
TRAFFIC IMPACT STUDY

For

**The Seed School of Miami
Miami-Dade County, Florida**



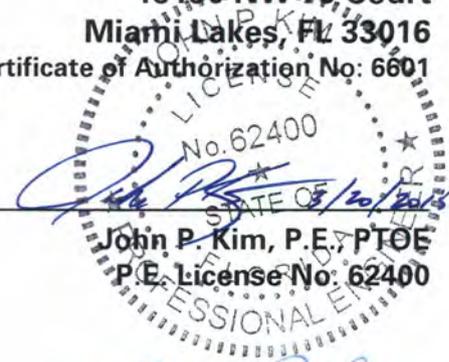
Prepared For:

**The Seed School of Miami Foundation, LLC
1776 Massachusetts Avenue, Suite 600
Washington D.C. 20036**

Prepared By:

Langan Engineering & Environmental Services, Inc.

**15150 NW 79 Court
Miami Lakes, FL 33016
FL Certificate of Authorization No: 6601**



[Signature]
**Leonardo Rodriguez, P.E.
P.E. License No. 54858**

January 27, 2015
**Revised: March 20, 2015
300168801**

LANGAN

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EXECUTIVE SUMMARY

Langan was retained by The Seed School of Miami Foundation, LLC to prepare a traffic impact analysis and traffic operations plan for the SEED School of Miami. The project is located in the Kendall area of unincorporated Miami-Dade County, Florida. The project is a boarding school that will provide 6th through 12th grade classes. It will have a maximum student enrollment of 400 students and is expected to be built out in 2021.

Access to the site will be via two driveways on SW 84th Street. Langan estimated the number of vehicle trips that the project would generate using data collected at the school's current location at Florida Memorial University in Miami Gardens, Florida. The school has an enrollment of 60 children. The data was adjusted to account for the 400 student enrollment and Langan estimates that the project will increase traffic on the roadway network by approximately 60 new trips (40 enter, 20 exit) during the weekday morning peak hour.

We conducted morning peak hour capacity analyses for the existing, no build and build conditions at the intersection of SW 84th Street and the existing private roadway that will serve as the school's main access point. The movements at this intersection are expected to operate at acceptable levels of service through 2021. The proposed development is not expected to have a significant impact on traffic operations on the surrounding roadways during the morning peak hour.

Afternoon vehicle accumulation data was collected at the SEED school on Friday afternoon. The data was adjusted to account for the 400 student enrollment and Langan estimated that the school will need 147 parking spaces to accommodate vehicles generated by the school. The school will provide 153 parking spaces.

INTRODUCTION

The Seed School of Miami Foundation retained Langan Engineering and Environmental Services to prepare a traffic impact analysis and traffic operations plan for the development of a boarding school. The project is located at 11025 SW 84th Street within unincorporated Miami-Dade County, Florida.

Project Description

The school will provide 6th through 12th grade classes and will have a maximum student enrollment of 400 students. It will operate as a boarding school requiring students to live on school campus during the week. Primary access to the site will be via an existing private roadway directly west of the property. A secondary access driveway will provide direct access to SW 84th Street. Both of the connections to SW 84th Street are stop sign controlled. Figure 1 shows the site location. The site plan is included in Appendix B.

Study Area

We conducted capacity analyses at the intersection of SW 84th Street and the private roadway west of the school. An inventory of the physical road conditions is presented in the section "Description of Existing Conditions."

Scope of Study

Langan undertook the following steps to prepare this study in accordance with the methodology accepted by Miami-Dade County.

1. Conducted manual turning movement traffic counts at the intersection identified in the previous section. We conducted counts on a typical weekday from 7:00 am to 9:00 am. We then identified the existing weekday morning peak hour traffic volumes based on the manual traffic count data.
2. Established "2015 Existing" traffic volumes using the obtained turning movement traffic counts.
3. Established 2021 No-Build traffic volumes by applying the Florida Department of Transportation peak season conversion factor to existing traffic volumes and a 1.0 percent compound annual growth rate.
4. Prepared trip generation estimates for the proposed development based on data collected at the school's current location.

5. Developed trip distribution for the project based on the cardinal distribution for the corresponding Traffic Analysis Zone of the Miami-Dade County 2035 Transportation Model for this location.
6. Assigned site-generated trips to the driveways based on likely travel routes motorists will use to travel to and from the site.
7. Established future 2021 Build traffic volumes by adding site-generated trips to the 2021 No-Build traffic volumes.
8. Performed intersection capacity analyses for the weekday morning using Highway Capacity Software.
9. Prepared afternoon vehicle accumulation analysis based on data collected at the school's temporary location.

This report presents the database collected by this firm and the traffic analysis of the Project.

DESCRIPTION OF EXISTING CONDITIONS

The project is located at 11025 SW 84th Street in the Kendall area of unincorporated Miami-Dade County, Florida. The site is bordered on the south by SW 84th Street.

Roads

SW 84th Street is a local minor collector roadway under Miami-Dade County jurisdiction with an east/west orientation. The roadway is undivided and provides one lane in each direction in the vicinity of site. There is no posted speed limit and there is sidewalk along the south side of the roadway. A 15 mile per hour school speed zone exists on this roadway between SW 109th and SW 112th Avenue. The school zone hours are 7:00 to 8:00 AM and 2:00 to 3:00 PM.

Intersections

The study intersection is a three-leg unsignalized intersection with stop sign control on the minor approach. Field surveys were made to verify the intersection lane configurations.

Traffic Volumes

Traffic volume data was obtained through manual turning movement counts conducted on Friday, January 23, 2015 from 7:00 AM to 9:00 AM at the study intersection. The data was adjusted to reflect peak season volumes using the most recent FDOT peak season adjustment factors.

A review of the count data determined that the adjacent weekday morning peak street hour occurs between 7:00 AM and 8:00 AM. Figure 2 illustrates the existing weekday morning peak hour traffic volumes. Summaries of the manual traffic counts are contained in Appendix C.

Capacity Analysis

Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand. The evaluation criteria used to analyze the study area intersections are based on the 2010 Highway Capacity Manual (HCM), published by the Transportation Research Board and the latest version of the Highway Capacity Software (HCS). We conducted morning peak hour capacity analyses for the study intersection and found that the SW 84th Street eastbound left-turn movement currently operates at Level of Service (LOS) A and the private driveway operates at LOS F. The intersection volume development spreadsheets are included in Appendix D. The capacity analyses worksheets are contained in Appendix E.

FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution, and future traffic volumes. We anticipate the project will be completed by 2021. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2021 No-Build traffic volumes. The site generated trips were added to the 2021 No-Build traffic volumes to derive the 2021 Build traffic volumes.

Background Traffic Growth

The existing counted traffic volumes were increased by a compounded annual growth rate of 1.0 percent to derive the 2021 projected traffic volumes. Figure 3 illustrates the 2021 No-Build traffic volumes. We conducted capacity analyses for the study intersection and the results are summarized in Table 1. The eastbound left-turn and southbound approach are expected to operate at LOS D or better for 2021 No Build conditions during the morning peak hour.

**Table 1 - 2021 No Build Conditions
Intersection Capacity Analysis**

Intersection	Movement	LOS
SW 84th Street at West Driveway	Eastbound Left Turn	A
	Southbound	D

Site-Generated Trips

We estimated morning peak hour vehicle trips for the proposed school based on data collected at the current SEED school located at Florida Memorial University in Miami Gardens, Florida. As a boarding school, students live on campus in dormitories from Sunday afternoon through Friday afternoon. Students will not be permitted to drive to school. Buses or parents drop students off at the school on Sunday. They depart the school on Friday by bus or are picked up by parents. Buses depart the school on Friday between 1:30 and 2:30 in the afternoon. Parents can pick up students between 1:30 and 3:30 on Friday afternoon.

Morning trip generation data was collected at the temporary school on Friday, January 23, 2015 between 7:00 and 9:00 in the morning. The peak hour of the trip generation of the temporary location occurred between 7:30 and 8:30 in the morning. The school's current enrollment is 60 students and the maximum enrollment for the school is 400 students. A multiplier of 6.67 was applied to the trip generation data to estimate the trip generation for a 400 student enrollment. The peak hour trip generation estimates are summarized in Table 2. This project is estimated

to generate 60 net new vehicle trips during the morning peak hour. The trip generation data and analysis is included in Appendix C.

Table 2 - Trip Generation Estimates

Morning Peak Hour		
In	Out	Total
40	20	60

Trip Distribution

We determined the directional distribution of site-generated trips based on the cardinal distribution for the corresponding Traffic Analysis Zone (TAZ) 940 from the Miami-Dade County 2035 Transportation Model and the surrounding roadway network. The cardinal distributions were adjusted to estimate year 2021 percentages. Table 3 shows the development’s trip distributions. Figure 4 shows the arrival and departure distribution assigned to the study intersection and secondary driveway. Figure 5 shows the project generated peak hour trips assigned to the study intersection.

TABLE 3 - CARDINAL DISTRIBUTION

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2005	12.40%	10.78%	8.85%	13.18%	18.00%	17.04%	10.78%	8.97%
2035	10.82%	9.49%	9.49%	22.22%	16.65%	22.80%	5.65%	2.88%
2021	11.56%	10.09%	9.19%	18.00%	17.28%	20.11%	8.04%	5.72%

Build Traffic Volumes

The 2021 Build traffic volumes were derived by adding the total site-generated trips to the 2021 No-Build traffic volumes. The site generated traffic was added to the study intersection as per the distributions shown in Figure 4. Figure 6 illustrates the 2021 Build weekday morning peak hour traffic volumes. We conducted capacity analyses for the intersection and the results are summarized in Table 4. The eastbound left-turn and southbound approach are expected to operate at LOS D or better for 2021 Build conditions during the morning peak hour. A peak hour factor of 0.92 was used to account for future conditions. This peak hour factor was used based on the urban location of the intersection and to account for more uniform traffic volumes during the peak hour with the proposed project in 2021. The project’s impact to this intersection is equal to six percent of the intersection’s traffic volume.

**Table 4 - 2021 Build Conditions
Intersection Capacity Analysis**

Intersection	Movement	LOS
SW 84th Street at West Driveway	Eastbound Left Turn	A
	Southbound	D

Vehicle Accumulation

Vehicle accumulation data was collected at the temporary school site on Friday, January 23, 2015 between 1:00 and 3:00 in the afternoon. Figure 7 is an aerial photograph of the temporary school site. Parents are required to park their vehicles to pick up their children. Data was collected every 5 minutes and accounted for all vehicles associated with the school. The peak accumulation occurred at 1:30 in the afternoon with 22 vehicles. The 6.67 multiplier was applied to this value to yield an expected accumulation of 147 vehicles for a 400 student enrollment. The new school will provide 153 parking spaces which can accommodate the expected vehicle accumulation. The data and accumulation spreadsheet calculation are included in Appendix F.

TRAFFIC OPERATIONS PLAN

Langan prepared a traffic operations plan using Miami-Dade County's Educational Facility Submittal Form. The form is included in Appendix G and includes a route plan for bus pick-up/drop-off and service delivery routes. Buses and parents drop off students on Sunday afternoon. Students leave the school on Friday afternoon between 1:30 and 3:00 PM. Parents must park their vehicles and enter the school to sign their children in and out of the building.

There are three shifts of school staff. The first shift operates between 7:30 AM and 4:00 PM and includes teachers and school administration staff. The second shift of student life counselors operates between 4:00 PM and 12:00 AM. The third shift of overnight student life counselors and security operate between 12:00 AM and 8:00 AM.

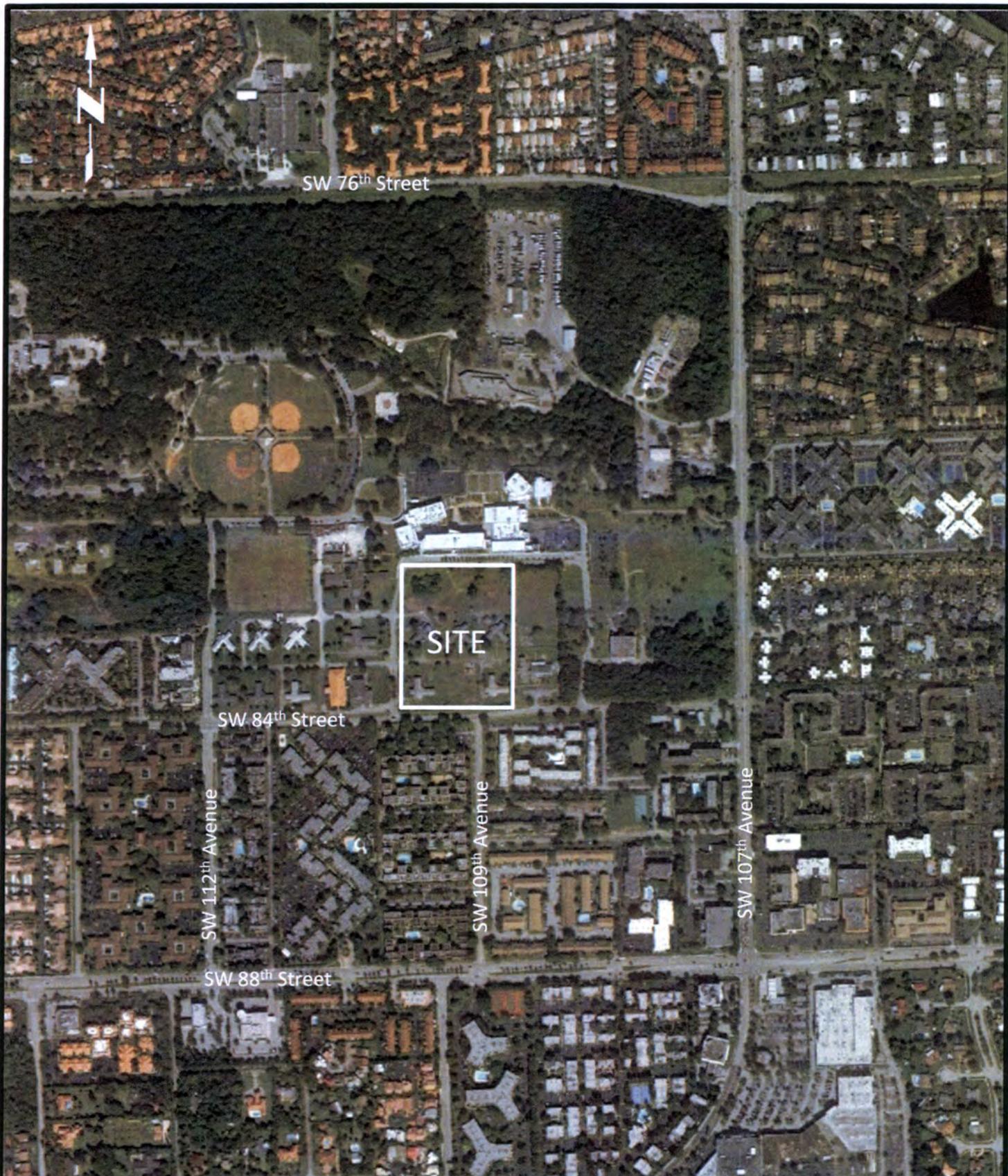
Parents and school staff will use the western private road to access the school. The eastern school driveway on SW 84th Street will provide access for buses and service deliveries. Buses will stage along the interior driveway along the south side of the school to load and unload passengers.

A traffic control plan should not be required because a minimum of 60 percent of the students are expected to use bus service and arrive on Sunday afternoon.

CONCLUSIONS

Langan performed a traffic impact analysis and prepared a traffic operations plan for the SEED School of Miami that will be located in the Kendall area of unincorporated Miami-Dade County. The school will have a maximum enrollment of 400 students. The analysis was completed in accordance with the traffic methodology accepted by the Miami-Dade County Traffic Division. The project is expected to be built out in 2021. Morning peak hour intersection capacity analysis was performed for the study intersection. The analysis shows that the intersection will operate at LOS D or better. The future conditions analysis used a peak hour factor of 0.92 to account for more uniform traffic volumes during the 2021 peak hour with the proposed project. An afternoon vehicle accumulation analysis for the proposed school indicates that it will be able to accommodate all school generated vehicles. Langan finds that the proposed project will not significantly impact operations in the study area.

APPENDIX A
FIGURES



LANGAN

ENGINEERING & ENVIRONMENTAL SERVICES

15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016

P: 786.264.7221

F: 786.264.7201

www.langan.com

The Seed School of Miami

Site Location Map

Miami-Dade County

Florida

FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 1

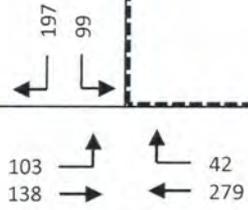


Private Road

SITE

SW 84th Street

SW 109th Avenue



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 www.langan.com

The Seed School of Miami
 2015 Morning Peak Hour
 Traffic Volumes

Miami-Dade County

Florida

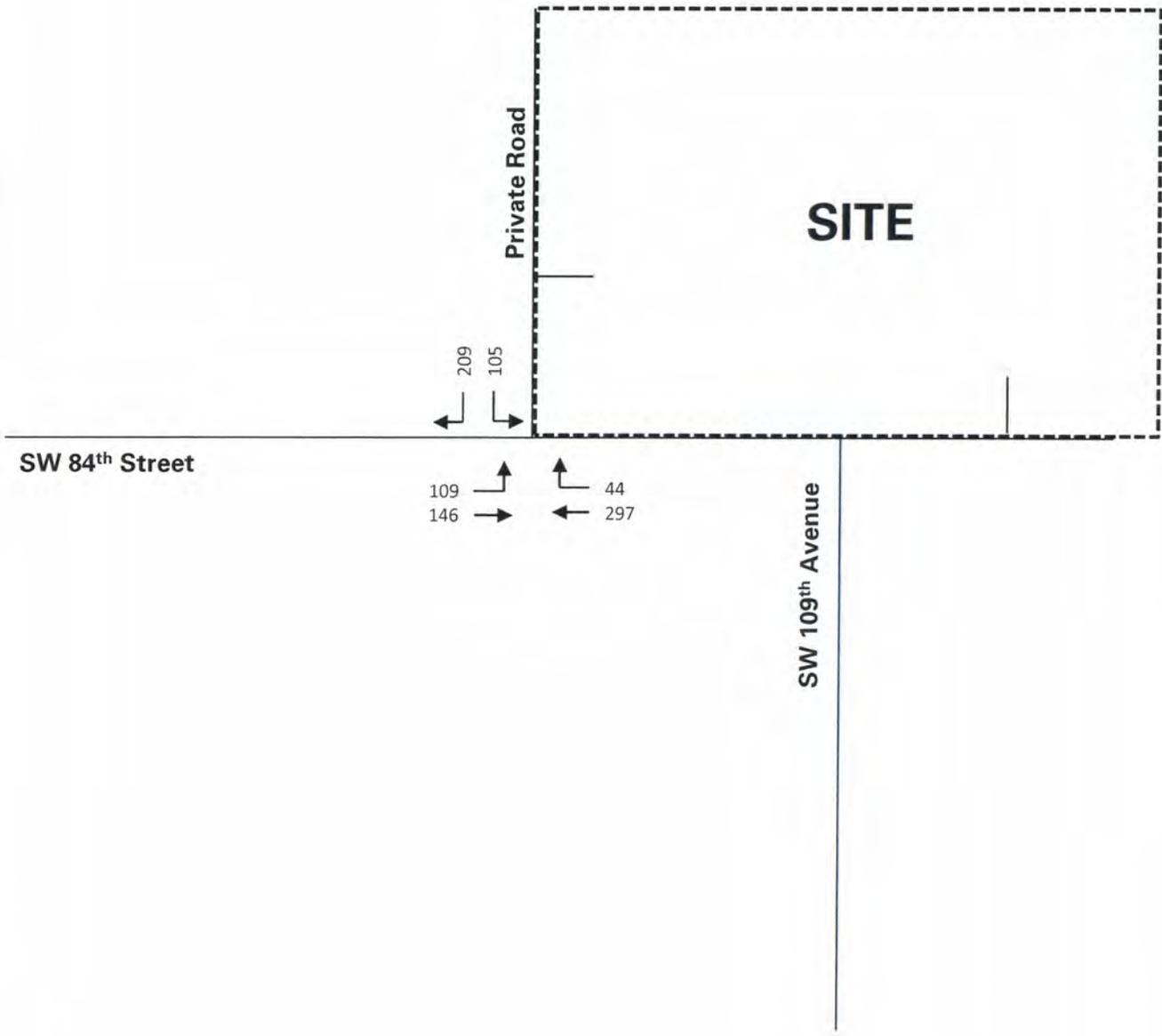
FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 2



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The Seed School of Miami
2021 Morning Peak Hour No Build
Traffic Volumes

Miami-Dade County

Florida

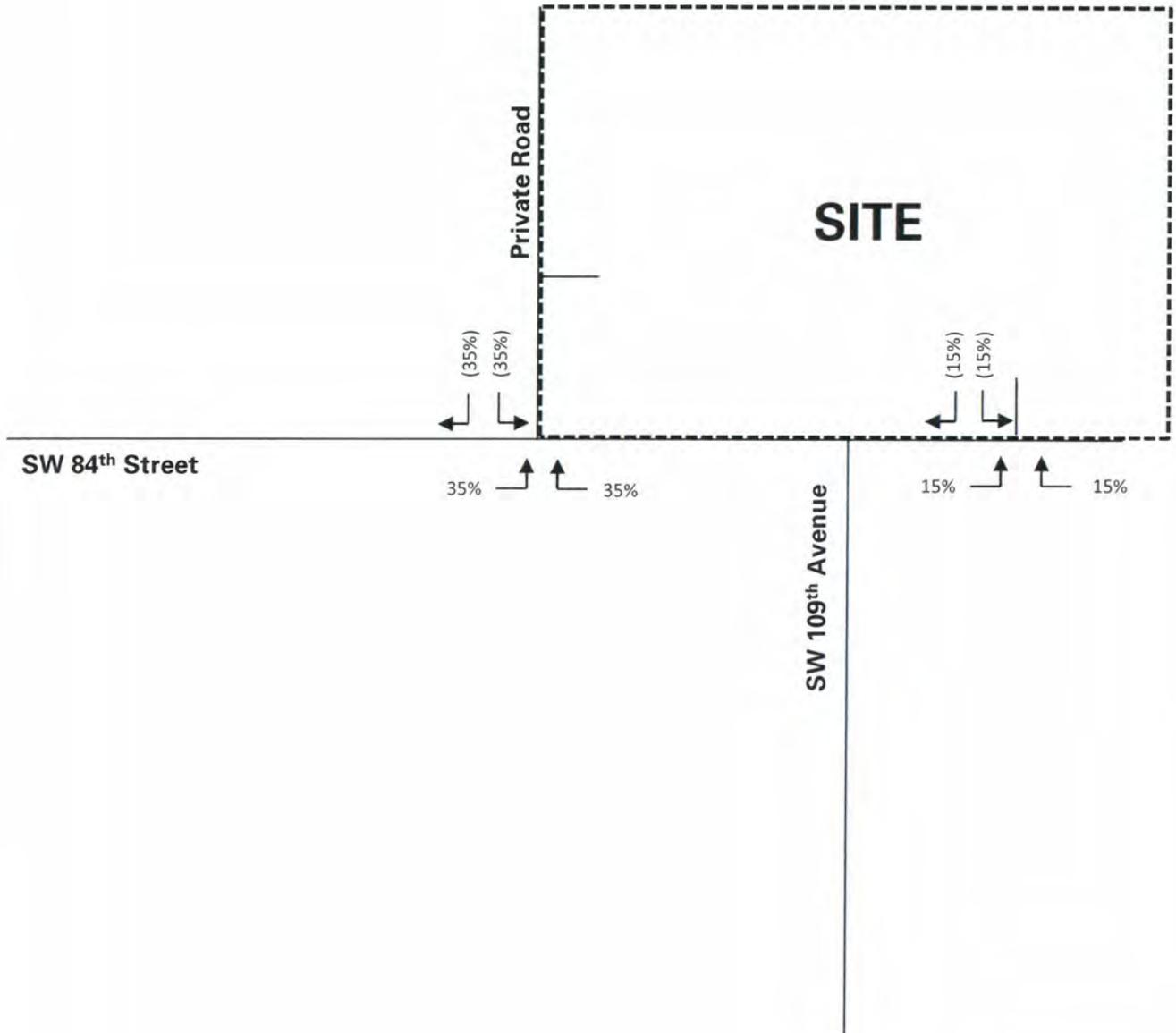
FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 3



LEGEND
xx Arrival
(xx) Departure

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The Seed School of Miami
Site Arrival and Departure Distributions

Miami-Dade County Florida

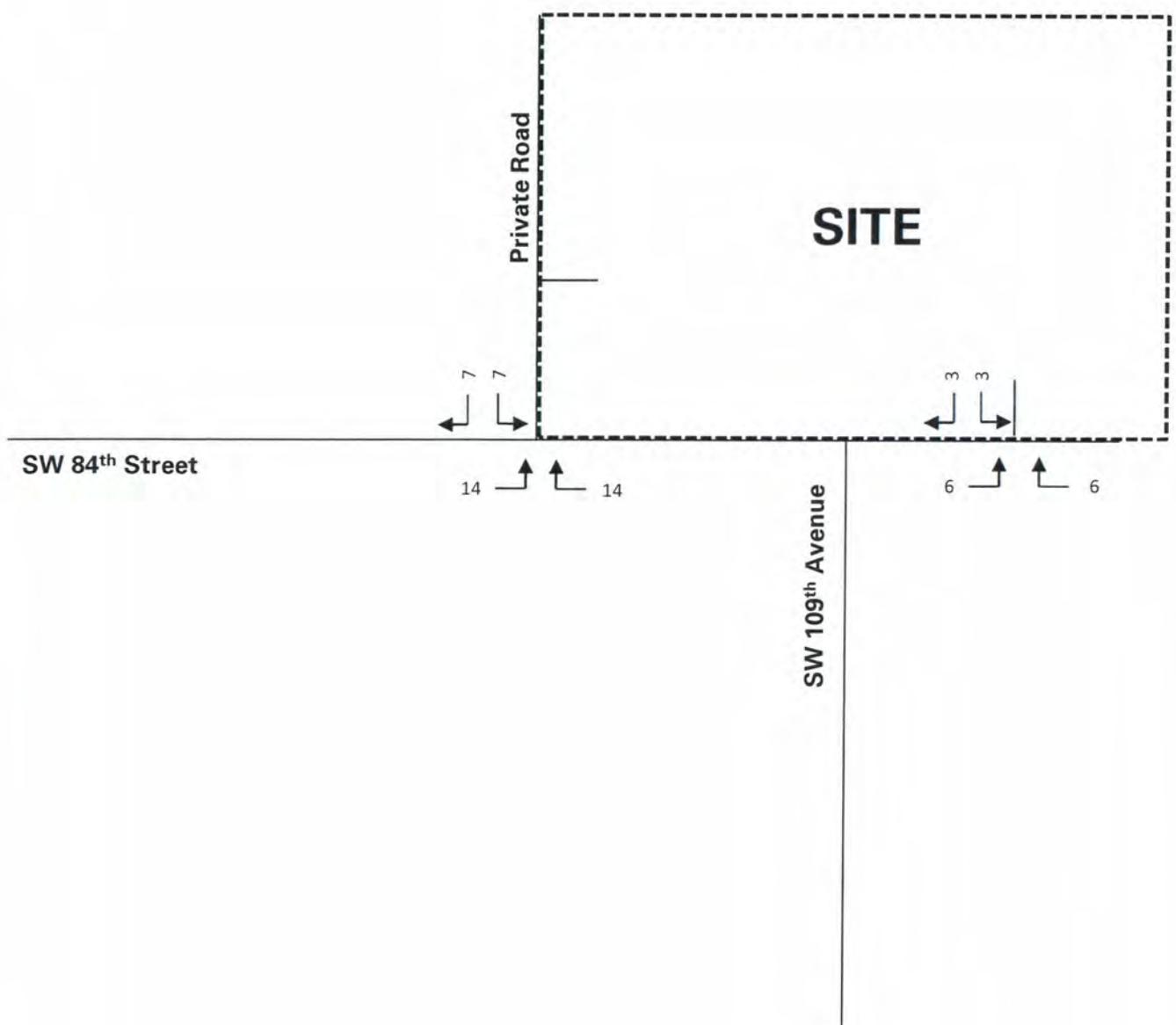
FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 4



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The Seed School of Miami
Morning Peak Hour
Project Generated Trips
Miami-Dade County Florida

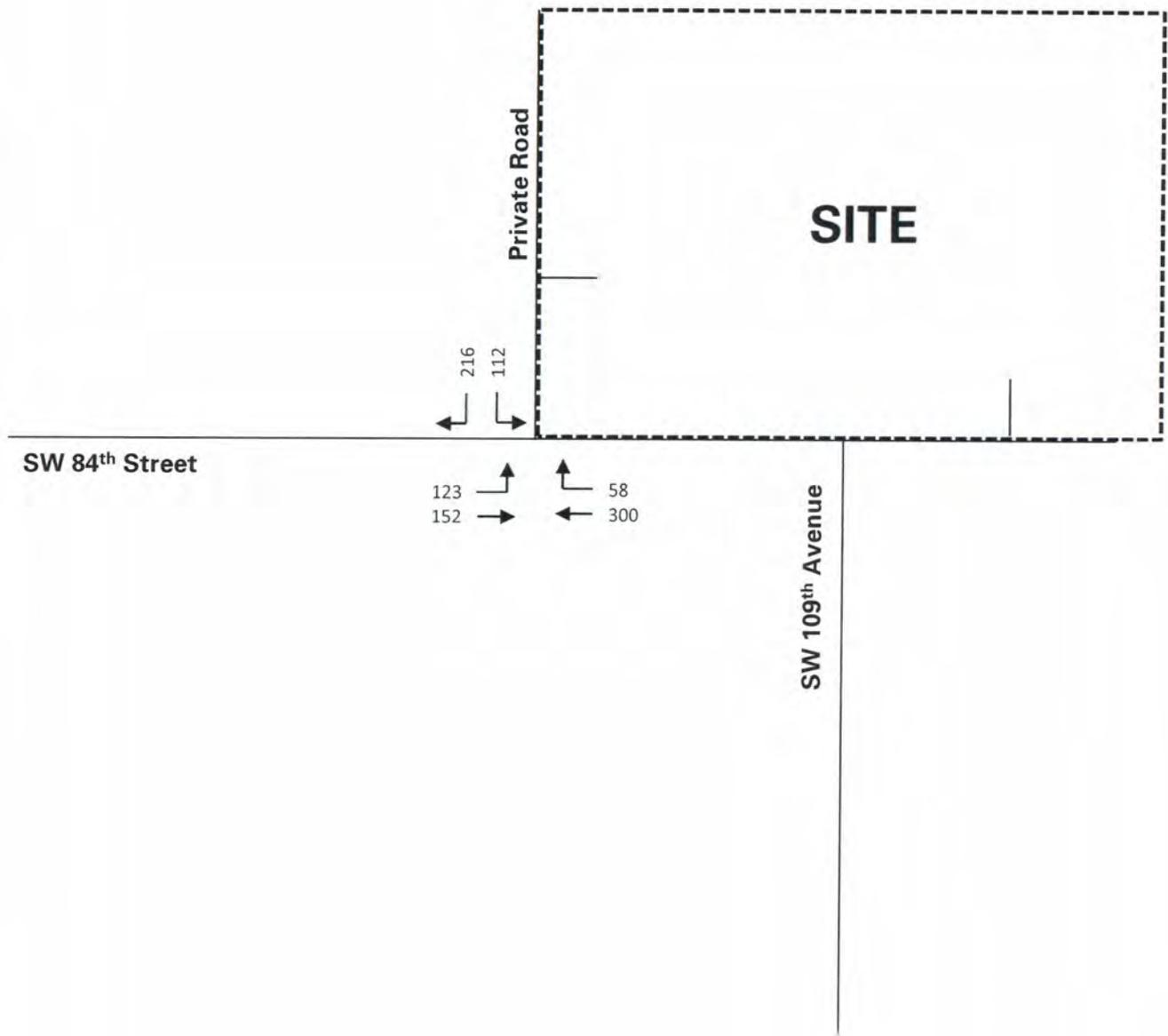
FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 5



SW 84th Street

Private Road

SW 109th Avenue

SITE

216
112
123
152
58
300

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P: 786.264.7221 F: 786.264.7201
www.langan.com

The Seed School of Miami
2021 Morning Peak Hour Build
Traffic Volumes

Miami-Dade County

Florida

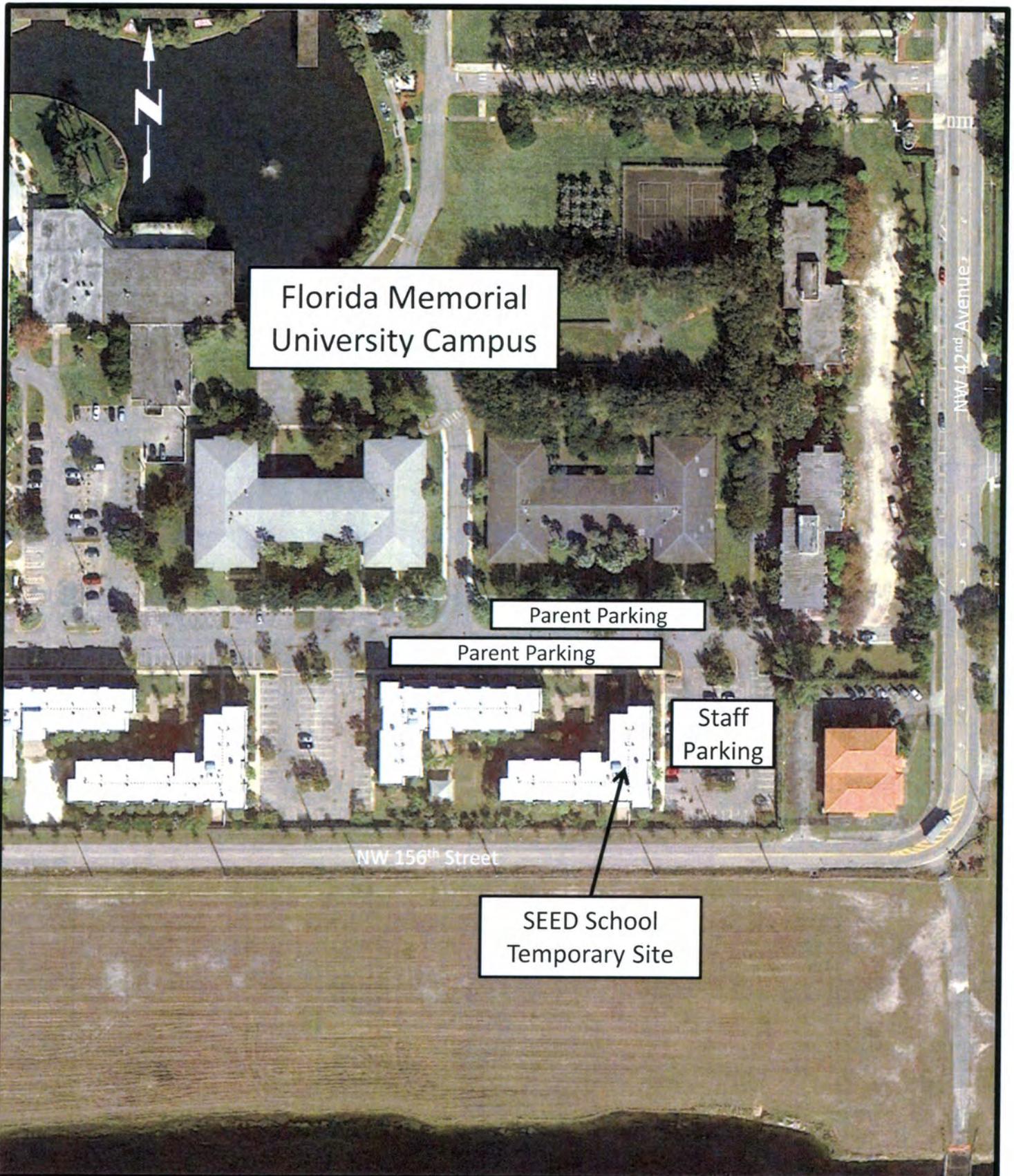
FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 6



Florida Memorial
University Campus

Parent Parking

Parent Parking

Staff
Parking

SEED School
Temporary Site

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P: 786.264.7221 F: 786.264.7201
www.langan.com

The Seed School of Miami
Temporary SEED School
Aerial Photograph

Miami-Dade County

Florida

FLORIDA PENNSYLVANIA NEW YORK NEW JERSEY CONNECTICUT

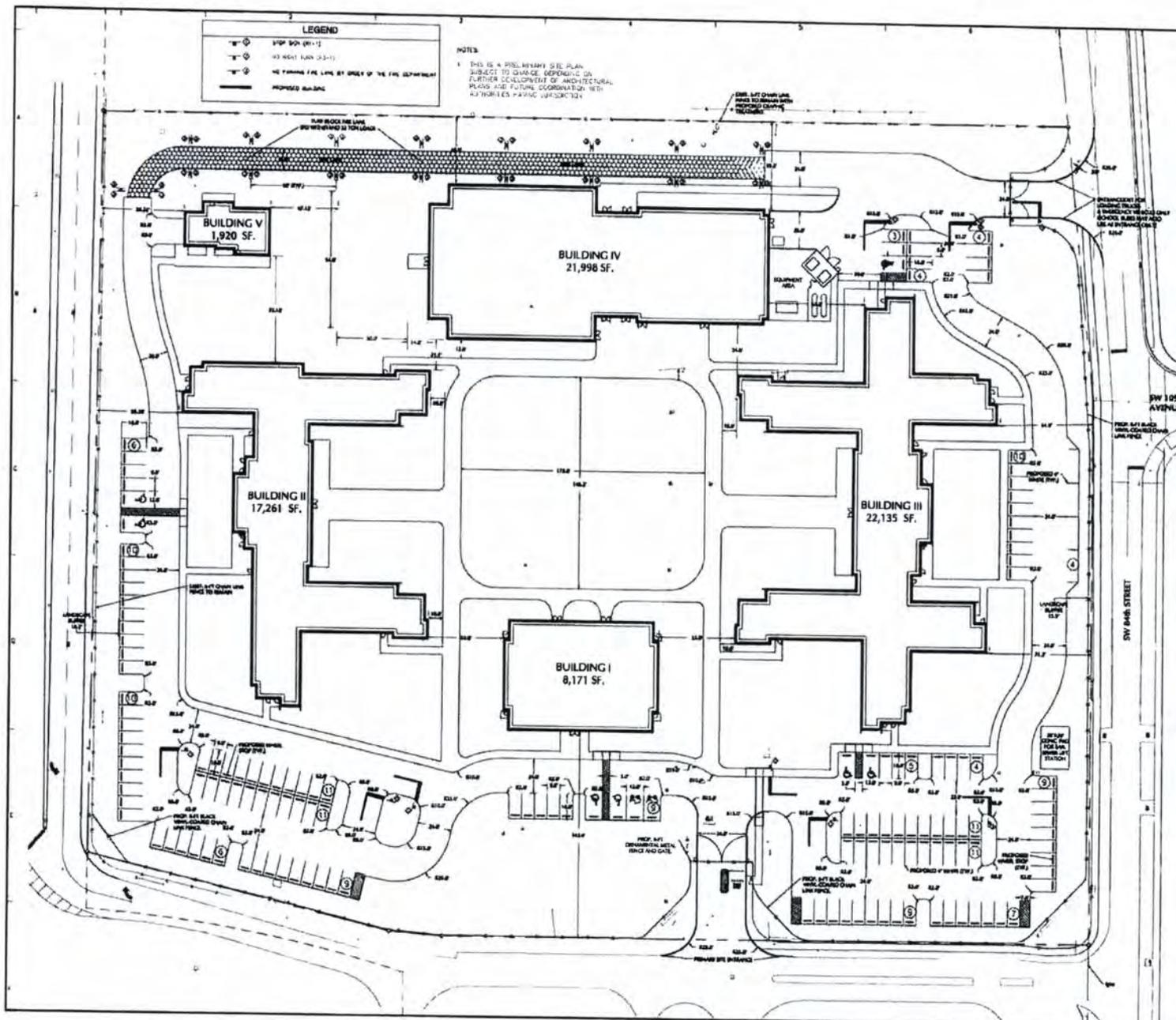
Project No.
300168801

Date
1/27/2015

Scale
Not to Scale

Figure 7

APPENDIX B
SITE PLAN



LEGEND

	PROPOSED BUILDING
	PROPOSED PARKING LOT
	PROPOSED DRIVEWAY

NOTES

1. THIS IS A PRELIMINARY SITE PLAN SUBJECT TO CHANGE DEPENDING ON FURTHER DEVELOPMENT OF ARCHITECTURAL PLANS AND FUTURE COORDINATION WITH AUTHORITIES PARKING DEPARTMENT.

MIAMI DADE COUNTY ZONING TABLE
ZONING DISTRICT: D-1A

USE	MINIMUM LOT AREA (S.F.)	MINIMUM LOT WIDTH (FEET)
RESIDENTIAL SINGLE-FAMILY (R-1)	5,000	30
RESIDENTIAL MEDIUM-DENSITY (R-2)	5,000	30
RESIDENTIAL HIGH-DENSITY (R-3)	5,000	30
RESIDENTIAL VERY-HIGH-DENSITY (R-4)	5,000	30
RESIDENTIAL MEDIUM-DENSITY (R-2)	5,000	30
RESIDENTIAL HIGH-DENSITY (R-3)	5,000	30
RESIDENTIAL VERY-HIGH-DENSITY (R-4)	5,000	30
RESIDENTIAL MEDIUM-DENSITY (R-2)	5,000	30
RESIDENTIAL HIGH-DENSITY (R-3)	5,000	30
RESIDENTIAL VERY-HIGH-DENSITY (R-4)	5,000	30

ARTICLE 8, SEC. 8-135
OFFICE BUILDING

1. The use of the Office Building shall be limited to the use of the Office Building as defined in the Miami-Dade County Code, Chapter 251, Section 251.01.

2. The Office Building shall be limited to the use of the Office Building as defined in the Miami-Dade County Code, Chapter 251, Section 251.01.

3. The Office Building shall be limited to the use of the Office Building as defined in the Miami-Dade County Code, Chapter 251, Section 251.01.

DATE	DESCRIPTION	BY
	REVISED	

LEONARDO RODRIGUEZ, P.E.
PROFESSIONAL ENGINEER IN L.C. NO. 34956

LANGAN
INCORPORATED
11025 SW 84th Street, Miami, FL 33173
Tel: 305-444-1100
Fax: 305-444-1101

Project: THE SEED SCHOOL OF MIAMI
11025 SW 84th Street Miami, FL 33173

MIAMI DADE COUNTY, FLORIDA
Drawing Title: CIVIL SITE PLAN

Project No: 201100001
Date: JANUARY 30, 2012
Scale: 1" = 30'
Drawn By: ALDRINA
Checked By: SA

Sheet No: C-3.0

**APPENDIX C
TRAFFIC DATA**

DRIVEWAY WEST OF
 SW 84TH STREET & SW 109TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150018
 Start Date: 01/23/15
 File I.D. : 84S109AV
 Page : 1

ALL VEHICLES

~~DRIVEWAY WEST OF~~

SW 109 AVE
 From North

SW 84TH STREET
 From East

 From South

SW 84TH STREET
 From West

Date	UTurn	Left	Thru	Right	Total												
01/23/15																	
07:00	0	61	0	72	0	0	79	15	0	0	0	0	0	29	35	0	291
07:15	0	10	0	42	0	0	110	11	0	0	0	0	0	38	41	0	252
07:30	0	15	0	35	0	0	34	8	0	0	0	0	0	12	24	0	128
07:45	0	11	0	44	0	0	51	7	0	0	0	0	0	22	35	0	170
Hr Total	0	97	0	193	0	0	274	41	0	0	0	0	0	101	135	0	841
08:00	0	4	0	40	0	0	41	7	0	0	0	0	0	30	36	0	158
08:15	0	9	0	11	0	0	38	6	0	0	0	0	0	23	39	0	126
08:30	0	3	0	8	0	0	34	6	0	0	0	0	0	18	35	0	104
08:45	0	8	0	8	0	0	39	10	0	0	0	0	0	25	40	0	130
Hr Total	0	24	0	67	0	0	152	29	0	0	0	0	0	96	150	0	518

DRIVERWAY w/o
 SW 84TH STREET & SW 109TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

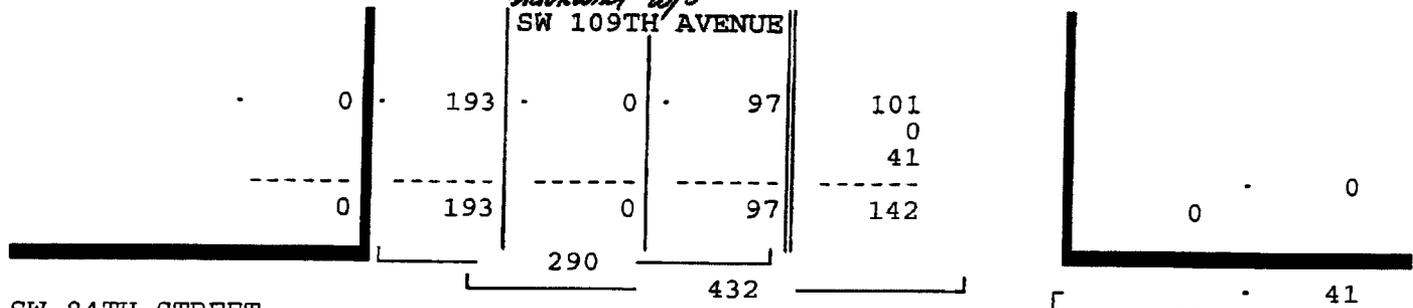
Site Code : 00150018
 Start Date: 01/23/15
 File I.D. : 84S109AV
 Page : 2

ALL VEHICLES

DRIVERWAY w/o SW 109 AVE
 From North

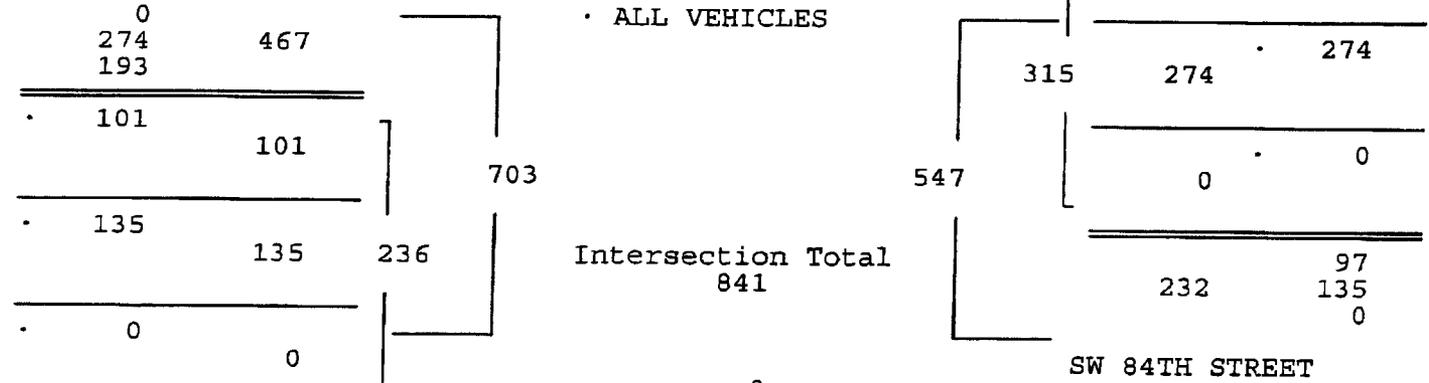
	SW 84TH STREET				From East				From South				SW 84TH STREET				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 01/23/15	-----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/23/15	-----																
Peak start 07:00	07:00				07:00				07:00				07:00				
Volume	0	97	0	193	0	0	274	41	0	0	0	0	0	101	135	0	
Percent	0%	33%	0%	67%	0%	0%	87%	13%	0%	0%	0%	0%	0%	43%	57%	0%	
Pk total	290				315				0				236				
Highest	07:00				07:15				07:00				07:15				
Volume	0	61	0	72	0	0	110	11	0	0	0	0	0	38	41	0	
Hi total	133				121				0				79				
PHF	.55				.65				.0				.75				

DRIVERWAY w/o
 SW 109TH AVENUE



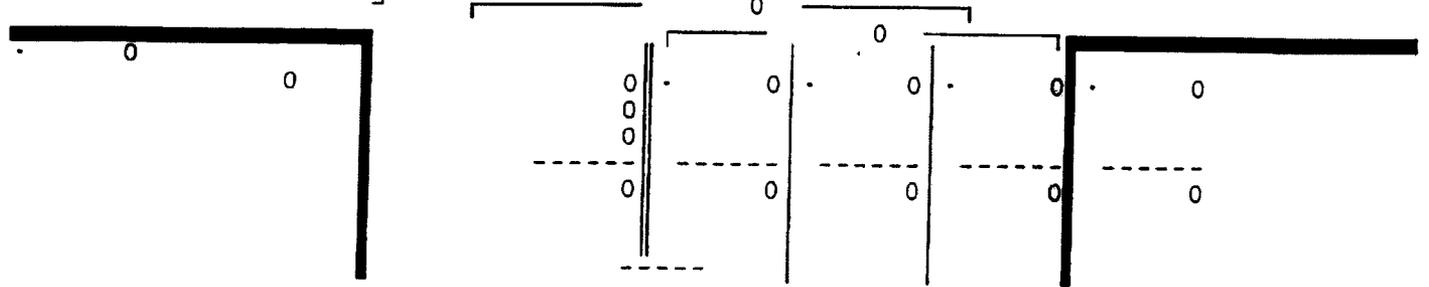
SW 84TH STREET

ALL VEHICLES



Intersection Total
841

SW 84TH STREET



Trip Generation Data Collection

Date: 1/23/2015

Technician: JOHN KIM

Time: 7:00 - 9:00

Conditions: GOOD/CLEAR

Location: SEED SCHOOL - FMU CAMPUS

Start Time	In	Out
7:00	0	0
7:15	2	0
7:30	3	0
7:45	0	1
8:00	1	0
8:15	2	2
8:30	0	1
8:45	0	0

SEED School of Miami Morning Peak Hour Trip Generation

Current Enrollment: 60
Proposed Enrollment: 400
Multiplier: 6.667

<u>Existing Location Data</u>		
Start Time	Inbound	Outbound
7:00	0	0
7:15	2	0
7:30	3	0
7:45	0	1
8:00	1	0
8:15	2	2
8:30	0	1
8:45	0	0
Peak Hour Total		
7:30 - 8:30	6	3
%	67%	33%

Proposed Kendall Location
Inbound Outbound
40.00 20.00

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2013 - 01/05/2013	0.99	1.00
2	01/06/2013 - 01/12/2013	1.00	1.01
3	01/13/2013 - 01/19/2013	1.02	1.03
4	01/20/2013 - 01/26/2013	1.01	1.02
5	01/27/2013 - 02/02/2013	1.00	1.01
* 6	02/03/2013 - 02/09/2013	0.99	1.00
* 7	02/10/2013 - 02/16/2013	0.99	1.00
* 8	02/17/2013 - 02/23/2013	0.98	0.99
* 9	02/24/2013 - 03/02/2013	0.98	0.99
*10	03/03/2013 - 03/09/2013	0.99	1.00
*11	03/10/2013 - 03/16/2013	0.99	1.00
*12	03/17/2013 - 03/23/2013	0.99	1.00
*13	03/24/2013 - 03/30/2013	0.99	1.00
*14	03/31/2013 - 04/06/2013	0.99	1.00
*15	04/07/2013 - 04/13/2013	0.99	1.00
*16	04/14/2013 - 04/20/2013	0.99	1.00
*17	04/21/2013 - 04/27/2013	1.00	1.01
*18	04/28/2013 - 05/04/2013	1.00	1.01
19	05/05/2013 - 05/11/2013	1.01	1.02
20	05/12/2013 - 05/18/2013	1.01	1.02
21	05/19/2013 - 05/25/2013	1.01	1.02
22	05/26/2013 - 06/01/2013	1.01	1.02
23	06/02/2013 - 06/08/2013	1.01	1.02
24	06/09/2013 - 06/15/2013	1.01	1.02
25	06/16/2013 - 06/22/2013	1.01	1.02
26	06/23/2013 - 06/29/2013	1.02	1.03
27	06/30/2013 - 07/06/2013	1.03	1.04
28	07/07/2013 - 07/13/2013	1.04	1.05
29	07/14/2013 - 07/20/2013	1.04	1.05
30	07/21/2013 - 07/27/2013	1.04	1.05
31	07/28/2013 - 08/03/2013	1.03	1.04
32	08/04/2013 - 08/10/2013	1.02	1.03
33	08/11/2013 - 08/17/2013	1.01	1.02
34	08/18/2013 - 08/24/2013	1.00	1.01
35	08/25/2013 - 08/31/2013	1.01	1.02
36	09/01/2013 - 09/07/2013	1.01	1.02
37	09/08/2013 - 09/14/2013	1.01	1.02
38	09/15/2013 - 09/21/2013	1.01	1.02
39	09/22/2013 - 09/28/2013	1.01	1.02
40	09/29/2013 - 10/05/2013	1.00	1.01
41	10/06/2013 - 10/12/2013	1.00	1.01
42	10/13/2013 - 10/19/2013	0.99	1.00
43	10/20/2013 - 10/26/2013	0.99	1.00
44	10/27/2013 - 11/02/2013	1.00	1.01
45	11/03/2013 - 11/09/2013	1.00	1.01
46	11/10/2013 - 11/16/2013	1.00	1.01
47	11/17/2013 - 11/23/2013	1.00	1.01
48	11/24/2013 - 11/30/2013	1.00	1.01
49	12/01/2013 - 12/07/2013	0.99	1.00
50	12/08/2013 - 12/14/2013	0.99	1.00
51	12/15/2013 - 12/21/2013	0.99	1.00
52	12/22/2013 - 12/28/2013	1.00	1.01
53	12/29/2013 - 12/31/2013	1.02	1.03

* PEAK SEASON

18-FEB-2014 08:46:31

830UPD

6_8701_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0592 - SR 94/KENDALL DR, 200' E SW 110 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	64500	C				
2012	63000	C	W 32000	9.00	58.90	2.20
2011	62000	C	W 31000	9.00	59.70	3.50
2010	62500	C	W 30500	9.00	58.20	4.00
2009	59000	C	W 31500	7.87	58.27	4.00
2008	60000	C	W 29000	7.98	59.96	4.00
2007	64500	C	W 29500	8.07	66.31	4.60
2006	62000	C	W 30500	7.90	63.12	4.50
2005	60500	C	W 31000	7.39	58.66	6.30
2004	68500	C	W 30000	7.70	65.70	2.00
2003	64500	C	W 34000	8.20	67.10	10.80
2002	66500	C	W 31500	8.10	72.30	4.80
2001	61500	C	W 33000	8.20	68.00	6.20
2000	60000	C	W 31000	8.20	53.50	3.90
1999	63000	C	W 30000	8.20	53.10	7.10
1998	61500	C	W 32000	9.10	52.70	3.90
			W 31500	9.30	52.70	1.90

$$\sqrt[3]{\frac{64500}{62500}} = 1.0\%$$

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX D
INTERSECTION VOLUME
DEVELOPMENT SPREADSHEETS

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS

SW 84th Street at West Driveway	Collected Count (1/23/15)	101	135	274	41	97	193
	Peak-Season Conversion Factor (PSCF) ⁽¹⁾	1.02	1.02	1.02	1.02	1.02	1.02
	2015 Peak-Season Traffic	103	138	279	42	99	197
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	109	146	297	44	105	209
	<u>Committed Development Trips</u>	0	0	0	0	0	0
	2021 Background Traffic	109	146	297	44	105	209
	Net New Project Trips	14	6	3	14	7	7
	2021 Total Traffic	123	152	300	58	112	216

(1) Peak Season Conversion Factor (PSCF) based on 2013 FDOT Peak Season Factor Category Report.

APPENDIX E
INTERSECTION CAPACITY REPORTS

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	John Kim			Intersection	SW 84 St./West Driveway			
Agency/Co.	Langan Engineering			Jurisdiction	Miami-Dade County			
Date Performed	1/27/2015			Analysis Year	2015			
Analysis Time Period	AM Peak Hour							
Project Description <i>AM Existing Conditions</i>								
East/West Street: SW 84th Street				North/South Street: West Driveway				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	103	138			279	42		
Peak-Hour Factor, PHF	0.75	0.75	1.00	1.00	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	137	184	0	0	429	64		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1	0		
Configuration	LT						TR	
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				99	0	197		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.55	0.55	0.55		
Hourly Flow Rate, HFR (veh/h)	0	0	0	179	0	358		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	137						537	
C (m) (veh/h)	1071						424	
v/c	0.13						1.27	
95% queue length	0.44						22.91	
Control Delay (s/veh)	8.9						165.3	
LOS	A						F	
Approach Delay (s/veh)	--	--					165.3	
Approach LOS	--	--					F	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	John Kim				Intersection	SW 84 St./West Driveway		
Agency/Co.	Langan Engineering				Jurisdiction	Miami-Dade County		
Date Performed	1/27/2015				Analysis Year	2021		
Analysis Time Period	AM Peak Hour							
Project Description AM Future No Build Conditions								
East/West Street: SW 84th Street					North/South Street: West Driveway			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	113	151			307	46		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	122	164	0	0	333	49		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1	0		
Configuration	LT						TR	
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				105	0	209		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.92	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	0	0	0	114	0	227		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration				LTR				
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					LTR		
v (veh/h)	122						341	
C (m) (veh/h)	1176						510	
v/c	0.10						0.67	
95% queue length	0.35						4.91	
Control Delay (s/veh)	8.4						25.2	
LOS	A					D		
Approach Delay (s/veh)	--	--				25.2		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	John Kim			Intersection	SW 84 St./West Driveway			
Agency/Co.	Langan Engineering			Jurisdiction	Miami-Dade County			
Date Performed	1/27/2015			Analysis Year	2021			
Analysis Time Period	AM Peak Hour							
Project Description AM Future Build Conditions								
East/West Street: SW 84th Street				North/South Street: West Driveway				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	123	152			300	58		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	133	165	0	0	326	63		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				112	0	216		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.92	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	0	0	0	121	0	234		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	133						355	
C (m) (veh/h)	1170						496	
v/c	0.11						0.72	
95% queue length	0.38						5.71	
Control Delay (s/veh)	8.5						28.5	
LOS	A						D	
Approach Delay (s/veh)	--	--					28.5	
Approach LOS	--	--					D	

APPENDIX F
VEHICLE ACCUMULATION SPREADSHEET

ACCUMULATION ASSESSMENT

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	SEED School of Miami	
Surrogate School Name ¹	SEED School of Miami (FMU Temporary Location)	
Date / Day / Time of Data Collection	1/23/2015 1:00 to 3:00 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	60	students, E (verified by school staff on same date as data collection)
Capacity of New School	400	student stations, C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier ²	6.67	[C / E]
Surrogate Accumulations ³	22	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	147	passenger vehicles
		large school buses
		student vehicles
Provided Spaces ⁴	153	passenger vehicles (legal staging areas on and contiguous to site)
		large school buses
		student vehicles (legal parking on and contiguous to site)
Percent Accommodated ⁵	104%	passenger vehicles
		large school buses
		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 a 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 school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

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**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet 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.

address, and telephone number:



Signature of Data Collector

JOHN P. KIM
15150 NW 79 CT.
MIAMI LAKES, FL 33011

ACCUMULATION DATA REPORT

INSTRUCTIONS: All applicants seeking to provide an accumulation study are advised to contact the Traffic Engineering Division prior to conducting the study. All studies should 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, and the total number of inbound and outbound trips that occur during the observation period. 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 20 minutes after. Facilities with no specific arrival and dismissal schedules, such as daycares, shall observe a minimum of 2 hrs during the peak AM and PM hours. The surrogate school must be an existing operating facility with similar characteristics to the proposed school. The surrogate school is used to model the projected accumulations at the proposed school. Field observation shall record all vehicle trips and accumulations (onsite and offsite) associated with the facility. An aerial identifying all studied areas is required along with the collected data. The collected data must also be represented graphically. Future accumulations for the proposed facility must be projected using the Accumulation Assessment Form. The study shall report the surrogate school schedule and enrollment 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: SEED School of Miami
 Facility Address:
 Facility Folio:
 Case Number:

DATA COLLECTORS INFORMATION

Data Collector & Company: Langan Engineering and Environmental Services, Inc.
 Contact Information: John Kim, P.E., PTOE/786-264-7226/jkim@langan.com
 Date: 1/23/2015

SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: Florida Memorial University - SEED School Temporary Site
 Facility Address: 15800 NW 42nd Ave, Miami Gardens, FL 33054
 Date/ Day/ Time: January 23, 2015/Friday/1:00 to 3:00pm
 Child/ Student Attendance: 60 No. Student Vehicles: N/A
 Staff Attendance:
 No. Staff Vehicles: Included In Counts (Yes/No): YES
 No. Facility Operated Transportation: Included In Counts (Yes/No): YES

AM 2 HR PEAK PERIOD

PM 2 HR PEAK PERIOD

1:00 to 3:00pm

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										
1:30	16	0	6	0					22	0

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 Staff Parking Area

Area 2 Parent Parking Area

Area 3

Area 4

ACCUMULATION DATA REPORT

Facility Name		Florida Memorial University - SEED School Temporary Site									
Facility Address		15800 NW 42nd Ave, Miami Gardens, FL 33054									
Date/Day/Hour		January 23, 2015/Friday/1:00 to 2:00pm									
NUMBER OF VEHICLES ACCUMULATED											
TIME		ON SITE				OFF SITE				TOTAL	
		AREA 1		AREA 2		AREA 3		AREA 4			
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	0:00	14		1						15	0
	0:01										
	0:02										
	0:03										
	0:04										
	0:05	14		1						15	0
	0:06										
	0:07										
	0:08										
	0:09										
	0:10	16		1						17	0
	0:11										
	0:12										
	0:13										
	0:14										
	0:15	16		5						21	0
	0:16										
	0:17										
	0:18										
	0:19										
	0:20	15		6						21	0
	0:21										
	0:22										
	0:23										
	0:24										
	0:25	15		6						21	0
	0:26										
	0:27										
	0:28										
	0:29										
	0:30	16		6						22	0
	0:31										
	0:32										
	0:33										
	0:34										
	0:35	16		5						21	0
	0:36										
	0:37										
	0:38										
	0:39										
	0:40	16		5						21	0
	0:41										
	0:42										
	0:43										
	0:44										
	0:45	16		3						19	0
	0:46										
	0:47										
	0:48										
	0:49										
	0:50	16		3						19	0
	0:51										
	0:52										
	0:53										
	0:54										
	0:55	17	1	2						19	1
	0:56										
	0:57										
	0:58										
	0:59										
	0:60	17	1	2						19	1
1 Hr Acc. Total											

ACCUMULATION DATA REPORT

Facility Name	Florida Memorial University - SEED School Temporary Site
Facility Address	15800 NW 42nd Ave, Miami Gardens, FL 33054
Date/Day/Hour	January 23, 2015/Friday/2:00 to 3:00pm

NUMBER OF VEHICLES ACCUMULATED

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

Accumulation Form

Date: 1/23/2015

Technician: JOHN KIM

Time: 1:00 - 3:00

Conditions: GOOD / CLEAR

Location: SEED SCHOOL (FMU CAMPUS)

Start Time	Staff Parking Area	Drop Off/Pick-up Area	TOTAL
1:00	14	1	15
1:05	14	1	15
1:10	16	1	17
1:15	16	5	21
1:20	15	6	21
1:25	15	6	21
1:30	16	6	22
1:35	16	5	21
1:40	16	5	21
1:45	16	3	19
1:50	16	3	19
1:55	17	2	19
2:00	17	2	19
2:05	17	1	18
2:10	16	0	16
2:15	14	1	15
2:20	14	2	16
2:25	14	1	15
2:30	14	2	16
2:35	13	1	14
2:40	13	3	16
2:45	12	2	14
2:50	11	2	13
2:55	11	1	12

APPENDIX G
TRAFFIC OPERATIONS PLAN

School Traffic Operation Plan (TOP) Form

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

Contents

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

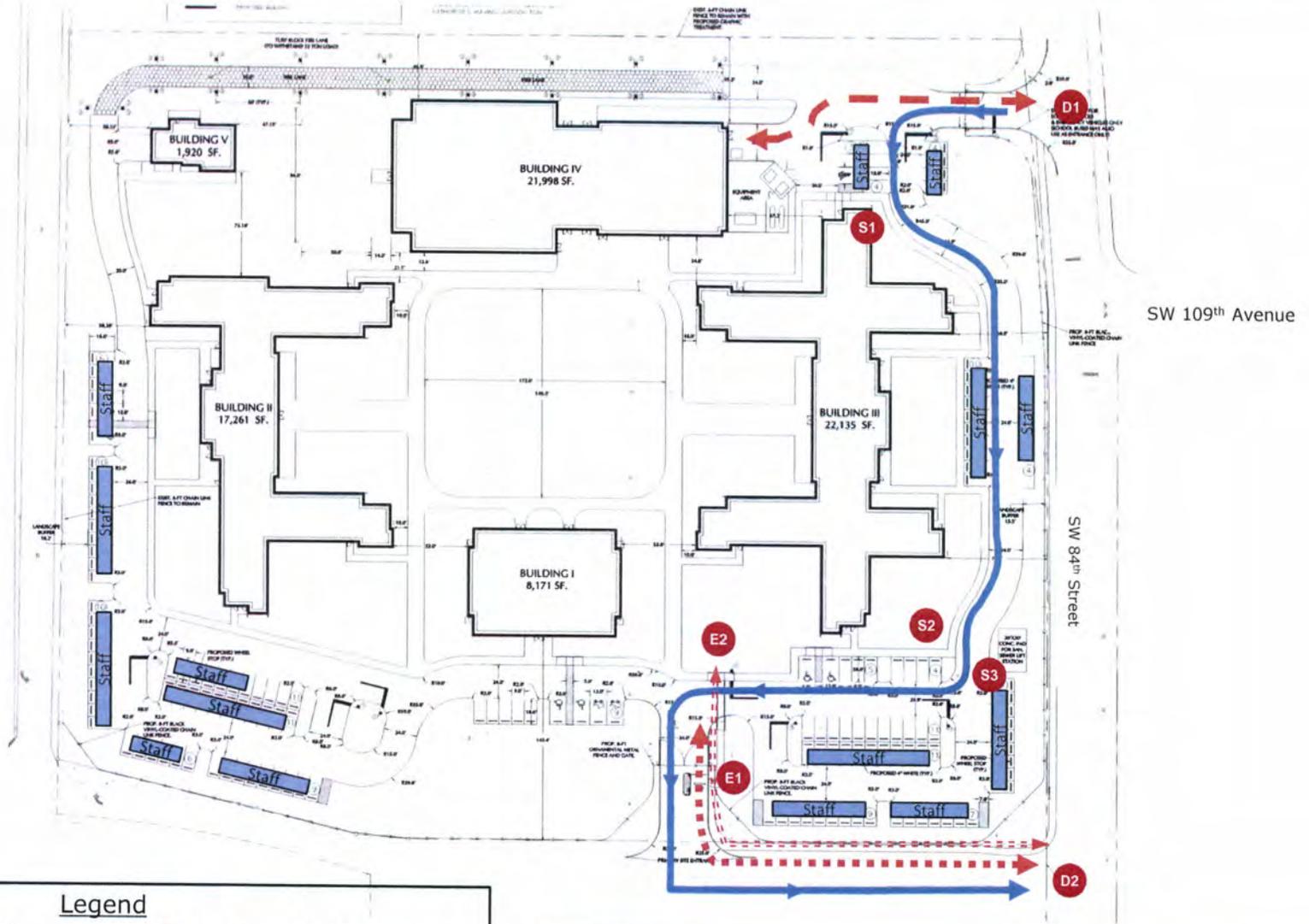
1.0 Definitions

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

- (1) *Educational program*: A planned curriculum with specific instructional beginning, progression and ending for the enrolled students.
- (2) *Schedule Shift*: A period of time when students are anticipated to be at the school facility to engage in programmed activities
 - (2.1) *Instructional Shift*: A period of time when students enrolled in a particular educational program must be in attendance. The beginning of this shift is often referred to as the "first bell" and the ending of this shift is often referred to as a "last bell."
 - (2.2) *Early Arrival Shift*: A period of time when students are allowed into the facility prior to the start of an instructional shift. This period may include other types of programs (e.g. breakfast, before care, etc.).

School Traffic Operations Plan (TOP) Form

- (2.3) *After School Shift*: A period of time when students are allowed to remain at the facility after the end of all instructional shifts. This period may include other types of programs (e.g. after care, extra-curricular, sports, etc.)
- (2.4) *Study Hall*: A scheduled period of time, which begins with the school's first instructional shift (arrival time) and ends at the school's last instructional shift (dismissal time), where car-pooling students that arrive prior to their instructional shift and/or are dismissed earlier than their pick-up time (due to co-passenger students) are provided free of charge care.
- (2.5) *Arrival Period*: A time or period of time when students come to school to participate in an educational program. The time or period of time is set by the beginning of one or more instructional shifts.
- (2.6) *Dismissal Period*: A time or period of time when students leave school due to the end of an educational program. The time or period of time is set by the end of one or more instructional shifts.
- (3) *Vehicle Route*: A maneuverable continuous vehicle path that provides access to the stacking and staging spaces.
- (4) *Vehicle Stacking Space*: A space in which pickup and delivery of children can take place.
- (5) *Vehicle Queuing Space*: A space where a vehicle can idle while waiting to enter into a stacking space.
- (6) *Vehicle Staging Space*: A space where a service vehicle may remain idle while providing their service.
- (7) *Parked Stacking Space*: A parking space designated for student drop-off and pick-up use during the arrival and dismissal operations.
- (8) *By-Pass Lane*: A minimum 10 foot wide vehicle travel lane adjacent to stacking and queuing spaces whose direction of travel is in the same direction as the stacking and queuing vehicles.
- (9) *Open Parking Space*: A parking space that has no assigned use during the arrival and dismissal operations.
- (10) *Staff Parking Space*: A parking space designated for staff use during the school's hours of operation.
- (12) *Student Parking*: A parking space designated for student use during the school's hours of operation.
- (13) *Pedestrian Route*: A continuous exclusive walking path that provides access from the public right-of-way to a school building entrance.
- (14) *Bicycle Route*: A continuous biking path that provides access from the public right-of-way to the school's bicycle storage.
- (15) *Bicycle Storage*: A designated area where bicycles may be secured and remain in place for the school day.
- (16) *School Traffic Personnel*: A school employee who reinforces the onsite traffic operations by guiding vehicles and pedestrians along designated routes within the school property.
- (17) *Traffic Control Officer*: An individual who has been authorized by a police department to direct traffic or operate a traffic control device as per section 316.640 of Florida Statute.
- (18) *School Special Event*: An organized event at a school facility that generates a peak vehicle trip count or a vehicle accumulation demand greater than the traffic parameters established by the school traffic operation plan.



Legend

- - - - - ▶ A-Parents/Staff
- — — — — ▶ B-Bus Pick-up/Drop-off
- — — — — ▶ C-Service Delivery Route
- = = = = = ▶ D-Pedestrian Route
- D# Entrance Point
- E# Pedestrian Access Point
- S# Traffic Personnel
- Staff Staff Parking

Notes
 (1) Gate operator will allow unintentional ingress vehicles to enter school grounds to turn around.
 (2) Buses will enter at "D1" and exit at "D2". Eastbound vehicles will not be permitted enter the driveway where the bus loading area begins. Traffic person "S3" will not allow vehicles to enter.



15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016
 P: 786.264.7221 F: 786.264.7201
 www.langan.com

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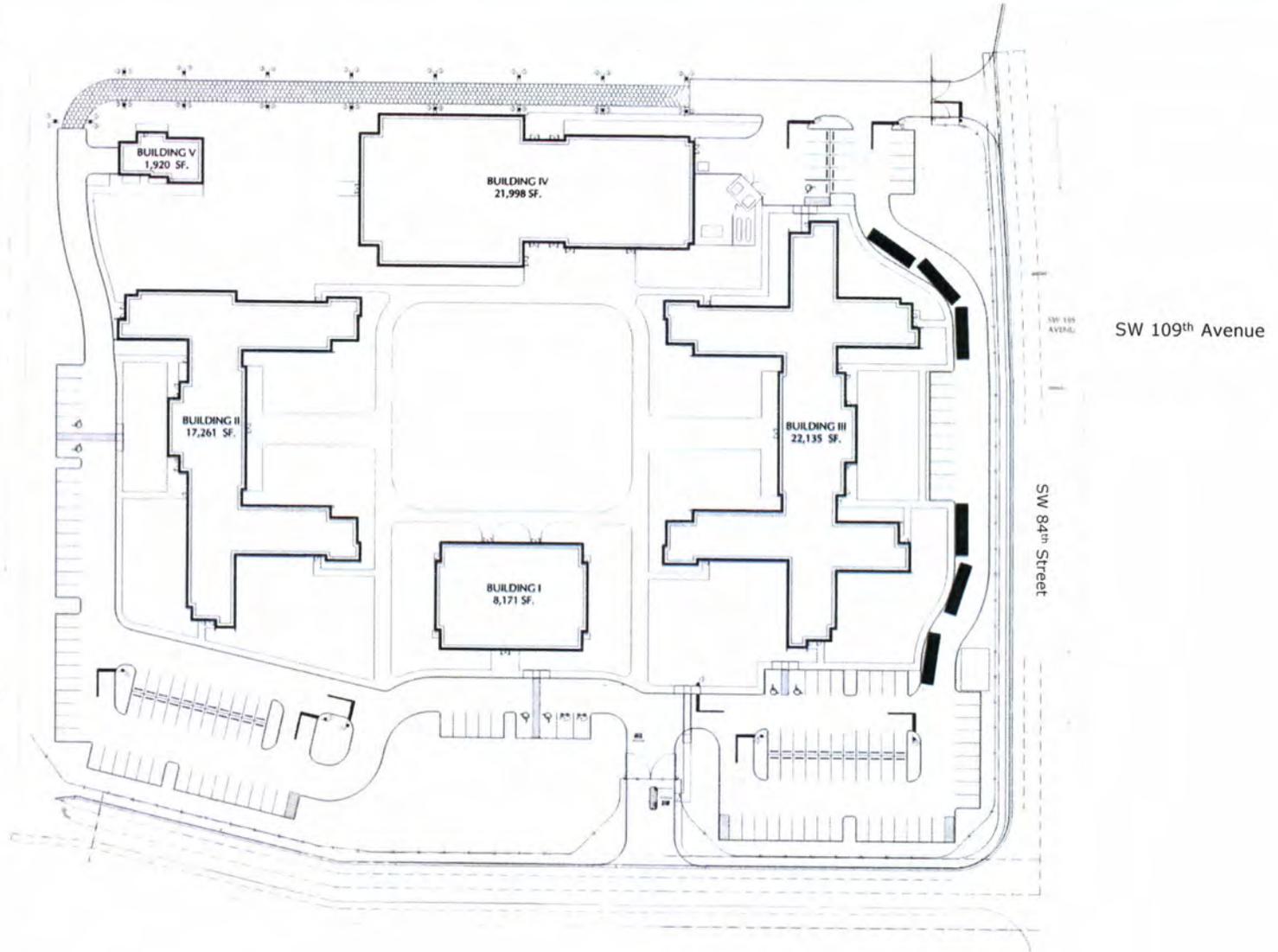
SEED School of Miami

Miami-Dade County

Florida

Traffic Operations Plan

Project No. 300168801	Date 3/20/2015	Scale Not to Scale
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Legend

 School Bus

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15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016
P: 786.264.7221 F: 786.264.7201
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SEED School of Miami

Miami-Dade County

Florida

Bus Stacking Plan

Project No. 300168801	Date 3/20/2015	Scale Not to Scale
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2.0 School Location

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

Table 2.0-1 School Location

Name	Seed School of Miami
Address	11025 SW 84 th Street
Folio Number(s)	30-4031-000-0170
Hours of Operations	Boarding School (Sunday afternoon through Friday afternoon)

3.0 Educational Program and Enrollment

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

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Middle School	6 - 8	#	160
High School	9 - 12		240
Total Facility Enrollment			400

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

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Middle School	Typical Curriculum (Boarding School)
High School	Typical Curriculum (Boarding School)

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

The school schedule will maintain the maximum number of students allowed per instructional shift and operate with the number of instructional shifts stated in **Table 4.1-1**, with a minimum 30 minute separation between any two instructional shifts.

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

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Scheduled Shifts
Arrival	400 (Sunday Afternoon)	1
Dismissal	400 (Friday Afternoon)	1

4.2 School Schedule Example

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

Table 4.2-1 School Schedule Example at Full Capacity

Schedule Shift	Grades	Days [M, Tu, W, Th, F]	Begin Time	End Time	No. of Students
Middle School	6-8	Boarding (Su-F)	2pm (Su)	1:30pm (F)	160
High School	9-12	Boarding (Su-F)	2pm (Su)	1:30pm (F)	240

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

Table 4.2-2 School Schedule Shift Descriptions

Schedule Shift	Description
Middle School/High School	Students arrive at school on Sunday after 2:00pm
Middle School/High School	Students depart school on Friday after 1:30pm
Middle School/High School	Parents must park their vehicle to sign children in/out

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

School Traffic Operations Plan (TOP) Form

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Passenger Loading Zone Operations

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

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

Table 5.3-1 Automobile Loading Zone Route Description

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

School Traffic Operations Plan (TOP) Form

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A	N/A	N/A	N/A

5.4 School Bus Passenger Loading Zone Operations

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

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

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B	D1	<input type="checkbox"/>	Right In Only	D2	<input type="checkbox"/>	Right Out Only
		<input checked="" type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

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Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Loading Zone Spaces	Queuing Spaces	Bus Capacity
B	6	0	6

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

5.4a School Bus Commitment

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

Table 5.4a-1 Bussing Commitment

Minimum Number of Inbound Buses Required During the Arrival Period	Minimum Number of Outbound Buses Required During the Dismissal Period
6	6

Table 5.4a-2 Bus Type and Capacity

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
6	S-BUS-11 [S-BUS-36]	45	10	65	240
0	S-BUS-12 [S-BUS-40]	50	10	84	#
Students Grand Total					240

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

5.5 Parking Stall Operations

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

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

School Traffic Operations Plan (TOP) Form

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

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	120	120	None
Student	None	None	None
Parked Stacking	33	33	None
Open	0	0	None
Total	153	153	None

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

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
P (6-12)	D2	<input type="checkbox"/>	Right In Only	D2	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

5.6 Service Vehicle Operations

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

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
S(trash/food)	D1	<input type="checkbox"/>	Right In Only	D1	<input type="checkbox"/>	Right Out Only	7:00am – 4pm
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

6.0 Pedestrian and Bicycle Facilities

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

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

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

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

Table 6.0-1 Pedestrian Route Description

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
Ped	E1	E2	7:00am-4:00pm

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
None	E#	E#	0:00-0:00

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

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
None	N/A

7.0 Onsite Traffic Personnel & Devices

A functioning school TOP requires adherence to the prescribed routes and operations. Often *school traffic personnel* is required to guide pedestrians within passenger loading zones, assist with traffic flow at route conflict points, and encourage adherence to prescribed routes in areas not defined by the infrastructure’s geometry.

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

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

Table 7.0-1 Onsite School Traffic Personnel

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Bus Loading Area (Friday and Sunday Afternoon)	2:00	3:00	1:30	2:30
S2	Bus Loading Area (Friday and Sunday Afternoon)	2:00	3:00	1:30	2:30
S3	Bus Loading Area (Friday and Sunday Afternoon)	2:00	3:00	1:30	2:30

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

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

Table 7.0-2 Onsite Temporary Traffic Control Devices

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

7.1 School Personnel Commitment

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

8.0 School Speed Zone

School speed zones should be provided for elementary and middle schools students who walk or bike to the school unattended by parental supervision. Unattended students who walk from vehicles or walk to vehicles outside of the school site will be considered as unattended students walking to/from school. A school speed zone is composed of signs, pavement markings, and flashing beacons. The zone is required to be installed along the school’s frontage roads when applicable.

Privately operated schools may be allowed to implement a school policy explicitly stating that all students walking to the school must be accompanied by an adult. This requirement must be stated as a provision within the Parent Traffic Handbook Contract attached to this document.

Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-1**. Enter “none” for the road name to indicate that no speed zone exists or is proposed for

this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

Table 8.0-1 School Speed Zone Description

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
SW 84 th Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SW 84 th Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Table 8.0-2 School Speed Zone Posted Times

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:00	8:00	2:00	3:00
Tuesday	7:00	8:00	2:00	3:00
Wednesday	7:00	8:00	2:00	3:00
Thursday	7:00	8:00	2:00	3:00
Friday	7:00	8:00	2:00	3:00

9.0 Offsite Traffic Control Officers

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

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
0	None	0:00	0:00	0:00	0:00

School Traffic Operations Plan (TOP) Form

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

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
<input data-bbox="305 464 350 510" type="checkbox"/>	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present, as per Table 9.0-1 , throughout the second week of each school semester for the enforcement of the TOP.

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

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

Intersection	Required (R) Voluntarily (V)	Arrival Time Period		Dismissal Time Period	
		From	To	From	To
None	N/A	0:00	0:00	0:00	0:00

9.1 State Crossing Guards

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

Table 9.1-1 Crossing Guard Stations

No. of Guards	School Crossing Station (Intersection)	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
None	None	0:00	0:00	0:00	0:00

10.0 School Special Events

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
None	None

11.0 Parent Traffic Handbook

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

12.0 Attachments

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

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

13.0 Endorsement

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

Signature

Date

Print Owner Name