

# 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. H.I.V.E Preparatory School is required to complete the written portions of this form and develop all the necessary illustrations for attachment.

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## 1.0 Definitions

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

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

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

## 2.0 School Location

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

**Table 2.0-1 School Location**

<b>Name</b>	H.I.V.E Preparatory School
<b>Address</b>	5855 NW 171 <sup>st</sup> Street, Miami, FL
<b>Folio Number(s)</b>	30-2012-035-0010
<b>Hours of Operations</b>	7:00 AM – 6:30 PM

## 3.0 Educational Program and Enrollment

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

**Table 3.0-1 Educational Program and Enrollment**

<b>Educational Program</b>	<b>Grades</b>	<b>Average Maximum Enrollment per Grade</b>	<b>Maximum Enrollment</b>
<b>Primary Elementary School</b>	K-2	100	300
<b>Intermediate School</b>	3-5	100	300
<b>Middle School</b>	6-8	100	300
<b>Total Facility Enrollment</b>			900

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**

<b>Educational Program</b>	<b>Description</b>
Primary Elementary	K-2: Typical Elementary Program
Intermediate	3-5: Typical Intermediate Program
<b>Middle</b>	6-8: Typical Middle School Program

## 4.0 School Schedule

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

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

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

### 4.1 School Schedule Commitment

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

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

**Table 4.1-1 School Schedule Commitment**

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	300	3
Dismissal	300	3

### 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
Primary Elementary	K-2	M-F	8:30 AM	2:00 PM	300
Intermediate	3-5	M-F	8:00 AM	3:00 PM	300
Middle	6-8	M-F	7:30 AM	2:30 PM	300

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

**Table 4.2-2 School Schedule Shift Descriptions**

Schedule Shift	Description (Instructional, Extra Curricular)
Primary Elementary	Typical Kindergarten through Second Grades
Intermediate	<b>Typical Third through Fifth Grades</b>
Middle	<b>Typical Sixth through Eighth Grades</b>

## 5.0 Vehicle Operations

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

### 5.1 Vehicle Routes

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

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

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

**Table 5.1-1 Route Name Key**

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

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

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

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

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

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

**Table 5.1-3 Route Restrictions Note Key**

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

### 5.2 Vehicle Stacking and Staging Spaces

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

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

### 5.3 Automobile Passenger Loading Zone Operations

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

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

**Table 5.3-1 Automobile Loading Zone Route Description**

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A1(K-8)	DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	South Building Loop
		X	One Way Only		X	One Way Only	
A2(K-8)	DW1	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	North Building Loop
		<input type="checkbox"/>	One Way Only		X	One Way Only	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way Only		<input type="checkbox"/>	One Way Only	

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

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A1(K-8)	6	7	13
A2(K-8)	3	25	28
			41

### 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(K-8)	DW2 (To be managed by traffic personnel)	<input type="checkbox"/>	Right In Only	DW1	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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

**Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary**

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B(K-8)	1	0	1

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
1	1

**Table 5.4a-2 Bus Type and Capacity**

Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
1	S-BUS-11 [S-BUS-36]	45	10	65	30-40
0	S-BUS-12 [S-BUS-40]	50	10	84	0
<b>Students Grand Total</b>					30-40

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.

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	59	54	0
Student	0	0	0
Parked Stacking	12	3	0
Open	38	0	0
<b>Total</b>	<b>109</b>	<b>57</b>	<b>0</b>

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(K-8)	DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only
		X	One Way In		X	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)	DW1/DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	9:00 - 1:00
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
S(Food)	DW1/DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	9:00 - 1:00
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only	
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out	

## 6.0 Pedestrian and Bicycle Facilities

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

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

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

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

**Table 6.0-1 Pedestrian Route Description**

Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED(K-8)	E1	E2	0:00-0:00

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

**Table 6.0-2 Bicycle Route Description**

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
BIK(K-8)	E1	E2	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
BS(K-8)	36

## 7.0 Onsite Traffic Personnel & Devices

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

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

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

**Table 7.0-1 Onsite School Traffic Personnel**

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Directing traffic at back of queue –South Loop	7:00	8:45	1:30	3:30
S2	Loading parent drop-off/pick-up-South Loop	7:00	8:45	1:30	3:30
S3	Supervise & Manage Exiting Vehicles at DW2	7:00	8:45	1:30	3:30
S4	Directing traffic at back of queue –North Loop	7:00	8:45	1:30	3:30

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

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

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

**Table 7.0-2 Onsite Temporary Traffic Control Devices**

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
C1	30 - Cones	7:00	8:45	1:30	3:30

**7.1 School Personnel Commitment**

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

**8.0 School Crossings and Speed Zone**

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

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

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

**Table 8.0-1 School Crossing Description**

Location	Intersection [x]	Mid-Block [x]	Uncontrolled [x]
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-2**. Enter “none” for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

**Table 8.0-2 School Speed Zone Description**

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
NW 59 <sup>th</sup> Avenue	<input type="checkbox"/>	X	X	X	<input type="checkbox"/>
NW 171 <sup>st</sup> Street	<input type="checkbox"/>	X	X	X	<input type="checkbox"/>
	<input type="checkbox"/>				
	<input type="checkbox"/>				

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

**Table 8.0-2 School Speed Zone Posted Times**

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:15	8:45	1:45	3:15
Tuesday	7:15	8:45	1:45	3:15
Wednesday	7:15	8:45	1:45	3:15
Thursday	7:15	8:45	1:45	3:15
Friday	7:15	8:45	1:45	3:15

### 9.0 Offsite Traffic Control Officers

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

**Table 9.0-1 Traffic Control Officer Enforcement Plan**

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

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

**Table 9.0-2 Traffic Control Officer Reinforcement Commitment**

Check Box [x]	Reinforcement Commitment
<input 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 <b>Table 9.0-1</b> , 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	R/V	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
0	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 be planned at the school site.

**Table 10.0-1 School Special Event Provisions**

Event Type	Provision Descriptions
Special Event	All parking will be on-site

### 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

School Name School Traffic Operations Plan (TOP) Form

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.

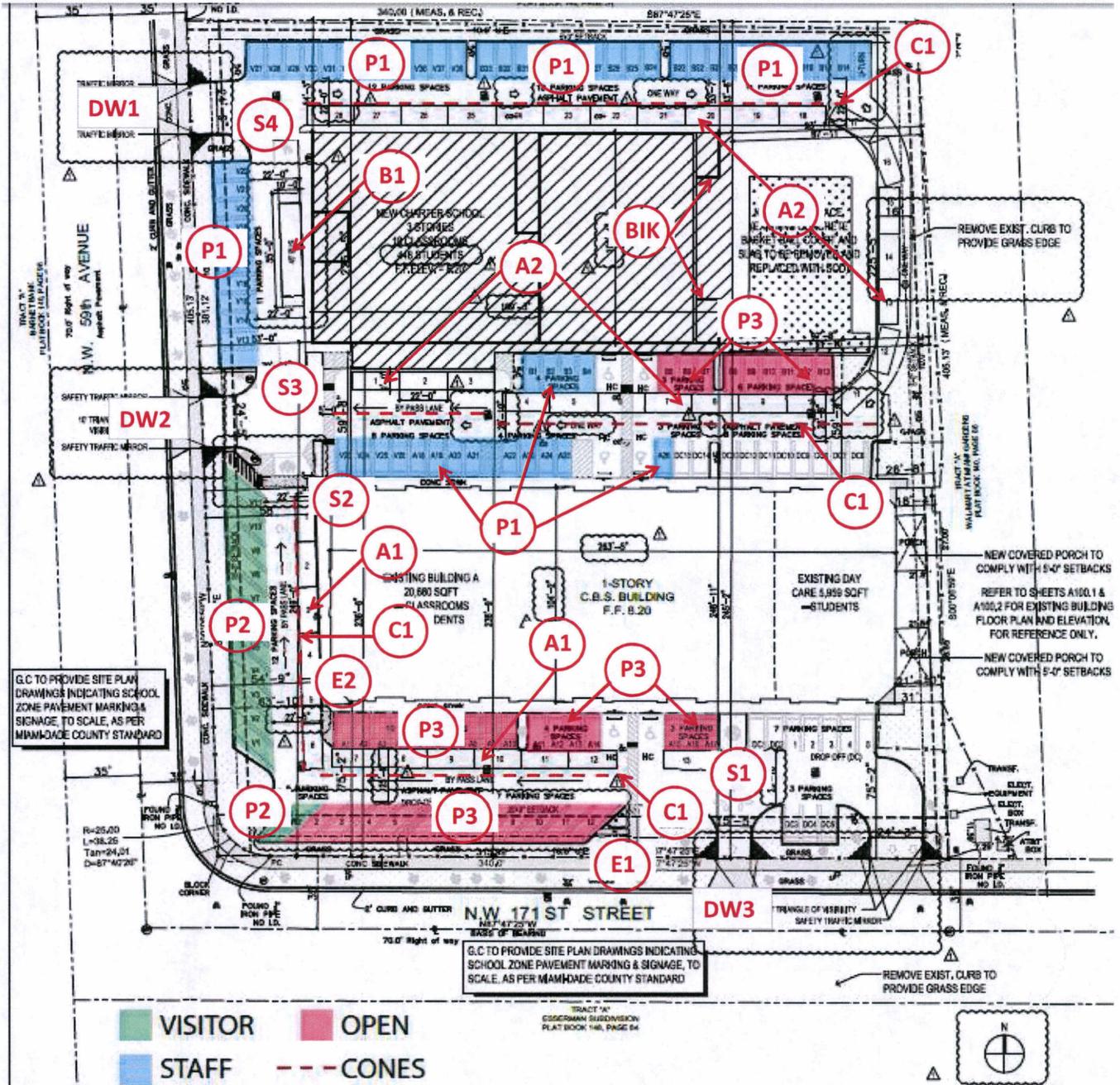
Signature 

Date 5/7/15

Carlos Gorman  
Print Owner Name

# TOP Exhibit

Project Name: H.I.V.E Preparatory School



- VISITOR
- STAFF
- OPEN
- CONES

- A1 Vehicle Stacking / Queuing Lane (South Loop)
- A2 Vehicle Stacking / Queuing Lane (North Loop)
- B1 Bus Stacking Area
- BIK Bicycle Racks
- DW 1 Vehicle Access Point (Entrance/Exit)
- DW 2 Vehicle Access Point (Exit Only)
- DW 3 Vehicle Access Point (Entrance Only)
- E1 Pedestrian / Bicycle Off-Site Entrance Point
- E2 Pedestrian Building Entrance Point
- P1 Staff Parking
- P2 Parking Spaces For Stacking
- P3 Open Parking Spaces
- S1 Traffic Personnel
- S2 Traffic Personnel
- S3 Traffic Personnel
- S4 Traffic Personnel
- C1 Cones

HIVE Preparatory School School Traffic Operations Plan (TOP) Form

students should be issued a Parent Traffic Handbook containing this TOP and are required to sign a contract with the school, which includes adherence to pick-up and drop-off procedures. Additionally, parents should be reissued the Parent Traffic Handbook and contract each new school year. The handbook and contract should be reviewed and signed during Parent Orientation prior to the start of school. **A sample of the Parent Traffic Handbook and contract must be attached to this document.**

### 12.0 Attachments

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

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

### 13.0 Endorsement

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

Signature



Date

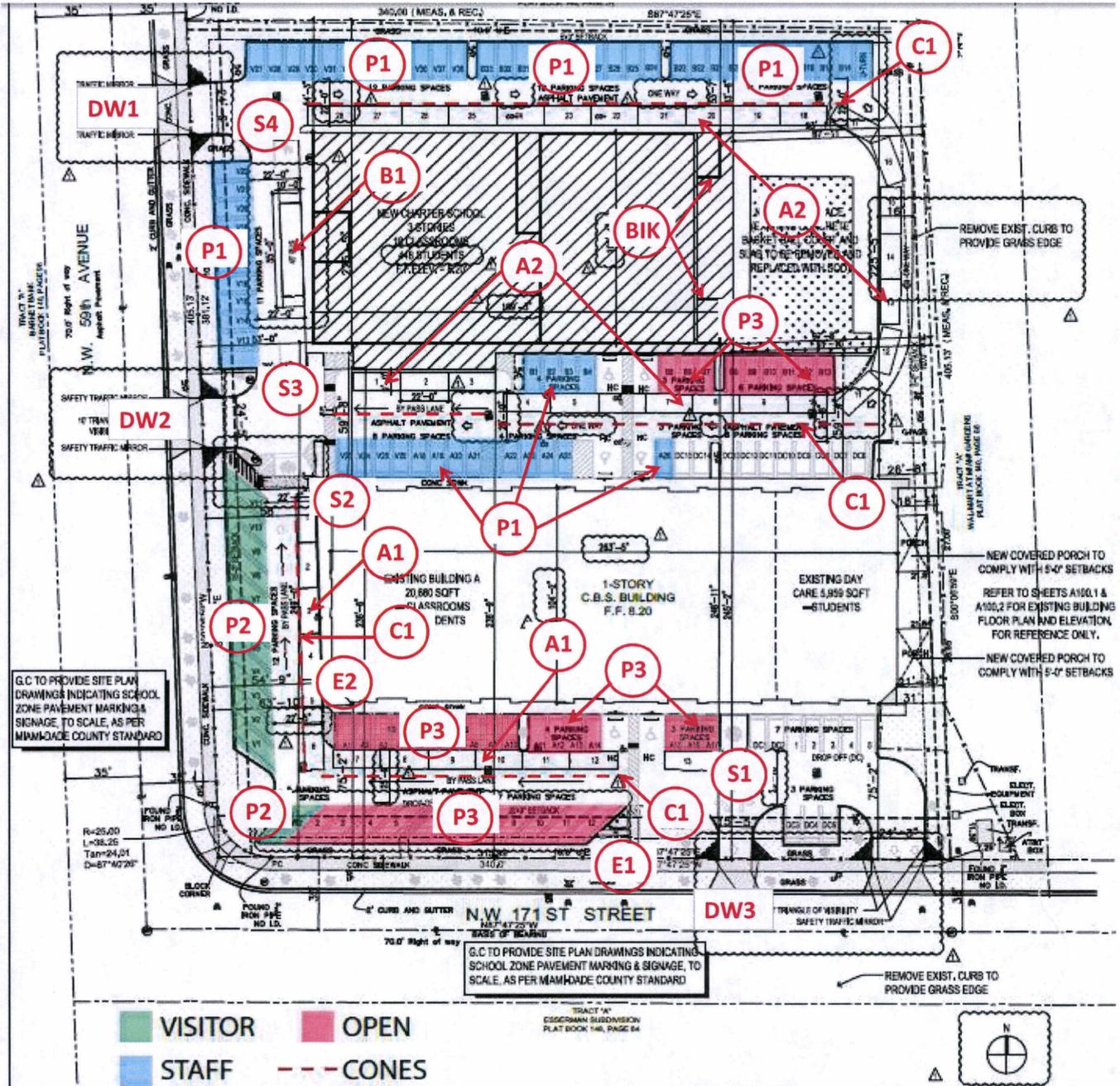
6/4/15

Print Owner Name

Carlos Gonzalez

# TOP Exhibit

Project Name: H.I.V.E Preparatory School



- A1** Vehicle Stacking / Queuing Lane (South Loop)
- A2** Vehicle Stacking / Queuing Lane (North Loop)
- B1** Bus Stacking Area
- BIK** Bicycle Racks
- DW 1** Vehicle Access Point (Entrance/Exit)
- DW 2** Vehicle Access Point (Exit Only)
- DW 3** Vehicle Access Point (Entrance Only)
- E1** Pedestrian / Bicycle Off-Site Entrance Point
- E2** Pedestrian Building Entrance Point
- P1** Staff Parking
- P2** Parking Spaces For Stacking
- P3** Open Parking Spaces
- S1** Traffic Personnel
- S2** Traffic Personnel
- S3** Traffic Personnel
- S4** Traffic Personnel
- C1** Cones

---

## TECHNICAL MEMORANDUM

**DATE:** May 8, 2015

**TO:** Ricardo Gavilan, P.E.  
Public Works and Waste Management Department,  
Traffic Engineering Division  
111 NW 1<sup>st</sup> Street, Suite 1510  
Miami, Florida 33120-1900

**FROM:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
8065 NW 98<sup>th</sup> Street  
Hialeah Gardens, Florida 33016

**SUBJECT:** **Z2015000017 -Advanced Learning Charter School, Inc d/b/a HIVE Preparatory School -5855 NW 171 Street. Responses to Traffic Study Update Comments**

---

We have reviewed the comments offered by Miami-Dade County Public Works Department (MDCPWD) for the subject project dated April 8<sup>th</sup>, 2015 and have prepared this Technical Memorandum in an effort to address said comments.

### Traffic Study Comments:

#### Trip Generation:

1. The traffic study must be consistent with the total number of students, 1078 students, requested under this application.

**Response:** The Traffic Impact Study Update dated February 18<sup>th</sup>, 2015 documented 1,000 students as requested by the Client. After further consideration, the Client has decided to apply for a total of 900 students and not 1,000 students as previously analyzed in the Traffic Study. As such, we have revised the Trip generation analysis and Accumulation Assessment consistent with 900 students.

The trip generation with **900 students** yielded **251 net trips** during the **AM peak hour** which is **26 percent less traffic (i.e. 93 trips)** than the **351 trips previously analyzed** in the Traffic Impact Study Update with **1,000 students**. Moreover, the Traffic Study documented acceptable Level of Service (LOS) results (i.e. LOS D or better) for the future condition with the trips generated by 1,000 students and these LOS results will improve since 900 students generate significantly less vehicle trips than 1,000 students. Therefore, a revised LOS analysis was not necessary or warranted. The table below summarizes the revised trip generation analysis.

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS			TRIPS PREVIOUSLY ANALYZED W/ 1,000 STUDENTS	PERCENT CHANGE (%)
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL		
<b>Existing</b>								
School (K - 5)	452 Students	-	1.268	301	272	573		
<b>Proposed</b>								
School (K - 8)	900 Students	-	-	442	389	831		
<b>External Vehicle Trips</b>				<b>141</b>	<b>117</b>	<b>258</b>	<b>351</b>	<b>-26%</b>

In addition, the Accumulation Assessment was revised consistent with 900 students and three (3) shifts for the school's AM and PM peak period. Based on the revised assessments, the school has sufficient stacking capacity to accommodate the projected accumulation within the site. The table below summarizes the results while the attachments contain the supporting documentation.

Shifts	Times	Students	Grades	Cars/Vans			Buses			
				Projected Accumulation	Capacity	Percent Accommodated	Projected Accumulation	Capacity	Percent Accommodated	
Arrival	1 <sup>st</sup>	7:30 AM	300	6th - 8th	33.8	53	157%	0.66	1	151%
	2 <sup>nd</sup>	8:00 AM	300	3rd - 5th	33.8	53	157%	0.66	1	151%
	3 <sup>rd</sup>	8:30 AM	300	K - 2nd	33.8	53	157%	0.66	1	151%
Dismissal	1 <sup>st</sup>	2:00 PM	300	K - 2nd	44.0	53	120%	0.92	1	109%
	2 <sup>nd</sup>	2:30 PM	300	6th - 8th	44.0	53	120%	0.92	1	109%
	3 <sup>rd</sup>	3:00 PM	300	3rd - 5th	44.0	53	120%	0.92	1	109%

- The Trip Generation Table T1 may be overstating the number of generated trips please review and verify table.

**Response:** The Trip Generation Table T1 is a summary of the actual trip data collected at the existing site and does not overestimate the vehicle trips for the school. Therefore, it is not clear what the reviewer was indicating.

Please note that an independent daycare/preschool (My Little School Academy) was operating within the site at the time data collection took place. However, the trips related to this daycare/preschool were segregated from the H.I.V.E Preparatory School trip data. Lastly, the vehicle trips generated by the daycare/preschool were utilized in the driveway analysis since this facility shared driveways with the H.I.V.E Preparatory School.

Intersection Analysis:

The AWSC analysis shown for NW 59 Ave and NW 173 Drive (Proposed condition with project) does not show the southbound approach. Please review and verify.

**Response:** The results for the southbound approach were included in Appendix 6 of the Traffic Impact Study Update. Please see the next page following the results for other approaches of the intersection of NW 59<sup>th</sup> Avenue/NW 173<sup>rd</sup> Drive. The southbound approach will operate at acceptable LOS D with 26.9 seconds of delay for the proposed condition with project. Nonetheless, the attachments provided herewith contain the Synchro sheets for ease of review.

Neighborhood Impact Analysis:

The current accumulation happens in the R/W with a dismissal of 327, and the future proposed number of students to be dismissed is 334 with the same infrastructure that currently exist. How does the school proposed to manage the accumulation phenomena that is expected to occur?

**Response:** As previously stated, the school is seeking approval for a total of 900 students and each independent shift will not exceed 300 students. Based on the revised Accumulation Assessment, the school has capacity to accommodate over 100 percent of the projected vehicle accumulation within the site.

Although the subject site may have the same infrastructure which is not the case since there is a proposed new building, the school is programmed to make operational improvements such as maximizing the stacking area by actively managing the on-site traffic circulation with traffic personnel, parking spaces for vehicle stacking, three (3) staggered shifts and fewer students per shift when compared to the existing operation during both the AM and PM peak period.

Based on the above, no vehicle accumulation will occur on the public right-of-way.

Vehicle Accumulation Assessment:

The accumulation data does not demonstrate a staff vehicles baseline within the traffic accumulation counts, yet the form reports that staff vehicles were included in the survey. Please address discrepancy.

**Response:** Staff vehicles do not "stack" or utilize the stacking capacity. Staff have designated parking spaces. Please note staff vehicles are counted as part of the trip data but segregated in the vehicle accumulation data for the reason stated above. The Queuing and Parking Data Collection Sheet included in Appendix 8 of the Traffic Impact Study Update contains a column showing the number of

staff vehicles either entering or exiting the site. Lastly, no discrepancy was found and therefore, no further action is needed.

On Site Comments:

1. No by-pass provide at the east property line along the A2 automobile route. Propose how to manage a vehicle by-pass maneuver?

**Response:** The school will increase the width of the existing pavement to accommodate the vehicle by-pass lane. Please refer to the revised site plan provided by the architect.

2. Provide a bus loading bay as per the meeting

**Response:** The school will provide a bus bay on the west side of the new proposed building as discussed with MDCPWD. Please refer to the revised site plan provided by the architect.

School Traffic Operation Plan (TOP) Comments:

1. TOP will have to revised to have the speed zone posted times comply with MDC policy's.

**Response:** The revised TOP includes speed zone posted times that comply with MDC criteria.

2. Provide bicycle storage as per the MPO's comment.

**Response:** The revised site plan depicts bicycle storage as requested.

3. Revise bus operation as per today's meeting.

**Response:** The bus operation was revised and included in the TOP.

4. Relocate the stacked parking spaces so that they do not conflict with the proposed bus loading.

**Response:** The stacked parking spaces were relocated to the south of the existing building as requested.

5. Show the pedestrian sight triangle appropriately. Additionally, fence must comply with pedestrian sight triangle.

**Response:** The revised site plan includes the sight triangles and the fence complies with sight triangles. In addition, mirrors were added at the driveways as a safety feature. Please refer to the revised site plan provided by the architect.

---

Off-Site Infrastructure Conditions:

1. The existing Speed Zone will have to be improved to meet MDC standards. It will have to include pavement markings and flashing beacons.

**Response:** The Client has been advised that the existing School Speed Zone needs to be improved as per MDC requirements. However, flashing beacons may not be warranted since subject site is located within an industrial area and no students are expected to walk to school.



## Attachments

---

## Carlos X. Valentin

---

**From:** Gavilan, Ricardo (PWWM) [rlg@miamidade.gov]  
**Sent:** Wednesday, April 08, 2015 4:28 PM  
**To:** Dulce M. Conde  
**Cc:** Richard; Carlos X. Valentin; Shen, Joan (PWWM)  
**Subject:** Z2015000017 -Advanced Learning Charter School, Inc d/b/a HIVE Preparatory School -5855 NW 171 Street

Hello Dulce,

As per today's meeting, I am sharing the following draft comments that have been generated upon my cursory review of the project. Please note these comments may be altered and/or additional comments may be added based upon the Department's final review. These draft comments are being provided as a courtesy, in order to expedite the review process. The final comment will be provided as per the required time table.

Comments:

### Traffic Study Comments:

#### Trip Generation:

1. The traffic study must be consistent with the total number of students, 1078 students, requested under this application.
2. The Trip Generation Table T1 may be overstating the number of generated trips please review and verify table.

#### Intersection Analysis:

The AWSC analysis shown for NW 59 Ave and NW 173 Drive (Proposed condition with project) does not show the southbound approach. Please review and verify.

#### Neighborhood Impact Analysis:

The current accumulation happens in the R/W with a dismissal of 327, and the future proposed number of students to be dismissed is 334 with the same infrastructure that currently exist. How does the school proposed to manage the accumulation phenomena that is expected to occur?

#### Vehicle Accumulation Assessment:

The accumulation data does not demonstrate a staff vehicles baseline within the traffic accumulation counts, yet the form reports that staff vehicles were included in the survey. Please address discrepancy.

### On Site Comments:

1. No by-pass provide at the east property line along the A2 automobile route. Propose how to manage a vehicle by-pass maneuver?
2. Provide a bus loading bay as per the meeting

### School Traffic Operation Plan (TOP) Comments:

1. TOP will have to revised to have the speed zone posted times comply with MDC policy's.

2. Provide bicycle storage as per the MPO's comment
3. Revise bus operation as per today's meeting.
4. Relocate the stacked parking spaces so that they do not conflict with the proposed bus loading.
5. Show the pedestrian sight triangle appropriately. Additionally, fence must comply with pedestrian sight triangle.

Offsite Infrastructure Conditions:

1. The existing Speed Zone will have to be improved to meet MDC standards. It will have to include pavement markings and flashing beacons.

Best Regards,

**Ricardo Gavilan, P.E., PTOE, LEED A.P., Professional Engineer**

**Public Works and Waste Management Department,  
Traffic Engineering Division**

111 NW 1st Street, Suite 1510, Miami, Florida 33120-1900

305-375-2030 Phone 305-372-6064 Fax

[www.miamidade.gov/gsa](http://www.miamidade.gov/gsa)

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TABLE: A1

**H.I.V.E Preparatory School**  
**Trip Generation - AM Peak Hour**

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS					TRIPS PREVIOUSLY ANALYZED W/ 1,000 STUDENTS	PERCENT CHANGE (%)
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL		
<b>Existing</b>										
School (K - 5)	452 Students	-	1.268	53%	301	47%	272	573		
<b>Proposed</b>										
School (K - 8)	900 Students	-	-	53%	442	47%	389	831		
<b>External Vehicle Trips</b>				<b>55%</b>	<b>141</b>	<b>45%</b>	<b>117</b>	<b>258</b>	<b>351</b>	<b>-26%</b>

**NOTES:**

The existing school peak hour trips were obtained from the existing school data. See Table T1 in Appendix 2.

The proposed school peak hour trips were estimated using the surrogate school method and consistent with proposed arrival shifts.

See Tables A2 & A3 in Appendix 2.

TABLE: A2

**H.I.V.E Preparatory School**

Trip Generation with Three Arrivals - AM Peak Hour (Total 900 Students)

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
1 <sup>st</sup> Arrival 7:30 AM (6 <sup>th</sup> - 8 <sup>th</sup> )	7:00 AM - 7:15 AM	13%	33%	120	120	92	82	174
	7:15 AM - 7:30 AM	20%		180	300	139	122	261
2 <sup>nd</sup> Arrival 8:00 AM (3 <sup>th</sup> - 5 <sup>th</sup> )	7:30 AM - 7:45 AM	13%	33%	120	120	92	82	174
	7:45 AM - 8:00 AM	20%		180	300	139	122	261
3 <sup>rd</sup> Arrival 8:30 AM (K - 2 <sup>nd</sup> )	8:00 AM - 8:15 AM	10%	33%	93	93	72	63	135
	8:15 AM - 8:30 AM	20%		180	273	139	122	261
	8:30 AM - 8:45 AM	2%		18	291	15	12	27
	8:45 AM - 9:00 AM	1%		9	300	7	6	13
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>900</b>	<b>900</b>	<b>695</b>	<b>611</b>	<b>1,306</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:30 - 8:30)	442	389	831

**Peak Hour**

TABLE: A3

## H.I.V.E Preparatory School

## School Trip Generation - AM Peak Period

AM PEAK PERIOD			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>Existing</b> School (K-5)	452 Students	◇	1.451	53%	349	47%	307	656
<b>Proposed</b> School (K-8)	900 Students	◇	1.451	53%	695	47%	611	1,306
<b>Net Vehicle Trips</b>				<b>53%</b>	<b>346</b>	<b>47%</b>	<b>304</b>	<b>650</b>

## NOTES:

◇ The trip generation rate for the AM peak period was obtained from actual traffic data collected at the existing HIVE Prep School.

TABLE T1

**Surrogate School AM Peak Trip Generation Rate**

School Name: HIVE Preparatory School

Location: 5855 NW 171 Street, Miami-Dade County

Students: 452 (One Arrival Time: 8:00 AM)

Date: 3/13/2014

Time	Passenger Vehicle Trips			School Bus Trips		
	In	Out	Total	In	Out	Total
7:00 AM - 7:15 AM	32	20	52	1	0	1
7:15 AM - 7:30 AM	45	16	61	0	1	1
7:30 AM - 7:45 AM	85	64	149	0	0	0
7:45 AM - 8:00 AM	138	116	254	0	0	0
8:00 AM - 8:15 AM	33	75	108	0	0	0
8:15 AM - 8:30 AM	6	5	11	0	0	0
8:30 AM - 8:45 AM	6	7	13	0	0	0
8:45 AM - 9:00 AM	4	4	8	0	0	0
<b>Total</b>	<b>349</b>	<b>307</b>	<b>656</b>	<b>1</b>	<b>1</b>	<b>2</b>

School AM Peak Period (7:00 AM - 9:00 AM)			
Peak Period Trips (2 HRS)	In	Out	Total
	349	307	656
Rate (Trips per student)	0.772	0.679	1.451

Peak Hour

School AM Peak Hour (7:15 AM - 8:15 AM)			
Peak Hour Trips (1 HR)	In	Out	Total
	301	272	573
Rate (Trips per student)	0.666	0.602	1.268

Intersection												
Intersection Delay, s/veh	14.7											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	16	1	0	133	53	31	0	3	40	146
Peak Hour Factor	0.92	0.75	0.75	0.75	0.92	0.75	0.75	0.75	0.92	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	21	1	0	177	71	41	0	4	53	195
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	10.5	12.9	12.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	22%	0%	94%	0%	63%	0%	90%
Vol Right, %	0%	78%	0%	6%	0%	37%	0%	10%
Sign Control	Stop							
Traffic Vol by Lane	3	186	1	17	133	84	169	292
LT Vol	3	0	1	0	133	0	169	0
Through Vol	0	40	0	16	0	53	0	262
RT Vol	0	146	0	1	0	31	0	30
Lane Flow Rate	4	248	1	23	177	112	225	389
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.008	0.406	0.003	0.046	0.359	0.203	0.404	0.635
Departure Headway (Hd)	6.964	5.898	7.919	7.365	7.298	6.527	6.449	5.871
Convergence, Y/N	Yes							
Cap	513	608	450	484	493	549	559	615
Service Time	4.718	3.651	5.697	5.141	5.052	4.28	4.19	3.612
HCM Lane V/C Ratio	0.008	0.408	0.002	0.048	0.359	0.204	0.403	0.633
HCM Control Delay	9.8	12.7	10.7	10.5	14.1	10.9	13.5	18.3
HCM Lane LOS	A	B	B	B	B	B	B	C
HCM 95th-tile Q	0	2	0	0.1	1.6	0.8	1.9	4.5

**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	169	262	30
Peak Hour Factor	0.92	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	225	349	40
Number of Lanes	0	1	1	0

**Approach**

SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	16.5
HCM LOS	C

**Lane**

Intersection												
Intersection Delay, s/veh	23.7											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	17	1	0	242	54	31	0	3	90	192
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	21	1	0	302	67	39	0	4	112	240
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	11.7	21.1	21.7
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	32%	0%	94%	0%	64%	0%	91%
Vol Right, %	0%	68%	0%	6%	0%	36%	0%	9%
Sign Control	Stop							
Traffic Vol by Lane	3	282	1	18	242	85	170	347
LT Vol	3	0	1	0	242	0	170	0
Through Vol	0	90	0	17	0	54	0	317
RT Vol	0	192	0	1	0	31	0	30
Lane Flow Rate	4	352	1	22	302	106	212	434
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.008	0.662	0.003	0.053	0.654	0.207	0.432	0.813
Departure Headway (Hd)	7.762	6.762	9.062	8.502	7.915	7.141	7.32	6.748
Convergence, Y/N	Yes							
Cap	463	536	396	422	460	506	495	538
Service Time	5.478	4.478	6.801	6.241	5.615	4.841	5.033	4.462
HCM Lane V/C Ratio	0.009	0.657	0.003	0.052	0.657	0.209	0.428	0.807
HCM Control Delay	10.5	21.8	11.8	11.7	24.4	11.7	15.5	32.5
HCM Lane LOS	B	C	B	B	C	B	C	D
HCM 95th-tile Q	0	4.8	0	0.2	4.6	0.8	2.1	8

**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	170	317	30
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvm't Flow	0	212	396	37
Number of Lanes	0	1	1	0

**Approach**

SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	26.9
HCM LOS	D

**Lane**

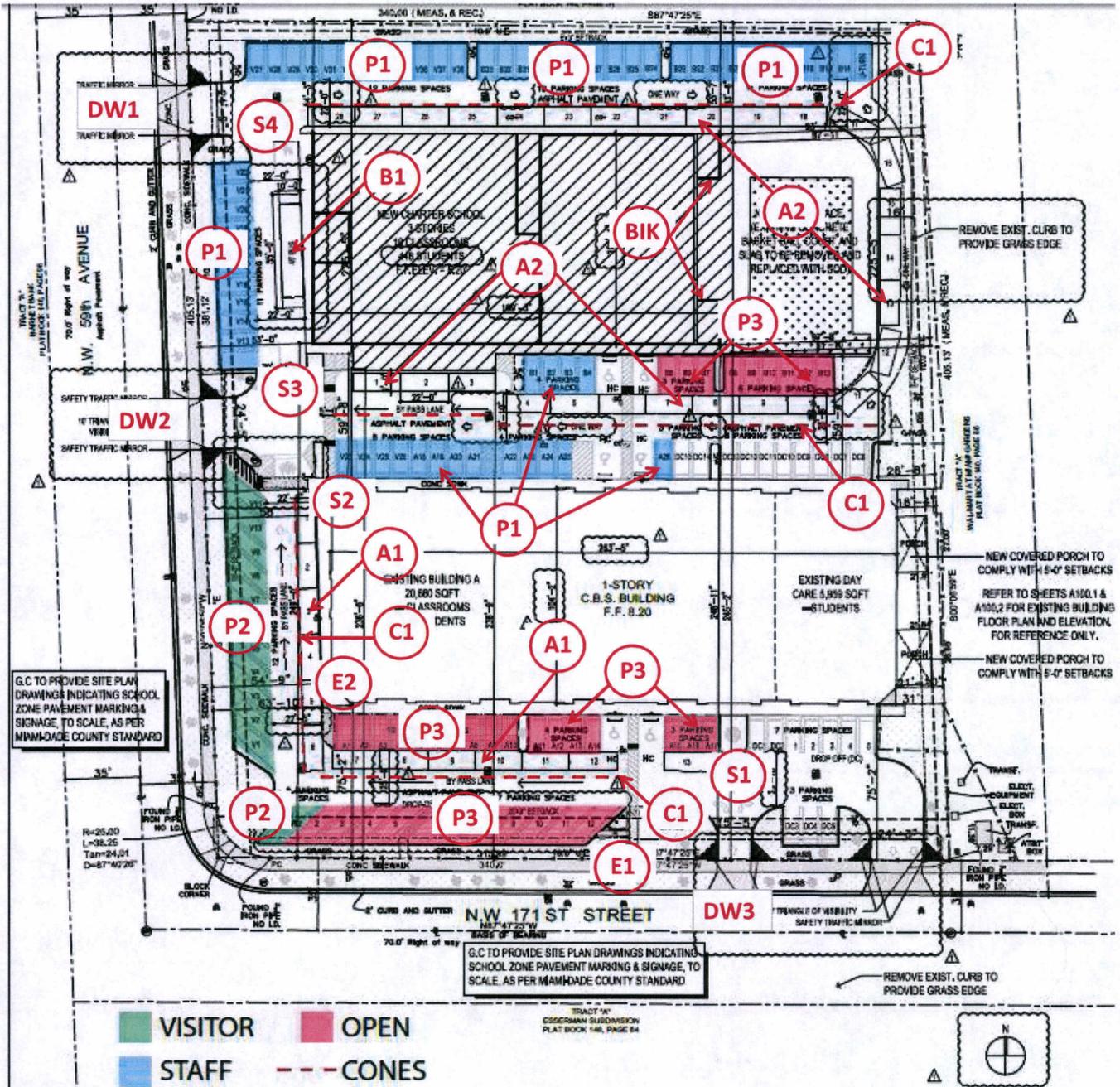
TABLE: A9

**H.I.V.E Preparatory School**  
**Vehicular Stacking Capacity**

Area	Proposed Stacking			Vehicle		
	Description	Distance	Units	Type	Length (ft)	Capacity
1	Vehicle Stacking & Queuing Capacity 1 (South)	290	LF	Car	22	13
2	Vehicle Stacking & Queuing Capacity 2 (North)	620	LF	Car	22	28
3	Parking Spaces - Designated for Stacking					12
4	Bus Stacking Bay	45	LF	Bus	45	1
Total Stacking Capacity - Cars						53
Total Stacking Capacity - Buses						1

# TOP Exhibit

Project Name: H.I.V.E Preparatory School



- A1** Vehicle Stacking / Queuing Lane (South Loop)
- A2** Vehicle Stacking / Queuing Lane (North Loop)
- B1** Bus Stacking Area
- BIK** Bicycle Racks
- DW 1** Vehicle Access Point (Entrance/Exit)
- DW 2** Vehicle Access Point (Exit Only)
- DW 3** Vehicle Access Point (Entrance Only)
- E1** Pedestrian / Bicycle Off-Site Entrance Point
- E2** Pedestrian Building Entrance Point
- P1** Staff Parking
- P2** Parking Spaces For Stacking
- P3** Open Parking Spaces
- S1** Traffic Personnel
- S2** Traffic Personnel
- S3** Traffic Personnel
- S4** Traffic Personnel
- C1** Cones

TABLE: A10  
**H.I.V.E Preparatory School**  
**Accumulation Assessment Summary**

Shifts	Times	Students	Grades	Cars/Vans			Buses			
				Projected Accumulation	Capacity	Percent Accommodated	Projected Accumulation	Capacity	Percent Accommodated	
Arrival	1 <sup>st</sup>	7:30 AM	300	6th - 8th	33.8	53	157%	0.66	1	151%
	2 <sup>nd</sup>	8:00 AM	300	3rd - 5th	33.8	53	157%	0.66	1	151%
	3 <sup>rd</sup>	8:30 AM	300	K - 2nd	33.8	53	157%	0.66	1	151%
Dismissal	1 <sup>st</sup>	2:00 PM	300	K - 2nd	44.0	53	120%	0.92	1	109%
	2 <sup>nd</sup>	2:30 PM	300	6th - 8th	44.0	53	120%	0.92	1	109%
	3 <sup>rd</sup>	3:00 PM	300	3rd - 5th	44.0	53	120%	0.92	1	109%

## AM PEAK ACCUMULATION ASSESSMENT - Each Arrival

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 900 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/13/2014 7:00AM - 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		452	Total number of students, E
Capacity of New School		300	Student Stations, C
Multiplier	2	0.66	[ C / E ]
Surrogate Accumulations	3	51	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		33.8	passenger vehicles
		0.66	large school buses
		N/A	student vehicles
Provided Spaces	4	53	passenger vehicles (See Table A9)
		1	large school buses
		N/A	student vehicles
Percent Accommodated	5	157%	passenger vehicles
		151%	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

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## PM PEAK ACCUMULATION ASSESSMENT - Each Dismissal

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 900 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection	3/13/2014 1:30 PM - 3:30 PM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)	
Surrogate Enrollment	327	Total number of students, E	
Capacity of New School	300	Student Stations, C	
Multiplier	2	0.92	[ C / E ]
Surrogate Accumulations	3	48	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		44.0	passenger vehicles
		0.92	large school buses
		N/A	student vehicles
Provided Spaces	4	53	passenger vehicles (See Table A9)
		1	large school buses
		N/A	student vehicles
Percent Accommodated	5	120%	passenger vehicles
		109%	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

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.



### 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:** H.I.V.E Preparatory School – Traffic Impact Study

**Project Location:** 5855 NW 171<sup>st</sup> Street  
Miami, Florida



Florida Registration No, 54886 Date

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- Appendix 1: Traffic Study Methodology
- Appendix 2: Trip Generation
- Appendix 3: Trip Distribution / Assignment
- Appendix 4: Signal Timing, Background Growth & Adjustment Factors
- Appendix 5: Traffic Counts (TMC's)
- Appendix 6: Level of Service (LOS)
- Appendix 7: Traffic Concurrency
- Appendix 8: Accumulation Assessment



## Executive Summary

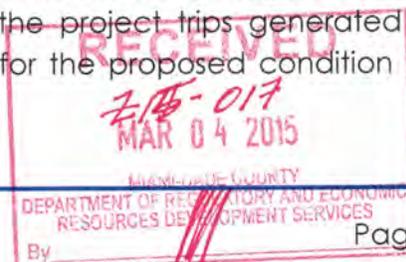
This study was prepared to evaluate the associated traffic impacts for the proposed expansion of the existing H.I.V.E Preparatory School located at 5855 NW 171<sup>st</sup> Street in Unincorporated Miami-Dade County, Florida. This school has 452 students in grades Kindergarten through Fifth (K-5) and is programmed to have a total of 1,000 students as part of the proposed expansion. Moreover, the school will expand their program to have students in grades Sixth through Eighth. The table below depicts the proposed school's schedule including multiple shifts and their corresponding time, number of students and grades.

Arrival Shifts				Dismissal Shifts			
	Time	Grades	Students		Time	Grades	Students
1 <sup>st</sup>	7:30 AM	6 <sup>th</sup> - 8 <sup>th</sup>	333	1 <sup>st</sup>	2:00 PM	K - 2 <sup>nd</sup>	333
2 <sup>nd</sup>	8:00 AM	3 <sup>rd</sup> - 5 <sup>th</sup>	334	2 <sup>nd</sup>	2:30 PM	6 <sup>th</sup> - 8 <sup>th</sup>	333
3 <sup>rd</sup>	8:30 AM	K - 2 <sup>nd</sup>	333	3 <sup>rd</sup>	3:00 PM	3 <sup>rd</sup> - 5 <sup>th</sup>	334
<b>Total</b>			<b>1,000</b>	<b>Total</b>			<b>1,000</b>

The trip generation characteristics for the school's AM peak hour were developed using actual data from the subject school. The school data was collected on Thursday, March 13<sup>th</sup>, 2014 during the AM peak period of 7:00 to 9:00 AM. Based on our analysis, the proposed school expansion will generate **351 net new vehicle trips** during the **AM peak hour (190 trips-in and 161 trips-out)**. These vehicle trips were distributed to the intersections within the study area and assigned to the project's driveways consistent with the project's TAZ, area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's area. It is noteworthy to indicate 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.

Manual Turning Movement Counts (TMC's) were collected at four (4) intersections and the existing school's driveways during the AM peak period of 7:00 AM to 9:00 AM. Subsequently, the AM peak hour traffic volumes were determined, adjusted for peak seasonal variations and utilized in the operational analysis for the existing condition. This analysis yielded overall **LOS C or better** for the **intersections** and **LOS A** for all the **project's driveways**.

In addition, the existing turning movement counts were augmented with a compounded background growth rate and the project trips generated by the proposed expansion to develop the volumes for the proposed condition in 2016.



The resulting traffic volumes were utilized in the operational analysis for proposed condition. Based on our analysis, the **intersections** within the study area will operate at overall **LOS D or better** whereas the **project's driveways** will maintain the existing **LOS A**. The table below summarizes the LOS results.

**LOS Summary - AM Peak Hour**

Existing Condition - AM Peak Hour			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)			
Intersections	NW 57 Avenue & NW 173 Drive	Signalized	E	56.1	D	41.4	B	19.9	C	26.8	C	27.7
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	11.5 *	-	-	A	0.0	A	0.0	A	0.6
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	10.5	B	12.9	B	12.7	C	16.5	B	14.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	7.9	-	-	C	22.9	C	22.6
Driveways	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	B	11.7 *	A	0.0	A	2.6	A	2.2
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	13.2 *	A	0.0	A	0.0	A	6.0
	NW 171 Street & Driveway 3 (West)	-	A	3.0	A	0.0	-	-	-	-	A	2.5
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	10.6 *	A	1.0
Proposed Condition with Project - AM Peak Hour			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)			
Intersections	NW 57 Avenue & NW 173 Drive	Signalized	E	58.2	D	41.0	C	25.2	D	38.9	D	36.0
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	13.5 *	-	-	A	0.0	A	0.0	A	0.9
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	11.7	C	21.1	C	21.7	D	26.9	C	23.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	8.1	-	-	D	33.9	D	33.6
Driveways	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	-	-	A	0.0	A	5.1 *	A	3.4
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	12.0 *	A	0.0	A	0.0	A	6.4
	NW 171 Street & Driveway 3 (West)	-	A	3.4	A	0.0	-	-	-	-	A	2.9
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	11.3 *	A	0.8

\* Critical approach for TWSC

Consistent with the requirements of Miami-Dade County, Accumulation Assessments were performed to evaluate the **proposed stacking capacity of 52 vehicles** for the arrival and dismissal shifts. These assessments consisted of taking local data from a similar school (i.e. subject school), in this case the existing H.I.V.E Preparatory School and applying that empirical data to the school with the proposed expansion. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if sufficient vehicle stacking capacity exists to accommodate the stacking demand within the subject site.

In order to reduce the vehicle accumulation during the arrival and dismissal periods, the subject school has proposed to operate with **three (3) staggered arrivals and three (3) staggered dismissals** separated by 30 minutes. Therefore, an accumulation assessment was performed utilizing the number of students for each arrival and dismissal shift. Based on our assessments, the school is providing sufficient vehicle stacking capacity to accommodate over 100 percent of the



projected vehicle accumulation. Lastly, the school does not expect to have school buses operating at the site. The table below summarizes the Accumulation Assessment results for each arrival and dismissal shift.

Shifts	Times	Students	Cars/Vans			
			Projected Accumulation	Capacity	Percent Accommodated	
Arrival	1 <sup>st</sup>	7:30 AM	333	37.57	52	138%
	2 <sup>nd</sup>	8:00 AM	334	37.69	52	138%
	3 <sup>rd</sup>	8:30 AM	333	37.57	52	138%
Dismissal	1 <sup>st</sup>	2:00 PM	333	48.88	52	106%
	2 <sup>nd</sup>	2:30 PM	333	48.88	52	106%
	3 <sup>rd</sup>	3:00 PM	334	49.03	52	106%

In conclusion, the intersections and project's driveways will operate at acceptable LOS for the proposed future condition as documented throughout this report. Also, the accumulation assessments revealed that the school will have sufficient stacking capacity to accommodate **over 100 percent** of the projected vehicle stacking demand within the site.

Lastly, based on our traffic concurrency evaluation, the adjacent roadways have sufficient available trips to accommodate the net new trips generated by the proposed school expansion and therefore, this project **meets traffic concurrency**.



## Introduction

The purpose of this report is to evaluate the associated traffic impacts for the proposed expansion of the existing H.I.V.E Preparatory School. As such, an operational analysis was performed to determine the Level of Service at the most impacted intersections as well as the project's driveways. The analysis documented herewith evaluates the existing traffic condition and future traffic condition with the new project traffic during the roadway's AM peak hour (i.e. worst case scenario).

In addition, Accumulation Assessments for the school's AM and PM peak period were performed consistent with the Miami-Dade County methodology. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if sufficient vehicle stacking capacity exists to accommodate the stacking demand within the subject site.

## Project Description / Location

The subject school is located at 5855 NW 171<sup>st</sup> Street in Unincorporated Miami-Dade County, Florida. This school has 452 students in grades Kindergarten through Fifth (K-5) and is programmed to have a total of 1,000 students as part of the proposed expansion. Moreover, the school will expand their program to have students in grades Sixth through Eighth. The table below depicts the proposed school's schedule including multiple shifts and their corresponding time, number of students and grades.

Arrival Shifts				Dismissal Shifts			
	Time	Grades	Students		Time	Grades	Students
1 <sup>st</sup>	7:30 AM	6 <sup>th</sup> - 8 <sup>th</sup>	333	1 <sup>st</sup>	2:00 PM	K - 2 <sup>nd</sup>	333
2 <sup>nd</sup>	8:00 AM	3 <sup>rd</sup> - 5 <sup>th</sup>	334	2 <sup>nd</sup>	2:30 PM	6 <sup>th</sup> - 8 <sup>th</sup>	333
3 <sup>rd</sup>	8:30 AM	K - 2 <sup>nd</sup>	333	3 <sup>rd</sup>	3:00 PM	3 <sup>rd</sup> - 5 <sup>th</sup>	334
<b>Total</b>			<b>1,000</b>	<b>Total</b>			<b>1,000</b>

The existing school has three driveways: two at NW 59<sup>th</sup> Avenue and one at NW 171<sup>st</sup> Street which operates as ingress only and is shared with the adjacent day care center. The Vehicle Accumulation section of this report further describes the proposed driveway operation and vehicle stacking capacity during the arrival and dismissal times. Figure 1 depicts the site's location map while Figure 2 is the site plan provided for illustrative purposes only.

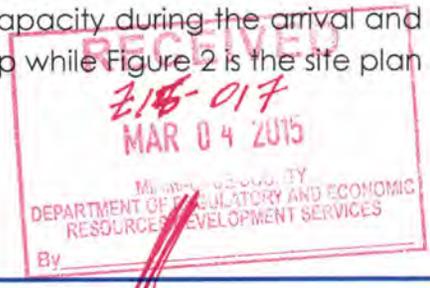
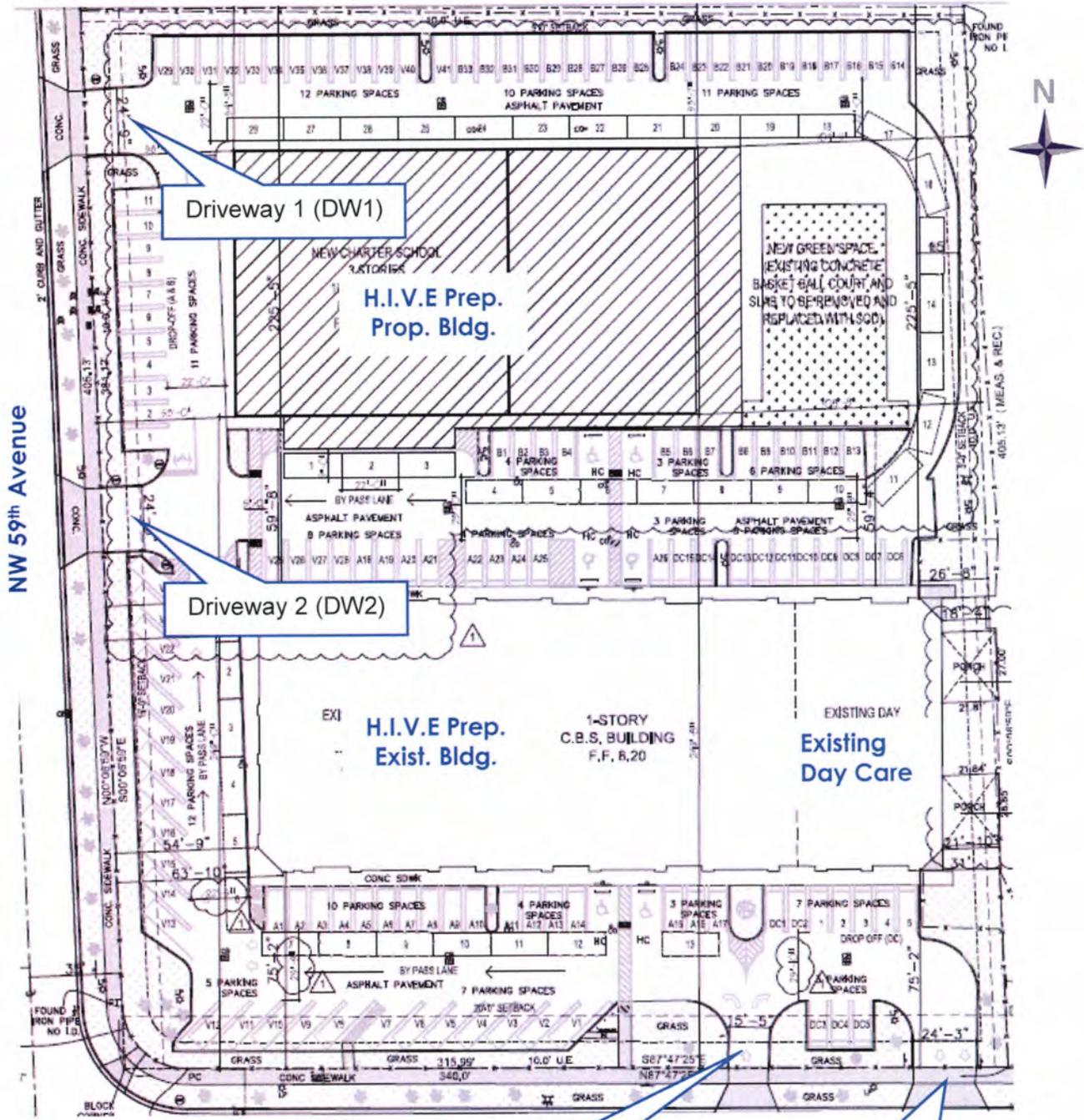




Figure 2: Site Plan



NW 59th Avenue

Driveway 1 (DW1)

Driveway 2 (DW2)

Driveway 3 (DW3) (Shared)

Day Care Driveway (DW4)

NW 171st Street

**RECEIVED**  
 215-017  
 MAR 04 2015  
 MIAMI-DADE COUNTY  
 DEPARTMENT OF REGULATORY AND ECONOMIC  
 RESOURCES DEVELOPMENT SERVICES  
 By \_\_\_\_\_



## 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 collected at the intersections and driveways identified below. These counts were performed on Thursday, March 13<sup>th</sup>, 2014 during the AM peak period of 7:00 AM to 9:00 AM. Subsequently, the AM peak hour traffic volumes were determined and adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF). Traffic counts and operational characteristics were gathered at the following intersections:

1. NW 57<sup>th</sup> Avenue (SR 823) & NW 173<sup>rd</sup> Drive (Signalized)
2. NW 57<sup>th</sup> Avenue (SR 823) & NW 171<sup>st</sup> Street (TWSC)
3. NW 59<sup>th</sup> Avenue & NW 173<sup>rd</sup> Drive (AWSC)
4. NW 59<sup>th</sup> Avenue & NW 171<sup>st</sup> Street (AWSC)
5. NW 59<sup>th</sup> Avenue & Driveway 1 (DW1-North) (TWSC)
6. NW 59<sup>th</sup> Avenue & Driveway 2 (DW2-South) (TWSC)
7. NW 171<sup>st</sup> Street & West Driveway 3 (DW3-West) (Ingress Only)
8. NW 171<sup>st</sup> Street & Day Care Driveway (DW4-East) (Egress Only)

Figure 3 below depicts the existing seasonally adjusted AM peak hour TMC's. Appendix 5 contains the raw data and the tables utilized to develop the seasonally adjusted volumes.



Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour



MAR 04 2015  
 7:15 - 0:17  
 HAWAII COUNTY  
 DEPARTMENT OF REGULATORY AND ECONOMIC  
 RESOURCES DEVELOPMENT SERVICES  
 By \_\_\_\_\_

**Level of Service (LOS)**

Using the existing seasonally adjusted turning movement counts, an operational analysis was performed for each intersection and driveway to determine the Level of Service (LOS) for the existing condition during the AM peak hour. This analysis was performed following the Highway Capacity Manual methodology and utilizing the latest build of the Synchro 8 software. Based on our analysis, the **intersections** within the study area are operating at overall **LOS C or better** whereas the **project's driveways** resulted in **LOS A**. Table 1 summarizes the LOS and vehicle delay results while Appendix 6 contains other outputs such as volume to capacity ratio (V/C) and 95<sup>th</sup> Percentile Queue.

**Table 1: Existing Condition LOS & Delay - AM Peak Hour**

Existing Condition - AM Peak Hour			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)			
<b>Intersections</b>	NW 57 Avenue & NW 173 Drive	Signalized	E	56.1	D	41.4	B	19.9	C	26.8	C	27.7
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	11.5 *	-	-	A	0.0	A	0.0	A	0.6
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	10.5	B	12.9	B	12.7	C	16.5	B	14.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	7.9	-	-	C	22.9	C	22.6
<b>Driveways</b>	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	B	11.7 *	A	0.0	A	2.6	A	2.2
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	13.2 *	A	0.0	A	0.0	A	6.0
	NW 171 Street & Driveway 3 (West)	-	A	3.0	A	0.0	-	-	-	-	A	2.5
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	10.6 *	A	1.0

\* Critical approach for TWSC



## Project Traffic

This section of the report covers the methodology to determine the new trips generated by the proposed school expansion. In addition to the trip generation calculations, the net new project trips were distributed to the intersections within the study area and assigned to the project's driveways.

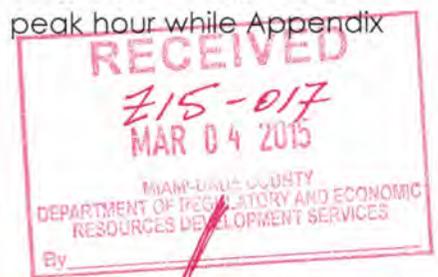
### Trip Generation

The trip generation characteristics for the school's AM peak hour were developed using actual data from the subject school, H.I.V.E Preparatory School located at 5855 NW 171<sup>st</sup> Street in Miami-Dade County, Florida. The school data was collected on Thursday, March 13<sup>th</sup> 2014 during the AM peak period of 7:00 to 9:00 AM and school's PM peak period of 1:30 to 3:30 PM. At the time data collection took place, the **subject school** had **452 students** and was operating with **one (1) arrival** and **two (2) dismissal shifts**.

The **trip generation rate** for the existing school yielded **1.451 trips per student** during the **AM peak period**. It is important to note, this Trip Generation rate was based on the total trips during the two (2) hour period. Therefore, the AM peak period rate was utilized to calculate the vehicles trips for the proposed school. As a result, the subject school with 1,000 students will generate **1,451 total vehicle trips** during the **AM peak period** (i.e. 7:00 - 9:00 AM).

Furthermore, the above peak period trips were analyzed in 15-minute intervals in order to obtain the AM peak hour. The percent arrival for each 15-minute interval was estimated consistent with the collected school data during the school's AM peak period and the proposed number of students per shift for the school. By utilizing such a method, we are ensured that all of the possible trips consistent with the subject school will be determined. Lastly, the existing peak hour trips for the subject school were subtracted to obtain the net vehicle trips generated by the proposed school expansion during the AM peak hour.

Based on our analysis, the subject school will generate **351 net new vehicle trips** during the **AM peak hour (190 trips-in and 161 trips-out)**. It is noteworthy to indicate 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 trip generation results for the AM peak hour while Appendix 2 contains the supporting documentation.



**Table 2: Trip Generation - AM Peak Hour**

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
<b>Existing</b>						
School (K - 5)	452 Students	-	1.268	301	272	573
<b>Proposed</b>						
School (K - 8)	1,000 Students	-	-	491	433	924
<b>External Vehicle Trips</b>				<b>190</b>	<b>161</b>	<b>351</b>

**NOTES:**

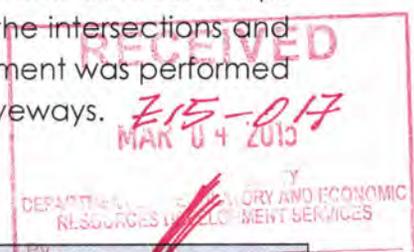
The existing school peak hour trips were obtained from the existing school data. See Table T1 in Appendix 2.

The proposed school peak hour trips were estimated using the surrogate school method and consistent with proposed arrival shifts. See Tables A2 & A3 in Appendix 2.

**Trip Distribution / Assignment**

The subject project is located within the Traffic Analysis Zone (TAZ) 37 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. As such, the trip distribution percentages were developed consistent with the TAZ, area demographics, surrounding roadway network and local knowledge of traffic patterns within the project's vicinity. Figure 4 depicts the TAZ map.

Moreover, the corresponding trip distribution percentages were assigned to the North, South, East and West directions as outlined in Table 3 and the new trips generated by the school expansion were distributed consistent with the resulting percentages identified below. Figure 5 illustrates the inbound and outbound trips for the AM peak hour. Figure 6 depicts the trips distributed to the intersections and assigned to the project's driveways. Please note the trip assignment was performed consistent with the new proposed operation at the project's driveways.



**Table 3: Trip Distribution Percentages**

TAZ 37		UTILIZED FOR TRIP DISTRIBUTION		TRIPS		
DIRECTION	PERCENTAGE	DIRECTION	PERCENTAGE	IN	OUT	TOTAL
NORTH	28.60%	NORTH	30%	57	48	105
EAST	28.36%	EAST	30%	57	48	105
SOUTH	29.94%	SOUTH	25%	48	41	89
WEST	13.10%	WEST	15%	28	24	52
<b>100.00%</b>		<b>100.00%</b>		<b>190</b>	<b>161</b>	<b>351</b>



Figure 4: TAZ Map

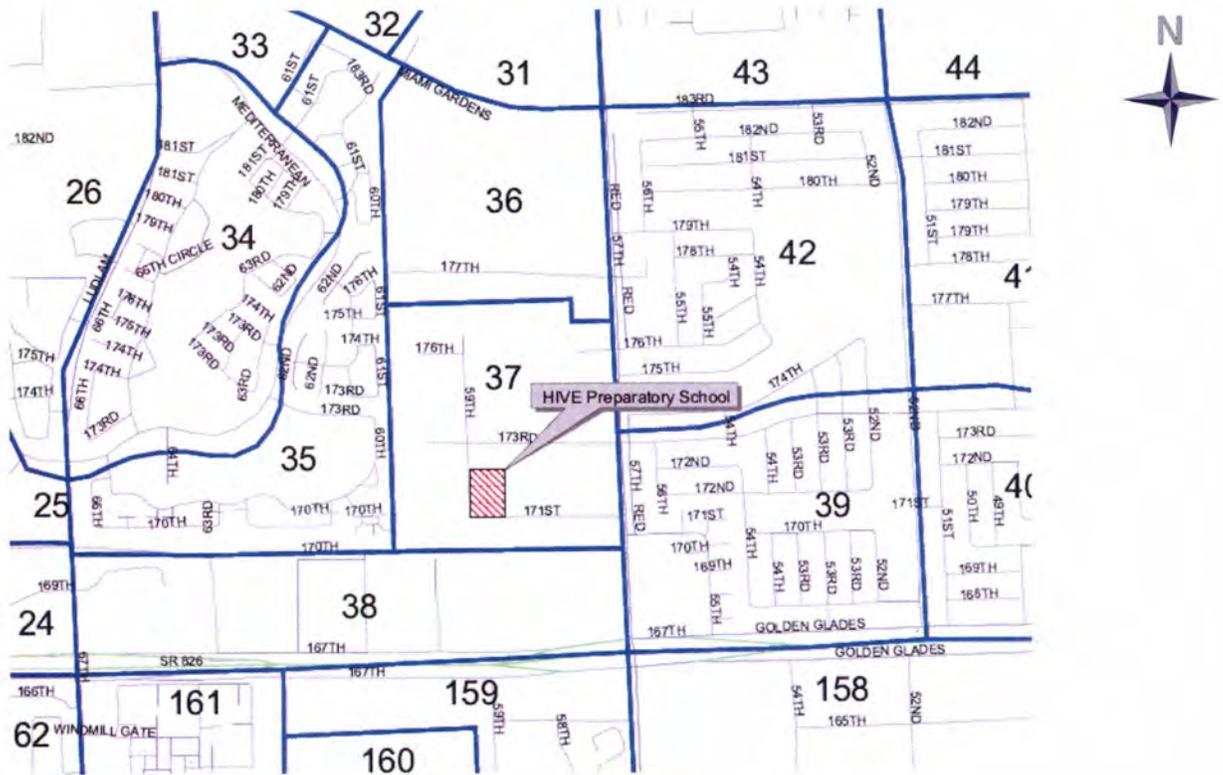


Figure 5: Net Trips (Inbound/Outbound) - AM Peak Hour

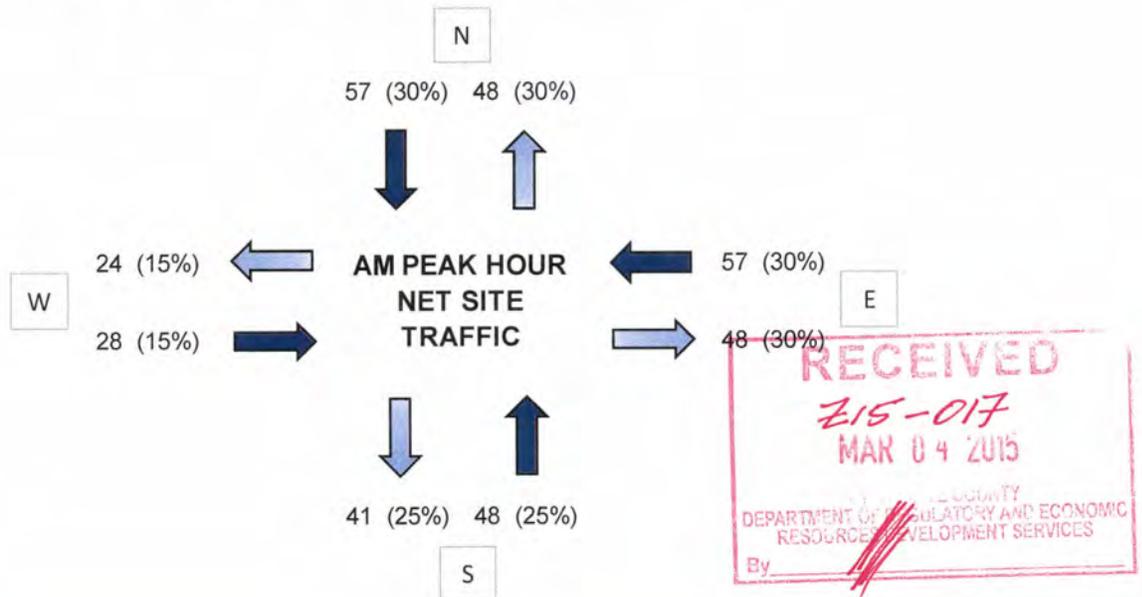


Figure 6: Net New Site Traffic - AM Peak Hour



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## Proposed Condition (2016)

This section of the report describes the traffic parameters utilized to develop the proposed peak hour volumes and to evaluate the proposed future condition. Please note the project build-out year is slated for 2016.

### Background Traffic Growth

In an effort to address future traffic growth within the project's vicinity, a regression analysis was performed using the last 10 years of available historical data from the Florida Department of Transportation's Count Station 1190 (SR 823/Red Road). This analysis yielded a negative percent growth (-0.31%). Additionally, a growth rate was calculated using the last five years of traffic data and resulted in 0.35 percent. As such, the growth rate of 0.35 percent was applied to the existing traffic data to address the background traffic growth and to develop the future intersection traffic volumes. Please note this growth rate was compounded and the existing traffic volumes were grown for two years. Appendix 4 contains the supporting documentation.

### Future Traffic Volumes - AM Peak Hour

The existing seasonally adjusted turning movement counts for the intersections within the study area were augmented with a compounded background traffic growth rate and the net new trips generated by the proposed school expansion to develop the volumes for the proposed condition in 2016. The calculations for the specific movements at each intersection are contained in Appendix 5. Figure 7 depicts the proposed AM peak hour volumes with project traffic.



Figure 7: Proposed Future Volumes - AM Peak Hour



**Level of Service (LOS)**

Using the proposed peak hour volumes, an operational analysis was performed for each intersection and driveway to determine the Level of Service (LOS) for the proposed condition during the AM peak hour. Based on our analysis, the **intersections** within the study area will operate at overall **LOS D or better** whereas the **project's driveways** will maintain the existing **LOS A**. Table 4 summarizes the results obtained while Appendix 6 includes the Synchro software sheets.

**Table 4: Future LOS - AM Peak Hour**

Proposed Condition with Project - AM Peak Hour			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)			
Intersections	NW 57 Avenue & NW 173 Drive	Signalized	E	58.2	D	41.0	C	25.2	D	38.9	D	36.0
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	13.5 *	-	-	A	0.0	A	0.0	A	0.9
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	11.7	C	21.1	C	21.7	D	26.9	C	23.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	8.1	-	-	D	33.9	D	33.6
Driveways	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	-	-	A	0.0	A	5.1 *	A	3.4
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	12.0 *	A	0.0	A	0.0	A	6.4
	NW 171 Street & Driveway 3 (West)	-	A	3.4	A	0.0	-	-	-	-	A	2.9
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	11.3 *	A	0.8

\* Critical approach for TWSC



## Traffic Concurrency

The traffic concurrency evaluation was performed consistent with the Miami-Dade County requirements. As such, four (4) count stations were identified and evaluated to determine whether sufficient roadway capacity exists to support the net new trips generated by the proposed school expansion. The information for each count station was obtained from the Miami-Dade County Concurrency Traffic Count lists.

Moreover, the concurrency tables contain traffic counts for the peak hour period (PHP) which is the average two-way roadway volume of the two highest consecutive hours during the day (i.e. roadway's PM peak). Therefore, our analysis has calculated the new additional **PM peak hour trips** for the subject school and distributed to the count stations. Based on our analysis, the four (4) count stations will have available trips to support the proposed school expansion. Therefore, the subject project **meets traffic concurrency**. Table 5 below summarizes the traffic concurrency evaluation while Appendix 7 contains the supporting documentation.

**Table 5: Traffic Concurrency Summary**

	COUNT STATION	AVAILABLE TRIPS	DIR %	PROJECT TRIPS	ATTENUATION		ASSIGNED TO STATION		TRIPS LEFT AT COUNT STATION
					%	TRIPS	%	TRIPS	
NORTH	2514	1,431	29%	49	0%	0	29%	49	1,382
EAST	1233	4,056	28%	48	0%	0	28%	48	4,008
SOUTH	1190	742	30%	51	0%	0	30%	51	691
WEST	2516	847	13%	23	0%	0	13%	23	824

Notes: PM peak hour trips for the school were estimated by using the AM to PM peak hour ratio from ITE data and the AM peak hour trips obtained for the subject school.

Trip Attenuation was not applied as a conservative approach. Not all the trips will reach the count stations.

Count station information was obtained from the available published data (source: Miami-Dade County).



## Accumulation Assessment

### Stacking & Queuing Capacity

The subject school will provide two vehicle stacking/queuing areas and parking spaces designated for stacking to accommodate the vehicle accumulation during the arrival and dismissal shifts. Table 6 describes the vehicle stacking/queuing capacity while Figure 8 is a graphical representation of the proposed vehicle stacking areas. Appendix 8 contains the supporting documentation.

As previously mentioned in the Project Description section of this report, the existing school has three driveways: two at NW 59<sup>th</sup> Avenue and one at NW 171<sup>st</sup> Street. The north driveway on NW 59<sup>th</sup> Avenue will operate as the entrance for vehicles utilizing the stacking/queuing area looping around the north building and the parking spaces designated for stacking during the arrival and dismissal shifts. The south driveway will operate as exit only. The driveway on NW 171<sup>st</sup> Street (i.e. ingress only) is shared with the adjacent day care center and will operate as the entrance to the stacking lane south of the site and open parking spaces for the school.

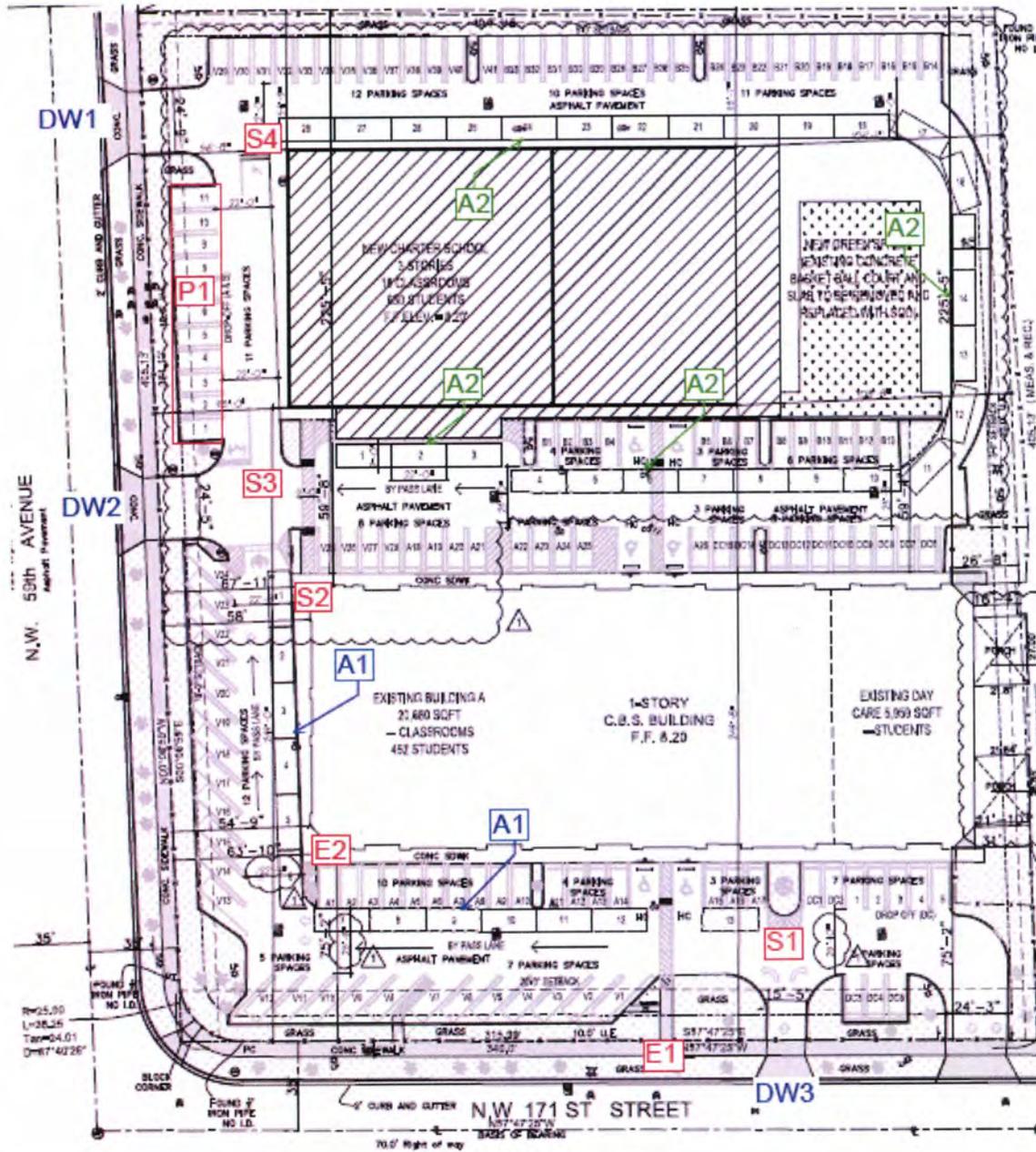
Lastly, the school will provide traffic personnel at strategic locations to supervise and direct traffic as an effort to maintain a smooth traffic circulation and to assure student's safety.

**Table 6: Vehicle Stacking Capacity**

Area	Proposed Stacking			Vehicle		
	Description	Distance	Units	Type	Length (ft)	Capacity
1	Vehicle Stacking & Queuing Capacity 1 (South)	290	LF	Car	22	13
2	Vehicle Stacking & Queuing Capacity 2 (North)	620	LF	Car	22	28
3	Parking Spaces - Designated for Stacking					11
Total Stacking Capacity						52



Figure 8: Proposed Vehicle Accumulation Areas



A1 - A2	Vehicle stacking / queuing areas
DW1 - DW3	Project's driveways
E1	Pedestrian off-site entrance point
E2	Pedestrian building entrance point
S1 - S4	On-site traffic personnel
P1	Parking spaces designated for stacking
A / B	Staff parking
V	Open parking



## Accumulation Assessment

Consistent with the requirements of Miami-Dade County, Accumulation Assessments were performed to evaluate the proposed vehicle stacking capacity of the subject school for the arrival and dismissal shifts. These assessments consisted of taking local data from a similar school (i.e. subject school), in this case the existing H.I.V.E Preparatory School and applying that empirical data to the school with the proposed expansion. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if sufficient vehicle stacking capacity exists to accommodate the stacking demand within the subject site.

At the time data collection took place, the **existing school** was operating with **one (1) arrival shift of 452 students** and **two (2) dismissal shifts; the first dismissal of 125 students** and the **second dismissal of 327 students**. Based on our data collection, the **highest vehicle accumulation** during the **arrival shift** was **51 vehicles** whereas the **dismissal** shift yielded **48 vehicles**. As such, this information was utilized in the Accumulation Assessment for the proposed school.

In order to reduce the vehicle accumulation during the arrival and dismissal periods, the subject school has proposed to operate with **three (3) staggered arrivals and three (3) staggered dismissals** separated by 30 minutes. Therefore, an accumulation assessment was performed utilizing the number of students for each arrival and dismissal shift. Based on our assessments, the school is providing sufficient vehicle stacking capacity to accommodate over 100 percent of the projected vehicle accumulation. Lastly, the school does not expect to have school buses operating at the site.

Table 7 below summarizes the Accumulation Assessment results for the school. Appendix 8 contains the Accumulation Assessment forms used to determine the results below.

**Table 7: Accumulation Assessment Summary**

Shifts	Times	Students	Cars/Vans			
			Projected Accumulation	Capacity	Percent Accommodated	
Arrival	1 <sup>st</sup>	7:30 AM	333	37.57	52	138%
	2 <sup>nd</sup>	8:00 AM	334	37.69	52	138%
	3 <sup>rd</sup>	8:30 AM	333	37.57	52	138%
Dismissal	1 <sup>st</sup>	2:00 PM	333	48.88	52	106%
	2 <sup>nd</sup>	2:30 PM	333	48.88	52	106%
	3 <sup>rd</sup>	3:00 PM	334	49.03	52	106%



## Conclusion

In conclusion, the most impacted intersections are operating at acceptable Level of Service and will continue to do so for the proposed future condition in 2016. Moreover, our traffic concurrency evaluation revealed that the subject project **meets traffic concurrency**.

In addition, the subject school has proposed to operate with three (3) staggered arrivals and three (3) staggered dismissals separated by 30 minutes. As such, Accumulation Assessments were performed utilizing the number of students for each arrival and dismissal shift. Based on our accumulation assessments, the subject school has sufficient vehicle stacking capacity to accommodate **over 100 percent** of the projected vehicle stacking demand during each arrival and dismissal shift.



**Appendix 1: Traffic Study Methodology**



## Memorandum of Understanding

**Date:** March 12<sup>th</sup>, 2014

**To:** Ricardo Gavilan, P.E., PTOE, LEED A.P., Traffic Engineer II  
Public Works and Waste Management Department,  
Traffic Engineering Division  
111 NW 1st Street, Suite 1510  
Miami, Florida 33120

**From:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
8065 NW 98<sup>th</sup> Street  
Hialeah Gardens, Florida 33016

**Subject:** **HIVE Preparatory School FKA Advanced Learning Charter School (Phase II)**

Below please find the proposed traffic impact study methodology for the subject project. The **first phase** for this project was **approved in 2009** and consists of a **charter school** with **452 students** in grades **Kindergarten through Sixth (K-6)**. At the time, the Traffic Study was accepted by Miami-Dade County whereas the traffic methodology was discussed with and approved by Harvey Bernstein, Educational Facilities Administrator for the Traffic Engineering Division of Miami-Dade County Public Works Department. As such, the traffic methodology provided herewith was performed consistent with the previously approved methodology.

Please advise if the methodology described herewith is acceptable so that we can begin with the data collection effort and preliminary analyses. Thanks and let me know if you need anything else.

**Location:** The subject site is located at 5855 NW 171<sup>st</sup> Street in Unincorporated Miami-Dade County Florida.

### Traffic Study Methodology:

- 1) The subject project will consist of the following:
  - Existing Condition - Charter School (K-6) with 452 Students**
  - Proposed Condition - Charter School (K-8) with 1,000 Students**
- 2) The Trip Generation for the charter school shall be determined for the AM peak hour and using the Miami-Dade County (MDC) adopted surrogate school method. The surrogate school data will be collected at the **existing Advanced Learning Charter School** which currently has **452 students (K-6)**.
- 3) Trip distribution and assignment will be developed consistent with the existing traffic

patterns, area demographics and surrounding roadway network.

- 4) Intersection capacity and Level of Service (LOS) analysis will be performed using the Highway Capacity Manual (HCM) methodology at the intersections as follows:
  1. NW 57<sup>th</sup> Avenue & NW 171<sup>st</sup> Street
  2. NW 57<sup>th</sup> Avenue & NW 173<sup>rd</sup> Drive
  3. NW 59<sup>th</sup> Avenue & NW 171<sup>st</sup> Street
  4. NW 59<sup>th</sup> Avenue & NW 173<sup>rd</sup> Drive
  5. Project Driveways (4)

The analysis will be performed for the existing condition and proposed condition with project traffic for the AM peak hour. Please note the existing traffic will be grown for two (2) years (Project Build-Out 2016).

- 5) RGA will perform an AM peak concurrency analysis.
- 6) Accumulation Assessments for the AM and school's PM peak period will be performed consistent with Miami-Dade County methodology.
- 7) We will work with the Client and School Operator to develop a Traffic Operation's Plan consistent with the requirements of Miami-Dade Public Works Department. This will include the required MDC School Questionnaire and associated forms.
- 8) RGA will prepare a Traffic Operation Plan (TOP).
- 9) All required MDC School Questionnaire and associated forms will be provided in the electronic format requested by TED.
- 10) Additional analysis maybe requested by TED depending on the Traffic Impact Study's initial findings.



**Appendix 2: Trip Generation**



TABLE: A1

H.I.V.E Preparatory School  
 Trip Generation - AM Peak Hour

AM PEAK HOUR			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>Existing</b>								
School (K - 5)	452 Students	-	1.268	53%	301	47%	272	573
<b>Proposed</b>								
School (K - 8)	1,000 Students	-	-	53%	491	47%	433	924
<b>External Vehicle Trips</b>				<b>54%</b>	<b>190</b>	<b>46%</b>	<b>161</b>	<b>351</b>

**NOTES:**

The existing school peak hour trips were obtained from the existing school data. See Table T1 in Appendix 2.

The proposed school peak hour trips were estimated using the surrogate school method and consistent with proposed arrival shifts. See Tables A2 & A3 in Appendix 2.

TABLE: A2

**H.I.V.E Preparatory School**

Trip Generation with Three Arrivals - AM Peak Hour (Total 1,000 Students)

Shifts	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Trips In	Trips Out	Total Trips
1 <sup>st</sup> Arrival 7:30 AM (6 <sup>th</sup> - 8 <sup>th</sup> )	7:00 AM - 7:15 AM	13%	33%	133	133	103	91	194
	7:15 AM - 7:30 AM	20%		200	333	154	135	289
2 <sup>nd</sup> Arrival 8:00 AM (3 <sup>th</sup> - 5 <sup>th</sup> )	7:30 AM - 7:45 AM	13%	33%	134	134	103	91	194
	7:45 AM - 8:00 AM	20%		200	334	154	136	290
3 <sup>rd</sup> Arrival 8:30 AM (K - 2 <sup>nd</sup> )	8:00 AM - 8:15 AM	10%	33%	100	100	77	68	145
	8:15 AM - 8:30 AM	20%		203	303	157	138	295
	8:30 AM - 8:45 AM	2%		20	323	16	13	29
	8:45 AM - 9:00 AM	1%		10	333	8	7	15
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>1,000</b>	<b>657</b>	<b>772</b>	<b>679</b>	<b>1,451</b>

School AM Peak Hour	Trips		
	In	Out	Total
AM Peak Hour (7:30 - 8:30)	491	433	924

**Peak Hour**

TABLE: A3

## H.I.V.E Preparatory School

## School Trip Generation - AM Peak Period

AM PEAK PERIOD			TRIP GENERATION RATE	TRIPS				
LAND USE (LU)	UNITS	LU CODE		%	IN	%	OUT	TOTAL
<b>Existing</b> School (K-5)	452 Students	◇	1.451	53%	349	47%	307	656
<b>Proposed</b> School (K-8)	1,000 Students	◇	1.451	53%	772	47%	679	1,451
<b>Net Vehicle Trips</b>				<b>53%</b>	<b>423</b>	<b>47%</b>	<b>372</b>	<b>795</b>

## NOTES:

◇ The trip generation rate for the AM peak period was obtained from actual traffic data collected at the existing HIVE Prep School.

TABLE: T1

### Surrogate School AM Peak Trip Generation Rate

School Name: HIVE Preparatory School

Location: 5855 NW 171 Street, Miami-Dade County

Students: 452 (One Arrival Time: 8:00 AM)

Date: 3/13/2014

Time	Passenger Vehicle Trips			School Bus Trips		
	In	Out	Total	In	Out	Total
7:00 AM - 7:15 AM	32	20	52	1	0	1
7:15 AM - 7:30 AM	45	16	61	0	1	1
7:30 AM - 7:45 AM	85	64	149	0	0	0
7:45 AM - 8:00 AM	138	116	254	0	0	0
8:00 AM - 8:15 AM	33	75	108	0	0	0
8:15 AM - 8:30 AM	6	5	11	0	0	0
8:30 AM - 8:45 AM	6	7	13	0	0	0
8:45 AM - 9:00 AM	4	4	8	0	0	0
<b>Total</b>	<b>349</b>	<b>307</b>	<b>656</b>	<b>1</b>	<b>1</b>	<b>2</b>

School AM Peak Period (7:00 AM - 9:00 AM)			
Peak Period Trips (2 HRS)	In	Out	Total
	349	307	656
Rate (Trips per student)	0.772	0.679	1.451

**Peak Hour**

School AM Peak Hour (7:15 AM - 8:15 AM)			
Peak Hour Trips (1 HR)	In	Out	Total
	301	272	573
Rate (Trips per student)	0.666	0.602	1.268

TABLE A4

**H.I.V.E Preparatory School**  
Proposed School Schedule

Hours of Operation							
Arrival Shifts				Dismissal Shifts			
	Time	Grades	Students		Time	Grades	Students
1 <sup>st</sup>	7:30 AM	6 <sup>th</sup> - 8 <sup>th</sup>	333	1 <sup>st</sup>	2:00 PM	K - 2 <sup>nd</sup>	333
2 <sup>nd</sup>	8:00 AM	3 <sup>rd</sup> - 5 <sup>th</sup>	334	2 <sup>nd</sup>	2:30 PM	6 <sup>th</sup> - 8 <sup>th</sup>	333
3 <sup>rd</sup>	8:30 AM	K - 2 <sup>nd</sup>	333	3 <sup>rd</sup>	3:00 PM	3 <sup>rd</sup> - 5 <sup>th</sup>	334
<b>Total</b>			<b>1,000</b>	<b>Total</b>			<b>1,000</b>

**Appendix 3: Trip Distribution / Assignment**







TABLE A5-1

**H.I.V.E Preparatory School**  
**Project Cardinal Distribution - AM Peak Hour**  
**(TAZ 37)**

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2016			
NNE	15.67	17.57	16.37	31	26	57
ENE	15.25	17.88	16.21	31	26	57
ESE	11.41	13.42	12.15	23	20	43
SSE	14.24	13.57	13.99	27	22	49
SSW	15.88	16.06	15.95	30	26	56
WSW	5.60	4.08	5.04	10	8	18
WNW	10.28	4.22	8.06	15	13	28
NNW	11.68	13.20	12.24	23	20	43
<b>TOTAL</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>190</b>	<b>161</b>	<b>351</b>

Note:

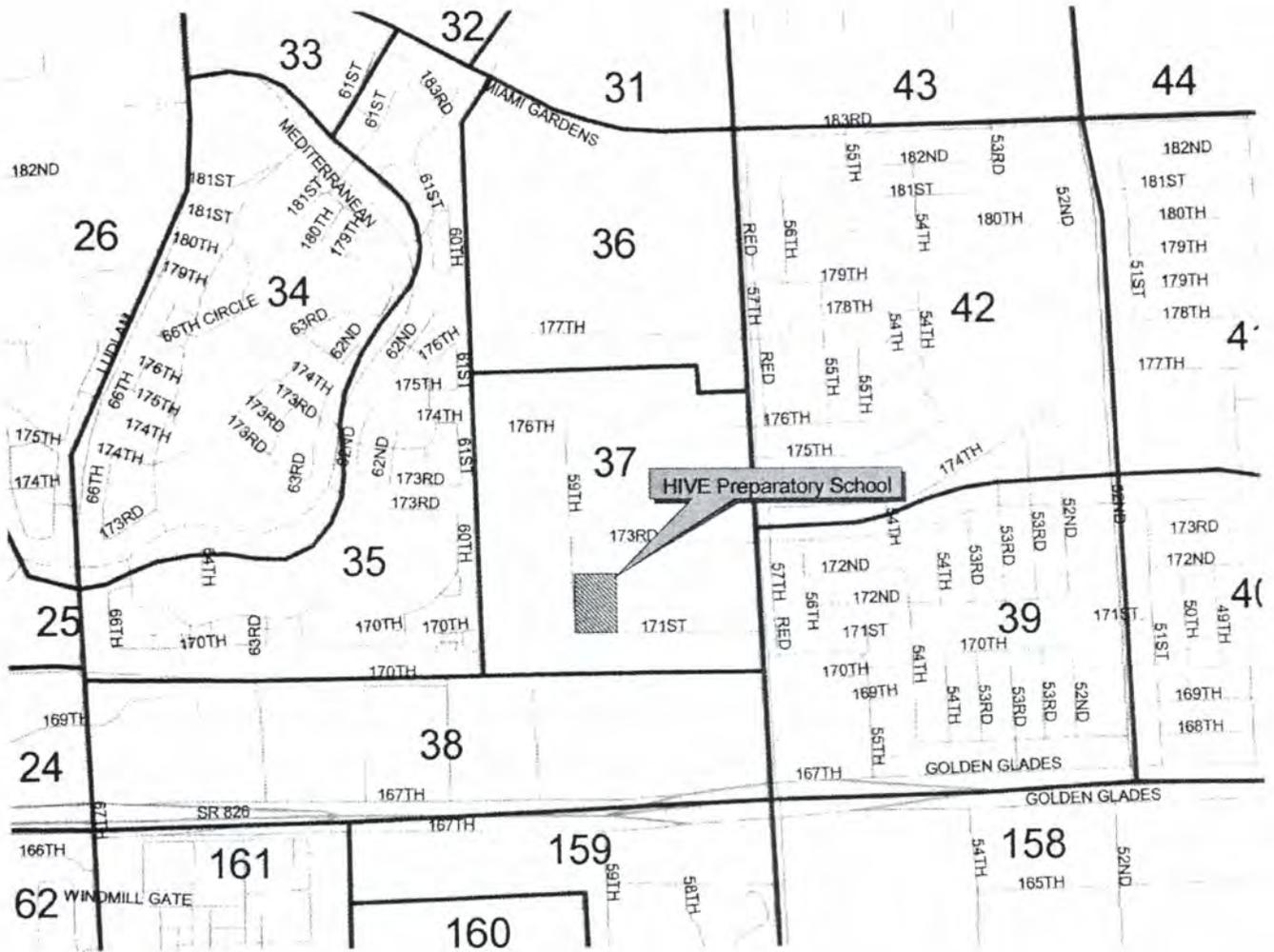
Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2016.

TABLE A5-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	190	161	351
PERCENT:	54.13%	45.87%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	16.37	31.097	31	26.350	26	57
ENE	16.21	30.807	31	26.105	26	57
ESE	12.15	23.079	23	19.557	20	43
SSE	13.99	26.589	27	22.531	22	49
SSW	15.95	30.297	30	25.673	26	56
WSW	5.04	9.581	10	8.119	8	18
WNW	8.06	15.310	15	12.973	13	28
NNW	12.24	23.25	23	19.702	20	43
<b>TOTAL</b>	<b>100.00</b>	<b>190.012</b>	<b>190</b>	<b>161.010</b>	<b>161</b>	<b>351</b>

# Traffic Analysis Zone (TAZ)





# Miami-Dade 2035 Long Range Transportation Plan

## Directional Trip Distribution Report

October 29, 2009

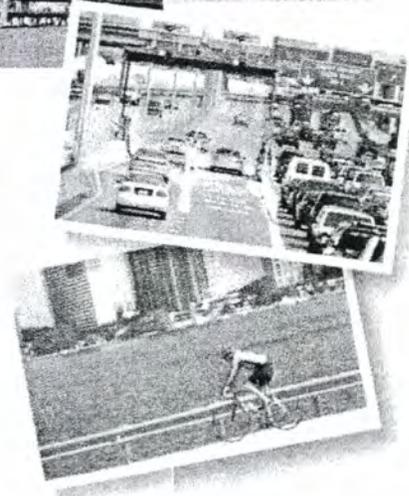
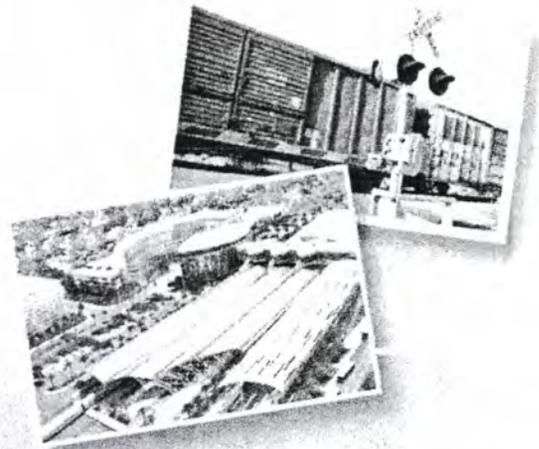
# 2035



## Miami-Dade



## Transportation Plan



Prepared by:



In association with:

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	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	172	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	487	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 4: Signal Timing, Background Growth & Adjustment Factors**



# MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 5210  
 Signal Location: RED ROAD & NW 173 DRIVE  
 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	Φ4
WALK	0	0	0	2 EB
DON'TWALK	0	0	0	20 EB
MIN INITIAL	5	16	5	7
VEH EXT	2	1	2	2.5
GREEN	16	57	16	15
YELLOW	3	4.4	3	4
RED	0	0.8	0	1.2
SPLIT	19	62.2	19	20.2

**TOD Schedule Report**  
for 5210: Red Rd&NW 173 Dr

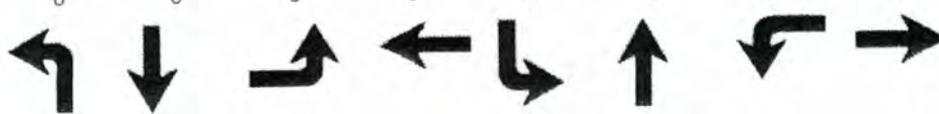
Print Date:  
11/25/2013

Print Time:  
8:10 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5210	Red Rd&NW 173 Dr	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	EBL	WBT	SBL	NBT	WBL	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
			1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	10	10	10	25	25	25	3	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16	16	16	1	1	1	40	40	40	0	40	40	4.4	0.8
3 EBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	10	10	10	20	20	20	3	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7	7	7	2.5	2.5	2.5	25	25	25	30	30	30	4	1.2
5 SBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	10	10	10	25	25	25	3	0
6 NBT	0 - 0 - 0	0 - 0 - 0	16	16	16	1	1	1	40	40	40	0	40	40	4.4	0.8
7 WBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	10	10	10	20	20	20	3	0
8 EBT	2 - 2 - 2	20 - 20 - 20	7	7	7	2.5	2.5	2.5	25	25	25	30	30	30	4	1.2

Last In Service Date: unknown

Permitted Phases	
Default	<b>12345678</b>
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 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT		
1		120	16	57	16	15	16	57	16	15	0	100
2		110	15	50	11	18	15	50	11	18	0	86
3		110	15	48	11	20	15	48	11	20	0	86
4		110	18	47	11	18	18	47	11	18	0	84
8		115	21	35	16	27	21	35	16	27	0	96
11		120	16	58	12	18	16	58	12	18	0	98

Local TOD Schedule		
Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0600	2	M T W Th F
0630	3	Su
0700	1	M T W Th F
0900	8	Su
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
0600	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	--5---	SuM T W ThF S
0600	TOD OUTPUTS	-----	M T W ThF
0630	TOD OUTPUTS	-----	Su 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                            |

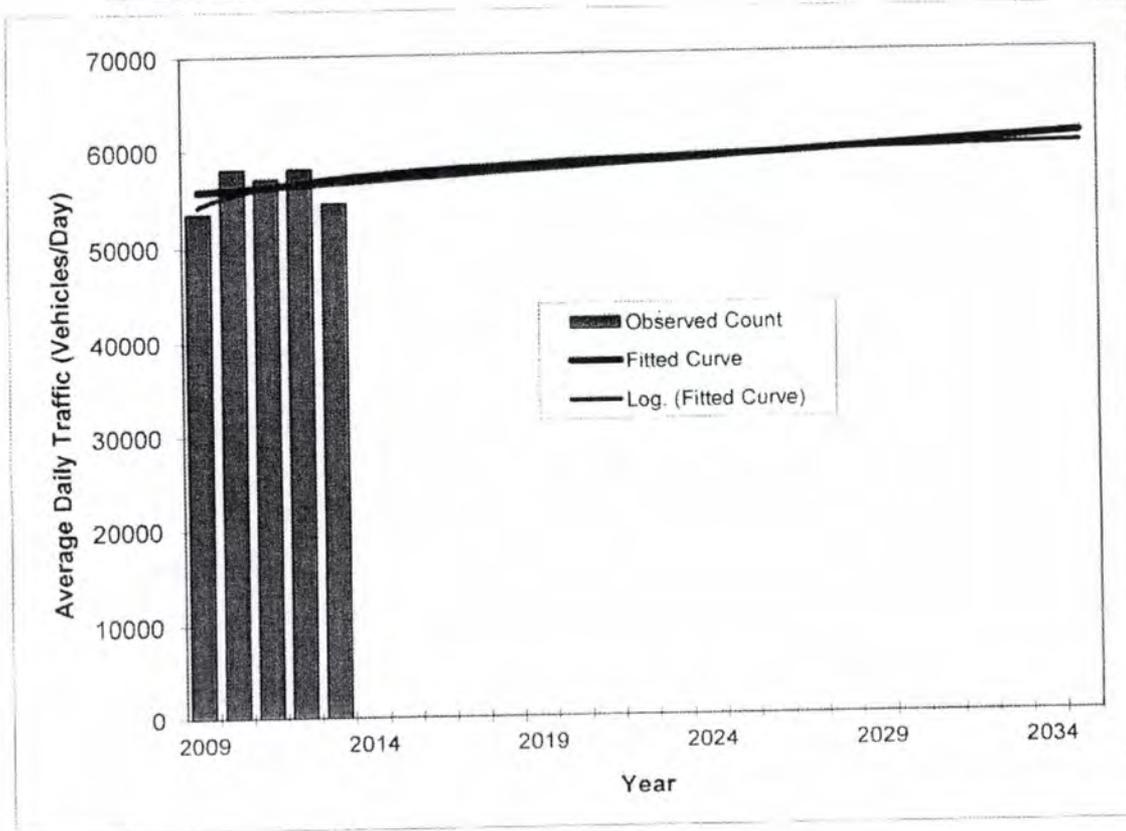
<b>No Calendar Defined/Enabled</b>
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## Traffic Trends - V2.0

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**
2009	53500	55800
2010	58000	56000
2011	57000	56200
2012	58000	56400
2013	54500	56600
<b>2014 Opening Year Trend</b>		
2014	N/A	56800
<b>2015 Mid-Year Trend</b>		
2015	N/A	57000
<b>2016 Design Year Trend</b>		
2016	N/A	57200
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	200
Trend R-squared:	2.31%
Trend Annual Historic Growth Rate:	0.36%
Trend Growth Rate (2013 to Design Year):	0.35%
Printed:	2-Dec-14
<b>Straight Line Growth Option</b>	

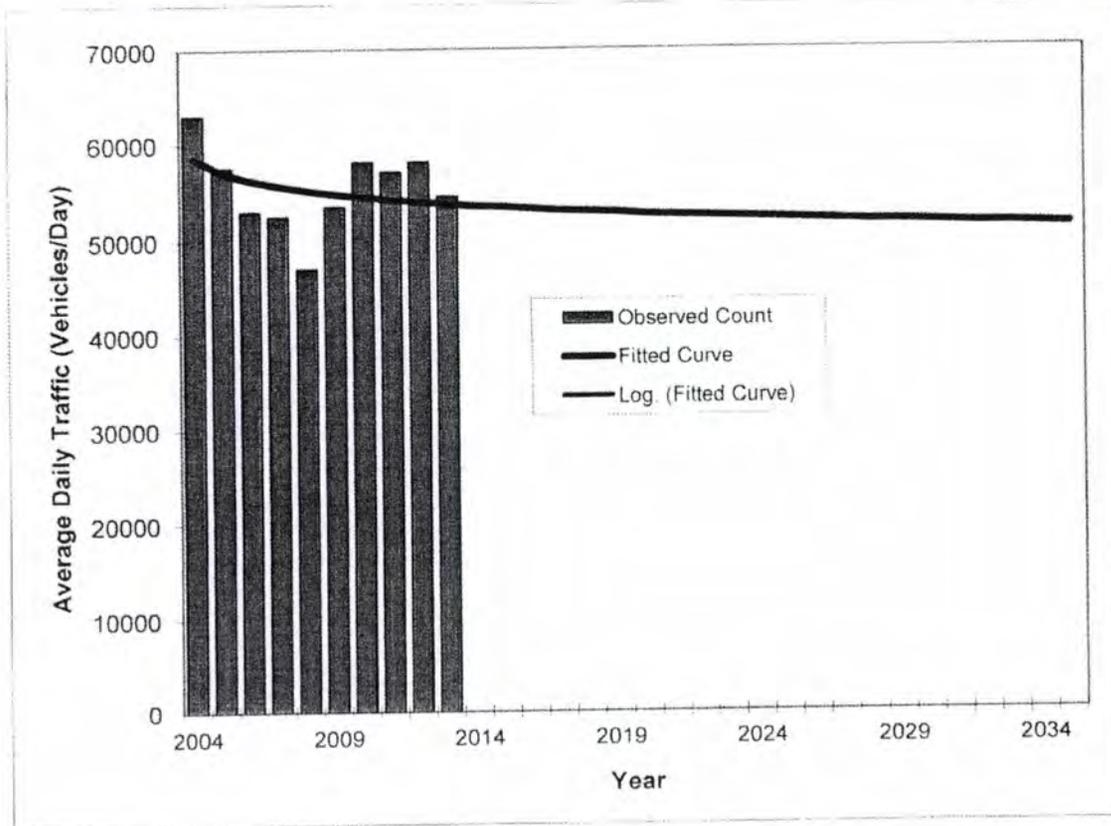
\*Axle-Adjusted

## 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**
2004	63000	58600
2005	57500	57100
2006	53000	56300
2007	52500	55700
2008	47000	55200
2009	53500	54800
2010	58000	54500
2011	57000	54200
2012	58000	54000
2013	54500	53700
<b>2014 Opening Year Trend</b>		
2014	N/A	53500
<b>2015 Mid-Year Trend</b>		
2015	N/A	53400
<b>2016 Design Year Trend</b>		
2016	N/A	53200
<b>TRANPLAN Forecasts/Trends</b>		

Trend R-squared:	12.60%
Compounded Annual Historic Growth Rate:	-0.97%
Compounded Growth Rate (2013 to Design Year):	-0.31%
Printed:	2-Dec-14
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1190 - SR 823/RED RD, 200' S NW 173 DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	54500 C	N 28500	S 26000	9.00	52.40	4.40
2012	58000 C	N 29000	S 29000	9.00	55.70	4.50
2011	57000 C	N 27500	S 29500	9.00	55.10	5.80
2010	58000 C	N 29500	S 28500	8.98	54.08	4.60
2009	53500 C	N 27000	S 26500	8.99	53.24	5.70
2008	47000 C	N 24000	S 23000	9.09	55.75	5.70
2007	52500 C	N 26500	S 26000	8.01	54.34	3.50
2006	53000 C	N 26000	S 27000	7.97	54.22	5.20
2005	57500 C	N 29000	S 28500	8.80	53.80	5.50
2004	63000 C	N 30500	S 32500	9.00	53.30	7.80
2003	53500 C	N 27000	S 26500	8.80	53.40	5.70
2002	54500 C	N 26500	S 28000	9.80	52.30	7.70
2001	54500 C	N 26500	S 28000	8.20	51.50	5.30
2000	54000 C	N 26000	S 28000	8.20	53.10	8.80
1999	55500 C	N 27000	S 28500	9.10	52.70	3.60
1998	55500 C	N 29000	S 26500	7.60	52.70	2.10

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; G = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

	DATES	SF	MOCF: 0.98 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
	08/19/2012 - 08/25/2012	1.02	1.04
	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 5: Traffic Counts (TMC's)**



TABLE: A6

## H.I.V.E Preparatory School

## INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.35% FOR PROJECT BUILD-OUT OF 2016 (2 YEARS GROWTH)	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	REDISTRIBUTE D TRAFFIC DUE TO NEW PROPOSED DRIVEWAY OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)
1	NW 57 Avenue & NW 173 Drive	SOUTHBOUND	SBR	12	Thursday, March 13, 2014	0.932	0.97	12	0	12	30	0	42
			SBT	1,999				1,939	14	1,953	14	0	1,967
			SBL	64				62	0	63	0	0	63
			<b>TOTAL</b>	<b>2,075</b>				<b>2,013</b>	<b>14</b>	<b>2,027</b>	<b>44</b>	<b>0</b>	<b>2,071</b>
		WESTBOUND	WBR	62				60	0	61	0	0	61
			WBT	88				85	1	86	30	0	116
			WBL	123				119	1	120	15	0	135
			<b>TOTAL</b>	<b>273</b>				<b>265</b>	<b>2</b>	<b>267</b>	<b>45</b>	<b>0</b>	<b>312</b>
		NORTHBOUND	NBR	83				81	1	81	0	0	81
			NBT	1,162				1,127	8	1,135	0	0	1,135
			NBL	179				174	1	175	48	0	223
			<b>TOTAL</b>	<b>1,424</b>				<b>1,381</b>	<b>10</b>	<b>1,391</b>	<b>48</b>	<b>0</b>	<b>1,439</b>
		EASTBOUND	EBR	179				174	1	175	5	0	180
			EBT	74				72	1	72	25	0	97
			EBL	75				73	1	73	15	0	88
			<b>TOTAL</b>	<b>328</b>				<b>318</b>	<b>2</b>	<b>320</b>	<b>45</b>	<b>0</b>	<b>365</b>
		<b>TOTAL</b>						<b>4,100</b>				<b>3,977</b>	<b>28</b>
2	NW 57 Avenue & NW 171 Street	SOUTHBOUND	SBR	8	Thursday, March 13, 2014	0.957	0.97	8	0	8	29	0	37
			SBT	2,279				2,211	16	2,226	5	0	2,231
			SBL	0				0	0	0	0	0	0
			<b>TOTAL</b>	<b>2,287</b>				<b>2,218</b>	<b>16</b>	<b>2,234</b>	<b>34</b>	<b>0</b>	<b>2,268</b>
		WESTBOUND	WBR	0				0	0	0	0	0	0
			WBT	0				0	0	0	0	0	0
			WBL	0				0	0	0	0	0	0
			<b>TOTAL</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		NORTHBOUND	NBR	0				0	0	0	0	0	0
			NBT	1,421				1,378	10	1,388	48	0	1,436
			NBL	0				0	0	0	0	0	0
			<b>TOTAL</b>	<b>1,421</b>				<b>1,378</b>	<b>10</b>	<b>1,388</b>	<b>48</b>	<b>0</b>	<b>1,436</b>
		EASTBOUND	EBR	191				185	1	187	66	0	253
			EBT	0				0	0	0	0	0	0
			EBL	0				0	0	0	0	0	0
			<b>TOTAL</b>	<b>191</b>				<b>185</b>	<b>1</b>	<b>187</b>	<b>66</b>	<b>0</b>	<b>253</b>
		<b>TOTAL</b>						<b>3,899</b>				<b>3,782</b>	<b>27</b>

TABLE: A6

## H.I.V.E Preparatory School

## INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13				
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.35% FOR PROJECT BUILD-OUT OF 2016 (2 YEARS GROWTH)	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	REDISTRIBUTE D TRAFFIC DUE TO NEW PROPOSED DRIVEWAY OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)				
3	NW 59 Avenue & NW 173 Drive	SOUTHBOUND	SBR	31	Thursday, March 13, 2014	0.746	0.97	30	0	30	0	0	30				
			SBT	270			0.97	262	2	264	53	0	317				
			SBL	174			0.97	169	1	170	0	0	170				
			<b>TOTAL</b>	<b>475</b>				<b>461</b>	<b>3</b>	<b>464</b>	<b>53</b>	<b>0</b>	<b>517</b>				
		WESTBOUND	WBR	32			0.97	31	0	31	0	0	31				
			WBT	55			0.97	53	0	54	0	0	54				
			WBL	137			0.97	133	1	134	108	0	242				
			<b>TOTAL</b>	<b>224</b>				<b>217</b>	<b>2</b>	<b>219</b>	<b>108</b>	<b>0</b>	<b>327</b>				
		NORTHBOUND	NBR	151			0.97	146	1	147	45	0	192				
			NBT	41			0.97	40	0	40	50	0	90				
			NBL	3			0.97	3	0	3	0	0	3				
			<b>TOTAL</b>	<b>195</b>				<b>189</b>	<b>1</b>	<b>190</b>	<b>95</b>	<b>0</b>	<b>285</b>				
		EASTBOUND	EBR	1			0.97	1	0	1	0	0	1				
			EBT	17			0.97	16	0	17	0	0	17				
			EBL	1			0.97	1	0	1	0	0	1				
			<b>TOTAL</b>	<b>19</b>				<b>18</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>				
		<b>TOTAL</b>					<b>913</b>			<b>886</b>	<b>6</b>	<b>892</b>	<b>256</b>	<b>0</b>	<b>1,148</b>		
		4	NW 59 Avenue & NW 171 Street	SOUTHBOUND			SBR	0	Thursday, March 13, 2014	0.646	0.97	0	0	0	0	0	0
							SBT	0			0.97	0	0	0	0	0	0
SBL	373				0.97	362	3	364			146	0	510				
<b>TOTAL</b>	<b>373</b>					<b>362</b>	<b>3</b>	<b>364</b>			<b>146</b>	<b>0</b>	<b>510</b>				
WESTBOUND	WBR			7	0.97	7	0	7			0	0	7				
	WBT			0	0.97	0	0	0			0	0	0				
	WBL			0	0.97	0	0	0			0	0	0				
	<b>TOTAL</b>			<b>7</b>		<b>7</b>	<b>0</b>	<b>7</b>			<b>0</b>	<b>0</b>	<b>7</b>				
NORTHBOUND	NBR			0	0.97	0	0	0			0	0	0				
	NBT			0	0.97	0	0	0			0	0	0				
	NBL			0	0.97	0	0	0			0	0	0				
	<b>TOTAL</b>			<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>				
EASTBOUND	EBR			0	0.97	0	0	0			0	0	0				
	EBT			0	0.97	0	0	0			0	0	0				
	EBL			0	0.97	0	0	0			0	0	0				
	<b>TOTAL</b>			<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>				
<b>TOTAL</b>				<b>380</b>			<b>369</b>	<b>3</b>			<b>371</b>	<b>146</b>	<b>0</b>	<b>517</b>			

TABLE: A6

## H.I.V.E Preparatory School

## INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.35% FOR PROJECT BUILD-OUT OF 2016 (2 YEARS GROWTH)	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	REDISTRIBUTED TRAFFIC DUE TO NEW PROPOSED DRIVEWAY OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)	
5	NW 59 Avenue & Driveway 1 (North)	SOUTHBOUND	SBR	0	Thursday, March 13, 2014	0.598	0.97	0	0	0	0	0	0	0
			SBT	292			0.97	283	2	285	80	0	365	
			SBL	127			1.00	127	0	127	81	0	208	
			<b>TOTAL</b>	<b>419</b>				<b>410</b>	<b>2</b>	<b>412</b>	<b>161</b>	<b>0</b>	<b>573</b>	
		WESTBOUND	WBR	21			1.00	21	0	21	0	-21	0	
			WBT	0			1.00	0	0	0	0	0	0	
			WBL	4			1.00	4	0	4	0	-4	0	
			<b>TOTAL</b>	<b>25</b>				<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>-25</b>	<b>0</b>	
		NORTHBOUND	NBR	1			1.00	1	0	1	0	0	1	
			NBT	177			0.97	172	1	173	95	21	289	
			NBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>178</b>				<b>173</b>	<b>1</b>	<b>174</b>	<b>95</b>	<b>21</b>	<b>290</b>	
		EASTBOUND	EBR	0			0.97	0	0	0	0	0	0	
			EBT	0			0.97	0	0	0	0	0	0	
			EBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>				<b>622</b>			<b>608</b>	<b>3</b>	<b>611</b>	<b>256</b>	<b>-4</b>	<b>863</b>		
6	NW 59 Avenue & Driveway 2 (South)	SOUTHBOUND	SBR	0	Thursday, March 13, 2014	0.624	0.97	0	0	0	0	0	0	0
			SBT	297			0.97	288	2	290	80	-4	366	
			SBL	0			1.00	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>297</b>				<b>288</b>	<b>2</b>	<b>290</b>	<b>80</b>	<b>-4</b>	<b>366</b>	
		WESTBOUND	WBR	171			1.00	171	0	171	95	21	287	
			WBT	0			1.00	0	0	0	0	0	0	
			WBL	76			1.00	76	0	76	66	4	146	
			<b>TOTAL</b>	<b>247</b>				<b>247</b>	<b>0</b>	<b>247</b>	<b>161</b>	<b>25</b>	<b>433</b>	
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0	
			NBT	7			0.97	7	0	7	0	0	7	
			NBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>7</b>				<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	
		EASTBOUND	EBR	0			0.97	0	0	0	0	0	0	
			EBT	0			0.97	0	0	0	0	0	0	
			EBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>				<b>551</b>			<b>542</b>	<b>2</b>	<b>544</b>	<b>241</b>	<b>21</b>	<b>806</b>		

TABLE: A6

**H.I.V.E Preparatory School**

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 0.35% FOR PROJECT BUILD-OUT OF 2016 (2 YEARS GROWTH)	NET TRAFFIC (PROPOSED W/O PROJECT TRAFFIC)	SITE TRAFFIC (VPH)	REDISTRIBUTE D TRAFFIC DUE TO NEW PROPOSED DRIVEWAY OPERATION	TOTAL TRAFFIC (VPH) (PROPOSED W/ PROJECT TRAFFIC)	
7	NW 171 Street & Driveway 3 (West)	SOUTHBOUND	SBR	0	Thursday, March 13, 2014	0.639	0.97	0	0	0	0	0	0	0
			SBT	0			0.97	0	0	0	0	0	0	0
			SBL	0			0.97	0	0	0	0	0	0	0
			<b>TOTAL</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		WESTBOUND	WBR	69			1.00	69	0	69	29	0	98	
			WBT	7			0.97	7	0	7	0	0	7	
			WBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>76</b>			<b>76</b>	<b>0</b>	<b>76</b>	<b>29</b>	<b>0</b>	<b>105</b>		
		NORTHBOUND	NBR	0			0.97	0	0	0	0	0	0	
			NBT	0			0.97	0	0	0	0	0	0	
			NBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		EASTBOUND	EBR	0			0.97	0	0	0	0	0	0	
			EBT	233			0.97	226	2	228	66	0	294	
			EBL	138			1.00	138	0	138	80	0	218	
			<b>TOTAL</b>	<b>371</b>			<b>364</b>	<b>2</b>	<b>366</b>	<b>146</b>	<b>0</b>	<b>512</b>		
<b>TOTAL</b>				<b>447</b>			<b>440</b>	<b>2</b>	<b>441</b>	<b>175</b>	<b>0</b>	<b>616</b>		
8	NW 171 Street & Driveway 4 (East)	SOUTHBOUND	SBR	7	Thursday, March 13, 2014	0.694	1.00	7	0	7	0	0	7	
			SBT	0			1.00	0	0	0	0	0		
			SBL	24			1.00	24	0	24	0	24		
			<b>TOTAL</b>	<b>31</b>			<b>31</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>31</b>			
		WESTBOUND	WBR	0			0.97	0	0	0	0	0	0	
			WBT	69			0.97	67	0	67	29	0	96	
			WBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>69</b>			<b>67</b>	<b>0</b>	<b>67</b>	<b>29</b>	<b>0</b>	<b>96</b>		
		NORTHBOUND	NBR	0			0.97	0	0	0	0	0	0	
			NBT	0			0.97	0	0	0	0	0	0	
			NBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		EASTBOUND	EBR	0			0.97	0	0	0	0	0	0	
			EBT	233			0.97	226	2	228	66	0	294	
			EBL	0			0.97	0	0	0	0	0	0	
			<b>TOTAL</b>	<b>233</b>			<b>226</b>	<b>2</b>	<b>228</b>	<b>66</b>	<b>0</b>	<b>294</b>		
<b>TOTAL</b>				<b>333</b>			<b>324</b>	<b>2</b>	<b>326</b>	<b>95</b>	<b>0</b>	<b>421</b>		

Notes: 1 Intersection Name

2 Intersection Approach

3 Intersection Approach Movement

4 TMC data provided by RGA, Inc.

5 Date of Count

6 Peak Hour Factor

7 Seasonal Factor obtained from FDOT

8 Seasonally Adjusted TMC = Count \* SF (Existing Condition).

9 A 0.35 percent background growth was utilized with a project build-out year of 2016 (Compounded growth rate).

10 Net Traffic = Seasonally Adjusted TMC + Background

11 Site traffic assignment.

12 Redistributed traffic due to new proposed driveway operations.

13 Total Traffic = Net Traffic + Site Traffic (Proposed condition)

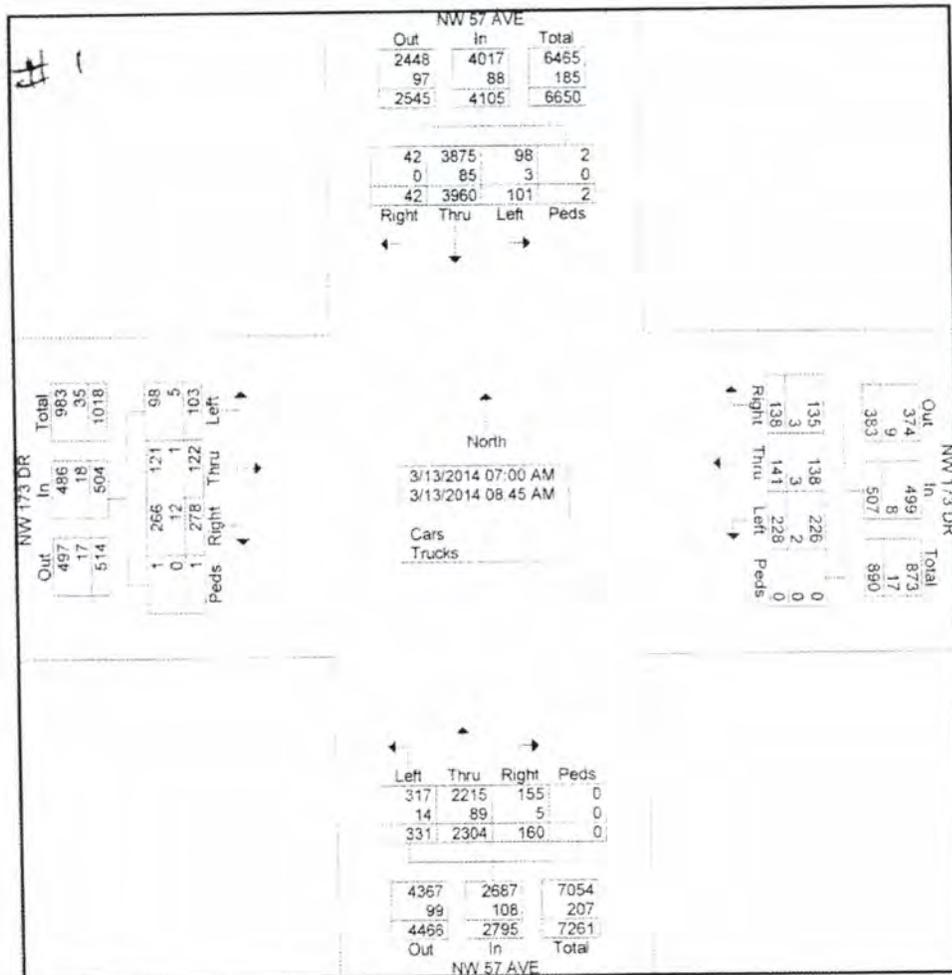


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 8065 NW 98th Street  
 Hialeah Gardens, FL 33016  
 Phone: 305-362-0677  
 Fax: 305-675-6474

File Name : NW 57 Ave\_NW 173 Dr\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No 1

Groups Printed- Cars - Trucks

Start Time	NW 57 AVE Southbound				NW 173 DR Westbound				NW 57 AVE Northbound				NW 173 DR Eastbound				App Total	Int Total		
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds				
07:00 AM	10	533	6	0	17	8	28	0	15	248	30	0	28	17	2	0	47	942		
07:15 AM	3	520	17	0	16	17	26	0	18	298	39	0	31	8	3	0	42	996		
07:30 AM	4	495	14	2	16	23	38	0	22	273	45	0	46	18	13	0	77	1009		
07:45 AM	3	529	16	0	15	37	25	0	18	303	44	0	54	26	31	0	111	1101		
Total	20	2077	53	2	64	85	117	0	73	1122	158	0	159	69	49	0	277	4048		
08:00 AM	2	455	17	0	15	11	34	0	25	288	51	0	48	22	28	1	99	997		
08:15 AM	9	489	7	0	20	13	31	0	26	307	22	0	23	10	5	0	38	962		
08:30 AM	6	491	14	0	23	17	31	0	17	288	47	0	28	11	13	0	52	986		
08:45 AM	5	448	10	0	16	15	15	0	46	19	299	53	0	20	10	8	0	38	918	
Total	22	1893	48	0	74	56	111	0	87	1182	173	0	119	53	54	1	227	3863		
Grand Total	42	3960	101	2	138	141	228	0	160	2304	331	0	278	122	103	1	504	7911		
Apprch %	1	96.5	2.5	0	27.2	27.8	45	0	5.7	82.4	11.8	0	55.2	24.2	20.4	0.2				
Total %	0.5	50.1	1.3	0	51.9	1.7	1.8	2.9	6.4	2	29.1	4.2	0	35.3	3.5	1.5	1.3	0	6.4	
Cars	42	3875							2215											
% Cars	100	97.9	97	100	97.9	97.8	97.9	99.1	98.4	96.9	96.1	95.8	0	96.1	95.7	99.2	95.1	100	96.4	97.2
Trucks	0	85	3	0	88	3	3	2	8	5	89	14	0	108	12	1	5	0	18	222
% Trucks	0	2.1	3	0	2.1	2.2	2.1	0.9	1.6	3.1	3.9	4.2	0	3.9	4.3	0.8	4.9	0	3.6	2.8



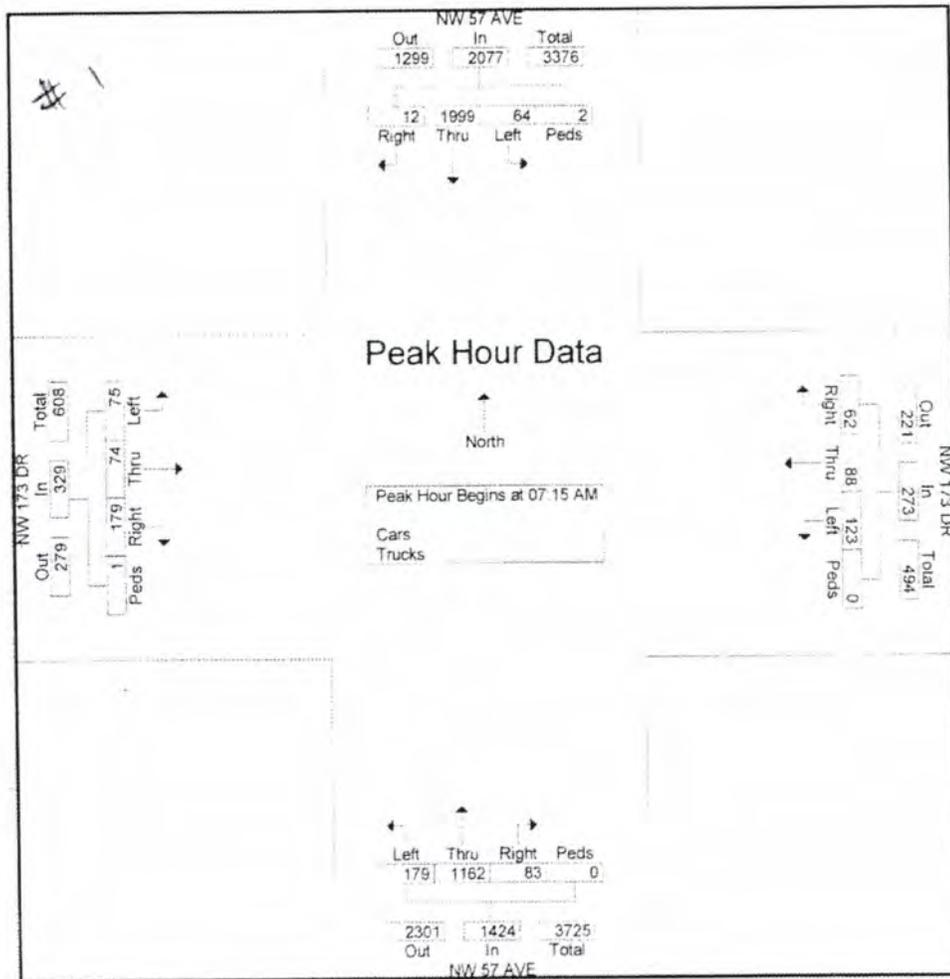


Richard Garcia & Associates, Inc.

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File Name : NW 57 Ave\_NW 173 Dr\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 57 AVE Southbound					NW 173 DR Westbound					NW 57 AVE Northbound					NW 173 DR Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	WB 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	3	520	17	0	540	16	17	26	0	59	18	298	39	0	355	31	8	3	0	42	996
07:30 AM	4	495	14	2	515	16	23	38	0	77	22	273	45	0	340	46	18	13	0	77	1009
07:45 AM	3	529	16	0	548	15	37	25	0	77	18	303	44	0	365	54	26	31	0	111	1101
08:00 AM	2	455	17	0	474	15	11	34	0	60	25	288	51	0	364	48	22	28	1	99	997
Total Volume	12	1999	64	2	2077	62	88	123	0	273	83	1162	179	0	1424	179	74	75	1	329	4103
% App Total	0.6	96.2	3.1	0.1		22.7	32.2	45.1	0		5.8	81.6	12.6	0		54.4	22.5	22.8	0.3		
PHF	.750	.945	.941	.250	.948	.969	.595	.809	.000	.886	.830	.959	.877	.000	.975	.829	.712	.605	.250	.741	.932





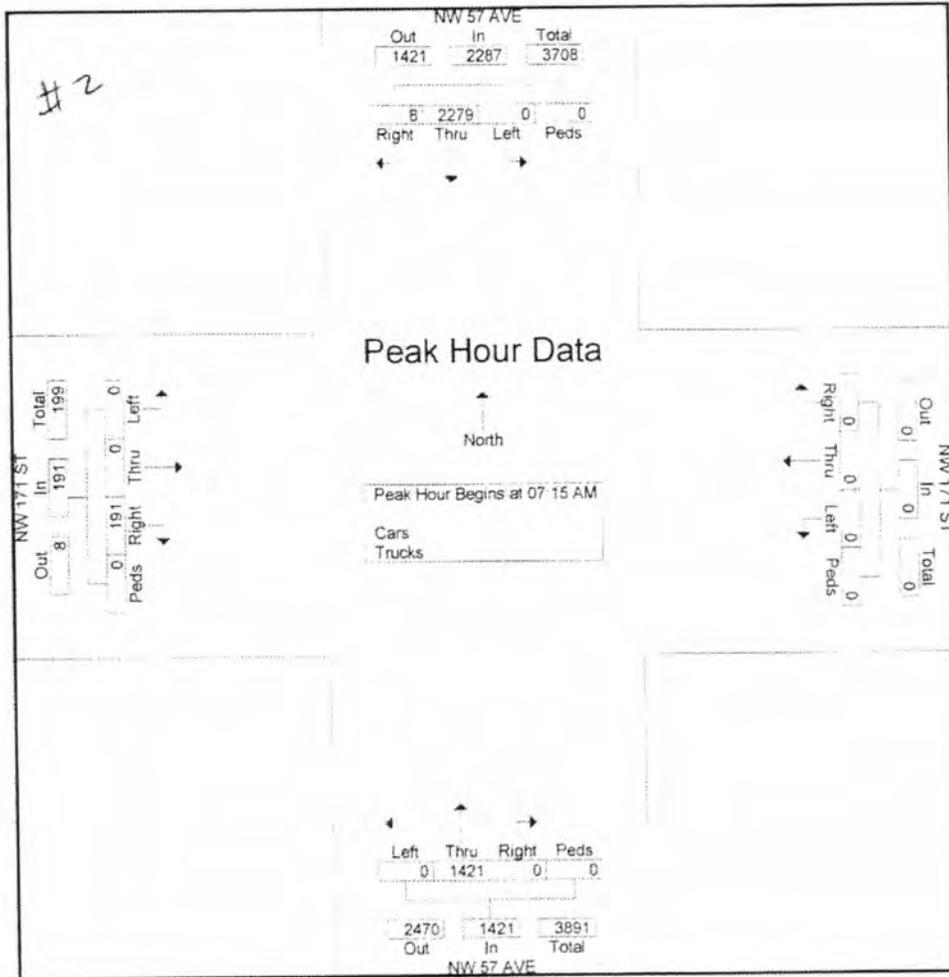


Richard Garcia & Associates, Inc.

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File Name : NW 57 Ave\_NW 171 St\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 57 AVE Southbound					NW 171 ST Westbound					NW 57 AVE Northbound					NW 171 ST Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	569	0	0	570	0	0	0	0	0	0	353	0	0	353	49	0	0	0	49	972
07:30 AM	1	574	0	0	575	0	0	0	0	0	0	340	0	0	340	42	0	0	0	42	957
07:45 AM	5	598	0	0	603	0	0	0	0	0	0	366	0	0	366	50	0	0	0	50	1019
08:00 AM	1	538	0	0	539	0	0	0	0	0	0	362	0	0	362	50	0	0	0	50	951
Total Volume	8	2279	0	0	2287	0	0	0	0	0	0	1421	0	0	1421	191	0	0	0	191	3899
% App Total	0.3	99.7	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.400	.953	.000	.000	.948	.000	.000	.000	.000	.000	.000	.971	.000	.000	.971	.955	.000	.000	.000	.955	.957



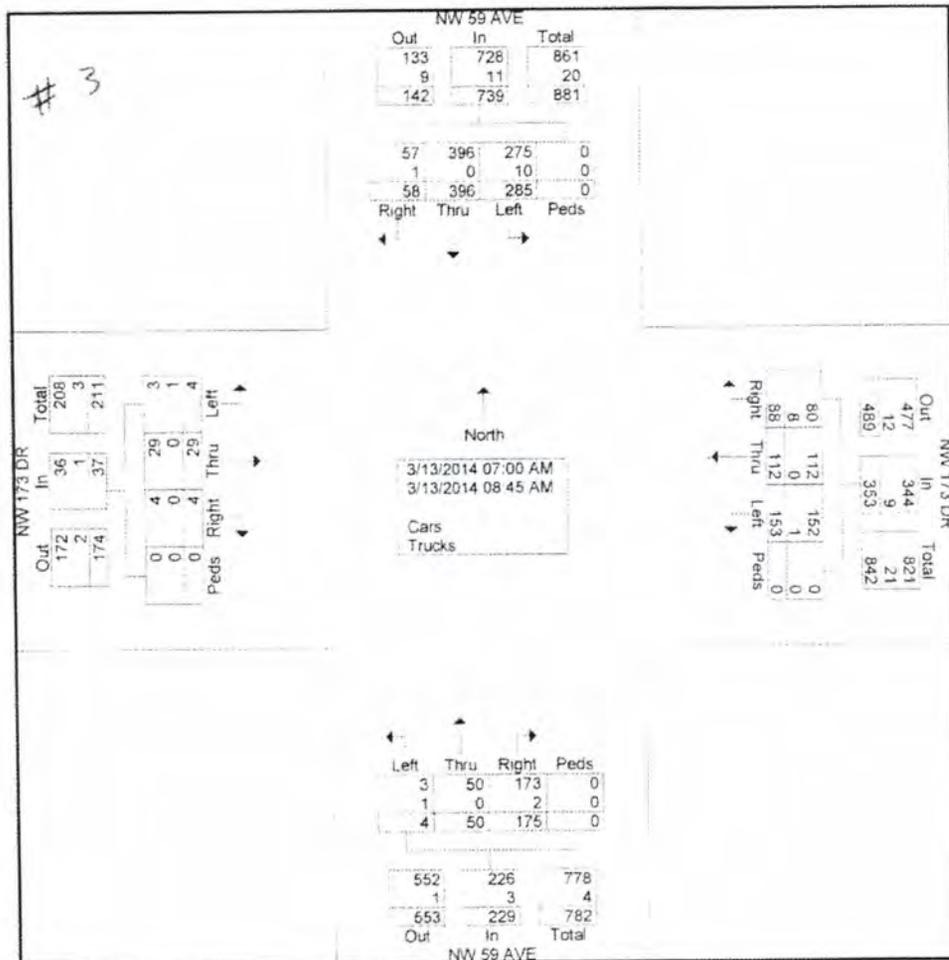


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File Name : NW 59 Ave\_NW 173 Dr\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 59 AVE Southbound				NW 173 DR Westbound				NW 59 AVE Northbound				NW 173 DR Eastbound				App Total	Int Total			
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right			Thru	Left	Peds
07:00 AM	2	42	26	0	70	13	9	6	0	28	7	2	0	0	9	0	2	0	0	2	109
07:15 AM	6	61	34	0	101	12	10	19	0	41	15	4	1	0	20	0	2	1	0	3	165
07:30 AM	6	71	56	0	133	5	15	40	0	60	29	6	1	0	36	1	3	0	0	4	233
07:45 AM	5	96	41	0	142	5	18	59	0	82	66	12	0	0	78	0	4	0	0	4	306
<b>Total</b>	<b>19</b>	<b>270</b>	<b>157</b>	<b>0</b>	<b>446</b>	<b>35</b>	<b>52</b>	<b>124</b>	<b>0</b>	<b>211</b>	<b>117</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>143</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>813</b>
08:00 AM	14	42	43	0	99	10	12	19	0	41	41	19	1	0	61	0	8	0	0	8	209
08:15 AM	8	24	29	0	61	9	12	6	0	27	7	3	0	0	10	1	4	0	0	5	103
08:30 AM	9	31	32	0	72	12	13	1	0	26	5	2	0	0	7	1	2	2	0	5	110
08:45 AM	8	29	24	0	61	22	23	3	0	48	5	2	1	0	8	1	4	1	0	6	123
<b>Total</b>	<b>39</b>	<b>126</b>	<b>128</b>	<b>0</b>	<b>293</b>	<b>53</b>	<b>60</b>	<b>29</b>	<b>0</b>	<b>142</b>	<b>58</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>545</b>
<b>Grand Total</b>	<b>58</b>	<b>396</b>	<b>285</b>	<b>0</b>	<b>739</b>	<b>88</b>	<b>112</b>	<b>153</b>	<b>0</b>	<b>353</b>	<b>175</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>229</b>	<b>4</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>1358</b>
<b>Apprch %</b>	<b>7.8</b>	<b>53.6</b>	<b>38.6</b>	<b>0</b>		<b>24.9</b>	<b>31.7</b>	<b>43.3</b>	<b>0</b>	<b>76.4</b>	<b>21.8</b>	<b>1.7</b>	<b>0</b>		<b>10.8</b>	<b>78.4</b>	<b>10.8</b>	<b>0</b>			
<b>Total %</b>	<b>4.3</b>	<b>29.2</b>	<b>21</b>	<b>0</b>	<b>54.4</b>	<b>6.5</b>	<b>8.2</b>	<b>11.3</b>	<b>0</b>	<b>26</b>	<b>12.9</b>	<b>3.7</b>	<b>0.3</b>	<b>0</b>	<b>16.9</b>	<b>0.3</b>	<b>2.1</b>	<b>0.3</b>	<b>0</b>	<b>2.7</b>	
<b>Cars</b>	<b>57</b>	<b>396</b>	<b>275</b>	<b>0</b>	<b>728</b>	<b>80</b>	<b>112</b>	<b>152</b>	<b>0</b>	<b>344</b>	<b>173</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>226</b>	<b>4</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>1334</b>
<b>% Cars</b>	<b>98.3</b>	<b>100</b>	<b>96.5</b>	<b>0</b>	<b>98.5</b>	<b>90.9</b>	<b>100</b>	<b>99.3</b>	<b>0</b>	<b>97.5</b>	<b>98.9</b>	<b>100</b>	<b>75</b>	<b>0</b>	<b>98.7</b>	<b>100</b>	<b>100</b>	<b>75</b>	<b>0</b>	<b>97.3</b>	<b>98.2</b>
<b>Trucks</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>24</b>
<b>% Trucks</b>	<b>1.7</b>	<b>0</b>	<b>3.5</b>	<b>0</b>	<b>1.5</b>	<b>9.1</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>2.5</b>	<b>1.1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>2.7</b>	<b>1.8</b>



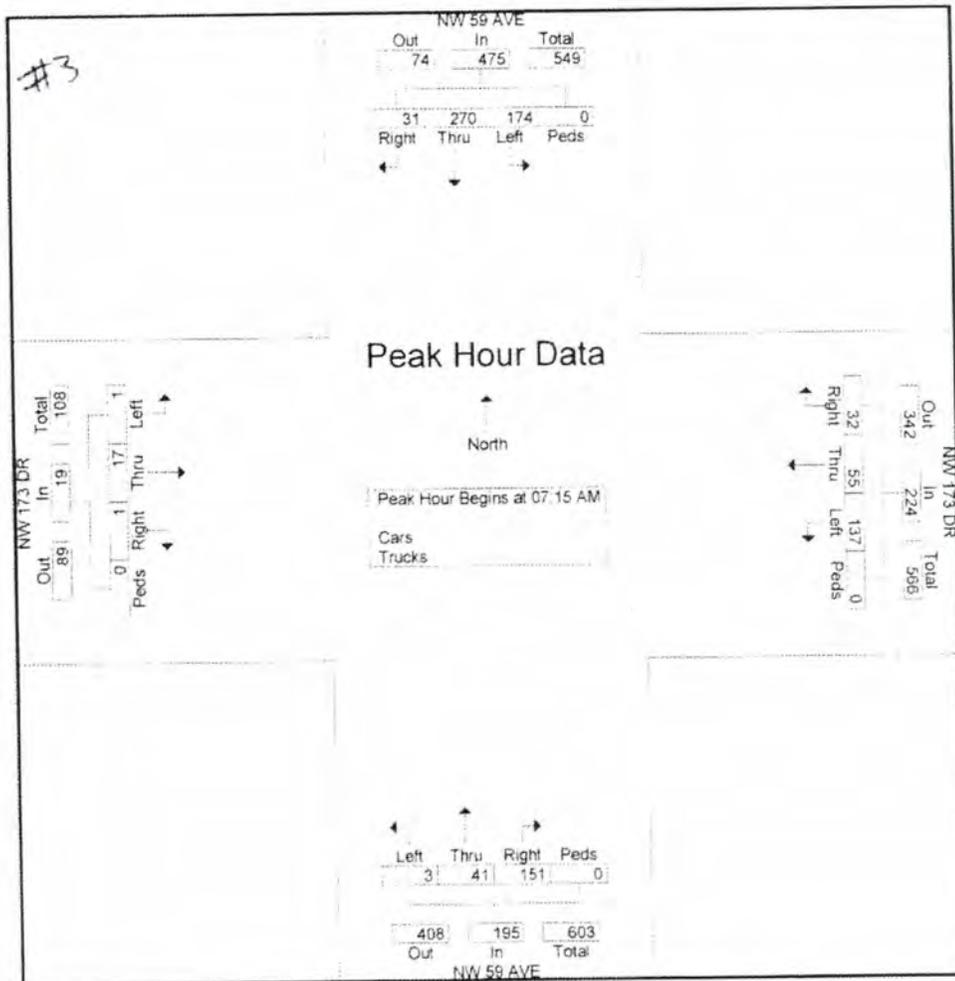


Richard Garcia & Associates, Inc.

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File Name : NW 59 Ave\_NW 173 Dr\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 59 AVE Southbound					NW 173 DR Westbound					NW 59 AVE Northbound					NW 173 DR Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Off 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	6	61	34	0	101	12	10	19	0	41	15	4	1	0	20	0	2	1	0	3	165
07:30 AM	6	71	56	0	133	5	15	40	0	60	29	6	1	0	36	1	3	0	0	4	233
07:45 AM	5	96	41	0	142	5	18	59	0	82	66	12	0	0	78	0	4	0	0	4	306
08:00 AM	14	42	43	0	99	10	12	19	0	41	41	19	1	0	61	0	8	0	0	8	209
Total Volume	31	270	174	0	475	32	55	137	0	224	151	41	3	0	195	1	17	1	0	19	913
% App Total	6.5	56.8	36.6	0		14.3	24.6	61.2	0		77.4	21	1.5	0		5.3	89.5	5.3	0		
PHF	.554	.703	.777	.000	.836	.667	.764	.581	.000	.683	.572	.539	.750	.000	.625	.250	.531	.250	.000	.594	.746



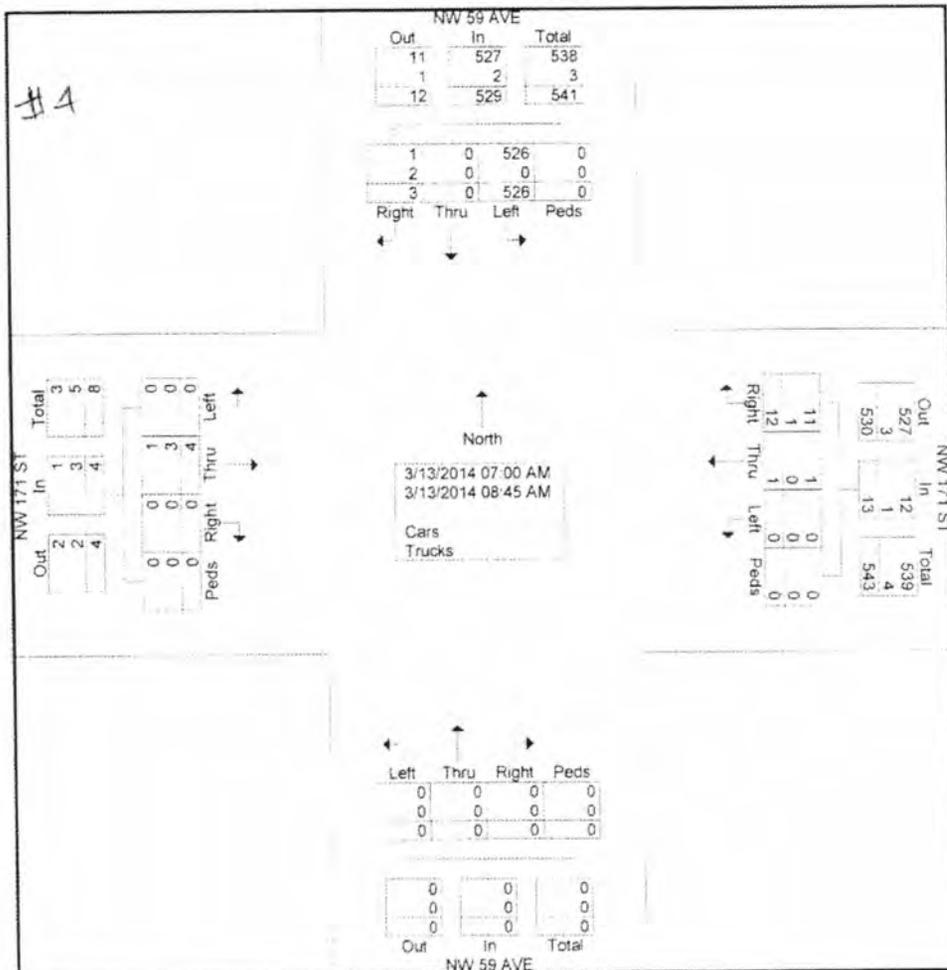


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File Name : NW 59 Ave\_NW 171 St\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 59 AVE Southbound					NW 171 ST Westbound					NW 59 AVE Northbound					NW 171 ST Eastbound					Inf. 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	1	0	52	0	53	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	55
07:15 AM	0	0	65	0	65	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	66
07:30 AM	0	0	87	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
07:45 AM	0	0	146	0	146	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	147
<b>Total</b>	<b>1</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>351</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>355</b>
08:00 AM	0	0	75	0	75	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	80
08:15 AM	1	0	29	0	30	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	33
08:30 AM	0	0	36	0	36	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	39
08:45 AM	1	0	36	0	37	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	39
<b>Total</b>	<b>2</b>	<b>0</b>	<b>176</b>	<b>0</b>	<b>178</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>191</b>
<b>Grand Total</b>	<b>3</b>	<b>0</b>	<b>526</b>	<b>0</b>	<b>529</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>546</b>
Approch %	0.6	0	99.4	0	92.3	7.7	0	0	0	0	0	0	0	0	0	100	0	0	0	0		
Total %	0.5	0	96.3	0	96.9	2.2	0.2	0	0	2.4	0	0	0	0	0	0.7	0	0	0	0	0.7	
Cars	1	0	526	0	527	11	1	0	0	12	0	0	0	0	0	0	1	0	0	0	1	540
% Cars	33.3	0	100	0	99.6	91.7	100	0	0	92.3	0	0	0	0	0	0	25	0	0	0	25	98.9
Trucks	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	3	6
% Trucks	66.7	0	0	0	0.4	8.3	0	0	0	7.7	0	0	0	0	0	0	75	0	0	0	75	1.1

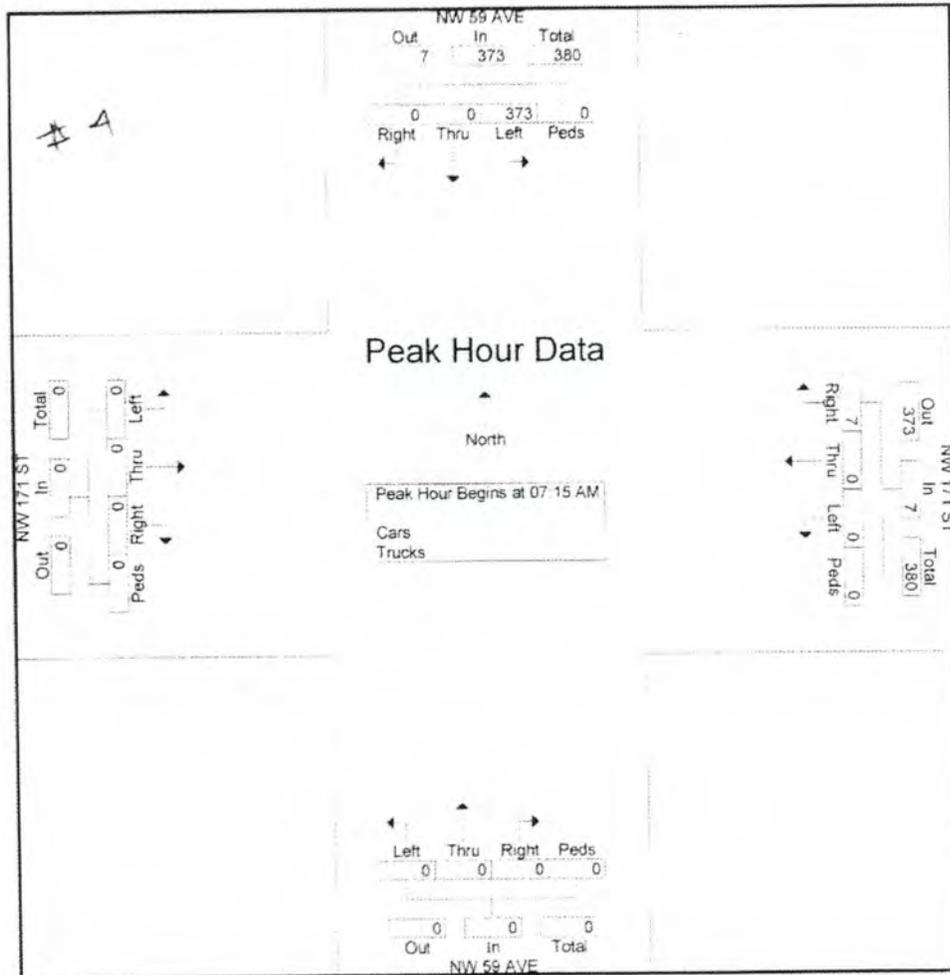




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File Name : NW 59 Ave\_NW 171 St\_AM  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 59 AVE Southbound					NW 171 ST Westbound					NW 59 AVE Northbound					NW 171 ST Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	65	0	65	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	66
07:30 AM	0	0	87	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
07:45 AM	0	0	146	0	146	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	147
08:00 AM	0	0	75	0	75	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	80
Total Volume	0	0	373	0	373	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	380
% App Total	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100
PHF	0.000	0.000	0.639	0.000	0.639	0.350	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.646



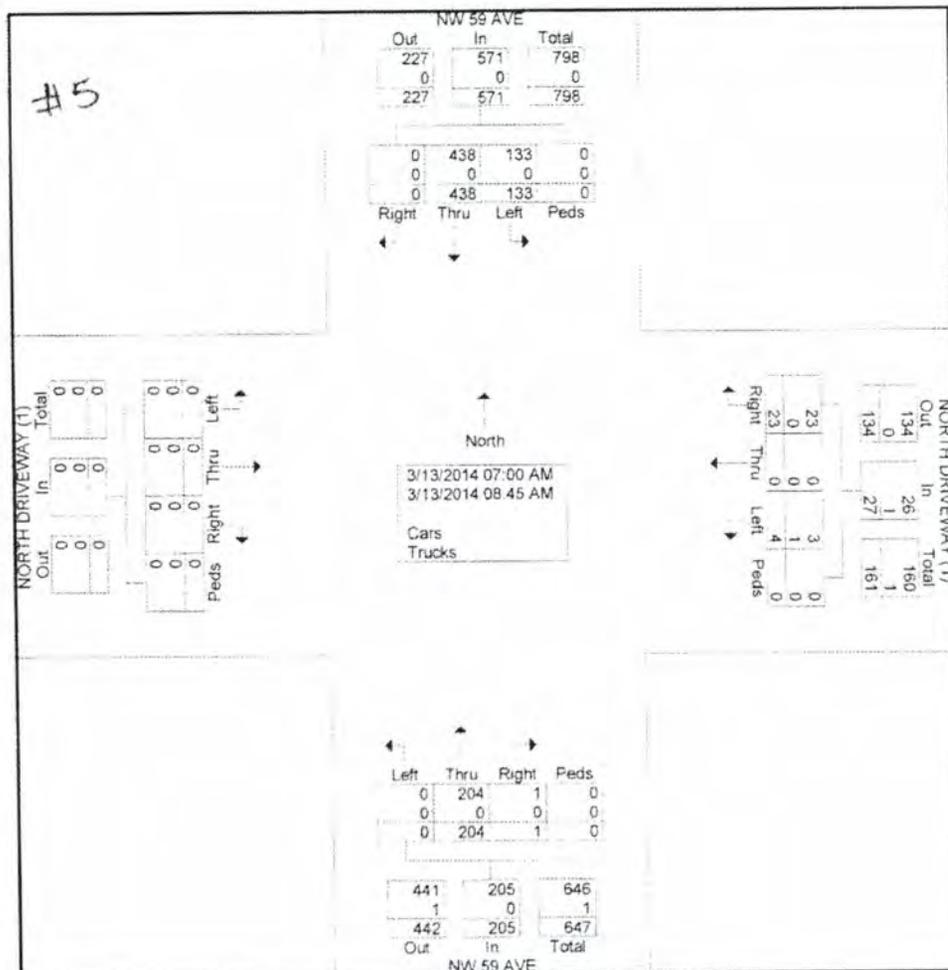


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File Name : NW 59 Ave\_North DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 59 AVE Southbound				NORTH DRIVEWAY (1) Westbound					NW 59 AVE Northbound				NORTH DRIVEWAY (1) Eastbound					App. Total	Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left			Peds
07:00 AM	0	45	5	0	50	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	60
07:15 AM	0	60	15	0	75	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	88
07:30 AM	0	63	47	0	110	2	0	0	0	2	0	37	0	0	37	0	0	0	0	0	149
07:45 AM	0	111	62	0	173	11	0	1	0	12	1	74	0	0	75	0	0	0	0	0	260
<b>Total</b>	<b>0</b>	<b>279</b>	<b>129</b>	<b>0</b>	<b>408</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>557</b>
08:00 AM	0	58	3	0	61	8	0	2	0	10	0	54	0	0	54	0	0	0	0	0	125
08:15 AM	0	30	1	0	31	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	39
08:30 AM	0	36	0	0	36	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	43
08:45 AM	0	35	0	0	35	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	39
<b>Total</b>	<b>0</b>	<b>159</b>	<b>4</b>	<b>0</b>	<b>163</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>246</b>
<b>Grand Total</b>	<b>0</b>	<b>438</b>	<b>133</b>	<b>0</b>	<b>571</b>	<b>23</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>204</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>803</b>
<b>Apprch %</b>	<b>0</b>	<b>76.7</b>	<b>23.3</b>	<b>0</b>	<b>85.2</b>	<b>0</b>	<b>14.8</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>99.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total %</b>	<b>0</b>	<b>54.5</b>	<b>16.6</b>	<b>0</b>	<b>71.1</b>	<b>2.9</b>	<b>0.5</b>	<b>0</b>	<b>3.4</b>	<b>0.1</b>	<b>25.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cars</b>	<b>0</b>	<b>438</b>	<b>133</b>	<b>0</b>	<b>571</b>	<b>23</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>204</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>802</b>
<b>% Cars</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>96.3</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99.9</b>
<b>Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>% Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>3.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>

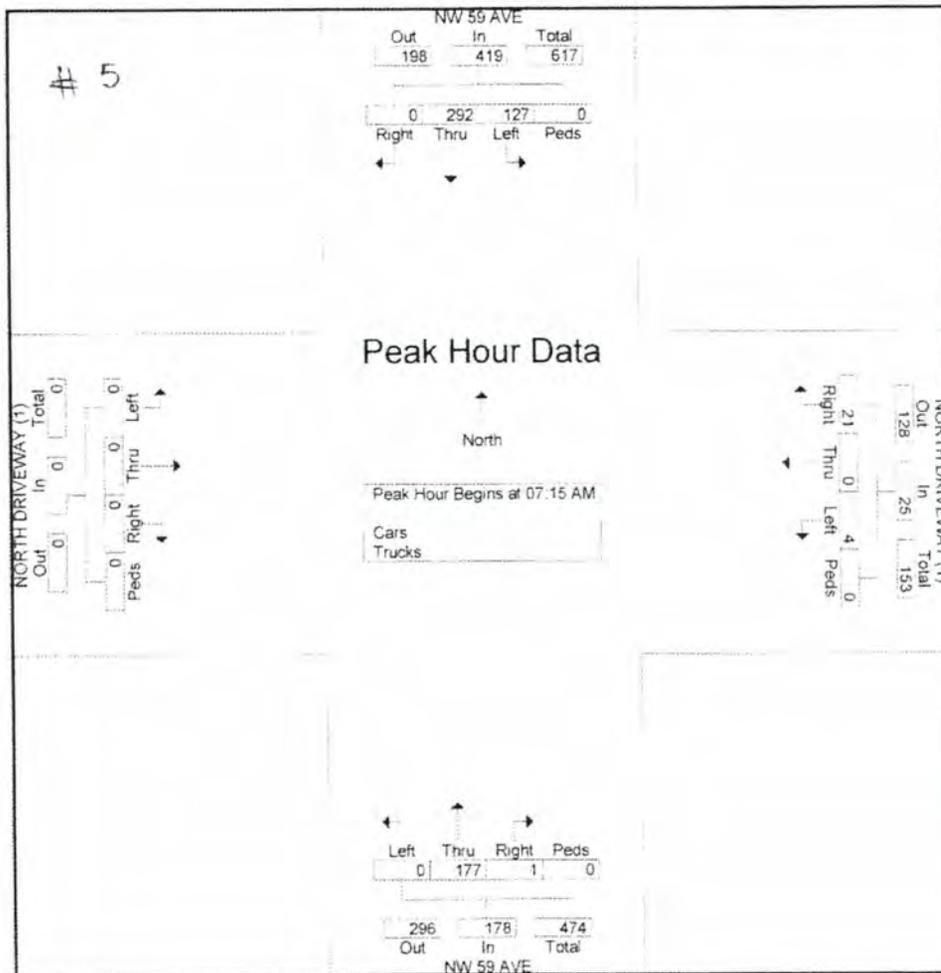




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File Name : NW 59 Ave\_North DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 59 AVE Southbound					NORTH DRIVEWAY (1) Westbound					NW 59 AVE Northbound					NORTH DRIVEWAY (1) Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Infr. 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	60	15	0	75	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	88
07:30 AM	0	63	47	0	110	2	0	0	0	2	0	37	0	0	37	0	0	0	0	0	149
07:45 AM	0	111	62	0	173	11	0	1	0	12	1	74	0	0	75	0	0	0	0	0	260
08:00 AM	0	58	3	0	61	8	0	2	0	10	0	54	0	0	54	0	0	0	0	0	125
Total Volume	0	292	127	0	419	21	0	4	0	25	1	177	0	0	178	0	0	0	0	0	622
% App. Total	0	69.7	30.3	0		84	0	16	0		0.6	99.4	0	0		0	0	0	0		
PHF	.000	.658	.512	.000	.605	.477	.000	.500	.000	.521	.250	.598	.000	.000	.593	.000	.000	.000	.000	.000	.598



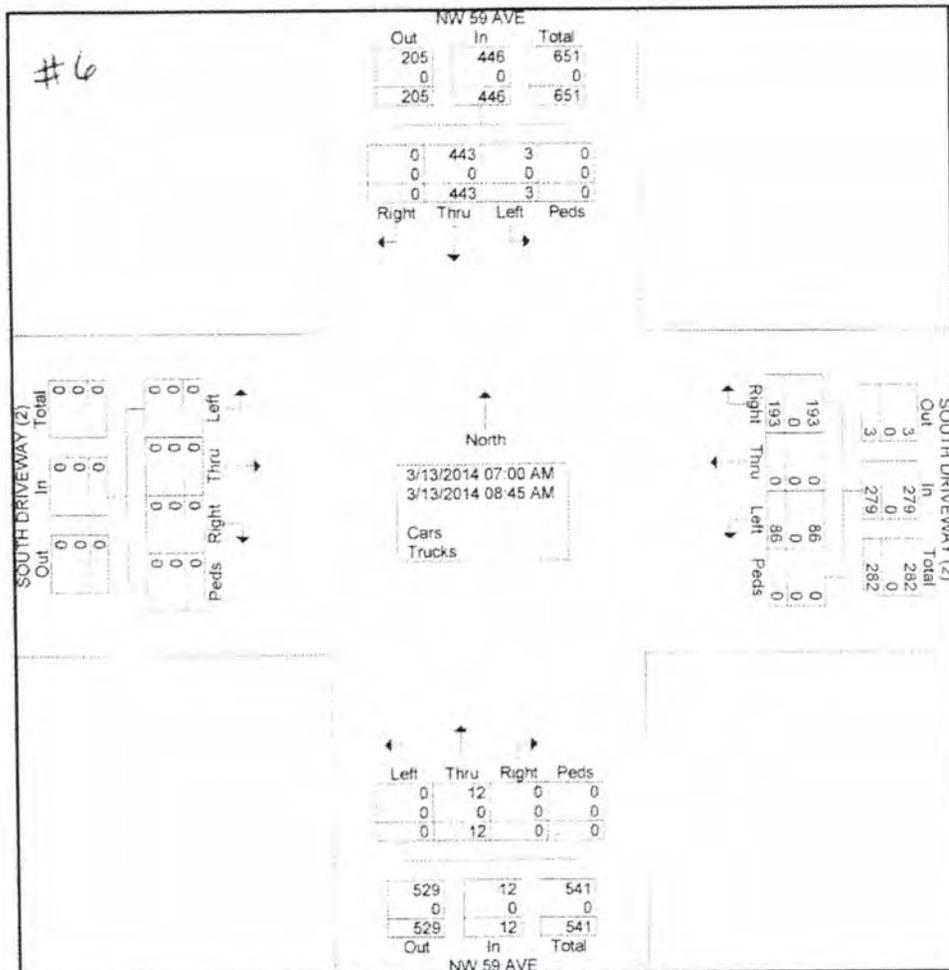


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File Name : NW 59 Ave\_South DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	NW 59 AVE Southbound					SOUTH DRIVEWAY (2) Westbound					NW 59 AVE Northbound					SOUTH DRIVEWAY (2) Eastbound					Inf. 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	45	0	0	45	9	0	8	0	17	0	1	0	0	1	0	0	0	0	0	0	63
07:15 AM	0	61	0	0	61	11	0	4	0	15	0	1	0	0	1	0	0	0	0	0	0	77
07:30 AM	0	63	0	0	63	37	0	24	0	61	0	0	0	0	0	0	0	0	0	0	0	124
07:45 AM	0	113	0	0	113	74	0	33	0	107	0	1	0	0	1	0	0	0	0	0	0	221
Total	0	282	0	0	282	131	0	69	0	200	0	3	0	0	3	0	0	0	0	0	0	485
08:00 AM	0	60	1	0	61	49	0	15	0	64	0	5	0	0	5	0	0	0	0	0	0	130
08:15 AM	0	30	1	0	31	6	0	0	0	6	0	2	0	0	2	0	0	0	0	0	0	39
08:30 AM	0	35	1	0	36	4	0	1	0	5	0	1	0	0	1	0	0	0	0	0	0	42
08:45 AM	0	36	0	0	36	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	41
Total	0	161	3	0	164	62	0	17	0	79	0	9	0	0	9	0	0	0	0	0	0	252
Grand Total	0	443	3	0	446	193	0	86	0	279	0	12	0	0	12	0	0	0	0	0	0	737
Apprch %	0	99.3	0.7	0	69.2	0	30.8	0	0	100	0	0	0	0	1.6	0	0	0	0	0	0	0
Total %	0	60.1	0.4	0	60.5	26.2	0	11.7	0	37.9	0	1.6	0	0	1.6	0	0	0	0	0	0	0
Cars	0	443	3	0	446	193	0	86	0	279	0	12	0	0	12	0	0	0	0	0	0	737
% Cars	0	100	100	0	100	100	0	100	0	100	0	100	0	0	100	0	0	0	0	0	0	100
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

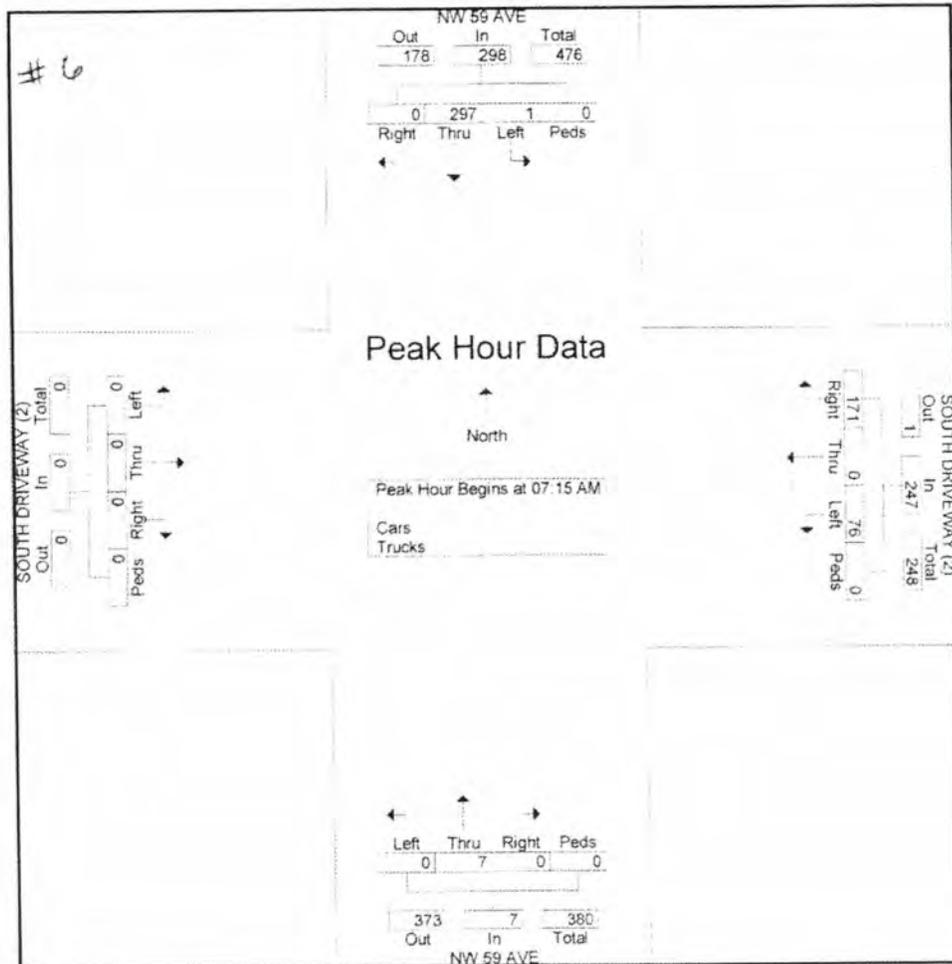




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File Name : NW 59 Ave\_South DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	NW 59 AVE Southbound					SOUTH DRIVEWAY (2) Westbound					NW 59 AVE Northbound					SOUTH DRIVEWAY (2) Eastbound					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	61	0	0	61	11	0	4	0	15	0	1	0	0	1	0	0	0	0	0	77
07:30 AM	0	63	0	0	63	37	0	24	0	61	0	0	0	0	0	0	0	0	0	0	124
07:45 AM	0	113	0	0	113	74	0	33	0	107	0	1	0	0	1	0	0	0	0	0	221
08:00 AM	0	60	1	0	61	49	0	15	0	64	0	5	0	0	5	0	0	0	0	0	130
Total Volume	0	297	1	0	298	171	0	76	0	247	0	7	0	0	7	0	0	0	0	0	552
% App. Total	0	99.7	0.3	0		69.2	0	30.8	0		0	100	0	0		0	0	0	0		
PHF	.000	.657	.250	.000	.659	.578	.000	.576	.000	.577	.000	.350	.000	.000	.350	.000	.000	.000	.000	.000	.624



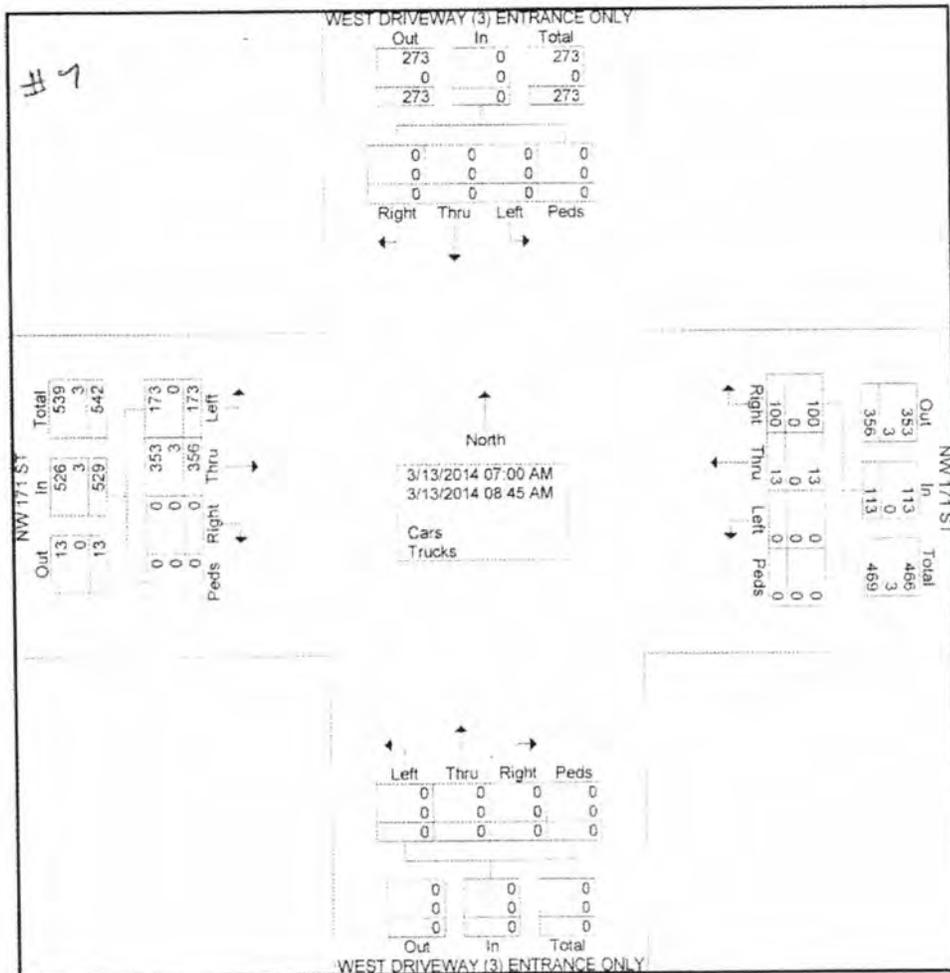


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File Name : NW 171 St\_West DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	WEST DRIVEWAY (3) ENTRANCE ONLY Southbound					NW 171 ST Westbound					WEST DRIVEWAY (3) ENTRANCE ONLY Northbound					NW 171 ST Eastbound						
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	mt Total	
07:00 AM	0	0	0	0	0	11	1	0	0	12	0	0	0	0	0	0	0	36	17	0	53	65
07:15 AM	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	0	0	45	19	0	64	81
07:30 AM	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	56	31	0	87	102
07:45 AM	0	0	0	0	0	28	1	0	0	29	0	0	0	0	0	0	0	85	61	0	146	175
Total	0	0	0	0	0	70	3	0	0	73	0	0	0	0	0	0	0	222	128	0	350	423
08:00 AM	0	0	0	0	0	10	5	0	0	15	0	0	0	0	0	0	0	47	27	0	74	89
08:15 AM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	22	7	0	29	34
08:30 AM	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	35	5	0	40	49
08:45 AM	0	0	0	0	0	9	2	0	0	11	0	0	0	0	0	0	0	30	6	0	36	47
Total	0	0	0	0	0	30	10	0	0	40	0	0	0	0	0	0	0	134	45	0	179	219
Grand Total	0	0	0	0	0	100	13	0	0	113	0	0	0	0	0	0	0	356	173	0	529	642
Apprch %	0	0	0	0	0	88.5	11.5	0	0	100	0	0	0	0	0	0	0	67.3	32.7	0	100	100
Total %	0	0	0	0	0	15.6	2	0	0	17.6	0	0	0	0	0	0	0	55.5	26.9	0	82.4	82.4
Cars	0	0	0	0	0	100	13	0	0	113	0	0	0	0	0	0	0	353	173	0	526	639
% Cars	0	0	0	0	0	100	100	0	0	100	0	0	0	0	0	0	0	99.2	100	0	99.4	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.6	0.5

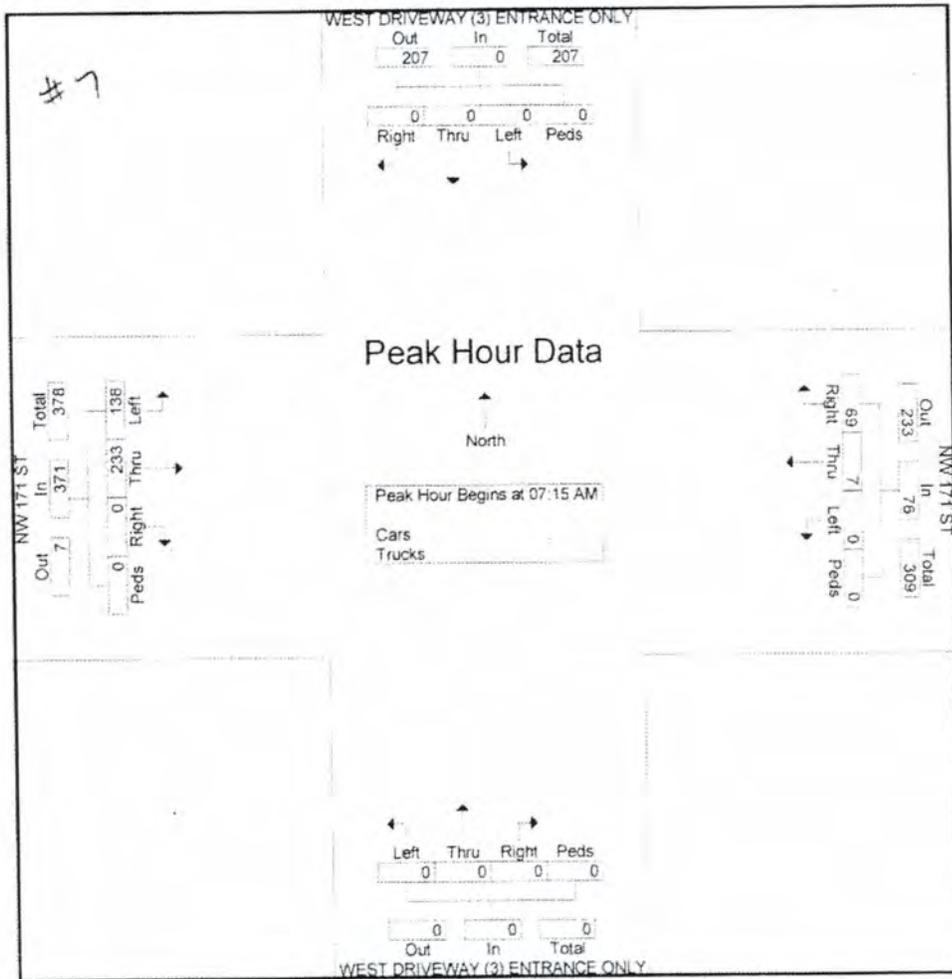




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File Name : NW 171 St\_West DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	WEST DRIVEWAY (3) ENTRANCE ONLY Southbound					NW 171 ST Westbound					WEST DRIVEWAY (3) ENTRANCE ONLY Northbound					NW 171 ST Eastbound						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	0	0	45	19	0	64	81
07:30 AM	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	56	31	0	87	102
07:45 AM	0	0	0	0	0	28	1	0	0	29	0	0	0	0	0	0	0	85	61	0	146	175
08:00 AM	0	0	0	0	0	10	5	0	0	15	0	0	0	0	0	0	0	47	27	0	74	89
Total Volume	0	0	0	0	0	69	7	0	0	76	0	0	0	0	0	0	0	233	138	0	371	447
% App. Total	0	0	0	0	0	90.8	9.2	0	0		0	0	0	0	0	0	0	62.8	37.2	0		
PHF	.000	.000	.000	.000	.000	.616	.350	.000	.000	.655	.000	.000	.000	.000	.000	.000	.000	.685	.566	.000	.635	.639



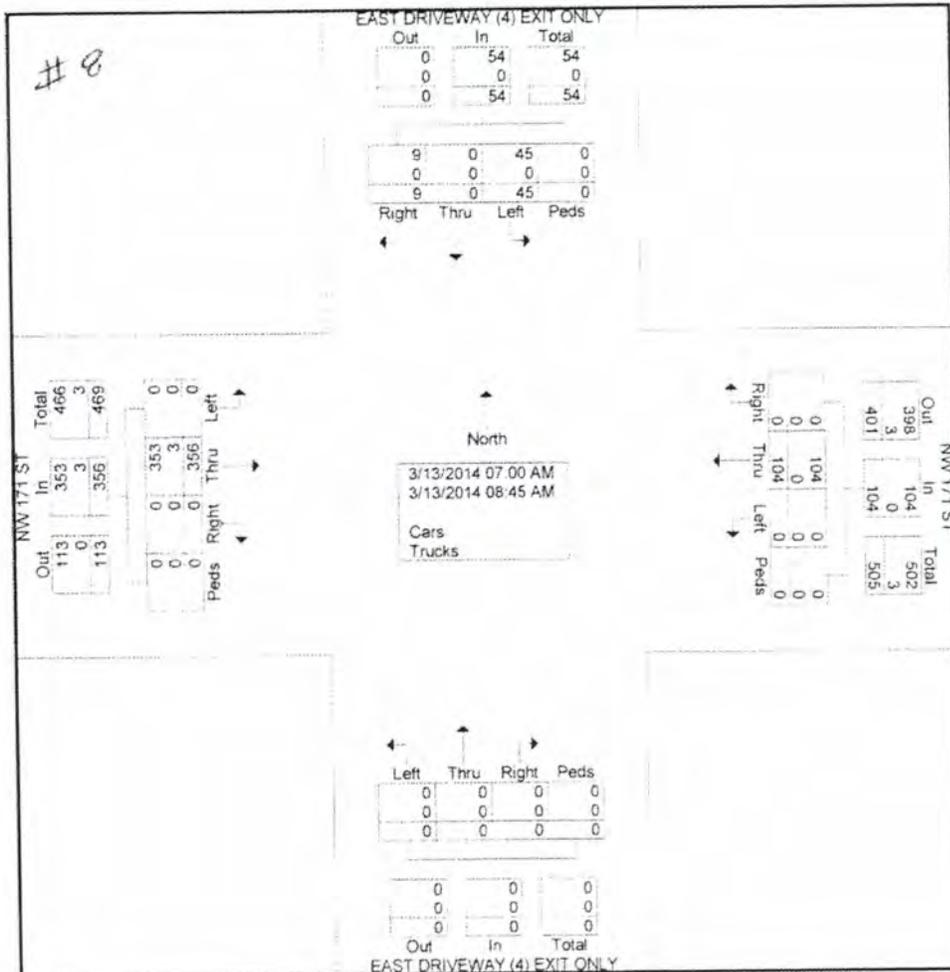


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File Name : NW 171 St\_East DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	EAST DRIVEWAY (4) EXIT ONLY Southbound					NW 171 ST Westbound					EAST DRIVEWAY (4) EXIT ONLY Northbound					NW 171 ST Eastbound						
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total	
07:00 AM	0	0	3	0	3	0	12	0	0	12	0	0	0	0	0	0	0	36	0	0	36	51
07:15 AM	0	0	5	0	5	0	17	0	0	17	0	0	0	0	0	0	0	45	0	0	45	67
07:30 AM	0	0	4	0	4	0	15	0	0	15	0	0	0	0	0	0	0	56	0	0	56	75
07:45 AM	1	0	6	0	7	0	28	0	0	28	0	0	0	0	0	0	0	85	0	0	85	120
Total	1	0	18	0	19	0	72	0	0	72	0	0	0	0	0	0	0	222	0	0	222	313
08:00 AM	6	0	9	0	15	0	9	0	0	9	0	0	0	0	0	0	0	47	0	0	47	71
08:15 AM	1	0	6	0	7	0	4	0	0	4	0	0	0	0	0	0	0	22	0	0	22	33
08:30 AM	1	0	4	0	5	0	8	0	0	8	0	0	0	0	0	0	0	35	0	0	35	48
08:45 AM	0	0	8	0	8	0	11	0	0	11	0	0	0	0	0	0	0	30	0	0	30	49
Total	8	0	27	0	35	0	32	0	0	32	0	0	0	0	0	0	0	134	0	0	134	201
Grand Total	9	0	45	0	54	0	104	0	0	104	0	0	0	0	0	0	0	356	0	0	356	514
Approch %	16.7	0	83.3	0		0	100	0	0		0	0	0	0		0	0	100	0	0		
Total %	1.8	0	8.8	0	10.5	0	20.2	0	0	20.2	0	0	0	0	0	0	0	69.3	0	0	69.3	
Cars	9	0	45	0	54	0	104	0	0	104	0	0	0	0	0	0	0	353	0	0	353	511
% Cars	100	0	100	0	100	0	100	0	0	100	0	0	0	0	0	0	0	99.2	0	0	99.2	99.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0.6

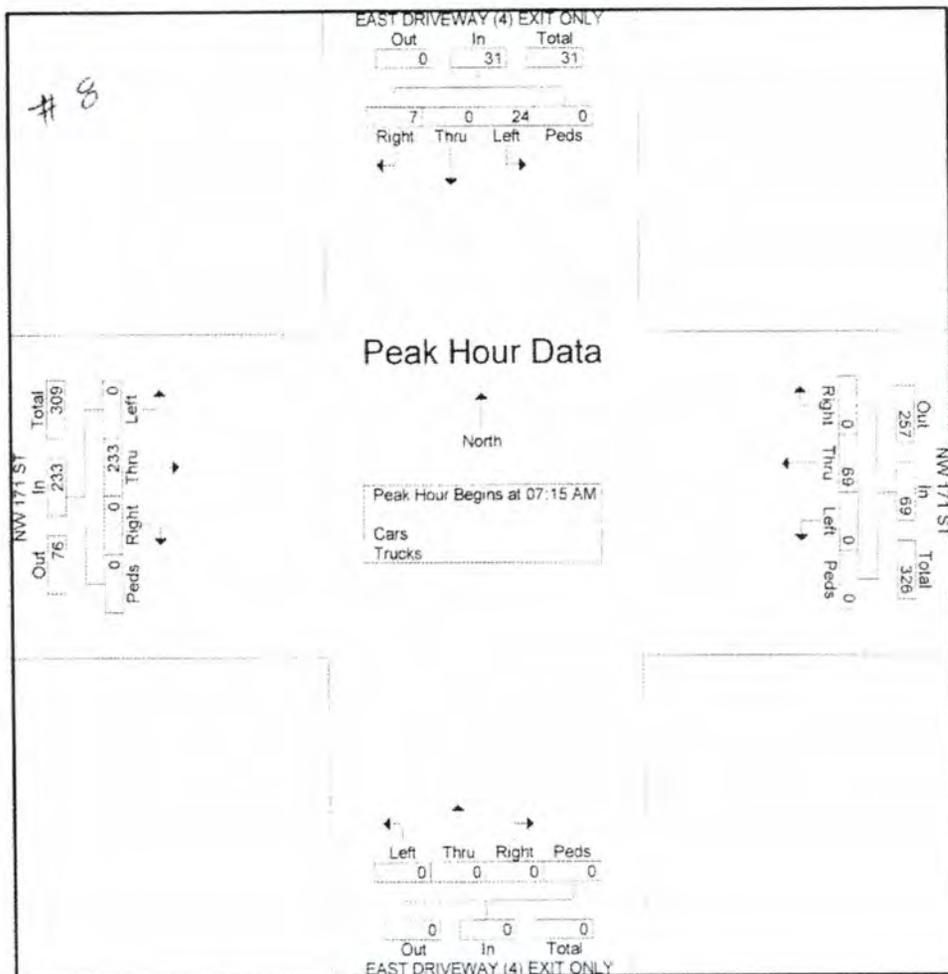




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File Name : NW 171 St\_East DW  
 Site Code : 00000000  
 Start Date : 3/13/2014  
 Page No : 2

Start Time	EAST DRIVEWAY (4) EXIT ONLY Southbound					NW 171 ST Westbound					EAST DRIVEWAY (4) EXIT ONLY Northbound					NW 171 ST Eastbound						
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	In Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	5	0	5	0	17	0	0	17	0	0	0	0	0	0	0	45	0	0	45	67
07:30 AM	0	0	4	0	4	0	15	0	0	15	0	0	0	0	0	0	0	56	0	0	56	75
07:45 AM	1	0	6	0	7	0	28	0	0	28	0	0	0	0	0	0	0	85	0	0	85	120
08:00 AM	6	0	9	0	15	0	9	0	0	9	0	0	0	0	0	0	0	47	0	0	47	71
Total Volume	7	0	24	0	31	0	69	0	0	69	0	0	0	0	0	0	0	233	0	0	233	333
% App Total	22.6	0	77.4	0		0	100	0	0		0	0	0	0		0	0	100	0	0		
PHF	292	.000	.667	.000	.517	.000	.616	.000	.000	.616	.000	.000	.000	.000	.000	.000	.000	.685	.000	.000	.685	694



**Appendix 6: Level of Service (LOS)**



TABLE: A7

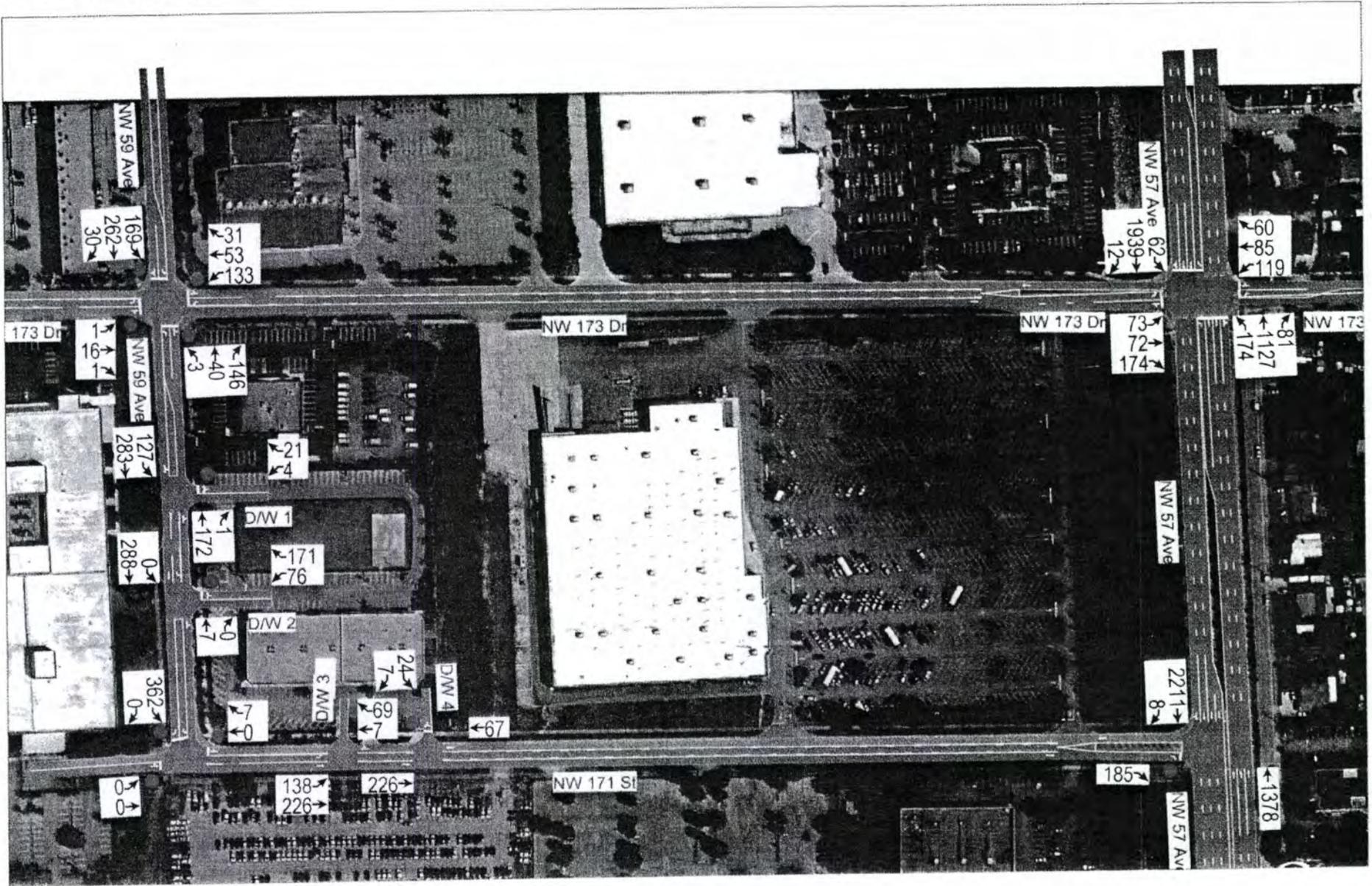
**H.I.V.E Preparatory School**  
Level of Service (LOS) Summary

Existing Condition - AM Peak Hour			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)		
Intersections	NW 57 Avenue & NW 173 Drive	Signalized	E	56.1	D	41.4	B	19.9	C	26.8	C	27.7
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	11.5 *	-	-	A	0.0	A	0.0	A	0.6
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	10.5	B	12.9	B	12.7	C	16.5	B	14.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	7.9	-	-	C	22.9	C	22.6
Driveways	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	B	11.7 *	A	0.0	A	2.6	A	2.2
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	13.2 *	A	0.0	A	0.0	A	6.0
	NW 171 Street & Driveway 3 (West)	-	A	3.0	A	0.0	-	-	-	-	A	2.5
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	10.6 *	A	1.0
Proposed Condition with Project - AM Peak Hour			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)		
Intersections	NW 57 Avenue & NW 173 Drive	Signalized	E	58.2	D	41.0	C	25.2	D	38.9	D	36.0
	NW 57 Avenue & NW 171 Street	Two-Way Stop	B	13.5 *	-	-	A	0.0	A	0.0	A	0.9
	NW 59 Avenue & NW 173 Drive	All-Way Stop	B	11.7	C	21.1	C	21.7	D	26.9	C	23.7
	NW 59 Avenue & NW 171 Street	All-Way Stop	A	0.0	A	8.1	-	-	D	33.9	D	33.6
Driveways	NW 59 Avenue & Driveway 1 (North)	Two-Way Stop	-	-	-	-	A	0.0	A	5.1 *	A	3.4
	NW 59 Avenue & Driveway 2 (South)	Two-Way Stop	-	-	B	12.0 *	A	0.0	A	0.0	A	6.4
	NW 171 Street & Driveway 3 (West)	-	A	3.4	A	0.0	-	-	-	-	A	2.9
	NW 171 Street & Driveway 4 (East)	Two-Way Stop	A	0.0	A	0.0	-	-	B	11.3 *	A	0.8

\* Critical approach for TWSC

HIVE Preparatory School

Existing Condition - AM Peak Hour



HCM Signalized Intersection Capacity Analysis  
 1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
 Existing Condition - AM Peak Hour

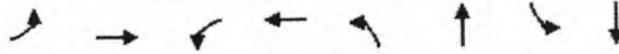
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	72	174	119	85	60	174	1127	81	62	1939	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	3.0	5.2		3.0	5.2		3.0	5.2		3.0	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.89		1.00	0.94		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1665		1770	1746		1711	4866		1711	4911	
Flt Permitted	0.64	1.00		0.19	1.00		0.06	1.00		0.18	1.00	
Satd. Flow (perm)	1190	1665		348	1746		110	4866		324	4911	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	78	77	187	128	91	65	187	1212	87	67	2085	13
RTOR Reduction (vph)	0	70	0	0	20	0	0	6	0	0	0	0
Lane Group Flow (vph)	78	194	0	128	136	0	187	1293	0	67	2098	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.8	18.4		32.4	22.0		77.6	69.4		67.9	62.7	
Effective Green, g (s)	25.8	18.4		32.4	22.0		77.6	69.4		67.9	62.7	
Actuated g/C Ratio	0.21	0.15		0.27	0.18		0.64	0.58		0.56	0.52	
Clearance Time (s)	3.0	5.2		3.0	5.2		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	290	254		223	319		229	2804		242	2557	
v/s Ratio Prot	0.02	c0.12		c0.05	0.08		c0.08	0.27		0.01	0.43	
v/s Ratio Perm	0.04			0.10			c0.45			0.14		
v/c Ratio	0.27	0.76		0.57	0.43		0.82	0.46		0.28	0.82	
Uniform Delay, d1	38.9	48.9		35.8	43.6		33.7	14.7		12.1	24.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	12.2		2.2	0.7		18.8	0.5		0.2	3.1	
Delay (s)	39.1	61.1		38.0	44.3		52.5	15.3		12.4	27.2	
Level of Service	D	E		D	D		D	B		B	C	
Approach Delay (s)		56.1			41.4			19.9			26.8	
Approach LOS		E			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.4	Sum of lost time (s)	16.4
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings  
1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
Existing Condition - AM Peak Hour



Line Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Volume (vph)	73	72	119	85	174	1127	62	1939
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	9.0	20.2	9.0	12.2	9.0	21.2	9.0	21.2
Total Split (s)	19.0	20.2	19.0	20.2	19.0	62.2	19.0	62.2
Total Split (%)	15.8%	16.8%	15.8%	16.8%	15.8%	51.7%	15.8%	51.7%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.4	3.0	4.4
All-Red Time (s)	0.0	1.2	0.0	1.2	0.0	0.8	0.0	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)	3.0	5.2	3.0	5.2	3.0	5.2	3.0	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	28.3	17.7	33.6	22.0	80.5	70.6	71.8	63.4
Actuated g/C Ratio	0.24	0.15	0.28	0.18	0.67	0.59	0.60	0.53
v/c Ratio	0.24	0.84	0.56	0.46	0.81	0.45	0.25	0.81
Control Delay	33.6	56.9	42.7	42.6	52.8	15.4	10.6	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	56.9	42.7	42.6	52.8	15.4	10.6	28.1
LOS	C	E	D	D	D	B	B	C
Approach Delay		51.6		42.6		20.1		27.6
Approach LOS		D		D		C		C

Intersection Summary

Cycle Length: 120.4  
 Actuated Cycle Length: 120.4  
 Offset: 100 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 27.9  
 Intersection Capacity Utilization 83.8%  
 Analysis Period (min) 15

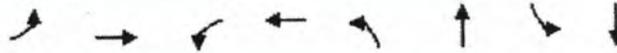
Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 1: NW 57 Ave & NW 173 Dr

↖ p1	↑ p2 (R)	↙ p3	→ p4
19 s	62.2 s	19 s	20.2 s
↙ p5	↓ p6 (R)	↗ p7	← p8
19 s	62.2 s	19 s	20.2 s

Queues  
1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
Existing Condition - AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	264	128	156	187	1299	67	2098
v/c Ratio	0.24	0.84	0.56	0.46	0.81	0.45	0.25	0.81
Control Delay	33.6	56.9	42.7	42.6	52.8	15.4	10.6	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	56.9	42.7	42.6	52.8	15.4	10.6	28.1
Queue Length 50th (ft)	44	135	74	90	93	218	18	515
Queue Length 95th (ft)	83	#308	127	165	171	258	34	610
Internal Link Dist (ft)		213		402		604		285
Turn Bay Length (ft)			100		225		210	
Base Capacity (vph)	407	318	286	338	286	2860	397	2586
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	0.19	0.83	0.45	0.46	0.65	0.45	0.17	0.81

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis  
 2: NW 57 Ave & NW 171 St

H.I.V.E Preparatory School  
 Existing Condition - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑↗	
Volume (veh/h)	0	185	0	1378	2211	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	193	0	1435	2303	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					684	
pX, platoon unblocked	0.69	0.69	0.69			
vC, conflicting volume	2786	580	2311			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1337	0	649			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	74	100			
cM capacity (veh/h)	100	747	643			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	193	478	478	478	658	658	658	337
Volume Left	0	0	0	0	0	0	0	0
Volume Right	193	0	0	0	0	0	0	8
cSH	747	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.26	0.28	0.28	0.28	0.39	0.39	0.39	0.20
Queue Length 95th (ft)	26	0	0	0	0	0	0	0
Control Delay (s)	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	11.5	0.0			0.0			
Approach LOS	B							

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		50.3%	ICU Level of Service A
Analysis Period (min)		15	

Intersection Delay, s/veh	14.7											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	16	1	0	133	53	31	0	3	40	146
Peak Hour Factor	0.92	0.75	0.75	0.75	0.92	0.75	0.75	0.75	0.92	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	21	1	0	177	71	41	0	4	53	195
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	10.5	12.9	12.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	22%	0%	94%	0%	63%	0%	90%
Vol Right, %	0%	78%	0%	6%	0%	37%	0%	10%
Sign Control	Stop							
Traffic Vol by Lane	3	186	1	17	133	84	169	292
LT Vol	3	0	1	0	133	0	169	0
Through Vol	0	40	0	16	0	53	0	262
RT Vol	0	146	0	1	0	31	0	30
Lane Flow Rate	4	248	1	23	177	112	225	389
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.008	0.406	0.003	0.046	0.359	0.203	0.404	0.635
Departure Headway (Hd)	6.964	5.898	7.919	7.365	7.298	6.527	6.449	5.871
Convergence, Y/N	Yes							
Cap	513	608	450	484	493	549	559	615
Service Time	4.718	3.651	5.697	5.141	5.052	4.28	4.19	3.612
HCM Lane V/C Ratio	0.008	0.408	0.002	0.048	0.359	0.204	0.403	0.633
HCM Control Delay	9.8	12.7	10.7	10.5	14.1	10.9	13.5	18.3
HCM Lane LOS	A	B	B	B	B	B	B	C
HCM 95th-tile Q	0	2	0	0.1	1.6	0.8	1.9	4.5

**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	169	262	30
Peak Hour Factor	0.92	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	225	349	40
Number of Lanes	0	1	1	0

**Approach**

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	16.5
HCM LOS	C

**Lane**

SECTION										
Intersection Delay, s/veh	22.6									
Intersection LOS	C									
Component	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR	
Vol, veh/h	0	0	0	0	0	7	0	362	0	
Peak Hour Factor	0.92	0.65	0.65	0.92	0.65	0.65	0.92	0.65	0.65	
Heavy Vehicles, %	2	0	2	2	2	0	2	0	0	
Mvmt Flow	0	0	0	0	0	11	0	557	0	
Number of Lanes	0	0	1	0	1	0	0	1	1	

SECTION				EB	WB	SB
Opposing Approach				WB	EB	
Opposing Lanes				1	1	0
Conflicting Approach Left				SB		WB
Conflicting Lanes Left				2	0	1
Conflicting Approach Right					SB	EB
Conflicting Lanes Right				0	2	1
HCM Control Delay				0	7.9	22.9
HCM LOS				-	A	C

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	7	362	0
LT Vol	0	0	362	0
Through Vol	0	0	0	0
RT Vol	0	7	0	0
Lane Flow Rate	0	11	557	0
Geometry Grp	2	2	7	7
Degree of Util (X)	0	0.015	0.777	0
Departure Headway (Hd)	5.482	4.853	5.02	4.52
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	742	724	0
Service Time	3.484	2.853	2.73	2.23
HCM Lane V/C Ratio	0	0.015	0.769	0
HCM Control Delay	8.5	7.9	22.9	7.2
HCM Lane LOS	N	A	C	N
HCM 95th-tile Q	0	0	7.6	0

Int Delay, s/veh	2.2
------------------	-----

	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	21	172	1	127	283
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	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	35	287	2	212	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1183	288	0	0	288	0
Stage 1	288	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	211	756	-	-	1286	-
Stage 1	766	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	164	756	-	-	1286	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1286	-
HCM Lane V/C Ratio	-	-	0.072	0.165	-
HCM Control Delay (s)	-	-	11.7	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.6	-

<b>Intersection</b>	
Int Delay, s/veh	6

Parameter	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	76	171	7	0	0	288
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	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	123	276	11	0	0	465

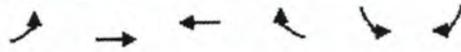
Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	476	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	551	1076	-	-	1621	-
Stage 1	1017	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	551	1076	-	-	1621	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	832	1621	-
HCM Lane V/C Ratio	-	-	0.479	-	-
HCM Control Delay (s)	-	-	13.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0	-

HCM Unsignalized Intersection Capacity Analysis  
 7: NW 171 St & D/W 3

H.I.V.E Preparatory School  
 Existing Condition - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘			
Volume (veh/h)	138	226	7	69	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Hourly flow rate (vph)	216	353	11	108	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	119				849	65
vC1, stage 1 conf vol					65	
vC2, stage 2 conf vol					784	
vCu, unblocked vol	119				849	65
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	85				100	100
cM capacity (veh/h)	1482				376	1005

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	216	353	119
Volume Left	216	0	0
Volume Right	0	0	108
cSH	1482	1700	1700
Volume to Capacity	0.15	0.21	0.07
Queue Length 95th (ft)	13	0	0
Control Delay (s)	7.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	3.0		0.0
Approach LOS			

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization		17.6%	ICU Level of Service A
Analysis Period (min)		15	

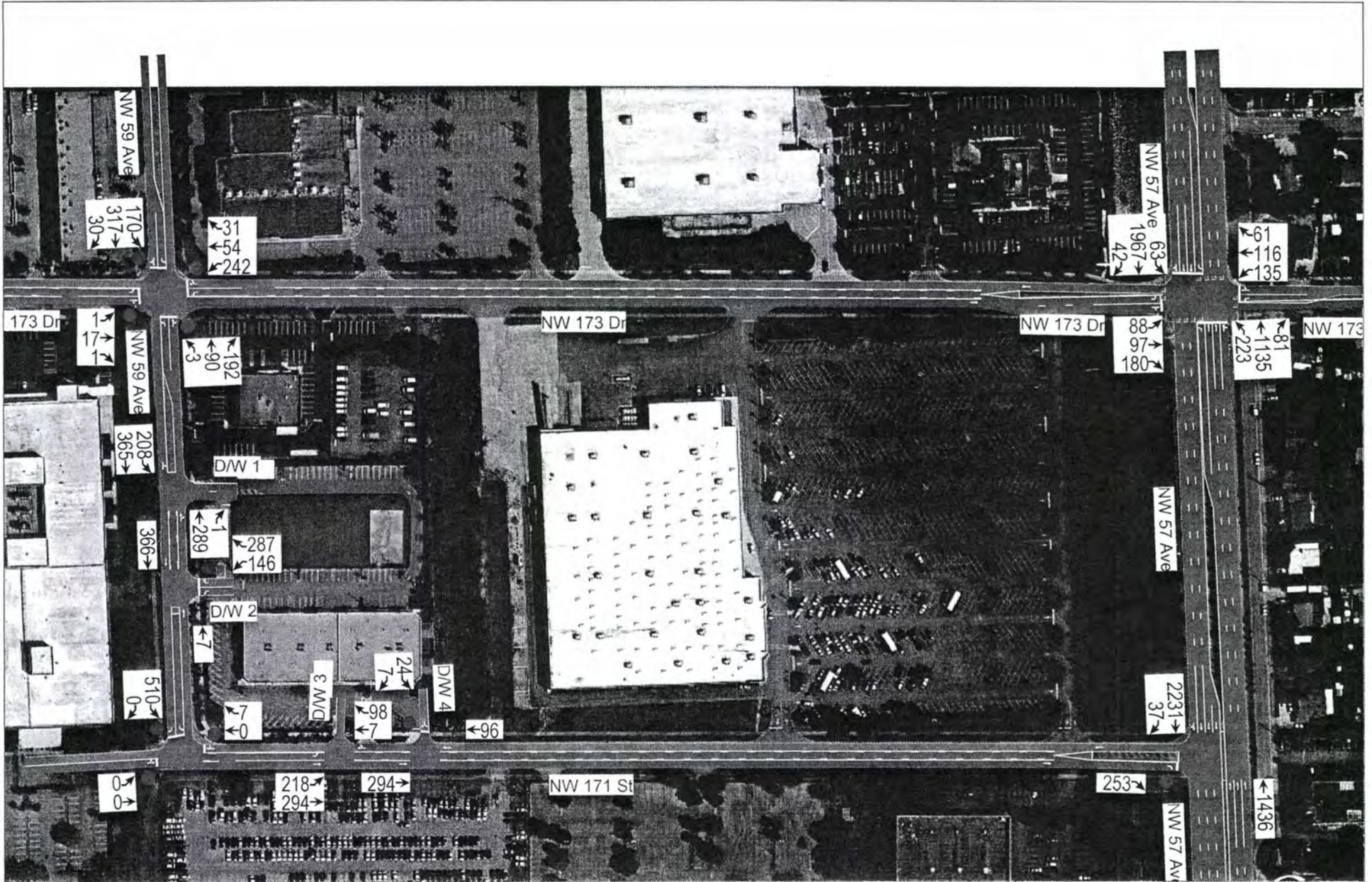
<b>Intersection</b>	
Int Delay, s/veh	1

Component	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	226	67	0	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	328	97	0	35	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	97	0	425
Stage 1	-	-	97
Stage 2	-	-	328
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1509	-	590
Stage 1	-	-	932
Stage 2	-	-	734
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1509	-	590
Mov Cap-2 Maneuver	-	-	631
Stage 1	-	-	932
Stage 2	-	-	734

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	684
HCM Lane V/C Ratio	-	-	-	-	0.066
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



HCM Signalized Intersection Capacity Analysis  
 1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
 Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	97	180	135	116	61	223	1135	81	63	1967	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	3.0	5.2		3.0	5.2		3.0	5.2		3.0	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.90		1.00	0.95		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1681		1770	1766		1711	4867		1711	4900	
Flt Permitted	0.53	1.00		0.17	1.00		0.07	1.00		0.18	1.00	
Satd. Flow (perm)	982	1681		313	1766		121	4867		324	4900	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	95	104	194	145	125	66	240	1220	87	68	2115	45
RTOR Reduction (vph)	0	53	0	0	14	0	0	6	0	0	2	0
Lane Group Flow (vph)	95	245	0	145	177	0	240	1301	0	68	2158	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	30.4	21.2		35.6	23.8		74.0	65.7		61.7	56.4	
Effective Green, g (s)	30.4	21.2		35.6	23.8		74.0	65.7		61.7	56.4	
Actuated g/C Ratio	0.25	0.18		0.30	0.20		0.61	0.55		0.51	0.47	
Clearance Time (s)	3.0	5.2		3.0	5.2		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	308	295		235	349		267	2655		227	2295	
v/s Ratio Prot	0.02	c0.15		c0.06	0.10		c0.11	0.27		0.01	c0.44	
v/s Ratio Perm	0.05			0.12			0.44			0.14		
v/c Ratio	0.31	0.83		0.62	0.51		0.90	0.49		0.30	0.94	
Uniform Delay, d1	35.6	47.9		33.9	43.1		37.4	17.0		15.0	30.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	17.5		3.4	0.8		29.3	0.6		0.3	9.2	
Delay (s)	35.8	65.3		37.3	43.9		66.6	17.6		15.3	39.6	
Level of Service	D	E		D	D		E	B		B	D	
Approach Delay (s)		58.2			41.0			25.2			38.9	
Approach LOS		E			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.4	Sum of lost time (s)	16.4
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
Proposed Condition w/ Project - AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	88	97	135	116	223	1135	63	1967
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	16.0	5.0	16.0
Minimum Split (s)	9.0	20.2	9.0	12.2	9.0	21.2	9.0	21.2
Total Split (s)	19.0	20.2	19.0	20.2	19.0	62.2	19.0	62.2
Total Split (%)	15.8%	16.8%	15.8%	16.8%	15.8%	51.7%	15.8%	51.7%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.4	3.0	4.4
All-Red Time (s)	0.0	1.2	0.0	1.2	0.0	0.8	0.0	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)	3.0	5.2	3.0	5.2	3.0	5.2	3.0	5.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	32.7	21.2	37.8	23.8	76.1	66.3	64.9	56.4
Actuated g/C Ratio	0.27	0.18	0.31	0.20	0.63	0.55	0.54	0.47
v/c Ratio	0.29	0.85	0.60	0.53	0.90	0.49	0.28	0.94
Control Delay	33.4	61.9	42.5	46.8	64.5	17.3	11.6	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	61.9	42.5	46.8	64.5	17.3	11.6	39.9
LOS	C	E	D	D	E	B	B	D
Approach Delay		55.0		45.0		24.6		39.0
Approach LOS		E		D		C		D

Intersection Summary

Cycle Length: 120.4

Actuated Cycle Length: 120.4

Offset: 100 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 35.9

Intersection LOS: D

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

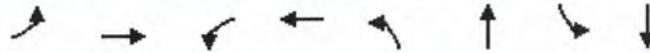
Splits and Phases: 1: NW 57 Ave & NW 173 Dr

φ1	φ2 (R)	φ3	φ4
19 s	62.2 s	19 s	20.2 s
φ5	φ6 (R)	φ7	φ8
19 s	62.2 s	19 s	20.2 s

Queues

1: NW 57 Ave & NW 173 Dr

H.I.V.E Preparatory School  
Proposed Condition w/ Project - AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	298	145	191	240	1307	68	2160
v/c Ratio	0.29	0.85	0.60	0.53	0.90	0.49	0.28	0.94
Control Delay	33.4	61.9	42.5	46.8	64.5	17.3	11.6	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	61.9	42.5	46.8	64.5	17.3	11.6	39.9
Queue Length 50th (ft)	55	185	86	124	130	213	18	563
Queue Length 95th (ft)	99	#402	142	#216	#266	260	35	643
Internal Link Dist (ft)		213		402		604		285
Turn Bay Length (ft)			100		225		210	
Base Capacity (vph)	410	349	293	363	287	2684	383	2321
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	0.23	0.85	0.49	0.53	0.84	0.49	0.18	0.93

**Intersection Summary**

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

HCM Unsignalized Intersection Capacity Analysis  
 2: NW 57 Ave & NW 171 St

H.I.V.E Preparatory School  
 Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑↗	
Volume (veh/h)	0	253	0	1436	2231	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	264	0	1496	2324	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					684	
pX, platoon unblocked	0.63	0.63	0.63			
vC, conflicting volume	2842	600	2362			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1000	0	241			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	62	100			
cM capacity (veh/h)	151	685	836			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	264	499	499	499	664	664	664	371
Volume Left	0	0	0	0	0	0	0	0
Volume Right	264	0	0	0	0	0	0	39
cSH	685	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.38	0.29	0.29	0.29	0.39	0.39	0.39	0.22
Queue Length 95th (ft)	45	0	0	0	0	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s)	13.5	0.0			0.0			
Approach LOS	B							

Intersection Summary		
Average Delay		0.9
Intersection Capacity Utilization	55.3%	ICU Level of Service B
Analysis Period (min)		15

Intersection												
Intersection Delay, s/veh	23.7											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	17	1	0	242	54	31	0	3	90	192
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	21	1	0	302	67	39	0	4	112	240
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	11.7	21.1	21.7
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	32%	0%	94%	0%	64%	0%	91%
Vol Right, %	0%	68%	0%	6%	0%	36%	0%	9%
Sign Control	Stop							
Traffic Vol by Lane	3	282	1	18	242	85	170	347
LT Vol	3	0	1	0	242	0	170	0
Through Vol	0	90	0	17	0	54	0	317
RT Vol	0	192	0	1	0	31	0	30
Lane Flow Rate	4	352	1	22	302	106	212	434
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.008	0.662	0.003	0.053	0.654	0.207	0.432	0.813
Departure Headway (Hd)	7.762	6.762	9.062	8.502	7.915	7.141	7.32	6.748
Convergence, Y/N	Yes							
Cap	463	536	396	422	460	506	495	538
Service Time	5.478	4.478	6.801	6.241	5.615	4.841	5.033	4.462
HCM Lane V/C Ratio	0.009	0.657	0.003	0.052	0.657	0.209	0.428	0.807
HCM Control Delay	10.5	21.8	11.8	11.7	24.4	11.7	15.5	32.5
HCM Lane LOS	B	C	B	B	C	B	C	D
HCM 95th-tile Q	0	4.8	0	0.2	4.6	0.8	2.1	8

**Intersection**

Intersection Delay, s/veh  
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	170	317	30
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	212	396	37
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	26.9
HCM LOS	D

**Lane**

Intersection										
Intersection Delay, s/veh	33.6									
Intersection LOS	D									
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR	
Vol, veh/h	0	0	0	0	0	7	0	510	0	
Peak Hour Factor	0.92	0.80	0.80	0.92	0.80	0.80	0.92	0.80	0.80	
Heavy Vehicles, %	2	0	2	2	2	0	2	0	0	
Mvmt Flow	0	0	0	0	0	9	0	637	0	
Number of Lanes	0	0	1	0	1	0	0	1	1	

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	0	8.1	33.9
HCM LOS	-	A	D

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	7	510	0
LT Vol	0	0	510	0
Through Vol	0	0	0	0
RT Vol	0	7	0	0
Lane Flow Rate	0	9	638	0
Geometry Grp	2	2	7	7
Degree of Util (X)	0	0.012	0.888	0
Departure Headway (Hd)	5.699	5.07	5.016	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	710	727	0
Service Time	3.701	3.07	2.724	2.224
HCM Lane V/C Ratio	0	0.013	0.878	0
HCM Control Delay	8.7	8.1	33.9	7.2
HCM Lane LOS	N	A	D	N
HCM 95th-tile Q	0	0	11.2	0

HCM Unsignalized Intersection Capacity Analysis  
 5: NW 59 Ave & D/W 1

H.I.V.E Preparatory School  
 Proposed Condition w/ Project - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↕			↕
Volume (veh/h)	0	0	289	1	208	365
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	385	1	277	487
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1427	386			387	
vC1, stage 1 conf vol	386					
vC2, stage 2 conf vol	1041					
vCu, unblocked vol	1427	386			387	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			77	
cM capacity (veh/h)	249	666			1183	

Direction, Lane #	NB 1	SB 1
Volume Total	387	764
Volume Left	0	277
Volume Right	1	0
cSH	1700	1183
Volume to Capacity	0.23	0.23
Queue Length 95th (ft)	0	23
Control Delay (s)	0.0	5.1
Lane LOS		A
Approach Delay (s)	0.0	5.1
Approach LOS		

Intersection Summary			
Average Delay		3.4	
Intersection Capacity Utilization		52.7%	ICU Level of Service A
Analysis Period (min)		15	

**Intersection**

Int Delay, s/veh	6.4
------------------	-----

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	146	287	7	0	0	366
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	195	383	9	0	0	488

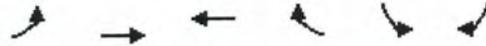
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	497	9	0 0 9 0
Stage 1	9	-	- - - -
Stage 2	488	-	- - - -
Critical Hdwy	6.4	6.2	- - 4.1 -
Critical Hdwy Stg 1	5.4	-	- - - -
Critical Hdwy Stg 2	5.4	-	- - - -
Follow-up Hdwy	3.5	3.3	- - 2.2 -
Pot Cap-1 Maneuver	536	1079	- - 1624 -
Stage 1	1019	-	- - - -
Stage 2	621	-	- - - -
Platoon blocked, %	-	-	- - - -
Mov Cap-1 Maneuver	536	1079	- - 1624 -
Mov Cap-2 Maneuver	536	-	- - - -
Stage 1	1019	-	- - - -
Stage 2	621	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	536	1079	1624	-
HCM Lane V/C Ratio	-	-	0.363	0.355	-	-
HCM Control Delay (s)	-	-	15.5	10.2	0	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	1.6	0	-

HCM Unsignalized Intersection Capacity Analysis  
 7: NW 171 St & D/W 3

H.I.V.E Preparatory School  
 Proposed Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘			
Volume (veh/h)	218	294	7	98	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	291	392	9	131	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140				1048	75
vC1, stage 1 conf vol					75	
vC2, stage 2 conf vol					973	
vCu, unblocked vol	140				1048	75
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	80				100	100
cM capacity (veh/h)	1456				287	992

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	291	392	140
Volume Left	291	0	0
Volume Right	0	0	131
cSH	1456	1700	1700
Volume to Capacity	0.20	0.23	0.08
Queue Length 95th (ft)	19	0	0
Control Delay (s)	8.1	0.0	0.0
Lane LOS	A		
Approach Delay (s)	3.4		0.0
Approach LOS			

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization		22.1%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	294	96	0	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	426	139	0	35	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	139	0	565
Stage 1	-	-	139
Stage 2	-	-	426
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1457	-	490
Stage 1	-	-	893
Stage 2	-	-	663
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1457	-	490
Mov Cap-2 Maneuver	-	-	558
Stage 1	-	-	893
Stage 2	-	-	663

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	612
HCM Lane V/C Ratio	-	-	-	-	0.073
HCM Control Delay (s)	0	-	-	-	11.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

**Appendix 7: Traffic Concurrency**



TABLE AB

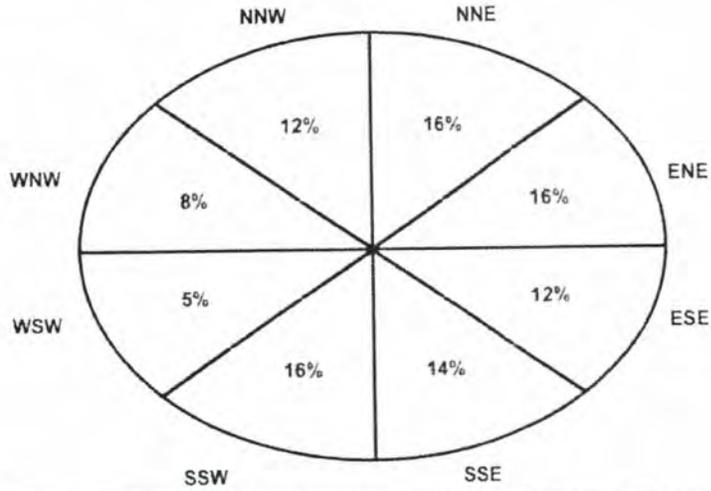
### Traffic Concurrency Evaluation - PM Peak Hour

Project Name: **H.I.V.E Preparatory School**  
 Project Location: **5855 NW 171 Street, Miami FL**

Meet traffic concurrency criteria Yes  X  No

Trips generated according to surrogate data = 171 PM Peak Hour  
 Total trips distributed = 171 PM Peak Hour

TAZ #	37
DIR	%
NNE	16.37%
ENE	16.21%
ESE	12.15%
SSE	13.99%
SSW	15.95%
WSW	5.04%
WNW	8.06%
NNW	12.24%



	COUNT STATION	AVAILABLE TRIPS	DIR %	PROJECT TRIPS	ATTENUATION		ASSIGNED TO STATION		TRIPS LEFT AT COUNT STATION
					%	TRIPS	%	TRIPS	
NORTH	2514	1,431	29%	49	0%	0	29%	49	1,382
EAST	1233	4,056	28%	48	0%	0	28%	48	4,008
SOUTH	1190	742	30%	51	0%	0	30%	51	691
WEST	2516	847	13%	23	0%	0	13%	23	824

Notes: PM peak hour trips for the school were estimated by using the AM to PM peak hour ratio from ITE data and the AM peak hour trips obtained for the subject school.

Trip Attenuation was not applied as a conservative approach. Not all the trips will reach the count stations.  
 Count station information was obtained from the available published data (source: Miami-Dade County).



STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS
1141 W FLAGLER ST (SR 968)		W/O NW/SW 72 AVE TO NW/SW 87 AVE	A 6	5508	4664	844	84	760 F	EE	
1167 NW 27 AVE (SR 817)		S/O DADE/BROWARD CO. LINE TO NW 183 ST	A 6	5508	3896	1812	15	1597 D	EE	
1172 NW 36 ST (SR 948)		E/O NW 72 AVE TO NW 57 AVE	A 6	6885	4979	1906	0	1906 F	E+50	
1173 NW 36 ST (SR 948)		E/O PALMETTO EXPWY TO NW 72 AVE	A 6	8085	4814	3271	0	3271 C	E+50	
1179 NW 42 AVE/LEJEUNE RD		S/O E 11 PL(HIALEAH) BET NW 36 ST-NW 79 S	A 6	4560	2564	1996	25	1971 D	E+50	
1180 NW 42 AVE/LEJEUNE RD		S/O E 23 ST(HIALEAH) BET NW 36 ST-NW 79 ST	A 6	4560	2395	2165	13	2152 D	E+50	
1181 NW 42 AVE/LEJEUNE RD		N/O NW 119 ST BET NW 103 ST-NW 135 ST	A 6	7020	1732	5288	37	5251 C	E+50	
1189 NW 57 AVE/RED RD (SR 959)		N/O NW 7 ST TO SR 836	A 6	7020	2683	4337	190	4147 D	E+50	
1190 NW 57 AVE/RED RD (SR 823)		S/O NW 173 DR BET SR 826-MIAMI GARDENS DR	A 6	5508	4730	778	36	742 F	EE	
1201 NW 72 AVE/MILAM DAIRY RD		N/O W FLAGLER ST TO NW 12 ST	A 6	4590	2583	2007	15	1992 D	E	
1202 NW 72 AVE/MILAM DAIRY RD		N/O NW 12 ST TO NW 25 ST	A 6	4590	3069	1521	19	1502 D	E	
1204 NW 72 AVE/MILAM DAIRY RD		S/O NW 36 ST TO NW 25 ST	A 6	4590	3101	1489	0	1489 D	E	
1205 NW 72 AVE/MILAM DAIRY RD		S/O NW 41 ST FROM NW 39 ST TO NW 58 ST	A 6	5390	2833	2557	11	2546 C	E	
1211 SW 87 AVE/GALLOWAY RD		N/O NW 8 ST BET FLAGLER-SR 836	A 6	4680	4548	134	273	-139 E	SUMA	
1214 NW 103 ST (SR 932)		E/O NW 27 AVE TO I-95	A 6	4590	2094	2496	274	2222 D	E	
1215 NW 103 ST (SR 932)		E/O NW 42 AVE TO NW 27 AVE	A 6	5390	2966	2424	0	2424 C	E	
1216 NW 103 ST (SR 932)		W/O W 16 AVE (HIALEAH) BET SR 826-W 4 AVE	A 6	5616	3282	2334	0	2334 D	E+20	
1217 NW 103 ST (SR 932)		E/O NW 87 AVE BET OKEECHOBEE RD-SR 826	A 4	3100	1280	1820	0	1820 D	SUMA	
1218 NW 107 AVE (SR 985)		N/O NW 7 ST FROM FLAGLER ST TO SR 836	A 6	4590	4254	336	74	262 D	SUMA	
1219 NW 119 ST/GRATIGNY DR		W/O NW 1 AVE FROM I-95 TO W DIXIE HWY	A 4	3100	1286	1814	0	1814 D	E	
1220 NW 119 ST/GRATIGNY DR		E/O NW 27 AVE TO NW 17 AVE	A 6	5390	3382	2008	64	1944 C	E	
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	
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	
1223 NW 135 ST (SR 916)		W/O NW 27 AVE TO NW 42 AVE	A 4	3040	1947	1093	43	1050 D	E	
1229 NW 183 ST/MIAMI GARDENS DR		E/O NE 8 AVE BET NE 6 AVE-NE 10 AVE	A 4	3648	3948	-300	4	-304 F	EE	
1230 NW 183 ST/MIAMI GARDENS DR		W/O NE 2 AVE TO NE 6 AVE	A 4	5508	3357	2151	0	2151 D	EE	
1232 NW 183 ST/MIAMI GARDENS DR		W/O NW 27 AVE FROM NW 27 AVE TO NW 37 AVE	A 6	6096	2665	3910	0	3263	EE	
1233 NW 183 ST/MIAMI GARDENS DR		E/O NW 57 AVE/RED RD TO NW 37 AVE	A 6	6468	2398	4070	14	4056 C	EE	
2002 SNAPPER CREEK EXPWY/SR 878		W/O US-1 TO DON SHULA EXPWY/SR 874	4	4296	2345	1951	0	1951 C	EE	
2023 AIRPORT EXPWY (SR 112)		E/O NW 17 AVE BET NW 27 AVE-NW 11 AVE	8	10815	7307	3508	0	3508 F	E+50	
2036 I-95 (NORTH/SOUTH EXPWY)		S/O NW 79 ST BET NW 62 ST-NW 103 ST	10	10815	16135	-5320	6	-5326 F	E+50	
2041 I-95 (NORTH/SOUTH EXPWY)		S/O NW 95 ST BET NW 62 ST-NW 103 ST	10	10815	17450	-6635	0	-6635 F	E+50	
2050 AIRPORT EXPWY (SR 112)		W/O NW 17 AVE	6	8085	6190	1895	6	1889 F	E+50	
2060 AIRPORT EXPWY (SR 112)		W/O NW 27 AVE TO LEJEUNE RD	6	8085	6759	1326	1	1325 F	E+50	
2065 AIRPORT EXPWY (SR 112)		W/O NW 32 AVE BET LEJEUNE RD-NW 27 AVE	6	8085	6986	1099	18	1081 F	E+50	
2080 NW 103 ST (SR 932)		E/O I-95 TO NE 6 AVE	A 4	3040	1884	1156	1	1155 D	E	
2085 I-95 (NORTH/SOUTH EXPWY)		N/O NW 103 ST TO NW 119 ST	10	10815	17052	-6237	2	-6239 F	E+50	
2095 I-95 (NORTH/SOUTH EXPWY)		S/O SR 112 TO SR 836	10	8085	14606	-6521	0	-6521 F	E+50	
2100 I-95 (NORTH/SOUTH EXPWY)		N/O NW 125 ST BET NW 119 ST-NW 135 ST	10	10815	15755	-4940	2	-4942 F	E+50	
2113 PALMETTO EXPWY (SR 826)		W/O FLA TPK ENTRANCE BET NW 12 AVE-US 441	4	4296	3954	342	0	342 F	EE	
2114 PALMETTO EXPWY (SR 826)		E/O NW 12 AVE BET NW 12 AVE-US 441	8	8652	11082	-2430	0	-2430 F	EE	
2134 I-95 (NORTH/SOUTH EXPWY)		S/O NW 151 ST BET NW 135 ST-SR 826	8	10815	16760	-5945	0	-5945 F	E+50	
2137 I-95 (NORTH/SOUTH EXPWY)		N/O GOLDEN GLADES BET SR 826-NW 183 ST	8	8652	10322	-1670	0	-1670 F	EE	
2162 I-95 (NORTH/SOUTH EXPWY)		N/O US-1 TO RICKENBACKER CSWY	4	5370	5613	-243	0	-243 F	E+50	
2188 DOLPHIN EXPWY (SR 836)		E/O PALMETTO EXPWY TO NW 72 AVE	8	5390	12799	-7409	2	-7411 F	D	

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS
2193	DOLPHIN EXPWY (SR 836)	W/O NW 57 AVE TO NW 72 AVE	8	5390	10444	-5054	0	-5054 F	D	
2198	DOLPHIN EXPWY (SR 836)	E/O NW 57 AVE TO NW 42 AVE	8	5390	9844	-4454	0	-4454 F	D	
2207	DOLPHIN EXPWY (SR 836)	E/O NW 42 AVE TO NW 37 AVE	6	5390	10884	-5494	0	-5494 F	D	
2208	DOLPHIN EXPWY (SR 836)	E/O TOLL- W/O NW 12 AVE TO NW 17 AVE	8	5390	8210	-2820	0	-2820 F	D	
2210	DOLPHIN EXPWY (SR 836)	W/O NW 27 AVE TO NW 37 AVE	6	5390	11315	-5925	0	-5925 F	D	
2232	DOLPHIN EXPWY (SR 836)	E/O NW 27 AVE TO NW 17 AVE	6	5390	10647	-5257	0	-5257 F	D	
2240	DOLPHIN EXPWY (SR 836)	W/O BRIDGE NW 10 AVE BET NW 12 AVE-195	6	5390	8824	-3434	0	-3434 F	D	
2242	DOLPHIN EXPWY (SR 836)	W/O NW 107 AVE TO HEFT	6	5390	5590	-200	0	-200 F	D	
2243	DOLPHIN EXPWY (SR 836)	E/O NW 107 AVE TO NW 87 AVE	6	5390	7814	-2424	0	-2424 F	D	
2244	DOLPHIN EXPWY (SR 836)	E/O NW 87 AVE TO SR 826	6	5390	8149	-2759	0	-2759 F	D	
2246	FLA TNP. (HEFT/SR 821)	S/O SW 88 ST/KENDALL DR TO SR 874	6	5390	2842	2546	27	2521 C	D	
2248	FLA TNP. (HEFT/SR 821)	N/O OKEECHOBEE RD TO COUNTY LINE RD	6	5390	3238	2152	0	2152 C	D	
2250	FLA TNP. (HEFT/SR 821)	N/O SW 8 ST TO SR 836	6	5390	7197	-1807	0	-1807 F	D	
2252	FLA TNP. (HEFT/SR 821)	N/O KENDALL DR TO SW 40 ST/BIRD RD	6	5390	4750	640	0	640 C	D	
2254	FLA TNP. (HEFT/SR 821)	N/O SW 168 ST BET QUAIL ROOST-CORAL REEF	8	7210	6298	912	2	910 C	D	
2256	FLA TNP. (HEFT/SR 821)	S/O SW 186 ST BET SW 216 ST TO QUAIL ROOST DR	4	3580	3779	-199	2	-201 F	D	
2258	FLA TNP. (HEFT/SR 821)	N/O SW 137 AVE TO SW 216 ST	4	3580	2302	1278	208	1070 C	D	
2260	FLA TNP. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	3580	1799	1781	0	1781 C	D	
2262	FLA TNP. (HEFT/SR 821)	N/O SW 320 ST BET US 1-SW 312 ST	4	3580	1022	2558	2	2556 C	D	
2264	FLA TNP. (HEFT/SR 821)	E/O SW 112 AVE BET SW 137 AVE-SW 216 ST	4	3580	1871	1709	618	1091 C	D	
2266	FLA TNP. (HEFT/SR 821)	S/O DON SHULA EXPWY/SR 874 TO SW 152 ST	10	5390	7700	-2310	0	-2310 F	D	
2270	FLA TNP. (HEFT/SR 821)	N/O BIRD RD/SW 40 ST TO SW 8 ST	6	5390	5074	316	0	316 C	D	
2272	FLA TNP. (HEFT/SR 821)	S/O OKEECHOBEE RD TO SR 836	6	5390	3238	2152	113	2039 C	D	
2274	DON SHULA EXPWY (SR 874)	S/O KILLIAN PKWY BET SW 112 ST-HEFT	4	5390	4504	886	6	880 C	D	
2276	DON SHULA EXPWY (SR 874)	N/O KILLIAN PKWY BET SW 112 ST-SR 878	8	8652	8414	238	0	238 F	EE	
2278	DON SHULA EXPWY (SR 874)	NE/O SW 87 AVE BET SR 826-SR 878	4	3580	5515	-1935	0	-1935 F	D	
2485	I-95 (NORTH/SOUTH EXPWY)	S/O NE 203 ST TO NE 183 ST	8	8652	13586	-4934	5	-4939 F	EE	
2487	I-95 (NORTH/SOUTH EXPWY)	S/O DADE/BROWARD CO. LINE TO NE 205 TER	10	7210	14814	-7604	1	-7605 F	D	
2500	I-75 (SR 93)	W/O PALMETTO EXPWY TO BROWARD CO. LINE	8	7210	9560	-2350	0	-2350 F	D	
2501	I-75 (SR 93)	S/O NW 186 ST TO BROWARD CO. LINE	8	7210	8219	-1009	0	-1009 F	D	
2502	I-75 (SR 93)	S/O HEFT/SR 821 TO BROWARD CO. LINE	8	7210	9321	-2111	0	-2111 F	D	
2503	I-75 (SR 93)	N/O HEFT/SR 821 TO BROWARD CO. LINE	8	7210	11223	-4013	0	-4013 F	D	
2514	NW 57 AVE/RED RD (SR 823)	N/O NW 183 ST TO NW 199 ST	A 6	5080	3471	1539	3	1431	D	
2515	NW 57 AVE/RED RD (SR 823)	S/O NW 215 ST TO NW 199 ST	A 6	5080	3268	2066	0	2050	D	
2516	MIAMI GARDENS DR/NW 183 ST	W/O NW 57 AVE FROM NW 57 AVE TO NW 67 AVE	A 4	4296	3414	882	35	847 C	EE	
2517	NW 186 ST/MIAMI GARDENS DR	W/O NW 67 AVE TO NW 77 AVE	A 4	3648	3205	443	26	417 F	EE	
2518	MIAMI GARDENS DR/NW 183 ST	E/O I-75 TO NW 77 AVE	A 4	4296	3460	836	8	828 D	EE	
2519	SW 137 AVE/TALLAHASSEE RD	S/O SW 104 ST, FROM SW 104 ST TO SW 128 ST	A 6	5080	3008	2372	2	1567	E	
2520	SW 137 AVE/TALLAHASSEE RD	S/O SW 88 ST, FROM SW 88 ST TO SW 104 ST	A 6	5080	2830	2569	0	2546 B	E	
2529	SW 88 ST/KENDALL DR	W/O SW 157 AVE SW 152 AVE TO SW 167 AVE	A 6	3648	2034	1614	404	1210 D	EE	
2543	NW 27 AVE	N/O NW 54 ST TO NW 79 ST	A	4560	2673	1887	20	1867 D	E+50	
2561	SW 8 ST/TAMIAMI TRAIL	W/O SW 122 AVE FROM SW 127 AVE TO HEFT	A 6	4590	4198	392	0	392 D	SUMA	
2562	S. DIXIE HWY (US1/SR 5)	S/O SW 168 ST, FROM SW 168 ST TO SW 184 ST(ONEWAY)	6	3542	2533	1009	0	1009 D	EE	
2563	S. DIXIE HWY (US1/SR 5)	N/O SW 184 ST, FROM SW SW 184 ST TO SW 168 ST(ONEWAY)	6	3542	2493	1049	0	1049 D	EE	

**Appendix 8: Accumulation Assessment**



TABLE: A9  
**H.I.V.E Preparatory School**  
**Vehicular Stacking Capacity**

Area	Proposed Stacking			Vehicle		
	Description	Distance	Units	Type	Length (ft)	Capacity
1	Vehicle Stacking & Queuing Capacity 1 (South)	290	LF	Car	22	13
2	Vehicle Stacking & Queuing Capacity 2 (North)	620	LF	Car	22	28
3	Parking Spaces - Designated for Stacking					11
Total Stacking Capacity						52

Note: See Figure A1.



TABLE: A10  
**H.I.V.E Preparatory School**  
**Accumulation Assessment Summary**

Shifts	Times	Students	Cars/Vans			
			Projected Accumulation	Capacity	Percent Accommodated	
Arrival	1 <sup>st</sup>	7:30 AM	333	37.57	52	138%
	2 <sup>nd</sup>	8:00 AM	334	37.69	52	138%
	3 <sup>rd</sup>	8:30 AM	333	37.57	52	138%
Dismissal	1 <sup>st</sup>	2:00 PM	333	48.88	52	106%
	2 <sup>nd</sup>	2:30 PM	333	48.88	52	106%
	3 <sup>rd</sup>	3:00 PM	334	49.03	52	106%

## AM PEAK ACCUMULATION ASSESSMENT - 1<sup>st</sup> Arrival

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/13/2014 7:00AM - 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		452	Total number of students, E
Capacity of New School		333	Student Stations, C
Multiplier	2	0.74	[ C / E ]
Surrogate Accumulations	3	51	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		37.57	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	138%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## AM PEAK ACCUMULATION ASSESSMENT - 2<sup>nd</sup> Arrival

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/13/2014 7:00AM - 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		452	Total number of students, E
Capacity of New School		334	Student Stations, C
Multiplier	2	0.74	[ C / E ]
Surrogate Accumulations	3	51	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		37.69	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	138%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## AM PEAK ACCUMULATION ASSESSMENT - 3<sup>rd</sup> Arrival

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/13/2014 7:00AM - 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		452	Total number of students, E
Capacity of New School		333	Student Stations, C
Multiplier	2	0.74	[ C / E ]
Surrogate Accumulations	3	51	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		37.57	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	138%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## PM PEAK ACCUMULATION ASSESSMENT - 1<sup>st</sup> Dismissal

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/24/2014 1:30 PM - 3:30 PM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		327	Total number of students, E
Capacity of New School		333	Student Stations, C
Multiplier	2	1.02	[ C / E ]
Surrogate Accumulations	3	48	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		48.88	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	106%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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

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

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

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

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Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## PM PEAK ACCUMULATION ASSESSMENT - 2<sup>nd</sup> Dismissal

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/24/2014 1:30 PM - 3:30 PM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		327	Total number of students, E
Capacity of New School		333	Student Stations, C
Multiplier	2	1.02	[ C / E ]
Surrogate Accumulations	3	48	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		48.88	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	106%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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

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

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

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mailing address, and phone number:

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Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

## PM PEAK ACCUMULATION ASSESSMENT - 3<sup>rd</sup> Dismissal

for a New Public School (Countywide)

New School Name	Notes	H.I.V.E Preparatory School w/ 1,000 Students (K-8)	
Surrogate School Name	1	H.I.V.E Preparatory School w/ 452 Students (K-5)	
Date / Day / Time of Data Collection		3/24/2014 1:30 PM - 3:30 PM	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		327	Total number of students, E
Capacity of New School		334	Student Stations, C
Multiplier	2	1.02	[ C / E ]
Surrogate Accumulations	3	48	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		1	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		49.03	passenger vehicles
		N/A	large school buses
		N/A	student vehicles
Provided Spaces	4	52	passenger vehicles (See Table A9)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	106%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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

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

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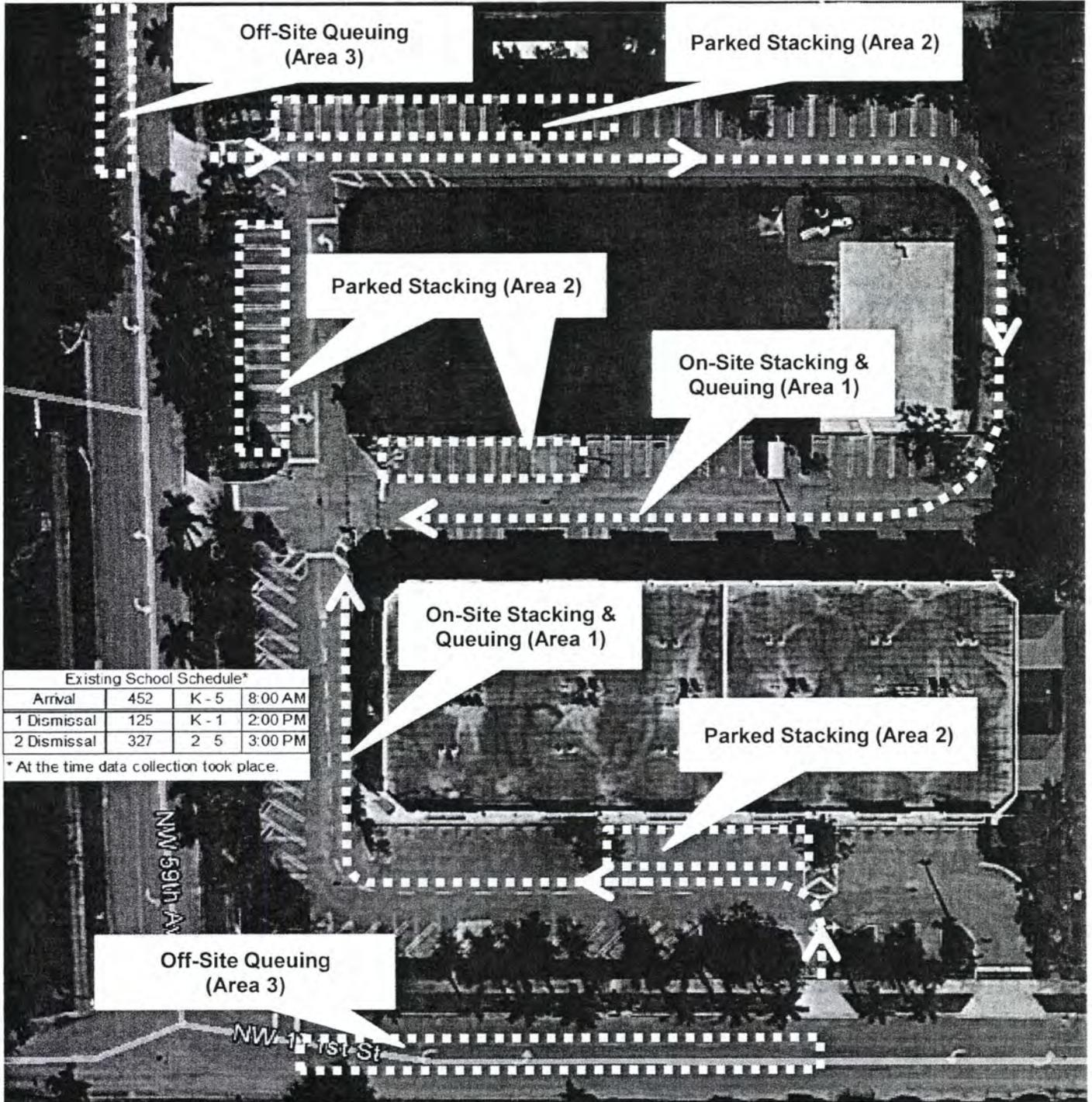
Signature of Data Collector

Note: \* The school is expected to have an additional 30% of students (210 students per arrival/dismissal) in transit (i.e. school bus and metrobus) than the surrogate school.

FIGURE:A2

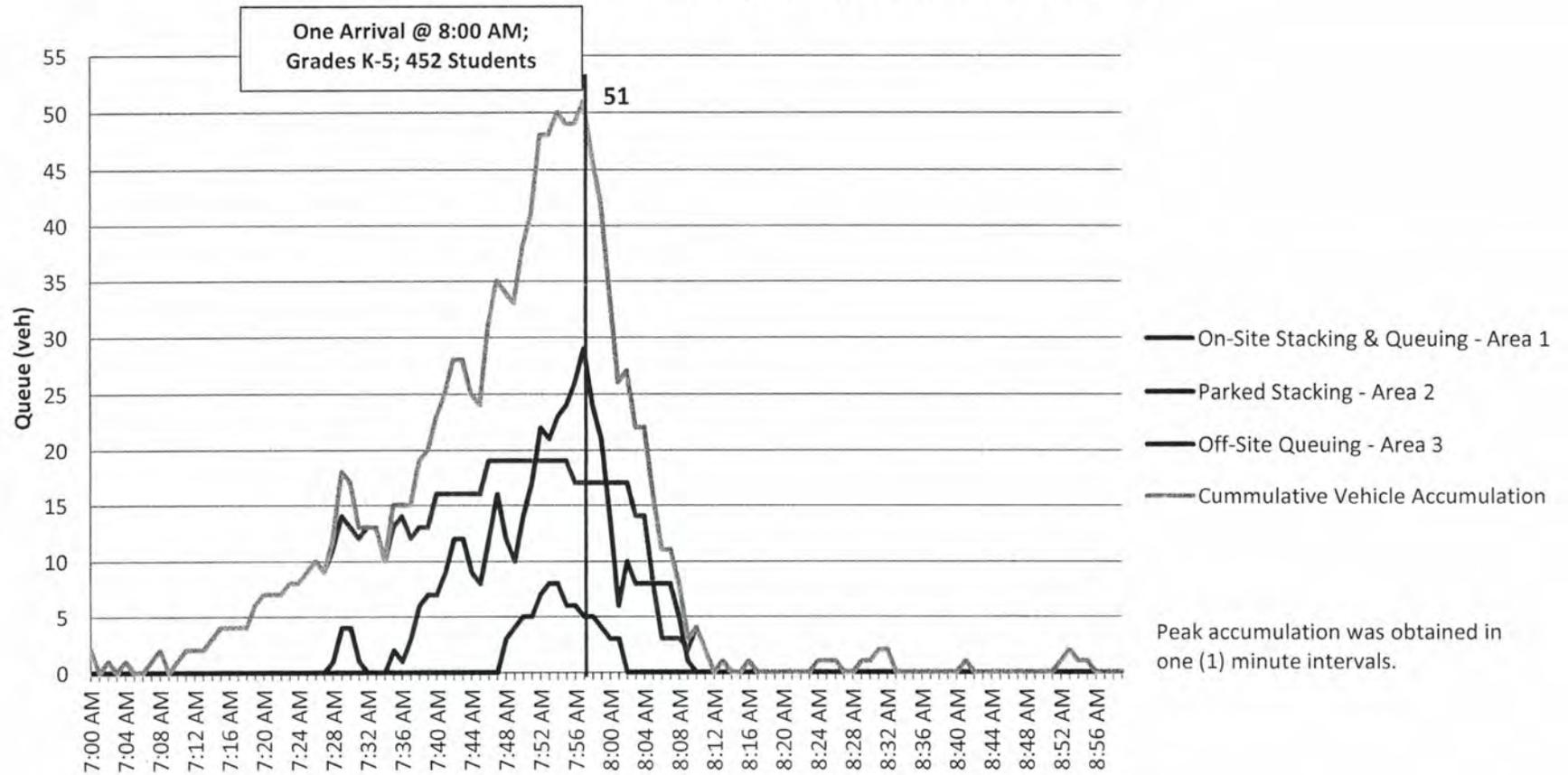
# H.I.V.E Preparatory School

## Existing School Aerial & Vehicle Stacking/Queuing Areas



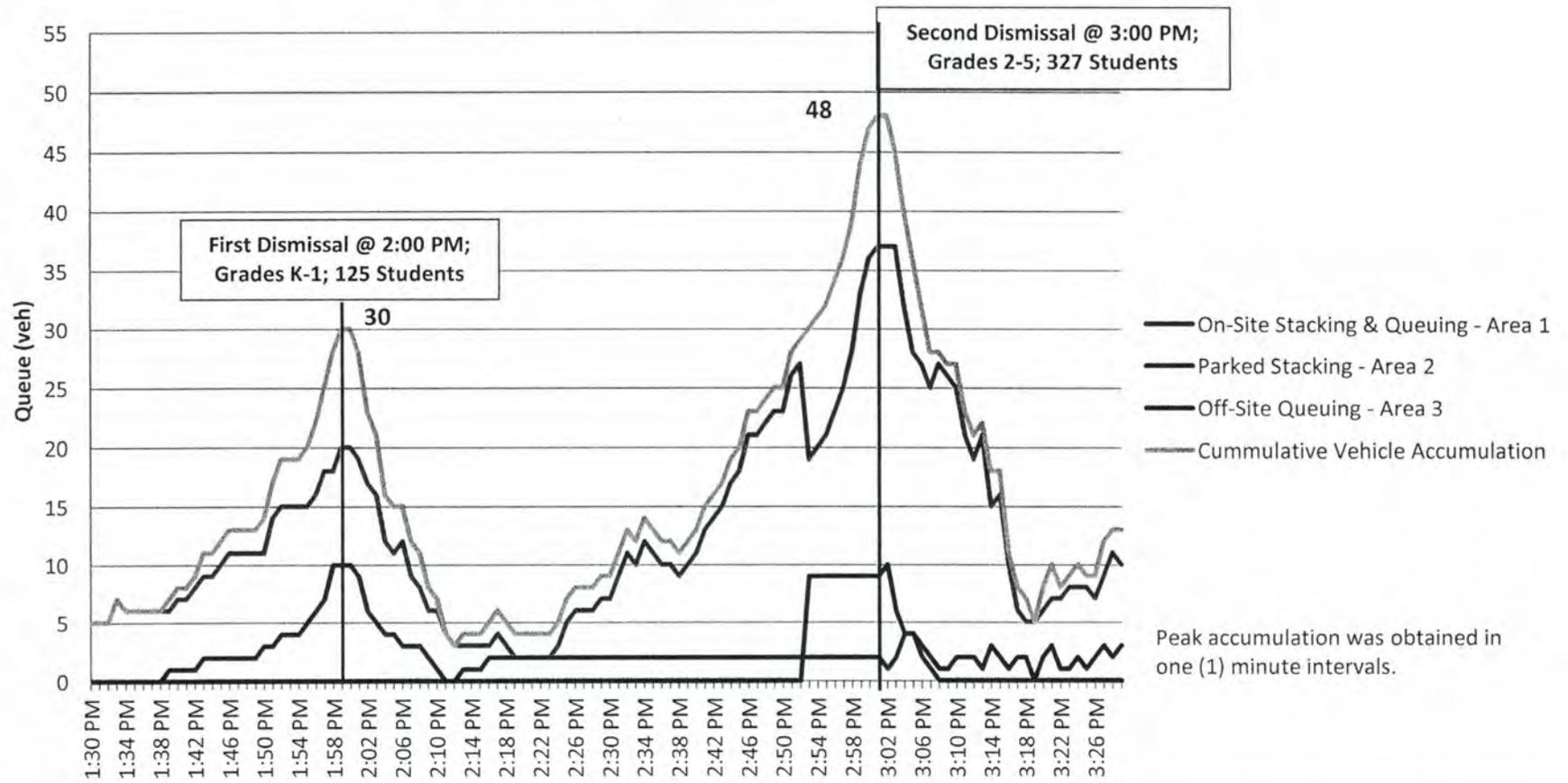
# H.I.V.E Preparatory School at 5855 NW 171 Street

## Vehicle Accumulation Graph - Arrival of Students



# H.I.V.E Preparatory School at 5855 NW 171 Street

## Vehicle Accumulation Graph - Dismissal of Students



### 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: HIVE Preparatory School  
 Facility Address: 5855 NW 171 Street, Miami-Dade County  
 Facility Folio: 30-2012-047-0010  
 Case Number: n/a

#### DATA COLLECTORS INFORMATION

Data Collector & Company: Richard Garcia & Associates, Inc.  
 Contact Information: rgarcia@rgattraffic.com  
 Date: 3/13/2014

#### SITE INFORMATION (SURROGATE SCHOOL)

Facility Name: HIVE Preparatory School  
 Facility Address: 5855 NW 171 Street, Miami-Dade County  
 Date/ Day/ Time: Thursday, March 13, 2014 7:00:00 - 9:00 AM; 1:30 - 3:30 PM  
 Child/ Student Attendance: 452  
 Staff Attendance: n/a  
 No. Staff Vehicles: 42 Included In Counts (Yes/No): yes  
 No. Facility Operated Transportation: 1 Included In Counts (Yes/No): yes

#### AM 2 HR PEAK PERIOD

n/a

#### PM 2 HR PEAK PERIOD

n/a

#### NUMBER OF VEHICLES ACCUMULATED

TIME	ON-SITE				OFF-SITE				TOTAL	
	AREA 1		AREA 2		AREA 3		AREA 4		Auto	Bus
Hour	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
<b>AM Two Minute Peak</b>										
	19	0	26	0	8	1	n/a	n/a	49	1
	19	0	29	0	8	1	n/a	n/a	51	1
<b>PM Two Minute Peak</b>										
	37	0	10	0	9	1	n/a	n/a	48	1
	37	0	10	0	10	1	n/a	n/a	48	1

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 On-site Stacking & Queuing Area

Area 2 Parked Stacking

Area 3 Off-site Queuing

Area 4

*Note: The vehicular queue was obtained in one (1) minute intervals.*

Facility Name		HIVE Preparatory School									
Facility Address		5855 NW 171 Street, Miami-Dade County									
Date/Day/Hour		Thursday, March 13, 2014 7:00:00 - 8:00 AM								<b>PEAK</b>	
NUMBER OF VEHICLES ACCUMULATED											
TIME		On-Site		On-Site		Off-Site		Off-Site		TOTAL	
		AREA 1	Bus	AREA 2	Bus	AREA 3	Bus	AREA 4	Bus		
Hour	Minute	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus	Auto	Bus
	7:00 AM	2	0	0	0	0	0			2	0
	7:01 AM	0	0	0	0	0	0			0	0
	7:02 AM	1	0	0	0	0	0			1	0
	7:03 AM	0	0	0	0	0	0			0	0
	7:04 AM	1	0	0	0	0	0			1	0
	7:05 AM	0	0	0	0	0	0			0	0
	7:06 AM	0	0	0	0	0	0			0	0
	7:07 AM	1	0	0	0	0	0			1	0
	7:08 AM	2	0	0	0	0	0			2	0
	7:09 AM	0	0	0	0	0	0			0	0
	7:10 AM	1	0	0	0	0	0			1	0
	7:11 AM	2	0	0	0	0	0			2	0
	7:12 AM	2	0	0	0	0	0			2	0
	7:13 AM	2	0	0	0	0	1			2	1
	7:14 AM	3	0	0	0	0	1			3	1
	7:15 AM	4	0	0	0	0	1			4	1
	7:16 AM	4	0	0	0	0	1			4	1
	7:17 AM	4	0	0	0	0	1			4	1
	7:18 AM	4	0	0	0	0	1			4	1
	7:19 AM	6	0	0	0	0	1			6	1
	7:20 AM	7	0	0	0	0	1			7	1
	7:21 AM	7	0	0	0	0	1			7	1
	7:22 AM	7	0	0	0	0	1			7	1
	7:23 AM	8	0	0	0	0	1			8	1
	7:24 AM	8	0	0	0	0	1			8	1
	7:25 AM	9	0	0	0	0	1			9	1
	7:26 AM	10	0	0	0	0	0			10	0
	7:27 AM	9	0	0	0	0	0			9	0
	7:28 AM	11	0	1	0	0	0			12	0
	7:29 AM	14	0	4	0	0	0			18	0
	7:30 AM	13	0	4	0	0	0			17	0
	7:31 AM	12	0	1	0	0	0			13	0
	7:32 AM	13	0	0	0	0	0			13	0
	7:33 AM	13	0	0	0	0	0			13	0
	7:34 AM	10	0	0	0	0	0			10	0
	7:35 AM	13	0	2	0	0	0			15	0
	7:36 AM	14	0	1	0	0	0			15	0
	7:37 AM	12	0	3	0	0	0			15	0
	7:38 AM	13	0	6	0	0	0			19	0
	7:39 AM	13	0	7	0	0	0			20	0
	7:40 AM	16	0	7	0	0	0			23	0
	7:41 AM	16	0	9	0	0	0			25	0
	7:42 AM	16	0	12	0	0	0			28	0
	7:43 AM	16	0	12	0	0	0			28	0
	7:44 AM	16	0	9	0	0	0			25	0
	7:45 AM	16	0	8	0	0	0			24	0
	7:46 AM	19	0	12	0	0	0			31	0
	7:47 AM	19	0	16	0	0	0			35	0
	7:48 AM	19	0	12	0	3	0			34	0
	7:49 AM	19	0	10	0	4	0			33	0
	7:50 AM	19	0	14	0	5	0			38	0
	7:51 AM	19	0	17	0	5	0			41	0
	7:52 AM	19	0	22	0	7	0			48	0
	7:53 AM	19	0	21	0	8	0			48	0
	7:54 AM	19	0	23	0	8	0			50	0
	7:55 AM	19	0	24	0	6	0			49	0
	7:56 AM	17	0	26	0	6	0			49	0
	7:57 AM	17	0	29	0	5	0			51	0
	7:58 AM	17	0	24	0	5	0			46	0
	7:59 AM	17	0	21	0	4	0			42	0
	0:60										
<b>1 Min Peak Acc.</b>		<b>19</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>8</b>	<b>1</b>			<b>51</b>	<b>1</b>

Facility Name	HIVE Preparatory School		
Facility Address	5855 NW 171 Street, Miami-Dade County		
Date/Day/Hour	Thursday, March 13, 2014	8:00:00 - 9:00 AM	<b>PEAK</b>

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

Facility Name	HIVE Preparatory School		
Facility Address	5855 NW 171 Street, Miami-Dade County		
Date/Day/Hour	Thursday, March 13, 2014	1:30 - 2:30 PM	<b>PEAK</b>

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

Facility Name	HIVE Preparatory School		
Facility Address	5855 NW 171 Street, Miami-Dade County		
Date/Day/Hour	Thursday, March 13, 2014	2:30 - 3:30 PM	<b>PEAK</b>

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

**Queuing and Parking Data Collection Sheet**

School Name: **HIVE Preparatory School**  
 School Address: **5855 NW 171 Street, Miami-Dade County**  
 Location: **On-Site & Off-Site Total Vehicle Stacking**

Weather: **Clear**  
 Date: **3/13/2014**  
 Technician: **CV/MF**

**Peak Accumulation**

**AM: Vehicle Queuing Data/Observations**

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
Beginning of Count					0			0
7:00 AM	3	1	0	0	2	0	0	0
7:01 AM	1	3	2	0	0	0	0	0
7:02 AM	1	0	0	0	1	0	0	0
7:03 AM	0	1	2	0	0	0	0	0
7:04 AM	3	2	1	0	1	0	0	0
7:05 AM	1	2	0	0	0	0	0	0
7:06 AM	1	1	0	0	0	0	0	0
7:07 AM	1	0	0	0	1	0	0	0
7:08 AM	1	0	2	0	2	0	0	0
7:09 AM	0	2	0	0	0	0	0	0
7:10 AM	4	3	0	0	1	0	0	0
7:11 AM	2	1	0	0	2	0	0	0
7:12 AM	1	1	1	0	2	0	0	0
7:13 AM	1	1	0	0	2	1	0	1
7:14 AM	3	2	1	0	3	0	0	1
7:15 AM	2	1	0	0	4	0	0	1
7:16 AM	0	0	0	0	4	0	0	1
7:17 AM	1	1	0	0	4	0	0	1
7:18 AM	1	1	0	0	4	0	0	1
7:19 AM	2	0	0	0	6	0	0	1
7:20 AM	1	0	2	0	7	0	0	1
7:21 AM	1	1	0	0	7	0	0	1
7:22 AM	1	1	1	0	7	0	0	1
7:23 AM	2	1	1	0	8	0	0	1
7:24 AM	1	1	1	0	8	0	0	1
7:25 AM	3	2	0	0	9	0	0	1
7:26 AM	2	1	2	0	10	0	1	0
7:27 AM	1	2	0	0	9	0	0	0
7:28 AM	5	2	3	0	12	0	0	0
7:29 AM	8	2	4	0	18	0	0	0

Queuing and Parking Data Collection Sheet

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Clear  
 Date: 3/13/2014  
 Technician: CV/MF

**Peak Accumulation**

**AM: Vehicle Queuing Data/Observations**

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
7:30 AM	4	5	1	0	17	0	0	0
7:31 AM	3	7	1	0	13	0	0	0
7:32 AM	2	2	1	0	13	0	0	0
7:33 AM	2	2	0	0	13	0	0	0
7:34 AM	2	5	1	0	10	0	0	0
7:35 AM	5	0	0	0	15	0	0	0
7:36 AM	6	6	3	0	15	0	0	0
7:37 AM	2	2	0	0	15	0	0	0
7:38 AM	8	4	1	0	19	0	0	0
7:39 AM	4	3	0	0	20	0	0	0
7:40 AM	6	3	2	0	23	0	0	0
7:41 AM	9	7	1	0	25	0	0	0
7:42 AM	10	7	2	0	28	0	0	0
7:43 AM	5	5	1	0	28	0	0	0
7:44 AM	3	6	0	0	25	0	0	0
7:45 AM	4	5	0	0	24	0	0	0
7:46 AM	8	1	2	0	31	0	0	0
7:47 AM	9	5	1	0	35	0	0	0
7:48 AM	7	8	0	0	34	0	0	0
7:49 AM	6	7	1	0	33	0	0	0
7:50 AM	15	10	1	0	38	0	0	0
7:51 AM	10	7	0	0	41	0	0	0
7:52 AM	11	4	0	0	48	0	0	0
7:53 AM	5	5	0	0	48	0	0	0
7:54 AM	8	6	0	0	50	0	0	0
7:55 AM	8	9	0	0	49	0	0	0
7:56 AM	13	13	0	0	49	0	0	0
7:57 AM	14	12	0	0	<b>51</b>	0	0	0
7:58 AM	6	11	0	0	46	0	0	0
7:59 AM	9	13	0	0	42	0	0	0

**Queuing and Parking Data Collection Sheet**

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Clear  
 Date: 3/13/2014  
 Technician: CV/MF

**Peak Accumulation**

**AM: Vehicle Queuing Data/Observations**

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
8:00 AM	3	11	0	0	34	0	0	0
8:01 AM	3	11	0	0	26	0	0	0
8:02 AM	6	5	0	0	27	0	0	0
8:03 AM	2	7	0	0	22	0	0	0
8:04 AM	6	6	0	0	22	0	0	0
8:05 AM	3	9	0	0	16	0	0	0
8:06 AM	3	8	0	0	11	0	0	0
8:07 AM	1	1	0	0	11	0	0	0
8:08 AM	3	6	0	0	8	0	0	0
8:09 AM	0	5	0	0	3	0	0	0
8:10 AM	1	0	0	0	4	0	0	0
8:11 AM	0	2	0	0	2	0	0	0
8:12 AM	0	2	0	0	0	0	0	0
8:13 AM	1	0	0	0	1	0	0	0
8:14 AM	1	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:16 AM	1	0	0	0	1	0	0	0
8:17 AM	1	2	0	0	0	0	0	0
8:18 AM	0	0	0	0	0	0	0	0
8:19 AM	0	0	0	0	0	0	0	0
8:20 AM	1	1	0	0	0	0	0	0
8:21 AM	0	0	0	0	0	0	0	0
8:22 AM	0	0	0	0	0	0	0	0
8:23 AM	1	1	0	0	0	0	0	0
8:24 AM	1	0	0	0	1	0	0	0
8:25 AM	0	0	0	0	1	0	0	0
8:26 AM	0	0	0	0	1	0	0	0
8:27 AM	0	1	0	0	0	0	0	0
8:28 AM	0	0	0	0	0	0	0	0
8:29 AM	1	0	0	0	1	0	0	0

**Queuing and Parking Data Collection Sheet**

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Clear  
 Date: 3/13/2014  
 Technician: CV/MF

**Peak Accumulation**

**AM: Vehicle Queuing Data/Observations**

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
8:30 AM	1	1	0	0	1	0	0	0
8:31 AM	1	0	0	0	2	0	0	0
8:32 AM	1	1	0	0	2	0	0	0
8:33 AM	1	3	0	0	0	0	0	0
8:34 AM	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0
8:36 AM	0	0	0	0	0	0	0	0
8:37 AM	0	0	0	0	0	0	0	0
8:38 AM	0	0	0	0	0	0	0	0
8:39 AM	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0
8:41 AM	1	0	0	0	1	0	0	0
8:42 AM	0	1	0	0	0	0	0	0
8:43 AM	0	0	0	0	0	0	0	0
8:44 AM	1	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
8:46 AM	0	0	0	0	0	0	0	0
8:47 AM	0	0	0	0	0	0	0	0
8:48 AM	0	0	0	0	0	0	0	0
8:49 AM	1	1	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0
8:51 AM	0	0	0	0	0	0	0	0
8:52 AM	1	0	0	0	1	0	0	0
8:53 AM	1	0	0	0	2	0	0	0
8:54 AM	0	1	0	0	1	0	0	0
8:55 AM	1	1	0	0	1	0	0	0
8:56 AM	0	1	0	0	0	0	0	0
8:57 AM	0	0	0	0	0	0	0	0
8:58 AM	0	0	0	0	0	0	0	0
8:59 AM	0	0	0	0	0	0	0	0
<b>Total</b>	<b>307</b>	<b>307</b>	<b>42</b>	<b>0</b>		<b>1</b>	<b>1</b>	

Queuing and Parking Data Collection Sheet

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Sunny  
 Date: 3/13/2014  
 Technician: CV/MF

**PM: Vehicle Queuing Data/Observations**

Peak Accumulation (1)

Peak Accumulation (2)

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	
Beginning of Count					2			0
1:30 PM	3	0	0	0	5	0	0	0
1:31 PM	0	0	0	0	5	0	0	0
1:32 PM	0	0	0	0	5	0	0	0
1:33 PM	2	0	0	0	7	0	0	0
1:34 PM	0	1	0	0	6	0	0	0
1:35 PM	0	0	0	0	6	0	0	0
1:36 PM	0	0	0	0	6	0	0	0
1:37 PM	0	0	0	0	6	0	0	0
1:38 PM	0	0	0	0	6	0	0	0
1:39 PM	1	0	0	0	7	0	0	0
1:40 PM	1	0	0	0	8	0	0	0
1:41 PM	0	0	0	0	8	0	0	0
1:42 PM	1	0	0	0	9	0	0	0
1:43 PM	2	0	0	0	11	0	0	0
1:44 PM	0	0	0	0	11	0	0	0
1:45 PM	1	0	0	0	12	0	0	0
1:46 PM	1	0	0	0	13	0	0	0
1:47 PM	0	0	0	0	13	0	0	0
1:48 PM	0	0	0	0	13	0	0	0
1:49 PM	0	0	0	0	13	0	0	0
1:50 PM	1	0	0	0	14	0	0	0
1:51 PM	3	0	0	0	17	0	0	0
1:52 PM	2	0	0	0	19	0	0	0
1:53 PM	0	0	0	0	19	0	0	0
1:54 PM	1	1	0	0	19	0	0	0
1:55 PM	1	0	0	0	20	0	0	0
1:56 PM	2	0	0	0	22	0	0	0
1:57 PM	3	0	0	0	25	0	0	0
1:58 PM	3	0	0	0	28	0	0	0
1:59 PM	2	0	0	0	<b>30</b>	0	0	0

**Queuing and Parking Data Collection Sheet**

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Sunny  
 Date: 3/13/2014  
 Technician: CV/MF

**PM: Vehicle Queuing Data/Observations**

Peak Accumulation (1)  
 Peak Accumulation (2)

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
2:00 PM	2	2	0	0	30	0	0	0
2:01 PM	2	4	0	0	28	0	0	0
2:02 PM	0	5	0	0	23	0	0	0
2:03 PM	3	5	0	0	21	0	0	0
2:04 PM	0	5	0	0	16	0	0	0
2:05 PM	1	2	0	0	15	0	0	0
2:06 PM	2	2	0	0	15	0	0	0
2:07 PM	1	4	0	0	12	0	0	0
2:08 PM	2	3	0	0	11	0	0	0
2:09 PM	0	3	0	0	8	0	0	0
2:10 PM	0	1	0	0	7	0	0	0
2:11 PM	0	3	0	0	4	0	0	0
2:12 PM	0	1	0	0	3	0	0	0
2:13 PM	1	0	0	0	4	0	0	0
2:14 PM	0	0	0	0	4	0	0	0
2:15 PM	0	0	0	0	4	0	0	0
2:16 PM	1	0	0	0	5	0	0	0
2:17 PM	1	0	0	0	6	0	0	0
2:18 PM	0	1	0	0	5	0	0	0
2:19 PM	0	1	0	0	4	0	0	0
2:20 PM	0	0	0	0	4	0	0	0
2:21 PM	0	0	0	0	4	0	0	0
2:22 PM	0	0	0	0	4	0	0	0
2:23 PM	0	0	0	0	4	0	0	0
2:24 PM	1	0	0	0	5	0	0	0
2:25 PM	2	0	0	0	7	0	0	0
2:26 PM	1	0	0	0	8	0	0	0
2:27 PM	0	0	0	0	8	0	0	0
2:28 PM	0	0	0	0	8	0	0	0
2:29 PM	1	0	0	0	9	0	0	0

**Queuing and Parking Data Collection Sheet**

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Sunny  
 Date: 3/13/2014  
 Technician: CV/MF

**PM: Vehicle Queuing Data/Observations**

Peak Accumulation (1)  
 Peak Accumulation (2)

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
2:30 PM	1	1	0	0	9	0	0	0
2:31 PM	2	0	0	0	11	0	0	0
2:32 PM	3	1	0	0	13	0	0	0
2:33 PM	0	1	0	0	12	0	0	0
2:34 PM	2	0	0	0	14	0	0	0
2:35 PM	0	1	0	0	13	0	0	0
2:36 PM	0	1	0	0	12	0	0	0
2:37 PM	0	0	0	0	12	0	0	0
2:38 PM	1	2	0	0	11	0	0	0
2:39 PM	1	0	0	0	12	0	0	0
2:40 PM	1	0	0	0	13	0	0	0
2:41 PM	2	0	0	0	15	0	0	0
2:42 PM	1	0	0	0	16	1	0	1
2:43 PM	2	1	0	0	17	0	0	1
2:44 PM	3	1	0	0	19	0	0	1
2:45 PM	3	2	0	0	20	0	0	1
2:46 PM	3	0	0	0	23	0	0	1
2:47 PM	0	0	0	0	23	0	0	1
2:48 PM	1	0	0	0	24	0	0	1
2:49 PM	1	0	0	0	25	0	0	1
2:50 PM	0	0	0	0	25	0	0	1
2:51 PM	3	0	0	0	28	0	0	1
2:52 PM	1	0	0	0	29	0	0	1
2:53 PM	1	0	0	0	30	0	0	1
2:54 PM	1	0	0	0	31	0	0	1
2:55 PM	1	0	0	0	32	0	0	1
2:56 PM	2	0	0	0	34	0	0	1
2:57 PM	2	0	0	0	36	0	0	1
2:58 PM	3	0	0	0	39	0	0	1
2:59 PM	5	0	0	0	44	0	0	1

Queuing and Parking Data Collection Sheet

School Name: HIVE Preparatory School  
 School Address: 5855 NW 171 Street, Miami-Dade County  
 Location: On-Site & Off-Site Total Vehicle Stacking

Weather: Sunny  
 Date: 3/13/2014  
 Technician: CV/MF

**PM: Vehicle Queuing Data/Observations**

Peak Accumulation (1)  
 Peak Accumulation (2)

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	
3:00 PM	3	0	0	0	47	0	0	1
3:01 PM	1	0	0	0	<b>48</b>	0	0	1
3:02 PM	0	0	0	0	48	0	1	0
3:03 PM	1	4	0	0	45	0	0	0
3:04 PM	0	5	0	0	40	0	0	0
3:05 PM	2	6	0	0	36	0	0	0
3:06 PM	2	6	0	1	32	0	0	0
3:07 PM	1	5	0	0	28	0	0	0
3:08 PM	2	2	0	0	28	0	0	0
3:09 PM	2	3	0	0	27	0	0	0
3:10 PM	2	2	0	0	27	0	0	0
3:11 PM	1	5	0	0	23	0	0	0
3:12 PM	3	5	0	0	21	0	0	0
3:13 PM	4	3	0	0	22	0	0	0
3:14 PM	0	4	0	0	18	0	0	0
3:15 PM	3	3	0	1	18	0	0	0
3:16 PM	1	8	0	2	11	0	0	0
3:17 PM	2	5	0	0	8	0	0	0
3:18 PM	1	2	0	0	7	0	0	0
3:19 PM	0	2	0	0	5	0	0	0
3:20 PM	3	0	0	0	8	0	0	0
3:21 PM	3	1	0	0	10	0	0	0
3:22 PM	3	5	0	0	8	0	0	0
3:23 PM	4	3	0	0	9	0	0	0
3:24 PM	4	3	0	0	10	0	0	0
3:25 PM	3	4	0	0	9	0	0	0
3:26 PM	2	2	0	0	9	0	0	0
3:27 PM	4	1	0	0	12	0	0	0
3:28 PM	1	0	0	0	13	0	0	0
3:29 PM	0	0	0	0	13	0	0	0
<b>Total</b>	<b>155</b>	<b>144</b>	<b>0</b>	<b>4</b>		<b>1</b>	<b>1</b>	

# School Traffic Operation Plan (TOP) Form

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

## Contents

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

## 1.0 Definitions

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

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

## School Traffic Operations Plan (TOP) Form

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



## 2.0 School Location

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

**Table 2.0-1 School Location**

<b>Name</b>	H.I.V.E Preparatory School
<b>Address</b>	5855 NW 171 <sup>st</sup> Street, Miami, FL
<b>Folio Number(s)</b>	30-2012-035-0010
<b>Hours of Operations</b>	7:00 AM – 6:30 PM

## 3.0 Educational Program and Enrollment

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

**Table 3.0-1 Educational Program and Enrollment**

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Primary Elementary School	K-2	111/112	334
Intermediate School	3-5	111	333
Middle School	6-8	111	333
<b>Total Facility Enrollment</b>			1,000

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
Primary Elementary	K-2: Typical Elementary Program
Intermediate	3-5: Typical Intermediate Program
Middle	6-8: Typical Middle School Program



#### 4.0 School Schedule

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

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

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

#### 4.1 School Schedule Commitment

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

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

**Table 4.1-1 School Schedule Commitment**

Period	Maximum Number of Students Allowed within a Schedule Shift	Number of Instructional Shifts
Arrival	334	3
Dismissal	334	3



## 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
Primary Elementary	K-2	M-F	8:30 AM	2:00 PM	333
Intermediate	3-5	M-F	8:00 AM	3:00 PM	334
Middle	6-8	M-F	7:30 AM	2:30 PM	333

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

**Table 4.2-2 School Schedule Shift Descriptions**

Schedule Shift	Description (Instructional, Extra Curricular)
Primary Elementary	Typical Kindergarten through Second Grades
Intermediate	Typical Third through Fifth Grades
Middle	Typical Sixth through Eighth Grades

## 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
A1(K-8)	DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	South Building Loop
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	
A2(K-8)	DW1	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	
		<input checked="" type="checkbox"/>	One Way Only		<input checked="" type="checkbox"/>	One Way Only	North Building Loop
		<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
A1(K-8)	6	7	13
A2(K-8)	3	25	28
			41

### 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
N/A	Label	<input type="checkbox"/>	Right In Only	Label	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out
		<input type="checkbox"/>	Right In Only		<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		<input type="checkbox"/>	One Way Out

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



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**Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary**

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
N/A	#	#	#

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

**5.4a School Bus Commitment**

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

**Table 5.4a-1 Bussing Commitment**

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

**Table 5.4a-2 Bus Type and Capacity**

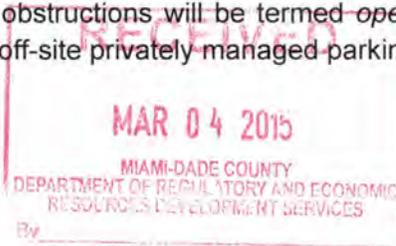
Quantity	Bus Type	Length	Width	Capacity	Student Total by Type
-	S-BUS-11 [S-BUS-36]	45	10	65	#
-	S-BUS-12 [S-BUS-40]	50	10	84	#
<b>Students Grand Total</b>					<b>#</b>

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

**5.5 Parking Stall Operations**

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

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



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

**Table 5.5-1 Proposed Parking Use Summary**

Parking Space Use	Onsite		Offsite
	Provided	Required	Provided
Staff	59	54	0
Student	0	0	0
Parked Stacking	11	11	0
Open	41	0	0
<b>Total</b>	<b>111</b>	<b>65</b>	<b>0</b>

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(K-8)	DW1	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only
		<input type="checkbox"/>	One Way In		X	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)	DW1/DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	9:00 - 2:00
		<input type="checkbox"/>	One Way In		X	One Way Out	
S(Food)	DW1/DW3	<input type="checkbox"/>	Right In Only	DW2	<input type="checkbox"/>	Right Out Only	9:00 - 2:00
		<input type="checkbox"/>	One Way In		X	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**

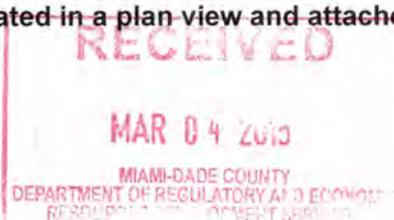
Route Name	Off-Site Entrance Point	Building Entrance Point	Operation Period (0:00-0:00)
PED(K-8)	E1	E2	0:00-0:00

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)
N/A	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.**



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**Table 6.0-3 Bicycle Storage Description**

Bicycle Storage Location	Bicycle Capacity
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. The school shall supply staff to direct any vehicles which may stage or stack in through travel lanes or non-designated parking areas within the public rights-of-way onto the school site.

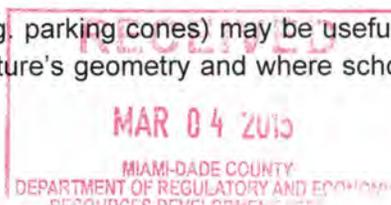
School traffic personnel should be stationed and assigned the following duties at the corresponding locations: assist students entering and exiting vehicles at loading zones (loading); guide traffic at points where active route pathways intersect (conflict); and encourage adherence at pathway decision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

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

**Table 7.0-1 Onsite School Traffic Personnel**

Station Label	Personnel Duties (Loading, Conflict, Diverting)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
S1	Directing traffic at back of queue –South Loop	7:00	8:45	1:30	3:30
S2	Loading parent drop-off/pick-up-South Loop	7:00	8:45	1:30	3:30
S3	Supervise & Manage Exiting Vehicles at DW2	7:00	8:45	1:30	3:30
S4	Directing traffic at back of queue –North Loop	7:00	8:45	1:30	3:30

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



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

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

**Table 7.0-2 Onsite Temporary Traffic Control Devices**

Location Label	Device Description (Number of Cones, Barricades, or Gates)	Arrival Duty Period		Dismissal Duty Period	
		From	To	From	To
N/A	Device	0:00	0:00	0:00	0:00

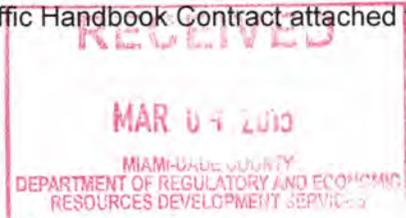
**7.1 School Personnel Commitment**

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

**8.0 School Speed Zone**

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

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



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Indicate the existing and/or proposed school speed zones serving the school site within **Table 8.0-1**. Enter "none" for the road name to indicate that no speed zone exists or is proposed for this school. **Any proposed school speed zone or modification must be submitted to PWWM for approval.**

**Table 8.0-1 School Speed Zone Description**

Road Name	Existing [x]	Proposed [x]	Signs [x]	Pavement Markings [x]	Flashing Beacons [x]
NW 59 <sup>th</sup> Ave	X	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
NW 171 <sup>st</sup> St	X	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>				
	<input type="checkbox"/>				

A school speed zone should not have a continuous duration longer than two hours and fifteen minutes. If this school is served by a school speed zone, then specify the zone's posted hours in **Table 8.0-2**. Enter "none" for the period to indicate no posted hours. Use PWWM School Speed Zone Policy to determine appropriate time periods. Note that if the school is located in close proximity to an existing school speed zone, 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	7:30	9:00	1:30	4:00
Tuesday	7:30	9:00	1:30	4:00
Wednesday	7:30	9:00	1:30	4:00
Thursday	7:30	9:00	1:30	4:00
Friday	7:30	9:00	1:30	4:00

## 9.0 Offsite Traffic Control Officers

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

**Table 9.0-1 Traffic Control Officer Enforcement Plan**

No. of Officers	Intersection or Segment with Boundaries	Arrival AM Time Period		Dismissal PM Time Period	
		From	To	From	To
N/A	Intersection or Segment	0:00	0:00	0:00	0:00

School Traffic Operations Plan (TOP) Form

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

**Table 9.0-2 Traffic Control Officer Reinforcement Commitment**

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

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

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

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



### 10.0 School Special Events

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

**Table 10.0-1 School Special Event Provisions**

Event Type	Provision Descriptions
Special Event	All parking will be on-site

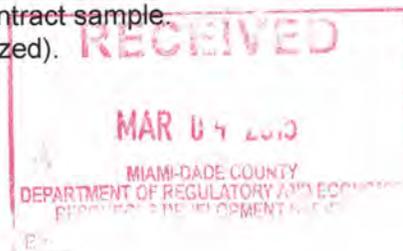
### 11.0 Parent Traffic Handbook

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.

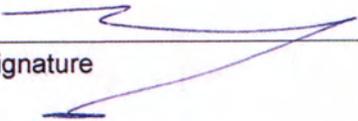
1. A plan sheet showing all required illustrations stated within this TOP form. (It is suggested that TOP operations that vary by instructional shifts be shown in independent plan sheets.)
2. A Parent Traffic Handbook and contract sample.
3. A Cross-parking agreement (if utilized).



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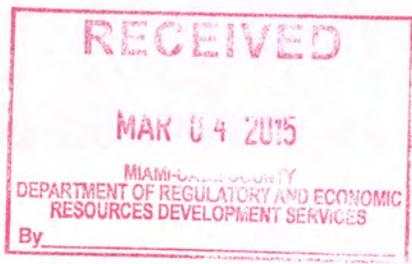
**13.0 Endorsement**

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

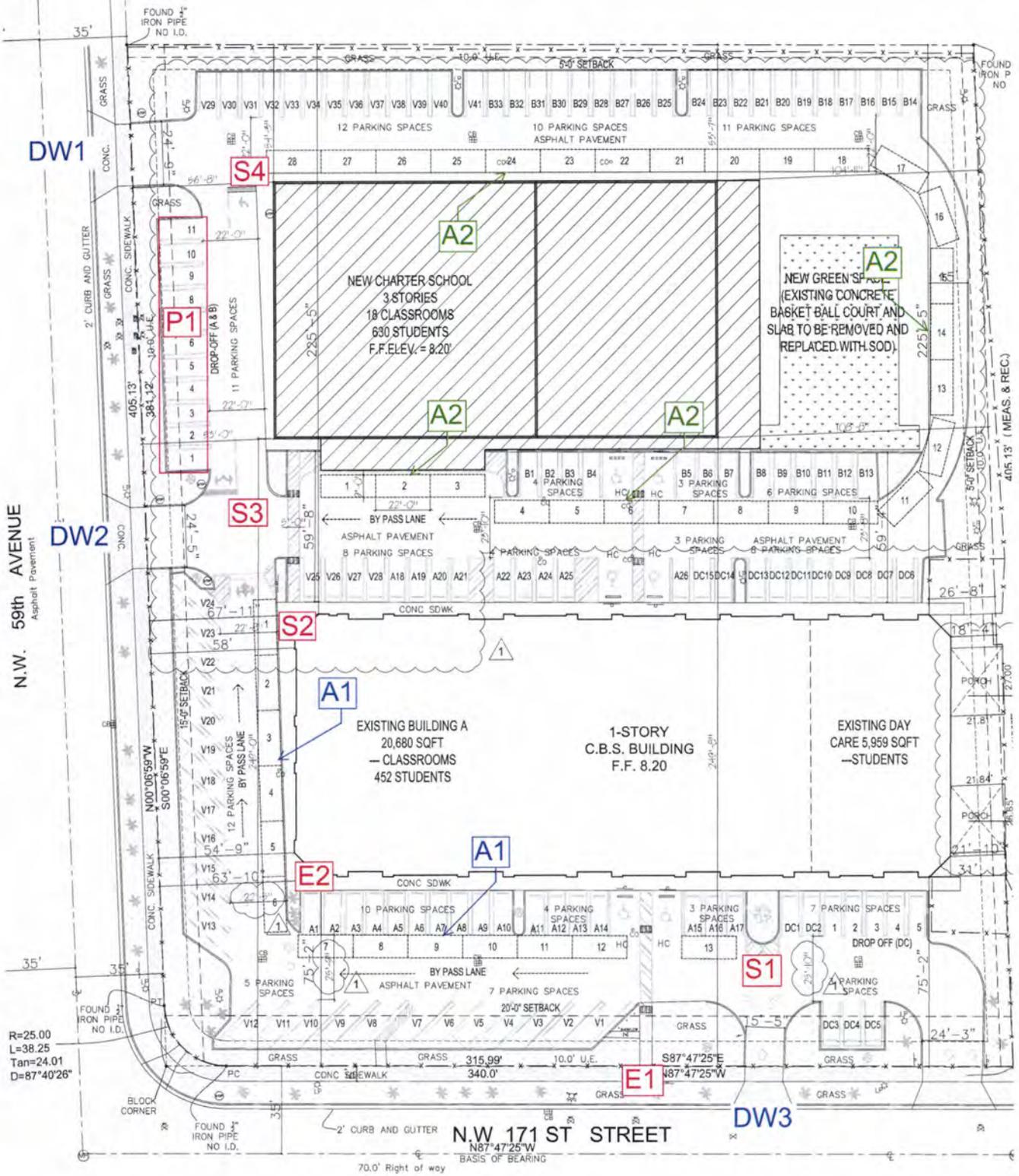
  
\_\_\_\_\_  
Signature

2/18/15  
\_\_\_\_\_  
Date

Carlos Gonzalez  
\_\_\_\_\_  
Print Owner Name



# TOP Exhibit



- A1 - A2 Vehicle stacking / queuing areas
- DW1 - DW3 Project's driveways
- E1 Pedestrian off-site entrance point
- E2 Pedestrian building entrance point
- S1 - S4 On-site traffic personnel
- P1 Parking spaces designated for stacking
- A / B Staff parking
- V Open parking

RECEIVED

MAR 04 2015

DEPARTMENT OF TRANSPORTATION AND ECONOMIC DEVELOPMENT  
RESOURCE MANAGEMENT SERVICE

By \_\_\_\_\_