
23		80	7	40	0	20	7	40	0	20	0	25

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	M T W Th F
0200	Flash	Su
0600	2	M T W Th F
0700	3	M T W Th F
0700	23	Su
0900	5	M T W Th F
0930	23	M T W Th F
1330	9	M T W Th F
1600	11	M T W Th F
1930	23	M T W Th F
2200	16	M T W Th F
2230	Free	M T W Th F
2300	Free	Su

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
0600	TOD OUTPUTS	-----	M T W Th F
2230	TOD OUTPUTS	-----1	M T W Th F

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
0600	TOD OUTPUTS	-----	M T W Th F
0700	TOD OUTPUTS	-----	Su
2230	TOD OUTPUTS	-----1	M T W Th F
2300	TOD OUTPUTS	-----1	Su

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TABLE: A5

Pinecrest Academy Tamiami Trail Campus
MPO Based Growth Rate

TAZ Trips		Total Growth	Number of Years	Growth / Yr	Growth Rate
Year	Total Trips				
2005	30,554	15,099	30	503.3	1.35%
2035	45,653				

Note: The trips from TAZ 849, 850, 851, 852, 853, 887, 888, 889, 890 & 891 were used to calculate the growth.

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

Y	X	DATES	SF	MOCF: 0.98 PSCF
1		01/01/2012 - 01/07/2012	1.00	1.02
2		01/08/2012 - 01/14/2012	1.00	1.02
3		01/15/2012 - 01/21/2012	1.00	1.02
* 4		01/22/2012 - 01/28/2012	0.99	1.01
* 5		01/29/2012 - 02/04/2012	0.99	1.01
* 6		02/05/2012 - 02/11/2012	0.98	1.00
* 7		02/12/2012 - 02/18/2012	0.98	1.00
* 8		02/19/2012 - 02/25/2012	0.98	1.00
* 9		02/26/2012 - 03/03/2012	0.98	1.00
*10		03/04/2012 - 03/10/2012	0.97	0.99
*11		03/11/2012 - 03/17/2012	0.97	0.99
*12		03/18/2012 - 03/24/2012	0.98	1.00
*13		03/25/2012 - 03/31/2012	0.98	1.00
*14		04/01/2012 - 04/07/2012	0.98	1.00
*15		04/08/2012 - 04/14/2012	0.98	1.00
*16		04/15/2012 - 04/21/2012	0.99	1.01
17		04/22/2012 - 04/28/2012	0.99	1.01
18		04/29/2012 - 05/05/2012	0.99	1.01
19		05/06/2012 - 05/12/2012	1.00	1.02
20		05/13/2012 - 05/19/2012	1.00	1.02
21		05/20/2012 - 05/26/2012	1.00	1.02
22		05/27/2012 - 06/02/2012	1.00	1.02
23		06/03/2012 - 06/09/2012	1.00	1.02
24		06/10/2012 - 06/16/2012	1.00	1.02
25		06/17/2012 - 06/23/2012	1.00	1.02
26		06/24/2012 - 06/30/2012	1.01	1.03
27		07/01/2012 - 07/07/2012	1.01	1.03
28		07/08/2012 - 07/14/2012	1.02	1.04
29		07/15/2012 - 07/21/2012	1.02	1.04
30		07/22/2012 - 07/28/2012	1.02	1.04
31		07/29/2012 - 08/04/2012	1.02	1.04
32		08/05/2012 - 08/11/2012	1.03	1.05
33		08/12/2012 - 08/18/2012	1.03	1.05
34		08/19/2012 - 08/25/2012	1.02	1.04
35		08/26/2012 - 09/01/2012	1.02	1.04
36		09/02/2012 - 09/08/2012	1.01	1.03
37		09/09/2012 - 09/15/2012	1.01	1.03
38		09/16/2012 - 09/22/2012	1.00	1.02
39		09/23/2012 - 09/29/2012	1.00	1.02
40		09/30/2012 - 10/06/2012	1.00	1.02
41		10/07/2012 - 10/13/2012	1.00	1.02
42		10/14/2012 - 10/20/2012	1.00	1.02
43		10/21/2012 - 10/27/2012	1.00	1.02
44		10/28/2012 - 11/03/2012	1.00	1.02
45		11/04/2012 - 11/10/2012	1.00	1.02
46		11/11/2012 - 11/17/2012	1.00	1.02
47		11/18/2012 - 11/24/2012	1.00	1.02
48		11/25/2012 - 12/01/2012	1.00	1.02
49		12/02/2012 - 12/08/2012	1.00	1.02
50		12/09/2012 - 12/15/2012	1.00	1.02
51		12/16/2012 - 12/22/2012	1.00	1.02
52		12/23/2012 - 12/29/2012	1.00	1.02
53		12/30/2012 - 12/31/2012	1.00	1.02

* PEAK SEASON

08-FEB-2013 12:30:11

830UPD [1,0,0,1] 6_8701_PKSEASON.TXT

Appendix D: Traffic Counts (TMC's)



Richard Garcia & Associates, Inc.

D

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)			
1	SW 8 Street & SW 152 Avenue	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.892	1.02	0	0	0	0	0	0		
			SBT	0			1.02	0	0	0	0	0			
			SBL	0			1.02	0	0	0	0	0			
			TOTAL	0			0	0	0	0	0				
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	0
			WBT	396			1.02	404	17	421	0	421			
			WBL	158			1.02	161	7	168	236	404			
			WBU	8			1.02	8	0	8	0	8			
			TOTAL	562			573	24	597	236	833				
		NORTHBOUND	NBR	807			1.02	823	34	857	0	857			
			NBT	0			1.02	0	0	0	0	0			
			NBL	77			1.02	79	3	82	0	82			
			TOTAL	884			902	37	939	0	939				
		EASTBOUND	EBR	18			1.02	18	1	19	50	69			
			EBT	1174			1.02	1197	49	1247	336	1583			
			EBL	0			1.02	0	0	0	0	0			
			TOTAL	1192			1216	50	1266	386	1652				
TOTAL				2638			2691	110	2801	622	3423				
2	SW 8 Street & SW 153 Place	SOUTHBOUND	SBR	0	Wednesday, October 10, 2012	0.931	1.02	0	0	0	0	0	0		
			SBT	0			1.02	0	0	0	0	0			
			SBL	0			1.02	0	0	0	0	0			
			TOTAL	0			0	0	0	0	0				
		WESTBOUND	WBR	0			1.02	0	0	0	0	0	0	0	
			WBT	473			1.02	482	20	502	0	502			
			WBL	0			1.02	0	0	0	0	0			
			TOTAL	473			482	20	502	0	502				
		NORTHBOUND	NBR	119			1.02	121	5	126	386	512			
			NBT	0			1.02	0	0	0	0	0			
			NBL	0			1.02	0	0	0	0	0			
			TOTAL	119			121	5	126	386	512				
		EASTBOUND	EBR	0			1.02	0	0	0	20	20			
			EBT	1073			1.02	1094	45	1139	0	1139			
			EBL	0			1.02	0	0	0	0	0			
			TOTAL	1073			1094	45	1139	20	1159				
		TOTAL					1665			1698	70	1768	406	2174	

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
3	SW 10 Street & SW 152 Avenue	SOUTHBOUND	SBR	7	Wednesday, October 10, 2012	0.890	1.02	7	0	7	236	243
			SBT	170			1.02	173	7	181	50	231
			SBL	12			1.02	12	1	13	0	13
			TOTAL	189				193	8	201	286	487
		WESTBOUND	WBR	29			1.02	30	1	31	0	31
			WBT	19			1.02	19	1	20	200	220
			WBL	37			1.02	38	2	39	0	39
			TOTAL	85				87	4	90	200	290
		NORTHBOUND	NBR	149			1.02	152	6	158	0	158
			NBT	811			1.02	827	34	861	0	861
			NBL	16			1.02	16	1	17	252	269
			TOTAL	976				996	41	1036	252	1288
		EASTBOUND	EBR	36			1.02	37	2	38	147	185
			EBT	154			1.02	157	6	164	100	264
			EBL	22			1.02	22	1	23	0	23
			TOTAL	212				216	9	225	247	472
		TOTAL					1462			1491	61	1552
4	SW 10 Street & SW 153 Place	SOUTHBOUND	SBR	1	Wednesday, October 10, 2012	0.810	1.02	1	0	1	183	184
			SBT	0			1.02	0	0	0	0	0
			SBL	2			1.02	2	0	2	247	249
			TOTAL	3				3	0	3	430	433
		WESTBOUND	WBR	5			1.02	5	0	5	688	693
			WBT	47			1.02	48	2	50	0	50
			WBL	0			1.02	0	0	0	0	0
			TOTAL	52				53	2	55	688	743
		NORTHBOUND	NBR	0			1.02	0	0	0	0	0
			NBT	0			1.02	0	0	0	0	0
			NBL	0			1.02	0	0	0	0	0
			TOTAL	0				0	0	0	0	0
		EASTBOUND	EBR	0			1.02	0	0	0	0	0
			EBT	178			1.02	182	7	189	0	189
			EBL	47			1.02	48	2	50	178	228
			TOTAL	225				230	9	239	178	417
		TOTAL					280			286	12	297

TABLE A6

Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
5	SW 10 Street & SW 147 Avenue	SOUTHBOUND	SBR	94	Tuesday, December 03, 2013	0.961	1.00	94	4	98	0	98
			SBT	22			1.00	22	1	23	50	73
			SBL	5			1.00	5	0	5	0	5
			TOTAL	121				121	5	126	50	176
		WESTBOUND	WBR	4			1.00	4	0	4	0	4
			WBT	8			1.00	8	0	8	0	8
			WBL	0			1.00	0	0	0	0	0
			TOTAL	12				12	0	12	0	12
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0
			NBT	83			1.00	83	3	86	0	86
			NBL	14			1.00	14	1	15	50	65
			TOTAL	97				97	4	101	50	151
		EASTBOUND	EBR	18			1.00	18	1	19	0	19
			EBT	14			1.00	14	1	15	0	15
			EBL	734			1.00	734	30	764	0	764
			TOTAL	766				766	31	797	0	797
		TOTAL					996			996	41	1037
6	SW 10 Street & SW 157 Avenue	SOUTHBOUND	SBR	0	Tuesday, December 03, 2013	0.944	1.00	0	0	0	0	0
			SBT	126			1.00	126	5	131	0	131
			SBL	5			1.00	5	0	5	12	17
			TOTAL	131				131	5	136	12	148
		WESTBOUND	WBR	17			1.00	17	1	18	20	38
			WBT	0			1.00	0	0	0	0	0
			WBL	8			1.00	8	0	8	40	48
			TOTAL	25				25	1	26	60	86
		NORTHBOUND	NBR	19			1.00	19	1	20	55	75
			NBT	565			1.00	565	23	588	0	588
			NBL	0			1.00	0	0	0	0	0
			TOTAL	584				584	24	608	55	663
		EASTBOUND	EBR	0			1.00	0	0	0	0	0
			EBT	0			1.00	0	0	0	0	0
			EBL	0			1.00	0	0	0	0	0
			TOTAL	0				0	0	0	0	0
		TOTAL					740			740	30	770

TABLE: A6

Pinecrest Academy Tamiami Trail Campus
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	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.35% FOR 3 YEAR	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
7	SW 18 Street & SW 152 Avenue	SOUTHBOUND	SBR	8	Tuesday, December 03, 2013	0.907	1.00	8	0	8	5	13
			SBT	251			1.00	251	10	261	75	336
			SBL	8			1.00	8	0	8	15	23
			TOTAL	267				267	11	278	95	373
		WESTBOUND	WBR	5			1.00	5	0	5	30	35
			WBT	2			1.00	2	0	2	0	2
			WBL	3			1.00	3	0	3	0	3
			TOTAL	10				10	0	10	30	40
		NORTHBOUND	NBR	26			1.00	26	1	27	0	27
			NBT	904			1.00	904	37	941	85	1026
			NBL	21			1.00	21	1	22	0	22
			TOTAL	951				951	39	990	85	1075
		EASTBOUND	EBR	69			1.00	69	3	72	0	72
			EBT	22			1.00	22	1	23	0	23
			EBL	30			1.00	30	1	31	10	41
			TOTAL	121				121	5	126	10	136
		TOTAL					1349			1349	55	1404

- 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 Seasonal Factor obtained from FDOT
 8 Seasonally Adjusted TMC = Count * SF
 9 A 1.35 percent background growth was utilized with a project build-out of 3 years.
 10 Net Traffic = Peak Seasonally Adjusted TMC + Background
 11 Site traffic assignment.
 12 Total Traffic = Net Traffic + Site Traffic

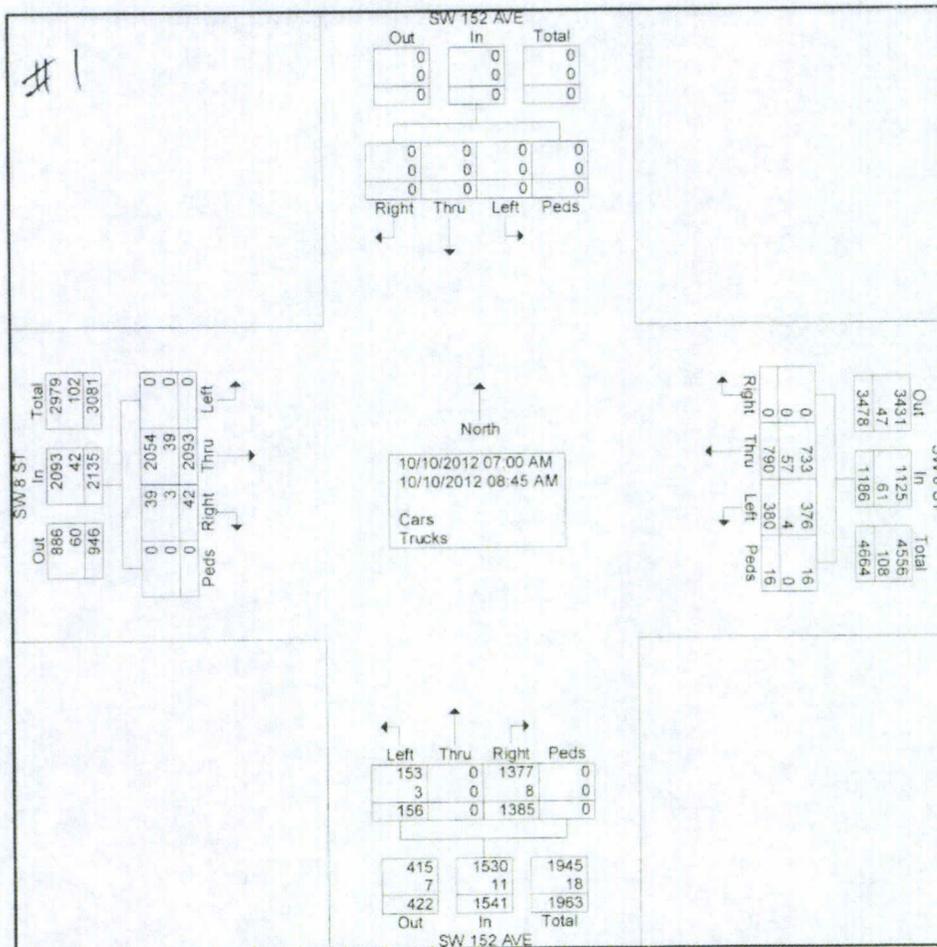


Richard Garcia & Associates, Inc.
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 Fax: 305-675-6474

File Name : SW 8 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 152 AVE Southbound					SW 8 ST Westbound					SW 152 AVE Northbound					SW 8 ST Eastbound					App. Total	Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds		
07:00 AM	0	0	0	0	0	0	79	27	0	0	106	246	0	14	0	260	3	335	0	0	338	704
07:15 AM	0	0	0	0	0	0	87	40	3	0	130	249	0	22	0	271	2	336	0	0	338	739
07:30 AM	0	0	0	0	0	0	115	43	2	0	160	182	0	23	0	205	3	298	0	0	301	666
07:45 AM	0	0	0	0	0	0	115	48	3	0	166	130	0	18	0	148	10	205	0	0	215	529
Total	0	0	0	0	0	0	396	158	8	0	562	807	0	77	0	884	18	1174	0	0	1192	2638
08:00 AM	0	0	0	0	0	0	102	51	1	0	154	127	0	23	0	150	6	230	0	0	236	540
08:15 AM	0	0	0	0	0	0	91	57	5	0	153	141	0	22	0	163	8	233	0	0	241	557
08:30 AM	0	0	0	0	0	0	107	48	2	0	157	168	0	20	0	188	6	238	0	0	244	589
08:45 AM	0	0	0	0	0	0	94	66	0	0	160	142	0	14	0	156	4	218	0	0	222	538
Total	0	0	0	0	0	0	394	222	8	0	624	578	0	79	0	657	24	919	0	0	943	2224
Grand Total	0	0	0	0	0	0	790	380	16	0	1186	1385	0	156	0	1541	42	2093	0	0	2135	4862
Apprch %	0	0	0	0	0	0	66.6	32	1.3	0	89.9	0	10.1	0	0	0	2	98	0	0	0	
Total %	0	0	0	0	0	0	16.2	7.8	0.3	0	24.4	28.5	0	3.2	0	31.7	0.9	43	0	0	43.9	
Cars	0	0	0	0	0	0	733	376	16	0	1125	1377	0	153	0	1530	39	2054	0	0	2093	4748
% Cars	0	0	0	0	0	0	92.8	98.9	100	0	94.9	99.4	0	98.1	0	99.3	92.9	98.1	0	0	98	97.7
Trucks	0	0	0	0	0	0	57	4	0	0	61	8	0	3	0	11	3	39	0	0	42	114
% Trucks	0	0	0	0	0	0	7.2	1.1	0	0	5.1	0.6	0	1.9	0	0.7	7.1	1.9	0	0	2	2.3

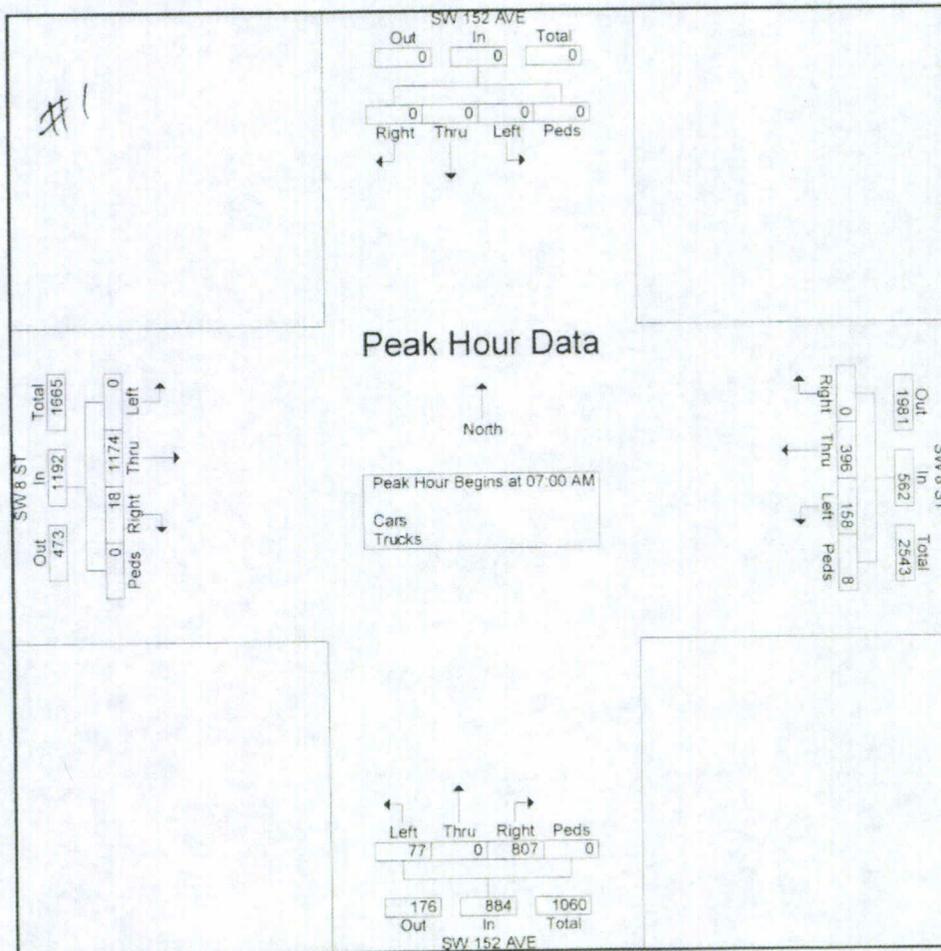




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File Name : SW 8 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 2

Start Time	SW 152 AVE Southbound					SW 8 ST Westbound					SW 152 AVE Northbound					SW 8 ST Eastbound						
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	79	27	0	0	106	246	0	14	0	260	3	335	0	0	338	704
07:15 AM	0	0	0	0	0	0	87	40	3	0	130	249	0	22	0	271	2	336	0	0	338	739
07:30 AM	0	0	0	0	0	0	115	43	2	0	160	182	0	23	0	205	3	298	0	0	301	666
07:45 AM	0	0	0	0	0	0	115	48	3	0	166	130	0	18	0	148	10	205	0	0	215	529
Total Volume	0	0	0	0	0	0	396	158	8	0	562	807	0	77	0	884	18	1174	0	0	1192	2638
% App Total	0	0	0	0	0	0	70.5	28.1	1.4	0	84.6	81.0	0.0	8.7	0.0	81.5	1.5	98.5	0	0	88.2	89.2
PHF	.000	.000	.000	.000	.000	.000	.861	.823	.667	.000	.846	.810	.000	.837	.000	.815	.450	.874	.000	.000	.882	.892



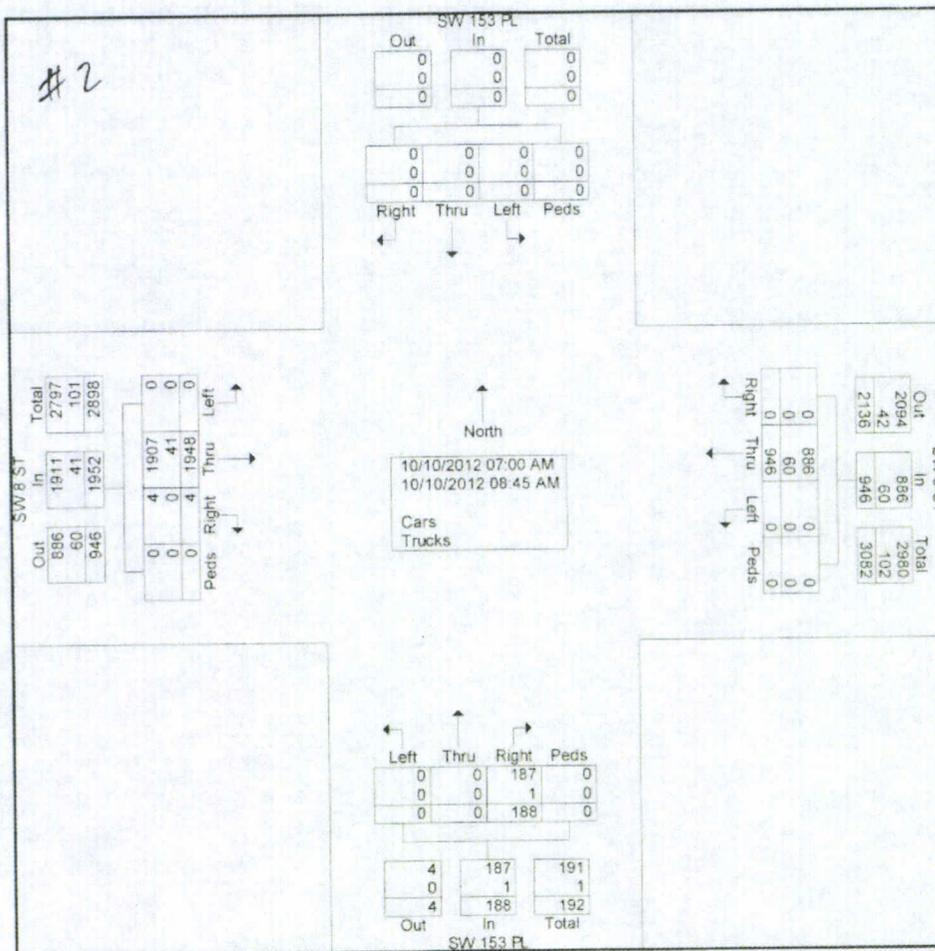


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File Name : SW 8 St_SW 153 Pl AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 153 PL Southbound					SW 8 ST Westbound					SW 153 PL Northbound					SW 8 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	0	0	0	0	0	93	0	0	93	40	0	0	0	40	0	298	0	0	298	431	
07:15 AM	0	0	0	0	0	0	109	0	0	109	31	0	0	0	31	0	307	0	0	307	447	
07:30 AM	0	0	0	0	0	0	138	0	0	138	20	0	0	0	20	0	281	0	0	281	439	
07:45 AM	0	0	0	0	0	0	133	0	0	133	28	0	0	0	28	0	187	0	0	187	348	
Total	0	0	0	0	0	0	473	0	0	473	119	0	0	0	119	0	1073	0	0	1073	1665	
08:00 AM	0	0	0	0	0	0	125	0	0	125	22	0	0	0	22	1	214	0	0	215	362	
08:15 AM	0	0	0	0	0	0	113	0	0	113	17	0	0	0	17	0	224	0	0	224	354	
08:30 AM	0	0	0	0	0	0	127	0	0	127	13	0	0	0	13	0	231	0	0	231	371	
08:45 AM	0	0	0	0	0	0	108	0	0	108	17	0	0	0	17	3	206	0	0	209	334	
Total	0	0	0	0	0	0	473	0	0	473	69	0	0	0	69	4	875	0	0	879	1421	
Grand Total	0	0	0	0	0	0	946	0	0	946	188	0	0	0	188	4	1948	0	0	1952	3086	
Approch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0.2	99.8	0	0	0		
Total %	0	0	0	0	0	0	30.7	0	0	30.7	6.1	0	0	0	6.1	0.1	63.1	0	0	63.3		
Cars	0	0	0	0	0	0	886	0	0	886	187	0	0	0	187	4	1907	0	0	1911	2984	
% Cars	0	0	0	0	0	0	93.7	0	0	93.7	99.5	0	0	0	99.5	100	97.9	0	0	97.9	96.7	
Trucks	0	0	0	0	0	0	60	0	0	60	1	0	0	0	1	0	41	0	0	41	102	
% Trucks	0	0	0	0	0	0	6.3	0	0	6.3	0.5	0	0	0	0.5	0	2.1	0	0	2.1	3.3	

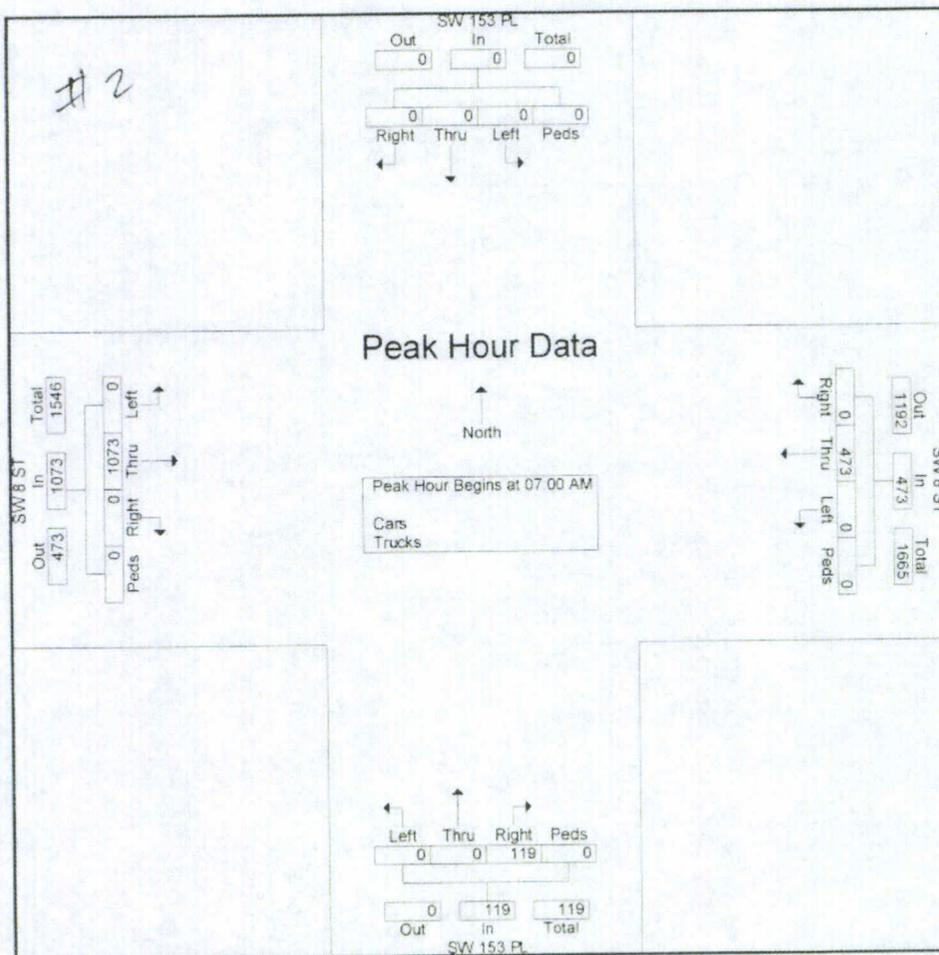




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File Name : SW 8 St_SW 153 Pl AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 2

Start Time	SW 153 PL Southbound					SW 8 ST Westbound					SW 153 PL Northbound					SW 8 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 07:00 AM																					
07:00 AM	0	0	0	0	0	0	93	0	0	93	40	0	0	0	40	0	298	0	0	298	431
07:15 AM	0	0	0	0	0	0	109	0	0	109	31	0	0	0	31	0	307	0	0	307	447
07:30 AM	0	0	0	0	0	0	138	0	0	138	20	0	0	0	20	0	281	0	0	281	439
07:45 AM	0	0	0	0	0	0	133	0	0	133	28	0	0	0	28	0	187	0	0	187	348
Total Volume	0	0	0	0	0	0	473	0	0	473	119	0	0	0	119	0	1073	0	0	1073	1665
% App. Total	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.857	.000	.000	.857	.744	.000	.000	.000	.744	.000	.874	.000	.000	.874	.931



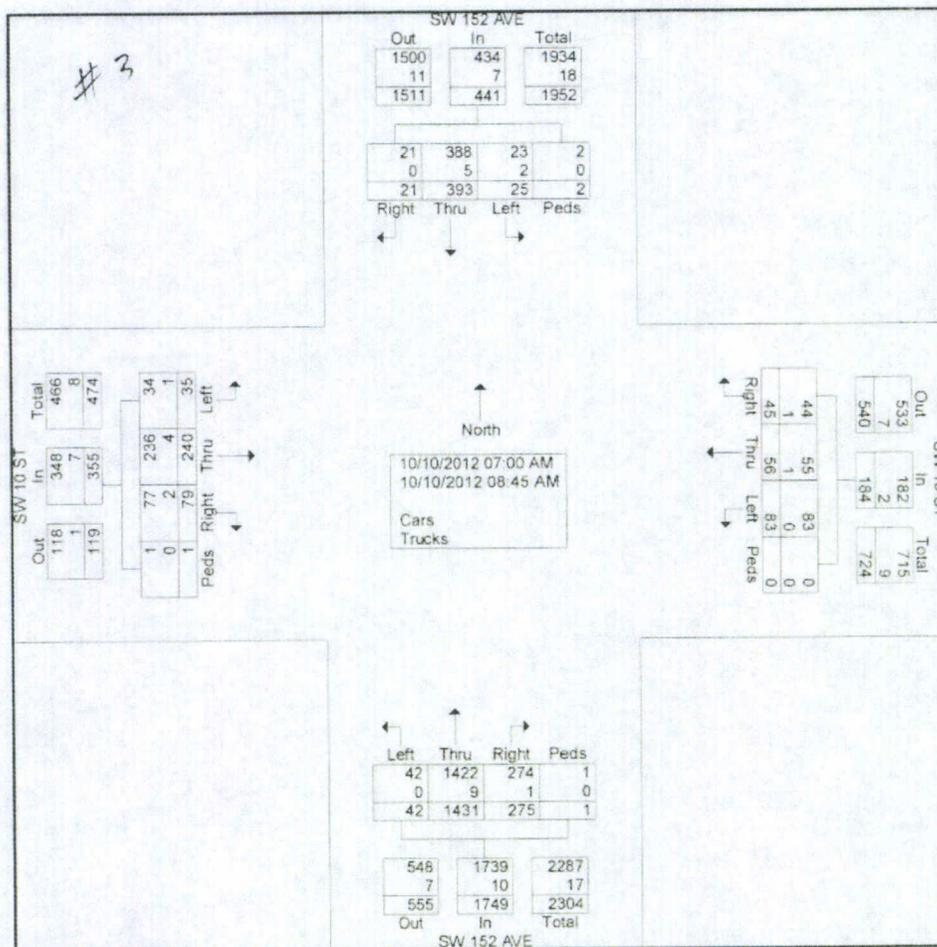


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File Name : SW 10 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 152 AVE Southbound					SW 10 ST Westbound					SW 152 AVE Northbound					SW 10 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	33	0	0	33	10	4	11	0	25	20	260	4	0	284	11	18	6	0	35	377
07:15 AM	3	39	2	0	44	6	5	7	0	18	46	240	3	0	289	5	47	8	0	60	411
07:30 AM	3	43	6	0	52	7	4	8	0	19	47	166	3	0	216	8	35	4	0	47	334
07:45 AM	1	55	4	0	60	6	6	11	0	23	36	145	6	1	188	12	54	4	0	70	341
Total	7	170	12	0	189	29	19	37	0	85	149	811	16	1	977	36	154	22	0	212	1463
08:00 AM	3	46	5	1	55	7	7	15	0	29	56	137	5	0	198	12	35	2	0	49	331
08:15 AM	5	61	3	0	69	3	10	9	0	22	28	167	6	0	201	17	28	4	0	49	341
08:30 AM	2	47	4	0	53	5	13	12	0	30	21	165	10	0	196	6	15	1	1	23	302
08:45 AM	4	69	1	1	75	1	7	10	0	18	21	151	5	0	177	8	8	6	0	22	292
Total	14	223	13	2	252	16	37	46	0	99	126	620	26	0	772	43	86	13	1	143	1266
Grand Total	21	393	25	2	441	45	56	83	0	184	275	1431	42	1	1749	79	240	35	1	355	2729
Apprch %	4.8	89.1	5.7	0.5		24.5	30.4	45.1	0		15.7	81.8	2.4	0.1		22.3	67.6	9.9	0.3		
Total %	0.8	14.4	0.9	0.1	16.2	1.6	2.1	3	0	6.7	10.1	52.4	1.5	0	64.1	2.9	8.8	1.3	0	13	
Cars	21	388	23	2	434	44	55	83	0	182	274	1422	42	1	1739	77	236	34	1	348	2703
% Cars	100	98.7	92	100	98.4	97.8	98.2	100	0	98.9	99.6	99.4	100	100	99.4	97.5	98.3	97.1	100	98	99
Trucks	0	5	2	0	7	1	1	0	0	2	1	9	0	0	10	2	4	1	0	7	26
% Trucks	0	1.3	8	0	1.6	2.2	1.8	0	0	1.1	0.4	0.6	0	0	0.6	2.5	1.7	2.9	0	2	1

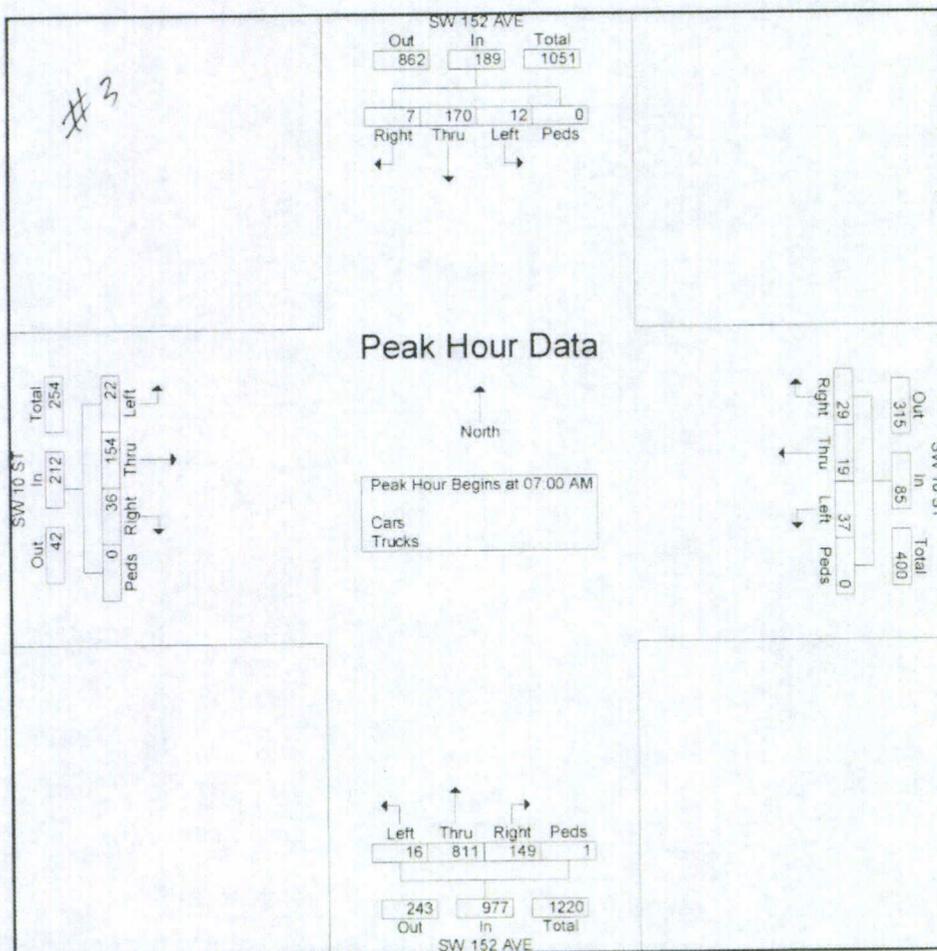




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File Name : SW 10 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 2

Start Time	SW 152 AVE Southbound					SW 10 ST Westbound					SW 152 AVE Northbound					SW 10 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 07:00 AM																					
07:00 AM	0	33	0	0	33	10	4	11	0	25	20	260	4	0	284	11	18	6	0	35	377
07:15 AM	3	39	2	0	44	6	5	7	0	18	46	240	3	0	289	5	47	8	0	60	411
07:30 AM	3	43	6	0	52	7	4	8	0	19	47	166	3	0	216	8	35	4	0	47	334
07:45 AM	1	55	4	0	60	6	6	11	0	23	36	145	6	1	188	12	54	4	0	70	341
Total Volume	7	170	12	0	189	29	19	37	0	85	149	811	16	1	977	36	154	22	0	212	1463
% App. Total	3.7	89.9	6.3	0		34.1	22.4	43.5	0		15.3	83	1.6	0.1		17	72.6	10.4	0		
PHF	.583	.773	.500	.000	.788	.725	.792	.841	.000	.850	.793	.780	.667	.250	.845	.750	.713	.688	.000	.757	.890





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13117 NW 107 Avenue, Suite # 4

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File Name : SW 10 St_SW 153 Pl AM

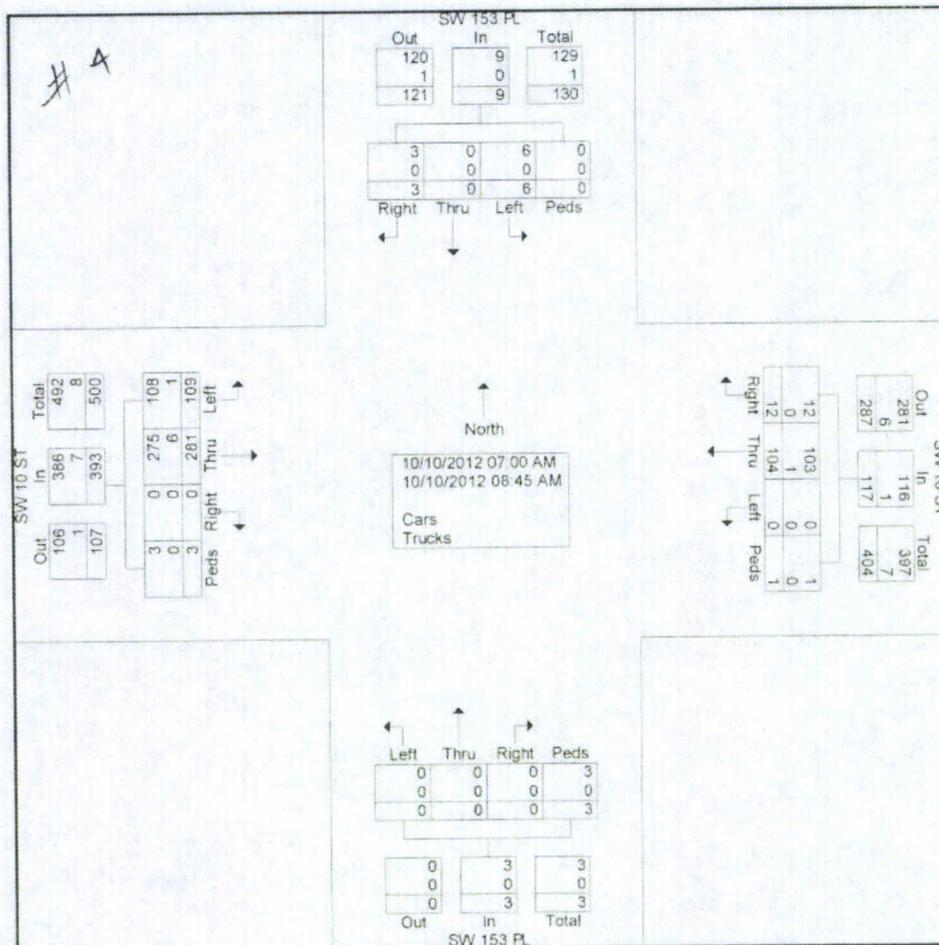
Site Code : 00000000

Start Date : 10/10/2012

Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 153 PL Southbound					SW 10 ST Westbound					SW 153 PL Northbound					SW 10 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	0	1	0	1	2	8	0	0	10	0	0	0	0	0	0	0	20	29	0	49	60
07:15 AM	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0	0	0	43	15	2	60	74
07:30 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	1	1	0	40	9	0	49	62	
07:45 AM	0	0	1	0	1	1	12	0	0	13	0	0	0	1	1	0	59	13	1	73	88	
Total	0	0	2	0	2	7	42	0	0	49	0	0	0	2	2	0	162	66	3	231	284	
08:00 AM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	36	10	0	46	61	
08:15 AM	0	0	0	0	0	4	17	0	0	21	0	0	0	0	0	0	45	8	0	53	74	
08:30 AM	0	0	2	0	2	1	17	0	0	18	0	0	0	1	1	0	19	9	0	28	49	
08:45 AM	2	0	1	0	3	0	15	0	1	16	0	0	0	0	0	0	19	16	0	35	54	
Total	3	0	4	0	7	5	62	0	1	68	0	0	0	1	1	0	119	43	0	162	238	
Grand Total	3	0	6	0	9	12	104	0	1	117	0	0	0	3	3	0	281	109	3	393	522	
Approch %	33.3	0	66.7	0		10.3	88.9	0	0.9		0	0	0	100		0	71.5	27.7	0.8			
Total %	0.6	0	1.1	0	1.7	2.3	19.9	0	0.2	22.4	0	0	0	0.6	0.6	0	53.8	20.9	0.6	75.3		
Cars	3	0	6	0	9	12	103	0	1	116	0	0	0	3	3	0	275	108	3	386	514	
% Cars	100	0	100	0	100	100	99	0	100	99.1	0	0	0	100	100	0	97.9	99.1	100	98.2	98.5	
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	8	
% Trucks	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	0	2.1	0.9	0	1.8	1.5	

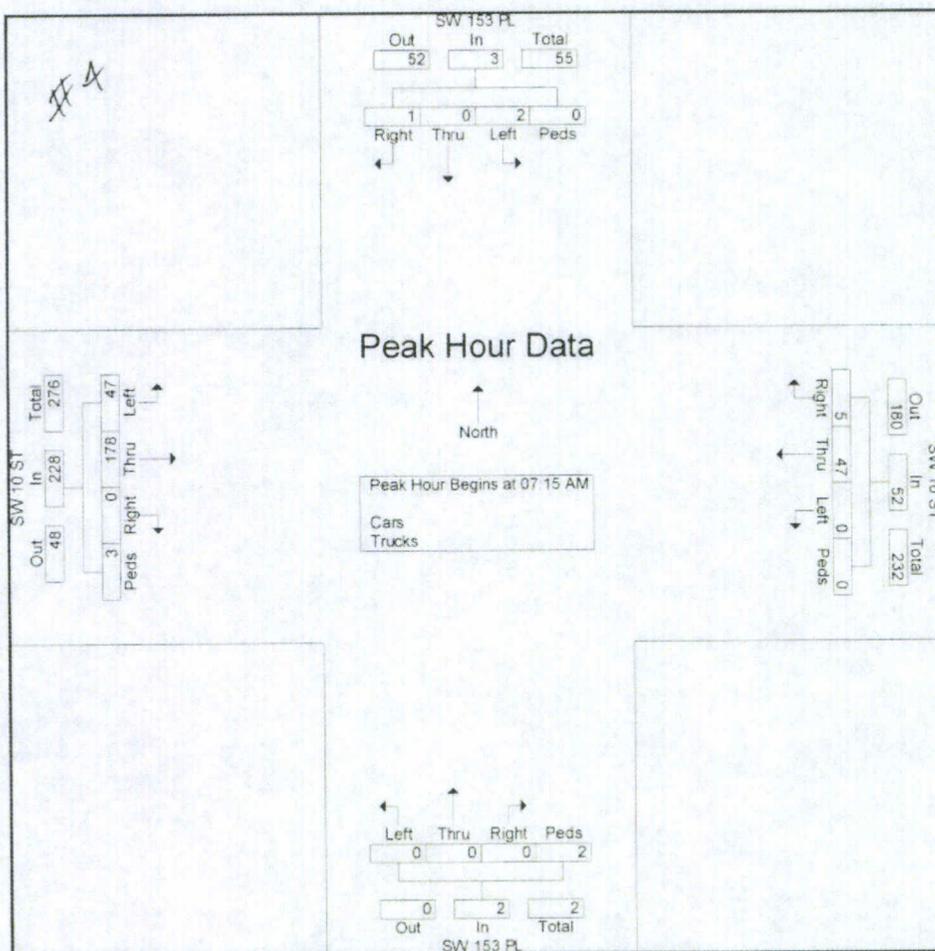




Richard Garcia & Associates, Inc.
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 Fax: 305-675-6474

File Name : SW 10 St_SW 153 Pl AM
 Site Code : 00000000
 Start Date : 10/10/2012
 Page No : 2

Start Time	SW 153 PL Southbound					SW 10 ST Westbound					SW 153 PL Northbound					SW 10 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 07:15 AM																						
07:15 AM	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0	0	0	43	15	2	60	74
07:30 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	1	1	1	0	40	9	0	49	62
07:45 AM	0	0	1	0	1	1	12	0	0	13	0	0	0	1	1	1	0	59	13	1	73	88
08:00 AM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	0	36	10	0	46	61
Total Volume	1	0	2	0	3	5	47	0	0	52	0	0	0	2	2	2	0	178	47	3	228	285
% App. Total	33.3	0	66.7	0		9.6	90.4	0	0		0	0	0	100		0	78.1	20.6	1.3			
PHF	.250	.000	.500	.000	.375	.417	.904	.000	.000	.929	.000	.000	.000	.500	.500	.000	.754	.783	.375	.781	.810	

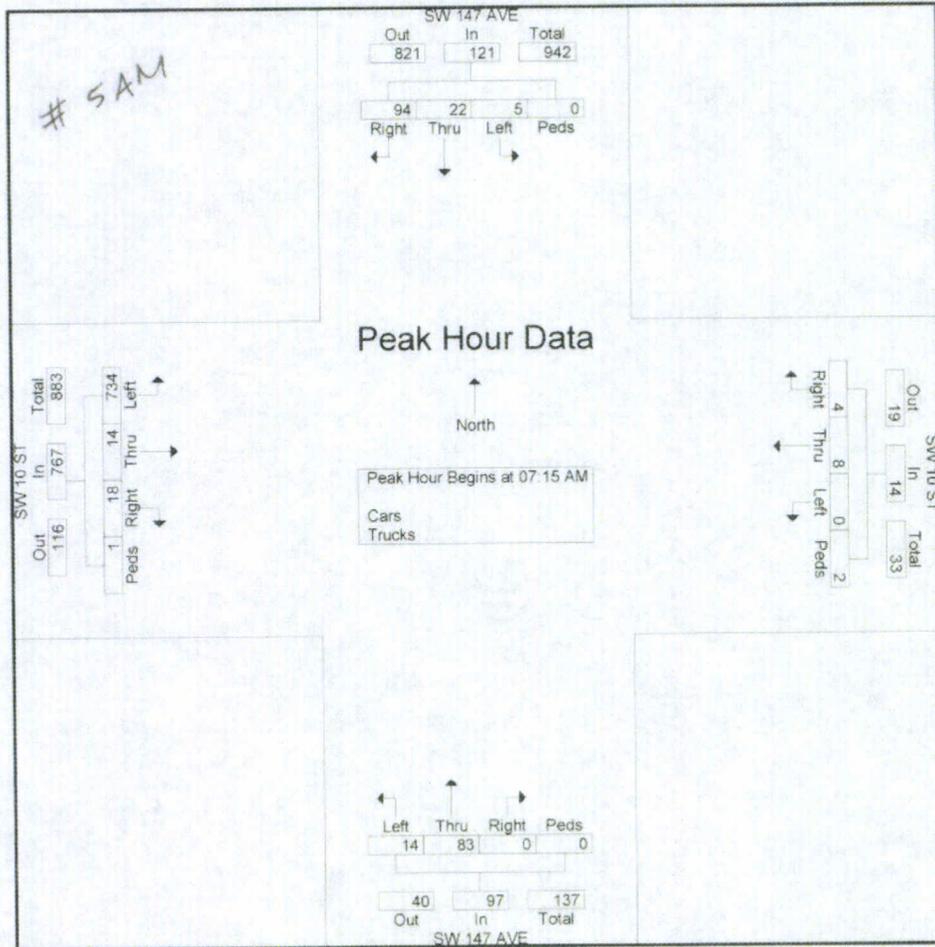




Richard Garcia & Associates, Inc.
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File Name : SW 10 St_SW 147 Ave AM
 Site Code : 00000000
 Start Date : 12/3/2013
 Page No : 2

Start Time	SW 147 AVE Southbound					SW 10 ST Westbound					SW 147 AVE Northbound					SW 10 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 07:15 AM																						
07:15 AM	20	5	0	0	25	0	0	0	0	0	0	17	3	0	20	7	3	188	0	198	243	
07:30 AM	16	5	1	0	22	1	1	0	0	2	0	28	3	0	31	3	4	187	0	194	249	
07:45 AM	24	6	2	0	32	1	4	0	0	5	0	21	2	0	23	4	5	178	0	187	247	
08:00 AM	34	6	2	0	42	2	3	0	2	7	0	17	6	0	23	4	2	181	1	188	260	
Total Volume	94	22	5	0	121	4	8	0	2	14	0	83	14	0	97	18	14	734	1	767	999	
% App. Total	77.7	18.2	4.1	0		28.6	57.1	0	14.3		0	85.6	14.4	0		2.3	1.8	95.7	0.1			
PHF	691	917	625	000	720	500	500	000	250	500	000	741	583	000	782	643	700	976	250	968	961	



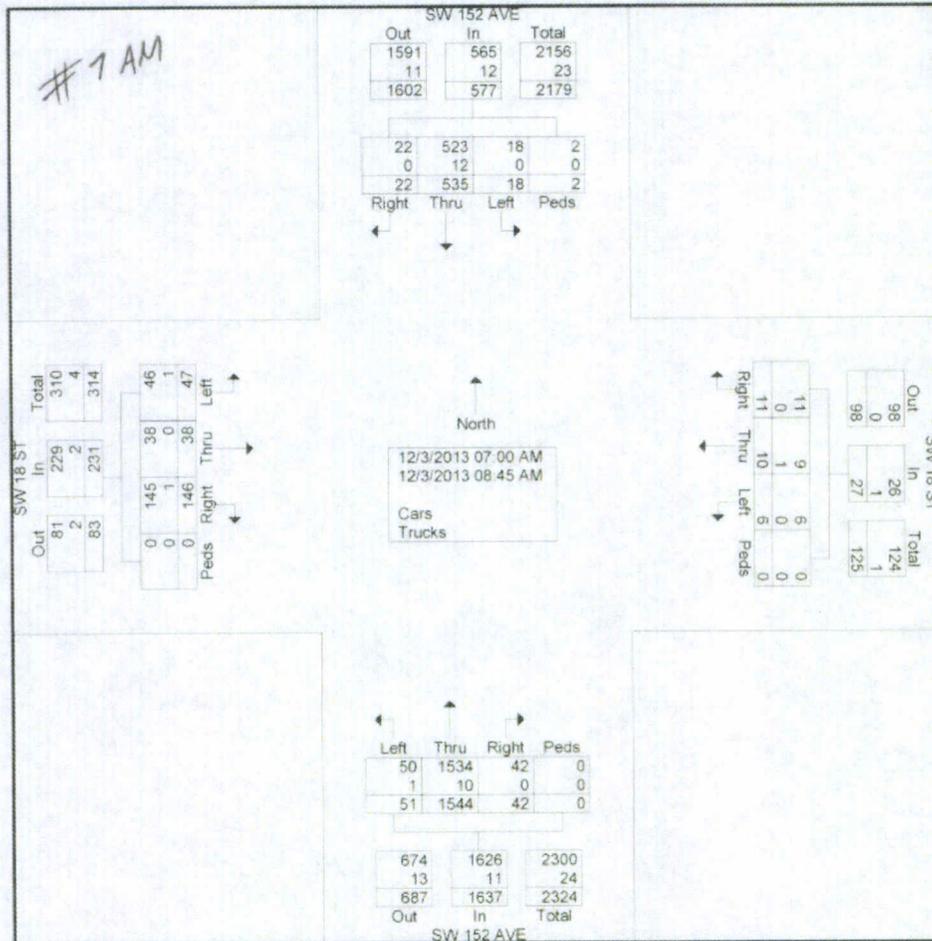


Richard Garcia & Associates, Inc.
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File Name : SW 18 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 12/3/2013
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 152 AVE Southbound					SW 18 ST Westbound					SW 152 AVE Northbound					SW 18 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	1	55	0	0	56	0	0	0	0	0	2	271	5	0	278	19	1	12	0	32	366
07:15 AM	2	60	1	0	63	2	0	0	0	2	6	271	2	0	279	16	4	8	0	28	372
07:30 AM	4	70	0	0	74	1	1	1	0	3	10	188	10	0	208	21	7	5	0	33	318
07:45 AM	1	66	7	0	74	2	1	2	0	5	8	174	4	0	186	13	10	5	0	28	293
Total	8	251	8	0	267	5	2	3	0	10	26	904	21	0	951	69	22	30	0	121	1349
08:00 AM	4	67	3	0	74	1	0	1	0	2	6	159	5	0	170	30	7	4	0	41	287
08:15 AM	4	85	2	0	91	1	5	0	0	6	3	162	10	0	175	17	6	5	0	28	300
08:30 AM	3	57	5	0	65	2	2	0	0	4	4	161	9	0	174	17	3	2	0	22	265
08:45 AM	3	75	0	2	80	2	1	2	0	5	3	158	6	0	167	13	0	6	0	19	271
Total	14	284	10	2	310	6	8	3	0	17	16	640	30	0	686	77	16	17	0	110	1123
Grand Total	22	535	18	2	577	11	10	6	0	27	42	1544	51	0	1637	146	38	47	0	231	2472
Apprch %	3.8	92.7	3.1	0.3		40.7	37	22.2	0		2.6	94.3	3.1	0		63.2	16.5	20.3	0		
Total %	0.9	21.6	0.7	0.1	23.3	0.4	0.4	0.2	0	1.1	1.7	62.5	2.1	0	66.2	5.9	1.5	1.9	0	9.3	
Cars	22	523	18	2	565	11	9	6	0	26	42	1534	98	0	99.3	99.3	100	97.9	0	99.1	98.9
% Cars	100	97.8	100	100	97.9	100	90	100	0	96.3	100	99.4	98	0	99.3	99.3	100	97.9	0	99.1	98.9
Trucks	0	12	0	0	12	0	1	0	0	1	0	10	1	0	11	1	0	1	0	2	26
% Trucks	0	2.2	0	0	2.1	0	10	0	0	3.7	0	0.6	2	0	0.7	0.7	0	2.1	0	0.9	1.1

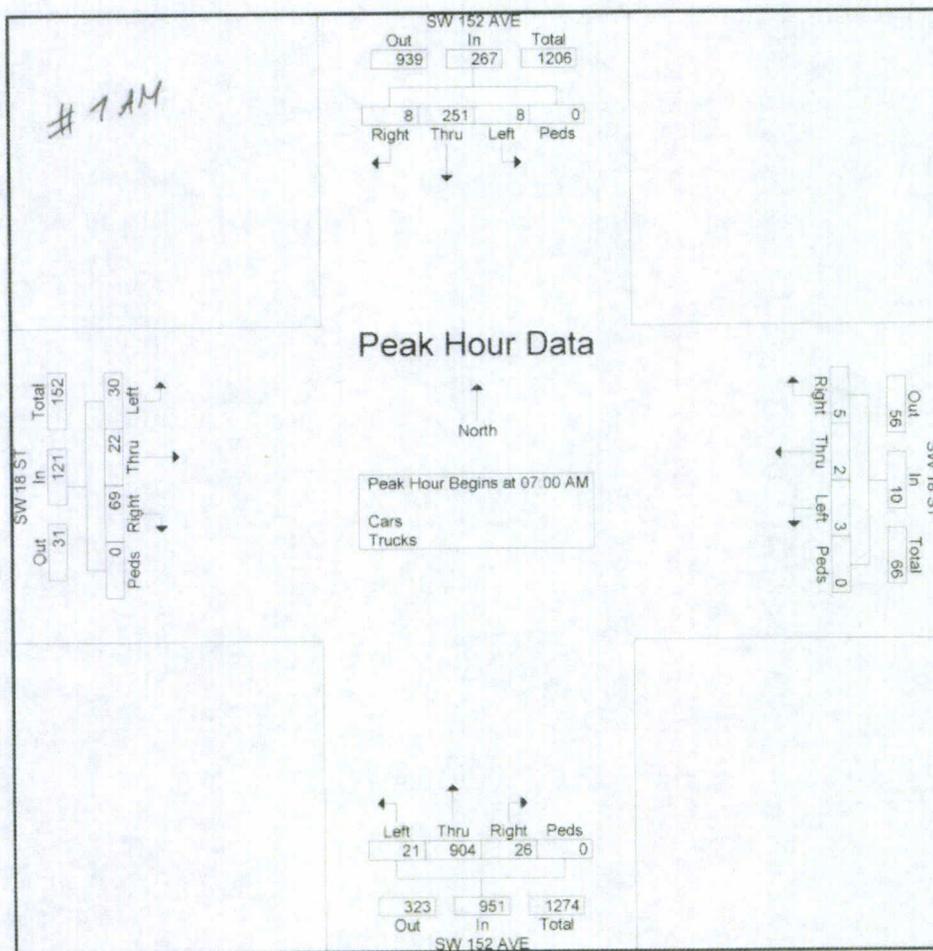




Richard Garcia & Associates, Inc.
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File Name : SW 18 St_SW 152 Ave AM
 Site Code : 00000000
 Start Date : 12/3/2013
 Page No : 2

Start Time	SW 152 AVE Southbound					SW 18 ST Westbound					SW 152 AVE Northbound					SW 18 ST Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	55	0	0	56	0	0	0	0	0	2	271	5	0	278	19	1	12	0	32	366
07:15 AM	2	60	1	0	63	2	0	0	0	2	6	271	2	0	279	16	4	8	0	28	372
07:30 AM	4	70	0	0	74	1	1	1	0	3	10	188	10	0	208	21	7	5	0	33	318
07:45 AM	1	66	7	0	74	2	1	2	0	5	8	174	4	0	186	13	10	5	0	28	293
Total Volume	8	251	8	0	267	5	2	3	0	10	26	904	21	0	951	69	22	30	0	121	1349
% App Total	3	94	3	0		50	20	30	0		2.7	95.1	2.2	0		57	18.2	24.8	0		
PHF	.500	.896	.286	.000	.902	.625	.500	.375	.000	.500	.650	.834	.525	.000	.852	.821	.550	.625	.000	.917	.907



**Appendix E: Level of Service (LOS) & AM Peak
Concurrency Analysis**



Richard Garcia & Associates, Inc.

E

TABLE: A7

Pinecrest Academy Tamiami Trail Campus
Approach 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 8 Street & SW 152 Avenue	Signalized	C	28.8	B	12.4	D	44.7	N/A	N/A	C	30.7
2	SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	B	11.6	N/A	N/A	A	0.9
3	SW 10 Street & SW 152 Avenue	Signalized	B	12.5	B	10.9	B	13.3	A	7.1	B	12.2
4	SW 10 Street & SW 153 Place	Two-Way Stop	A	1.8	A	0.0	N/A	N/A	A	9.3	A	1.6
5	SW 10 Street & SW 147 Avenue	All-Way Stop	F	58.8	A	8.5	A	9.2	A	9.9	E	47.4
6	SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	10.5	A	0.0	A	0.4	A	0.4
7	SW 18 Street & SW 152 Avenue	Signalized	B	15.7	B	14.0	A	7.9	A	0.7	A	7.2
Proposed AM Peak Hour Condition with 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 8 Street & SW 152 Avenue	Signalized	E	67.1	C	24.6	E	70.8	N/A	N/A	E	57.8
2	SW 8 Street & SW 153 Place	Two-Way Stop	A	0.0	A	0.0	D	32.8	N/A	N/A	A	7.7
3	SW 10 Street & SW 152 Avenue	Signalized	C	20.2	B	14.5	B	13.5	B	19.2	B	16.0
4	SW 10 Street & SW 153 Place	Two-Way Stop	A	7.9	A	0.0	N/A	N/A	F	91.5	D	26.9
		All-Way Stop	E	37.5	F	61.3	N/A	N/A	E	39.2	E	49.1
		Police Alt.	D	48.2	A	7.2	N/A	N/A	D	50.5	C	29.7
5	SW 10 Street & SW 147 Avenue	All-Way Stop	F	60.7	A	9.0	A	10.0	B	10.5	E	45.7
6	SW 10 Street & SW 157 Avenue	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	1.2	A	1.3
7	SW 18 Street & SW 152 Avenue	Signalized	B	16.8	B	15.9	A	9.0	A	0.7	A	7.9
8	Bus Exit Driveway & SW 153 Place	Two-Way Stop	N/A	N/A	B	11.8	A	0.0	A	0.0	A	0.3
9	Driveway 1 & SW 153 Place	Two-Way Stop	N/A	N/A	B	13.5	A	0.0	A	9.5	A	1.1
10	Driveway 2 & SW 153 Place *	Two-Way Stop	N/A	N/A	E	61.4	D	49.2	A	6.1	D	52.7

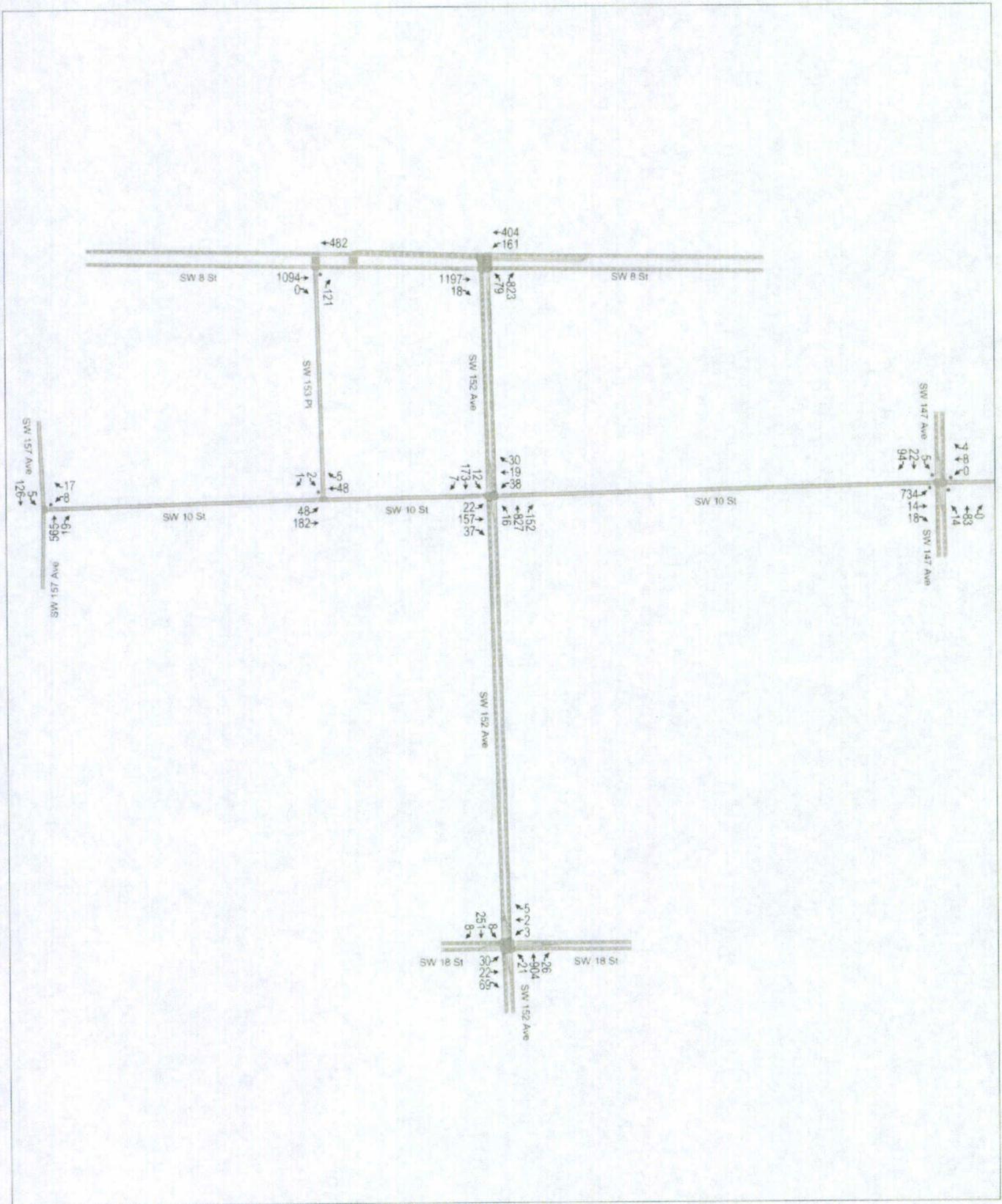
Existing condition LOS F

Recommended.

* Intersection controlled by traffic personnel/police.

Pinecrest Academy Tamiami Trail Campus

Existing AM Peak Hour Condition



HCM Signalized Intersection Capacity Analysis
1: SW 152 Ave & SW 8 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↔	↑↑	↔	↔
Volume (vph)	1197	18	161	404	79	823
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		5.5	4.0	4.6	4.6
Lane Util. Factor	0.95		0.97	0.95	1.00	0.95
Fr _t	1.00		1.00	1.00	0.88	0.85
Fl _t Protected	1.00		0.95	1.00	0.99	1.00
Satd. Flow (prot)	3531		3433	3539	1618	1504
Fl _t Permitted	1.00		0.95	1.00	0.99	1.00
Satd. Flow (perm)	3531		3433	3539	1618	1504
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1345	20	181	454	89	925
RTOR Reduction (vph)	1	0	0	0	154	13
Lane Group Flow (vph)	1364	0	181	454	361	486
Turn Type	NA		Prot	NA	NA	pt+ov
Protected Phases	2		1	Free!	8!	8 1
Permitted Phases						
Actuated Green, G (s)	49.8		13.4	105.8	26.8	44.8
Effective Green, g (s)	49.8		13.4	105.8	26.8	44.8
Actuated g/C Ratio	0.47		0.13	1.00	0.25	0.42
Clearance Time (s)	5.7		5.5		4.6	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	1662		434	3539	409	636
v/s Ratio Prot	c0.39		0.05	0.13	c0.22	c0.32
v/s Ratio Perm						
v/c Ratio	0.82		0.42	0.13	0.88	0.76
Uniform Delay, d ₁	24.1		42.6	0.0	38.0	26.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d ₂	4.7		0.7	0.1	19.6	5.4
Delay (s)	28.8		43.2	0.1	57.6	31.4
Level of Service	C		D	A	E	C
Approach Delay (s)	28.8			12.4	44.7	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	105.8	Sum of lost time (s)	15.8
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Timings
1: SW 152 Ave & SW 8 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus

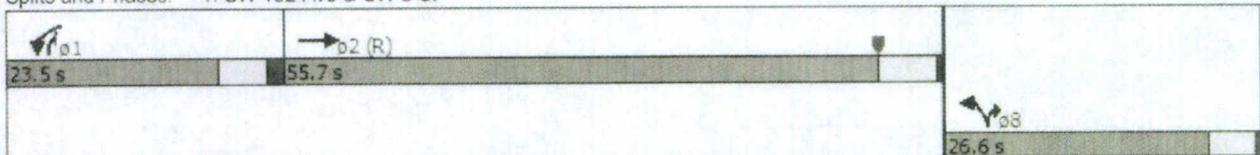


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖↖	↑↑	↘↘	↑
Volume (vph)	1197	161	404	79	823
Turn Type	NA	Prot	NA	NA	pt+ov
Protected Phases	2	1	Free!	8!	8 1
Permitted Phases					
Detector Phase	2	1		8	8 1
Switch Phase					
Minimum Initial (s)	4.0	4.0		4.0	
Minimum Split (s)	21.7	9.5		20.6	
Total Split (s)	55.7	23.5		26.6	
Total Split (%)	52.6%	22.2%		25.1%	
Yellow Time (s)	5.0	4.0		4.0	
All-Red Time (s)	0.7	1.5		0.6	
Lost Time Adjust (s)	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.5		4.6	
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		None	
Act Effect Green (s)	49.8	13.4	105.8	26.8	45.7
Actuated g/C Ratio	0.47	0.13	1.00	0.25	0.43
v/c Ratio	0.82	0.42	0.13	0.91	0.75
Control Delay	29.1	44.5	0.1	46.8	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	44.5	0.1	46.8	33.0
LOS	C	D	A	D	C
Approach Delay	29.1		12.7	40.0	
Approach LOS	C		B	D	

Intersection Summary

Cycle Length: 105.8
 Actuated Cycle Length: 105.8
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 29.3
 Intersection Capacity Utilization 76.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D
 ! Phase conflict between lane groups.

Splits and Phases: 1: SW 152 Ave & SW 8 St



Queues

1: SW 152 Ave & SW 8 St

Existing AM Peak Hour Condition

Pinecrest Academy Tamiami Trail Campus



Lane Group	EBT	WBL	WBT	NBL	NER
Lane Group Flow (vph)	1365	181	454	515	499
v/c Ratio	0.82	0.42	0.13	0.91	0.75
Control Delay	29.1	44.5	0.1	46.8	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	44.5	0.1	46.8	33.0
Queue Length 50th (ft)	389	59	0	224	291
Queue Length 95th (ft)	491	87	0	#453	418
Internal Link Dist (ft)	698		1567	1285	
Turn Bay Length (ft)		520			
Base Capacity (vph)	1683	584	3539	563	727
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.31	0.13	0.91	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis
2: SW 153 PI & SW 8 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	1094	0	0	482	0	121
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1176	0	0	518	0	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised		Raised			
Median storage (veh)	2		2			
Upstream signal (ft)			999			
pX, platoon unblocked						
vC, conflicting volume			1176		1435	588
vC1, stage 1 conf vol					1176	
vC2, stage 2 conf vol					259	
vCu, unblocked vol			1176		1435	588
tC, single (s)			4.1		6.8	*4.5
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	81
cM capacity (veh/h)			589		245	674

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	784	392	259	259	130
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	130
cSH	1700	1700	1700	1700	674
Volume to Capacity	0.46	0.23	0.15	0.15	0.19
Queue Length 95th (ft)	0	0	0	0	18
Control Delay (s)	0.0	0.0	0.0	0.0	11.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.6
Approach LOS					B

Intersection Summary			
Average Delay			0.8
Intersection Capacity Utilization	44.4%		ICU Level of Service A
Analysis Period (min)			15

* User Entered Value

HCM 2010 Signalized Intersection Summary
3: SW 152 Ave & SW 10 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (veh/h)	22	157	37	38	19	30	16	827	152	12	173	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Cap, veh/h	146	275	62	261	121	116	651	1146	211	343	1313	54
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.75	0.75	0.01	0.37	0.37
Sat Flow, veh/h	106	1356	306	481	598	574	1774	3063	563	1774	3554	146
Grp Volume(v), veh/h	243	0	0	98	0	0	18	565	535	13	101	101
Grp Sat Flow(s),veh/h/ln	1768	0	0	1653	0	0	1774	1863	1763	1774	1863	1837
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	0.2	6.2	6.2	0.1	1.2	1.2
Cycle Q Clear(g_c), s	4.0	0.0	0.0	1.5	0.0	0.0	0.2	6.2	6.2	0.1	1.2	1.2
Prop In Lane	0.10		0.17	0.44		0.35	1.00		0.32	1.00		0.08
Lane Grp Cap(c), veh/h	484	0	0	499	0	0	651	697	660	343	688	679
V/C Ratio(X)	0.50	0.00	0.00	0.20	0.00	0.00	0.03	0.81	0.81	0.04	0.15	0.15
Avail Cap(c_a), veh/h	1499	0	0	1317	0	0	1008	1758	1664	709	1758	1734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	11.7	0.0	0.0	10.7	0.0	0.0	5.8	3.3	3.3	6.7	6.7	6.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.0	0.0	9.9	10.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.5	0.0	0.0	0.6	0.0	0.0	0.1	2.8	2.7	0.0	0.5	0.5
Lane Grp Delay (d), s/veh	12.5	0.0	0.0	10.9	0.0	0.0	5.9	13.1	13.7	6.7	7.1	7.1
Lane Grp LOS	B			B			A	B	B	A	A	A
Approach Vol, veh/h		243			98			1118			215	
Approach Delay, s/veh		12.5			10.9			13.3			7.1	
Approach LOS		B			B			B			A	
Timer												
Assigned Phs		4			8		5	2		1	6	
Phs Duration (G+Y+Rc), s		11.5			11.5		4.6	15.9		4.4	15.7	
Change Period (Y+Rc), s		5.0			5.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s		25.0			25.0		7.0	30.0		7.0	30.0	
Max Q Clear Time (g_c+1), s		6.0			3.5		2.2	8.2		2.1	3.2	
Green Ext Time (p_c), s		0.8			0.8		0.0	3.7		0.0	3.8	
Intersection Summary												
HCM 2010 Ctrl Delay				12.2								
HCM 2010 LOS				B								
Notes												

Timings
3: SW 152 Ave & SW 10 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕↗	↗	↕↗
Volume (vph)	22	157	38	19	16	827	12	173
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	8.0	20.5	8.0	20.5
Total Split (s)	30.0	30.0	30.0	30.0	11.0	34.0	11.0	34.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	14.7%	45.3%	14.7%	45.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.0	1.0	0.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		15.1		15.1	50.2	48.9	50.1	48.8
Actuated g/C Ratio		0.20		0.20	0.67	0.65	0.67	0.65
v/c Ratio		0.67		0.36	0.02	0.49	0.04	0.09
Control Delay		34.5		20.4	5.4	8.9	5.6	6.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		34.5		20.4	5.4	8.9	5.6	6.5
LOS		C		C	A	A	A	A
Approach Delay		34.5		20.4		8.9		6.4
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 8 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3: SW 152 Ave & SW 10 St

↙ σ1 11 s	↑ σ2 (R) 34 s	→ σ4 30 s
↖ σ5 11 s	↓ σ6 (R) 34 s	← σ8 30 s

Queues

3: SW 152 Ave & SW 10 St

Existing AM Peak Hour Condition

Pinecrest Academy Tamiami Trail Campus

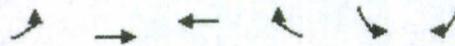


Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	243	98	18	1100	13	202
v/c Ratio	0.67	0.36	0.02	0.49	0.04	0.09
Control Delay	34.5	20.4	5.4	8.9	5.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	20.4	5.4	8.9	5.6	6.5
Queue Length 50th (ft)	98	25	2	102	2	13
Queue Length 95th (ft)	152	59	10	256	8	43
Internal Link Dist (ft)	915	2559		2547		1285
Turn Bay Length (ft)			65		140	
Base Capacity (vph)	593	428	835	2265	384	2293
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.23	0.02	0.49	0.03	0.09

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
4: SW 10 St & SW 153 PI

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	48	182	48	5	2	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	59	225	59	6	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			995			
pX, platoon unblocked						
vC, conflicting volume	65				406	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65				406	62
tC, single (s)	4.1				*4.0	*4.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	1537				759	1042

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	284	65	4
Volume Left	59	0	2
Volume Right	0	6	1
cSH	1537	1700	835
Volume to Capacity	0.04	0.04	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	1.8	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	1.8	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		28.9%	ICU Level of Service
Analysis Period (min)		15	A

* User Entered Value

HCM 2010 AWSC
5: SW 147 Ave & SW 10 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus

Intersection												
Intersection Delay, s/veh	47.4											
Intersection LOS	E											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	734	14	18	0	8	4	14	83	0	5	22	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	765	15	19	0	8	4	15	86	0	5	23	98
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	58.8	8.5	9.2	9.9
HCM LOS	F	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	96%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	2%	67%	0%	100%	7%
Vol Right, %	0%	0%	0%	2%	33%	0%	0%	93%
Sign Control	Stop							
Traffic Vol by Lane	14	42	42	766	12	5	15	101
LT Vol	0	42	42	14	8	0	15	7
Through Vol	0	0	0	18	4	0	0	94
RT Vol	14	0	0	734	0	5	0	0
Lane Flow Rate	15	43	43	798	12	5	15	106
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.029	0.08	0.059	1	0.02	0.01	0.028	0.175
Departure Headway (Hd)	7.17	6.672	4.941	5.605	5.641	7.117	6.618	5.971
Convergence, Y/N	Yes							
Cap	501	538	726	646	630	504	543	603
Service Time	4.894	4.395	2.665	3.362	3.42	4.838	4.339	3.691
HCM Lane V/C Ratio	0.03	0.08	0.059	1.235	0.019	0.01	0.028	0.176
HCM Control Delay	10.1	10	8	58.8	8.5	9.9	9.5	10
HCM Lane LOS	B	A	A	F	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	15.4	0.1	0	0.1	0.6

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Unsignalized Intersection Capacity Analysis
6: SW 157 Ave & SW 10 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Volume (veh/h)	8	17	565	19	5	126
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	18	601	20	5	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	756	611			621	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	756	611			621	
tC, single (s)	*4.0	*4.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			99	
cM capacity (veh/h)	621	720			959	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	27	621	139
Volume Left	9	0	5
Volume Right	18	20	0
cSH	685	1700	959
Volume to Capacity	0.04	0.37	0.01
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.5	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		40.9%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

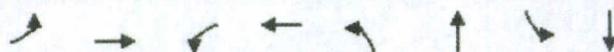
HCM 2010 Signalized Intersection Summary
7: SW 152 Ave & SW 18 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	22	69	3	2	5	21	904	26	8	251	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	346	174	148	281	174	148	789	1806	53	407	1751	57
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.50	0.50	0.02	0.98	0.98
Sat Flow, veh/h	1403	1863	1583	1290	1863	1583	1774	3602	105	1774	3588	117
Grp Volume(v), veh/h	33	24	76	3	2	5	23	514	508	9	143	142
Grp Sat Flow(s), veh/h/ln	1403	1863	1583	1290	1863	1583	1774	1863	1844	1774	1863	1842
Q Serve(g_s), s	0.7	0.4	1.5	0.1	0.0	0.1	0.2	6.2	6.2	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.8	0.4	1.5	1.6	0.0	0.1	0.2	6.2	6.2	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	346	174	148	281	174	148	789	934	925	407	909	899
V/C Ratio(X)	0.10	0.14	0.51	0.01	0.01	0.03	0.03	0.55	0.55	0.02	0.16	0.16
Avail Cap(c_a), veh/h	1282	1417	1204	1141	1417	1204	1126	1700	1683	768	1700	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	13.7	14.2	14.9	13.5	13.5	3.8	5.6	5.6	4.6	0.2	0.2
Incr Delay (d2), s/veh	0.1	0.4	2.7	0.0	0.0	0.1	0.0	2.3	2.3	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.2	0.6	0.0	0.0	0.0	0.0	2.2	2.2	0.0	0.1	0.1
Lane Grp Delay (d), s/veh	14.0	14.0	16.9	15.0	13.5	13.6	3.8	8.0	8.0	4.7	0.6	0.6
Lane Grp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		133			10			1045			294	
Approach Delay, s/veh		15.7			14.0			7.9			0.7	
Approach LOS		B			B			A			A	
Timer												
Assigned Phs		4			8		5	2		1		6
Phs Duration (G+Y+Rc), s		8.1			8.1		3.8	21.5		3.3		21.0
Change Period (Y+Rc), s		5.0			5.0		3.0	5.0		3.0		5.0
Max Green Setting (Gmax), s		25.0			25.0		7.0	30.0		7.0		30.0
Max Q Clear Time (g_c+I1), s		3.5			3.6		2.2	8.2		2.1		2.1
Green Ext Time (p_c), s		0.6			0.6		0.0	8.2		0.0		9.0
Intersection Summary												
HCM 2010 Ctrl Delay					7.2							
HCM 2010 LOS					A							
Notes												

Timings
7: SW 152 Ave & SW 18 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



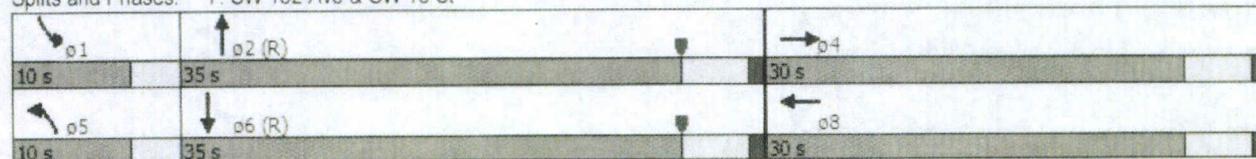
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↗	↙	↕↗	↙	↕↗	↙	↕↗
Volume (vph)	30	22	3	2	21	904	8	251
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	26.5	26.5	21.0	21.0	8.0	21.0	8.0	21.0
Total Split (s)	30.0	30.0	30.0	30.0	10.0	35.0	10.0	35.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	13.3%	46.7%	13.3%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)	7.4	7.4	7.4	7.4	61.2	59.0	60.4	57.2
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.82	0.79	0.81	0.76
v/c Ratio	0.24	0.27	0.02	0.01	0.03	0.37	0.02	0.11
Control Delay	34.8	13.5	29.7	0.0	2.0	4.3	1.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	13.5	29.7	0.0	2.0	4.3	1.6	2.9
LOS	C	B	C	A	A	A	A	A
Approach Delay		18.8		8.9		4.2		2.9
Approach LOS		B		A		A		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 31 (41%), Referenced to phase 2 NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 42.5%
 Analysis Period (min) 15

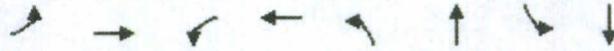
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 7: SW 152 Ave & SW 18 St



Queues
7: SW 152 Ave & SW 18 St

Existing AM Peak Hour Condition
Pinecrest Academy Tamiami Trail Campus



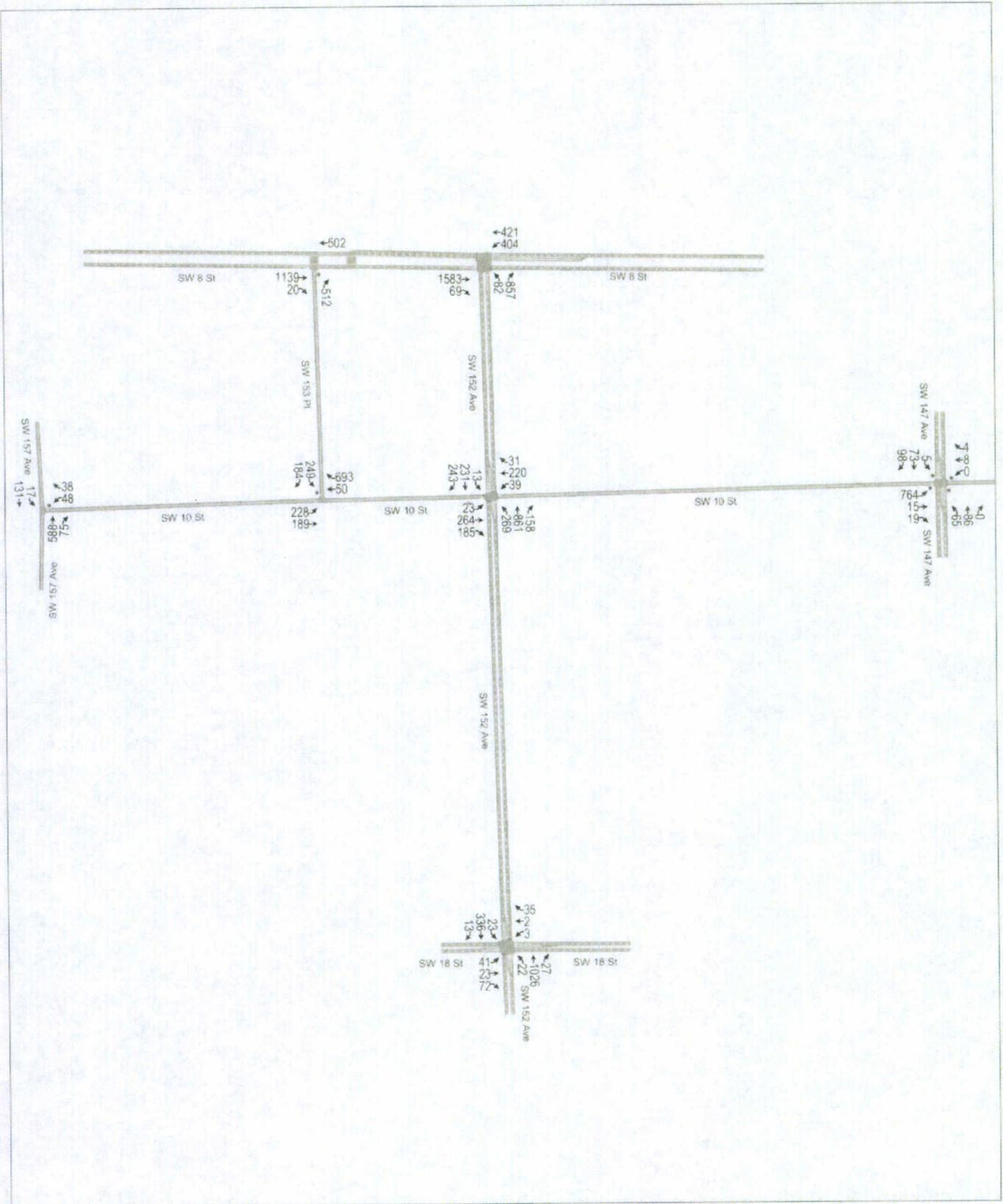
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	100	3	7	23	1022	9	285
v/c Ratio	0.24	0.27	0.02	0.01	0.03	0.37	0.02	0.11
Control Delay	34.8	13.5	29.7	0.0	2.0	4.3	1.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	13.5	29.7	0.0	2.0	4.3	1.6	2.9
Queue Length 50th (ft)	15	5	1	0	2	58	1	9
Queue Length 95th (ft)	39	26	9	0	6	158	m2	26
Internal Link Dist (ft)		312		648		314		2547
Turn Bay Length (ft)	75		155		70		100	
Base Capacity (vph)	467	1096	427	1212	927	2773	522	2685
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.09	0.01	0.01	0.02	0.37	0.02	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Pinecrest Academy Tamiami Trail Campus

Proposed AM Peak Hour w/ Project



HCM Signalized Intersection Capacity Analysis
1: SW 152 Ave & SW 8 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↔	↑↑	↔	↔
Volume (vph)	1583	69	404	421	82	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		5.5	4.0	4.6	4.6
Lane Util. Factor	0.95		0.97	0.95	1.00	0.95
Frt	0.99		1.00	1.00	0.88	0.85
Fit Protected	1.00		0.95	1.00	0.99	1.00
Satd. Flow (prot)	3517		3433	3539	1617	1504
Fit Permitted	1.00		0.95	1.00	0.99	1.00
Satd. Flow (perm)	3517		3433	3539	1617	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1721	75	439	458	89	932
RTOR Reduction (vph)	3	0	0	0	164	4
Lane Group Flow (vph)	1793	0	439	458	354	499
Turn Type	NA		Prot	NA	NA	pt+ov
Protected Phases	2		1	Free!	8!	8 1
Permitted Phases						
Actuated Green, G (s)	50.9		17.1	105.8	22.0	43.7
Effective Green, g (s)	50.9		17.1	105.8	22.0	43.7
Actuated g/C Ratio	0.48		0.16	1.00	0.21	0.41
Clearance Time (s)	5.7		5.5		4.6	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	1692		554	3539	336	621
v/s Ratio Prot	c0.51		0.13	0.13	c0.22	c0.33
v/s Ratio Perm						
v/c Ratio	1.06		0.79	0.13	1.05	0.80
Uniform Delay, d1	27.4		42.6	0.0	41.9	27.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	39.6		7.6	0.1	63.9	7.4
Delay (s)	67.1		50.3	0.1	105.8	34.7
Level of Service	E		D	A	F	C
Approach Delay (s)	67.1			24.6	70.8	
Approach LOS	E			C	E	

Intersection Summary

HCM 2000 Control Delay	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	105.8	Sum of lost time (s)	15.8
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

- ! Phase conflict between lane groups.
- c Critical Lane Group

Timings
1: SW 152 Ave & SW 8 St

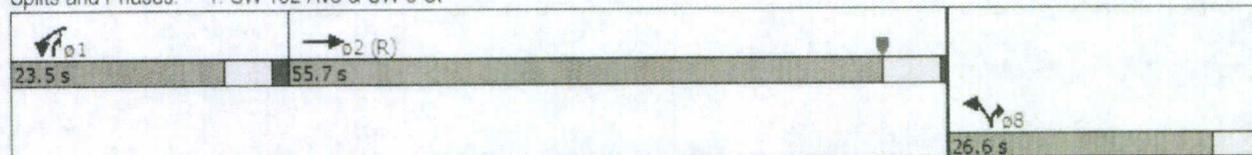
Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑
Volume (vph)	1583	404	421	82	857
Turn Type	NA	Prot	NA	NA	pt+ov
Protected Phases	2	1	Free!	8!	8 1
Permitted Phases					
Detector Phase	2	1		8	8 1
Switch Phase					
Minimum Initial (s)	4.0	4.0		4.0	
Minimum Split (s)	21.7	9.5		20.6	
Total Split (s)	55.7	23.5		26.6	
Total Split (%)	52.6%	22.2%		25.1%	
Yellow Time (s)	5.0	4.0		4.0	
All-Red Time (s)	0.7	1.5		0.6	
Lost Time Adjust (s)	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.5		4.6	
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	Min		None	
Act Effect Green (s)	50.9	17.1	105.8	22.0	44.6
Actuated g/C Ratio	0.48	0.16	1.00	0.21	0.42
v/c Ratio	1.06	0.79	0.13	1.04	0.79
Control Delay	68.0	53.6	0.1	75.7	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	53.6	0.1	75.7	36.4
LOS	E	D	A	E	D
Approach Delay	68.0		26.3	56.3	
Approach LOS	E		C	E	

Intersection Summary

Cycle Length: 105.8
 Actuated Cycle Length: 105.8
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 54.7
 Intersection Capacity Utilization 91.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F
 ! Phase conflict between lane groups.

Splits and Phases: 1: SW 152 Ave & SW 8 St



Queues
1: SW 152 Ave & SW 8 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1796	439	458	518	503
v/c Ratio	1.06	0.79	0.13	1.04	0.79
Control Delay	68.0	53.6	0.1	75.7	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	53.6	0.1	75.7	36.4
Queue Length 50th (ft)	-717	147	0	-259	295
Queue Length 95th (ft)	#859	202	0	#467	444
Internal Link Dist (ft)	698		1567	1285	
Turn Bay Length (ft)		520			
Base Capacity (vph)	1694	584	3539	500	650
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.75	0.13	1.04	0.77

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis
 2: SW 153 PI & SW 8 St

Proposed AM Peak Hour w/ Project
 Pinecrest Academy Tamiami Trail Campus



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Volume (veh/h)	1139	20	0	502	0	512
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1225	22	0	540	0	551
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh	2			2		
Upstream signal (ft)				999		
pX, platoon unblocked						
vC, conflicting volume			1246		1505	623
vC1, stage 1 conf vol					1235	
vC2, stage 2 conf vol					270	
vCu, unblocked vol			1246		1505	623
tC, single (s)			4.1		6.8	*4.5
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	16
cM capacity (veh/h)			554		228	654

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	816	430	270	270	551
Volume Left	0	0	0	0	0
Volume Right	0	22	0	0	551
cSH	1700	1700	1700	1700	654
Volume to Capacity	0.48	0.25	0.16	0.16	0.84
Queue Length 95th (ft)	0	0	0	0	232
Control Delay (s)	0.0	0.0	0.0	0.0	32.8
Lane LOS					D
Approach Delay (s)	0.0		0.0		32.8
Approach LOS					D

Intersection Summary			
Average Delay		7.7	
Intersection Capacity Utilization		70.5%	ICU Level of Service C
Analysis Period (min)		15	

* User Entered Value

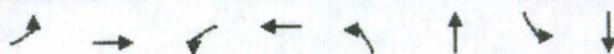
HCM 2010 Signalized Intersection Summary
 3: SW 152 Ave & SW 10 St

Proposed AM Peak Hour w/ Project
 Pinecrest Academy Tamiami Trail Campus

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	↘
Volume (veh/h)	23	264	185	39	220	31	269	861	158	13	231	243
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Cap, veh/h	83	356	238	116	467	61	471	1202	221	260	520	442
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.26	0.78	0.78	0.01	0.28	0.28
Sat Flow, veh/h	40	1004	672	115	1316	172	1774	3063	563	1774	1863	1583
Grp Volume(v), veh/h	531	0	0	326	0	0	302	588	557	15	260	273
Grp Sat Flow(s),veh/h/ln	1716	0	0	1603	0	0	1774	1863	1763	1774	1863	1583
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	5.3	10.0	10.1	0.3	6.4	8.2
Cycle Q Clear(g_c), s	15.7	0.0	0.0	7.7	0.0	0.0	5.3	10.0	10.1	0.3	6.4	8.2
Prop In Lane	0.05		0.39	0.13		0.11	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	678	0	0	643	0	0	471	731	692	260	520	442
V/C Ratio(X)	0.78	0.00	0.00	0.51	0.00	0.00	0.64	0.80	0.81	0.06	0.50	0.62
Avail Cap(c_a), veh/h	851	0	0	808	0	0	471	1023	968	461	1023	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	16.4	0.0	0.0	13.8	0.0	0.0	8.6	4.6	4.7	13.9	16.5	17.1
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.6	0.0	0.0	2.9	9.1	9.7	0.0	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.8	0.0	0.0	3.3	0.0	0.0	1.7	3.6	3.5	0.1	3.0	3.4
Lane Grp Delay (d), s/veh	20.2	0.0	0.0	14.5	0.0	0.0	11.5	13.8	14.3	13.9	18.3	20.5
Lane Grp LOS	C			B			B	B	B	B	B	C
Approach Vol, veh/h		531			326			1447			548	
Approach Delay, s/veh		20.2			14.5			13.5			19.2	
Approach LOS		C			B			B			B	
Timer												
Assigned Phs		4			8		5	2		1	6	
Phs Duration (G+Y+Rc), s		24.4			24.4		11.0	25.4		4.8	19.3	
Change Period (Y+Rc), s		5.0			5.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s		25.0			25.0		7.0	30.0		7.0	30.0	
Max Q Clear Time (g_c+I1), s		17.7			9.7		7.3	12.1		2.3	10.2	
Green Ext Time (p_c), s		1.7			2.2		0.0	4.9		0.0	5.1	
Intersection Summary												
HCM 2010 Ctrl Delay					16.0							
HCM 2010 LOS					B							
Notes												

Timings
3: SW 152 Ave & SW 10 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Volume (vph)	23	264	39	220	269	861	13	231
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	8.0	20.5	8.0	20.5
Total Split (s)	30.0	30.0	30.0	30.0	11.0	34.0	11.0	34.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	14.7%	45.3%	14.7%	45.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.0	1.0	0.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		25.2		25.2	40.1	38.7	34.6	28.8
Actuated g/C Ratio		0.34		0.34	0.53	0.52	0.46	0.38
v/c Ratio		0.87		0.63	0.66	0.64	0.06	0.38
Control Delay		38.8		26.2	19.7	15.9	9.1	8.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		38.8		26.2	19.7	15.9	9.1	8.8
LOS		D		C	B	B	A	A
Approach Delay		38.8		26.2		16.7		8.8
Approach LOS		D		C		B		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 8 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 3: SW 152 Ave & SW 10 St

↙ φ1	↑ φ2 (R)	→ φ4
11 s	34 s	30 s
↙ φ5	↓ φ6 (R)	← φ8
11 s	34 s	30 s

Queues
3: SW 152 Ave & SW 10 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	531	326	302	1145	15	533
v/c Ratio	0.87	0.63	0.66	0.64	0.06	0.38
Control Delay	38.8	26.2	19.7	15.9	9.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	26.2	19.7	15.9	9.1	8.8
Queue Length 50th (ft)	189	110	83	197	4	45
Queue Length 95th (ft)	#387	205	#130	306	11	71
Internal Link Dist (ft)	915	2559		2547		1285
Turn Bay Length (ft)			65		140	
Base Capacity (vph)	630	542	456	1799	286	1502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.60	0.66	0.64	0.05	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis
4: SW 10 St & SW 153 PI

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	
Volume (veh/h)	228	189	50	693	249	184
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	248	205	54	753	271	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
		None	None			
Median storage veh						
Upstream signal (ft)						
			995			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	808				1132	431
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	792				1124	407
tC, single (s)	4.1				*4.0	*4.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	70				18	75
cM capacity (veh/h)	819				331	813

Direction Lane #	EB 1	WB 1	SB 1
Volume Total	453	808	471
Volume Left	248	0	271
Volume Right	0	753	200
cSH	819	1700	442
Volume to Capacity	0.30	0.48	1.06
Queue Length 95th (ft)	32	0	379
Control Delay (s)	7.9	0.0	91.5
Lane LOS	A		F
Approach Delay (s)	7.9	0.0	91.5
Approach LOS			F

Intersection Summary			
Average Delay		26.9	
Intersection Capacity Utilization		103.1%	ICU Level of Service G
Analysis Period (min)		15	

* User Entered Value

HCM 2010 AWSC
4: SW 10 St & SW 153 PI

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus

Intersection						
Intersection Delay, s/veh	49.1					
Intersection LOS	E					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	228	189	50	693	249	184
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	248	205	54	753	271	200
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	37.5	61.3	39.2
HCM LOS	E	F	E

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	0%	58%
Vol Thru, %	45%	7%	0%
Vol Right, %	0%	93%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	417	743	433
LT Vol	189	50	0
Through Vol	0	693	184
RT Vol	228	0	249
Lane Flow Rate	453	808	471
Geometry Grp	1	1	1
Degree of Util (X)	0.852	1	0.869
Departure Headway (Hd)	6.77	5.984	6.648
Convergence, Y/N	Yes	Yes	Yes
Cap	535	606	546
Service Time	4.817	4.064	4.682
HCM Lane V/C Ratio	0.847	1.333	0.863
HCM Control Delay	37.5	61.3	39.2
HCM Lane LOS	E	F	E
HCM 95th-tile Q	9	14.9	9.6

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
 4: SW 10 St & SW 153 PI

Proposed AM Peak Hour w/ Project
 Pinecrest Academy Tamiami Trail Campus



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	→		←	→
Volume (vph)	228	189	50	693	249	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		2.0	
Lane Util. Factor		1.00	1.00		1.00	
Fr _t		1.00	0.87		0.94	
Fit Protected		0.97	1.00		0.97	
Satd. Flow (prot)		1849	1661		1741	
Fit Permitted		0.36	1.00		0.97	
Satd. Flow (perm)		684	1661		1741	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	248	205	54	753	271	200
RTOR Reduction (vph)	0	0	244	0	38	0
Lane Group Flow (vph)	0	453	563	0	433	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	NA		NA	
Protected Phases		2	6		4	
Permitted Phases	2					
Actuated Green, G (s)		47.3	47.3		18.7	
Effective Green, g (s)		47.3	47.3		18.7	
Actuated g/C Ratio		0.68	0.68		0.27	
Clearance Time (s)		2.0	2.0		2.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		462	1122		465	
v/s Ratio Prot			0.34		c0.25	
v/s Ratio Perm		c0.66				
v/c Ratio		0.98	0.50		0.93	
Uniform Delay, d1		10.9	5.6		25.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		37.3	1.6		25.5	
Delay (s)		48.2	7.2		50.5	
Level of Service		D	A		D	
Approach Delay (s)		48.2	7.2		50.5	
Approach LOS		D	A		D	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

* DUMMY SIGNAL - POLICE ALTERNATIVE

Timings
4: SW 10 St & SW 153 PI

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



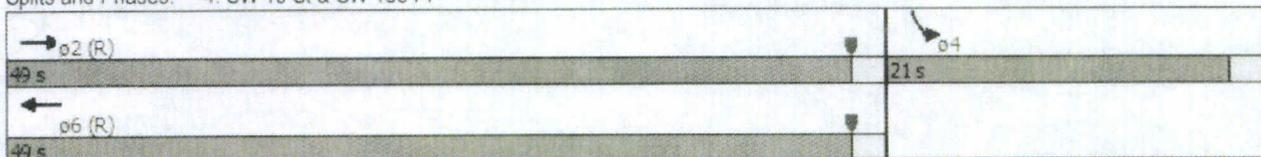
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations		↖	↗	↘
Volume (vph)	228	189	50	249
Turn Type	Perm	NA	NA	NA
Protected Phases		2	6	4
Permitted Phases	2			
Detector Phase	2	2	6	4
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	49.0	49.0	49.0	21.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		2.0	2.0	2.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	None
Act Effct Green (s)		47.3	47.3	18.7
Actuated g/C Ratio		0.68	0.68	0.27
v/c Ratio		0.98	0.59	0.94
Control Delay		53.4	2.6	51.9
Queue Delay		0.0	0.0	0.0
Total Delay		53.4	2.6	51.9
LOS		D	A	D
Approach Delay		53.4	2.6	51.9
Approach LOS		D	A	D

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 29.3
 Intersection Capacity Utilization 103.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 4: SW 10 St & SW 153 PI



* DUMMY SIGNAL - POLICE ALTERNATIVE

Queues
4: SW 10 St & SW 153 PI

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	453	807	471
v/c Ratio	0.98	0.59	0.94
Control Delay	53.4	2.6	51.9
Queue Delay	0.0	0.0	0.0
Total Delay	53.4	2.6	51.9
Queue Length 50th (ft)	159	7	177
Queue Length 95th (ft)	#371	39	#351
Internal Link Dist (ft)	1563	915	1315
Turn Bay Length (ft)			
Base Capacity (vph)	462	1366	510
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.98	0.59	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 AWSC
5: SW 147 Ave & SW 10 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus

Intersection												
Intersection Delay, s/veh	45.7											
Intersection LOS	E											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	764	15	19	0	8	4	65	86	0	5	73	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	796	16	20	0	8	4	68	90	0	5	76	102
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	60.7	9	10	10.5
HCM LOS	F	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	96%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	2%	67%	0%	100%	20%
Vol Right, %	0%	0%	0%	2%	33%	0%	0%	80%
Sign Control	Stop							
Traffic Vol by Lane	65	43	43	798	12	5	49	122
LT Vol	0	43	43	15	8	0	49	24
Through Vol	0	0	0	19	4	0	0	98
RT Vol	65	0	0	764	0	5	0	0
Lane Flow Rate	68	45	45	831	12	5	51	127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.137	0.084	0.063	1	0.022	0.01	0.095	0.219
Departure Headway (Hd)	7.28	6.781	5.051	5.93	6.2	7.235	6.736	6.177
Convergence, Y/N	Yes							
Cap	493	529	709	615	581	496	533	582
Service Time	5.014	4.515	2.785	3.713	3.9	4.965	4.467	3.907
HCM Lane V/C Ratio	0.138	0.085	0.063	1.351	0.021	0.01	0.096	0.218
HCM Control Delay	11.2	10.1	8.1	60.7	9	10	10.2	10.6
HCM Lane LOS	B	B	A	F	A	A	B	B
HCM 95th-tile Q	0.5	0.3	0.2	15	0.1	0	0.3	0.8

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Unsignalized Intersection Capacity Analysis
6: SW 157 Ave & SW 10 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Volume (veh/h)	48	38	588	75	17	131
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	51	40	626	80	18	139
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	841	665			705	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	841	665			705	
tC, single (s)	*4.0	*4.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	94			98	
cM capacity (veh/h)	578	693			893	

Direction Lane #	WB 1	NB 1	SB 1
Volume Total	91	705	157
Volume Left	51	0	18
Volume Right	40	80	0
cSH	623	1700	893
Volume to Capacity	0.15	0.41	0.02
Queue Length 95th (ft)	13	0	2
Control Delay (s)	11.8	0.0	1.2
Lane LOS	B		A
Approach Delay (s)	11.8	0.0	1.2
Approach LOS	B		

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		47.2%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

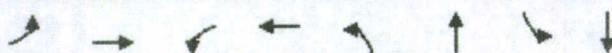
HCM 2010 Signalized Intersection Summary
7: SW 152 Ave & SW 18 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	23	72	3	2	35	22	1026	27	23	336	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	313	209	178	274	209	178	750	1883	50	380	1862	70
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.52	0.52	0.05	1.00	1.00
Sat Flow, veh/h	1362	1863	1583	1285	1863	1583	1774	3612	96	1774	3567	135
Grp Volume(v), veh/h	45	25	79	3	2	38	24	581	576	25	192	191
Grp Sat Flow(s),veh/h/ln	1362	1863	1583	1285	1863	1583	1774	1863	1846	1774	1863	1839
Q Serve(g_s), s	1.2	0.5	1.8	0.1	0.0	0.8	0.2	8.2	8.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.5	1.8	1.9	0.0	0.8	0.2	8.2	8.3	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	313	209	178	274	209	178	750	971	962	380	972	960
V/C Ratio(X)	0.14	0.12	0.44	0.01	0.01	0.21	0.03	0.60	0.60	0.07	0.20	0.20
Avail Cap(c_a), veh/h	1056	1226	1042	975	1226	1042	1036	1471	1458	663	1471	1452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	16.3	15.2	15.8	16.6	15.0	15.3	4.0	6.3	6.3	4.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	1.7	0.0	0.0	0.6	0.0	2.7	2.8	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.2	0.7	0.0	0.0	0.3	0.1	3.0	3.0	0.1	0.1	0.1
Lane Grp Delay (d), s/veh	16.5	15.4	17.5	16.6	15.0	15.9	4.0	9.1	9.1	4.9	0.4	0.4
Lane Grp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		149			43			1181			408	
Approach Delay, s/veh		16.8			15.9			9.0			0.7	
Approach LOS		B			B			A			A	
Timer												
Assigned Phs		4			8			5	2		1	6
Phs Duration (G+Y+Rc), s		9.3			9.3			3.9	24.8		3.9	24.8
Change Period (Y+Rc), s		5.0			5.0			3.0	5.0		3.0	5.0
Max Green Setting (Gmax), s		25.0			25.0			7.0	30.0		7.0	30.0
Max Q Clear Time (g_c+I1), s		4.0			3.9			2.2	10.3		2.2	2.0
Green Ext Time (p_c), s		0.9			0.9			0.0	9.5		0.0	11.2
Intersection Summary												
HCM 2010 Ctrl Delay					7.9							
HCM 2010 LOS					A							
Notes												

Timings
7: SW 152 Ave & SW 18 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus

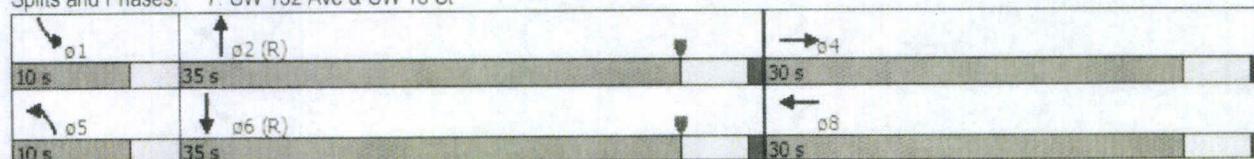


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Volume (vph)	41	23	3	2	22	1026	23	336
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	26.5	26.5	21.0	21.0	8.0	21.0	8.0	21.0
Total Split (s)	30.0	30.0	30.0	30.0	10.0	35.0	10.0	35.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	13.3%	46.7%	13.3%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	8.0	8.0	8.0	8.0	59.9	56.4	59.9	56.4
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.80	0.75	0.80	0.75
v/c Ratio	0.31	0.26	0.02	0.08	0.03	0.44	0.06	0.14
Control Delay	35.7	12.8	28.7	0.3	2.3	6.0	1.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	12.8	28.7	0.3	2.3	6.0	1.9	3.1
LOS	D	B	C	A	A	A	A	A
Approach Delay		19.7		2.3		6.0		3.1
Approach LOS		B		A		A		A

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 31 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 46.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 7: SW 152 Ave & SW 18 St



Queues
7: SW 152 Ave & SW 18 St

Proposed AM Peak Hour w/ Project
Pinecrest Academy Tamiami Trail Campus



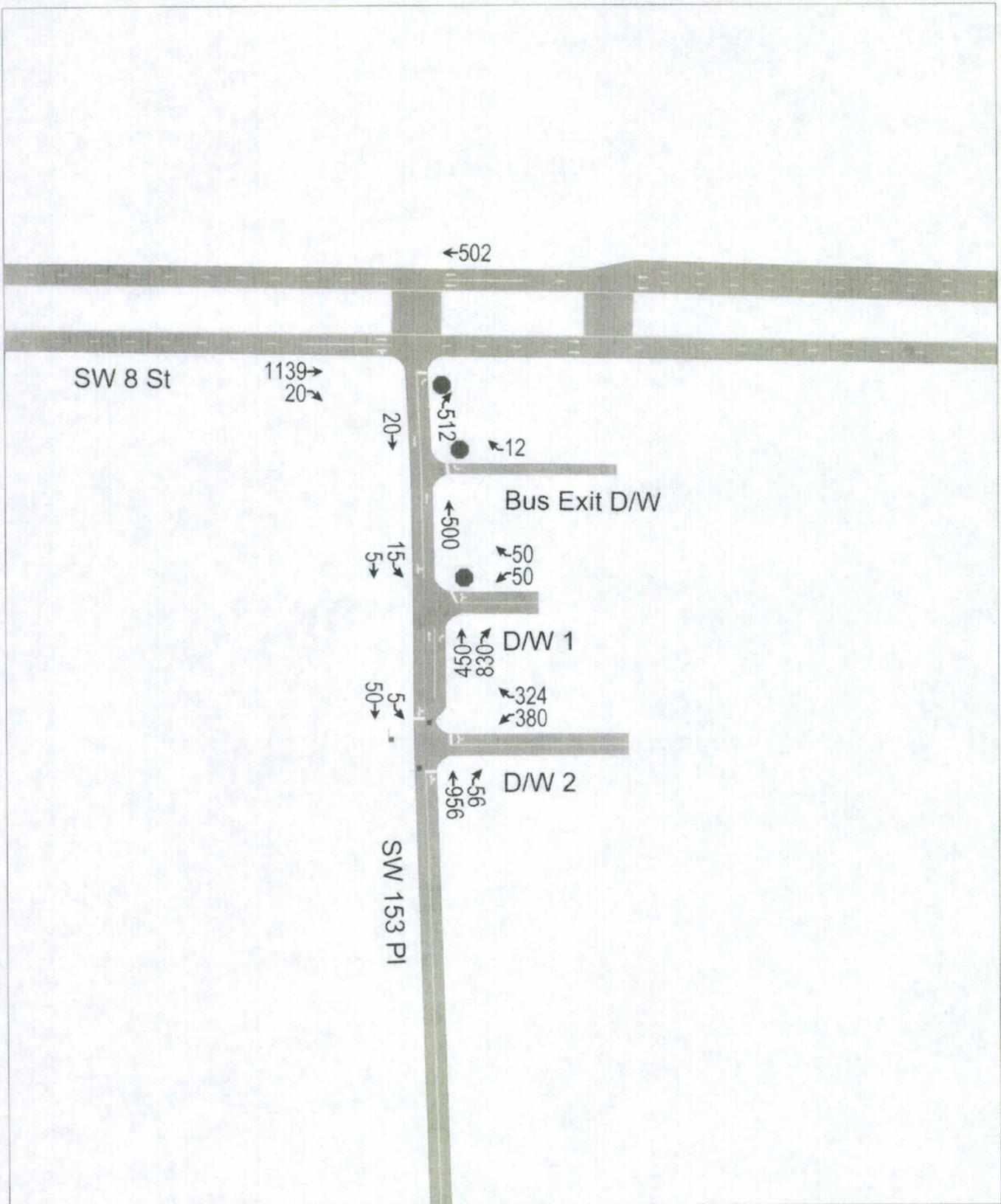
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	104	3	40	24	1157	25	383
v/c Ratio	0.31	0.26	0.02	0.08	0.03	0.44	0.06	0.14
Control Delay	35.7	12.8	28.7	0.3	2.3	6.0	1.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	12.8	28.7	0.3	2.3	6.0	1.9	3.1
Queue Length 50th (ft)	20	5	1	0	2	74	3	27
Queue Length 95th (ft)	48	26	9	0	7	203	m3	m24
Internal Link Dist (ft)		312		648		314		2547
Turn Bay Length (ft)	75		155		70		100	
Base Capacity (vph)	453	1098	426	1161	859	2653	449	2651
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.09	0.01	0.03	0.03	0.44	0.06	0.14

Intersection Summary:

m Volume for 95th percentile queue is metered by upstream signal.

Pinecrest Academy Tamiami Trail Campus

Driveway Analysis - AM Peak Hour



HCM Unsignalized Intersection Capacity Analysis
8: SW 153 PI & Bus Exit D/W

Driveway Analysis - AM Peak Hour
Pinecrest Academy Tamiami Trail Campus



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑			↘
Volume (veh/h)	0	12	500	0	0	20
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	13	543	0	0	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	565	543			543	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	565	543			543	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	486	539			1025	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	13	543	22
Volume Left	0	0	0
Volume Right	13	0	0
cSH	539	1700	1700
Volume to Capacity	0.02	0.32	0.01
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.8	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		36.3%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
 9: SW 153 PI & D/W 1

Driveway Analysis - AM Peak Hour
 Pinecrest Academy Tamiami Trail Campus



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↗		↖
Volume (veh/h)	50	50	450	830	15	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	54	489	902	16	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			160			
pX, platoon unblocked						
vC, conflicting volume	527	489			1391	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	527	489			1391	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	91			97	
cM capacity (veh/h)	494	579			492	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	109	489	902	22
Volume Left	54	0	0	16
Volume Right	54	0	902	0
cSH	533	1700	1700	492
Volume to Capacity	0.20	0.29	0.53	0.03
Queue Length 95th (ft)	19	0	0	3
Control Delay (s)	13.5	0.0	0.0	9.5
Lane LOS	B			A
Approach Delay (s)	13.5	0.0		9.5
Approach LOS	B			

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		61.4%	ICU Level of Service B
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
10: SW 153 PI & D/W 2

Driveway Analysis - AM Peak Hour
Pinecrest Academy Tamiami Trail Campus



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶		↷		↶	↷
Volume (vph)	380	324	956	56	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.0		2.0			2.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.94		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1735		1886			1892
Flt Permitted	0.97		1.00			0.78
Satd. Flow (perm)	1735		1886			1475
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	400	341	1006	59	5	53
RTOR Reduction (vph)	56	0	4	0	0	0
Lane Group Flow (vph)	685	0	1061	0	0	58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	21.0		30.0			30.0
Effective Green, g (s)	21.0		30.0			30.0
Actuated g/C Ratio	0.38		0.55			0.55
Clearance Time (s)	2.0		2.0			2.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	662		1028			804
v/s Ratio Prot	c0.39		c0.56			
v/s Ratio Perm						0.04
w/c Ratio	1.04		1.03			0.07
Uniform Delay, d1	17.0		12.5			5.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	44.4		36.7			0.2
Delay (s)	61.4		49.2			6.1
Level of Service	E		D			A
Approach Delay (s)	61.4		49.2			6.1
Approach LOS	E		D			A

Intersection Summary			
HCM 2000 Control Delay	52.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

W/ TRAFFIC PERSONNEL OR POLICE OPERATION

Timings
10: SW 153 PI & D/W 2

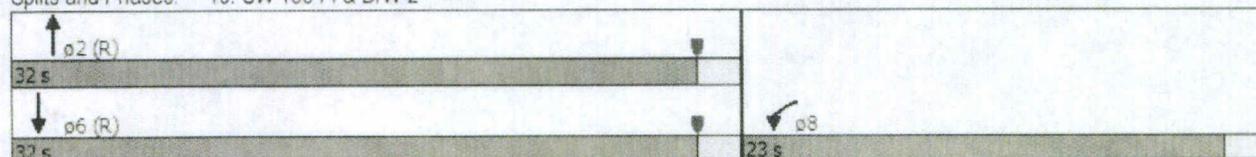
Driveway Analysis - AM Peak Hour
Pinecrest Academy Tamiami Trail Campus

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	380	956	5	50
Turn Type	NA	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0
Total Split (s)	23.0	32.0	32.0	32.0
Total Split (%)	41.8%	58.2%	58.2%	58.2%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	2.0	2.0		2.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Act Effect Green (s)	21.0	30.0		30.0
Actuated g/C Ratio	0.38	0.55		0.55
v/c Ratio	1.03	1.03		0.07
Control Delay	61.3	52.9		6.3
Queue Delay	0.0	0.0		0.0
Total Delay	61.3	52.9		6.3
LOS	E	D		A
Approach Delay	61.3	52.9		6.3
Approach LOS	E	D		A

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 54.8
 Intersection Capacity Utilization 101.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G

Splits and Phases: 10: SW 153 PI & D/W 2



W/ TRAFFIC PERSONNEL OR POLICE OPERATION

Queues
10: SW 153 PI & D/W 2

Driveway Analysis - AM Peak Hour
Pinecrest Academy Tamiami Trail Campus



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	741	1065	58
v/c Ratio	1.03	1.03	0.07
Control Delay	61.3	52.9	6.3
Queue Delay	0.0	0.0	0.0
Total Delay	61.3	52.9	6.3
Queue Length 50th (ft)	~230	~349	8
Queue Length 95th (ft)	#436	#598	21
Internal Link Dist (ft)	152	835	80
Turn Bay Length (ft)			
Base Capacity (vph)	718	1032	805
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.03	1.03	0.07

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

W/ TRAFFIC PERSONNEL OR POLICE OPERATION

TABLE: A8

**Pinecrest Academy Tamiami Trail Campus
AM PEAK CONCURRENCY ANALYSIS (TWO-WAY)**

AM PEAK HOUR CONCURRENCY		MAX LOS	EXISTING			FUTURE W/ PROJECT TRAFFIC			
ROADWAY			VOLUMES	AVAILABLE TRIPS	LOS	PROJECT TRAFFIC	VOLUMES	AVAILABLE TRIPS	LOS
NAME	AT								
SW 8 Street *	West of SW 147 Avenue	3,420	1,754	1,666	C	622	2,376	1,044	C
SW 152 Avenue *	South of SW 8 Street	3,420	1,060	2,360	C	286	1,346	2,074	C

Notes:

Max LOS obtained from the FDOT 2012 Quality/Level Of Service Handbook; Table 4, Generalized Peak Hour Two-Way Volumes
 Volumes obtained from TMC data (i.e. Approach and Departure Volumes).

* Class I - 4 Lane Divided; LOS C 3,420

TABLE 4 Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**¹

12/18/12

INTERRUPTED FLOW FACILITIES					UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					FREEWAYS					
Class I (40 mph or higher posted speed limit)					Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860
Class II (35 mph or slower posted speed limit)					Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes		Ramp		
2	Undivided	*	660	1,330	1,410	Present in Both Directions		Metering		
4	Divided	*	1,310	2,920	3,040	+ 1,800		+ 5%		
6	Divided	*	2,090	4,500	4,590					
8	Divided	*	2,880	6,060	6,130					
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)										
Non-State Signalized Roadways - 10%										
Median & Turn Lane Adjustments					UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%	2	Undivided	770	1,530	2,170	2,990
2	Undivided	No	No	-20%	4	Divided	3,300	4,660	5,900	6,530
Multi	Undivided	Yes	No	-5%	6	Divided	4,950	6,990	8,840	9,790
Multi	Undivided	No	No	-25%						
-	-	-	Yes	+ 5%						
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6					Uninterrupted Flow Highway Adjustments					
					Lanes	Median	Exclusive left lanes	Adjustment factors		
					2	Divided	Yes	+5%		
					Multi	Undivided	Yes	-5%		
					Multi	Undivided	No	-25%		
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle					² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Lane Coverage	B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	260	680	1,770	* Cannot be achieved using table input value defaults.					
50-84%	190	600	1,770	>1,770	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	830	1,770	>1,770	**						
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)										
Sidewalk Coverage	B	C	D	E						
0-49%	*	*	250	850						
50-84%	*	150	780	1,420						
85-100%	340	960	1,560	>1,770						
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)										
Sidewalk Coverage	B	C	D	E						
0-84%	> 5	≥ 4	≥ 3	≥ 2						
85-100%	> 4	≥ 3	≥ 2	≥ 1						
					Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sp/los/default.htm					

Appendix F: Accumulation Assessment



Richard Garcia & Associates, Inc.

F

TABLE A9
Pinecrest Academy Tamiami Trail Campus
Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Passenger Vehicles Stacking	2,160	LF	Car/Van	22	98
2	Large School Buses Stacking	240	LF	Car/Van	50	4
3	Surplus Parking Spaces		LF	Car/Van	22	9
Total Stacking Capacity for Passenger Vehicles/Transportation Vans						107
Total Stacking Capacity for Large School Buses						4

TABLE: A10
Pinecrest Academy Tamiami Trail Campus
 Accumulation Analysis Summary

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	Passenger Vehicles / Transportation Vans	Large School Buses	
Arrivals	First	* 1,040	54.08	4.00	107	4	198%	100%
	Second	* 440	22.88	4.00	107	4	468%	100%
	Third	* 1,040	54.08	4.00	107	4	198%	100%
	Bus	480						
Dismissals	First	* 1,040	101.92	4.00	107	4	105%	100%
	Second	* 1,040	101.92	4.00	107	4	105%	100%
	Third	* 440	43.12	4.00	107	4	248%	100%
	Bus	480						

Notes: * A total of 160 students or 5% of the 3,000 students need to utilize large school buses during each arrival and dismissal.
 (A total of 480 students or 16% of the 3,000 students will utilize large school buses)

AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

New School Name	Notes	Pinecrest Academy Tamiami Trail Campus	
Surrogate School Name	1	Pinecrest Academy West Campus	
Date / Day / Time of Data Collection		5/30/2012 7:00 AM - 8:30 AM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		1,000	Total number of students, E
Capacity of New School		1,040	Student Stations, C (First & Third Arrival)
Multiplier	2	1.04	[C / E]
Surrogate Accumulations	3	49	passenger vehicles (including commercial vans)
		0	large school buses
		3	transportation vans
		N/A	student vehicles (for high schools only)
Projected Accumulations		50.96	passenger vehicles
		3.1	transportation vans
		54.1	total (passenger vehicles & transportation vans)
		4.0	large school buses (students in buses: 4 buses x 40 students per bus = 160 students)
		N/A	student vehicles
Provided Spaces	4	107	passenger vehicles (See Table A8)
		4	large school buses
		N/A	student vehicles
Percent Accommodated	5	198%	passenger vehicles / transportation vans
		100%	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

AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

New School Name	Notes	Pinecrest Academy Tamiami Trail Campus	
Surrogate School Name	1	Pinecrest Academy West Campus	
Date / Day / Time of Data Collection		5/30/2012 7:00 AM - 8:30 AM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		1,000	Total number of students, E
Capacity of New School		1,200	Student Stations, C (First & Third Arrival)
Multiplier	2	1.20	[C / E]
Surrogate Accumulations	3	49	passenger vehicles (including commercial vans)
		0	large school buses
		3	transportation vans
		N/A	student vehicles (for high schools only)
Projected Accumulations		58.80	passenger vehicles
		3.6	transportation vans
		62.4	total (passenger vehicles & transportation vans)
		4.0	large school buses (students in buses: 4 buses x 40 students per bus = 160 students)
		N/A	student vehicles
Provided Spaces	4	107	passenger vehicles (See Table A8)
		4	large school buses
		N/A	student vehicles
Percent Accommodated	5	171%	passenger vehicles / transportation vans
		100%	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

for a New Public School (Countywide)

New School Name	Notes	Pinecrest Academy Tamiami Trail Campus	
Surrogate School Name	1	Pinecrest Academy West Campus	
Date / Day / Time of Data Collection		5/30/2012 1:45 PM - 3:15 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		1,000	Total number of students, E
Capacity of New School		1,040	Student Stations, C (First & Second Dismissal)
Multiplier	2	1.04	[C / E]
Surrogate Accumulations	3	94	passenger vehicles (including commercial vans)
		0	large school buses
		4	transportation vans
		N/A	student vehicles (for high schools only)
Projected Accumulations		97.76	passenger vehicles
		4.2	transportation vans
		101.9	total (passenger vehicles & transportation vans)
		4.0	large school buses (students in buses: 4 buses x 40 students per bus = 160 students)
Provided Spaces	4	107	passenger vehicles (See Table A8)
		4	large school buses
		N/A	student vehicles
Percent Accommodated	5	105%	passenger vehicles / transportation vans
		100%	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 for a New Public School (Countywide)		
New School Name	NOTES	Pinecrest Academy Tamiami Trail Campus
Surrogate School Name	1	Pinecrest Academy West Campus
Date / Day / Time of Data Collection	5/30/2012 1:45 PM - 3:15 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	1,000	Total number of students, E
Capacity of New School	440	Student Stations, C (Third Dismissal)
Multiplier	2 0.44	[C / E]
Surrogate Accumulations	3 94	passenger vehicles (including commercial vans)
	0	large school buses
	4	transportation vans
	N/A	student vehicles (for high schools only)
Projected Accumulations	41.36	passenger vehicles
	1.8	transportation vans
	43.1	total (passenger vehicles & transportation vans)
	4.0	large school buses (students in buses: 4 buses x 40 students per bus = 160 students)
	N/A	student vehicles
Provided Spaces	4 107	passenger vehicles (See Table A8)
	4	large school buses
	N/A	student vehicles
Percent Accommodated	5 248%	passenger vehicles / transportation vans
	100%	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, [(Provided Spaces / Projected Accumulations) x 100] for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100% of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

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:	Tamiami School Property, LLC.		
T-Plat No.:	n/a	Zoning Hearing No.:	n/a
School name:	Pincrest Academy Tamiami Trail Campus		
Location:	SW 8 Street & SW 152 Avenue		
Site size (acres):	8.9264	Section-Township-Range:	n/a
Grade levels (proposed):	K - 12	Total number of students (proposed):	3,000

ATTENDANCE

	Arrival/Dismissal Times <small>(e.g., 8:30am-3:00pm, xFri.-2:00pm)³</small>	Grade Levels <small>(e.g., k - 5, 6 - 8, 9 - 12)</small>	Number of Students	
			Existing	Proposed
Early Session ² :				
School Session(s) ¹ :	7:30 AM / 2:30 PM	9th - 12th		1,200
	8:00 AM / 3:30 PM	6th - 8th		600
	8:30 AM / 3:00 PM	K - 5th		1,200
Extended Session ² :				
Totals:				3,000

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

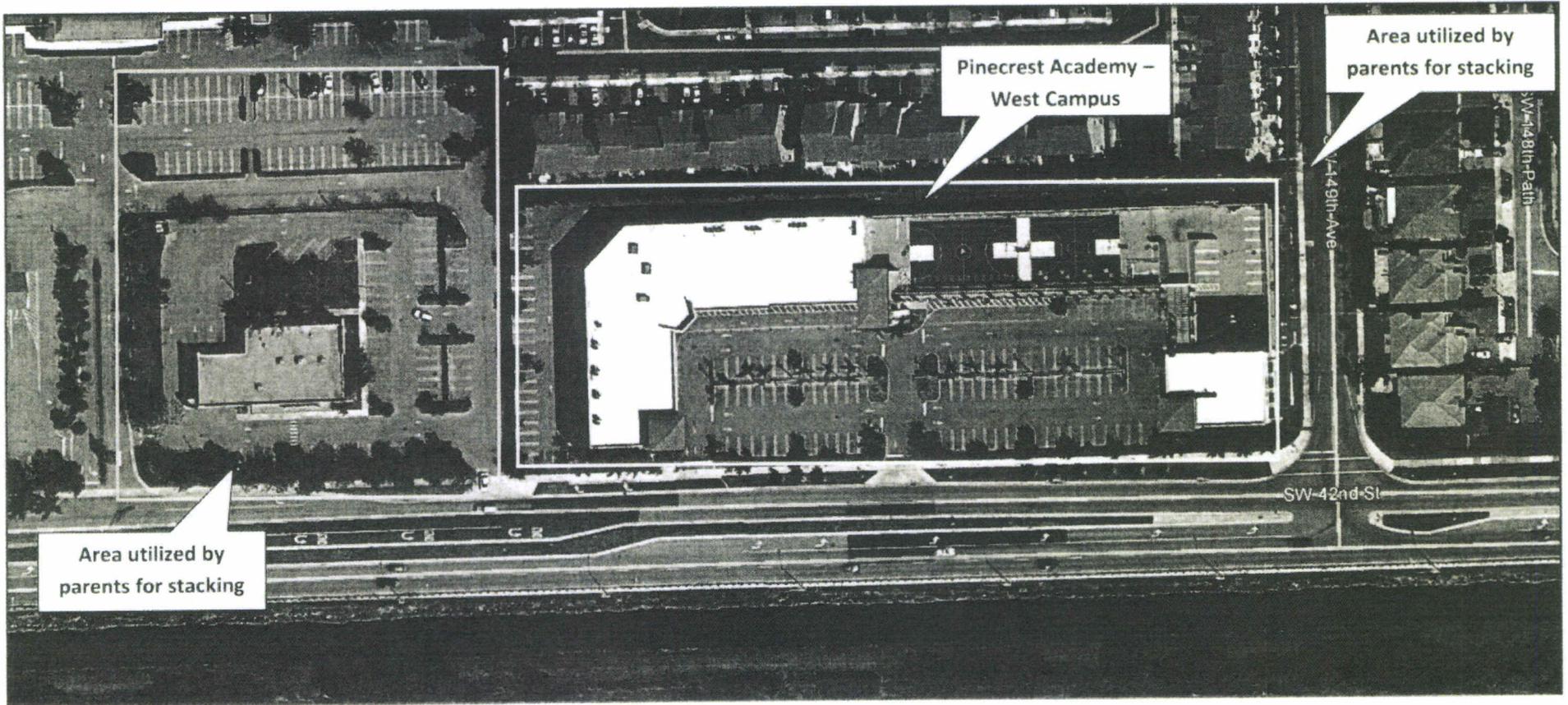
* Number of Students should equal totals in previous table.

Comments:

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

Signature of Principal/Administrator Date

Pinecrest Academy West Campus at 14901 SW 42 Street



SCHOOL SCHEDULE QUESTIONNAIRE (Surrogate School)

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

Name of application:	
Plat No.:	Zoning Hearing No.:
School name:	Pinecrest Academy West Campus
Location:	14901 SW 42 Street
Site size (acres):	Section-Township-Range:
Grade levels (surrogate): K - 12	Total number of students (surrogate): 1,000

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 :	7:45 AM / 2:45 PM	K - 12		1,000
Extended Session ² :				
Totals:				1,000

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				
	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

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:	Pinecrest Academy Tamiami Trail Campus
Facility Address:	SW 8 Street & SW 152 Avenue
Facility Folio:	
Case Number:	

DATA COLLECTORS INFORMATION

Data Collector & Company:	Richard Garcia & Associates, Inc.
Contact Information:	rgarcia@rgattraffic.com
Date:	

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name:	Pinecrest Academy West Campus
Facility Address:	14901 SW 42 Street
Date/ Day/ Time:	5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM
Child/ Student Attendance:	1,000
Staff Attendance:	
No. Staff Vehicles:	Included In Counts (Yes/No):
No. Facility Operated Transportation:	Included In Counts (Yes/No):

AM 2 HR PEAK PERIOD

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PM 2 HR PEAK PERIOD

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NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE				OFF SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	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 AERIAL)

Area 1	Stacking area within the parking lot
Area 2	
Area 3	Stacking within adjacent property to the west
Area 4	Stacking along SW 149 Avenue

Facility Name	Pinecrest Academy West Campus
Facility Address	14901 SW 42 Street
Date/Day/Hour	5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM

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

Facility Name	Pinecrest Academy West Campus
Facility Address	14901 SW 42 Street
Date/Day/Hour	5/30/2012 - Wednesday - 7:00 AM to 8:30 AM; 1:45 PM to 3:15 PM

NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Vans
Hour	Minute	Auto	Vans	Auto	Vans	Auto	Vans	Auto	Vans	Auto	Vans
	2:45 PM	48	3			37		9		94	3
	2:46 PM	44	4			34		8		86	4
	2:47 PM	40	3			30		7		77	3
	2:48 PM	37	3			28		7		72	3
	2:49 PM	33	3			25		6		64	3
	2:50 PM	30	3			22		5		57	3
	2:51 PM	26	3			19		4		49	3
	2:52 PM	21	3			16		4		41	3
	2:53 PM	21	2			16		4		41	2
	2:54 PM	20	1			16		4		40	1
	2:55 PM	20	0			15		3		38	0
	2:56 PM	19	0			14		3		36	0
	2:57 PM	15	0			12		3		30	0
	2:58 PM	16	1			11		2		29	1
	2:59 PM	10	1			8		2		20	1
	3:00 PM	8	0			6		1		15	0
	3:01 PM	7	0			4		1		12	0
	3:02 PM	7	0			4		1		12	0
	3:03 PM	5	0			2		0		7	0
	3:04 PM	3	0			2		0		5	0
	3:05 PM	2	0			1		0		3	0
	3:06 PM	1	0			0		0		1	0
	3:07 PM	0	0			0		0		0	0
	3:08 PM	0	0			0		0		0	0
	3:09 PM	0	0			0		0		0	0
	3:10 PM	0	0			0		0		0	0
	3:11 PM	0	0			0		0		0	0
	3:12 PM	0	0			0		0		0	0
	3:13 PM	0	0			0		0		0	0
	3:14 PM	0	0			0		0		0	0
	3:15 PM									0	0
	3:16 PM									0	0
	3:17 PM									0	0
	3:18 PM									0	0
	3:19 PM									0	0
	3:20 PM									0	0
	3:21 PM									0	0
	3:22 PM									0	0
	3:23 PM									0	0
	3:24 PM									0	0
	3:25 PM									0	0
	3:26 PM									0	0
	3:27 PM									0	0
	3:28 PM									0	0
	3:29 PM									0	0
	3:30 PM									0	0
	3:31 PM									0	0
	3:32 PM									0	0
	3:33 PM									0	0
	3:34 PM									0	0
	3:35 PM									0	0
	3:36 PM									0	0
	3:37 PM									0	0
	3:38 PM									0	0
	3:39 PM									0	0
	3:40 PM									0	0
	3:41 PM									0	0
	3:42 PM									0	0
	3:43 PM									0	0
	3:44 PM									0	0
	0:60										
1 Min Peak Acc.											

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
Beginning of Count				0						0
7:00 AM	3	2	0	1	0	0	0	0	0	0
7:01 AM	5	3	0	3	0	0	0	0	0	0
7:02 AM	4	3	0	4	0	0	0	0	0	0
7:03 AM	3	0	0	7	0	0	0	0	0	0
7:04 AM	4	1	3	10	0	0	0	0	0	0
7:05 AM	4	3	1	11	0	0	0	0	0	0
7:06 AM	3	5	2	9	0	0	0	0	0	0
7:07 AM	4	6	0	7	1	1	0	0	0	0
7:08 AM	4	4	0	7	0	0	0	0	0	0
7:09 AM	4	3	0	8	0	0	0	0	0	0
7:10 AM	7	6	0	9	0	0	0	0	0	0
7:11 AM	5	3	0	11	1	0	1	0	0	0
7:12 AM	8	7	0	12	1	0	2	0	0	0
7:13 AM	6	6	2	12	0	0	2	0	0	0
7:14 AM	6	6	3	12	0	2	0	0	0	0
7:15 AM	4	1	0	15	0	0	0	0	0	0
7:16 AM	4	5	0	14	0	0	0	0	0	0
7:17 AM	3	3	2	14	0	0	0	0	0	0
7:18 AM	4	3	2	15	0	0	0	0	0	0
7:19 AM	7	6	2	16	1	0	1	0	0	0
7:20 AM	8	6	2	18	0	1	0	0	0	0
7:21 AM	7	9	0	16	1	0	1	0	0	0
7:22 AM	13	10	0	19	1	0	2	0	0	0
7:23 AM	14	10	3	23	1	1	2	0	0	0
7:24 AM	15	15	1	23	0	0	2	0	0	0
7:25 AM	17	15	0	25	1	0	3	0	0	0
7:26 AM	12	14	0	23	0	0	3	0	0	0
7:27 AM	15	15	1	23	0	1	2	0	0	0
7:28 AM	13	12	0	24	1	0	3	0	0	0
7:29 AM	15	12	1	27	1	1	3	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus

Weather: Sunny

School Address: 14901 SW 42 Street

Date: 5/30/2012

Location: Stacking Areas

Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
7:30 AM	24	26	0	25	1	1	3	0	0	0
7:31 AM	24	18	4	31	0	0	3	0	0	0
7:32 AM	15	18	0	28	1	1	3	0	0	0
7:33 AM	28	28	0	28	0	1	2	0	0	0
7:34 AM	8	6	5	30	0	0	2	0	0	0
7:35 AM	19	17	0	32	0	0	2	0	0	0
7:36 AM	24	24	0	32	0	0	2	0	0	0
7:37 AM	30	26	4	36	0	0	2	0	0	0
7:38 AM	22	10	0	48	0	0	2	0	0	0
7:39 AM	20	20	0	48	0	0	2	0	0	0
7:40 AM	27	26	4	49	0	0	2	0	0	0
7:41 AM	16	25	0	40	0	0	2	0	0	0
7:42 AM	19	23	2	36	0	0	2	0	0	0
7:43 AM	9	17	0	28	0	0	2	0	0	0
7:44 AM	2	6	0	24	0	0	2	0	0	0
7:45 AM	3	9	0	18	0	0	2	0	0	0
7:46 AM	7	7	0	18	0	0	2	0	0	0
7:47 AM	2	2	0	18	0	0	2	0	0	0
7:48 AM	3	5	0	16	0	0	2	0	0	0
7:49 AM	1	6	0	11	0	0	2	0	0	0
7:50 AM	0	3	0	8	0	0	2	0	0	0
7:51 AM	0	2	0	6	0	0	2	0	0	0
7:52 AM	0	1	0	5	0	0	2	0	0	0
7:53 AM	1	1	0	5	0	0	2	0	0	0
7:54 AM	0	3	0	2	0	0	2	0	0	0
7:55 AM	0	2	0	0	0	0	2	0	0	0
7:56 AM	0	0	0	0	0	0	2	0	0	0
7:57 AM	0	0	0	0	0	0	2	0	0	0
7:58 AM	0	0	0	0	0	0	2	0	0	0
7:59 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Areas

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Bus Queued
8:00 AM	0	0	0	0	0	0	2	0	0	0
8:01 AM	0	0	0	0	0	0	2	0	0	0
8:02 AM	0	0	0	0	0	0	2	0	0	0
8:03 AM	0	0	0	0	0	0	2	0	0	0
8:04 AM	0	0	0	0	0	0	2	0	0	0
8:05 AM	0	0	0	0	0	0	2	0	0	0
8:06 AM	0	0	0	0	0	0	2	0	0	0
8:07 AM	0	0	0	0	0	0	2	0	0	0
8:08 AM	0	0	0	0	0	0	2	0	0	0
8:09 AM	0	0	0	0	0	0	2	0	0	0
8:10 AM	0	0	0	0	0	0	2	0	0	0
8:11 AM	0	0	0	0	0	0	2	0	0	0
8:12 AM	0	0	0	0	0	0	2	0	0	0
8:13 AM	0	0	0	0	0	0	2	0	0	0
8:14 AM	0	0	0	0	0	0	2	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	0
8:16 AM	0	0	0	0	0	0	2	0	0	0
8:17 AM	0	0	0	0	0	0	2	0	0	0
8:18 AM	0	0	0	0	0	0	2	0	0	0
8:19 AM	0	0	0	0	0	0	2	0	0	0
8:20 AM	0	0	0	0	0	0	2	0	0	0
8:21 AM	0	0	0	0	0	0	2	0	0	0
8:22 AM	0	0	0	0	0	0	2	0	0	0
8:23 AM	0	0	0	0	0	0	2	0	0	0
8:24 AM	0	0	0	0	0	0	2	0	0	0
8:25 AM	0	0	0	0	0	0	2	0	0	0
8:26 AM	0	0	0	0	0	0	2	0	0	0
8:27 AM	0	0	0	0	0	0	2	0	0	0
8:28 AM	0	0	0	0	0	0	2	0	0	0
8:29 AM	0	0	0	0	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
Beginning of Count			0			0			0
1:45 PM	0	0	0	0	0	0	0	0	0
1:46 PM	0	0	0	0	0	0	0	0	0
1:47 PM	0	0	0	0	0	0	0	0	0
1:48 PM	1	0	1	0	0	0	0	0	0
1:49 PM	0	1	0	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0	0	0	0
1:51 PM	0	0	0	0	0	0	0	0	0
1:52 PM	0	0	0	0	0	0	0	0	0
1:53 PM	1	1	0	0	0	0	0	0	0
1:54 PM	1	0	1	0	0	0	0	0	0
1:55 PM	0	1	0	0	0	0	0	0	0
1:56 PM	2	1	1	0	0	0	0	0	0
1:57 PM	1	0	2	0	0	0	0	0	0
1:58 PM	1	0	3	0	0	0	0	0	0
1:59 PM	1	0	4	0	0	0	0	0	0
2:00 PM	0	0	4	0	0	0	0	0	0
2:01 PM	0	0	4	0	0	0	0	0	0
2:02 PM	0	3	1	0	0	0	0	0	0
2:03 PM	1	2	0	0	0	0	0	0	0
2:04 PM	0	0	0	0	0	0	0	0	0
2:05 PM	2	0	2	1	0	1	0	0	0
2:06 PM	1	2	1	0	0	1	0	0	0
2:07 PM	1	1	1	0	0	1	0	0	0
2:08 PM	1	0	2	0	0	1	0	0	0
2:09 PM	0	0	2	0	0	1	0	0	0
2:10 PM	2	1	3	0	0	1	0	0	0
2:11 PM	2	0	5	0	0	1	0	0	0
2:12 PM	3	0	8	0	0	1	0	0	0
2:13 PM	1	1	8	0	0	1	0	0	0
2:14 PM	4	0	12	0	0	1	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Academy West Campus
 School Address: 14901 SW 42 Street
 Location: Stacking Area within Parking Lot

Weather: Sunny
 Date: 5/30/2012
 Technician: RG/CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Van-In	Van-Out	Vans Queued	Bus-In	Bus-Out	Buses Queued
2:15 PM	1	0	13	0	0	1	0	0	0
2:16 PM	3	0	16	0	0	1	0	0	0
2:17 PM	2	1	17	0	0	1	0	0	0
2:18 PM	5	0	22	0	0	1	0	0	0
2:19 PM	0	1	21	0	0	1	0	0	0
2:20 PM	1	0	22	0	0	1	0	0	0
2:21 PM	1	0	23	0	0	1	0	0	0
2:22 PM	6	0	29	0	0	1	0	0	0
2:23 PM	1	0	30	0	0	1	0	0	0
2:24 PM	2	0	32	0	0	1	0	0	0
2:25 PM	2	0	34	0	0	1	0	0	0
2:26 PM	3	0	37	0	0	1	0	0	0
2:27 PM	1	0	38	0	0	1	0	0	0
2:28 PM	1	0	39	0	0	1	0	0	0
2:29 PM	1	0	40	0	0	1	0	0	0
2:30 PM	3	0	43	0	0	1	0	0	0
2:31 PM	2	0	45	0	0	1	0	0	0
2:32 PM	5	0	50	0	0	1	0	0	0
2:33 PM	8	0	58	0	0	1	0	0	0
2:34 PM	7	2	63	1	0	2	0	0	0
2:35 PM	5	0	68	0	0	2	0	0	0
2:36 PM	1	0	69	0	0	2	0	0	0
2:37 PM	5	1	73	0	0	2	0	0	0
2:38 PM	3	1	75	0	0	2	0	0	0
2:39 PM	3	0	78	0	0	2	0	0	0
2:40 PM	4	4	78	0	0	2	0	0	0
2:41 PM	7	2	83	1	0	3	0	0	0
2:42 PM	6	4	85	0	0	3	0	0	0
2:43 PM	7	3	89	0	0	3	0	0	0
2:44 PM	5	6	88	0	0	3	0	0	0

Appendix G: Traffic Study Methodology



Richard Garcia & Associates, Inc.

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Memorandum of Understanding (MOU)

To: Ricardo Gavilan, P.E.
Public Works and Waste Management Department,
Traffic Engineering Division
111 NW 1st Street, Suite 1510
Miami, Florida 33120

From: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016

Date: November 27th, 2013

SUBJECT: **Traffic Impact Study Update Methodology for Pinecrest Academy Tamiami Trail Campus (SW 8th Street)**

This document contains the traffic impact study methodology for your approval. **This methodology is intended to provide an update for the Traffic Impact Study prepared by our firm dated November 29th, 2012.** Please review and confirm this methodology in order for us to proceed with our revised analysis. Should you need clarification or wish to discuss this further please do not hesitate to contact me.

Project Location / Description

The subject site is located on SW 8th Street (SR 90) between SW 152nd Avenue and SW 153rd Place in Unincorporated Miami-Dade County, Florida. The project consists of the following land uses (LU):

Existing Land Use

- Vacant Land

Proposed Land Use

- Charter School (K-12) with 3,000 Students

Traffic Impact Study Update Methodology

- Trip Generation / Trip Distribution / Trip Assignment
 - RGA will update the previously performed trip generation, distribution and assignment for the charter school with 3,000 students **consistent with three (3) arrival shifts.**
 - Analysis will include a trip reduction factor of **50%** to account for existing traffic.
 - Trips will be distributed to the intersections within the study area and assigned to the project's driveways consistent with the preliminary trip distribution and comments received from your office (Public Works and Waste Management Department, Traffic Engineering Division).
 - Bus utilization will be consistent with previous study.



- Turning Movement Counts (TMCs)
 - RGA will utilize **previously collected TMC's** at the following intersections:
 1. **SW 8th Street (SR 90) & SW 152nd Avenue**
 2. **SW 8th Street (SR 90) & SW 153rd Place**
 3. **SW 10th Street & SW 152nd Avenue**
 4. **SW 10th Street & SW 153rd Place**
 - **Additional two-hour (2) AM peak period TMC's (7:00 AM – 9:00 AM)** will be performed at the three (3) intersections as follows:
 5. **SW 10th Street & SW 147th Avenue**
 6. **SW 10th Street & SW 157th Avenue**
 7. **SW 18th Street & SW 152nd Avenue**
- LOS Analysis / Concurrency Determination (AM Peak)
 - Intersection capacity/LOS will be determined for the intersections identified above.
 - Such analysis will provide the results for the Level of Service (LOS), volume to capacity ratio (V/C) and other outputs such as Queue Lengths and Vehicular Delay.
 - Concurrency Analysis will be performed at the most impacted roadway links utilizing the approach traffic counts (AM Peak).
 - The above analysis will be performed for the following conditions:
 1. Existing Condition (2013)
 2. Proposed Future Condition with Project (2015)
- Update Vehicle Accumulation Assessments
 - Accumulation assessments will be updated for the school's AM and PM peak period in order to evaluate the vehicle stacking capacity. The assessments will be performed consistent with Miami-Dade County methodology and based on the revised plans.
 - The report will include all the required MDC School Questionnaire and associated forms.
- Traffic Operation Plan (TOP)
 - A TOP will be provided to include information such as the hours of operation, vehicle stacking areas, and other details as requested by the County.