



Richard Garcia & Associates, Inc.

Pinewood Acres Charter School

Traffic Impact Study
&
Accumulation Assessment



9500 SW 97th Avenue
Miami-Dade, Florida

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ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY 

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Executive Summary

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 97th 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 | 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 |
| Total | | K - 12th | 2,000 | Total | | K - 12th | 2,000 |

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 115th 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 97th Avenue & SW 94th Street
- SW 97th Avenue & SW 96th Street
- SW 97th Avenue & SW 104th Street

As a result, the 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.

Table 1: AM Peak Hour LOS Summary

| Existing AM Peak Hour Condition | | | Intersection Approach | | | | | | | | Overall | |
|--|---|--------------|-----------------------|-----------|---------------------|------------|---------------------|------------|---------------------|------|---------------------|------|
| Location | Intersection Control | Eastbound | | Westbound | | Northbound | | Southbound | | LOS | Ave Veh Delay (sec) | |
| | | LOS | Ave Veh Delay (sec) | LOS | Ave Veh Delay (sec) | LOS | Ave Veh Delay (sec) | LOS | Ave Veh Delay (sec) | | | |
| 1 | SW 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.



Introduction

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 97th 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 97th Avenue & SW 94th Street
- SW 97th Avenue & SW 96th Street
- SW 97th Avenue & SW 104th 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

Project Location / Description

The subject site is located at 9500 SW 97th 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 97th Avenue and two driveways on SW 98th 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

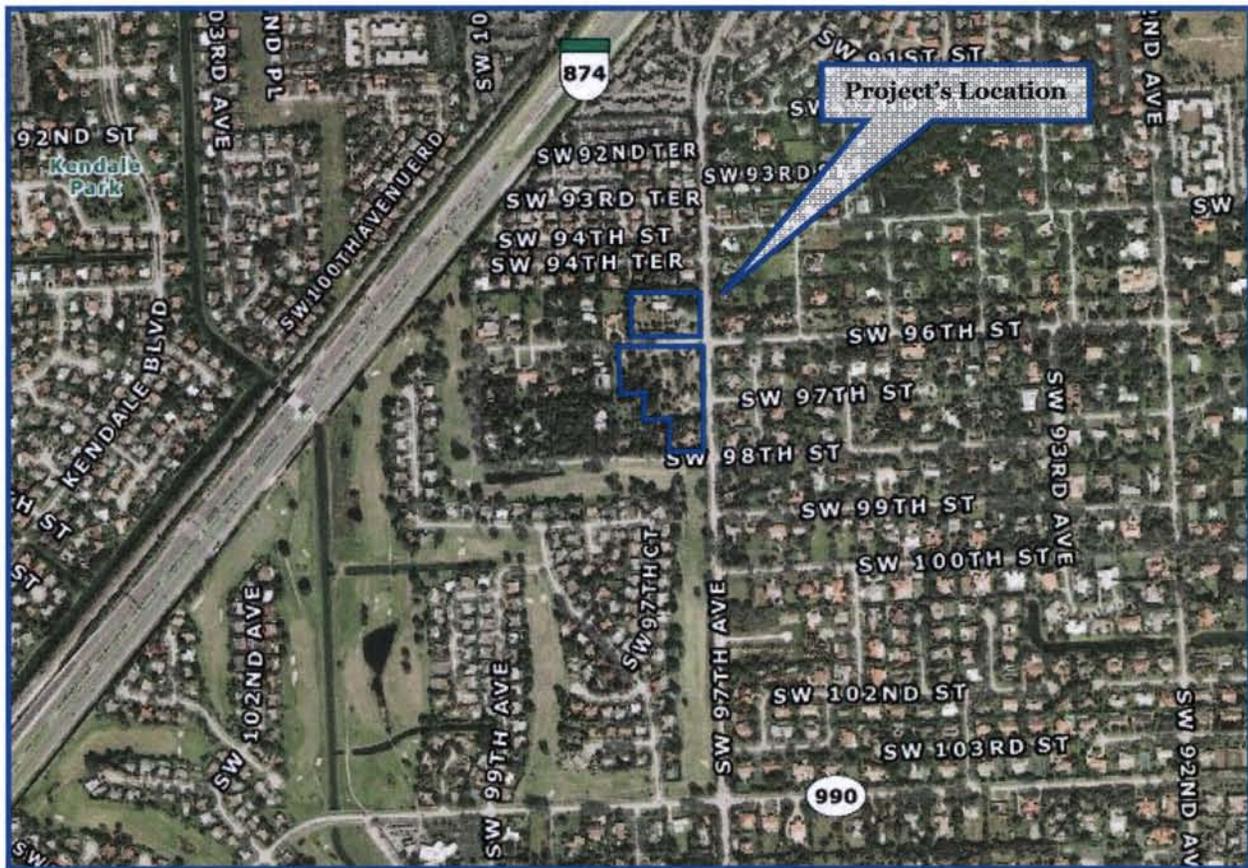
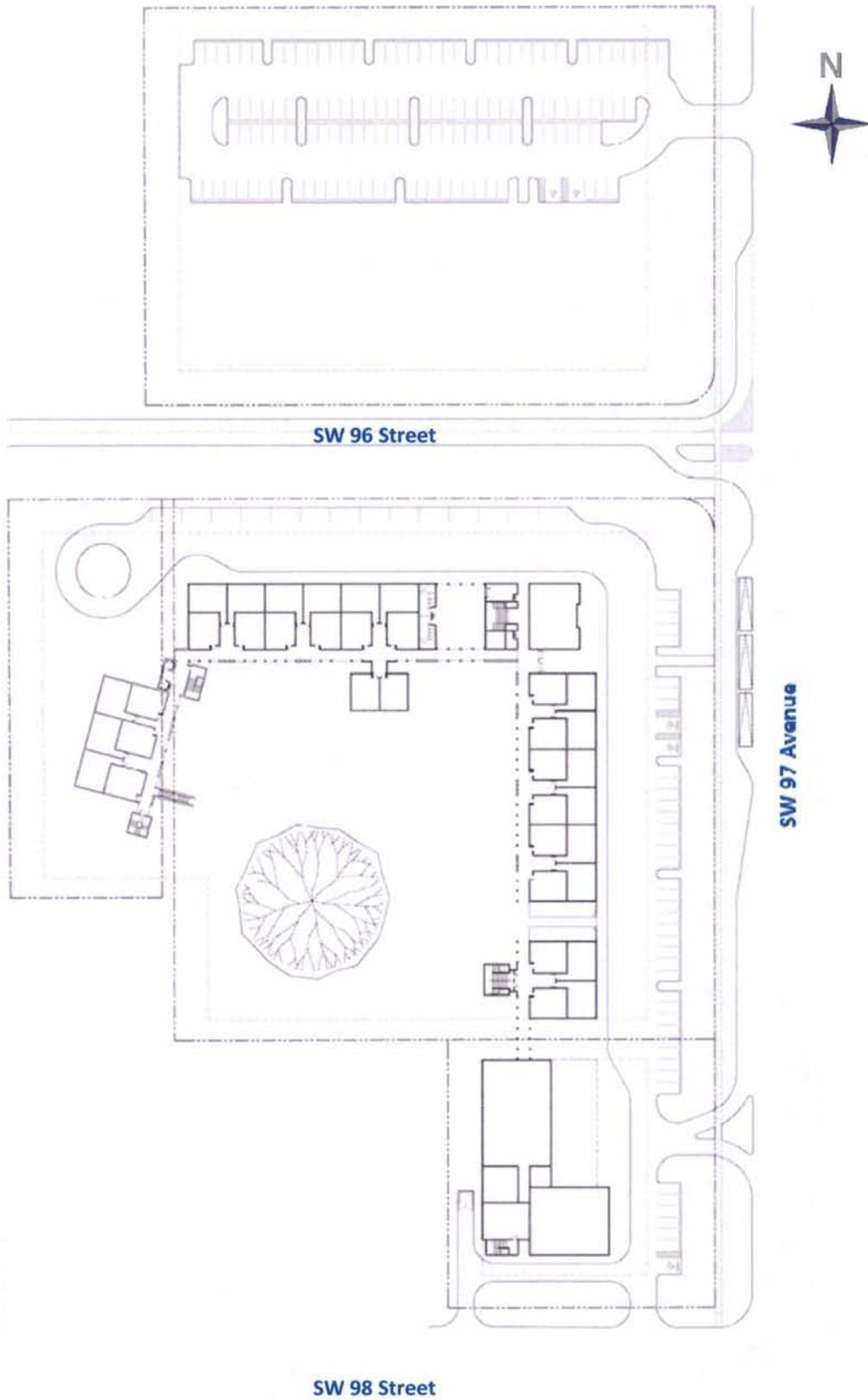


Figure 2: Site Plan



Existing Condition (2012)

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

Data Collection

Manual Turning Movement Counts (TMC's) were taken at the intersections most impacted by the subject project as described below. This traffic data was collected on Wednesday, December 12th, 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 97th Avenue & SW 94th Street
- SW 97th Avenue & SW 96th Street
- SW 97th Avenue & SW 104th Street

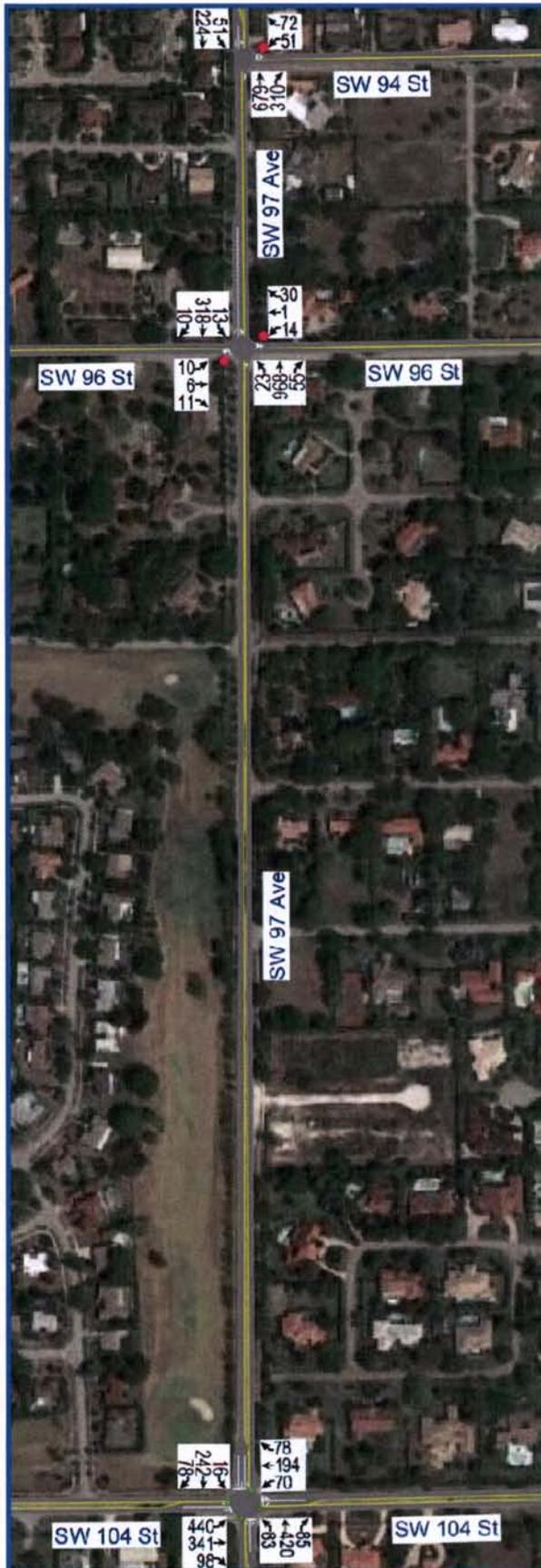
Level of Service (LOS)

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 | |

Figure 3: Existing AM Peak Hour TMC's



Project Traffic

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

Trip Generation

The trip generation characteristics for the subject project were developed using actual data. 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 115th 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 |
| EXISTING USE | | | | | | |
| Private School (K - 8) | 290 Students | □ | 0.706 | 111 | 94 | 205 |
| PROPOSED USE | | | | | | |
| Charter School (K - 12) | 2,000 Students | ◇ | 0.925 | 1,004 | 846 | 1,850 |
| Transit Adjustment Trips (10%) * | | 200 Students | | 100 | 85 | 185 |
| Proposed School Bus Trips | | | | 6 | 6 | 12 |
| Net Vehicle Trips (Gross - Existing - Transit + Bus Trips) | | | | 799 | 673 | 1,472 |

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

| 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 | 666 | 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 | 64 | 54 | 118 |
| | 8:00 AM - 8:15 AM | 20% | | 400 | 667 | 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 | 160 | 135 | 294 |
| | 8:45 AM - 9:00 AM | 2% | | 47 | 667 | 19 | 16 | 35 |
| Total | | 100% | 100% | 2,000 | 2,000 | 799 | 673 | 1,472 |

| School AM Peak Hour | Trips | | |
|----------------------------|-------|-----|-------|
| AM Peak Hour (7:45 - 8:45) | In | Out | Total |
| | 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 |
| | 100.00% | | 100.00% | 471 | 397 | 868 |

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

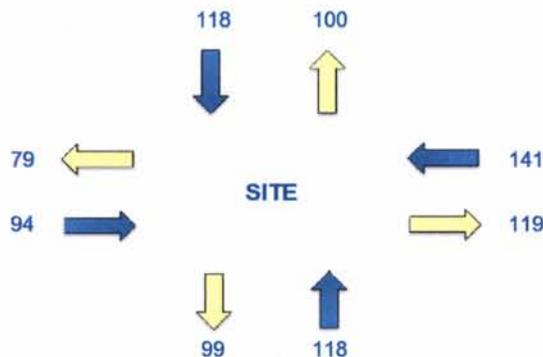


Figure 5: Traffic Analysis Zone (TAZ) Map

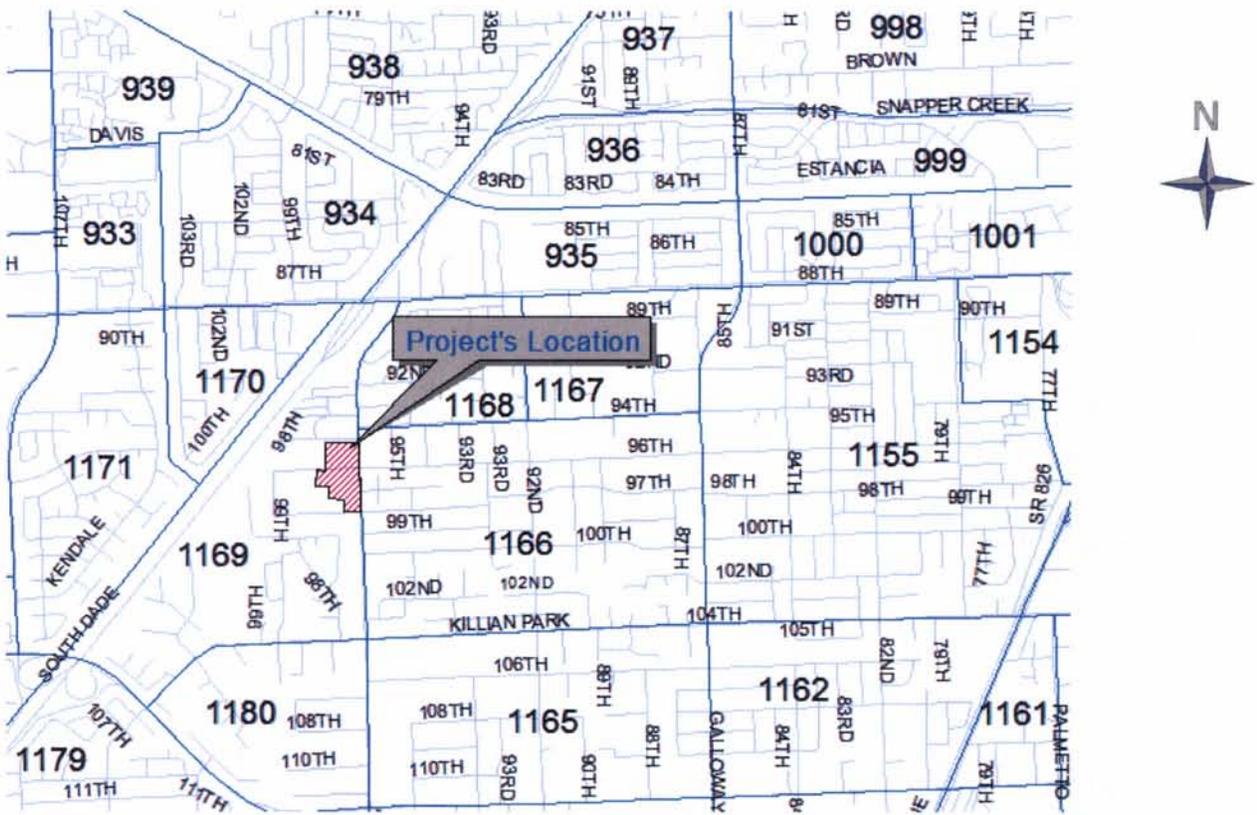
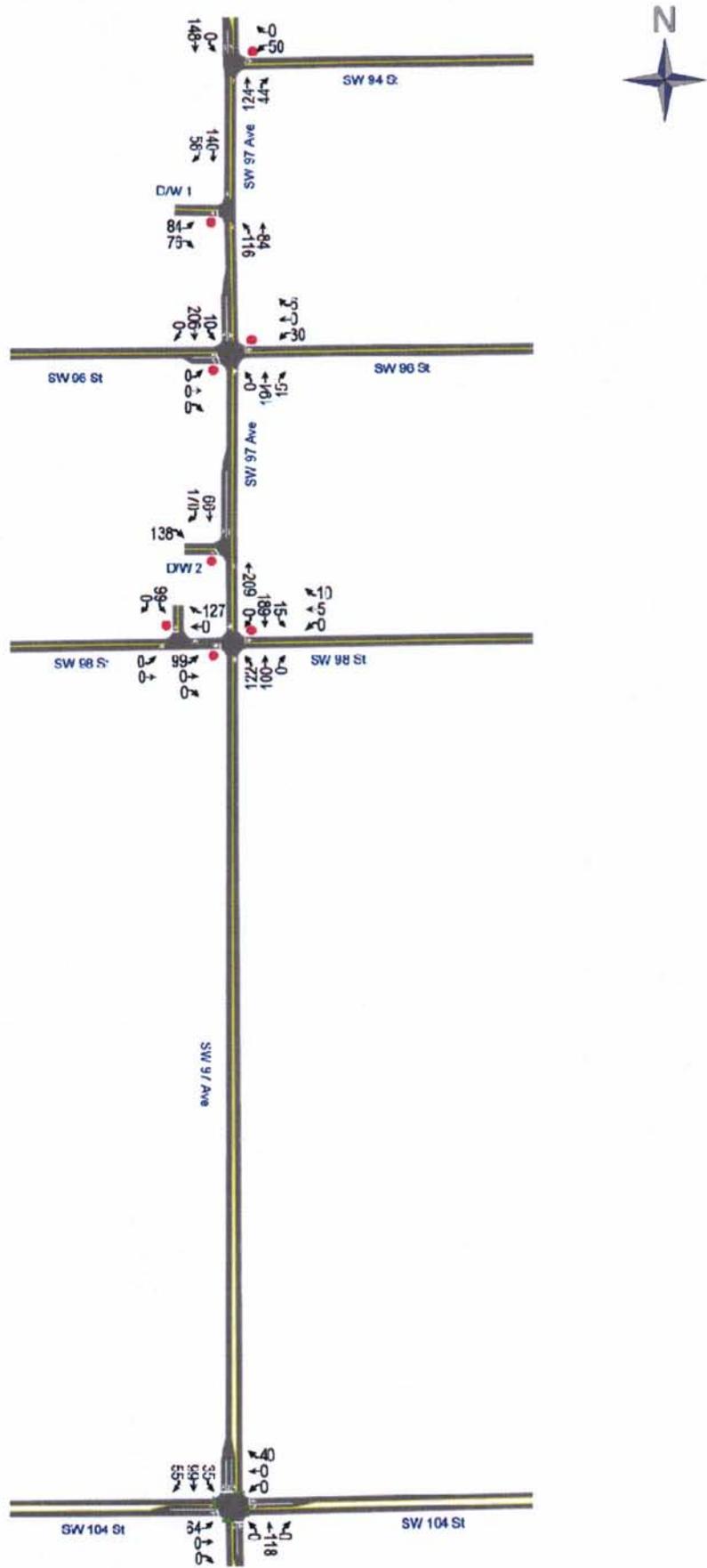


Figure 6: AM Peak Hour Site Traffic



Proposed Condition (2014)

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.

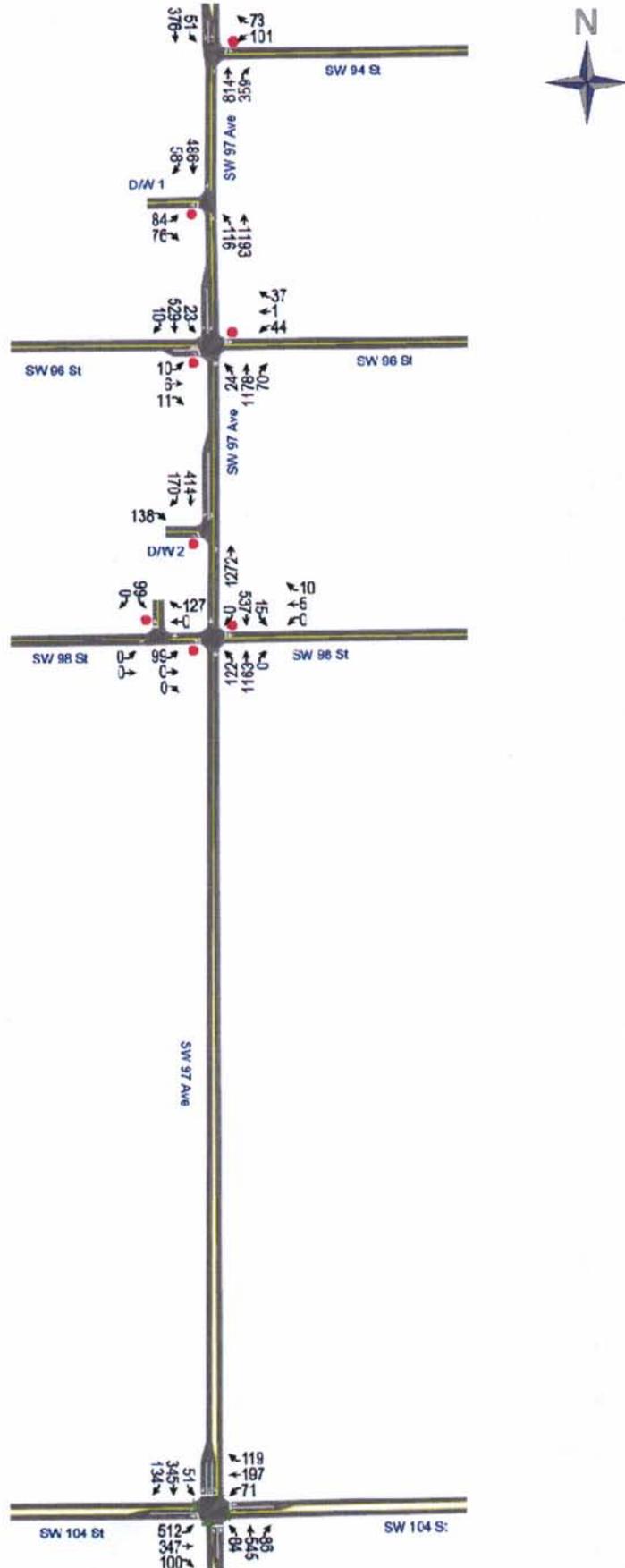
Proposed Condition with Project Traffic

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 |

Figure 7: Proposed AM Peak Hour Volumes



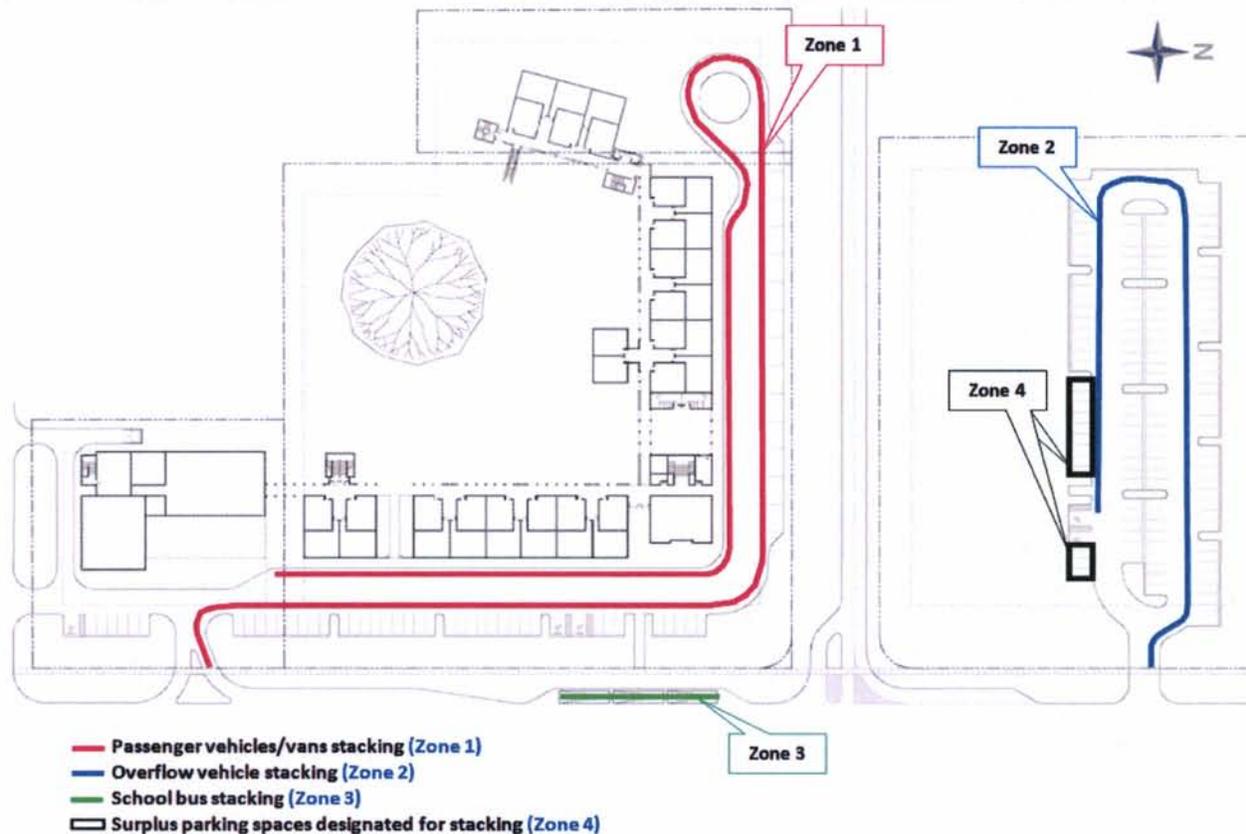
Vehicle Stacking & Accumulation Assessment

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 97th 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 |
| Total Stacking Capacity for Passenger Vehicles/Transportation Vans with Surplus Parking | | | | | | 90 |
| Overflow Stacking Capacity for Passenger Vehicles/Transportation Vans | | | | | | 32 |
| Total Stacking Capacity for Mid-Size School Bus | | | | | | 3 |

Figure 8: Vehicle Accumulation Graph



Consistent with 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. surrogate school), in this case the Somerset Silver Palms Charter School located at 23255 SW 115th 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 | | |
| 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 |
| Total | | K - 12th | 2,000 | Total | | K - 12th | 2,000 |

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 | |
| 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 | | | | | | |

Conclusion

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.

Appendix A: Trip Generation

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 |
| EXISTING USE | | | | | | | | |
| Private School (K - 8) | 290 Students | □ | 0.706 | 54% | 111 | 46% | 94 | 205 |
| PROPOSED USE | | | | | | | | |
| 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 |
| Net Vehicle Trips (Gross - Existing - Transit + Bus Trips) | | | | 54% | 799 | 46% | 673 | 1,472 |

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.

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 | 666 | 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 | 64 | 54 | 118 |
| | 8:00 AM - 8:15 AM | 20% | | 400 | 667 | 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 | 160 | 135 | 294 |
| | 8:45 AM - 9:00 AM | 2% | | 47 | 667 | 19 | 16 | 35 |
| Total | | 100% | 100% | 2,000 | 2,000 | 799 | 673 | 1,472 |

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

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 |
| Total | 588 | 491 | 1,079 | 1 | 1 | 2 |

| 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.

AM Peak Trip Generation

School Name: Pinewood Acres School
Location: 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 |
| Total | 88 | 82 | 170 | 0 | 0 | 0 |

| 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 |

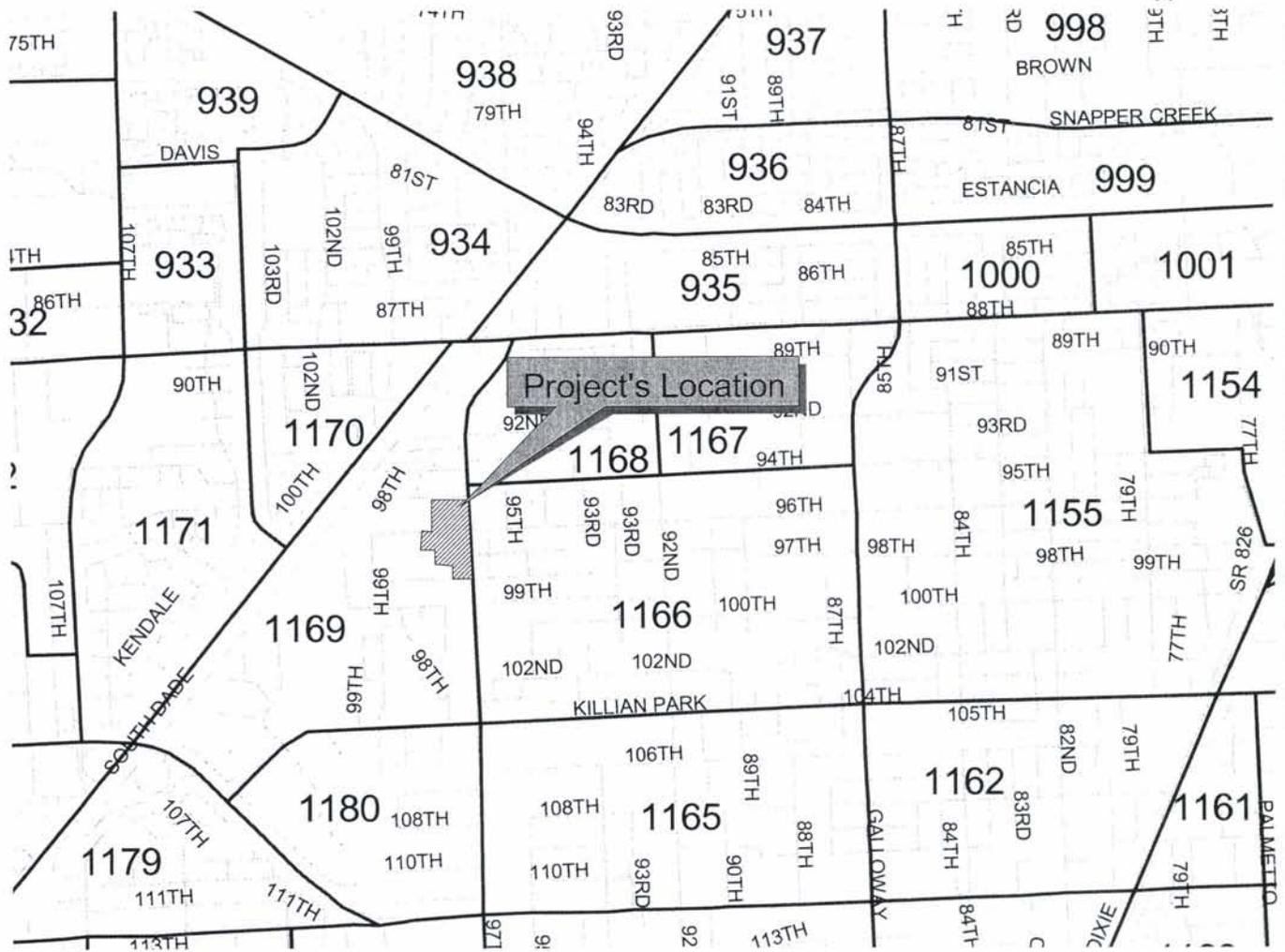
TABLE: A3

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 |
| | Total | K - 12th | 2,000 | | Total | K - 12th | 2,000 |

Appendix B: Trip Distribution

Traffic Analysis Zone (TAZ)





Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009

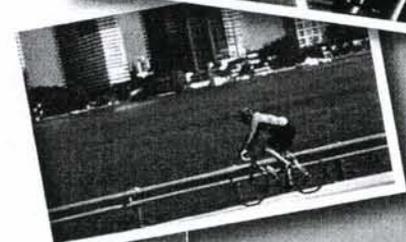
2035



Miami-Dade



Transportation Plan



Prepared by:



In association with:

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

| ORIGIN ZONE | | CARDINAL DIRECTIONS | | | | | | | | | TOTAL |
|-------------|--------------|---------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| County TAZ | Regional TAZ | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | |
| | | PERCENT | 37.64 | 4.65 | 0 | 2.22 | 7.8 | 9.8 | 8.66 | 29.23 | |
| 1139 | 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 | |

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

| ORIGIN ZONE | | 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 | | |
| 1157 | 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 | |

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 |

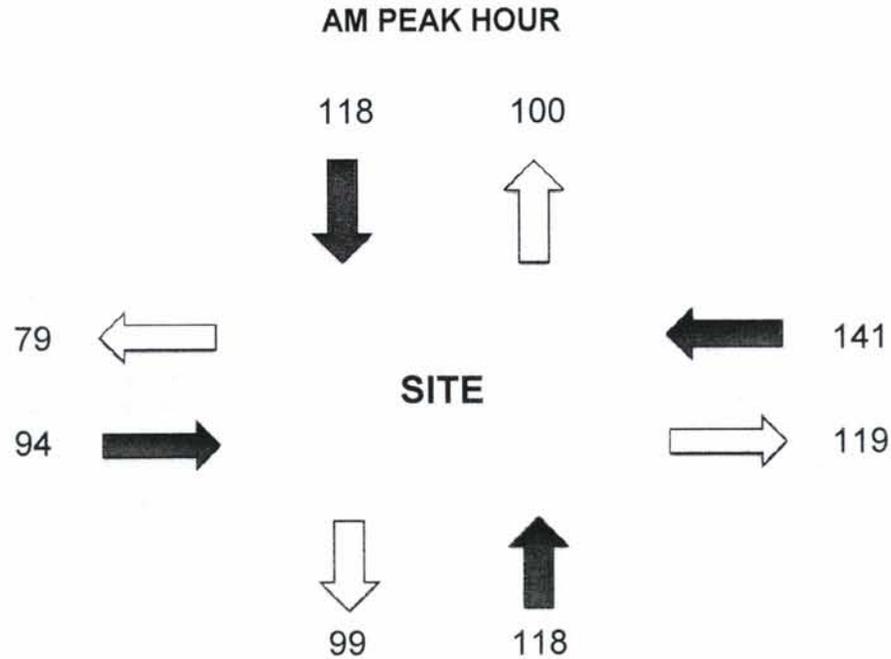


TABLE: A4-1

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 |
| TOTAL | 100.00 | 100.00 | 100.00 | 471 | 397 | 868 |

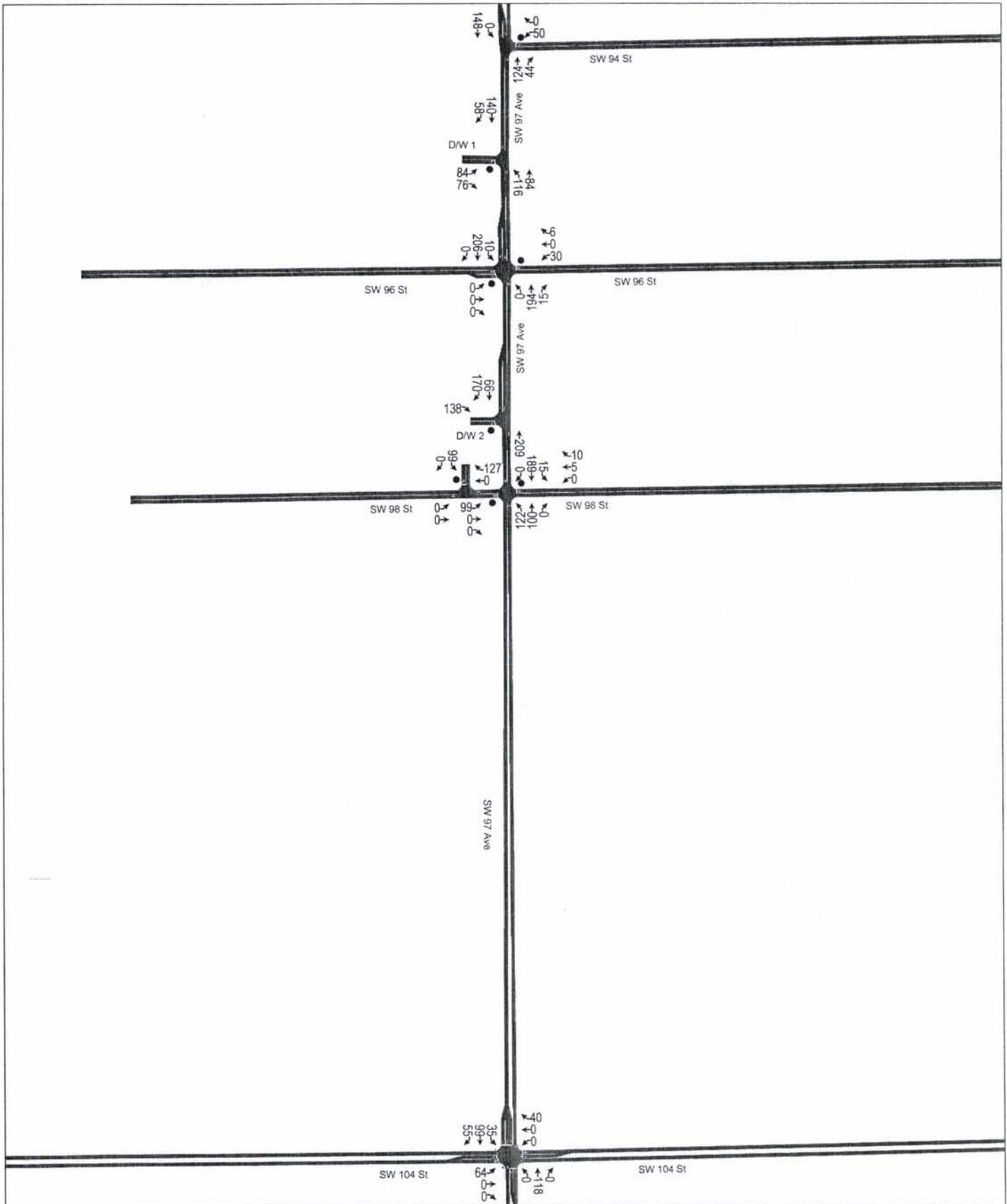
Note:

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 |
| TOTAL | 100.00 | 471.4288564 | 471 | 397.0858828 | 397 | 868 |



Appendix C: Signal Timing, Growth Rate & Adjustment Factors



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

Print Date:
8/27/2012

Print Time:
5:36 PM

| <u>Asset</u> | <u>Intersection</u> | <u>TOD Schedule</u> | <u>Op Mode</u> | <u>Plan #</u> | <u>Cycle</u> | <u>Offset</u> | <u>TOD Setting</u> | <u>Active PhaseBank</u> | <u>Active Maximum</u> |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| 4182 | SW 97 Av&SW 104 St | DOW-2 | | N/A | 0 | 0 | N/A | 0 | Max 0 |

Splits

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

Active Phase Bank: Phase Bank 1

| Phase | Walk | Don't Walk | Min Initial | Veh Ext | Max Limit | Max 2 | Yellow | Red |
|-------|-----------|--------------|-------------|-----------|--------------|--------------|--------|-----|
| | | | | | | | | |
| | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | 1 2 3 | | |
| 1 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 | |
|-------------------|-----------------|
| | 12345678 |
| Default | 12-45678 |
| External Permit 0 | ----- |
| External Permit 1 | -2-4-6-8 |
| External Permit 2 | -2-4-6-8 |

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

| Local TOD Schedule | | | |
|--------------------|-------------|------------|---|
| <u>Time</u> | <u>Plan</u> | <u>DOW</u> | |
| 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

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

Signal 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 |

TABLE: A5

Pinewood Acres Charter School

MPO Based Growth Rate

| TAZ 1169 Trips | | | | | |
|----------------|-------------|--------------|-----------------|-------------|-------------|
| Year | Total Trips | Total Growth | Number of Years | Growth / Yr | Growth Rate |
| 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

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|------|-------------------------|---------|------|
| . | 01/01/2011 - 01/01/2011 | 1.01 | 1.04 |
| 2 | 01/02/2011 - 01/08/2011 | 1.01 | 1.04 |
| 3 | 01/09/2011 - 01/15/2011 | 1.01 | 1.04 |
| 4 | 01/16/2011 - 01/22/2011 | 1.00 | 1.03 |
| 5 | 01/23/2011 - 01/29/2011 | 0.99 | 1.02 |
| * 6 | 01/30/2011 - 02/05/2011 | 0.98 | 1.01 |
| * 7 | 02/06/2011 - 02/12/2011 | 0.98 | 1.01 |
| * 8 | 02/13/2011 - 02/19/2011 | 0.97 | 1.00 |
| * 9 | 02/20/2011 - 02/26/2011 | 0.97 | 1.00 |
| *10 | 02/27/2011 - 03/05/2011 | 0.97 | 1.00 |
| *11 | 03/06/2011 - 03/12/2011 | 0.97 | 1.00 |
| *12 | 03/13/2011 - 03/19/2011 | 0.97 | 1.00 |
| *13 | 03/20/2011 - 03/26/2011 | 0.97 | 1.00 |
| *14 | 03/27/2011 - 04/02/2011 | 0.97 | 1.00 |
| *15 | 04/03/2011 - 04/09/2011 | 0.97 | 1.00 |
| *16 | 04/10/2011 - 04/16/2011 | 0.98 | 1.01 |
| *17 | 04/17/2011 - 04/23/2011 | 0.98 | 1.01 |
| *18 | 04/24/2011 - 04/30/2011 | 0.98 | 1.01 |
| 19 | 05/01/2011 - 05/07/2011 | 0.99 | 1.02 |
| 20 | 05/08/2011 - 05/14/2011 | 0.99 | 1.02 |
| 21 | 05/15/2011 - 05/21/2011 | 1.00 | 1.03 |
| 22 | 05/22/2011 - 05/28/2011 | 1.00 | 1.03 |
| 23 | 05/29/2011 - 06/04/2011 | 1.00 | 1.03 |
| 24 | 06/05/2011 - 06/11/2011 | 0.99 | 1.02 |
| 25 | 06/12/2011 - 06/18/2011 | 0.99 | 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 SF | 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

Appendix D: Traffic Counts (TMC's)

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 | |
| | | | TOTAL | 272 | | | | 275 | 5 | 279 | 148 | 427 | |
| | | 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 | |
| | | | TOTAL | 121 | | | | 122 | 2 | 124 | 50 | 174 | |
| | | 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 | |
| | | | TOTAL | 979 | | | | 989 | 16 | 1005 | 168 | 1173 | |
| | | 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 | |
| | | | TOTAL | 0 | | | | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | | | | 1372 | | | 1386 | 23 | 1409 | 366 | 1775 | | |
| 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 | |
| | | | TOTAL | 338 | | | | 341 | 6 | 347 | 216 | 563 | |
| | | 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 | |
| | | | TOTAL | 45 | | | | 45 | 1 | 46 | 36 | 82 | |
| | | 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 | |
| | | | TOTAL | 1035 | | | | 1045 | 17 | 1063 | 209 | 1272 | |
| | | 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 | |
| | | | TOTAL | 27 | | | | 27 | 0 | 28 | 0 | 28 | |
| TOTAL | | | | 1445 | | | 1459 | 24 | 1484 | 461 | 1945 | | |

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 |
| | | | TOTAL | 333 | | | | 336 | 6 | 342 | 189 | 531 |
| | | 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 |
| | | | TOTAL | 338 | | | | 341 | 6 | 347 | 40 | 387 |
| | | 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 |
| | | | TOTAL | 582 | | | | 588 | 10 | 598 | 118 | 716 |
| | | 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 |
| | | | TOTAL | 871 | | | | 880 | 15 | 894 | 64 | 958 |
| | | | TOTAL | | | | 2124 | | | | 2145 | 36 |

- 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

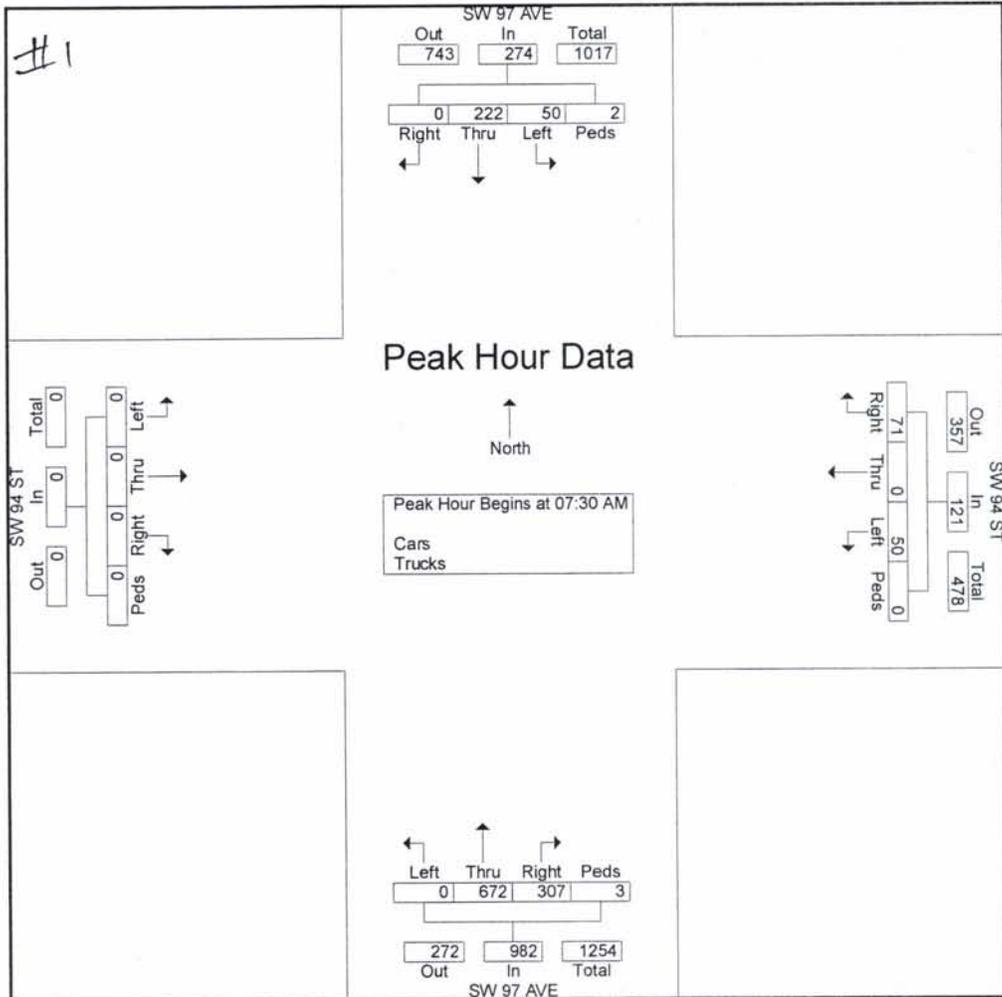
- 7 Seasonal Factor obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS).
9 A 0.83 percent background growth was utilized with a project build-out of 2 years.
10 Net Traffic = Peak Seasonally Adjusted TMC + Background
11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



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

File Name : SW 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 | | |
| PHF | .000 | .881 | .735 | .250 | .846 | .934 | .000 | .893 | .000 | .945 | .925 | .955 | .000 | .375 | .948 | .000 | .000 | .000 | .000 | .000 | .972 |



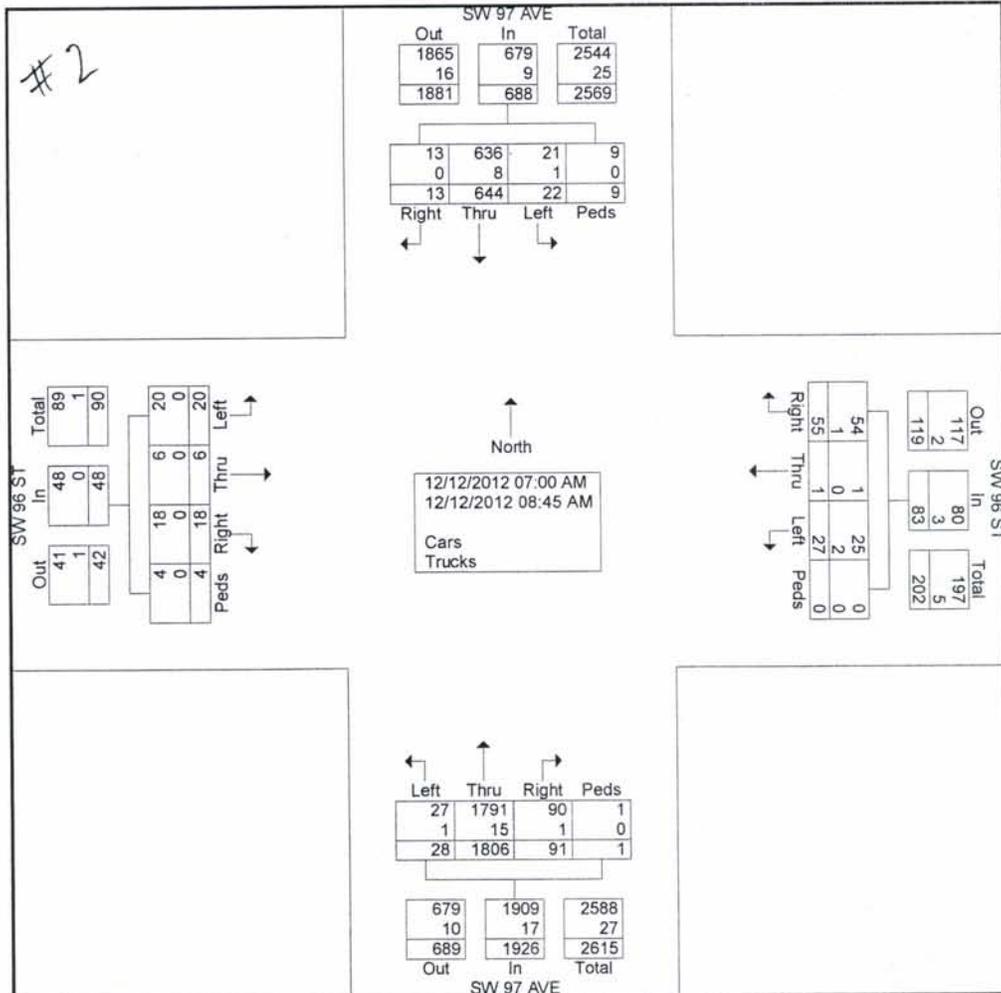


Richard Garcia & Associates, Inc.
 13117 NW 107 Avenue, Suite # 4
 Hialeah Gardens, Florida 33018
 Phone: 305-595-7505
 Fax: 305-675-6474

File Name : SW 97 Ave_SW 96 St
 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 |
| Total | 4 | 332 | 14 | 6 | 356 | 33 | 1 | 16 | 0 | 50 | 32 | 893 | 10 | 0 | 935 | 3 | 1 | 9 | 1 | 14 | 1355 |
| 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 |
| Total | 9 | 312 | 8 | 3 | 332 | 22 | 0 | 11 | 0 | 33 | 59 | 913 | 18 | 1 | 991 | 15 | 5 | 11 | 3 | 34 | 1390 |
| Grand Total | 13 | 644 | 22 | 9 | 688 | 55 | 1 | 27 | 0 | 83 | 91 | 1806 | 28 | 1 | 1926 | 18 | 6 | 20 | 4 | 48 | 2745 |
| 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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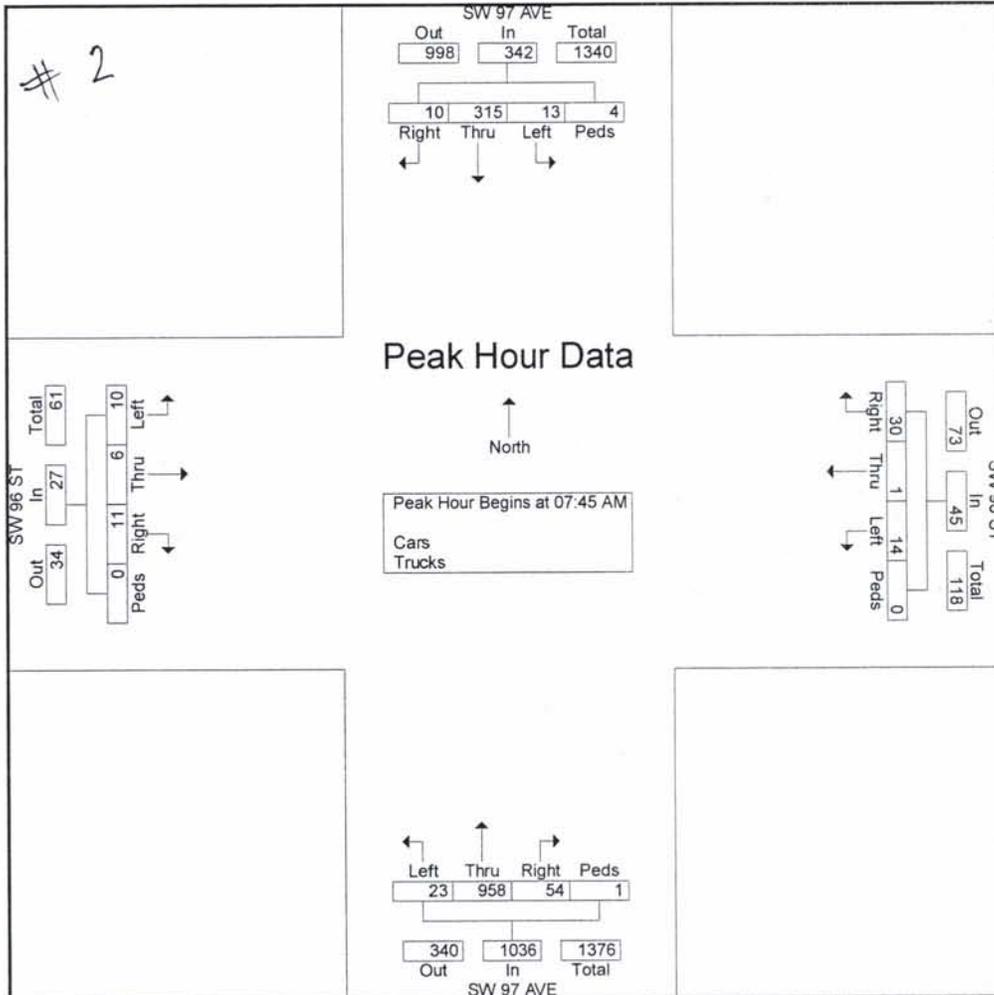
File Name : SW 97 Ave_SW 96 St

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 |



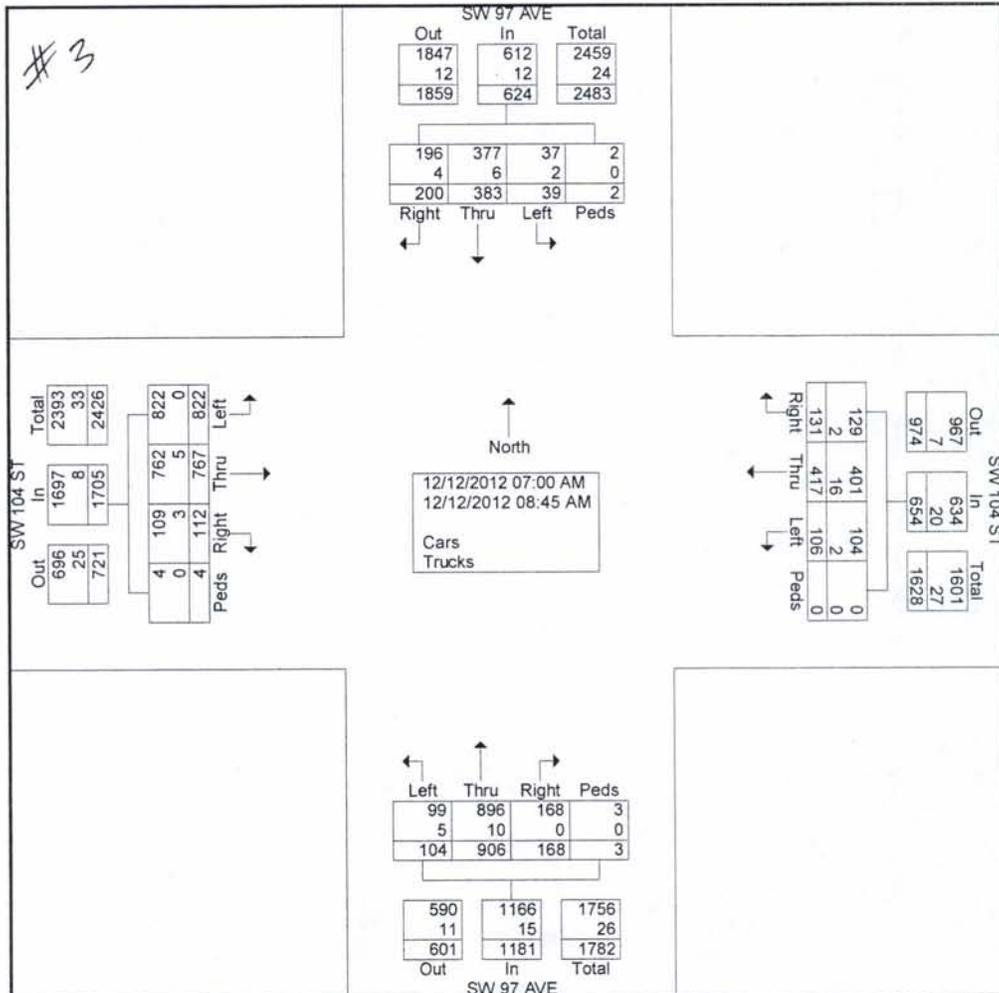


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File Name : SW 97 Ave_SW 104 St
 Site Code : 00000000
 Start Date : 12/12/2012
 Page No : 1

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 |
| Total | 77 | 240 | 16 | 2 | 335 | 77 | 192 | 69 | 0 | 338 | 84 | 416 | 82 | 2 | 584 | 97 | 338 | 436 | 4 | 875 | 2132 |
| 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 |
| Total | 123 | 143 | 23 | 0 | 289 | 54 | 225 | 37 | 0 | 316 | 84 | 490 | 22 | 1 | 597 | 15 | 429 | 386 | 0 | 830 | 2032 |
| Grand Total | 200 | 383 | 39 | 2 | 624 | 131 | 417 | 106 | 0 | 654 | 168 | 906 | 104 | 3 | 1181 | 112 | 767 | 822 | 4 | 1705 | 4164 |
| 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 |





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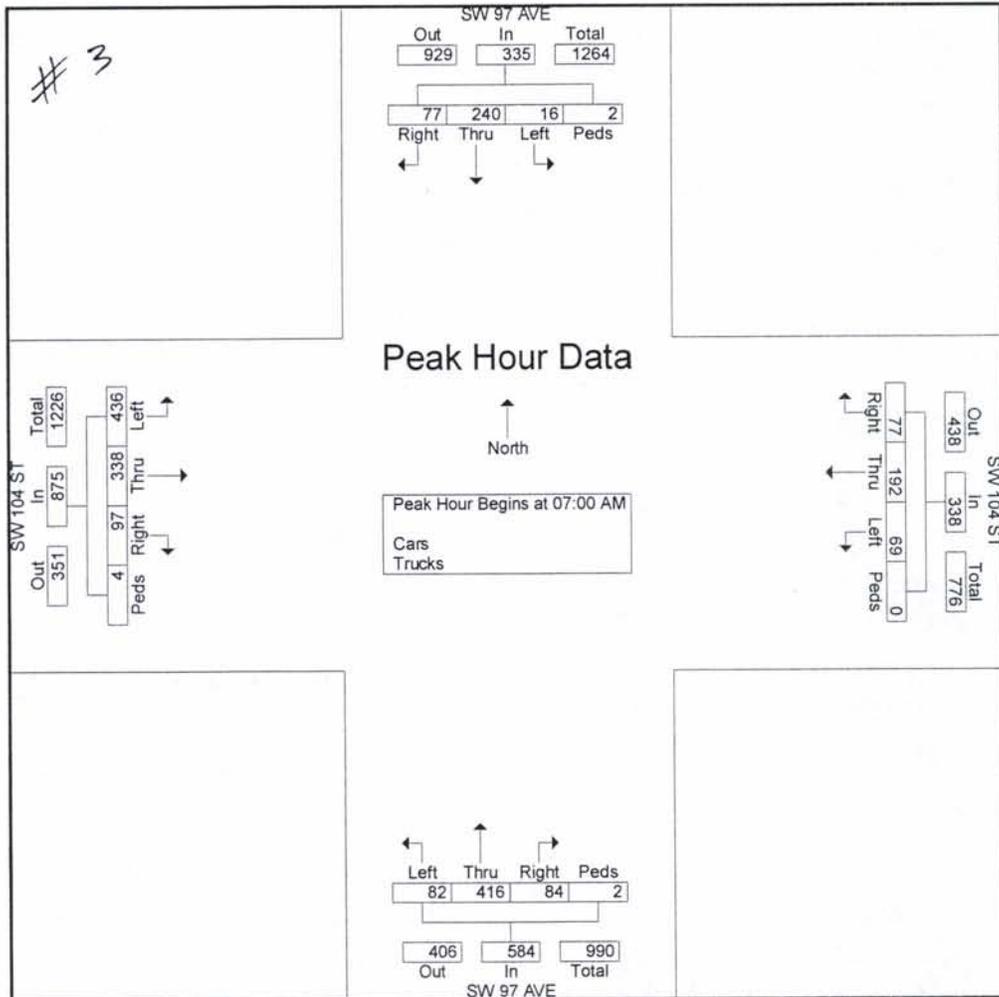
File Name : SW 97 Ave_SW 104 St

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 | | Overall | |
| | | | 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 | | Overall | |
| | | | 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 | | | | | | | | | | | | |
| 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 |
| Direction, Lane # | | | | | | | | | | | | |
| | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 | | | | | | | |
| 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

| | | | | | | | | |
|------|------|--|--|------|--|------|--|--|
| | | | | | | | | |
| 55 s | | | | 18 s | | 40 s | | |
| | | | | | | | | |
| 10 s | 45 s | | | 18 s | | 40 s | | |

Queues

3: SW 97 Ave & SW 104 St

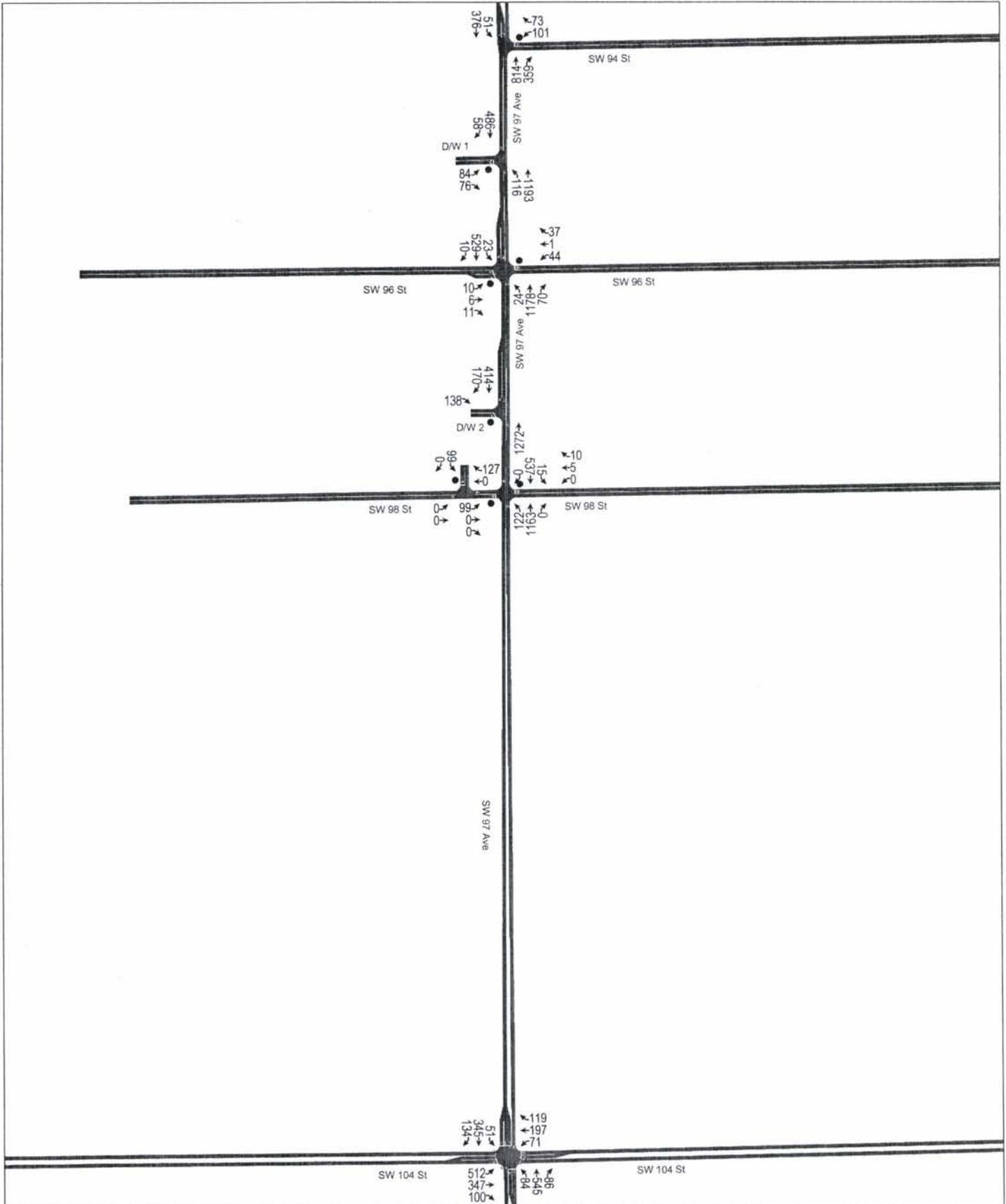
Existing AM Peak Hour Condition

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 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 | | | | | | | |
| 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 |
| Analysis Period (min) | | 15 |
| | | G |

* 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 | 18 s | 40 s |
|  ø6 (R) | | |
| 45 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 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| 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 | | | | | |
| Intersection Summary | | | | | | |
| 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 | | | |

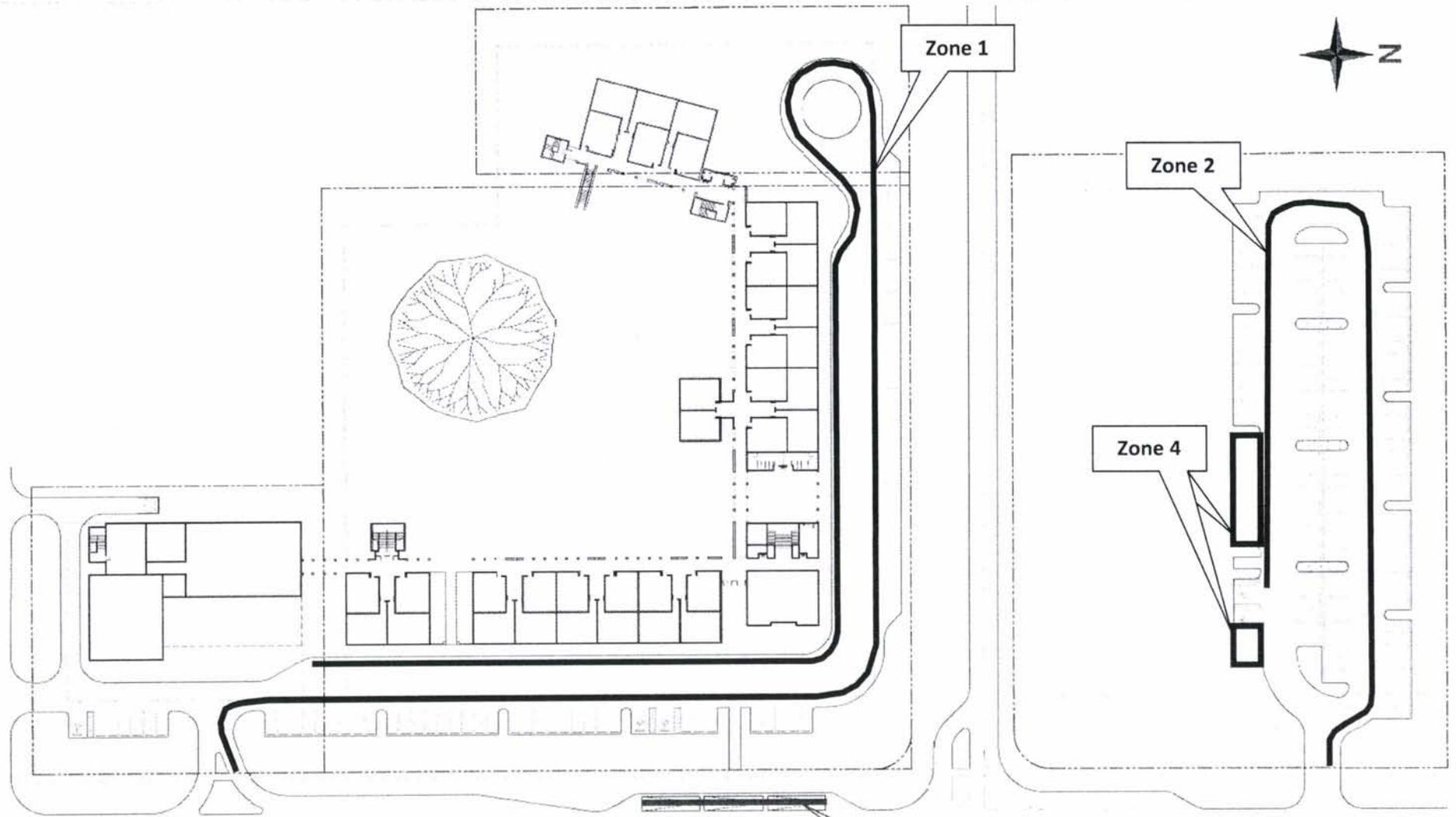
Appendix F: Accumulation Assessment

TABLE: A8

**Pinewood Acres Charter School
Vehicular Stacking Capacity**

| 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 |
| Total Stacking Capacity for Passenger Vehicles/Transportation Vans with Surplus Parking | | | | | | 90 |
| Overflow Stacking Capacity for Passenger Vehicles/Transportation Vans | | | | | | 32 |
| Total Stacking Capacity for Mid-Size School Bus | | | | | | 3 |

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 |
| 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.

AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

| | | | |
|--------------------------------------|-------|---|---|
| New School Name | Notes | Pinewood Acres Charter School | |
| Surrogate School Name | 1 | Somerset Silver Palms Charter School | |
| Date / Day / Time of Data Collection | | 5/18/2011 7:00 AM - 9:00 AM | (collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools) |
| Surrogate Enrollment | | 1,100 | Total number of students, E |
| Capacity of New School | | 600 | Student Stations, C (Each Arrival) |
| Multiplier | 2 | 0.55 | [C / E] |
| Surrogate Accumulations | 3 | 91 | passenger vehicles (including commercial vans) |
| | | 1 | large school buses |
| | | N/A | student vehicles (for high schools only) |
| Projected Accumulations | | 49.64 | passenger vehicles |
| | | 1.91 | large school buses (school will commit to have 67 students in buses per arrival) |
| | | N/A | student vehicles |
| Provided Spaces | 4 | 90 | passenger vehicles (See Table A8) |
| | | 3 | large school buses |
| | | N/A | student vehicles |
| Percent Accommodated | 5 | 181% | passenger vehicles |
| | | 157% | large school buses |
| | | N/A | student vehicles |

- 1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.
- 2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.
- 3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.
- 4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
- 5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

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

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

| New School Name | Notes | Pinewood Acres Charter School | |
|--------------------------------------|-------|---|---|
| Surrogate School Name | 1 | Somerset Silver Palms Charter School | |
| Date / Day / Time of Data Collection | | 5/18/2011 1:00 PM - 2:30 PM | (collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools) |
| Surrogate Enrollment | | 1,100 | Total number of students, E |
| Capacity of New School | | 600 | Student Stations, C (Each Dismissal) |
| Multiplier | 2 | 0.55 | [C / E] |
| Surrogate Accumulations | 3 | 164 | passenger vehicles (including commercial vans) |
| | | 1 | large school buses |
| | | N/A | student vehicles (for high schools only) |
| Projected Accumulations | | 89.45 | passenger vehicles/vans |
| | | 1.91 | large school buses (school will commit to have 67 students in buses per dismissal) |
| | | N/A | student vehicles |
| Provided Spaces | 4 | 90 | passenger vehicles/vans (See Table A8) |
| | | 3 | large school buses |
| | | N/A | student vehicles |
| Percent Accommodated | 5 | 101% | passenger vehicles |
| | | 157% | large school buses |
| | | N/A | student vehicles |

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

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

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

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

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

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

Signature of Data Collector

SCHOOL SCHEDULE QUESTIONNAIRE (Proposed School)

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

| | |
|--|---|
| Name of application: | |
| T-Plat No.: | Zoning Hearing No.: |
| School name: | Pinewood Acres Charter School |
| Location: | 9500 SW 97 Avenue |
| Site size (acres): | Section-Township-Range: |
| Grade levels (proposed): K - 12 | Total number of students (proposed): 2,000 |

ATTENDANCE

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

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

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

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

TRANSPORTATION

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

| Mode | Percentage | Number of Students* | |
|--------------------------------------|------------|---------------------|----------|
| | | Existing | Proposed |
| Walk | | | |
| Bicycle | | | |
| Passenger Vehicle/Commercial Van | | | |
| School Bus (large school owned) | | | |
| Private Bus (large non-school owned) | | | |
| Public School Bus (MDCPS) | | | |
| Student Vehicle (high school) | | | |
| Other (e.g., MDTA): | | | |
| Totals: | | | |

* Number of Students should equal totals in previous table.

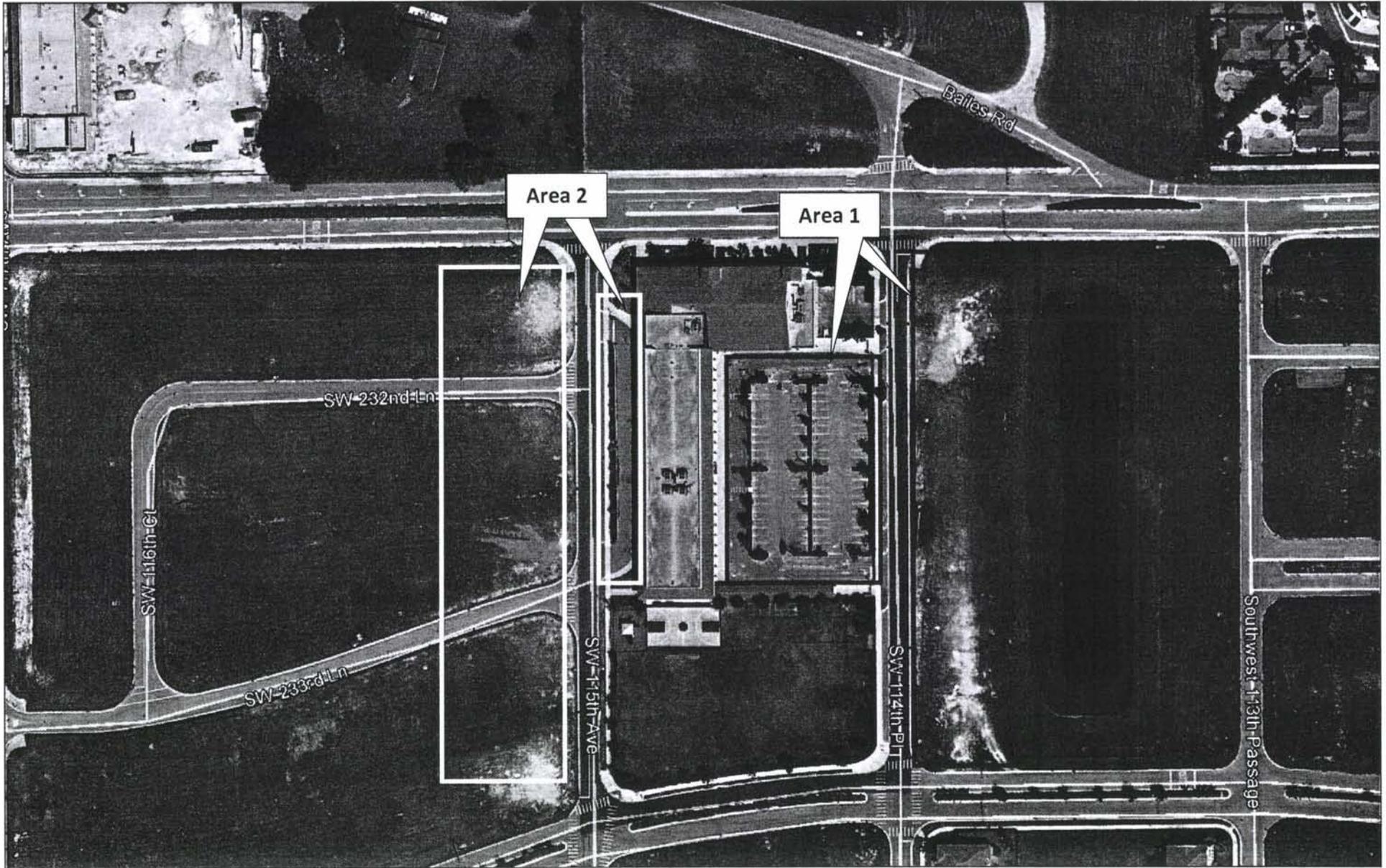
Comments:

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

Signature of Principal/Administrator

Date

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: | Somerset Silver Palms Charter School |
| Location: | 23255 SW 115 Avenue |
| Site size (acres): | Section-Township-Range: |
| Grade levels (surrogate): K - 12 | Total number of students (surrogate): 1,100 |

ATTENDANCE

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

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

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

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

TRANSPORTATION

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

| Mode | Percentage | Number of Students* | |
|--------------------------------------|------------|---------------------|----------|
| | | Existing | Proposed |
| Walk | | | |
| Bicycle | | | |
| Passenger Vehicle/Commercial Van | | | |
| School Bus (large school owned) | | | |
| Private Bus (large non-school owned) | | | |
| Public School Bus (MDCPS) | | | |
| Student Vehicle (high school) | | | |
| Other (e.g., MDTA): | | | |
| Totals: | | | |

* Number of Students should equal totals in previous table.

Comments:

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

Signature of Principal/Administrator

Date

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

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 |
| | 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 AREIAL)

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 |
| | 8:00 AM | 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 |
| | 8:05 AM | 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 | | | | | 91 | 0 |
| | 8:10 AM | 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 |
| | 8:15 AM | 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 |
| | 8:20 AM | 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 |
| | 8:25 AM | 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 |
| | 8:30 AM | 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 |
| | 8:35 AM | 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 |
| | 8:40 AM | 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 |
| | 8:45 AM | 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 |
| | 8:50 AM | 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 |
| | 8:55 AM | 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 |
| | 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 |
| | 1:00 PM | 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 |
| | 1:05 PM | 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 |
| | 1:10 PM | 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 |
| | 1:15 PM | 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 |
| | 1:20 PM | 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 |
| | 1:25 PM | 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 |
| | 1:30 PM | 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 |
| | 1:35 PM | 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 |
| | 1:40 PM | 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 |
| | 1:45 PM | 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 |
| | 1:50 PM | 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 |
| | 1:55 PM | 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 |
| | 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 |
| | 2:00 PM | 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 |
| | 2:05 PM | 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 |
| | 2:10 PM | 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 |
| | 2:15 PM | 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 |
| | 2:20 PM | 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 |
| | 2:25 PM | 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 |
| | 2:30 PM | 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 |
| | 2:35 PM | 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 |
| | 2:40 PM | 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 |
| | 2:45 PM | 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 |
| | 2:50 PM | 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 |
| | 2:55 PM | 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 |
| | 0:60 | | | | | | | | | | |
| | 1 Min Peak Acc. | | | | | | | | | | |

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 |
|-----------------------------|--------|---------|-------------|-------------|--------|---------|------------|
| 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 | 1 |
| 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 | <u>91</u> | 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 | 164 | 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 | 1 |
| 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 |