

SOMERSET ACADEMY

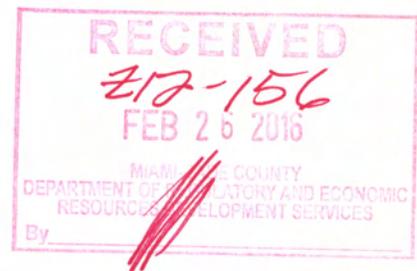


AT PINESWOOD ACRES

Traffic Operations Plan:

NORTH CAMPUS

(840 Students)



School Traffic Operation Plan (TOP) Form

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

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1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

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- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (NORTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
-	-	-	-
ELEMENTARY	PK-2nd	+/-75	+/-300
-	-	-	-
Total Facility Enrollment			+/- 300

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 150	2
Dismissal	+/- 150	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	1 st – 2 nd	M-F	8:30 AM	9:00 AM	+/-145
2nd SHIFT – (Arrival)	Pk-K	M-F	9:00 AM	9:30 AM	+/-145
1st SHIFT – (Dismissal)	Pk-K	M-F	2:30 PM	3:00 PM	+/-145
2 nd SHIFT – (Dismissal)	1 st - 2 nd	M-F	3:00 PM	3:30 PM	+/-145

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
N/A	STANDARD HIGH - PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

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Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1 (Pk-2)	DW-1	<input type="checkbox"/>	Right In Only	DW-1b	<input type="checkbox"/>	Right Out Only	SW 96 th Street
		<input type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (Pk-2)	11	9 (parking)	20
		-	
		-	

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	Label	<input type="checkbox"/>	Right In Only	Label	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

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Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	10	10	0
Student	N/A	N/A	N/A
Parked Stacking	6	3	-
Open	3	-	-
Total	19	13	0

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1a (PreK)	DW-1a	<input type="checkbox"/>	Right In Only	DW-1b	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input type="checkbox"/>	Right In Only	DW-1b	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input checked="" type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-2	E-3, E-4	7:00 am - 4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1	E-2	E-2	7:00 am - 4:00 pm

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

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Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-1	4

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting / Conflict	8:00	9:45	2:15	4:00
S2	Unloading / Loading Vehicles	8:00	9:45	2:15	4:00
S3	Guide Traffic / Diverting	8:00	9:45	2:15	4:00

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

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>				
SW 98 th Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	As deemed required under this phase	0:00	0:00	0:00	0:00

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
TBD	V	tbd	tbd	tbd	tbd

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Avenue & SW 96 th Street	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

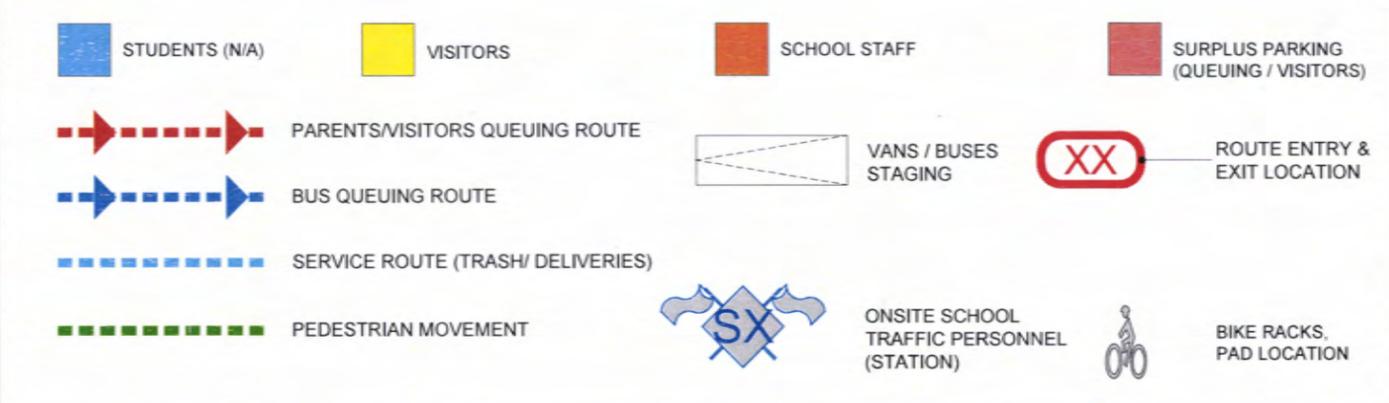
13.0 Endorsement

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

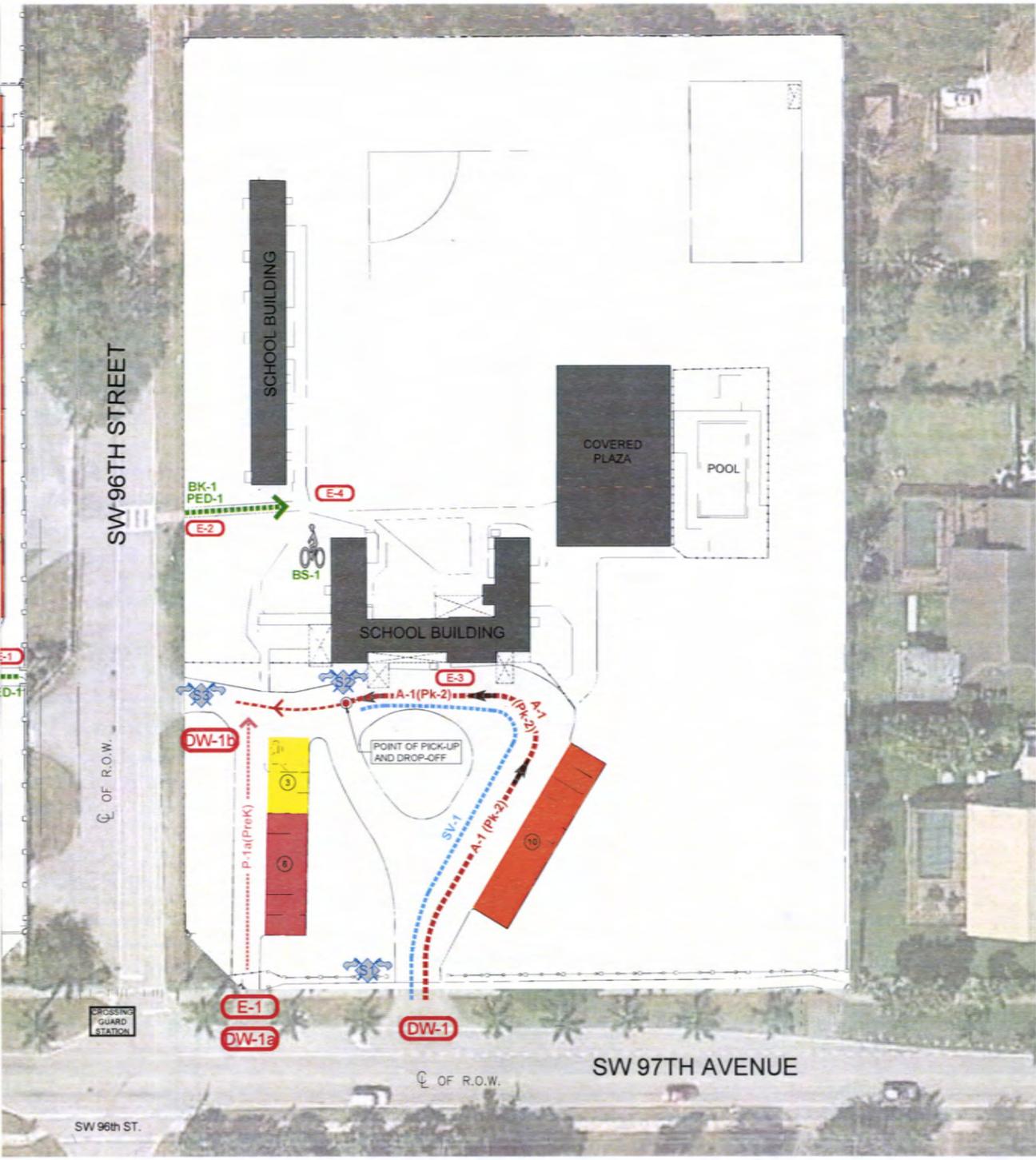

Signature

2/18/16
Date

SALCI HERNANDEZ (PRINCIPAL)
Print Owner Name



* 4 HANDICAPPED ACCESSIBLE SPACES PROVIDED



NORTH CAMPUS
 SCALE: N.T.S. 1 TOP-2

CIVICA
 ARCHITECTURE & URBAN DESIGN
 8323 NW 12th St. Suite 106
 Doral, FL 33126
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PROJECT:
**SOMERSET
 ACADEMY AT
 PINWOOD ACRES**
 9500 SW 97TH AVE
 MIAMI, FL 33176

APPLICANT:
 - LONES FAMILY, LP.
 - PINWOOD ACRES
 SCHOOL INC.
 - LEE S. JUDY C. LONES

ISSUED FOR:
 D.I.C.
 SUBMITTAL
 CIVICA PROJECT No :
 129915

No.	DATE	REVISION	BY

DRAWN BY: JAF APPROVED BY:
 DATE: FEB, 2016 SCALE: AS SHOWN

SEAL/SIGNATURE

ROLANDO LLANES
 AR - 0013160
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SHEET TITLE
**NORTH CAMPUS
 TRAFFIC
 OPERATIONS
 PLAN**

SHEET NUMBER
TOP-1 (Ph-I)

SOMERSET ACADEMY



AT PINESWOOD ACRES

NORTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades Pk to 2nd

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
1st – 2nd	1st	8:30 am	3:00 pm
Pk – K	2nd	9:00 am	2:30 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The stacking areas are located on the north side of SW 96th Street (Along the east side of the school buildings). The main ingress driveway shall be accessible from SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

**Also, special parking spaces have been designated for parents that must walk to the school for personalized drop-off and pick-up.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the exit drive on SW 96th Street, at the drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (2:30 PM / 3:00 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the exit drive on SW 96th Street, at the drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site will front SW 96th Street with one driveway and SW 97th Avenue with two driveways. The north driveway will allow for access into the property for the use of the express queuing lanes, the southeast driveway will allow access for vehicles to be parked, and the drive way on SW 97th Avenue shall be used exiting only. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to “deliver/claim” the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student’s enrollment at this charter school.

Signature _____ .

Date: _____ .

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

SOUTH CAMPUS

(840 Students)

School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program:* A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift:* A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift:* A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift:* A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift:* A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period:* A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (SOUTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-(0120), (0130), (0150), (0252)
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
-	-	-	-
ELEMENTARY	3 rd - 5 th	+/-100	+/- 300
MIDDLE	6 th -8 th	+/-100	+/- 300
Total Facility Enrollment			+/- 600

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 300	2
Dismissal	+/- 300	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	3rd-5th	M-F	8:30 AM	9:00 AM	+/-300
2nd SHIFT – (Arrival)	6th-8th	M-F	9:00 AM	9:30 AM	+/-300
1st SHIFT – (Dismissal)	3rd-5th	M-F	3:00 PM	3:30 PM	+/-300
2nd SHIFT – (Dismissal)	6th-8th	M-F	3:30 PM	4:00 PM	+/-300

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-2 (3-8)	DW-2	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only	
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	
A-3 (3-8)	DW-3	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only	DW-3	<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-2a(3-8),A-2b(3-8)	63	17 Parkig at P-3(3-8)	80

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B-2(3-8)	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B-2(3-8)	3	N/A	3

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
2	2

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
2	S-BUS-11 [S-BUS-36]	45	10	65	130
-	S-BUS-12 [S-BUS-40]	50	10	84	0
Students Grand Total					0

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

5.5 Parking Stall Operations

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

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	46	46	-
Student	N/A	N/A	-
Parked Stacking	-	-	-
Open	6	6	-
Total	52	52	N / A

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-3 (4-8)	DW-3	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In	DW-3	<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-2	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input checked="" type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-3	DW-3	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-1	E-2	7:00-9:45 am 3:00-4:00 pm
PED-2	E-3	E-4, E-6	7:00 am – 4:00 pm
PED-3	E-5	E-4, E-6	7:00-9:45 am 3:00-4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-2	E-3	E-3	7:00-4:00 pm

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-2	24

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting	8:00	9:30	2:30	4:00
S2	Unloading / Loading Vehicles	8:00	9:30	2:30	4:00
S3	Guide Traffic / Diverting	8:00	9:30	2:30	4:00
S4	Guide Traffic / Conflict	8:00	9:30	2:30	4:00
S5	Unloading / Loading Buses	8:00	9:30	2:30	4:00
S6	Guide Traffic / Diverting / Conflict	8:00	9:30	2:30	4:00

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Ave. & SW 96 th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SW 97 th Ave. & SW 98 th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>				
SW 98 th Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	Driveways DW-2 & DW-2a (SW 97th Ave & SW 97 th Street)	8:00	9:45	2:30	4:15

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
(SW 97th Ave & SW 97th Street)	R	8:00	9:30	2:30	4:15

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Avenue & SW 96 th Street	7:30	9:45	2:15	4:15
1	SW 97 th Avenue & SW 98 th Street	7:30	9:45	2:15	4:15

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature 

Date 5/18/16

SAILY HERNANDEZ (PRINCIPAL)
Print Owner Name

SOMERSET ACADEMY



AT PINWOOD ACRES

SOUTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades 3rd to 8th

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
3rd – 5th	1st	8:30 am	3:00 pm
6th – 8th	2nd	9:00 am	3:30 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The main stacking areas are located on the north and east side of the campus, fronting SW 97th Avenue (Along the East Side of the school buildings). The main ingress driveway shall be accessible from SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: Large buses shall enter the site from SW 97th Avenue and stage at the separate designated location on the southeast portion of the campus. Buses completing the drop-off and pick-up cycles shall exit on the south side of the campus onto SW 98th Street.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (3:00 PM / 3:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 2:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

The implementation of large school bus services is reserved for the higher grades of the school; these shall be located on the south campus. Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site shall have the main entry and exit driveways along SW 97th Avenue, and a secondary driveway on SW 98th Street. These driveways will be monitored by staff for proper functioning and traffic control.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, SW 97th Avenue, and SW 98th Street via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

NORTH CAMPUS

(350 Students)



School Traffic Operation Plan (TOP) Form

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

Contents

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

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (NORTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-Kinder	PreK	+/-35	+/-50
ELEMENTARY	K-3rd	+/-35	+/-150
-	-	-	-
Total Facility Enrollment			+/- 200

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 150	1
Dismissal	+/- 150	1

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	K-3rd	M-F	7:30 AM	8:00 AM	+/-150
1st SHIFT – (Dismissal)	K-3rd	M-F	2:30 AM	3:00 AM	+/-150

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
Additional Shift (Pre-K)	Pre-Kinder shall only have +/-50 students. These patrons will be dropped-off and picked-up throughout the school day. This impact shall be spread out in 9 hours.

5.0 Vehicle Operations

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

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles. The route should minimize the number of conflict throughout its pathway. Each portion of the route must be identified using the following formats stated below.

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1 (Pk-3)	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	

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		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (Pk-3)	11	5 (parking)	16
		-	
		-	

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	Label	<input type="checkbox"/>	Right In Only	Label	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	12 (8 on South Campus)	12	-
Student	N/A	N/A	N/A
Parked Stacking	3	-	4 (on South Campus)
Open	2	2	-
Total	17	14	4

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (PreK)	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input type="checkbox"/>	Right In Only	DW-1 DW-3	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

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		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
(PED-1) Only for Staff & Visitors Parked on (DW-1s)	E-2	E-3, E-4	7:00 am - 4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1 (Employees Only)	E-2	E-2	7:00 am - 4:00 pm

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BK-2	4

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting / Conflict	7:00	8:15	2:15	3:15
S2	Unloading / Loading Vehicles	7:00	8:15	2:15	3:15
S3	Guide Traffic / Diverting	7:00	8:15	2:15	3:15

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Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure’s geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of

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signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:00	8:45	2:15	4:00

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Tuesday	7:00	8:45	2:15	4:00
Wednesday	7:00	8:45	2:15	4:00
Thursday	7:00	8:45	2:15	4:00
Friday	7:00	8:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	As deemed required under this phase	0:00	0:00	0:00	0:00

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To

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TBD	V	tbd	tbd	tbd	tbd

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 96 th Street	7:00	8:15	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED PARKING AVAILABLE.

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11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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



Signature

3/18/16

Date

SILVI HERNANDEZ (PRINCIPAL)

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

Print Owner Name

SOMERSET ACADEMY



AT PINESWOOD ACRES

NORTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades Pk to 3rd

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
K- 3rd	1st	7:30 am	2:30 pm
Pre-K	-	7:30am-4:00pm	7:30am-4:00pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means of transportation. The stacking areas are located along the east side of the school buildings (facing SW 97th Avenue). During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

**Also, special parking spaces have been designated for parents that must walk to the school for personalized drop-off and pick-up.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

K-3rd Grades Arrival

Daily school Drop-off will have 1 shift: (7:30 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned along the drives on SW 97th Avenue, at the exit drive on SW 96th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

K-3rd Grades Dismissal

Daily school Pick-up will have 1 separate shift: (2:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:30pm-3:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to the parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned along the drives on SW 97th Avenue, at the exit drive on SW 96th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

DRIVEWAYS

The site will front SW 96th Street with one driveway and SW 97th Avenue with two driveways. The north driveway will allow for access into the property for the use of the express queuing lanes, the southeast driveway will allow access for vehicles to be parked, and the drive way on SW 97th Avenue shall be used exiting only. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to “deliver/claim” the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

SOUTH CAMPUS

(350 Students)

School Traffic Operation Plan (TOP) Form

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

Contents

1.0	Definitions	5.6	Service Vehicle Operations
2.0	School Location	6.0	Pedestrian and Bicycle Facilities
3.0	Educational Program and Enrollment	7.0	Onsite Traffic Personnel and Devices
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4.1	School Schedule Commitment	9.0	Offsite Traffic Control Officers
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5.1	Vehicle Routes	11.0	Parent Traffic Handbook
5.2	Vehicle Stacking and Staging Spaces	12.0	Attachments
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5.4	School Bus Passenger Loading Zone		
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1.0 Definitions

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

- (1) *Educational program:* A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift:* A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift:* A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift:* A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift:* A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period:* A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (SOUTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-(0120), (0130), (0150), (0252)
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
-	-	-	-
ELEMENTARY	4 th - 5 th	+/-29	+/- 69
MIDDLE	6 th -8 th	+/-29	+/- 90
Total Facility Enrollment			+/- 150

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 150	1
Dismissal	+/- 150	1

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	4th-8th	M-F	8:00 AM	8:30 AM	+/-150
1st SHIFT – (Dismissal)	4th-8th	M-F	3:00 AM	3:30 AM	+/-150

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1 (4-8)	DW-2s	<input type="checkbox"/>	Right In Only	DW-4s	<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
A-2 (4-8)	DW-5s	<input type="checkbox"/>	Right In Only	DW-5s	<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
A-3 (4-8)	DW-6s	<input type="checkbox"/>	Right In Only	DW-7s	<input type="checkbox"/>	Right Out Only	
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (4-8)	10	4 (parking)	16
A-2 (4-8)	8	-	8
A-3 (4-8)	7	-	7

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B(Grades)	Label	<input type="checkbox"/>	Right In Only	Label	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	11	11	-
Student	N/A	N/A	-
Parked Stacking	4	-	5 (on South Campus)
Open	3	2	-
Total	18	13	5

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (4-8)	DW-1s	<input type="checkbox"/>	Right In Only	DW-1s	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-2s	<input type="checkbox"/>	Right In Only	DW-4s	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-2	DW-5s	<input type="checkbox"/>	Right In Only	DW-5s	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-3	DW-6s	<input type="checkbox"/>	Right In Only	DW-7s	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-3s	E-4s	7:00-9:45 am 3:00-4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1	E-3s	E-3s	7:00-9:45 am 3:00-4:00 pm

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

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Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BK-2s	8

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1-	Guide Traffic / Conflict	7:30	8:45	2:45	4:00
S2-	Unloading / Loading / Vehicles	7:30	8:45	2:45	4:00
S3-	Guide Traffic / Diverting	7:30	8:45	2:45	4:00
S4-	Unloading / Loading / Vehicles	7:30	8:45	2:45	4:00
S5-	Guide Traffic / Diverting	7:30	8:45	2:45	4:00
S6-	Unloading / Loading / Vehicles	7:30	8:45	2:45	4:00

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

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

Somerset Academy at Pinewood Acres (SOUTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:00	8:45	2:15	4:00
Tuesday	7:00	8:45	2:15	4:00
Wednesday	7:00	8:45	2:15	4:00
Thursday	7:00	8:45	2:15	4:00
Friday	7:00	8:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	As deemed required under this phase	0:00	0:00	0:00	0:00

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
TBD	V	tbd	tbd	tbd	tbd

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
N/A	Intersection	0:00	0:00	0:00	0:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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


Signature


Date

SALI HERNANDEZ (PRINCIPAL)
Print Owner Name

SOMERSET ACADEMY



AT PINESWOOD ACRES

SOUTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades 4th to 8th

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
4th – 8th	1st	8:00 am	3:00 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The main stacking areas are located on the north and east side of the campus, fronting SW 97th. The main ingress driveways shall be accessible from SW 96th Street and SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

Arrival

Daily school Drop-off will have 1 shift: (8:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:30am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 96th Street, 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrances.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 1 separate shift: (3:00 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 2:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 96th Street, 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site shall have the main entry and exit driveways along SW 96th Street, SW 97th Avenue, and an exit driveway on SW 98th Street. These driveways will be monitored by staff for proper functioning and traffic control.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place SW 97th Avenue, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY

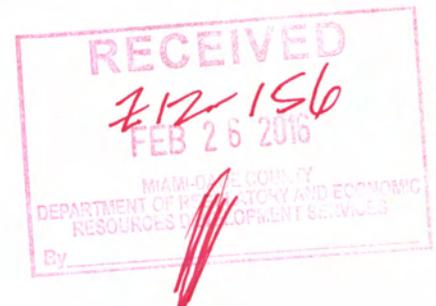


AT PINWOOD ACRES

Traffic Operations Plan:

NORTH CAMPUS

(1,260 Students)



School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (NORTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
-	-	-	-
ELEMENTARY	PK-2nd	+/-140	+/- 420
-	-	-	-
Total Facility Enrollment			+/- 420

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 210	2
Dismissal	+/- 210	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	1 st – 2 nd	M-F	8:30 AM	9:00 AM	+/-210
2nd SHIFT – (Arrival)	Pk-K	M-F	9:00 AM	9:30 AM	+/-210
1st SHIFT – (Dismissal)	Pk-K	M-F	2:30 PM	3:00 PM	+/-210
2 nd SHIFT – (Dismissal)	1 st - 2 nd	M-F	3:00 PM	3:30 PM	+/-210

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
N/A	STANDARD HIGH - PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1a(Pk-2)	DW-1a	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	SW 97 th Avenue
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1a (PreK-2)	26	21 parking at P-1(PreK-2)	47
		-	
		-	

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	Label	<input type="checkbox"/>	Right In Only	Label	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	68	28	0
Student	N/A	N/A	N/A
Parked Stacking	22	3	-
Open	4	-	-
Total	94	28	0

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (PreK-2)	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-1	DW-1a	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-2	E-2	7:00 am - 4:00 pm
PED-1a	E-3	E-4	7:00 am - 4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1	E-1	E-1	7:00 am - 4:00 pm

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

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-1	8

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting	8:00	9:45	2:15	4:00
S2	Guide Traffic / Diverting / Conflict	8:00	9:45	2:15	4:00
S3	Unloading / Loading Vehicles	8:00	9:45	2:15	4:00
S4	Guide Traffic / Diverting				

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

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

Somerset Academy at Pinewood Acres (NORTH CAMPUS) School Traffic Operations Plan (TOP) Form

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Ave. & SW 96 th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>				
SW 98 th Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	(at driveways DW2 & DW2a - South Campus)	0:00	0:00	0:00	0:00

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

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

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Avenue & SW 96 th Street	7:30	9:45	2:15	4:15

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature 

Date 2/18/16

SALI HERNANDEZ (PRINCIPAL)
Print Owner Name

SOMERSET ACADEMY



AT PINESWOOD ACRES

NORTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades Pk to 2nd

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
1st – 2nd	1st	8:30 am	2:30 pm
Pk – K	2nd	9:00 am	3:00 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The stacking areas are located along the North Side of the school building. The main ingress driveway shall be accessible from SW 96th Street. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

**Also, special parking spaces have been designated for parents that must walk to the school for personalized drop-off and pick-up.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance drives on SW 96th Street, at the exit drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (2:30 PM / 3:00 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance drives on SW 96th Street, at the exit drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

The implementation of large school bus services is reserved for the higher grades of the school; these shall be located on the south campus. Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The project will front SW 96th Street and SW 97th Avenue with two driveways. The south driveway will allow for access into the property for the use of the express queuing lanes, the east driveway will allow for vehicles to exit onto SW 97th Avenue. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, and SW 97th Avenue, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

SOUTH CAMPUS

(1,260 Students)

School Traffic Operation Plan (TOP) Form

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

Contents

1.0	Definitions	5.6	Service Vehicle Operations
2.0	School Location	6.0	Pedestrian and Bicycle Facilities
3.0	Educational Program and Enrollment	7.0	Onsite Traffic Personnel and Devices
4.0	School Schedule	8.0	School Crossing and Speed Zone
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1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

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- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (SOUTH CAMPUS)
Address	9600 SW 97 th AVE. MIAMI, FL. 33176
Folio Number(s)	30-5005-002-(0120), (0130), (0150), (0252)
Hours of Operations	7:00 am – 4:00 pm

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
-	-	-	-
ELEMENTARY	3 rd - 5 th	+/-140	+/- 420
MIDDLE	6 th -8 th	+/-140	+/- 420
Total Facility Enrollment			+/- 840

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

A school schedule is composed of *schedule shifts*. A schedule shift may be classified as either a non-instructional shift (Breakfast Program, After School Care, or Extra Curricular Activity) or an *instructional shift*. The educational programs are scheduled by *instructional shifts*. Therefore, every schedule will include at least one instructional shift. A school's *arrival period*, as well as *dismissal period*, should not exceed 1.5 hours because of its effect on school speed zone hours. The different educational programs may be scheduled independently or concurrently, but an educational program may not be divided by multiple instructional shifts. Instructional shifts must be scheduled a minimum of 20 minutes apart to have their vehicle accumulation events be considered as independent events. The schedule may also include an *early arrival shift* and an *after school shift*. A school that proposes to operate with multiple instructional shifts must enact the multiple shifts from inauguration, regardless of student enrollment. For example, a K-8 school, which has two educational programs (K-5 and 6-8), may operate with one or two instructional shifts, but may not operate with three instructional shifts.

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 20 minute separation between any two instructional shifts. Parental vehicular access to onsite passenger loading facilities shall be open a minimum of 30 minutes prior to all arrival and dismissal time(s).

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	+/- 420	2
Dismissal	+/- 420	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1 st SHIFT – (Arrival)	3th-5th	M-F	8:30 AM	9:00 AM	+/- 420
2 nd SHIFT – (Arrival)	6th-8th	M-F	9:00 AM	9:30 AM	+/- 420
1st SHIFT – (Dismissal)	3rd-5th	M-F	3:00 PM	3:30 PM	+/- 420
2nd SHIFT – (Dismissal)	6th-8th	M-F	3:30 PM	4:00 PM	+/- 420

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
-	-
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-2 (3-8)	DW-2	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only	
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	
A-3 (3-8)'	DW-3	<input type="checkbox"/>	Right In Only	DW-2a DW-3	<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-2a(3-8),A-2b(3-8)	63	17 Parkig at P-3(3-8)	80

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B-2(3-8)	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

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Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B-2(3-8)	3	N/A	3

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
3	3

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
3	S-BUS-11 [S-BUS-36]	45	10	65	195
-	S-BUS-12 [S-BUS-40]	50	10	84	0
Students Grand Total					0

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	16	56	40 (@ North Campus)
Student	N/A	N/A	N/A
Parked Stacking	17	-	-
Open	9	-	-
Total	42	56	40

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-3 (4-8)	DW-3	<input type="checkbox"/>	Right In Only	DW-2a DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-2	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input checked="" type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-3	DW-3	<input type="checkbox"/>	Right In Only	DW-2a	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-1	E-2	7:00-9:45 am 3:00-4:00 pm
PED-2	E-3	E-4, E-6	7:00 am – 4:00 pm
PED-3	E-5	E-4, E-6	7:00-9:45 am 3:00-4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BIK-2	E-3	E-3	7:00-4:00 pm

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

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Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-2	24

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting	8:00	9:30	2:30	4:00
S2	Unloading / Loading Vehicles	8:00	9:30	2:30	4:00
S3	Guide Traffic / Diverting	8:00	9:30	2:30	4:00
S4	Guide Traffic / Diverting / Conflict	8:00	9:30	2:30	4:00
S5	Unloading / Loading Buses	8:00	9:30	2:30	4:00
S6	Guide Traffic / Diverting / Conflict	8:00	9:30	2:30	4:00

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

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

School zones may be provided for schools to alert drivers that they will be traveling near a school. A school zone is composed of signs and pavement markings. The school zone may also include a speed zone component that requires driver to reduce their travel speed. The speed zone is often enacted to provide control at designated *school crossings* serving elementary and middle schools. The school speed zone component may be composed of signs, pavement markings, and flashing beacons (as per the governing standard). The speed zone is required to be installed for school crossings when applicable.

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96 th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Ave. & SW 96 th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SW 97 th Ave. & SW 98 th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school zones associated with the school site within **Table 8.0-2**. Enter "none" for the road name to indicate that no school zone exists or is proposed for this school. Indicate if a speed zone is a component of the school zone by marking the appropriate check box.

Table 8.0-2 School Speed Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
SW 96 th Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97 th Avenue	<input checked="" type="checkbox"/>				
SW 98 th Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	Driveways DW-2 & DW-2a (SW 97th Ave & SW 97 th Street)	8:00	9:45	2:30	4:15

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
(SW 97th Ave & SW 97th Street)	R	8:00	9:30	2:30	4:15

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Avenue & SW 96 th Street	7:30	9:45	2:15	4:15
1	SW 97 th Avenue & SW 98 th Street	7:30	9:45	2:15	4:15

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL	SCHOOL SHALL RESERVE ASSEMBLY FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT COINCIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature 

Date 2/18/16

SALI HERNANDEZ (PRINCIPAL)

Print Owner Name

SOMERSET ACADEMY



AT PINWOOD ACRES

SOUTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades 3rd to 8th

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
3rd – 5th	1st	8:30 am	3:00 pm
6th – 8th	2nd	9:00 am	3:30 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The main stacking areas are located on the east and north sides of the campus, fronting SW 97th Avenue (Along the East Side of the school buildings). The main ingress driveway shall be accessible from SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: Large buses shall enter the site from SW 97th Avenue and stage at the separate designated location on the southeast portion of the campus. Buses completing the drop-off and pick-up cycles shall exit on the south side of the campus onto SW 98th Street.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (3:00 PM / 3:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. The School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 2:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

The implementation of large school bus services is reserved for the higher grades of the school, these shall be located on the south campus. Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site shall main entry and exit driveways along SW 97th Avenue and secondary entry and exit driveways on SW 98th Street. These driveways will be monitored by staff for proper functioning and traffic control.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, SW 97th Avenue, and SW 98th Street via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

May 22, 2015

BY HAND DELIVERY

Mr. Damon Holness
111 NW 1st Street,
11th Floor
Miami, FL, 33128



Re: Lones Family L.P. and Pinewood Acres School, Inc

Dear Mr. Holness,

Enclosed you will find copies of Traffic Operations Plans (TOPs) for the Somerset Academy Bay at Pinewood Acres. We are providing you with these copies pursuant to a request from Ricardo Gavilan from the Public Works and Waste Management Department. Mr. Gavilan requested that we provide you with these copies so that the TOPs would be in his file. Please let us know if you have any questions or concerns.

Sincerely,

Holland & Knight LLP

Pedro Gassant

Holland & Knight

Pedro Gassant
Associate

Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, FL 33131
T 305.789.7430 | F 305.789.7799
pedro.gassant@hklaw.com

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

NORTH CAMPUS – (PHASE-I)

School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (NORTH Campus)
Address	9600 SW 97th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-Kindergarten	Pre-K	#	#
ELEMENTARY	PK–2nd	+/-75	+/-300
Middle	6-8	#	#
Total Facility Enrollment			+/-300 Students

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	145	2
Dismissal	145	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1st SHIFT - (Arrival)	1st -2nd	M-F	8:30 am	9:00 am	+/-145
2nd SHIFT - (Arrival)	Pk-K	M-F	9:00 am	9:30 am	+/-145
1st SHIFT - (Dismissal)	Pk-K	M-F	2:30 pm	3:00 pm	+/-145
2nd SHIFT - (Dismissal)	1st -2nd	M-F	3:00 pm	3:30 pm	+/-145

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1 (Pk-2)	DW1	<input checked="" type="checkbox"/>	Right In Only	DW3	<input type="checkbox"/>	Right Out Only	SW 96th Street.
		<input checked="" type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (PK-2)	11	9 (parking)	20

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	10	10	0
Student	N/A	N/A	N/A
Parked Stacking	6	3	-
Open	3	-	-
Total	19	13	0

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (PreK)	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input checked="" type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input checked="" type="checkbox"/>	Right In Only	DW-3	<input checked="" type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input checked="" type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-2	E-2	7:00AM – 4:00PM

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1	E-2	E-2	7:00AM – 4:00PM

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BK-2	4

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting / Conflict	8:00	9:45	2:15	4:00
S2	Unloading / Loading Vehicles	8:00	9:45	2:15	4:00
S3	Guide Traffic / Conflict	8:00	9:45	2:15	4:00

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Crossings and Speed Zone

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

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SW 97th Ave & SW 96th St (with crossing guard if required)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96th St.	<input checked="" type="checkbox"/>				
SW 97th Ave.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SW 98th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
N/A	N/A				

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
N/A	N/A				

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97th Ave. and SW 96th St.	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL EVENT'S	SCHOOL SHALL RESERVE ASSEMBLIES FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS.
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT CONICIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature

Date

Print Owner Name

SOMERSET ACADEMY

BAY

AT PINESWOOD ACRES

NORTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades Pk to 2nd

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
1st – 2nd	1st	8:30 am	2:30 pm
Pk – K	2nd	9:00 am	3:00 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The stacking areas are located on the north side of SW 96th Street (Along the east side of the school buildings). The main ingress driveway shall be accessible from SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

**Also, special parking spaces have been designated for parents that must walk to the school for personalized drop-off and pick-up.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. Pinewood Acres Charter will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of Pinewood Acres Charter School students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the exit drive on SW 96th Street, at the drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (2:30 PM / 3:00 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. Pinewood Acres Charter School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of Pinewood Acres Charter School students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the exit drive on SW 96th Street, at the drives on SW 97th Avenue, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site will front SW 96th Street with one driveway and SW 97th Avenue with two driveways. The north driveway will allow for access into the property for the use of the express queuing lanes, the southeast driveway will allow access for vehicles to be parked, and the drive way on SW 97th Avenue shall be used exiting only. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to “deliver/claim” the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student’s enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

SOUTH CAMPUS - (PHASE-I)

School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (SOUTH Campus)
Address	9600 SW 97th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-(0120), (0130), (0150), (0252)
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-Kindergarten	Pre-K	#	#
ELEMENTARY	3th- 5th	+/-100	+/-300
MIDDLE	6th–8th	+/-100	+/-300
Total Facility Enrollment			+/-600

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	300	2
Dismissal	300	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1st SHIFT - (Arrival)	3rd -5th	M-F	8:30 am	9:00 am	+/-300
2nd SHIFT - (Arrival)	6th-8th	M-F	9:00 am	9:30 am	+/-300
1st SHIFT - (Dismissal)	3rd -5th	M-F	3:00 pm	3:30 pm	+/-300
2nd SHIFT - (Dismissal)	6th-8th	M-F	3:30 pm	4:00 pm	+/-300

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

Somerset Academy at Pinewood Acres (SOUTH Campus) School Traffic Operations Plan (TOP) Form

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1a(3-8)	DW-1	<input checked="" type="checkbox"/>	Right In Only	DW-2	<input type="checkbox"/>	Right Out Only	Exit onto SW 97th Ave.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
A-1b(3-8)	DW-1	<input checked="" type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	Exit left turn onto SW 98th Street.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (3-8)	63	6 (parking)	69

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B-1(3-8)	DW-1	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

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Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B-1(3-8)	3	N/A	3

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
2	2

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
2	S-BUS-11 [S-BUS-36]	45	10	65	130
#	S-BUS-12 [S-BUS-40]	50	10	84	#
Students Grand Total					130 (100 req'd)

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

5.5 Parking Stall Operations

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

Parked stacking spaces must have an unobstructed vehicle route to access these spaces during arrival and dismissal shifts. Parking spaces that have no assigned use during arrival and

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dismissal operations due to vehicle route obstructions will be termed *open parking spaces*. A cross parking agreement is required for all off-site privately managed parking spaces.

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	46	46	-
Student	N/A	N/A	-
Parked Stacking	-	-	-
Open	6	6	-
Total	52	52	N/A

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (3-8)	DW-3	<input type="checkbox"/>	Right In Only	DW-2	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In	DW-3	<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-3	<input type="checkbox"/>	Right In Only	DW-2	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-2	DW-1	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-1	E-2	7:00-9:45 am 3:00-4:00 pm
PED-2	E-3	E-4	7:00 am-4:00 pm
PED-3	E-5	E-6	7:00-9:45 am 3:00-4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BIK-1	E-4	E-4	7:00 am - 4:00 pm

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-1	24

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00
S2	Unloading/ Loading Vehicles	8:00	9:30	2:30	4:00
S3	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00
S4	Guide Traffic/ Conflict	8:00	9:30	2:30	4:00
S5	Unloading/ Loading Buses	8:00	9:30	2:30	4:00
S6	Guide Traffic/ Diverting / Conflict	8:00	9:30	2:30	4:00

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

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Crossings and Speed Zone

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

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

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SW 97th Ave & SW 96th St (with crossing guard if required)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96th St.	<input checked="" type="checkbox"/>				
SW 97th Ave.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SW 98th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:00	9:45	2:15	4:00
Tuesday	8:00	9:45	2:15	4:00
Wednesday	8:00	9:45	2:15	4:00
Thursday	8:00	9:45	2:15	4:00
Friday	8:00	9:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97th Ave. and SW 97th Street (South Campus main entry, But shall not diminish the level of service for artery)	8:00	9:45	2:30	4:00

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
SW 97th Ave. and SW 97th Street (South Campus main entry, But shall not diminish the level of service for artery)	V	8:00	9:30	2:30	4:00

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97th Ave. and SW 96th St.	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL EVENT'S	SCHOOL SHALL RESERVE ASSEMBLIES FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS.
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT CONICIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature

Date

Print Owner Name

No.	DATE	REVISION	BY

DRAWN BY: IAF
DATE: MAY, 2015
APPROVED BY:
SCALE: AS SHOWN

SEAL/SIGNATURE

ROLANDO LLANES
AR - 0013160

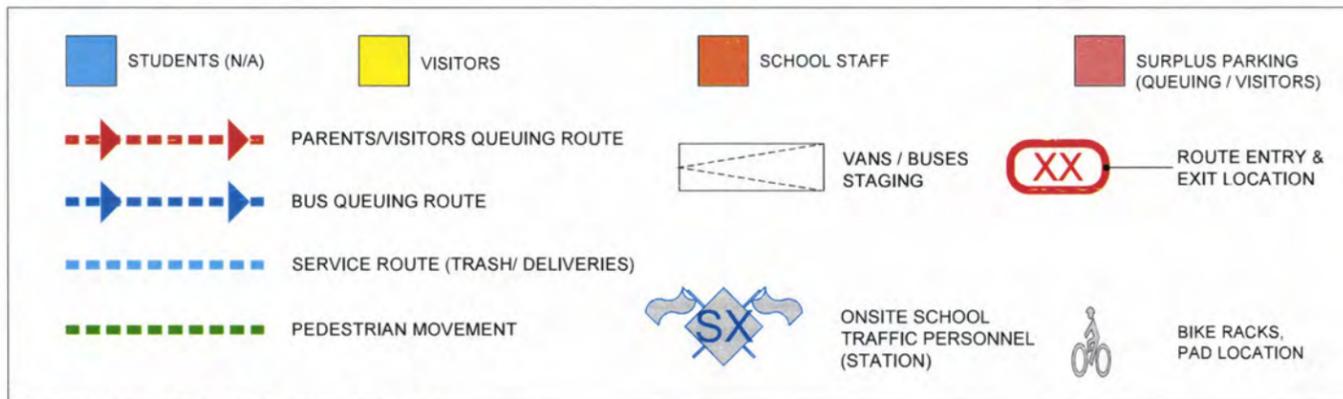
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SHEET TITLE

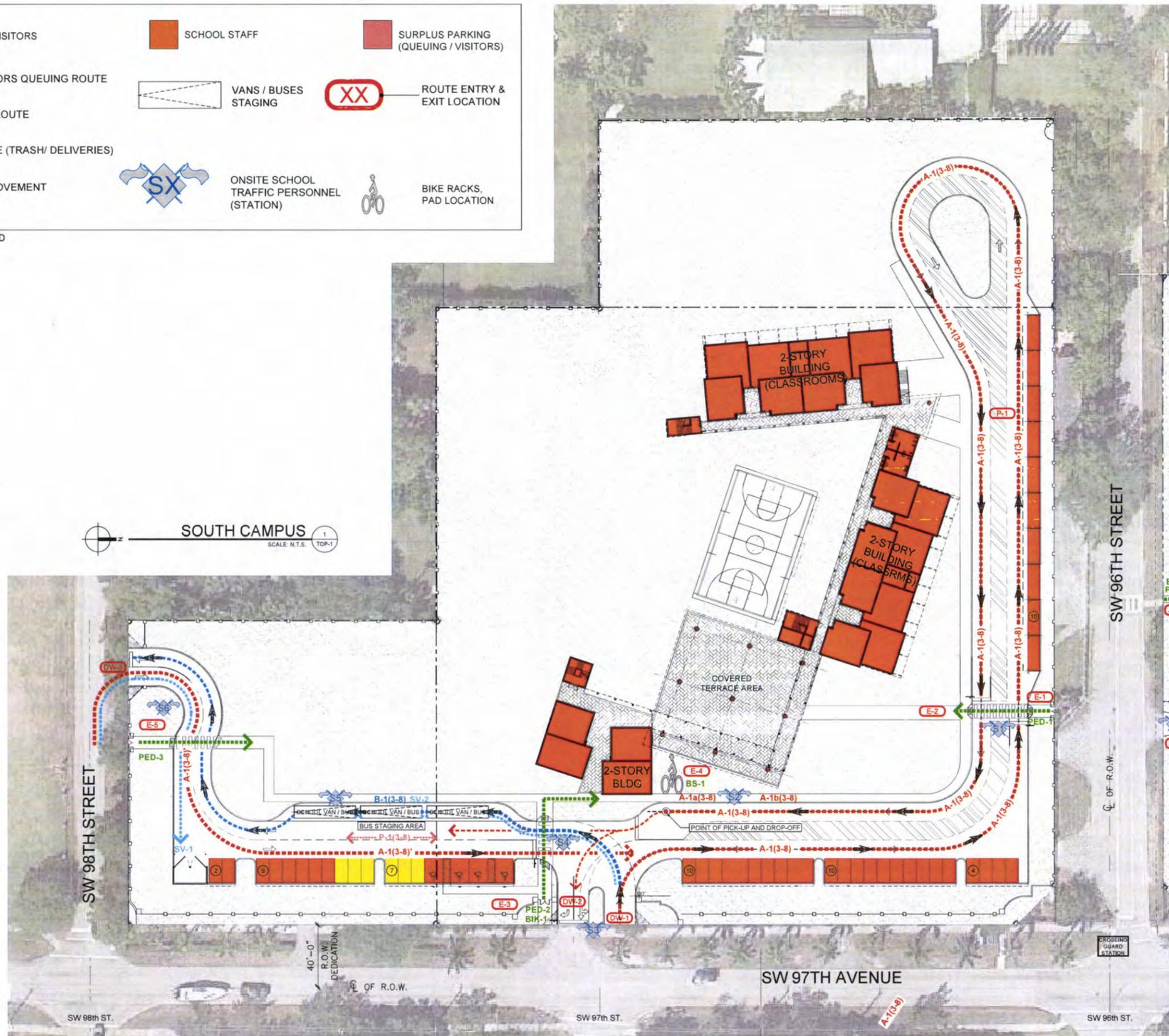
**SOUTH CAMPUS
TRAFFIC
OPERATIONS
PLAN**

SHEET NUMBER

TOP-2 (Ph-I)



* 4 HANDICAPPED ACCESSIBLE SPACES PROVIDED



SOMERSET ACADEMY

BAY

AT PINWOOD ACRES

SOUTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades 3rd to 8th

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
3rd – 5th	1st	8:30 am	3:00 pm
6th – 8th	2nd	9:00 am	3:30 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The main stacking areas are located on the north and east side of the campus, fronting SW 97th Avenue (Along the East Side of the school buildings). The main ingress driveway shall be accessible from SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: Large buses shall enter the site from SW 97th Avenue and stage at the separate designated location on the southeast portion of the campus. Buses completing the drop-off and pick-up cycles shall exit on the south side of the campus onto SW 98th Street.

Arrival

Daily school Drop-off will have 2 shifts: (8:30 AM / 9:00 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. Pinewood Acres Charter will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of Pinewood Acres Charter School students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 2 separate shifts: (3:00 PM / 3:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. Pinewood Acres Charter School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 2:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of Pinewood Acres Charter School students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

The implementation of large school bus services is reserved for the higher grades of the school; these shall be located on the south campus. Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site shall have the main entry and exit driveways along SW 97th Avenue, and a secondary driveway on SW 98th Street. These driveways will be monitored by staff for proper functioning and traffic control.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to “deliver/claim” the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, SW 97th Avenue, and SW 98th Street via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student’s enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

K-3rd Grades Dismissal

Daily school Pick-up will have 1 separate shift: (2:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. Pinewood Acres Charter School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:30pm-3:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of Pinewood Acres Charter School students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned along the drives on SW 97th Avenue, at the exit drive on SW 96th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

DRIVEWAYS

The site will front SW 96th Street with one driveway and SW 97th Avenue with two driveways. The north driveway will allow for access into the property for the use of the express queuing lanes, the southeast driveway will allow access for vehicles to be parked, and the drive way on SW 97th Avenue shall be used exiting only. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____

Date: _____

(End of TOP)

SOMERSET ACADEMY



AT PINESWOOD ACRES

Traffic Operations Plan:

**NORTH CAMPUS
(CURRENT INFRASTRUCTURE)**

School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (NORTH Campus)
Address	9600 SW 97th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-Kinder	Pre	+/-35	+/-50
ELEMENTARY	K-3rd	+/-35	+/-140
Middle	6-8	#	#
Total Facility Enrollment			+/-190 Students

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	145	1
Dismissal	145	1

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1st SHIFT - (Arrival)	K-3rd	M-F	7:30 am	8:00 am	+/-140
1st SHIFT – (Dismissal)	K-3rd	M-F	2:30 pm	3:00 pm	+/-140
Shift Type	PK-12	M-F	0:00	0:00	#
Shift Type	PK-12	M-F	0:00	0:00	#

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Shift Type	PK-12
Additional Shift (Pre-K)	Pre-Kinder will only have +/-50 students. These patrons will Be dropped-off and picked-up throught the school day. This impact shall be spread out in 9 hours.

5.0 Vehicle Operations

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

5.1 Vehicle Routes

Vehicle routes consist of an entry, a pathway, and an exit. All routes must provide the appropriate geometry (e.g. lane width, effective radii) to accommodate the intended vehicles. The route should minimize the number of conflict throughout its pathway. Each portion of the route must be identified using the following formats stated below.

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1 (Pk-3)	DW1	<input type="checkbox"/>	Right In Only	DW3	<input checked="" type="checkbox"/>	Right Out Only	SW 97th Avenue
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	

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		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (Pk-3)	11	5 (parking)	16

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	12 (8 on South Campus)	12	-
Student	N/A	N/A	N/A
Parked Stacking	3	-	4 (on South Campus)
Open	2	2	-
Total	17	14	4

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (PreK)	DW-2	<input type="checkbox"/>	Right In Only	DW-3	<input checked="" type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input checked="" type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input checked="" type="checkbox"/>	Right In Only	DW-1 DW-3	<input checked="" type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input checked="" type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

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		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
(PED-1) Only for Staff & Visitors Parked On (DW-1s)	E-2	E-2	7:00AM – 4:00PM

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1 (Employees Only)	E-2	E-2	7:00AM – 4:00PM

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BK-2	4

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic / Diverting / Conflict	7:00	8:15	2:15	3:15
S2	Unloading / Loading Vehicles	7:00	8:15	2:15	3:15
S3	Guide Traffic / Conflict	7:00	8:15	2:15	3:15

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure’s geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Crossings and Speed Zone

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

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

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

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SW 97th Ave & SW 96th St (with crossing guard if required)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96th St.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97th Ave.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

Monday	7:00	8:45	2:15	4:00
Tuesday	7:00	8:45	2:15	4:00
Wednesday	7:00	8:45	2:15	4:00
Thursday	7:00	8:45	2:15	4:00
Friday	7:00	8:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
N/A	N/A				

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period	Dismissal Time Period

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

		From	To	From	To
N/A	N/A				

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97th Ave. and SW 96th St.	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL EVENT'S	SCHOOL SHALL RESERVE ASSEMBLIES FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS.
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT CONICIDE W/ PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature

Date

Somerset Academy at Pinewood Acres (NORTH Campus) School Traffic Operations Plan (TOP) Form

Print Owner Name

SOMERSET ACADEMY

BAY

AT PINWOOD ACRES

NORTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades Pk to 3rd

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
K- 3rd	1st	7:30 am	2:30 pm
Pre-K	-	7:30am-4pm	7:30am-4:00pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The stacking areas are located along the east side of the school buildings (facing SW 97th Avenue). During times of drop-off and pick-up, the students will be staged at the pick-up staging areas

**Also, special parking spaces have been designated for parents that must walk to the school for personalized drop-off and pick-up.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

K-3rd Grades Arrival

Daily school Drop-off will have 1 shift: (7:30 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. Pinewood Acres Charter will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:00am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of Pinewood Acres Charter School students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned along the drives on SW 97th Avenue, at the exit drive on SW 96th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrance.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

K-3rd Grades Dismissal

Daily school Pick-up will have 1 separate shift: (2:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. Pinewood Acres Charter School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 1:30pm-3:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of Pinewood Acres Charter School students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned along the drives on SW 97th Avenue, at the exit drive on SW 96th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

DRIVEWAYS

The site will front SW 96th Street with one driveway and SW 97th Avenue with two driveways. The north driveway will allow for access into the property for the use of the express queuing lanes, the southeast driveway will allow access for vehicles to be parked, and the drive way on SW 97th Avenue shall be used exiting only. These driveways will be monitored by staff for proper functioning.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to “deliver/claim” the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place from SW 96th Street, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

SOMERSET ACADEMY



AT PINWOOD ACRES

Traffic Operations Plan:

SOUTH CAMPUS

(CURRENT INFRASTRUCTURE)

School Traffic Operation Plan (TOP) Form

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

Contents

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

1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).
 - (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
 - (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
 - (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.

Somerset Academy at Pinewood Acres (SOUTH Campus) School Traffic Operations Plan (TOP) Form

- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.
- (19) *School Crossing:* An official school student crossing on an adopted school route plan of a school safety program. Any crossing not so officially designated is termed a "pedestrian crossing."

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (SOUTH Campus)
Address	9600 SW 97th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-(0120), (0130), (0150), (0252)
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Pre-Kindergarten	Pre-K	#	#
ELEMENTARY	4th- 5th	+/-29	+/-69
MIDDLE	6th–8th	+/-29	+/-90
Total Facility Enrollment			+/-150

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	145	1
Dismissal	145	1

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
1st SHIFT - (Arrival)	4th-8th	M-F	8:00 am	8:30 am	+/-145
1st SHIFT – (Dismissal)	4th-8th	M-F	3:00 am	3:30 am	+/-145
Shift Type	PK-12	M-F	0:00	0:00	#
Shift Type	PK-12	M-F	0:00	0:00	#

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
Shift Type	PK-12
N/A	STANDARD HIGH-PERFORMANCE PROGRAM

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1(4-8)	DW-2s	<input checked="" type="checkbox"/>	Right In Only	DW-4s	<input checked="" type="checkbox"/>	Right Out Only	Exit for right turn only/ Southbound to SW 97th Ave.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
A-2(4-8)	DW-5s	<input checked="" type="checkbox"/>	Right In Only	DW-5s	<input type="checkbox"/>	Right Out Only	Exit left turn onto SW 98th Street.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	

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A-3(4-8)	DW-6s	<input checked="" type="checkbox"/>	One Way Only	DW-7s	<input checked="" type="checkbox"/>	One Way Only	Exit for left turn/ Northbound to SW 97th via SW 98th Street.
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The use of automobile passenger loading zones are limited to automobiles and vans only. Each vehicle space is measured at 22 feet long and 8 feet wide. If the school operates with an automobile passenger loading zone, indicate its capacity in **Table 5.3-2**. Enter zero (0) for the total capacity if the school does not have an automobile passenger loading zone.

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1 (4-8)	10	4 (parking)	16
A-2 (4-8)	8	-	8
A-3 (4-8)	7	-	7

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
N/A	N/A

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	11	11	-
Student	N/A	N/A	-
Parked Stacking	4	-	5 (on South Campus)
Open	3	2	-
Total	18	13	5

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1 (4-8)	DW-1s	<input type="checkbox"/>	Right In Only	DW-1s	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-2s	<input type="checkbox"/>	Right In Only	DW-4s	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-2	DW-5s	<input type="checkbox"/>	Right In Only	DW-5s	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-3	DW-6s	<input type="checkbox"/>	Right In Only	DW-7s	<input checked="" type="checkbox"/>	Right Out Only	10am-1pm

		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	4pm-6pm
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6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-3s	E-4s	7:00-9:45 am 3:00-4:00 pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BK-1	E-3s	E-3s	7:00-9:45 am 3:00-4:00 pm

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations

and its capacity in **Table 6.0-3**. Enter "none" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BK-2	8

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1-	Guide Traffic/ Conflict	7:30	8:45	2:45	4:15
S2-	Unloading/ Loading Vehicles	7:30	8:45	2:45	4:00
S3-	Guide Traffic/ Diverting	7:30	8:45	2:45	4:00
S4-	Guide Traffic/ Conflict	7:30	8:45	2:45	4:00
S5-	Unloading/ Loading Buses	7:30	8:45	2:45	4:00
S6-	Guide Traffic/ Diverting / Conflict	7:30	8:45	2:45	4:00

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Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure’s geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Crossings and Speed Zone

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

Privately operated schools that do not designate any school crossings may be allowed to implement a school policy explicitly stating that all students walking to the school must be

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accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

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

Table 8.0-1 School Crossing Description

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
SW 96th St.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SW 97th Ave & SW 96th St	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96th St.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SW 97th Ave.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SW 98th St.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:00	8:45	2:15	4:00
Tuesday	7:00	8:45	2:15	4:00
Wednesday	7:00	8:45	2:15	4:00

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Thursday	7:00	8:45	2:15	4:00
Friday	7:00	8:45	2:15	4:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
N/A	N/A				

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
N/A	N/A				

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9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
N/A					

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
GENERAL EVENT'S	SCHOOL SHALL RESERVE ASSEMBLIES FACILITIES FOR EVENTS THAT REQUIRE LARGE GATHERINGS.
MINOR REQUIRED ON-SITE EVENTS	EVENTS REQUIRING SCHOOL ATTENDANCE SHALL NOT CONICIDE WITH PEAK TRAFFIC AND SHALL BE DIVIDED INTO SESSIONS SO AS NOT TO EXCEED THE PARKING AVAILABLE.

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

13.0 Endorsement

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

Signature

Date

Print Owner Name

SOMERSET ACADEMY

BAY

AT PINWOOD ACRES

SOUTH CAMPUS

TRAFFIC & PEDESTRIAN OPERATIONS

CONTRACT RESPONSIBILITIES

GENERAL INTRODUCTION

ALL PARENTS / GUARDIANS AND STUDENTS SHALL PARTICIPATE IN THE INSTRUCTIONS INCLUDED HEREIN FOR DRIVER, BUS-RIDERS, AND PEDESTRIANS ACCESSING THE SCHOOL SITE. ACCEPTANCE FOR COMPLIANCE WITH THESE REQUIREMENTS IS A MANDATORY CONDITION FOR ALL STUDENTS AND FAMILIES SEEKING ENROLLMENT AT THIS INSTITUTION. PLEASE READ THESE INSTRUCTIONS CAREFULLY AND PROVIDE SIGNATURE AT THE END OF DOCUMENT.

SCHOOL OPERATIONS

Grades 4th to 8th

SCHOOL SCHEDULE FOR PINWOOD ACRES CHARTER ACADEMY

GRADES	SHIFT	ARRIVAL	DISMISSAL
4th – 8th	1st	8:30 am	3:00 pm

GENERAL PICK-UP AND DROP OFF PROCEDURES:

PASSENGER VEHICLES: The school will be using vehicular stacking areas for the parents that will use their private passenger vehicles as means or transportation. The main stacking areas are located on the north and east side of the campus, fronting SW 97th. The main ingress driveways shall be accessible from SW 96th Street and SW 97th Avenue. During times of drop-off and pick-up, the students will be staged at the pick-up staging areas.

** Please refer to the provided Site Plan diagram included as part of this submittal.

To reinforce the travel patterns on site, monitoring staff shall supervise the school site at all entrance/exit driveways, and throughout the site. The school proposes to have staff staging 15 minutes prior to the times of arrival and dismissal shifts. These 15 minutes may be expanded to 30 minutes should conditions require additional time for preparation. The staff will monitor the flow of traffic for the safety of the children, staff and visitors.

BUS TRANSPORTATION: There shall be no large buses serving this site, however, vans and shuttles serving a group of students are allowed to stage following the vehicular stacking patterns.

Arrival

Daily school Drop-off will have 1 shift: (8:30 AM)

- Any drivers (parents) dropping off any student(s) shall do so following the supervised stacking patterns for passenger vehicles. Pinewood Acres Charter will have marked supervisors and sufficient staff present at all times during arrival.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the drop-off period between 6:30am-8:30am, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to parents of Pinewood Acres Charter School students may be required to have identification stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 96th Street, 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of drop-off, the staff will escort the children from vehicles and guide them to the school entrances.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the drop-off area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

Dismissal

Daily school Pick-up will have 1 separate shift: (3:30 PM)

- Any drivers (parents) picking-up any student(s) shall do so following the supervised stacking pattern for passenger vehicles. Pinewood Acres Charter School will have marked supervisors and sufficient staff present at all times during pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the dismissal period between 2:45pm-4:00pm, unless arrangements are made for meetings with school admin and/or teaching staff.
- Vehicles belonging to Parents of Pinewood Acres Charter School students may be required to have stickers, color-coded by grade, with family name on the passenger side windshield.
- Staff shall be positioned on the entrance and exit drives on SW 96th Street, 97th Avenue, and SW 98th Street, at the point of pick-up and drop-off, and throughout the parking lot.
- At the point of pick-up, the staff will escort the children from the school entrance and guide them to their respective vehicles.
- Staff shall take the necessary steps, as permitted by the Police Department, to remove any vehicle(s) stopped on the right-of-ways, parents will be asked to remove these vehicles.
- Pinewood Acres Charter School staff will hold vehicle entry to and exit from the pick-up area so as to allow for efficient platooning of vehicles as well as ensuring safety.
- Pedestrian crossing shall only take place at the marked crosswalks and under the guidance of school staff, crossing the streets at any other location is strictly prohibited and shall be prevented by staff.

(End of Arrival and Dismissal Procedures)

VAN/BUS OPERATIONS

Standard size vans and shuttles serving a group of students shall follow the on-site vehicular queue.

DRIVEWAYS

The site shall have the main entry and exit driveways along SW 96th Street, SW 97th Avenue, and an exit driveway on SW 98th Street. These driveways will be monitored by staff for proper functioning and traffic control.

PEDESTRIAN OPERATIONS

The school SHALL NOT allow for students to walk to or from this site alone. A parent and/or adult guardian must be present to "deliver/claim" the student during the periods of arrival and dismissal.

Pedestrian access to this facility shall take place SW 97th Avenue, via the pedestrian gates provided.

ADDITIONAL INFORMATION

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

ACCEPTANCE OF TRAFFIC OPERATIONS RESPONSIBILITIES:

I, _____ Legal Parent/Guardian of Student(s) _____, attest that I have read and comprehend these traffic operations procedures. I also understand that any failure to comply with these requirements shall result in warnings and disciplinary actions from the school. Any continued disregard for the issued warnings may also result in Miami-Dade County School Board approved disciplinary procedures, and the termination of the student's enrollment at this charter school.

Signature _____.

Date: _____.

(End of TOP)

School Traffic Operation Plan (TOP) Form

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

Contents

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



1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).

School Traffic Operations Plan (TOP) Form

- (2.3) *After School Shift:* A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
- (2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
- (2.5) *Arrival Period:* A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.
- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (North Campus)
Address	9500 SW 97 th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-0220
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Elementary	PK– 2 nd	+/- 140	+/- 420
Elementary		#	#
Total Facility Enrollment			420 Students

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
N/A	PK-12

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	210	2
Dismissal	210	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
ARRIVAL NO.1	1 st – 2 nd	M - F	8:30 am	9:00 am	210
ARRIVAL NO. 2	PK – K	M - F	9:00 am	9:30 am	210
DISMISSAL NO. 1	PK – K	M - F	2:30 pm	3:00 pm	210
DISMISSAL NO. 2	1 st – 2 nd	M - F	3:00 pm	3:30 pm	210

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
N/A	N/A

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1(PK-2)	DW-2	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	Exit to SW 97 th Ave.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	Description
	Label	<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	Description
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1(PK-2)	26	21 (parking)	47

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
NONE	A(Grades)	<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

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Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
NONE	N/A	N/A	0

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

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

Table 5.4a-2 Bus Type and Capacity

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

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	68	28	0
Student	N/A	N/A	N/A
Parked Stacking	22	#	#
Open	4	#	#
Total	94	28	-

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1(PK-2)	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-2	DW-2	<input type="checkbox"/>	Right In Only	DW-1	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-1	E-2	7:00AM – 4:00PM
PED-2	E-3	E-4	7:00AM – 4:00PM

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

Table 6.0-2 Bicycle Route Description

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

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
NONE	

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00
S2	Guide Traffic/ Diverting/ Conflict	8:00	9:30	2:30	4:00
S3	Unloading/ Loading Vehicles	8:00	9:30	2:30	4:00
S4	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00

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

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Speed Zone

School speed zones should be provided for elementary and middle schools students who walk or bike to the school unattended by parental supervision. Unattended students who walk from vehicles or walk to vehicles outside of the school site will be considered as unattended students walking to/from school. A school speed zone is composed of signs, pavement markings, and flashing beacons. The zone is required to be installed along the school's frontage roads when applicable.

Privately operated schools may be allowed to implement a school policy explicitly stating that all students walking to the school must be accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

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Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-1**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

Table 8.0-1 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96 th St.	[X]	[X]	[X]	[X]	<input type="checkbox"/>
SW 97 th Ave.	[X]	<input type="checkbox"/>	[X]	<input type="checkbox"/>	<input type="checkbox"/>
SW 98 th St.	[X]	<input type="checkbox"/>	[X]	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:15	9:15	2:45	3:45
Tuesday	8:15	9:15	2:45	3:45
Wednesday	8:15	9:15	2:45	3:45
Thursday	8:15	9:15	2:45	3:45
Friday	8:15	9:15	2:45	3:45

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
NONE	A(Grades)				

School Traffic Operations Plan (TOP) Form

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
A(Grades)	A(Grades)	A(Grades)	A(Grades)	A(Grades)	A(Grades)

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Ave. and SW 96 th St.	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
Event Type	Provisions

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

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

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

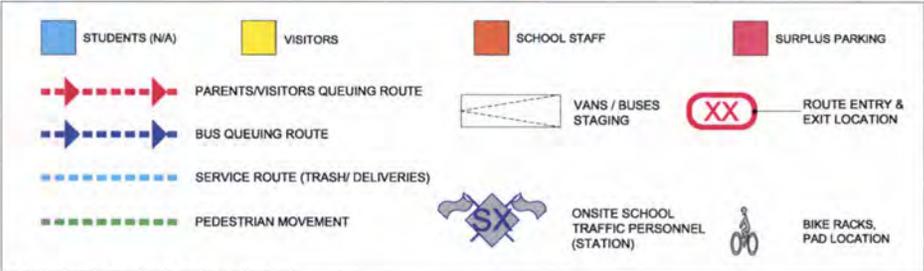
13.0 Endorsement

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

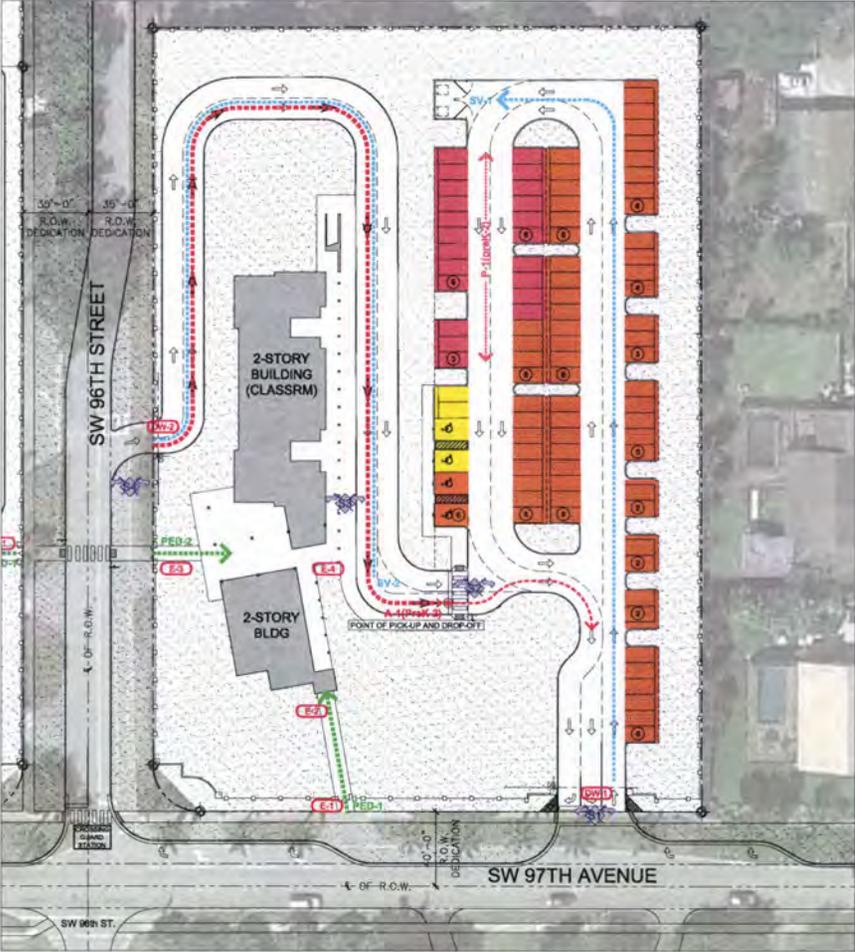

Signature

Feb. 4, 2015
Date

Saili A. Hernandez
Print Owner Name



* 4 HANDICAPPED ACCESSIBLE SPACES PROVIDED



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PROJECT:
SOMERSET ACADEMY AT PINEWOOD ACRES

9500 SW 97TH AVE
 MIAMI, FL 33176

APPLICANT:
 - LONES FAMILY, LP.
 - PINEWOOD ACRES SCHOOL, INC.
 - LEE S. JUDY C. LONES

ISSUED FOR:
 D.I.C. SUBMITTAL

CIVICA PROJECT No.: 129915

No.	DATE	REVISION	BY

DRAWN BY: AD, TM APPROVED BY: RL
 DATE: JAN. 28, 2015 SCALE: AS SHOWN

SEAL/SIGNATURE

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 AEC-081380
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SHEET TITLE
NORTH CAMPUS TRAFFIC OPERATIONS PLAN

SHEET NUMBER
TOP-2

School Traffic Operation Plan (TOP) Form

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

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1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).

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- (2.3) *After School Shift:* A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
- (2.4) *Study Hall:* A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
- (2.5) *Arrival Period:* A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.
- (2.6) *Dismissal Period:* A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route:* A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space:* A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space:* A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space:* A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space:* A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane:* A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space:* A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space:* A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking:* A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route:* A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route:* A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage:* A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel:* A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer:* An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event:* An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.

2.0 School Location

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

Table 2.0-1 School Location

Name	Somerset Academy at Pinewood Acres (South Campus)
Address	9600 SW 97 th AVE. MIAMI FL 33176
Folio Number(s)	30-5005-002-0120, -0130, -0150, -0252
Hours of Operations	7:00 AM – 4:00 PM

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Elementary School	3 rd – 5 th	+/- 140	+/- 420
Middle School	6 th – 8 th	+/- 140	+/- 420
Total Facility Enrollment			840 Students

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
TBD	PK-12

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	420	2
Dismissal	420	2

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
ARRIVAL NO.1	3 rd – 5 th	M - F	8:30 am	9:00 am	420
ARRIVAL NO. 2	6 th – 8 th	M - F	9:00 am	9:30 am	420
DISMISSAL NO. 1	3 rd – 5 th	M - F	3:00 pm	3:30 pm	420
DISMISSAL NO. 2	6 th – 8 th	M - F	3:30 pm	4:00 pm	420

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description (Instructional, Extra Curricular)
N/A	PK-12

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A-1a(3-8)	DW-1	[X]	Right In Only	DW-2	[X]	Right Out Only	Exit for right turn/ Southbound to SW 97 th Ave.
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	Description
A-1b(3-8)	DW-1	[X]	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	Exit for left turn/ Northbound to SW 97 th via SW 98 th Street.

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		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A-1(3-8)	63	17 (parking)	80

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B-1(3-8)	DW-1	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B-1(3-8)	3	N/A	3

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
3	3

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
3	S-BUS-11 [S-BUS-36]	45	10	65	195
-	S-BUS-12 [S-BUS-40]	50	10	84	#
Students Grand Total					195 (168 req'd)

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

5.5 Parking Stall Operations

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

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

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	16	56	40
Student	N/A	N/A	N/A
Parked Stacking	17	#	#
Open	9	#	#
Total	42	56	40

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P-1(3-8)	DW-3	<input type="checkbox"/>	Right In Only	DW-2 DW-3	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-3	<input type="checkbox"/>	Right In Only	DW-2	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
SV-2	DW-1	<input type="checkbox"/>	Right In Only	DW-3	<input type="checkbox"/>	Right Out Only	10am-1pm 4pm-6pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	

		<input type="checkbox"/>	One Way In	<input type="checkbox"/>	One Way Out
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6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED-1	E-1	E-2	7:00AM – 4:00PM
PED-2	E-4	E-3	7:00AM – 4:00PM
PED-3	E-5	E-6	7:00AM – 4:00PM

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BIK-1	E-4	E-4	7:00AM – 4:00PM

Identify the *bicycle storage* locations throughout the site by labeling each location according to the following instructions: Each location must be label with the letters BS followed by a number (e.g. BS1). Begin with number 1. Do not repeat any location labels. List the storage locations

and its capacity in **Table 6.0-3**. Enter "none" for the location to indicate no bicycle storage. **The bicycle storage location must be illustrated in a plan view and attached to this document.**

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
BS-1	24

7.0 Onsite Traffic Personnel & Devices

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

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Guide Traffic/ Conflict	8:00	9:30	2:30	4:00
S2	Unloading/ Loading Vehicles	8:00	9:30	2:30	4:00
S3	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00
S4	Guide Traffic/ Diverting/ Conflict	8:00	9:30	2:30	4:00
S5	Unloading/ Loading Buses	8:00	9:30	2:30	4:00
S6	Guide Traffic/ Diverting	8:00	9:30	2:30	4:00

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Temporary traffic control devices (e.g. parking cones) may be useful at points within the routes that are not defined by the infrastructure's geometry and where school traffic personnel are not stationed. These temporary traffic devices may not be used in the public right-of-way unless managed by a traffic control officer.

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Speed Zone

School speed zones should be provided for elementary and middle schools students who walk or bike to the school unattended by parental supervision. Unattended students who walk from vehicles or walk to vehicles outside of the school site will be considered as unattended students walking to/from school. A school speed zone is composed of signs, pavement markings, and flashing beacons. The zone is required to be installed along the school's frontage roads when applicable.

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Privately operated schools may be allowed to implement a school policy explicitly stating that all students walking to the school must be accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-1**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

Table 8.0-1 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 96 th St.	[X]	[X]	[X]	[X]	<input type="checkbox"/>
SW 97 th Ave.	[X]	<input type="checkbox"/>	[X]	<input type="checkbox"/>	<input type="checkbox"/>
SW 98 th St.	[X]	<input type="checkbox"/>	[X]	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	8:15	9:15	2:45	3:45
Tuesday	8:15	9:15	2:45	3:45
Wednesday	8:15	9:15	2:45	3:45
Thursday	8:15	9:15	2:45	3:45
Friday	8:15	9:15	2:45	3:45

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of	Intersection or Segment with Boundaries	Arrival AM	Dismissal PM
--------	---	------------	--------------

School Traffic Operations Plan (TOP) Form

Officers		Time Period		Time Period	
		8:00	9:30	2:30	4:00
1	SW 97 th Ave. and SW 97 th Street (South Campus main entry)				

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

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

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
SW 97 th Ave. and SW 97 th St.	V	8:00	9:30	2:30	4:00

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

School Traffic Operations Plan (TOP) Form

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
1	SW 97 th Ave. and SW 96 th St.	7:45	9:30	2:15	4:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
Event Type	Provisions

11.0 Parent Traffic Handbook

The Parent Traffic Handbook specifies a parent's child safety responsibilities and commitment to achieve an efficient traffic flow during the arrival and dismissal times. Parents of new students must be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents must be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract is to be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

12.0 Attachments

The following documents are required to be attached to the TOP.



Richard Garcia & Associates, Inc.

Somerset Academy Bay at Pinewood Acres

Update

Traffic Impact Study

(Includes Responses to MDC Traffic Comments)



9500 SW 97th Avenue
Unincorporated Miami-Dade, Florida

December 17th, 2012
Revised: February 21st, 2014
Revised: February 4th, 2015



Engineer's Certification

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION:

**Somerset Academy Bay at Pinewood Acres
- Traffic Impact Study Update**

PROJECT LOCATION:

**9500 SW 97th Avenue
Unincorporated Miami-Dade, Florida**

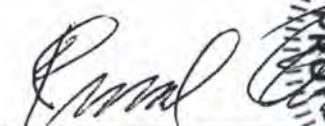

Florida Registration No, 54886



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APPENDICES

Appendix 1: Trip Generation

Appendix 2: Trip Distribution / Assignment

Appendix 3: Signal Timing, Background Growth and Adjustment Factors

Appendix 4: Traffic Counts (TMC)

Appendix 5: Level of Service (LOS) & AM Peak Concurrency Analysis

Appendix 6: Vehicle Accumulation Assessment

Appendix 7: MDC Traffic Comments & Traffic Study Methodology

Responses to Miami-Dade County Traffic Comments

DATE: January 26th, 2015

TO: Rolando Llanes, R.A.
CIVICA, LLC
8323 NW 12th St., Suite 106
Doral, FL 33126

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016

SUBJECT: Somerset Academy at Pinewood Acres Charter School
Response to Traffic Study Comments

We have reviewed the traffic comments provided by Miami-Dade County Traffic Engineering Department (TED) dated November 19th, 2014 and offer the following responses. We understand other comments were provided subsequent to these but those were a technical discussion in nature. Therefore, they did not require responding. However, we have included them herewith in the interest of full disclosure.

Traffic Study Comments:

Operational Impact Analysis:

Roadway Facility Analysis (SW 97 Avenue between SW 88 Street and SW 112 Street):

The CDMP adopted LOS for SW 97 Avenue between SW 88 Street and SW 112 Street is "D". The existing turning movement counts, shown in Appendix 4 of the report, indicate 1050 northbound vehicles per hour (vph) at SW 96 Street during the AM peak. As a preliminary analysis, these existing volumes were compared to the FDOT Generalized tables to determine the facility's current LOS. The Florida Department of Transportation (FDOT) Generalized Peak Hour Directional Volume establishes a maximum threshold of 675 vph for LOS "D". Also, the FDOT 2013 Quality/Level of Service Handbook establishes a "maximum generally acceptable per lane approach volume" of 1,000 vehicles per hour per lane (vphpl) to maintain a LOS of "E".

This preliminary directional analysis indicates an extremely deteriorated LOS condition along the northbound direction during AM peak hour. Therefore, it is recommended that the existing and proposed facility LOS be analyzed and reported for the segment during the AM peak hour.

RESPONSE: We have evaluated the CDMP LOS as requested. Furthermore, we have researched the CDMP LOS requirements. The attached excerpt from the CDMP Transportation Element (page II-12) provides the LOS standard as "Peak Period" and defines the Peak Period as follows:

*Peak Period means the average of the two highest consecutive hours of traffic volume during a weekday.

Lastly, the CDMP Transportation Element does not specify a directional analysis. As such, our analysis finds the existing AM Peak Hour Period (PHP) has a Bi-Directional capacity of 2,100 vph and roadway volume of 1,307 vph with a resulting LOS D. The proposed volume was found to be 1,579 with a corresponding LOS D. Therefore, the subject project will meet the CDMP Transportation Element LOS Standard.



AM PEAK PERIOD ANALYSIS			MAX LOS	EXISTING AM PHP			FUTURE W/ PROJECT TRAFFIC AM PHP				
STATION #	ROADWAY			AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS	DOS TRIPS	NEW PROJECT TRAFFIC (PHP)	AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS
		NAME	AT								
9704	SW 97 Avenue	S/O SW 88 Street TO SW 112 Street	2,100	1,307	793	D	0	272	1,579	521	D

Notes:
 Max LOS obtained from Miami-Dade County Traffic Count Station Data.
 AM PHP obtained from TMC counts. Typical County PHP is during the PM (4:00 PM - 6:00 PM) whereas school traffic is significantly less than the AM PHP.
 New Project Traffic PHP obtained from a peak hour to peak period ratio $(452/(403+532)) * (1,127/2) = 272$ PHP.
 *Peak Period means the average of the two highest consecutive hours of traffic volume during a weekday. (Ref CDMP-TE)

Intersection Analysis:

1. Intersection SW 97 Avenue with Driveway 2 at South Campus (analyzed as a stop controlled intersection)
 - a. The proposed eastbound left turn movement is proposed to operate at LOS F (71.4 sec) and is therefore unacceptable. The proposed use of traffic control officers as a permanent solution to meet the necessary LOS threshold during the school's daily operations is also unacceptable. Traffic control officers may be used for special events, enforcement of the school's traffic operations plan, and/or on a voluntary basis to better improve acceptable vehicle delays.

RESPONSE: We maintain that the use of a Police Officer to mitigate traffic impacts has long been an available option in Miami-Dade County, provided the cost is borne to the applicant. The school has agreed to voluntarily provided a Police Officer at the referenced driveway at their expense. Lastly, the county has many schools where this option is currently being used to mitigate traffic.

- b. The eastbound left turn queue (184 feet) will extends into approximately 1/3 of the passenger loading lane interrupting passenger loading operations. The proposed interruption of the passenger loading zone is unacceptable. The site should maintain operational passenger loading zones during arrival and dismissal periods.

RESPONSE: Based on the revised Traffic Impact Study dated January 26, 2015 the 95th percentile queue for the EB left turn is 186 feet. This queue determination was based on a fixed cycle length. However, the use of a Police Officer will not have a fixed cycle and will be managed much more efficiently that a traffic signal. Lastly, the loading zone during the AM Peak (i.e. Accumulation Assessment) has 169 percent capacity. Therefore, the beginning of the loading zone can be moved further back if needed.

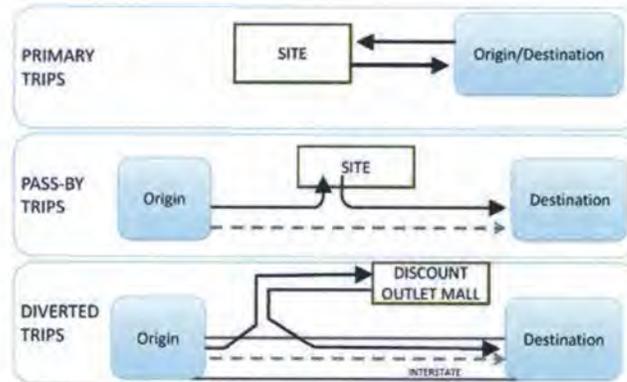
2. Intersection SW 97 Avenue with SW 104 Street (a traffic signal)
 - a. The 33 project trips added to the eastbound left turn movement estimates a 95th percentile vehicle queue greater than the available lane storage. Improvements to the eastbound leg that accommodates the proposed queue should be provided.

RESPONSE: Please note the existing 95th vehicle queue already exceeds the available storage capacity and projected future queue does include background growth and not just project trips. Nonetheless, these left turn queues are based on a overly conservative traffic engineering approach that was required by Miami-Dade County. We maintain this school will have traffic that is already



included in the existing background traffic (i.e. Pass-by, Diverted Trips) and these results are over estimating queues. We do not recommend any widening as this will change the character of the roadway only to address potential impact on school days. Exhibit 11 below from the Transportation Impact Handbook (ref. FDOT).

Exhibit 11
Types of Trips
Source: ITE



- b. The 37 project trips added to the southbound left turn movement estimates a 95th percentile vehicle queue greater than the available lane storage. Improvements to the southbound leg that accommodates the proposed queues should be provided.

RESPONSE: See response for 2a.

3. General

- a. All vehicle queues that are not quantified by the software utilized in the Traffic Impact Study should be calculated by hand and reported.

RESPONSE: All queues were reported by the software.

- b. A traffic gap study should be provided at all locations where school traffic requires a left turn maneuver to access the school site.

RESPONSE: This request was not included in the approved traffic methodology.

- c. The study should address the project's impacts on emergency vehicle response times.

RESPONSE: This request was not included in the approved traffic methodology. Please note, this project meets the LOS (Level of Service) of the CDMP-Transportation Element.

- d. Studies reported in the Institute of Transportation Engineers' Transportation and Land Development indicate that when queues become excessive, customers park and walk. A revised traffic study should identify the maximum wait times anticipated to be experienced at the school, and compare them to estimated parental wait tolerances, describing how any discrepancies will be accommodated

RESPONSE: This request was not included in the approved traffic methodology.

Trip Generation and Assignment:

The study should ensure that 100% of the school's generated trips are assigned to the school driveways. Additionally, discrepancies between generated trip quantities and trip assignments were identified within the Technical Memorandum trip assignment illustrations and the Intersection Approach Volumes –AM Peak Hour (Table: A7). The trip quantities and assignment illustrations should be verified and revised as needed. The trip assignment illustrations should identify the inbound and outbound trips separately for the following scenarios: North Campus, South Campus, and Both Campuses. The scenario where both campuses are operating simultaneously should be analyzed. Note, that the changes proposed within the Technical Memorandum are significant enough to warrant a revision to the original study, and therefore a fully revised traffic impact study is required for submittal.

RESPONSE: The above were reviewed and included in the revised Traffic Impact Study dated January 26th, 2015. All traffic into and out of the proposed school have been thoroughly reviewed and accounted for. Please note, Table A7 has some of the existing traffic being redistributed. We have added an additional column to further demonstrate the trips and their distribution.

Project Site Circulation Recommendations:

The following site circulation scenario should be considered and analyzed:

Driveway access to the school's north and south campus should be provided from SW 96 Street to best minimize the traffic impact to SW 97 Avenue. The implementation of this suggested revision would have the following benefits:

1. The relocation of the south campus' passenger loading ingress driveway to approximately 420 feet west of SW 97 Avenue would reduce the school's drive aisle cross section along the passenger loading zone by one lane and eliminate the need for an additional bypass lane.
2. All required dedicated right turn and left turn lanes would be consolidated at the intersection of SW 97 Avenue with SW 96 Street.
3. The South Campus Driveway 2 should be redesigned for bus entrance only and eliminate all vehicle egress. All vehicles entering and exiting the sites will be significantly separated allowing for better traffic operations.

RESPONSE: We have considered the above suggestions and have added a driveway to the North Campus from SW 96th Street. This will provide a balance between the impact along SW 97th Avenue while not unduly impacting the neighborhood along SW 96th Street.

The traffic study should be revised to demonstrate the following:

1. The school's driveways should operate at an acceptable LOS and maintain SW 97 Avenue within the CDMP adopted LOS.
2. The 95th percentile queues should be accommodate onsite without interrupting the site's passenger loading zone operations.
3. All impacted intersections should:

- a. Maintain an acceptable LOS in all movements.
- b. Accommodate the 95th percentile queues within their dedicated lanes.

RESPONSE: We have revised the Traffic Impact Study and have met the above requirements as indicated herewith and in the above responses.

It is highly recommended for the study to incorporate the on-site recommendations stated within this memo (above) and therefore, recalculate the trip distribution, the site's vehicle accumulation capacity, and maximum student dismissal capacity accordingly within one revised traffic study. A traffic simulation of SW 97 Avenue from SW 94 Terrace to SW 97 Street that includes the site driveways should be performed to better model the traffic delays and queues.

RESPONSE: We have revised the Traffic Impact Study as requested. Traffic simulation (i.e. Traffic Modeling) was not included in the approved traffic methodology.

School Traffic Operation Plan (TOP) Comments:

The school TOP should be resubmitted using PWWM's School Traffic Operation Plan form version 6. The TOP should be included within the signed and sealed Traffic Impact Study. All traffic patterns enforced by the TOP should be addressed within the study's analysis and should include any trip generation differentials between scheduled shifts caused by sibling factors. Additionally, the school's TOP should be designed as to not required a school speed zone duration that exceeds 1.5 hours.

RESPONSE: The applicant will provided a revised TOP.

On Site Comments:

1. North Campus:

- a) The drive lane egress should maintain a 15 foot turning radius minimum at all turns and provide a longer transition for vehicles entering the right turn lane.
- b) The bus passenger loading lane should be abutting the building's main sidewalk to provide children with the most direct access to the facility's entrance. The children (grades PK-2nd) should not have to cross the automobile passenger loading route to access the facility's entrance.

RESPONSE: We have revised the Site Plan with the above recommendations.

2. South Campus:

The portion of the bypass lane adjacent to the passenger loading zone will not be considered as a bi-directional bypass lane. Hence, a viable bypass lane must be provided for inbound vehicles queued to use the curb-side passenger loading zone.

RESPONSE: We have revised the Site Plan with a shared bypass lane as discussed in the project's meeting held on December 22, 2014.

Executive Summary

This report was prepared to evaluate the traffic impacts associated to the proposed increase of students for the existing Somerset Academy Bay at Pinewood Acres. Please note this report is an update to the study performed on February 21st, 2014 and has incorporated revisions and comments received by Miami-Dade County Public Works and Waste Management Traffic Engineering Division (TED) dated November 19th, 2014.

The subject site is located at 9500 SW 97th Avenue in Unincorporated Miami-Dade County, Florida. The site is bisected by SW 96th Street. The school's facilities are located on both sides of SW 96th Street, creating operationally the North Campus and the South Campus as reflected in the approved traffic development plan ("TDP"). This school currently serves 290 students in grades Pre-Kindergarten through Sixth (PK-6). The existing school is proposing to develop the site for 1,260 students in grades Pre-Kindergarten through Eighth (PK-8). The two (2) campuses will continue to operate in a coordinated but independent manner with respect to traffic flow and traffic operations.

The North Campus is located on the northwest corner of SW 97th Avenue and SW 96th Street. This campus has approximately 3 acres and will accommodate 420 students in grades Pre-Kindergarten through Second (PK-2). The South Campus is located on the southwest corner of SW 97th Avenue and SW 96th Street. This campus has approximately 5 acres and will accommodate 840 students in grades Third through Eighth (3-8). The tables below summarize the proposed school's schedule including shifts, grades and their corresponding number of students.

Hours of Operation							
Arrival Shifts				Dismissal Shifts			
	Time	Grades	Students		Time	Grades	Students
1 st	8:30 AM	1 st - 2 nd	210	1 st	2:30 PM	PK - K	210
2 nd	9:00 AM	PK - K	210	2 nd	3:00 PM	1 st - 2 nd	210
Total			420	Total			420

Hours of Operation									
Arrival Shifts					Dismissal Shifts				
Time		Grades	Students		Time		Grades	Students	
1 st	8:30 AM	3 rd - 5 th	Veh/Van	336	1 st	3:00 PM	3 rd - 5 th	Veh/Van	336
			Bus	84				Bus	84
			Total	420				Total	420
2 nd	9:00 AM	6 th - 8 th	Veh/Van	336	2 nd	3:30 PM	6 th - 8 th	Veh/Van	336
			Bus	84				Bus	84
			Total	420				Total	420
Vehicle/Van			672		Vehicle/Van			672	
Bus			168		Bus			168	
Total			840		Total			840	

Note: The school will commit to 20% bus utilization for each arrival/dismissal shift.

1st - 84 students, 2nd - 84 students for a total of 168 students

The trip generation characteristics for the subject project were developed using actual data from the existing Somerset Academy Bay at Pinewood Acres as requested by Miami-Dade County (MDC) Traffic Engineering Division (TED). This surrogate school data was collected on Wednesday, January 22nd, 2014 during the school's AM peak period of 7:00 to 9:00 AM and was utilized to develop an AM trip generation rate. Please note the existing school was operating with one arrival during the AM peak period.

Based on our trip generation analysis, the **North Campus** yielded **403 net vehicle trips (200 trips-in & 203 trips-out)** during the **AM peak hour** whereas the **South Campus** will have **532 net vehicle trips (265 trips-in & 267 trips-out)**. These trips are based on each campus having two (2) arrival times during the AM peak period (7:00 - 9:00 AM) and not just one arrival as with the existing school operation. It is noteworthy to indicate that net vehicle trips for the school are mainly driveway trips and not necessarily new additional trips on the roadways and intersections within the study area. Most of the new vehicle trips generated by the proposed increase of students are already on the road, since charter schools draw their student population primarily from the surrounding neighborhood. However, the analysis documented in this traffic study assumed that all net vehicle trips are new roadway trips as a conservative approach.

Lastly, one vehicle or car will generate two (2) trips, one as it enters the site and one as it exits the site. Furthermore, families with siblings may have a child in each campus and would therefore generate four (4) trips per car as they enter and exit each campus.

In order to evaluate the traffic impacts, the previous Manual Turning Movement Counts (TMC's) at the three (3) intersections most impacted by the subject project were utilized. Moreover, four (4) additional TMCs were performed on Wednesday, January 22nd, 2014 during the school's AM peak period of 7:00 AM to 9:00 AM as requested by MDC TED. Subsequently, the AM peak hour volumes were determined at each intersection and utilized in the Level of Service (LOS) analysis for the existing and proposed future condition. Please note that the existing counts were augmented with a compounded growth rate and new school traffic in order to estimate future conditions in 2017.

Based on our analysis, all the intersections yielded **LOS C or better** for the **existing condition** and will operate at overall **LOS D or better** for the **future condition in 2017**. Similarly, the project's driveways were evaluated for LOS. The **driveways for both campuses** will operate at **overall LOS B or better**. Moreover, the South Campus driveway on SW 97th Avenue was further evaluated with a traffic signal control to replicate the proposed use of a police officer at the subject driveway. This driveway controlled by a police officer will operate at overall LOS B and all the intersection approaches will operate at acceptable LOS C or better. Please note the officer operation in the field will be more efficient than our analysis indicated. Due to software limitations, we analyzed one cycle length and a fix timing for each phase whereas a police officer will use several cycles and can modify the timing for each phase based on actual demand. Therefore, our analysis is very conservative.

Additionally, SW 97th Avenue south of SW 88th Street to SW 112th Street was evaluated consistent with the **Miami-Dade County CDMP Transportation Element**. This analysis revealed that SW 97th Avenue has sufficient capacity to support the net project trips and will maintain the existing **LOS D** for the proposed future condition in 2017. Therefore, this project **meets traffic concurrency**.

Based on the proposed vehicle stacking areas, the **North Campus** has capacity to accommodate a total of **70 passenger vehicles/transportation vans** whereas the **South Campus** will provide stacking capacity for a total of **96 passenger vehicles/transportation vans** and **3 school buses**. However, since these capacities include supplemental stacking, our Vehicle Accumulation Assessment was performed utilizing the stacking capacity of 47 vehicles for the North Campus and 80 vehicles for the South Campus as a conservative approach.

As required by Miami-Dade County, Vehicle Accumulation Assessments were performed to determine the projected vehicle stacking demand and to evaluate the on-site vehicle stacking capacity for the school during the arrival and dismissal shifts. These assessments follow the Miami-Dade County Public Works and Waste Management Department, Traffic Engineering methodology and consisted of

taking local data from a similar school (i.e. surrogate school), in this case the existing Somerset Academy Bay at Pinewood Acres, and applying it to the proposed school (i.e. North Campus, PK-2, 420 students and South Campus, 3-8, 840 students).

Based on our assessments, both campuses will have sufficient vehicle stacking capacity to accommodate **over 100 percent** (between 101% to 169%) of the projected vehicle stacking demand during each arrival and dismissal shift. Please note the assessments were based on **two (2) staggered arrivals** and **two (2) staggered dismissals** separated by 30-minute intervals in order to reduce the traffic impacts, and to accommodate the projected vehicle stacking demand within the site. Lastly, the school will commit to achieve 20 percent bus utilization in the South Campus. The tables below summarize the Accumulation Assessment results for each campus.

North Campus

	Shifts	Students	Passenger Vehicles / Transportation Vans		
			Projected Accumulation	Stacking Provided	Percent Accommodated
Arrival	1st	210	29.51	47	159%
	2nd	210	29.51	47	159%
Dismissal	1st	210	46.54	47	101%
	2nd	210	46.54	47	101%

South Campus

	Shifts	Students	Projected Accumulation		Stacking Provided		Percent Accommodated	
			Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses
Arrival	1st	420 *	47.22	3.00	80	3	169%	100%
	2nd	420 *	47.22	3.00	80	3	169%	100%
Dismissal	1st	420 *	74.46	3.00	80	3	107%	100%
	2nd	420 *	74.46	3.00	80	3	107%	100%

Note: * The school will commit to 20% bus utilization for each arrival/dismissal shift (20%*420=84 Students)

1st - 84 students, 2nd - 84 students for a total of 168 students



In conclusion, the intersections and driveways as well as the most impacted arterial roadway will operate at acceptable LOS for the proposed future condition in 2017. Lastly, the accumulation assessments documented in this report revealed that the subject project has sufficient stacking capacity to accommodate over 100 percent of the projected vehicle stacking demand within the site. Therefore, the traffic generated by the school is not expected to have a negative traffic impact within the study area. We have designed a site plan where students that arrive and dismiss via cars or buses do so within the safe environment of the charter school property. As a result, not only did our study take into account the impact of Miami Killian Senior High School on SW 97th Avenue, it is also proposing a vastly different and more controlled arrival and dismissal traffic operation plan.

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)			
Intersections	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	B	14.4	A	0.0	A	2.0	A	1.7
	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.2	A	0.6	A	0.7	A	1.4
	SW 97 Avenue & SW 104 Street	Signalized	C	22.4	C	30.6	D	39.7	D	35.8	C	30.6
	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	C	23.5	N/A	N/A	A	1.0
	SW 92 Avenue & SW 94 Street	All-Way Stop	B	12.2	A	9.1	A	9.1	A	9.1	B	10.7
	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.3	A	7.5	A	7.7	A	7.6	A	8.0
	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.8	C	23.8	C	20.4	A	5.5
Proposed AM Peak Hour Condition with Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
Intersections	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	22.1	A	0.0	A	1.3	A	2.2
	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	24.0	E	43.0	A	0.7	A	1.6	A	2.9
	SW 97 Avenue & SW 104 Street	Signalized	D	35.9	D	49.1	D	40.1	D	39.7	D	39.8
	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	D	26.1	N/A	N/A	A	1.0
	SW 92 Avenue & SW 94 Street	All-Way Stop	B	13.2	A	9.5	A	9.3	A	9.4	B	11.4
	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.6	A	7.8	A	8.0	A	7.8	A	8.2
	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.7	D	30.2	C	21.6	A	6.7
	SW 97 Avenue & SW 98 Street	Two-Way Stop	B	13.5	C	22.1	A	1.6	A	0.3	A	1.6
Driveways	SW 97 Avenue & North Campus Driveway (DW 1)	Two-Way Stop	D	31.0	N/A	N/A	A	0.4	A	0.0	A	4.1
	SW 97 Avenue & South Campus Driveway (DW 2)	Two-Way Stop	F	72.4	C	20.1	A	1.0	A	0.2	B	13.1
		Police Alternative	C	24.1	B	16.3	B	11.0	A	2.7	B	11.0
	SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	8.8	A	4.2
SW 96 Street & North Campus Vehicle Stacking Entrance	Right-In Only	A	0.0	A	0.0	N/A	N/A	N/A	N/A	A	0.0	

Note: Police Alternative was analyzed with a dummy signal to replicate police control at the driveway.

Introduction

The purpose of this study is to evaluate the traffic impacts associated with the proposed increase of students for the existing Somerset Academy Bay at Pinewood Acres. Please note this report is an update to the study performed on February 21st, 2014 and has incorporated revisions and comments received by Miami-Dade County Public Works and Waste Management Traffic Engineering Division (TED) dated November 19th, 2014.

The subject site is located at 9500 SW 97th Avenue in Unincorporated Miami-Dade County, Florida. The site is bisected by SW 96th Street. The school's facilities are located on both sides of SW 96th Street, creating operationally the North Campus and the South Campus as reflected in the approved TDP. This school currently serves 290 students in grades Pre-Kindergarten through Sixth (PK-6). The existing school has programmed to redevelop the site and accommodate 1,260 students in grades Pre-Kindergarten through Eighth (PK-8). The two (2) campuses will continue to operate in a coordinated but independent manner. The following section of this report describes in more detail the proposed project.

In order to evaluate the traffic impacts related to the proposed new school, Level of Service (LOS) analyses were performed for the existing condition and proposed future condition at the intersections and driveways requested by the Miami-Dade County TED. The LOS analyses were performed following the Highway Capacity Manual methodology and utilizing the latest build of the Synchro 8 software. Moreover, a traffic concurrency analysis was performed to determine whether sufficient roadway capacity exists to support the new school traffic. For schools, the greatest traffic impact occurs during the AM peak hour and therefore, the worst-case scenario (AM Peak Hour) was analyzed.

In addition, the proposed vehicle stacking capacity for the school was evaluated by performing Vehicle Accumulation Assessments for the educational facility AM and PM peak period. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if the subject project is providing sufficient capacity to accommodate the projected vehicle stacking demand within the site.

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).

Project Description / Location

The subject site is comprised of several lots located on the west side of SW 97th Avenue between SW 95th Street and SW 98th Street in Unincorporated Miami-Dade County, Florida. These lots totaled approximately 8 acres and are surrounded by single-family residential. As previously mentioned, the school will accommodate 1,260 students (PK- 8) in two (2) campuses that will operate in a coordinated fashion but independently with respect to traffic flow and traffic operations. Although SW 96th Street bisects the subject site, it is not anticipated that students will cross SW 96th Street at any time during the school day.

The project build-out year is slated for 2017 and is expected to be completed in phases. However, we have analyzed the full build-out. Figure 1 depicts the project's location map. The following subsections describe each campus and their proposed future operations.

Figure 1: Location Map



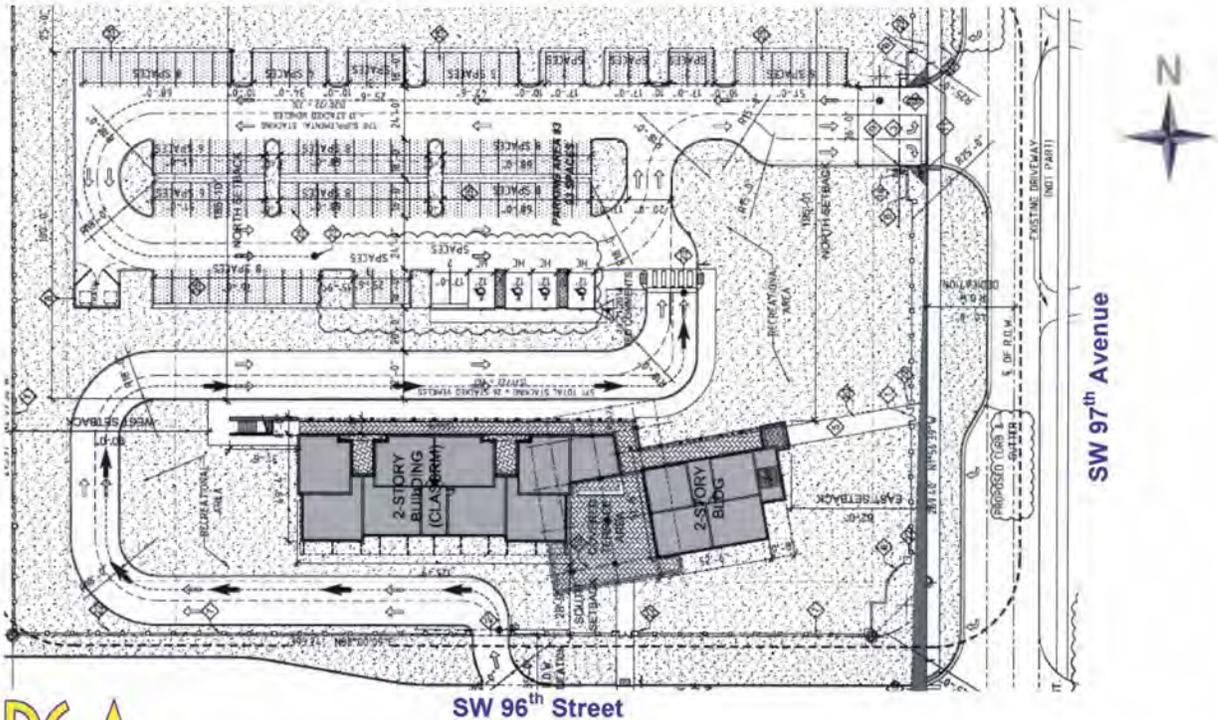
North Campus

The North Campus is located on the northwest corner of SW 97th Avenue and SW 96th Street. This campus has approximately 3 acres and will accommodate 420 students in grades Pre-Kindergarten through Second (PK-2). Moreover, the north campus will provide a driveway on SW 96th Street which will allow inbound traffic only and a second access point on SW 97th Avenue that will operate mainly as the exit. The driveway on SW 97th Avenue will have an ingress lane and two (2) egress lanes. Also, this campus will provide an on-site stacking lane for 26 vehicles, 21 surplus parking spaces and a supplemental stacking for 23 vehicles. These stacking areas are provided to accommodate the entire projected vehicle stacking within the site during each arrival and dismissal shift. Table 1 below contains the proposed school's schedule for the north campus including shifts, grades and their corresponding number of students. Figure 2 depicts the site plan provided for illustrative purposes only.

Table 1: School's Schedule - North Campus

Hours of Operation					
Arrival Shifts			Dismissal Shifts		
Time	Grades	Students	Time	Grades	Students
1 st 8:30 AM	1 st - 2 nd	210	1 st 2:30 PM	PK - K	210
2 nd 9:00 AM	PK - K	210	2 nd 3:00 PM	1 st - 2 nd	210
Total		420	Total		420

Figure 2: Site Plan - North Campus



South Campus

The South Campus is located on the southwest corner of SW 97th Avenue and SW 96th Street. This campus has approximately 5 acres and will accommodate 840 students in grades Third through Eighth (3-8). For vehicular access, the south campus will provide two (2) driveways: one at SW 97th Avenue and one at SW 98th Street. The driveway on SW 97th Avenue will have one (1) ingress lane and two (2) egress lanes whereas the driveway on SW 98th Street will function as a two-lane secondary access point.

Additionally, this campus will provide an on-site vehicle stacking lane for 63 passenger vehicles/transportation vans, a supplemental stacking for 16 vehicles, 17 surplus parking spaces and an exclusive stacking lane for 3 school buses. These vehicle stacking areas are designed to accommodate the vehicular queue during the arrival and dismissal times. The Vehicle Accumulation section of this report further discusses and evaluates the proposed vehicle stacking capacity. Table 2 below summarizes the proposed school's schedule for the south campus including shifts, grades and their corresponding number of students. Figure 3 depicts the site plan provided for illustrative purposes only.

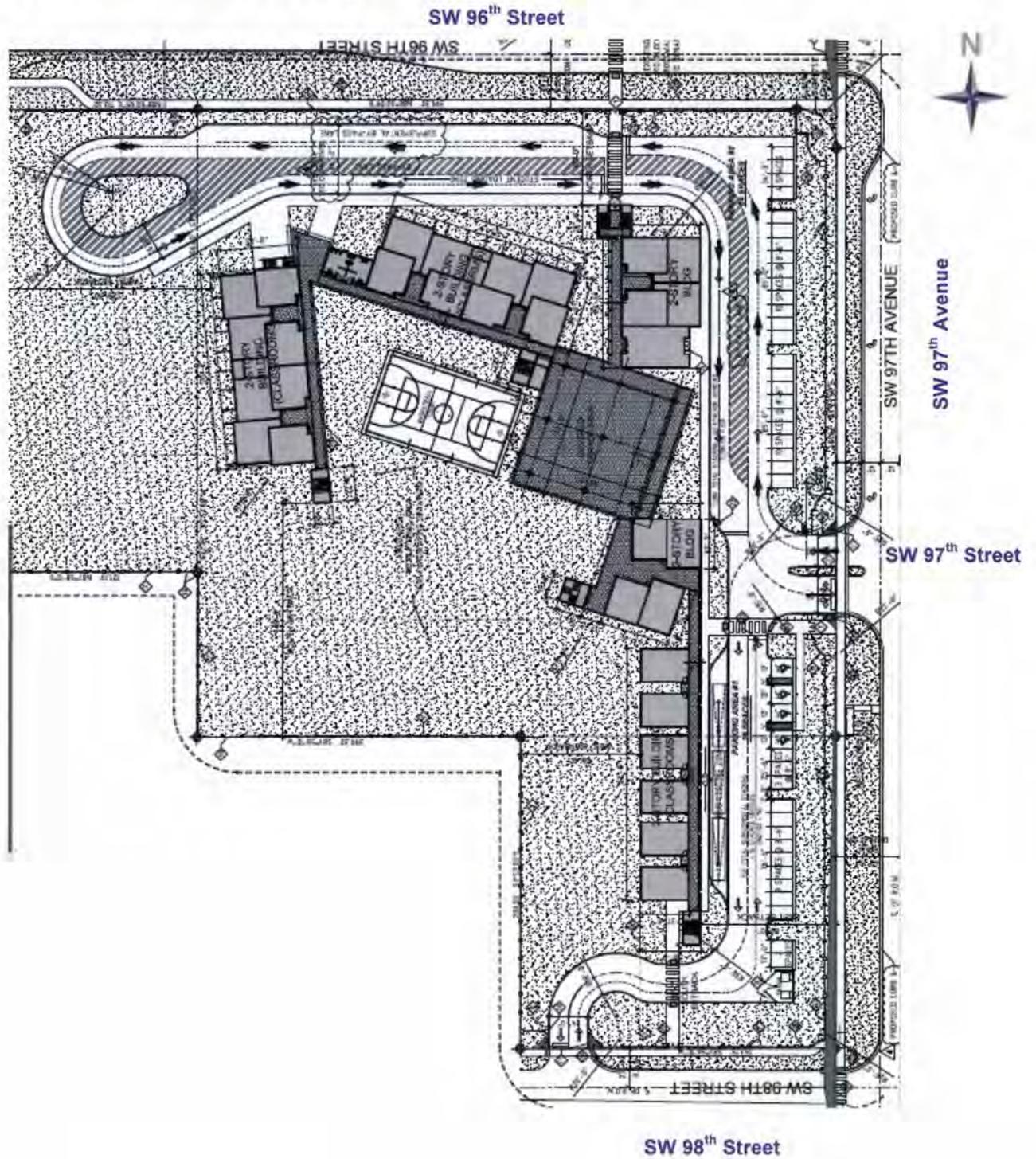
Table 2: School's Schedule - South Campus

Hours of Operation							
Arrival Shifts				Dismissal Shifts			
Time	Grades	Students		Time	Grades	Students	
1 st 8:30 AM	3 rd - 5 th	Veh/Van	336	1 st 3:00 PM	3 rd - 5 th	Veh/Van	336
		Bus	84			Bus	84
		Total	420			Total	420
2 nd 9:00 AM	6 th - 8 th	Veh/Van	336	2 nd 3:30 PM	6 th - 8 th	Veh/Van	336
		Bus	84			Bus	84
		Total	420			Total	420
Vehicle/Van		672		Vehicle/Van		672	
Bus		168		Bus		168	
Total		840		Total		840	

Note: The school will commit to 20% bus utilization for each arrival/dismissal shift.

1st - 84 students, 2nd - 84 students for a total of 168 students

Figure 3: Site Plan - South Campus



Existing Condition

The purpose of this section is to identify the current operational and geometric characteristics of the intersections and roadways within the study area in order to provide a comparison to future conditions with the full project build-out.

Data Collection

Manual Turning Movement Counts (TMC's) were taken on Wednesday, December 12th, 2012 at the three (3) intersections most impacted by the subject project. Moreover, four (4) additional TMCs were performed on Wednesday, January 22nd, 2014 during the school's AM peak period of 7:00 AM to 9:00 AM as requested by MDC TED. Subsequently, the AM peak hour volumes were determined and adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF). Traffic counts and operational characteristics were gathered at the following intersections:

1. SW 97th Avenue & SW 94th Street (Two-Way Stop)
2. SW 97th Avenue & SW 96th Street (Two-Way Stop)
3. SW 97th Avenue & SW 94th Street (Signalized)
4. SW 92nd Avenue & SW 88th Street (Two-Way Stop)
5. SW 92nd Avenue & SW 94th Street (All-Way Stop)
6. SW 92nd Avenue & SW 96th Street (All-Way Stop)
7. SW 92nd Avenue & SW 104th Street (Two-Way Stop)

Figure 4 below depicts the existing seasonally adjusted AM Peak Hour Turning Movement Counts. Appendix 4 contains the raw data and the tables utilized to develop this figure.

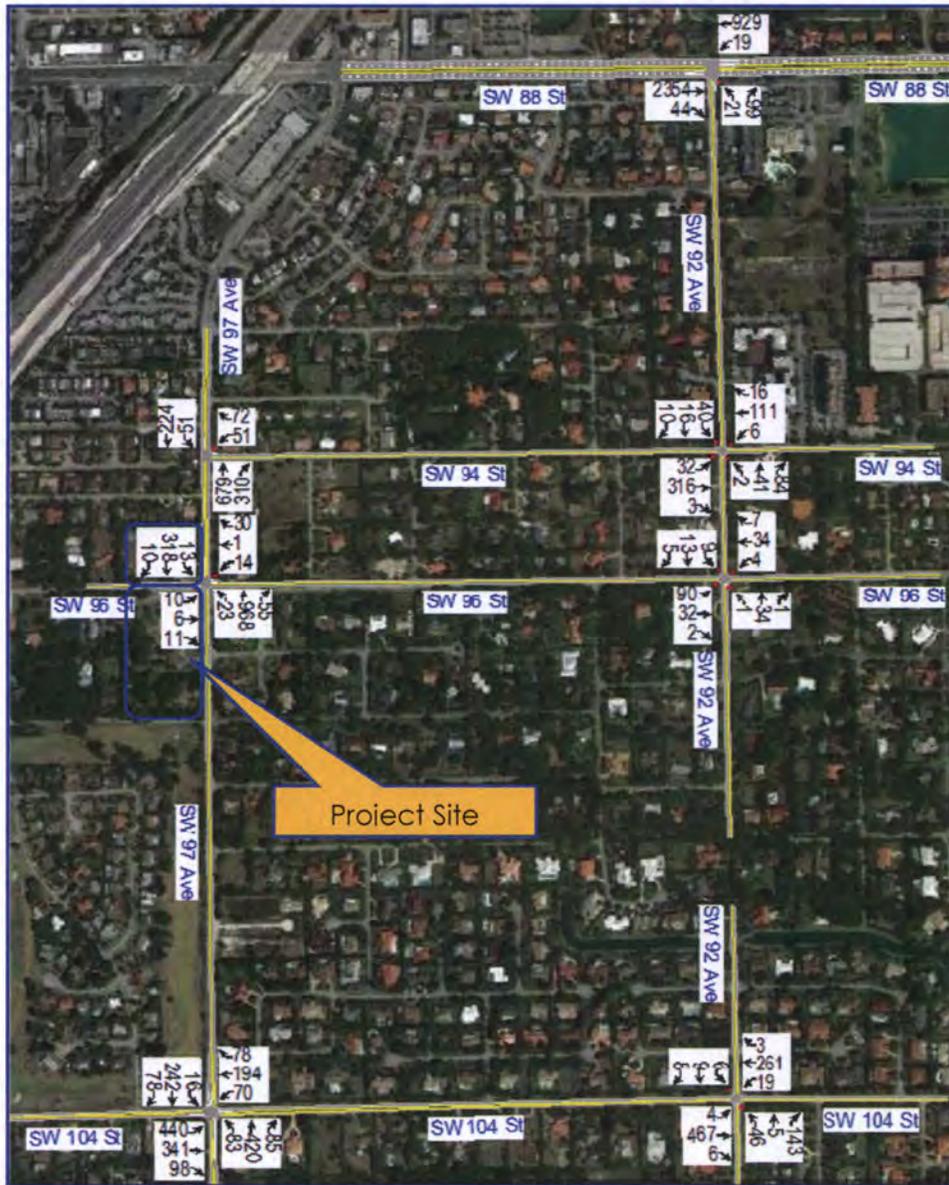
Level of Service (LOS) - AM Peak Hour

Using the existing seasonally adjusted intersection turning movement counts, a Level of Service (LOS) analysis was performed for the existing AM peak hour condition. This analysis was performed consistent with the traffic operational characteristics (i.e. lane geometry, traffic control, etc.) at the time data collection took place and following the Highway Capacity Manual (HCM) methodology by using the Synchro 8 software. Based on our analysis, the intersections within the study area yielded overall **LOS C or better**. Table 3 summarizes the results, while Appendix 5 contains the program output.

Table 3: Existing Condition LOS & Delay - AM Peak Hour

Existing AM Peak Hour Condition			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
1	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	B	14.4	A	0.0	A	2.0	A	1.7
2	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.2	A	0.6	A	0.7	A	1.4
3	SW 97 Avenue & SW 104 Street	Signalized	C	22.4	C	30.6	D	39.7	D	35.8	C	30.6
4	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	C	23.5	N/A	N/A	A	1.0
5	SW 92 Avenue & SW 94 Street	All-Way Stop	B	12.2	A	9.1	A	9.1	A	9.1	B	10.7
6	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.3	A	7.5	A	7.7	A	7.6	A	8.0
7	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.8	C	23.8	C	20.4	A	5.5

Figure 4: Existing Seasonally Adjusted TMC's - AM Peak Hour



Project Traffic

This section of the report will cover the anticipated traffic for the subject project at full build out. It is noteworthy to indicate that net vehicle trips for the school are mainly driveway trips and not necessarily new additional trips on the roadways and intersections within the study area. Most of the new vehicle trips generated by the proposed increase of students are already on the road, since charter schools draw their student population primarily from the surrounding neighborhood. However, the operational analysis documented in our traffic study assumed that all net vehicle trips are new roadway trips as a conservative approach.

Trip Generation

The trip generation characteristics for the subject project were developed using actual data from the existing Somerset Academy Bay at Pinewood Acres as requested by Miami-Dade County Traffic Engineering Division (TED). This surrogate school data was collected on Wednesday, January 22nd, 2014 during the school's AM peak period of 7:00 to 9:00 AM and was utilized to develop an AM trip generation rate. Please note the existing school was operating with one arrival time during the AM peak period. The trip generation rate for the existing school resulted in **1,390 trips per student**. This rate was utilized to estimate the vehicle trips for each school campus.

North Campus

As previously mentioned, the North Campus is programmed to accommodate 420 students. Utilizing the existing school trip generation rate, this campus is expected to generate **486 net vehicle trips** during the **AM peak period**. Since the future school operation will have **two (2) arrival times** during the AM peak period (7:00 - 9:00 AM) and not just one as the existing school operation, the resulting peak period trips were further analyzed in 15-minute intervals and consistent with the proposed arrival times in order to obtain the AM peak hour trips. Based on our analysis, the north campus yielded **403 net vehicle trips (200 trips-in & 203 trips-out)** during the **AM peak hour**. Table 4 summarizes the AM peak hour trips for the North Campus while Appendix 1 contains the supporting documentation.

Table 4: AM Peak Hour Trips - North Campus

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
First Arrival 8:30 AM (Grades 1 st - 2 nd)	7:00 AM - 7:15 AM	1%	50%	4	4	3	2	5
	7:15 AM - 7:30 AM	1%		4	8	3	2	5
	7:30 AM - 7:45 AM	5%		21	29	12	12	24
	7:45 AM - 8:00 AM	10%		42	71	24	25	49
	8:00 AM - 8:15 AM	13%		55	126	31	32	63
	8:15 AM - 8:30 AM	20%		84	210	48	49	97
Second Arrival 9:00 AM (Grades PK - K)	8:30 AM - 8:45 AM	20%	50%	84	84	48	49	97
	8:45 AM - 9:00 AM	30%		126	210	73	73	146
Total		100%	100%	420	420	242	244	486

North Campus AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (8:00 - 9:00)	200	203	403

South Campus

The South Campus will accommodate the remaining 840 students. Again, the existing school trip generation rate was utilized to estimate the net vehicle trips during the AM peak period. As a result, the south campus will generate **641 net vehicle trips** during the **AM peak period**. Again, since the future school operation will have two (2) arrival times during the AM peak period (7:00 - 9:00 AM) and not just one as the existing school operation, the resulting peak period trips were further analyzed in 15-minute intervals and consistent with the proposed school arrival times in order to obtain the AM peak hour trips. Based on our analysis, the south campus yielded **532 net vehicle trips (265 trips-in & 267 trips-out)** during the **AM peak hour**. Table 5 summarizes the AM peak hour trips for the South Campus. Appendix 1 contains the supporting documentation.

Table 5: AM Peak Hour Trips - South Campus

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
First Arrival 8:30 AM (Grades 3 rd - 5 th)	7:00 AM - 7:15 AM	1%	50%	8	8	3	3	6
	7:15 AM - 7:30 AM	1%		8	16	3	3	6
	7:30 AM - 7:45 AM	5%		42	58	16	16	32
	7:45 AM - 8:00 AM	10%		85	143	32	33	65
	8:00 AM - 8:15 AM	13%		109	252	41	42	83
	8:15 AM - 8:30 AM	20%		168	420	64	64	128
Second Arrival 9:00 AM (Grades 6 th - 8 th)	8:30 AM - 8:45 AM	20%	50%	168	168	64	64	128
	8:45 AM - 9:00 AM	30%		252	420	96	97	193
Total		100%	100%	840	840	319	322	641

South Campus AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (8:00 - 9:00)	265	267	532

Note: This analysis includes a 20% transit adjustment (i.e. 168 of the 840 students on buses).

School - North & South Campus

Based on the above trip generation results, the school will generate a total of 1,127 net vehicle trips during the AM peak period (7:00 - 9:00 AM) between the two campuses. Our analysis revealed that **both campuses** will have in **total 935 net vehicle trips (465 trips-in & 470 trips-out)** during the **AM peak hour of 8:00 to 9:00 AM**. Table 6 summarizes the school's trip generation results for the AM peak period while Table 7 contains the net AM peak hour trips.

Table 6: Trip Generation - AM Peak Period (Both Campuses)

AM PEAK PERIOD TRIPS				TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE	%		IN	%	OUT	TOTAL	
Total	Existing Use								
	School (PK - 6 th)	290 Students	□	1.390	50%	201	50%	202	403
	Proposed Use								
	School (PK - 8 th)	1,260 Students	◇	1.390	50%	873	50%	879	1,752
	Transit Adjustment Trips (20% of South Campus Student Population) *				50%	117	50%	117	234
	Proposed Large School Bus Trips				50%	6	50%	6	12
Net New Vehicle Trips (Proposed - Transit - Existing + Bus Trips)				50%	561	50%	566	1,127	

NOTES:

- ◇ Trip Generation Rate obtained from the existing Somerset Academy Bay at Pinewood Acres. Refer to Table T-1 in Appendix.
- Existing trips for each campus were estimated consistent with the previous Traffic Study dated February 21, 2014.
- * School will commit to achieve 20% of the South Campus student population on buses (20%*840=168 Students). Please note the existing school did not have any buses operating at the site.

Table 7: AM Peak Hour Trips - Both Campuses

Time	Trips In	Trips Out	Total Trips
7:00 AM - 7:15 AM	6	5	11
7:15 AM - 7:30 AM	6	5	11
7:30 AM - 7:45 AM	28	28	56
7:45 AM - 8:00 AM	56	58	114
8:00 AM - 8:15 AM	72	74	146
8:15 AM - 8:30 AM	112	113	225
8:30 AM - 8:45 AM	112	113	225
8:45 AM - 9:00 AM	169	170	339
Total	561	566	1,127

School AM Peak Hour	Trips		
AM Peak Hour (8:00 - 9:00)	In	Out	Total
	465	470	935

Note: This analysis includes a 20% transit adjustment for South Campus (i.e. 168 of the 840 students on buses).

Trip Distribution / Assignment

The subject project is located within the Traffic Analysis Zone (TAZ) 1169 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. Figure 5 depicts the TAZ map. The trip distribution percentages were developed consistent with the TAZ, area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's vicinity. Table 8 contains the corresponding trip distribution percentages assigned to the North, South, East and West directions.

As such, the net vehicle trips for each campus were distributed to the intersections within the study area and assigned to the project's driveways consistent with the resulting percentages identified below. Again, the net vehicle trips for the school are mainly driveway trips and not necessarily new additional trips on the roadways and intersections within the study area. Most of the new vehicle trips generated by the proposed increase of students are already on the road, since charter schools draw their student population primarily from the surrounding neighborhood. However, the analysis documented in our traffic study assumed that all net vehicle trips are new roadway trips as a conservative approach. Figure 6 illustrates the AM peak hour ingress and egress trips for each campus. Figures 7 and 8 depict the trip distribution to the intersections and trip assignment to the driveways for the North Campus, respectively. Figures 9 and 10 depict the trip distribution to the intersections and trip assignment to the driveways for the South Campus, respectively. Lastly, Figure 11 depicts the trip distribution to the intersections within the study area for both campuses.

Figure 5: TAZ Map

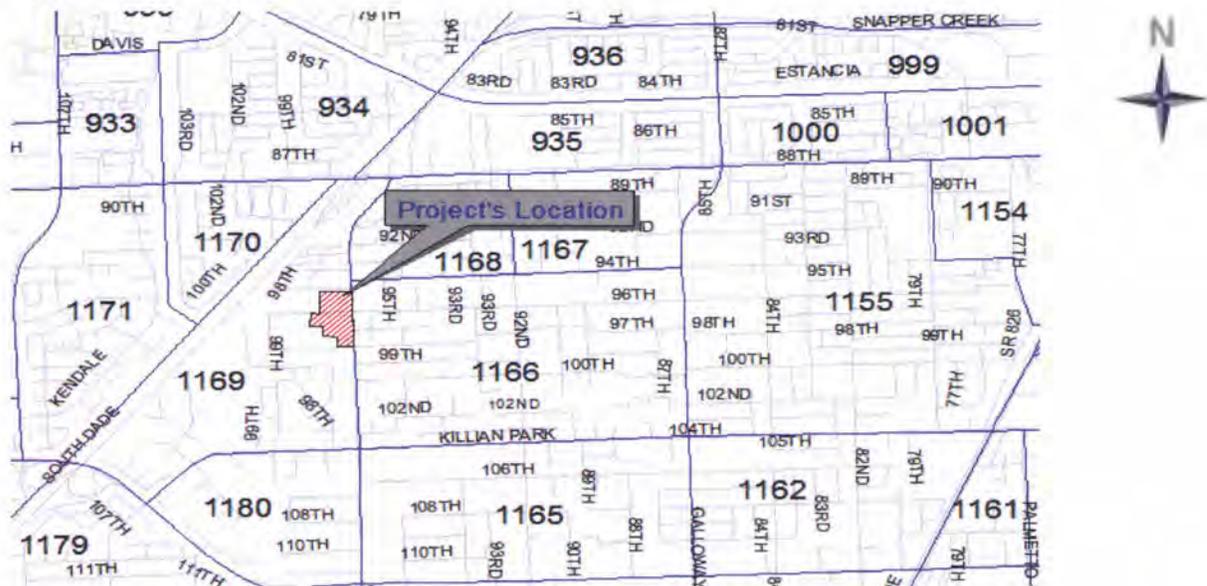


Table 8: Trip Distribution Percentages

UTILIZED FOR TRIP DISTRIBUTION							
DIRECTION	DISTRIBUTION	NORTH CAMPUS			SOUTH CAMPUS		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	25%	50	51	101	66	67	133
EAST	30%	60	60	120	80	80	160
SOUTH	25%	50	51	101	66	67	133
WEST	20%	40	41	81	53	53	106
	100.00%	200	203	403	265	267	532

Figure 6: Net Inbound & Outbound Trips - AM Peak Hour

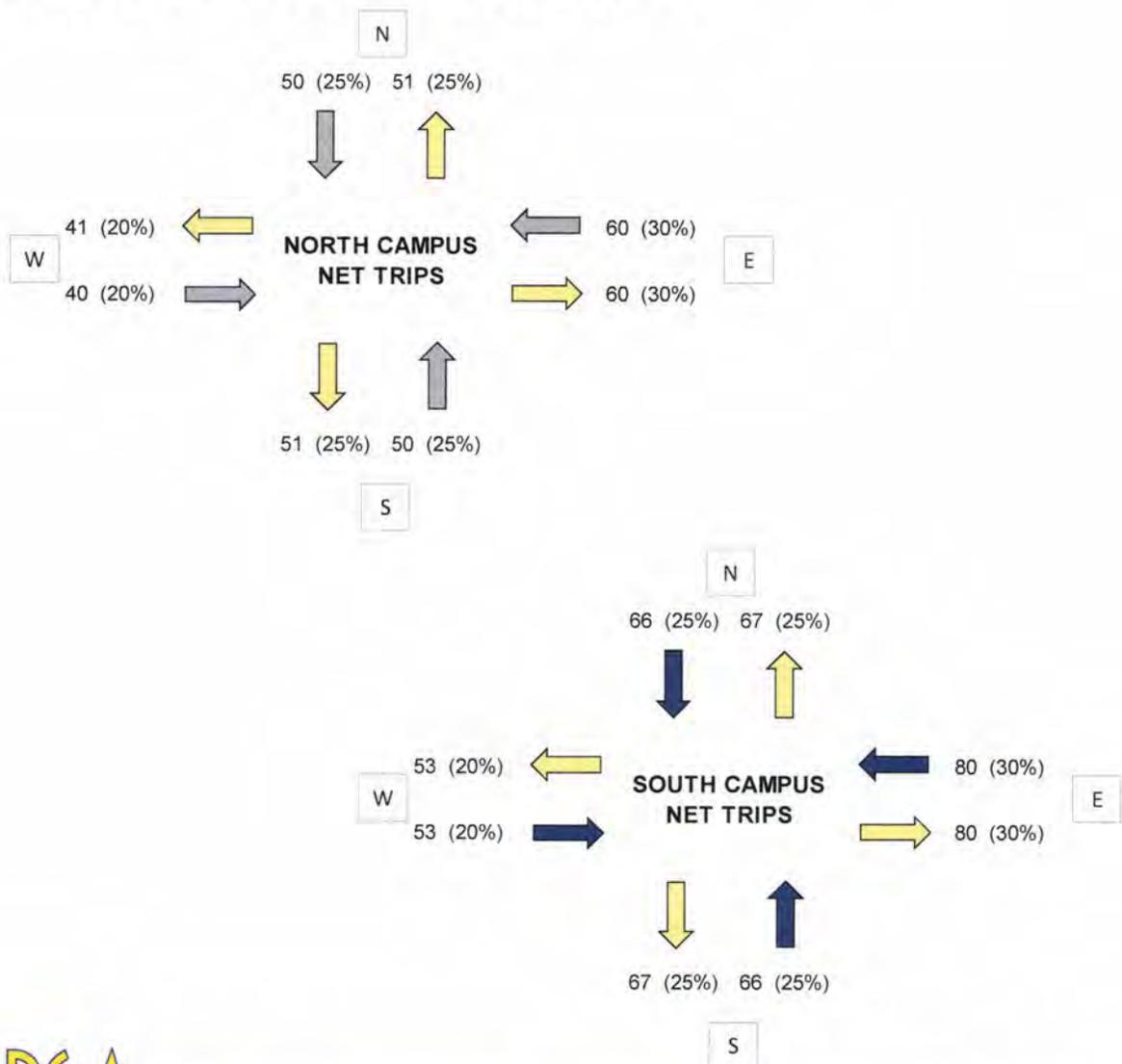
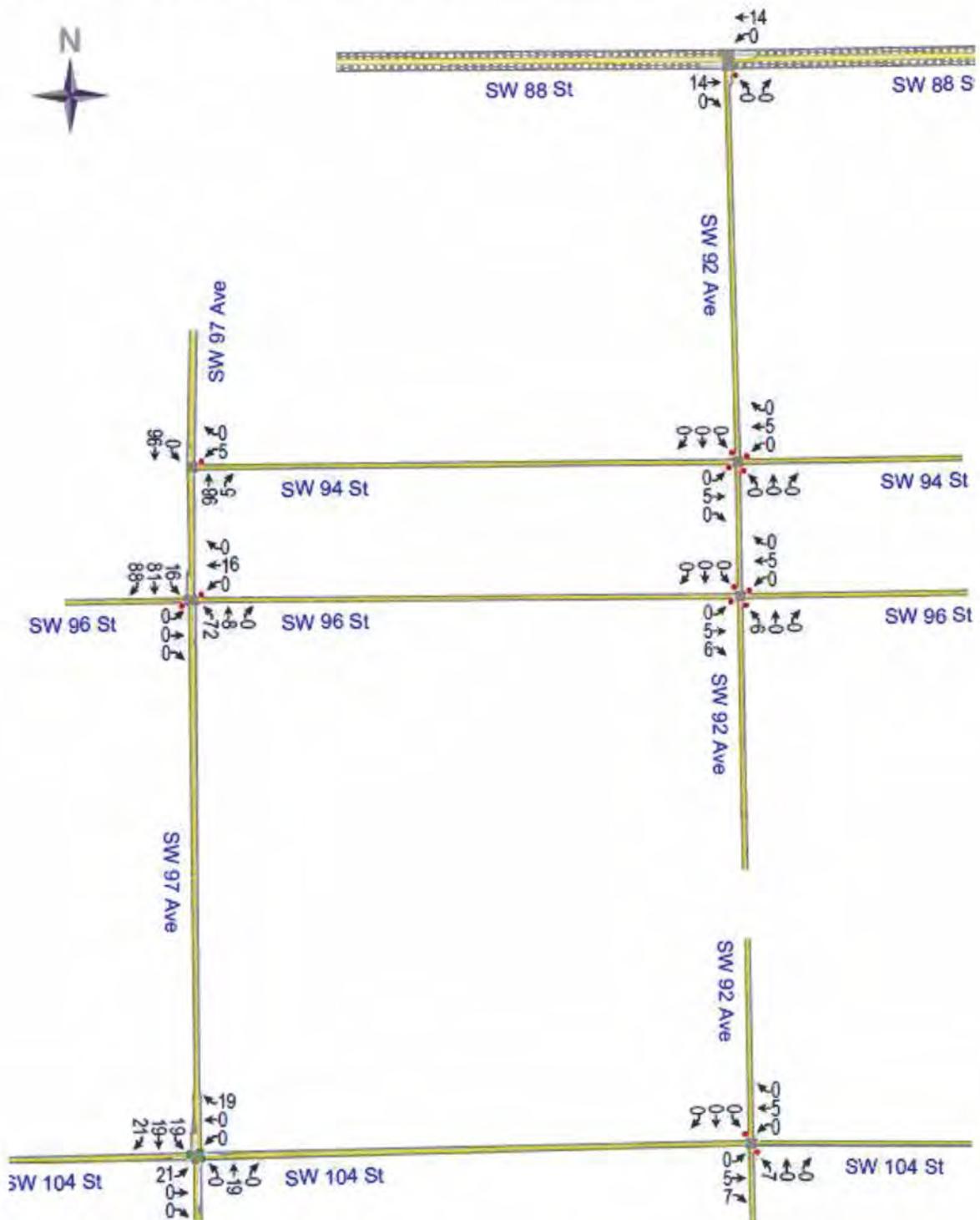


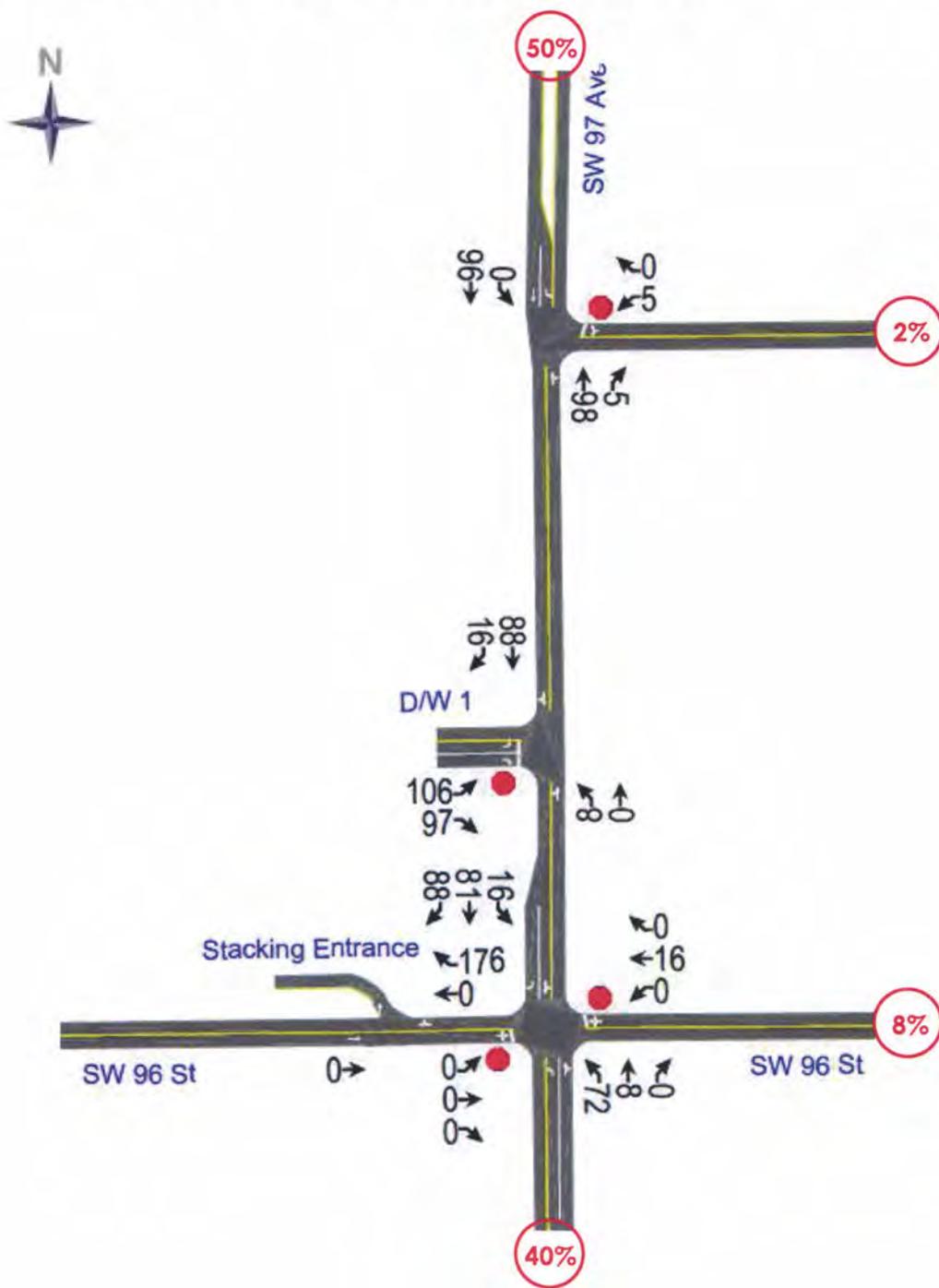
Figure 7: Net Vehicle Trips - AM Peak Hour (North Campus)



Trips		
In	Out	Total
200	203	403

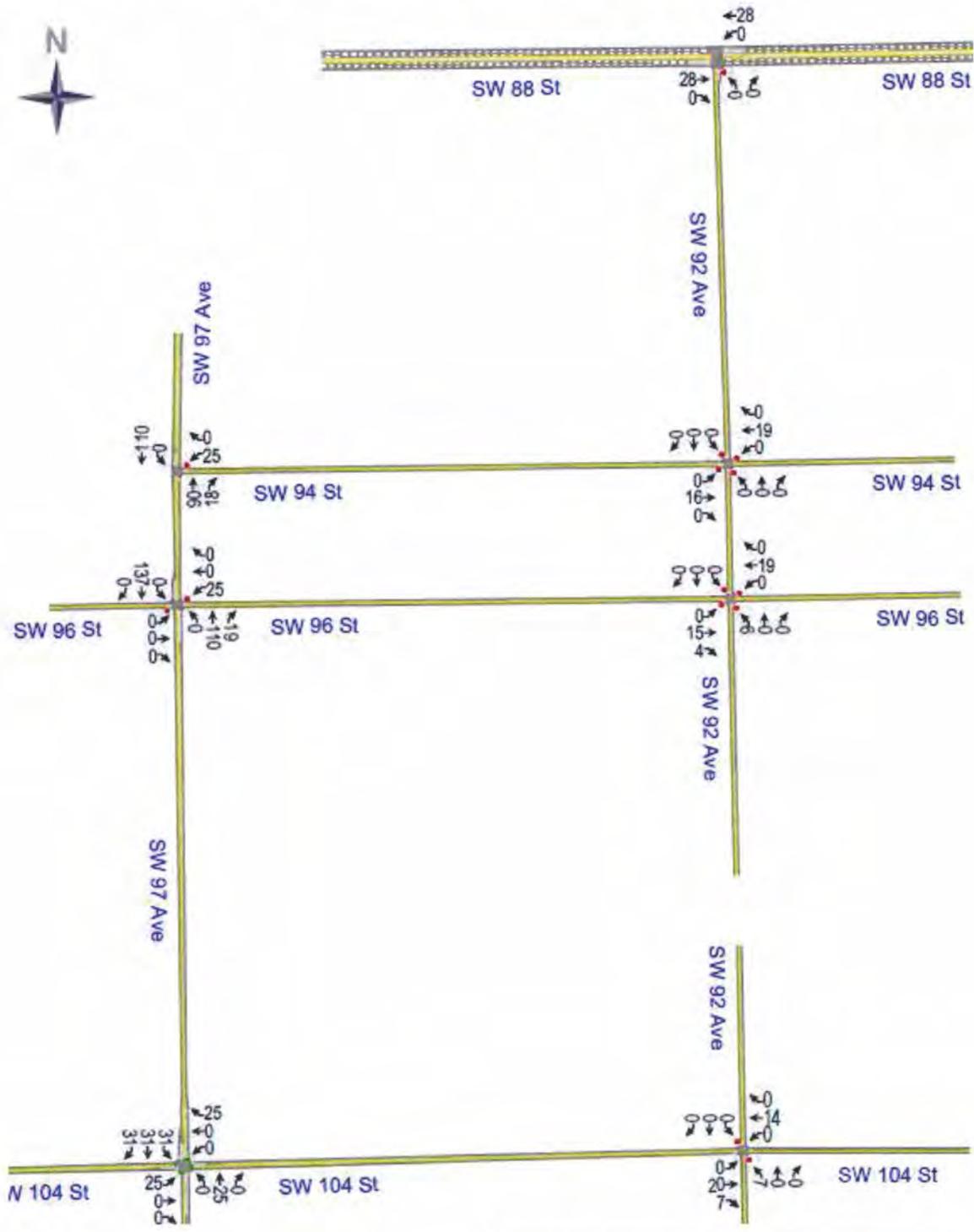


Figure 8: Net Driveway Trips - AM Peak Hour (North Campus)



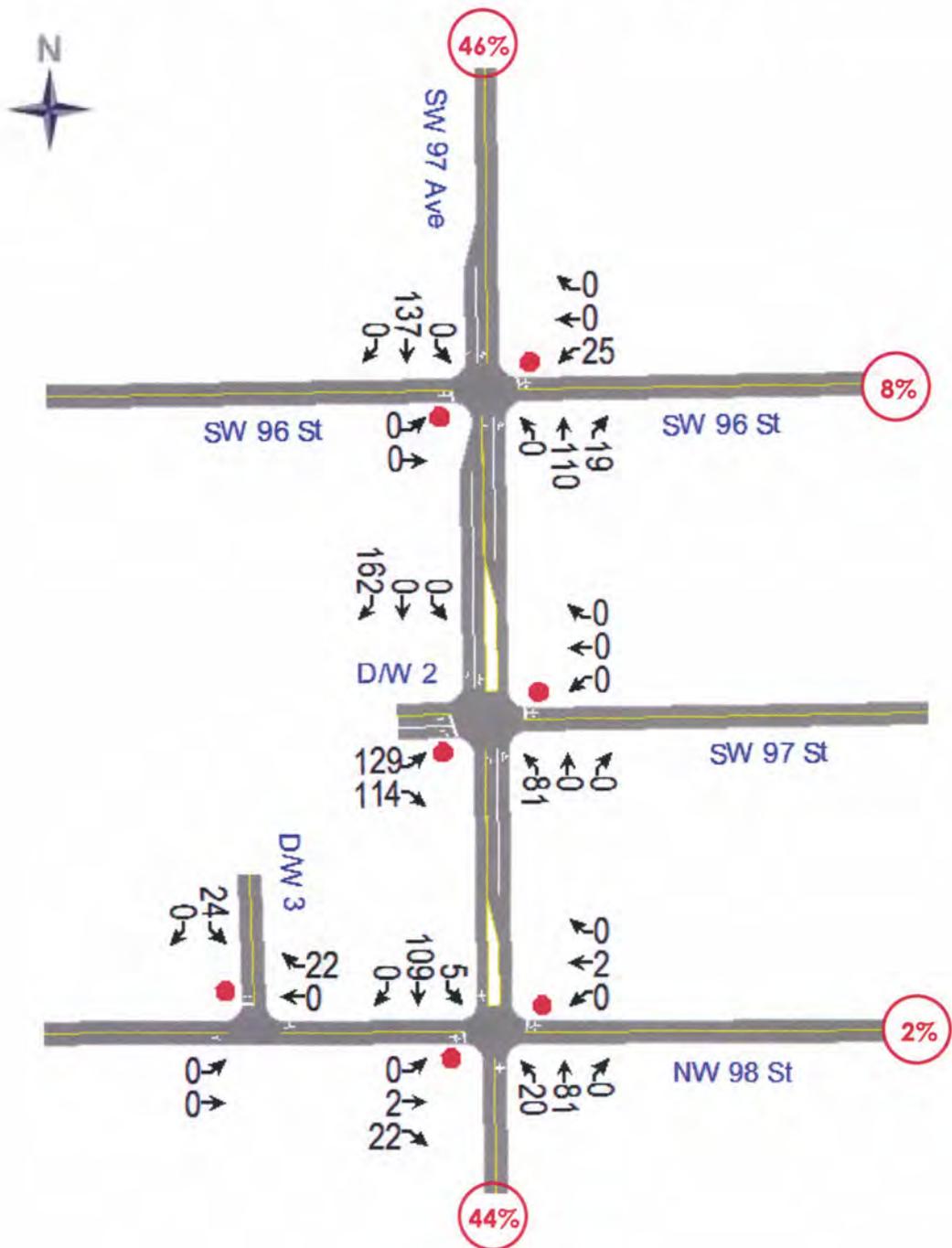
Trips		
In	Out	Total
200	203	403

Figure 9: Net Vehicle Trips - AM Peak Hour (South Campus)



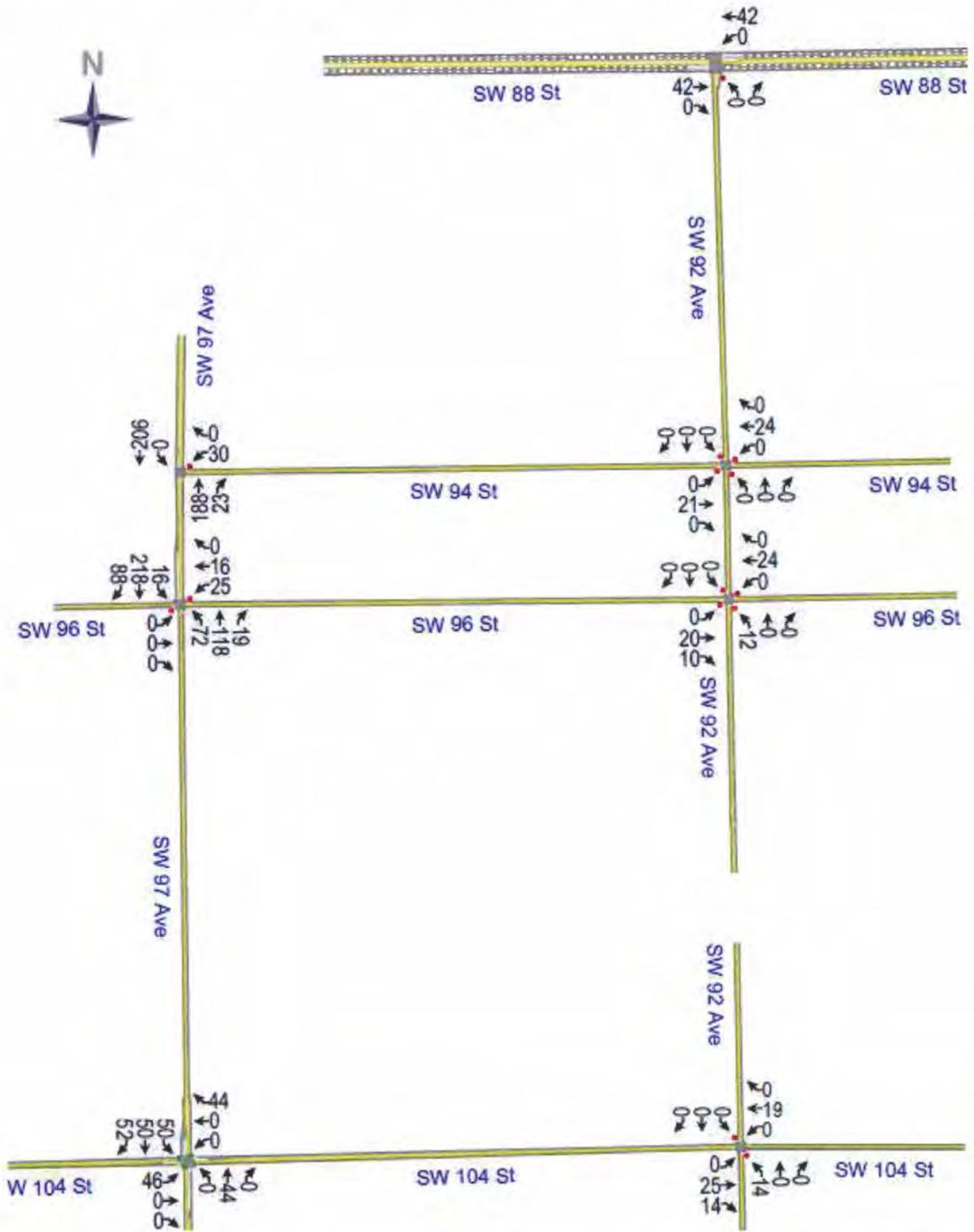
Trips		
In	Out	Total
265	267	532

Figure 10: Net Driveway Trips - AM Peak Hour (South Campus)



Trips		
In	Out	Total
265	267	532

Figure 11: Net Vehicle Trips - AM Peak Hour (Both Campuses)



Trips		
In	Out	Total
465	470	935



Proposed Condition (2017)

This section of the report describes the parameters utilized to develop the proposed peak hour volumes and to evaluate the proposed future condition with the new school traffic. Please note the project build-out year is slated for 2017.

Background Growth

In order to address future traffic growth within the project's vicinity, a growth rate was also calculated based on trips documented in the Miami-Dade County SERPM travel demand traffic model for the subject project TAZ 1169. This calculation resulted in a growth rate of 0.89 percent and therefore, was applied to the existing traffic counts to estimate the future traffic volumes. Please note that the existing traffic was grown with a compounded rate to estimate the future volumes in 2017. Appendix 3 includes the supporting documentation.

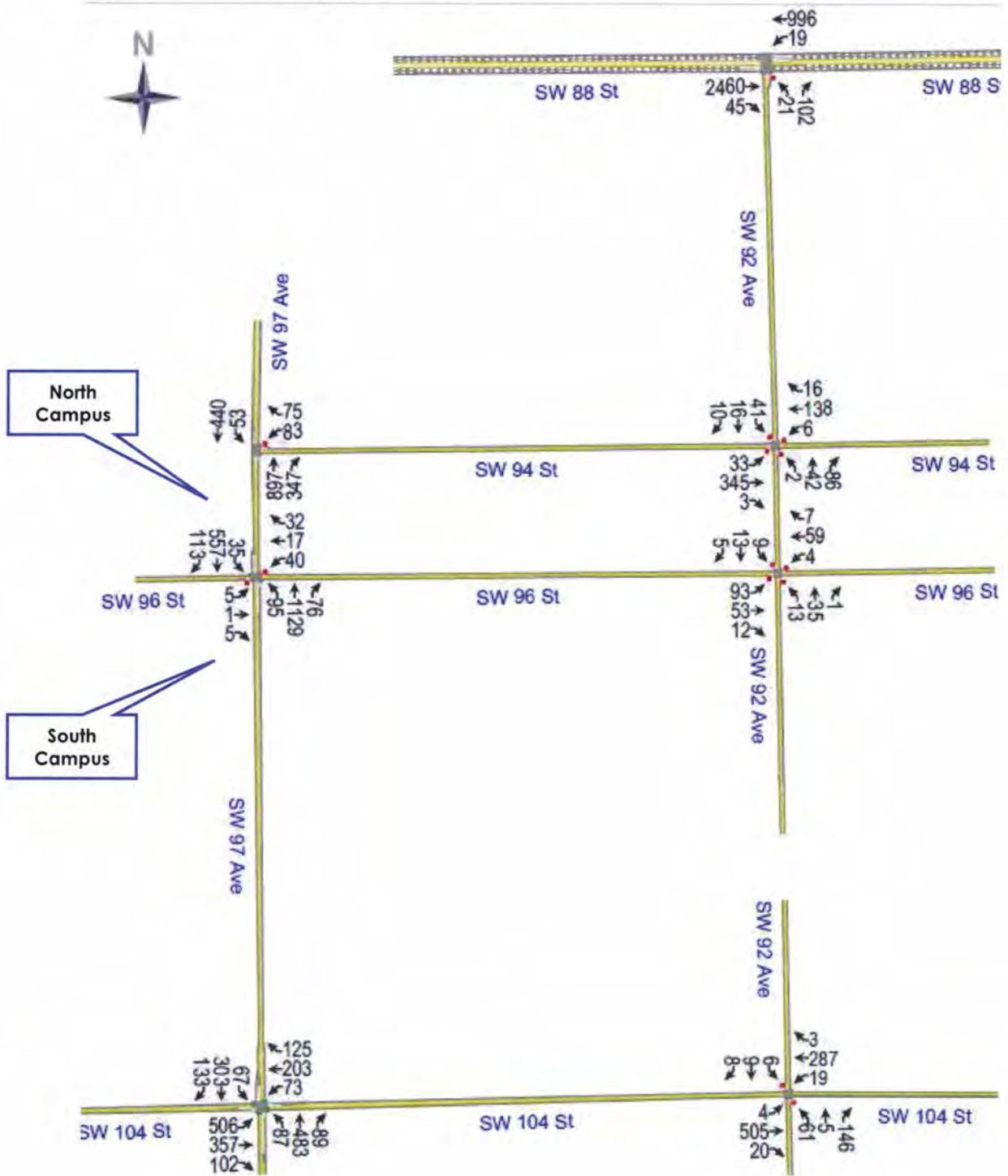
Future Condition LOS - AM Peak Hour

The existing traffic at the intersections within the study area were augmented with the background growth and new school traffic. This forms the basis for the proposed future condition in 2017. Based on our analysis, all the **intersections** will operate at **LOS D or better** for the **future condition in 2017**. Moreover, all the intersection approaches resulted in acceptable LOS. Please note some of the existing school traffic was redistributed to both the North and South Campus consistent with the future driveway's operation and on-site traffic circulation. The calculations for the specific movements are contained in Appendix 4 as Table A7. Table 9 summarizes the future AM peak hour LOS results while Figure 12 depicts the future volumes at the intersections within the study area.

Table 9: Future Condition LOS & Delay - AM Peak Hour

Proposed AM Peak Hour Condition with Project		Intersection Approach								Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
Intersections	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	22.1	A	0.0	A	1.3	A	2.2
	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	24.0	E	43.0	A	0.7	A	1.6	A	2.9
	SW 97 Avenue & SW 104 Street	Signalized	D	35.9	D	49.1	D	40.1	D	39.7	D	39.8
	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	D	26.1	N/A	N/A	A	1.0
	SW 92 Avenue & SW 94 Street	All-Way Stop	B	13.2	A	9.5	A	9.3	A	9.4	B	11.4
	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.6	A	7.8	A	8.0	A	7.8	A	8.2
	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.7	D	30.2	C	21.6	A	6.7
	SW 97 Avenue & SW 98 Street	Two-Way Stop	B	13.5	C	22.1	A	1.6	A	0.3	A	1.6

Figure 12: Future AM Peak Hour Volumes in 2017



Driveway LOS Analysis

In an effort to evaluate the future traffic operations at the proposed driveways for each campus, a Level of Service analysis was performed following the Highway Capacity Manual (HCM) methodology and utilizing the Synchro 8 software. The total school trips for each campus were accounted for and distributed consistent with the future driveway's operation and on-site traffic circulation. The approach traffic volumes for each driveway were estimated utilizing the future traffic volumes approaching and departing the nearby intersections.

Based on our analysis, the **driveways for both campuses** will operate at **overall LOS B or better**. Moreover, the South Campus driveway on SW 97th Avenue was further evaluated with a traffic signal control to replicate the proposed use of a police officer at the subject driveway. This driveway controlled by a police officer will operate at overall LOS B and all the intersection approaches will operate at acceptable LOS C or better. Please note the officer operation in the field will be more efficient than our analysis indicated. Due to software limitations, we analyzed one cycle length and a fix timing for each phase whereas a police officer will use several cycles and can modify the timing for each phase based on actual demand. Therefore, our analysis is very conservative. Table 10 below summarizes the LOS results. Figures 13 and 14 depict the driveways volumes for the North and South Campus, respectively.

Table 10: Driveway LOS Summary

Proposed AM Peak Hour Condition with Project		Intersection Approach								Overall		
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
Driveways	SW 97 Avenue & North Campus Driveway (DW 1)	Two-Way Stop	D	31.0	N/A	N/A	A	0.4	A	0.0	A	4.1
	SW 97 Avenue & South Campus Driveway (DW 2)	Two-Way Stop	F	72.4	C	20.1	A	1.0	A	0.2	B	13.1
		Police Alternative	C	24.1	B	16.3	B	11.0	A	2.7	B	11.0
	SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	8.8	A	4.2
	SW 96 Street & North Campus Vehicle Stacking Entrance	Right-In Only	A	0.0	A	0.0	N/A	N/A	N/A	N/A	A	0.0

Note: Police Alternative was analyzed with a dummy signal to replicate police control at the driveway.

Driveway Queuing Analysis (South Campus)

Similarly to the above LOS Analysis, a queuing analysis was performed based on the Highway Capacity Manual (HCM) methodology using the Synchro 8 software. The purpose of this analysis is to evaluate the queuing interaction of the south campus project driveway (i.e. D/W 2) and the passenger loading zone. This analysis was performed with and without the use of a Police Officer as a traffic control. Police Officers are used throughout Miami-Dade County to manage traffic during school peak conditions. Police Officers are able to more efficiently operate the traffic fluctuations than a traffic signal. Based on the school traffic counts taken and past

experience with school operations, schools have a peak traffic condition during their arrival and dismissal schedule that fluctuates greatly. That is, school traffic is not a steady state condition.

The project driveway is expected to have a 95th percentile queue of 241 feet for Eastbound Left Turn during the AM peak without the use of a Police Officer. However, with the use of a Police Officer the 95th percentile queue for Eastbound Left Turn will be reduced to 186 feet. Again, this is based on a simplified "FIXED" timing plan using a dummy traffic signal to replicate a Police Officer. Furthermore, the 95th percentile queue is not a static condition and by definition represents the maximum statistical queue length that only has a 5 percent probability of being exceeded. In other words, that is a very high statistical standard and often used to determine the worst case possible. Additionally, this queue is only a few minutes long in duration as the traffic flows and dissipates.

Simultaneously, while the vehicles are queuing and leaving the site at the driveway, the students are being dropped-off in the Passenger Loading Zone. This drop-off operation is referred to as an Accumulation Assessment and is detailed in its corresponding section within this report. The Accumulation Assessment is based on locally collected empirical data and follows the Miami-Dade County methodology. That section finds the site will provide a stacking lane that is 1,386 feet long or 63 vehicles. However, the projected stacking demand for the proposed school during the AM peak is 48 vehicles or 1,056 feet. Therefore the stacking lane can be temporarily reduced by 330 feet (1,386-1,056) and meet the above 95th percentile queue for either condition (with or without Police control). Lastly, some parents will park and not use the stacking lane which would double the 330 feet (17 surplus parking spaces are being provided for parent loading).

Based on the combined Turn Lane Queuing Analyses and Accumulation Assessment provided herewith, we find the subject site will operate well and have sufficient on-site queuing and on-site stacking to accommodate its demand.

Figure 13: Driveway Volumes - North Campus

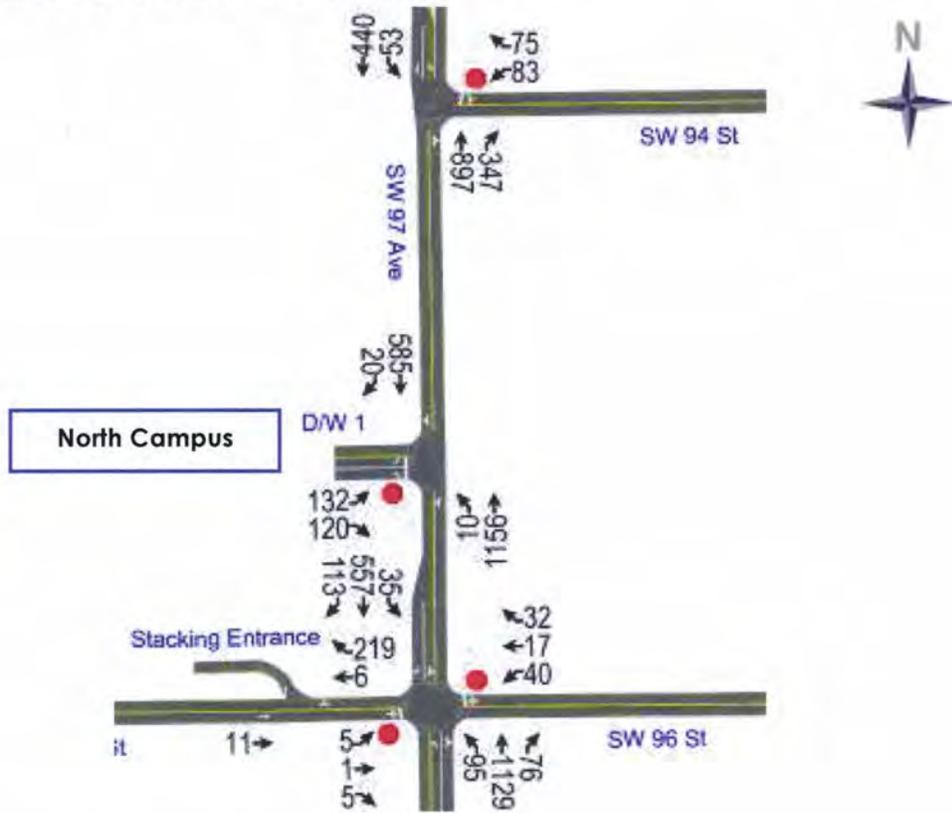
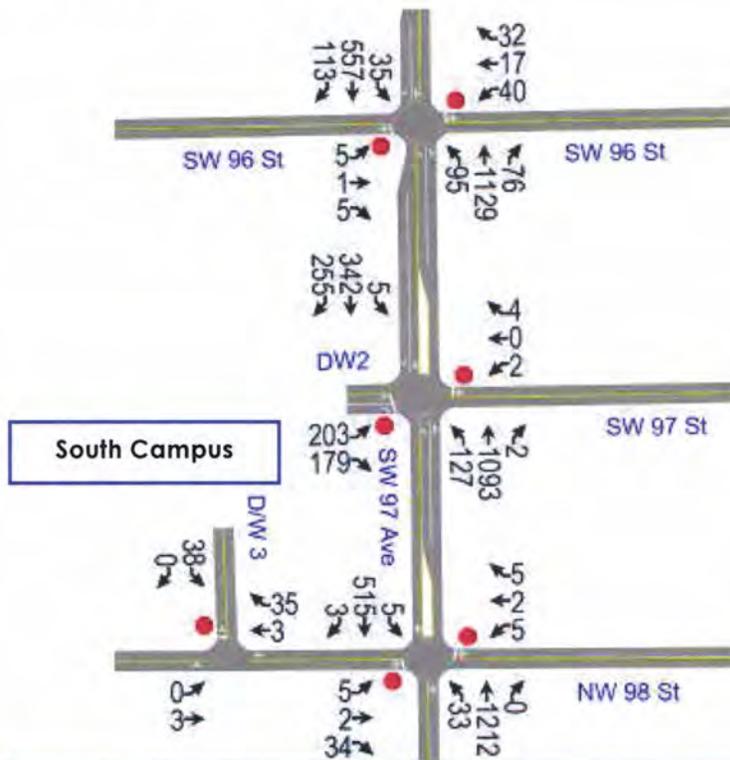


Figure 14: Driveway Volumes - South Campus



Alternative Driveway Option A (South Campus)

At a meeting held with Miami-Dade County on January 26th, 2015 an Alternative Driveway Option was discussed and requested to analyze. This option considers eliminating the outbound (egress) traffic from making a left turn at driveway 2 (DW2) and directing this traffic to the driveway on SW 98th Street. Additionally, this option required the driveway to restrict the outbound traffic to right turn only.

Therefore, this alternative was analyzed following the similar approach described above. Figure 15 provides the lane geometry and traffic volumes utilized for this alternative. Lastly, this alternative's Level of Service (LOS) is summarized in Table 11 with and without Police control.

Figure 15: Option A Driveway Volumes



Table 11: Option A Driveway LOS Summary

Option A Driveway LOS Summary (South Campus)		Intersection/Driveway 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)		
SW 97 Avenue & SW 98 Street *	Two-Way Stop	F	174.9	C	19.9	A	0.0	A	0.3	C	21.3
	Police Alternative	D	37.5	B	15.4	D	41.9	A	5.7	C	31.9
SW 97 Avenue & South Campus Driveway (DW 2)	Two-Way Stop	B	10.7	C	24.7	A	1.1	A	0.2	A	1.7
SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	-	-	A	9.8	A	9.5

Note: * Police Alternative was analyzed with a dummy signal to replicate police control at the location.

Alternative Driveway Option B (South Campus)

Independent of the above requested Option A, we have considered combining both Option A and our standard traffic distribution. That is, we would divert some traffic to the driveway on SW 98th Street while still allowing traffic to utilize the south campus main driveway (DW2). Additionally, the northbound left turns into (ingress) the school would be routed through the SW 98th Street driveway.

This alternative was likewise analyzed following the similar approach described above. Figure 16 provides the lane geometry and traffic volumes utilized for this alternative. Lastly, this alternative's Level of Service (LOS) is summarized in Table 12 with and without Police control. Police control was **NOT** necessary as this Alternative does meet the LOS standard and was only performed for comparison purposes or in the event the school was inclined to use a Police officer to manage traffic.

Figure 16: Option B Driveway Volumes



Table 12: Option B Driveway LOS Summary

Option B Driveway LOS Summary (South Campus)		Intersection/Driveway 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)		
SW 97 Avenue & SW 98 Street	Two-Way Stop	D	34.9	D	25.5	A	1.2	A	0.3	A	2.6
SW 97 Avenue & South Campus Driveway (DW 2) *	Two-Way Stop	C	22.6	C	17.9	A	0.0	A	0.2	A	3.7
	Police Alternative	C	25.6	B	18.0	A	9.8	A	2.0	B	10.1
SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	-	-	A	3.1	A	3.1

Note: * Police Alternative was analyzed with a dummy signal to replicate police control at the location.

350 Student Phase Development Summary

Additionally, at the meeting held with Miami-Dade County on January 26th, 2015 a request was made to analyze the phased increase in enrollment from 290 to 350 students. Since we have previously analyzed and obtained approval for this school with 290 students, we have utilized the results from the Accumulation Assessment performed by our firm dated October 7th, 2010. That study found the project would have the following results:

The AM Peak Accumulation Assessment yielded 9.67 passenger vehicles, which corresponds to 473 percent passenger vehicles being accommodated within the site. The PM Peak Accumulation Assessment yielded 22.56 passenger vehicles for each dismissal, which corresponds to 204 percent being accommodated.

Furthermore, since the net difference between the referenced study and the 350 student phase is a 21 percent ($350/290=121\%$) increase, we can conclude the subject project will have sufficient capacity to accommodate the 350 phase student increase without any improvements.

Traffic Concurrency Analysis: AM Peak

This section summarizes the results of the traffic concurrency analysis for the most impacted roadway by the subject project.

Existing Condition

SW 97th Avenue south of SW 88th Street to SW 112th Street was evaluated consistent with the **Miami-Dade County CDMP Transportation Element**. The existing traffic data for the above roadway was obtained from the Miami-Dade County Traffic Data, Count Station 9704. Based on the County data, SW 97th Avenue within the project's vicinity is currently operating at **LOS D**. Appendix 5 contains the supporting documentation.

Future Condition

The future roadway volume was developed by augmenting the existing traffic data with the DOS trips as shown in the County data sheet and the net vehicle trips associated with the subject project. The resulting volume was evaluated for traffic concurrency and resulted in **LOS D**. Based on our concurrency analysis, SW 97th Avenue has sufficient capacity to support this project and therefore **meets traffic concurrency**. Table 13 summarizes the results of the AM peak traffic concurrency for the existing and future condition.

Table 13: AM Peak Concurrency Analysis Summary

AM PEAK PERIOD ANALYSIS			MAX LOS	EXISTING AM PHP			FUTURE W/ PROJECT TRAFFIC AM PHP				
STATION #	ROADWAY			AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS	DOS TRIPS	NEW PROJECT TRAFFIC (PHP)	AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS
	NAME	AT									
9704	SW 97 Avenue	S/O SW 88 Street TO SW 112 Street	2,100	1,307	793	D	0	272	1,579	521	D

Notes:

Max LOS obtained from Miami-Dade County Traffic Count Station Data.

AM PHP obtained from TMC counts. Typical County PHP is during the PM (4:00 PM - 6:00 PM) whereas school traffic is significantly less than the AM PHP.

New Project Traffic PHP obtained from a peak hour to peak period ratio $(452/(403+532)) * (1,127/2) = 272$ PHP.

*Peak Period means the average of the two highest consecutive hours of traffic volume during a weekday. (Ref CDMP-TE)

Accumulation Assessment

North Campus

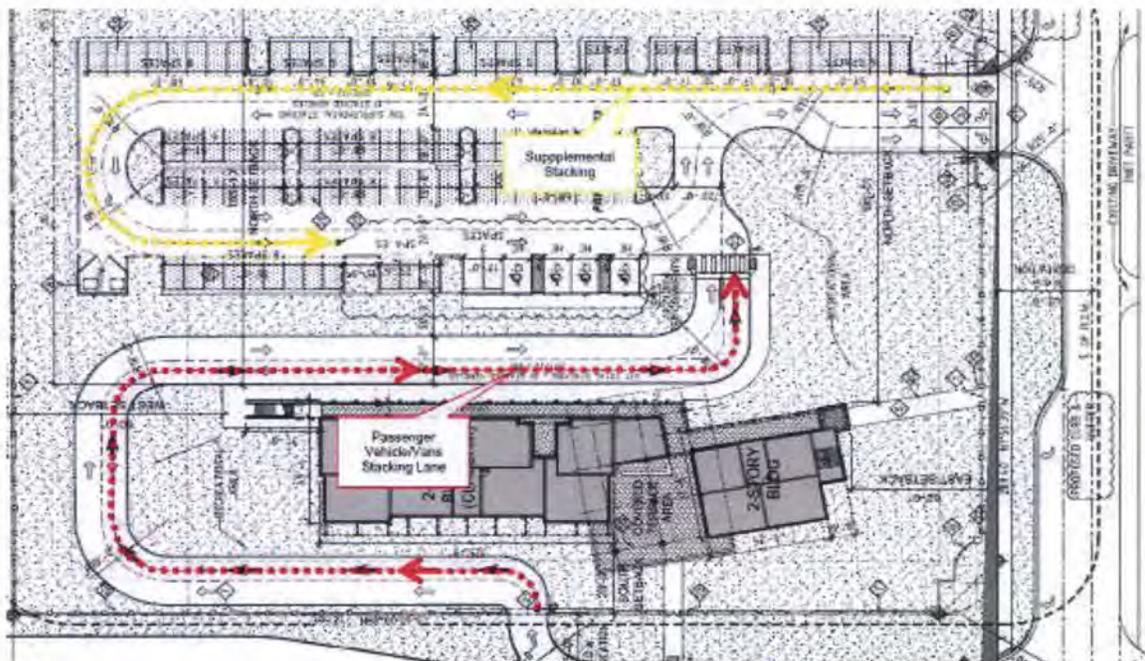
Based on the proposed on-site vehicle stacking areas, the North Campus has capacity to accommodate a total of **70 passenger vehicles/transportation vans** as follows: 26 vehicles within stacking lane, 21 vehicles within surplus spaces and 17 vehicles in supplemental stacking as shown in Figure 17 below. However, the Accumulation Assessment for this campus was performed with the stacking capacity of 47 vehicles (i.e. 26 stacking lane and 21 surplus parking spaces) as a conservative approach. Table 14 describes the vehicle stacking capacity. Lastly, this campus has not proposed any school bus operation within the site.

Table 14: Vehicle Stacking Capacity - North Campus

Proposed Vehicle Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
1	Passenger Vehicles/Vans Stacking Lane (North Campus)	572	LF	Car/Van	22	26
2	Surplus Parking Spaces (North Campus) (Designated for Vehicle Stacking)					21
Total Vehicle Stacking Capacity - North Campus						47
Overflow Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
6	Supplemental Stacking (North Campus)	520	LF	Car/Van	22	23 *

Note: * Additional overflow stacking capacity not utilized in the analysis.

Figure 17: Vehicle Accumulation Graph - North Campus



As required by Miami-Dade County, Vehicle Accumulation Assessments were performed to determine the projected vehicle stacking demand and to evaluate the on-site vehicle stacking capacity for the school during the arrival and dismissal shifts. These assessments follow the Miami-Dade County Public Works and Waste Management Department, Traffic Engineering methodology and consisted of taking local data from a similar school (i.e. surrogate school), in this case the existing Somerset Academy Bay at Pinewood Acres, and applying it to the proposed school (i.e. North Campus, PK-2, 420 students).

Based on our assessments, the North Campus will have sufficient vehicle stacking capacity to accommodate over 100 percent of the projected vehicle stacking demand during each arrival and dismissal shift. Please note the assessments were based on **two (2) staggered arrivals** and **two (2) staggered dismissals** separated by 30-minute intervals in order to reduce the traffic impacts, and to accommodate the projected vehicle stacking demand within the site. Table 15 summarizes the Accumulation Assessment results. Appendix 6 contains the Accumulation Assessment forms used to determine the results below.

Table 15: Accumulation Assessment Summary - North Campus

Shifts	Students	Passenger Vehicles / Transportation Vans			
		Projected Accumulation	Stacking Provided	Percent Accommodated	
Arrival	1st	210	29.51	47	159%
	2nd	210	29.51	47	159%
Dismissal	1st	210	46.54	47	101%
	2nd	210	46.54	47	101%

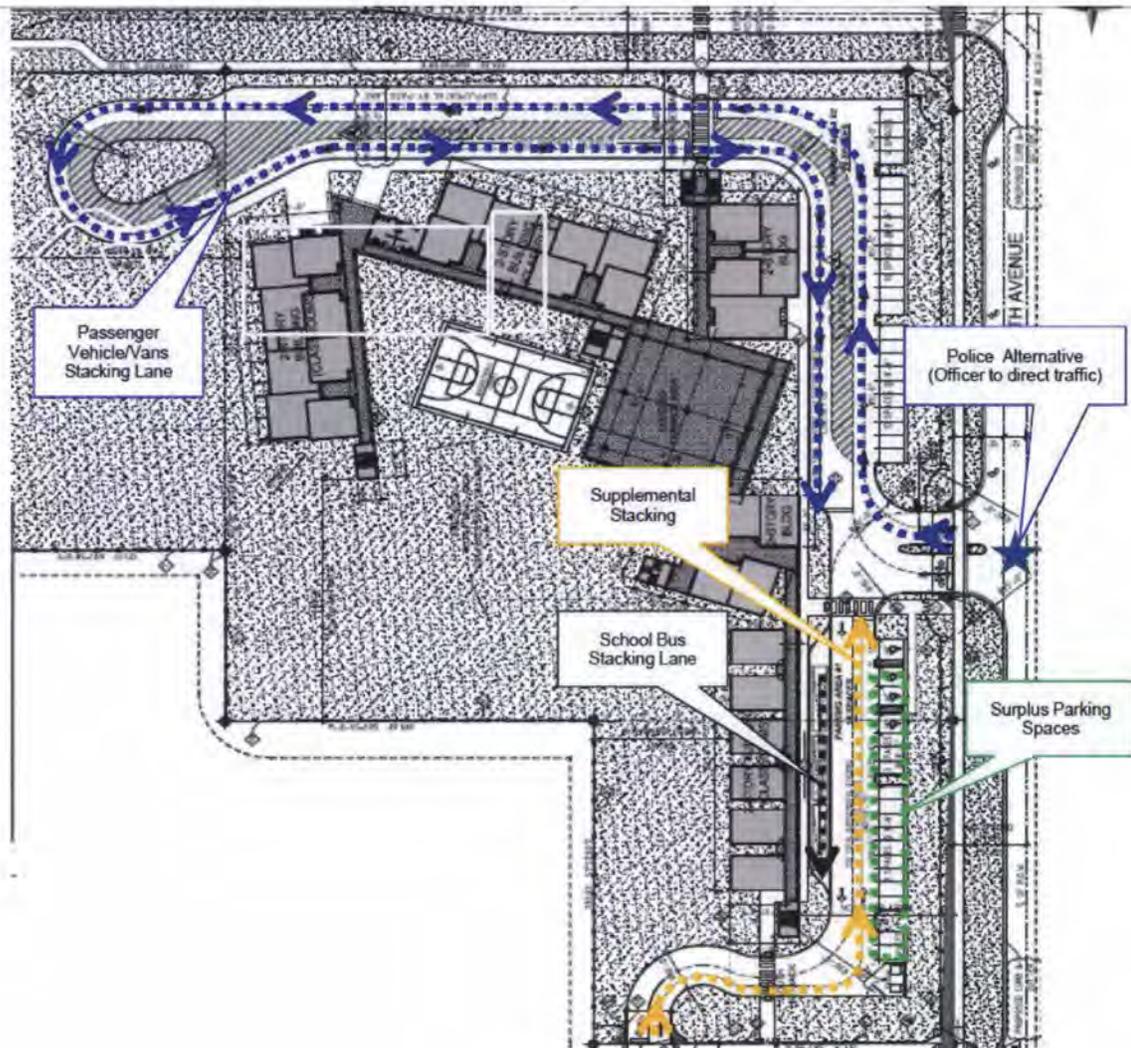
South Campus

The South Campus will provide stacking capacity for a total of **96 passenger vehicles/transportation vans** as follows: 63 vehicles within stacking lane, 16 vehicles in supplemental stacking and 17 surplus parking spaces designated for vehicular stacking during the arrival and dismissal shifts as shown in Figure 18 below. However, the Accumulation Assessment for this campus was performed with the stacking capacity of 80 vehicles (i.e. 63 stacking lane, and 17 surplus parking) as a conservative approach. Table 16 describes the vehicle stacking capacity. Lastly, this campus will have an exclusive stacking lane for 3 school buses.

Table 16: Vehicle Stacking Capacity - South Campus

Proposed Vehicle Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
3	Passenger Vehicles/Vans Stacking Lane (South Campus)	1,386	LF	Car/Van	22	63
4	Surplus Parking Spaces (South Campus) (Designated for Vehicle Stacking)					17
5	School Buses (South Campus)	150	LF	Bus	50	3
Total Vehicle Stacking Capacity - South Campus						80
Overflow Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
7	Supplemental Stacking, south of Driveway on SW 97 Avenue (South Campus)	362	LF	Car/Van	22	16 *

Note: * Additional overflow stacking capacity not utilized in the analysis.

Figure 18: Vehicle Accumulation Graph - South Campus

Similarly, Vehicle Accumulation Assessments were performed for the South Campus to evaluate on-site vehicle stacking capacity during the arrival and dismissal shifts. Based on our assessments, the South Campus will have sufficient vehicle stacking capacity to accommodate **over 100 percent** of the projected vehicle stacking demand during each arrival and dismissal shift. Also, the school will provide sufficient stacking capacity for 3 school buses. Please note the assessments were based on **two (2) staggered arrivals** and **two (2) staggered dismissals** separated by 30-minute intervals. Table 17 summarizes the Accumulation Assessment results. Appendix 6 contains the Accumulation Assessment forms used to determine the results below.

Table 17: Accumulation Assessment Summary - South Campus

Shifts	Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses	
Arrival	1st	420 *	47.22	3.00	80	3	169%	100%
	2nd	420 *	47.22	3.00	80	3	169%	100%
Dismissal	1st	420 *	74.46	3.00	80	3	107%	100%
	2nd	420 *	74.46	3.00	80	3	107%	100%

Note: * The school school will commit to 20% bus utilization for each arrival/dismissal shift (20%*420=84 Students)

Conclusion

The subject school is being programmed to accommodate 1,260 students (PK-8) in two (2) campuses that will operate in a coordinated by independent manner. As documented throughout this report, the intersections within the study area and project's driveways will operate at acceptable LOS for the proposed future condition in 2017. The study recommends that police officers assist to regulate traffic during the school's arrival. In addition, our AM peak concurrency analysis revealed that sufficient roadway capacity exists in the affected traffic count stations to support the proposed project. Therefore, the traffic generated by the school is not expected to have a negative traffic impact within the study area. We have designed a site plan where students that arrive and dismiss via cars or buses do so within the safe environment of the charter school property. As a result, not only did our study take into account the impact of Miami Killian Senior High School on SW 97th Avenue, it is also proposing a vastly different and more controlled arrival and dismissal traffic operation plan.

Lastly, both campuses will have two (2) staggered arrivals and two (2) staggered dismissals separated by 30-minute intervals. Based on our accumulation assessments, each campus has sufficient stacking capacity to accommodate the projected vehicle stacking demand within each site and can operate autonomously.

Appendix 1: Trip Generation

TABLE: A1
Somerset Academy Bay at Pinewood Acres
Two (2) Arrival Alternative
Trip Generation - AM Peak Period

AM PEAK PERIOD TRIPS				TRIP GENERATION RATE	TRIPS					
LAND USE (LU)		UNITS	LU CODE		%	IN	%	OUT	TOTAL	
North Campus	Existing Use									
	School (PK - 6 th)		71 Students	□	1.390	50%	49	50%	49	98
	Proposed Use									
	School (PK - 2 nd)		420 Students	◇	1.390	50%	291	50%	293	584
Net New Vehicle Trips (Proposed - Existing)					50%	242	50%	244	486	
South Campus	Existing Use									
	School (PK - 6 th)		219 Students	□	1.390	50%	152	50%	153	305
	Proposed Use									
	School (3 rd - 8 th)		840 Students	◇	1.390	50%	582	50%	586	1,168
	Transit Adjustment Trips (20%)		168 Students *			50%	117	50%	117	234
Proposed Large School Bus Trips					50%	6	50%	6	12	
Net New Vehicle Trips (Proposed - Transit - Existing + Bus Trips)					50%	319	50%	322	641	
Total	Existing Use									
	School (PK - 6 th)		290 Students	-	1.390	50%	201	50%	202	403
	Proposed Use									
	School (PK - 8 th)		1,260 Students	◇	1.390	50%	873	50%	879	1,752
	Transit Adjustment Trips (20% of South Campus Student Population)					50%	117	50%	117	234
	Proposed Large School Bus Trips					50%	6	50%	6	12
Net New Vehicle Trips (Proposed - Transit - Existing + Bus Trips)					50%	561	50%	566	1,127	

NOTES:

- ◇ Trip Generation Rate obtained from the existing Somerset Academy Bay at Pinewood Acres. Refer to Table T-1 in Appendix.
- Existing trips for each campus were estimated consistent with the previous Traffic Study dated February 21, 2014.
- * School will commit to achieve 20% of the South Campus student population on buses (20%*840=168 Students).
Please note the existing school did not have any buses operating at the site.

TABLE: A2
Somerset Academy Bay at Pinewood Acres
 Net New AM Peak Hour Trips - Two (2) Arrival Alternative
North Campus

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
First Arrival 8:30 AM (Grades 1 st - 2 nd)	7:00 AM - 7:15 AM	1%	50%	4	4	3	2	5
	7:15 AM - 7:30 AM	1%		4	8	3	2	5
	7:30 AM - 7:45 AM	5%		21	29	12	12	24
	7:45 AM - 8:00 AM	10%		42	71	24	25	49
	8:00 AM - 8:15 AM	13%		55	126	31	32	63
	8:15 AM - 8:30 AM	20%		84	210	48	49	97
Second Arrival 9:00 AM (Grades PK - K)	8:30 AM - 8:45 AM	20%	50%	84	84	48	49	97
	8:45 AM - 9:00 AM	30%		126	210	73	73	146
Total		100%	100%	420	420	242	244	486

North Campus AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (8:00 - 9:00)	200	203	403

TABLE: A2-1
Somerset Academy Bay at Pinewood Acres
 Net New AM Peak Hour Trips - Two (2) Arrival Alternative
South Campus

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
First Arrival 8:30 AM (Grades 3 rd - 5 th)	7:00 AM - 7:15 AM	1%	50%	8	8	3	3	6
	7:15 AM - 7:30 AM	1%		8	16	3	3	6
	7:30 AM - 7:45 AM	5%		42	58	16	16	32
	7:45 AM - 8:00 AM	10%		85	143	32	33	65
	8:00 AM - 8:15 AM	13%		109	252	41	42	83
	8:15 AM - 8:30 AM	20%		168	420	64	64	128
Second Arrival 9:00 AM (Grades 6 th - 8 th)	8:30 AM - 8:45 AM	20%	50%	168	168	64	64	128
	8:45 AM - 9:00 AM	30%		252	420	96	97	193
Total		100%	100%	840	840	319	322	641

South Campus AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (8:00 - 9:00)	265	267	532

Note: This analysis includes a 20% transit adjustment (i.e. 168 of the 840 students on buses).

TABLE: A2-2

Somerset Academy Bay at Pinewood Acres
Net New AM Peak Hour Trips - Two (2) Arrival Alternative
North Campus & South Campus

Time	Trips In	Trips Out	Total Trips
7:00 AM - 7:15 AM	6	5	11
7:15 AM - 7:30 AM	6	5	11
7:30 AM - 7:45 AM	28	28	56
7:45 AM - 8:00 AM	56	58	114
8:00 AM - 8:15 AM	72	74	146
8:15 AM - 8:30 AM	112	113	225
8:30 AM - 8:45 AM	112	113	225
8:45 AM - 9:00 AM	169	170	339
Total	561	566	1,127

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (8:00 - 9:00)	465	470	935

Note: This analysis includes a 20% transit adjustment for South Campus (i.e. 168 of the 840 students on buses).

TABLE T1

Surrogate School AM Peak Trip Generation Rate

School Name: Somerset Academy Bay at Pinewood Acres
Location: 9500 SW 97 Avenue, Miami-Dade County
Students: 290

Date: 1/22/2014

Time	Car-In	Car-Out	Total Trips	Bus-In	Bus-Out	Total Trips
7:00 AM - 7:15 AM	4	0	4	0	0	0
7:15 AM - 7:30 AM	5	2	7	0	0	0
7:30 AM - 7:45 AM	16	6	22	0	0	0
7:45 AM - 8:00 AM	25	10	35	0	0	0
8:00 AM - 8:15 AM	56	45	101	0	0	0
8:15 AM - 8:30 AM	82	87	169	0	0	0
8:30 AM - 8:45 AM	31	41	72	0	0	0
8:45 AM - 9:00 AM	32	29	61	0	0	0
Total	251	220	471	0	0	0

School AM Peak Hour (8:00 - 9:00 AM)			
	IN	OUT	TOTAL
Peak Hour Trips	201	202	403
Rate (Trips per student)	0.693	0.697	1.390

Peak Hour

TABLE: A3

Somerset Academy Bay at Pinewood Acres

Proposed School Schedule

North Campus (PK - 2nd)

Hours of Operation							
Arrival Shifts				Dismissal Shifts			
	Time	Grades	Students		Time	Grades	Students
1 st	8:30 AM	1 st - 2 nd	210	1 st	2:30 PM	PK - K	210
2 nd	9:00 AM	PK - K	210	2 nd	3:00 PM	1 st - 2 nd	210
Total			420	Total			420

TABLE: A3-1

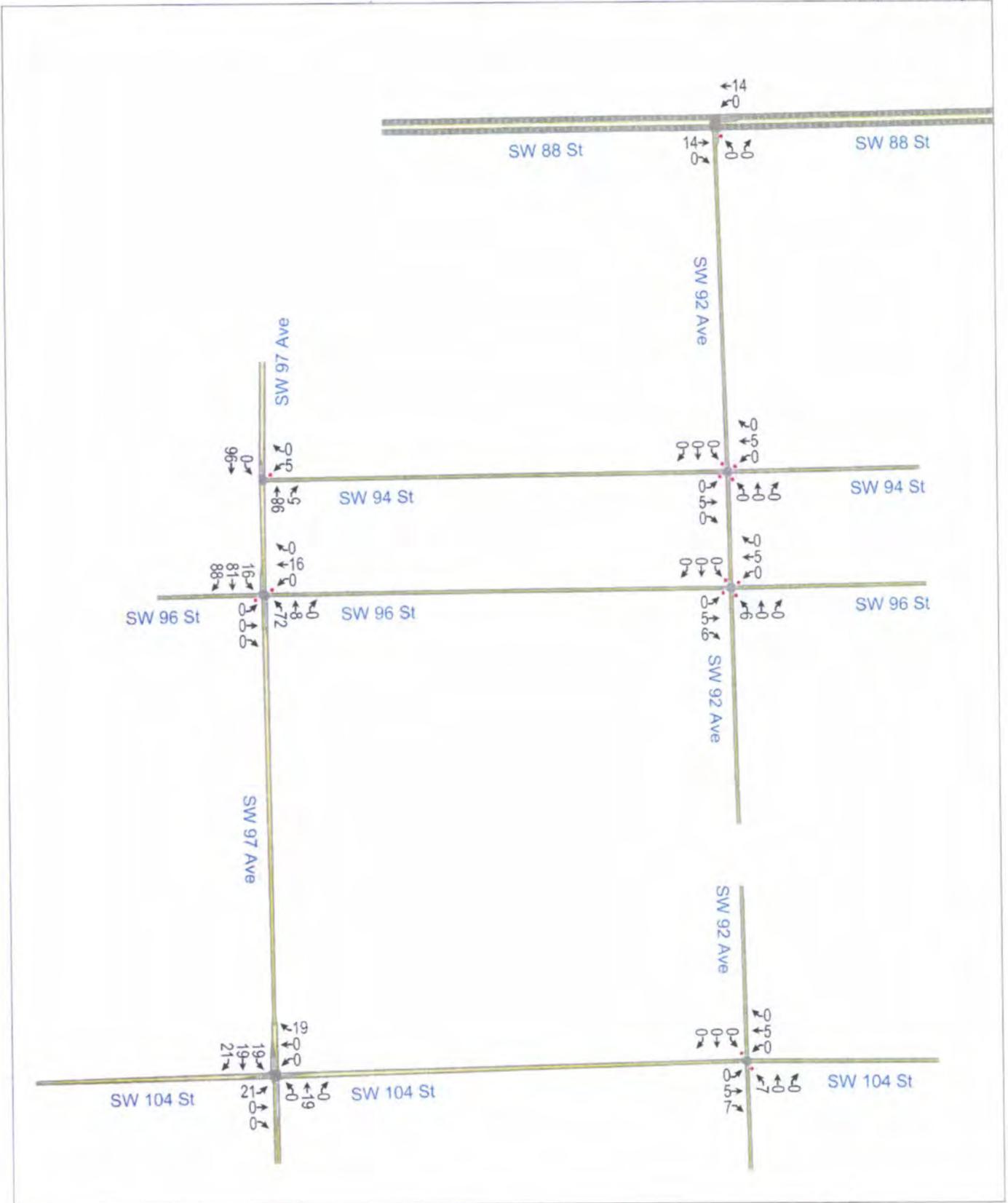
Somerset Academy Bay at Pinewood Acres
Proposed School Schedule
South Campus (3rd - 8th)

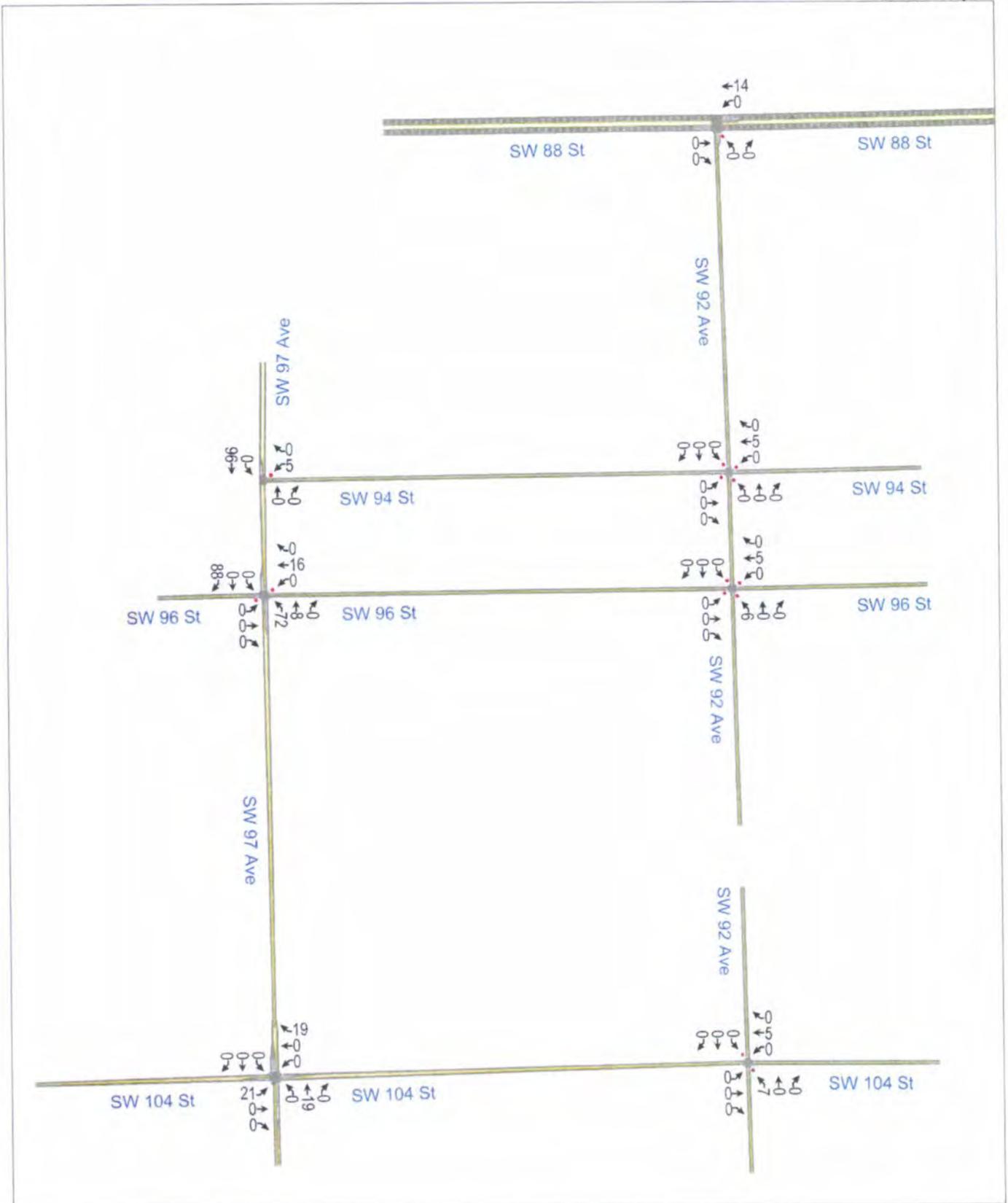
Hours of Operation									
Arrival Shifts				Dismissal Shifts					
Time		Grades	Students		Time		Students		
1 st	8:30 AM	3 rd - 5 th	Veh/Van	336	1 st	3:00 PM	3 rd - 5 th	Veh/Van	336
			Bus	84			Bus	84	
			Total	420			Total	420	
2 nd	9:00 AM	6 th - 8 th	Veh/Van	336	2 nd	3:30 PM	6 th - 8 th	Veh/Van	336
			Bus	84			Bus	84	
			Total	420			Total	420	
Vehicle/Van			672		Vehicle/Van			672	
Bus			168		Bus			168	
Total			840		Total			840	

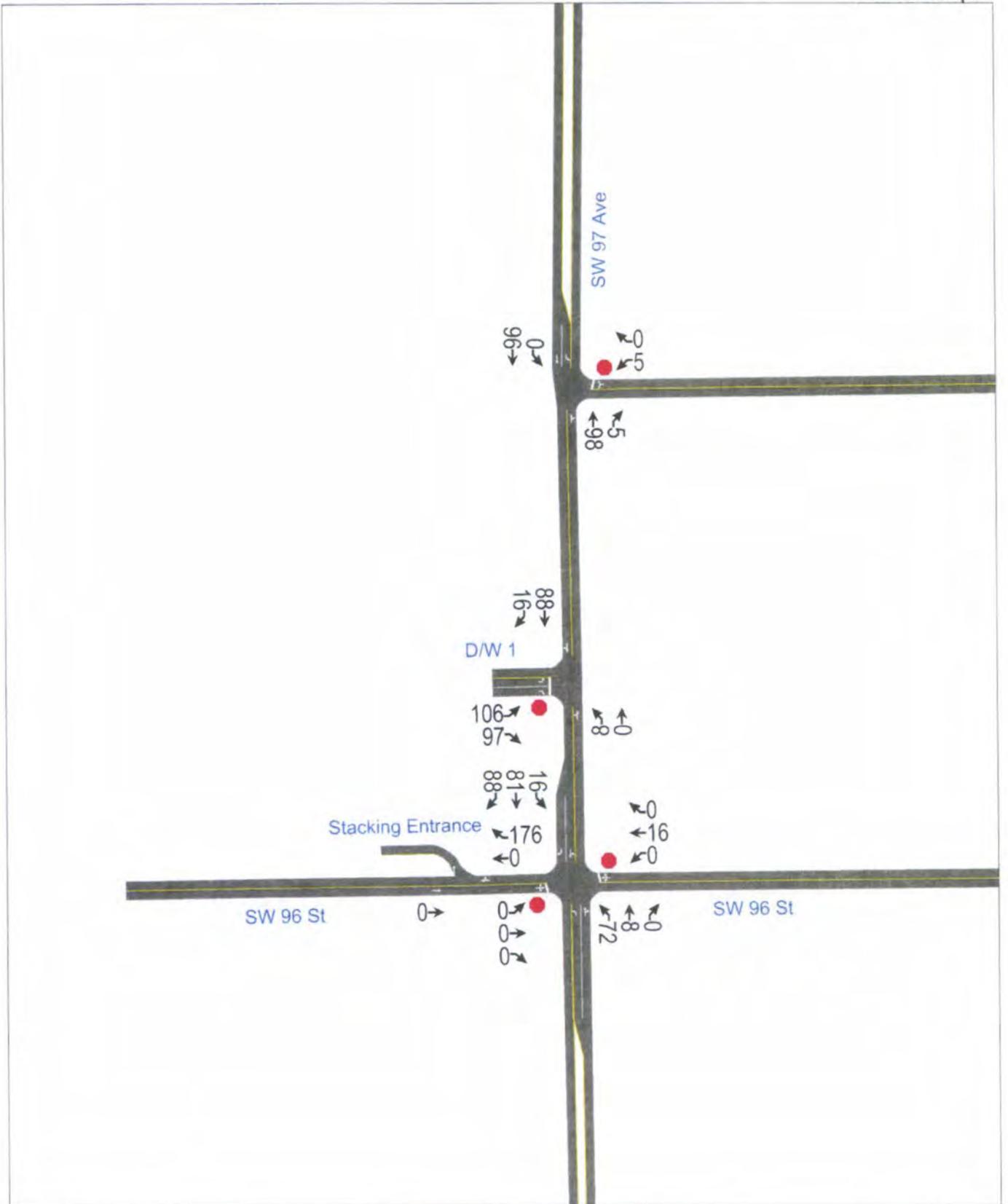
Note: The school will commit to 20% bus utilization for each arrival/dismissal shift.

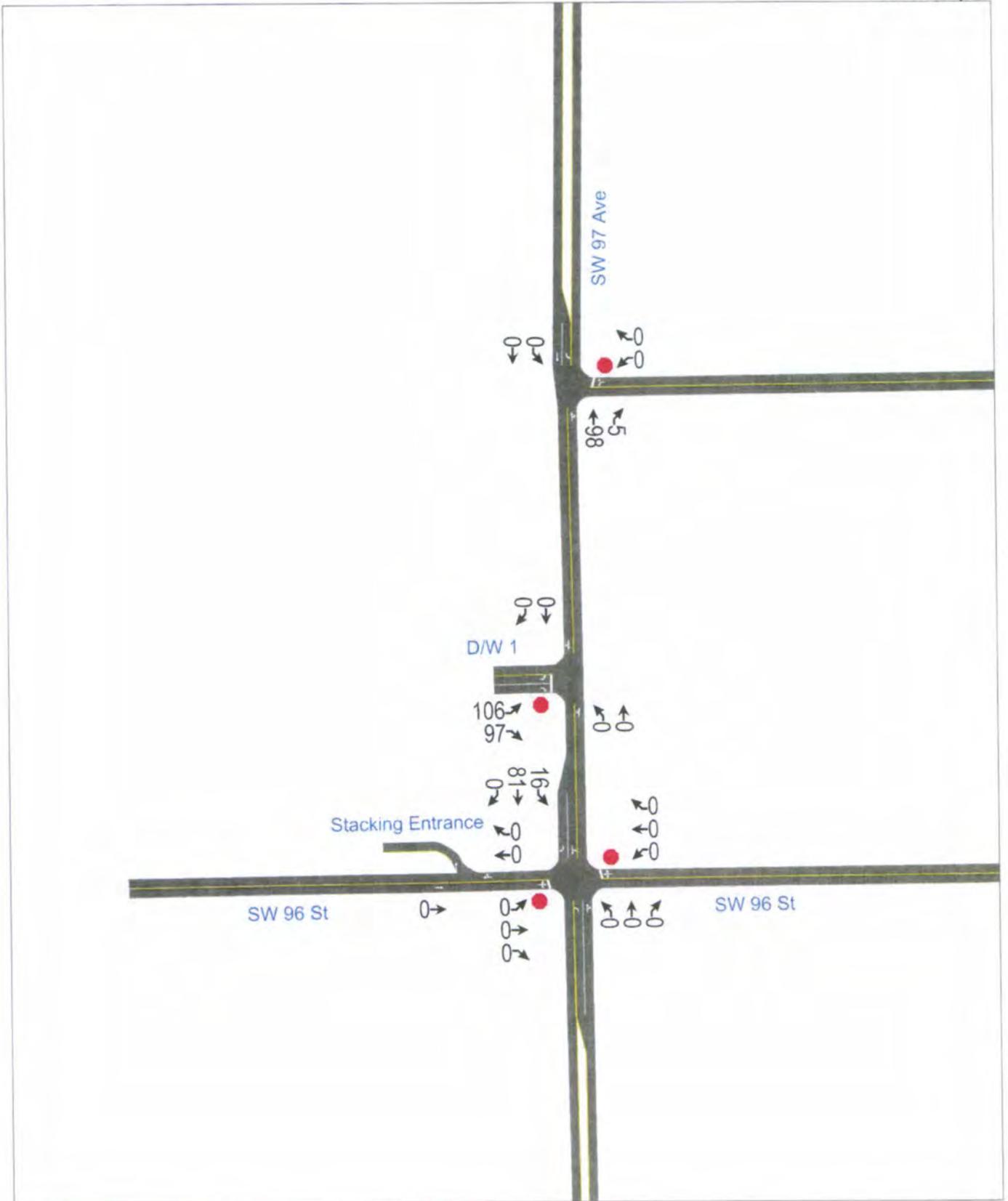
1st - 84 students, 2nd - 84 students for a total of 168 students

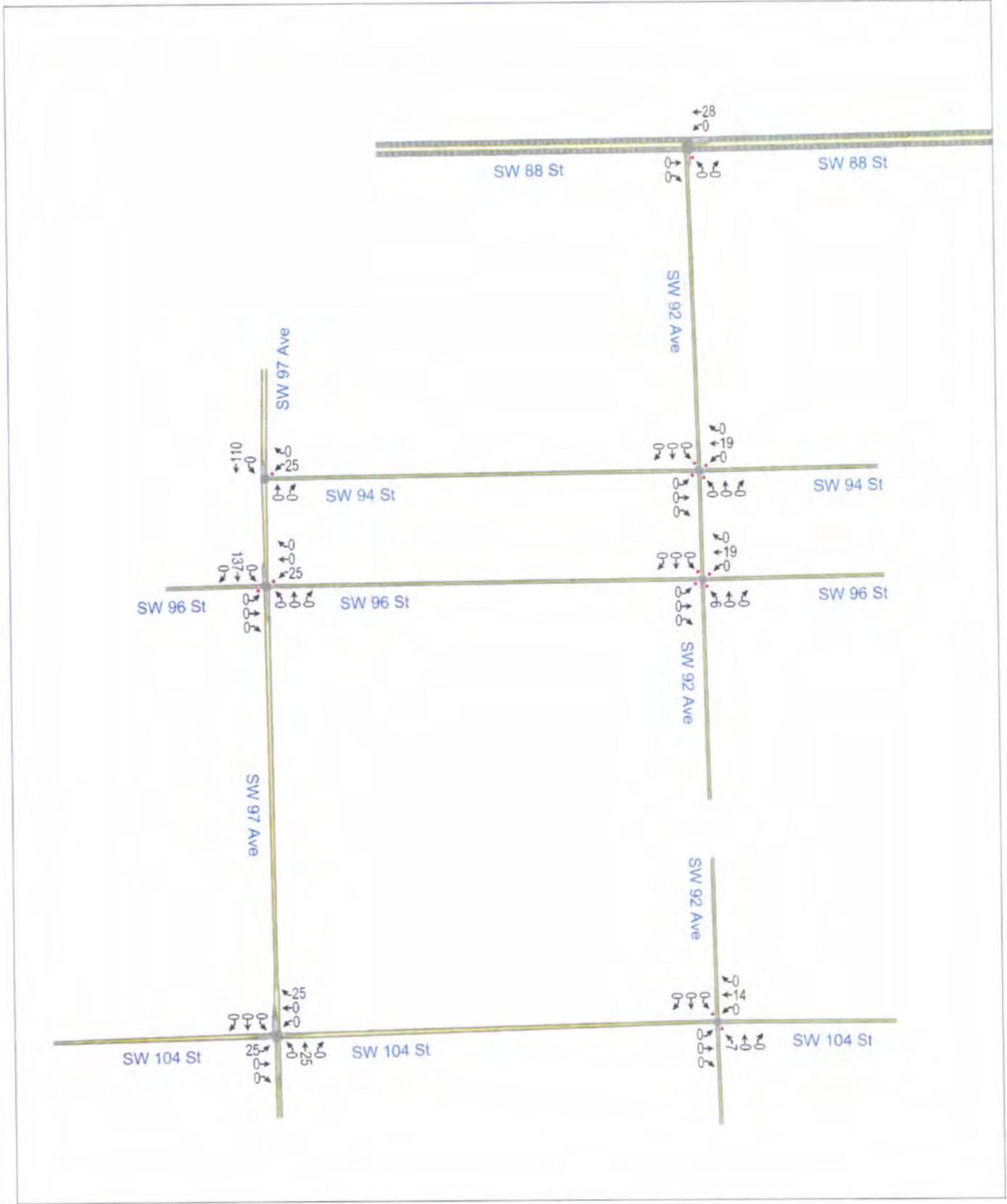
Appendix 2: Trip Distribution / Assignment

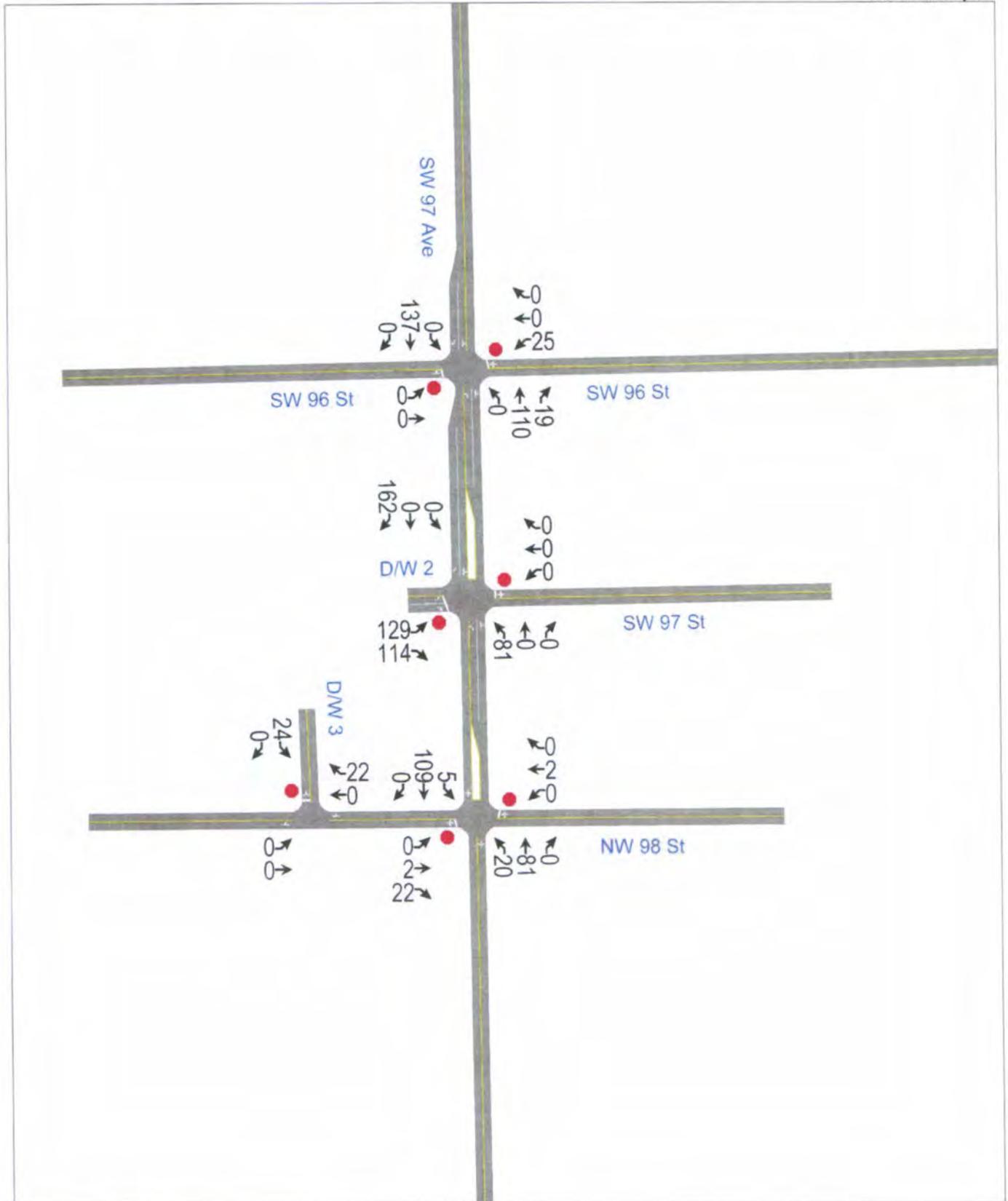


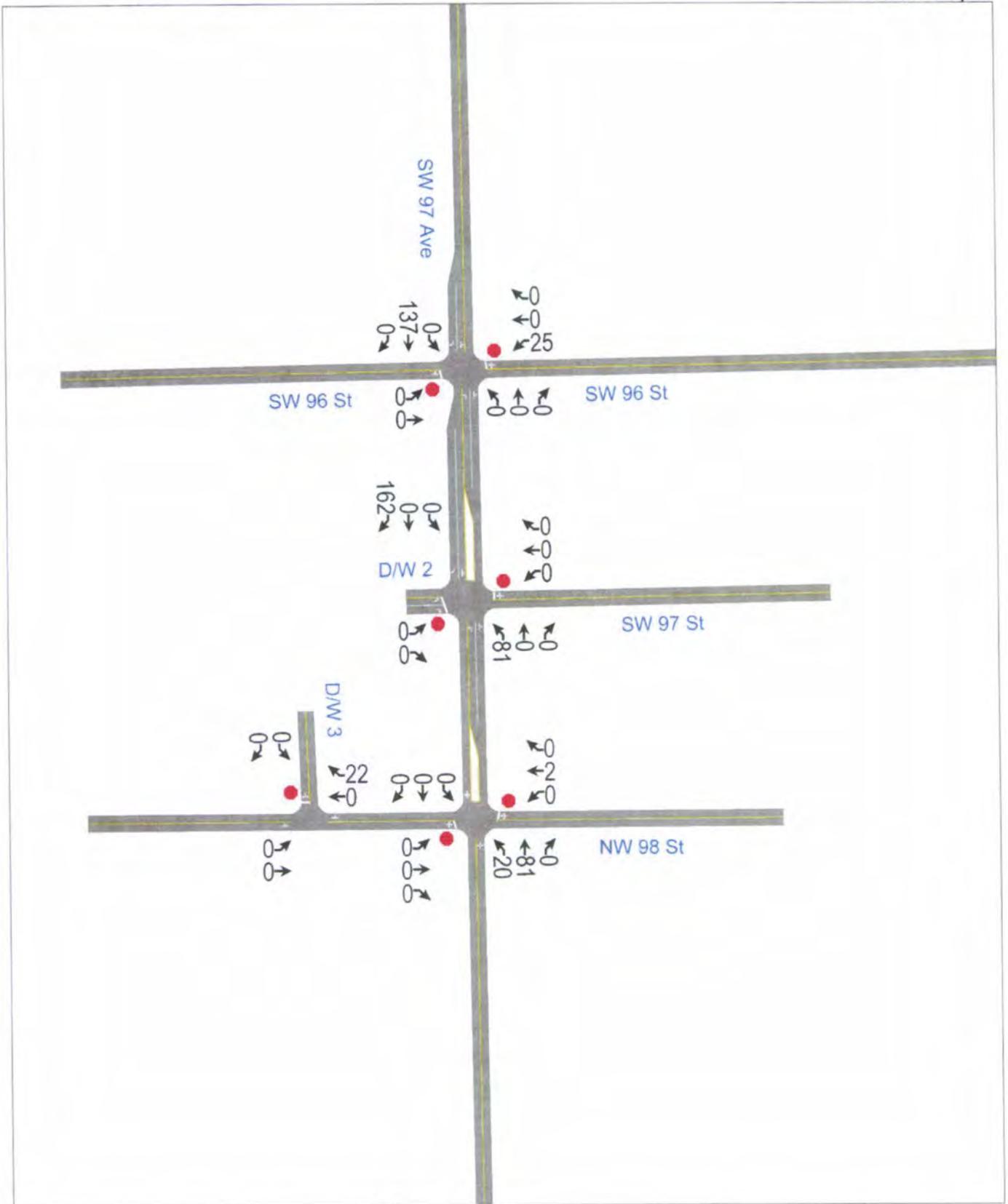


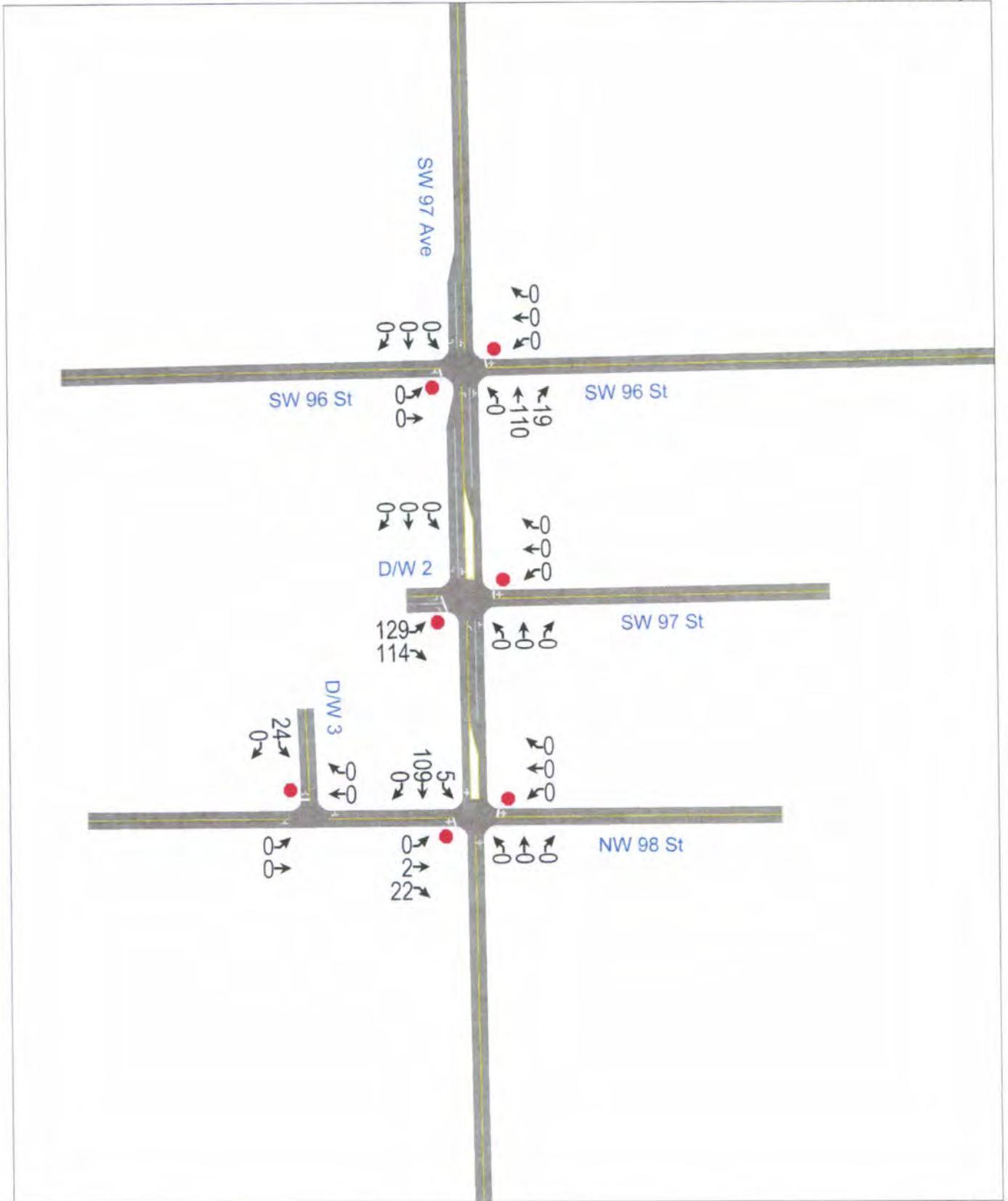


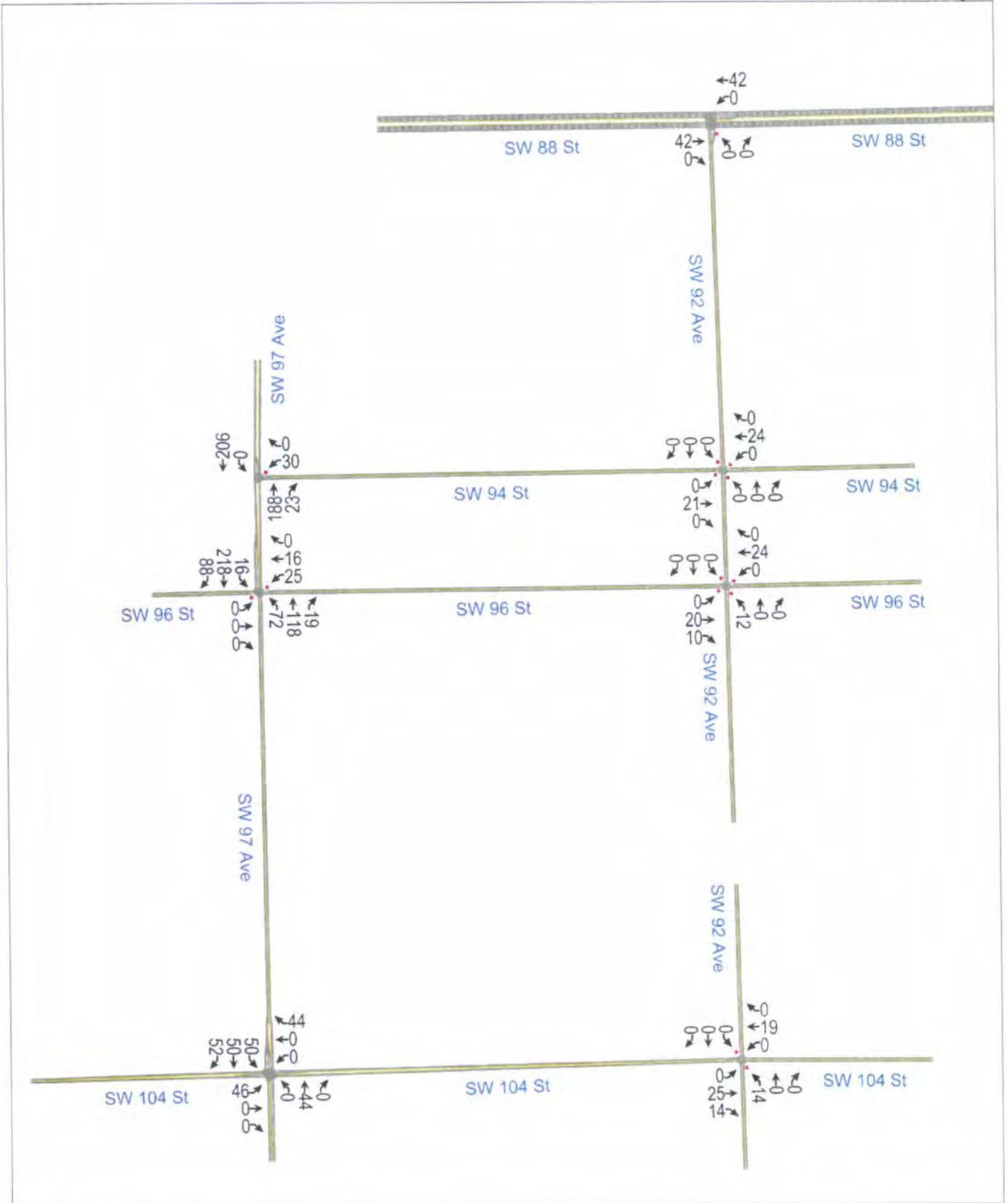






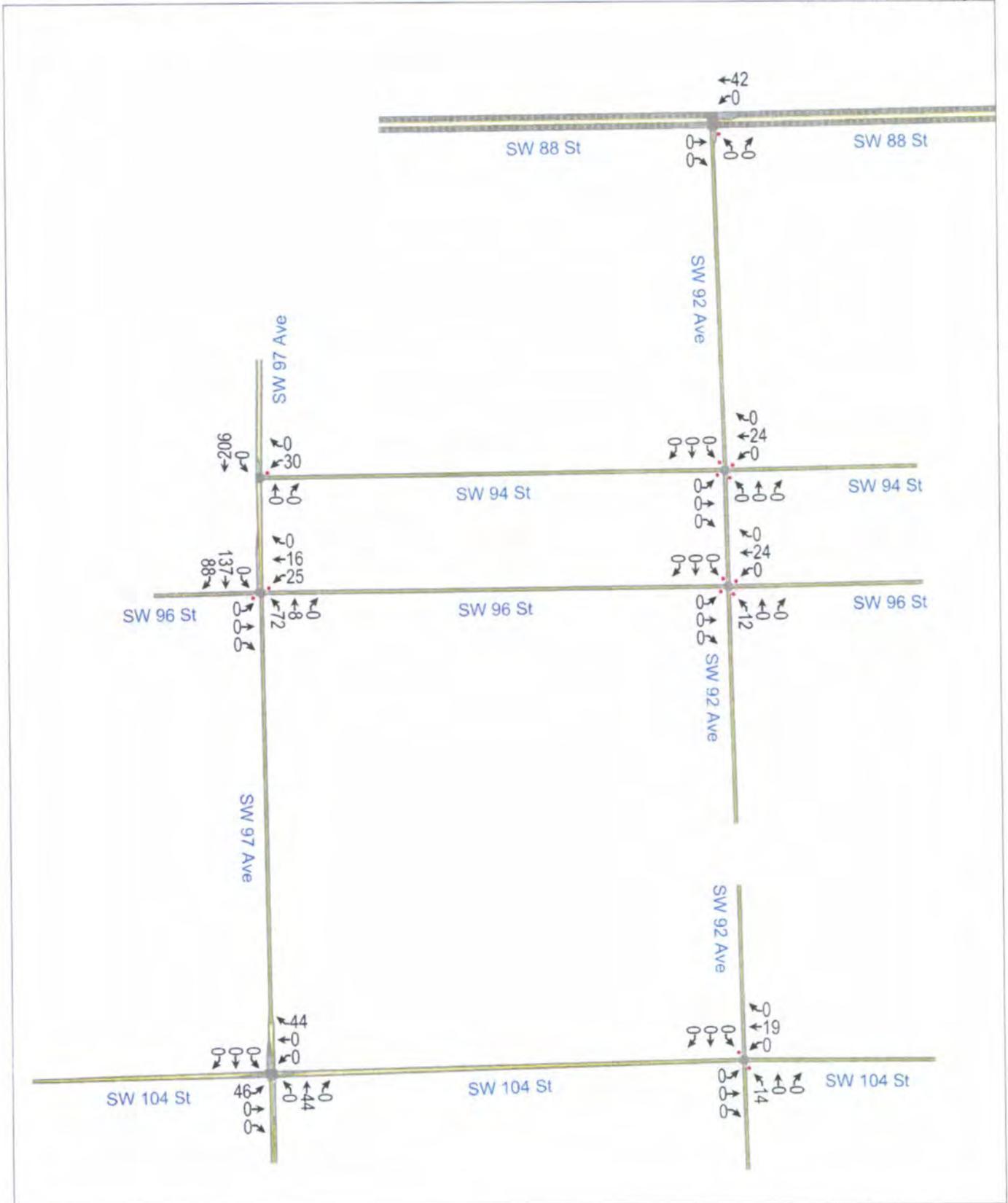






Somerset Academy Bay at Pinewood Acres

New AM Peak Hour Trips - Inbound
North & South Campus



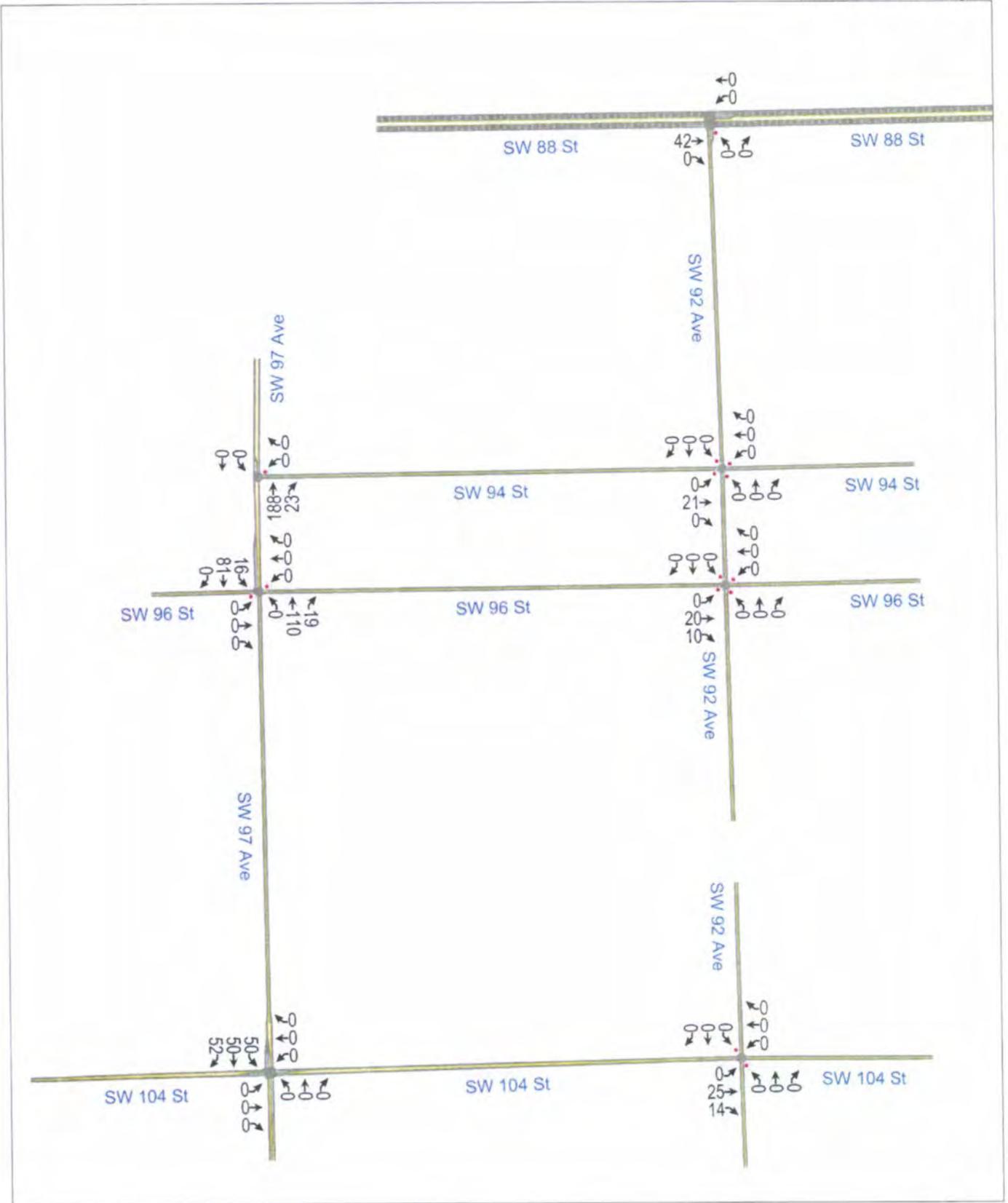


TABLE: A4

Somerset Academy Bay at Pinewood Acres
Project Quadrant Distribution - AM Peak Hour (North Campus)
 (TAZ 1169)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1169		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	19.10	NORTH	28.40%	NORTH	25%	50	51	101
ENE	19.75							
ESE	9.60	EAST	29.35%	EAST	30%	60	60	120
SSE	8.78							
SSW	11.00	SOUTH	19.78%	SOUTH	25%	50	51	101
WSW	14.98							
WNW	7.49	WEST	22.47%	WEST	20%	40	41	81
NNW	9.30							
TOTAL	100.00		100.00%		100.00%	200	203	403

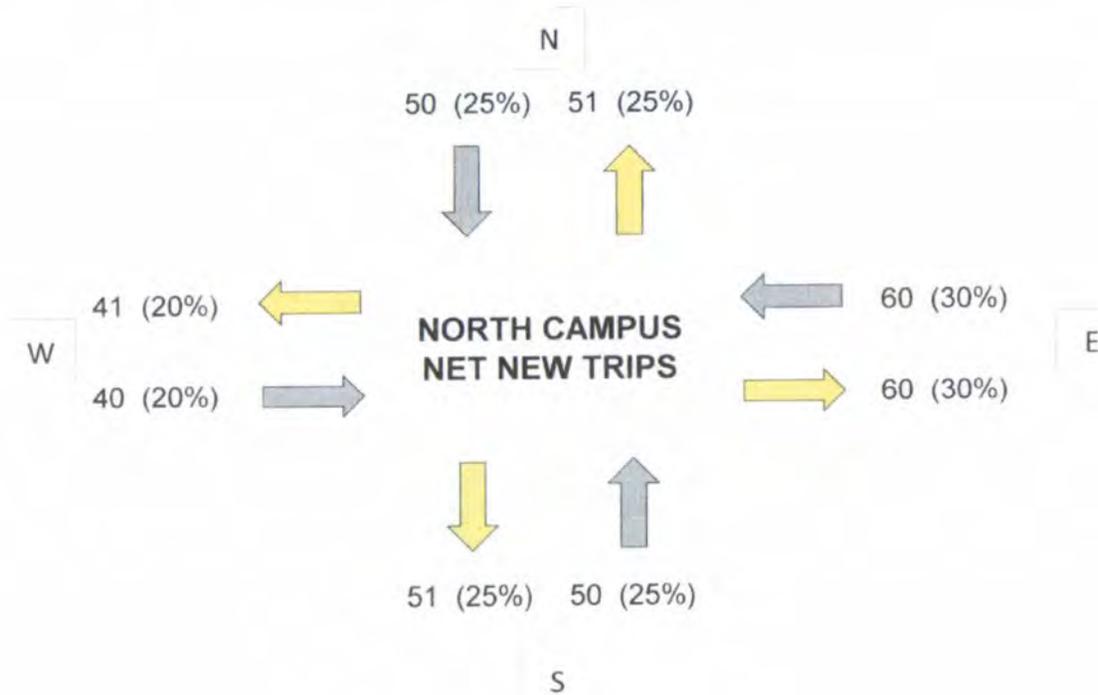


TABLE: A4-1

Somerset Academy Bay at Pinewood Acres
Project Cardinal Distribution - AM Peak Hour (North Campus)
 (TAZ 1169)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2017			
NNE	20.21	17.43	19.10	38	39	77
ENE	20.52	18.59	19.75	39	40	79
ESE	8.12	11.83	9.60	19	20	39
SSE	9.38	7.88	8.78	18	18	36
SSW	8.47	14.80	11.00	22	22	44
WSW	12.05	19.37	14.98	30	30	60
WNW	9.30	4.77	7.49	15	15	30
NNW	11.96	5.32	9.30	19	19	38
TOTAL	100.00	100.00	100.00	200	203	403

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 2017.

TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	200	203	403
PERCENT:	49.63%	50.37%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	19.10	38.196	38	38.769	39	77
ENE	19.75	39.496	39	40.088	40	79
ESE	9.60	19.208	19	19.496	20	39
SSE	8.78	17.560	18	17.823	18	36
SSW	11.00	22.004	22	22.334	22	44
WSW	14.98	29.956	30	30.405	30	60
WNW	7.49	14.976	15	15.201	15	30
NNW	9.30	18.608	19	18.887	19	38
TOTAL	100.00	200.004	200	203.004	203	403

TABLE: A5-1

Somerset Academy Bay at Pinewood Acres
Project Cardinal Distribution - AM Peak Hour (South Campus)
 (TAZ 1169)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2017			
NNE	20.21	17.43	19.10	51	51	102
ENE	20.52	18.59	19.75	52	53	105
ESE	8.12	11.83	9.60	25	26	51
SSE	9.38	7.68	8.78	23	23	46
SSW	8.47	14.80	11.00	29	29	58
WSW	12.05	19.37	14.98	40	40	80
WNW	9.30	4.77	7.49	20	20	40
NNW	11.96	5.32	9.30	25	25	50
TOTAL	100.00	100.00	100.00	265	267	532

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 2017.

TABLE: A5-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	265	267	532
PERCENT:	49.81%	50.19%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	19.10	50.610	51	50.992	51	102
ENE	19.75	52.332	52	52.727	53	105
ESE	9.60	25.451	25	25.643	26	51
SSE	8.78	23.267	23	23.443	23	46
SSW	11.00	29.155	29	29.375	29	58
WSW	14.98	39.692	40	39.991	40	80
WNW	7.49	19.843	20	19.993	20	40
NNW	9.30	24.656	25	24.842	25	50
TOTAL	100.00	265.005	265	267.005	267	532



Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009

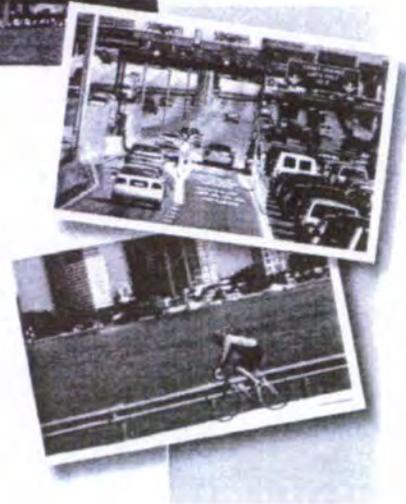
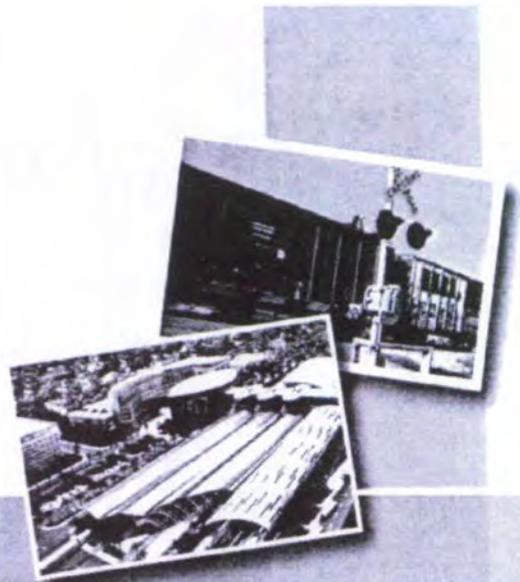
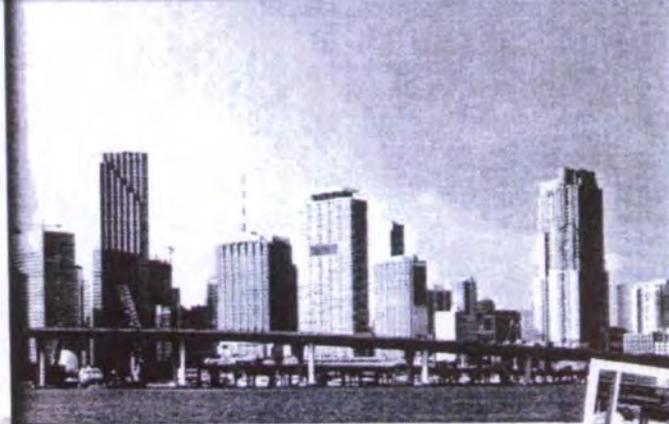
2035



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	106	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	2,836	
		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	2.47	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	4.99	2.31	3.12	13.43	17.56	16.98	16.51		
1151	3851	TRIPS	1293	536	36	166	931	715	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	1220	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	17.72	2.09	2.11	13.31	15.66	11.58	16.18		
1155	3855	TRIPS	2526	2046	243	538	2765	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	672	481	521	410	3,056	
		PERCENT	19.11	8.91	1.34	2.98	21.96	15.84	17.05	13.47		
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	805	559	776	5,337	
		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	21.71	5.91	3.13	3.02	23.64	13.98	14.33	14.79		
1161	3861	TRIPS	740	209	88	115	803	458	475	522	3,420	
		PERCENT	21.64	6.11	2.57	3.36	23.48	13.58	13.89	15.26		
1162	3862	TRIPS	844	375	145	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	340	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	9.59		
1166	3866	TRIPS	472	531	67	272	127	177	159	200	2,090	
		PERCENT	23.6	26.55	3.1	13.6	6.35	8.85	7.95	10		
1167	3867	TRIPS	2657	2789	777	1149	3206	2627	2617	2737	18,047	
		PERCENT	14.73	15.46	4.31	6.37	17.77	14.52	14.48	12.37		
1168	3868	TRIPS	728	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	8.22	9.38	8.47	17.05	9.4	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								TOTAL
			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1157	3857	PERCENT	12.63	3.52	0.5	3.63	22.05	18.15	24.2	15.33	
		TRIPS	819	111	20	81	283	409	162	589	2,474
1158	3858	PERCENT	33.1	4.49	0.81	3.27	11.44	16.53	6.55	23.81	
		TRIPS	933	103	118	22	217	303	332	728	2,756
1159	3859	PERCENT	33.85	3.74	4.28	0.8	7.87	10.99	12.05	26.42	
		TRIPS	1647	602	381	607	1748	441	431	462	6,319
1160	3860	PERCENT	26.06	9.53	6.03	9.61	27.66	6.98	6.82	7.31	
		TRIPS	1193	324	346	643	2417	1059	879	547	7,408
1161	3861	PERCENT	16.1	4.37	4.67	8.68	32.63	14.3	11.67	7.38	
		TRIPS	721	362	273	299	1093	696	526	271	4,241
1162	3862	PERCENT	17	8.54	6.44	7.05	25.77	16.41	12.4	6.39	
		TRIPS	1134	335	97	157	580	408	504	424	3,639
1163	3863	PERCENT	31.16	9.21	2.67	4.31	15.54	11.21	13.85	11.65	
		TRIPS	361	384	122	156	502	89	766	209	1,969
1164	3864	PERCENT	18.15	19.31	6.13	7.84	25.24	4.47	8.35	10.51	
		TRIPS	441	444	108	163	274	203	128	189	1,950
1165	3865	PERCENT	22.62	22.77	5.54	8.36	14.05	10.41	6.56	9.69	
		TRIPS	705	1742	143	389	455	583	376	331	4,724
1166	3866	PERCENT	14.92	36.88	3.03	8.23	9.63	12.34	7.96	7.01	
		TRIPS	559	567	149	84	354	409	115	192	2,429
1167	3867	PERCENT	23.01	23.34	6.13	3.46	14.57	16.84	4.73	7.9	
		TRIPS	3637	3985	1370	1815	3570	4383	3470	1359	23,589
1168	3868	PERCENT	15.42	16.89	5.81	7.69	15.13	18.58	14.71	5.76	
		TRIPS	446	511	24	48	104	105	52	74	1,364
1169	3869	PERCENT	32.7	37.46	1.76	3.52	2.62	7.7	3.81	5.43	
		TRIPS	511	545	347	231	434	568	140	156	2,932
1170	3870	PERCENT	12.42	18.59	11.82	7.88	14.8	19.37	4.77	5.37	
		TRIPS	386	509	76	119	336	402	329	135	2,292
1171	3871	PERCENT	16.84	22.21	3.32	5.19	14.66	17.54	14.35	5.89	
		TRIPS	1004	1327	176	537	735	747	537	353	5,416
1172	3872	PERCENT	18.54	24.5	3.25	9.92	13.57	13.79	9.92	6.52	
		TRIPS	1530	1867	335	959	643	618	811	279	7,042
1173	3873	PERCENT	21.73	26.51	4.76	13.62	9.13	8.78	11.52	3.96	
		TRIPS	1472	945	175	774	923	747	919	689	6,644
1174	3874	PERCENT	22.16	14.22	2.63	11.65	13.89	11.24	13.83	10.37	
		TRIPS	3164	2395	1524	3901	7454	4918	10712	4950	39,018
1175	3875	PERCENT	8.11	6.14	3.91	10	19.1	12.6	27.45	12.69	
		TRIPS	2330	2402	410	641	924	780	773	462	8,722
1176	3876	PERCENT	26.71	27.54	4.7	7.35	10.69	8.94	8.86	5.3	
		TRIPS	1527	991	218	239	274	462	2136	458	6,305
1177	3877	PERCENT	24.22	15.72	3.46	3.79	4.35	7.33	33.86	7.26	
		TRIPS	491	393	84	51	105	83	201	232	1,640
1178	3878	PERCENT	29.94	23.96	5.12	3.11	6.4	5.06	12.26	14.15	
		TRIPS	347	406	92	146	91	92	159	65	1,398
1179	3879	PERCENT	24.82	29.04	6.58	10.44	6.51	6.58	11.37	4.65	
		TRIPS	342	429	82	80	81	191	74	87	1,366
1180	3880	PERCENT	25.04	31.41	6	5.86	5.93	13.98	5.42	6.37	
		TRIPS	497	165	49	33	49	43	158	169	1,163
1181	3881	PERCENT	42.73	14.19	4.21	2.84	4.21	3.7	13.59	14.52	
		TRIPS	1690	421	159	183	634	337	429	439	4,292
1182	3882	PERCENT	39.38	9.61	3.7	4.26	14.77	7.85	10	10.23	
		TRIPS	1124	203	98	136	396	306	289	222	2,774
1183	3883	PERCENT	40.52	7.32	3.53	4.9	14.28	11.03	10.42	8	
		TRIPS	594	107	64	66	151	49	137	114	1,282
1184	3884	PERCENT	46.33	8.35	4.99	5.15	11.78	3.82	10.69	8.89	
		TRIPS	1498	719	335	927	2860	1372	1563	635	9,909
1185	3885	PERCENT	15.12	7.26	3.38	9.36	28.86	13.85	15.77	6.41	
		TRIPS	2804	1335	1714	2667	6312	2477	4366	1446	23,121
1186	3886	PERCENT	12.13	5.77	7.41	11.53	27.3	10.71	18.88	6.25	
		TRIPS	1490	494	73	127	338	204	184	585	3,495
1187	3887	PERCENT	42.63	14.13	2.09	3.63	9.67	5.84	5.26	16.74	
		TRIPS	366	102	9	47	108	36	32	173	873
1188	3888	PERCENT	41.92	11.68	1.03	5.38	12.37	4.12	3.67	19.82	
		TRIPS	2139	619	44	120	387	141	165	728	4,343
1189	3889	PERCENT	49.25	14.25	1.01	2.76	8.91	3.25	3.8	16.76	
		TRIPS	856	586	242	961	1211	361	204	206	4,629
1190	3890	PERCENT	18.54	12.66	5.23	20.79	26.16	7.8	4.4	4.45	
		TRIPS	2758	1001	78	342	203	100	207	933	5,619

Appendix 3: Signal Timing, Background Growth and Adjustment Factors

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

TOD Schedule Report
for 4182: SW 97 Av&SW 104 St

Print Date:
8/27/2012

Print Time:
5:36 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4182	SW 97 Av&SW 104 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
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

Current TOD Schedule	Plan	Cycle	1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset

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

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0545	Free	M T W Th F
0630	Free	Su S

Current Time of Day Function

<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

TABLE A6

Somerset Academy Bay at Pinewood Acres
Growth Rate Calculation - Based on MPO Trips for Project's TAZ 1169

Year		Total Trips	Total Growth	Number of Years	Growth / Year	Growth Rate
MPO Model	2005	2,291	256	12	21.4	0.89%
MPO Model	2035	2,932				
Design Year	2017	2,547				

Notes:

Design year trips were estimated by interpolation and utilizing the MPO trips for 2005 & 2035.
 Growth rate was calculated utilizing the 2005 MPO trips and Design year trips.

Input Values

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.02
2	01/08/2012 - 01/14/2012	1.00	1.02
3	01/15/2012 - 01/21/2012	1.00	1.02
* 4	01/22/2012 - 01/28/2012	0.99 <i>SF</i>	1.01
* 5	01/29/2012 - 02/04/2012	0.99	1.01
* 6	02/05/2012 - 02/11/2012	0.98	1.00
* 7	02/12/2012 - 02/18/2012	0.98	1.00
* 8	02/19/2012 - 02/25/2012	0.98	1.00
* 9	02/26/2012 - 03/03/2012	0.98	1.00
* 10	03/04/2012 - 03/10/2012	0.97	0.99
* 11	03/11/2012 - 03/17/2012	0.97	0.99
* 12	03/18/2012 - 03/24/2012	0.98	1.00
* 13	03/25/2012 - 03/31/2012	0.98	1.00
* 14	04/01/2012 - 04/07/2012	0.98	1.00
* 15	04/08/2012 - 04/14/2012	0.98	1.00
* 16	04/15/2012 - 04/21/2012	0.99	1.01
17	04/22/2012 - 04/28/2012	0.99	1.01
18	04/29/2012 - 05/05/2012	0.99	1.01
19	05/06/2012 - 05/12/2012	1.00	1.02
20	05/13/2012 - 05/19/2012	1.00	1.02
21	05/20/2012 - 05/26/2012	1.00	1.02
22	05/27/2012 - 06/02/2012	1.00	1.02
23	06/03/2012 - 06/09/2012	1.00	1.02
24	06/10/2012 - 06/16/2012	1.00	1.02
25	06/17/2012 - 06/23/2012	1.00	1.02
26	06/24/2012 - 06/30/2012	1.01	1.03
27	07/01/2012 - 07/07/2012	1.01	1.03
28	07/08/2012 - 07/14/2012	1.02	1.04
29	07/15/2012 - 07/21/2012	1.02	1.04
30	07/22/2012 - 07/28/2012	1.02	1.04
31	07/29/2012 - 08/04/2012	1.02	1.04
32	08/05/2012 - 08/11/2012	1.03	1.05
33	08/12/2012 - 08/18/2012	1.03	1.05
34	08/19/2012 - 08/25/2012	1.02	1.04
35	08/26/2012 - 09/01/2012	1.02	1.04
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.01	1.03
38	09/16/2012 - 09/22/2012	1.00	1.02
39	09/23/2012 - 09/29/2012	1.00	1.02
40	09/30/2012 - 10/06/2012	1.00	1.02
41	10/07/2012 - 10/13/2012	1.00	1.02
42	10/14/2012 - 10/20/2012	1.00	1.02
43	10/21/2012 - 10/27/2012	1.00	1.02
44	10/28/2012 - 11/03/2012	1.00	1.02
45	11/04/2012 - 11/10/2012	1.00	1.02
46	11/11/2012 - 11/17/2012	1.00	1.02
47	11/18/2012 - 11/24/2012	1.00	1.02
48	11/25/2012 - 12/01/2012	1.00	1.02
49	12/02/2012 - 12/08/2012	1.00	1.02
50	12/09/2012 - 12/15/2012	1.00 <i>SF</i>	1.02
51	12/16/2012 - 12/22/2012	1.00	1.02
52	12/23/2012 - 12/29/2012	1.00	1.02
53	12/30/2012 - 12/31/2012	1.00	1.02

* PEAK SEASON

08-FEB-2013 12:30:11

B30UPD [1,0,0,1] 6_8701_PKSEASON.TXT

Appendix 4: Traffic Counts (TMC)

TABLE: A7

Somerset Academy Bay at Pinewood Acres

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR - Two (2) Arrival Alternative

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.89% TO YEAR 2017	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH) (NORTH CAMPUS)	SITE TRAFFIC (VPH) (SOUTH CAMPUS)	RE-DISTRIBUTED TRIPS DUE TO NEW LOCATION OF DRIVEWAYS/ OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC) (2017)
1	SW 97 Avenue & SW 94 Street	SOUTHBOUND	SBR	0	Wednesday, December 12, 2012	0.972	1.01	0	0	0	0	0	0	0
			SBT	222			1.01	224	10	234	96	110	0	440
			SBL	50			1.01	51	2	53	0	0	0	53
			TOTAL	272				275	12	287	96	110	0	493
		WESTBOUND	WBR	71			1.01	72	3	75	0	0	0	75
			WBT	0			1.01	0	0	0	0	0	0	0
			WBL	50			1.01	51	2	53	5	25	0	83
			TOTAL	121				122	6	128	5	25	0	158
		NORTHBOUND	NBR	307			1.01	310	14	324	5	18	0	347
			NBT	672			1.01	679	31	709	98	90	0	897
			NBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	979				989	45	1,034	103	108	0	1,245
		EASTBOUND	EBR	0			1.01	0	0	0	0	0	0	0
			EBT	0			1.01	0	0	0	0	0	0	0
			EBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	0	0	0
		TOTAL					1,372			1,386	63	1,448	204	243
2	SW 97 Avenue & SW 96 Street	SOUTHBOUND	SBR	10	Wednesday, December 12, 2012	0.939	1.01	10	0	10	88	0	15	113
			SBT	315			1.01	318	14	333	81	137	6	557
			SBL	13			1.01	13	1	14	16	0	5	35
			TOTAL	338				341	15	356	185	137	26	704
		WESTBOUND	WBR	30			1.01	30	1	32	0	0	0	32
			WBT	1			1.01	1	0	1	16	0	0	17
			WBL	14			1.01	14	1	15	0	25	0	40
			TOTAL	45				45	2	47	16	25	0	88
		NORTHBOUND	NBR	54			1.01	55	2	57	0	19	0	76
			NBT	958			1.01	968	44	1,011	8	110	0	1,129
			NBL	23			1.01	23	0	23	72	0	0	95
			TOTAL	1,035				1,045	46	1,092	80	129	0	1,301
		EASTBOUND	EBR	11			1.01	11	0	11	0	0	-6	5
			EBT	6			1.01	6	0	6	0	0	-5	1
			EBL	10			1.01	10	0	10	0	0	-5	5
			TOTAL	27				27	0	27	0	0	-16	11
		TOTAL					1,445			1,459	63	1,523	281	291

TABLE: A7

Somerset Academy Bay at Pinewood Acres

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR - Two (2) Arrival Alternative

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.89% TO YEAR 2017	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH) (NORTH CAMPUS)	SITE TRAFFIC (VPH) (SOUTH CAMPUS)	RE-DISTRIBUTED TRIPS DUE TO NEW LOCATION OF DRIVEWAYS/ OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC) (2017)
3	SW 97 Avenue & SW 104 Street	SOUTHBOUND	SBR	77	Wednesday, December 12, 2012	0.930	1.01	78	4	81	21	31	0	133
			SBT	240			1.01	242	11	253	19	31	0	303
			SBL	16			1.01	16	1	17	19	31	0	67
			TOTAL	333				336	15	352	59	93	0	504
		WESTBOUND	WBR	77			1.01	78	4	81	19	25	0	125
			WBT	192			1.01	194	9	203	0	0	0	203
			WBL	69			1.01	70	3	73	0	0	0	73
			TOTAL	338				341	15	357	19	25	0	401
		NORTHBOUND	NBR	84			1.01	85	4	89	0	0	0	89
			NBT	416			1.01	420	19	439	19	25	0	483
			NBL	82			1.01	83	4	87	0	0	0	87
			TOTAL	582				588	27	614	19	25	0	658
		EASTBOUND	EBR	97			1.01	98	4	102	0	0	0	102
			EBT	338			1.01	341	15	357	0	0	0	357
			EBL	436			1.01	440	20	460	21	25	0	506
			TOTAL	871				880	40	920	21	25	0	966
TOTAL				2,124			2,145	97	2,242	118	168	0	2,528	
4	SW 92 Avenue & SW 88 Street	SOUTHBOUND	SBR	0	Wednesday, January 22, 2014	0.949	0.99	0	0	0	0	0	0	0
			SBT	0			0.99	0	0	0	0	0	0	0
			SBL	0			0.99	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	0	0	0
		WESTBOUND	WBR	0			0.99	0	0	0	0	0	0	0
			WBT	938			0.99	929	25	954	14	28	0	996
			WBL	19			0.99	19	1	19	0	0	0	19
			TOTAL	957				947	26	973	14	28	0	1,015
		NORTHBOUND	NBR	100			0.99	99	3	102	0	0	0	102
			NBT	0			0.99	0	0	0	0	0	0	0
			NBL	21			0.99	21	1	21	0	0	0	21
			TOTAL	121				120	3	123	0	0	0	123
		EASTBOUND	EBR	44			0.99	44	1	45	0	0	0	45
			EBT	2,378			0.99	2,354	63	2,418	14	28	0	2,460
			EBL	0			0.99	0	0	0	0	0	0	0
			TOTAL	2,422				2,398	65	2,462	14	28	0	2,504
TOTAL				3,500			3,465	93	3,558	28	56	0	3,642	

TABLE: A7

Somerset Academy Bay at Pinewood Acres

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR - Two (2) Arrival Alternative

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13				
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.89% TO YEAR 2017	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH) (NORTH CAMPUS)	SITE TRAFFIC (VPH) (SOUTH CAMPUS)	RE-DISTRIBUTED TRIPS DUE TO NEW LOCATION OF DRIVEWAYS/ OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC) (2017)			
5	SW 92 Avenue & SW 94 Street	SOUTHBOUND	SBR	10	Wednesday, January 22, 2014	0.921	0.99	10	0	10	0	0	0	10			
			SBT	16			0.99	16	0	16	0	0	16				
			SBL	40			0.99	40	1	41	0	0	41				
			TOTAL	66				65	2	67	0	0	67				
		WESTBOUND	WBR	16			0.99	16	0	16	0	0	16	0	0	0	16
			WBT	112			0.99	111	3	114	5	19	138				
			WBL	6			0.99	6	0	6	0	0	6				
			TOTAL	134				133	4	136	5	19	160				
		NORTHBOUND	NBR	85			0.99	84	2	86	0	0	86				
			NBT	41			0.99	41	1	42	0	0	42				
			NBL	2			0.99	2	0	2	0	0	2				
			TOTAL	128				127	3	130	0	0	130				
		EASTBOUND	EBR	3			0.99	3	0	3	0	0	3				
			EBT	319			0.99	316	9	324	5	16	345				
			EBL	32			0.99	32	1	33	0	0	33				
			TOTAL	354				350	9	360	5	16	381				
TOTAL				682			675	18	693	10	35	0	738				
6	SW 92 Avenue & SW 96 Street	SOUTHBOUND	SBR	5	Wednesday, January 22, 2014	0.808	0.99	5	0	5	0	0	0	5			
			SBT	13			0.99	13	0	13	0	0	13				
			SBL	9			0.99	9	0	9	0	0	9				
			TOTAL	27				27	1	27	0	0	27				
		WESTBOUND	WBR	7			0.99	7	0	7	0	0	7				
			WBT	34			0.99	34	1	35	5	19	59				
			WBL	4			0.99	4	0	4	0	0	4				
			TOTAL	45				45	1	46	5	19	70				
		NORTHBOUND	NBR	1			0.99	1	0	1	0	0	1				
			NBT	34			0.99	34	1	35	0	0	35				
			NBL	1			0.99	1	0	1	6	6	13				
			TOTAL	36				36	1	37	6	6	49				
		EASTBOUND	EBR	2			0.99	2	0	2	6	4	12				
			EBT	32			0.99	32	1	33	5	15	53				
			EBL	91			0.99	90	2	93	0	0	93				
			TOTAL	125				124	3	127	11	19	157				
TOTAL				233			231	6	237	22	44	0	303				

TABLE: A7
Somerset Academy Bay at Pinewood Acres
INTERSECTION APPROACH VOLUMES - AM PEAK HOUR - Two (2) Arrival Alternative

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11		12	13			
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.89% TO YEAR 2017	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH) (NORTH CAMPUS)	SITE TRAFFIC (VPH) (SOUTH CAMPUS)	RE-DISTRIBUTED TRIPS DUE TO NEW LOCATION OF DRIVEWAYS/ OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC) (2017)			
7	SW 92 Avenue & SW 104 Street	SOUTHBOUND	SBR	8	Wednesday, January 22, 2014	0.868	0.99	8	0	8	0	0	0	8			
			SBT	9			0.99	9	0	9	0	0	9				
			SBL	6			0.99	6	0	6	0	0	6				
			TOTAL	23				23	1	23	0	0	23				
		WESTBOUND	WBR	3			0.99	3	0	3	0	0	3				
			WBT	264			0.99	261	7	268	5	14	287				
			WBL	19			0.99	19	1	19	0	0	19				
			TOTAL	286				283	8	291	5	14	310				
		NORTHBOUND	NBR	144			0.99	143	4	146	0	0	146				
			NBT	5			0.99	5	0	5	0	0	5				
			NBL	46			0.99	46	1	47	7	7	61				
			TOTAL	195				193	5	198	7	7	212				
		EASTBOUND	EBR	6			0.99	6	0	6	7	7	20				
			EBT	472			0.99	467	13	480	5	20	505				
			EBL	4			0.99	4	0	4	0	0	4				
			TOTAL	482				477	13	490	12	27	529				
		TOTAL					986			976	26	1,002	24	48	0	1,074	

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 (Existing Condition)

9 A 0.89 percent background growth was utilized with a project build-out year of 2017 (Compounded growth rate)

10 Net Traffic = Peak Seasonally Adjusted TMC + Background

11 Site traffic assignment.

12 Re-distributed trips due to new location of driveways/operation.

13 Total Traffic = Net Traffic + Site Traffic (Proposed Condition with Project)

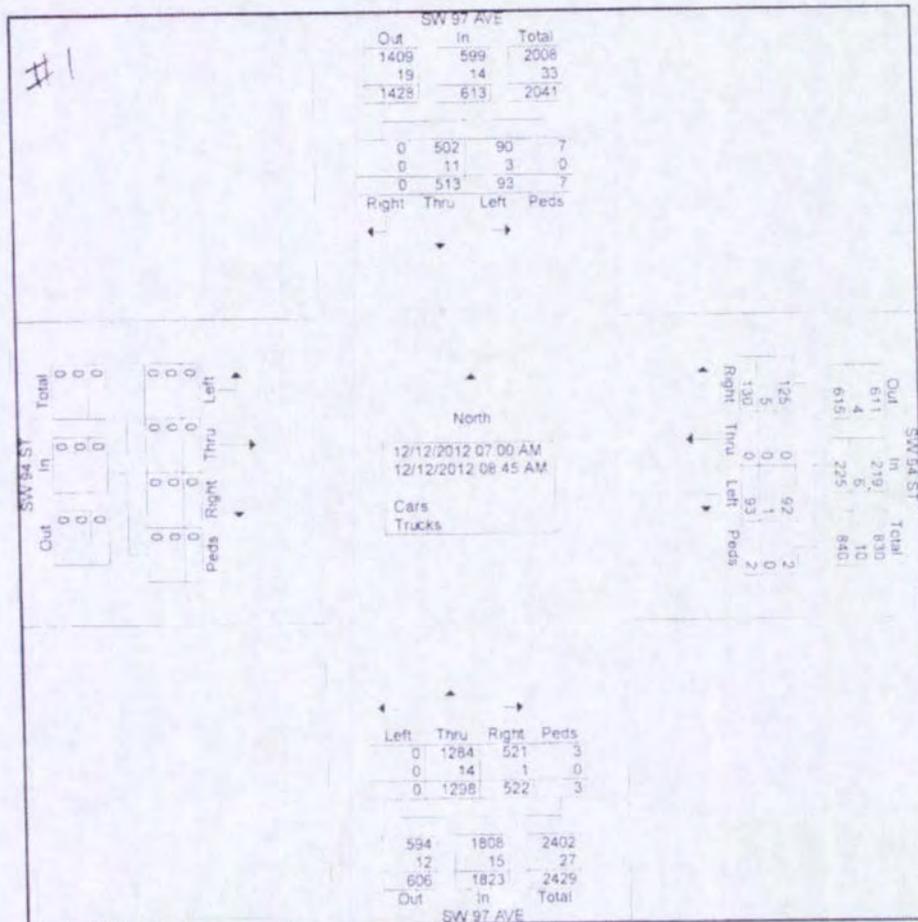


Richard Garcia & Associates, Inc.
 13117 NW 107 Avenue, Suite # 4
 Hialeah Gardens, Florida 33018
 Phone: 305-595-7505
 Fax: 305-675-6474

File Name : SW 97 Ave_SW 94 St
 Site Code : 00000000
 Start Date : 12/12/2012
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 97 AVE Southbound					SW 94 ST Westbound					SW 97 AVE Northbound					SW 94 ST Eastbound						
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	In	Total
07:00 AM	0	115	7	2	124	15	0	8	2	25	39	170	0	0	209	0	0	0	0	0	0	358
07:15 AM	0	60	8	3	71	5	0	15	0	20	53	180	0	0	233	0	0	0	0	0	0	324
07:30 AM	0	43	12	0	55	18	0	14	0	32	82	171	0	0	253	0	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	0	354
Total	0	272	38	5	315	57	0	48	2	107	257	697	0	0	954	0	0	0	0	0	0	1376
08:00 AM	0	63	10	0	73	19	0	12	0	31	62	172	0	1	235	0	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	0	344
08:30 AM	0	66	12	0	78	18	0	12	0	30	61	140	0	0	201	0	0	0	0	0	0	309
08:45 AM	0	50	16	0	66	21	0	8	0	29	62	136	0	0	198	0	0	0	0	0	0	293
Total	0	241	55	2	298	73	0	45	0	118	265	601	0	3	869	0	0	0	0	0	0	1285
Grand Total	0	513	93	7	613	130	0	93	2	225	522	1298	0	3	1823	0	0	0	0	0	0	2661
Apprch %	0	83.7	15.2	1.1		57.8	0	41.3	0.9		28.6	71.2	0	0.2		0	0	0	0			
Total %	0	19.3	3.5	0.3	23	4.9	0	3.5	0.1	8.5	19.6	48.8	0	0.1	66.5	0	0	0	0	0	0	
Cars	0	502	90	7	599	125	0	92	2	219	521	1284	0	3	1808	0	0	0	0	0	0	2626
% Cars	0	97.9	96.8	100	97.7	96.2	0	98.9	100	97.3	99.8	98.9	0	100	99.2	0	0	0	0	0	0	98.7
Trucks	0	11	3	0	14	5	0	1	0	6	1	14	0	0	15	0	0	0	0	0	0	35
% Trucks	0	2.1	3.2	0	2.3	3.8	0	1.1	0	2.7	0.2	1.1	0	0	0.8	0	0	0	0	0	0	1.3

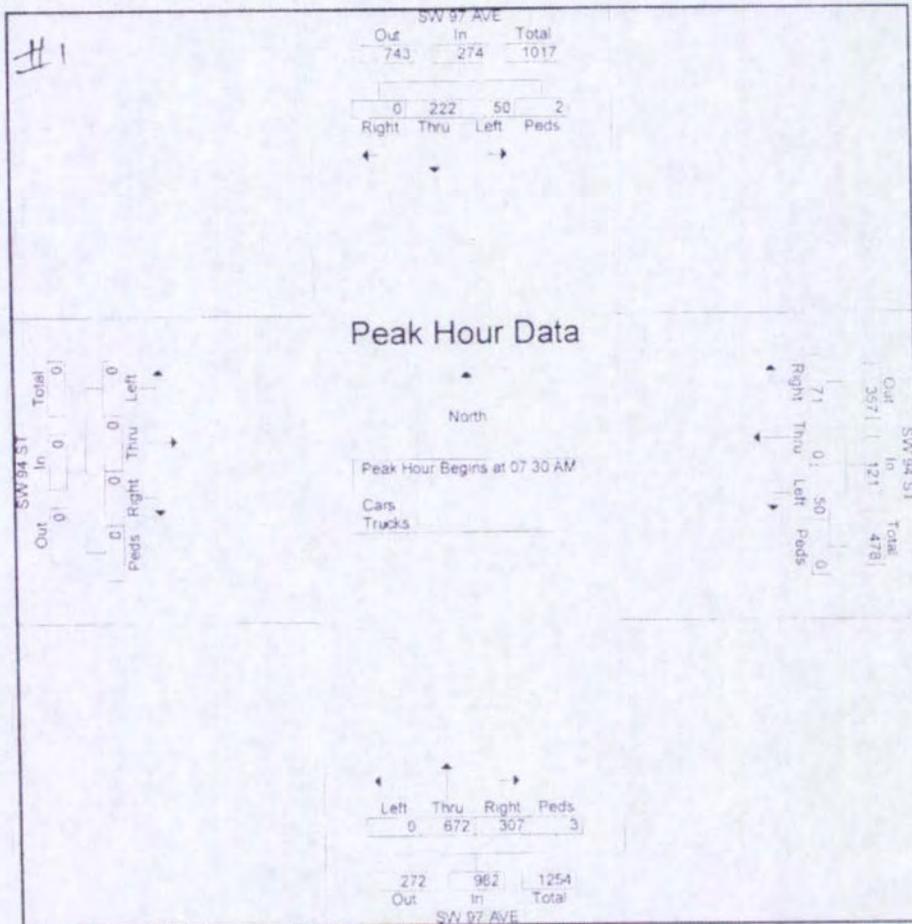


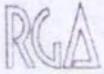


Richard Garcia & Associates, Inc.
 13117 NW 107 Avenue, Suite # 4
 Hialeah Gardens, Florida 33018
 Phone: 305-595-7505
 Fax: 305-675-6474

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								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	In. 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	0	31.3	68.4	0	0.3	0	0	0	0	0	0	0	0
PHF	.000	.881	.735	.250	.846	.934	.000	.893	.000	.945	.925	.955	.000	.375	.948	.000	.000	.000	.000	.000	.972





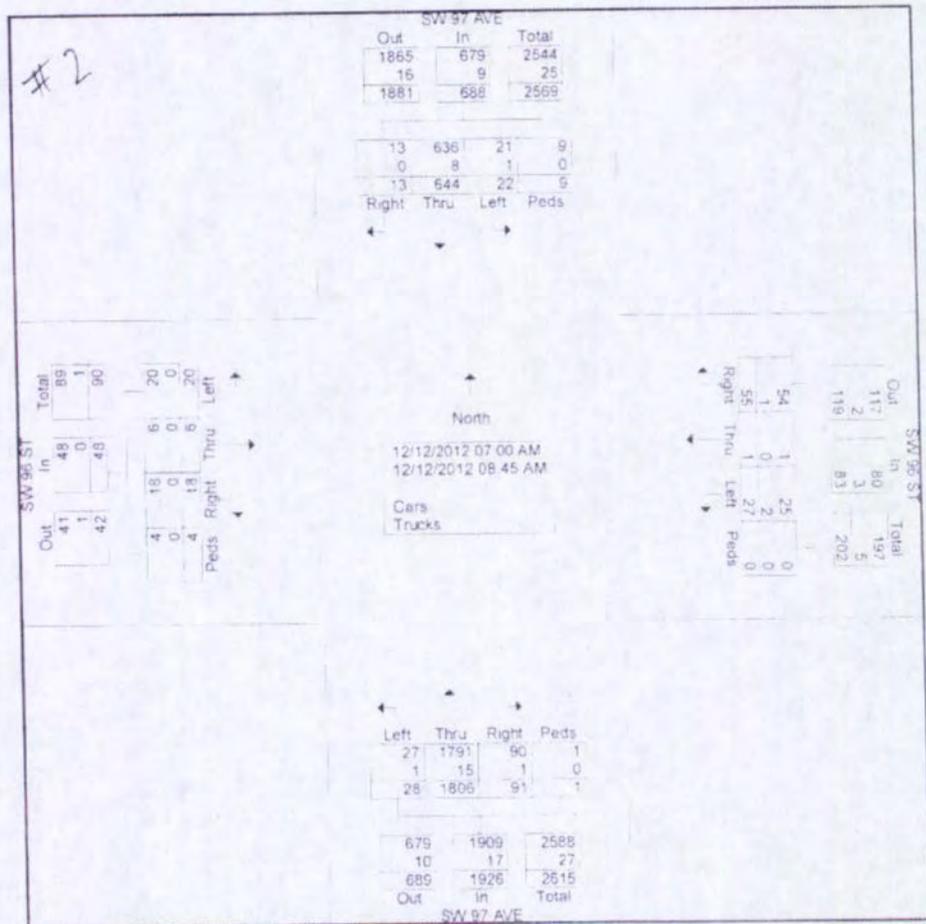
Richard Garcia & Associates, Inc.

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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					
	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	1356
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	252	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		65.3	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



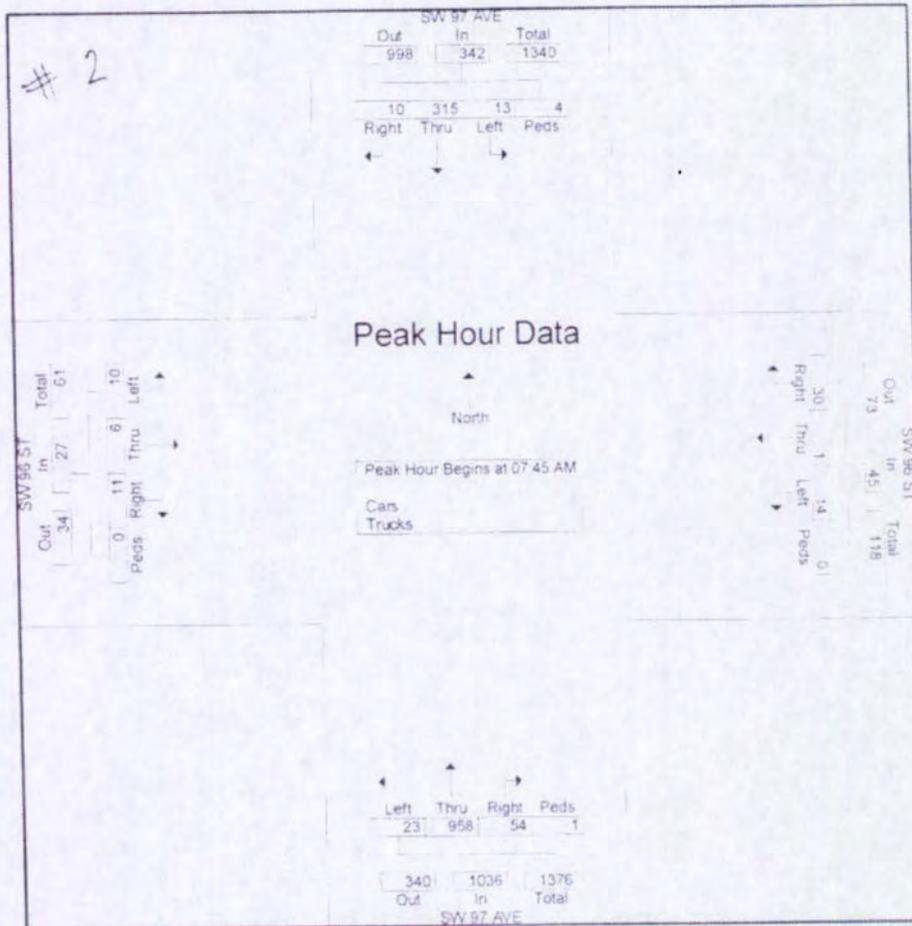


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File Name : SW 97 Ave_SW 96 St
 Site Code : 00000000
 Start Date : 12/12/2012
 Page No : 2

Start Time	SW 97 AVE Southbound				SW 96 ST Westbound				SW 97 AVE Northbound				SW 96 ST Eastbound				App. Total	Int. Total			
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 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	245	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		939
PHF	625	905	542	333	900	577	250	700	000	592	711	914	621	250	932	550	500	625	000	750	939





Richard Garcia & Associates, Inc.

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File Name : SW 97 Ave_SW 104 St

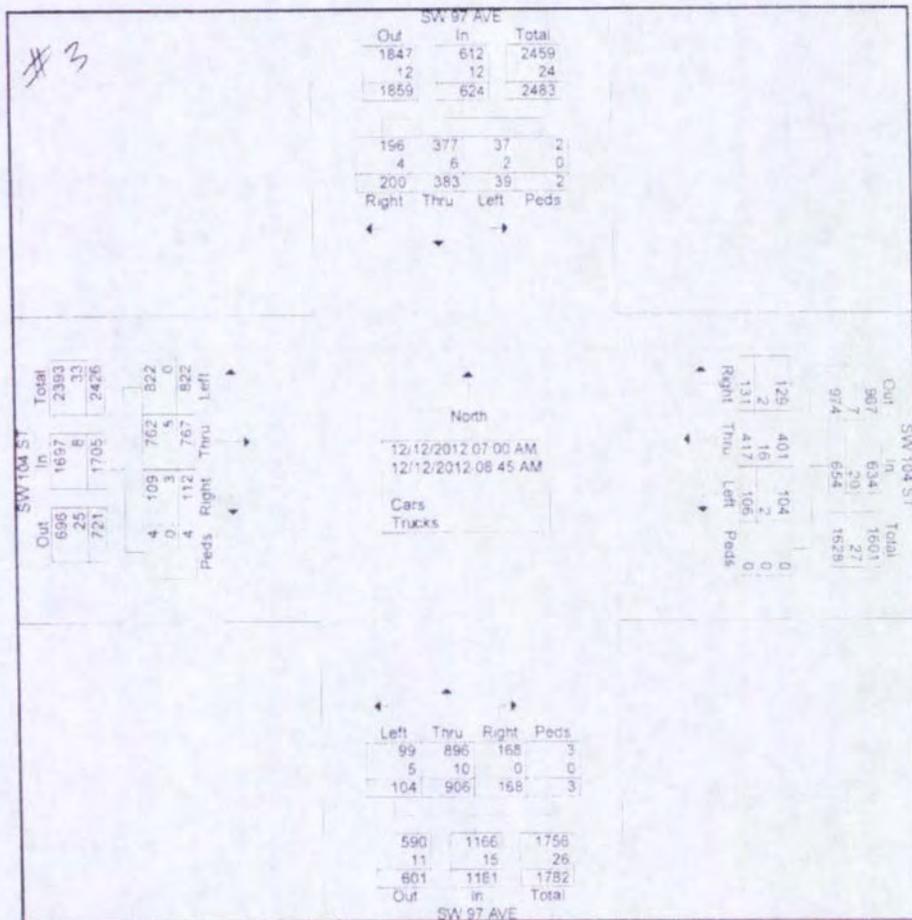
Site Code : 00000000

Start Date : 12/12/2012

Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 97 AVE Southbound				SW 104 ST Westbound				SW 97 AVE Northbound				SW 104 ST Eastbound				App. Tot	Int. Total			
	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Right	Thru	Left	Peds	App. Tot	Int. 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	96.7
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

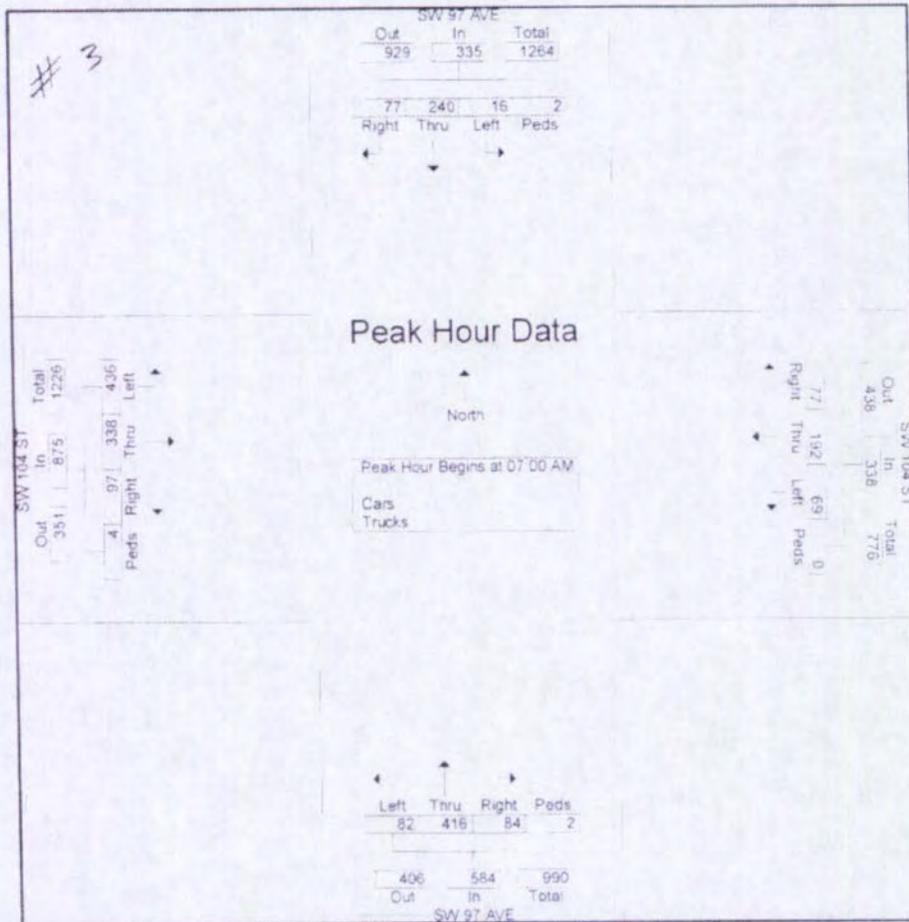




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File Name : SW 97 Ave_SW 104 St
 Site Code : 00000000
 Start Date : 12/12/2012
 Page No : 2

Start Time	SW 97 AVE Southbound				App. Total	SW 104 ST Westbound				App. Total	SW 97 AVE Northbound				App. Total	SW 104 ST Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
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





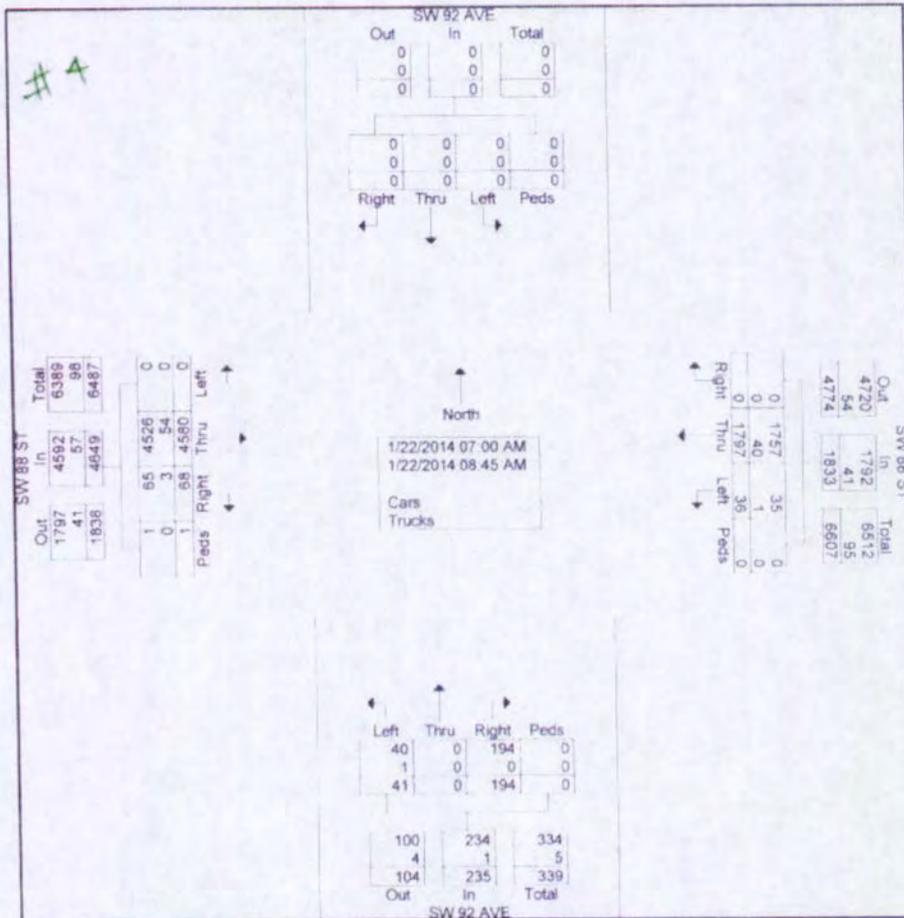
Richard Garcia & Associates, Inc.

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File Name : SW 92 Ave_SW 88 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 92 AVE Southbound					SW 88 ST Westbound					SW 92 AVE Northbound					SW 88 ST Eastbound						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Gr. Total	
07:00 AM	0	0	0	0	0	0	161	5	0	166	28	0	5	0	33	2	535	0	1	0	538	737
07:15 AM	0	0	0	0	0	0	228	4	0	232	20	0	5	0	25	5	556	0	0	0	561	818
07:30 AM	0	0	0	0	0	0	253	1	0	254	19	0	5	0	24	10	525	0	0	0	535	813
07:45 AM	0	0	0	0	0	0	217	7	0	224	27	0	5	0	32	7	586	0	0	0	593	849
Total	0	0	0	0	0	0	859	17	0	876	94	0	20	0	114	24	2202	0	1	0	2227	3217
08:00 AM	0	0	0	0	0	0	212	5	0	217	29	0	8	0	37	12	552	0	0	0	564	818
08:15 AM	0	0	0	0	0	0	232	8	0	240	23	0	3	0	26	10	646	0	0	0	656	922
08:30 AM	0	0	0	0	0	0	274	3	0	277	33	0	5	0	38	9	543	0	0	0	552	867
08:45 AM	0	0	0	0	0	0	220	3	0	223	15	0	5	0	20	13	637	0	0	0	650	893
Total	0	0	0	0	0	0	938	19	0	957	100	0	21	0	121	44	2378	0	0	0	2422	3500
Grand Total	0	0	0	0	0	0	1792	36	0	1833	194	0	41	0	235	68	4580	0	1	0	4649	6717
Apprch %	0	0	0	0	0	0	98	2	0	100	82.6	0	17.4	0	0	1.5	98.5	0	0	0	0	
Total %	0	0	0	0	0	0	26.8	0.5	0	27.3	2.9	0	0.6	0	3.5	1	68.2	0	0	0	69.2	
Cars	0	0	0	0	0	0	1757	35	0	1792	194	0	40	0	234	65	4526	0	1	0	4592	6618
% Cars	0	0	0	0	0	0	97.8	97.2	0	97.8	100	0	97.6	0	99.6	95.6	98.8	0	100	0	98.8	98.5
Trucks	0	0	0	0	0	0	40	1	0	41	0	0	1	0	1	3	54	0	0	0	57	99
% Trucks	0	0	0	0	0	0	2.2	2.8	0	2.2	0	0	2.4	0	0.4	4.4	1.2	0	0	0	1.2	1.5



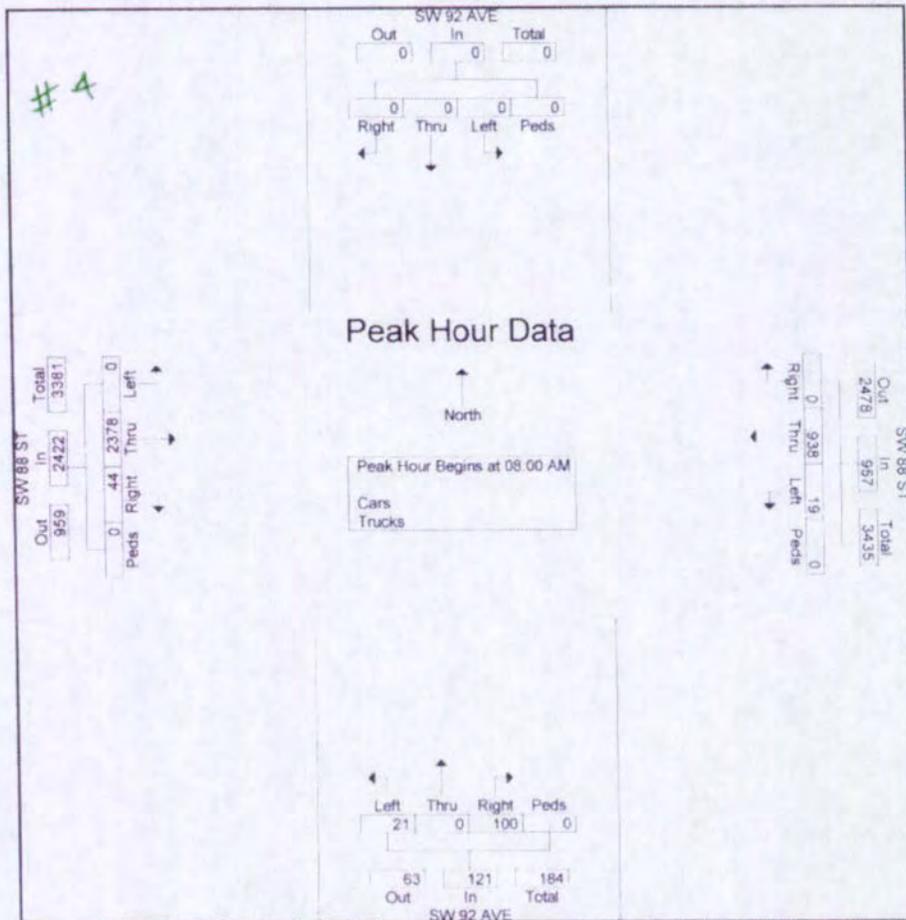


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File Name : SW 92 Ave_SW 88 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 2

Start Time	SW 92 AVE Southbound					SW 88 ST Westbound					SW 92 AVE Northbound					SW 88 ST Eastbound							
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 08:00 AM																							
08:00 AM	0	0	0	0	0	0	0	212	5	0	217	29	0	8	0	37	12	552	0	0	0	564	818
08:15 AM	0	0	0	0	0	0	0	232	8	0	240	23	0	3	0	26	10	646	0	0	0	656	922
08:30 AM	0	0	0	0	0	0	0	274	3	0	277	33	0	5	0	38	9	543	0	0	0	552	867
08:45 AM	0	0	0	0	0	0	0	220	3	0	223	15	0	5	0	20	13	637	0	0	0	650	893
Total Volume	0	0	0	0	0	0	938	19	0	957	100	0	21	0	121	44	2378	0	0	0	2422	3500	
% App Total	0	0	0	0	0	0	98	2	0	100	82.6	0	17.4	0	100	1.8	98.2	0	0	0	100	100	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.856	0.594	0.000	0.864	0.758	0.000	0.656	0.000	0.796	0.846	0.920	0.000	0.000	0.000	0.923	0.949	





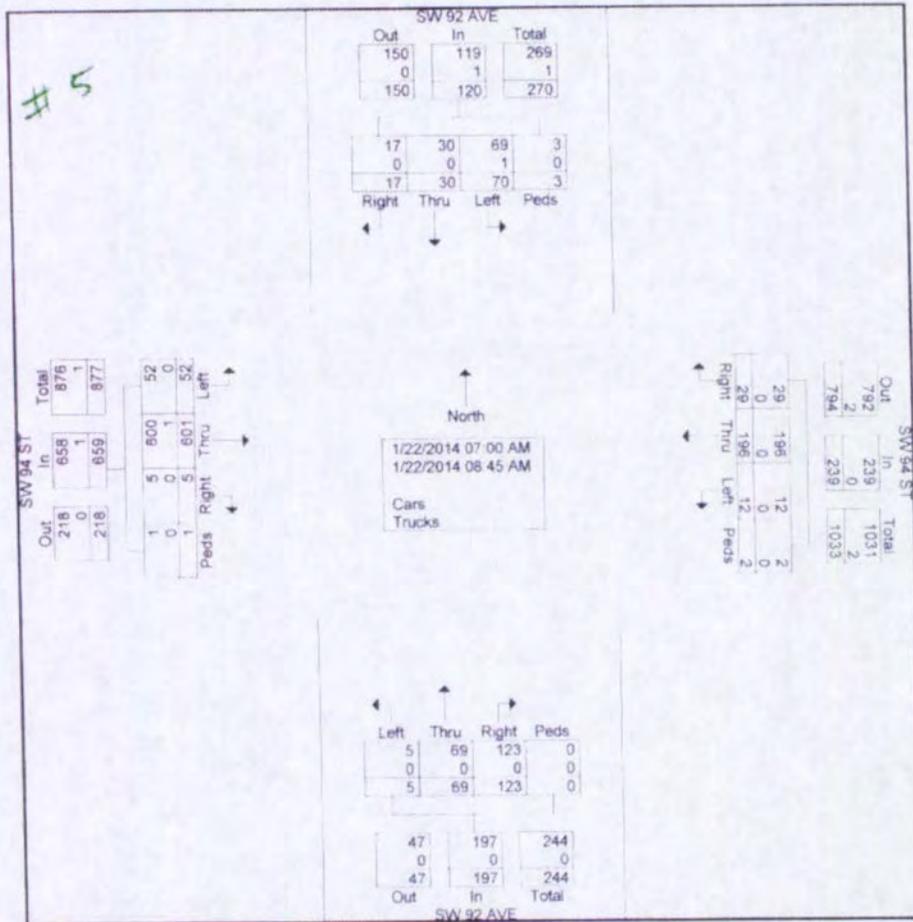
Richard Garcia & Associates, Inc.

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File Name : SW 92 Ave_SW 94 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 92 AVE Southbound					SW 94 ST Westbound					SW 92 AVE Northbound					SW 94 ST Eastbound					Int	Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	3	3	8	1	15	2	17	2	1	22	4	6	0	0	10	1	53	6	0	60	107	
07:15 AM	3	4	5	0	12	2	25	2	0	29	8	6	2	0	16	1	64	2	1	68	125	
07:30 AM	0	2	6	0	8	3	27	1	0	31	4	7	0	0	11	0	93	9	0	102	152	
07:45 AM	3	4	11	1	19	4	32	1	0	37	14	7	0	0	21	0	88	10	0	98	175	
Total	9	13	30	2	54	11	101	6	1	119	30	26	2	0	58	2	298	27	1	328	559	
08:00 AM	3	2	9	0	14	4	24	0	1	29	12	7	1	0	20	1	66	9	0	76	139	
08:15 AM	3	5	10	0	18	3	34	3	0	40	29	10	1	0	40	2	77	8	0	87	185	
08:30 AM	1	5	10	1	17	5	22	2	0	29	30	17	0	0	47	0	88	5	0	93	186	
08:45 AM	1	5	11	0	17	6	15	1	0	22	22	9	1	0	32	0	72	3	0	75	146	
Total	8	17	40	1	66	18	95	6	1	120	93	43	3	0	139	3	303	25	0	331	656	
Grand Total	17	30	70	3	120	29	196	12	2	239	123	69	5	0	197	5	601	52	1	659	1215	
Apprch %	14.2	25	58.3	2.5		12.1	82	5	0.8		62.4	35	2.5	0		0.8	91.2	7.9	0.2			
Total %	1.4	2.5	5.8	0.2	9.9	2.4	16.1	1	0.2	19.7	10.1	5.7	0.4	0	16.2	0.4	49.5	4.3	0.1	54.2		
Cars	17	30	69	3	119	29	196	12	2	239	123	69	5	0	197	5	600	52	1	658	1213	
% Cars	100	100	98.6	100	99.2	100	100	100	100	100	100	100	100	0	100	100	99.8	100	100	99.8	99.8	
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
% Trucks	0	0	1.4	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.2	



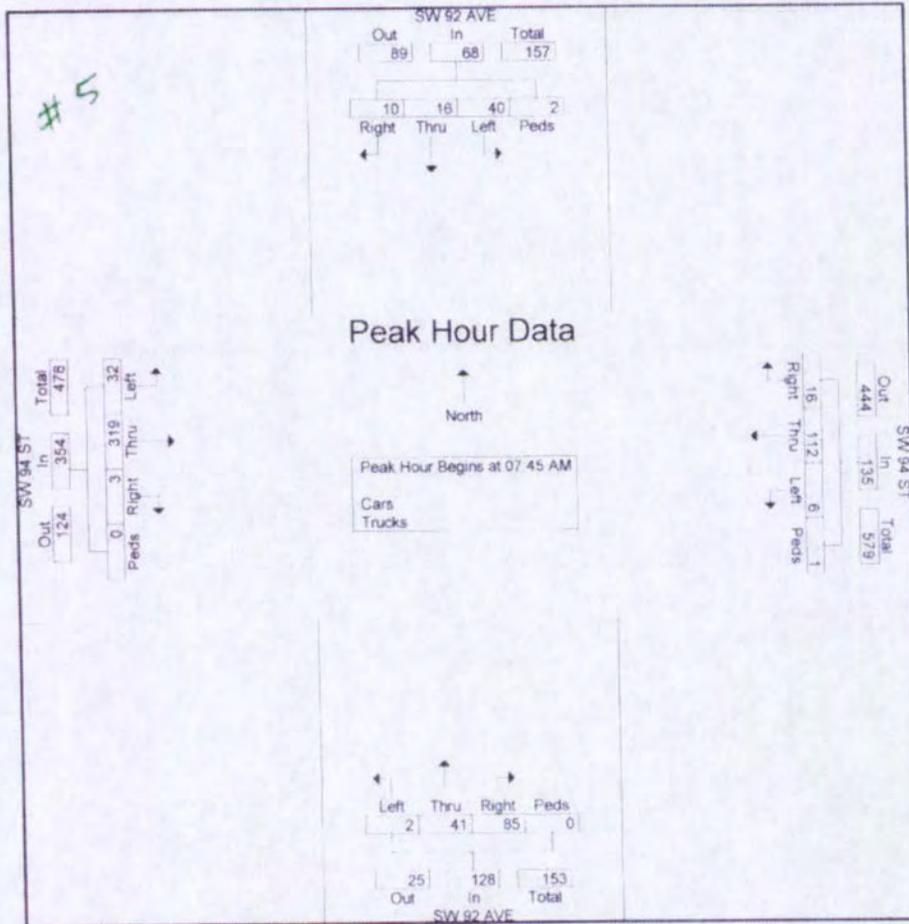


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File Name : SW 92 Ave_SW 94 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 2

Start Time	SW 92 AVE Southbound					SW 94 ST Westbound					SW 92 AVE Northbound					SW 94 ST Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Ink 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	3	4	11	1	19	4	32	1	0	37	14	7	0	0	21	0	88	10	0	98	175
08:00 AM	3	2	9	0	14	4	24	0	1	29	12	7	1	0	20	1	66	9	0	76	139
08:15 AM	3	5	10	0	18	3	34	3	0	40	29	10	1	0	40	2	77	8	0	87	185
08:30 AM	1	5	10	1	17	5	22	2	0	29	30	17	0	0	47	0	88	5	0	93	186
Total Volume	10	16	40	2	68	16	112	6	1	135	85	41	2	0	128	3	319	32	0	354	685
% App. Total	14.7	23.5	58.8	2.9		11.9	83	4.4	0.7		66.4	32	1.6	0		0.8	90.1	9	0		
PHF	.833	.800	.909	.500	.895	.800	.824	.500	.250	.844	.708	.603	.500	.000	.681	.375	.906	.800	.000	.903	.921





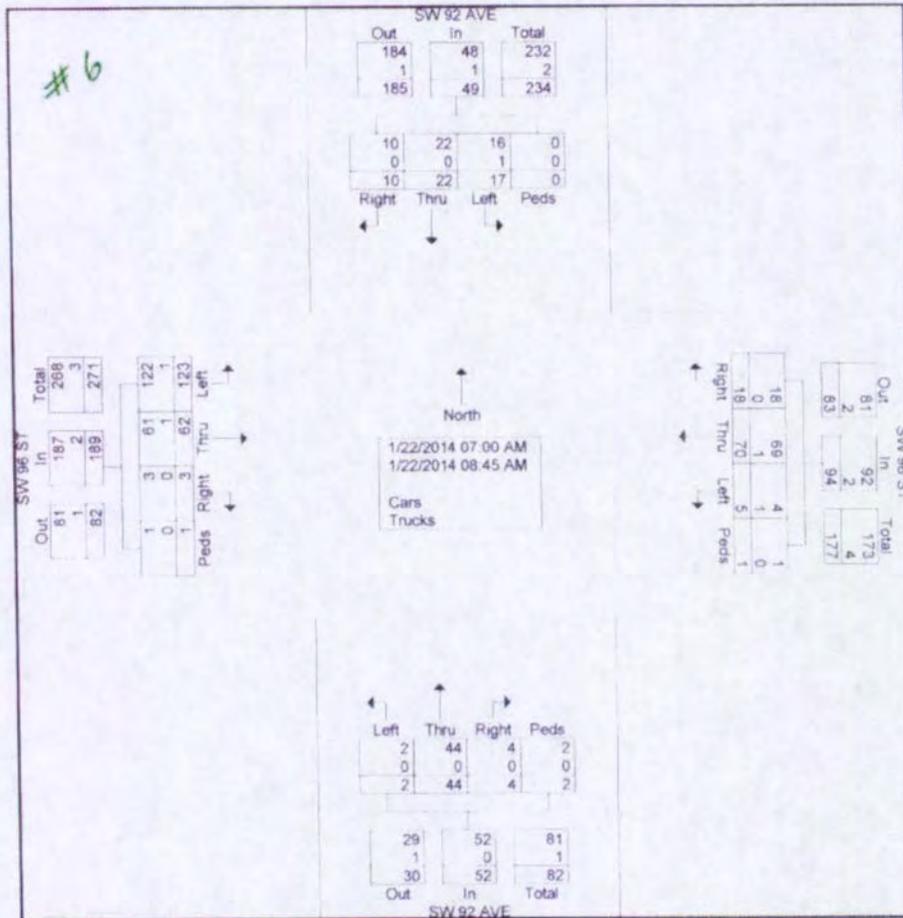
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File Name : SW 92 Ave_SW 96 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 92 AVE Southbound					SW 96 ST Westbound					SW 92 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	1	4	0	5	3	9	0	0	12	0	0	1	1	2	0	6	5	0	11	30
07:15 AM	1	4	1	0	6	3	6	0	0	9	0	4	0	0	4	0	5	9	0	14	33
07:30 AM	1	2	2	0	5	2	9	1	0	12	0	3	0	0	3	0	9	6	0	15	35
07:45 AM	3	2	1	0	6	3	12	0	0	15	3	3	0	0	6	1	10	12	0	23	50
Total	5	9	8	0	22	11	36	1	0	48	3	10	1	1	15	1	30	32	0	63	148
08:00 AM	1	1	2	0	4	2	9	1	0	12	0	5	0	1	6	0	5	12	0	17	39
08:15 AM	3	5	1	0	9	2	8	0	1	11	1	12	1	0	14	1	12	25	0	38	72
08:30 AM	1	2	4	0	7	0	10	2	0	12	0	10	0	0	10	0	9	35	0	44	73
08:45 AM	0	5	2	0	7	3	7	1	0	11	0	7	0	0	7	1	6	19	1	27	52
Total	5	13	9	0	27	7	34	4	1	46	1	34	1	1	37	2	32	91	1	126	236
Grand Total	10	22	17	0	49	18	70	5	1	94	4	44	2	2	52	3	62	123	1	189	384
Apprch %	20.4	44.9	34.7	0		19.1	74.5	5.3	1.1		7.7	84.6	3.8	3.8		1.6	32.8	65.1	0.5		
Total %	2.6	5.7	4.4	0	12.8	4.7	18.2	1.3	0.3	24.5	1	11.5	0.5	0.5	13.5	0.8	16.1	32	0.3	49.2	
Cars	10	22	16	0	48	18	69	4	1	92	4	44	2	2	52	3	61	122	1	187	379
% Cars	100	100	94.1	0	98	100	98.6	80	100	97.9	100	100	100	100	100	100	98.4	99.2	100	98.9	98.7
Trucks	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	5
% Trucks	0	0	5.9	0	2	0	1.4	20	0	2.1	0	0	0	0	0	0	1.6	0.8	0	1.1	1.3



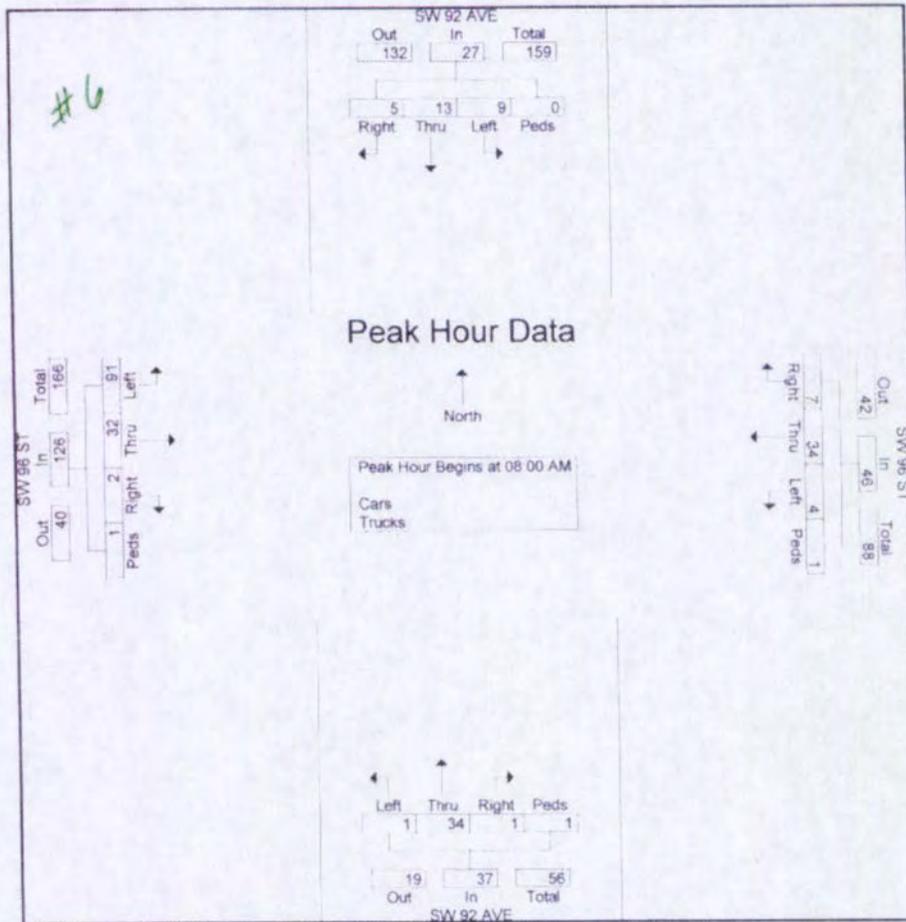


Richard Garcia & Associates, Inc.

8065 NW 98th Street
 Hialeah Gardens, FL 33016
 Phone: 305-362-0677
 Fax: 305-675-6474

File Name : SW 92 Ave_SW 96 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 2

Start Time	SW 92 AVE Southbound					SW 96 ST Westbound					SW 92 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 08:00 AM																					
08:00 AM	1	1	2	0	4	2	9	1	0	12	0	5	0	1	6	0	5	12	0	17	39
08:15 AM	3	5	1	0	9	2	8	0	1	11	1	12	1	0	14	1	12	25	0	38	72
08:30 AM	1	2	4	0	7	0	10	2	0	12	0	10	0	0	10	0	9	35	0	44	73
08:45 AM	0	5	2	0	7	3	7	1	0	11	0	7	0	0	7	1	6	19	1	27	52
Total Volume	5	13	9	0	27	7	34	4	1	46	1	34	1	1	37	2	32	91	1	126	236
% App. Total	18.5	48.1	33.3	0		15.2	73.9	8.7	2.2		2.7	91.9	2.7	2.7		1.6	25.4	72.2	0.8		
PHF	.417	.650	.563	.000	.750	.583	.850	.500	.250	.958	.250	.708	.250	.250	.661	.500	.667	.650	.250	.716	.808





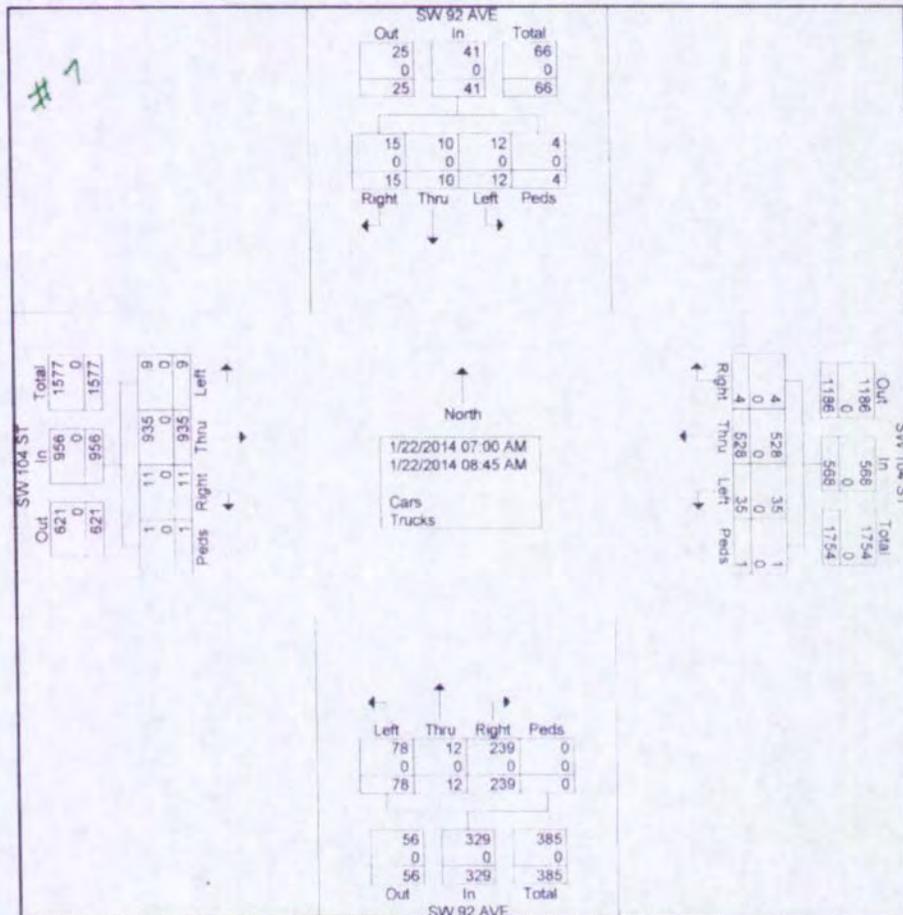
Richard Garcia & Associates, Inc.

8065 NW 98th Street
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 Phone: 305-362-0677
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File Name : SW 92 Ave_SW 104 St_AM
 Site Code : 00000000
 Start Date : 1/22/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 92 AVE Southbound				App. Total	SW 104 ST Westbound				App. Total	SW 92 AVE Northbound				App. Total	SW 104 ST Eastbound				App. Total	Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds			
07:00 AM	2	0	3	0	5	0	50	8	0	58	39	0	16	0	55	4	99	1	0	104	222	
07:15 AM	3	3	2	1	9	1	71	10	0	82	46	2	25	0	73	2	118	1	0	121	285	
07:30 AM	1	1	1	1	4	0	61	3	0	64	32	0	8	0	40	2	123	0	0	125	233	
07:45 AM	2	2	1	0	5	1	76	2	0	79	34	1	2	0	37	0	101	2	0	103	224	
Total	8	6	7	2	23	2	258	23	0	283	151	3	51	0	205	8	441	4	0	453	964	
08:00 AM	2	3	2	1	8	1	56	4	1	62	32	2	11	0	45	2	130	1	0	133	248	
08:15 AM	2	0	1	0	3	1	79	5	0	85	25	1	7	0	33	1	114	0	0	115	236	
08:30 AM	1	0	0	1	2	0	71	0	0	71	14	3	7	0	24	0	123	3	1	127	224	
08:45 AM	2	1	2	0	5	0	64	3	0	67	17	3	2	0	22	0	127	1	0	128	222	
Total	7	4	5	2	18	2	270	12	1	285	88	9	27	0	124	3	494	5	1	503	930	
Grand Total	15	10	12	4	41	4	528	35	1	568	239	12	78	0	329	11	935	9	1	956	1894	
Apprch %	36.6	24.4	29.3	9.8		0.7	93	6.2	0.2		72.6	3.6	23.7	0		1.2	97.8	0.9	0.1			
Total %	0.8	0.5	0.6	0.2	2.2	0.2	27.9	1.8	0.1	30	12.6	0.6	4.1	0	17.4	0.6	49.4	0.5	0.1	50.5		
Cars	15	10	12	4	41	4	528	35	1	568	239	12	78	0	329	11	935	9	1	956	1894	
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Appendix 5: Level of Service (LOS) & AM Peak Concurrency Analysis

TABLE: A8

Somerset Academy Bay at Pinewood Acres

Intersection/Driveway Level of Service Summary - AM Peak - Two (2) Arrival Alternative

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)			
Intersections	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	B	14.4	A	0.0	A	2.0	A	1.7
	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	15.5	C	15.2	A	0.6	A	0.7	A	1.4
	SW 97 Avenue & SW 104 Street	Signalized	C	22.4	C	30.6	D	39.7	D	35.8	C	30.6
	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	C	23.5	N/A	N/A	A	1.0
	SW 92 Avenue & SW 94 Street	All-Way Stop	B	12.2	A	9.1	A	9.1	A	9.1	B	10.7
	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.3	A	7.5	A	7.7	A	7.6	A	8.0
	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.8	C	23.8	C	20.4	A	5.5
Proposed AM Peak Hour Condition with Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Ave Veh Delay (sec)	
		LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)	LOS	Ave Veh Delay (sec)			
Intersections	SW 97 Avenue & SW 94 Street	Two-Way Stop	N/A	N/A	C	22.1	A	0.0	A	1.3	A	2.2
	SW 97 Avenue & SW 96 Street	Two-Way Stop	C	24.0	E	43.0	A	0.7	A	1.6	A	2.9
	SW 97 Avenue & SW 104 Street	Signalized	D	35.9	D	49.1	D	40.1	D	39.7	D	39.8
	SW 92 Avenue & SW 88 Street	Two-Way Stop	A	0.0	A	0.6	D	26.1	N/A	N/A	A	1.0
	SW 92 Avenue & SW 94 Street	All-Way Stop	B	13.2	A	9.5	A	9.3	A	9.4	B	11.4
	SW 92 Avenue & SW 96 Street	All-Way Stop	A	8.6	A	7.8	A	8.0	A	7.8	A	8.2
	SW 92 Avenue & SW 104 Street	Two-Way Stop	A	0.1	A	0.7	D	30.2	C	21.6	A	6.7
	SW 97 Avenue & SW 98 Street	Two-Way Stop	B	13.5	C	22.1	A	1.6	A	0.3	A	1.6
Driveways	SW 97 Avenue & North Campus Driveway (DW 1)	Two-Way Stop	D	31.0	N/A	N/A	A	0.4	A	0.0	A	4.1
	SW 97 Avenue & South Campus Driveway (DW 2)	Two-Way Stop	F	72.4	C	20.1	A	1.0	A	0.2	B	13.1
		Police Alternative	C	24.1	B	16.3	B	11.0	A	2.7	B	11.0
	SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	N/A	N/A	A	8.8	A	4.2
	SW 96 Street & North Campus Vehicle Stacking Entrance	Right-In Only	A	0.0	A	0.0	N/A	N/A	N/A	N/A	A	0.0

Note: Police Alternative was analyzed with a dummy signal to replicate police control at the driveway.

TABLE: A8-1

Somerset Academy Bay at Pinewood Acres

Intersection/Driveway Level of Service Summary - AM Peak - Option A & B

Option A Driveway LOS Summary (South Campus)		Intersection/Driveway 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)		
SW 97 Avenue & SW 98 Street *	Two-Way Stop	F	174.9	C	19.9	A	0.0	A	0.3	C	21.3
	Police Alternative	D	37.5	B	15.4	D	41.9	A	5.7	C	31.9
SW 97 Avenue & South Campus Driveway (DW 2)	Two-Way Stop	B	10.7	C	24.7	A	1.1	A	0.2	A	1.7
SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	-	-	A	9.8	A	9.5
Option B Driveway LOS Summary (South Campus)		Intersection/Driveway 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)		
SW 97 Avenue & SW 98 Street	Two-Way Stop	D	34.9	D	25.5	A	1.2	A	0.3	A	2.6
SW 97 Avenue & South Campus Driveway (DW 2) *	Two-Way Stop	C	22.6	C	17.9	A	0.0	A	0.2	A	3.7
	Police Alternative	C	25.6	B	18.0	A	9.8	A	2.0	B	10.1
SW 98 Street & South Campus Driveway (DW 3)	Two-Way Stop	A	0.0	A	0.0	-	-	A	3.1	A	3.1

Note: * Police Alternative was analyzed with a dummy signal to replicate police control at the location.



HCM Unsignalized Intersection Capacity Analysis
 1: SW 97 Ave & SW 94 St

Existing AM Peak Hour Condition
 Somerset Academy Bay at Pinewood Acres



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)		1				
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	866	1700	681	1700
Volume to Capacity	0.15	0.60	0.08	0.14
Queue Length 95th (ft)	13	0	6	0
Control Delay (s)	14.4	0.0	10.7	0.0
Lane LOS	B		B	
Approach Delay (s)	14.4	0.0	2.0	
Approach LOS	B			

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		65.7%	ICU Level of Service
Analysis Period (min)		15	C

* User Entered Value

* DEFACTO RTL

HCM Unsignalized Intersection Capacity Analysis
2: SW 97 Ave & SW 96 St

Existing AM Peak Hour Condition
Somerset Academy Bay at Pinewood Acres

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕*		↕			↕	↕
Volume (veh/h)	10	6	11	14	1	30	23	968	55	13	318	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	6	12	15	1	32	24	1030	59	14	338	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1490	1503	338	1489	1485	1059	349			1088		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1490	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)	271	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	373	678	1210	641	1700
Volume to Capacity	0.08	0.07	0.02	0.02	0.01
Queue Length 95th (ft)	6	6	2	2	0
Control Delay (s)	15.5	15.2	0.6	0.7	0.0
Lane LOS	C	C	A	A	
Approach Delay (s)	15.5	15.2	0.6	0.7	
Approach LOS	C	C			

Intersection Summary				
Average Delay			1.4	
Intersection Capacity Utilization		87.8%		ICU Level of Service
Analysis Period (min)		15		E

* User Entered Value

* DEFACTO RTL

HCM Signalized Intersection Capacity Analysis
3: SW 97 Ave & SW 104 St

Existing AM Peak Hour Condition
Somerset Academy Bay at Pinewood Acres

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	0.95	0.95
Fr _t	1.00	0.97		1.00	0.96		1.00	0.97		1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1818		1787	1800		1787	1834		1787	1779	1519
Fl _t Permitted	0.40	1.00		0.49	1.00		0.35	1.00		0.20	1.00	1.00
Satd. Flow (perm)	748	1818		927	1800		655	1834		386	1779	1519
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	7	0	0	13	0	0	8	0	0	1	56
Lane Group Flow (vph)	473	465	0	75	280	0	89	535	0	17	267	20
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	63.1	53.5		43.9	37.3		39.9	39.9		30.0	30.0	30.0
Effective Green, g (s)	63.1	53.5		43.9	37.3		39.9	39.9		30.0	30.0	30.0
Actuated g/C Ratio	0.56	0.47		0.39	0.33		0.35	0.35		0.27	0.27	0.27
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)	627	860		410	594		300	647		102	472	403
v/s Ratio Prot	c0.15	0.26		0.01	0.16		0.02	c0.29			0.15	
v/s Ratio Perm	c0.27			0.06			0.09			0.04		0.01
v/c Ratio	0.75	0.54		0.18	0.47		0.30	0.83		0.17	0.56	0.05
Uniform Delay, d ₁	16.2	21.1		22.1	30.0		25.8	33.4		31.9	35.9	30.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	5.1	2.4		0.2	2.7		0.6	8.5		0.8	1.6	0.1
Delay (s)	21.4	23.5		22.3	32.7		26.3	41.9		32.7	37.4	30.9
Level of Service	C	C		C	C		C	D		C	D	C
Approach Delay (s)		22.4			30.6			39.7			35.8	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
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
Somerset Academy Bay at Pinewood Acres

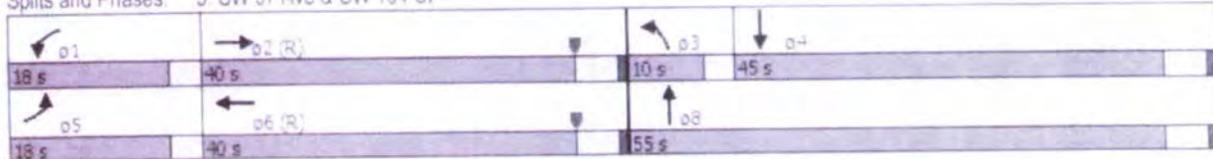
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	440	341	70	194	83	420	16	242	78
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	3	8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	3	8	4	4	4
Switch Phase									
Minimum Initial (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	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	65.7	54.8	47.7	37.9	41.3	39.3	30.0	30.0	30.0
Actuated g/C Ratio	0.58	0.48	0.42	0.34	0.37	0.35	0.27	0.27	0.27
v/c Ratio	0.73	0.53	0.17	0.48	0.28	0.84	0.17	0.57	0.17
Control Delay	24.5	25.3	14.8	32.4	24.1	45.1	34.1	40.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	25.3	14.8	32.4	24.1	45.1	34.1	40.1	6.9
LOS	C	C	B	C	C	D	C	D	A
Approach Delay		24.9		28.8		42.2		32.8	
Approach LOS		C		C		D		C	

Intersection Summary

Cycle Length: 113
 Actuated Cycle Length: 113
 Offset: 0 (0%), Referenced to phase 2 EBTL and 6.WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay 31.5
 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



Queues
3: SW 97 Ave & SW 104 St

Existing AM Peak Hour Condition
Somerset Academy Bay at Pinewood Acres



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	473	472	75	293	89	543	17	268	76
v/c Ratio	0.73	0.53	0.17	0.48	0.28	0.84	0.17	0.57	0.17
Control Delay	24.5	25.3	14.8	32.4	24.1	45.1	34.1	40.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	25.3	14.8	32.4	24.1	45.1	34.1	40.1	6.9
Queue Length 50th (ft)	186	232	23	169	43	352	10	182	0
Queue Length 95th (ft)	#423	409	54	250	68	430	27	236	33
Internal Link Dist (ft)		1284		2602		418		228	
Turn Bay Length (ft)	70		60		200		70		70
Base Capacity (vph)	644	888	564	635	322	818	136	631	587
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	0.73	0.53	0.13	0.46	0.28	0.66	0.13	0.42	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
4: SW 92 Ave & SW 88 St

Existing AM Peak Hour Condition
Somerset Academy Bay at Pinewood Acres



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	↗
Volume (veh/h)	2354	44	19	929	21	99
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2478	46	20	978	22	104
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			2524		2867	849
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2524		2867	849
tC, single (s)			4.1		*4.5	*4.5
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		71	81
cM capacity (veh/h)			176		75	541

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	991	991	542	20	326	326	326	126
Volume Left	0	0	0	20	0	0	0	22
Volume Right	0	0	46	0	0	0	0	104
cSH	1700	1700	1700	176	1700	1700	1700	429
Volume to Capacity	0.58	0.58	0.32	0.11	0.19	0.19	0.19	0.29
Queue Length 95th (ft)	0	0	0	9	0	0	0	30
Control Delay (s)	0.0	0.0	0.0	28.1	0.0	0.0	0.0	23.5
Lane LOS				D				C
Approach Delay (s)	0.0			0.6				23.5
Approach LOS								C

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Intersection												
Intersection Delay, s/veh	10.7											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	32	316	3	0	6	111	16	0	2	41	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	343	3	0	7	121	17	0	2	45	91
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.2	9.1	9.1
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	5%	61%
Vol Thru, %	32%	90%	83%	24%
Vol Right, %	66%	1%	12%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	351	133	66
LT Vol	41	316	111	16
Through Vol	84	3	16	10
RT Vol	2	32	6	40
Lane Flow Rate	138	382	145	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.492	0.195	0.107
Departure Headway (Hd)	4.872	4.643	4.844	5.388
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	771	734	659
Service Time	2.947	2.701	2.915	3.474
HCM Lane V/C Ratio	0.189	0.495	0.198	0.109
HCM Control Delay	9.1	12.2	9.1	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.7	2.7	0.7	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	40	16	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	43	17	11
Number of Lanes	0	0	1	0

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	90	32	2	0	4	34	7	0	1	34	1
Peak Hour Factor	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	111	40	2	0	5	42	9	0	1	42	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.3	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	73%	9%	33%
Vol Thru, %	94%	26%	76%	48%
Vol Right, %	3%	2%	16%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	124	45	27
LT Vol	34	32	34	13
Through Vol	1	2	7	5
RT Vol	1	90	4	9
Lane Flow Rate	44	153	56	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.181	0.063	0.041
Departure Headway (Hd)	4.431	4.248	4.112	4.41
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	837	857	816
Service Time	2.432	2.312	2.204	2.412
HCM Lane V/C Ratio	0.054	0.183	0.065	0.04
HCM Control Delay	7.7	8.3	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.2	0.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	9	13	5
Peak Hour Factor	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	16	6
Number of Lanes	0	0	1	0

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

HCM Unsignalized Intersection Capacity Analysis
7: SW 92 Ave & SW 104 St

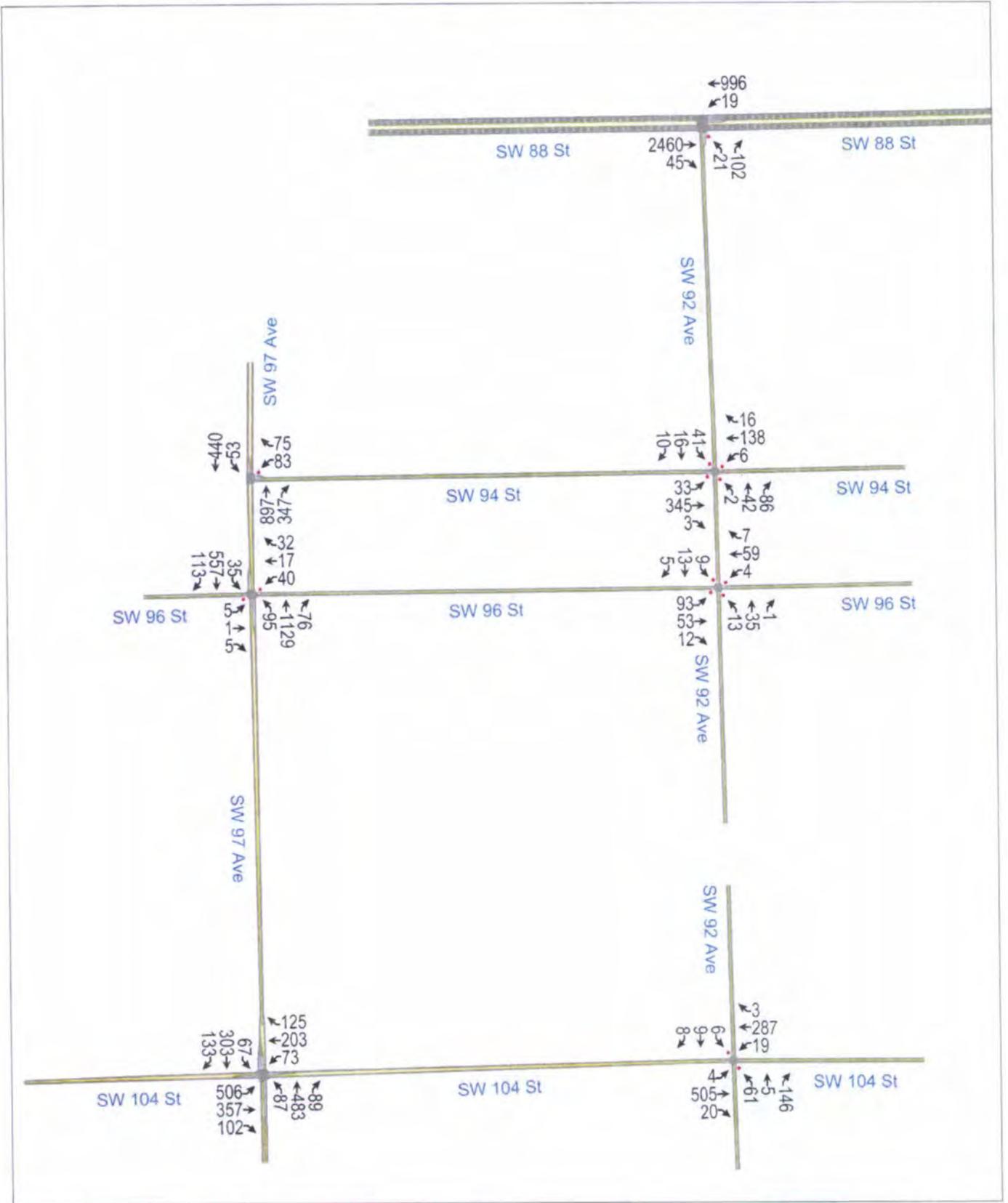
Existing AM Peak Hour Condition
Somerset Academy Bay at Pinewood Acres



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	467	6	19	261	3	46	5	143	6	9	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	537	7	22	300	3	53	6	164	7	10	9
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	303			544			909	897	540	1062	898	302
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	303			544			909	897	540	1062	898	302
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			78	98	70	95	96	99
cM capacity (veh/h)	1257			1025			241	273	542	135	272	738

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	548	325	223	26
Volume Left	5	22	53	7
Volume Right	7	3	164	9
cSH	1257	1025	410	261
Volume to Capacity	0.00	0.02	0.54	0.10
Queue Length 95th (ft)	0	2	79	8
Control Delay (s)	0.1	0.8	23.8	20.4
Lane LOS	A	A	C	C
Approach Delay (s)	0.1	0.8	23.8	20.4
Approach LOS			C	C

Intersection Summary			
Average Delay		5.5	
Intersection Capacity Utilization		48.3%	ICU Level of Service A
Analysis Period (min)		15	



HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 1: SW 97 Ave & SW 94 St Proposed Condition w/ Project - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↩	↷	↶	↷
Volume (veh/h)	83	75	897	347	53	440
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)	86	77	925	358	55	454
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1666	1104			1282	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1666	1104			1282	
tC, single (s)	*4.5	*4.5			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	63	82			90	
cM capacity (veh/h)	233	436			544	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	163	1282	55	454
Volume Left	86	0	55	0
Volume Right	77	358	0	0
cSH	371	1700	544	1700
Volume to Capacity	0.44	0.75	0.10	0.27
Queue Length 95th (ft)	54	0	8	0
Control Delay (s)	22.1	0.0	12.3	0.0
Lane LOS	C		B	
Approach Delay (s)	22.1	0.0	1.3	
Approach LOS	C			

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		79.6%	ICU Level of Service D
Analysis Period (min)		15	

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 2: SW 97 Ave & SW 96 St Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘			↕	↗
Volume (veh/h)	5	1	5	40	17	32	95	1129	76	35	557	113
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	1	5	42	18	34	100	1188	80	37	586	119
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	2091	2128	586	2094	2207	1228	705			1268		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2091	2128	586	2094	2207	1228	705			1268		
IC, single (s)	*4.5	*4.5	*4.5	*4.5	*4.5	*4.5	4.1			4.1		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	99	72	86	91	89			93		
cM capacity (veh/h)	125	136	676	151	127	391	897			551		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	94	100	1268	623	119
Volume Left	5	42	100	0	37	0
Volume Right	5	34	0	80	0	119
cSH	201	185	897	1700	551	1700
Volume to Capacity	0.06	0.51	0.11	0.75	0.07	0.07
Queue Length 95th (ft)	5	63	9	0	5	0
Control Delay (s)	24.0	43.0	9.5	0.0	1.9	0.0
Lane LOS	C	E	A		A	
Approach Delay (s)	24.0	43.0	0.7		1.6	
Approach LOS	C	E				

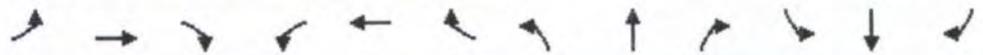
Intersection Summary		
Average Delay		2.9
Intersection Capacity Utilization	92.0%	ICU Level of Service F
Analysis Period (min)		15

* User Entered Value

HCM Signalized Intersection Capacity Analysis
3: SW 97 Ave & SW 104 St

Somerset Academy Bay at Pinewood Acres

Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	506	357	102	73	203	125	87	483	89	67	303	133
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	0.95	0.95
Frt	1.00	0.97		1.00	0.94		1.00	0.98		1.00	0.99	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)	1787	1819		1787	1774		1787	1837		1787	1776	1519
Flt Permitted	0.21	1.00		0.49	1.00		0.29	1.00		0.16	1.00	1.00
Satd. Flow (perm)	391	1819		918	1774		549	1837		306	1776	1519
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	533	376	107	77	214	132	92	508	94	71	319	140
RTOR Reduction (vph)	0	7	0	0	21	0	0	7	0	0	1	54
Lane Group Flow (vph)	533	476	0	77	325	0	92	595	0	71	332	72
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	60.2	50.4		33.5	26.7		42.8	42.8		33.6	33.6	33.6
Effective Green, g (s)	60.2	50.4		33.5	26.7		42.8	42.8		33.6	33.6	33.6
Actuated g/C Ratio	0.53	0.45		0.30	0.24		0.38	0.38		0.30	0.30	0.30
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)	585	811		324	419		275	695		90	528	451
v/s Ratio Prot	c0.25	0.26		0.01	0.18		0.02	c0.32			0.19	
v/s Ratio Perm	c0.24			0.06			0.11			0.23		0.05
v/c Ratio	0.91	0.59		0.24	0.77		0.33	0.86		0.79	0.63	0.16
Uniform Delay, d1	25.8	23.5		29.2	40.3		24.4	32.3		36.4	34.3	29.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.5	3.1		0.4	13.1		0.7	10.1		35.5	2.3	0.2
Delay (s)	44.3	26.6		29.6	53.4		25.1	42.4		71.9	36.6	29.4
Level of Service	D	C		C	D		C	D		E	D	C
Approach Delay (s)		35.9			49.1			40.1			39.7	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	113.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Timings

3: SW 97 Ave & SW 104 St

Somerset Academy Bay at Pinewood Acres

Proposed Condition w/ Project - AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖
Volume (vph)	506	357	73	203	87	483	67	303	133
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	5	2	1	6	3	8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	5	2	1	6	3	8	4	4	4
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	C-Min	None	C-Min	None	None	None	None	None
Act Effect Green (s)	62.8	51.6	37.2	27.3	44.2	42.2	33.6	33.6	33.6
Actuated g/C Ratio	0.56	0.46	0.33	0.24	0.39	0.37	0.30	0.30	0.30
v/c Ratio	0.90	0.58	0.21	0.77	0.31	0.87	0.78	0.63	0.25
Control Delay	45.0	28.3	17.1	47.5	23.1	45.5	86.7	39.5	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	28.3	17.1	47.5	23.1	45.5	86.7	39.5	13.2
LOS	D	C	B	D	C	D	F	D	B
Approach Delay		37.1		42.0		42.5		39.6	
Approach LOS		D		D		D		D	

Intersection Summary

Cycle Length: 113

Actuated Cycle Length: 113

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 39.8

Intersection LOS: D

Intersection Capacity Utilization 96.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: SW 97 Ave & SW 104 St

↖ φ1 18 s	→ φ2 (R) 40 s	↖ φ3 10 s	↓ φ4 45 s
↗ φ5 18 s	← φ6 (R) 40 s	↑ φ8 55 s	

Queues

Somerset Academy Bay at Pinewood Acres

3: SW 97 Ave & SW 104 St

Proposed Condition w/ Project - AM Peak Hour

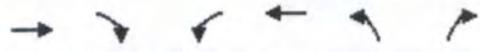


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	533	483	77	346	92	602	71	333	126
v/c Ratio	0.90	0.58	0.21	0.77	0.31	0.87	0.78	0.63	0.25
Control Delay	45.0	28.3	17.1	47.5	23.1	45.5	86.7	39.5	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	28.3	17.1	47.5	23.1	45.5	86.7	39.5	13.2
Queue Length 50th (ft)	284	257	25	215	42	390	49	226	28
Queue Length 95th (ft)	#633	428	56	296	69	490	#121	295	69
Internal Link Dist (ft)		1284		2602		418		228	
Turn Bay Length (ft)	70		60		200		70		70
Base Capacity (vph)	593	837	475	568	298	819	108	629	587
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	0.90	0.58	0.16	0.61	0.31	0.74	0.66	0.53	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 4: SW 92 Ave & SW 88 St Proposed Condition w/ Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↙	↗
Volume (veh/h)	2460	45	19	996	21	102
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2589	47	20	1048	22	107
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			2637		3003	887
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2637		3003	887
tC, single (s)			4.1		*4.5	*4.5
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		66	80
cM capacity (veh/h)			158		65	524

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	1036	1036	565	20	349	349	349	129
Volume Left	0	0	0	20	0	0	0	22
Volume Right	0	0	47	0	0	0	0	107
cSH	1700	1700	1700	158	1700	1700	1700	380
Volume to Capacity	0.61	0.61	0.33	0.13	0.21	0.21	0.21	0.34
Queue Length 95th (ft)	0	0	0	11	0	0	0	37
Control Delay (s)	0.0	0.0	0.0	31.0	0.0	0.0	0.0	26.1
Lane LOS				D				D
Approach Delay (s)	0.0			0.6				26.1
Approach LOS								D

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Intersection												
Intersection Delay, s/veh	11.4											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	33	345	3	0	6	138	16	0	2	42	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	1	1	2	1	1	1	2	1	1	1
Mvmt Flow	0	36	375	3	0	7	150	17	0	2	46	93
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.2	9.5	9.3
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	4%	61%
Vol Thru, %	32%	91%	86%	24%
Vol Right, %	66%	1%	10%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	381	160	67
LT Vol	2	33	6	41
Through Vol	42	345	138	16
RT Vol	86	3	16	10
Lane Flow Rate	141	414	174	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.539	0.237	0.114
Departure Headway (Hd)	5.005	4.687	4.904	5.637
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	762	723	639
Service Time	3.098	2.756	2.99	3.637
HCM Lane V/C Ratio	0.199	0.543	0.241	0.114
HCM Control Delay	9.3	13.2	9.5	9.4
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.7	3.3	0.9	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	41	16	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	1	1
Mvmt Flow	0	45	17	11
Number of Lanes	0	0	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.4
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	8.2											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	93	53	12	0	4	59	7	0	13	35	1
Peak Hour Factor	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	1	1	1	2	1	1	1	2	1	1	1
Mvmt Flow	0	115	65	15	0	5	73	9	0	16	43	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	7.8	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	59%	6%	33%
Vol Thru, %	71%	34%	84%	48%
Vol Right, %	2%	8%	10%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	158	70	27
LT Vol	13	93	4	9
Through Vol	35	53	59	13
RT Vol	1	12	7	5
Lane Flow Rate	60	195	86	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.229	0.103	0.042
Departure Headway (Hd)	4.628	4.22	4.296	4.576
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	837	837	786
Service Time	2.635	2.314	2.305	2.585
HCM Lane V/C Ratio	0.077	0.233	0.103	0.042
HCM Control Delay	8	8.6	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0.3	0.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	9	13	5
Peak Hour Factor	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	1	1	1
Mvmt Flow	0	11	16	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Lane

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 7: SW 92 Ave & SW 104 St Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	505	20	19	287	3	61	5	146	6	9	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	561	22	21	319	3	68	6	162	7	10	9
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	322			583			958	946	572	1109	955	321
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	322			583			958	946	572	1109	955	321
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			70	98	69	95	96	99
cM capacity (veh/h)	1243			996			224	256	521	125	253	723

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	588	343	236	26
Volume Left	4	21	68	7
Volume Right	22	3	162	9
cSH	1243	996	371	243
Volume to Capacity	0.00	0.02	0.64	0.11
Queue Length 95th (ft)	0	2	105	9
Control Delay (s)	0.1	0.7	30.2	21.6
Lane LOS	A	A	D	C
Approach Delay (s)	0.1	0.7	30.2	21.6
Approach LOS			D	C

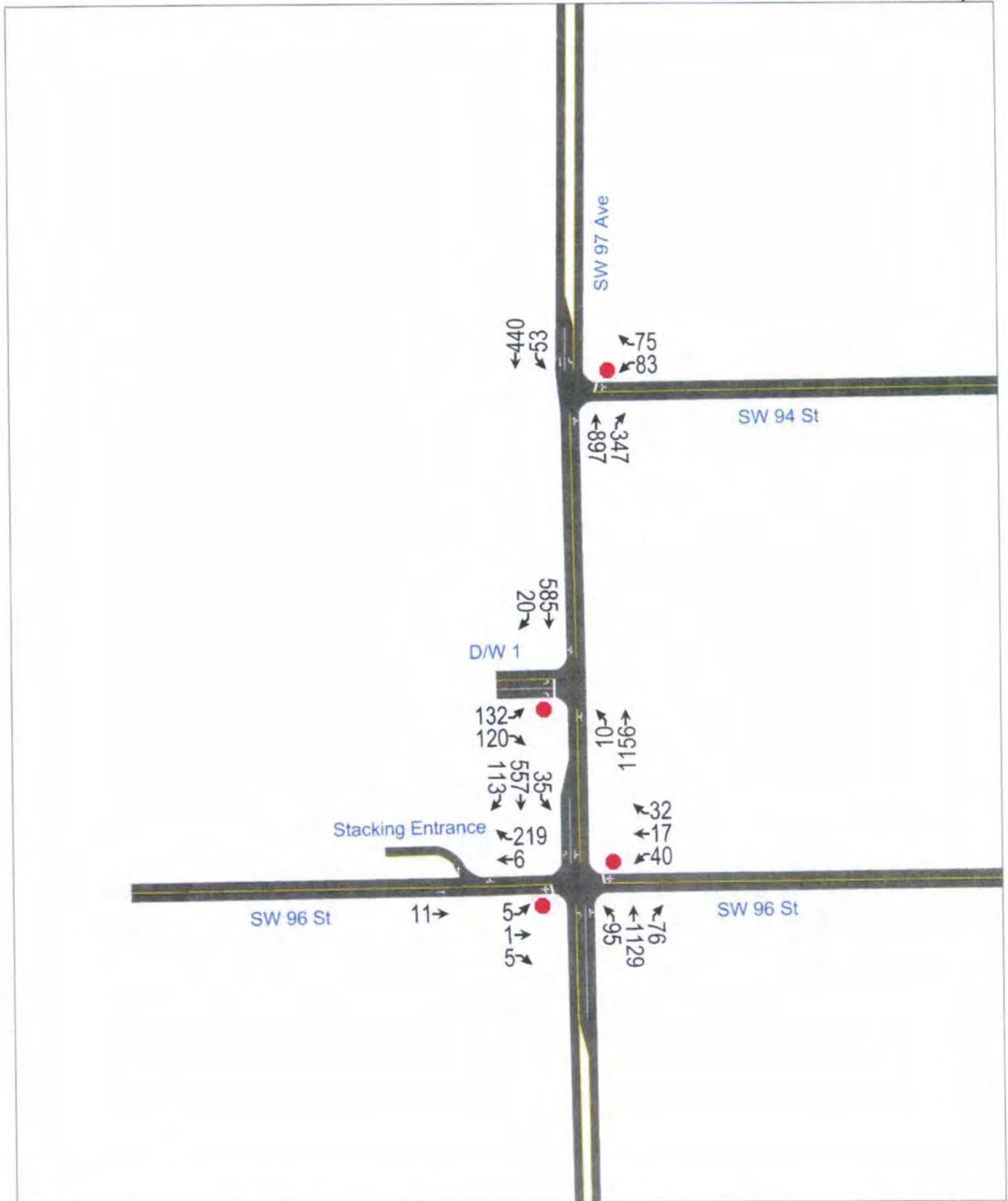
Intersection Summary			
Average Delay		6.7	
Intersection Capacity Utilization		53.0%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 11: SW 97 Ave & NW 98 St Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	2	34	5	2	5	33	1212	0	5	515	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	37	5	2	5	36	1317	0	5	560	3
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	1968	1961	561	1999	1963	1317	563			1317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1968	1961	561	1999	1963	1317	563			1317		
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 %	97	99	95	97	99	98	96			99		
cM capacity (veh/h)	186	182	689	173	181	361	1008			525		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	45	13	1353	568								
Volume Left	5	5	36	5								
Volume Right	37	5	0	3								
cSH	470	223	1008	525								
Volume to Capacity	0.09	0.06	0.04	0.01								
Queue Length 95th (ft)	8	5	3	1								
Control Delay (s)	13.5	22.1	1.6	0.3								
Lane LOS	B	C	A	A								
Approach Delay (s)	13.5	22.1	1.6	0.3								
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			94.6%		ICU Level of Service					F		
Analysis Period (min)			15									

* User Entered Value



HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 8: SW 97 Ave & D/W 1 North Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗		↕	↕	
Volume (veh/h)	132	120	10	1156	585	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	139	126	11	1217	616	21
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	1864	626	637			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1864	626	637			
tC, single (s)	*4.5	*4.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	35	81	99			
cM capacity (veh/h)	214	654	952			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	139	126	1227	637
Volume Left	139	0	11	0
Volume Right	0	126	0	21
cSH	214	654	952	1700
Volume to Capacity	0.65	0.19	0.01	0.37
Queue Length 95th (ft)	98	18	1	0
Control Delay (s)	48.4	11.8	0.4	0.0
Lane LOS	E	B	A	
Approach Delay (s)	31.0		0.4	0.0
Approach LOS	D			

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization		82.8%	ICU Level of Service E
Analysis Period (min)		15	

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 12: SW 96 St & Veh. Stacking Entrance (North Campus) North Campus Driveway LOS - AM Peak Hour



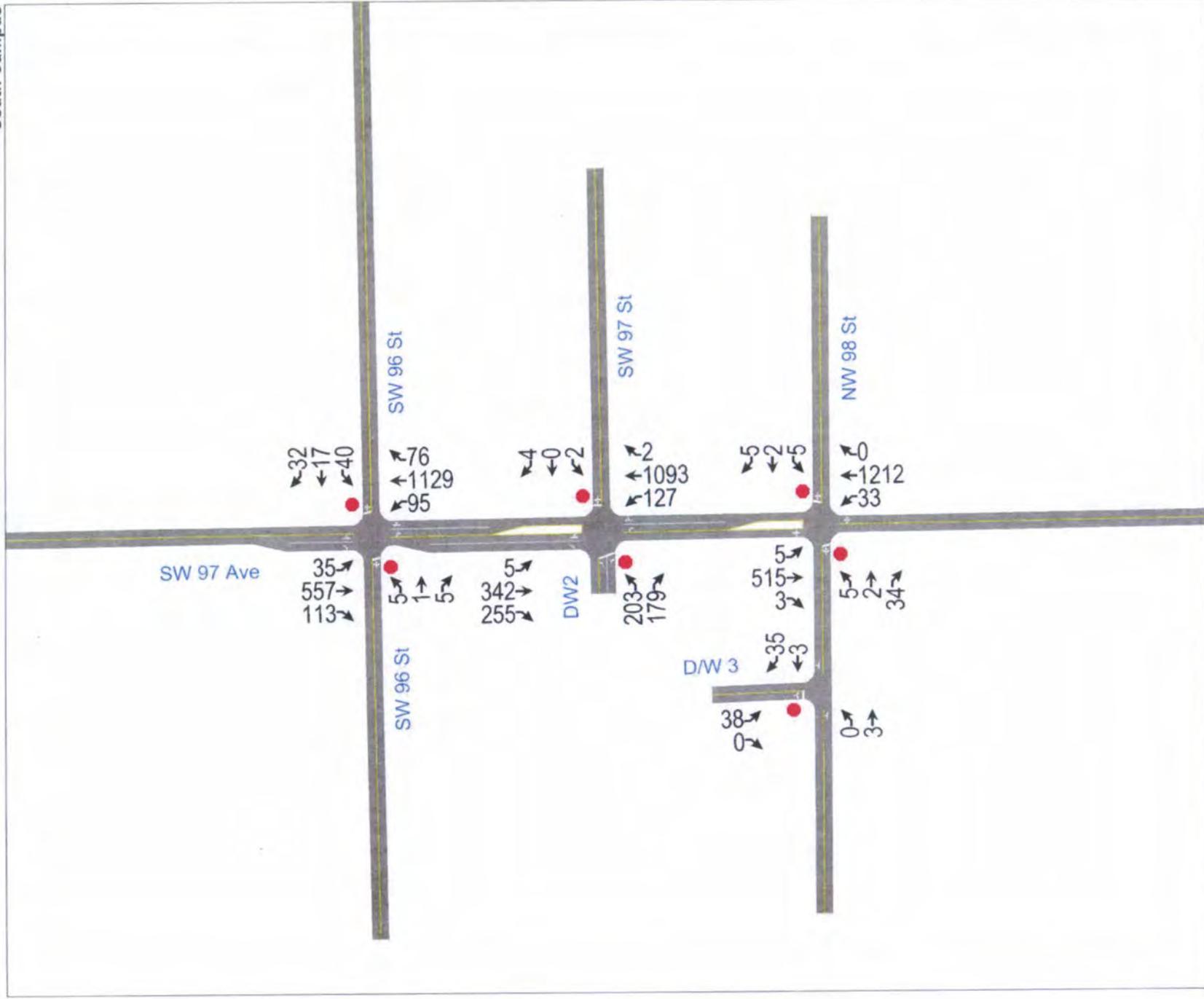
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			
Volume (veh/h)	0	11	6	219	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	12	7	238	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245				138	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245				138	126
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				100	100
cM capacity (veh/h)	1333				861	930

Direction, Lane #	EB 1	WB 1
Volume Total	12	245
Volume Left	0	0
Volume Right	0	238
cSH	1700	1700
Volume to Capacity	0.01	0.14
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		17.2%	ICU Level of Service A
Analysis Period (min)		15	

Somerset Academy Bay at Pinewood Acres

South Campus Driveway LOS - AM Peak Hour
South Campus



HCM Signalized Intersection Capacity Analysis
 9: SW 97 Ave & DW2 /SW 97 St

Somerset Academy Bay at Pinewood Acres
 South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗		↕		↘	↗			↕	↗
Volume (vph)	203	0	179	2	0	4	127	1093	2	5	342	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.0		2.0		2.0		2.0	2.0			2.0	2.0
Lane Util. Factor	1.00		1.00		1.00		1.00	1.00			1.00	1.00
Fr _t	1.00		0.85		0.91		1.00	1.00			1.00	0.85
Fl _t Protected	0.95		1.00		0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1805		1615		1667		1805	1862			1861	1615
Fl _t Permitted	0.75		1.00		0.98		0.52	1.00			0.99	1.00
Satd. Flow (perm)	1432		1615		1667		991	1862			1846	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	214	0	188	2	0	4	134	1151	2	5	360	268
RTOR Reduction (vph)	0	0	152	0	3	0	0	0	0	0	0	73
Lane Group Flow (vph)	214	0	36	0	3	0	134	1153	0	0	365	195
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Turn Type	Perm		Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases					8			2				6
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	9.7		9.7		9.7		36.3	36.3			36.3	36.3
Effective Green, g (s)	9.7		9.7		9.7		36.3	36.3			36.3	36.3
Actuated g/C Ratio	0.19		0.19		0.19		0.73	0.73			0.73	0.73
Clearance Time (s)	2.0		2.0		2.0		2.0	2.0			2.0	2.0
Vehicle Extension (s)	0.2		0.2		0.2		0.2	0.2			0.2	0.2
Lane Grp Cap (vph)	277		313		323		719	1351			1340	1172
v/s Ratio Prot								c0.62				
v/s Ratio Perm	c0.15		0.02		0.00		0.14				0.20	0.12
v/c Ratio	0.77		0.12		0.01		0.19	0.85			0.27	0.17
Uniform Delay, d ₁	19.1		16.6		16.3		2.2	4.9			2.3	2.1
Progression Factor	1.00		1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d ₂	11.5		0.1		0.0		0.6	7.0			0.5	0.3
Delay (s)	30.6		16.7		16.3		2.7	11.9			2.8	2.4
Level of Service	C		B		B		A	B			A	A
Approach Delay (s)		24.1			16.3			11.0			2.7	
Approach LOS		C			B			B			A	

Intersection Summary

HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

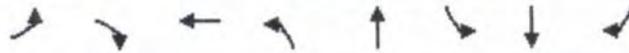
* INTERSECTION CONTROLLED BY POLICE
 TRAFFIC SIGNAL MOST CLOSELY REPLICATES DRIVEWAY OPERATION WITH POLICE OFFICE

Timings

Somerset Academy Bay at Pinewood Acres

9: SW 97 Ave & DW2 /SW 97 St

South Campus Driveway LOS - AM Peak Hour



Lane Group	EBL	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	203	179	0	127	1093	5	342	255
Turn Type	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases			8		2		6	
Permitted Phases	4	4		2		6		6
Detector Phase	4	4	8	2	2	6	6	6
Switch Phase								
Minimum Initial (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	3.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	8.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	16.0%	16.0%	16.0%	84.0%	84.0%	84.0%	84.0%	84.0%
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	9.7	9.7	9.7	36.3	36.3		36.3	36.3
Actuated g/C Ratio	0.19	0.19	0.19	0.73	0.73		0.73	0.73
v/c Ratio	0.77	0.40	0.02	0.19	0.85		0.27	0.22
Control Delay	50.4	7.3	15.5	2.2	12.1		2.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	50.4	7.3	15.5	2.2	12.1		2.5	0.6
LOS	D	A	B	A	B		A	A
Approach Delay			15.5		11.1		1.7	
Approach LOS			B		B		A	

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 103.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service G

Splits and Phases: 9: SW 97 Ave & DW2 /SW 97 St



* INTERSECTION CONTROLLED BY POLICE
 TRAFFIC SIGNAL MOST CLOSELY REPLICATES DRIVEWAY OPERATION WITH POLICE OFFICE

Queues

Somerset Academy Bay at Pinewood Acres

9: SW 97 Ave & DW2 /SW 97 St

South Campus Driveway LOS - AM Peak Hour



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	214	188	6	134	1153	365	268
v/c Ratio	0.77	0.40	0.02	0.19	0.85	0.27	0.22
Control Delay	50.4	7.3	15.5	2.2	12.1	2.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	7.3	15.5	2.2	12.1	2.5	0.6
Queue Length 50th (ft)	-75	0	1	5	100	15	0
Queue Length 95th (ft)	#186	45	9	10	192	23	6
Internal Link Dist (ft)			465		249	266	
Turn Bay Length (ft)				150			225
Base Capacity (vph)	279	466	327	792	1490	1476	1345
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.40	0.02	0.17	0.77	0.25	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

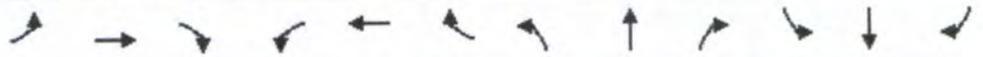
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

* INTERSECTION CONTROLLED BY POLICE

TRAFFIC SIGNAL MOST CLOSELY REPLICATES DRIVEWAY OPERATION WITH POLICE OFFICE

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 9: SW 97 Ave & DW2 /SW 97 St South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↕		↖	↗			↕	↗
Volume (veh/h)	203	0	179	2	0	4	127	1093	2	5	342	255
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	214	0	188	2	0	4	134	1151	2	5	360	268
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	1793	1791	360	1978	2058	1152	628			1153		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1793	1791	360	1978	2058	1152	628			1153		
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 %	0	100	77	98	100	99	86			99		
cM capacity (veh/h)	203	189	817	133	149	417	963			606		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	214	188	6	134	1153	365	268					
Volume Left	214	0	2	134	0	5	0					
Volume Right	0	188	4	0	2	0	268					
cSH	203	817	244	963	1700	606	1700					
Volume to Capacity	1.05	0.23	0.03	0.14	0.68	0.01	0.16					
Queue Length 95th (ft)	241	22	2	12	0	1	0					
Control Delay (s)	126.7	10.7	20.1	9.3	0.0	0.3	0.0					
Lane LOS	F	B	C	A		A						
Approach Delay (s)	72.4		20.1	1.0		0.2						
Approach LOS	F		C									
Intersection Summary												
Average Delay			13.1									
Intersection Capacity Utilization			103.8%		ICU Level of Service					G		
Analysis Period (min)			15									

* User Entered Value

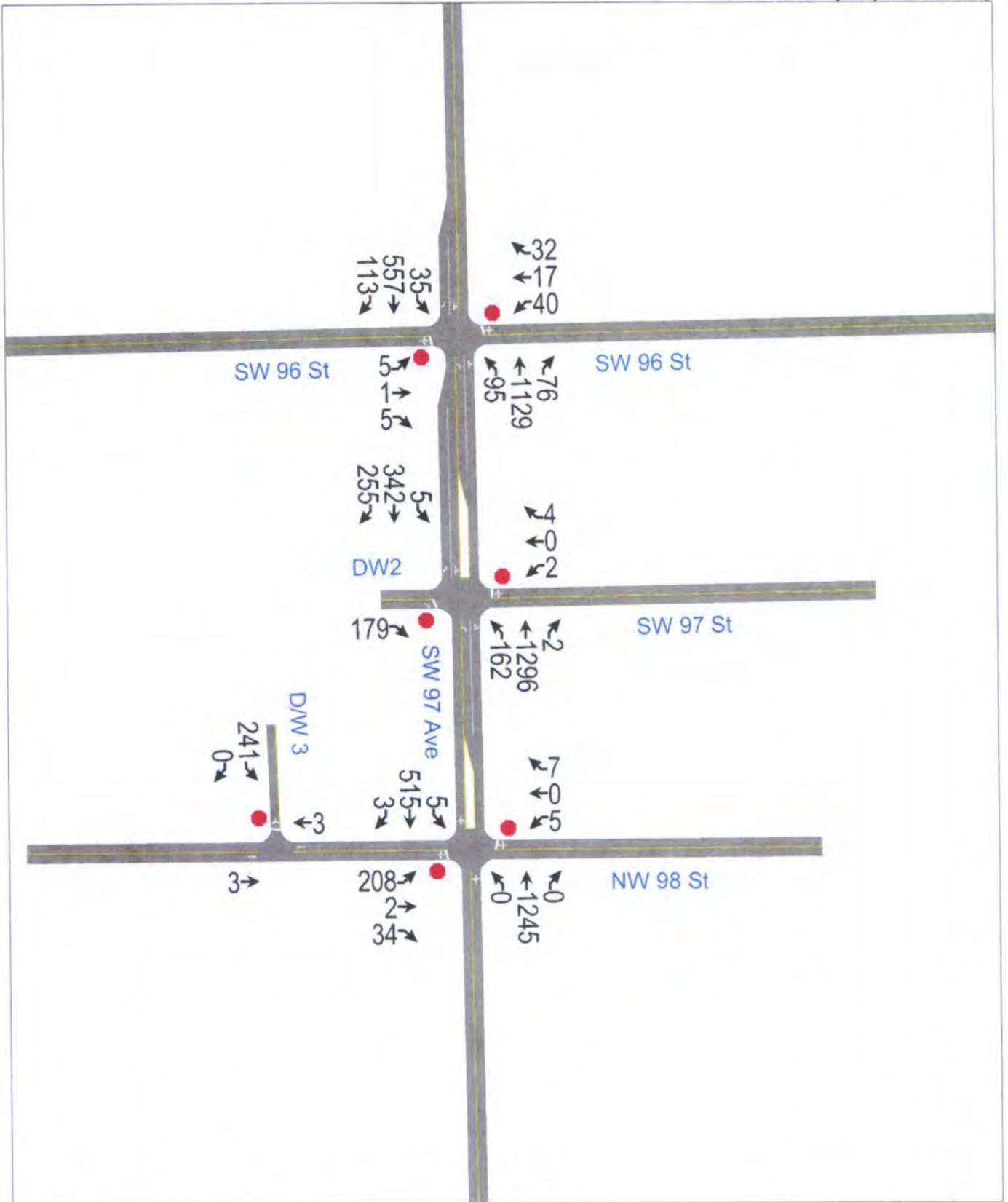
HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 10: NW 98 St & DW 3 South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	3	3	35	38	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	3	3	38	41	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	41				26	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	41				26	22
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				96	100
cM capacity (veh/h)	1568				990	1055

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	3	41	41
Volume Left	0	0	41
Volume Right	0	38	0
cSH	1568	1700	990
Volume to Capacity	0.00	0.02	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	8.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		4.2	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	



HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 9: SW 97 Ave & DW2 /SW 97 St South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↖	↕			↕	↗
Volume (veh/h)	0	0	179	2	0	4	162	1296	2	5	342	255
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	188	2	0	4	171	1364	2	5	360	268
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	2080	2078	360	2265	2345	1365	628			1366		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2080	2078	360	2265	2345	1365	628			1366		
IC, single (s)	*4.5	*4.5	*4.5	*4.5	*4.5	*4.5	4.1			4.1		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	77	98	100	99	82			99		
cM capacity (veh/h)	151	140	817	99	110	346	963			503		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	188	6	171	1366	365	268
Volume Left	0	2	171	0	5	0
Volume Right	188	4	0	2	0	268
cSH	817	189	963	1700	503	1700
Volume to Capacity	0.23	0.03	0.18	0.80	0.01	0.16
Queue Length 95th (ft)	22	3	16	0	1	0
Control Delay (s)	10.7	24.7	9.5	0.0	0.3	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	10.7	24.7	1.1		0.2	
Approach LOS	B	C				

Intersection Summary		
Average Delay		1.7
Intersection Capacity Utilization	99.9%	ICU Level of Service
Analysis Period (min)		15
		F

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 10: NW 98 St & D/W 3 South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Volume (veh/h)	0	3	3	0	241	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	3	3	0	262	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	3				7	3
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				7	3
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				74	100
cM capacity (veh/h)	1619				1015	1081
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	3	3	262			
Volume Left	0	0	262			
Volume Right	0	0	0			
cSH	1700	1700	1015			
Volume to Capacity	0.00	0.00	0.26			
Queue Length 95th (ft)	0	0	26			
Control Delay (s)	0.0	0.0	9.8			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS				A		
Intersection Summary						
Average Delay			9.5			
Intersection Capacity Utilization			23.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 11: SW 97 Ave & NW 98 St South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	208	2	34	5	0	7	0	1245	0	5	515	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	226	2	37	5	0	8	0	1353	0	5	560	3
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	1933	1926	561	1964	1927	1353	563			1353		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1933	1926	561	1964	1927	1353	563			1353		
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 %	0	99	95	97	100	98	100			99		
cM capacity (veh/h)	197	194	689	184	194	350	1008			508		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	265	13	1353	568
Volume Left	226	5	0	5
Volume Right	37	8	0	3
cSH	219	254	1008	508
Volume to Capacity	1.21	0.05	0.00	0.01
Queue Length 95th (ft)	332	4	0	1
Control Delay (s)	174.9	19.9	0.0	0.3
Lane LOS	F	C		A
Approach Delay (s)	174.9	19.9	0.0	0.3
Approach LOS	F	C		

Intersection Summary			
Average Delay		21.3	
Intersection Capacity Utilization		92.6%	ICU Level of Service F
Analysis Period (min)		15	

* User Entered Value

HCM Signalized Intersection Capacity Analysis

11: SW 97 Ave & NW 98 St

Somerset Academy Bay at Pinewood Acres

South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Volume (vph)	208	2	34	5	0	7	0	1245	0	5	515	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		2.0			2.0			2.0			2.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Flt		0.98			0.92			1.00			1.00		
Flt Protected		0.96			0.98			1.00			1.00		
Satd. Flow (prot)		1753			1676			1863			1861		
Flt Permitted		0.75			0.95			1.00			0.79		
Satd. Flow (perm)		1368			1629			1863			1479		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	226	2	37	5	0	8	0	1353	0	5	560	3	
RTOR Reduction (vph)	0	13	0	0	6	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	252	0	0	7	0	0	1353	0	0	568	0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		10.9			10.9			35.1			35.1		
Effective Green, g (s)		10.9			10.9			35.1			35.1		
Actuated g/C Ratio		0.22			0.22			0.70			0.70		
Clearance Time (s)		2.0			2.0			2.0			2.0		
Vehicle Extension (s)		0.2			0.2			0.2			0.2		
Lane Grp Cap (vph)		298			355			1307			1038		
v/s Ratio Prot								c0.73					
v/s Ratio Perm		c0.18			0.00						0.38		
v/c Ratio		0.85			0.02			1.04			0.55		
Uniform Delay, d1		18.8			15.4			7.4			3.6		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		18.7			0.0			34.5			2.1		
Delay (s)		37.5			15.4			41.9			5.7		
Level of Service		D			B			D			A		
Approach Delay (s)		37.5			15.4			41.9			5.7		
Approach LOS		D			B			D			A		
Intersection Summary													
HCM 2000 Control Delay			31.9									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			50.0									Sum of lost time (s)	4.0
Intersection Capacity Utilization			92.6%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													

Timings
11: SW 97 Ave & NW 98 St

Somerset Academy Bay at Pinewood Acres
South Campus Driveway LOS - AM Peak Hour

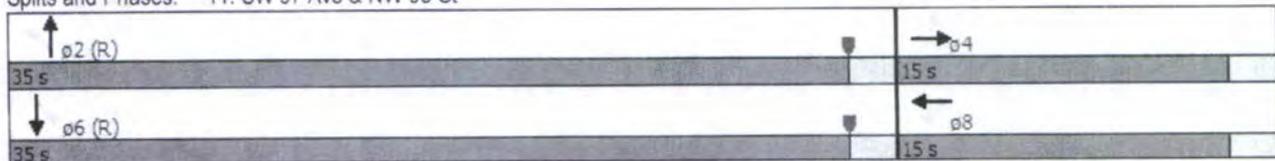


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations		↕		↕	↕		↕
Volume (vph)	208	2	5	0	1245	5	515
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		4		8	2		6
Permitted Phases	4		8			6	
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	6.0	6.0	6.0	6.0	20.0	20.0	20.0
Total Split (s)	15.0	15.0	15.0	15.0	35.0	35.0	35.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0
Total Lost Time (s)		2.0		2.0	2.0		2.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		10.9		10.9	35.1		35.1
Actuated g/C Ratio		0.22		0.22	0.70		0.70
v/c Ratio		0.86		0.04	1.03		0.55
Control Delay		44.6		10.6	47.5		6.7
Queue Delay		0.0		0.0	0.0		0.0
Total Delay		44.6		10.6	47.5		6.7
LOS		D		B	D		A
Approach Delay		44.6		10.6	47.5		6.7
Approach LOS		D		B	D		A

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 92.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 11: SW 97 Ave & NW 98 St



Queues

11: SW 97 Ave & NW 98 St

Somerset Academy Bay at Pinewood Acres

South Campus Driveway LOS - AM Peak Hour

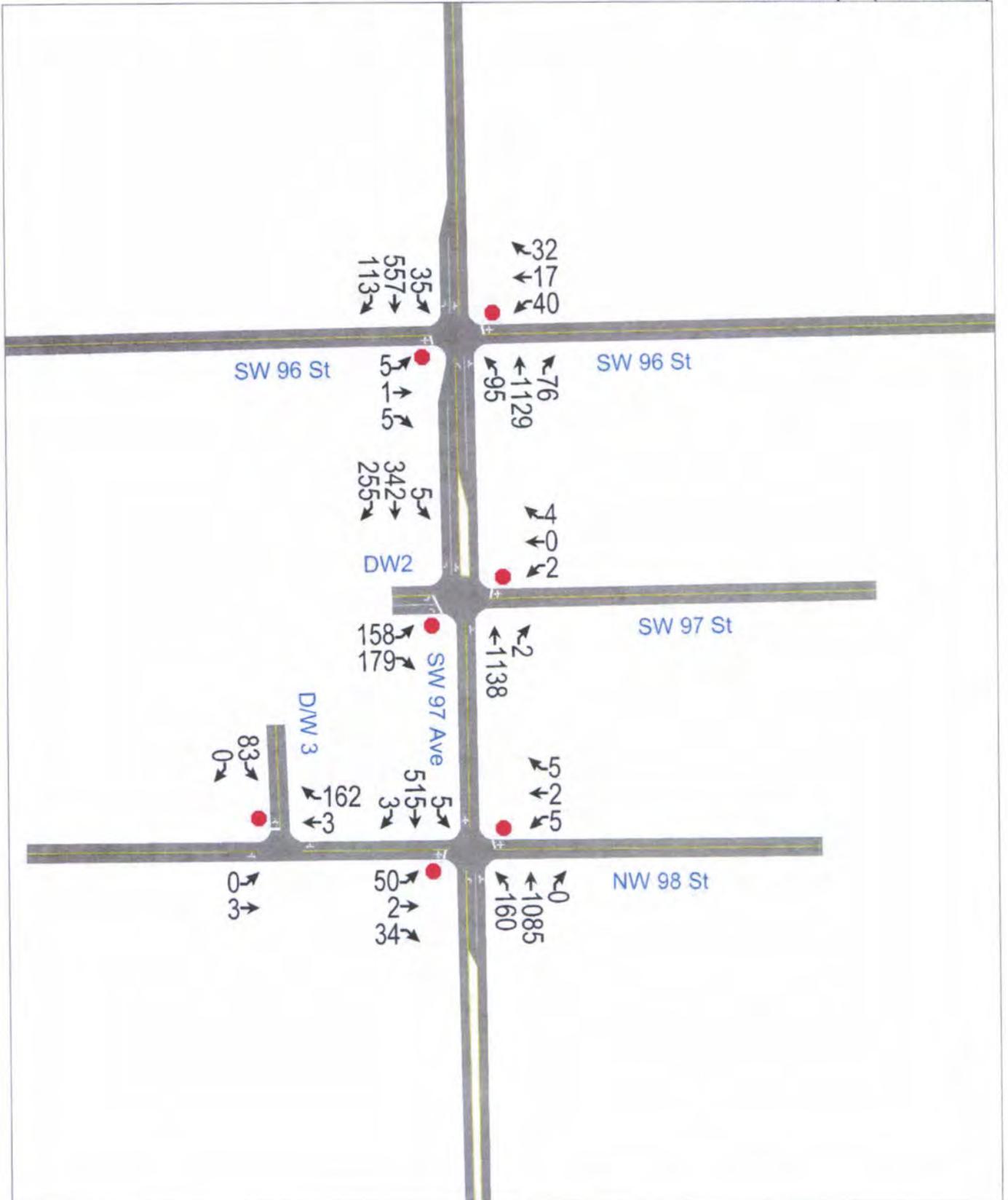


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	265	13	1353	568
v/c Ratio	0.86	0.04	1.03	0.55
Control Delay	44.6	10.6	47.5	6.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	44.6	10.6	47.5	6.7
Queue Length 50th (ft)	67	1	~466	67
Queue Length 95th (ft)	#164	11	#681	138
Internal Link Dist (ft)	177	387	1623	249
Turn Bay Length (ft)				
Base Capacity (vph)	367	429	1309	1039
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.72	0.03	1.03	0.55

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 Somerset Academy Bay at Pinewood Acres
 9: SW 97 Ave & DW2 /SW 97 St South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵		↗		↕			↕			↕	↗
Volume (veh/h)	158	0	179	2	0	4	0	1138	2	5	342	255
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	166	0	188	2	0	4	0	1198	2	5	360	268
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	1574	1571	360	1758	1838	1199	628			1200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1574	1571	360	1758	1838	1199	628			1200		
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 %	40	100	77	99	100	99	100			99		
cM capacity (veh/h)	276	265	817	182	210	401	963			582		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2
Volume Total	166	188	6	1200	365	268
Volume Left	166	0	2	0	5	0
Volume Right	0	188	4	2	0	268
cSH	276	817	286	1700	582	1700
Volume to Capacity	0.60	0.23	0.02	0.71	0.01	0.16
Queue Length 95th (ft)	90	22	2	0	1	0
Control Delay (s)	36.0	10.7	17.9	0.0	0.3	0.0
Lane LOS	E	B	C		A	
Approach Delay (s)	22.6		17.9	0.0	0.2	
Approach LOS	C		C			

Intersection Summary		
Average Delay		3.7
Intersection Capacity Utilization	82.1%	ICU Level of Service E
Analysis Period (min)		15

* User Entered Value

HCM Signalized Intersection Capacity Analysis
 9: SW 97 Ave & DW2 /SW 97 St

Somerset Academy Bay at Pinewood Acres
 South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶		↷		↕			↕			↕	↷
Volume (vph)	158	0	179	2	0	4	0	1138	2	5	342	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.0		2.0		2.0			2.0			2.0	2.0
Lane Util. Factor	1.00		1.00		1.00			1.00			1.00	1.00
Flt	1.00		0.85		0.91			1.00			1.00	0.85
Flt Protected	0.95		1.00		0.98			1.00			1.00	1.00
Satd. Flow (prot)	1805		1615		1667			1862			1861	1615
Flt Permitted	0.75		1.00		0.98			1.00			0.99	1.00
Satd. Flow (perm)	1432		1615		1667			1862			1846	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	166	0	188	2	0	4	0	1198	2	5	360	268
RTOR Reduction (vph)	0	0	159	0	3	0	0	0	0	0	0	62
Lane Group Flow (vph)	166	0	29	0	3	0	0	1200	0	0	365	206
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Turn Type	Perm		Perm	Perm	NA			NA		Perm	NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8						6		6
Actuated Green, G (s)	7.6		7.6		7.6			38.4			38.4	38.4
Effective Green, g (s)	7.6		7.6		7.6			38.4			38.4	38.4
Actuated g/C Ratio	0.15		0.15		0.15			0.77			0.77	0.77
Clearance Time (s)	2.0		2.0		2.0			2.0			2.0	2.0
Vehicle Extension (s)	0.2		0.2		0.2			0.2			0.2	0.2
Lane Grp Cap (vph)	217		245		253			1430			1417	1240
v/s Ratio Prot								c0.64				
v/s Ratio Perm	c0.12		0.02		0.00						0.20	0.13
v/c Ratio	0.76		0.12		0.01			0.84			0.26	0.17
Uniform Delay, d1	20.3		18.3		18.0			3.8			1.7	1.5
Progression Factor	1.00		1.00		1.00			1.00			1.00	1.00
Incremental Delay, d2	13.4		0.1		0.0			6.1			0.4	0.3
Delay (s)	33.8		18.4		18.0			9.8			2.1	1.8
Level of Service	C		B		B			A			A	A
Approach Delay (s)		25.6			18.0			9.8			2.0	
Approach LOS		C			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings
9: SW 97 Ave & DW2 /SW 97 St

Somerset Academy Bay at Pinewood Acres
South Campus Driveway LOS - AM Peak Hour

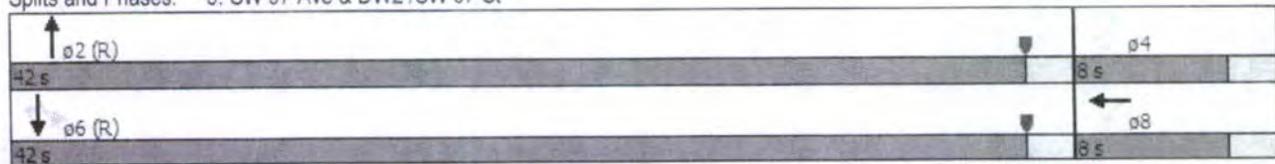


Lane Group	EBL	EBR	WBT	NBT	SBL	SBT	SBR
Lane Configurations							
Volume (vph)	158	179	0	1138	5	342	255
Turn Type	Perm	Perm	NA	NA	Perm	NA	Perm
Protected Phases			8	2		6	
Permitted Phases	4	4			6		6
Detector Phase	4	4	8	2	6	6	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	6.0	6.0	6.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	8.0	42.0	42.0	42.0	42.0
Total Split (%)	16.0%	16.0%	16.0%	84.0%	84.0%	84.0%	84.0%
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	7.6	7.6	7.6	38.4		38.4	38.4
Actuated g/C Ratio	0.15	0.15	0.15	0.77		0.77	0.77
v/c Ratio	0.76	0.47	0.02	0.84		0.26	0.21
Control Delay	51.5	8.5	15.5	10.9		2.1	0.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	51.5	8.5	15.5	10.9		2.1	0.6
LOS	D	A	B	B		A	A
Approach Delay			15.5	10.9		1.4	
Approach LOS			B	B		A	

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 2 (4%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 11.1
 Intersection Capacity Utilization 82.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 9: SW 97 Ave & DW2 /SW 97 St



- Alternative B w/ Police Officer as Traffic Control

Queues

Somerset Academy Bay at Pinewood Acres

9: SW 97 Ave & DW2 /SW 97 St

South Campus Driveway LOS - AM Peak Hour



Lane Group	EBL	EBR	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	166	188	6	1200	365	268
v/c Ratio	0.76	0.47	0.02	0.84	0.26	0.21
Control Delay	51.5	8.5	15.5	10.9	2.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	8.5	15.5	10.9	2.1	0.6
Queue Length 50th (ft)	46	0	1	158	21	0
Queue Length 95th (ft)	#144	45	9	#277	23	6
Internal Link Dist (ft)			465	249	266	
Turn Bay Length (ft)						225
Base Capacity (vph)	217	404	256	1490	1476	1345
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.47	0.02	0.81	0.25	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 10: NW 98 St & D/W 3 South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (veh/h)	0	3	3	162	83	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	3	3	176	90	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	179				95	91
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	179				95	91
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				90	100
cM capacity (veh/h)	1396				905	966

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	3	179	90
Volume Left	0	0	90
Volume Right	0	176	0
cSH	1396	1700	905
Volume to Capacity	0.00	0.11	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.0	9.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay		3.1	
Intersection Capacity Utilization		21.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis Somerset Academy Bay at Pinewood Acres
 11: SW 97 Ave & NW 98 St South Campus Driveway LOS - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘			↕	
Volume (veh/h)	50	2	34	5	2	5	160	1085	0	5	515	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	2	37	5	2	5	174	1179	0	5	560	3
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	2106	2099	561	2138	2101	1179	563			1179		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2106	2099	561	2138	2101	1179	563			1179		
tC, single (s)	*4.5	*4.5	*4.5	*4.5	*4.5	*4.5	4.1			4.1		
tC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	63	98	95	96	98	99	83			99		
cM capacity (veh/h)	146	138	689	136	138	407	1008			592		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	93	13	174	1179	568
Volume Left	54	5	174	0	5
Volume Right	37	5	0	0	3
cSH	211	189	1008	1700	592
Volume to Capacity	0.44	0.07	0.17	0.69	0.01
Queue Length 95th (ft)	52	6	16	0	1
Control Delay (s)	34.9	25.5	9.3	0.0	0.3
Lane LOS	D	D	A		A
Approach Delay (s)	34.9	25.5	1.2		0.3
Approach LOS	D	D			

Intersection Summary

Average Delay	2.6
Intersection Capacity Utilization	102.0%
ICU Level of Service	G
Analysis Period (min)	15

* User Entered Value

TABLE: A9

Somerset Academy Bay at Pinewood Acres

ROADWAY ANALYSIS CONSISTENT WITH MIAMI-DADE COUNTY TRAFFIC CONCURRENCY MANAGEMENT

AM PEAK PERIOD ANALYSIS			MAX LOS	EXISTING AM PHP			FUTURE W/ PROJECT TRAFFIC AM PHP				
STATION #	ROADWAY			AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS	DOS TRIPS	NEW PROJECT TRAFFIC (PHP)	AM PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS
		NAME	AT								
9704	SW 97 Avenue	S/O SW 88 Street TO SW 112 Street	2,100	1,307	793	D	0	272	1,579	521	D

Notes:

Max LOS obtained from Miami-Dade County Traffic Count Station Data.

AM PHP obtained from TMC counts. Typical County PHP is during the PM (4:00 PM - 6:00 PM) whereas school traffic is significantly less than the AM PHP.

New Project Traffic PHP obtained from a peak hour to peak period ratio $(452/(403+532)) * (1,127/2) = 272$ PHP.

*Peak Period means the average of the two highest consecutive hours of traffic volume during a weekday. (Ref CDMP-TE)

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9586	OLD CUTLER RD	SW/O SW 136 ST TO SW 152 ST	2	2730	1349	1381	0	1381 A	E	A		7/2/2013 11:23
9588	OLD CUTLER RD	SW/O SW 152 ST TO SW 168 ST	2	3240	1291	1949	0	1949 B	E	B		7/2/2013 11:23
9590	OLD CUTLER RD	S/O SW 168 ST TO SW 184 ST	2	2500	1498	1044	0	1044 C	E	C		7/2/2013 11:23
9592	OLD CUTLER RD	SW/O SW 184 ST TO FRANJO ROAD	2	1240	476	784	0	784 E	D	E		7/2/2013 11:23
9594	OLD CUTLER RD	SW/O FRANJO RD TO SW 216 ST	2	1610	1619	-9	83	-72 E	D	F		7/2/2013 11:23
9596	OPA LOCKA BLVD (1-WAY WB)	W/O 1-95 TO NW 17 AVE	3	3560	681	2879	0	2879 C	E	C		7/2/2013 11:23
9598	NW 52 AVE/PALM AVE	S/O EW 21 ST (HALEAH) TO OKEECHOBEE RD	2	1480	912	578	0	578 D	E	D		7/2/2013 11:23
9600	NW 52 AVE	S/O NW 103 ST - NW 74 ST TO NW 116 ST	4	3290	1569	1721	0	1721 C	E	C		7/2/2013 11:23
9618	PERIMETER ROAD	E/O NW 57 AVE BET NW 47 AVE TO NW 72 AVE	2	2150	1524	626	23	803 B	E	B		7/2/2013 11:23
9622	PONCE DE LEON BLVD	S/O SW 8 ST TO ALHAMBRA CIRCLE	4	2880	1442	1438	0	1438 E	E+20	E		7/2/2013 11:23
9624	PONCE DE LEON BLVD	N/O SW 40 ST TO ALMERIA AVE	4	4164	1167	2997	0	2997 C	E+20	C		7/2/2013 11:23
9628	NW 57 AVE	S/O NW 74 ST CONN TO OKEECHOBEE ROAD	4	2310	1636	1274	0	1274 D	E	D		7/2/2013 11:23
9634	SW 57 AVE	N/O SW 72 ST TO SOUTH DIXIE HWY	4	4020	1341	2679	4	2679 E	E+50	E		7/2/2013 11:23
9636	SW 57 AVE	S/O SW 88 ST TO SW 116 ST	2	930	1294	364	2	366 F	E	F		7/2/2013 11:23
9638	SW 57 AVE	S/O SW 120 ST FROM SW 116 TO SW 128 ST	2	4050	1492	2556	0	2556 C	E	C		7/2/2013 11:23
9640	RICKENBACKER CSWY	W/O VIRGINIA KEY	4	9636	2431	7205	0	7205 A	E+20	A		7/2/2013 11:23
9642	SAN SIMEON WAY/NE 6 AVE	S/O NW 215 TO IVES DAIRY RD	4	2700	740	1950	0	1950 D	EE	D		7/2/2013 11:23
9650	SOUTH BAYSHORE DRIVE	NE/O SW 17 AVE ALATKA AVE TO AVIATION AVE	2	2070	1239	831	0	831 E	E+50	E		7/2/2013 11:23
9652	SOUTH BAYSHORE DRIVE	SW/O SW 27 AVE BET AVIATION-MCFARLAND AVE	4	3980	545	3415	0	3415 B	E+20	B		7/2/2013 11:23
9656	SW 72 ST	W/O CARTAGENA DR COCOPLUM PLAZA TO ST AV	2	1680	966	714	6	708 B	E	B		7/2/2013 11:23
9658	SW 72 ST / SUNSET DR	SW 87 AVE TO SW 87 AVE	4	4240	2954	1546	0	1546 D	D	D		7/2/2013 11:23
9659	SW 72 ST	E/O SW 127 AVE TO SW 117 AVE	4	4260	2612	1648	0	1648 D	EE	D		7/2/2013 11:23
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	4	3698	2241	1455	1	1454 D	EE	D		7/2/2013 11:23
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	4344	1872	2472	0	2472 U	EE	C		7/2/2013 11:23
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	4320	1689	2631	120	2511 C	EE	C		7/2/2013 11:23
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	2386	860	1526	23	1505 D	EE	D		7/2/2013 11:23
9666	SW 1 ST (ONEWAY)	E/O SW 8 AVE	3	1480	589	891	0	891 C	D	C		7/2/2013 11:23
9674	SW 27 AVE	S/O US 1 TO SOUTH BAYSHORE DR	2	690	871	-181	2	-183 F	E	F		7/2/2013 11:23
9678	SW 32 AVE	S/O SW 8 ST TO SW 24 ST	2	984	844	140	0	140 F	E+20	E+3%		7/2/2013 11:23
9679	SW 37 AVE	S/O SW 8 ST TO US-1	4	1020	712	1208	0	1208 E	E+20	E		7/2/2013 11:23
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	1400	639	761	0	761 C	E	C		7/2/2013 11:23
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	3345	1269	2076	4	2072 D	E+50	D		7/2/2013 11:23
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	2190	864	1326	5	1321 C	E+50	C		7/2/2013 11:23
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	2	1645	1130	635	7	693 D	E+50	D		7/2/2013 11:23
9690	SW 74 AVE	S/O SW 8 ST TO SW 18 ST	2	1755	499	1256	0	1256 C	E+50	C		7/2/2013 11:23
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1210	1080	130	0	130 D	F	D		7/2/2013 11:23
9694	SW 82 AVE	SW 8 ST TO SW 24 ST	2	1070	787	283	0	283 C	D	C		7/2/2013 11:23
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3498	1685	2323	0	2323 C	EE	C		7/2/2013 11:23
9698	SW 97 AVE	S/O SW 6 ST TO SW 24 ST	2	2130	1152	978	53	925 D	D	D		7/2/2013 11:23
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1960	1341	619	10	609 D	D	D		7/2/2013 11:23
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1750	1002	748	2	746 C	D	C		7/2/2013 11:23
9702	SW 97 AVE	W/O SW 56 ST TO SW 72 ST	2	1630	894	736	0	736 C	D	C		7/2/2013 11:23
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	2190	1030	1070	0	1070 D	D	D		7/2/2013 11:23
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	1390	608	782	1	781 C	D	C		7/2/2013 11:23
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD CUTLER RD	2	2400	1071	1369	0	1369 D	D	D		7/2/2013 11:23

Appendix 6: Vehicle Accumulation Assessment

TABLE: A10

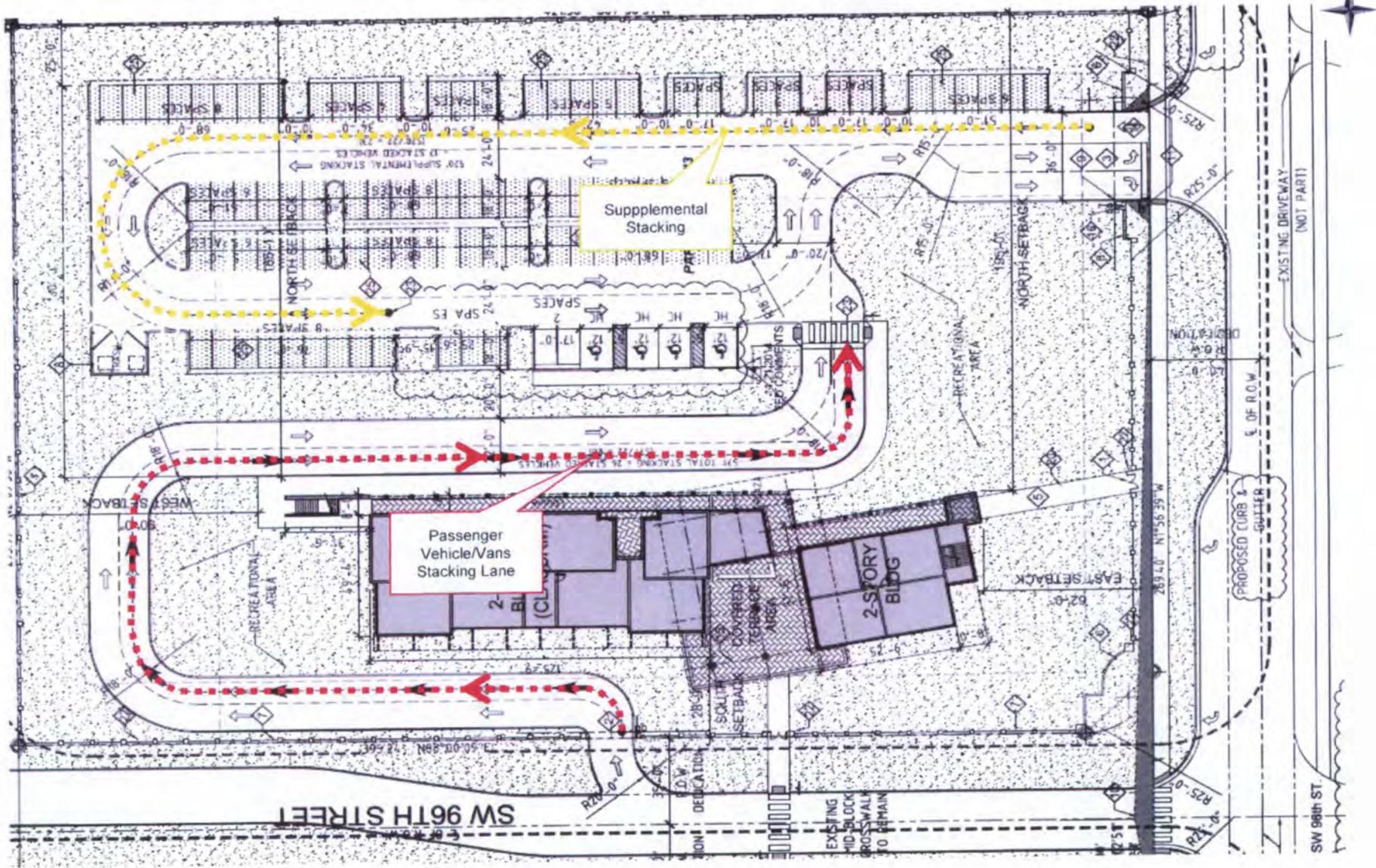
Somerset Academy Bay at Pinewood Acres
On-Site Vehicle Stacking Capacity

Proposed Vehicle Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
1	Passenger Vehicles/Vans Stacking Lane (North Campus)	572	LF	Car/Van	22	26
2	Surplus Parking Spaces (North Campus) (Designated for Vehicle Stacking)					21
3	Passenger Vehicles/Vans Stacking Lane (South Campus)	1,386	LF	Car/Van	22	63
4	Surplus Parking Spaces (South Campus) (Designated for Vehicle Stacking)					17
5	School Buses (South Campus)	150	LF	Bus	50	3
Total Vehicle Stacking Capacity - North Campus						47
Total Vehicle Stacking Capacity - South Campus						80
Overflow Stacking				Vehicle		
Area #	Description	Distance	Units	Type	Length (ft)	Capacity
6	Supplemental Stacking (North Campus)	520	LF	Car/Van	22	23 *
7	Supplemental Stacking, south of Driveway on SW 97 Avenue (South Campus)	362	LF	Car/Van	22	16 *

Note: * Additional overflow stacking capacity not utilized in the analysis.

Somerset Academy Bay at Pinewood Acres

Vehicle Stacking Capacity - North Campus



Somerset Academy Bay at Pinewood Acres

Vehicle Stacking Capacity - South Campus

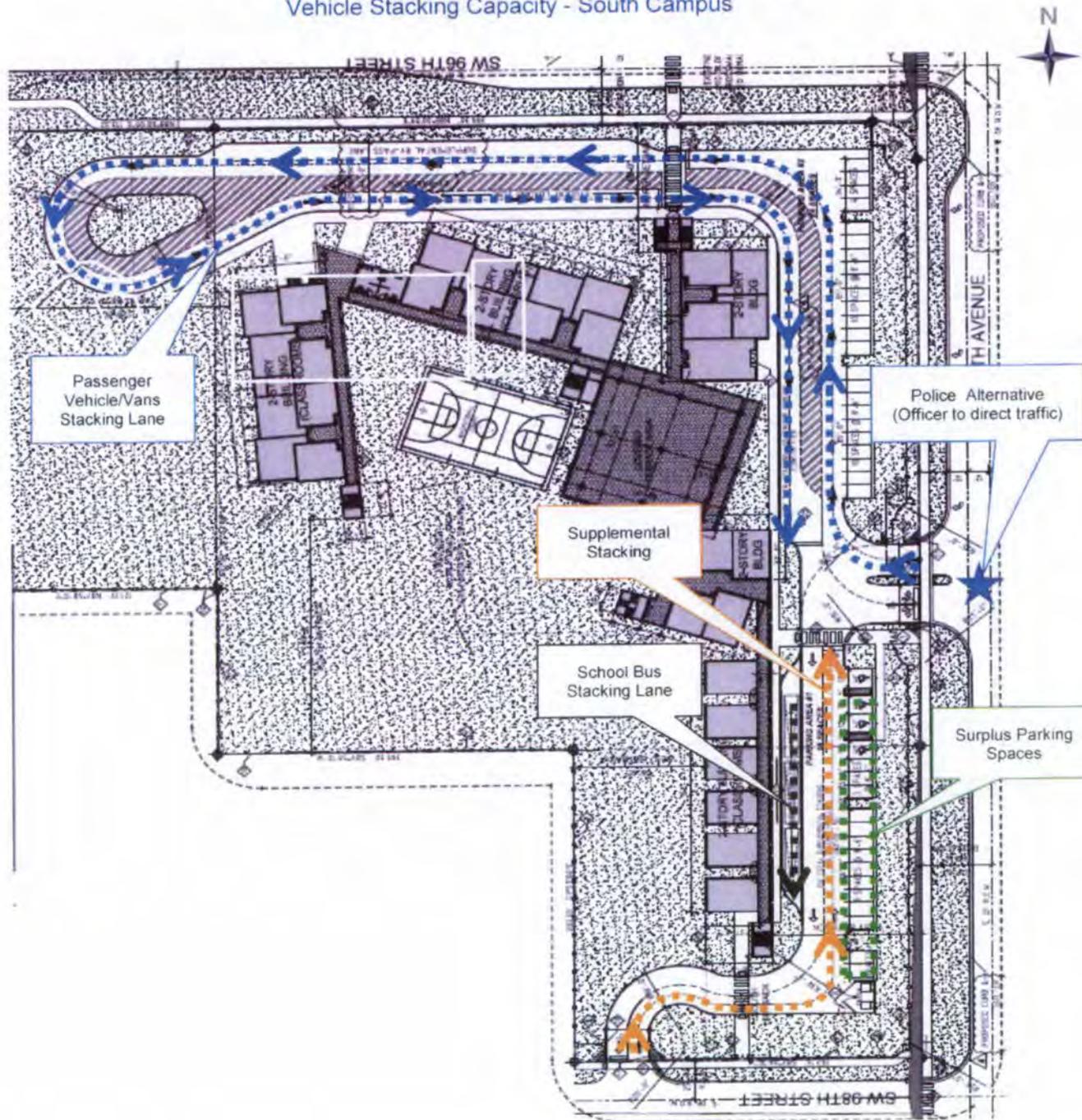


TABLE: A11

Somerset Academy Bay at Pinewood Acres

Two (2) Arrival Alternative

**Vehicle Accumulation Assessment Summary
North Campus**

Shifts	Students	Passenger Vehicles / Transportation Vans			
		Projected Accumulation	Stacking Provided	Percent Accommodated	
Arrival	1st	210	29.51	47	159%
	2nd	210	29.51	47	159%
Dismissal	1st	210	46.54	47	101%
	2nd	210	46.54	47	101%

TABLE: A11-1

Somerset Academy Bay at Pinewood Acres
Two (2) Arrival Alternative
Vehicle Accumulation Assessment Summary
South Campus

Shifts	Students	Projected Accumulation		Stacking Provided		Percent Accommodated		
		Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses	Passenger Vehicles / Transportation Vans	Buses	
Arrival	1st	420 *	47.22	3.00	80	3	169%	100%
	2nd	420 *	47.22	3.00	80	3	169%	100%
Dismissal	1st	420 *	74.46	3.00	80	3	107%	100%
	2nd	420 *	74.46	3.00	80	3	107%	100%

Note: * The school school will commit to 20% bus utilization for each arrival/dismissal shift (20%*420=84 Students)

1st - 84 students, 2nd - 84 students for a total of 168 students

AM PEAK ACCUMULATION ASSESSMENT - North Campus (1st Arrival)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 420 Students (North Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/22/2014 7:00 AM - 9:10 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		185	Total number of students, E
Capacity of New School		210	Student Stations, C (1st Arrival / 1st - 2nd)
Multiplier	2	1.14	[C / E]
Surrogate Accumulations	3	26	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		29.51	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	47	passenger vehicles (See Table A10)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	159%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

- 1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.
- 2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.
- 3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.
- 4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
- 5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
mailing address, and phone number:

Signature of Data Collector

AM PEAK ACCUMULATION ASSESSMENT - North Campus (2nd Arrival)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 420 Students (North Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/22/2014 7:00 AM - 9:10 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		185	Total number of students, E
Capacity of New School		210	Student Stations, C (2nd Arrival / PK-K)
Multiplier	2	1.14	[C / E]
Surrogate Accumulations	3	26	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		29.51	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	47	passenger vehicles (See Table A10)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	159%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100% of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
mailing address, and phone number:

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT - North Campus (1st Dismissal)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 420 Students (North Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/21/2014 1:45 PM - 3:25 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		185	Total number of students, E
Capacity of New School		210	Student Stations, C (1st Dismissal / K)
Multiplier	2	1.14	[C / E]
Surrogate Accumulations	3	41	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		46.54	passenger vehicles/vans
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	47	passenger vehicles/vans (See Table A10)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	101%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
mailing address, and phone number:

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT - North Campus (2nd Dismissal)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 420 Students (North Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/21/2014 1:45 PM - 3:25 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		185	Total number of students, E
Capacity of New School		210	Student Stations, C (2nd Dismissal / PK)
Multiplier	2	1.14	[C / E]
Surrogate Accumulations	3	41	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		46.54	passenger vehicles/vans
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	47	passenger vehicles/vans (See Table A10)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	101%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

- 1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.
- 2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.
- 3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.
- 4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
- 5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
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Signature of Data Collector

AM PEAK ACCUMULATION ASSESSMENT - South Campus (1st Arrival)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 840 Students (South Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/22/2014 7:00 AM - 9:10 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		185	Total number of students, E
Capacity of New School		336	Student Stations, C (1st Arrival / 3 rd - 5 th)
Multiplier	2	1.82	[C / E]
Surrogate Accumulations	3	26	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		47.22	passenger vehicles
		3.00	large school buses (school will commit to 30-35 students per bus)
		N/A	student vehicles
Provided Spaces	4	80	passenger vehicles (See Table A10)
		3	large school buses
		N/A	student vehicles
Percent Accommodated	5	169%	passenger vehicles
		100%	large school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100% of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
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Signature of Data Collector

AM PEAK ACCUMULATION ASSESSMENT - South Campus (2nd Arrival)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 840 Students (South Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/22/2014 7:00 AM - 9:10 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		185	Total number of students, E
Capacity of New School		336	Student Stations, C (2nd Arrival / 6 th - 8 th)
Multiplier	2	1.82	[C / E]
Surrogate Accumulations	3	26	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		47.22	passenger vehicles
		3.00	large school buses (school will commit to 30-35 students per bus)
		N/A	student vehicles
Provided Spaces	4	80	passenger vehicles (See Table A10)
		3	large school buses
		N/A	student vehicles
Percent Accommodated	5	169%	passenger vehicles
		100%	large school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

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Please print data collector name, title,
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Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT - South Campus (1st Dismissal)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 840 Students (South Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/21/2014 1:45 PM - 3:25 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		185	Total number of students, E
Capacity of New School		336	Student Stations, C (1st Dismissal / 3 rd - 5 th)
Multiplier	2	1.82	[C / E]
Surrogate Accumulations	3	41	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		74.46	passenger vehicles/vans
		3.00	large school buses (school will commit to 30-35 students per bus)
		N/A	student vehicles
Provided Spaces	4	80	passenger vehicles/vans (See Table A10)
		3	large school buses
		N/A	student vehicles
Percent Accommodated	5	107%	passenger vehicles
		100%	large school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

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Please print data collector name, title,
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Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT - South Campus (2nd Dismissal)

for a New Public School (Countywide)

New School Name	Notes	Somerset Academy Bay at Pinewood Acres with 840 Students (South Campus)	
Surrogate School Name	1	Somerset Academy Bay at Pinewood Acres with 290 Students	
Date / Day / Time of Data Collection		1/21/2014 1:45 PM - 3:25 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		185	Total number of students, E
Capacity of New School		336	Student Stations, C (2nd Dismissal / 6 th - 8 th)
Multiplier	2	1.82	[C / E]
Surrogate Accumulations	3	41	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		74.46	passenger vehicles/vans
		3.00	large school buses (school will commit to 30-35 students per bus)
		N/A	student vehicles
Provided Spaces	4	80	passenger vehicles/vans (See Table A10)
		3	large school buses
		N/A	student vehicles
Percent Accommodated	5	107%	passenger vehicles
		100%	large school buses
		N/A	student vehicles

1. The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.
2. This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.
3. These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.
4. Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.
5. This is calculated as, $[(\text{Provided Spaces} / \text{Projected Accumulations}) \times 100]$, for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100% of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
mailing address, and phone number:

Signature of Data Collector

SCHOOL SCHEDULE QUESTIONNAIRE (Existing)

for a Proposed New, or an Addition to an Existing, Private School (Countywide)

Name of application:	n/a		
T-Plat No.:	n/a	Zoning Hearing No.:	n/a
School name:	Somerset Academy Bay at Pinewood Acres		
Location:	9500 SW 97 Avenue, Miami-Dade County		
Site size (acres):	8.251	Section-Township-Range:	n/a
Grade levels (existing):	PK-6	Total number of students (existing):	290

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 :	9:00 AM / 2:30 PM	PK - K	105	
	8:30 AM / 3:00 PM	1st - 6th	185	
Extended Session ² :				
Totals:			290	

¹ These are for students who attend regularly scheduled classes only.

² This is for students who attend a session which includes before and/or after school care programs in addition to regularly scheduled classes. Do not double count students in this table.

³ The example indicates classes for a session, or shift, which start at 8:30 am and end at 3:00 pm every day except on Friday classes end at 2 pm.

TRANSPORTATION

Indicate the approximate number and percentage of existing students (or if a new school, proposed students) that travel to

Mode	Percentage	Number of Students*	
		Existing	Proposed
Walk	n/a		
Bicycle	n/a		
Passenger Vehicle/Commercial Van	n/a		
School Bus (large school owned)	n/a		
Private Bus (large non-school owned)	n/a		
Public School Bus (MDCPS)	n/a		
Student Vehicle (high school)	n/a		
Other (e.g., MDTA):	n/a		
Totals:			

* Number of Students should equal totals in previous table.

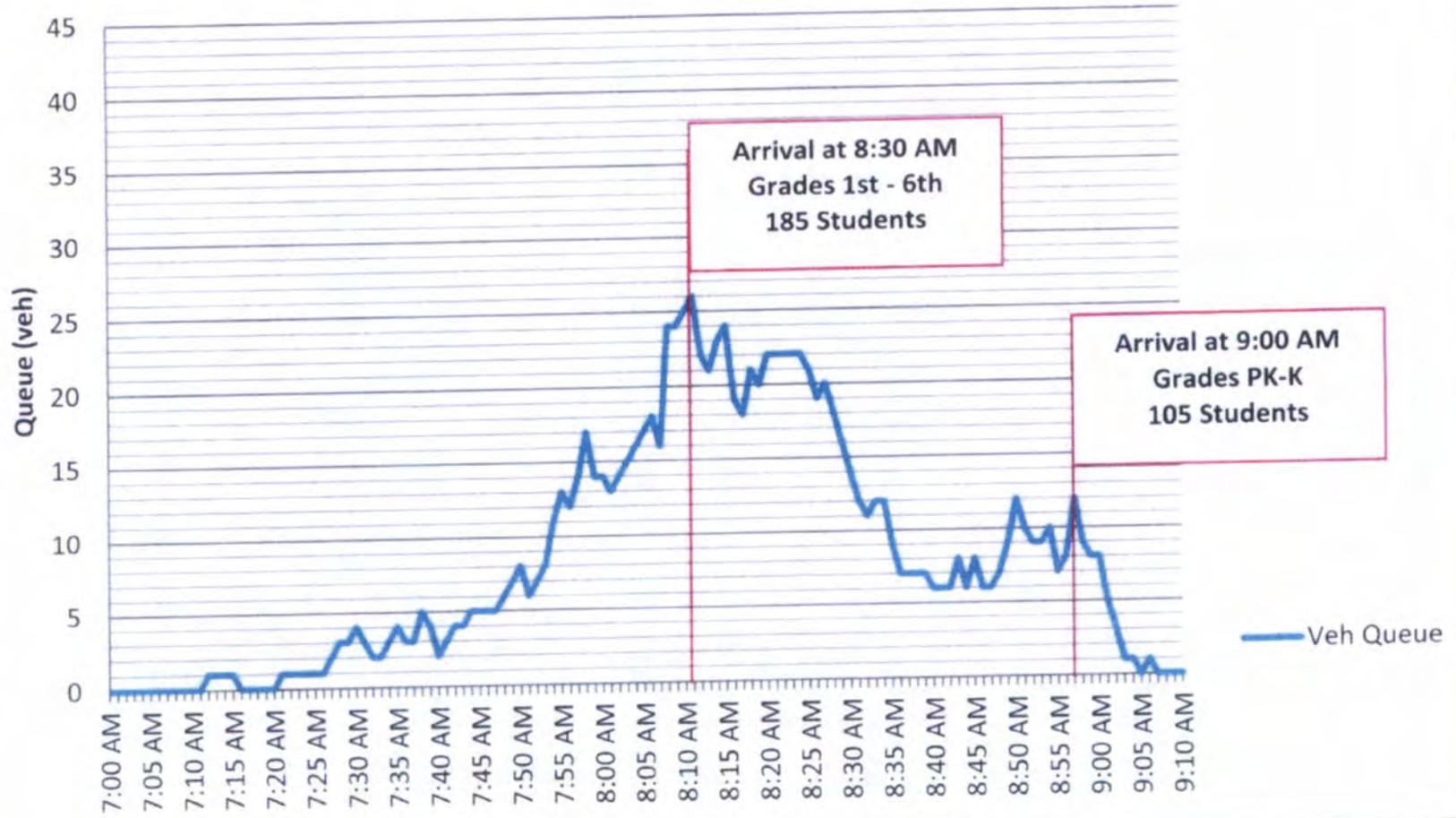
Comments:

Please print school principal/administrator name, school mailing address, and telephone number below.

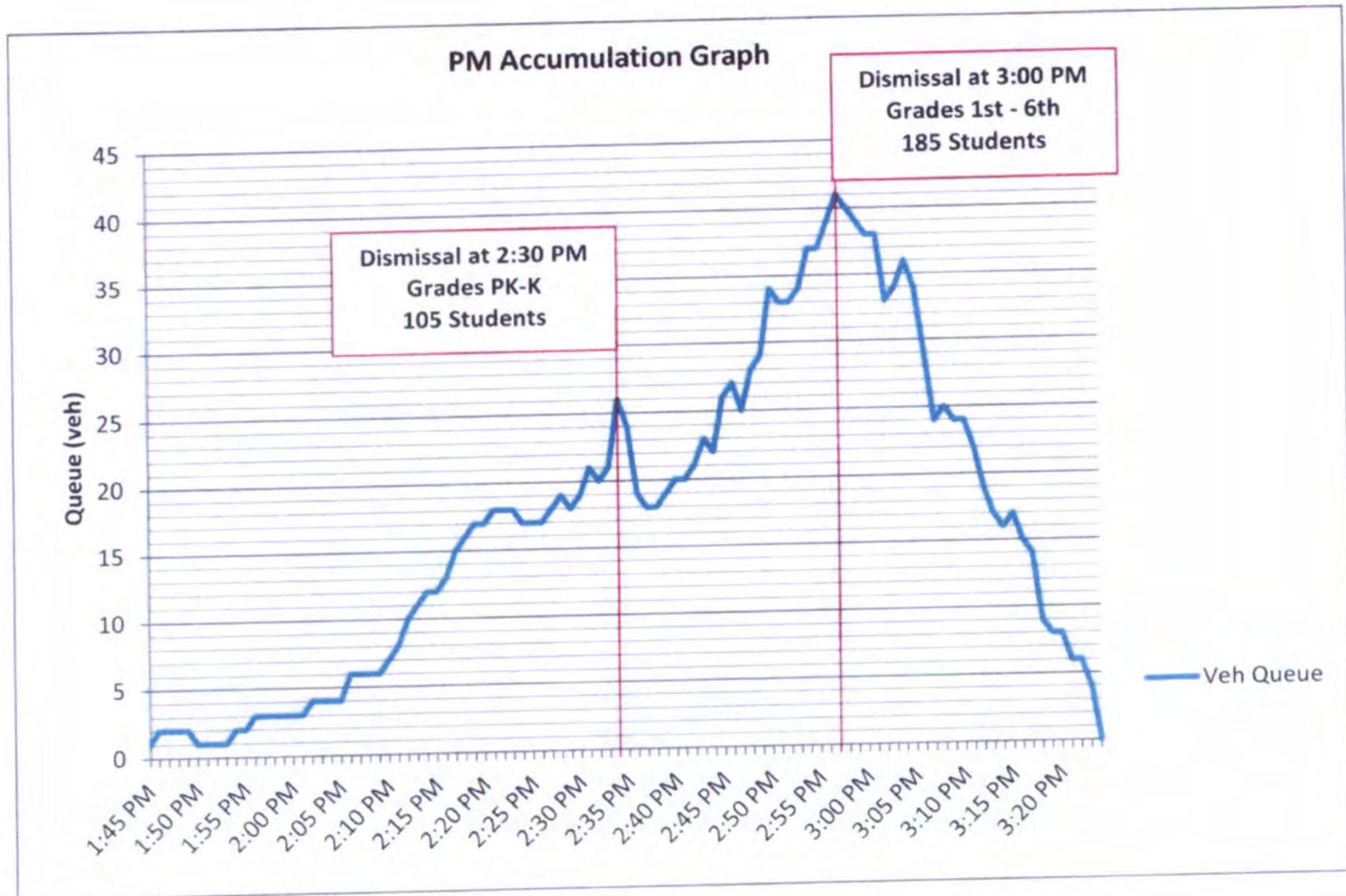
Signature of Principal/Administrator Date

Somerset Academy Bay at Pinewood Acres

AM Accumulation Graph



Somerset Academy Bay at Pinewood Acres



Somerset Academy Bay at Pinewood Acres

Existing Stacking Areas (Curently utilized by parents)



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: Somerset Academy Bay at Pinewood Acres
 Facility Address: 9500 SW 97 Avenue, Miami-Dade County
 Facility Folio: n/a
 Case Number: n/a

DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.
 Contact Information: rgarcia@rgstraffic.com
 Date: 1/21/2014 - 1/22/2014

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Somerset Academy Bay at Pinewood Acres
 Facility Address: 9500 SW 97 Avenue, Miami-Dade County
 Date/Day/Time: Wednesday, January 22, 2014 7:00 AM to 9:00 AM
 Tuesday, January 21, 2014 1:45 PM to 3:25 PM
 Child/Student Attendance: 290
 Staff Attendance: n/a
 No. Staff Vehicles: 23 Included In Counts (Yes/No): yes
 No. Facility Operated Transportation: 0 Included In Counts (Yes/No): yes

AM 2 HR PEAK PERIOD

n/a

PM 2 HR PEAK PERIOD

n/a

NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE				ON SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
AM Two Minute Peak										
n/a										
PM Two Minute Peak										
n/a										

AM and PM two hour peak should coincide with arrival and dismissal schedule form.
 Bus vehicles also includes Delivery trucks and Transport Vans.

AREA DESCRIPTION (LABEL ON AERIAL)

- Area 1 North Loop/Stacking
- Area 2 Middle Loop/Stacking
- Area 3 South Loop/Stacking
- Area 4

Note: Each area occasionally had parents utilizing available parking and swale area.

Facility Name	Somerset Academy Bay at Pinewood Acres		
Facility Address	9500 SW 97 Avenue, Miami-Dade County		
Date/Day/Hour	Wednesday, January 22, 2014	7:00 AM	to 9:00 AM

NUMBER OF VEHICLES ACCUMULATED											
TIME		On-Site				On-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	0		13		1				14	0
	8:01 AM	1		11		1				13	0
	8:02 AM	1		11		2				14	0
	8:03 AM	2		11		2				15	0
	8:04 AM	2		11		3				16	0
	8:05 AM	2		12		3				17	0
	8:06 AM	2		12		4				18	0
	8:07 AM	2		11		3				16	0
	8:08 AM	5		14		5				24	0
	8:09 AM	4		17		3				24	0
	8:10 AM	5		18		2				25	0
	8:11 AM	6		18		2				26	0
	8:12 AM	5		15		2				22	0
	8:13 AM	4		15		2				21	0
	8:14 AM	3		17		3				23	0
	8:15 AM	3		18		3				24	0
	8:16 AM	2		13		4				19	0
	8:17 AM	3		12		3				18	0
	8:18 AM	4		12		5				21	0
	8:19 AM	4		12		4				20	0
	8:20 AM	4		12		6				22	0
	8:21 AM	3		12		7				22	0
	8:22 AM	2		13		7				22	0
	8:23 AM	3		11		8				22	0
	8:24 AM	3		11		8				22	0
	8:25 AM	4		9		8				21	0
	8:26 AM	5		8		6				19	0
	8:27 AM	7		7		6				20	0
	8:28 AM	8		5		5				18	0
	8:29 AM	8		3		5				16	0
	8:30 AM	8		2		4				14	0
	8:31 AM	7		2		3				12	0
	8:32 AM	5		3		3				11	0
	8:33 AM	6		3		3				12	0
	8:34 AM	5		3		4				12	0
	8:35 AM	1		2		6				9	0
	8:36 AM	1		2		4				7	0
	8:37 AM	1		2		4				7	0
	8:38 AM	1		2		4				7	0
	8:39 AM	2		2		3				7	0
	8:40 AM	1		1		4				6	0
	8:41 AM	2		1		3				6	0
	8:42 AM	2		1		3				6	0
	8:43 AM	2		1		5				8	0
	8:44 AM	1		1		4				6	0
	8:45 AM	3		1		4				8	0
	8:46 AM	1		1		4				6	0
	8:47 AM	2		1		3				6	0
	8:48 AM	3		1		3				7	0
	8:49 AM	6		1		2				9	0
	8:50 AM	8		1		3				12	0
	8:51 AM	6		1		3				10	0
	8:52 AM	5		1		3				9	0
	8:53 AM	5		1		3				9	0
	8:54 AM	6		1		3				10	0
	8:55 AM	4		1		2				7	0
	8:56 AM	6		1		1				8	0
	8:57 AM	9		1		2				12	0
	8:58 AM	6		0		3				9	0
	8:59 AM	5		0		3				8	0
	0:60										
1 Min Peak Acc.											

Facility Name	Somerset Academy Bay at Pinewood Acres		
Facility Address	9500 SW 97 Avenue, Miami-Dade County		
Date/Day/Hour	Wednesday, January 22, 2014	1:45 PM	to 3:25 PM

NUMBER OF VEHICLES ACCUMULATED											
TIME		On-Site				On-Site				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	1:45 PM	0		0		1				1	0
	1:46 PM	1		0		1				2	0
	1:47 PM	1		0		1				2	0
	1:48 PM	1		0		1				2	0
	1:49 PM	1		0		1				2	0
	1:50 PM	0		0		1				1	0
	1:51 PM	0		0		1				1	0
	1:52 PM	0		0		1				1	0
	1:53 PM	0		0		1				1	0
	1:54 PM	1		0		1				2	0
	1:55 PM	1		0		1				2	0
	1:56 PM	1		0		2				3	0
	1:57 PM	1		0		2				3	0
	1:58 PM	1		0		2				3	0
	1:59 PM	1		0		2				3	0
	2:00 PM	1		0		2				3	0
	2:01 PM	1		0		2				3	0
	2:02 PM	1		0		3				4	0
	2:03 PM	1		0		3				4	0
	2:04 PM	1		0		3				4	0
	2:05 PM	1		0		3				4	0
	2:06 PM	2		0		4				6	0
	2:07 PM	2		0		4				6	0
	2:08 PM	2		0		4				6	0
	2:09 PM	2		0		4				6	0
	2:10 PM	2		0		5				7	0
	2:11 PM	3		0		5				8	0
	2:12 PM	5		0		5				10	0
	2:13 PM	6		0		5				11	0
	2:14 PM	6		0		6				12	0
	2:15 PM	6		0		6				12	0
	2:16 PM	6		0		7				13	0
	2:17 PM	7		1		7				15	0
	2:18 PM	7		1		8				16	0
	2:19 PM	8		1		8				17	0
	2:20 PM	8		1		8				17	0
	2:21 PM	8		1		9				18	0
	2:22 PM	9		1		8				18	0
	2:23 PM	10		1		7				18	0
	2:24 PM	11		1		5				17	0
	2:25 PM	11		2		4				17	0
	2:26 PM	10		2		5				17	0
	2:27 PM	12		2		4				18	0
	2:28 PM	13		1		5				19	0
	2:29 PM	12		1		5				18	0
	2:30 PM	13		1		5				19	0
	2:31 PM	14		2		5				21	0
	2:32 PM	13		2		5				20	0
	2:33 PM	13		3		5				21	0
	2:34 PM	14		6		6				26	0
	2:35 PM	13		6		5				24	0
	2:36 PM	10		6		3				19	0
	2:37 PM	9		6		3				18	0
	2:38 PM	9		6		3				18	0
	2:39 PM	10		5		4				19	0
	2:40 PM	11		5		4				20	0
	2:41 PM	11		5		4				20	0
	2:42 PM	11		5		5				21	0
	2:43 PM	11		5		7				23	0
	2:44 PM	10		5		7				22	0
	0:60										
1 Min Peak Acc.											

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Clear

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/22/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CV/EO

AM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Staff Parked	Cars Queued	Bus-In	Bus-Out	Buses Queued
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	1	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	0	0	0	0	0	0	0
7:09 AM	0	0	1	0	0	0	0
7:10 AM	0	0	1	0	0	0	0
7:11 AM	0	0	0	0	0	0	0
7:12 AM	1	0	0	1	0	0	0
7:13 AM	0	0	0	1	0	0	0
7:14 AM	0	0	0	1	0	0	0
7:15 AM	0	0	0	1	0	0	0
7:16 AM	0	1	0	0	0	0	0
7:17 AM	0	0	0	0	0	0	0
7:18 AM	0	0	0	0	0	0	0
7:19 AM	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0
7:21 AM	1	0	0	1	0	0	0
7:22 AM	0	0	0	1	0	0	0
7:23 AM	0	0	0	1	0	0	0
7:24 AM	0	0	0	1	0	0	0
7:25 AM	0	0	1	1	0	0	0
7:26 AM	0	0	0	1	0	0	0
7:27 AM	1	0	0	2	0	0	0
7:28 AM	1	0	0	3	0	0	0
7:29 AM	1	1	0	3	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Clear

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/22/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CV/EO

AM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Staff Parked	Cars Queued	Bus-In	Bus-Out	Buses Queued
7:30 AM	1	0	2	4	0	0	0
7:31 AM	0	1	0	3	0	0	0
7:32 AM	0	1	0	2	0	0	0
7:33 AM	0	0	1	2	0	0	0
7:34 AM	1	0	1	3	0	0	0
7:35 AM	1	0	0	4	0	0	0
7:36 AM	0	1	0	3	0	0	0
7:37 AM	0	0	0	3	0	0	0
7:38 AM	2	0	0	5	0	0	0
7:39 AM	0	1	0	4	0	0	0
7:40 AM	0	2	0	2	0	0	0
7:41 AM	1	0	1	3	0	0	0
7:42 AM	1	0	1	4	0	0	0
7:43 AM	0	0	1	4	0	0	0
7:44 AM	1	0	1	5	0	0	0
7:45 AM	0	0	0	5	0	0	0
7:46 AM	1	1	0	5	0	0	0
7:47 AM	0	0	1	5	0	0	0
7:48 AM	1	0	1	6	0	0	0
7:49 AM	1	0	0	7	0	0	0
7:50 AM	1	0	0	8	0	0	0
7:51 AM	0	2	1	6	0	0	0
7:52 AM	1	0	1	7	0	0	0
7:53 AM	1	0	1	8	0	0	0
7:54 AM	3	0	0	11	0	0	0
7:55 AM	2	0	0	13	0	0	0
7:56 AM	1	2	1	12	0	0	0
7:57 AM	2	0	0	14	0	0	0
7:58 AM	4	1	0	17	0	0	0
7:59 AM	1	4	0	14	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres
 School Address: 9500 SW 97 Avenue, Miami-Dade County
 Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Weather: Clear
 Date: 1/22/2014
 Technician: CV/EO

AM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Staff Parked	Cars Queued	Bus-In	Bus-Out	Buses Queued
8:00 AM	3	3	0	14	0	0	0
8:01 AM	1	2	0	13	0	0	0
8:02 AM	3	2	0	14	0	0	0
8:03 AM	2	1	0	15	0	0	0
8:04 AM	3	2	0	16	0	0	0
8:05 AM	2	1	1	17	0	0	0
8:06 AM	4	3	0	18	0	0	0
8:07 AM	1	3	0	16	0	0	0
8:08 AM	8	0	1	24	0	0	0
8:09 AM	3	3	0	24	0	0	0
8:10 AM	6	5	0	25	0	0	0
8:11 AM	5	4	0	26	0	0	0
8:12 AM	4	8	0	22	0	0	0
8:13 AM	3	4	0	21	0	0	0
8:14 AM	6	4	0	23	0	0	0
8:15 AM	5	4	0	24	0	0	0
8:16 AM	4	9	0	19	0	0	0
8:17 AM	4	5	0	18	0	0	0
8:18 AM	6	3	0	21	0	0	0
8:19 AM	6	7	0	20	0	0	0
8:20 AM	7	5	0	22	0	0	0
8:21 AM	7	7	1	22	0	0	0
8:22 AM	5	5	0	22	0	0	0
8:23 AM	6	6	0	22	0	0	0
8:24 AM	7	7	0	22	0	0	0
8:25 AM	6	7	0	21	0	0	0
8:26 AM	4	6	0	19	0	0	0
8:27 AM	4	3	1	20	0	0	0
8:28 AM	5	7	0	18	0	0	0
8:29 AM	4	6	0	16	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres
 School Address: 9500 SW 97 Avenue, Miami-Dade County
 Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Weather: Clear
 Date: 1/22/2014
 Technician: CV/EO

AM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Staff Parked	Cars Queued	Bus-In	Bus-Out	Buses Queued
8:30 AM	2	4	0	14	0	0	0
8:31 AM	3	5	0	12	0	0	0
8:32 AM	4	5	0	11	0	0	0
8:33 AM	5	4	0	12	0	0	0
8:34 AM	3	3	0	12	0	0	0
8:35 AM	5	8	0	9	0	0	0
8:36 AM	0	2	0	7	0	0	0
8:37 AM	1	1	0	7	0	0	0
8:38 AM	1	1	0	7	0	0	0
8:39 AM	2	2	0	7	0	0	0
8:40 AM	1	2	0	6	0	0	0
8:41 AM	2	2	0	6	0	0	0
8:42 AM	0	0	0	6	0	0	0
8:43 AM	2	0	0	8	0	0	0
8:44 AM	0	2	0	6	0	0	0
8:45 AM	3	1	0	8	0	0	0
8:46 AM	2	4	0	6	0	0	0
8:47 AM	2	2	0	6	0	0	0
8:48 AM	2	1	0	7	0	0	0
8:49 AM	3	1	0	9	0	0	0
8:50 AM	3	0	0	12	0	0	0
8:51 AM	1	3	0	10	0	0	0
8:52 AM	1	2	0	9	0	0	0
8:53 AM	2	2	0	9	0	0	0
8:54 AM	2	1	0	10	0	0	0
8:55 AM	2	5	0	7	0	0	0
8:56 AM	2	1	0	8	0	0	0
8:57 AM	4	0	0	12	0	0	0
8:58 AM	1	4	1	9	0	0	0
8:59 AM	1	2	0	8	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres
School Address: 9500 SW 97 Avenue, Miami-Dade County
Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Weather: Clear
Date: 1/22/2014
Technician: CV/EO

AM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Staff Parked	Cars Queued	Bus-In	Bus-Out	Buses Queued
9:00 AM	0	0	0	8	0	0	0
9:01 AM	2	5	0	5	0	0	0
9:02 AM	0	2	0	3	0	0	0
9:03 AM	0	2	0	1	0	0	0
9:04 AM	0	0	0	1	0	0	0
9:05 AM	0	1	0	0	0	0	0
9:06 AM	1	0	0	1	0	0	0
9:07 AM	0	1	0	0	0	0	0
9:08 AM	0	0	0	0	0	0	0
9:09 AM	0	0	0	0	0	0	0
9:10 AM	0	0	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Cloudy

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/21/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CVE/O

PM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Buses Queued
Beginning of Count			2			0
1:45 PM	0	1	1	0	0	0
1:46 PM	1	0	2	0	0	0
1:47 PM	0	0	2	0	0	0
1:48 PM	0	0	2	0	0	0
1:49 PM	0	0	2	0	0	0
1:50 PM	0	1	1	0	0	0
1:51 PM	0	0	1	0	0	0
1:52 PM	0	0	1	0	0	0
1:53 PM	0	0	1	0	0	0
1:54 PM	1	0	2	0	0	0
1:55 PM	0	0	2	0	0	0
1:56 PM	1	0	3	0	0	0
1:57 PM	0	0	3	0	0	0
1:58 PM	0	0	3	0	0	0
1:59 PM	0	0	3	0	0	0
2:00 PM	0	0	3	0	0	0
2:01 PM	0	0	3	0	0	0
2:02 PM	1	0	4	0	0	0
2:03 PM	0	0	4	0	0	0
2:04 PM	0	0	4	0	0	0
2:05 PM	0	0	4	0	0	0
2:06 PM	2	0	6	0	0	0
2:07 PM	0	0	6	0	0	0
2:08 PM	0	0	6	0	0	0
2:09 PM	0	0	6	0	0	0
2:10 PM	1	0	7	0	0	0
2:11 PM	1	0	8	0	0	0
2:12 PM	2	0	10	0	0	0
2:13 PM	1	0	11	0	0	0
2:14 PM	1	0	12	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Cloudy

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/21/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CV/EO

PM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Buses Queued
2:15 PM	0	0	12	0	0	0
2:16 PM	1	0	13	0	0	0
2:17 PM	2	0	15	0	0	0
2:18 PM	1	0	16	0	0	0
2:19 PM	2	1	17	0	0	0
2:20 PM	1	1	17	0	0	0
2:21 PM	1	0	18	0	0	0
2:22 PM	1	1	18	0	0	0
2:23 PM	1	1	18	0	0	0
2:24 PM	1	2	17	0	0	0
2:25 PM	1	1	17	0	0	0
2:26 PM	2	2	17	0	0	0
2:27 PM	3	2	18	0	0	0
2:28 PM	2	1	19	0	0	0
2:29 PM	0	1	18	0	0	0
2:30 PM	1	0	19	0	0	0
2:31 PM	3	1	21	0	0	0
2:32 PM	1	2	20	0	0	0
2:33 PM	1	0	21	0	0	0
2:34 PM	7	2	26	0	0	0
2:35 PM	0	2	24	0	0	0
2:36 PM	1	6	19	0	0	0
2:37 PM	0	1	18	0	0	0
2:38 PM	1	1	18	0	0	0
2:39 PM	3	2	19	0	0	0
2:40 PM	2	1	20	0	0	0
2:41 PM	1	1	20	0	0	0
2:42 PM	2	1	21	0	0	0
2:43 PM	2	0	23	0	0	0
2:44 PM	1	2	22	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Cloudy

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/21/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CV/EO

PM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Buses Queued
2:45 PM	4	0	26	0	0	0
2:46 PM	1	0	27	0	0	0
2:47 PM	0	2	25	0	0	0
2:48 PM	4	1	28	0	0	0
2:49 PM	1	0	29	0	0	0
2:50 PM	6	1	34	0	0	0
2:51 PM	0	1	33	0	0	0
2:52 PM	2	2	33	0	0	0
2:53 PM	2	1	34	0	0	0
2:54 PM	4	1	37	0	0	0
2:55 PM	2	2	37	0	0	0
2:56 PM	3	1	39	0	0	0
2:57 PM	2	0	41	0	0	0
2:58 PM	2	3	40	0	0	0
2:59 PM	2	3	39	0	0	0
3:00 PM	4	5	38	0	0	0
3:01 PM	4	4	38	0	0	0
3:02 PM	2	7	33	0	0	0
3:03 PM	5	4	34	0	0	0
3:04 PM	6	4	36	0	0	0
3:05 PM	1	3	34	0	0	0
3:06 PM	2	7	29	0	0	0
3:07 PM	3	8	24	0	0	0
3:08 PM	6	5	25	0	0	0
3:09 PM	2	3	24	0	0	0
3:10 PM	5	5	24	0	0	0
3:11 PM	2	4	22	0	0	0
3:12 PM	3	6	19	0	0	0
3:13 PM	0	2	17	0	0	0
3:14 PM	2	3	16	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Somerset Academy Bay at Pinewood Acres

Weather: Cloudy

School Address: 9500 SW 97 Avenue, Miami-Dade County

Date: 1/21/2014

Location: School Vehicle Stacking (i.e. Stacking Lanes, Parking, Swale)

Technician: CV/EO

PM: On-Site Queuing Observations

1st Shift Peak

2nd Shift Peak

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Buses Queued
3:15 PM	8	7	17	0	0	0
3:16 PM	0	2	15	0	0	0
3:17 PM	1	2	14	0	0	0
3:18 PM	0	5	9	0	0	0
3:19 PM	2	3	8	0	0	0
3:20 PM	0	0	8	0	0	0
3:21 PM	0	2	6	0	0	0
3:22 PM	1	1	6	0	0	0
3:23 PM	0	2	4	0	0	0
3:24 PM	0	4	0	0	0	0

Appendix 7: MDC Traffic Comments & Traffic Study Methodology

Subject: FW: Review of School Applications

From: Shen, Joan (PWWM) [<mailto:joans@miamidadade.gov>]

Sent: Tuesday, January 14, 2014 2:22 PM

To: Arza, Hugo P (MIA - X27783)

Cc: Cotarelo, Antonio (PWWM); Mayol, Juan J (MIA - X27787); Gavilan, Ricardo (PWWM); Pino, Raul (RER); Garcia, Marlene (RER)

Subject: RE: Review of School Applications

Good Afternoon. Mr. Arza.

Please see below comments for this application:

Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED) recommends disapproval of this application due to the comments indicated below.

The Traffic Impact Study does not sufficiently model the project's generated traffic or adequately assess its off-site impacts. Additionally, this application must demonstrate, within the Traffic Impact Study and School Traffic Operation Plan, that typical school operations will not require students to cross SW 96 Street. Both the North and South campus, which are separated by SW 96 Street, must operate independently.

The applicant is strongly advised to attend a Traffic Scoping meeting as required by TED for all school projects prior to developing the traffic impact study.

- Site Plan Comments:

1. General:

- a. The uncontrolled mid-block crosswalk located between campuses on SW 96 Street should be noted for removal.
- b. The pavement edge along SW 97 Avenue must be correctly depicted or noted as proposed curb.
- c. The plan must show the existing driveway connections along the east side of SW 97 Avenue.

2. North Campus:

- a. The head of the passenger loading lane must be tapered into the bypass so that only one lane proceeds to the exit driveway.

3. South Campus:

- a. The portion of the bypass lane adjacent to the passenger loading zone will not be considered as a bi-directional bypass lane.
- b. A viable bypass lane must be provided for the majority of vehicles queued to use the curb-side passenger loading zone.
- c. The driver's pedestrian sight distance must be preserved at the crosswalks that cross the passenger loading lanes.
- d. A stopping condition must be provided for the southbound movements at main exit driveway.

- Traffic Impact Study Comments:

1. Trip Generation Methodology:

- a. A trip generation count must be conducted at the existing school site, which is currently operated by Somerset Academy, and considered in the analysis.
- b. The trip generation rate, extracted from the surrogate school, already reflects student transit trips. Sufficient justification for additional student transit trips must be provided.

2. Trip Distribution:

- a. The trip distribution model must be revised to reflect the most current site plan. Left turn maneuvers into the passenger loading zone access driveways must be assumed and analyzed.
- b. Each set of trips assigned to a studied movement within the distribution network should depict its volume as a percentage of the total AM Peak Hour trips within the trip distribution diagram.

3. Operational Impact Analysis:

- a. Individual vehicle movements at studied intersections must maintain a minimum Level of Service (LOS) "D" or maintain the same average vehicle delay (within 3 seconds) for existing vehicle movements with an LOS of "E" or "F". Solutions must be provided for vehicle movements at studied intersections that do not meet this standard. Solutions that propose a signal timing change of greater than 2 seconds must received written approval by Traffic Signals and Signs Division to be considered. Studied intersections where the proposed delay of an individual vehicle movement is above the acceptable threshold and no plausible delay reduction solutions are found (i.e. intersections considered as fully "built-out" and/or that provide timing preference to the intersections major movement) must have the vehicle trips assigned to that movement redistributed and/or reduced. Most importantly, the southbound left turns at the intersection of SW 97 Avenue with SW 104 Street and with SW 98 Street must be reviewed.
- b. The study must analyze the LOS of all vehicle movements during the AM Peak hour at the following intersections:

1. SW 88 Street and SW 92 Avenue
2. SW 96 Street with 92 Avenue
3. SW 94 Street with 92 Avenue
4. SW 104 Street and SW 92 Avenue

4. Accumulation Study:

The selected surrogate school may not be the best school to model the proposed charter school project due to neighborhood demographics and it was not previously approved by TED. A current accumulation study must be conducted at the existing school, which is operated by Somerset Academy. The data set gathered from the existing school site must be compared to accumulation data sets from three (3) other schools whose school populations are similar to the school population requested for this facility to better assess the more conservative model.

5. School Speed Zone Analysis:

An inventory of the existing school speed zone that serves this site is required.

- School Traffic Operation Plan (TOP) Comments:

A School Traffic Operation Plan must be proposed and submitted for this application.

- Project Requirements:

1. All project documents revised to incorporate any comments within this memo, including the Traffic Impact Study and School Traffic Operation Plan, must be submitted and filed within the zoning records of this project. The Traffic Impact Study revisions format should be presented as one complete study and not in a piecemeal format.
2. A "Declaration of Restrictions" in favor of the Miami-Dade County Public Works & Waste Management Department must be recorded in the Official Records of Miami-Dade County, Florida upon any approval of this application. The "Declaration of Restrictions" shall include a TOP narrative and plan that has been found acceptable by TED.

- Standard Comments:

1. Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian American with Disability Act (ADA) compliant ramps where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.
2. Safe sight distance clearance is required at all driveways; therefore, no trees shall remain or be planted in any clear zones. No tree foliage or branches shall descend below 7 feet within the public right-of-way. All tree placements in sight triangles shall meet or exceed FDOT Index 546. Any proposed planting, relocation or removal of trees and other foliage including any installation of irrigation systems in the public right-of-way must be approved by the Right-of-Way Aesthetic and Assets Management Division (R.A.A.M.) Division of the Parks Recreation and Open Spaces Department. Also, any relocation or removal of trees must be approved by the Department of Regulatory and Economic Resources. These approvals should be applied for, and received, prior to DIC Executive Council approval of this project. A "Covenant for Maintenance" agreement, recorded in the public records, must be provided prior to permitting any of these types of installations within the public right-of-way.
3. Plans submitted for Permit shall conform to MUTCD, MDPWWM and other appropriate standards for engineering design in the public right-of-way. Prior to formal submittal of plans for approval and permitting, a Dry Run Paving and Drainage submittal is required to review compliance with DIC conditions for approval and appropriate standards, and to rectify any discrepancies between existing facilities, plans, conditions for approval, or standards. Existing and proposed striping, signs, and lane widths must be shown on these plans for all adjacent roadways. Also, plans must indicate any existing or proposed private driveways across the streets adjacent to the school site.
4. All roadway improvements including, but not limited to, traffic signs, markings and signals shall be installed by the applicant adjacent to, or nearby, this facility to ameliorate any adverse vehicular impacts caused by the traffic attracted to this facility. Also, traffic control devices, e.g., crosswalks and school signs, may be required at locations remote from this site along safe