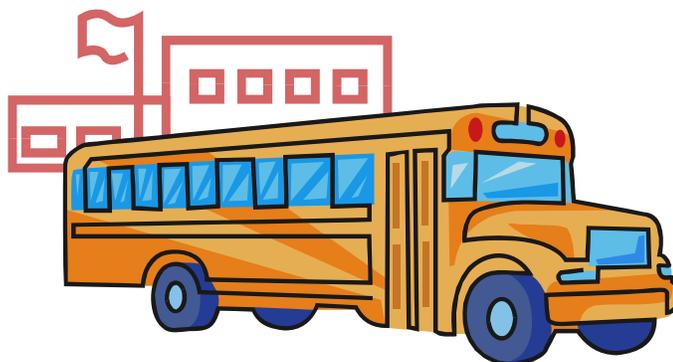


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Richard Garcia & Associates, Inc.

H.I.V.E. Preparatory School

Traffic Impact Study



17701 NW 57th Avenue
Unincorporated Miami-Dade, Florida

February 13th, 2014

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: HIVE Preparatory School - Traffic Impact Study

PROJECT LOCATION: 17701 NW 57th Avenue
Unincorporated Miami-Dade, Florida


Florida Registration No. 54886 Date 2/13/2014

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Appendix 1: Trip Generation
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Appendix 3: Signal Timing, Background Growth and Adjustment Factor
Appendix 4: Traffic Counts (TMC)
Appendix 5: Level of Service (LOS) & AM Peak Concurrency Analysis
Appendix 6: Vehicle Accumulation Assessment

Executive Summary

This report was prepared to evaluate the traffic impacts, traffic concurrency and the projected peak vehicle accumulation for the proposed HIVE Preparatory School. The subject site is located at 17701 NW 57th Avenue in Unincorporated Miami-Dade County, Florida. This site has a religious educational building and a church. The proposed school will operate with 125 students in Kindergarten at the existing educational building. The analyses documented in this report follow the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and the guidelines of Miami-Dade County Public Works and Waste Management Department, Traffic Engineering Division (School Criteria).

The trip generation characteristics for the school were developed using actual data from the Aguamarina Pre-School site located at 7515 SW 61st Avenue and Pinecrest Cove Preparatory Academy located at 4101 SW 107th Avenue. Both of these educational facilities are similar to the proposed school in terms of number of students and demographics. The surrogate school data was collected during the school's AM peak period of 7:00 to 9:00 AM and utilized to develop an AM trip generation rate. The trip generation rate from the two surrogate schools was averaged and utilized to estimate the AM peak hour trips for the subject school.

As a result, the subject school will generate **173 vehicle trips** during the **AM Peak Hour**. Please note that a trip is defined as a one-direction vehicle movement crossing a driveway. Therefore, one vehicle may generate two trips by entering and exiting the site. Lastly, the net peak hour trips were distributed to the most impacted intersection and project's driveways consistent with area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's area.

In order to evaluate the traffic impacts related to the subject school, a study area was defined and manual Turning Movement Counts (TMCs) were collected at the most impacted intersection of **NW 57th Avenue (Red Road / SR 823)** and **NW 176th Street** as well as the project's driveways. The turning movement counts were taken on Thursday, February 6th, 2014 during the roadway's AM peak period of 7:00 AM to 9:00 AM. Subsequently, the AM peak hour volumes was determined and utilized in the Level of Service (LOS) analysis.

The LOS analysis was performed for the existing condition and proposed future condition with project traffic in 2015. The proposed future peak hour volumes were obtained by augmenting the existing counts with a background growth rate and school traffic. Moreover, this analysis follows the Highway Capacity Manual methodology and was performed utilizing the latest build of the Synchro 8 software.



As a result, the intersection of **NW 57th Avenue (Red Road / SR 823)** and **NW 176th Street** yielded **LOS B** for the both the existing condition and proposed future condition with project traffic in 2015. The **project's driveways** were also evaluated and resulted in **LOS A**.

Additionally, an AM peak traffic concurrency analysis was performed to evaluate the most impacted arterial roadway, **NW 57th Avenue (Red Road / SR 823)** between SR 826 and Miami Gardens Drive. Based on our traffic concurrency analysis, this roadway will maintain the existing LOS C for the proposed future condition with school traffic and therefore **meets traffic concurrency**.

The subject project has proposed two stacking areas to accommodate the passenger vehicles / transportation vans during the arrival and dismissal of students. The school will have a vehicle stacking lane with capacity for **21 passenger vehicles/ transportation vans** and **10 surplus parking spaces** which will be designated for vehicle stacking. As required by Miami-Dade County, Vehicle Accumulation Assessments were performed to determine the projected vehicle stacking demand 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) and applying it to the proposed school. In this study, the data from two surrogate schools was averaged and utilized in the Accumulation Assessment.

The Accumulation Assessment for the school was based on **one arrival at 8:00 AM** and **one dismissal at 2:00 PM**. Based on our assessments, the school will have a peak accumulation of **27.36 vehicles** during AM and PM peak period. The projected vehicle accumulation can be adequately accommodated between the stacking lane and surplus parking spaces which have a **total stacking capacity of 31 vehicles**. Therefore, the subject school will accommodate **over 100 percent** of the projected peak vehicle stacking demand during the arrival and dismissal times. The table below summarizes the Accumulation Assessment results for the school.

Shift	Students	Passenger Vehicles / Transportation Vans		
		Projected Accumulation	Stacking Provided	Percent Accommodated
Arrival	125	27.36	31	113%
Dismissal	125	27.36	31	113%

In conclusion, the most impacted intersection and the project's driveways will operate at acceptable LOS for the proposed future condition with project traffic in 2015. Moreover, our AM peak traffic concurrency analysis revealed that sufficient roadway capacity exists to support this project and therefore meets traffic concurrency. Lastly, the school is providing sufficient vehicle stacking capacity to accommodate over 100 percent of the projected peak vehicle stacking demand within the site.

Introduction

The purpose of this study is to evaluate the traffic impacts associated with the proposed school at 17701 NW 57th Avenue in Unincorporated Miami-Dade County, Florida. The subject site has a religious educational building and a church. The proposed school will operate with 125 students in Kindergarten at the existing educational building. The analyses documented in this report follow the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and the guidelines of Miami-Dade County Public Works and Waste Management Department, Traffic Engineering Division (School Criteria).

In order to evaluate the traffic impacts related to the school, a Level of Service (LOS) analysis was performed for the existing condition and proposed future condition at the **most impacted intersection of NW 57th Avenue (Red Road / SR 823) and NW 176th Street** as well as **project's driveways**. The LOS analysis was performed following the Highway Capacity Manual methodology and utilizing the latest build of the Synchro 8 software. The greatest traffic impact for the school occurs during the AM peak hour and therefore the worst-case scenario (AM Peak Hour) was analyzed.

In addition, the on-site vehicle stacking capacity was evaluated by performing Vehicle Accumulation Assessments for the school's AM and PM peak period. The main objective of these assessments is to estimate 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. In summary, this document includes the following:

- Trip Generation
- Traffic Distribution
- Traffic Counts
- Level of Service (LOS)
- AM Peak Traffic Concurrency
- Accumulation Assessment
- Conclusion/Recommendations

Project Description / Location

The subject site is located on the east side of NW 57th Avenue (Red Road / SR 823) between NW 176th Street and NW 178th Street in Unincorporated Miami-Dade County, Florida. This site has 3.41 acres and is currently occupied with two buildings; an educational center and a church. As previously mentioned the existing educational building will be operated as a school with 125 students in Kindergarten. The table below depicts the proposed school's schedule.

Hours of Operation			
Grade	Students	Arrival Time	Dismissal Time
Kindergarten	125	8:00 AM	2:00 PM

Notes:

Drop-off of students between 7:30 - 8:00 AM.

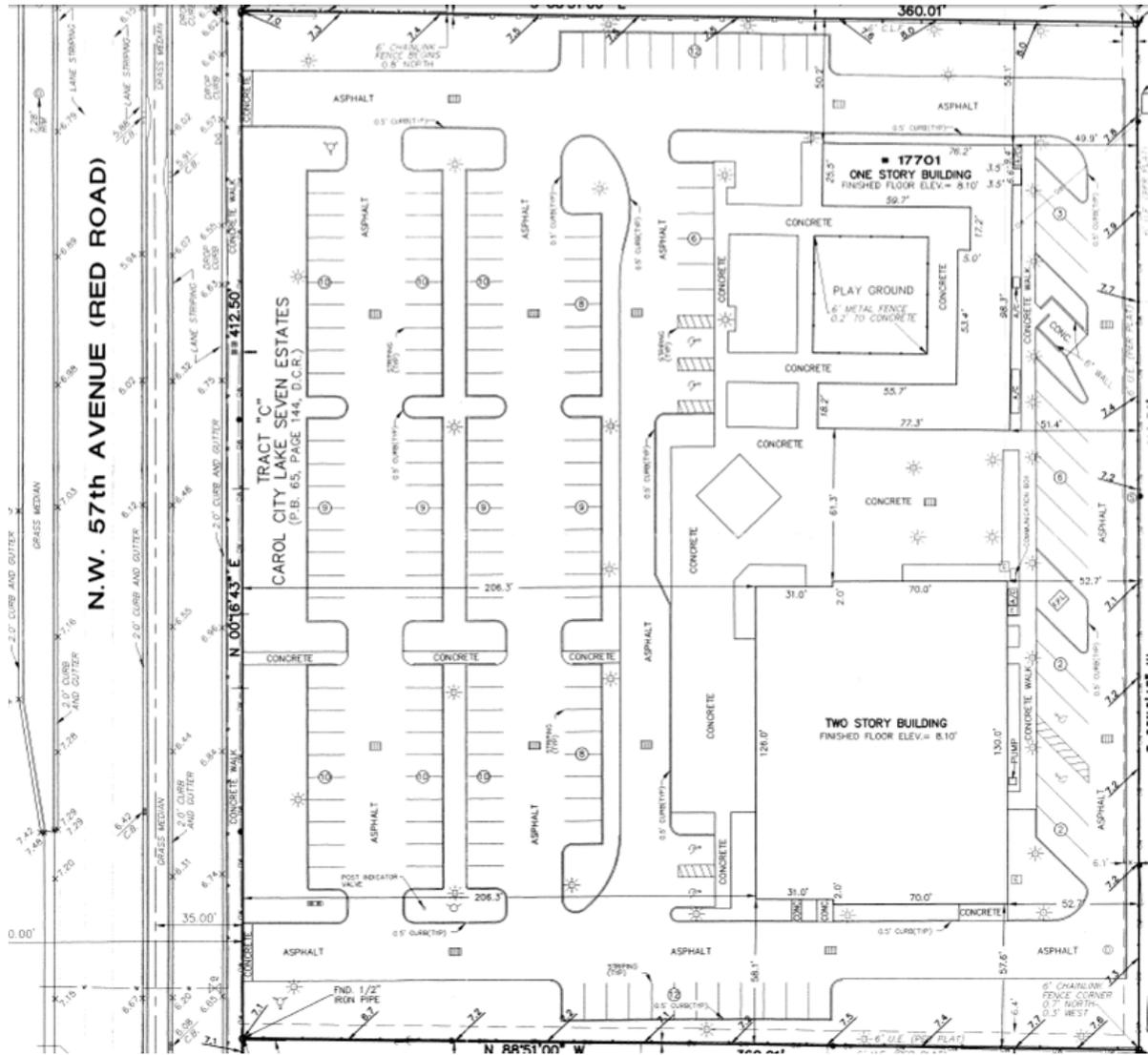
Pick-up of students between 2:00 - 2:30 PM.

Moreover, the existing site is providing vehicular access via two driveways adjacent to the frontage road of NW 57th Avenue and 161 parking spaces. The Vehicle Accumulation section of this report describes the proposed vehicle stacking capacity for the school use. Figure 1 depicts the site's location map and Figure is the site plan provided for illustrative purposes only.

Figure 1: Location Map



Figure 2: Site Plan



Existing Condition (2014)

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

Data Collection

Manual Turning Movement Counts (TMC's) were taken at the most impacted intersection of **NW 57th Avenue (Red Road / SR 823)** and **NW 176th Street** as well as the project's driveways. These turning movement counts were collected on Thursday, February 6th, 2014 during the school's AM peak period of 7:00 AM to 9:00 AM. Subsequently, the AM peak hour volumes were determined and adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF). Figure 3 below depicts the existing seasonally adjusted AM Peak Hour Turning Movement Counts (TMC). Appendix 4 contains the raw data and the tables utilized to develop these figures.

Figure 3: Existing Condition TMC's (2014) - AM Peak Hour



Level of Service (LOS)

Using the TMC data, an intersection Level of Service (LOS) analysis was performed for the existing condition. This analysis was performed following the Highway Capacity Manual methodology and using the latest build of the Synchro 8 software. The signalized intersection of **NW 57th Avenue (Red Road / SR 823)** and **NW 176th Street** yielded an overall **LOS B** and the **project's driveways** resulted in **LOS A**. Table 1 below summarizes the results obtained. Appendix 5 contains the program output.

Table 1: Existing AM Peak Hour Condition LOS

Existing AM Peak Hour Condition		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Delay (sec)
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)		
1 NW 57 Avenue (SR 823) & NW 176 Street	Signalized	C	20.6	B	18.9	A	9.2	B	15.9	B	13.8
2 NW 57 Avenue Frontage & Driveway 1 (South)	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0
3 NW 57 Avenue Frontage & Driveway 2 (North)	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0

Project Traffic

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

Trip Generation

The trip generation characteristics for the school were developed using actual data from the Aguamarina Pre-School site located at 7515 SW 61st Avenue and Pinecrest Cove Preparatory Academy located at 4101 SW 107th Avenue. Both of these educational facilities are similar to the proposed school in terms of number of students and demographics. The surrogate school data was collected during the school's AM peak period of 7:00 to 9:00 AM and utilized to develop an AM trip generation rate. The trip generation rate from two surrogate schools was averaged and utilized to estimate the AM peak hour trips for the subject school. As a result, the average trip generation rate for 101 students (i.e. average number of students from two surrogate schools) yielded 1.385 trips per student. Appendix 1 contains the calculation for average trip generation rate.

Based on the above trip generation rate, the subject school with 125 students will generate **173 vehicle trips** during the **AM Peak Hour**. Please note that a trip is defined as a one-direction vehicle movement crossing a driveway. Therefore, one vehicle may generate two trips by entering and exiting the site. Table 2 summarizes the results of the trip generation analysis.

Table 2: AM Peak Hour Trip Generation

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
Existing Use To Remain						
Church	24.053 Th.Sq.Ft	□	-	3	0	3
Proposed Use						
School (Kindergarten)	125 Students	◇	1.385	90	83	173
Net Vehicle Trips (Proposed - Existing Trips)				87	83	170

NOTES:

- Trips were obtained from actual traffic data collected at the subject site.
- ◇ Trip Generation Rate was obtained from the average of two previous studied schools (PK, K). See Table A2 in Appendix.

Table 3: Trip Distribution Percentages

TAZ 42		UTILIZED FOR TRIP DISTRIBUTION				
DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NORTH	22.99%	NORTH	20%	18	17	35
EAST	24.35%	EAST	35%	30	29	59
SOUTH	42.09%	SOUTH	30%	26	25	51
WEST	10.56%	WEST	15%	13	12	25
	100.00%		100.00%	87	83	170

Figure 5: AM Peak Hour Ingress and Egress Net Trips

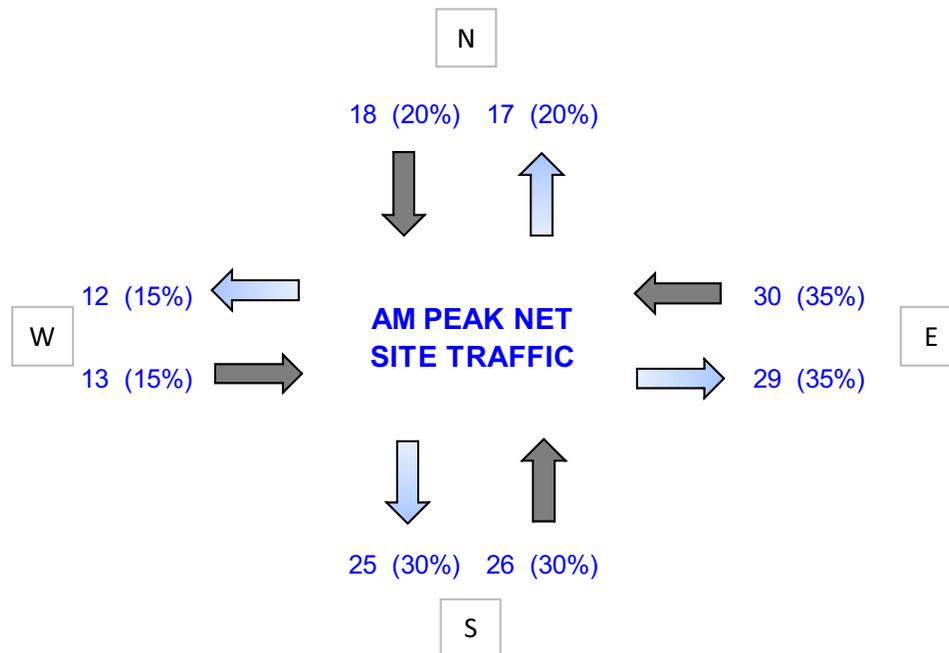
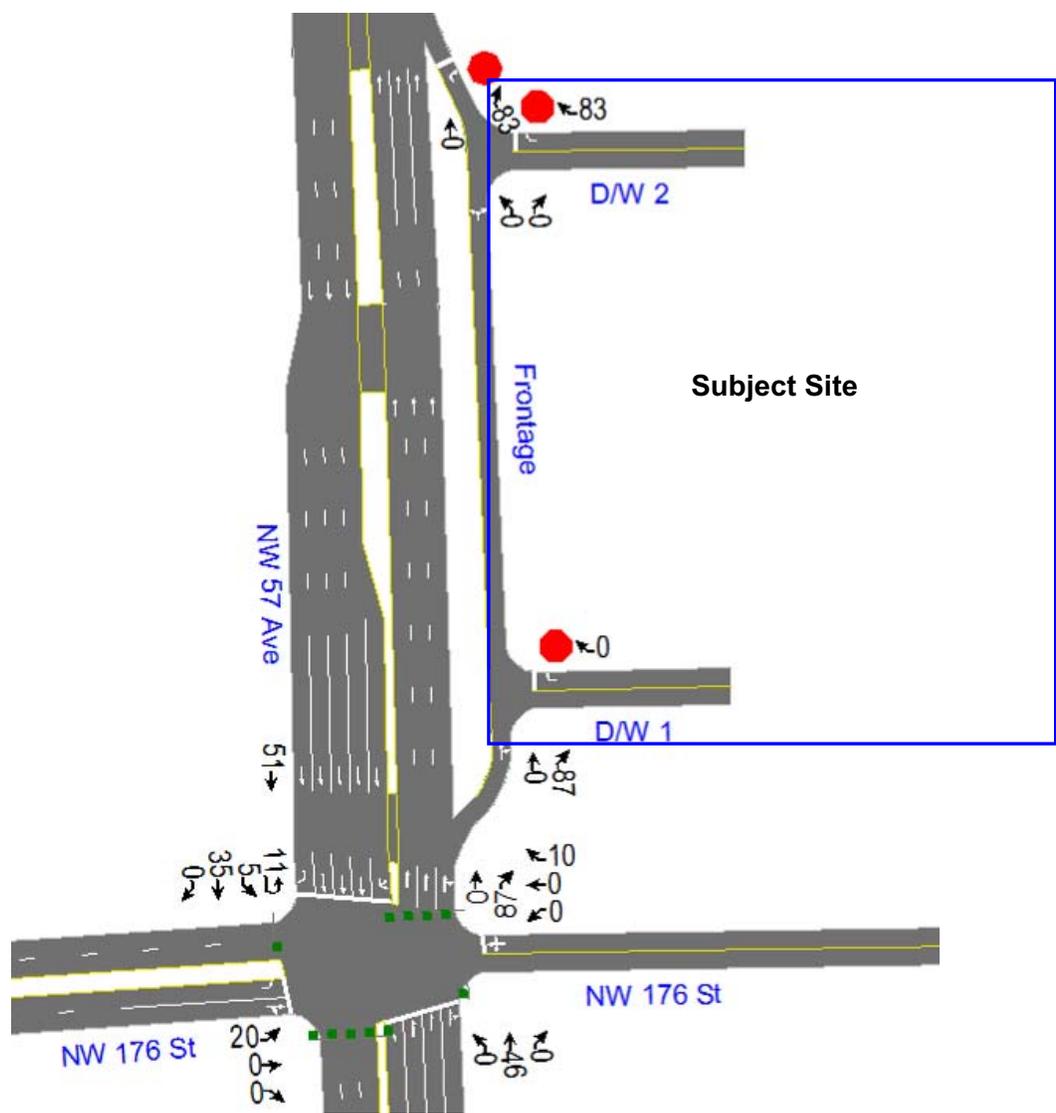


Figure 6: AM Peak Hour Net Site Traffic



Proposed Condition (2015)

This section of the report describes the parameters utilized to develop the proposed peak hour volumes and to evaluate the proposed future condition with project traffic. Please note the project build-out year is slated for 2015.

Background Growth

Based on documentation from the Miami-Dade County SERPM travel demand traffic model for subject project TAZ 42, a background growth rate was determined by interpolated the models TAZ trips between the years of 2005 and 2035. The results indicate a growth trend rate of 0.44 percent per year. As such, this rate was applied to the existing traffic counts in order to account for future traffic growth within the project's vicinity. The growth rate is considered reasonable for this area since our regression analysis utilizing FDOT published data for NW 57th Avenue (Red Road / SR 823) resulted in negative growth rate. Appendix 3 includes the data and analysis performed to determine the growth rate.

Proposed Future AM Peak Hour Volumes

The existing turning movement counts were augmented with background growth and school traffic in order to obtain the proposed peak hour volumes. This forms the basis of the proposed condition with project traffic in 2015. Figure 7 below depicts the volumes for the proposed condition with project traffic in 2016.

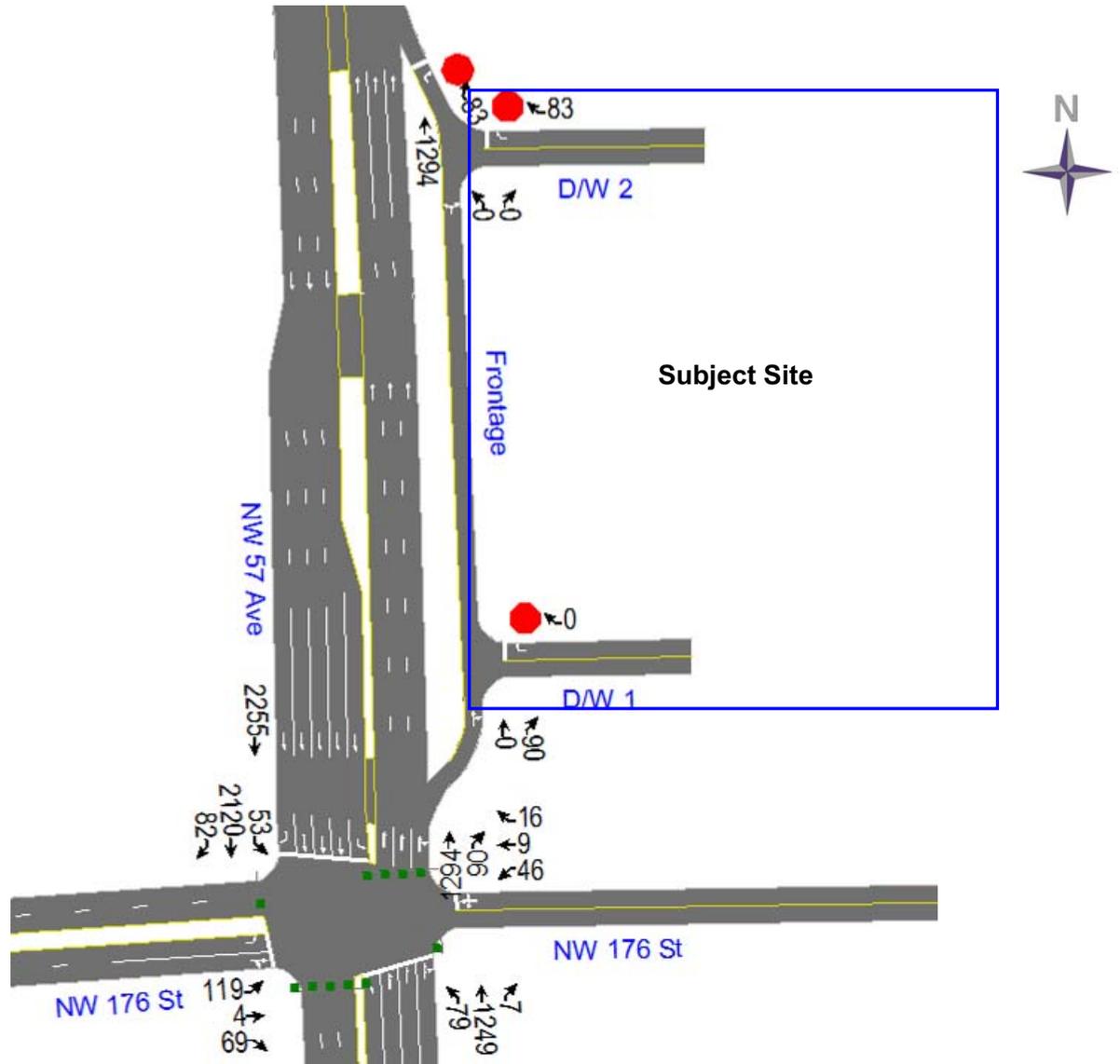
Level of Service (LOS)

Using the proposed future AM peak hour volumes, a Level of Service (LOS) analysis was performed for the intersection of **NW 57th Avenue (Red Road / SR 823)** and **NW 176th Street**. Based on our analysis this intersection will maintain the existing **LOS B** in 2015. In addition, the **project's driveways** were also evaluated and yielded **LOS A**. Table 4 summarizes the LOS results while Appendix 5 includes the Synchro software sheets.

Table 4: Proposed AM Peak Hour Condition LOS

Proposed AM Peak Hour Condition with Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Overall		
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	
1 NW 57 Avenue (SR 823) & NW 176 Street	Signalized	C	21.7	B	19.3	B	10.2	B	16.7	B	14.7	
2 NW 57 Avenue Frontage & Driveway 1 (South)	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0	
3 NW 57 Avenue Frontage & Driveway 2 (North)	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0	

Figure 7: Proposed AM Peak Hour Volumes in 2015



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

NW 57th Avenue (Red Road / SR 823) between SR 826 and Miami Gardens Drive was evaluated for traffic concurrency. The existing traffic data for the above roadway was obtained from the Miami-Dade County Traffic Data, Count Station 1190. Based on the County data, NW 57th Avenue within the project's vicinity is currently operating at LOS C. Appendix 5 contains the supporting documentation.

Proposed Condition with School Traffic

The future volume for the roadway link was developed by augmenting the existing traffic data with the DOS trips as shown in the County data sheet and the school traffic. The resulting volume was evaluated for traffic concurrency and resulted in **LOS C**. Based on our concurrency analysis, **NW 57th Avenue (Red Road / SR 823)** has sufficient capacity to support this project and therefore **meets traffic concurrency**. Table 5 summarizes the results of the AM peak traffic concurrency for the existing and proposed condition.

Table 5: AM Peak Traffic Concurrency Summary

AM PEAK HOUR CONCURRENCY				EXISTING			FUTURE W/ PROJECT TRAFFIC				
STATION #	ROADWAY		MAX LOS	PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS	DOS TRIPS	NEW PROJECT TRAFFIC	PROPOSED VOLUME	AVAILABLE TRIPS	LOS
	NAME	AT									
1190	NW 57 AVE/RED ROAD (SR 823)	S/O NW 173 DR BET SR 826 MIAMI GARDENS DR	6,468	4,894	1,574	C	36	134	5,064	1,404	C

Notes:

Max LOS & PHP Volumes obtained from Miami-Dade County Traffic Count Station Data.

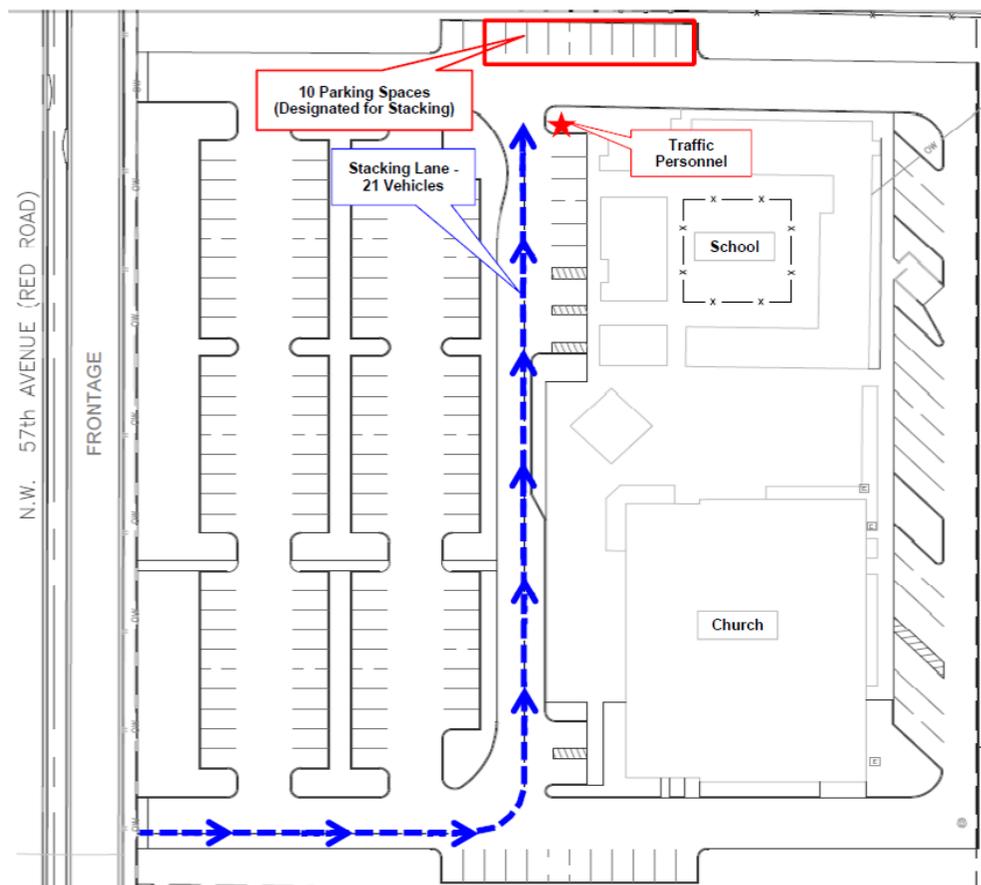
Accumulation Assessment

The subject project has proposed two stacking areas to accommodate the passenger vehicles / transportation vans during the arrival and dismissal of students. The school will have a vehicle stacking lane with capacity for **21 passenger vehicles/ transportation vans** and **10 surplus parking spaces** which will be designated for vehicle stacking during the arrival and dismissal times. In an effort to maintain a smooth traffic circulation and student's safety, the school will provide personnel to supervise and direct traffic. Table 6 describes the vehicle stacking capacity while Figure 8 is a graphical representation of the vehicle stacking areas and the future traffic patterns.

Table 6: Vehicle Stacking Capacity

Area	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Vehicular Stacking Lane	470	LF	Car/Van	22	21
2	Surplus Parking Spaces (Designated for Vehicle Stacking)					10
Total Vehicle Stacking Capacity (Passenger Vehicles/Vans)						31

Figure 8: Vehicle Accumulation Areas



As required by Miami-Dade County, Vehicle Accumulation Assessments were performed to determine the projected vehicle stacking demand 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) and applying it to the proposed school. In this study, data from two surrogate schools was averaged and utilized in the Accumulation Assessment. Appendix 6 contains the supporting documentation.

The Accumulation Assessment for the school was based on **one arrival** and **one dismissal**. Based on our assessments, the school will have a peak accumulation of **27.36 vehicles** during AM and PM peak period. The projected vehicle accumulation can be adequately accommodated between the stacking lane and surplus parking spaces which have a **total stacking capacity** of **31 vehicles**. Therefore, the subject school will accommodate **over 100 percent** of the projected peak vehicle stacking demand during the arrival and dismissal shifts. Table 7 below summarizes the Accumulation Assessment results for the school. Appendix 6 contains the Accumulation Assessment forms used to determine the results below.

Table 7: Accumulation Assessment Summary

Shift	Students	Passenger Vehicles / Transportation Vans		
		Projected Accumulation	Stacking Provided	Percent Accommodated
Arrival	125	27.36	31	113%
Dismissal	125	27.36	31	113%

Conclusion

The subject project is being programmed to have school with 125 students in Kindergarten. As documented throughout this report, the most impacted intersection will maintain the existing LOS B proposed future condition with project traffic in 2015. In addition, our AM peak traffic concurrency analysis revealed that sufficient roadway capacity exists to support this project and therefore meets traffic concurrency.

Based on our accumulation assessments, the school will operate adequately with one arrival and one dismissal shift. Lastly, the school is providing sufficient vehicle stacking capacity to accommodate over 100 percent of the projected peak vehicle stacking demand within the site.

Appendix 1: Trip Generation

TABLE: A1

HIVE Preparatory School
 Trip Generation - AM Peak Hour

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
Existing Use To Remain								
Church	24.053 Th.Sq.Ft	□	-	100%	3	0%	0	3
Proposed Use								
School (Kindergarten)	125 Students	◇	1.385	52%	90	48%	83	173
Net Vehicle Trips (Proposed - Existing Trips)				51%	87	49%	83	170

NOTES:

- Trips were obtained from actual traffic data collected at the subject site.
- ◇ Trip Generation Rate was obtained from the average of two previous studied schools (PK, K). See Table A2 in Appendix.

TABLE: A2
HIVE Preparatory School
 Surrogate School Trip Generation Rate

Surrogate School	Address	Students	Total Trip Generation Rate
Aguamarina Pre-School	7515 SW 61 Avenue	87	0.989
Pinecrest Cove Preparatory Academy	4101 SW 107 Avenue	114	1.781
Average *		101	1.385

Note: * Values utilized in the Trip Analysis and Accumulation Assessment.

TABLE: T1

AM Peak Trip Generation (Surrogate School)

School Name: Aguamarina Pre-School

Location: 7515 SW 61 Avenue South Miami, FL

Students: 87

Date: 1/29/2013

Time	Vehicle-In	Vehicle-Out	Total Vehicles	Bus-In	Bus-Out	Total Buses
7:00 AM - 7:15 AM	0	0	0	0	0	0
7:15 AM - 7:30 AM	1	0	1	0	0	0
7:30 AM - 7:45 AM	1	0	1	0	0	0
7:45 AM - 8:00 AM	3	2	5	0	0	0
8:00 AM - 8:15 AM	4	2	6	0	0	0
8:15 AM - 8:30 AM	5	0	5	0	0	0
8:30 AM - 8:45 AM	22	15	37	0	0	0
8:45 AM - 9:00 AM	19	19	38	0	0	0
Total	55	38	93	0	0	0

School AM Peak Hour (8:00 - 9:00 AM)			
	IN	OUT	TOTAL
Peak Hour Trips	50	36	86
Rate (Trips per student)	0.575	0.414	0.989

Peak Hour

TABLE: T1
AM Peak Trip Generation (Existing)

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
Location: 4101 SW 107 Avenue
Students: 114

Date: 12/13/2011

Time	Vehicle-In	Vehicle-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	1	0	1	0	0	0
7:15 AM - 7:30 AM	4	0	4	0	0	0
7:30 AM - 7:45 AM	15	4	19	0	0	0
7:45 AM - 8:00 AM	11	10	21	0	0	0
8:00 AM - 8:15 AM	27	24	51	1	1	2
8:15 AM - 8:30 AM	50	33	83	0	0	0
8:30 AM - 8:45 AM	9	37	46	0	0	0
8:45 AM - 9:00 AM	3	8	11	0	0	0
Total	120	116	236	1	1	2

School AM Peak Hour (7:45 - 8:45 AM)			
	IN	OUT	TOTAL
Peak Hour Trips	98	105	203
Rate (Trips per student)	0.860	0.921	1.781

Notes:

No large school buses were identified operating within the site. The bus data represents a transportation van.

TABLE: A3

HIVE Preparatory School
Proposed School Schedule

Hours of Operation			
Grade	Students	Arrival Time	Dismissal Time
Kindergarten	125	8:00 AM	2:00 PM

Notes:

Drop-off of students between 7:30 - 8:00 AM.

Pick-up of students between 2:00 - 2:30 PM.

Appendix 2: Trip Distribution / Assignment

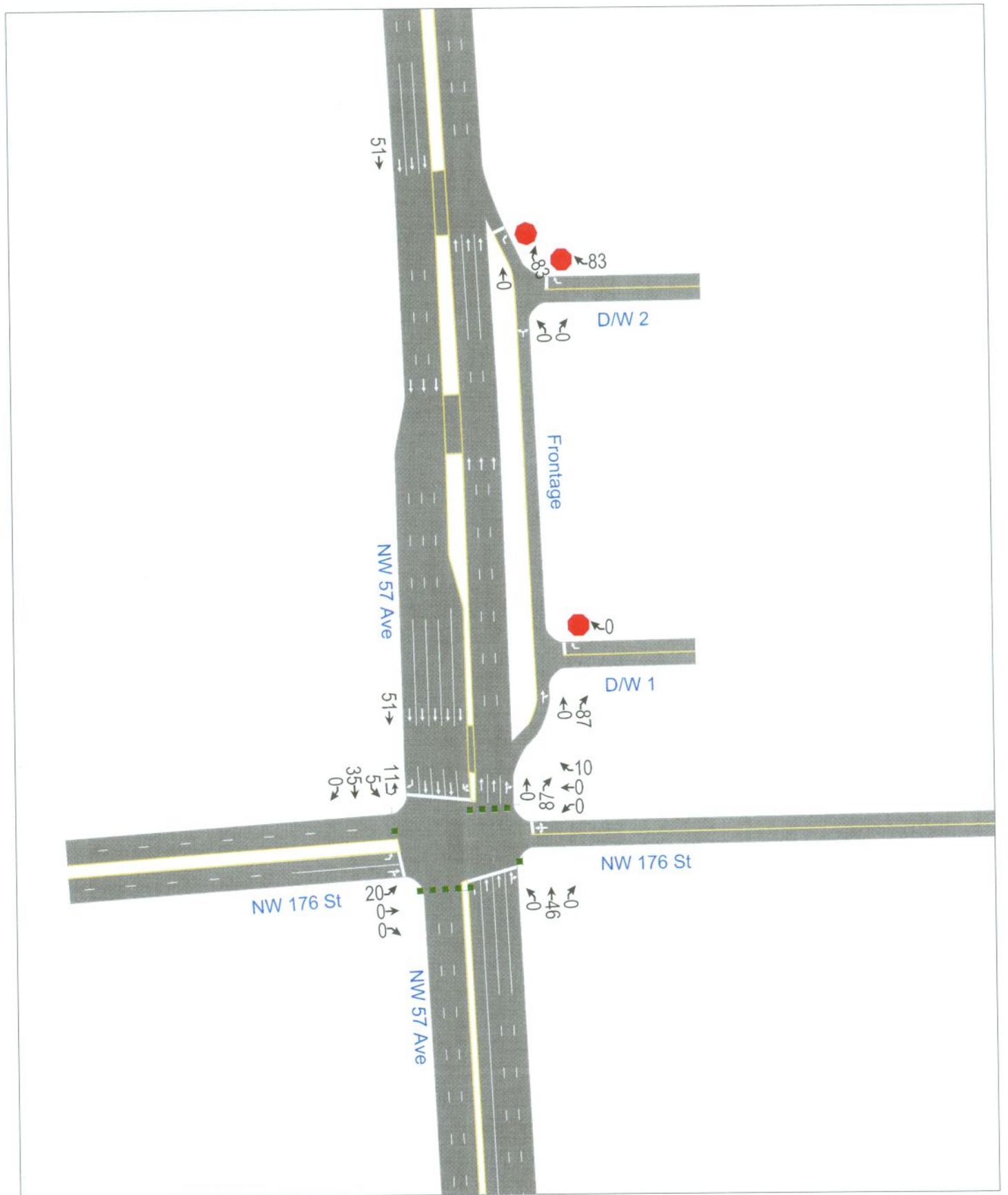


TABLE: A4

HIVE Preparatory School
 Project Quadrant Distribution - AM Peak Hour
 (TAZ 42)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 42		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	16.29	NORTH	22.99%	NORTH	20%	18	17	35
ENE	10.90							
ESE	13.45	EAST	24.35%	EAST	35%	30	29	59
SSE	18.69							
SSW	23.39	SOUTH	42.09%	SOUTH	30%	26	25	51
WSW	5.96							
WNW	4.60	WEST	10.56%	WEST	15%	13	12	25
NNW	6.69							
TOTAL	100.00		100.00%		100.00%	87	83	170

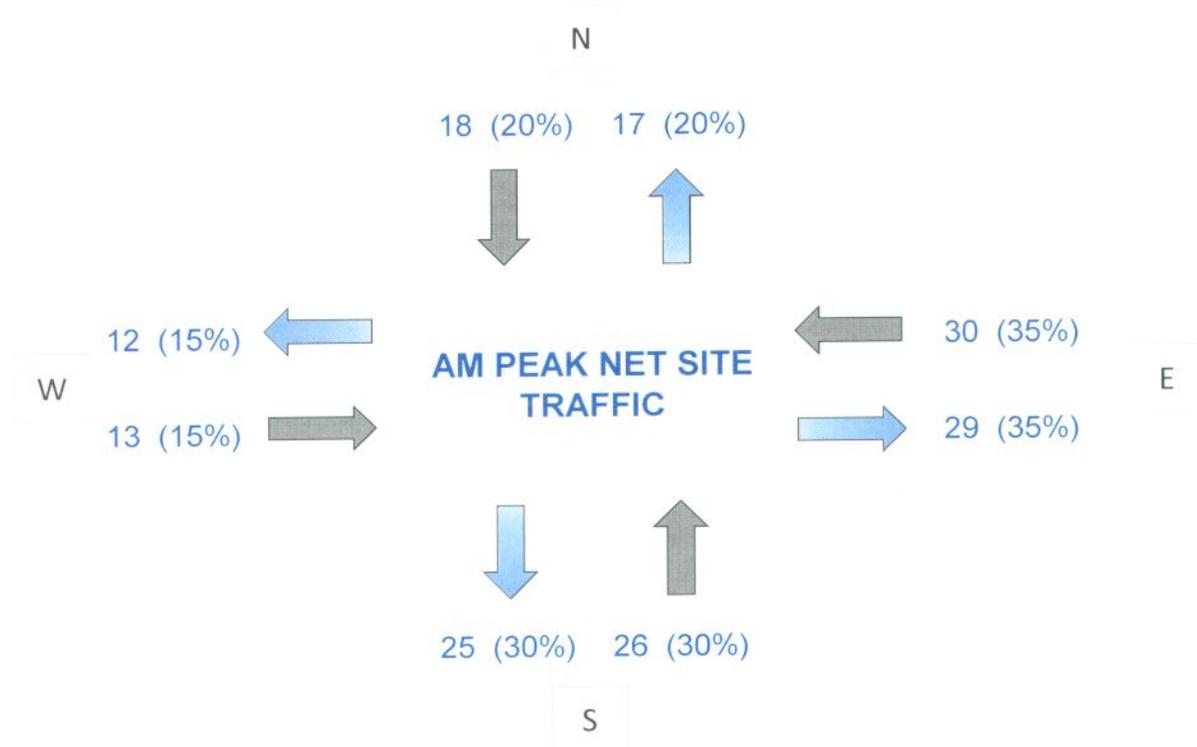


TABLE: A4-1

HIVE Preparatory School
Project Cardinal Distribution - AM Peak Hour
(TAZ 42)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2015			
NNE	16.41	16.06	16.29	15	14	29
ENE	12.39	7.92	10.90	9	9	18
ESE	14.38	11.60	13.45	12	11	23
SSE	18.24	19.60	18.69	16	16	32
SSW	19.86	30.46	23.39	20	19	39
WSW	6.48	4.92	5.96	5	5	10
WNW	5.02	3.77	4.60	4	4	8
NNW	7.21	5.66	6.69	6	5	11
TOTAL	100.00	100.00	100.00	87	83	170

Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2015.

TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
NEW TRAFFIC ON THE ROAD:	87	83	170
PERCENT:	50.96%	49.04%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	16.29	14.124	15	13.595	14	29
ENE	10.90	9.449	9	9.095	9	18
ESE	13.45	11.662	12	11.225	11	23
SSE	18.69	16.205	16	15.597	16	32
SSW	23.39	20.279	20	19.519	19	39
WSW	5.96	5.167	5	4.973	5	10
WNW	4.60	3.991	4	3.841	4	8
NNW	6.69	5.802	6	5.585	5	11
TOTAL	100.00	86.679	87	83.429	83	170

TABLE: A5

HIVE Preparatory School

Growth Rate Calculation - Based on MPO Trips for Project's TAZ 42

Year		Total Trips	Total Growth	Number of Years	Growth / Year	Growth Rate
MPO Model	2005	1,913	87	10	8.7	0.44%
MPO Model	2035	2,173				
Design Year	2015	2,000				

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



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	14.84	12.09	13.37	19.94	17.56	7.35	7.31	7.54	
34	2734	TRIPS	373	270	363	487	512	105	182	185	2,477
		PERCENT	15.06	10.9	14.65	19.66	20.67	4.24	7.35	7.47	
35	2735	TRIPS	428	415	627	783	1083	159	352	435	4,282
		PERCENT	10	9.69	14.64	18.29	25.29	3.71	8.22	10.16	
36	2736	TRIPS	246	196	190	179	269	133	163	202	1,578
		PERCENT	15.59	12.42	12.04	11.34	17.05	8.43	10.33	12.8	
37	2737	TRIPS	526	512	383	478	533	188	345	392	3,357
		PERCENT	15.67	15.25	11.41	14.24	15.88	5.6	10.28	11.68	
38	2738	TRIPS	1446	1321	942	1078	1727	598	823	1251	9,186
		PERCENT	15.74	14.38	10.25	11.74	18.8	6.51	8.96	13.62	
39	2739	TRIPS	519	645	469	628	661	321	283	390	3,916
		PERCENT	13.25	16.47	11.98	16.04	16.88	8.2	7.23	9.96	
40	2740	TRIPS	299	258	242	277	315	186	122	160	1,859
		PERCENT	16.08	13.88	13.02	14.9	16.94	10.01	6.56	8.61	
41	2741	TRIPS	418	386	388	495	637	410	210	307	3,251
		PERCENT	12.86	11.87	11.93	15.23	19.59	12.61	6.46	9.44	
42	2742	TRIPS	314	237	275	349	380	124	96	138	1,913
		PERCENT	16.41	12.39	14.38	18.24	19.86	6.48	5.02	7.21	
43	2743	TRIPS	379	384	597	611	652	152	124	257	3,156
		PERCENT	12.01	12.17	18.92	19.36	20.66	4.82	3.93	8.14	
44	2744	TRIPS	357	376	367	596	805	193	432	268	3,394
		PERCENT	10.52	11.08	10.81	17.56	23.72	5.69	12.73	7.9	
45	2745	TRIPS	277	256	344	439	433	108	200	233	2,290
		PERCENT	12.1	11.18	15.02	19.17	18.91	4.72	8.73	10.17	
46	2746	TRIPS	1022	636	921	1047	1149	349	290	509	5,923
		PERCENT	17.25	10.74	15.55	17.68	19.4	5.89	4.9	8.59	
47	2747	TRIPS	698	475	760	941	1089	176	213	410	4,762
		PERCENT	14.66	9.97	15.96	19.76	22.87	3.7	4.47	8.61	
48	2748	TRIPS	28	17	19	18	35	10	16	23	166
		PERCENT	16.87	10.24	11.45	10.84	21.08	6.02	9.64	13.86	
49	2749	TRIPS	217	163	190	176	249	132	92	214	1,433
		PERCENT	15.14	11.37	13.26	12.28	17.38	9.21	6.42	14.93	
50	2750	TRIPS	783	447	561	830	811	281	214	408	4,335
		PERCENT	18.06	10.31	12.94	19.15	18.71	6.48	4.94	9.41	
51	2751	TRIPS	0	0	0	0	0	0	0	0	-
		PERCENT	0	0	0	0	0	0	0	0	
52	2752	TRIPS	473	309	328	590	622	93	147	322	2,884
		PERCENT	16.4	10.71	11.37	20.46	21.57	3.22	5.1	11.17	
53	2753	TRIPS	858	656	746	825	1015	332	474	652	5,558
		PERCENT	15.44	11.8	13.42	14.84	18.26	5.97	8.53	11.73	
54	2754	TRIPS	568	412	475	861	846	328	237	387	4,114
		PERCENT	13.81	10.01	11.55	20.93	20.56	7.97	5.76	9.41	
55	2755	TRIPS	111	63	84	105	142	47	39	73	664
		PERCENT	16.72	9.49	12.65	15.81	21.39	7.08	5.87	10.99	
56	2756	TRIPS	0	0	0	0	0	0	0	0	-
		PERCENT	0	0	0	0	0	0	0	0	
57	2757	TRIPS	660	351	435	576	1032	365	565	651	4,635
		PERCENT	14.24	7.57	9.39	12.43	22.27	7.87	12.19	14.05	
58	2758	TRIPS	418	284	300	413	532	436	389	501	3,273
		PERCENT	12.77	8.68	9.17	12.62	16.25	13.32	11.89	15.31	
59	2759	TRIPS	1629	702	858	1294	1578	706	898	1058	8,723
		PERCENT	18.67	8.05	9.84	14.83	18.09	8.09	10.29	12.13	
60	2760	TRIPS	776	340	510	754	1050	433	295	448	4,606
		PERCENT	16.85	7.38	11.07	16.37	22.8	9.4	6.4	9.73	
61	2761	TRIPS	664	315	442	607	749	602	445	573	4,397
		PERCENT	15.1	7.16	10.05	13.8	17.03	13.69	10.12	13.03	
62	2762	TRIPS	549	239	396	439	670	507	474	551	3,825
		PERCENT	14.35	6.25	10.35	11.48	17.52	13.25	12.39	14.41	
63	2763	TRIPS	1035	686	580	865	1195	1025	482	774	6,642
		PERCENT	15.58	10.33	8.73	13.02	17.99	15.43	7.26	11.65	
64	2764	TRIPS	963	446	692	552	1008	605	613	706	5,585
		PERCENT	17.24	7.99	12.39	9.88	18.05	10.83	10.98	12.64	
65	2765	TRIPS	972	359	362	446	788	616	525	594	4,662
		PERCENT	20.85	7.7	7.76	9.57	16.9	13.21	11.26	12.74	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE			CARDINAL DIRECTIONS								TOTAL
			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	11.56	8.62	12.52	16.77	24.78	4.5	7.03	14.21	
35	2735	TRIPS	556	415	495	1024	1748	349	542	425	5,554
		PERCENT	10.01	7.47	8.91	18.44	31.47	6.28	9.76	7.65	
36	2736	TRIPS	335	275	183	235	273	83	218	257	1,859
		PERCENT	18.02	14.79	9.84	12.64	14.69	4.46	11.73	13.82	
37	2737	TRIPS	957	974	731	739	875	222	230	719	5,447
		PERCENT	17.57	17.88	13.42	13.57	16.06	4.08	4.22	13.2	
38	2738	TRIPS	1945	1578	1136	1312	2892	1534	1845	1764	14,006
		PERCENT	13.89	11.27	8.11	9.37	20.65	10.95	13.17	12.59	
39	2739	TRIPS	682	578	464	690	987	782	591	555	5,329
		PERCENT	12.8	10.85	8.71	12.95	18.52	14.67	11.09	10.41	
40	2740	TRIPS	197	232	233	351	510	336	92	187	2,138
		PERCENT	9.21	10.85	10.9	16.42	23.85	15.72	4.3	8.75	
41	2741	TRIPS	455	454	480	542	782	155	156	234	3,258
		PERCENT	13.97	13.93	14.73	16.64	24	4.76	4.79	7.18	
42	2742	TRIPS	349	172	252	426	662	107	82	123	2,173
		PERCENT	16.06	7.92	11.6	19.6	30.46	4.92	3.77	5.66	
43	2743	TRIPS	447	347	343	564	1036	262	256	635	3,890
		PERCENT	11.49	8.92	8.82	14.5	26.63	6.74	6.58	16.32	
44	2744	TRIPS	411	340	437	1134	1044	224	151	257	3,998
		PERCENT	10.28	8.5	10.93	28.36	26.11	5.6	3.78	6.43	
45	2745	TRIPS	457	271	367	483	550	109	90	185	2,512
		PERCENT	18.19	10.79	14.61	19.23	21.89	4.34	3.58	7.36	
46	2746	TRIPS	956	489	755	1133	1657	460	415	409	6,274
		PERCENT	15.24	7.79	12.03	18.06	26.41	7.33	6.61	6.52	
47	2747	TRIPS	596	432	764	1116	1610	199	375	338	5,430
		PERCENT	10.98	7.96	14.07	20.55	29.65	3.66	6.91	6.22	
48	2748	TRIPS	38	23	21	21	28	16	13	27	187
		PERCENT	20.32	12.3	11.23	11.23	14.97	8.56	6.95	14.44	
49	2749	TRIPS	317	184	182	147	276	190	194	293	1,783
		PERCENT	17.78	10.32	10.21	8.24	15.48	10.66	10.88	16.43	
50	2750	TRIPS	761	655	770	1119	1173	281	306	303	5,368
		PERCENT	14.18	12.2	14.34	20.85	21.85	5.23	5.7	5.64	
51	2751	TRIPS	238	143	150	140	277	111	152	241	1,452
		PERCENT	16.39	9.85	10.33	9.64	19.08	7.64	10.47	16.6	
52	2752	TRIPS	446	238	284	556	879	397	321	383	3,504
		PERCENT	12.73	6.79	8.11	15.87	25.09	11.33	9.16	10.93	
53	2753	TRIPS	1218	702	688	961	1146	563	498	888	6,664
		PERCENT	18.28	10.53	10.32	14.42	17.2	8.45	7.47	13.33	
54	2754	TRIPS	581	346	491	721	1139	614	376	401	4,669
		PERCENT	12.44	7.41	10.52	15.44	24.39	13.15	8.05	8.59	
55	2755	TRIPS	374	180	192	326	500	241	159	191	2,163
		PERCENT	17.29	8.32	8.88	15.07	23.12	11.14	7.35	8.83	
56	2756	TRIPS	77	56	74	65	123	114	89	93	691
		PERCENT	11.14	8.1	10.71	9.41	17.8	16.5	12.88	13.46	
57	2757	TRIPS	670	333	520	797	1282	481	447	567	5,097
		PERCENT	13.14	6.53	10.2	15.64	25.15	9.44	8.77	11.12	
58	2758	TRIPS	408	186	196	342	578	724	680	696	3,810
		PERCENT	10.71	4.88	5.14	8.98	15.17	19	17.85	18.27	
59	2759	TRIPS	1840	820	1085	1255	1694	1151	852	1502	10,199
		PERCENT	18.04	8.04	10.64	12.31	16.61	11.29	8.35	14.73	
60	2760	TRIPS	670	262	473	733	1009	976	379	664	5,166
		PERCENT	12.97	5.07	9.16	14.19	19.53	18.89	7.34	12.85	
61	2761	TRIPS	665	297	595	782	1048	717	445	691	5,240
		PERCENT	12.69	5.67	11.35	14.92	20	13.68	8.49	13.19	
62	2762	TRIPS	522	286	279	329	504	491	412	702	3,525
		PERCENT	14.81	8.11	7.91	9.33	14.3	13.93	11.69	19.91	
63	2763	TRIPS	1009	332	1015	896	2032	1513	720	761	8,278
		PERCENT	12.19	4.01	12.26	10.82	24.55	18.28	8.7	9.19	
64	2764	TRIPS	1433	795	723	856	1042	747	674	1012	7,282
		PERCENT	19.68	10.92	9.93	11.76	14.31	10.26	9.26	13.9	
65	2765	TRIPS	1112	455	480	523	1408	990	633	838	6,439
		PERCENT	17.27	7.07	7.45	8.12	21.87	15.38	9.83	13.01	
66	2766	TRIPS	629	298	611	643	1242	600	400	508	4,931
		PERCENT	12.76	6.04	12.39	13.04	25.19	12.17	8.11	10.3	
67	2767	TRIPS	415	259	1412	621	707	760	854	448	5,476
		PERCENT	7.58	4.73	25.79	11.34	12.91	13.88	15.6	8.18	
68	2768	TRIPS	218	66	104	81	181	196	202	246	1,294

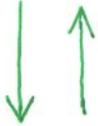
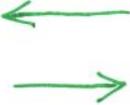
Appendix 3: Signal Timing, Background Growth and Adjustment Factor

MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 6120
 Signal Location: RED RD & NW 176 ST
 Analysis Period: AM / PM (Circle One)
 Local Time of Day Schedule: 1 Plan
 Local Time of Day Function: - Setting (Blank or Number#)

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

Cycle Length: 120.4 seconds
 Offset: 100 seconds

PHASE:	Φ1	Φ2	Φ3	
				
WALK	0	7	7	
DON'TWALK	0	14	22	
MIN INITIAL	5	7	7	
VEH EXT	2	1	2.5	
GREEN	15	65	27	
YELLOW	3	4.4	4	
RED	0	0.8	1.2	
SPLIT	18	70.2	32.2	

TOD Schedule Report
for 6120: Red Rd&NW 176 St

Print Date:
11/25/2013

Print Time:
8:12 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6120	Red Rd&NW 176 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank			Phase Bank			Phase Bank			Phase Bank			Phase Bank				
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 0 - 0	2 - 0 - 0	10 - 0 - 0	20 - 0 - 0	3	0										
2 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 60 - 60	4.4	0.8										
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 30 - 30	4	1.2										
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 0 - 0	2 - 0 - 0	10 - 0 - 0	20 - 0 - 0	3	0										
6 NBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 60 - 60	4.4	0.8										
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
8 EBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 30 - 30	4	1.2										

Last In Service Date: 05/21/2009 13:24

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

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			NBL	SBT	-	WBT	SBL	NBT	-	EBT		
	1	120	15	65	0	27	15	65	0	27	0	100
	2	110	15	56	0	26	15	56	0	26	0	86
	3	110	15	54	0	28	15	54	0	28	0	86
	4	110	15	56	0	26	15	56	0	26	0	84
	8	115	14	63	0	25	14	63	0	25	0	96
	9	110	9	63	0	25	9	63	0	25	0	0
	11	120	19	63	0	25	19	63	0	25	0	98
	16	110	9	63	0	25	9	63	0	25	0	0
	19	110	9	63	0	25	9	63	0	25	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	Free	M T W Th F
0600	2	M T W Th F
0630	3	Su M T W Th F S
0700	1	M T W Th F
0900	8	Su M T W Th F S
0900	2	M T W Th F
0930	3	M T W Th F
1330	4	M T W Th F
1530	3	M T W Th F
1600	11	M T W Th F
2000	3	Su M T W Th F S

Current Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5---	SuM T W ThF S
0700	TOD OUTPUTS	-----	M T W ThF
2000	TOD OUTPUTS	---5---	SuM T W ThF S

Local Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5---	SuM T W ThF S
0700	TOD OUTPUTS	-----	M T W ThF
0900	TOD OUTPUTS	-----	Su S
2000	TOD OUTPUTS	---5---	SuM T W ThF S

*** Settings**

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

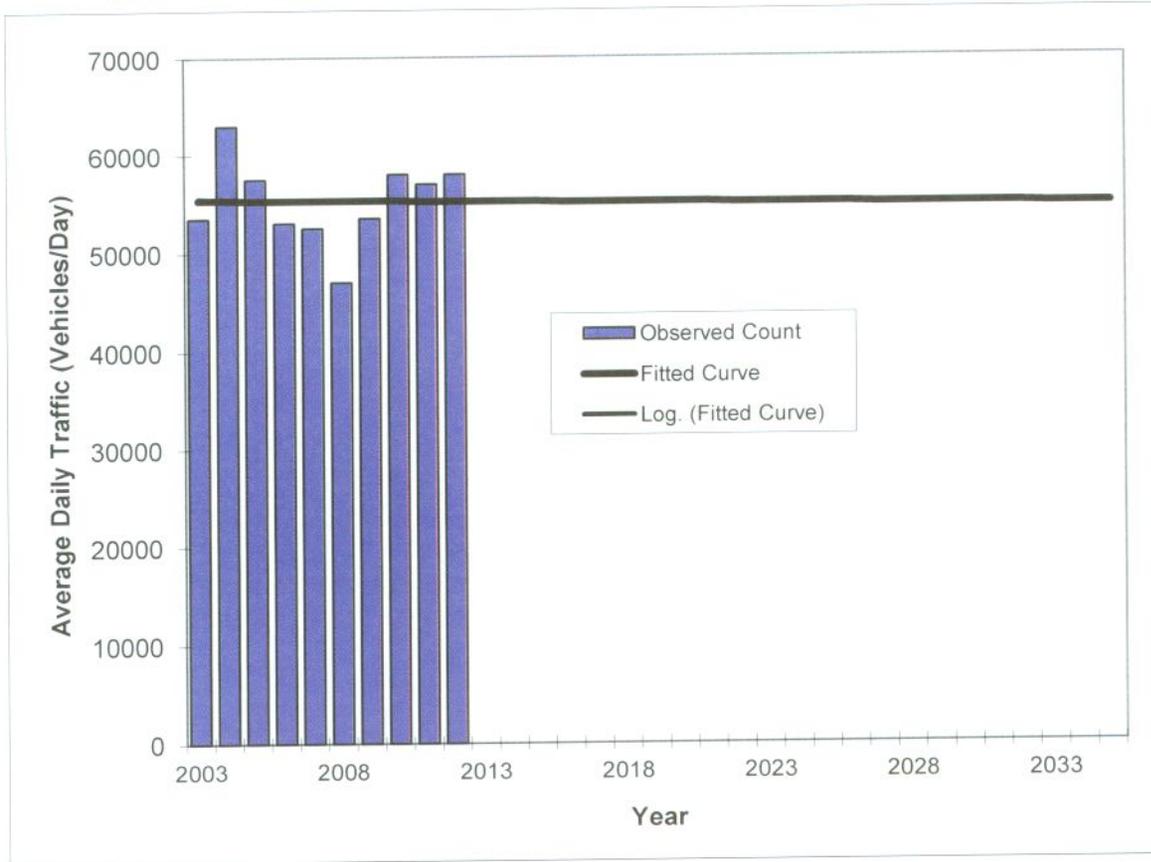
No Calendar Defined/Enabled

Traffic Trends - V2.0

SR 823/RED RD -- 200' S NW 173 DR

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	1190
Highway:	SR 823/RED RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	53500	55400
2004	63000	55400
2005	57500	55300
2006	53000	55300
2007	52500	55300
2008	47000	55300
2009	53500	55300
2010	58000	55300
2011	57000	55200
2012	58000	55200
2014 Opening Year Trend		
2014	N/A	55200
2015 Mid-Year Trend		
2015	N/A	55200
2016 Design Year Trend		
2016	N/A	55100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-18
Trend R-squared:	0.02%
Trend Annual Historic Growth Rate:	-0.04%
Trend Growth Rate (2012 to Design Year):	-0.05%
Printed:	10-Feb-14
Straight Line Growth Option	

*Axle-Adjusted

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 ATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98
 PSCF

X	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.03	1.05
2	01/08/2012 - 01/14/2012	1.02	1.04
3	01/15/2012 - 01/21/2012	1.01	1.03
* 4	01/22/2012 - 01/28/2012	0.99	1.01
5	01/29/2012 - 02/04/2012	0.98	1.00
* 6	02/05/2012 - 02/11/2012	0.97	0.99
7	02/12/2012 - 02/18/2012	0.95	0.97
* 8	02/19/2012 - 02/25/2012	0.96	0.98
9	02/26/2012 - 03/03/2012	0.96	0.98
*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	0.99	1.01
*14	04/01/2012 - 04/07/2012	0.99	1.01
15	04/08/2012 - 04/14/2012	1.00	1.02
*16	04/15/2012 - 04/21/2012	1.01	1.03
17	04/22/2012 - 04/28/2012	1.01	1.03
18	04/29/2012 - 05/05/2012	1.00	1.02
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	1.01	1.03
26	06/24/2012 - 06/30/2012	1.02	1.04
27	07/01/2012 - 07/07/2012	1.02	1.04
28	07/08/2012 - 07/14/2012	1.03	1.05
29	07/15/2012 - 07/21/2012	1.04	1.06
30	07/22/2012 - 07/28/2012	1.03	1.05
31	07/29/2012 - 08/04/2012	1.03	1.05
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	1.01	1.03
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.00	1.02
38	09/16/2012 - 09/22/2012	1.00	1.02
39	09/23/2012 - 09/29/2012	0.99	1.01
40	09/30/2012 - 10/06/2012	0.99	1.01
41	10/07/2012 - 10/13/2012	0.98	1.00
42	10/14/2012 - 10/20/2012	0.98	1.00
43	10/21/2012 - 10/27/2012	0.99	1.01
44	10/28/2012 - 11/03/2012	0.99	1.01
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	1.01	1.03
48	11/25/2012 - 12/01/2012	1.01	1.03
49	12/02/2012 - 12/08/2012	1.02	1.04
50	12/09/2012 - 12/15/2012	1.03	1.05
51	12/16/2012 - 12/22/2012	1.02	1.04
52	12/23/2012 - 12/29/2012	1.01	1.03
53	12/30/2012 - 12/31/2012	1.01	1.03

PEAK SEASON

08-FEB-2013 12:30:10

830UPD [1,0,0,1]

6_8700_PKSEASON.TXT

Appendix 4: Traffic Counts (TMC)

TABLE: A6

HIVE Preparatory School INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING - 2014)	9 BACKGROUND GROWTH @ 0.44% FOR 1 YEAR	10 NET TRAFFIC W/O PROJECT TRAFFIC	11 NET NEW TRAFFIC (VPH)	12 TOTAL TRAFFIC (VPH) (PROPOSED) (2015)			
1	NW 57 Avenue (Red Road) & NW 176 Street	SOUTHBOUND	SBR	84	Thursday, February 06, 2014	0.949	0.97	81	0	82	0	82			
			SBT	2140			0.97	2076	9	2085	35	2120			
			SBL	5			0.97	5	0	5	5	10			
			SBU	33			0.97	32	0	32	11	43			
			TOTAL	2262				2194	10	2204	51	2255			
		WESTBOUND	WBR	6			0.97	6	0	6	10	16			
			WBT	9			0.97	9	0	9	0	9			
			WBL	47			0.97	46	0	46	0	46			
			TOTAL	62				60	0	60	10	70			
		NORTHBOUND	NBR	7			0.97	7	0	7	0	7			
			NBT	1235			0.97	1198	5	1203	46	1249			
			NBL	80			0.97	78	0	78	0	78			
			NBU	1			0.97	1	0	1	0	1			
			TOTAL	1323				1283	6	1289	46	1335			
		EASTBOUND	EBR	71			0.97	69	0	69	0	69			
			EBT	4			0.97	4	0	4	0	4			
			EBL	102			0.97	99	0	99	20	119			
			TOTAL	177				172	1	172	20	192			
		TOTAL					3824			3709	16	3726	127	3853	
		2	NW 57 Avenue Frontage & Driveway	SOUTHBOUND			SBR	0	Thursday, February 06, 2014	0.583	1.00	0	0	0	0
SBT	0				1.00	0	0	0			0	0			
SBL	0				1.00	0	0	0			0	0			
TOTAL	0					0	0	0			0	0			
WESTBOUND	WBR			0	1.00	0	0	0			0	0			
	WBT			0	1.00	0	0	0			0	0			
	WBL			0	1.00	0	0	0			0	0			
	TOTAL			0		0	0	0			0	0			
NORTHBOUND	NBR			3	1.00	3	0	3			87	90			
	NBT			0	1.00	0	0	0			0	0			
	NBL			0	1.00	0	0	0			0	0			
	TOTAL			3		3	0	3			87	90			
EASTBOUND	EBR			0	1.00	0	0	0			0	0			
	EBT			0	1.00	0	0	0			0	0			
	EBL			0	1.00	0	0	0			0	0			
	TOTAL			0		0	0	0			0	0			
TOTAL				3			3	0			3	87	90		

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor

- 7 Seasonal Factor obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS).
- 9 A 0.44 percent background growth was utilized with a project build-out of 1 year.
- 10 Net Traffic = Peak Seasonally Adjusted TMC + Background
- 11 Net new traffic assignment.
- 12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)



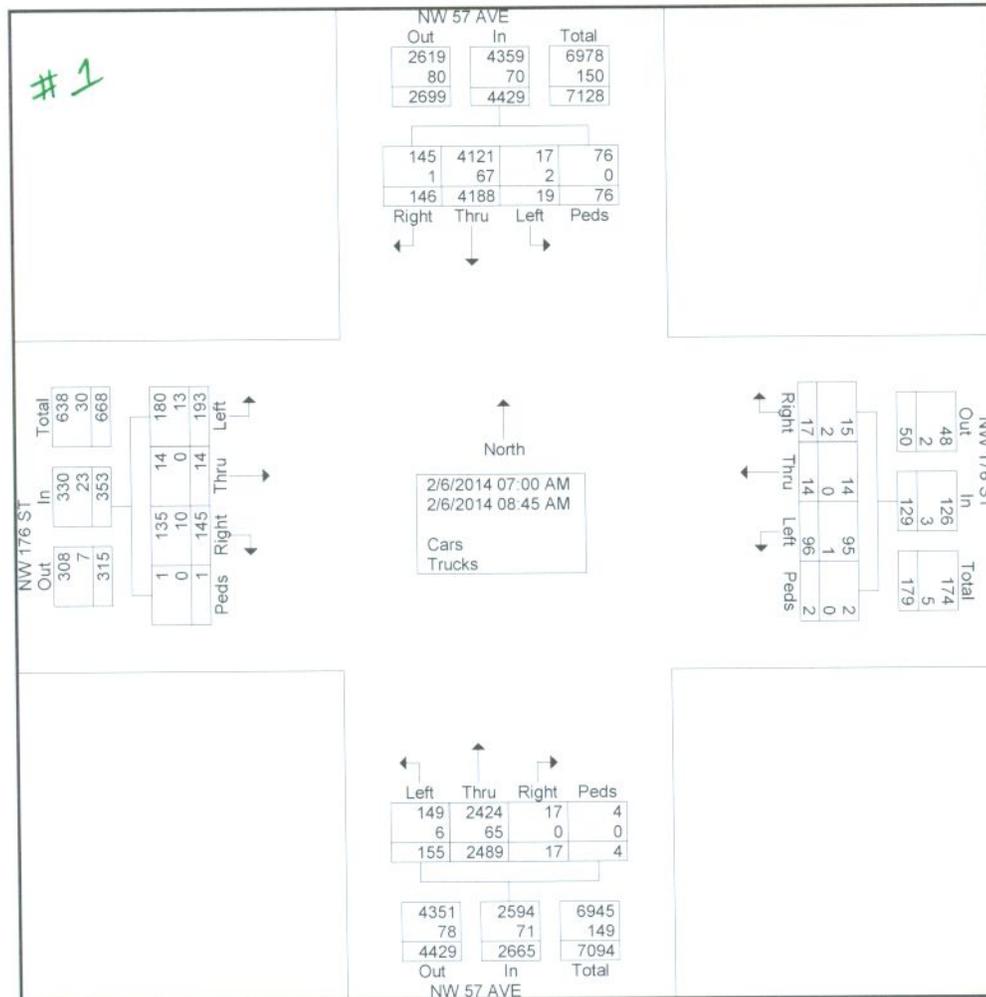
Richard Garcia & Associates, Inc.

8065 NW 98th Street
 Hialeah Gardens, FL 33016
 Phone: 305-362-0677
 Fax: 305-675-6474

File Name : NW 57 Ave_NW 176 St_AM
 Site Code : 00000000
 Start Date : 2/6/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 57 AVE Southbound						NW 176 ST Westbound					NW 57 AVE Northbound						NW 176 ST Eastbound					Int. Total
	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	16	583	3	9	0	611	1	0	17	0	18	2	278	13	0	0	293	18	2	20	0	40	962
07:15 AM	22	532	1	10	0	565	1	1	13	0	15	2	328	20	1	0	351	21	2	30	0	53	984
07:30 AM	22	556	1	6	0	585	4	3	6	0	13	3	347	26	0	0	376	15	0	18	0	33	1007
07:45 AM	24	469	0	8	0	501	0	5	11	0	16	0	282	21	0	0	303	17	0	34	0	51	871
Total	84	2140	5	33	0	2262	6	9	47	0	62	7	1235	80	1	0	1323	71	4	102	0	177	3824
08:00 AM	9	499	1	4	0	513	1	1	9	0	11	2	350	20	0	2	374	16	2	33	1	52	950
08:15 AM	17	541	5	11	0	574	8	1	11	2	22	5	322	11	0	0	338	22	3	20	0	45	979
08:30 AM	13	521	7	10	0	551	2	1	18	0	21	1	310	23	0	0	334	14	3	19	0	36	942
08:45 AM	23	487	1	18	0	529	0	2	11	0	13	2	272	21	1	0	296	22	2	19	0	43	881
Total	62	2048	14	43	0	2167	11	5	49	2	67	10	1254	75	1	2	1342	74	10	91	1	176	3752
Grand Total	146	4188	19	76	0	4429	17	14	96	2	129	17	2489	155	2	2	2665	145	14	193	1	353	7576
Apprch %	3.3	94.6	0.4	1.7	0	0	13.2	10.9	74.4	1.6	0	0.6	93.4	5.8	0.1	0.1	0	41.1	4	54.7	0.3	0	0
Total %	1.9	55.3	0.3	1	0	58.5	0.2	0.2	1.3	0	1.7	0.2	32.9	2	0	0	35.2	1.9	0.2	2.5	0	4.7	0
Cars	145	4121	17	76	0	4359	15	14	95	2	126	17	2424	149	2	2	2594	135	14	180	1	330	7409
% Cars	99.3	98.4	89.5	100	0	98.4	88.2	100	99	100	97.7	100	97.4	96.1	100	100	97.3	93.1	100	93.3	100	93.5	97.8
Trucks	1	67	2	0	0	70	2	0	1	0	3	0	65	6	0	0	71	10	0	13	0	23	167
% Trucks	0.7	1.6	10.5	0	0	1.6	11.8	0	1	0	2.3	0	2.6	3.9	0	0	2.7	6.9	0	6.7	0	6.5	2.2



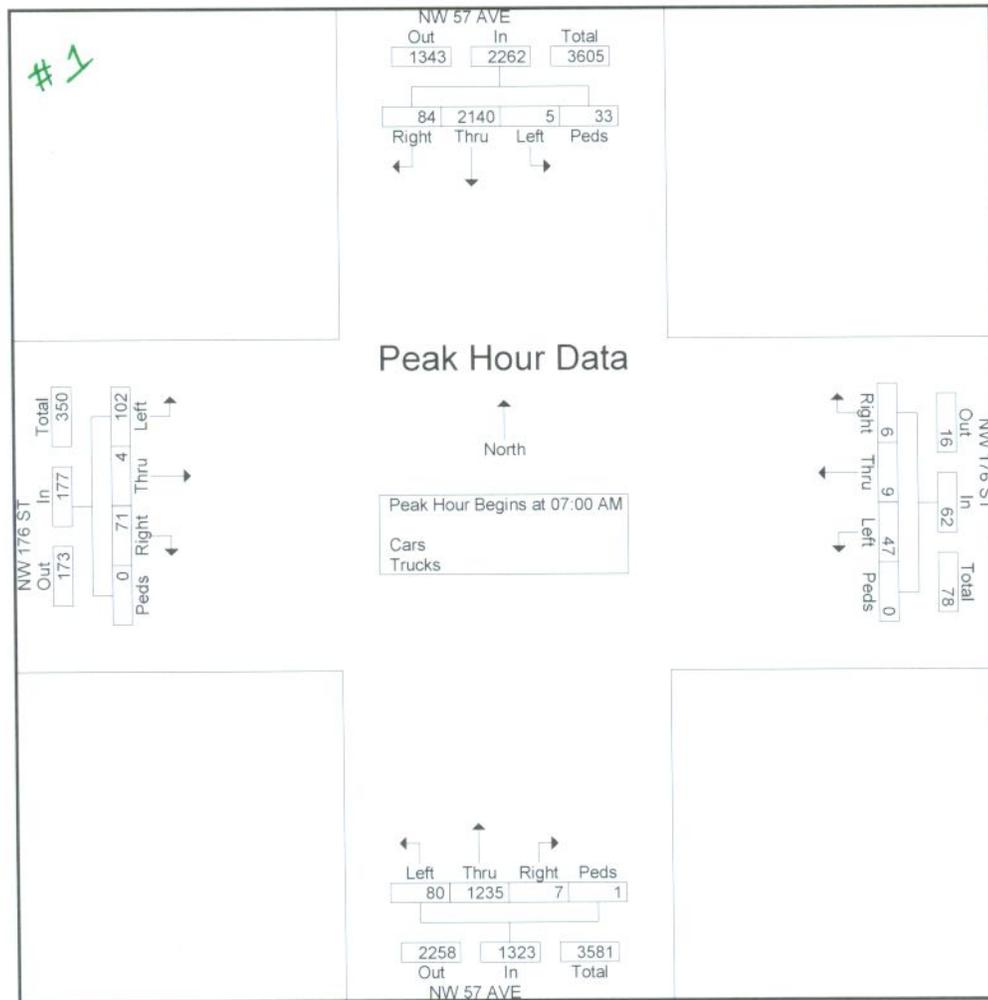


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File Name : NW 57 Ave_NW 176 St_AM
 Site Code : 00000000
 Start Date : 2/6/2014
 Page No : 2

Start Time	NW 57 AVE Southbound						NW 176 ST Westbound					NW 57 AVE Northbound						NW 176 ST Eastbound						
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	16	583	3	9	0	611	1	0	17	0	18	2	278	13	0	0	293	18	2	20	0	40	962	
07:15 AM	22	532	1	10	0	565	1	1	13	0	15	2	328	20	1	0	351	21	2	30	0	53	984	
07:30 AM	22	556	1	6	0	585	4	3	6	0	13	3	347	26	0	0	376	15	0	18	0	33	1007	
07:45 AM	24	469	0	8	0	501	0	5	11	0	16	0	282	21	0	0	303	17	0	34	0	51	871	
Total Volume	84	2140	5	33	0	2262	6	9	47	0	62	7	1235	80	1	0	1323	71	4	102	0	177	3824	
% App. Total	3.7	94.6	0.2	1.5	0		9.7	14.5	75.8	0		0.5	93.3	6	0.1	0		40.1	2.3	57.6	0			
PHF	.875	.918	.417	.825	.000	.926	.375	.450	.691	.000	.861	.583	.890	.769	.250	.000	.880	.845	.500	.750	.000	.835	.949	





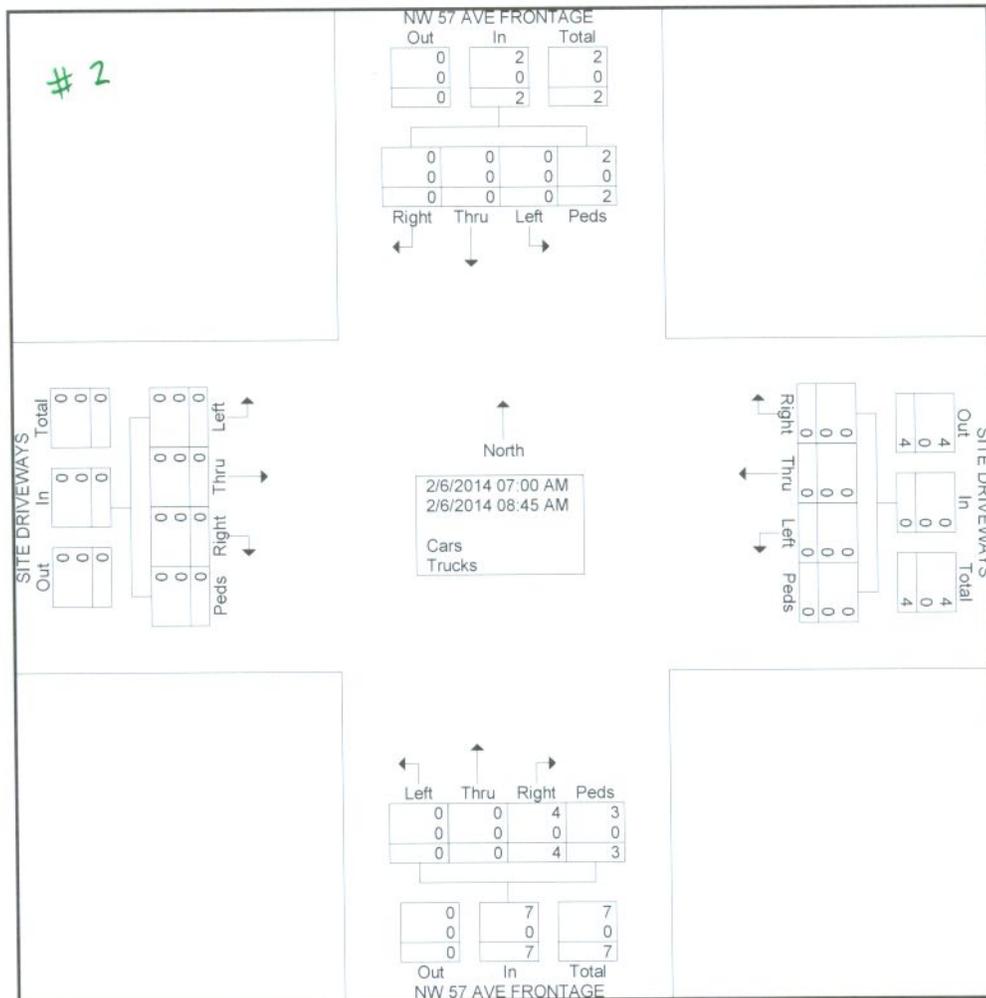
Richard Garcia & Associates, Inc.

8065 NW 98th Street
 Hialeah Gardens, FL 33016
 Phone: 305-362-0677
 Fax: 305-675-6474

File Name : NW 57 Ave Frontage_Driveways_AM
 Site Code : 00000000
 Start Date : 2/6/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 57 AVE FRONTAGE Southbound					SITE DRIVEWAYS Westbound					NW 57 AVE FRONTAGE Northbound					SITE DRIVEWAYS Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	3	5	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
Grand Total	0	0	0	2	2	0	0	0	0	0	4	0	0	3	7	0	0	0	0	0	0	0
Apprch %	0	0	0	100	100	0	0	0	0	0	57.1	0	0	42.9	77.8	0	0	0	0	0	0	0
Total %	0	0	0	22.2	22.2	0	0	0	0	0	44.4	0	0	33.3	77.8	0	0	0	0	0	0	0
Cars	0	0	0	2	2	0	0	0	0	0	4	0	0	3	7	0	0	0	0	0	0	0
% Cars	0	0	0	100	100	0	0	0	0	0	100	0	0	100	100	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	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



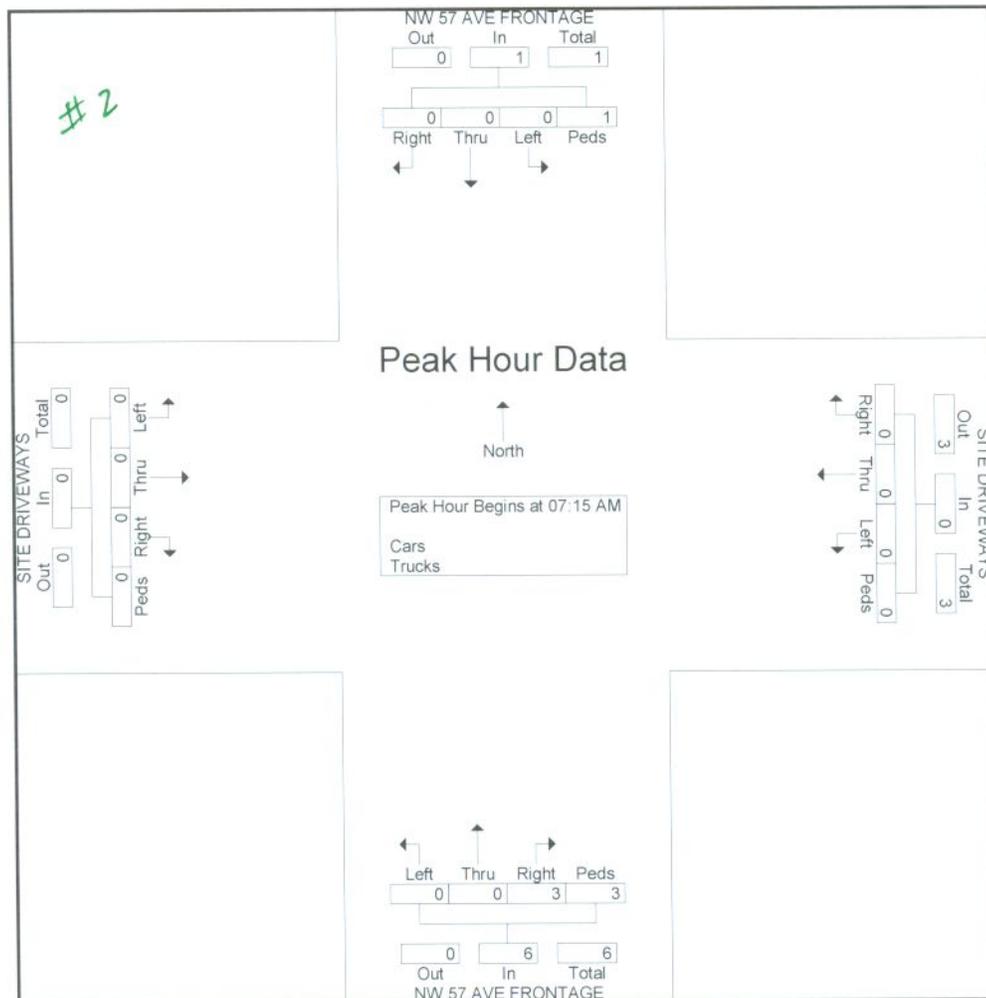


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File Name : NW 57 Ave Frontage_Driveways_AM
 Site Code : 00000000
 Start Date : 2/6/2014
 Page No : 2

Start Time	NW 57 AVE FRONTAGE Southbound					SITE DRIVEWAYS Westbound					NW 57 AVE FRONTAGE Northbound					SITE DRIVEWAYS Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	1	1	0	0	0	0	0	3	0	0	3	6	0	0	0	0	0	0	7
% App. Total	0	0	0	100		0	0	0	0		50	0	0	50		0	0	0	0		0	
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.750	.000	.000	.375	.500	.000	.000	.000	.000	.000	.000	.583



Appendix 5: Level of Service (LOS) & AM Peak Concurrency Analysis

TABLE: A7

HIVE Preparatory School

Level of Service Summary - AM Peak Hour

Existing AM Peak Hour Condition			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Delay (sec)	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)			
1	NW 57 Avenue (SR 823) & NW 176 Street	Signalized	C	20.6	B	18.9	A	9.2	B	15.9	B	13.8
2	NW 57 Avenue Frontage & Driveway 1	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0
3	NW 57 Avenue Frontage & Driveway 2	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0
Proposed AM Peak Hour Condition with Project			Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		LOS	Delay (sec)	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)			
1	NW 57 Avenue (SR 823) & NW 176 Street	Signalized	C	21.7	B	19.3	B	10.2	B	16.7	B	14.7
2	NW 57 Avenue Frontage & Driveway 1	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0
3	NW 57 Avenue Frontage & Driveway 2	Two-Way Stop	N/A	N/A	A	0.0	A	0.0	N/A	N/A	A	0.0



HCM 2010 Signalized Intersection Summary
 1: NW 57 Ave & NW 176 St

Existing Condition - AM Peak Hour
 HIVE Preparatory School

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	4	69	46	9	6	79	1198	7	37	2076	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	104	4	73	48	9	6	83	1261	7	39	2185	85
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	15	274	272	48	21	278	2697	15	372	2496	777
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.52	0.52	0.04	0.49	0.49
Sat Flow, veh/h	1393	83	1513	820	265	114	1774	5219	29	1774	5085	1583
Grp Volume(v), veh/h	104	0	77	63	0	0	83	819	449	39	2185	85
Grp Sat Flow(s),veh/h/ln	1393	0	1596	1200	0	0	1774	1695	1858	1774	1695	1583
Q Serve(g_s), s	3.7	0.0	2.1	1.2	0.0	0.0	1.1	7.9	7.9	0.5	19.7	1.5
Cycle Q Clear(g_c), s	7.0	0.0	2.1	3.4	0.0	0.0	1.1	7.9	7.9	0.5	19.7	1.5
Prop In Lane	1.00		0.95	0.76		0.10	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	301	0	289	341	0	0	278	1752	960	372	2496	777
V/C Ratio(X)	0.35	0.00	0.27	0.19	0.00	0.00	0.30	0.47	0.47	0.10	0.88	0.11
Avail Cap(c_a), veh/h	781	0	838	822	0	0	676	4288	2350	816	6432	2003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	18.1	18.7	0.0	0.0	10.9	7.9	7.9	6.2	11.7	7.0
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.2	0.0	0.0	0.2	0.9	1.6	0.0	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.0	0.8	0.0	0.0	0.6	3.9	4.4	0.3	10.2	0.7
LnGrp Delay(d),s/veh	22.2	0.0	18.5	18.9	0.0	0.0	11.1	8.8	9.5	6.3	16.4	7.3
LnGrp LOS	C		B	B			B	A	A	A	B	A
Approach Vol, veh/h		181			63			1351			2309	
Approach Delay, s/veh		20.6			18.9			9.2			15.9	
Approach LOS		C			B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	100.4		14.5	6.5	99.0		14.5				
Change Period (Y+Rc), s	3.0	2000003		* 5.1999998	3.0	2000003		* 5.1999998				
Max Green Setting (Gmax), s	15.0	* 65		* 27	15.0	* 65		* 27				
Max Q Clear Time (g_c+I1), s	2.5	9.9		9.0	3.1	21.7		5.4				
Green Ext Time (p_c), s	0.0	3.5		0.6	0.1	3.5		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				13.8								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
1: NW 57 Ave & NW 176 St

Existing Condition - AM Peak Hour
HIVE Preparatory School



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	99	4	46	9	79	1198	37	2076	81
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	30.2	30.2	21.2	21.2	9.0	26.2	9.0	26.2	26.2
Total Split (s)	32.2	32.2	32.2	32.2	18.0	70.2	18.0	70.2	70.2
Total Split (%)	26.7%	26.7%	26.7%	26.7%	15.0%	58.3%	15.0%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.4	3.0	4.4	4.4
All-Red Time (s)	1.2	1.2	1.2	1.2	0.0	0.8	0.0	0.8	0.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	5.2		5.2	3.0	5.2	3.0	5.2	5.2
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.9	13.9		13.9	97.3	91.1	95.0	88.6	88.6
Actuated g/C Ratio	0.12	0.12		0.12	0.81	0.76	0.79	0.74	0.74
v/c Ratio	0.65	0.31		0.40	0.49	0.33	0.11	0.58	0.07
Control Delay	68.1	14.6		52.1	17.7	5.8	3.5	9.2	2.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	14.6		52.1	17.7	5.8	3.5	9.2	2.0
LOS	E	B		D	B	A	A	A	A
Approach Delay		45.3		52.1		6.6		8.9	
Approach LOS		D		D		A		A	

Intersection Summary

Cycle Length: 120.4
 Actuated Cycle Length: 120.4
 Offset: 100 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 66.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: NW 57 Ave & NW 176 St

ø1	ø2 (R)	ø4
18 s	70.2 s	32.2 s
ø5	ø6 (R)	ø8
18 s	70.2 s	32.2 s

Queues
1: NW 57 Ave & NW 176 St

Existing Condition - AM Peak Hour
HIVE Preparatory School



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	104	77	63	83	1268	39	2185	85
v/c Ratio	0.65	0.31	0.40	0.49	0.33	0.11	0.58	0.07
Control Delay	68.1	14.6	52.1	17.7	5.8	3.5	9.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	14.6	52.1	17.7	5.8	3.5	9.2	2.0
Queue Length 50th (ft)	78	3	43	10	112	4	261	2
Queue Length 95th (ft)	132	46	84	51	168	14	402	20
Internal Link Dist (ft)		306	853		391		17	
Turn Bay Length (ft)				340		50		50
Base Capacity (vph)	314	414	302	295	3842	477	3741	1184
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.19	0.21	0.28	0.33	0.08	0.58	0.07

Intersection Summary

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	5	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	3	3	0	0
Stage 1	3	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.1	6.2	-	-
Critical Hdwy Stg 1	6.1	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	1024	1087	-	-
Stage 1	1025	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1024	1087	-	-
Mov Cap-2 Maneuver	1024	-	-	-
Stage 1	1025	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection

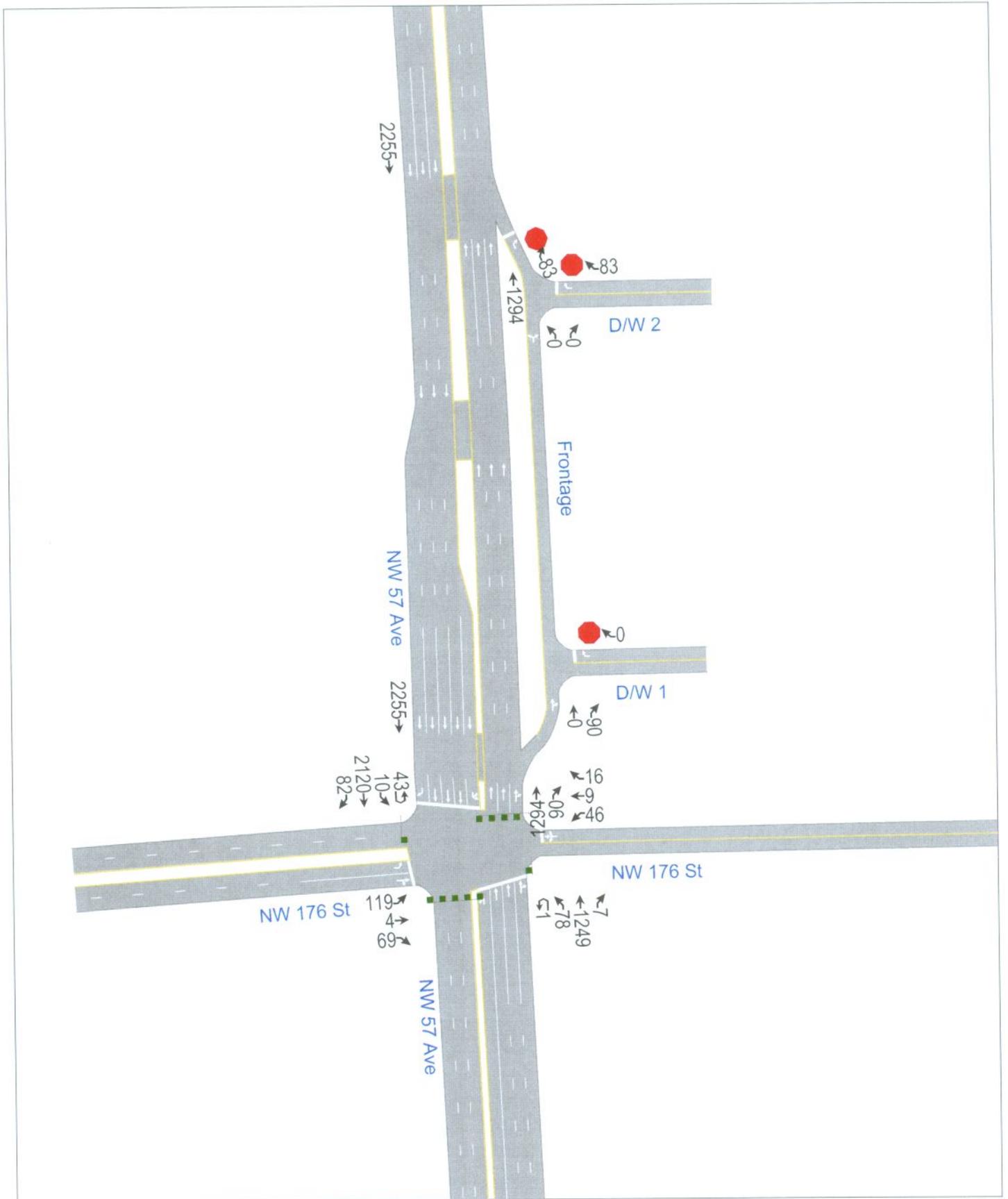
Int Delay, s/veh -

Movement	WBL	WBR	NBL	NBR	SEL	SER
Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1
Conflicting Flow All	0	0
Stage 1	0	-
Stage 2	0	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBR	WBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	0
HCM Lane LOS	A	-	A
HCM 95th %tile Q(veh)	-	-	-



HCM 2010 Signalized Intersection Summary
 1: NW 57 Ave & NW 176 St

Proposed Condition - AM Peak Hour
 HIVE Preparatory School

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	4	69	46	9	16	79	1249	7	53	2120	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	125	4	73	48	9	17	83	1315	7	56	2232	86
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	16	292	249	53	58	264	2663	14	367	2527	787
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.51	0.51	0.05	0.50	0.50
Sat Flow, veh/h	1379	83	1513	727	277	299	1774	5220	28	1774	5085	1583
Grp Volume(v), veh/h	125	0	77	74	0	0	83	854	468	56	2232	86
Grp Sat Flow(s),veh/h/ln	1379	0	1596	1304	0	0	1774	1695	1858	1774	1695	1583
Q Serve(g_s), s	4.7	0.0	2.2	1.1	0.0	0.0	1.2	9.0	9.0	0.8	21.6	1.6
Cycle Q Clear(g_c), s	8.1	0.0	2.2	3.4	0.0	0.0	1.2	9.0	9.0	0.8	21.6	1.6
Prop In Lane	1.00		0.95	0.65		0.23	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	313	0	308	360	0	0	264	1729	948	367	2527	787
V/C Ratio(X)	0.40	0.00	0.25	0.21	0.00	0.00	0.31	0.49	0.49	0.15	0.88	0.11
Avail Cap(c_a), veh/h	726	0	786	786	0	0	633	4021	2204	760	6032	1878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	18.7	19.1	0.0	0.0	11.7	8.8	8.8	6.5	12.4	7.3
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.2	0.0	0.0	0.3	1.0	1.8	0.1	4.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.0	1.0	0.0	0.0	0.6	4.4	5.0	0.4	11.1	0.8
LnGrp Delay(d),s/veh	23.3	0.0	19.1	19.3	0.0	0.0	12.0	9.8	10.6	6.5	17.3	7.6
LnGrp LOS	C		B	B			B	A	B	A	B	A
Approach Vol, veh/h		202			74			1405			2374	
Approach Delay, s/veh		21.7			19.3			10.2			16.7	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	98.4		15.8	6.6	97.6		15.8				
Change Period (Y+Rc), s	3.0	2000003		* 5.1999998	3.0	2000003		* 5.1999998				
Max Green Setting (Gmax), s	15.0	* 65		* 27	15.0	* 65		* 27				
Max Q Clear Time (g_c+I1), s	2.8	11.0		10.1	3.2	23.6		5.4				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.1	3.7		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				14.7								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
1: NW 57 Ave & NW 176 St

Proposed Condition - AM Peak Hour
HIVE Preparatory School



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	119	4	46	9	79	1249	53	2120	82
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	30.2	30.2	21.2	21.2	9.0	26.2	9.0	26.2	26.2
Total Split (s)	32.2	32.2	32.2	32.2	18.0	70.2	18.0	70.2	70.2
Total Split (%)	26.7%	26.7%	26.7%	26.7%	15.0%	58.3%	15.0%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.4	3.0	4.4	4.4
All-Red Time (s)	1.2	1.2	1.2	1.2	0.0	0.8	0.0	0.8	0.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	5.2		5.2	3.0	5.2	3.0	5.2	5.2
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.0	16.0		16.0	94.6	87.2	93.1	86.4	86.4
Actuated g/C Ratio	0.13	0.13		0.13	0.79	0.72	0.77	0.72	0.72
v/c Ratio	0.70	0.28		0.39	0.51	0.36	0.17	0.61	0.07
Control Delay	69.2	13.4		44.8	21.8	7.3	4.5	10.7	2.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	13.4		44.8	21.8	7.3	4.5	10.7	2.4
LOS	E	B		D	C	A	A	B	A
Approach Delay		47.9		44.8		8.2		10.3	
Approach LOS		D		D		A		B	

Intersection Summary

Cycle Length: 120.4
 Actuated Cycle Length: 120.4
 Offset: 100 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: NW 57 Ave & NW 176 St

φ1	φ2 (R)	φ4
18 s	70.2 s	32.2 s
φ5	φ6 (R)	φ8
18 s	70.2 s	32.2 s

Queues
1: NW 57 Ave & NW 176 St

Proposed Condition - AM Peak Hour
HIVE Preparatory School



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	125	77	74	83	1322	56	2232	86
v/c Ratio	0.70	0.28	0.39	0.51	0.36	0.17	0.61	0.07
Control Delay	69.2	13.4	44.8	21.8	7.3	4.5	10.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	13.4	44.8	21.8	7.3	4.5	10.7	2.4
Queue Length 50th (ft)	94	3	45	11	130	7	293	2
Queue Length 95th (ft)	152	44	88	59	195	21	451	22
Internal Link Dist (ft)		306	853		391		17	
Turn Bay Length (ft)				340		50		50
Base Capacity (vph)	303	414	315	287	3677	447	3649	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.19	0.23	0.29	0.36	0.13	0.61	0.07

Intersection Summary

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	0	90	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	155	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	78	78	0	0
Stage 1	78	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.1	6.2	-	-
Critical Hdwy Stg 1	6.1	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	916	988	-	-
Stage 1	936	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	916	988	-	-
Mov Cap-2 Maneuver	916	-	-	-
Stage 1	936	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBL	NBR	SEL	SER
Vol, veh/h	0	83	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	90	0	0	0	0

Major/Minor	Minor1	Major1
Conflicting Flow All	0	0
Stage 1	0	-
Stage 2	0	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	NB
HCM Control Delay, s		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBR	WBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

TABLE: A8

**HIVE Preparatory School
AM PEAK CONCURRENCY ANALYSIS**

AM PEAK HOUR CONCURRENCY			MAX LOS	EXISTING			FUTURE W/ PROJECT TRAFFIC				
STATION #	ROADWAY			PHP (TWO-WAY VOLUME)	AVAILABLE TRIPS	LOS	DOS TRIPS	NEW PROJECT TRAFFIC	PROPOSED VOLUME	AVAILABLE TRIPS	LOS
	NAME	AT									
1190	NW 57 AVE/RED ROAD (SR 823)	S/O NW 173 DR BET SR 826 - MIAMI GARDENS DR	6,468	4,894	1,574	C	36	134	5,064	1,404	C

Notes:
Max LOS & PHP Volumes obtained from Miami-Dade County Traffic Count Station Data.

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
1106	SW 152 ST/CORAL REEF	W/O US-1 TO SW 107 AVE	A 4	4296	2835	1461	0	1461	C	EE	C	7/18/2013 11:47
1114	SW 186 ST/QUAIL ROOST DR	W/O US-1 TO HEFT/SR 821	A 4	3580	1605	1975	0	1975	C	SUMA	C	7/18/2013 11:47
1116	SW 200 ST (SR 994)	W/O SW 127 AVE TO KROME AVE		1600	1242	358	44	314	C	SUMA	C	7/18/2013 11:47
1117	SW 200 ST (SR 994)	E/O SW 177 AVE/KROME AVE TO SW 127 AVE	2	1600	565	1035	4	1031	C	D	C	7/18/2013 11:47
1139	W FLAGLER ST (SR 968)	E/O SW 72 AVE BET NW 57 AVE-PALMETTO EXPWY	A 4	5370	3076	2294	3	2291	C	E+50	C	7/18/2013 11:47
1140	W FLAGLER ST (SR 968)	W/O SW 72 AVE BET SW 57 AVE-PALMETTO EXPWY	A 6	8085	4214	3871	0	3871	C	E+50	C	7/18/2013 11:47
1141	W FLAGLER ST (SR 968)	W/O NW/SW 72 AVE TO NW/SW 87 AVE	A 6	6468	3973	2495	84	2411	C	EE	C	7/18/2013 11:47
1167	NW 27 AVE (SR 817)	S/O DADE/BROWARD CO. LINE TO NW 183 ST	A 6	6468	3739	2729	15	2714	C	EE	C	7/18/2013 11:47
1172	NW 36 ST (SR 948)	E/O NW 72 AVE TO NW 57 AVE	A 6	8085	4273	3812	0	3812	C	E+50	C	7/18/2013 11:47
1173	NW 36 ST (SR 948)	E/O PALMETTO EXPWY TO NW 72 AVE	A 6	8085	5386	2699	0	2699	D	E+50	D	7/18/2013 11:47
1179	NW 42 AVE/LEJEUNE RD	S/O E 11 PL(HIALEAH) BET NW 36 ST-NW 79 S	A 6	5370	2710	2660	25	2635	C	E+50	C	7/18/2013 11:47
1180	NW 42 AVE/LEJEUNE RD	S/O E 23 ST(HIALEAH) BET NW 36 ST-NW 79 ST	A 6	5370	2807	2563	13	2550	C	E+50	C	7/18/2013 11:47
1181	NW 42 AVE/LEJEUNE RD	N/O NW 119 ST BET NW 103 ST-NW 135 ST	A 6	8085	1707	6378	37	6341	C	E+50	C	7/18/2013 11:47
1189	NW 57 AVE/RED RD (SR 959)	N/O NW 7 ST TO SR 836	A 6	8085	2893	5192	190	5002	C	E+50	C	7/18/2013 11:47
1190	NW 57 AVE/RED RD (SR 823)	S/O NW 173 DR BET SR 826-MIAMI GARDENS DR	A 6	6468	4894	1574	36	1538	C	EE	C	7/18/2013 11:47
1201	NW 72 AVE/MILAM DAIRY RD	N/O W FLAGLER ST TO NW 12 ST	A 6	5390	3524	1866	15	1851	C	E	C	7/18/2013 11:47
1202	NW 72 AVE/MILAM DAIRY RD	N/O NW 12 ST TO NW 25 ST	A 6	5390	2870	2520	19	2501	C	E	C	7/18/2013 11:47
1204	NW 72 AVE/MILAM DAIRY RD	S/O NW 36 ST TO NW 25 ST	A 6	5390	2707	2683	0	2683	C	E	C	7/18/2013 11:47
1205	NW 72 AVE/MILAM DAIRY RD	S/O NW 41 ST FROM NW 39 ST TO NW 58 ST	A 6	5390	3013	2377	11	2366	C	E	C	7/18/2013 11:47
1211	SW 87 AVE/GALLOWAY RD	N/O NW 8 ST BET FLAGLER-SR 836	A 6	5390	4216	1174	273	901	C	SUMA	C	7/18/2013 11:47
1214	NW 103 ST (SR 932)	E/O NW 27 AVE TO I-95	A 6	4500	2029	2471	274	2197	C	E	D	7/18/2013 11:47
1215	NW 103 ST (SR 932)	E/O NW 42 AVE TO NW 27 AVE	A 6	4500	2597	1903	0	1903	D	E	D	7/18/2013 11:47
1216	NW 103 ST (SR 932)	W/O W 16 AVE (HIALEAH) BET SR 826-W 4 AVE	A 6	6468	2747	3721	0	3721	C	E+20	C	7/18/2013 11:47
1217	NW 103 ST (SR 932)	E/O NW 87 AVE BET OKEECHOBEE RD-SR 826	A 4	3580	1469	2111	0	2111	C	SUMA	C	7/18/2013 11:47
1218	NW 107 AVE (SR 985)	N/O NW 7 ST FROM FLAGLER ST TO SR 836	A 6	5390	4237	1153	74	1079	C	SUMA	C	7/18/2013 11:47
1219	NW 119 ST/GRATIGNY DR	W/O NW 1 AVE FROM I-95 TO W DIXIE HWY	A 4	2920	1480	1440	0	1440	D	E	D	7/18/2013 11:47
1220	NW 119 ST/GRATIGNY DR	E/O NW 27 AVE TO NW 17 AVE	A 6	4500	3524	976	64	912	D	E	D	7/18/2013 11:47
1221	NW 136 ST/OPALOCKA BLVD	E/O NW 27 AVE TO NW 17 AVE (ONE WAY WEST)	A 3	1610	1067	543	4	539	A	E	A	7/18/2013 11:47
1222	NW 135 ST (SR 916)	E/O NW 27 AVE TO NW 17 AVE (ONE WAY EAST)	A 3	1610	1157	453	62	391	A	E	A	7/18/2013 11:47
1223	NW 135 ST (SR 916)	W/O NW 27 AVE TO NW 42 AVE	A 4	3580	1576	2004	43	1961	C	E	C	7/18/2013 11:47
1229	NW 183 ST/MIAMI GARDENS DR	E/O NE 8 AVE BET NE 6 AVE-NE 10 AVE	A 4	4296	4412	-116	4	-120	F	EE	F	7/18/2013 11:47
1230	NW 183 ST/MIAMI GARDENS DR	W/O NE 2 AVE TO NE 6 AVE	A 4	6468	3177	3291	0	3291	C	EE	C	7/18/2013 11:47
1232	NW 183 ST/MIAMI GARDENS DR	W/O NW 27 AVE FROM NW 27 AVE TO NW 37 AVE	A 6	6096	2437	3910	0	3263	C	EE	B	9/3/2009 11:35
1233	NW 183 ST/MIAMI GARDENS DR	E/O NW 57 AVE/RED RD TO NW 37 AVE	A 6	6468	2316	4152	14	4136	C	EE	C	7/18/2013 11:47
2002	SNAPPER CREEK EXPWY/SR 878	W/O US-1 TO DON SHULA EXPWY/SR 874	4	4296	2947	1349	0	1349	C	EE	C	7/18/2013 11:47
2023	AIRPORT EXPWY (SR 112)	E/O NW 17 AVE BET NW 27 AVE-NW 11 AVE	6	10815	7573	3242	0	3242	F	E+50	E+5%	7/18/2013 11:47
2036	I-95 (NORTH/SOUTH EXPWY)	S/O NW 79 ST BET NW 62 ST-NW 103 ST	10	28395	17678	10717	6	10711	E	E+50	E	7/18/2013 11:47
2041	I-95 (NORTH/SOUTH EXPWY)	S/O NW 95 ST BET NW 62 ST-NW 103 ST	10	28395	18900	9495	0	9495	E	E+50	E	7/18/2013 11:47
2050	AIRPORT EXPWY (SR 112)	W/O NW 17 AVE	6	16650	8517	8133	6	8127	D	E+50	D	7/18/2013 11:47
2060	AIRPORT EXPWY (SR 112)	W/O NW 27 AVE TO LEJEUNE RD	6	16650	6759	9891	1	9890	C	E+50	C	7/18/2013 11:47
2065	AIRPORT EXPWY (SR 112)	W/O NW 32 AVE BET LEJEUNE RD-NW 27 AVE	6	16650	7720	8930	18	8912	C	E+50	C	7/18/2013 11:47
2080	NW 103 ST (SR 932)	E/O I-95 TO NE 6 AVE	A 4	3580	1906	1674	1	1673	C	E	C	7/18/2013 11:47
2085	I-95 (NORTH/SOUTH EXPWY)	N/O NW 103 ST TO NW 119 ST	10	28395	18165	10230	2	10228	E	E+50	E	7/18/2013 11:47
2095	I-95 (NORTH/SOUTH EXPWY)	S/O SR 112 TO SR 836	10	28395	14488	13907	0	13907	D	E+50	D	7/18/2013 11:47
2100	I-95 (NORTH/SOUTH EXPWY)	N/O NW 125 ST BET NW 119 ST-NW 135 ST	10	28395	16827	11568	2	11566	D	E+50	D	7/18/2013 11:47
2113	PALMETTO EXPWY (SR 826)	W/O FLA TPK ENTRANCE BET NW 12 AVE-US 441	4	8626	3378	5250	0	5250	B	EE	B	7/18/2013 11:47
2114	PALMETTO EXPWY (SR 826)	E/O NW 12 AVE BET NW 12 AVE-US 441	8	18012	10409	7603	0	7603	C	EE	C	7/18/2013 11:47
2134	I-95 (NORTH/SOUTH EXPWY)	S/O NW 151 ST BET NW 135 ST-SR 826	8	22515	17385	5130	0	5130	F	E+50	E+16%	7/18/2013 11:47
2137	I-95 (NORTH/SOUTH EXPWY)	N/O GOLDEN GLADES BET SR 826-NW 183 ST	8	18012	14264	3748	0	3748	E	EE	E	7/18/2013 11:47
2162	I-95 (NORTH/SOUTH EXPWY)	N/O US-1 TO RICKENBACKER CSWY	4	10785	4309	6476	0	6476	C	E+50	C	7/18/2013 11:47
2188	DOLPHIN EXPWY (SR 836)	E/O PALMETTO EXPWY TO NW 72 AVE	8	13390	12799	591	2	589	D	D	D	7/18/2013 11:47
2193	DOLPHIN EXPWY (SR 836)	W/O NW 57 AVE TO NW 72 AVE	8	13390	10444	2946	0	2946	C	D	C	7/18/2013 11:47
2198	DOLPHIN EXPWY (SR 836)	E/O NW 57 AVE TO NW 42 AVE	8	13390	12202	1188	0	1188	D	D	D	7/18/2013 11:47
2207	DOLPHIN EXPWY (SR 836)	E/O NW 42 AVE TO NW 37 AVE	6	10060	11008	-948	0	-948	E	D	F	7/18/2013 11:47
2208	DOLPHIN EXPWY (SR 836)	E/O TOLL- W/O NW 12 AVE TO NW 17 AVE	8	13390	8158	5232	0	5232	B	D	B	7/18/2013 11:47
2210	DOLPHIN EXPWY (SR 836)	W/O NW 27 AVE TO NW 37 AVE	6	10060	11142	-1082	0	-1082	F	D	F	7/18/2013 11:47
2232	DOLPHIN EXPWY (SR 836)	E/O NW 27 AVE TO NW 17 AVE	6	10060	9754	306	0	306	D	D	D	7/18/2013 11:47
2240	DOLPHIN EXPWY (SR 836)	W/O BRIDGE NW 10 AVE BET NW 12 AVE-I95	6	10060	8277	1783	0	1783	C	D	C	7/18/2013 11:47

Appendix 6: Vehicle Accumulation Assessment

TABLE: A9
HIVE Preparatory School
Vehicular Stacking Capacity

Area	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Vehicular Stacking Lane	470	LF	Car/Van	22	21
2	Surplus Parking Spaces (Designated for Vehicle Stacking)					10
Total Vehicle Stacking Capacity (Passenger Vehicles/Vans)						31

FIGURE: A1

HIVE Preparatory School

Vehicle Stacking Capacity

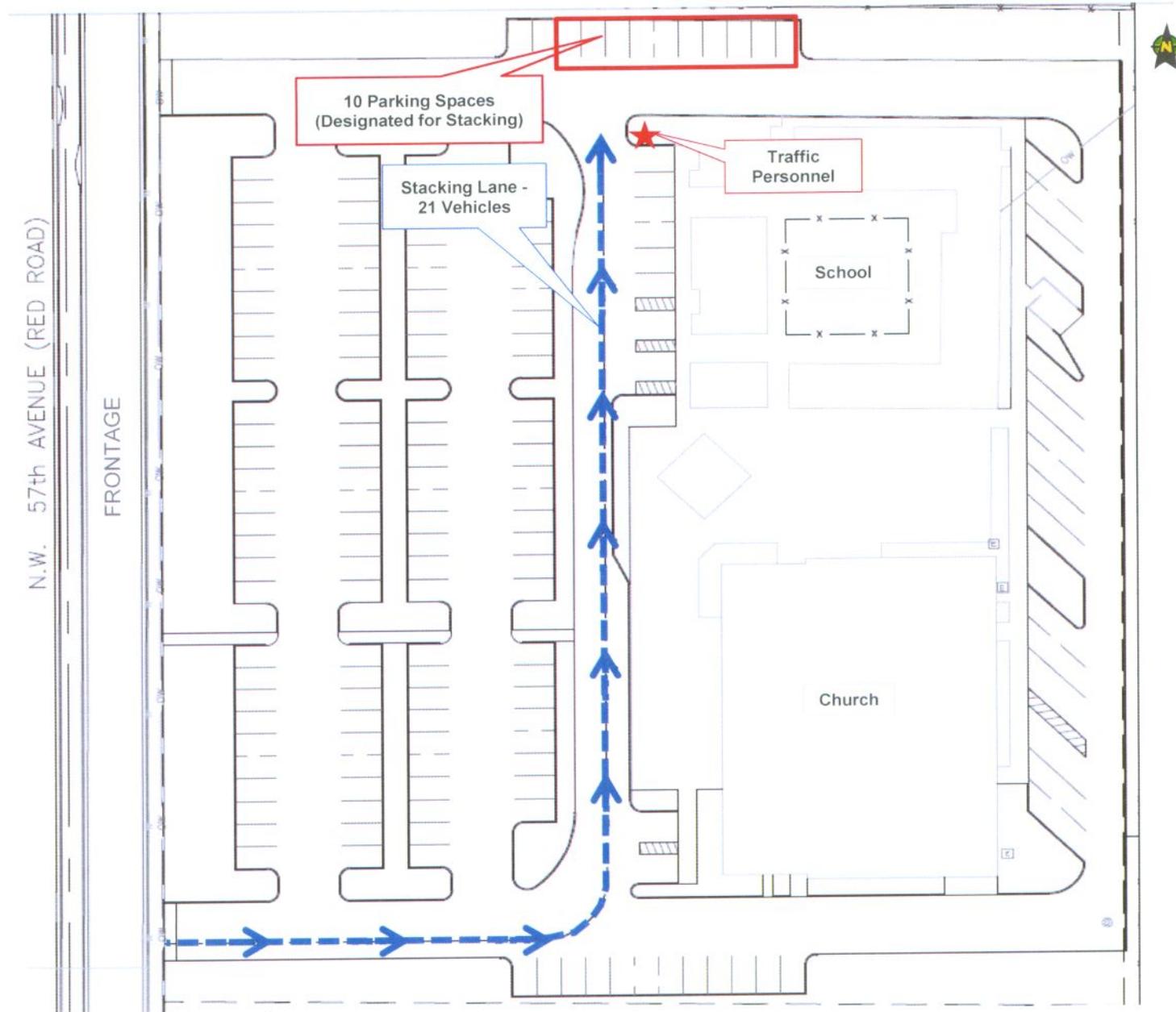


TABLE: A10

HIVE Preparatory School
Accumulation Analysis Summary

Shifts	Students	Passenger Vehicles / Transportation Vans		
		Projected Accumulation	Stacking Provided	Percent Accommodated
Arrival	125	27.36	31	113%
Dismissal	125	27.36	31	113%

AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

New School Name	Notes	HIVE Preparatory School (125 Students)	
Surrogate School Name	1	Aguamarina Pre-School (87 Students) & Pinecrest Cove Preparatory Academy (114 Students)	
Date / Day / Time of Data Collection		1/29/2013 & 12/13/2011 7:00 AM - 9:00 AM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		101	Total number of students, E (Averaged - 2 set of data) (See Table A2)
Capacity of New School		125	Student Stations, C (8:00 AM / K)
Multiplier	2	1.24	[C / E]
Surrogate Accumulations	3	22	passenger vehicles (Averaged - 2 set of data) (See Table A2)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		27.36	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	31	passenger vehicles/transportation vans (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	113%	passenger vehicles/transportation vans
		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

for a New Public School (Countywide)

New School Name	Notes	HIVE Preparatory School (125 Students)	
Surrogate School Name	1	Aguamarina Pre-School (87 Students) & Pinecrest Cove Preparatory Academy (114 Students)	
Date / Day / Time of Data Collection		1/29/2013; 2:00 PM - 4:00 PM & 12/13/2011 1:15 PM - 3:15 PM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		101	Total number of students, E (Averaged - 2 set of data) (See Table A2)
Capacity of New School		125	Student Stations, C (2:00 PM / K)
Multiplier	2	1.24	[C / E]
Surrogate Accumulations	3	22	passenger vehicles (Averaged - 2 set of data) (See Table A2)
		N/A	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		27.36	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	31	passenger vehicles/transportation vans (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	113%	passenger vehicles/transportation vans
		N/A	large school buses
		N/A	student vehicles

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

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

Signature of Data Collector

SCHOOL SCHEDULE QUESTIONNAIRE

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:	HIVE Preparatory School		
Location:	17701 NW 57 Avenue		
Site size (acres):	3.41	Section-Township-Range:	
Grade levels (proposed):	Kindergarten	Total number of students (proposed):	125

ATTENDANCE

	Arrival/Dismissal Times (e.g., 8:30am-3:00pm, xFri.-2:00pm) ³	Grade Levels (e.g., k - 5, 6 - 8, 9 - 12)	Number of Students	
			Existing	Proposed
Early Session ² :				
School Session(s) ¹ :	8:00 AM / 2:00 PM	Kindergarten		125
Extended Session ² :				
Totals:				125

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	100%		
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:			100%

* 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

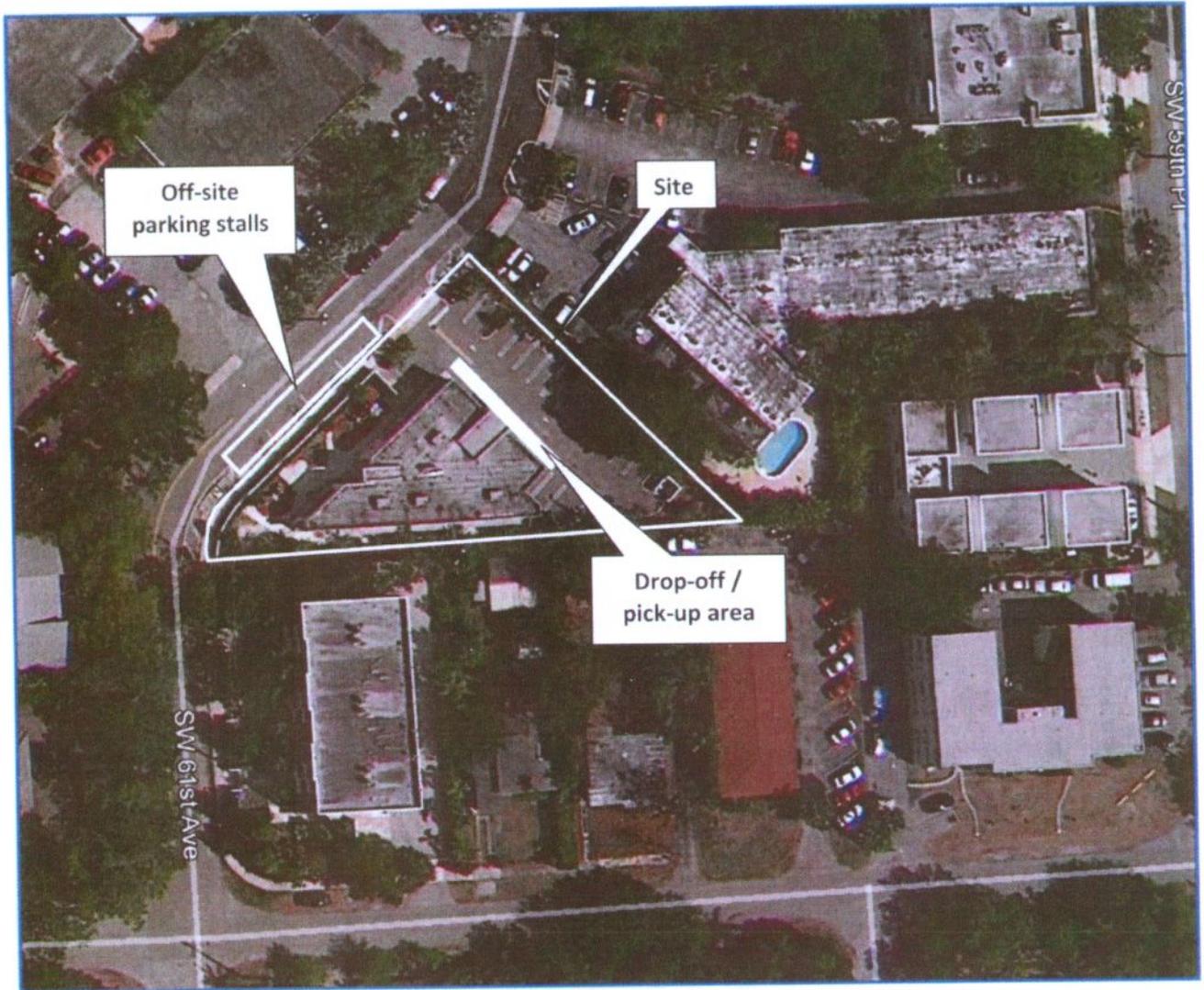
Date

HIVE Preparatory School
 Surrogate School Accumulation

Surrogate School	Address	Students	AM Peak Accumulation (veh / vans)	PM Peak Accumulation (veh / vans)
Aguamarina Pre-School	7515 SW 61 Avenue	87	2	4
Pinecrest Cove Preparatory Academy	4101 SW 107 Avenue	114	42	39
Average *		101	22	22

Note: * Values utilized in the Trip Analysis and Accumulation Assessment.

Aguamarina Pre-School at 7515 SW 61 Avenue, South Miami, Florida



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: Aguamarina Pre-School
 Facility Address: 1018 SW 3 Avenue, Mami, FL
 Facility Folio:
 Case Number:

DATA COLLECTORS INFORMATION

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

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Aguamarina Pre-School
 Facility Address: 7515 SW 61 Avenue, South Mami, FL
 Date/ Day/ Time: 1/29/2013 - Tuesday - 7:00 AM to 9:00 AM; 2:00 PM to 4:00 PM
 Child/ Student Attendance: 87
 Staff Attendance:
 No. Staff Vehicles: Included In Counts (Yes/No):
 No. Facility Operated Transportation: Included In Counts (Yes/No):

AM 2 HR PEAK PERIOD

--	--

PM 2 HR PEAK PERIOD

--	--

NUMBER OF VEHICLES ACCUMULATED

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

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

AREA DESCRIPTION (LABEL ON AERIAL)

Area 1 Drop-off / pick-up area
 Area 2 Off-site parking stalls (adjacent to school bldg.)
 Area 3
 Area 4

Facility Name	Aguamarina Pre-School
Facility Address	7515 SW 61 Avenue, South Mami, FL
Date/Day/Hour	1/29/2013 - Tuesday - 7:00 AM to 9:00 AM; 2:00 PM to 4:00 PM

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

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Clear**
 Date: **1/29/2013**
 Technician: **CV**

Peak

AM: On-Site Queuing Observations

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

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Clear**
 Date: **1/29/2013**
 Technician: **CV**

Peak

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
7:30 AM	0	0	0	0	0	0	0
7:31 AM	0	0	1	0	0	0	0
7:32 AM	0	0	0	0	0	0	0
7:33 AM	0	0	0	0	0	0	0
7:34 AM	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0
7:36 AM	0	0	0	0	0	0	0
7:37 AM	0	0	0	0	0	0	0
7:38 AM	0	0	0	0	0	0	0
7:39 AM	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0
7:41 AM	0	0	0	0	0	0	0
7:42 AM	0	0	0	0	0	0	0
7:43 AM	0	0	0	0	0	0	0
7:44 AM	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0
7:46 AM	0	0	0	0	0	0	0
7:47 AM	0	0	0	0	0	0	0
7:48 AM	0	0	0	0	0	0	0
7:49 AM	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0
7:51 AM	0	0	0	0	0	0	0
7:52 AM	1	0	0	1	0	0	0
7:53 AM	1	0	0	2	0	0	0
7:54 AM	0	1	0	1	0	0	0
7:55 AM	0	0	0	1	0	0	0
7:56 AM	0	1	0	0	0	0	0
7:57 AM	0	0	0	0	0	0	0
7:58 AM	0	0	0	0	0	0	0
7:59 AM	0	0	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Clear**
 Date: **1/29/2013**
 Technician: **CV**

Peak

AM: On-Site Queuing Observations

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

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Clear**
 Date: **1/29/2013**
 Technician: **CV**

Peak

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:30 AM	0	1	0	0	0	0	0
8:31 AM	0	0	1	0	0	0	0
8:32 AM	1	0	1	1	0	0	0
8:33 AM	0	0	0	1	0	0	0
8:34 AM	0	1	0	0	0	0	0
8:35 AM	2	2	1	0	0	0	0
8:36 AM	0	0	0	0	0	0	0
8:37 AM	0	0	2	0	0	0	0
8:38 AM	1	0	1	1	0	0	0
8:39 AM	1	2	0	0	0	0	0
8:40 AM	2	1	0	1	0	0	0
8:41 AM	2	1	0	2	0	0	0
8:42 AM	1	2	1	1	0	0	0
8:43 AM	3	3	0	1	0	0	0
8:44 AM	2	2	0	1	0	0	0
8:45 AM	0	1	0	0	0	0	0
8:46 AM	0	0	0	0	0	0	0
8:47 AM	1	1	0	0	0	0	0
8:48 AM	2	2	0	0	0	0	0
8:49 AM	2	1	0	1	0	0	0
8:50 AM	2	2	0	1	0	0	0
8:51 AM	1	2	0	0	0	0	0
8:52 AM	3	1	0	2	0	0	0
8:53 AM	1	2	0	1	0	0	0
8:54 AM	2	2	0	1	0	0	0
8:55 AM	1	2	0	0	0	0	0
8:56 AM	0	0	0	0	0	0	0
8:57 AM	0	0	0	0	0	0	0
8:58 AM	2	2	0	0	0	0	0
8:59 AM	2	1	0	1	0	0	0

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Sunny**
 Date: **1/29/2013**
 Technician: **CV**

Peak

PM: On-Site Queuing Observations

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

Queuing and Parking Data Collection Sheet

School Name: Aguamarina Pre-School
 School Address: 7515 SW 61 Avenue South Miami, FL
 Location: School Stacking Areas

Weather: Sunny
 Date: 1/29/2013
 Technician: CV

Peak

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Staff Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:30 PM	0	1	0	0	0	0	0
2:31 PM	0	0	0	0	0	0	0
2:32 PM	0	0	0	0	0	0	0
2:33 PM	0	0	0	0	0	0	0
2:34 PM	0	0	0	0	0	0	0
2:35 PM	1	0	0	1	0	0	0
2:36 PM	1	0	0	2	0	0	0
2:37 PM	0	0	0	2	0	0	0
2:38 PM	0	0	0	2	0	0	0
2:39 PM	2	2	0	2	0	0	0
2:40 PM	1	1	0	2	0	0	0
2:41 PM	1	2	0	1	0	0	0
2:42 PM	0	0	0	1	0	0	0
2:43 PM	0	1	0	0	0	0	0
2:44 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
2:46 PM	0	0	0	0	0	0	0
2:47 PM	1	0	0	1	0	0	0
2:48 PM	2	1	0	2	0	0	0
2:49 PM	3	2	0	3	0	0	0
2:50 PM	1	1	0	3	0	0	0
2:51 PM	3	2	0	4	0	0	0
2:52 PM	0	4	0	0	0	0	0
2:53 PM	1	0	0	1	0	0	0
2:54 PM	0	1	0	0	0	0	0
2:55 PM	0	0	0	0	0	0	0
2:56 PM	2	0	0	2	0	0	0
2:57 PM	1	2	0	1	0	0	0
2:58 PM	1	1	0	1	0	0	0
2:59 PM	0	1	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Sunny**
 Date: **1/29/2013**
 Technician: **CV**

Peak

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Staff Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
3:00 PM	2	0	0	2	0	0	0
3:01 PM	1	1	0	2	0	0	0
3:02 PM	0	2	0	0	0	0	0
3:03 PM	1	0	0	1	0	0	0
3:04 PM	0	1	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0
3:06 PM	0	0	0	0	0	0	0
3:07 PM	0	0	0	0	0	0	0
3:08 PM	0	0	0	0	0	0	0
3:09 PM	1	0	0	1	0	0	0
3:10 PM	0	0	0	1	0	0	0
3:11 PM	0	1	0	0	0	0	0
3:12 PM	0	0	1	0	0	0	0
3:13 PM	0	0	0	0	0	0	0
3:14 PM	0	0	3	0	0	0	0
3:15 PM	1	0	0	1	0	0	0
3:16 PM	0	1	1	0	0	0	0
3:17 PM	0	0	0	0	0	0	0
3:18 PM	0	0	0	0	0	0	0
3:19 PM	1	0	0	1	0	0	0
3:20 PM	0	0	0	1	0	0	0
3:21 PM	0	0	0	1	0	0	0
3:22 PM	0	1	0	0	0	0	0
3:23 PM	0	0	0	0	0	0	0
3:24 PM	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0
3:26 PM	0	0	0	0	0	0	0
3:27 PM	0	0	0	0	0	0	0
3:28 PM	0	0	0	0	0	0	0
3:29 PM	0	0	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: **Aguamarina Pre-School**
 School Address: **7515 SW 61 Avenue South Miami, FL**
 Location: **School Stacking Areas**

Weather: **Sunny**
 Date: **1/29/2013**
 Technician: **CV**

Peak

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Staff Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
3:30 PM	0	0	0	0	0	0	0
3:31 PM	0	0	0	0	0	0	0
3:32 PM	0	0	0	0	0	0	0
3:33 PM	0	0	0	0	0	0	0
3:34 PM	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0
3:36 PM	0	0	0	0	0	0	0
3:37 PM	0	0	0	0	0	0	0
3:38 PM	0	0	0	0	0	0	0
3:39 PM	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0
3:41 PM	0	0	0	0	0	0	0
3:42 PM	0	0	0	0	0	0	0
3:43 PM	0	0	0	0	0	0	0
3:44 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
3:46 PM	0	0	0	0	0	0	0
3:47 PM	1	0	0	1	0	0	0
3:48 PM	0	0	0	1	0	0	0
3:49 PM	0	0	0	1	0	0	0
3:50 PM	0	0	0	1	0	0	0
3:51 PM	0	0	0	1	0	0	0
3:52 PM	1	0	0	2	0	0	0
3:53 PM	0	0	0	2	0	0	0
3:54 PM	0	0	0	2	0	0	0
3:55 PM	0	0	0	2	0	0	0
3:56 PM	0	0	0	2	0	0	0
3:57 PM	0	0	0	2	0	0	0
3:58 PM	0	0	0	2	0	0	0
3:59 PM	0	0	0	2	0	0	0

FIGURE A1

Pinecrest Cove Preparatory Academy (Site 1 - ELC)

Vehicle Accumulation Graph



INSTRUCTIONS

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

APPLICANT INFORMATION (PROPOSED FACILITY)

Facility Name: Pinecrest Preparatory Academy (ELC)
 Facility Address: 4101 SW 107th Avenue
 Facility Folio:
 Case Number:

DATA COLLECTORS INFORMATION

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

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Pinecrest Preparatory Academy (ELC)
 Facility Address: 4101 SW 107th Avenue
 Date/ Day/ Time: 12/13/2011 - Tuesday - 7:00 AM to 9:00 AM; 1:15 PM to 3:15 PM
 Child/ Student Attendance: 114
 Staff Attendance:
 No. Staff Vehicles: Included In Counts (Yes/No):
 No. Facility Operated Transportation: Included In Counts (Yes/No):

AM 2 HR PEAK PERIOD

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PM 2 HR PEAK PERIOD

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NUMBER OF VEHICLES ACCUMULATED

TIME	ON SITE				OFF SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
AM Two Minute Peak										
PM Two Minute Peak										

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

AREA DESCRIPTION (LABEL ON AERIAL)

- Area 1 Drop-Off / Pick-Up Area Adjacent to SW 107 Avenue
- Area 2 Stacking Area and Parking Spaces at the Back of the school building
- Area 3
- Area 4

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
 School Address: 4101 SW 107 Avenue
 Location: School Stacking Areas (Area 1 & 2)

Weather: Clear
 Date: 12/13/2011
 Technician: CV

AM: On-Site Queuing Observations

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

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
 School Address: 4101 SW 107 Avenue
 Location: School Stacking Areas (Area 1 & 2)

Weather: Clear
 Date: 12/13/2011
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
7:30 AM	0	0	0	1	0	0	0
7:31 AM	1	0	0	2	0	0	0
7:32 AM	1	0	0	3	0	0	0
7:33 AM	2	0	0	5	0	0	0
7:34 AM	1	1	0	5	0	0	0
7:35 AM	2	0	0	7	0	0	0
7:36 AM	1	0	0	8	0	0	0
7:37 AM	0	0	0	8	0	0	0
7:38 AM	1	0	0	9	0	0	0
7:39 AM	0	0	0	9	0	0	0
7:40 AM	1	0	0	10	0	0	0
7:41 AM	0	2	0	8	0	0	0
7:42 AM	1	0	0	9	0	0	0
7:43 AM	2	0	0	11	0	0	0
7:44 AM	2	1	0	12	0	0	0
7:45 AM	0	1	0	11	0	0	0
7:46 AM	0	1	0	10	0	0	0
7:47 AM	0	2	0	8	0	0	0
7:48 AM	0	1	0	7	0	0	0
7:49 AM	1	0	0	8	0	0	0
7:50 AM	1	0	0	9	0	0	0
7:51 AM	0	0	0	9	0	0	0
7:52 AM	1	2	0	8	0	0	0
7:53 AM	1	0	0	9	0	0	0
7:54 AM	0	2	0	7	0	0	0
7:55 AM	1	0	0	8	0	0	0
7:56 AM	2	1	0	9	0	0	0
7:57 AM	0	0	0	9	0	0	0
7:58 AM	2	0	0	11	0	0	0
7:59 AM	2	0	0	13	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
 School Address: 4101 SW 107 Avenue
 Location: School Stacking Areas (Area 1 & 2)

Weather: Clear
 Date: 12/13/2011
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:00 AM	1	1	0	13	0	0	0
8:01 AM	1	1	0	13	0	0	0
8:02 AM	2	0	0	15	0	0	0
8:03 AM	4	1	0	18	0	0	0
8:04 AM	0	1	0	17	0	0	0
8:05 AM	3	1	0	19	1	0	1
8:06 AM	3	4	0	18	0	1	0
8:07 AM	0	1	0	17	0	0	0
8:08 AM	4	1	0	20	0	0	0
8:09 AM	1	0	0	21	0	0	0
8:10 AM	3	1	0	23	0	0	0
8:11 AM	2	7	0	18	0	0	0
8:12 AM	0	3	0	15	0	0	0
8:13 AM	2	0	0	17	0	0	0
8:14 AM	1	2	0	16	0	0	0
8:15 AM	9	2	0	23	0	0	0
8:16 AM	3	0	0	26	0	0	0
8:17 AM	1	2	0	25	0	0	0
8:18 AM	4	3	0	26	0	0	0
8:19 AM	0	1	0	25	0	0	0
8:20 AM	8	2	0	31	0	0	0
8:21 AM	4	3	0	32	0	0	0
8:22 AM	2	1	0	33	0	0	0
8:23 AM	1	3	0	31	0	0	0
8:24 AM	2	1	0	32	0	0	0
8:25 AM	9	0	0	41	0	0	0
8:26 AM	2	1	0	42	0	0	0
8:27 AM	1	3	0	40	0	0	0
8:28 AM	4	4	0	40	0	0	0
8:29 AM	0	7	0	33	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
 School Address: 4101 SW 107 Avenue
 Location: School Stacking Areas (Area 1 & 2)

Weather: Clear
 Date: 12/13/2011
 Technician: CV

AM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Parked	Cars Queued	Bus-In	Bus-Out	Bus Queued
8:30 AM	3	2	0	34	0	0	0
8:31 AM	1	5	0	30	0	0	0
8:32 AM	0	5	0	25	0	0	0
8:33 AM	1	6	0	20	0	0	0
8:34 AM	0	6	0	14	0	0	0
8:35 AM	0	2	0	12	0	0	0
8:36 AM	0	4	0	8	0	0	0
8:37 AM	1	2	0	7	0	0	0
8:38 AM	0	0	0	7	0	0	0
8:39 AM	0	4	0	3	0	0	0
8:40 AM	3	0	0	6	0	0	0
8:41 AM	0	0	0	6	0	0	0
8:42 AM	0	0	0	6	0	0	0
8:43 AM	0	0	0	6	0	0	0
8:44 AM	0	1	0	5	0	0	0
8:45 AM	0	0	0	5	0	0	0
8:46 AM	0	1	0	4	0	0	0
8:47 AM	2	0	0	6	0	0	0
8:48 AM	0	4	0	2	0	0	0
8:49 AM	0	0	0	2	0	0	0
8:50 AM	0	0	0	2	0	0	0
8:51 AM	0	1	0	1	0	0	0
8:52 AM	0	0	0	1	0	0	0
8:53 AM	0	0	0	1	0	0	0
8:54 AM	0	0	0	1	0	0	0
8:55 AM	1	0	0	2	0	0	0
8:56 AM	0	1	0	1	0	0	0
8:57 AM	0	0	0	1	0	0	0
8:58 AM	0	0	0	1	0	0	0
8:59 AM	0	1	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
School Address: 4101 SW 107 Avenue
Location: School Stacking Areas (Area 1 & 2)

Weather: Sunny
Date: 12/13/2011
Technician: CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
Queue at Beginning of Count			0			0
1:15 PM	0	0	0	0	0	0
1:16 PM	0	0	0	0	0	0
1:17 PM	0	0	0	0	0	0
1:18 PM	0	0	0	0	0	0
1:19 PM	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0
1:21 PM	0	0	0	0	0	0
1:22 PM	0	0	0	0	0	0
1:23 PM	0	0	0	0	0	0
1:24 PM	0	0	0	0	0	0
1:25 PM	1	0	1	0	0	0
1:26 PM	0	0	1	0	0	0
1:27 PM	0	0	1	0	0	0
1:28 PM	1	0	2	0	0	0
1:29 PM	0	0	2	0	0	0
1:30 PM	1	0	3	0	0	0
1:31 PM	1	0	4	0	0	0
1:32 PM	0	0	4	0	0	0
1:33 PM	1	0	5	0	0	0
1:34 PM	0	1	4	0	0	0
1:35 PM	2	0	6	0	0	0
1:36 PM	4	0	10	0	0	0
1:37 PM	1	2	9	0	0	0
1:38 PM	1	0	10	0	0	0
1:39 PM	3	0	13	0	0	0
1:40 PM	0	0	13	0	0	0
1:41 PM	1	0	14	0	0	0
1:42 PM	1	0	15	0	0	0
1:43 PM	1	1	15	0	0	0
1:44 PM	3	1	17	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
School Address: 4101 SW 107 Avenue
Location: School Stacking Areas (Area 1 & 2)

Weather: Sunny
Date: 12/13/2011
Technician: CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
1:45 PM	0	0	17	0	0	0
1:46 PM	1	0	18	0	0	0
1:47 PM	0	0	18	0	0	0
1:48 PM	1	0	19	0	0	0
1:49 PM	3	0	22	0	0	0
1:50 PM	3	0	25	0	0	0
1:51 PM	2	0	27	0	0	0
1:52 PM	1	0	28	0	0	0
1:53 PM	4	0	32	0	0	0
1:54 PM	2	0	34	0	0	0
1:55 PM	2	0	36	0	0	0
1:56 PM	1	0	37	0	0	0
1:57 PM	2	0	39	0	0	0
1:58 PM	2	7	34	0	0	0
1:59 PM	1	3	32	0	0	0
2:00 PM	2	8	26	0	0	0
2:01 PM	1	6	21	2	0	2
2:02 PM	0	6	15	0	1	1
2:03 PM	0	2	13	0	1	0
2:04 PM	1	2	12	0	0	0
2:05 PM	1	5	8	0	0	0
2:06 PM	3	2	9	0	0	0
2:07 PM	1	1	9	0	0	0
2:08 PM	0	1	8	1	0	1
2:09 PM	0	1	7	0	1	0
2:10 PM	1	1	7	0	0	0
2:11 PM	1	0	8	0	0	0
2:12 PM	0	1	7	0	0	0
2:13 PM	0	2	5	0	0	0
2:14 PM	0	0	5	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
School Address: 4101 SW 107 Avenue
Location: School Stacking Areas (Area 1 & 2)

Weather: Sunny
Date: 12/13/2011
Technician: CV

PM: On-Site Queuing Observations

Time	Car-In	Car-Out	Cars Queued	Bus-In	Bus-Out	Bus Queued
2:15 PM	0	1	4	0	0	0
2:16 PM	1	0	5	0	0	0
2:17 PM	1	0	6	0	0	0
2:18 PM	0	1	5	0	0	0
2:19 PM	1	0	6	0	0	0
2:20 PM	0	0	6	0	0	0
2:21 PM	0	0	6	0	0	0
2:22 PM	0	1	5	0	0	0
2:23 PM	0	0	5	0	0	0
2:24 PM	0	1	4	0	0	0
2:25 PM	0	0	4	0	0	0
2:26 PM	0	0	4	0	0	0
2:27 PM	0	0	4	0	0	0
2:28 PM	0	0	4	0	0	0
2:29 PM	0	1	3	0	0	0
2:30 PM	1	0	4	0	0	0
2:31 PM	0	0	4	0	0	0
2:32 PM	0	0	4	0	0	0
2:33 PM	0	0	4	0	0	0
2:34 PM	0	2	2	0	0	0
2:35 PM	0	0	2	0	0	0
2:36 PM	0	0	2	0	0	0
2:37 PM	0	0	2	0	0	0
2:38 PM	0	0	2	0	0	0
2:39 PM	0	0	2	0	0	0
2:40 PM	0	0	2	0	0	0
2:41 PM	0	0	2	0	0	0
2:42 PM	0	0	2	0	0	0
2:43 PM	0	0	2	0	0	0
2:44 PM	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Pinecrest Cove Preparatory Academy (Kindergarten)
School Address: 4101 SW 107 Avenue
Location: School Stacking Areas (Area 1 & 2)

Weather: Sunny
Date: 12/13/2011
Technician: CV

PM: On-Site Queuing Observations

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