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Richard Garcia & Associates, Inc.

# Pinewood Acres Charter School

## Traffic Impact Study & Accumulation Assessment



9500 SW 97<sup>th</sup> Avenue  
Miami-Dade, Florida

December 17<sup>th</sup>, 2012

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ENGINEER'S CERTIFICATION

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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: Pinewood Acres Charter School - Traffic Impact Study

PROJECT LOCATION: 9500 SW 97th Avenue  
Miami-Dade, Florida



\_\_\_\_\_  
Florida Registration No. 54886 12/17/12  
Date



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# RECEIVED Executive Summary

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This report was prepared to evaluate the traffic impacts and the projected vehicle accumulation for the proposed school. The subject site is located at 9500 SW 97<sup>th</sup> Avenue in Unincorporated Miami-Dade County, Florida. This site is comprised of several lots mainly surrounded by single family houses and currently has a private school with 290 students. The proposed charter school is being programmed to have 2,000 students in grades Kindergarten through Twelfth (K-12). The table below provides the school's arrival and dismissal schedule and corresponding number of students.

Hours of Operation						
Arrival Time				Dismissal Time		
Shifts	Grades	Students	Shifts	Grades	Students	
1st	7:30 AM	9th - 12th	666	1st	2:15 PM	9th - 12th
2nd	8:15 AM	K - 5th	667	2nd	2:45 PM	K - 5th
3rd	8:45 AM	6th - 8th	667	3rd	3:30 PM	6th - 8th
<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>	<b>Total</b>		<b>K - 12th</b>
						<b>2,000</b>

The trip generation characteristics for the subject project were developed using actual data. The vehicle trips for the existing school were obtained from data collected at the existing site while the trips for the proposed charter school were calculated using data from the surrogate school, Somerset Silver Palms at 23255 SW 115<sup>th</sup> Avenue in Unincorporated Miami-Dade County, Florida. This data was utilized to obtain the trip generation rate for the each school which was further utilized to perform the trip generation analysis for the subject project.

The trip generation rate from the surrogate school yielded 0.925 trips per student. This rate was utilized to calculate the proposed vehicle trips for the charter school. As a result, the subject project will generate **1,850 gross vehicle trips** during the **AM peak period**. As shown in the table below, these gross vehicle trips were adjusted with the existing trips and transit adjustment trips in order to obtain the net vehicle trips during the AM peak period. Since the subject school will have multiple arrivals, all of the net peak period trips will not occur during the school's peak hour. As such, the above peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival times in order to obtain the AM peak hour trips for the school with three (3) arrival times. The **AM Peak Hour Trip Generation** yielded **868 vehicle trips** of which 471 vehicle trips are entering and 397 vehicle trips will exit the site. Lastly, the project's peak hour trips were distributed to the most impacted intersections consistent with area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's area.

The traffic impacts for this project were evaluated by performing traffic operational analyses at the intersections identified below. These analyses were performed for the existing condition and proposed condition with project traffic during the AM peak hour. Traffic counts and operational characteristics were gathered at the following intersections:

- SW 97<sup>th</sup> Avenue & SW 94<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 96<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 104<sup>th</sup> Street



**RECEIVED** analysis yielded acceptable overall LOS for all the intersections analyzed. Lastly, the project's driveways were evaluated and yielded LOS A. Table 1 below summarizes the results obtained.

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**PROCESS # E12-157 Peak Hour LOS Summary**

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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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	16.3	A	0.0	A	2.0	A	1.8	
2 SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.9	A	0.6	A	0.7	A	1.4	
3 SW 97 Avenue & SW 104 Street	Signalized	C	30.0	D	44.4	C	31.4	C	30.3	C	32.7	
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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	D	28.8	A	0.0	A	1.4	A	3.2	
2 SW 97 Avenue & SW 96 Street	Two-Way Stop	C	21.5	D	29.4	A	1.2	A	1.3	A	2.7	
3 SW 97 Avenue & SW 104 Street	Signalized	E	76.2	D	43.9	D	37.0	C	32.5	D	51.6	
4 Parking Lot (Driveway 1) & SW 97 Avenue	Two-Way Stop	D	31.4	N/A	N/A	A	5.3	A	0.0	A	6.0	
5 Driveway 2 & SW 97 Avenue	Two-Way Stop	B	12.8	N/A	N/A	A	0.0	A	0.0	A	0.9	
6 Driveway 3 & SW 98 Street	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	9.3	A	4.1	

In addition to the above, Accumulation Assessments were performed for the school’s AM and PM peak period to determine the projected vehicle stacking demand during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works and Waste Management Department methodology.

The Accumulation Assessments were based on three (3) staggered arrivals and three (3) staggered dismissals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. Please note the proposed school is committed to have 10 percent of the student population utilizing school buses. Therefore, the proposed transit usage (i.e. school buses) will reduce traffic impacts and will reduce the number of potential passenger vehicles/vans queued within the site during arrival and dismissal times. Below you will find a summary of the accumulation results for each separate arrival and dismissal and their corresponding percent being accommodated within the site.

In conclusion, our accumulation assessments found that the proposed vehicle stacking capacity will satisfy the projected vehicle accumulation. Additionally, the intersections analyzed will have acceptable overall LOS for the proposed condition with project traffic in 2014 and therefore, the school traffic does not pose a negative impact on traffic as sufficient roadway capacity exists to support this project.

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	
Arrivals	First	* 600	49.64	1.91	90	3	181%	157%
	Second	* 600	49.64	1.91	90	3	181%	157%
	Third	* 600	49.64	1.91	90	3	181%	157%
	Bus	200						
Dismissals	First	* 600	89.45	1.91	90	3	101%	157%
	Second	* 600	89.45	1.91	90	3	101%	157%
	Third	* 600	89.45	1.91	90	3	101%	157%
	Bus	200						

Notes: A total of 200 students or 10% of the 2,000 students will utilize school buses.

\* Approximately 67 students will utilize the school bus for each arrival and dismissal.



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The purpose of this study is to evaluate the associated traffic impacts and the projected vehicle accumulation for the proposed charter school. The subject site is located at 9500 SW 97<sup>th</sup> Avenue and currently has a private school with 290 students. This site is planned to be redeveloped as a charter school with 2,000 students in grades Kindergarten through Twelfth (K-12). As such, this report has evaluated the traffic impacts of the proposed school.

The traffic impacts for this project were evaluated by performing traffic operational analyses at the intersections identified below. These analyses were performed for the existing condition and proposed condition with project traffic during the AM peak hour. Traffic counts and operational characteristics were gathered at the following intersections:

- SW 97<sup>th</sup> Avenue & SW 94<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 96<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 104<sup>th</sup> Street

Please note the greatest traffic impact for the school use occurs during the AM peak hour and therefore, the worst-case scenario (AM Peak Hour) was analyzed. In addition, vehicle accumulation assessments were performed utilizing the surrogate school data. These assessments were performed for the school's AM and PM peak period.

Lastly, this report follows the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and the guidelines of Miami-Dade County Public Works Department (School Criteria). This document includes the following:

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

# RECEIVED City of Miami / Description

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The subject site is located at 9500 SW 97<sup>th</sup> Avenue in Unincorporated Miami-Dade County, Florida. This site is comprised of several lots mainly surrounded by single family houses and currently has a private school with 290 students. The proposed charter school is planned to have 2,000 students in grades Kindergarten through Twelfth (K-12).

Moreover, the subject project will provide vehicular access via two driveways on SW 97<sup>th</sup> Avenue and two driveways on SW 98<sup>th</sup> Street. Additionally, the school will have an internal stacking area for passenger vehicles and transportation vans, an exclusive stacking area for school buses and an overflow stacking area within the parking lot which may be utilized for vehicular stacking in case needed. Lastly, the proposed school will provide personnel in several key points within the drop-off/pick-up areas to assist and supervise the operations during the arrival and dismissal times.

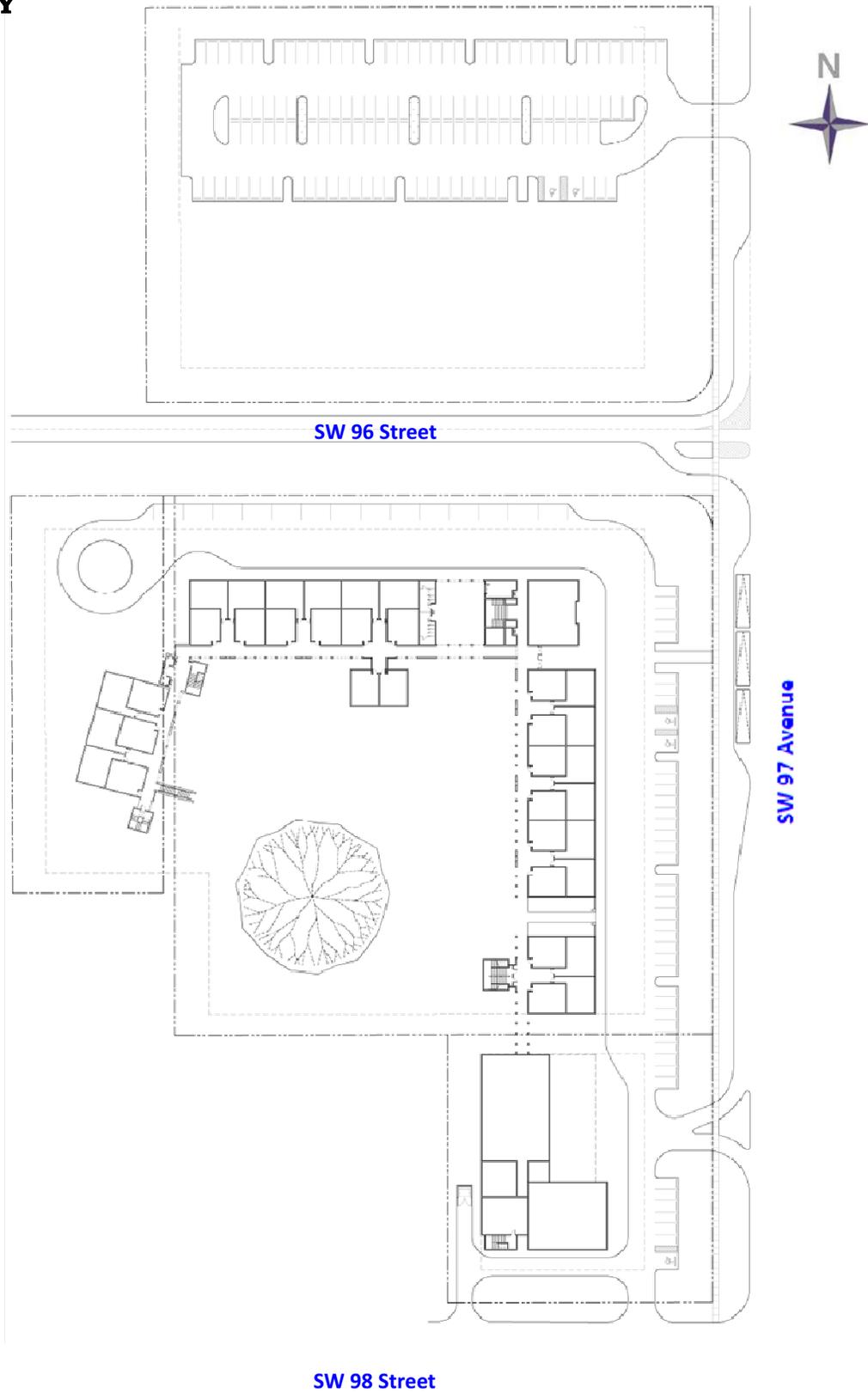
Figure 1 depicts the site's location map, while Figure 2 is the proposed site plan, provided for illustrative purposes only.

**Figure 1: Location Map**



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Site Plan

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# RECEIVED Condition (2012)

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The purpose of this section is to identify the current operational and geometric characteristics of the roadway days 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 most impacted by the subject project as described below. This traffic data was collected on Wednesday, December 12<sup>th</sup>, 2012 during the school's AM peak period of 7:00 AM to 9:00 AM. The turning movement counts were adjusted for seasonal variations by utilizing the 2011 Florida Department of Transportation Seasonal Factor (SF) of 1.01. Figure 3 below depicts a graphical representation of the seasonally adjusted existing AM peak hour TMC's. Traffic counts and operational characteristics were gathered at the following intersections:

- SW 97<sup>th</sup> Avenue & SW 94<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 96<sup>th</sup> Street
- SW 97<sup>th</sup> Avenue & SW 104<sup>th</sup> Street

## Level of Service (LOS)

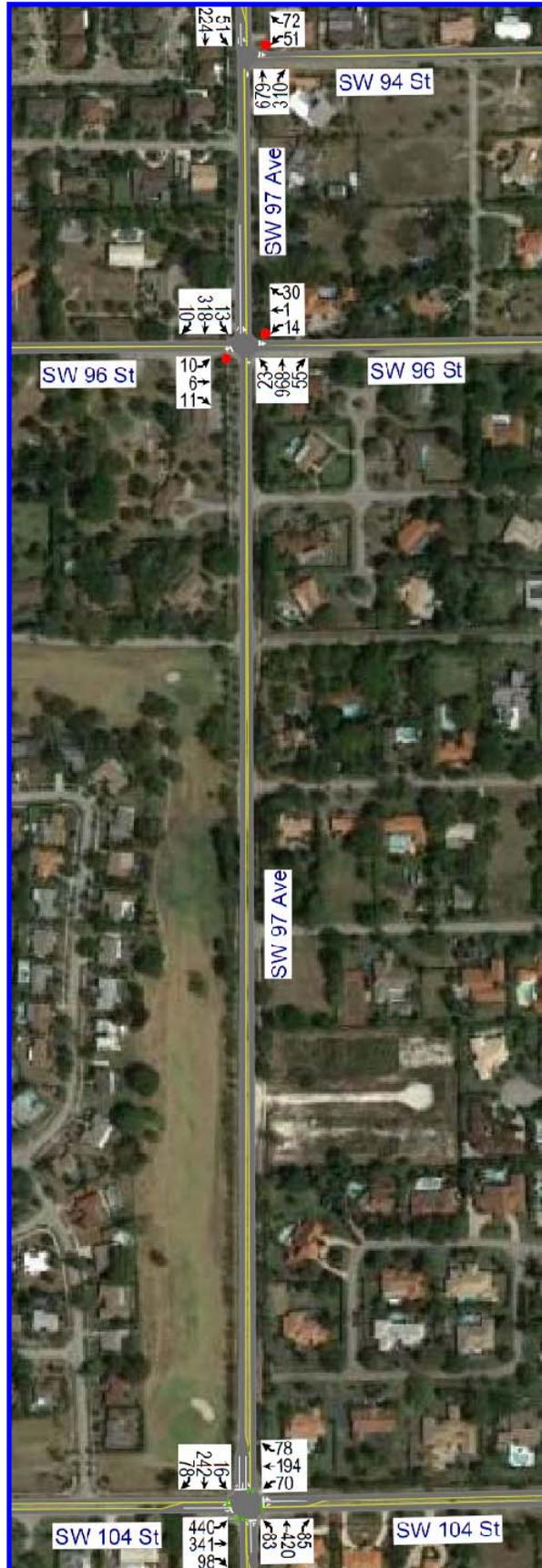
Using the above AM peak hour TMC data, intersection Level of Service (LOS) analyses were performed for the existing peak hour condition at the intersections previously described using the Synchro 8 software. These analyses were performed following the Highway Capacity Manual methodology and consistent with the roadway characteristics at the time the data collection took place. As a result, the analysis yielded LOS C (overall) or better for all the intersections analyzed. Table 2 provides a summary of the AM peak hour LOS while 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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	16.3	A	0.0	A	2.0	A	1.8	
2 SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.9	A	0.6	A	0.7	A	1.4	
3 SW 97 Avenue & SW 104 Street	Signalized	C	30.0	D	44.4	C	31.4	C	30.3	C	32.7	

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Map of Existing AM Peak Hour TMC's

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**RECEIVED** traffic

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

### Trip Generation

The trip generation characteristics for the subject project were developed using actual data. The vehicle trips for the existing school were obtained from data collected at the existing site while the trips for proposed charter school were calculated using data from the surrogate school, Somerset Silver Palms at 23255 SW 115<sup>th</sup> Avenue in Unincorporated Miami-Dade County, Florida. The traffic data was collected during the school's AM peak period of 7:00 to 9:00 AM. This peak period corresponds to the arrival time for the surrogate school.

The trip generation rate from the surrogate school yielded 0.925 trips per student. This rate was utilized to calculate the proposed vehicle trips for the charter school. As a result, the subject project yielded **1,850 gross vehicle trips** during the **AM peak period**. As shown in the table below, these gross vehicle trips were adjusted with the existing trips and transit adjustment trips in order to obtain the net vehicle trips during the AM peak period. Since the subject school will have multiple arrivals, all of the net peak period trips will not occur during the school's peak hour. Table 3 summarizes the trip generation for the charter school during the AM peak period. The calculations of the rates and percentage are included in Appendix A.

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

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
<b>EXISTING USE</b>						
Private School (K - 8)	290 Students	□	0.706	111	94	205
<b>PROPOSED USE</b>						
Charter School (K - 12)	2,000 Students	◇	0.925	1,004	846	1,850
Transit Adjustment Trips (10%) *				100	85	185
Proposed School Bus Trips				6	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>799</b>	<b>673</b>	<b>1,472</b>

**NOTES:**

- Trip Generation Rate obtained from the existing school. See Appendix.
- ◇ Trip Generation Rate obtained from surrogate school data. See Appendix Table T-1.
- \* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

Subsequently, the above peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival times in order to obtain the AM peak hour trips. As a result, the **AM Peak Hour Trip Generation** yielded **868 vehicle trips** of which 471 vehicle trips are entering and 397 vehicle trips will exit the site. Table 4 depicts the AM Peak Hour Trip Generation results while Appendix A contains the supporting documentation.



**Table 4: School AM Peak Hour Trip Generation**

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Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Vehicles In	Vehicles Out	Total Trips
7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
7:15 AM - 7:30 AM	20%		400	666	160	135	294
7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
7:45 AM - 8:00 AM	8%		160	267	64	54	118
8:00 AM - 8:15 AM	20%		400	667	160	135	294
Second Arrival 8:15 AM (Grades K - 5)							
8:15 AM - 8:30 AM	11%	33%	220	220	88	74	162
8:30 AM - 8:45 AM	20%		400	620	160	135	294
8:45 AM - 9:00 AM	2%		47	667	19	16	35
Third Arrival 8:45 AM (Grades 6 - 8)							
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

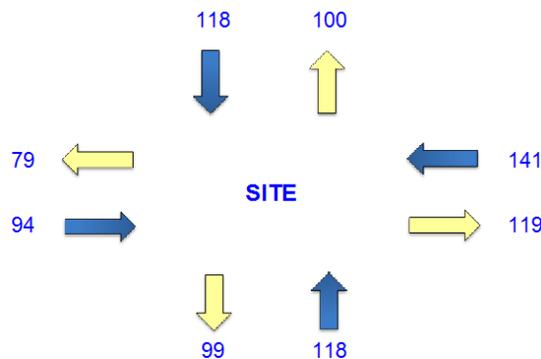
**Trip Distribution**

The Traffic Analysis Zone for the subject project (TAZ 1169) was reviewed in order to develop a trip distribution for the subject project. However, the trip distribution percentages were developed consistent with area demographics, surrounding roadway network and local knowledge of traffic patterns within the project’s area. The corresponding traffic distribution percentages were assigned to the North, South, East and West directions as outlined in Table 5. Figure 4 depicts the ingress and egress peak hour trips while Figure 5 is the TAZ map. Lastly, Figure 6 illustrates the AM peak hour site traffic.

**Table 5: Traffic Distribution**

TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NORTH	29.34%	NORTH	25%	118	100	218
EAST	29.17%	EAST	30%	141	119	260
SOUTH	19.30%	SOUTH	25%	118	99	217
WEST	22.19%	WEST	20%	94	79	173
	<b>100.00%</b>		<b>100.00%</b>	<b>471</b>	<b>397</b>	<b>868</b>

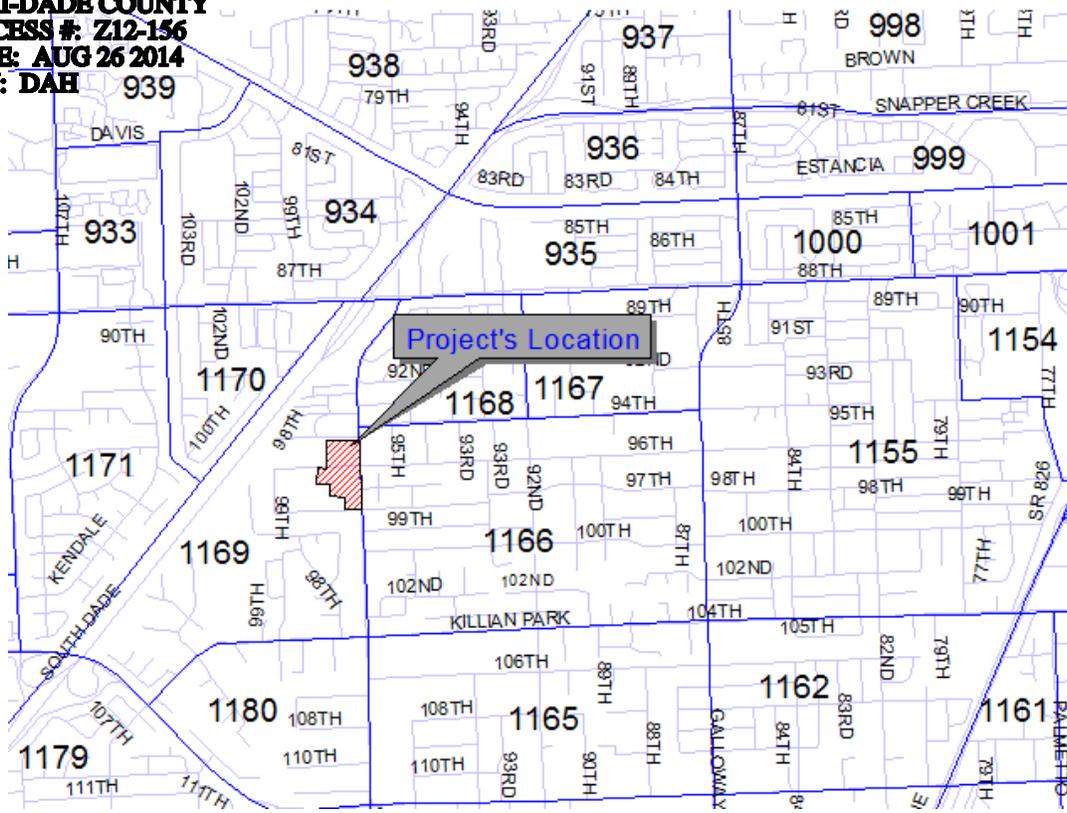
**Figure 4: Directional Traffic Assignments (Ingress & Egress Trips)**



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## Traffic Analysis Zone (TAZ) Map

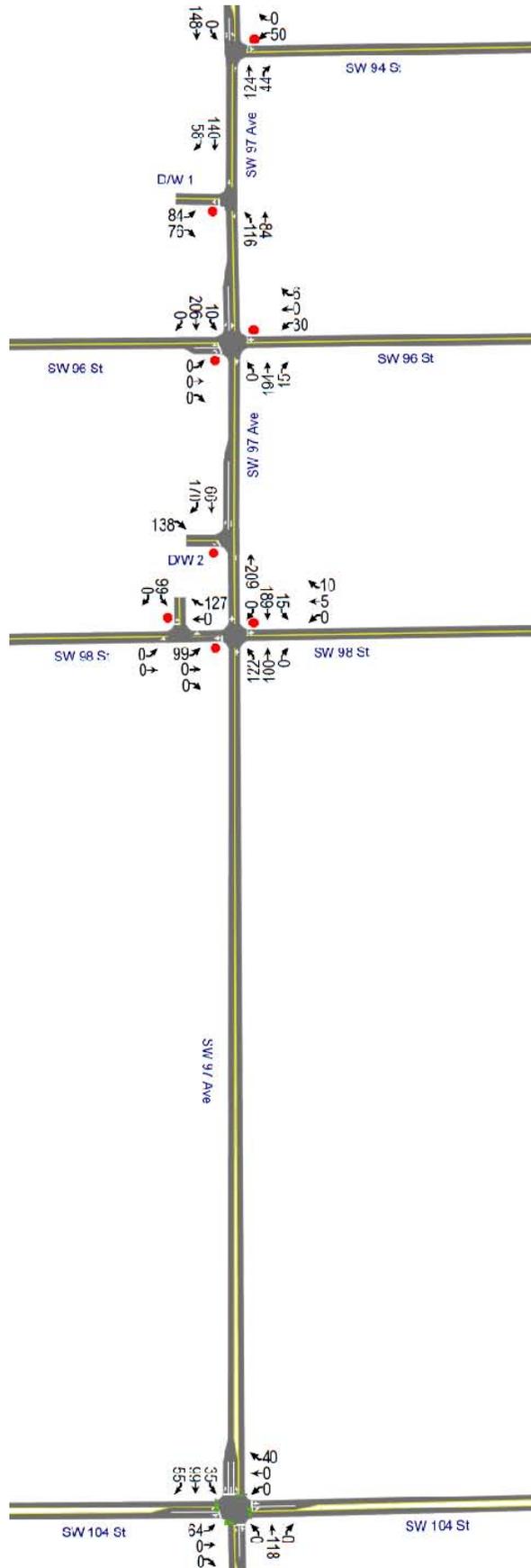
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Peak Hour Site Traffic



# RECEIVED Proposed Condition (2014)

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The proposed condition Level of Service (LOS) includes the background growth and project traffic. The existing traffic was grown with a background growth rate of 0.83 percent per year. Lastly, this growth rate was applied to a design year of 2014.

## Background Growth

Using the Miami-Dade County SERPM travel demand traffic model for the above referenced TAZ, a traffic growth was determined by interpolating the models TAZ trips between the years of 2005 and 2035. The results indicate a growth trend rate of 0.83 percent per year. Appendix C includes the data and analyses performed to determine the growth rate.

## Proposed Condition with Project Traffic

The intersections previously identified were augmented with the background growth and project traffic. This forms the basis for the proposed future condition with project traffic in 2014. As a result, the overall operation at the intersections analyzed yielded acceptable LOS. In addition, the proposed driveways yielded LOS A (overall). Table 6 summarizes the LOS results for the proposed AM peak hour condition. The calculations for the specific movements at each intersection are included in Appendix D. Figure 7 depicts the proposed AM peak hour volumes.

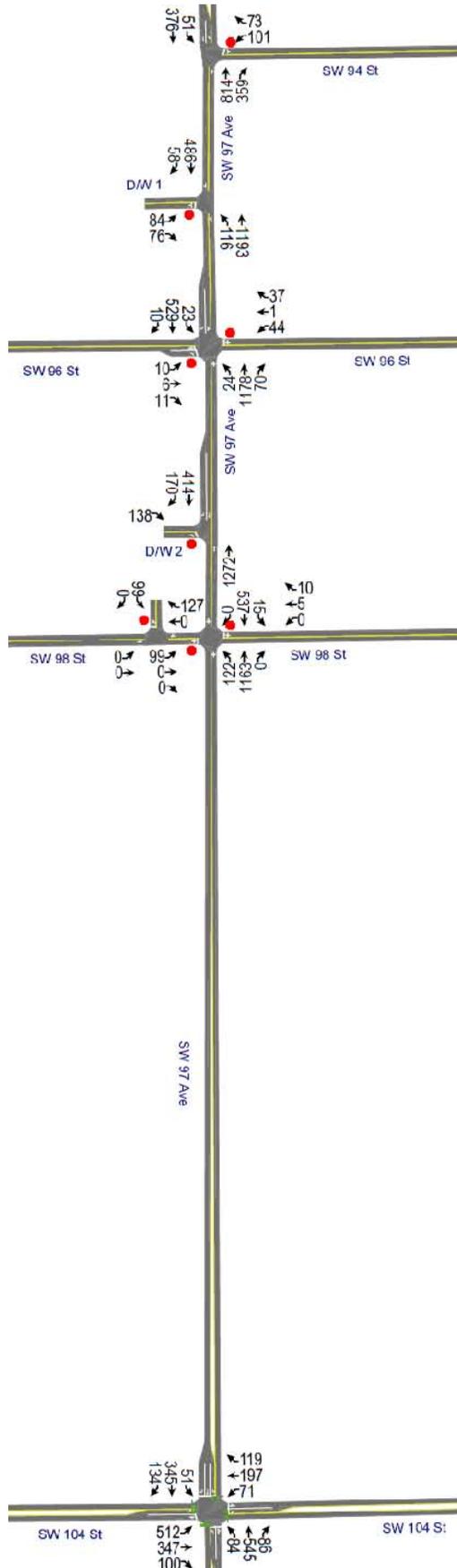
**Table 6: Proposed AM Peak Hour Level of Service (LOS)**

Proposed AM Peak Hour Condition 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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	D	28.8	A	0.0	A	1.4	A	3.2	
2 SW 97 Avenue & SW 96 Street	Two-Way Stop	C	21.5	D	29.4	A	1.2	A	1.3	A	2.7	
3 SW 97 Avenue & SW 104 Street	Signalized	E	76.2	D	43.9	D	37.0	C	32.5	D	51.6	
4 Parking Lot (Driveway 1) & SW 97 Avenue	Two-Way Stop	D	31.4	N/A	N/A	A	5.3	A	0.0	A	6.0	
5 Driveway 2 & SW 97 Avenue	Two-Way Stop	B	12.8	N/A	N/A	A	0.0	A	0.0	A	0.9	
6 Driveway 3 & SW 98 Street	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	9.3	A	4.1	

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**Proposed AM Peak Hour Volumes**



# RECEIVED Stacking & Accumulation Assessment

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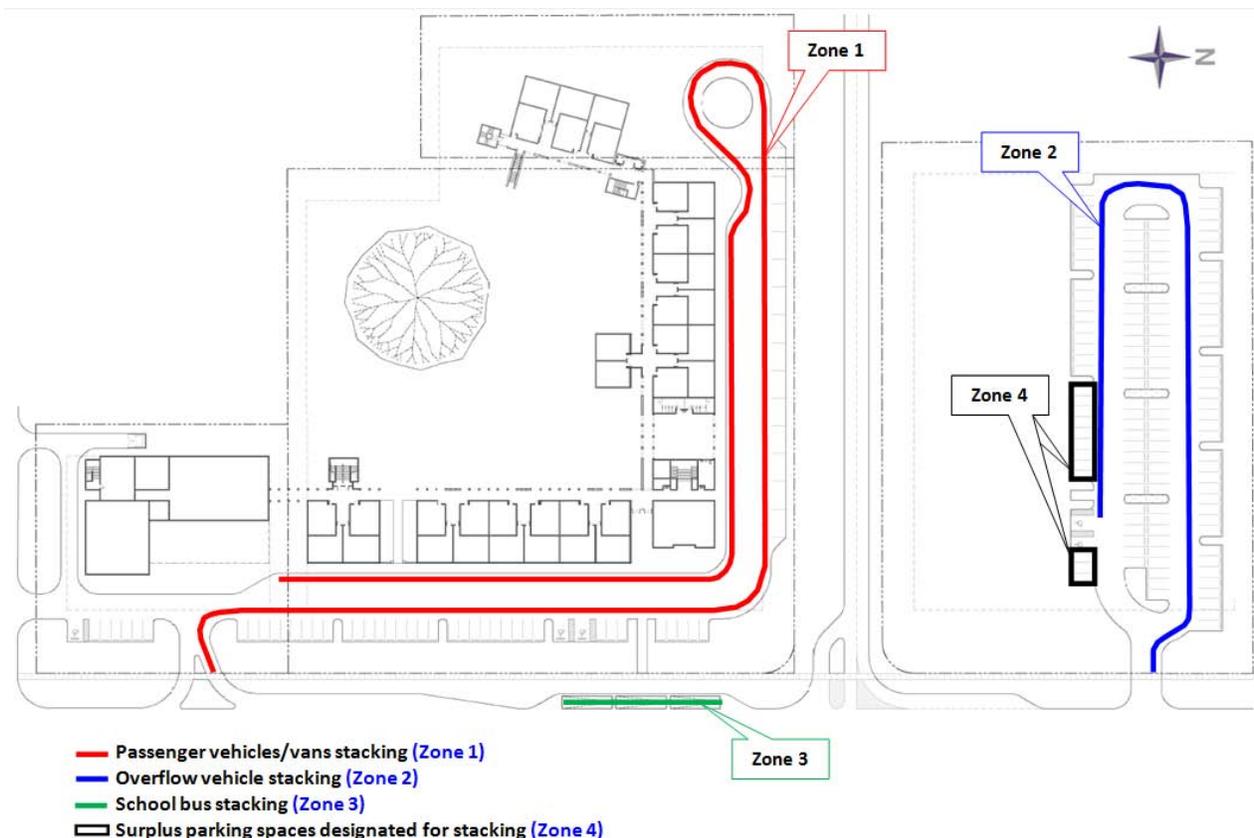
BY: DAE

The subject school will have stacking capacity for 90 passenger vehicles/vans and 3 school buses. The stacking capacity for passenger vehicles/vans includes the internal stacking lane and surplus parking spaces. Additionally, the school will have an overflow stacking area within the parking lot which may be utilized, if needed to accommodate stacking vehicles and to avoid any vehicular spill-over into SW 97<sup>th</sup> Avenue. Table 7 below describes the proposed vehicle stacking capacity within the site while Figure 8 is a graphical representation of the proposed stacking zones.

**Table 7: Description of Vehicular Stacking Capacity**

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Passenger Vehicles/Vans Stacking Area (South Side)	1,720	LF	Car/Van	22	78
2	Overflow Vehicle Stacking Area within Parking Garage (North Side)	710	LF	Car/Van	22	32
3	School Buses	126	LF	Bus	40	3
4	Surplus Parking Spaces					12
<b>Total Stacking Capacity for Passenger Vehicles/Transportation Vans with Surplus Parking</b>						<b>90</b>
<b>Overflow Stacking Capacity for Passenger Vehicles/Transportation Vans</b>						<b>32</b>
<b>Total Stacking Capacity for Mid-Size School Bus</b>						<b>3</b>

**Figure 8: Vehicle Accumulation Graph**



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the requirements of Miami-Dade County, an Accumulation Assessment was performed for the school's AM and PM peak period to determine the projected vehicle stacking demand during the arrival and dismissal times. This assessment follows the Miami-Dade County Public Works and Waste Management Department methodology and consisted of taking local data from a similar school (i.e. Somerset Gate school), in this case the Somerset Silver Palms Charter School located at 23255 SW 115<sup>th</sup> Avenue in Unincorporated Miami-Dade, and applying it to the proposed charter school. Appendix F contains the supporting documentation.

The Accumulation Assessment was based on three (3) staggered arrivals and three (3) staggered dismissals separated by 30-minutes in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. Based on our assessment, the school is providing sufficient stacking capacity to accommodate the projected stacking vehicles during the arrival and dismissal times. Table 8 below summarizes the proposed school operation schedule while Table 9 contains the results for each separate arrival and dismissal and their corresponding percent being accommodated.

**Table 8: School Operation Schedule**

Hours of Operation							
Arrival Time				Dismissal Time			
	Shifts	Grades	Students		Shifts	Grades	Students
<b>1st</b>	7:30 AM	9th - 12th	666	<b>1st</b>	2:15 PM	9th - 12th	666
<b>2nd</b>	8:15 AM	K - 5th	667	<b>2nd</b>	2:45 PM	K - 5th	667
<b>3rd</b>	8:45 AM	6th - 8th	667	<b>3rd</b>	3:30 PM	6th - 8th	667
<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>	<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>

**Table 9: Accumulation Assessment Summary**

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	
<b>Arrivals</b>	<b>First</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Second</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Third</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Bus</b>	200						
<b>Dismissals</b>	<b>First</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Second</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Third</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Bus</b>	200						

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Conclusion  
MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
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The subject project is being programmed to have a charter school with 2,000 students in grades Kindergarten through Twelfth (K-12). The AM Peak Hour Trip Generation calculations resulted in 868 vehicle trips of which 471 vehicle trips are entering and 397 vehicle trips will exit the site. These peak hour trips were distributed to the adjacent intersections and assigned to the site's driveways. Furthermore, a Level of Service (LOS) analysis was performed for the existing condition and proposed condition with project traffic at the intersections most impacted and resulted in acceptable overall LOS.

Based on the information provided in this report, the subject school will have stacking capacity for 90 passenger vehicles/vans and 3 school buses. This school will require three (3) staggered arrivals and three (3) staggered dismissals separated by 30-minute intervals in order to accommodate the projected accumulation. Moreover, the AM and PM Accumulation Assessment demonstrated that the subject site will have sufficient stacking capacity to accommodate the projected vehicle accumulation within the site. Please note the day care vehicular peak stacking demand is not expected to coincide with the school and therefore, it can be accommodated within the site on the parking spaces designated for the day care use.

In conclusion, the subject project will have sufficient stacking capacity. Lastly, the intersections most impacted yielded acceptable overall LOS results and therefore, this project does not pose a negative impact on traffic as sufficient roadway capacity exists.

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## Appendix A: Trip Generation



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TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

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TABLE: A1  
 Pinewood Acres Charter School  
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\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

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TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	160	135	294
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	88	74	162
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

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TABLE: A2  
**Pinewood Acres Charter School**  
School AM Peak Hour Trip Generation (Three Arrivals)

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First Arrival 7:30 AM (Grades 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	<b>160</b>	<b>135</b>	<b>294</b>
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	<b>88</b>	<b>74</b>	<b>162</b>
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

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TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

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**AM Peak Trip Generation**

**MIAMI-DADE COUNTY**  
**PROCESS #:** 212-156  
**DATE:** AUG 26 2014  
**BY:** DAH

Pinewood Acres School  
 9500 SW 97th Avenue

**Date:** 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
				Trips/Student

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**MIAMI-DADE COUNTY  
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DATE: AUG 26 2014  
BY: DAH**

TABLE: A3

**Pinewood Acres Charter School**  
School Operation Plan

Hours of Operation							
Arrival Time				Dismissal Time			
	Shifts	Grades	Students		Shifts	Grades	Students
1st	7:30 AM	9th - 12th	666	1st	2:15 PM	9th - 12th	666
2nd	8:15 AM	K - 5th	667	2nd	2:45 PM	K - 5th	667
3rd	8:45 AM	6th - 8th	667	3rd	3:30 PM	6th - 8th	667
	<b>Total</b>	<b>K - 12th</b>	<b>2,000</b>		<b>Total</b>	<b>K - 12th</b>	<b>2,000</b>

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## **Appendix B: Trip Distribution**





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PROCESS # 212-156  
DATE: AUG 26 2014  
BY: DAE  
Metropolitan  
Planning  
Organization

# Miami-Dade 2035 Long Range Transportation Plan

## Directional Trip Distribution Report

October 29, 2009

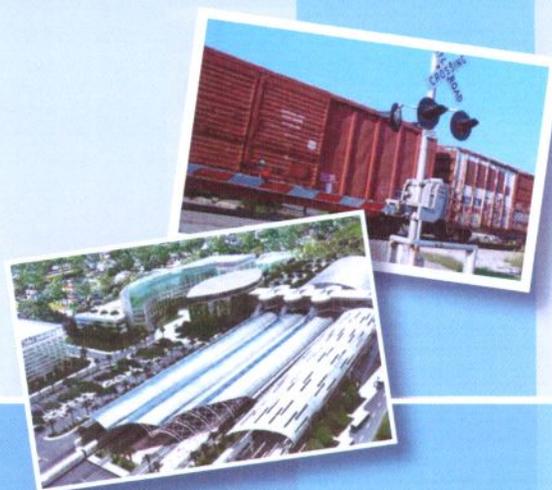
# 2035



## 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

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**BY: DAH**

ORIGIN ZONE											CARDINAL DIRECTIONS										
Regional TAZ			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL										
		PERCENT	37.64	4.65	0	2.22	7.8	9.8	8.66	29.23											
	3839	TRIPS	1074	119	0	23	408	772	466	996	3,858										
		PERCENT	27.84	3.08	0	0.6	10.58	20.01	12.08	25.82											
1140	3840	TRIPS	445	11	1	0	93	159	180	340	1,229										
		PERCENT	36.21	0.9	0.08	0	7.57	12.94	14.65	27.66											
1141	3841	TRIPS	205	1	0	0	31	100	90	218	645										
		PERCENT	31.78	0.16	0	0	4.81	15.5	13.95	33.8											
1142	3842	TRIPS	631	33	8	1	137	264	329	521	1,924										
		PERCENT	32.8	1.72	0.42	0.05	7.12	13.72	17.1	27.08											
1143	3843	TRIPS	928	113	8	6	340	510	552	611	3,068										
		PERCENT	30.25	3.68	0.26	0.2	11.08	16.62	17.99	19.92											
1144	3844	TRIPS	520	54	13	10	493	914	436	452	2,892										
		PERCENT	17.98	1.87	0.45	0.35	17.05	31.6	15.08	15.63											
1145	3845	TRIPS	1644	326	64	29	584	1445	822	1580	6,494										
		PERCENT	25.32	5.02	0.99	0.45	8.99	22.25	12.66	24.33											
1146	3846	TRIPS	825	95	0	22	160	585	431	721	2,839										
		PERCENT	29.06	3.35	0	0.77	5.64	20.61	15.18	25.4											
1147	3847	TRIPS	508	39	25	12	132	267	187	444	1,614										
		PERCENT	31.47	2.42	1.55	0.74	8.18	16.54	11.59	27.51											
1148	3848	TRIPS	463	56	0	22	81	190	157	282	1,251										
		PERCENT	37.01	4.48	0	1.76	6.47	15.19	12.55	22.54											
1149	3849	TRIPS	559	46	7	17	168	298	405	404	1,904										
		PERCENT	29.36	2.42	0.37	0.89	8.82	15.65	21.27	21.22											
1150	3850	TRIPS	1215	241	112	151	650	850	822	799	4,840										
		PERCENT	25.1	4.98	2.31	3.12	13.43	17.56	16.98	16.51											
1151	3851	TRIPS	1293	536	36	166	931	713	825	1064	5,564										
		PERCENT	23.24	9.63	0.65	2.98	16.73	12.81	14.83	19.12											
1152	3852	TRIPS	93	67	10	37	155	194	145	130	831										
		PERCENT	11.19	8.06	1.2	4.45	18.65	23.35	17.45	15.64											
1153	3853	TRIPS	1726	966	222	309	2101	1755	1465	1210	9,754										
		PERCENT	17.7	9.9	2.28	3.17	21.54	17.99	15.02	12.41											
1154	3854	TRIPS	1053	881	104	105	672	779	576	805	4,975										
		PERCENT	21.17	17.71	2.09	2.11	13.51	15.66	11.58	16.18											
1155	3855	TRIPS	2526	2046	243	538	1765	1697	1688	1622	12,125										
		PERCENT	20.83	16.87	2	4.44	14.56	14	13.92	13.38											
1156	3856	TRIPS	584	254	41	91	671	484	521	410	3,056										
		PERCENT	19.11	8.31	1.34	2.98	21.96	15.84	17.05	13.42											
1157	3857	TRIPS	621	253	24	132	378	275	348	527	2,558										
		PERCENT	24.28	9.89	0.94	5.16	14.78	10.75	13.6	20.6											
1158	3858	TRIPS	633	149	21	174	197	290	241	523	2,228										
		PERCENT	28.41	6.69	0.94	7.81	8.84	13.02	10.82	23.47											
1159	3859	TRIPS	1035	274	162	360	1538	803	559	776	5,507										
		PERCENT	18.79	4.98	2.94	6.54	27.93	14.58	10.15	14.09											
1160	3860	TRIPS	1153	321	170	164	1285	760	779	804	5,436										
		PERCENT	21.21	5.91	3.13	3.02	23.64	13.98	14.33	14.79											
1161	3861	TRIPS	740	209	88	115	803	468	475	522	3,420										
		PERCENT	21.64	6.11	2.57	3.36	23.48	13.68	13.89	15.26											
1162	3862	TRIPS	844	375	146	149	782	534	450	586	3,866										
		PERCENT	21.83	9.7	3.78	3.85	20.23	13.81	11.64	15.16											
1163	3863	TRIPS	378	104	47	68	342	225	154	156	1,474										
		PERCENT	25.64	7.06	3.19	4.61	23.2	15.26	10.45	10.58											
1164	3864	TRIPS	462	290	48	172	157	95	188	158	1,570										
		PERCENT	29.43	18.47	3.06	10.96	10	6.05	11.97	10.06											
1165	3865	TRIPS	1488	946	116	225	237	325	445	406	4,188										
		PERCENT	35.53	22.59	2.77	5.37	5.66	7.76	10.63	9.69											
1166	3866	TRIPS	472	531	62	272	127	177	159	200	2,000										
		PERCENT	23.6	26.55	3.1	13.6	6.35	8.85	7.95	10											
1167	3867	TRIPS	2657	2789	777	1149	3206	2620	2612	2232	18,042										
		PERCENT	14.73	15.46	4.31	6.37	17.77	14.52	14.48	12.37											
1168	3868	TRIPS	228	291	76	143	71	100	89	95	1,093										
		PERCENT	20.86	26.62	6.95	13.08	6.5	9.15	8.14	8.69											
1169	3869	TRIPS	463	470	186	215	194	276	213	274	2,291										
		PERCENT	20.21	20.52	8.12	9.38	8.47	12.05	9.3	11.96											
1170	3870	TRIPS	394	417	167	201	271	406	345	298	2,499										
		PERCENT	15.77	16.69	6.68	8.04	10.84	16.25	13.81	11.92											

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		CARDINAL DIRECTIONS										
		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL		
		PERCENT	12.63	3.52	0.5	3.63	22.05	18.15	24.2	15.33		
	3857	TRIPS	819	111	20	81	283	409	162	589	2,474	
		PERCENT	33.1	4.49	0.81	3.27	11.44	16.53	6.55	23.81		
1158	3858	TRIPS	933	103	118	22	217	303	332	728	2,756	
		PERCENT	33.85	3.74	4.28	0.8	7.87	10.99	12.05	26.42		
1159	3859	TRIPS	1647	602	381	607	1748	441	431	462	6,319	
		PERCENT	26.06	9.53	6.03	9.61	27.66	6.98	6.82	7.31		
1160	3860	TRIPS	1193	324	346	643	2417	1059	879	547	7,408	
		PERCENT	16.1	4.37	4.67	8.68	32.63	14.3	11.87	7.38		
1161	3861	TRIPS	721	362	273	299	1093	696	526	271	4,241	
		PERCENT	17	8.54	6.44	7.05	25.77	16.41	12.4	6.39		
1162	3862	TRIPS	1134	335	97	157	580	408	504	424	3,639	
		PERCENT	31.16	9.21	2.67	4.31	15.94	11.21	13.85	11.65		
1163	3863	TRIPS	361	384	122	156	502	89	166	209	1,989	
		PERCENT	18.15	19.31	6.13	7.84	25.24	4.47	8.35	10.51		
1164	3864	TRIPS	441	444	108	163	274	203	128	189	1,950	
		PERCENT	22.62	22.77	5.54	8.36	14.05	10.41	6.56	9.69		
1165	3865	TRIPS	705	1742	143	389	455	583	376	331	4,724	
		PERCENT	14.92	36.88	3.03	8.23	9.63	12.34	7.96	7.01		
1166	3866	TRIPS	559	567	149	84	354	409	115	192	2,429	
		PERCENT	23.01	23.34	6.13	3.46	14.57	16.84	4.73	7.9		
1167	3867	TRIPS	3637	3985	1370	1815	3570	4383	3470	1359	23,589	
		PERCENT	15.42	16.89	5.81	7.69	15.13	18.58	14.71	5.76		
1168	3868	TRIPS	446	511	24	48	104	105	52	74	1,364	
		PERCENT	32.7	37.46	1.76	3.52	7.62	7.7	3.81	5.43		
1169	3869	TRIPS	511	545	347	231	434	568	140	156	2,932	
		PERCENT	17.43	18.59	11.83	7.88	14.8	19.37	4.77	5.32		
1170	3870	TRIPS	386	509	76	119	336	402	329	135	2,292	
		PERCENT	16.84	22.21	3.32	5.19	14.66	17.54	14.35	5.89		
1171	3871	TRIPS	1004	1327	176	537	735	747	537	353	5,416	
		PERCENT	18.54	24.5	3.25	9.92	13.57	13.79	9.92	6.52		
1172	3872	TRIPS	1530	1867	335	959	643	618	811	279	7,042	
		PERCENT	21.73	26.51	4.76	13.62	9.13	8.78	11.52	3.96		
1173	3873	TRIPS	1472	945	175	774	923	747	919	689	6,644	
		PERCENT	22.16	14.22	2.63	11.65	13.89	11.24	13.83	10.37		
1174	3874	TRIPS	3164	2395	1524	3901	7454	4918	10712	4950	39,018	
		PERCENT	8.11	6.14	3.91	10	19.1	12.6	27.45	12.69		
1175	3875	TRIPS	2330	2402	410	641	924	780	773	462	8,722	
		PERCENT	26.71	27.54	4.7	7.35	10.59	8.94	8.86	5.3		
1176	3876	TRIPS	1527	991	218	239	274	462	2136	458	6,305	
		PERCENT	24.22	15.72	3.46	3.79	4.35	7.33	33.88	7.26		
1177	3877	TRIPS	491	393	84	51	105	83	201	232	1,640	
		PERCENT	29.94	23.96	5.12	3.11	6.4	5.06	12.26	14.15		
1178	3878	TRIPS	347	406	92	146	91	92	159	65	1,398	
		PERCENT	24.82	29.04	6.58	10.44	6.51	6.58	11.37	4.65		
1179	3879	TRIPS	342	429	82	80	81	191	74	87	1,366	
		PERCENT	25.04	31.41	6	5.86	5.93	13.98	5.42	6.37		
1180	3880	TRIPS	497	165	49	33	49	43	158	169	1,163	
		PERCENT	42.73	14.19	4.21	2.84	4.21	3.7	13.59	14.53		
1181	3881	TRIPS	1690	421	159	183	634	337	429	439	4,292	
		PERCENT	39.38	9.81	3.7	4.26	14.77	7.85	10	10.23		
1182	3882	TRIPS	1124	203	98	136	396	306	289	222	2,774	
		PERCENT	40.52	7.32	3.53	4.9	14.28	11.03	10.42	8		
1183	3883	TRIPS	594	107	64	66	151	49	137	114	1,282	
		PERCENT	46.33	8.35	4.99	5.15	11.78	3.82	10.69	8.89		
1184	3884	TRIPS	1498	719	335	927	2860	1372	1563	635	9,909	
		PERCENT	15.12	7.26	3.38	9.36	28.86	13.85	15.77	6.41		
1185	3885	TRIPS	2804	1335	1714	2667	6312	2477	4366	1446	23,121	
		PERCENT	12.13	5.77	7.41	11.53	27.3	10.71	18.88	6.25		
1186	3886	TRIPS	1490	494	73	127	338	204	184	585	3,495	
		PERCENT	42.63	14.13	2.09	3.63	9.67	5.84	5.26	16.74		
1187	3887	TRIPS	366	102	9	47	108	36	32	173	873	
		PERCENT	41.92	11.68	1.03	5.38	12.37	4.12	3.67	19.82		
1188	3888	TRIPS	2139	619	44	120	387	141	165	728	4,343	
		PERCENT	49.25	14.25	1.01	2.76	8.91	3.25	3.8	16.76		
1189	3889	TRIPS	858	586	242	961	1211	361	204	206	4,629	
		PERCENT	18.54	12.66	5.23	20.76	26.16	7.8	4.41	4.45		
1190	3890	TRIPS	2758	1003	78	342	203	100	202	933	5,619	

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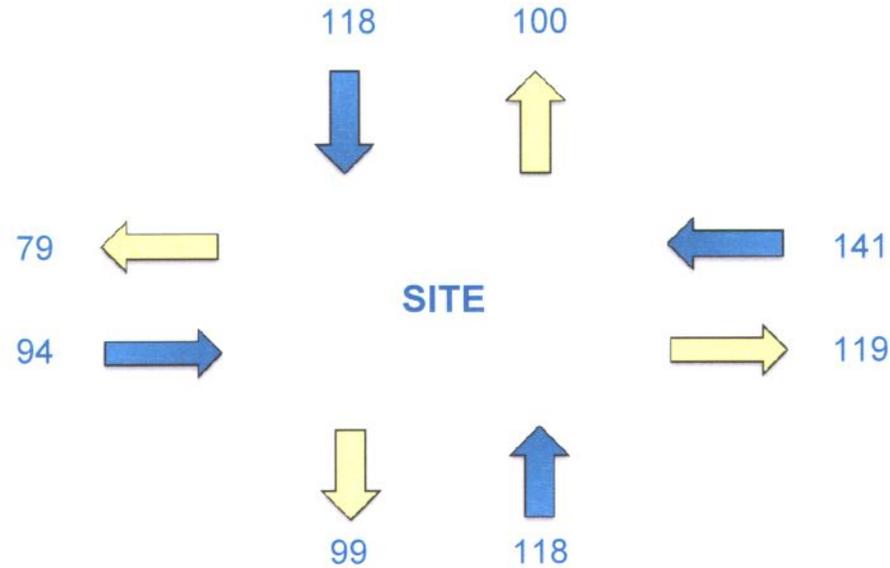
MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH

TABLE: A4

Pinewood Acres Charter School  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
TOTAL	100.00		100.00%		100.00%	471	397	868

AM PEAK HOUR



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MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

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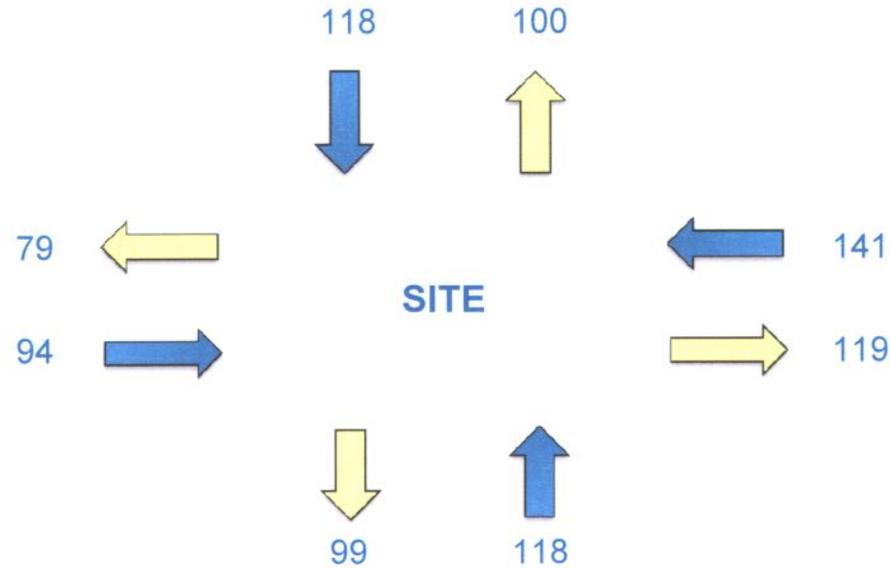
MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
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Pinewood Acres Charter School  
Project Quadrant Distribution - AM Peak Hour  
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AM PEAK HOUR



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MIAMI-DADE COUNTY  
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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	160	135	294
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	88	74	162
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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
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	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

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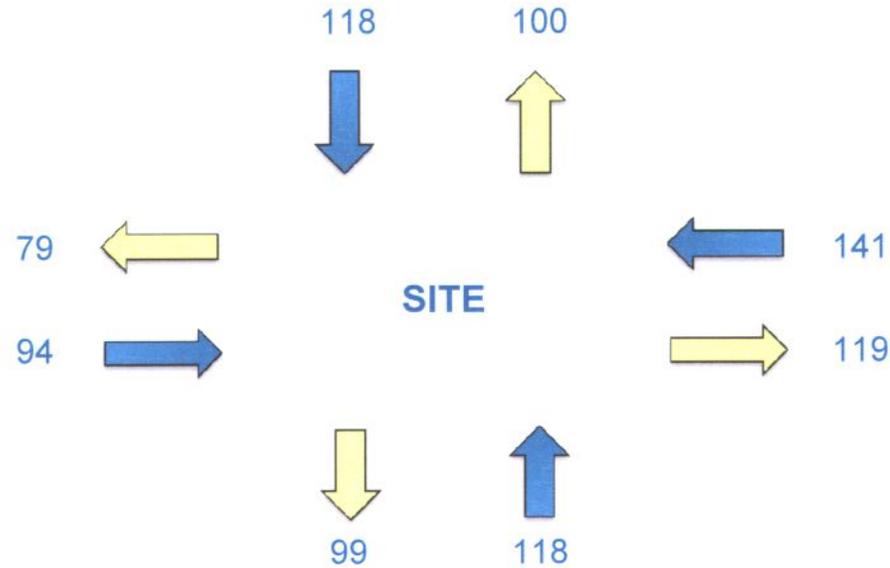
**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A4

**Pinewood Acres Charter School**  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
<b>TOTAL</b>	<b>100.00</b>		<b>100.00%</b>		<b>100.00%</b>	<b>471</b>	<b>397</b>	<b>868</b>

**AM PEAK HOUR**



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MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
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	8:00 AM - 8:15 AM	20%		400	<b>667</b>	160	135	294
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	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
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TABLE: T1  
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Surrogate School AM Peak Hour Trips			
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**Peak Hour**

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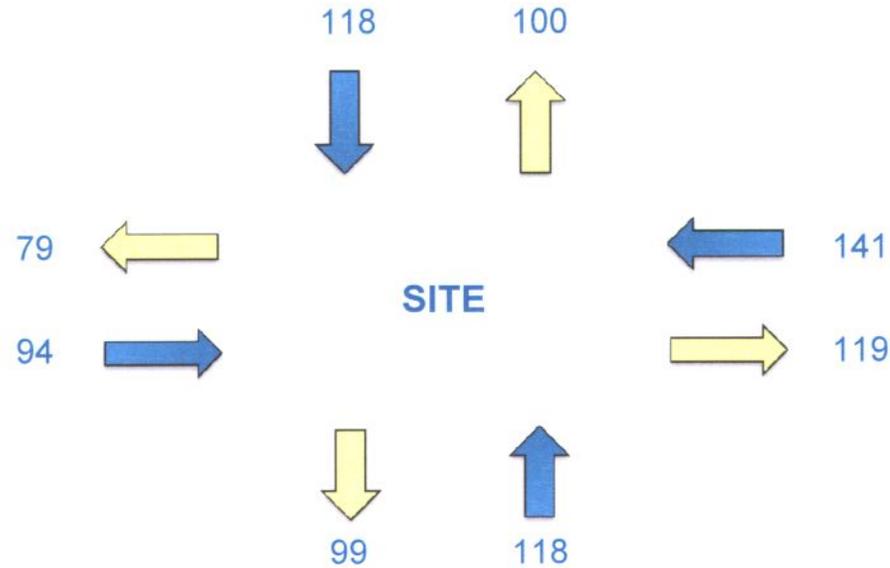
**MIAMI-DADE COUNTY  
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TABLE: A4

**Pinewood Acres Charter School**  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
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NNW	9.97							
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**AM PEAK HOUR**



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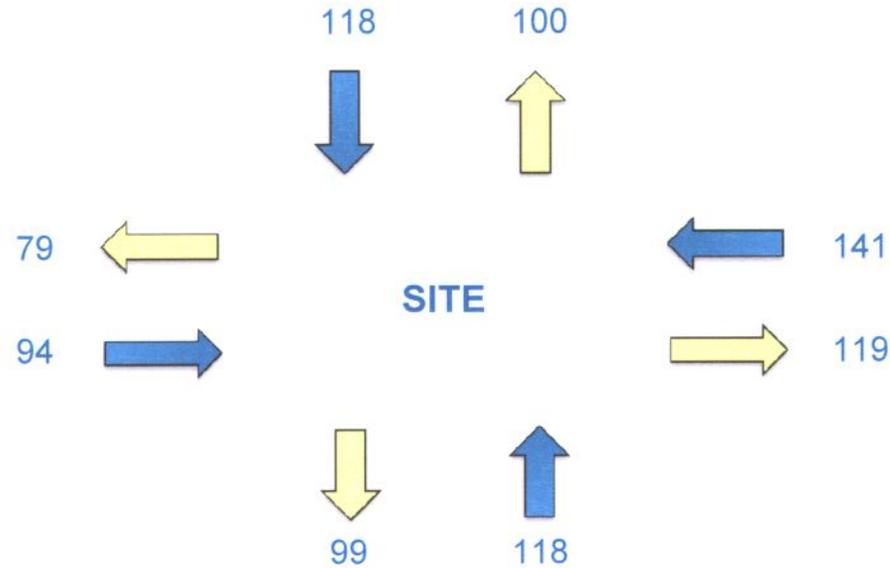
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**AM PEAK HOUR**



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MIAMI-DADE COUNTY  
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 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
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TABLE: A2  
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School AM Peak Hour	Trips		
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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:  
Vehicles included cars and passenger vans.  
Trip Generation Rate includes buses.

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### AM Peak Trip Generation

MIAMI-DADE COUNTY  
PROCESS #: 212-156  
DATE: AUG 26 2014  
BY: DAH

Pinewood Acres School  
9500 SW 97th Avenue

Date: 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

Peak Hour

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
				Trips/Student

**RECEIVED**

**AM Peak Trip Generation**

**MIAMI-DADE COUNTY** Pinewood Acres School  
**PROCESS #:** 212-156  
**DATE:** AUG 26 2014 9500 SW 97th Avenue  
**BY:** DAH

**Date:** 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
				Trips/Student

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A3

**Pinewood Acres Charter School**  
School Operation Plan

Hours of Operation							
Arrival Time				Dismissal Time			
	Shifts	Grades	Students		Shifts	Grades	Students
1st	7:30 AM	9th - 12th	666	1st	2:15 PM	9th - 12th	666
2nd	8:15 AM	K - 5th	667	2nd	2:45 PM	K - 5th	667
3rd	8:45 AM	6th - 8th	667	3rd	3:30 PM	6th - 8th	667
	<b>Total</b>	<b>K - 12th</b>	<b>2,000</b>		<b>Total</b>	<b>K - 12th</b>	<b>2,000</b>

**RECEIVED**

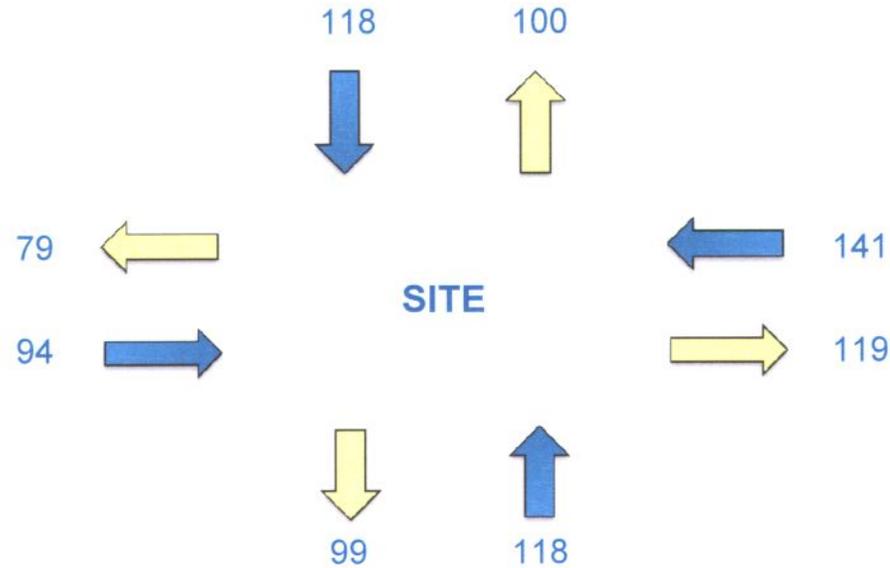
**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A4

**Pinewood Acres Charter School**  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
<b>TOTAL</b>	<b>100.00</b>		<b>100.00%</b>		<b>100.00%</b>	<b>471</b>	<b>397</b>	<b>868</b>

**AM PEAK HOUR**



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MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	160	135	294
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	88	74	162
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

**RECEIVED**

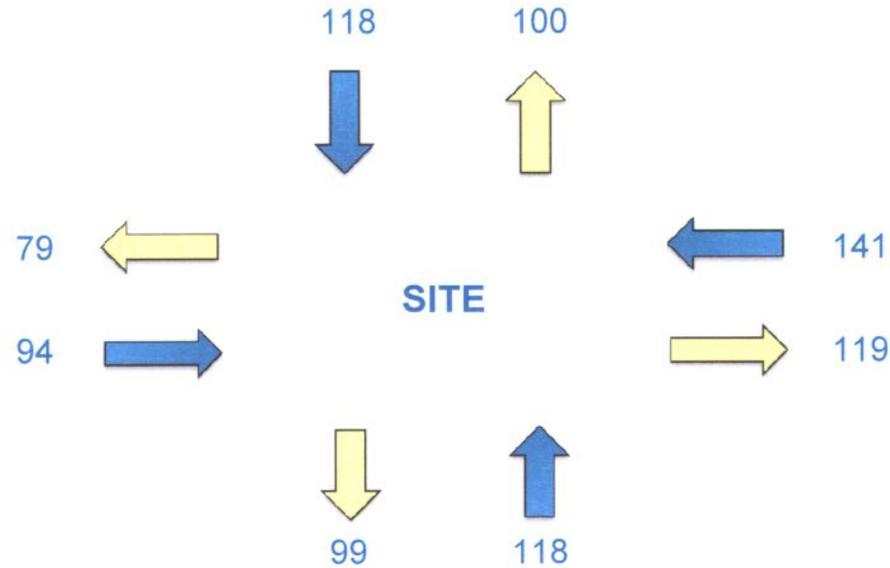
**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A4

**Pinewood Acres Charter School**  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
<b>TOTAL</b>	<b>100.00</b>		<b>100.00%</b>		<b>100.00%</b>	<b>471</b>	<b>397</b>	<b>868</b>

**AM PEAK HOUR**



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MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	<b>160</b>	<b>135</b>	<b>294</b>
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	<b>88</b>	<b>74</b>	<b>162</b>
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
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TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

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### AM Peak Trip Generation

MIAMI-DADE COUNTY  
PROCESS #: 212-156  
DATE: AUG 26 2014  
BY: DAH

Pinewood Acres School  
9500 SW 97th Avenue

Date: 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

Peak Hour

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706

Trips/Student

RECEIVED

MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
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TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

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<b>EXISTING USE</b>								
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Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
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	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

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TABLE: T1  
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Surrogate School AM Peak Hour Trips			
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AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
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Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

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Trips/Student

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**MIAMI-DADE COUNTY  
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Surrogate School AM Peak Hour Trips			
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**Peak Hour**

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Trips/Student

Notes:  
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Trip Generation Rate includes buses.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:  
Vehicles included cars and passenger vans.  
Trip Generation Rate includes buses.

RECEIVED

### AM Peak Trip Generation

MIAMI-DADE COUNTY  
PROCESS #: 212-156  
DATE: AUG 26 2014  
BY: DAH

Pinewood Acres School  
9500 SW 97th Avenue

Date: 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

Peak Hour

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
		Trips/Student		

**RECEIVED**

**AM Peak Trip Generation**

**MIAMI-DADE COUNTY** Pinewood Acres School  
**PROCESS #:** 212-156  
**DATE:** AUG 26 2014  
**BY:** DAH  
 9500 SW 97th Avenue

**Date:** 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
				Trips/Student

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A3

**Pinewood Acres Charter School**  
School Operation Plan

Hours of Operation							
Arrival Time				Dismissal Time			
	Shifts	Grades	Students		Shifts	Grades	Students
1st	7:30 AM	9th - 12th	666	1st	2:15 PM	9th - 12th	666
2nd	8:15 AM	K - 5th	667	2nd	2:45 PM	K - 5th	667
3rd	8:45 AM	6th - 8th	667	3rd	3:30 PM	6th - 8th	667
<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>	<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>

RECEIVED

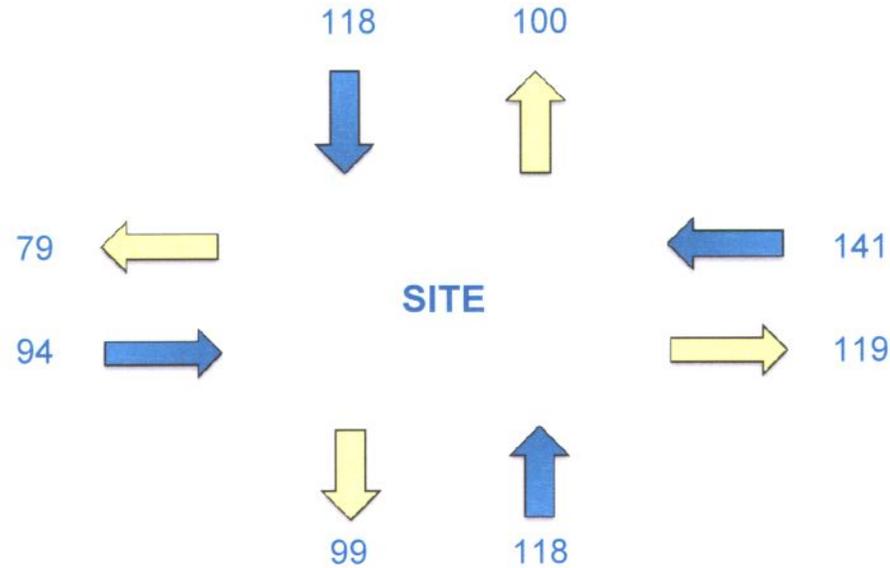
MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH

TABLE: A4

Pinewood Acres Charter School  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
TOTAL	100.00		100.00%		100.00%	471	397	868

AM PEAK HOUR



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MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

TABLE: A1  
 Pinewood Acres Charter School  
 AM Peak Period Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>EXISTING USE</b>								
Private School (K - 8)	290 Students	□	0.706	54%	111	46%	94	205
<b>PROPOSED USE</b>								
Charter School (K - 12)	2,000 Students	◇	0.925	54%	1,004	46%	846	1,850
Transit Adjustment Trips (10%) *				54%	100	46%	85	185
Proposed School Bus Trips				50%	6	50%	6	12
<b>Net Vehicle Trips (Gross - Existing - Transit + Bus Trips)</b>				<b>54%</b>	<b>799</b>	<b>46%</b>	<b>673</b>	<b>1,472</b>

NOTES:

□ Trip Generation Rate obtained from the existing school. See Appendix.

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

\* School will commit to 10% Bus utilization. Please note the surrogate school did not have any buses operating at the site during the AM Peak.

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A2  
**Pinewood Acres Charter School**  
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 9 - 12)	7:00 AM - 7:15 AM	13%	33%	266	266	106	90	196
	7:15 AM - 7:30 AM	20%		400	<b>666</b>	160	135	294
Second Arrival 8:15 AM (Grades K - 5)	7:30 AM - 7:45 AM	5%	33%	107	107	43	36	78
	7:45 AM - 8:00 AM	8%		160	267	<b>64</b>	<b>54</b>	<b>118</b>
	8:00 AM - 8:15 AM	20%		400	<b>667</b>	160	135	294
Third Arrival 8:45 AM (Grades 6 - 8)	8:15 AM - 8:30 AM	11%	33%	220	220	88	74	162
	8:30 AM - 8:45 AM	20%		400	620	<b>160</b>	<b>135</b>	<b>294</b>
	8:45 AM - 9:00 AM	2%		47	<b>667</b>	19	16	35
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>2,000</b>	<b>2,000</b>	<b>799</b>	<b>673</b>	<b>1,472</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:45 - 8:45)	471	397	868

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: T1  
**Surrogate School  
AM Peak Trip Generation**

School Name: Somerset Silver Palms Charter School  
Location: 23255 SW 115 Avenue, Miami FL

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	10	4	14	0	0	0
7:15 AM - 7:30 AM	27	20	47	0	0	0
7:30 AM - 7:45 AM	88	44	132	0	0	0
7:45 AM - 8:00 AM	185	110	295	1	1	2
8:00 AM - 8:15 AM	251	223	474	0	0	0
8:15 AM - 8:30 AM	27	88	115	0	0	0
8:30 AM - 8:45 AM	0	2	2	0	0	0
<b>Total</b>	<b>588</b>	<b>491</b>	<b>1,079</b>	<b>1</b>	<b>1</b>	<b>2</b>

Surrogate School AM Peak Hour Trips			
	IN	OUT	TOTAL TRIPS
AM Peak Hour (7:30 - 8:30)	552	466	1,018

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	1,100	IN	OUT	TOTAL
		0.502	0.424	0.925

Trips/Student

Notes:

Vehicles included cars and passenger vans.

Trip Generation Rate includes buses.

**RECEIVED**

**AM Peak Trip Generation**

**MIAMI-DADE COUNTY** Pinewood Acres School  
**PROCESS #:** 212-156  
**DATE:** AUG 26 2014 9500 SW 97th Avenue  
**BY:** DAH

**Date:** 9/29/2010

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

Surrogate School AM Peak Hour Trips			
AM Peak Hour (7:45 - 8:45)	Veh-In	Veh-Out	Total Trips (vph)
	69	58	127

**Peak Hour**

Surrogate School AM Peak Trip Generation Rate				
Number of Students:	180	IN	OUT	TOTAL
		0.383	0.322	0.706
		Trips/Student		

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A3

**Pinewood Acres Charter School**  
School Operation Plan

Hours of Operation							
Arrival Time				Dismissal Time			
	Shifts	Grades	Students		Shifts	Grades	Students
1st	7:30 AM	9th - 12th	666	1st	2:15 PM	9th - 12th	666
2nd	8:15 AM	K - 5th	667	2nd	2:45 PM	K - 5th	667
3rd	8:45 AM	6th - 8th	667	3rd	3:30 PM	6th - 8th	667
<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>	<b>Total</b>		<b>K - 12th</b>	<b>2,000</b>

**RECEIVED**

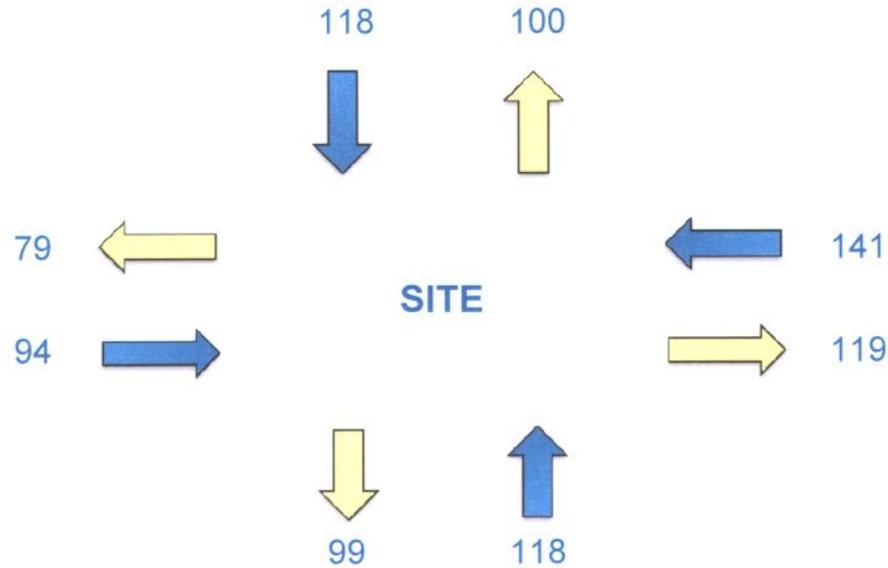
**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A4

**Pinewood Acres Charter School**  
Project Quadrant Distribution - AM Peak Hour  
(TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.38	NORTH	29.34%	NORTH	25%	118	100	218
ENE	19.94							
ESE	9.23	EAST	29.17%	EAST	30%	141	119	260
SSE	8.93							
SSW	10.37	SOUTH	19.30%	SOUTH	25%	118	99	217
WSW	14.25							
WNW	7.94	WEST	22.19%	WEST	20%	94	79	173
NNW	9.97							
<b>TOTAL</b>	<b>100.00</b>		<b>100.00%</b>		<b>100.00%</b>	<b>471</b>	<b>397</b>	<b>868</b>

**AM PEAK HOUR**



**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A4-1

**Pinewood Acres Charter School  
Project Cardinal Distribution - AM Peak Hour  
(TAZ 1169)**

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2014			
NNE	20.21	17.43	19.38	91	77	168
ENE	20.52	18.59	19.94	94	79	173
ESE	8.12	11.83	9.23	44	37	81
SSE	9.38	7.88	8.93	42	35	77
SSW	8.47	14.80	10.37	49	41	90
WSW	12.05	19.37	14.25	67	57	124
WNW	9.30	4.77	7.94	37	31	68
NNW	11.96	5.32	9.97	47	40	87
<b>TOTAL</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>471</b>	<b>397</b>	<b>868</b>

Note:

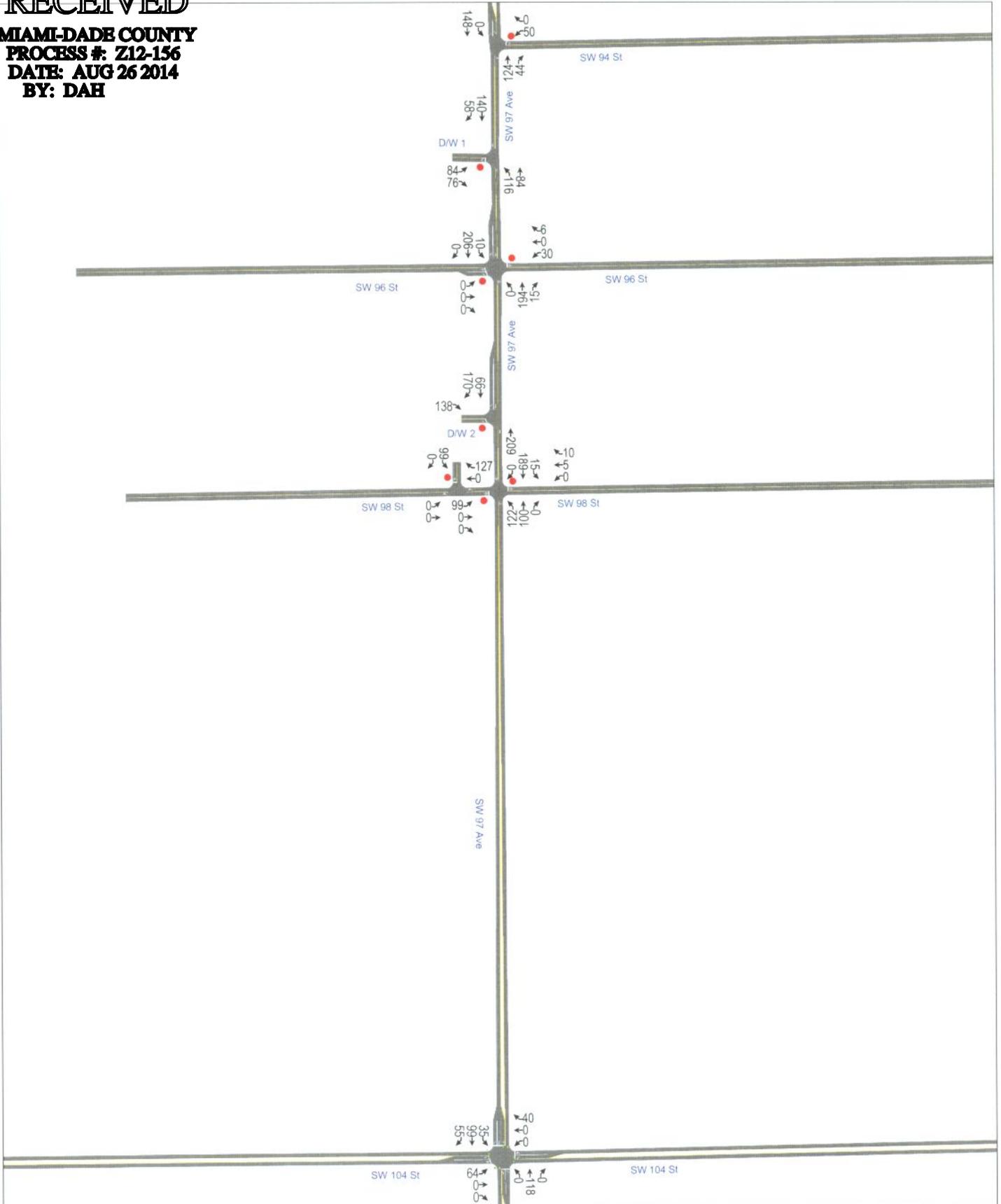
Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2014.

TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	471	397	868
PERCENT:	54.28%	45.72%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	19.38	91.340	91	76.936	77	168
ENE	19.94	94.004	94	79.180	79	173
ESE	9.23	43.525	44	36.661	37	81
SSE	8.93	42.097	42	35.458	35	77
SSW	10.37	48.881	49	41.172	41	90
WSW	14.25	67.157	67	56.567	57	124
WNW	7.94	37.435	37	31.531	31	68
NNW	9.97	46.990	47	39.580	40	87
<b>TOTAL</b>	<b>100.00</b>	<b>471.4288564</b>	<b>471</b>	<b>397.0858828</b>	<b>397</b>	<b>868</b>

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**MIAMI-DADE COUNTY**  
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**DATE: AUG 26 2014**  
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**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

## **Appendix C: Signal Timing, Growth Rate & Adjustment Factors**



**TOD Schedule Report**  
for 4182: SW 97 Av&SW 104 St

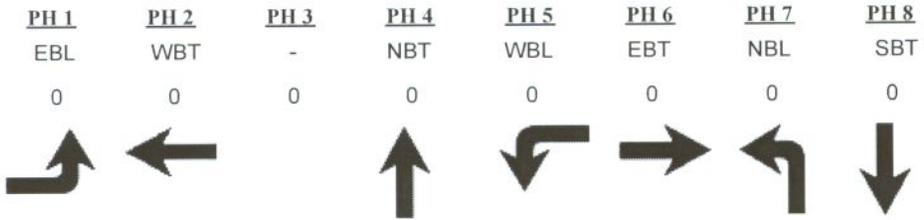
Print Time:  
5:36 PM

Print Date:  
**RECEIVED**

**MIAMI-DADE COUNTY**  
**PROCESS #: Z12-156**  
**DATE: AUG 26 2014**  
**BY: DAH**

Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
SW 97 Av&SW 104 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red									
									Phase Bank								
									1	2	3	1	2	3	1	2	3
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 8	15 - 15 - 5	3	0									
2 WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	20 - 35 - 25	0 - 35 - 24	4	1									
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0									
4 NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	5 - 5 - 5	20 - 40 - 57	47 - 40 - 25	4	1									
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 8	15 - 15 - 5	3	0									
6 EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	20 - 35 - 25	0 - 35 - 24	4	1									
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 20	15 - 7 - 5	3	0									
8 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	5 - 5 - 5	20 - 40 - 57	47 - 40 - 25	4	1									

Last In Service Date: unknown

Permitted Phases	
	<b>12345678</b>
Default	12-45678
External Permit 0	-----
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			EBL	WBT	-	NBT	WBL	EBT	NBL	SBT		

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	S
0000	Flash	M T W Th F	
0100	Flash	Su	S
0545	Free	M T W Th F	
0630	Free	Su	S

Current Time of Day Function

**RECEIVED**

MIAMI-DADE COUNTY  
 PROCESS #: Z12-156  
 DATE: AUG 26 2014  
 BY: DAH

	<u>Settings *</u>	<u>Day of Week</u>
0000 TOD OUTPUTS	-----	M T W ThF
0000 TOD OUTPUTS	-----1	M T W ThF
0100 TOD OUTPUTS	-----2-	M T W ThF
0545 TOD OUTPUTS	-----1	M T W ThF
0630 TOD OUTPUTS	---3--	M T W ThF
0630 TOD OUTPUTS	-----1	M T ThF
0900 TOD OUTPUTS	-----2-	M T W ThF
1330 TOD OUTPUTS	-----1	M T W ThF

Local Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----1	Su S
0000	TOD OUTPUTS	-----	M T W ThF
0100	TOD OUTPUTS	-----	Su S
0545	TOD OUTPUTS	-----1	M T W ThF
0630	TOD OUTPUTS	---4--	Su S
0630	TOD OUTPUTS	-----2-	M T W ThF
0900	TOD OUTPUTS	-----1	M T W ThF
1330	TOD OUTPUTS	---3--	M T W ThF
1430	TOD OUTPUTS	---3--	W
1515	TOD OUTPUTS	-----1	W
1530	TOD OUTPUTS	-----1	M T ThF
1600	TOD OUTPUTS	-----2-	M T W ThF
1900	TOD OUTPUTS	-----1	M T W ThF

\* 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

# MIAMI-DADE ATMS SIGNAL DATA SHEET

**RECEIVED**

**MIAMI-DADE COUNTY**

**PROCESS #: Z12-156**

**DATE: AUG 26 2014**

**BY: DAE**

Asset ID: 4182

Signal Location: SW 97 AV & SW 104 ST

Analysis Period: AM / PM (Circle One)

Local Time of Day Schedule: - Plan

Local Time of Day Function: 2 Setting (Blank or Number#)

Signal Settings: PHASE BANK 2, MAX 2

(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 113 seconds

Offset: \_\_\_\_\_ seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
G(w)	-	-	-	-
G(f)	-	-	-	-
G(g)	15	35	7	40
G(total)	15	35	7	40
Y	3	4	3	4
R	0	1	0	1
SPLIT	18	40	10	45

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A5

**Pinewood Acres Charter School  
MPO Based Growth Rate**

TAZ 1169 Trips		Total Growth	Number of Years	Growth / Yr	Growth Rate
Year	Total Trips				
2005	2,291	641	30	21.36666667	0.83%
2035	2,932				

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

WEEK	DATE	SF	MOCF: 0.97 PSCF
<b>RECEIVED</b>			
<b>MIAMI-DADE COUNTY</b>			
<b>PROCESS #: Z12-156</b>			
<b>DATE: AUG 26 2014</b>			
<b>BY: DAH</b>			
1	01/01/2011	1.01	1.04
2	01/08/2011	1.01	1.04
3	01/15/2011	1.01	1.04
4	01/22/2011	1.00	1.03
5	01/23/2011 - 01/29/2011	0.99	1.02
* 6	01/30/2011 - 02/05/2011	0.98	1.01
* 7	02/06/2011 - 02/12/2011	0.98	1.01
* 8	02/13/2011 - 02/19/2011	0.97	1.00
* 9	02/20/2011 - 02/26/2011	0.97	1.00
*10	02/27/2011 - 03/05/2011	0.97	1.00
*11	03/06/2011 - 03/12/2011	0.97	1.00
*12	03/13/2011 - 03/19/2011	0.97	1.00
*13	03/20/2011 - 03/26/2011	0.97	1.00
*14	03/27/2011 - 04/02/2011	0.97	1.00
*15	04/03/2011 - 04/09/2011	0.97	1.00
*16	04/10/2011 - 04/16/2011	0.98	1.01
*17	04/17/2011 - 04/23/2011	0.98	1.01
*18	04/24/2011 - 04/30/2011	0.98	1.01
19	05/01/2011 - 05/07/2011	0.99	1.02
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.00	1.03
22	05/22/2011 - 05/28/2011	1.00	1.03
23	05/29/2011 - 06/04/2011	1.00	1.03
24	06/05/2011 - 06/11/2011	0.99	1.02
25	06/12/2011 - 06/18/2011	0.99	1.02
26	06/19/2011 - 06/25/2011	1.00	1.03
27	06/26/2011 - 07/02/2011	1.01	1.04
28	07/03/2011 - 07/09/2011	1.01	1.04
29	07/10/2011 - 07/16/2011	1.02	1.05
30	07/17/2011 - 07/23/2011	1.02	1.05
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.02	1.05
34	08/14/2011 - 08/20/2011	1.02	1.05
	08/21/2011 - 08/27/2011	1.02	1.05
	08/28/2011 - 09/03/2011	1.01	1.04
37	09/04/2011 - 09/10/2011	1.01	1.04
38	09/11/2011 - 09/17/2011	1.01	1.04
39	09/18/2011 - 09/24/2011	1.01	1.04
40	09/25/2011 - 10/01/2011	1.02	1.05
41	10/02/2011 - 10/08/2011	1.02	1.05
42	10/09/2011 - 10/15/2011	1.02	1.05
43	10/16/2011 - 10/22/2011	1.02	1.05
44	10/23/2011 - 10/29/2011	1.02	1.05
45	10/30/2011 - 11/05/2011	1.01	1.04
46	11/06/2011 - 11/12/2011	1.01	1.04
47	11/13/2011 - 11/19/2011	1.01	1.04
48	11/20/2011 - 11/26/2011	1.01	1.04
49	11/27/2011 - 12/03/2011	1.01	1.04
50	12/04/2011 - 12/10/2011	1.01	1.04
51	12/11/2011 - 12/17/2011	1.01 <i>SF</i>	1.04
52	12/18/2011 - 12/24/2011	1.01	1.04
53	12/25/2011 - 12/31/2011	1.01	1.04

\* PEAK SEASON

14-FEB-2012 14:42:32

830UPD [1,0,0,1] 6\_8701\_PKSEASON.TXT

**RECEIVED**  
**MIAMI-DADE COUNTY**  
**PROCESS #: Z12-156**  
**DATE: AUG 26 2014**  
**BY: DAH**

## Appendix D: Traffic Counts (TMC's)

**RECEIVED**

**MIAMI-DADE COUNTY  
PROCESS #: Z12-156  
DATE: AUG 26 2014  
BY: DAH**

TABLE: A6

**Pinewood Acres Charter School**

**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 @ 0.83% FOR 2 YEARS	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)	
1	SW 97 Avenue & SW 94 Street	SOUTHBOUND	SBR	0	Wednesday, December 12, 2012	0.972	1.01	0	0	0	0	0	0
			SBT	222			1.01	224	4	228	148	376	
			SBL	50			1.01	51	1	51	0	51	
			<b>TOTAL</b>	<b>272</b>				<b>275</b>	<b>5</b>	<b>279</b>	<b>148</b>	<b>427</b>	
		WESTBOUND	WBR	71			1.01	72	1	73	0	73	
			WBT	0			1.01	0	0	0	0	0	
			WBL	50			1.01	51	1	51	50	101	
			<b>TOTAL</b>	<b>121</b>				<b>122</b>	<b>2</b>	<b>124</b>	<b>50</b>	<b>174</b>	
		NORTHBOUND	NBR	307			1.01	310	5	315	44	359	
			NBT	672			1.01	679	11	690	124	814	
			NBL	0			1.01	0	0	0	0	0	
			<b>TOTAL</b>	<b>979</b>				<b>989</b>	<b>16</b>	<b>1005</b>	<b>168</b>	<b>1173</b>	
		EASTBOUND	EBR	0			1.01	0	0	0	0	0	
			EBT	0			1.01	0	0	0	0	0	
			EBL	0			1.01	0	0	0	0	0	
			<b>TOTAL</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>TOTAL</b>					<b>1372</b>			<b>1386</b>	<b>23</b>	<b>1409</b>	<b>366</b>
2	SW 97 Avenue & SW 96 Street	SOUTHBOUND	SBR	10	Wednesday, December 12, 2012	0.939	1.01	10	0	10	0	10	
			SBT	315			1.01	318	5	323	206	529	
			SBL	13			1.01	13	0	13	10	23	
			<b>TOTAL</b>	<b>338</b>				<b>341</b>	<b>6</b>	<b>347</b>	<b>216</b>	<b>563</b>	
		WESTBOUND	WBR	30			1.01	30	1	31	6	37	
			WBT	1			1.01	1	0	1	0	1	
			WBL	14			1.01	14	0	14	30	44	
			<b>TOTAL</b>	<b>45</b>				<b>45</b>	<b>1</b>	<b>46</b>	<b>36</b>	<b>82</b>	
		NORTHBOUND	NBR	54			1.01	55	1	55	15	70	
			NBT	958			1.01	968	16	984	194	1178	
			NBL	23			1.01	23	0	24	0	24	
			<b>TOTAL</b>	<b>1035</b>				<b>1045</b>	<b>17</b>	<b>1063</b>	<b>209</b>	<b>1272</b>	
		EASTBOUND	EBR	11			1.01	11	0	11	0	11	
			EBT	6			1.01	6	0	6	0	6	
			EBL	10			1.01	10	0	10	0	10	
			<b>TOTAL</b>	<b>27</b>				<b>27</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>28</b>	
		<b>TOTAL</b>					<b>1445</b>			<b>1459</b>	<b>24</b>	<b>1484</b>	<b>461</b>

TABLE: A6

**Pinewood Acres Charter School**

**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 @ 0.83% FOR 2 YEARS	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)			
3	SW 97 Avenue & SW 104 Street	SOUTHBOUND	SBR	77	Wednesday, December 12, 2012	0.930	1.01	78	1	79	55	134			
			SBT	240			1.01	242	4	246	99	345			
			SBL	16			1.01	16	0	16	35	51			
			<b>TOTAL</b>	<b>333</b>				<b>336</b>	<b>6</b>	<b>342</b>	<b>189</b>	<b>531</b>			
		WESTBOUND	WBR	77			1.01	78	1	79	40	119			
			WBT	192			1.01	194	3	197	0	197			
			WBL	69			1.01	70	1	71	0	71			
			<b>TOTAL</b>	<b>338</b>				<b>341</b>	<b>6</b>	<b>347</b>	<b>40</b>	<b>387</b>			
		NORTHBOUND	NBR	84			1.01	85	1	86	0	86			
			NBT	416			1.01	420	7	427	118	545			
			NBL	82			1.01	83	1	84	0	84			
			<b>TOTAL</b>	<b>582</b>				<b>588</b>	<b>10</b>	<b>598</b>	<b>118</b>	<b>716</b>			
		EASTBOUND	EBR	97			1.01	98	2	100	0	100			
			EBT	338			1.01	341	6	347	0	347			
			EBL	436			1.01	440	7	448	64	512			
			<b>TOTAL</b>	<b>871</b>				<b>880</b>	<b>15</b>	<b>894</b>	<b>64</b>	<b>958</b>			
		<b>TOTAL</b>					<b>2124</b>				<b>2145</b>	<b>36</b>	<b>2181</b>	<b>411</b>	<b>2592</b>

- 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 (These are the volumes utilized in the existing condition intersection LOS).  
 9 A 0.83 percent background growth was utilized with a project build-out of 2 years.  
 10 Net Traffic = Peak Seasonally Adjusted TMC + Background  
 11 Site traffic assignment.  
 12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)



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File Name : SW 97 Ave\_SW 94 St

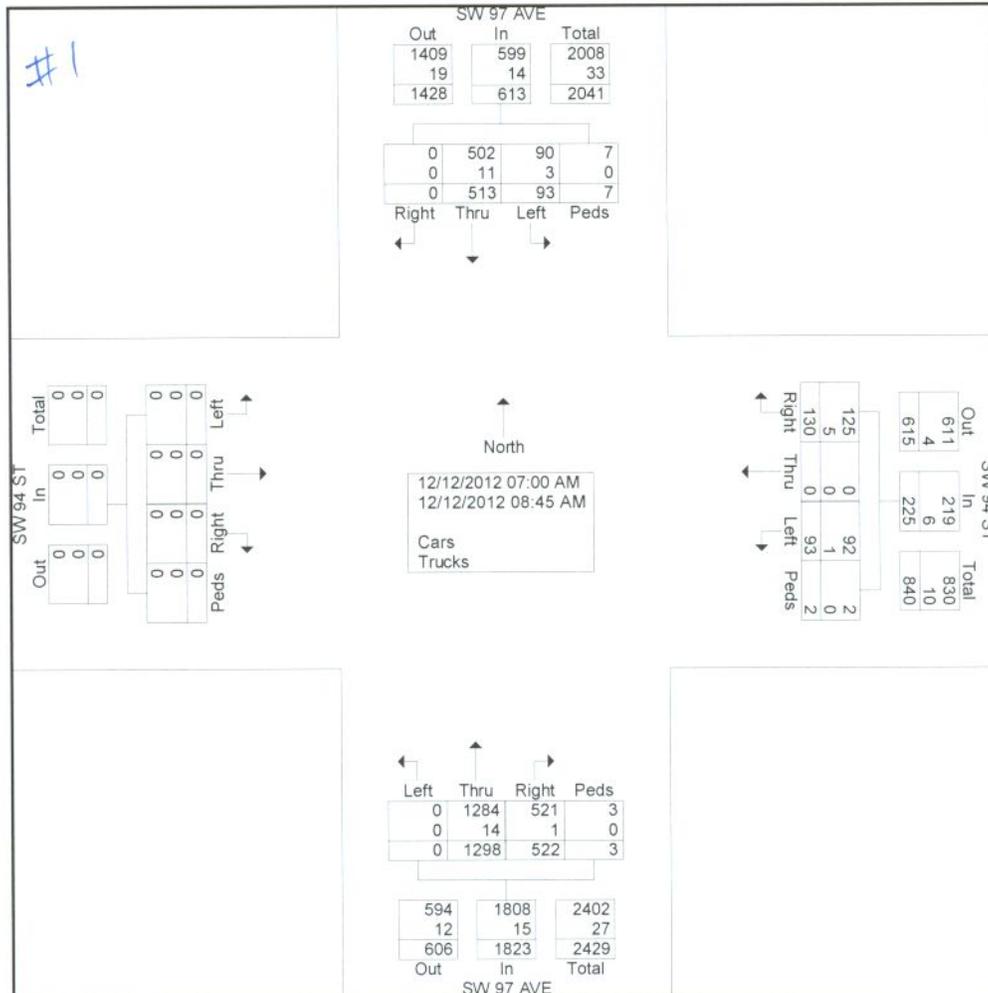
Site Code : 00000000

Start Date : 12/12/2012

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	SW 97 AVE Southbound					SW 94 ST Westbound					SW 97 AVE Northbound					SW 94 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	115	7	2	124	15	0	8	2	25	39	170	0	0	209	0	0	0	0	0	0
07:15 AM	0	60	8	3	71	5	0	15	0	20	53	180	0	0	233	0	0	0	0	0	0
07:30 AM	0	43	12	0	55	18	0	14	0	32	82	171	0	0	253	0	0	0	0	0	0
07:45 AM	0	54	11	0	65	19	0	11	0	30	83	176	0	0	259	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>272</b>	<b>38</b>	<b>5</b>	<b>315</b>	<b>57</b>	<b>0</b>	<b>48</b>	<b>2</b>	<b>107</b>	<b>257</b>	<b>697</b>	<b>0</b>	<b>0</b>	<b>954</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 AM	0	63	10	0	73	19	0	12	0	31	62	172	0	1	235	0	0	0	0	0	0
08:15 AM	0	62	17	2	81	15	0	13	0	28	80	153	0	2	235	0	0	0	0	0	0
08:30 AM	0	66	12	0	78	18	0	12	0	30	61	140	0	0	201	0	0	0	0	0	0
08:45 AM	0	50	16	0	66	21	0	8	0	29	62	136	0	0	198	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>241</b>	<b>55</b>	<b>2</b>	<b>298</b>	<b>73</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>118</b>	<b>265</b>	<b>601</b>	<b>0</b>	<b>3</b>	<b>869</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>513</b>	<b>93</b>	<b>7</b>	<b>613</b>	<b>130</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>225</b>	<b>522</b>	<b>1298</b>	<b>0</b>	<b>3</b>	<b>1823</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Apprch %	0	83.7	15.2	1.1		57.8	0	41.3	0.9		28.6	71.2	0	0.2		0	0	0	0		
Total %	0	19.3	3.5	0.3	23	4.9	0	3.5	0.1	8.5	19.6	48.8	0	0.1	68.5	0	0	0	0	0	0
Cars	0	502	90	7	599	125	0	92	2	219	521	1284	0	3	1808	0	0	0	0	0	0
% Cars	0	97.9	96.8	100	97.7	96.2	0	98.9	100	97.3	99.8	98.9	0	100	99.2	0	0	0	0	0	0
Trucks	0	11	3	0	14	5	0	1	0	6	1	14	0	0	15	0	0	0	0	0	0
% Trucks	0	2.1	3.2	0	2.3	3.8	0	1.1	0	2.7	0.2	1.1	0	0	0.8	0	0	0	0	0	0





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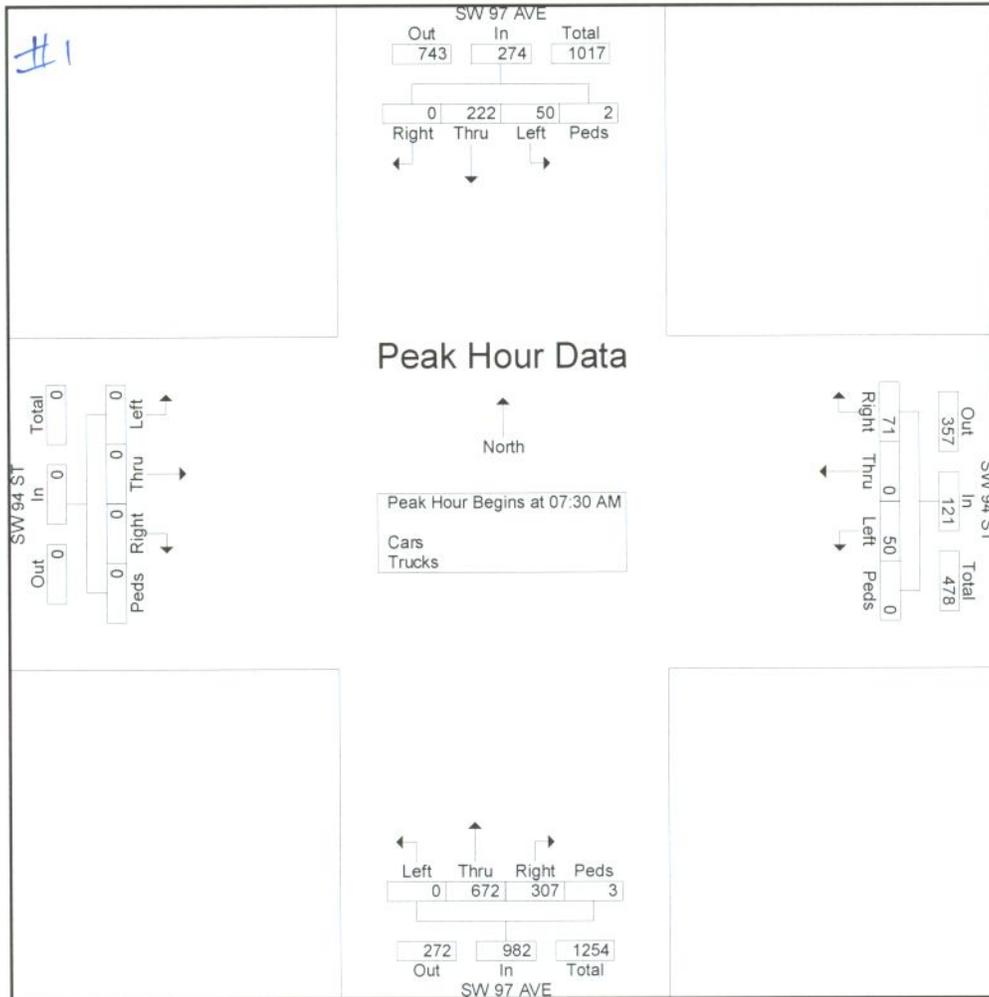
File Name : SW 97 Ave\_SW 94 St

Site Code : 00000000

Start Date : 12/12/2012

Page No : 2

Start Time	SW 97 AVE Southbound					SW 94 ST Westbound					SW 97 AVE Northbound					SW 94 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 07:30 AM																					
07:30 AM	0	43	12	0	55	18	0	14	0	32	82	171	0	0	253	0	0	0	0	0	340
07:45 AM	0	54	11	0	65	19	0	11	0	30	83	176	0	0	259	0	0	0	0	0	354
08:00 AM	0	63	10	0	73	19	0	12	0	31	62	172	0	1	235	0	0	0	0	0	339
08:15 AM	0	62	17	2	81	15	0	13	0	28	80	153	0	2	235	0	0	0	0	0	344
Total Volume	0	222	50	2	274	71	0	50	0	121	307	672	0	3	982	0	0	0	0	0	1377
% App. Total	0	81	18.2	0.7		58.7	0	41.3	0		31.3	68.4	0	0.3		0	0	0	0	0	
PHF	.000	.881	.735	.250	.846	.934	.000	.893	.000	.945	.925	.955	.000	.375	.948	.000	.000	.000	.000	.000	.972





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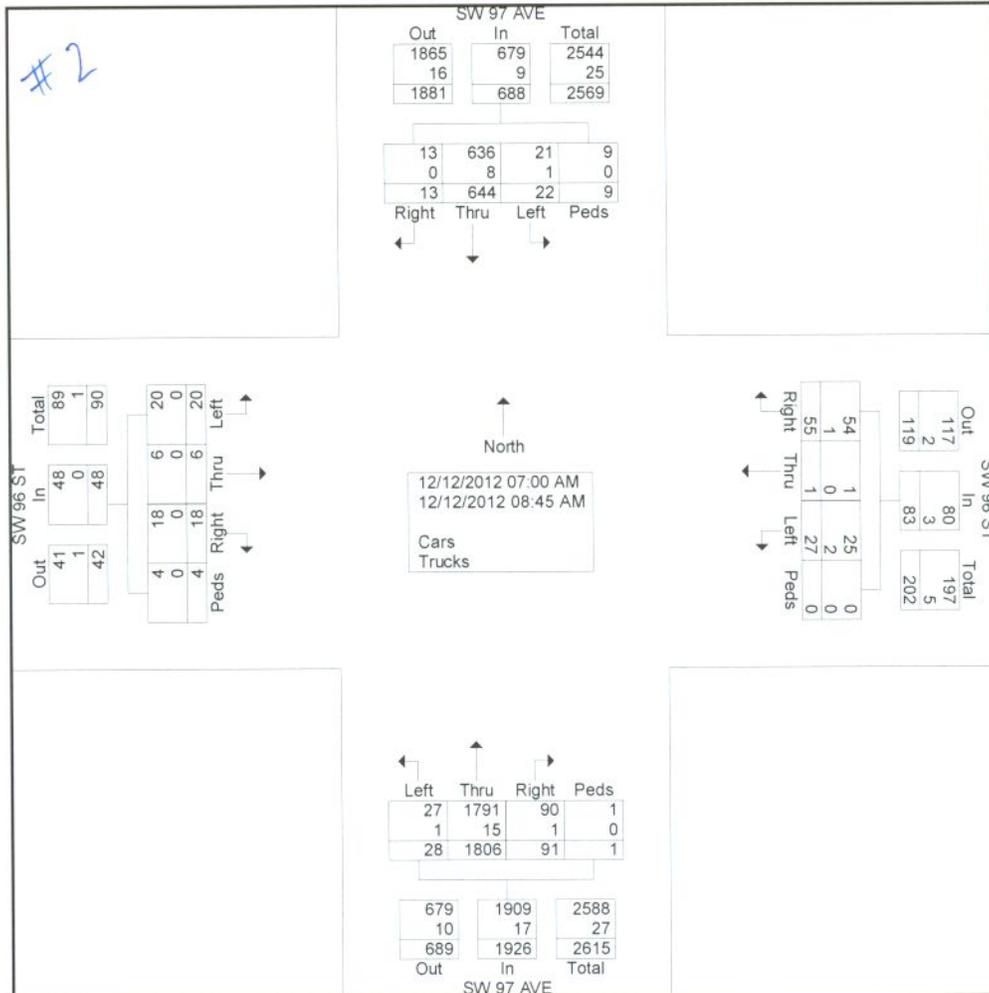
Site Code : 00000000

Start Date : 12/12/2012

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	SW 97 AVE Southbound					SW 96 ST Westbound					SW 97 AVE Northbound					SW 96 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	125	1	0	126	10	0	5	0	15	4	201	1	0	206	1	0	0	0	1	348
07:15 AM	1	83	3	5	92	5	0	3	0	8	6	213	1	0	220	0	0	2	1	3	323
07:30 AM	2	56	4	0	62	5	0	3	0	8	11	236	2	0	249	1	0	3	0	4	323
07:45 AM	1	68	6	1	76	13	1	5	0	19	11	243	6	0	260	1	1	4	0	6	361
<b>Total</b>	<b>4</b>	<b>332</b>	<b>14</b>	<b>6</b>	<b>356</b>	<b>33</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>893</b>	<b>10</b>	<b>0</b>	<b>935</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>14</b>	<b>1355</b>
08:00 AM	4	87	1	3	95	5	0	5	0	10	13	233	5	1	252	2	0	2	0	4	361
08:15 AM	3	85	2	0	90	7	0	3	0	10	11	262	5	0	278	3	2	3	0	8	386
08:30 AM	2	75	4	0	81	5	0	1	0	6	19	220	7	0	246	5	3	1	0	9	342
08:45 AM	0	65	1	0	66	5	0	2	0	7	16	198	1	0	215	5	0	5	3	13	301
<b>Total</b>	<b>9</b>	<b>312</b>	<b>8</b>	<b>3</b>	<b>332</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>33</b>	<b>59</b>	<b>913</b>	<b>18</b>	<b>1</b>	<b>991</b>	<b>15</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>34</b>	<b>1390</b>
<b>Grand Total</b>	<b>13</b>	<b>644</b>	<b>22</b>	<b>9</b>	<b>688</b>	<b>55</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>83</b>	<b>91</b>	<b>1806</b>	<b>28</b>	<b>1</b>	<b>1926</b>	<b>18</b>	<b>6</b>	<b>20</b>	<b>4</b>	<b>48</b>	<b>2745</b>
Apprch %	1.9	93.6	3.2	1.3		66.3	1.2	32.5	0		4.7	93.8	1.5	0.1		37.5	12.5	41.7	8.3		
Total %	0.5	23.5	0.8	0.3	25.1	2	0	1	0	3	3.3	65.8	1	0	70.2	0.7	0.2	0.7	0.1	1.7	
Cars	13	636	21	9	679	54	1	25	0	80	90	1791	27	1	1909	18	6	20	4	48	2716
% Cars	100	98.8	95.5	100	98.7	98.2	100	92.6	0	96.4	98.9	99.2	96.4	100	99.1	100	100	100	100	100	98.9
Trucks	0	8	1	0	9	1	0	2	0	3	1	15	1	0	17	0	0	0	0	0	29
% Trucks	0	1.2	4.5	0	1.3	1.8	0	7.4	0	3.6	1.1	0.8	3.6	0	0.9	0	0	0	0	0	1.1





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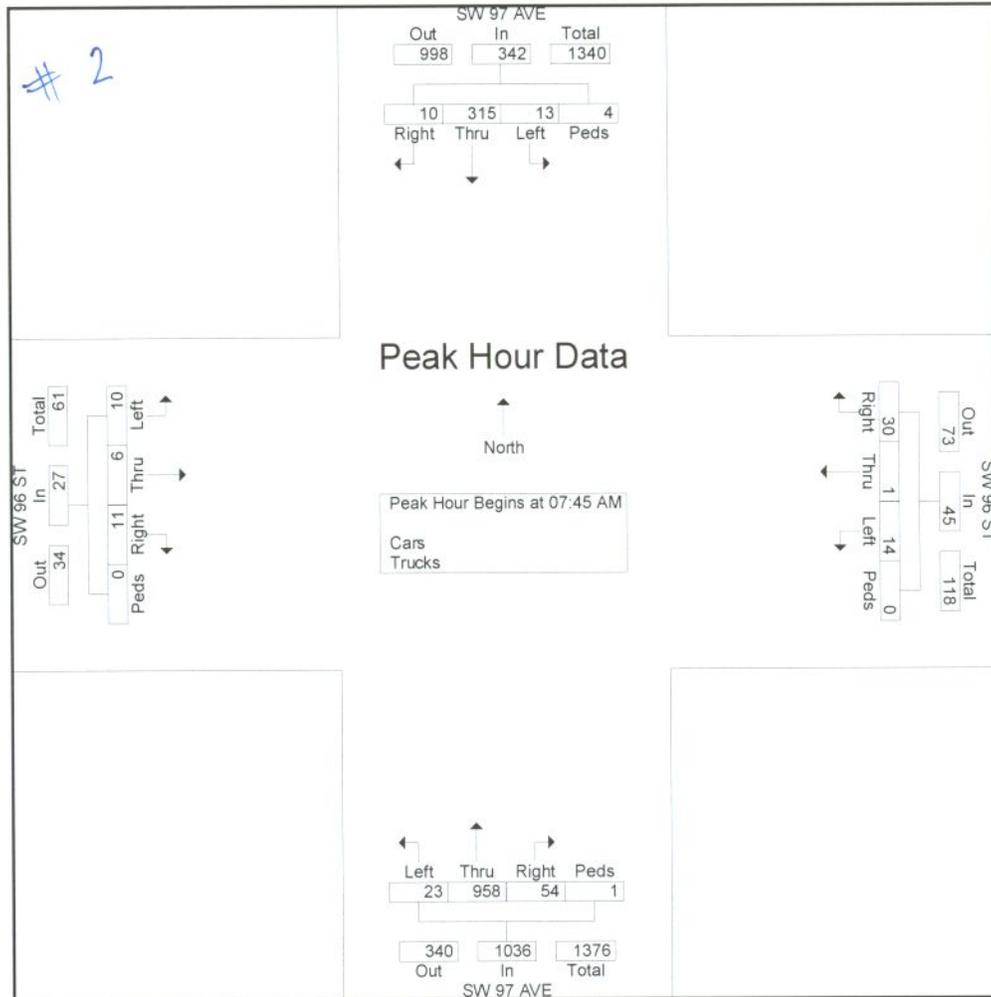
File Name : SW 97 Ave\_SW 96 St

Site Code : 00000000

Start Date : 12/12/2012

Page No : 2

Start Time	SW 97 AVE Southbound					SW 96 ST Westbound					SW 97 AVE Northbound					SW 96 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 07:45 AM																					
07:45 AM	1	68	6	1	76	13	1	5	0	19	11	243	6	0	260	1	1	4	0	6	361
08:00 AM	4	87	1	3	95	5	0	5	0	10	13	233	5	1	252	2	0	2	0	4	361
08:15 AM	3	85	2	0	90	7	0	3	0	10	11	262	5	0	278	3	2	3	0	8	386
08:30 AM	2	75	4	0	81	5	0	1	0	6	19	220	7	0	246	5	3	1	0	9	342
Total Volume	10	315	13	4	342	30	1	14	0	45	54	958	23	1	1036	11	6	10	0	27	1450
% App. Total	2.9	92.1	3.8	1.2		66.7	2.2	31.1	0		5.2	92.5	2.2	0.1		40.7	22.2	37	0		
PHF	.625	.905	.542	.333	.900	.577	.250	.700	.000	.592	.711	.914	.821	.250	.932	.550	.500	.625	.000	.750	.939





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File Name : SW 97 Ave\_SW 104 St

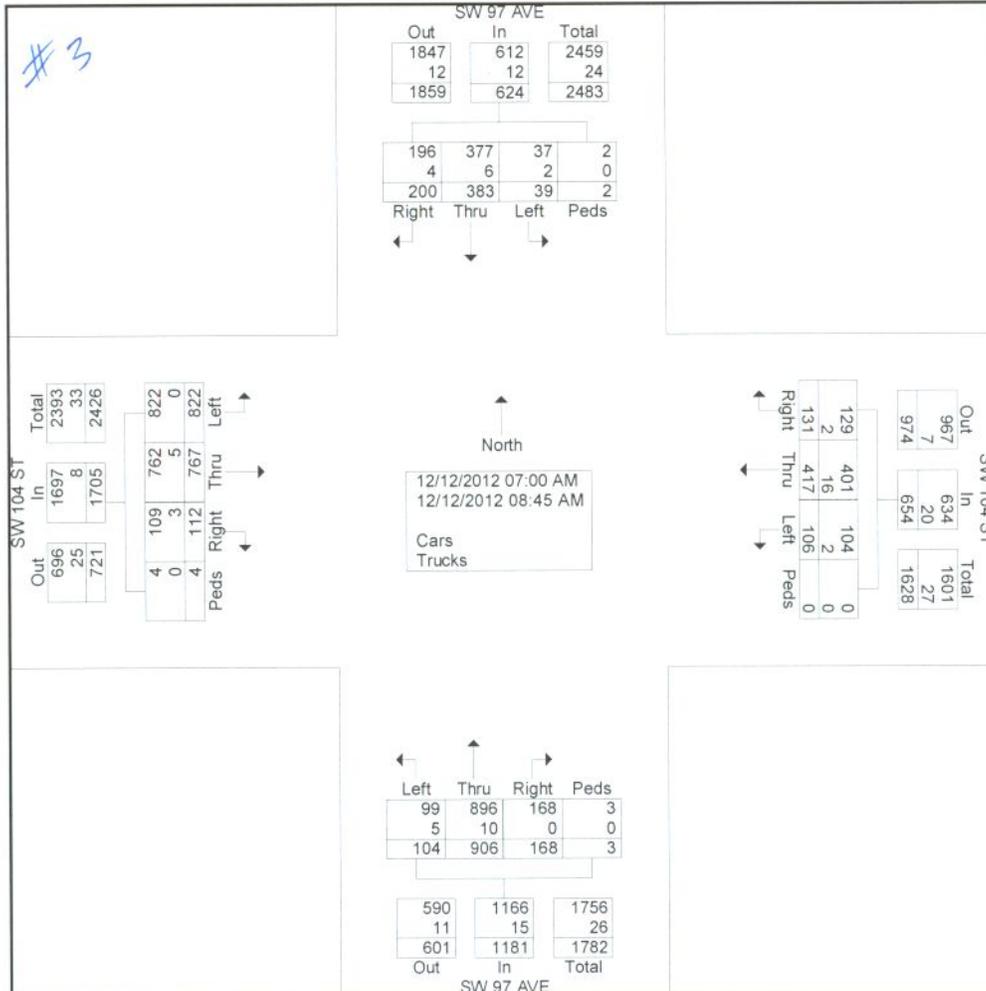
Site Code : 00000000

Start Date : 12/12/2012

Page No : 1

## Groups Printed- Cars - Trucks

Start Time	SW 97 AVE Southbound					SW 104 ST Westbound					SW 97 AVE Northbound					SW 104 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	6	110	4	0	120	21	37	27	0	85	10	95	40	0	145	53	57	87	0	197	547
07:15 AM	20	70	6	2	98	24	46	26	0	96	32	88	36	2	158	36	73	109	3	221	573
07:30 AM	30	29	3	0	62	22	47	7	0	76	17	110	3	0	130	6	105	118	1	230	498
07:45 AM	21	31	3	0	55	10	62	9	0	81	25	123	3	0	151	2	103	122	0	227	514
<b>Total</b>	<b>77</b>	<b>240</b>	<b>16</b>	<b>2</b>	<b>335</b>	<b>77</b>	<b>192</b>	<b>69</b>	<b>0</b>	<b>338</b>	<b>84</b>	<b>416</b>	<b>82</b>	<b>2</b>	<b>584</b>	<b>97</b>	<b>338</b>	<b>436</b>	<b>4</b>	<b>875</b>	<b>2132</b>
08:00 AM	34	38	5	0	77	12	56	10	0	78	27	131	4	1	163	2	124	97	0	223	541
08:15 AM	30	41	4	0	75	19	54	16	0	89	25	130	3	0	158	2	107	117	0	226	548
08:30 AM	31	32	4	0	67	16	74	7	0	97	20	116	9	0	145	8	106	85	0	199	508
08:45 AM	28	32	10	0	70	7	41	4	0	52	12	113	6	0	131	3	92	87	0	182	435
<b>Total</b>	<b>123</b>	<b>143</b>	<b>23</b>	<b>0</b>	<b>289</b>	<b>54</b>	<b>225</b>	<b>37</b>	<b>0</b>	<b>316</b>	<b>84</b>	<b>490</b>	<b>22</b>	<b>1</b>	<b>597</b>	<b>15</b>	<b>429</b>	<b>386</b>	<b>0</b>	<b>830</b>	<b>2032</b>
<b>Grand Total</b>	<b>200</b>	<b>383</b>	<b>39</b>	<b>2</b>	<b>624</b>	<b>131</b>	<b>417</b>	<b>106</b>	<b>0</b>	<b>654</b>	<b>168</b>	<b>906</b>	<b>104</b>	<b>3</b>	<b>1181</b>	<b>112</b>	<b>767</b>	<b>822</b>	<b>4</b>	<b>1705</b>	<b>4164</b>
Apprch %	32.1	61.4	6.2	0.3		20	63.8	16.2	0		14.2	76.7	8.8	0.3		6.6	45	48.2	0.2		
Total %	4.8	9.2	0.9	0	15	3.1	10	2.5	0	15.7	4	21.8	2.5	0.1	28.4	2.7	18.4	19.7	0.1	40.9	
Cars	196	377	37	2	612	129	401	104	0	634	168	896	99	3	1166	109	762	822	4	1697	4109
% Cars	98	98.4	94.9	100	98.1	98.5	96.2	98.1	0	96.9	100	98.9	95.2	100	98.7	97.3	99.3	100	100	99.5	98.7
Trucks	4	6	2	0	12	2	16	2	0	20	0	10	5	0	15	3	5	0	0	8	55
% Trucks	2	1.6	5.1	0	1.9	1.5	3.8	1.9	0	3.1	0	1.1	4.8	0	1.3	2.7	0.7	0	0	0.5	1.3





# Richard Garcia & Associates, Inc.

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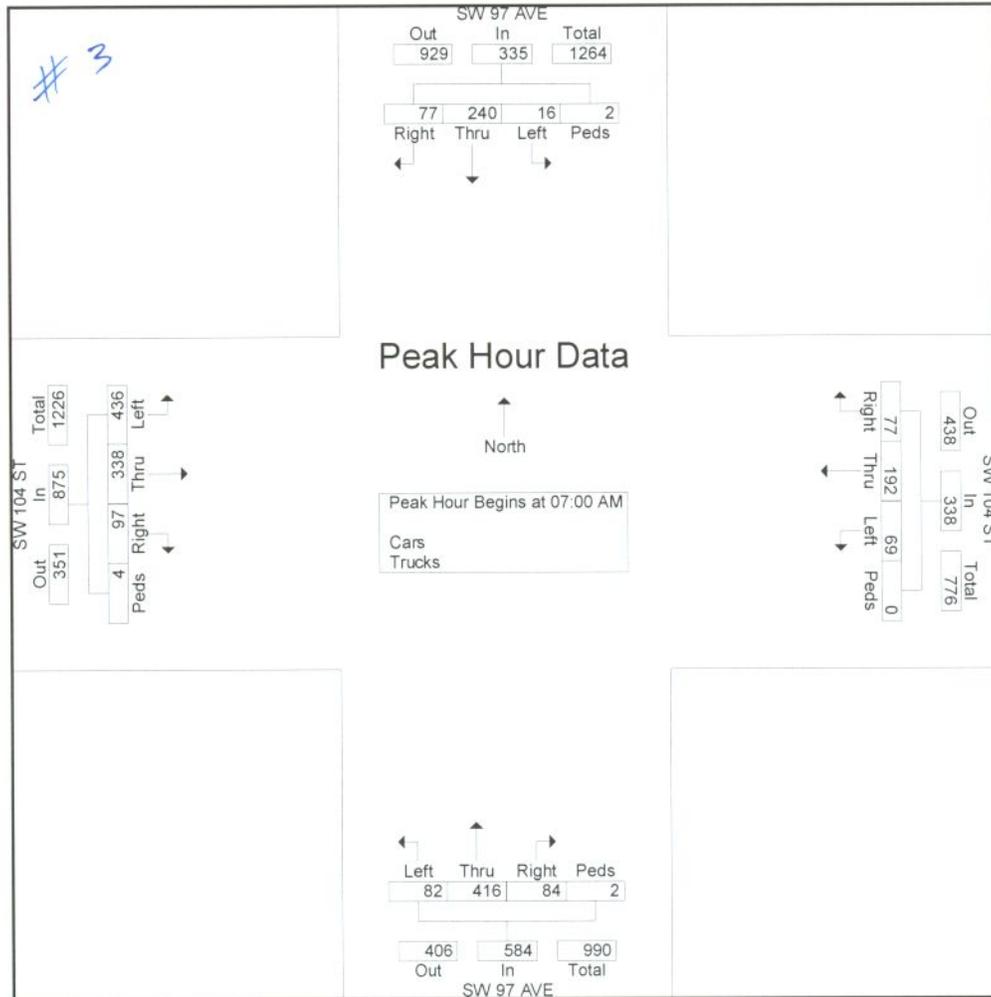
File Name : SW 97 Ave\_SW 104 St

Site Code : 00000000

Start Date : 12/12/2012

Page No : 2

Start Time	SW 97 AVE Southbound					SW 104 ST Westbound					SW 97 AVE Northbound					SW 104 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	6	110	4	0	120	21	37	27	0	85	10	95	40	0	145	53	57	87	0	197	547
07:15 AM	20	70	6	2	98	24	46	26	0	96	32	88	36	2	158	36	73	109	3	221	573
07:30 AM	30	29	3	0	62	22	47	7	0	76	17	110	3	0	130	6	105	118	1	230	498
07:45 AM	21	31	3	0	55	10	62	9	0	81	25	123	3	0	151	2	103	122	0	227	514
Total Volume	77	240	16	2	335	77	192	69	0	338	84	416	82	2	584	97	338	436	4	875	2132
% App. Total	23	71.6	4.8	0.6		22.8	56.8	20.4	0		14.4	71.2	14	0.3		11.1	38.6	49.8	0.5		
PHF	.642	.545	.667	.250	.698	.802	.774	.639	.000	.880	.656	.846	.513	.250	.924	.458	.805	.893	.333	.951	.930



## **Appendix E: Intersections & Driveway LOS**

TABLE: A7

**Pinewood Acres Charter School**  
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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	16.3	A	0.0	A	2.0	A	1.8
2	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.9	A	0.6	A	0.7	A	1.4
3	SW 97 Avenue & SW 104 Street	Signalized	C	30.0	D	44.4	C	31.4	C	30.3	C	32.7
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 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	D	28.8	A	0.0	A	1.4	A	3.2
2	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	21.5	D	29.4	A	1.2	A	1.3	A	2.7
3	SW 97 Avenue & SW 104 Street	Signalized	E	76.2	D	43.9	D	37.0	C	32.5	D	51.6
4	Parking Lot (Driveway 1) & SW 97 Avenue	Two-Way Stop	D	31.4	N/A	N/A	A	5.3	A	0.0	A	6.0
5	Driveway 2 & SW 97 Avenue	Two-Way Stop	B	12.8	N/A	N/A	A	0.0	A	0.0	A	0.9
6	Driveway 3 & SW 98 Street	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	9.3	A	4.1



HCM Unsignalized Intersection Capacity Analysis  
 1: SW 97 Ave & SW 94 St

Existing AM Peak Hour Condition  
 Pinewood Acres Charter School

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	51	72	679	310	51	224
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	53	74	700	320	53	231
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	1196	860			1020	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1196	860			1020	
tC, single (s)	*4.5	*4.5			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	86			92	
cM capacity (veh/h)	359	536			681	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	127	1020	53	231		
Volume Left	53	0	53	0		
Volume Right	74	320	0	0		
cSH	445	1700	681	1700		
Volume to Capacity	0.28	0.60	0.08	0.14		
Queue Length 95th (ft)	29	0	6	0		
Control Delay (s)	16.3	0.0	10.7	0.0		
Lane LOS	C		B			
Approach Delay (s)	16.3	0.0	2.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			68.5%	ICU Level of Service		C
Analysis Period (min)			15			

\* User Entered Value

HCM Unsignalized Intersection Capacity Analysis  
 2: SW 97 Ave & SW 96 St

Existing AM Peak Hour Condition  
 Pinewood Acres Charter School

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	↔
Volume (veh/h)	10	6	11	14	1	30	23	968	55	13	318	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	6	12	15	1	32	24	1030	59	14	338	11
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	1506	1503	338	1489	1485	1059	349			1088		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1506	1503	338	1489	1485	1059	349			1088		
tC, single (s)	*4.5	*4.5	*4.5	*4.5	*4.5	*4.5	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	99	95	100	93	98			98		
cM capacity (veh/h)	267	271	827	283	275	452	1210			641		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SB 2</b>							
Volume Total	29	48	1113	352	11							
Volume Left	11	15	24	14	0							
Volume Right	12	32	59	0	11							
cSH	370	377	1210	641	1700							
Volume to Capacity	0.08	0.13	0.02	0.02	0.01							
Queue Length 95th (ft)	6	11	2	2	0							
Control Delay (s)	15.5	15.9	0.6	0.7	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	15.5	15.9	0.6	0.7								
Approach LOS	C	C										

**Intersection Summary**

Average Delay	1.4				
Intersection Capacity Utilization	82.9%	ICU Level of Service	E		
Analysis Period (min)	15				

\* User Entered Value

# HCM Signalized Intersection Capacity Analysis

3: SW 97 Ave & SW 104 St

Existing AM Peak Hour Condition

Pinewood Acres Charter School

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	440	341	98	70	194	78	83	420	85	16	242	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.96		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1801		1770	1783		1770	1816		1770	1863	1583
Flt Permitted	0.26	1.00		0.49	1.00		0.44	1.00		0.29	1.00	1.00
Satd. Flow (perm)	481	1801		918	1783		814	1816		541	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	473	367	105	75	209	84	89	452	91	17	260	84
RTOR Reduction (vph)	0	8	0	0	15	0	0	7	0	0	0	52
Lane Group Flow (vph)	473	464	0	75	278	0	89	536	0	17	260	32
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	56.1	46.2		31.3	24.4		46.9	46.9		37.1	37.1	37.1
Effective Green, g (s)	56.1	46.2		31.3	24.4		46.9	46.9		37.1	37.1	37.1
Actuated g/C Ratio	0.50	0.41		0.28	0.22		0.42	0.42		0.33	0.33	0.33
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	566	736		306	385		395	753		177	611	519
v/s Ratio Prot	c0.21	0.26		0.01	0.16		0.01	c0.30			0.14	
v/s Ratio Perm	c0.20			0.05			0.08			0.03		0.02
v/c Ratio	0.84	0.63		0.25	0.72		0.23	0.71		0.10	0.43	0.06
Uniform Delay, d1	21.4	26.6		30.8	41.2		20.9	27.4		26.3	29.6	26.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.3	1.8		0.4	6.6		0.3	5.7		1.1	2.2	0.2
Delay (s)	31.7	28.4		31.3	47.7		21.2	33.1		27.4	31.8	26.3
Level of Service	C	C		C	D		C	C		C	C	C
Approach Delay (s)		30.0			44.4			31.4			30.3	
Approach LOS		C			D			C			C	

### Intersection Summary

HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	113.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings

3: SW 97 Ave & SW 104 St

Existing AM Peak Hour Condition

Pinewood Acres Charter School

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	440	341	70	194	83	420	16	242	78
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	5	2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	6	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.0	8.0	21.0	8.0	21.0	21.0	21.0	21.0
Total Split (s)	18.0	40.0	18.0	40.0	10.0	55.0	45.0	45.0	45.0
Total Split (%)	15.9%	35.4%	15.9%	35.4%	8.8%	48.7%	39.8%	39.8%	39.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	57.5	46.2	33.9	23.8	49.5	47.5	38.3	38.3	38.3
Actuated g/C Ratio	0.51	0.41	0.30	0.21	0.44	0.42	0.34	0.34	0.34
v/c Ratio	0.83	0.64	0.22	0.75	0.21	0.71	0.09	0.41	0.14
Control Delay	35.3	31.5	18.0	50.5	20.5	32.6	29.1	32.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	31.5	18.0	50.5	20.5	32.6	29.1	32.4	7.7
LOS	D	C	B	D	C	C	C	C	A
Approach Delay		33.4		43.8		30.9		26.5	
Approach LOS		C		D		C		C	

Intersection Summary

Cycle Length: 113

Actuated Cycle Length: 113

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 33.3

Intersection Capacity Utilization 85.8%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 3: SW 97 Ave & SW 104 St

ø2 (R)	ø3	ø4
55 s	18 s	40 s
ø5	ø7	ø8
10 s	18 s	40 s

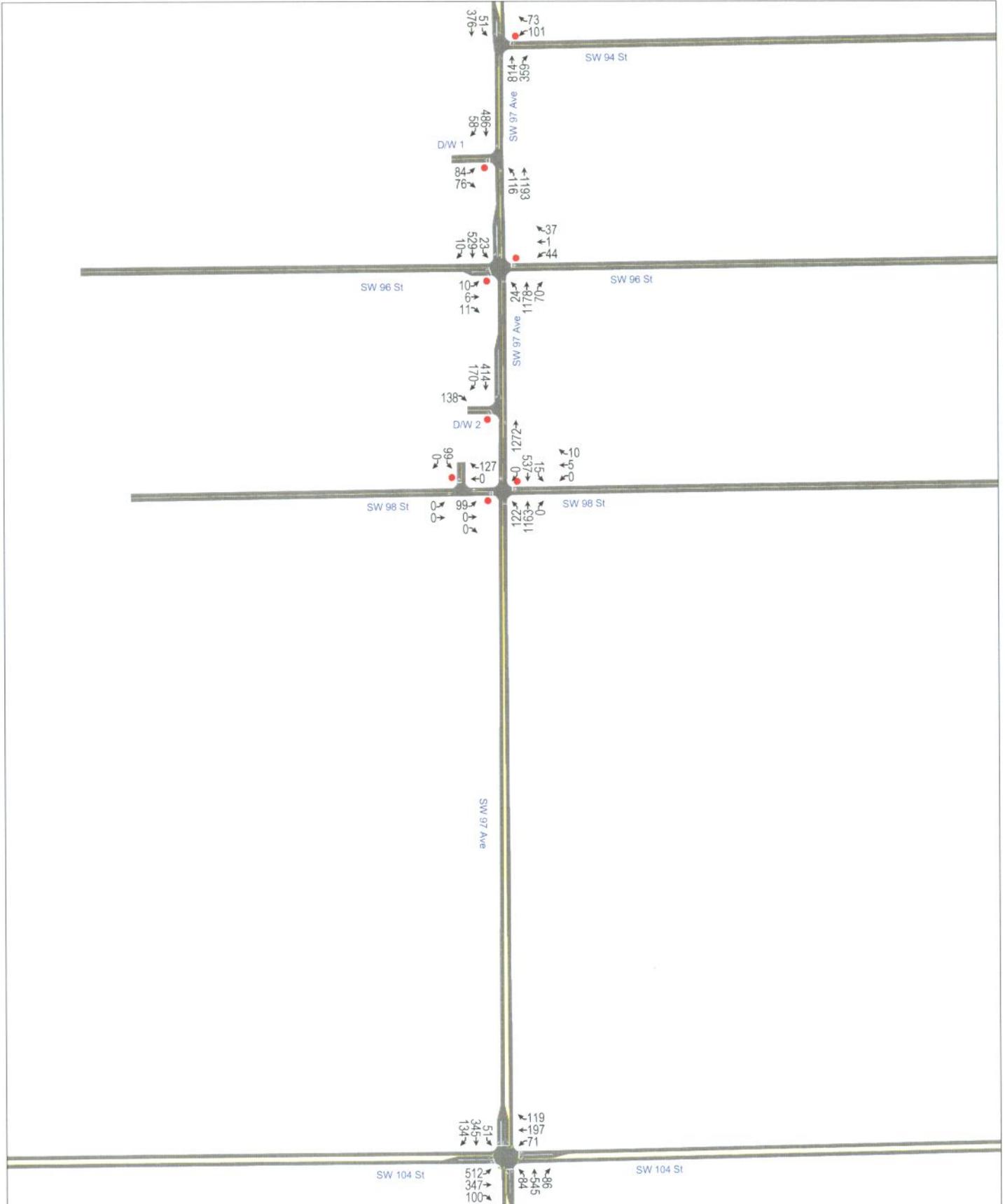
Queues  
3: SW 97 Ave & SW 104 St

Existing AM Peak Hour Condition  
Pinewood Acres Charter School

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	473	472	75	293	89	543	17	260	84
v/c Ratio	0.83	0.64	0.22	0.75	0.21	0.71	0.09	0.41	0.14
Control Delay	35.3	31.5	18.0	50.5	20.5	32.6	29.1	32.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	31.5	18.0	50.5	20.5	32.6	29.1	32.4	7.7
Queue Length 50th (ft)	203	251	25	190	40	335	9	159	4
Queue Length 95th (ft)	#472	411	54	250	68	433	26	218	37
Internal Link Dist (ft)		1582		2297		610		2582	
Turn Bay Length (ft)	100		100		75		75		75
Base Capacity (vph)	572	743	444	565	425	817	203	699	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.64	0.17	0.52	0.21	0.66	0.08	0.37	0.13

Intersection Summary

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



HCM Unsignalized Intersection Capacity Analysis  
 1: SW 97 Ave & SW 94 St

Proposed AM Peak Hour w/ Project  
 Pinewood Acres Charter School

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	101	73	814	359	51	376
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	104	75	839	370	53	388
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	1517	1024			1209	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1517	1024			1209	
tC, single (s)	*4.5	*4.5			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	61	84			91	
cM capacity (veh/h)	268	466			577	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	179	1209	53	388
Volume Left	104	0	53	0
Volume Right	75	370	0	0
cSH	326	1700	577	1700
Volume to Capacity	0.55	0.71	0.09	0.23
Queue Length 95th (ft)	78	0	7	0
Control Delay (s)	28.8	0.0	11.9	0.0
Lane LOS	D		B	
Approach Delay (s)	28.8	0.0	1.4	
Approach LOS	D			

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		81.4%	ICU Level of Service
Analysis Period (min)		15	D

\* User Entered Value

HCM Unsignalized Intersection Capacity Analysis  
2: SW 97 Ave & SW 96 St

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔			↔			↔	↗
Volume (veh/h)	10	6	11	44	1	37	24	1178	70	23	529	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	6	12	47	1	39	26	1253	74	24	563	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			2									
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1993	1990	563	1962	1964	1290	573			1328		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1993	1990	563	1962	1964	1290	573			1328		
tC, single (s)	*4.5	*4.5	*4.5	*4.5	*4.5	*4.5	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	96	98	74	99	89	97			95		
cM capacity (veh/h)	162	172	688	179	176	370	1000			520		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SB 2</b>							
Volume Total	29	87	1353	587	11							
Volume Left	11	47	26	24	0							
Volume Right	12	39	74	0	11							
cSH	280	233	1000	520	1700							
Volume to Capacity	0.10	0.37	0.03	0.05	0.01							
Queue Length 95th (ft)	8	41	2	4	0							
Control Delay (s)	21.5	29.4	1.2	1.3	0.0							
Lane LOS	C	D	A	A								
Approach Delay (s)	21.5	29.4	1.2	1.3								
Approach LOS	C	D										

**Intersection Summary**

Average Delay	2.7			
Intersection Capacity Utilization	103.7%	ICU Level of Service	G	
Analysis Period (min)	15			

\* User Entered Value

HCM Signalized Intersection Capacity Analysis  
3: SW 97 Ave & SW 104 St

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	512	347	100	71	197	119	84	545	86	51	345	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1800		1770	1758		1770	1825		1770	1863	1583
Flt Permitted	0.23	1.00		0.42	1.00		0.33	1.00		0.16	1.00	1.00
Satd. Flow (perm)	419	1800		784	1758		607	1825		301	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	551	373	108	76	212	128	90	586	92	55	371	144
RTOR Reduction (vph)	0	8	0	0	21	0	0	5	0	0	0	50
Lane Group Flow (vph)	551	473	0	76	319	0	90	673	0	55	371	94
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	53.7	43.7		34.2	27.2		49.3	49.3		39.8	39.8	39.8
Effective Green, g (s)	53.7	43.7		34.2	27.2		49.3	49.3		39.8	39.8	39.8
Actuated g/C Ratio	0.48	0.39		0.30	0.24		0.44	0.44		0.35	0.35	0.35
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	480	696		298	423		331	796		106	656	557
v/s Ratio Prot	c0.24	0.26		0.02	0.18		0.02	c0.37			0.20	
v/s Ratio Perm	c0.31			0.06			0.10			0.18		0.06
v/c Ratio	1.15	0.68		0.26	0.75		0.27	0.85		0.52	0.57	0.17
Uniform Delay, d1	26.7	28.8		28.8	39.8		20.3	28.4		29.0	29.6	25.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	88.5	2.7		0.5	7.4		0.4	10.7		17.0	3.5	0.7
Delay (s)	115.2	31.5		29.2	47.2		20.8	39.2		46.0	33.1	25.9
Level of Service	F	C		C	D		C	D		D	C	C
Approach Delay (s)		76.2			43.9			37.0			32.5	
Approach LOS		E			D			D			C	

Intersection Summary

HCM 2000 Control Delay	51.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	113.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: SW 97 Ave & SW 104 St

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	512	347	71	197	84	545	51	345	134
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	5	2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	6	6	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.0	8.0	21.0	8.0	21.0	21.0	21.0	21.0
Total Split (s)	18.0	40.0	18.0	40.0	10.0	55.0	45.0	45.0	45.0
Total Split (%)	15.9%	35.4%	15.9%	35.4%	8.8%	48.7%	39.8%	39.8%	39.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	55.0	43.7	36.7	26.6	52.0	50.0	41.0	41.0	41.0
Actuated g/C Ratio	0.49	0.39	0.32	0.24	0.46	0.44	0.36	0.36	0.36
v/c Ratio	1.14	0.68	0.23	0.78	0.25	0.84	0.50	0.55	0.23
Control Delay	111.0	35.5	18.8	49.3	19.0	38.2	48.5	32.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.0	35.5	18.8	49.3	19.0	38.2	48.5	32.9	13.6
LOS	F	D	B	D	B	D	D	C	B
Approach Delay		75.8		43.7		35.9		29.5	
Approach LOS		E		D		D		C	

Intersection Summary

Cycle Length: 113  
 Actuated Cycle Length: 113  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 50.6  
 Intersection Capacity Utilization 99.1%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service F

Splits and Phases: 3: SW 97 Ave & SW 104 St

ø2 (R)	ø3	ø4
55 s	18 s	40 s
ø5	ø7	ø8
10 s	45 s	18 s
		40 s

Queues  
3: SW 97 Ave & SW 104 St

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	551	481	76	340	90	678	55	371	144
v/c Ratio	1.14	0.68	0.23	0.78	0.25	0.84	0.50	0.55	0.23
Control Delay	111.0	35.5	18.8	49.3	19.0	38.2	48.5	32.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.0	35.5	18.8	49.3	19.0	38.2	48.5	32.9	13.6
Queue Length 50th (ft)	~377	290	29	217	36	418	32	220	33
Queue Length 95th (ft)	#650	430	55	291	67	#635	#89	314	80
Internal Link Dist (ft)		1582		2297		610		1914	
Turn Bay Length (ft)	100		100		75		75		75
Base Capacity (vph)	485	703	433	563	360	820	110	685	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.68	0.18	0.60	0.25	0.83	0.50	0.54	0.23

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  
 4: SW 97 Ave & Parking Lot (D/W 1)

Proposed AM Peak Hour w/ Project  
 Pinewood Acres Charter School

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	84	76	116	1193	486	58
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)	91	83	126	1297	528	63
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	2109	560	591			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2109	560	591			
tC, single (s)	*4.0	*4.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	55	88	87			
cM capacity (veh/h)	202	690	984			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	174	1423	591			
Volume Left	91	126	0			
Volume Right	83	0	63			
cSH	305	984	1700			
Volume to Capacity	0.57	0.13	0.35			
Queue Length 95th (ft)	83	11	0			
Control Delay (s)	31.4	5.3	0.0			
Lane LOS	D	A				
Approach Delay (s)	31.4	5.3	0.0			
Approach LOS	D					
<b>Intersection Summary</b>						
Average Delay			6.0			
Intersection Capacity Utilization			117.6%	ICU Level of Service		H
Analysis Period (min)			15			

\* User Entered Value

HCM Unsignalized Intersection Capacity Analysis  
5: SW 97 Ave & D/W 2

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	138	0	1272	414	170
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	150	0	1383	450	185
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	1833	450	635			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1833	450	635			
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	75	100			
cM capacity (veh/h)	84	609	948			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	150	1383	450	185		
Volume Left	0	0	0	0		
Volume Right	150	0	0	185		
cSH	609	1700	1700	1700		
Volume to Capacity	0.25	0.81	0.26	0.11		
Queue Length 95th (ft)	24	0	0	0		
Control Delay (s)	12.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	12.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			70.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: SW 98 St & D/W 3

Proposed AM Peak Hour w/ Project  
Pinewood Acres Charter School

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	127	99	0
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)	0	0	0	138	108	0
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	138				69	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138				69	69
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	100
cM capacity (veh/h)	1446				936	994
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	138	108			
Volume Left	0	0	108			
Volume Right	0	138	0			
cSH	1700	1700	936			
Volume to Capacity	0.00	0.08	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			20.0%	ICU Level of Service		A
Analysis Period (min)			15			

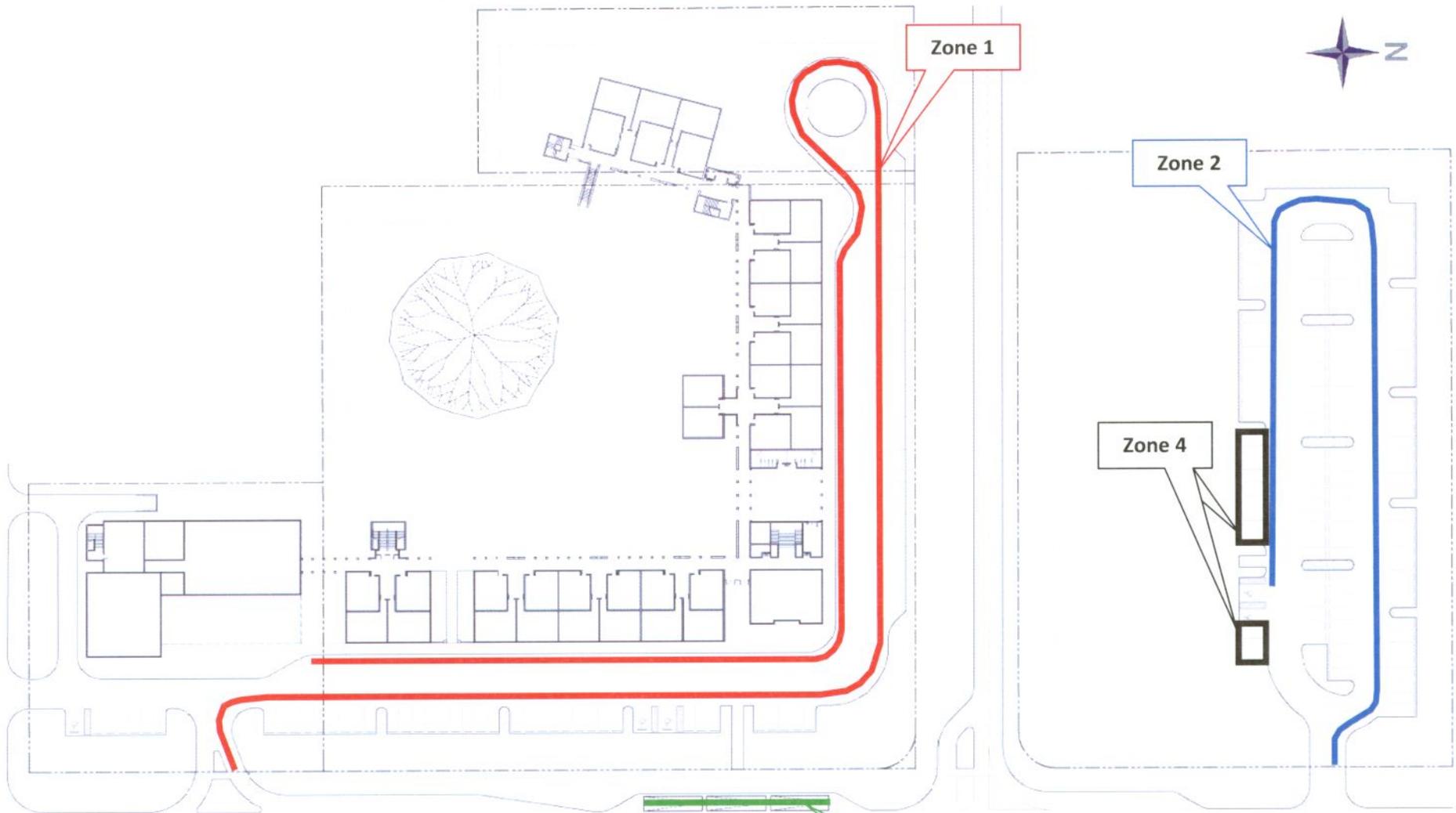
## **Appendix F: Accumulation Assessment**

TABLE: A8

**Pinewood Acres Charter School**  
**Vehicular Stacking Capacity**

<b>Zone</b>	<b>Location Description</b>	<b>Distance</b>	<b>Units</b>	<b>Vehicle Type</b>	<b>Vehicle Length (ft)</b>	<b>Vehicles Accommodated</b>
1	Passenger Vehicles/Vans Stacking Area (South Side)	1,720	LF	Car/Van	22	78
2	Overflow Vehicle Stacking Area within Parking Garage (North Side)	710	LF	Car/Van	22	32
3	School Buses	126	LF	Bus	40	3
4	Surplus Parking Spaces					12
<b>Total Stacking Capacity for Passenger Vehicles/Transportation Vans with Surplus Parking</b>						<b>90</b>
<b>Overflow Stacking Capacity for Passenger Vehicles/Transportation Vans</b>						<b>32</b>
<b>Total Stacking Capacity for Mid-Size School Bus</b>						<b>3</b>

# Pinewood Acres Charter School Vehicle Accumulation Graph



- Passenger vehicles/vans stacking (Zone 1)
- Overflow vehicle stacking (Zone 2)
- School bus stacking (Zone 3)
- Surplus parking spaces designated for stacking (Zone 4)

TABLE: A9  
**Pinewood Acres Charter School**  
 Accumulation Analysis Summary

Description	Number of Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	Passenger Vehicles/Vans	School Buses	
<b>Arrivals</b>	<b>First</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Second</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Third</b>	* 600	49.64	1.91	90	3	181%	157%
	<b>Bus</b>	200						
<b>Dismissals</b>	<b>First</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Second</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Third</b>	* 600	89.45	1.91	90	3	101%	157%
	<b>Bus</b>	200						

Notes: A total of 200 students or 10% of the 2,000 students will utilize school buses.

\* Approximately 67 students will utilize the school bus for each arrival and dismissal.

## AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

New School Name	Notes	<b>Pinewood Acres Charter School</b>	
Surrogate School Name	1	<b>Somerset Silver Palms Charter School</b>	
Date / Day / Time of Data Collection		<b>5/18/2011 7:00 AM - 9:00 AM</b>	(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		<b>1,100</b>	Total number of students, E
Capacity of New School		<b>600</b>	Student Stations, C ( <b>Each Arrival</b> )
Multiplier	2	<b>0.55</b>	[ C / E ]
Surrogate Accumulations	3	<b>91</b>	passenger vehicles (including commercial vans)
		<b>1</b>	large school buses
		<b>N/A</b>	student vehicles (for high schools only)
Projected Accumulations		<b>49.64</b>	passenger vehicles
		<b>1.91</b>	large school buses (school will commit to have 67 students in buses per arrival)
		<b>N/A</b>	student vehicles
Provided Spaces	4	<b>90</b>	passenger vehicles (See Table A8)
		<b>3</b>	large school buses
		<b>N/A</b>	student vehicles
Percent Accommodated	5	<b>181%</b>	passenger vehicles
		<b>157%</b>	large school buses
		<b>N/A</b>	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	<b>Pinewood Acres Charter School</b>	
Surrogate School Name	1	<b>Somerset Silver Palms Charter School</b>	
Date / Day / Time of Data Collection		<b>5/18/2011 1:00 PM - 2:30 PM</b>	(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		<b>1,100</b>	Total number of students, E
Capacity of New School		<b>600</b>	Student Stations, C ( <b>Each Dismissal</b> )
Multiplier	2	<b>0.55</b>	[ C / E ]
Surrogate Accumulations	3	<b>164</b>	passenger vehicles (including commercial vans)
		<b>1</b>	large school buses
		<b>N/A</b>	student vehicles (for high schools only)
Projected Accumulations		<b>89.45</b>	passenger vehicles/vans
		<b>1.91</b>	large school buses (school will commit to have 67 students in buses per dismissal)
		<b>N/A</b>	student vehicles
Provided Spaces	4	<b>90</b>	passenger vehicles/vans ( <b>See Table A8</b> )
		<b>3</b>	large school buses
		<b>N/A</b>	student vehicles
Percent Accommodated	5	<b>101%</b>	passenger vehicles
		<b>157%</b>	large school buses
		<b>N/A</b>	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:	
T-Plat No.:	Zoning Hearing No.:
School name:	<b>Pinewood Acres Charter School</b>
Location:	<b>9500 SW 97 Avenue</b>
Site size (acres):	Section-Township-Range:
Grade levels (proposed): <b>K - 12</b>	Total number of students (proposed): <b>2,000</b>

### ATTENDANCE

	Arrival/Dismissal Times (e.g., 8:30am-3:00pm, xFri.-2:00pm) <sup>3</sup>	Grade Levels (e.g., k - 5, 6 - 8, 9 - 12)	Number of Students	
			Existing	Proposed
Early Session <sup>2</sup> :				
School Session(s) <sup>1</sup> :	<b>7:30 AM / 2:15 PM</b>	<b>9 - 12</b>		<b>666</b>
	<b>8:15 AM / 2:45 PM</b>	<b>K - 5</b>		<b>667</b>
	<b>8:45 AM / 3:30 PM</b>	<b>6 - 8</b>		<b>667</b>
Extended Session <sup>2</sup> :				
<b>Totals:</b>				<b>2,000</b>

<sup>1</sup> These are for students who attend regularly scheduled classes only.

<sup>2</sup> 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.

<sup>3</sup> 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):			
<b>Totals:</b>			

\* Number of Students should equal totals in previous table.

### Comments:

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

\_\_\_\_\_

\_\_\_\_\_

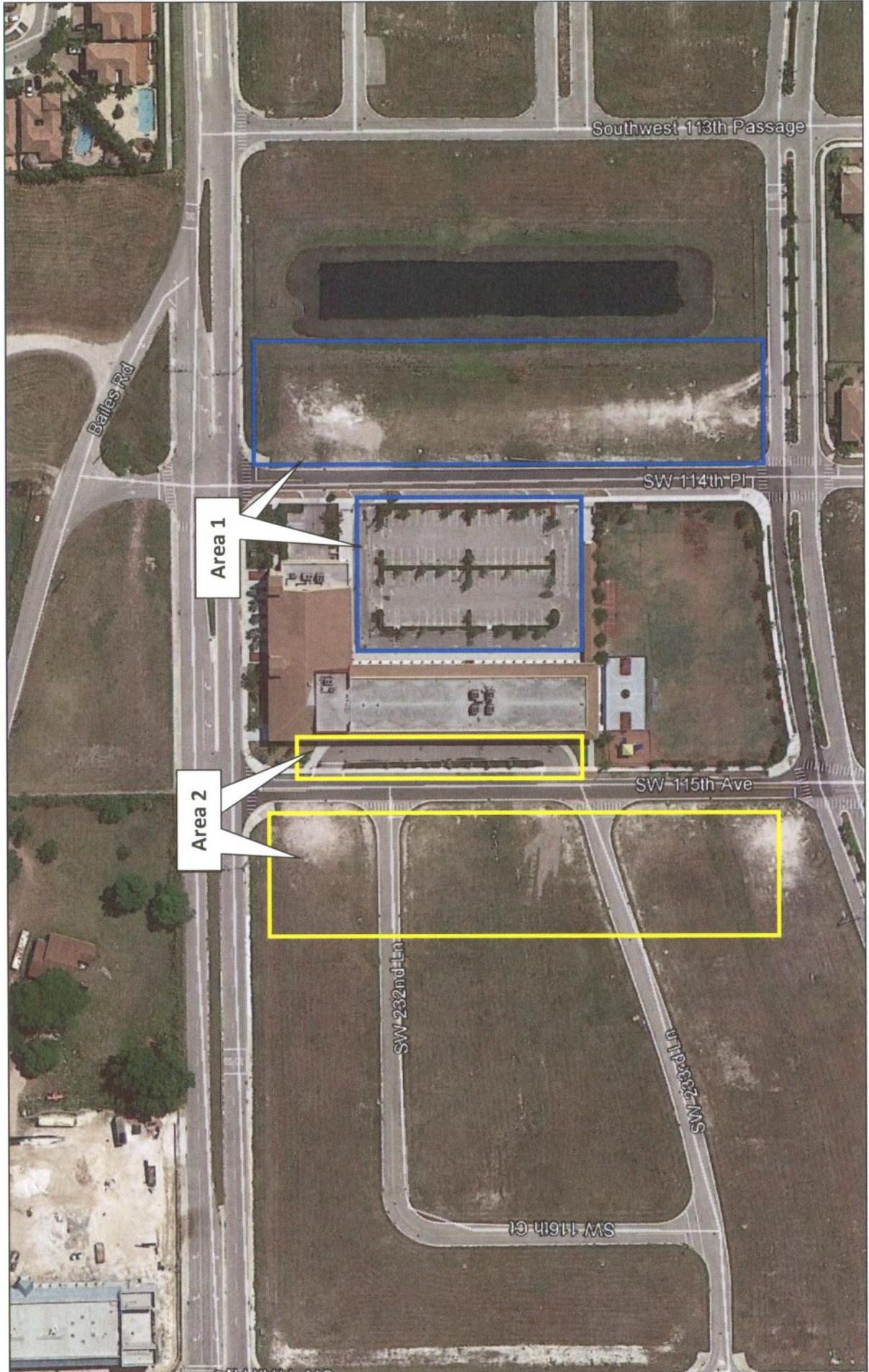
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Signature of Principal/Administrator

\_\_\_\_\_  
Date

Surrogate School: Somerset Silver Palms at 23255 SW 115 Avenue



## SCHOOL SCHEDULE QUESTIONNAIRE (Surrogate School)

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

Name of application:	
T-Plat No.:	Zoning Hearing No.:
School name:	<b>Somerset Silver Palms Charter School</b>
Location:	<b>23255 SW 115 Avenue</b>
Site size (acres):	Section-Township-Range:
Grade levels (surrogate): <b>K - 12</b>	Total number of students (surrogate): <b>1,100</b>

### ATTENDANCE

	Arrival/Dismissal Times (e.g., 8:30am-3:00pm, xFri.-2:00pm) <sup>3</sup>	Grade Levels (e.g., k - 5, 6 - 8, 9 - 12)	Number of Students	
			Existing	Proposed
Early Session <sup>2</sup> :				
School Session(s) <sup>1</sup> :	<b>8:15 AM / 2:00 PM</b>	<b>K - 12</b>		<b>1,100</b>
Extended Session <sup>2</sup> :				
<b>Totals:</b>				<b>1,100</b>

<sup>1</sup> These are for students who attend regularly scheduled classes only.

<sup>2</sup> 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.

<sup>3</sup> 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):			
<b>Totals:</b>			

\* Number of Students should equal totals in previous table.

**Comments:**

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Signature of Principal/Administrator

\_\_\_\_\_  
Date

# ACCUMULATION DATA REPORT

## INSTRUCTIONS

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

### APPLICANT INFORMATION (PROPOSED FACILITY)

Facility Name: Pinewood Acres Charter School  
 Facility Address: 9500 SW 97 Avenue  
 Facility Folio:  
 Case Number:

### DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.  
 Contact Information: Richard Garcia, P.E.  
 Date: 5/18/2011

### SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Somerset Silver Palms Charter School  
 Facility Address: 23255 SW 115 Avenue  
 Date/ Day/ Time: Wednesday, May 18, 2011 7:00 - 9:00 AM; 1:00 - 2:30 PM  
 Child/ Student Attendance: 1,100  
 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

--	--

### 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		
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 V ans

### AREA DESCRIPTION (LABEL ON AERIAL)

Area 1 Passenger vehicles stacking/adjacent areas  
 Area 2 School bus stacking/adjacent areas  
 Area 3  
 Area 4

## ACCUMULATION DATA REPORT

Facility Name	Somerset Silver Palms Charter School
Facility Address	23255 SW 115 Avenue
Date/Day/Hour	Wednesday, May 18, 2011 7:00 - 9:00 AM; 1:00 - 2:30 PM

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

# ACCUMULATION DATA REPORT

Facility Name	Somerset Silver Palms Charter School
Facility Address	23255 SW 115 Avenue
Date/Day/Hour	

NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	<b>8:00 AM</b>	25		27	0					52	0
	8:01 AM	28		27	0					55	0
	8:02 AM	28		35	0					63	0
	8:03 AM	32		32	0					64	0
	8:04 AM	38		34	0					72	0
	<b>8:05 AM</b>	40		38	0					78	0
	8:06 AM	39		45	0					84	0
	8:07 AM	43		43	0					86	0
	8:08 AM	44		41	0					85	0
	8:09 AM	46		45	0					<b>91</b>	0
	<b>8:10 AM</b>	49		40	0					89	0
	8:11 AM	46		45	0					91	0
	8:12 AM	47		34	0					81	0
	8:13 AM	41		33	0					74	0
	8:14 AM	40		25	0					65	0
	<b>8:15 AM</b>	32		21	0					53	0
	8:16 AM	25		12	0					37	0
	8:17 AM	18		11	0					29	0
	8:18 AM	16		6	0					22	0
	8:19 AM	15		6	0					21	0
	<b>8:20 AM</b>	13		5	0					18	0
	8:21 AM	13		5	0					18	0
	8:22 AM	11		5	0					16	0
	8:23 AM	11		4	0					15	0
	8:24 AM	9		2	0					11	0
	<b>8:25 AM</b>	7		2	0					9	0
	8:26 AM	7		2	0					9	0
	8:27 AM	5		1	0					6	0
	8:28 AM	1		1	0					2	0
	8:29 AM	1		1	0					2	0
	<b>8:30 AM</b>	1		1	0					2	0
	8:31 AM	1		0	0					1	0
	8:32 AM	1		0	0					1	0
	8:33 AM	1		0	0					1	0
	8:34 AM	0		0	0					0	0
	<b>8:35 AM</b>	0		0	0					0	0
	8:36 AM	0		0	0					0	0
	8:37 AM	0		0	0					0	0
	8:38 AM	0		0	0					0	0
	8:39 AM	0		0	0					0	0
	<b>8:40 AM</b>	0		0	0					0	0
	8:41 AM	0		0	0					0	0
	8:42 AM	0		0	0					0	0
	8:43 AM	0		0	0					0	0
	8:44 AM	0		0	0					0	0
	<b>8:45 AM</b>	0		0	0					0	0
	8:46 AM	0		0	0					0	0
	8:47 AM	0		0	0					0	0
	8:48 AM	0		0	0					0	0
	8:49 AM	0		0	0					0	0
	<b>8:50 AM</b>	0		0	0					0	0
	8:51 AM	0		0	0					0	0
	8:52 AM	0		0	0					0	0
	8:53 AM	0		0	0					0	0
	8:54 AM	0		0	0					0	0
	<b>8:55 AM</b>	0		0	0					0	0
	8:56 AM	0		0	0					0	0
	8:57 AM	0		0	0					0	0
	8:58 AM	0		0	0					0	0
	8:59 AM	0		0	0					0	0
	<b>0:60</b>										
	<b>1 Min Peak Acc.</b>										

# ACCUMULATION DATA REPORT

Facility Name	Somerset Silver Palms Charter School
Facility Address	23255 SW 115 Avenue
Date/Day/Hour	

NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	<b>1:00 PM</b>	0		1	0					1	0
	1:01 PM	0		1	0					1	0
	1:02 PM	0		1	0					1	0
	1:03 PM	0		1	0					1	0
	1:04 PM	2		1	0					3	0
	<b>1:05 PM</b>	2		1	0					3	0
	1:06 PM	2		1	0					3	0
	1:07 PM	3		1	0					4	0
	1:08 PM	3		1	0					4	0
	1:09 PM	2		1	0					3	0
	<b>1:10 PM</b>	2		0	0					2	0
	1:11 PM	3		0	0					3	0
	1:12 PM	4		0	0					4	0
	1:13 PM	5		0	0					5	0
	1:14 PM	2		0	0					2	0
	<b>1:15 PM</b>	2		0	0					2	0
	1:16 PM	2		0	0					2	0
	1:17 PM	3		1	0					4	0
	1:18 PM	4		2	0					6	0
	1:19 PM	4		2	0					6	0
	<b>1:20 PM</b>	3		2	0					5	0
	1:21 PM	5		3	0					8	0
	1:22 PM	5		4	0					9	0
	1:23 PM	5		5	0					10	0
	1:24 PM	4		5	0					9	0
	<b>1:25 PM</b>	4		6	0					10	0
	1:26 PM	4		6	0					10	0
	1:27 PM	5		7	0					12	0
	1:28 PM	7		7	0					14	0
	1:29 PM	8		7	0					15	0
	<b>1:30 PM</b>	9		7	0					16	0
	1:31 PM	9		7	0					16	0
	1:32 PM	12		8	0					20	0
	1:33 PM	12		8	0					20	0
	1:34 PM	11		10	0					21	0
	<b>1:35 PM</b>	13		14	0					27	0
	1:36 PM	15		14	0					29	0
	1:37 PM	16		16	0					32	0
	1:38 PM	16		16	0					32	0
	1:39 PM	17		17	0					34	0
	<b>1:40 PM</b>	18		19	0					37	0
	1:41 PM	18		20	0					38	0
	1:42 PM	21		22	0					43	0
	1:43 PM	22		25	0					47	0
	1:44 PM	22		28	0					50	0
	<b>1:45 PM</b>	25		30	0					55	0
	1:46 PM	27		35	0					62	0
	1:47 PM	32		39	0					71	0
	1:48 PM	36		43	0					79	0
	1:49 PM	42		48	0					90	0
	<b>1:50 PM</b>	45		53	0					98	0
	1:51 PM	49		63	0					112	0
	1:52 PM	50		69	0					119	0
	1:53 PM	55		73	0					128	0
	1:54 PM	60		80	0					140	0
	<b>1:55 PM</b>	64		86	0					150	0
	1:56 PM	69		85	0					154	0
	1:57 PM	71		85	0					156	0
	1:58 PM	77		82	0					159	0
	1:59 PM	80		84	0					164	0
	<b>0:60</b>										
	<b>1 Min Peak Acc.</b>										

# ACCUMULATION DATA REPORT

Facility Name	Somerset Silver Palms Charter School
Facility Address	23255 SW 115 Avenue
Date/Day/Hour	

NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	<b>2:00 PM</b>	77		80	0					157	0
	2:01 PM	76		80	0					156	0
	2:02 PM	81		75	0					156	0
	2:03 PM	73		77	1					150	1
	2:04 PM	66		73	1					139	1
	<b>2:05 PM</b>	62		59	1					121	1
	2:06 PM	55		50	1					105	1
	2:07 PM	55		51	1					106	1
	2:08 PM	49		47	1					96	1
	2:09 PM	50		37	0					87	0
	<b>2:10 PM</b>	48		36	0					84	0
	2:11 PM	44		29	0					73	0
	2:12 PM	38		23	0					61	0
	2:13 PM	31		26	0					57	0
	2:14 PM	25		23	0					48	0
	<b>2:15 PM</b>	24		17	0					41	0
	2:16 PM	20		16	1					36	1
	2:17 PM	19		14	1					33	1
	2:18 PM	16		10	1					26	1
	2:19 PM	13		8	0					21	0
	<b>2:20 PM</b>	12		4	0					16	0
	2:21 PM	10		2	0					12	0
	2:22 PM	7		6	0					13	0
	2:23 PM	5		4	0					9	0
	2:24 PM	4		5	0					9	0
	<b>2:25 PM</b>	1		3	1					4	1
	2:26 PM	2		5	0					7	0
	2:27 PM	2		6	0					8	0
	2:28 PM	1		4	0					5	0
	2:29 PM	2		1	0					3	0
	<b>2:30 PM</b>	0		0	0					0	0
	2:31 PM	0		0	0					0	0
	2:32 PM	0		0	0					0	0
	2:33 PM	0		0	0					0	0
	2:34 PM	0		0	0					0	0
	<b>2:35 PM</b>	0		0	0					0	0
	2:36 PM	0		0	0					0	0
	2:37 PM	0		0	0					0	0
	2:38 PM	0		0	0					0	0
	2:39 PM	0		0	0					0	0
	<b>2:40 PM</b>	0		0	0					0	0
	2:41 PM	0		0	0					0	0
	2:42 PM	0		0	0					0	0
	2:43 PM	0		0	0					0	0
	2:44 PM	0		0	0					0	0
	<b>2:45 PM</b>	0		0	0					0	0
	2:46 PM	0		0	0					0	0
	2:47 PM	0		0	0					0	0
	2:48 PM	0		0	0					0	0
	2:49 PM	0		0	0					0	0
	<b>2:50 PM</b>	0		0	0					0	0
	2:51 PM	0		0	0					0	0
	2:52 PM	0		0	0					0	0
	2:53 PM	0		0	0					0	0
	2:54 PM	0		0	0					0	0
	<b>2:55 PM</b>	0		0	0					0	0
	2:56 PM	0		0	0					0	0
	2:57 PM	0		0	0					0	0
	2:58 PM	0		0	0					0	0
	2:59 PM	0		0	0					0	0
	<b>0:60</b>										
	<b>1 Min Peak Acc.</b>										

## Surrogate School

### Queuing and Parking Data Collection Sheet

School Name: Somerset Silver Palms Charter School

Weather: Clear

School Address: 23255 SW 115 Avenue, Miami FL

Date: 5/18/2011

Location: Parent & Bus Drop-Off

Technician: CV/RF

### AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
Queue at Beginning of Count				0			0
7:00 AM	0	0	0	0	0	0	0
7:01 AM	0	0	0	0	0	0	0
7:02 AM	0	0	0	0	0	0	0
7:03 AM	0	0	0	0	0	0	0
7:04 AM	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0
7:06 AM	0	0	0	0	0	0	0
7:07 AM	0	0	0	0	0	0	0
7:08 AM	1	0	1	1	0	0	0
7:09 AM	1	0	0	2	0	0	0
7:10 AM	2	2	0	2	0	0	0
7:11 AM	1	1	0	2	0	0	0
7:12 AM	0	1	1	1	0	0	0
7:13 AM	0	0	0	1	0	0	0
7:14 AM	3	0	0	4	0	0	0
7:15 AM	0	2	0	2	0	0	0
7:16 AM	1	1	0	2	0	0	0
7:17 AM	0	0	0	2	0	0	0
7:18 AM	1	1	0	2	0	0	0
7:19 AM	2	1	0	3	0	0	0
7:20 AM	1	1	0	3	0	0	0
7:21 AM	0	1	1	2	0	0	0
7:22 AM	0	0	0	2	0	0	0
7:23 AM	2	1	1	3	0	0	0
7:24 AM	3	1	0	5	0	0	0
7:25 AM	2	4	1	3	0	0	0
7:26 AM	5	2	0	6	0	0	0
7:27 AM	3	1	0	8	0	0	0
7:28 AM	3	4	0	7	0	0	0
7:29 AM	1	0	0	8	0	0	0
7:30 AM	3	1	2	10	0	0	0

## Surrogate School

### Queuing and Parking Data Collection Sheet

School Name: Somerset Silver Palms Charter School  
 School Address: 23255 SW 115 Avenue, Miami FL  
 Location: Parent & Bus Drop-Off

Weather: Clear  
 Date: 5/18/2011  
 Technician: CV/RF

### AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
7:31 AM	2	2	1	10	0	0	0
7:32 AM	2	3	2	9	0	0	0
7:33 AM	3	3	0	9	0	0	0
7:34 AM	4	1	1	12	0	0	0
7:35 AM	2	1	2	13	0	0	0
7:36 AM	7	1	1	19	0	0	0
7:37 AM	3	2	0	20	0	0	0
7:38 AM	2	5	2	17	0	0	0
7:39 AM	4	3	3	18	0	0	0
7:40 AM	3	3	1	18	0	0	0
7:41 AM	7	1	4	24	0	0	0
7:42 AM	5	5	2	24	0	0	0
7:43 AM	6	6	1	24	0	0	0
7:44 AM	10	7	3	27	0	0	0
7:45 AM	7	6	2	28	0	0	0
7:46 AM	6	2	0	32	0	0	0
7:47 AM	8	3	5	37	0	0	0
7:48 AM	6	9	5	34	1	0	<u>1</u>
7:49 AM	9	5	5	38	0	1	0
7:50 AM	7	10	3	35	0	0	0
7:51 AM	6	8	4	33	0	0	0
7:52 AM	11	6	5	38	0	0	0
7:53 AM	13	7	4	44	0	0	0
7:54 AM	13	6	3	51	0	0	0
7:55 AM	7	14	4	44	0	0	0
7:56 AM	8	9	3	43	0	0	0
7:57 AM	12	4	4	51	0	0	0
7:58 AM	10	8	2	53	0	0	0
7:59 AM	12	13	1	52	0	0	0
8:00 AM	10	10	0	52	0	0	0

**Surrogate School**  
**Queuing and Parking Data Collection Sheet**

**School Name:** Somerset Silver Palms Charter School  
**School Address:** 23255 SW 115 Avenue, Miami FL  
**Location:** Parent & Bus Drop-Off

**Weather:** Clear  
**Date:** 5/18/2011  
**Technician:** CV/RF

**AM: On-Site Queuing Observations**

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:01 AM	13	10	2	55	0	0	0
8:02 AM	19	11	0	63	0	0	0
8:03 AM	15	14	4	64	0	0	0
8:04 AM	18	10	0	72	0	0	0
8:05 AM	23	17	2	78	0	0	0
8:06 AM	16	10	0	84	0	0	0
8:07 AM	18	16	2	86	0	0	0
8:08 AM	14	15	1	85	0	0	0
8:09 AM	24	18	0	<b>91</b>	0	0	0
8:10 AM	17	19	1	89	0	0	0
8:11 AM	13	11	0	91	0	0	0
8:12 AM	15	25	3	81	0	0	0
8:13 AM	13	20	0	74	0	0	0
8:14 AM	8	17	0	65	0	0	0
8:15 AM	6	18	2	53	0	0	0
8:16 AM	3	19	0	37	0	0	0
8:17 AM	6	14	0	29	0	0	0
8:18 AM	3	10	0	22	0	0	0
8:19 AM	3	4	0	21	0	0	0
8:20 AM	3	6	0	18	0	0	0
8:21 AM	0	0	0	18	0	0	0
8:22 AM	0	2	0	16	0	0	0
8:23 AM	1	2	0	15	0	0	0
8:24 AM	0	4	0	11	0	0	0
8:25 AM	0	2	0	9	0	0	0
8:26 AM	0	0	0	9	0	0	0
8:27 AM	0	3	0	6	0	0	0
8:28 AM	0	4	0	2	0	0	0
8:29 AM	0	0	0	2	0	0	0
8:30 AM	0	0	0	2	0	0	0

**Surrogate School**  
**Queuing and Parking Data Collection Sheet**

**School Name:** Somerset Silver Palms Charter School  
**School Address:** 23255 SW 115 Avenue, Miami FL  
**Location:** Parent & Bus Drop-Off

**Weather:** Clear  
**Date:** 5/18/2011  
**Technician:** CV/RF

**AM: On-Site Queuing Observations**

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

**Surrogate School**  
**Queuing and Parking Data Collection Sheet**

**School Name:** Somerset Silver Palms Charter School  
**School Address:** 23255 SW 115 Avenue, Miami FL  
**Location:** Parent & Bus Drop-Off

**Weather:** Sunny  
**Date:** 5/18/2011  
**Technician:** CV/RF

**PM: On-Site Queuing Observations**

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
Queue at Beginning of Count			1			0
1:00 PM	0	0	1	0	0	0
1:01 PM	0	0	1	0	0	0
1:02 PM	0	0	1	0	0	0
1:03 PM	0	0	1	0	0	0
1:04 PM	2	0	3	0	0	0
1:05 PM	0	0	3	0	0	0
1:06 PM	0	0	3	0	0	0
1:07 PM	1	0	4	0	0	0
1:08 PM	0	0	4	0	0	0
1:09 PM	0	1	3	0	0	0
1:10 PM	0	1	2	0	0	0
1:11 PM	1	0	3	0	0	0
1:12 PM	1	0	4	0	0	0
1:13 PM	1	0	5	0	0	0
1:14 PM	0	3	2	0	0	0
1:15 PM	0	0	2	0	0	0
1:16 PM	0	0	2	0	0	0
1:17 PM	2	0	4	0	0	0
1:18 PM	2	0	6	0	0	0
1:19 PM	1	1	6	0	0	0
1:20 PM	0	1	5	0	0	0
1:21 PM	3	0	8	0	0	0
1:22 PM	1	0	9	0	0	0
1:23 PM	1	0	10	0	0	0
1:24 PM	0	1	9	0	0	0
1:25 PM	2	1	10	0	0	0
1:26 PM	0	0	10	0	0	0
1:27 PM	2	0	12	0	0	0
1:28 PM	3	1	14	0	0	0
1:29 PM	1	0	15	0	0	0
1:30 PM	1	0	16	0	0	0

**Surrogate School**  
**Queuing and Parking Data Collection Sheet**

**School Name:** Somerset Silver Palms Charter School  
**School Address:** 23255 SW 115 Avenue, Miami FL  
**Location:** Parent & Bus Drop-Off

**Weather:** Sunny  
**Date:** 5/18/2011  
**Technician:** CV/RF

**PM: On-Site Queuing Observations**

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
1:31 PM	2	2	16	0	0	0
1:32 PM	4	0	20	0	0	0
1:33 PM	0	0	20	0	0	0
1:34 PM	2	1	21	0	0	0
1:35 PM	6	0	27	0	0	0
1:36 PM	3	1	29	0	0	0
1:37 PM	3	0	32	0	0	0
1:38 PM	1	1	32	0	0	0
1:39 PM	2	0	34	0	0	0
1:40 PM	3	0	37	0	0	0
1:41 PM	1	0	38	0	0	0
1:42 PM	6	1	43	0	0	0
1:43 PM	4	0	47	0	0	0
1:44 PM	3	0	50	0	0	0
1:45 PM	5	0	55	0	0	0
1:46 PM	7	0	62	0	0	0
1:47 PM	9	0	71	0	0	0
1:48 PM	8	0	79	0	0	0
1:49 PM	11	0	90	0	0	0
1:50 PM	8	0	98	0	0	0
1:51 PM	15	1	112	0	0	0
1:52 PM	7	0	119	0	0	0
1:53 PM	10	1	128	0	0	0
1:54 PM	12	0	140	0	0	0
1:55 PM	10	0	150	0	0	0
1:56 PM	9	5	154	0	0	0
1:57 PM	8	6	156	0	0	0
1:58 PM	10	7	159	0	0	0
1:59 PM	5	0	<u>164</u>	0	0	0
2:00 PM	3	10	157	0	0	0

**Surrogate School**  
**Queuing and Parking Data Collection Sheet**

**School Name:** Somerset Silver Palms Charter School  
**School Address:** 23255 SW 115 Avenue, Miami FL  
**Location:** Parent & Bus Drop-Off

**Weather:** Sunny  
**Date:** 5/18/2011  
**Technician:** CV/RF

**PM: On-Site Queuing Observations**

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:01 PM	11	12	156	0	0	0
2:02 PM	12	12	156	0	0	0
2:03 PM	10	16	150	1	0	<b>1</b>
2:04 PM	8	19	139	0	0	1
2:05 PM	6	24	121	0	0	1
2:06 PM	5	21	105	0	0	1
2:07 PM	16	15	106	0	0	1
2:08 PM	9	19	96	0	0	1
2:09 PM	10	19	87	0	1	0
2:10 PM	14	17	84	0	0	0
2:11 PM	5	16	73	0	0	0
2:12 PM	4	16	61	0	0	0
2:13 PM	11	15	57	0	0	0
2:14 PM	4	13	48	0	0	0
2:15 PM	5	12	41	0	0	0
2:16 PM	7	12	36	1	0	1
2:17 PM	4	7	33	0	0	1
2:18 PM	2	9	26	0	0	1
2:19 PM	3	8	21	0	1	0
2:20 PM	5	10	16	0	0	0
2:21 PM	5	9	12	0	0	0
2:22 PM	7	6	13	0	0	0
2:23 PM	2	6	9	0	0	0
2:24 PM	4	4	9	0	0	0
2:25 PM	1	6	4	1	0	1
2:26 PM	4	1	7	0	1	0
2:27 PM	5	4	8	0	0	0
2:28 PM	1	4	5	0	0	0
2:29 PM	3	5	3	0	0	0
2:30 PM	1	4	0	0	0	0