City of Coral Gables
Planning and Zoning Staff Report

Property:	**Gulliver Academy (12595 Red Road)**
Applicant:	Gulliver Schools, Inc.
Application:	Modification to Conditions of Site Plan Approval
Public Hearing:	Planning and Zoning Board
Date & Time:	**July 10, 2019; 6:00 – 9:00 p.m.**
Location:	City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida 33134

1. APPLICATION REQUEST

An application has been submitted by Gulliver Schools, Inc. seeking the ability to increase Gulliver School's maximum enrollment from 1,162 to 1,260 students at its academy campus located at 12595 Red Road, Coral Gables. This request is a major amendment to the Site Plan which was previously approved by Ordinance No. 2011-06.

As stated on Ordinance No. 2011-06, an increase in maximum student enrollment shall be considered major amendment and subject to review and consideration at public hearings. Major amendment to Development Plan is subject to review and recommendation by the Planning and Zoning Board at one (1) public hearing, and 1st and 2nd Reading before the City Commission. The Ordinance under consideration is as follows:

> *An Ordinance of the City Commission of Coral Gables, Florida, Amending Section 2 of Ordinance No. 2011-06 to increase the Maximum Student Enrollment from 1,162 to 1,260 students for Gulliver Academy located at 12595 Red Road, Coral Gables, Florida; all other conditions of approval contained in Ordinance No. 2011-06 shall remain in effect; and providing an effective date. (LEGAL DESCRIPTION ON FILE)*

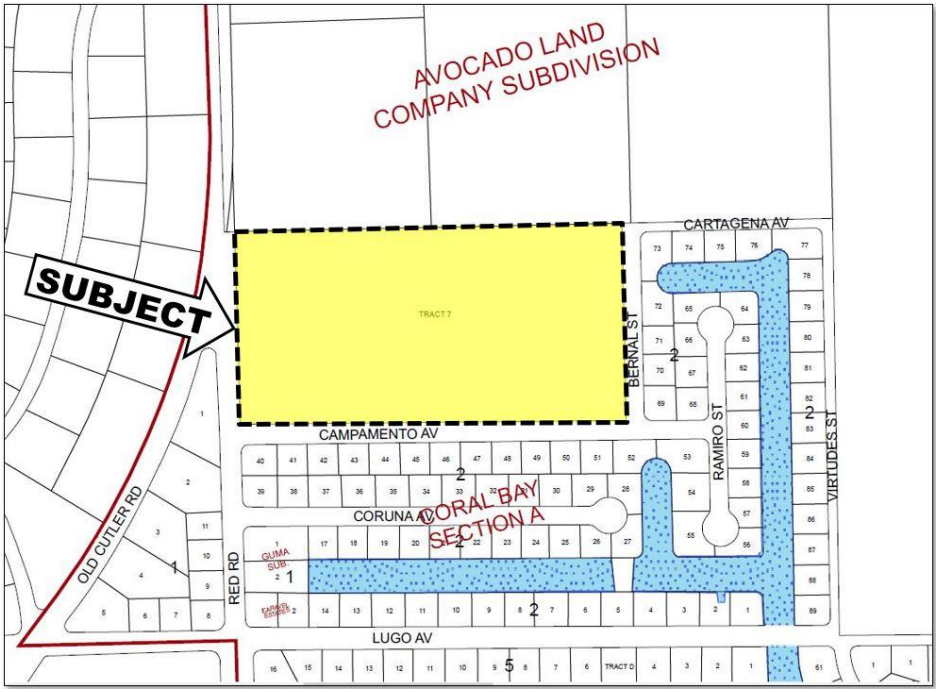
2. BACKGROUND

Gulliver Academy is located on Red Road, east of Old Cutler Road between the Montgomery Foundation property (north) and Gables-By-The-Sea residential neighborhood (south and east). Gulliver Academy is a grade school with students in pre-kindergarten through eighth grade. The school is currently operating with an existing enrollment of only 1,137 students but was previously approved for a maximum enrollment of 1,162 students, a condition originally imposed when the Campus Master Plan was approved in 1998 by Ordinance No. 3341 (see Attachment B).

Maximum enrollment allowed	1,162
Existing enrollment	1,137
Request	1,260 (an increase of 98 students from the maximum allowed)

At this time, Gulliver Schools is requesting to increase its maximum enrollment from 1,162 to 1,260 students at its campus located at 12595 Red Road, Coral Gables. Gulliver intends to close its Montgomery campus located in Pinecrest and integrate those students into its academy campus in Coral Gables. No exterior building additions or modifications are requested to existing structures.

The property is located on Tract No. 7, Avocado Land Company Subdivision (12595 Red Road), Coral Gables, Florida, and is shown on the following location map and aerial:



Property Designations and Surrounding Uses

The following tables provide the subject property's designations and surrounding land uses:

Existing Property Designations

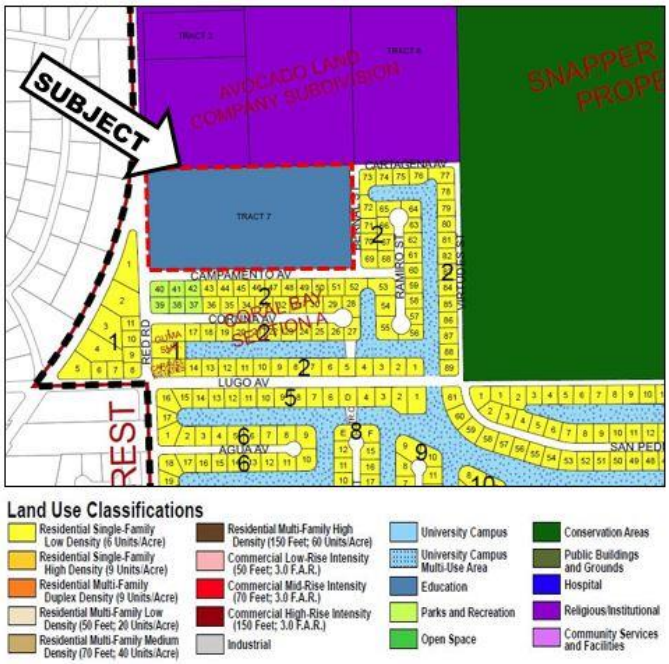
Comprehensive Plan Future Land Use Map designation	Educational Use
Zoning Map designation	Special Use District (S)

Surrounding Land Uses

Location	Existing Land Uses	CP Designations	Zoning Designations
North	Montgomery Botanical Center	Religious/Institutional	Special Use District (S)
South	Single-Family Residences and City Park	Single-Family Low Density; Parks and Recreational Use	Single Family Residential (SFR); Special Use District (S)
East	Single-Family Residences	Single-Family Low Density	Single-Family Residential (SFR)
West	Single-Family Residences and Village of Pinecrest	Single-Family Low Density	Single-Family Residential (SFR)

The subject property currently has the existing land use and zoning designations, as illustrated in the following maps:

Existing Future Land Use Map



Existing Zoning Map

City Review Timeline

The submitted application has undergone the following City reviews:

Type of Review	Date
Development Review Committee	N/A
Board of Architects	N/A
Planning and Zoning Board	07.10.19
City Commission	TBD

Chronology of Previous City Approvals

The following is a chronology of previous City legislation leading to the current application:

1. Ordinance No. 1546 (adopted 06.14.66) - Change of zoning from "R", residential to "XR", Residential to permit the construction and operation of a private grade school.
2. Resolution No. 20973 (adopted 12.16.75) – Authorizing City Attorney to enter into a stipulated agreement for an order of dismissal and dissolution of injunction in the lawsuit of Gulliver Academy, Inc. v. City of Coral Gables.
3. Ordinance No. 3016 (adopted 12.08.92) - Change of zoning from "XR", Residential to "S", Special Use to correct existing inconsistent zoning designation.
4. Ordinance No. 3263 (adopted 07.08.97) - Approval of addition to existing library, conditioned on submittal of a Campus Master Plan prior to consideration of any future applications.
5. Ordinance No. 3341 (adopted 09.23.98) - Approval of Campus Master Plan for Gulliver Academy.
6. Ordinance No. 2011-06 (adopted 03.22.11) – Approval of the Planned Area Development (PAD) assignment; Site Plan amendment which allows for new classrooms, pavilion building, gymnasium, baseball field house, natatorium and other miscellaneous improvements; and Zoning Code Text Amendment to Site Specific Zoning Regulations.
7. Administrative Review (approved 11.08.18) – minor amendment which does not substantially alter the concept of the PAD.

3. PROPOSED AMENDMENT

Section 2 of Ordinance No. 2011-06 is hereby amended to read as follows:

SECTION 2. That the City Commission does hereby authorize the City Manager to grant the application of Gulliver Academy located on Tract No. 7, Avocado Land Company subdivision 12505 Red Road, Coral Gables, Florida providing for the following:

***

4. School use and operations.

***

b. Student mix and population.

***

2.) Maximum student enrollment. Maximum student capacity shall remain at ~~1,162~~ 1,260 students.

***

4. FINDINGS OF FACT

This section of the report presents City Staff's evaluation of the Application and Findings of Facts. The City's responsibility is to review the Application for consistency with the City's Comprehensive Plan (CP) Goals, Objectives and Policies and compliance with the Zoning Code and City Code.

Amendments to the Development Plan

As specified in the Zoning Code, Section 3-507, major amendments to the Development Plan shall be subject to review and approval process set forth in Section 3-506 in which findings shall include, but not be limited to the following:

1. *In what respects the proposed plan is or is not consistent with the stated purpose and intent of the Planned Area Development regulations.*
2. *The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.*
3. *The extent to which the proposed plan meets the requirements and standards of the Planned Area Development regulations.*
4. *The physical design of the proposed Planned Area Development and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.*
5. *The compatibility of the proposed Planned Area Development with the adjacent properties and neighborhood.*
6. *The desirability of the proposed Planned Area Development to physical development of the entire community.*
7. *The conformity of the proposed Planned Area Development with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Land Use Plan.*

Staff's Findings: The Planned Area Development (PAD) designation was already approved by Ordinance No. 2011-06 and the PAD assignment was found to be consistent with the stated purpose and intent of the PAD regulations. The current request is a modification to the conditions of the PAD approval, to increase the maximum enrollment from 1,162 to 1260 students. The addition of 98 students is less than 10% increase to the what is currently allowed and does not cause major impact to the adjacent properties. There is no expansion or addition to existing buildings, therefore it is still compatible with the neighborhood and does not alter the previously approved PAD.

Enrollment at the school over the last ten years has been below the maximum allowed capacity as shown in the table below:

Grade	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
PK	43	41	40	40	40	50	39	36	37
JK	57	55	70	56	69	51	70	60	62
SK	92	67	74	98	73	78	67	75	73
1	103	98	86	91	96	84	85	77	84
2	102	95	109	89	96	99	91	86	83
3	104	107	107	117	106	104	113	108	87
4	110	104	114	114	120	108	120	117	120
5	101	112	109	117	111	129	108	118	127
6	129	125	127	116	135	136	152	134	165
7	150	140	129	131	123	142	132	151	137
8	140	155	145	138	129	131	151	139	162
TOTAL	**1131**	**1099**	**1110**	**1107**	**1098**	**1112**	**1128**	**1101**	**1137**

The following summarizes the current number of teachers and employees working at the school:

	Full time	Part time	Total
Administrative	20	0	20
Academic Support Staff	20	15	35
Faculty Primary	25	0	25
Faculty Lower School	40	0	40
Faculty Middle School	61	0	61
Learning Center	8	1	9
Operations	36	0	36
TOTAL	**210**	**16**	**226**

The application is subject to parking minimums of 1 space per full-time employee, plus 1 per 4 students 16 years old or older. The campus currently has 228 parking spaces with additional 38 spaces located at the northern boundary, encroaching into the Montgomery Foundation property in which the applicant is working on a temporary encroachment agreement with the Montgomery Foundation.

The applicant has submitted a "Trip Generation Analysis" prepared by David Plummer and Associates, dated February 8, 2019, that provides an analysis of the current traffic conditions and field observations regarding the traffic circulation for the student drop-off and pick-up operations (see Attachment C). The applicant's trip generation analysis was reviewed by the City's traffic consultant, H.W. Lochner, Inc. (see Attachment D). A Traffic Impact Analysis was also provided which concluded that the proposed increase of 98 students "does not have an adverse effect on the surrounding network arterial links and intersections, with exception to SW 120 Street at Pine Needle Lane during the AM peak period. All other levels of service remain consistent with existing conditions." The City's traffic consultant is recommending staggered start/dismissal times (spaced more than 30 minutes apart). The applicant is committed to execute the following: 1.) adding two (2) additional staff members to assist with off-loading and in-loading of students; and 2.) extend queue on site for lower grades 1st and 2nd by 330 feet.

Consistency Evaluation of the Comprehensive Plan (CP) Goals, Objectives and Policies

The Planning and Zoning Division has reviewed the CP and finds the following CP Goals, Objectives and Policies are applicable. Consistent CP Goals & Objectives and Policies are as follows:

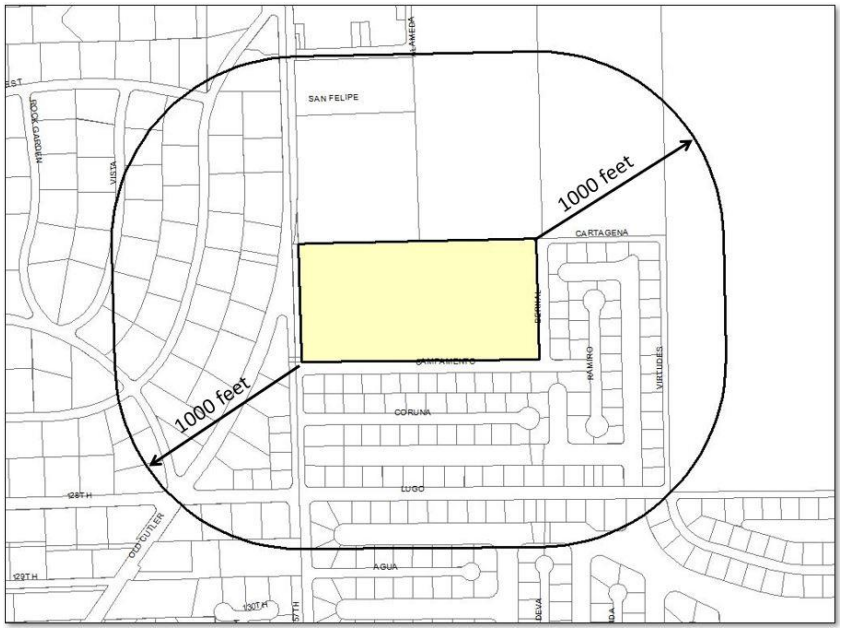
Ref. No.	CP Goal, Objective and Policy	Basis for Consistency
1.	**Goal FLU-1.** Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	Complies
2.	**POLICY FLU-1-3.3:** Non-residential uses designated in the Comprehensive Plan which cause significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic, shall provide buffering such as landscaping, walls and setbacks, when located adjacent to or across the street from incompatible uses such as residential uses.	Complies
3.	**OBJECTIVE FLU-1.9:** Encourage sound innovation in the development standards of the City's Zoning Code which provides a continuing process to respond to community needs.	Complies
4.	**POLICY FLU-1.11.1:** Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies

Ref. No.	CP Goal, Objective and Policy	Basis for Consistency
5.	**Policy FLU-1.14.1.** The City shall enforce Zoning Code provisions which continue to address the location and extent of residential and non-residential land uses consistent with the Future Land Use Map in order to preserve the character of existing neighborhoods.	Complies
6.	**Objective FLU-1.17.** The City acknowledges the need to locate schools proximate to urban residential areas and, where possible, collocate public facilities, such as parks, libraries and community centers with schools.	Complies
7.	**Goal FLU-3.** The City as a part of its development review process shall engage public/community participation and collaboration to provide for a transparent development review process.	Complies
8.	**Objective FLU-3.1.** The City shall continue its efforts to notify stakeholders, residents, property owners and neighborhood associations of pending development reviews to provide transparency within the development process.	Complies

Staff Comments: Staff's determination that this Application is "consistent" with the CP's goals, objectives and policies that are identified is based upon compliance with conditions of approval contained in Ordinance No. 2011-06 which shall remain in effect.

4. PUBLIC NOTIFICATION

The Applicant completed the mandatory neighborhood meeting with notification to all property owners within 1,000 feet of the property boundary on April 1, 2019. The Zoning Code requires that a courtesy notification be provided to all property owners within 1,000 feet of the boundary of the property. The notice indicates: Application filed; public hearing dates/time/location; where the application files can be reviewed and provides for an opportunity to submit comments. Approximately 128 notices were mailed.



Courtesy Notification Radius Map

The following has been completed to solicit input and provide notice of the application:

Public Notice

Type	Date
Courtesy notification - 1,000 feet	06.26.19
Posting of property	06.26.19
Legal advertisement	06.27.19
Posted agenda on City web page/City Hall	07.03.19
Posted Staff report on City web page	07.03.19

5. STAFF RECOMMENDATION

The Planning and Zoning Division based upon the complete Findings of Fact contained within this Report recommends **approval of the application with condition that all other conditions of approval contained in Ordinance No. 2011-06 shall remain in effect** of the application.

6. ATTACHMENTS

A. Applicant's submittal package.
B. Ordinance No. 2011-06 & Ordinance No. 3341
C. Trip Generation Analysis by David Plummer & Associates
D. Traffic Impact Analysis by City's Traffic Consultant, H.W. Lochner, Inc.
E. Courtesy notice mailed and legal advertisement published.
F. Powerpoint Presentation

Please visit the City's webpage at www.coralgables.com to view all application materials. The complete application also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134.

Respectfully submitted,

Ramon Trias
Assistant Director of Development Services
for Planning and Zoning
City of Coral Gables, Florida

Law Office
of
LAURA L. RUSSO, ESQ.
2655 Le Jeune Road, Suite PH-1F
Coral Gables, Florida 33134

Tel: 305-476-8300
Fax: 305-476-8383

Email: Laura@LauraRussoLaw.com

Attachment A

Via Hand Delivered

July 1, 2019

Mr. Ramon Trias
Planning and Zoning Director
The City of Coral Gables
427 Biltmore Way
Coral Gables, Florida 33134

Re: Guillver Schools – Zoning
File No.: 18L-120

Dear Mr. Trias,

My office represents Gulliver Schools in its application for amendment to a conditional approval of the Master Site Plan that was approved by City Commission in March of 2011, to increase the student enrollment cap from 1162 to 1260 at the Academy Campus.

The Academy Campus located at 12595 Red Road, Coral Gables serves primary, lower and middle school students in grades Pre-K3 through eight (8). The reason for this request is to relocate the Montgomery Campus students to the Academy Campus.The Montgomery Campus located at 7500 SW 120 Street, in Pinecrest, serves middle school students with learning differences who benefit from smaller class sizes and intense focus on organization, time management and study strategies. Upon the approval of this application and the construction of additional classroom space, Gulliver intends to close the Montgomery Campus and integrate those students into the Academy student body for the full school day.

Currently, the 102 students enrolled at the Montgomery campus come daily to the Academy campus for lunch and afternoon classes. The Montgomery students depart at dismissal time with the Academy student body. At the present time, 40% of the Montgomery students have siblings at the Academy campus.

Gulliver retained the services of David Plummer & Associates to conduct an internal traffic count and to analyze the current drop off/pick up operations to calculate the impact of the additional students.

Tim Plummer's report finds that increasing the enrollment cap from 1162 students to 1260 will not impact traffic on Red Road. Implemented conditions from the 2010 Master Plan Approval (3 police officers) have improved mobility on Red Road and on campus. Plummer's assessment proposes several recommendations to further enhance the operations which Gulliver is committed to execute. These recommendations are:

1. Adding two (2) additional staff members to assist with off loading and in loading of students.

2. Extend queue on site for lower grades 1st and 2nd by 330 feet.

The Academy campus currently has 228 parking spaces with an additional 38 spaces at the northern boundary that partially encroach into the Montgomery Foundation property. We have been in contact with the Foundation's Board of Directors and its attorney and are working on terms for a temporary encroachment agreement. This brings the parking space count to 266. In addition, the architects at Zyscovich Architects that are currently engaged to implement the Master Plan have proposed an additional 14 parking spaces beyond the emergency access lane at the southern boundary in the event the encroachment agreement is not executed.

Currently the employee count by category is as follows:

	Full time	Part time	Total
Administrative	**20**	**0**	**20**
Academic Support staff	**20**	**15**	**35**
Faculty Primary	**25**	**0**	**25**
Faculty Lower School	**40**	**0**	**40**
Faculty Middle School	**61**	**0**	**61**
Learning Center	**8**	**1**	**9**
Operations	**36**	**0**	**36**
TOTAL	**210**	**16**	**226**

The student enrollment for the Academy campus from school year 2010-2011 through this past year 2018-2019 is as follows:

Grade	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
PK	43	41	40	40	40	50	39	36	37
JK	57	55	70	56	69	51	70	60	62
SK	92	67	74	98	73	78	67	75	73

Grade	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
1	103	98	86	91	96	84	85	77	84
2	102	95	109	89	96	99	91	86	83
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5	101	112	109	117	111	129	108	118	127
6	129	125	127	116	135	136	152	134	165
7	150	140	129	131	123	142	132	151	137
8	140	155	145	138	129	131	151	139	162
Total	1131	1099	1110	1107	1098	1112	1128	1101	1137

We respectfully submit our application and the supporting documentation that you requested at our last meeting. Should you need any additional information, please do not hesitate to call me.

Sincerely,

Laura L. Russo

LLR/jp
Enclosures

Cc: Cliff Kling (via email only)
Charlie Rue (via email only)
Tim Plummer (via email only)

City of Coral Gables Planning Division Application

305.460.5211 planning@coralgables.com www.coralgables.com

Application request

The undersigned applicant(s)/agent(s)/property owner(s) request City of Coral Gables consideration and review of the following application(s) (please check all that apply):

- ☐ Abandonment and Vacations
- ☐ Annexation
- ☐ Coral Gables Mediterranean Architectural Design Special Locational Site Plan
- ☐ Comprehensive Plan Map Amendment - Small Scale
- ☐ Comprehensive Plan Map Amendment - Large Scale
- ☐ Comprehensive Plan Text Amendment
- ☐ Conditional Use - Administrative Review
- ☐ Conditional Use without Site Plan
- ☐ Conditional Use with Site Plan
- ☐ Development Agreement
- ☐ Development of Regional Impact
- ☐ Development of Regional Impact - Notice of Proposed Change
- ☐ Mixed Use Site Plan
- ☐ Planned Area Development Designation and Site Plan
- ☐ Planned Area Development Major Amendment
- ☐ Restrictive Covenants and/or Easements
- ☐ Site Plan
- ☐ Separation/Establishment of a Building Site
- ☐ Subdivision Review for a Tentative Plat and Variance
- ☐ Transfer of Development Rights Receiving Site Plan
- ☐ University Campus District Modification to the Adopted Campus Master Plan
- ☐ Zoning Code Map Amendment
- ☐ Zoning Code Text Amendment
- ☒ Other: Modification of site plan approval condition (Student enrollment CAP)

General information

Street address of the subject property: 12595 Red Road, Coral Gables, Florida 33156

Property/project name: Gulliver Schools

Legal description: Lot(s) See Exhibit "A" attached hereto and made a part hereof

Block(s) _____ Section (s) _____

Property owner(s): Gulliver Schools, Inc.

Property owner(s) mailing address: 9350 S. Dixie Highway, 11th Floor, Miami, FL 33156

Telephone: Business 305-666-7937 Fax _____

Other _____ Email RueC @ Gulliverschools.org

City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Laura L. Russo, Esq.

Applicant(s)/agent(s) mailing address: 2655 Le Jeune Road, Suite PH 1-F, Coral Gables, FL 33134

Telephone: Business 305-476-8300 Fax 305-476-8383

Other Cell: 305-801-9002 Email Laura @ Laurarussolaw. com

Property information

Current land use classification(s): Edu ational U es

Current zoning classification(s): Special Use

Proposed land use classification(s) (if applicable): Educational Use

Proposed zoning classification(s) (if applicable): S pecial Use

Supporting information (to be completed by Planning Staff)

A Preapplication Conference is required with the Planning Division in advance of application submittal to determine the information necessary to be filed with the application(s). Please refer to the Planning Divison Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. The Planning Division reserves the right to request additional information as necessary throughout the entire review process.

- ☐ Aerial.
- ☑ Affidavit providing for property owner's authorization to process application.
- ☐ Annexation supporting materials.
- ☑ Application fees.
- ☑ Application representation and contact information.
- ☐ Appraisal.
- ☐ Architectural/building elevations.
- ☐ Building floor plans.
- ☐ Comprehensive Plan text amendment justification.
- ☐ Comprehensive Plan analysis.
- ☐ Concurrency impact statement.
- ☐ Encroachments plan.
- ☐ Environmental assessment.
- ☐ Historic contextual study and/or historical significance determination.
- ☐ Landscape plan.
- ☐ Lighting plan.
- ☐ Massing model and/or 3D computer model.
- ☐ City of Coral Gables Annual Registration Application and Issue Application Lobbyist forms.
- ☐ Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- ☐ Parking study.
- ☐ Photographs of property, adjacent uses and/or streetscape.
- ☐ Plat.
- ☑ Property survey and legal description.

- ☐ Property owners list, notification radius map and two sets of labels.
- ☐ Public Realm Improvements Plan for mixed use projects.
- ☐ Public school preliminary concurrency analysis (residential land use/zoning applications only).
- ☐ Sign master plan.
- ☑ Site plan and supporting information.
- ☑ Statement of use and/or cover letter.
- ☐ Streetscape master plan.
- ☑ Traffic accumulation assessment.
- ☐ Traffic impact statement.
- ☐ Traffic impact study.
- ☐ Traffic stacking analysis.
- ☐ Utilities consent.
- ☐ Utilities location plan.
- ☐ Vegetation survey.
- ☐ Video of the subject property.
- ☐ Zoning Analysis (Preliminary).
- ☐ Zoning Code text amendment justification.
- ☐ Warranty Deed.
- ☐ Other:_____

Application submittal requirements

1. Hard copies. The number of application binders to be submitted shall be determined by Staff at the preapplication meeting. The application shall include all the items identified in the preappplication meeting.
2. Digital media copies. Two (2) compact discs (CD ROMs) of the entire application including all the items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 Mb. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

Applicant/agent/property owner affirmation and consent

(I) (We) affirm and certify to all of the following:

1. Submission of the following:
   a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
   b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of Coral Gables entitlements in effect during the entire review process.
2. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
3. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) (our) knowledge and belief.
4. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.

Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Address:	
Telephone: / Fax: / Email:	

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____ day of _____ by _____
(Signature of Notary Public - State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

~~Applicant(s)/Agent(s)~~ Signature: Owner	~~Applicant(s)/Agent(s)~~ Print Name: Owner
	Charles A. Rue, COO
Address: 9350 S. Dixie Highway, 11th Floor Miami, FL 33156	
Telephone: 786-709-4001 / Fax: / Email: rucc@gulliverschools.org	

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this 14 day of February by Charles Rue
(Signature of Notary Public - State of Florida) Kelly Fitzgerald Brewer

KELLY FITZGERALD BREWER MY COMMISSION EXPIRES January 23, 2020 FF 943818 Bonded thru Notary Public Underwriters NOTARY PUBLIC, STATE OF FLORIDA

(Print, Type or Stamp Commissioned Name of Notary Public)
☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced —

Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Address:	
Telephone:	Fax:	Email:

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____ day of _____ by _____
(Signature of Notary Public - State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Applicant(s)/Agent(s) Signature:	Applicant(s)/Agent(s) Print Name: Laura L. Russo
Address: 2655 Le Jeune Road, Suite PH 1-F Coral Gables, Florida 33134	
Telephone: 305-476-8300	Fax: 305-476-8383	Email: Jessy@Laurarussolaw.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this 25 day of Feb. 2019 by Laura L. Russo
(Signature of Notary Public - State of Florida)

JAEL PINEDA
Notary Public - State of Florida
Commission # GG 280591
My Comm. Expires Jan 7, 2023
Bonded through National Notary Assn.

(Print, Type or Stamp Commissioned Name of Notary Public)
☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Exhibit "A"

LEGAL DESCRIPTION:

PARCEL3

Lot 7, of AVACADO LAND COMPANY SUBDIVISION, located in the Southeast 1/4 of the Northeast 1/4 of Section 18, Township 55 South, Range 41 East, according to the plat thereof, recorded in Plat Book 2, at Page 44, of the Public Records of Miami-Dade County, Florida, less therefrom road right-of-way more particular described as follows:

The West 35 feet; the South 30 feet; the East 30 feet; that remaining portion lying Southwesterly of a circular curve concave Northeasterly having a radius of 25 feet, said circular curve being tangential to a line 35 feet Easterly of, and parallel to, the Westerly line of said Tract 7, and tangential to a line 30 feet Northerly of, and parallel to, the Southerly line of said Tract 7; and that remaining portion lying Southeasterly of a circular curve concave Northwesterly having a radius of 25 feet, said circular curve being tangential to a line 30 feet Westerly of, and parallel to, the Easterly line of said Tract 7, and tangential to a line 30 feet Northerly of, and parallel to, the Southerly line of said Tract 7; lying and being in Coral Gables, Miami-Dade County, Florida.

GULLIVER ACADEMY
12595 Red Road
Coral Gables, Florida

GULLIVER SCHOOLS
12595 Red Road
Coral Gables, Florida 33156

LIST OF REPRESENTATIVES

Attorney:
Laura L. Russo, Esq.
Laura L. Russo, Esq., LLC
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David Plummer & Associates
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Coral Gables, Florida 33134
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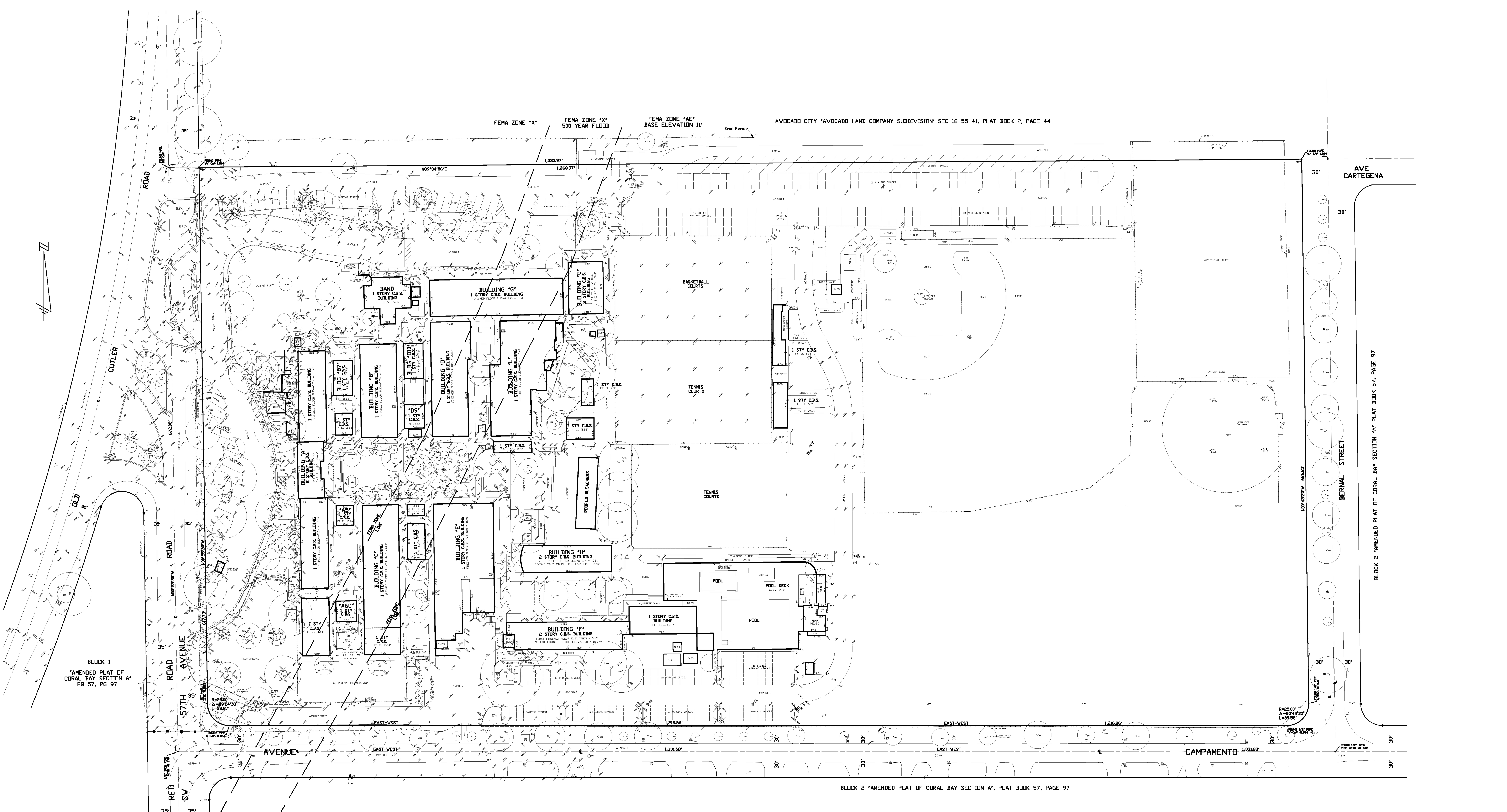


SKETCH OF TOPOGRAPHIC SURVEY

SCALE: 1" = 40'

ABBREVIATIONS

AC = Air Conditioning
B = Bollard
BLDG = Building
BR = Brick
CAB = Cabinets
CB = Catch Basin
CC = Concrete Curb
CG = Curb & Gutter
CL = Chain Link Fence
CLF = Chain Link Fence
CLP = Concrete Light Pole
CP = Compactor
CPP = Corrugated Plastic Pipe
CUP = Concrete Utility Pole
CW = Concrete Wall
D = Drain
DIA = Diameter
EB = Electrical Box
EL = Elevation
Elev. = Elevation
E.P. = Edge of Pavement
FF = Finished Floor
FH = Fire Hydrant
FL = Flood Light
GC = Gate Control
GM = Gate Motor
GW = Guy Wire
HR = Hand Rail
IR = Irrigation
L = Arc Length
LP = Light Pole
MF = Metal Fence
MP = Metal Post
P = Post
PL = Planter
PVC = Plastic Pipe
R = Radius
RO = Roof Overhang
S = Sign
SC = Security Camera Pole
SL = Concrete Slab
SMH = Sewer Manhole
STY = Story
T = Electric Transformer
TB = Telephone Box
TMH = Telephone Manhole
UC = Under Construction
UP = Utility Pole
WM = Water Meter
WUP = Wood Utility Pole
WV = Water Valve
# = Number
Δ = Arc Central Angle
×7.5' = Ground Elevation
×7.54' = Pavement Elevation

TREES

#	NAME	DIA.
1	Gumbo Limbo	15"
2	dracena Cluster	10"
3	Gumbo Limbo	20"
4	Oak	24"
5	Oak	16"
6	Unknown	8"
7	Gumbo Limbo	8"
8	Palmetto	5"
9	Palmetto	5"
10	Palmetto	5"
11	Gumbo Limbo	16"
12	Palmetto	6"
13	Palmetto	6"
14	Areca Palm	10"
15	Palmetto	12"
16	Palmetto 1	36"
17	Palm	4"
18	Palmetto	6"
19	Palmetto	6"
20	Palm	6"
21	Palm	4"
22	Silver Palm	16"
23	Oak	36"
24	Palm	4"
25	Palm	4"
26	Palm	4"
27	Silver Palm	20"
28	Gumbo Limbo	15"
29	Areca Palm	6"
30	Oak	36"
31	Oak	24"
32	Oak	24"
33	Oak	24"
34	Oak	30"
35	Oak	26"
36	Oak	16"
37	Oak	36"
38	Oak	48"
39	Oak	30"
40	Palm	10"
41	Palm	10"
42	Palm	10"
43	Palm	10"
44	Palm	10"
45	Oak	24"
46	Palm Cluster	6"
47	Oak	36"
48	Oak	30"
49	Unknown	4"
50	Palmetto	8"
51	Oak	24"
52	Oak	24"
53	Gumbo Limbo	12"
54	Gumbo Limbo	30"
55	Oak	12"
56	Gumbo Limbo	12"
57	Oak	24"
58	Mah ogany	20"
59	Palm	12"
60	Palm	12"
61	Poinciana	18"
62	Gumbo Limbo	15"
63	Palm	12"
64	Palm	12"
65	Palm	12"
66	Black Olive	16"
67	Black Olive	30"
68	Black Olive	6"
69	Palm	12"
70	Palm	12"
71	Unknown	7"
72	Palm	12"
73	Unknown	12"
74	Unknown	12"
75	Oak	24"
76	Oak	24"
77	Oak	24"
78	Conifer	16"
79	Oak	5"
80	Black Olive	30"
81	Conifer	15"
82	Conifer	15"
83	Black Olive	24"
84	Mahogany	36"
85	Gumbo Limbo	12"
86	Gumbo Limbo	24"
87	Palm	6"
88	Palm	6"
89	Palm	12"
90	Palm	6"
91	Gumbo Limbo	24"
92	Gumbo Limbo	16"
93	Palm	8"
94	Oak	24"
95	Oak	18"
96	Oak	18"
97	Oak	18"
98	Umbrella	16"
99	Oak	24"
100	Trumpet	14"
101	Oak	18"
102	Oak	14"
103	Seagrape	12"
104	Oak	14"
105	Oak	12"
106	Oak	12"
107	Mahogany	14"
108	Oak	24"
109	Oak	18"
110	Oak	15"
111	Oak	16"
112	Mahogany	30"
113	Mahogany	24"
114	Mahogany	30"
115	Oak	12"
116	Weeping Willow	48"
117	Oak	18"
118	Oak	24"
119	Black Olive	24"
120	Oak	14"
121	Bottle Brush	36"
122	Royal Palm	18"
123	Black Olive	36"
124	Black Olive	36"
125	Black Olive	36"
126	Black Olive	36"
127	Black Olive	18"
128	Oak	36"
129	Royal Palm	24"
130	3 Palms	6"
131	3 Palms	6"
132	Black Olive	24"
133	Oak	12"
134	Oak	24"
135	Coconut Palm	10"
136	Palmetto Cluster	9"
137	Srangler Fig	36"
138	Black Olive	12"
139	Black Olive	30"
140	Weeping Willow	120"
141	Black Olive	36"
142	Unknown Cluster	2"
143	Cabbage Palm	14"
144	Cabbage Palm	14"
145	Oak	24"
146	2 Palms	6"
147	Trumpet	8"
148	Oak	30"
149	Gumbo Limbo	4"
150	Oak	12"
151	Areca Palm	6"
152	Areca Palm	6"
153	Crape Merttle	12"
154	4 Palms	6"
155	Unknown	30"
156	Unknown	12"
157	Unknown	4"
158	Unknown Cluster	1"
159	Palm	6"
160	Date Palm	12"
161	Black Olive	26"
163	Gumbo Limbo	10"
164	Date Palm	16"
165	Date Palm	10"
166	Oak	10"
167	Oak	12"
168	Oak	16"
169	Ficus Cluster	72"
170	Oak	6"
171	Ficus	30"
172	Banyan	96"
173	Oak	6"
174	Banyan	96"
175	Ficus	120"
176	Ficus	50"
177	Bougenvillea	12"
178	Oak	16"
179	Oak	12"
180	Unknown	6"
181	Oak	20"
182	Oak	20"
183	Oak	20"
184	Mahogany	24"
185	Mahogany	24"
186	Oak	36"
187	Palm	16"
188	Palm	16"
189	Palm	16"
190	Palm	14"
191	Palm	16"
192	Palm	16"
193	Palm	16"
194	Black Olive	24"
195	Black Olive	24"
196	Black Olive	5"
197	Black Olive	5"
198	Black Olive	20"
199	Black Olive	8"
200	Black Olive	8"
201	Black Olive	18"
202	Black Olive	18"
203	Black Olive	24"
204	Black Olive	18"
205	Black Olive	24"
206	Black Olive	18"
207	Black Olive	6"
208	Black Olive	18"
209	Ficus	36"
210	Unknown	6"
211	Unknown	6"
212	Unknown	6"
213	Palm	6"
214	Palm Cluster	2"
215	Palm	6"
216	Palm	12"
217	Palm	12"
218	Unknown	6"
219	Unknown	12"
220	Unknown	15"
221	Unknown	4"
222	Unknown	15"
223	Unknown	4"
224	Unknown	15"
225	Unknown	6"
226	Unknown	24"
227	Unknown	12"
228	Unknown	12"
229	Unknown	12"
230	Unknown	15"
231	Unknown	6"
232	Unknown	30"
233	Unknown	6"
234	Unknown	6"
235	Unknown	6"
236	Gumbo Limbo	12"
237	Palm	12"
238	Palm	12"
239	Gumbo Limbo	14"
240	Gumbo Limbo	14"
241	Palm	12"
242	Palm	12"

DRAINAGE INLET INFORMATION

CB1
Rim Elev. 11.51'
Invert Elev. 6.8'
16" CP East Elev. 11.51'
6" CP South Elev. 12.63'

CB2
Rim Elev. 14.79'
Invert Elev. 9.12'
Pipe North no Baffle or Access
8" PVC South Elev. 13.8'

CB3
Rim Elev. 15.13'
Invert Elev. 13.93'
8" PVC North Elev. 13.93'

CB4
Rim Elev. 15.07'
Invert Elev. 13.92'
8" PVC East Elev. 13.92'

CB5
Rim Elev. 15.12'
Invert Elev. 8.76'
16" CP North Elev. 11.03'

CB6
Rim Elev. 16.70'
Invert Elev. 12.20'
9" PVC South-Southeast Elev. 13.20'

CB7
Rim Elev. 15.75'
Invert Elev. 11.32'
12" PVC North Elev. 11.80'
12" PVC South Elev. 12.14'

CB8
Rim Elev. 15.59'
Invert Elev. 7.55'
12" PVC North Northeast Elev. 10.89'
Pipe South-Southwest, no Baffle or Access

CB9
Rim Elev. 15.35'
Invert Elev. 7.50
Pipe North-Northwest, no Baffle or Access

CB10
Rim Elev. 13.46'
Invert Elev. 9.36' (filled with asphalt)
12" Unknown North, Bottom Elev. 9.15'

CB11
Rim Elev. 15.38'
Unable to open

CB12
Rim Elev. 15.39'
Invert Elev. 11.61'
12" Pipe North
12" Pipe South

CB13
Rim Elev. 15.51'
Invert Elev. 11.73'
12" Pipe North

CB13A
Rim Elev. 15.51'
Invert Elev. 13.78'
4" PVC Pipe West, Elev. 13.8'
4" Vertical Pipe, Elev. 13.8'

CB14
Rim Elev. 14.72'
Invert Elev. 13.22'
12" Pipe South, Elev. 13.22'

CB15
Rim Elev. 14.53'
Invert Elev. 12.40'
12" Pipe North, Elev. 12.43'
12" Pipe South, Elev. 12.40'

CB16
Rim Elev. 11.20'
Invert Elev. 9.7'
6" PVC Northeast Elev. 9.7'
6" PVC West Elev. 9.7'

CB17
Rim Elev. 15.37'
Invert Elev. 14.35'
3" PVC East Elev. 14.59'
3" PVC West Elev. 14.59'

CB18
Rim Elev. 15.22'
Invert Elev. 14.51'
3" PVC North Elev. 14.59'
3" PVC South, Elev. 14.59'

CB19
Rim Elev. 15.07'
Invert Elev. 13.01'
3" PVC North, Elev. 14.09'
3" PVC WEST, Elev. 14.12'
3" PVC South, Elev. 14.07

CB20
Rim Elev. 15.06'
Invert Elev. 13.66'
3" PCV North Elev. 14.08'
3" PVC South, Elev. 14.08'

CB21
Rim Elev. 15.26'
Invert Elev. 13.74'
3" PVC North, Elev. 14.11'
3" PVC East, Elev. 14.11'
3" PVC South, Elev. 14.06'

CB22
Rim Elev. 15.37'
Invert Elev. 14.22'
3" PVC East, Elev. 14.27'
3" PVC West, Elev. 14.32'
3" PVC South, Elev. 14.51'

CB23
Rim Elev. 14.98'
Invert Elev. 13.48'
3" PVC East, Elev. 13.08'

CB24
Rim Elev. 15.13'
Invert Elev. 13.8'
3" Pipe North, Elev. 14.07
3" Pipe Vertical, Elev. 13.82'

CB25
Rim Elev. 15.19'
Invert Elev. 13.70'
3" Pipe South, Elev. 14.74'

CB26
Rim Elev. 15.37'
Invert Elev. 12.17'
12" Pipe South, Elev. 12.98'
8" Pipe West, Elev. 13.37'

CB27
Top of Pipe Elev. 15.08'
West Invert Elev. 14.85'
East Invert Elev. 14.82'

CB28
Rim Elev. 14.52'
Invert Elev. 13.0'
Opening on North, Elev. 13.4'

CB29
Rim Elev. 15.23'
Invert Elev. 13.72'
Invert Well Pipe, Elev. 8.4'

CB30
Rim Elev. 4.45'
Invert Elev. 1.10'
18" Pipe East Elev. 1.71'

CB31
Rim Elev. 4.96'
Rim is Sealed, could not open without breaking concrete

CB32
Rim Elev. 4.58'
Rim is Sealed, could not open without breaking concrete

NOTES:

1. The legal description was furnished by the client.
2. The attached Topographic Survey was prepared to show some of the improvements within the limits of the Gulliver Academy. Some information shown was obtained during earlier surveys and were not confirmend during this survey. No other use was intended or is valid.
3. Bearings are based on an assumed direction of East-West along the Centerline of Avenue Campamento.
4. Elevations refer to the "National Geodetic Vertical Datum of 1929".
5. Bench Mark I.D. No B-313, Elevation 19.78 feet, Miami-Dade County Public Works Department, Survey Section, U.S. Coast & Geodetic brass disk in concrete monument, 25 feet Northwest of the center line of Old Cutler Road and 65 feet South of the center line of SW 128th. Street, 1.5 feet South of power pole #345.
6. The Federal Flood Hazard Classification is Zone "X" Elevation N/A, (Zone "X", Areas determined to be outside 500-year flood plain) and Zone "AE" Elevation 11.00 feet, as shown on the Federal Emergency Management Agency, National Flood Insurance Rate Map 12086C0468, Suffix "L", Maps revised September 11, 2009, Community No. 120639.
7. The Dade County Flood Criteria is Elevation 6.0 feet, as shown on Amended Plat of Flood Criteria Map, according to the Plat thereof recorded in Plat Book 120, at Page , of the Public Records of Miami-Dade County, Florida.
8. The Detail portion of this map or sketch of Survey is intended to be displayed at a scale of one inch equals forty feet or smaller.
9. This Survey is not valid without the signature and original raised seal of a Florida Professional Surveyor & Mapper.

LEGAL DESCRIPTION:

Lot 7, AVOCADO LAND COMPANY SUBDIVISION, located in the Southeast 1/4 of the Northeast 1/4 of Section 18, Township 55 South, Range 41 East, according to the plat rhereof, recorded in Plat Book 2, at Page 44, of the Public Records of Miami-Dade County, Florida, less therefrom road right of way more particular described as follows:

The West 35 feet; the South 30 feet; the East 30 feet; that remaining portion lying Southwesterly of a circular curve concave Northeasterly having a radius of 25 feet, said circular curve being tangential to a line 35 feet Easterly of, and parallel to, the Westerly line of said Tract 7, and tangential to a line 30 feet Northerly of, and parallel to, the Southerly line of said Tract 7; and that remaining portion lying Southeasterly of a circular curve concave Northweaterly having a radius of 25 feet, said circular curve being tangential to a line 30 feet Westerly of, and parallel to, the Easterly line of said Tract 7, and tangential to a line 30 feet Northerly of, and parallel to,the Southerly line of said Tract 7; lying and being in Coral Gables, Miami-Dade County, Florida.

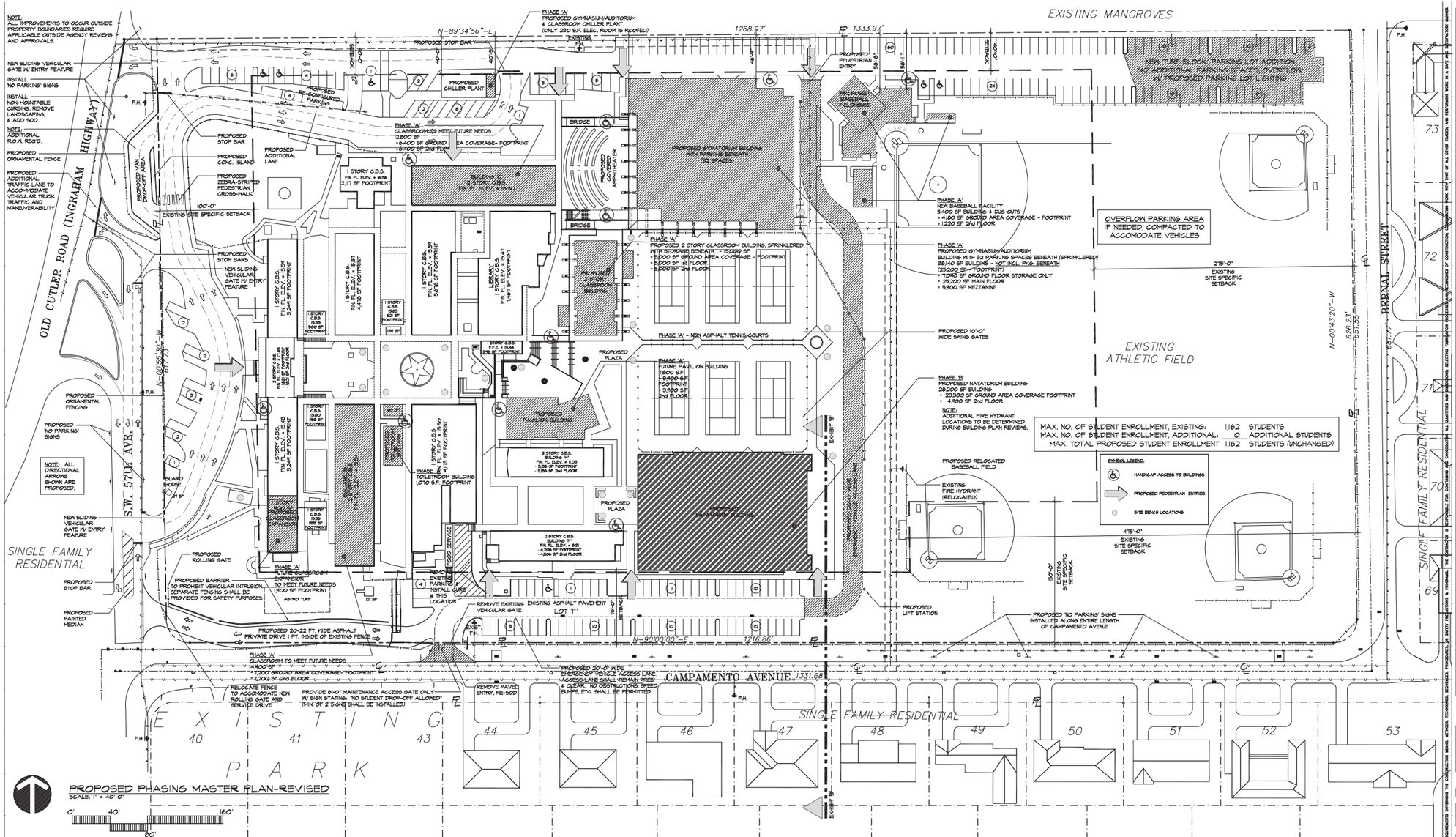
WE HEREBY CERTIFY: that the attached SKETCH OF TOPOGRAPHIC SURVEY was prepared in accordance with Chapter 5J-17, as set forth by the Florida Board of Surveyors and Mappers, pursuant to Section 472.027, Florida Statutes.

BISCAYNE ENGINEERING COMPANY, INC.

Prepared for:
Gulliver Schools
Job No. 08-85678
March 23, 2017

Prepared by:
Biscayne Engineering Company, Inc.
Certificate of
Authorization No. LB129
529 W. Flagler Street
Miami, Florida 33130
(305) 324-7671

By: ______________________
Robin D. Teagarden, Jr., PSM, for the firm
Professional Surveyor &
Mapper No. LS2354
State of Florida



MAX. NO. OF STUDENT ENROLLMENT, EXISTING:	1,162	STUDENTS
MAX. NO. OF STUDENT ENROLLMENT, ADDITIONAL:	0	ADDITIONAL STUDENTS
MAX. TOTAL PROPOSED STUDENT ENROLLMENT	1,162	STUDENTS (UNCHANGED)

PROPOSED PHASING MASTER PLAN-REVISED

LOCATION MAP

UPDATED TABLE OF CALCULATIONS

ZONE USE: "S" - RESIDENTIAL, SPECIAL USE (EDUCATIONAL FACILITY)

FLOOD HAZARD ZONE: "X" BASE FLOOD ELEVATION: 11.00 FT N.G.V.D.

LAND AREA:	
TOTAL LAND AREA	819,914 S.F. (18.8226 ACRES)
EXISTING BUILDING G.S.F.	82,203 GROSS SQ. FT.
BUILDING G.S.F. TO BE REMOVED	25,035 GROSS SQ. FT.
PROPOSED NEW BUILDING G.S.F.	124,710 GROSS SQ. FT.

BUILDING LOT COVERAGE: (BLDG. FOOTPRINT ONLY)		
TOTAL LOT COVERAGE ALLOWED	35%	286,970 S.F.
TOTAL LOT COVERAGE EXISTING	8.6%	70,620 S.F.
TOTAL LOT COVERAGE TO BE REMOVED	-2.8%	(22,635 S.F.)
TOTAL ADD'L. LOT COVERAGE PROPOSED	9.5%	78,150 S.F.
TOTAL ULTIMATE LOT COVERAGE	15.3%	126,135 S.F.

TOTAL BUILDING FLOOR AREA:	
EXISTING BUILDING G.S.F.	82,203 G.S.F.
EXISTING BLDG. G.S.F. TO BE REMOVED	(25,035 G.S.F.)
PROPOSED NEW BLDG. G.S.F.	124,710 G.S.F.
TOTAL ULTIMATE FLOOR AREA	181,878 G.S.F.

F.A.R. = (MAX. 35%) TOTAL FLOOR AREA OF BUILDINGS / AREA OF SITE
= 22.18% = 181,878 G.S.F. / 819,914 S.F.

LANDSCAPED OPEN SPACE: (MIN. % REQUIRED	35% 286,970 S.F.)
BUILDING LOT COVERAGE	126,135 S.F.
PARKING & PAVED AREAS	126,530 S.F.
ATHLETIC COURTS	40,220 S.F.
TOTAL % PROVIDED AFTER ALL PHASES	819,914 S.F. - 292,885 S.F.
	= (64.2%) 527,029 S.F.

MAXIMUM HEIGHT OF THE BUILDING ALLOWED: 45 FT ABOVE CROWN OF RED ROAD (ESTABLISHED GRADE) PER SECTION 3-1 (H)

MAXIMUM PROPOSED BUILDING HEIGHT: 32 FT ABOVE CROWN OF RED ROAD (ESTABLISHED GRADE) PER SECTION 3-1 (A)

NUMBER OF STORIES: EXISTING: 1 AND 2-STORY
PROPOSED: 2-STORY AND 2-STORY W/ PARKING OR STORAGE BENEATH

PARKING:	
EXISTING NUMBER OF REGULAR PARKING SPACES:	281 SPACES
EXISTING NUMBER OF H.C. PARKING SPACES:	4 SPACES
NUMBER OF REGULAR SPACES TO BE REMOVED:	85 SPACES
NUMBER OF H.C. SPACES TO BE REMOVED:	0 SPACES
NEW REGULAR SPACES TO BE ADDED:	82 SPACES
NEW H.C. SPACES TO BE ADDED:	4 SPACES

OF PARKING SPACES REQUIRED: CORAL GABLES ZONING CODE: SECTION 5-1409.B.1
(1 parking space for each FTE, plus 1 parking space per 4 students aged 16 yrs or older based on max. capacity)

FULL TIME EMPLOYEES (FTE EXISTING) = 192	192 SPACES
ADDITIONAL FULL TIME EMPLOYEES ANTICIPATED = 10	10 SPACES
STUDENTS AGED 16 YEARS & OLDER = 0 STUDENTS ≥ 16	0 SPACES
HANDICAP SPACES REQ'D (PER TABLE 208.2, 2004 A.D.A.)	7 SPACES
TOTAL PARKING REQUIRED	209 SPACES

# OF PARKING SPACES PROVIDED:	
REGULAR ON GRADE	248 SPACES
REGULAR BELOW GYMNASIUM	30 SPACES
HANDICAP ON GRADE	6 SPACES
HANDICAP BELOW GYMNASIUM	2 SPACES
TOTAL PARKING PROVIDED	286 SPACES

TOTAL AREA OF PARKING & DRIVES: % HARDSCAPE LOT COVERAGE 113,366 SF (13.8%)

PROPOSED PHASING - ALL PHASES

PROPOSED PROPERTY IMPROVEMENTS:

▨	PHASE 'A' (SHEET Z-3A) - ANTICIPATED CONSTRUCTION : 2008-2010	96,510 G.S.F.
	a. GYMNASIUM/AUDITORIUM (FULLY SPRINKLERED)	38,140 S.F.
	b. CLASSROOM BLDG. (FULLY SPRINKLERED)	15,000 S.F.
	c. RELOCATE EXISTING BASEBALL, DEMO AND REBUILD EXISTING STORAGE, DUGOUTS, ADD MORE BLEACHERS AND PRESSBOX	5,400 S.F.
	d. TOILETROOM BUILDING	1,070 S.F.
	e. PAVILLION BUILDING (FULLY SPRINKLERED)	7,800 S.F.
	f. NEW 42-CAR PARKING LOT ADDITION	
	g. ADDITIONAL CLASSROOMS TO MEET ACADEMIC NEEDS	1,900 S.F.
	h. 2-STORY CLASSROOM BUILDING "C"	12,800 S.F.
	i. 2-STORY CLASSROOM BUILDING "G"	14,400 S.F.
	J. NEW ASPHALT TENNIS COURTS	
	k. 20' WIDE EMERGENCY VEHICLE ACCESS	
▨	PHASE 'B' (SHEET Z-3B)	28,200 G.S.F
	a. NATATORIUM BUILDING	28,200 S.F.

• TOTAL ADDITIONAL PROPOSED CONSTRUCTION SQ. FTG. THIS MASTER PLAN:	124,710 S.F.
• PREVIOUSLY APPROVED MASTER PLAN, BUT NOT BUILT:	- 21,880 S.F.
• LESS BUILDINGS TO BE REMOVED:	- 25,035 SF
• ADDL. CONSTRUCTION BEYOND PREVIOUSLY APPROVED MASTER PLAN:	77,795 G.S.F.

CONSULTANT:

GILI-McGRAW ARCHITECTS, L.L.P.
4960 SOUTHWEST 72ND AVENUE, SUITE 403; MIAMI, FLORIDA 33155
TEL. 305.663.1263 FAX. 305.663.1264
LICENSE NUMBER: AAP000492

MASTERPLAN REVISION FOR
GULLIVER ACADEMY
DRC SUBMITTAL
12595 RED ROAD
CORAL GABLES, FLORIDA 33156

SEAL:
J. GARY McGRAW, AIA
AR0008072

DATE: 11.15.2010
REVISIONS

DWG. No.
Z-3
OF :

NOTE:
ALL IMPROVEMENTS TO OCCUR OUTSIDE PROPERTY BOUNDARIES REQUIRE APPLICABLE OUTSIDE AGENCY REVIEWS AND APPROVALS.

EXISTING 'NO PARKING' SIGNS

PHASE 'A'
PROPOSED GYMNASIUM/AUDITORIUM & CLASSROOM CHILLER PLANT (ONLY 230SF ELEC. ROOM IS ROOFED)

40'-0" SETBACK

PHASE 'B'
CLASSROOM TO MEET FUTURE NEEDS 12,800SF
- 6,400SF GROUND AREA COVERAGE-FOOTPRINT
- 6,400SF 2ND FLOOR

EXISTING CROSSING

EXISTING DROP-OFF

100'-0" EXISTING SITE SPECIFIC SETBACK

OLD CUTLER

EXISTING PLAYGROUND

1 STORY C.B.S.

BUILDING C
2 STORY C.B.S.

1 STORY C.B.S.

1 ST. C.B.S.

2 STORY C.B.S.

PLAZA

LIBRARY
1 STORY C.B.S.

PROPOSED NEW BUILDING
38,000 SF

PROPOSED NEW BUILDING
23,000 SF

PHASE 'A'
PROPOSED 2 STORY 23,000 SF CLASSROOM BUILDING, SPRINKLED

RELOCATED TENNIS COURTS

BUILDING G

BUILDING H
2 STORY C.B.S.

PROPOSED PLAZA

BUILDING F
2 STORY C.B.S.

LOT F

75'-0" EXISTING SITE SPECIFIC SETBACK

EXISTING SWING GATE

20'-0"

PHASE 'B'
NEW 2-STORY CLASSROOM BLDG TO MEET FUTURE NEEDS: 14,400 SF
- 7,200 SF PER FLOOR

EXISTING 6'-0" MAINT. GATE W/SIGN STATING: "NO STUDENT DROP-OFF ALLOWED" (MIN. OF 2 SIGNS SHALL BE INSTALLED)

EXIST. F.H.

EXISTING 20'-0" WIDE EMERGENCY VEHICLE ACCESS LANE SHALL REMAIN FREE & CLEAR, NO OBSTRUCTIONS, SPEED BUMPS, ETC. SHALL BE PERMITTED.

CAMPAMENTO AVENUE

EXISTING SINGLE FAMILY RESIDENTS

RED RD

GUARD HOUSE

NOTE;
ALL DIRECTIONAL ARROWS SHOWN ARE PROPOSED.

EXISTING 'NO PARKING' SIGNS

EXISTING SLIDING VEHICULAR GATE W/ ENTRY FEATURE

45'-0" SETBACK

R25'-0"

R47'-0"

PROPOSED MOUNTABLE CURB

EXISTING ATHLETIC FIELDS

PHASE 'D'
NEW BASEBALL FACILITY 5,400SF BUILDING & DUG-OUTS
- 5,000SF GROUND AREA COVERAGE-FOOTPRINT
- 4,180 GROUND AREA COVERAGE-FOOTPRINT
- 1,220SF 2ND FLOOR

PHASE 'A'
- PROPOSED GYMNASIUM/AUDITORIUM BUILDING WITH +75 PARKING SPACES BENEATH (SPRINKLED) 38,000SF
BUILDING-NOT INCL. PKG. BENEATH

275'-0" EXISTING SITE SPECIFIC SETBACK

BERNAL STREET

NEW ROAD SHIFTED EASTWARD, MAINTAIN 20' WIDTH FOR EMER. VEH. ACCESS

OVERFLOW PARKING AREA IF NEEDED, COMPACTED TO ACCOMMODATE VEHICLES

PHASE 'D'
PROPOSED NATATORIUM BUILDING 28,200SF BUILDING

MAX. NO. OF STUDENT ENROLLMENT, EXISTING:	1,162 STUDENTS
MAX. NO. OF STUDENT ENROLLMENT, ADDITIONAL:	98 ADDITIONAL STUDENTS
MAX. TOTAL PROPOSED STUDENT ENROLLMENT	1,260 STUDENTS

TEMPORARY PARKING LOT
14 PARKING SPACES

1

475'-0" EXISTING SITE SPECIFIC SETBACK

150'-0" EXISTING SITE SPECIFIC SETBACK

EXISTING ATHLETIC FIELDS

PROPOSED PROPOSED 'NO PARKING' SIGNS INSTALLED ALONG ENTIRE LENGTH OF CAMPAMENTO AVENUE

PROPOSED LIFT STATION.

EXISTING SINGLE FAMILY RESIDENTS

BUILDING HEIGHT - MAXIMUM HEIGHT SPECIAL USE (S) DISTRICT
(Coral Gables Code of Ordinances - Section 4-204)

Height: forty-five (45) feet except as provided in Site Specific Zoning regulations (Appendix A)

Appendix A Section A-6 - Avocado Land Company Subdivision-Tract 7.
A. Setbacks-Minimum front.
1. Red Road - One-hundred (100) foot minimum for a private school.
B. Setbacks-Minimum side.
1. Avenue Campamento - Eighty (80) feet minimum for a private school, except as approved by Ordinance No. 2011-06 allowing seventy-five (75) foot minimum for natatorium building.
2. North property line - One-hundred (100) foot minimum from present property line for a private school, except as approved by Ordinance No. 2011-06 allowing forty (40) foot minimum for gymnasium and baseball field house.
C. Setbacks-Minimum rear.
1. Bernal Street - Two-hundred and seventy-five (275) foot minimum except for the south onehundred and fifty (150) feet, which shall be four-hundred and seventy-five (475) foot minimum, for a private school.

PARKING
(Coral Gables Code of Ordinances - Section 5.1409)

Schools
One (1) space FTE, plus one (1) space per four (4) students aged sixteen (16) years or older based on maximum capacity.

Number of Students aged sixteen (16) or older = 0
Number of projected FTE's = 242

Total Number of required parking spaces = 242
Total number of Provided Parking Spaces =270

LEGEND

- EXIST. BLDG TO REMAIN
- FUTURE DEMO
- PROPOSED NEW BLDG
- PROPOSED ROAD RELOCATION
- CONTROLLED STUDENT ENTRY POINTS

N

1 / A-100 **SITE MASTER PLAN**
Scale: 1"= 50'-0"

Civil Engineers | Landscape Architecture

Project
SITE PLAN APPROVAL
GULLIVER SCHOOLS GULLIVER ACADEMY
12595 RED ROAD, CORAL GABLES, FL 33156

Client
Gulliver Schools
8095 S. Dixie Highway
Miami, FL 33156
(305) 666-8333 Tel

Architect
ZYSCOVICH ARCHITECTS
100 N Biscayne Blvd. 27th Fl
Miami, FL 33132-2304
t 305.372.0322
f 305.577.4821
e info@zyscovich.com
w www.zyscovich.com

Seal
Jose L. Murguido
Reg. No. AR0010670

Revised:
1 06-26-2019 PARKING UPDATE

SITE MASTER PLAN

1734GSPC | 01-21-2018

A-100

ZYSCOVICH
ARCHITECTS

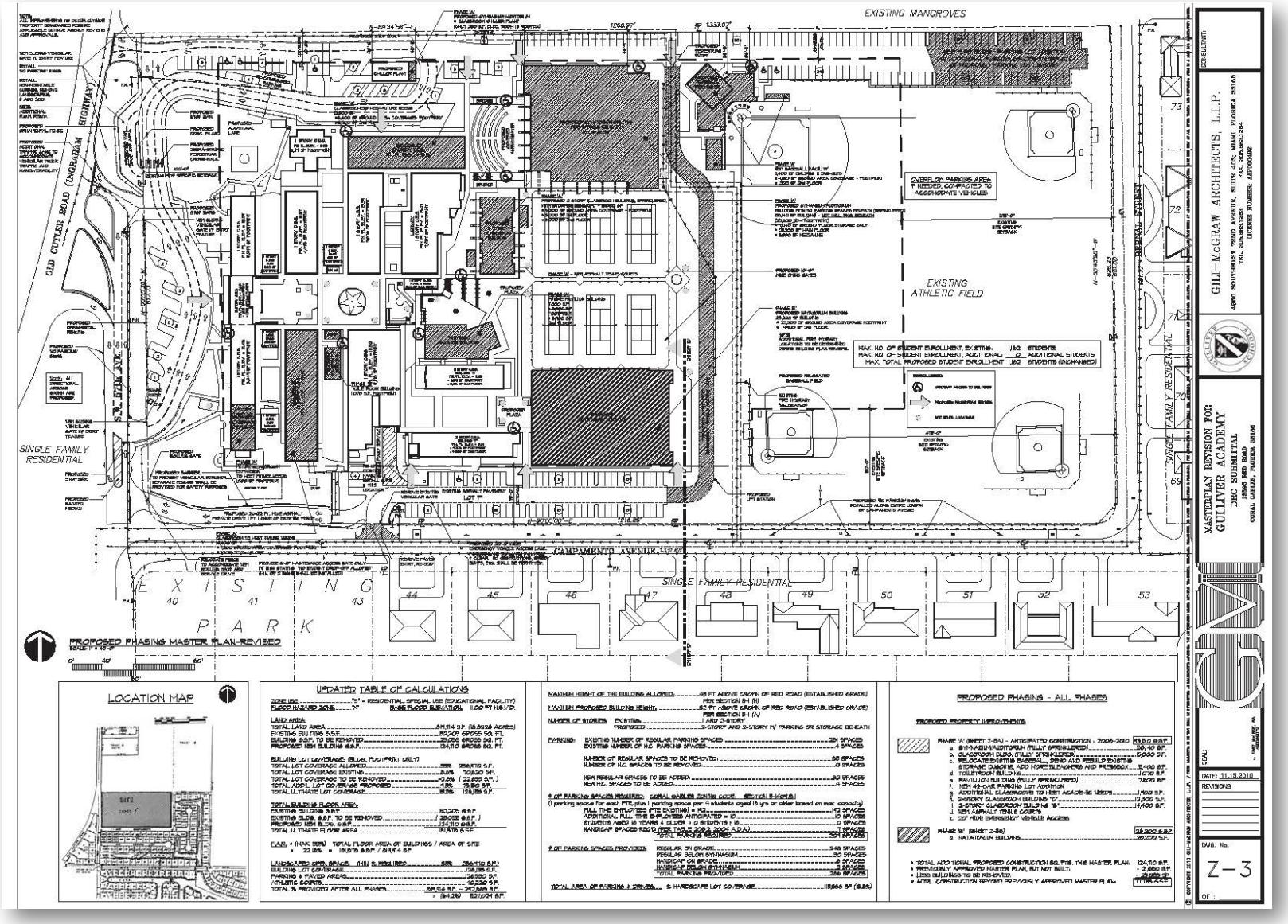
WE MAKE **PEOPLE PLACES**

10 July 2019

Gulliver Academy

Enrollment Increase Request Hearing

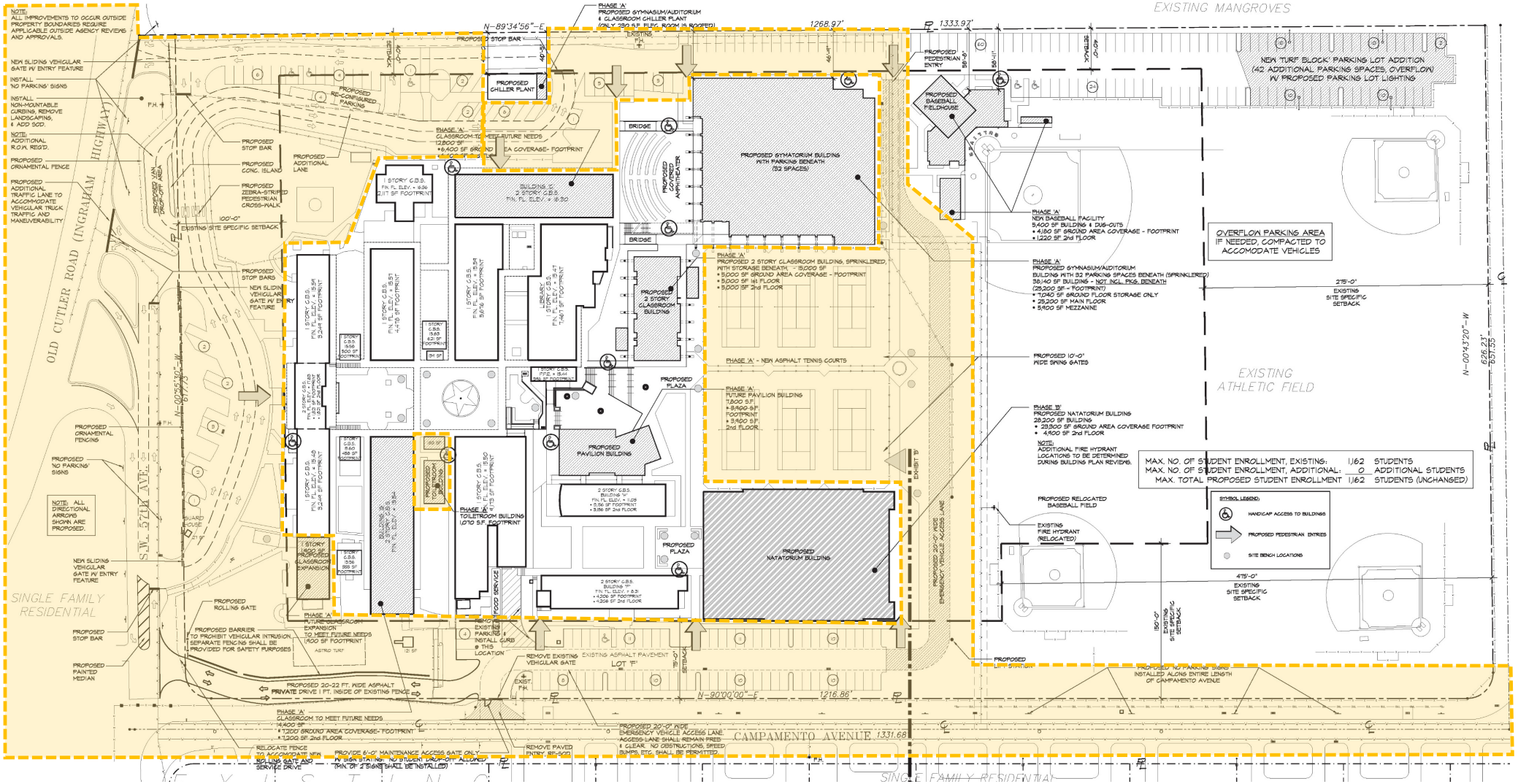
2010 Approved Master Plan



ZYSCOVICH ARCHITECTS
WE MAKE PEOPLE PLACES

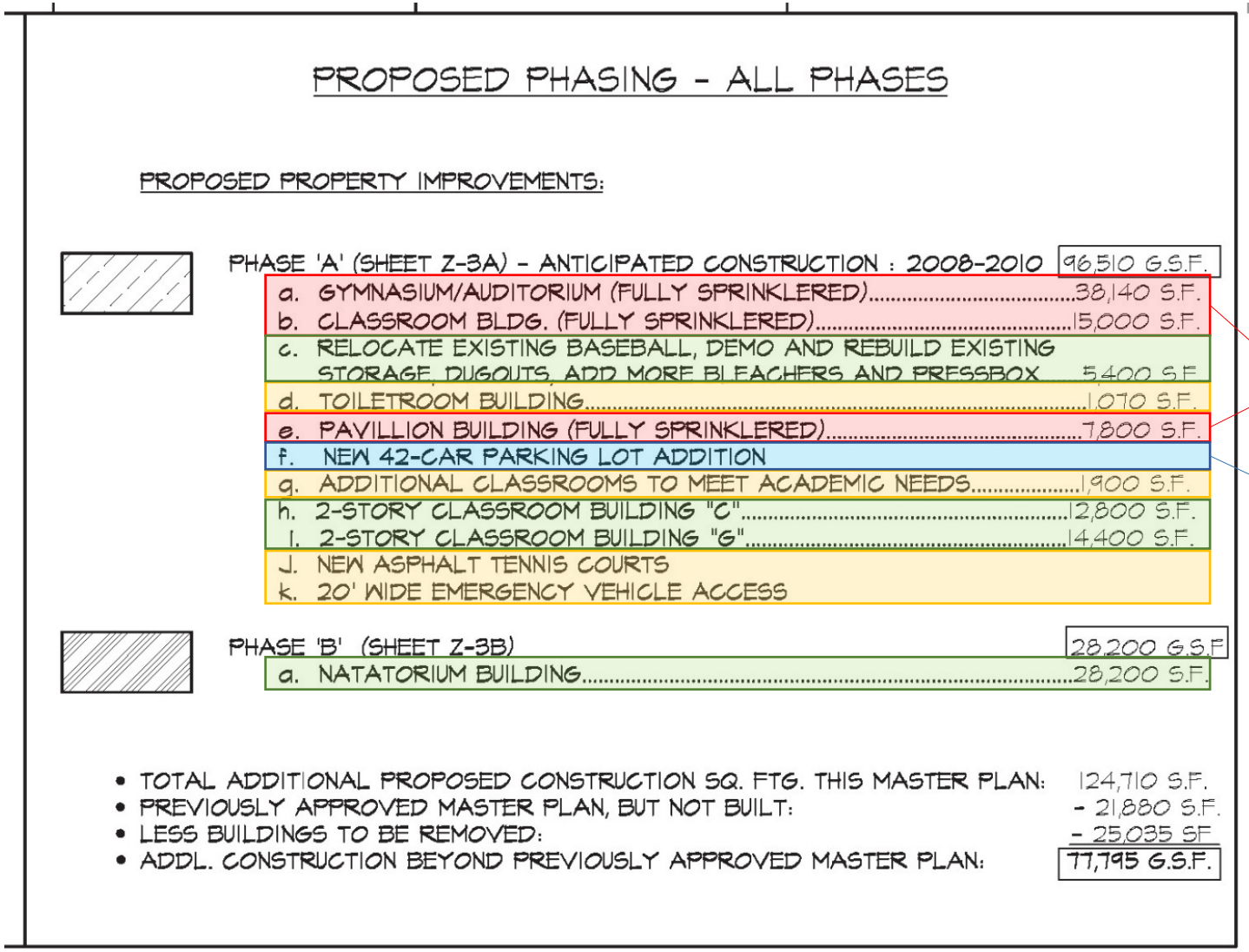
2010 Master Plan – Completed Projects to Date

Area of Work completed to date



ZYSCOVICH ARCHITECTS
WE MAKE PEOPLE PLACES

2010 Master Plan – 2019 Phasing Updates



PROPOSED PHASING - ALL PHASES

PROPOSED PROPERTY IMPROVEMENTS:

PHASE 'A' (SHEET Z-3A) - ANTICIPATED CONSTRUCTION : 2008-2010 — 96,510 G.S.F.

a. GYMNASIUM/AUDITORIUM (FULLY SPRINKLERED) ..... 38,140 S.F.
b. CLASSROOM BLDG. (FULLY SPRINKLERED) ..... 15,000 S.F.
c. RELOCATE EXISTING BASEBALL, DEMO AND REBUILD EXISTING STORAGE, DUGOUTS, ADD MORE BLEACHERS AND PRESSBOX ..... 5,400 S.F.
d. TOILETROOM BUILDING ..... 1,070 S.F.
e. PAVILLION BUILDING (FULLY SPRINKLERED) ..... 7,800 S.F.
f. NEW 42-CAR PARKING LOT ADDITION
g. ADDITIONAL CLASSROOMS TO MEET ACADEMIC NEEDS ..... 1,900 S.F.
h. 2-STORY CLASSROOM BUILDING "C" ..... 12,800 S.F.
I. 2-STORY CLASSROOM BUILDING "G" ..... 14,400 S.F.
J. NEW ASPHALT TENNIS COURTS
k. 20' WIDE EMERGENCY VEHICLE ACCESS

PHASE 'B' (SHEET Z-3B) — 28,200 G.S.F.

a. NATATORIUM BUILDING ..... 28,200 S.F.

- TOTAL ADDITIONAL PROPOSED CONSTRUCTION SQ. FTG. THIS MASTER PLAN: 124,710 S.F.
- PREVIOUSLY APPROVED MASTER PLAN, BUT NOT BUILT: - 21,880 S.F.
- LESS BUILDINGS TO BE REMOVED: - 25,035 SF
- ADDL. CONSTRUCTION BEYOND PREVIOUSLY APPROVED MASTER PLAN: 77,795 G.S.F.

Work completed to date

Work modified with 2019 Update

Work for Future Phase

Work no longer applicable

60,940 total sf,
Previously 3 Buildings now being combined into 1-2 buildings: see 61,000 sf "Gymnatorium & Collaboratorium"

Current soccer field expanded here, planned parking to be relocated under Gym

ZYSCOVICH ARCHITECTS
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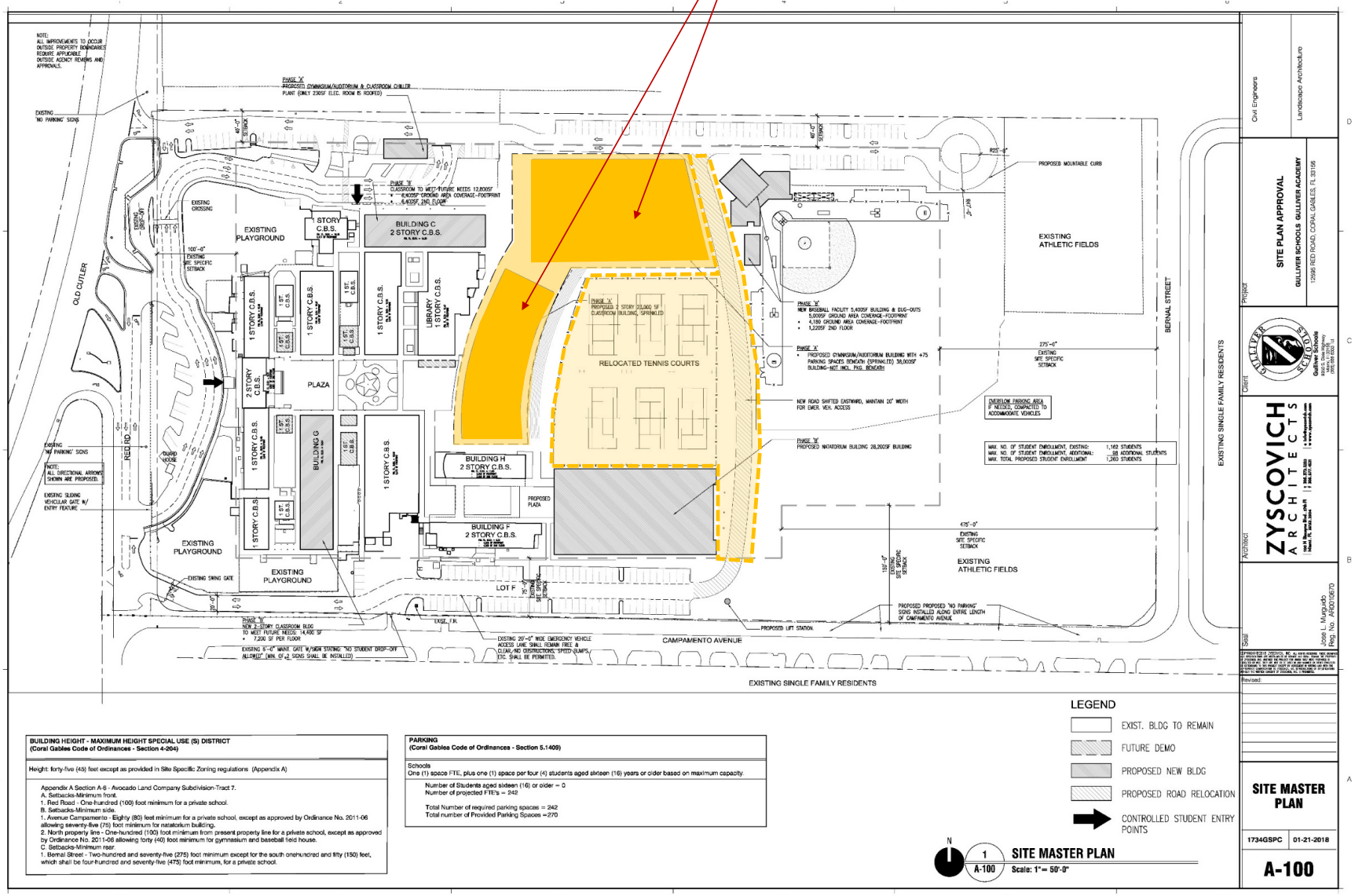
2019 Approved Master Plan Update – Phase 1

61,000 sf Maximum Entitlement
Consolidated into 1-2 buildings instead of 3,
Tennis courts move eastward slightly



BUILDING HEIGHT - MAXIMUM HEIGHT SPECIAL USE (S) DISTRICT
(Coral Gables Code of Ordinances - Section 4-204)

Height: forty-five (45) feet except as provided in Site Specific Zoning regulations (Appendix A)

Appendix A Section A-8 - Avocado Land Company Subdivision-Tract 7.
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C. Setbacks-Minimum rear.
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PARKING
(Coral Gables Code of Ordinances - Section 5.1409)

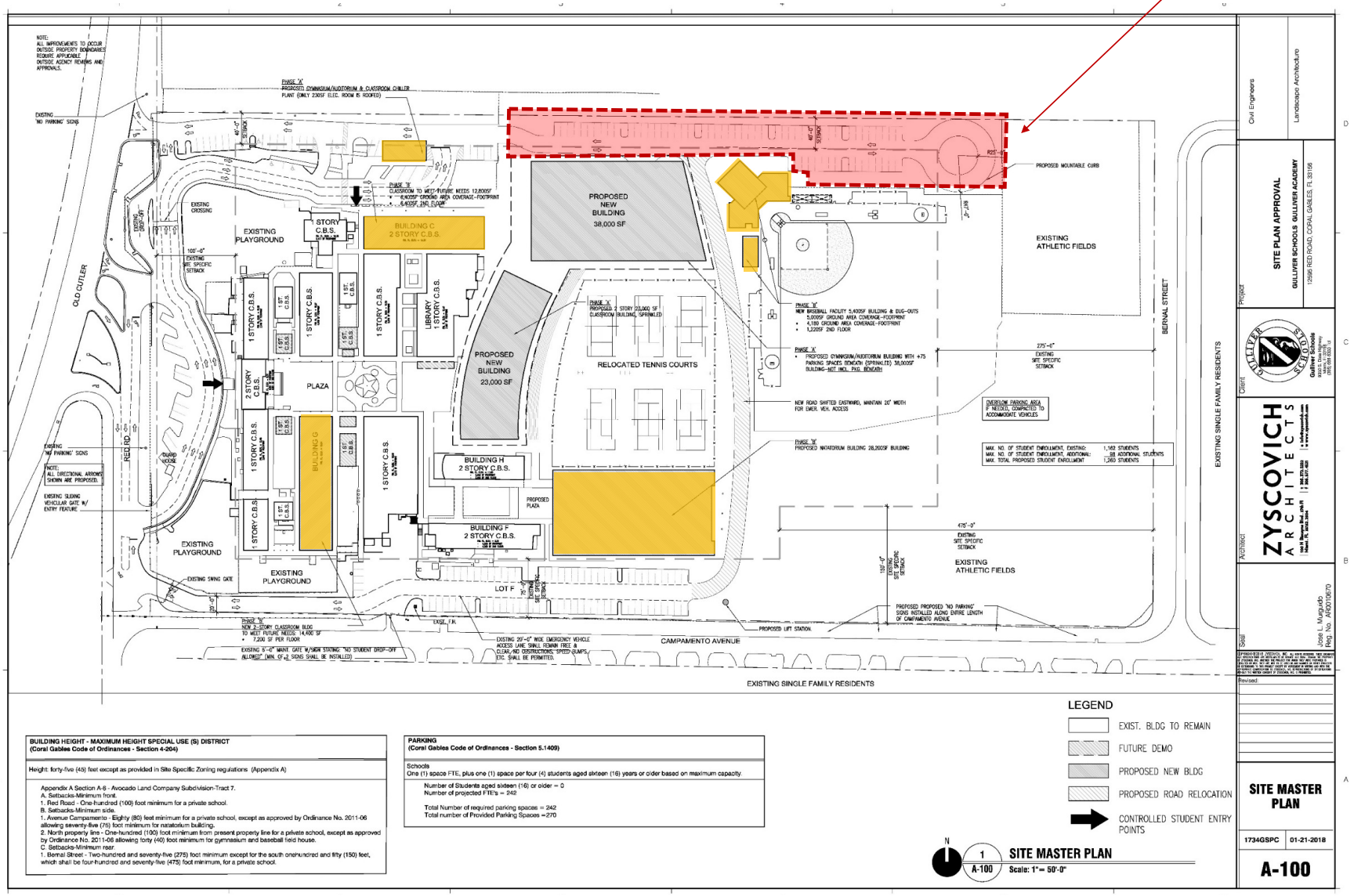
Schools
One (1) space FTE, plus one (1) space per four (4) students aged sixteen (16) years or older based on maximum capacity.

Number of Students aged sixteen (16) or older = 0
Number of projected FTE's = 242

Total Number of required parking spaces = 242
Total number of Provided Parking Spaces = 270

2019 Approved Master Plan Update – Future Phases

Future Buildings *Note: Future Phases consistent with 2010 Master Plan except for NE parking lot re-design for turn-around and existing soccer field*



BUILDING HEIGHT - MAXIMUM HEIGHT SPECIAL USE (S) DISTRICT
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Number of projected FTE's = 242

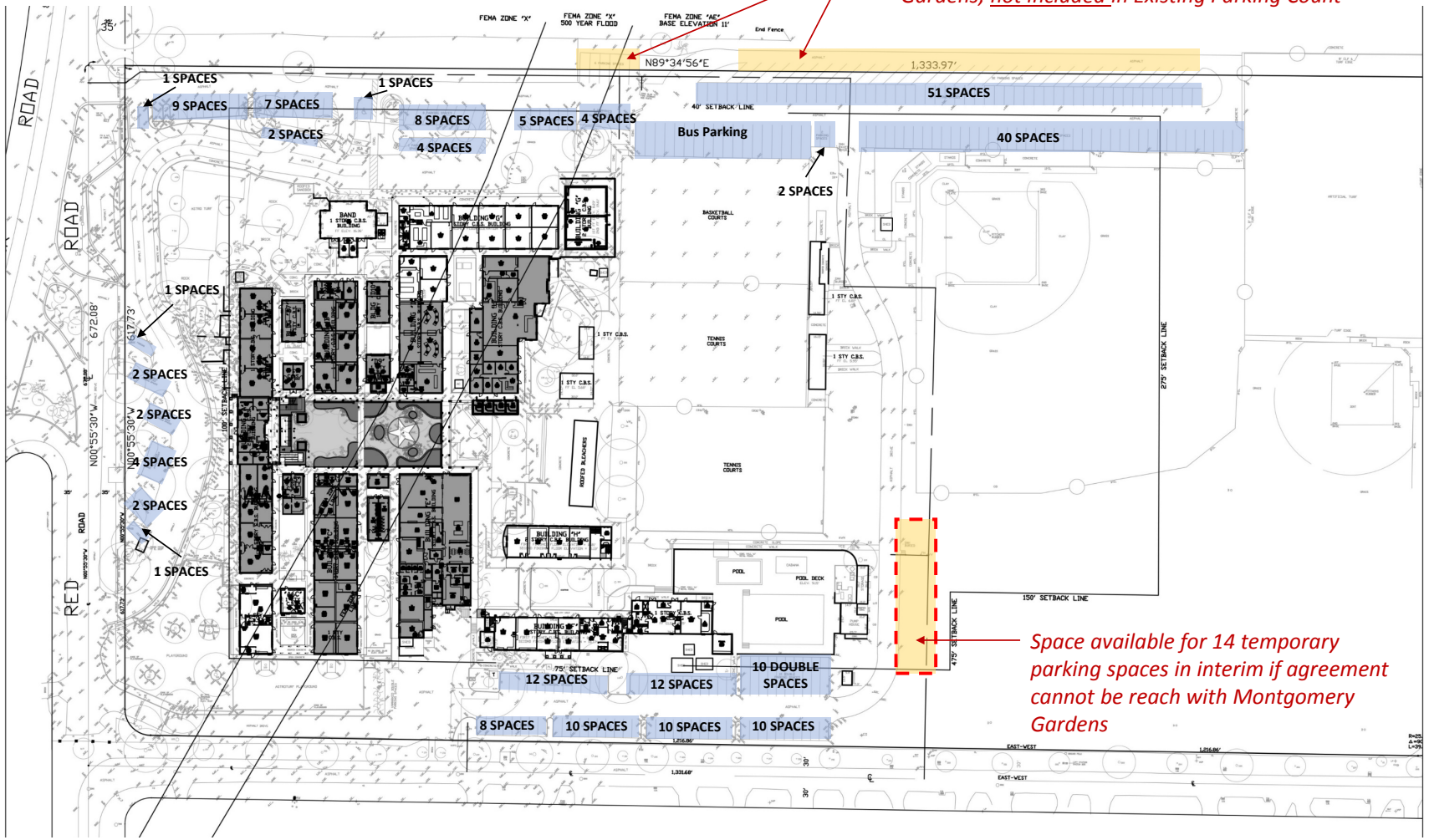
Total Number of required parking spaces = 242
Total number of Provided Parking Spaces = 270

ZYSCOVICH ARCHITECTS
WE MAKE PEOPLE PLACES

Current **Existing Parking** as shown on recent **2017 Survey**

TOTAL EXISTING PARKING: 228

± 38 spaces encroaching on neighboring Montgomery Gardens; not included in Existing Parking Count



ZYSCOVICH ARCHITECTS
WE MAKE PEOPLE PLACES

2010 and 2019 Master Plan Parking Comparison Summary

2010 Master Plan

*figures taken from 2010 Gilli McGraw Master Plan parking Table

2010 Existing Parking:	281*
2010 Master Plan:	
FTEs	192
Anticipated FUTURE Growth	10
Students over 16 y.o.	0
Parking Required Incl. +7 HC:	209
Parking Provided at Finalization of Master Plan:	286

2019 Approved Master Plan Update

2019 Existing Parking:	228
2019 Master Plan Update:	
FTEs (already includes Montgomery Campus faculty)	232
Anticipated FUTURE Growth	10
Students over 16 y.o.	0
Parking Required Incl HC:	242
Parking Provided at finalization of Master Plan:	270
Parking Provided in interim	242 *(228 + 14 temporary spaces on SE field)*
Parking Provided at end of Phase 1	±303 *(228 + approx. 75 beneath gymnatorium)*

Attachment B

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2011-06

AN ORDINANCE OF THE CITY COMMISSION OF CORAL GABLES REQUESTING THE FOLLOWING FOR GULLIVER ACADEMY, LOCATED ON TRACT NO. 7, AVOCADO LAND COMPANY SUBDIVISION (12595 RED ROAD), CORAL GABLES, FLORIDA:

1) PLANNED AREA DEVELOPMENT (PAD) ASSIGNMENT, PURSUANT TO ZONING CODE ARTICLE 3, DIVISION 5;
2) SITE PLAN REVIEW AND AN AMENDMENT TO THE PREVIOUSLY APPROVED GULLIVER ACADEMY MASTER CAMPUS SITE PLAN TO ALLOW FOR NEW CLASSROOMS, PAVILION BUILDING, GYMNASIUM, BASEBALL FIELD HOUSE, NATATORIUM AND OTHER MISCELLANEOUS IMPROVEMENTS;
3) ENCROACHMENT INTO THE CAMPAMENTO DRIVE, OLD CUTLER ROAD AND RED ROAD RIGHTS-OF-WAYS; AND,
4) ZONING CODE TEXT AMENDMENT TO THE OFFICIAL ZONING CODE, APPENDIX A, SITE SPECIFIC ZONING REGULATIONS;

PROVIDING FOR SEVERABILITY, REPEALER, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, Application No. 09-09-092-P was submitted requesting PAD assignment pursuant to Zoning Code Article 3, Division 5, site plan review and an amendment to the previously approved Gulliver Academy Master Campus Site Plan on the property located on Tract No. 7, Avocado land Company Subdivision (12595 Red Road), Coral Gables, Florida; and

WHEREAS, this request is being submitted to allow for the construction of new classrooms, pavilion building, gymnasium, baseball field house, natatorium and other miscellaneous improvements within the confines of the existing property; and

WHEREAS, after notice of public hearing duly published and notifications of all property owners of record within one thousand five hundred (1500) feet, public hearings were held before the Planning and Zoning Board of the City of Coral Gables on 07.14.10, 07.21.10 and 09.15.10 at which hearings all interested persons were afforded the opportunity to be heard; and

WHEREAS, the Planning and Zoning Board heard and continued this item at public hearings held on 07.14.2010 and 07.21.2010.; and

WHEREAS, at the Planning and Zoning Board 09.15.10 meeting, a Settlement Agreement between the applicant and Gables by the Sea Homeowner's Association was presented and the Board recommended approval (vote: 6-0) with conditions; and

WHEREAS, City Staff advised the Planning and Zoning Board's that pursuant to the Settlement Agreement, the Staff recommendation and conditions of approval would be modified to reflect the details of the Settlement Agreement between Gulliver Academy and the Gables by the Sea Homeowner's Association, subject to final City Department review and approval; and

WHEREAS, after the 09.15.2010 meeting, the applicant modified the application providing revised site plans, landscape plans, elevations, etc., and submitted a request to encroach into the adjacent right-of-ways and submitted a text amendment to the Zoning Code to allow for reduced setbacks for the gymnasium and natatorium; and

WHEREAS, City Staff forwarded an additional courtesy notice to all property owners of record within one thousand five hundred (1500) feet advising of the 11.09.10 public hearing before the City Commission, at which all interested persons were afforded the opportunity to be heard; and

WHEREAS, the City Commission held a public hearing on 11.09.10 at which hearing all interested persons were afforded an opportunity to be heard and the application was approved on First Reading (vote: 3-1) subject to the conditions referenced herein; and

WHEREAS, on 12.14.2010, the City Commission recommended deferral (vote: 4-0) of 2nd Reading to the 01.25.2011 meeting and at the 01.25.2011 and 02.08.2011 meetings the item was again deferred. The deferral allowed Gulliver Academy to further discuss possible solutions of student access to the school for families residing within Gables-by-the-Sea neighborhood; and

WHEREAS, on 03.08.11, the City Commission made a motion for 2nd Reading approval and the resulting vote was 2-2, which is considered a "denial." The applicant requested reconsideration of the motion to allow additional time to pursue other student access alternatives and the Commission rescheduled consideration for the 03.22.11 meeting; and

WHEREAS, the City Commission held a public hearing on 03.22.11 at which hearing all interested persons were afforded an opportunity to be heard and the application was passed and adopted on Second Reading (vote: Majority: 4-0);

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and hereby made a specific part of this Ordinance upon adoption hereof.

SECTION 2. That the City Commission does hereby authorize the City Manager to grant the application of Gulliver Academy located on Tract No. 7, Avocado Land Company subdivision 12595 Red Road, Coral Gables, Florida providing for the following:

1. Planned Area Development (PAD) assignment, pursuant to Zoning Code Article 3, Division 5.
2. Site Plan and/or amendment to the previously approved Gulliver Academy Master Campus Site Plan to allow for new classrooms, pavilion building, gymnasium, baseball field house and other miscellaneous improvements subject to conditions of approval referenced and provided herein.
3. Encroachments for the following:
   a. Campamento Drive. Up to a maximum of eight (8) feet into the right-of-way for paving to accommodate the proposed private drive as referenced on the site plan.
   b. Old Cutler Road and Red Road rights-of-ways. Miscellaneous curbing, paving, landscaping,

etc as referenced on the site plan

Subject to submission of all necessary documentation to provide for applicable easements subject to City Attorney review and approval. All costs associated with the encroachments shall be borne by the applicant.

4. Zoning Code text amendment to Appendix A – Site Specific Zoning Regulations, Section A-6, Avocado Land Company Subdivision – Tract 7 as follows:
   a. Minimum 75'-0" side setback along the south property line (Campamento Drive) for the proposed natatorium. All other proposed future structures along the south property line shall adhere to the required 80"-0" setback.
   b. Minimum 40'-0" setback along the north property line for the proposed gymnasium and baseball field house. All other proposed future structures along the north property line shall adhere to the required 100"-0" setback.

Is hereby approved subject to all of the following conditions of approval:

1. Application/supporting documentation. Construction of the shall be in conformance with the following:
   a. Application package on file in the Planning Department and submitted to the City Commission -"Date stamped 12.07.2010- Planning Department".
   b. All representations proffered and accepted by the applicant's representatives provided during public hearing reviews.
2. Implementation of all conditions of approval. All conditions of approval indicated by shaded text shall be in effect or implemented at the commencement of the Gulliver Academy 2011-2012 school year.
3. General.
   a. Restrictive covenant. Within 30 days of City Commission approval, the property owner, its successors or assigns shall submit a Restrictive Covenant for City Attorney review and approval outlining all conditions of approval required by the City Commission. Failure to submit the draft Restrictive Covenant within the specified time frame shall render the approval void unless said time frame for submittal of the draft Restrictive Covenant is extended by the City Attorney after good cause as to why the time frame should be extended.
   b. Revisions to approved PAD site plan. Administrative approval of minor amendments to the approved PAD site plan as permitted in Zoning Code Section 3-508(A) shall only apply to changes less than twenty percent (20%) for lot coverage and change in location of individual buildings. All other changes, including changes in floor area, maximum height, minimum setbacks, total campus square footage, required on-site parking and maximum student enrollment shall be considered major amendments and subject to review and consideration at public hearings in accordance with Section 3-508(B) of the Code.
   c. 04.28.1995 Gables-by-the-Sea Road Closing Agreement. The applicant shall complete the necessary changes and secure all applicable agency approvals to modify the existing 04.28.1995 Gables-by-the-Sea Road Closing Agreement pursuant to the conditions of approval referenced and contained herein.
4. School use and operations.
   a. General.
      1) Future Board of Architects review. Plans for each individual building and/or additions shall be submitted to the Board of Architects for architectural and design review prior to issuance of any building permit.
      2) Shared use. Shared use of all on-campus facilities shall only be permitted with students and scholastic activities from other Gulliver affiliated campuses. The use of any school facilities by outside vendors or for commercial purposes such as renting, leasing, or

allowing third parties unaffiliated with the operations of the school is prohibited.

3) School public information liaison/point of contact. A specific point of contact person of Gulliver Academy shall be selected to serve as the single point of contact for the neighborhood, surrounding properties and public inquiries. The purpose of the contact is to provide a vehicle for exchange of information between all parties. The Gulliver Academy point of contact name(s), email(s), mailing address(es) phone, and hours of availability shall be provided to all City of Coral Gables property owners, City of Coral Gables neighborhood association(s) and Village of Pinecrest neighborhood association(s) point of contact(s) within 1,000' of the property. This notice shall be provided prior to the date the City issues the final certificate of completion for the improvements provided for herein and thereafter on an annual basis prior to the start of each school year. Verification of the notification shall be provided to the Planning Department within the time frame required herein and on an annual basis.

4) Construction programming. No construction access or vehicles shall be permitted at any time along any portion of Campamento Avenue or Bernal Street rights-of-ways. There shall be no construction staging or storage of construction materials within 100' of Campamento Avenue or 475' feet of Bernal Street right-of-ways. All construction shall observe City Code allowable hours of construction per City Code Sec. 105-26, as amended (M – F, 7:30 a.m. to 6:00 p.m.) with no construction permitted on Saturdays. Per City procedures, a plan for specific construction and materials staging procedures shall be submitted to the Building Department for review and approval.

b. Student mix and population.

1) Student mix. Gulliver Academy shall be operated as a Pre-kindergarten through eighth grade school.

2) Maximum student enrollment. Maximum student capacity shall remain at 1,162 students.

3) Annual report on student enrollment. Gulliver Academy shall submit to the City an executed affidavit each year within 30 days after the first day of the school year, identifying and attesting to the number of students enrolled for the academic school year in total and by grade.

c. Use of facilities.

1) Athletic fields. There shall be no activities, events or any other use of the athletic fields between sunset and sunrise.

2) Tennis courts. There shall be no use of the tennis courts between sunset and sunrise.

3) Athletic equipment. Only athletic equipment associated with the specific athletic event shall be permitted on the athletic fields. The storage of equipment, machinery or other non-athletic related items on the athletic fields in open view shall not be permitted.

4) After school hours activities. The use of the athletic facilities between the hours of 6:00 p.m. and 8:00 a.m. for uses other than for school sponsored events shall be prohibited.

d. Special events and athletic events.

1) Event permit(s) required. All school events where 216 or more vehicles are anticipated shall secure a special events permit from the City's Special Events Committee. A tentative schedule of school events shall be submitted to the City 30 days prior to each school year to determine which events necessitate future application and review by the Special Events Committee.

2) Event parking. All parking for events shall be entirely accommodated on campus and shall not be permitted off-site. The "F" lot (south parking lot along Campamento Avenue) shall not be utilized by patrons attending events. This parking area shall only be utilized for parking by school administrators, employees, athletic support staff. The area shall not be utilized as a staging or storage area for any events. The intent use of this parking area shall remain as vehicle storage/parking.

3) Event traffic management plan. Gulliver Academy shall be required to implement the recommended traffic management requirements for each event type identified in the "Gulliver Academy Special Events Traffic Management Plan", prepared by David Plummer and Associates, and dated 05.18.10.

4) Event signage. Temporary directional signage may only be posted the day of the special event, and must be taken down within twenty-four (24) hours after the end of the event. d.

5. Traffic and traffic circulation.
   a. Student drop-off and pick-up. The existing student drop-off and pick-up operations shall incorporate the following changes as recommended in the "Gulliver Academy Traffic Study" prepared by David Plummer and Associates, dated May 2010:
      1) Supervisors assisting with drop-off and pickup shall wear a safety vest.
      2) Off-campus parking and walk-ups along Old Cutler Road shall be prohibited. Traffic modifications. As recommended in the "Gulliver Academy Traffic Study" prepared by David Plummer and Associates, dated May 2010, Gulliver Academy shall initiate and work with Miami-Dade County to study and implement signal timing adjustments required at the intersection of Old Cutler Road / SW 120 Street to alleviate eastbound left turn morning delay.
   b. Supplemental traffic and pedestrian management. The applicant shall provide one (1) additional police officer for traffic management during the morning (approximately 7:30 - 8:30 a.m.) and afternoon hours (approximately 3:00 – 4:00 p.m.) at the intersection of Old Cutler and S.W. 128th Avenue intersection.
6. Parking.
   a. Faculty and staff. Only school faculty and staff shall be permitted to park in the "F" (South) Parking Lot. Parking shall be prohibited to all visitors, parents and attendees of special events or athletic events.
   b. Visitors. All visitors, parents and attendees of special events or athletic events shall be required to park in the parking lots located on the north side of the campus.
   c. Vehicle access. Vehicular curb cuts, access or other means of vehicular access from Campamento Avenue and Bernal Street right-of-ways shall be prohibited.
   d. Campamento Avenue and Bernal Street right-of ways. No Gulliver Academy vehicle parking, storage or standing (temporary or permanent) shall be permitted along any portion of the Campamento Avenue or Bernal Street right-of-ways. Where not currently posted, the appropriate City "No parking" signage shall be installed as required and determined by the Parking Director. Gulliver Academy shall be responsible for all costs associated with the installation of all signage.
7. On and off-site improvements. Gulliver Academy shall be responsible for the installation and all costs and permitting from all applicable agencies (i.e., City, Miami-Dade County) associated with the installation of the following improvements.
   a. Old Cutler Road right-of-way-northern triangle. In addition to the improvements as shown on the site plan, Gulliver Academy shall complete the following improvements within the existing large triangle of Old Cutler Road:
      1) Remove the landscaping and irrigation currently installed within this area.
      2) Install non-mountable curbing around the entire perimeter of the triangle.
      3) Sod the entire area.
      4) Install no parking signs within the sodded area. Location and number of signs shall be subject the Parking Director approval.
8. Landscaping and landscape maintenance. All landscaping as referenced on landscape plan shall be installed within 30 days of issuance of the Certificate of Use for the proposed private access drive. The applicant shall be responsible in perpetuity for all maintenance and upkeep of all landscaping and grassed areas on the Red Road (adjacent to the front entrance), north side of Campamento

Avenue, and west side of Bernal Avenue right-of-ways in perpetuity. This shall include removal of trash and debris. The existing and proposed hedges along the Campamento Avenue right-of-ways from Red Road to the existing western edge of the existing playfields shall be maintained and permitted to mature to a minimum height of twelve (12) feet.

9. Campamento Avenue right-of-way and Lot "F" (South) parking area.
   a. Access. Prior to the commencement of the Gulliver Academy 2011-2012 school year the following shall be completed:
      1) The existing vehicular access point on Campamento Avenue shall be closed.
      2) The gate shall be removed.
      3) All driveway pavement from the existing Campamento Avenue roadway paving edge to the Gulliver Academy property shall be removed.
      4) The construction of an private access drive from Red Road to the south side of the property shall be completed, operational and approved by the City to allow for the emergency access, delivery of goods and services, teacher and administration parking to the south side of the property. In association with the submittal of the Restrictive Covenant required herein, the applicant shall submit the necessary easements or other documentation to the City Attorney for review and approval providing for the access drive.
      5) The Red Road gate shall include a "knox box" mechanism or other mechanism to allow for emergency access. The type of mechanism, location, etc. is subject to Fire Department review and approval.
      6) Installation of a six (6) foot gate (with lock) east of the proposed natatorium and west of Bernal Avenue right-of-way (adjacent to the baseball fields) that provides access to/from the Campamento Avenue right-of-way for maintenance equipment to maintain the adjoining right-of-ways. This gate shall remain closed and locked at all times except during maintenance.
   b. Student drop-off and pick-up. Student drop-off and pick-up shall be prohibited from Campamento Avenue and Bernal Street right-of-ways onto any portion of the property.
   c. Staging of delivery and service vehicles. No queuing, waiting of delivery/service vehicles or delivery of goods and services for Gulliver Academy shall occur at any time on or along the Campamento Avenue and Bernal Avenue right-of-ways
   d. Trash facilities. All trash facilities (i.e. dumpsters) shall be contained within perimeter opaque fencing and gate a minimum around the entire dumpster. The fencing and gate shall be a minimum of one foot above the height of the dumpster facility. The dumpster facility gate shall be closed at all times except during pickup.
   e. Outdoor storage.
      1) Storage of material, kitchen support material, etc are permitted within the storage area however shall be maintained in a neat and orderly manner.
      2) No storage or material or other items shall be permitted within the parking lot. The use of the lot shall be for the purposes of storing vehicles.
10. Drainage. Prior to the issuance of a Certificate of Occupancy for either the gymnasium or natatorium, Gulliver Academy shall prepare and implement a storm water management/drainage plan for the entire property pursuant to SFWMD requirements to ensure all storm water is retained on-site, and there is no drainage off-site. The plan shall be subject to Public Works Department review and final approval subject to all applicable city, local, state, etc. requirements.
11. Other requirements.
    a. Lighting.
       1) Lighting of the athletic fields, open areas, parking areas shall be prohibited.
       2) Off-site lighting saturation and/or dispersion shall be prohibited from any portion of the facility property onto neighboring properties. Lighting standards for parking lots and within the core of the campus shall require review and approval by the Board of

Architects. Required low level safety and/or emergency lighting shall be exempt from these provisions.

b. Amplified speakers. No fixed outside amplified speaker/announcer equipment shall be permitted within 100 feet of Campamento Avenue or 275 feet of Bernal Street.

SECTION 3. All rights, actions, proceedings and Contracts of the City, including the City Commissioners, the City Manager, or any of its departments, boards or officers undertaken pursuant to the existing code provisions, shall be enforced, continued, or completed, in all respects, as though begun or executed hereunder.

SECTION 4. All ordinance or parts of ordinances that are inconsistent or in conflict with the provisions of this Ordinance are repealed.

SECTION 5. If any section, part of session, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

SECTION 6. It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of the Code of the City of Coral Gables, Florida, as amended, which provisions may be renumbered or relettered and that the word ordinance be changed to "section", "article", or other appropriate word to accomplish such intention.

SECTION 7. That this ordinance shall become effective within ten (10) days following the date of its passage and adoption herein.

PASSED AND ADOPTED THIS TWENTY-SECOND DAY OF MARCH, A.D., 2011.
(Moved: Cabrera / Seconded: Withers)
(Yes: Withers, Anderson, Cabrera, Slesnick)
(Majority: (4-0) Vote)
(Absent: Kerdyk)
(Agenda Item: E-1)

APPROVED:

DONALD D. SLESNICK II
MAYOR

ATTEST:

WALTER J. FOEMAN
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

LOURDES ALFONSIN RUIZ
INTERIM CITY ATTORNEY

Ordinances

Kerdyk, seconded by Commissioner Brake, to grant the request for a change of zoning on subject property as recommended by the Planning Board. The motion failed by the following roll call: "Yeas" - Commissioner Brake. "Nays" - Commissioners Chapman, Jacobson and Kerdyk; Mayor Knight.

Consideration was then given to the Planning Board proceedings of December 2, 1975, pertaining to driveways across sidewalks and parking garages on the first floor of buildings on certain portions of Miracle Mile and Ponce de Leon Boulevard. After discussion, the following ordinance was presented and read:

ORDINANCE NO.

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS AMENDED, AND KNOWN AS THE "ZONING CODE", BY AMENDING SECTION 4.03 THEREOF, ENTITLED: "PROHIBITED USES, CERTAIN STREETS". THIS AMENDMENT DEALING WITH THE CONSTRUCTION OF DRIVEWAYS ACROSS SIDEWALKS AND THE LOCATION OF OFFSTREET PARKING ON THE GRADE LEVEL OF BUILDINGS CONSTRUCTED ON PROPERTIES ABUTTING MIRACLE MILE FROM DOUGLAS ROAD TO LE JEUNE ROAD AND/OR ON PROPERTIES ABUTTING PONCE DE LEON BOULEVARD FROM ALHAMBRA CIRCLE TO UNIVERSITY DRIVE; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

upon first reading. Motion for its adoption was made by Commissioner Brake, seconded by Commissioner Chapman. Ordinance was adopted on first reading by the following roll call: "Yeas" - Commissioners Brake, Chapman, Jacobson and Kerdyk; Mayor Knight. "Nays" - None.

Present at the meeting at this time was Attorney J. Kirk McDonald representing the Gulliver Academy, Inc. on the cases versus the City of Coral Gables. Also present was Mr. Berman, President of the Coral Gables Property Owners Association, to state that that association is an intervenor in the litigation. City Attorney, Charles H. Spooner, reported that a hearing was held on December 5, 1975 concerning settlement of the case at which time the judge indicated that a compromise be reached by all parties. After lengthy discussion, the following resolution was presented and read:

RESOLUTION NO. 20973

A RESOLUTION AUTHORIZING THE CITY ATTORNEY TO COMPROMISE, SUBJECT TO APPROVAL OF THE COURT, THE LAWSUIT OF GULLIVER AGADEMY, INC. v. CITY OF CORAL GABLES IN CIRCUIT COURT, CASE NO. 74-9764; AND SETTING FORTH THE PROPOSED STIPULATION.

WHEREAS, Gulliver Academy, Inc., as the Plaintiff, has obtained an injunction in the Circuit Court in Case No. 74-9764 against the City, preventing further administrative proceedings to determine the meaning of its Ordinance No. 1946, which gave permission for the Plaintiff to operate a Grade School, only, on property zoned residential; and

WHEREAS, the City seeks to compromise this suit and has therefore authorized the City Attorney to enter into a stipulation for an order of dismissal and dissolution of injunction, subject to the interested parties agreeing to same and to Court approval;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

That the City Attorney be and he hereby is authorized to enter into a stipulation, as hereinafter set forth, for an order of dismissal and dissolution of injunction in the lawsuit of Gulliver Academy, Inc. v. City of Coral Gables, in the Circuit Court, Case No. 74-9764, subject to the interested parties agreeing to same and to Court approval:.

GULLIVER ACADEMY, INC., a Florida corporation, et al.,	IN THE CIRCUIT COURT OF THE ELEVENTH JUDICIAL CIRCUIT IN AND FOR DADE COUNTY, FLORIDA
Plaintiffs,	GENERAL JURISDICTION DIVISION
v.	CASE NO. 74-9764
CITY OF CORAL GABLES, a municipal corporation of Florida, et al.,	JUDGE FRANCES X. KRUCK
Defendants.	

EEB024

STIPULATION FOR ORDER OF DISMISSAL AND DISSOLUTION OF INJUNCTION

It is stipulated by and between the parties to this cause through their respective counsel as follows:

1. The Plaintiff, Gulliver Academy, Inc., will provide the Defendant, City of Coral Gables, the names of all of its students presently attending Grades 9 through 12 during the school year of 1975-1976.

2. That the Plaintiff will limit its enrollment in Grades 10 through 12 for the school year 1976-1977 to a maximum of 140 students.

3. The Plaintiff will limit its enrollment in Grades 10 through 12 for the school year 1977-1978 to a maximum of 140 students.

4. The Plaintiff will, commencing in the school year of 1978-1979, operate said school so that there are no students enrolled in the 10th, 11th, and 12th Grades, or at any time thereafter.

5. The Plaintiff will, through the school year 1978-1979, have a maximum total enrollment in the school, in all grades, not to exceed 975 students.

6. The Defendant, City of Coral Gables shall take such administrative proceedings as it desires to modify its ordinance relative to the Plaintiff, Gulliver School, Inc., to incorporate the foregoing stipulatedmatters.

7. The parties of this cause shall pay the respective costs incurred by them in this lawsuit.

8. This stipulation shall be incorporated in the court's final order for dismissal and the order dissolving the injunction in this cause.

9. This court shall retain jurisdiction of this cause for the entry of such orders as may be necessary to carry out the terms of this stipulation and court order.

DATED this _____ day of December, 1975.

J. KIRK MCDONALD, ESQUIRE
Turner, Hendrick, Guilford, et al.
Attorneys for Gulliver Academy, Inc.
2222 Ponce de Leon Boulevard
Coral Gables, Florida 33134

CHARLES H. SPOONER, ESQUIRE
Coral Gables City Attorney
City Hall, 405 Biltmore Way
Coral Gables, Florida 33134

J. Kirk McDonald

Charles H. Spooner

STANLEY J. BARTEL, ESQUIRE
Noriega and Bartel, P.A.
Attorneys for Intervenors
2100 First Federal Building
One Southeast Third Avenue
Miami, Florida 33131

JOSEPH S. FLEMING, ESQUIRE
Fleming and Neuman
Attorneys for Coral Bay Property
Owners Assn.
626 Ingraham Building
25 S.E. Second Avenue
Miami, Florida 33131

Stanley Jay Bartel

Joseph S. Fleming

Motion for its adoption was made by Commissioner Brake, seconded by Commissioner Kerdyk. Resolution was adopted by the following roll call: "Yeas" - Commissioners Brake, Chapman and Kerdyk; Mayor Knight. "Nays" - Commissioner Jacobson.

The following resolution was presented and read:

RESOLUTION NO. 20974

A RESOLUTION GRANTING AN EXCEPTION TO USE A PRIVATELY-OWNED GOLF CAR ON THE BILTMORE GOLF COURSE FOR A CERTAIN PERIOD OF TIME.

WHEREAS, Resolution No. 20632, passed and adopted May 27, 1975, fixes an annual fee of $150 for privately owned resident only electric car provided resident has an annual greens fee card and a fee of $4.50 for such car for 18 holes; and

WHEREAS, John Sullivan, 3935 Segovia Street, Coral Gables, Florida is instructed by his doctors to take up golf as physical therapy for a paralysis stroke and because of current disability is hard pressed to meet the requirement of the $4.50 per day rate;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

That an exception to the provisions of Resolution No. 20632 fixing fees and charges for the Biltmore and Granada Golf Course, to permit Mr. John Sullivan, 3935 Segovia Street, Coral Gables, Florida, to use his privately-owned golf car on the Biltmore Golf Course during his period of recuperation, for an annual fee of $150 in lieu of the $4.50 per day rate, be and the same hereby is granted and approved.

Motion for its adoption was made by Commissioner Jacobson, seconded by Commissioner Kerdyk. Resolution was adopted by the following roll call: "Yeas" - Commissioners Brake, Chapman, Jacobson and Kerdyk. "Nays" - None. "Abstention" - Mayor Knight.

Mayor Knight stated that the reason for his abstention from voting on Resolution No. 20974 is because of his many years of friendship with Mr. Sullivan.

ORDINANCE NO. 1548

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS AMENDED, AND KNOWN AS THE "ZONING CODE", BY PERMITTING THE USE OF "TRACT SEVEN OF AVOCADO LAND COMPANY'S SUBDIVISION", ACCORDING TO THE PLAT RECORDED IN PLAT BOOK TWO AT PAGE FORTY-FOUR OF THE PUBLIC RECORDS OF DADE COUNTY FOR PRIVATE GRADE SCHOOL PURPOSES, UNDER CERTAIN TERMS AND CONDITIONS; SETTING THE EFFECTIVE DATE OF SAID ORDINANCE; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, an application has been made to the Commission of the City of Coral Gables for a special exception or a change in the present zoning classification from Single Family Residential Use to an "X" use to permit construction and operation of a private grade school only; located on "Tract 7, Avocado Land Company Subdivision", being that twenty (20) acre area bounded on the West by Red Road, on the South by Avenue Campamento and on the East by Bernal Street, Coral Gables, Florida; and

WHEREAS, after Notice of Public Hearing duly published and notification having been given to all property owners of record within three hundred feet (300'), a public hearing was held before the Planning and Zoning Board of the City of Coral Gables, Florida on Friday, May 20, 1966, at which hearing all persons interested were afforded the opportunity to be heard; and

WHEREAS, the Planning and Zoning Board at such meeting recommended a change of zoning on subject property from Single Family Residential Use to X-R Single Family Residential Use to permit construction and operation of a private grade school only;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That Ordinance No. 1525, as amended, and known as the "Zoning Code", and, in particular, that certain Building Content and Area District Map, Plate No. 16, attached to and by reference made a part hereof, be and the same hereby is amended to show "Tract 7, Avocado Land Company Subdivision", Coral Gables, Florida, according to the plat recorded in Plat Book Two, Page forty-four of the Public Records of Dade County, henceforth to be designated as having a change of zoning from Single Family Residential Use to X-R Single Family Residential Use to permit the construction and operation of a private grade school only.

SECTION 2. That such use and change of zoning shall be subject to the following terms and conditions, to-wit:

(a) This ordinance shall not become effective until and unless good marketable title in and to the property hereafter described shall have been dedicated to the City of Coral Gables as and for public road purposes, to wit and referring to said Tract 7, the following:

1. The East 30 feet
2. The South 30 feet
3. The West 35 feet

Said dedication, once made, to be irrevocable and to stand according to the dedication whether advantage be taken of the change of zoning, or the permissive zoning, or not.

(b) No building or buildings may be erected on the premises closer than one hundred sixty-five feet (165') to Red Road, two hundred twenty feet (220') from Avenue Campamento, one thousand feet (1000') to Bernal Street and one hundred feet (100') to the North property line.

SECTION 3. That all ordinances or parts of ordinances inconsistent or in conflict herewith hereby are repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS FOURTEENTH DAY OF JUNE, A.D. 1966.

APPROVED:

C. L. Dressel, MAYOR

ATTEST:

Loretta V. Sheehy, CITY CLERK

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 3016

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS AMENDED AND KNOWN AS "ZONING CODE", BY AMENDING CITY'S USE AND AREA MAPS TO INDICATE APPROPRIATE "S" SPECIAL USE ZONING DESIGNATION ON ALL PUBLIC AND PRIVATE SCHOOLS, RELIGIOUS AND INSTITUTIONAL PROPERTIES, AND PUBLIC BUILDINGS AND GROUNDS AS DESIGNATED ON CITY'S FUTURE LAND USE MAP; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, after notice duly published, a public hearing was held before the Planning and Zoning Board on October 14, 1992, at which hearing all interested persons were afforded an opportunity to be heard, and at which time the Board recommended that the amendment to the City's Use and Area Maps be approved; and

WHEREAS, the City Commission after due consideration at its regular meeting of November 10, 1992 approved the proposed amendment on first reading;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That from and after the effective date of this ordinance, Ordinance No. 1525, as amended and known as the "Zoning Code", shall be and is hereby amended, by amending the City's Use and Area Maps to indicate the appropriate "S" Special Use zoning designation on all public and private schools, religious and institutional properties and public buildings and grounds as designated on the City's Future Land Use Map.

SECTION 2. That all ordinances or parts of ordinances inconsistent or in conflict herewith shall be and they are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS EIGHTH DAY OF DECEMBER, A. D., 1992.

APPROVED:

GEORGE M. CORRIGAN
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK

H/B(5)

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 3341

AN ORDINANCE APPROVING CAMPUS MASTER SITE PLAN FOR GULLIVER ACADEMY, "S" SPECIAL USE PROPERTY LOCATED AT 12595 RED ROAD ON TRACT 7, AVOCADO LAND COMPANY SUB-DIVISION; SUBJECT TO CERTAIN CONDITIONS; AND REPEAL-ING ALL ORDINANCES INCONSISTENT HEREWITH.

WHERAS, Application No. 697-P was submitted, requesting approval of the Campus Master Site Plan for Gulliver Academy, which represents the final build-out scenario for the proposed expansion so the school will not require review and approval of each individual phase; and

WHEREAS, after notice of hearing duly published and notification of all property owners of record within five hundred (500) feet, a public hearing was held before the Planning and Zoning Board on January 14, 1998 at which hearing all interested persons were afforded the opportunity to be heard, and the Board recommended that the plans be approved; and

WHEREAS, the City Commission after due consideration at its regular meeting of February 17, 1998 approved the plans on first reading;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That from and after the effective date of this ordinance, and pursuant to Ordinance No. 1525, as amended and known as the "Zoning Code", and in particular Section 3-11(a) which requires that all proposed plans for redevelopment of property zoned "S" Special Use receive Commission approval, the Campus Master Site Plan which represents the final build-out scenario for the proposed four-phase expansion of Gulliver Academy, Inc., located at 12595 Red Road, on property legally described as Tract 7, Avocado Land Company Subdivision, Coral Gables, Dade County, Florida shall be and it is hereby approved with the following conditions:

1. That traffic mitigation measures recommended and presented in the traffic study are implemented.

2. That a comprehensive parking study shall be prepared by the School and approved by the Planning Department.

3. That a restrictive covenant shall be submitted to the City limiting the enrollment at Gulliver Academy to a maximum of 1,162 students.

SECTION 2. That the plans herein approved for the redevelopment of the Gulliver Academy shall be according to those plans drawn by Brown and Brown Architectural firm, dated October 27, 1997.

SECTION 3. That all ordinances or parts of ordinances inconsistent or in conflict herewith shall be and they are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS TWENTY-THIRD DAY OF SEPTEMBER, A.D., 1998.

(Barker/Kerdyk(5)
(Clerk's Item No.16)
(First Reading February 17, 1998)

RAUL J. VALDES-FAULI
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 3263

AN ORDINANCE APPROVING PLANS ON "S" SPECIAL USE PROPERTY, FOR CONSTRUCTION OF ADDITION TO EXISTING GULLIVER ACADEMY LIBRARY, ON TRACT 7, AVOCADO LAND COMPANY SUBDIVISION, LOCATED AT 12595 RED ROAD, SUBJECT TO CERTAIN CONDITIONS; WAIVING SECOND READING AND THIRTY-DAY WAITING PERIOD, WITH EFFECTIVE DATE JULY 8, 1997; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, Application No. 685-P, submitted by the Gulliver Academy, Inc., requested approval of an addition to the existing library, and after notice duly published, a public hearing was held before the Planning and Zoning Board on June 11, 1997, at which hearing all interested persons were afforded an opportunity to be heard and the Board recommended in favor the Application, with conditions; and

WHEREAS, the City Commission after due consideration at its regular meeting of July 8, 1997, approved the Application on first reading;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That from and after the effective date of this ordinance, and pursuant to Ordinance No. 1525, as amended and known as the "Zoning Code", and in particular Section 3-11(a) which requires that all proposed plans for redevelopment of property zoned "S" Special Use receive Planning and Zoning Board approval, the redevelopment plans submitted by Gulliver Academy Inc., located at 12595 Red Road, on property legally described as Tract 7, Avocado Land Company Subdivision, Coral Gables, Dade County, Florida, shall be and they are hereby approved with the following conditions:

1. That prior to any future applications for building additions, modifications or new construction proposed on the Gulliver Academy campus, the following items shall be submitted to the City for review and approval:

   (a) A Campus Master Plan, including all existing and proposed buildings and facilities, a traffic and parking plan and a landscape plan. The traffic study should identify existing conditions, projected impact due to the school's expansion and suggested mitigation to address the school's traffic impact. Traffic mitigations will be implemented prior to issuance of a final Certificate of Occupancy to the school.

   (b) A summary of existing and projected student enrollment, including enrollment by grade and the projected number of teachers and staff.

   (c) Written description of educational program, including school operations, any proposed shifts and extra-circular activities, and student drop-off and pick-up plans.

SECTION 2. That the plans herein approved for the redevelopment of the Gulliver Academy Library shall be according to those plans drawn by Brown and Brown Architectural firm, dated May 13, 1997.

SECTION 3. That this ordinance is hereby declared to be an emergency measure, thereby waiving second reading and thirty-day waiting period, making the ordinance effective on the eighth day of July, 1997.

SECTION 4. That all ordinances or parts of ordinances inconsistent or in conflict herewith are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS EIGHTH DAY OF JULY, A.D., 1997.

RAUL J. VALDES-FAULI
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0090 | DPA@DPLUMMER.COM

February 8, 2019

Ms. Dalila Fernandez, PE
Senior Traffic Engineer
Department of Public Works
Sustainable Public Infrastructure Division
2800 SW 72nd Avenue
Miami, FL 33155
305.460.5128
dfernandez@coralgables.com

RE: Trip Generation Gulliver Academy - #18215

Dear Dalila,

David Plummer & Associates has been retained by Gulliver Schools to perform a trip generation analysis for the proposed increase of students at Gulliver Academy campus. Contact information for the developer is as follows:

Mr. Charlie Rue
Chief Operating Officer
Gulliver Schools
(786) 709-4001

Gulliver Academy is an existing PK3 through 8th Grade school located at 12595 Red Road in Coral Gables, Florida and is currently approved for a maximum of 1,162 student, The school is proposing to expand the Academy's campus and increase the number of students to 1,260. An increase of 98 students. A copy of the proposed site plan is provided in Attachment A.

Trip generation calculations for the existing and proposed development were performed using *Institute of Transportation Engineers' (ITE) Trip Generation Manual,* 10th Edition. ITE Land Use Codes (LUC) 534 (Private K-8) was utilized for the existing and proposed trip generations. A trip generation summary is provided in Table 1. Detailed trip generation calculations are provided in Attachment A.

Table 1: Trip Generation Summary				
Development Plan	Total Weekday	AM Peak Hour	PM Peak Hour	PM Peak of Generator
Existing	4,776	1058	302	721
Proposed	5,178	1147	328	781
△Trips	+402	+89	+26	+60

As shown in Table 1, the results of the trip generation analysis indicate that the proposed increase in students from the maximum allowed represents an increase of 402 daily trips, 89 am peak hour trips, 26 pm peak hour trips and 60 trips during the peak hour of the generator.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE

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Attachment A

Trip Generation

Gulliver Academy

Trip Generation Comparison (Maximum)

Existing ITE Land Use Designation	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-8) (Land Use 534)	AM /PM 1,162 Students	4776	582	476	1058	139	163	302	339	382	721
Gross Vehicle Trips		**4776**	**582**	**476**	**1058**	**139**	**163**	**302**	**339**	**382**	**721**

Proposed ITE Land Use Designation	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-8) (Land Use 534)	AM /PM 1,260 Students	5178	631	516	1147	151	177	328	367	414	781
Gross Vehicle Trips		**5178**	**631**	**516**	**1147**	**151**	**177**	**328**	**367**	**414**	**781**

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Land Use (1,162 Max Students)	4776	582	476	1058	139	163	302	339	382	721
Proposed Lane Use (1,260 Students)	5178	631	516	1147	151	177	328	367	414	781
Trips Difference (98 Students)	***402***	***49***	***40***	***89***	***12***	***14***	***26***	***28***	***32***	***60***

Scenario - 2

Scenario Name: Proposed
Dev. phase: 1
Analyst Note:
User Group:
Horizon Year: 2019

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
534 - Private School (K-8)	General	Students	1260	Weekday, Peak Hour of	Average	631	516	1147
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.91	55%	45%	
534(1) - Private School (K-8)	General	Students	1260	Weekday, Peak Hour of	Average	151	177	328
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.26	46%	54%	
534(2) - Private School (K-8)	General	Students	1260	Weekday, PM Peak Hour	Average	367	414	781
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	0.62	47%	53%	
534(3) - Private School (K-8)	General	Students	1260	Weekday, AM Peak Hour	Average	2589	2589	5178
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	4.11	50%	50%	

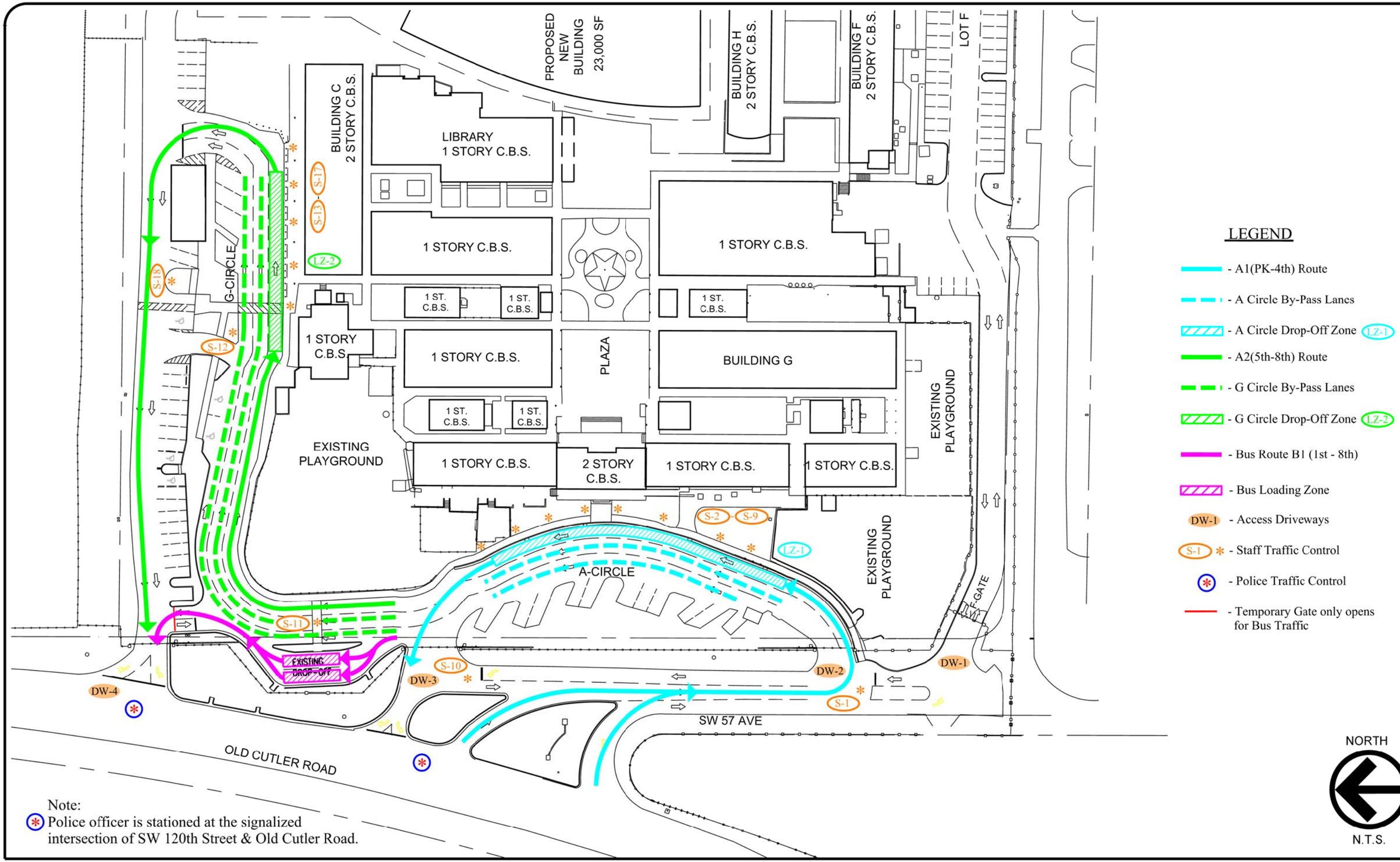
Scenario - 3

Scenario Name: Maximum
Dev. phase: 1
Analyst Note:
User Group:
Horizon Year: 2019

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
534 - Private School (K-8)	General	Students	1162	Weekday, Peak Hour of	Average	582	476	1058
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.91	55%	45%	
534(1) - Private School (K-8)	General	Students	1162	Weekday, Peak Hour of	Average	139	163	302
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.26	46%	54%	
534(2) - Private School (K-8)	General	Students	1162	Weekday, PM Peak Hour	Average	339	382	721
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	0.62	47%	53%	
534(3) - Private School (K-8)	General	Students	1162	Weekday, AM Peak Hour	Average	2388	2388	4776
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	4.11	50%	50%	



Note:
* Police officer is stationed at the signalized intersection of SW 120th Street & Old Cutler Road.

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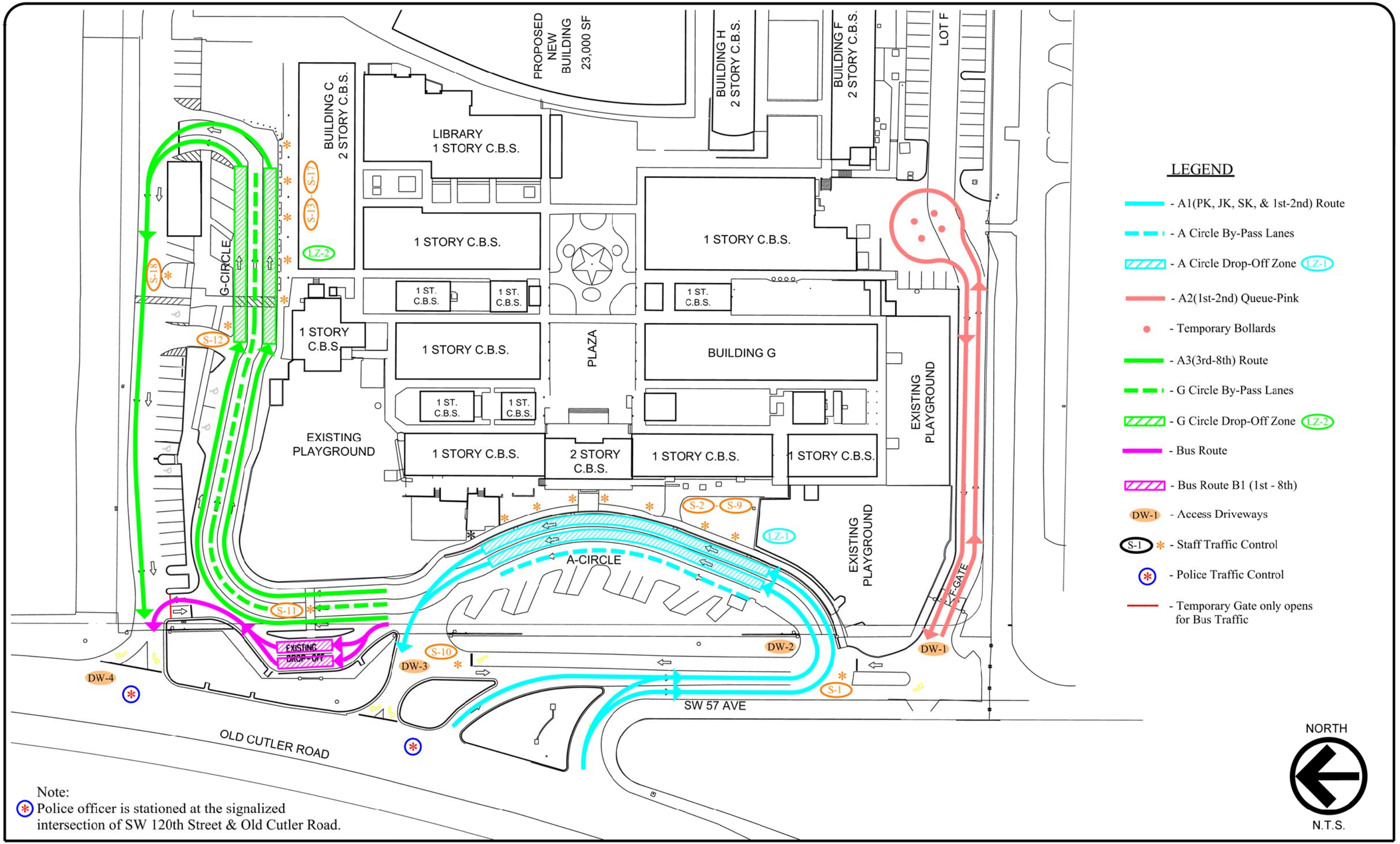
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN (ARRIVAL)

DATE 02/06/19 | PROJECT NO. 18171
DRAWN | EXHIBIT NO. 1
CHECKED
APPROVED

DATES
$TIMES $FILE$



Note:
Police officer is stationed at the signalized intersection of SW 120th Street & Old Cutler Road.

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CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN (DISMISSAL)

DATE 02/06/19 | PROJECT NO. 18171
DRAWN | EXHIBIT NO. 2
CHECKED
APPROVED

DATES
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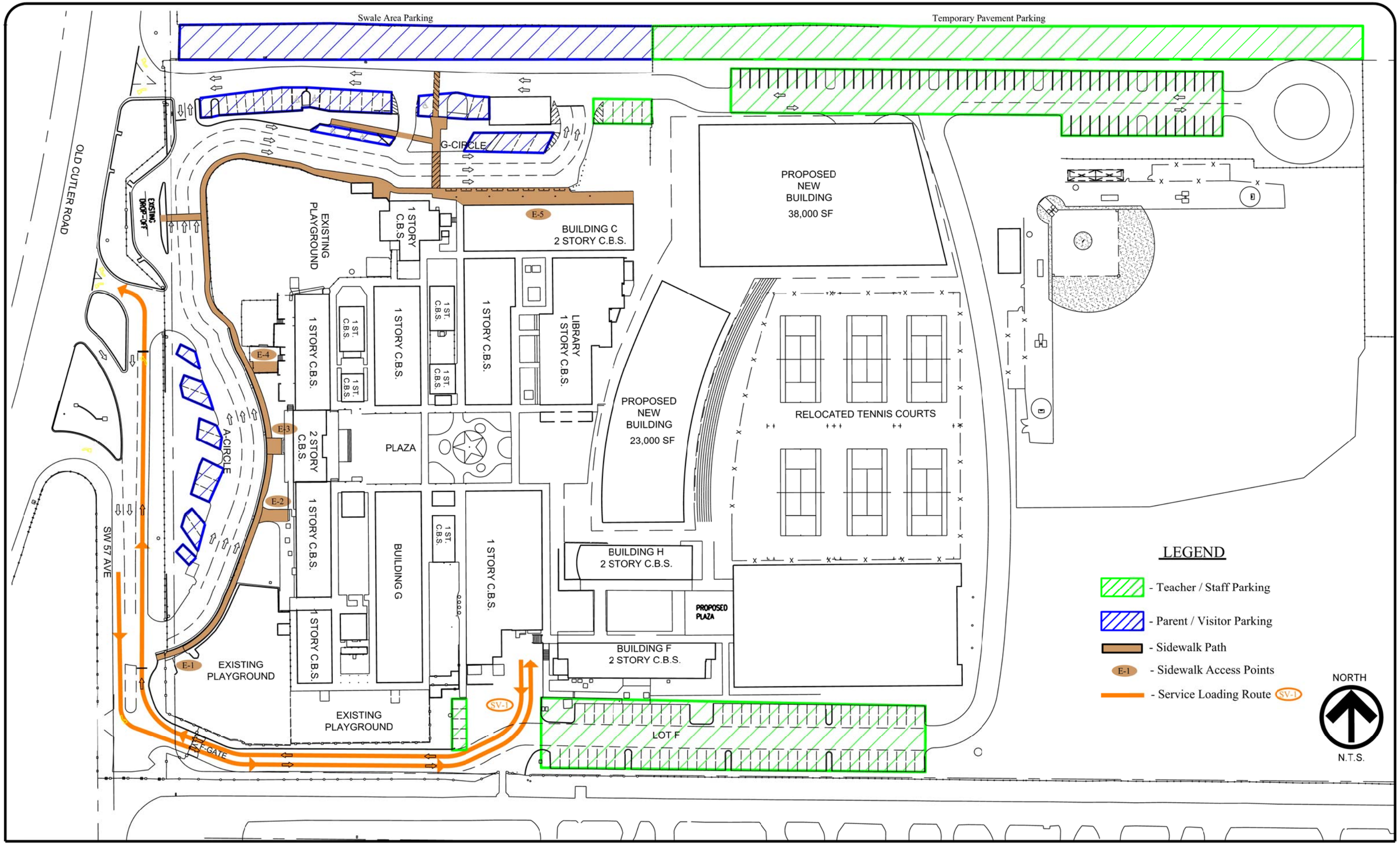

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1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT:
GULLIVER ACADEMY SCHOOL

TITLE:
TRAFFIC OPERATIONS PLAN

DATE	PROJECT NO.
02/06/19	18215
DRAWN	EXHIBIT NO.
CHECKED	3
APPROVED	

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February 13, 2019

Mr. Charlie Rue
Chief Operating Officer
Gulliver Schools
9350 S Dixie Hwy, 11th Floor
Miami, FL 33156
(786) 709-4001
ruec@Gulliverschools.org

RE: Gulliver Academy Traffic Operations Plan and Accumulation Assessment - *#18215*

Dear Charlie,

Gulliver Academy (Academy) is an existing PK3 through 8th Grade school located at 12595 Red Road in Coral Gables, Florida. The Academy campus school currently has an enrollment of 1,137 students. In addition, the Montgomery Drive campus has an enrollment of 102 students in grades 5th through 8th. These 102 students are currently dropped-off at the Montgomery Drive campus during the morning arrival, bussed over to the Academy during lunch and picked-up at the campus during the afternoon dismissal. The students currently attending the Montgomery campus will be relocated to the Academy campus. The school is proposing to expand the Academy campus and increase the number of students to 1,260, including the 102 students.

Field observations of the arrival and dismissal operations at Gulliver Academy were conducted. Ingress to the site, internal circulation, egress from the site, and the drop-off / pick-up operations were evaluated. Recommendations were provided to improve the existing operations and reduce impacts of school related traffic on the adjacent roadway network. Furthermore, in order to ensure that the Academy's arrival and dismissal will continue to operate within Miami-Dade County Standards, with the proposed increase of students, an accumulation assessment was conducted.

The accumulation assessment was conducted consistent with the Miami-Dade County Department of Transportation and Public Works (DTPW) guidelines to assess the impacts of the proposed increase in students. Data for this assignment was collected during arrival and dismissal at the existing school on Tuesday, December 18, 2018. The accumulation of staged loading / unloading vehicles at the school was recorded every minute from 20 minutes prior and 10 minutes after **arrival (7:40–8:30 AM)** and 15 minutes prior and 30 minutes after **dismissal (2:15–3:45 PM)**. Vehicles were categorized as passenger, student or bus. The data was analyzed to establish adequacy of loading / unloading conditions for the proposed school expansion. A School Traffic Operations Plan (TOP) Form was also prepared in conjunction with the TOP Plan View, to address the school's arrival and dismissal schedule, vehicular pick-up / drop-off queuing route, operations, and pedestrian/bicycle facilities (see Attachment A).

Existing Conditions

The school currently has three morning arrivals and four afternoon dismissal periods. The primary school (PreK, JK, SK) schedule is 8:20 am – 2:30 pm, the lower school (Grades 1st - 4th) schedule is 8:10 am – 2:45 pm, and the middle school (Grades 5th – 8th) schedule is 8:00 am – 3:15 pm. The school operates on this schedule every weekday except Wednesday, where the primary school (PreK, JK, SK) dismissal is at 1:45 pm, the lower school (Grades 1st - 4th) dismissal is at 2:15 pm, and the middle school (Grades 5th – 8th) dismissal is at 2:30 pm.

The school has four gated driveways. The south most driveway (DW-1) accessing SW 57th Avenue is a two-way driveway (F-Gate) and provides access to teachers parking areas. The second driveway (DW-2) also accessing SW 57th Avenue, is an inbound only driveway that provides access to the drop-off / pick-up areas and parent parking areas. The middle driveway (DW-3) accessing SW 57th Avenue is a two-way driveway. The north most driveway (DW-4) accesses Old Cutler Road is outbound only. The school has two separate drop-off / pick-up locations, A- Circle and G-Circle. Exhibit 1 provides a summary of morning arrival and afternoon dismissal.

Faculty parking areas are currently located on the south side, east side, and northeast side of the property and are all accessed through the F-Gate (DW-1) off of SW 57th Avenue. The visitors parking is provide along A-Circle and G-Circle and are accessed through (DW-2 and DW-3) on SW 57th Avenue.

Exhibit 1
Arrival and Dismissal Schedule

Morning Arrival				
Grades / Students			**Schedule (M – F)**	**Drop-off Location**
Middle	Grade 5th - 8th	593	8:00 AM	G - Circle
Lower	Grade 1st - 4th	375	8:10 AM	A - Circle
Primary	PK, JK, SK	169	8:20 AM	A - Circle

Afternoon Dismissal						
Grades / Students			**Color Code**	**Schedule**		**Pick-up Location**
				M, T , Th, F	**Wednesday**	
Primary	PK, JK, SK	169	Yellow	2:30 PM	1:45 PM	A - Circle
Lower	Grade 1st - 2nd	167	Pink	2:45 PM	2:00 PM	A - Circle
	Grade 3rd - 4th	208	Blue	2:50 PM	2:15 PM	G - Circle
Middle	Grade 5th - 8th	593/ 102	White	3:15 PM	2:30 PM	G - Circle

Existing Morning Arrival Operations

The current drop-off operation functions as follows: middle school drop-off vehicles enter the site via the two-way driveway on SW 57th Avenue (DW-3). Entering vehicles make an immediate left turn to loop around the existing playground and arrive at the G-Circle drop-off / pick-up area. They queue on the right most lane, while the middle and left most lanes are designated pass-by lanes. The drop-off area is located on the north side of the existing building (LZ-2). Staff controls traffic flow along the drop-off area by directing vehicles to continuously stack up, minimizing gaps and maximizing queue length and assisting students' off-loading vehicles (S-13 – S-17). Vehicles will then exit the drop-off, loop around the parent's parking lot, and continue straight towards the driveway accessing Old Cutler Road (DW-4). Some parents park within the center parking area and along the swale area north end in G-Circle, and students walk up to school entrance using the pedestrian crosswalks. There are staff (S-12 and S-18) positioned at each of the two crosswalks within G-Circle controlling traffic while students cross.

The lower and primary school drop-off vehicles, enter the site via the second driveway on SW 57th Avenue (DW-2). Staff (S-1) controls traffic at this entrance driveway. Entering vehicles immediately loop around and arrive at the A-Circle drop-off area. The A-Circle drop-off area has three lanes and is located on the west side of the existing building (LZ-1). During drop-off vehicles queue on the right most lane, while the middle and left most lanes are designated pass-by lanes. Staff controls traffic flow along the drop-off area by directing vehicles to continuously stack up, minimizing gaps and maximizing queue length and assisting students' off-loading vehicles. (S-2 – S-9). Vehicles will then exit the drop-off and continue towards the middle driveway accessing SW 57th Avenue (DW-3). Parent parking for drop-off within A-Circle is not allowed. Parking spaces provided are designated for visitors during arrival period.

It should be noted that there is staff (S-10) positioned at the middle driveway (DW-3) controlling the outbound movement from A-Circle and the inbound movement into G-Circle. This staff member coordinates with the police officer position on Old Cutler Road directly west of the middle driveway controlling inbound / outbound traffic.

Existing Afternoon Dismissal Operations

Gulliver Academy has implemented color coded dismissal, in which parents display on the vehicle dashboard their designated color by student grade level. Dismissal color designations allow staff, security and police to direct vehicles to the correct pickup location (see Exhibit 1). The current pick -up operation functions as follows:

The primary school pick-up vehicles (yellow) enter the site via the second driveway on SW 57th Avenue (DW-2). Entering vehicles immediately loop around and arrive at the A-Circle pick-up area. The A-Circle drop-off area has three lanes and is located on the west side of the existing building (LZ-1). During pick-up, vehicles queue on the right most lane and the middle lane, while the left most lane is designated as a pass-by lane. Staff (S-2 – S-9) controls traffic flow along the pick-up area by directing vehicles to continuously stack up, minimizing gaps and maximizing queue length and assisting students' loading onto vehicles. Vehicles will then exit the pick-up area and continue towards the middle driveway accessing SW 57th Avenue (DW-3).

The lower school grades 1st and 2nd pick-up vehicles (Pink) begin to arrive during the primary dismissal. These vehicles, displaying the pink color code, are held outside of A-circle on the two far left lanes, leaving one lane to allow access for vehicles displaying yellow to enter the site via the second driveway on SW 57th Avenue (DW-2). Once all the vehicles at the primary pick-up clear from A-Circle, the pink group is allowed into A-circle by the staff (S-1) positioned at (DW-2). The two lanes of vehicles immediately loop around and arrive at the A-Circle pick-up. As with the primary pick-up, vehicles queue on the right most lane and the middle lane, while the left most lane is designated as a pass-by lane. Staff (S-2 – S-9) controls traffic flow along the pick-up area by directing vehicles to continuously stack up, minimizing gaps and maximizing queue length and assisting students' loading onto vehicles. Vehicles will then exit the pick-up area and continue towards the middle driveway accessing SW 57th Avenue (DW-3). It should be noted that once the primary finish dismissal and lower (grades 1st and 2nd) are allowed into A-Circle, the middle driveway gate is closed and all vehicle are directed to enter the school via the second driveway (DW-2).

The lower school grades 3rd and 4th pick-up vehicles (Blue) and middle school pick-up vehicles (White), enter the site via the two-way driveway on SW 57th Avenue (DW-3) or the second driveway (DW-2). Entering vehicles make an immediate left turn to loop around the existing playground and arrive at the G-Circle pick-up area. The drop-off area has three lanes and is located on the north side of the existing building (LZ-2).During pick-up, vehicles queue on the right most lane and left most lanes, while the middle lane is designated as pass-by. Staff (S-13 – S-17) controls traffic flow along the pick-up area by directing vehicles to continuously stack up, minimizing gaps and maximizing queue length and assisting students' loading into vehicles. Vehicles will then exit the drop-off, loop around the parent's parking lot, and continue straight towards the driveway accessing Old Cutler Road (DW-4). Some parents park within the center parking area and along the swale area at the north end in G-Circle, and students walk from the school to their vehicle using the pedestrian crosswalks. There are staff (S-12 and S-18) positioned at each of the two crosswalks within G-Circle controlling traffic while students cross.

There is staff (S-10) positioned at the middle driveway (DW-3) controlling the outbound movement from A-Circle and the inbound movement into G-Circle. This staff member coordinates

with the police officer position on Old Cutler Road directly west of the middle driveway controlling inbound / outbound traffic.

Police Officer Assistance

Gulliver Academy has done a commendable job minimizing school related traffic impacts on Old Cutler Road. The Academy provides three police officers along Old Cutler Road, which are present during both arrival and dismissal periods. The following are the three police officers' locations and assignments:

- **Old Cutler Road / SW 120th Street**: a police officer takes control of the first signalized intersection north of the Academy by manually adjusting the green time for all approaches during the drop-off and pick-up periods. The adjustments of the green times at the signalized intersection is at the officer's discretion. This officer directs traffic, giving each movement enough time, creating balance between the eastbound, northbound and southbound movements and the school related movements at this intersection.
- **Old Cutler Road / North Driveway**: a police officer controls exiting school traffic at this location. Two lanes of outbound vehicles queue inside the school at the north most driveway (DW-4). Vehicles traveling northbound / southbound on Old Cutler Road are periodically stopped to allow drivers exiting both lanes to making a right-turn onto northbound Old Cutler Road. This officer coordinates with the police officer at the middle driveway in order to minimize disruption to northbound / southbound traffic flow on Old Cutler Road.
- **Old Cutler Road / Middle Driveway**: a police officer directly west of the middle driveway (DW-3) controls inbound / outbound school traffic. This officer gauges the queue of southbound left-turn lane into the school. When needed, the officer signals the opposing northbound vehicles to stop, creating a gap and allowing inbound vehicles into the school. Again the officer gauges when to stop the southbound inbound movement to ensure minimal disruptions to northbound traffic flow on Old Cutler Road.

These police officers have been stationed at Gulliver Academy for numerous years and have acquired a thorough understanding of the Academy's traffic patterns and the needs of the local traffic on Old Cutler Road.

Bus / Van Operations

Gulliver Academy is served by a private transportation company. Private vans enter the site via the second driveway (DW-2) and/or the middle driveway (DW-3); they drop-off along the A-Circle and pick-up at the designated van/bus loading area. This designated van/bus loading area is separated by a raised median that is located west of the existing playground and connected to the sidewalk along the school by a pedestrian crosswalk. There is staff (S-11) positioned at the crosswalk controlling traffic while students cross. Once the private vans have loaded / off-loaded students, they exit the loading area and make an immediate left using the access on the west side of the parking lot. This access is closed by a temporary gate which is only opened for exiting vans. Gulliver Academy also provides a school bus for approximately 60 students transporting them to/from Key Biscayne. This bus drops students off at the G-Circle and picks up at the parking lot behind G-Circle.

Pedestrian and Bicycle Access

Pedestrians will have access to the school's entrance via the second driveway (E-1). The school provides a continuous sidewalk along A-Circle that loops around the existing playground and continues to G-Circle. There are three school pedestrian entrances along A-Circle (E-2 – E-4) and one along G-Circle (E-4). Old Cutler Road provides a dedicated multi-use (bike/walk) pathway on the west side of the road. When pedestrians are crossing from the west side of Old Cutler Road, vehicular traffic on Old Cutler Road is controlled by two police officers.

Field Observations and Recommendations

Field observations of the arrival and dismissal operations at Gulliver Academy were conducted on various occasions. Ingress to site, internal circulation, egress from the site, and the drop-off / pick-up operations were evaluated. General operations during arrival and dismissal were observed and describe in sections above as the existing conditions. Gulliver Academy has created an environment where both staff and parents are well informed of the pick-up / drop-off schedules and designated locations. Safety is clearly a priority for the various staff and security positioned along both A-Circle and G-Circle pick-up / drop-off areas, crosswalks, and access driveways.

As described in the section above, the lower school grades 1st and 2nd pick-up vehicles (Pink) begin to arrive during the primary dismissal (yellow). These vehicles, displaying the pink color code, are held outside of A-circle on the two far left lanes. Once all the vehicles at the primary pick-up clear from A-Circle, the pink group is allowed into A-Circle. The queue created by the pink group was observed reaching the storage capacity of SW 57th Avenue. The two police officers positioned at each entrance/exit control Old Cutler Road traffic and enforce gaps to allow northbound and southbound traffic to continue to flow. In order to mitigate this, it is recommended that the pink group is queued internal to the site. Proposed operations and location details are provided in the future conditions section.

The following are additional recommendations to improve access and circulation.

- Provide two additional staff members assisting with off-loading/ loading of students along both the A-Circle and G-Circle drop-off / pick-up areas.
- Parents were observed getting out of their vehicle to assist their child getting in/ out of the vehicle. At times parents began conversations with staff positioned along the A-Circle. Parents should be instructed to allow staff to assist with loading /off-loading. Staff should be instructed to minimize conversations with parents during pick-up at A-Circle.
- Staff should create a sense of urgency for vehicles to move in and out of the queue. Once the child is safely in/out the vehicle, that vehicle should exit the pick-up /drop-off areas.

- During morning arrival buses were observed dropping-off along the A-Circle. Buses should be using the designated bus loading area instead of A-Circle during the morning arrival.
- Even though there are existing signs posted prohibiting parking, two vehicles were observed during afternoon dismissal parking on the swale areas along Old Cutler Road. Gulliver should continue effort to instruct parents and/or visitor to not parking along Old Cutler Road.

Future Conditions

As previously mentioned, Gulliver is proposing to expand the Academy campus. However, all queuing lanes and pick-up / drop-off areas will remain the same. The east staff parking area will be removed and the parking area to the north and south of campus will be reduced. However, one of the proposed building will include a parking garage level with an additional 75 parking spaces.

Proposed Morning Arrival and Afternoon Dismissal

Morning arrival and afternoon dismissal operations will remain as existing with the exception of the lower school grades (1st and 2nd) / pink group. Instead of queuing on SW 57th Avenue, the pink group will first enter via the south most driveway (DW-1) continue straight for approximately 330 feet to turn around at the service area. This queue will be held internally at the F-gate. Once the A-Circle has been cleared of the primary pick-up vehicles, the pink group will then be allowed into A-circle. At this time the staff position at (DW-2) will stop entering vehicle from SW 57th Avenue and allow all queued vehicles in the pink group to enter the A-Circle. All other operations will then continue as existing.

A School Traffic Operations Plan (TOP) Form was prepared in conjunction with the TOP Plan View, to address the school's arrival and dismissal schedule, vehicular pick-up / drop-off queuing route and operations, and pedestrian/bicycle facilities (see Attachment A).

Accumulation Assessment Results

The accumulation data for the morning arrival was recorded from 7:40 AM to 8:30 AM. Collected accumulation data has been included as Attachment B. Although the school currently has three

arrival periods, because they are closely spaced (8:00, 8:10, and 8:20 am) the overall peak accumulation was used. Based on the data collected the peak accumulation for the school's morning arrival occurs at 7:49 AM, with a total of 334 vehicles counted. The projected accumulation for the AM based on the proposed increase in students arriving in the morning was calculated to be 370 vehicles. This was determined by multiplying the existing peak accumulation by a 1.11 growth factor. This factor was calculated by dividing 1,260 (proposed students during arrival) by 1,137 (existing students during arrival).

The accumulation data for the afternoon dismissal was recorded from 2:15 PM to 3:45 PM. Based on the data collected the peak accumulation for the school's afternoon dismissal occurs at 3:19 PM, with a total of 427 vehicles counted. The projected accumulation for the afternoon dismissal based on the proposed increase in students in the afternoon was calculated to be 434 vehicles. This was determined by multiplying the existing peak accumulation by a 1.02 growth factor. The growth factor was calculated by dividing 1,260 (proposed students at dismissal) by 1,239 (existing student at dismissal). The accumulation assessment analysis worksheets are also included in Attachment B.

The results of the accumulation assessment show that with the existing drop-off and pick-up schedules, proposed TOP and increase in student enrollment, the projected vehicle accumulation will not exceed the proposed school storage capacity of 532 vehicles. The recommendations provided should be implemented at Gulliver Academy in order to improve access and circulation.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Sarah Fiol

Sarah Fiol, PE
Senior Transportation Engineer

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ATTACHMENT A

School Traffic Operations
Plan (TOP) Form

Since 1978

School Traffic Operation Plan (TOP) Form

This form has been created by Miami-Dade County Department of Transportation and Public Works (DTPW) to document a school's traffic operations and commitments. All form worksheets and illustrations have been completed for the operation at Gulliver Academy

Contents

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.

(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**.

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.

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.**

4.0 School Schedule

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

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

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

4.1 School Schedule Commitment

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

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

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**.

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.**

5.0 Vehicle Operations

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

5.1 Vehicle Routes

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

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

Table 5.1-1 Route Name Key

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

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

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

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

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

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

Table 5.1-3 Route Restrictions Note Key

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

5.2 Vehicle Stacking and Staging Spaces

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

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

5.3 Automobile Curbside 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**.

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.

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**.

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.

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.

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.**

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.**

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.**

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.**

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.**

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.**

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.**

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

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

7.1 School Personnel Commitment

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

8.0 School Zone and Crossings

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

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

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

A school speed zone should not have a continuous duration longer than two hours. If this school is served by a school speed zone, then specify the zone's posted hours in **Table 8.0-3**. Enter "none" for the period to indicate no posted hours. Use DTPW 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 modified to cover both schools. Indicate below if the times are paired. If paired, provide areal illustrating adjacent school(s).

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 (first two weeks) 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**.

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

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.

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.

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.

11.0 Parent Traffic Handbook

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

12.0 Table Worksheets

Complete this worksheet as per the instructions provided in sections 1.0 through 11.0 of this document.

Educational Program Worksheet

Table 2.0-1 School Location

Name	Gulliver Academy
Address	12595 Red Road, Coral Gable, FL 33156
Folio Number(s)	03-5118-001-0020
Hours of Operations	7:00 am - 6:00 pm

Table 3.0-1 Educational Program and Enrollment

Educational Program	Grades	Average Maximum Enrollment per Grade	Maximum Enrollment
Primary School	Pre-K, JK, SK	169	178
Lower School	1st - 4th	375	387
Middle School	5th - 8th	593	695
		Total 1137	
Total Facility Enrollment			1260

Table 3.0-2 Educational Program Descriptions

Educational Program	Description
Primary	Pre-K, JK, SK Instructional Typical
Lower	Grades 1st - 4th Instructional Typical
Middle	Grades 5th - 8th Instructional Typical

School Schedule Worksheet

Table 4.1-1 School Schedule Commitment

Period	Maximum Number of Students Allowed within a Schedule Shift	Minimum Number of Instructional Shifts at Full Enrollment
Arrival	695	3
Dismissal	695	4

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 School	Pre-K, JK, SK	M,Tu,Th,F	8:20 am	2:30 pm	178
Lower School	1st - 2nd	M,Tu,Th,F	8:10 am	2:45 pm	173
Lower School	3rd - 4th	M,Tu,Th,F	8:10 am	2:50 pm	214
Middle School	5th - 8th	M,Tu,Th,F	8:00 am	3:15 pm	695
Primary School	Pre-K, JK, SK	W	8:20 am	1:45 pm	178
Lower School	1st - 2nd	W	8:10 am	2:00 pm	174
Lower School	3rd - 4th	W	8:10 am	2:15 pm	214
Middle School	5th - 8th	W	8:00 am	2:30 pm	695

* (695) Includes 102 Montgomery campus students

Automobile Passenger Curbside Loading Zone Worksheet

Table 5.3-1 Automobile Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Description
A1(PK - 4th)	DW-2	☐	Right In Only	DW-3	☐	Right Out Only	Arrival
		☑	One Way Only		☐	One Way Only	
A2(5th - 8th)	DW-3	☐	Right In Only	DW-4	☐	Right Out Only	Arrival
		☐	One Way Only		☑	One Way Only	
A1(PK -2nd)	DW-2	☐	Right In Only	DW- 4	☐	Right Out Only	Dismissal
		☑	One Way Only		☑	One Way Only	
A3(3rd -8th)	DW-3	☐	Right In Only	DW-4	☐	Right Out Only	Dismissal
		☐	One Way Only		☐	One Way Only	

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

Route Name	Stacking Space Capacity	Queuing Spaces Capacity	Total Capacity
A1(PK - 4th)	10	4	14
A2(5th - 8th)	6	7	13
A1(PK -2nd)	20	7	27
A2(1st- 2nd)	0	30	30
A3(3rd -8th)	12	13	25

Bus Passenger Loading Zone Worksheet

Table 5.4-1 School Bus Passenger Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
B1 (1st -8th)	DW-3	☐	Right In Only	DW-4	☑	Right Out Only
		☐	One Way In		☑	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

Table 5.4-2 Bus Loading Zone Vehicle Accumulation Capacity Summary

Route Name	Stacking Spaces Capacity	Queuing Spaces Capacity	Bus Capacity
B1(1st - 8th)	4	0	4

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
4 vans / 1 bus	4 vans / 1 bus

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	65
0	S-BUS-12 [S-BUS-40]	50	10	84	0
4	Van	22	7	15	60
				Students Grand Total	125

Parking Summary Worksheet

Table 5.5-1 Proposed Parking Use Summary

Parking Space Use	Onsite			Offsite
	Req. by Code	Req. by Study	Provided	Provided
Staff	-	231	270	
Student	-	0	0	
Parked Stacking	-			
Open	-	85	87	
Total	242	316	357	0

Table 5.5-2 Parked Loading Zone Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction
N/A		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out
		☐	Right In Only		☐	Right Out Only
		☐	One Way In		☐	One Way Out

Service Vehicle, Pedestrian and Bicycle Routes Worksheet

Table 5.6-1 Service Vehicle Route Description

Route Name	Entrance Point	[X]	Restriction	Exit Point	[X]	Restriction	Operation Period (times)
SV-1	DW-1	☐	Right In Only	DW-1	☑	Right Out Only	
		☐	One Way In		☑	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	
		☐	Right In Only		☐	Right Out Only	
		☐	One Way In		☐	One Way Out	

Table 6.0-1 Pedestrian Route Description

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

Table 6.0-2 Bicycle Route Description

Route Name	Entrance Point	Exit Point	Operation Period (0:00 – 0:00)
N/A			

Table 6.0-3 Bicycle Storage Description

Bicycle Storage Location	Bicycle Capacity
N/A	

Traffic Personnel, Equipment, Enforcement Worksheet

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
S-1	Diverting (DW-2)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-2 - S-9	Loading (A-Circle)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-10	Diverting (DW-3)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-11	Conflict (Crosswalk)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-12	Conflict (G-Circle Crosswalk)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-13 - S-17	Loading (G-Circle)	7:15 am	8:30 am	2:05 pm	3:30 pm
S-18	Conflict (Crosswalk)	7:15 am	8:30 am	2:05 pm	3:30 pm

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
G-Cirlce	Bollards delineating lane line	7:15 am	8:30 am	2:05 pm	3:30 pm
Parking	Temporary gate for bus access	7:15 am	8:30 am	2:05 pm	3:30 pm

Table 8.0-1 School Crossing Description

Location	East-West	North-South	Mid-Block	Uncontrolled
N/A	☐	☐	☐	☐
	☐	☐	☐	☐
	☐	☐	☐	☐
	☐	☐	☐	☐
	☐	☐	☐	☐
	☐	☐	☐	☐

Table 8.0-2 School Zone Description

Location	Existing [x]	Proposed [x]	Signs & Markings [x]	Speed Zone [x]	Flashing Beacons [x]
Old Cutler Road	☑	☐	☑	☑	☑
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

Table 8.0-3 School Speed Zone Posted Times **Is this a paired Zone? No** ☑ **Yes** ☐

Days of the Week	Arrival Period AM		Dismissal Period PM	
	From	To	From	To
Monday	7:45 AM	8:45 AM	2:30 PM	3:30 PM
Tuesday	7:45 AM	8:45 AM	2:30 PM	3:30 PM
Wednesday	7:45 AM	8:45 AM	2:30 PM	3:30 PM
Thursday	7:45 AM	8:45 AM	2:30 PM	3:30 PM
Friday	7:45 AM	8:45 AM	2:30 PM	3:30 PM

Table 9.0-1 Traffic Control Officer Enforcement Plan

No. of Officers	Intersection or Segment with Boundaries	Arrival	Dismissal	Semester Start	All Year
3	Old Cutler Road	☑	☑	☐	☑
		☐	☐	☐	☐
		☐	☐	☐	☐
		☐	☐	☐	☐

Table 9.0-2 Traffic Control Officer Reinforcement Commitment

Check Box [x]	Reinforcement Commitment
☑	By marking this check box, the school agrees to provide all necessary resources to ensure traffic control officers will be present to enforce the TOP, as stated in **Table 9.0-1.**

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
Old Cutler Road / SW 120th Street	R	7:45 AM	8:45 AM	2:30 PM	3:30 PM

Table 9.1-1 Crossing Guard Stations

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

Table 10.0-1 School Special Event Provisions

Event Type	Provision Descriptions
None	

13.0 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).

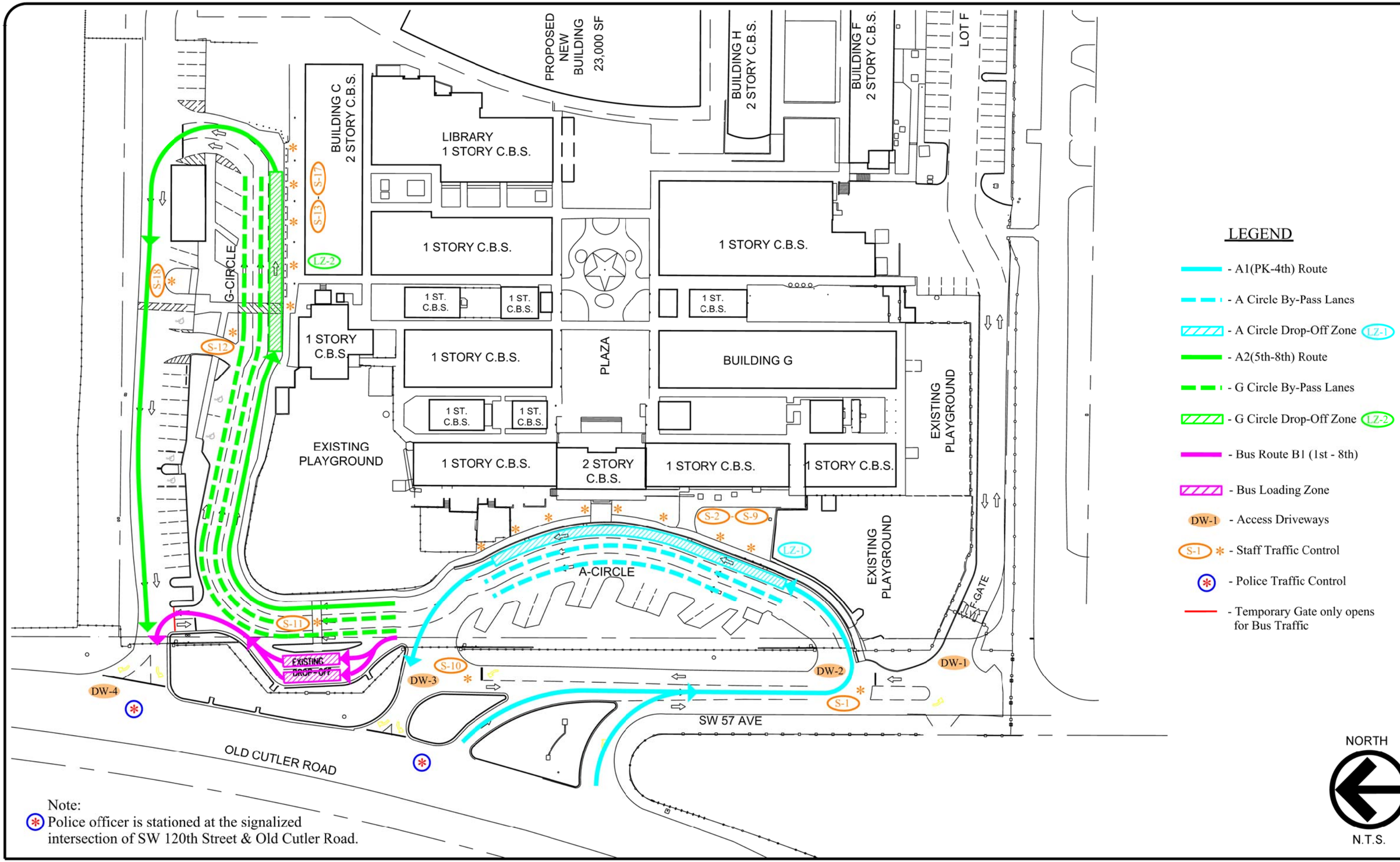
14.0 Endorsement

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

Signature

Date

Print Owner Name



Note:
* Police officer is stationed at the signalized intersection of SW 120th Street & Old Cutler Road.

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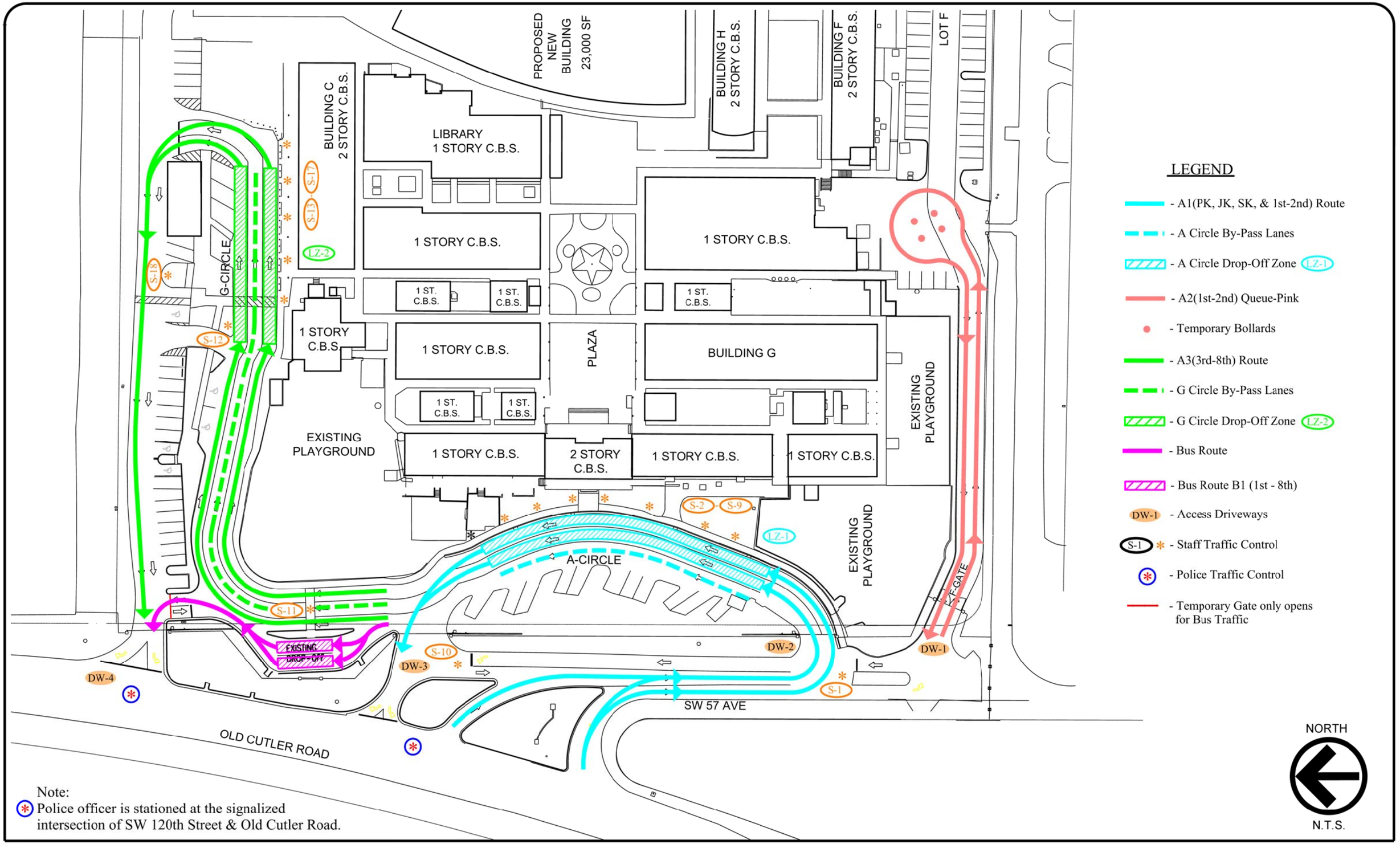
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN (ARRIVAL)

DATE 02/06/19 | PROJECT NO. 18171
DRAWN | EXHIBIT NO. 1
CHECKED
APPROVED

DATES
$TIMES $FILE$



Note:
Police officer is stationed at the signalized intersection of SW 120th Street & Old Cutler Road.

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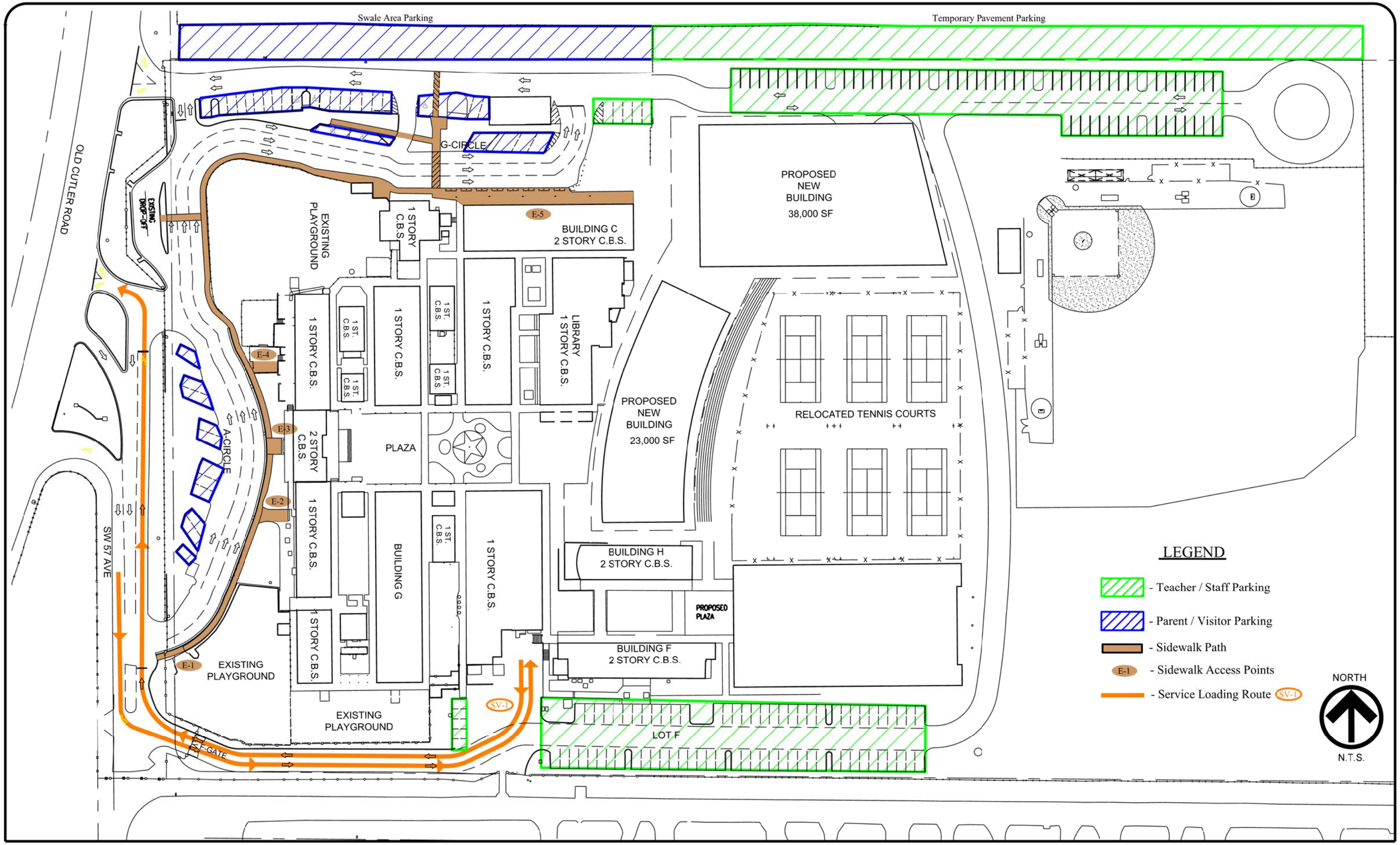
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN (DISMISSAL)

DATE 02/06/19 | PROJECT NO. 18171
DRAWN | EXHIBIT NO. 2
CHECKED
APPROVED

DATES
$FILE$



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CERTIFICATE OF AUTHORIZATION: 2690

PROJECT:
GULLIVER ACADEMY SCHOOL

TITLE:
TRAFFIC OPERATIONS PLAN

DATE	PROJECT NO.
02/06/19	18215
DRAWN	EXHIBIT NO.
CHECKED	3
APPROVED	

ATTACHMENT B
Accumulation Analysis Worksheets

Since 1978

ACCUMULATION ASSESSMENT

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

New School Name	**Gulliver Academy**	
Surrogate School Name[1]	**Gulliver Academy**	
Date / Day / Time of Data Collection	**12/18/2018 - Tuesday** **Drop Off (7:40 AM - 8:30 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	**1137**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**1260**	student stations,C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**1.11**	[C / E]
Surrogate Accumulations[3]	**334**	passenger vehicles (including commercial vans)
	3	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	**370**	passenger vehicles
	3	large school buses
		student vehicles
Provided Spaces[4]	**532**	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**144%**	passenger vehicles
	0%	large school buses
		student vehicles

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

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

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

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

[5] This is calculated as, [(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 l00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

and telephone number: _____

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Signature of Data Collector

ACCUMULATION ASSESSMENT

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

New School Name	**Gulliver Academy**	
Surrogate School Name[1]	**Gulliver Academy**	
Date / Day / Time of Data Collection	**12/18/2018 - Tuesday** **Pick-up (2:15 PM - 3:45 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	**1239**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**1260**	student stations,C: (max # students for each separate dismissal period @ 30 minute intervals, imposed p/u 'window' and 30% to aftercare.)
Multiplier[2]	**1.02**	[C / E]
Surrogate Accumulations[3]	**427**	passenger vehicles (including commercial vans)
	0	large school buses
	0	student vehicles (for high schools only)
Projected Accumulations	**434**	passenger vehicles
	0	large school buses
	0	student vehicles
Provided Spaces[4]	**532**	passenger vehicles (legal staging areas on and contiguous to site)
	0	large school buses
	0	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**123%**	passenger vehicles
		large school buses
		student vehicles

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

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

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

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

[5] This is calculated as, [(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 l00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

and telephone number: _____

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Signature of Data Collector

ACCUMULATION DATA REPORT

#18215

NAME: _____

Area # _____

AM

Facility Name	Gulliver Academy
Facility Address	12595 Red Road Coral Gables, FL 33156
Date/Day/Hour	12/18/2018 - Tuesday - AM Drop-off (7:40 AM - 8:30 AM) 8:00 AM (5th - 8th) 8:10 AM (1st - 4th) 8:20 AM (PK, JK, SK) 12/18/2018 - Tuesday - AM Drop-off (7:40 AM - 8:30 AM) 8:00 AM (5th - 8th) 8:10 AM (1st - 4th) 8:20 AM (PK, JK, SK)

NUMBER OF VEHICLES ACCUMULATED **NUMBER OF VEHICLES ACCUMULATED**

TIME		OFF SITE	ON SITE																								TOTAL				
		AREA 1	**AREA 2**				**AREA 3**			**AREA 4**				**AREA 5**					**AREA 6**			**AREA 7**		**AREA 8**		**Auto**				**Bus**
		Red Road	**A** Drop-off / Pick-up				**A** Turn / Private Bus			**G** Drop-off / Pick-up				**G** Turn / Parent Parking					Staff Parking (North)			Staff Parking (East)		Staff Parking (South)						
			2A		**2B**					**4A**	**4B**			**5A**			**5B**		**6A / 6B**											
Hour	Minute	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Private Bus	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Drop Off	Parent Parking	Swale Parking	Buses	Parking Spaces	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	**Total Auto**	
7:40 AM	**0:40**	8	0	6	0	0	1	9	2	0	0	0	0	0	2	2	3	13	25	3	67	1	31	0	42	0	33	39	140	212	3
	0:41	13	0	10	1	0	1	7	1	0	0	0	0	0	1	6	1	13	25	3	74	5	31	1	44	0	45	39	149	233	4
	0:42	5	0	8	1	0	1	11	4	0	0	7	4	0	4	8	3	13	26	3	77	3	31	0	47	0	56	40	155	251	4
	0:43	12	3	11	1	0	1	15	2	0	4	3	5	0	5	11	3	13	26	3	79	3	31	0	48	0	74	43	158	275	4
	0:44	13	3	11	1	0	1	17	5	0	6	4	9	0	4	8	4	13	25	3	78	1	31	0	49	0	81	42	158	281	4
7:45 AM	0:45	8	3	18	1	0	1	20	8	0	14	8	9	0	9	9	3	14	27	3	78	5	32	1	50	0	111	45	160	316	4
	0:46	11	2	11	0	0	1	14	2	0	13	10	8	0	7	6	4	14	28	3	81	4	32	0	51	0	89	45	164	298	3
	0:47	12	2	23	0	0	1	17	6	0	16	8	7	0	4	6	4	13	26	3	83	1	33	0	54	0	104	42	170	316	3
	0:48	13	2	20	0	0	1	15	9	0	9	10	5	1	5	6	5	15	28	3	84	0	33	0	53	0	97	47	170	314	3
	0:49	**14**	**2**	**19**	**0**	**0**	**1**	**20**	**3**	**0**	**14**	**10**	**6**	**1**	**12**	**12**	**6**	**13**	**26**	**3**	**86**	**3**	**33**	**0**	**53**	**0**	**119**	**43**	**172**	**334**	**3**
7:50 AM	0:50	8	2	17	0	0	1	7	4	0	16	11	9	1	9	14	4	13	26	3	87	0	33	0	54	0	98	43	174	315	3
	0:51	8	3	19	0	0	1	15	3	0	12	8	12	2	7	10	3	13	24	3	87	0	33	0	54	0	97	43	174	314	3
	0:52	10	2	15	1	0	1	7	8	0	16	8	13	2	8	11	5	13	25	3	87	0	33	0	55	0	101	43	175	319	4
	0:53	12	1	11	2	0	1	14	2	0	14	4	10	4	11	17	6	12	26	3	87	1	33	0	54	0	101	44	174	319	5
	0:54	8	2	11	2	0	2	2	1	0	6	11	13	4	15	11	5	12	27	3	88	1	33	0	54	0	84	47	175	306	5
7:55 AM	0:55	11	2	10	1	0	2	7	4	0	6	9	11	4	6	10	5	12	27	3	88	0	33	0	54	0	79	47	175	301	4
	0:56	6	3	14	2	0	2	7	6	0	10	9	9	4	14	10	3	12	25	3	88	1	34	0	56	0	88	46	178	312	5
	0:57	7	3	12	2	0	2	0	0	0	15	4	8	4	11	11	1	11	25	3	89	0	34	0	56	0	69	45	179	293	5
	0:58	8	3	17	1	0	3	3	1	0	7	4	8	4	16	16	0	12	24	3	89	0	34	0	57	0	80	46	180	306	4
	0:59	8	3	16	0	0	3	6	4	0	10	2	11	4	13	17	0	12	25	3	89	0	34	0	57	0	86	47	180	313	3
8:00 AM	0:00	5	3	13	0	0	3	7	2	0	10	3	8	4	14	13	0	12	25	3	89	0	34	0	58	0	75	47	181	303	3
	0:01	6	3	13	0	0	5	6	4	0	6	1	9	4	16	15	0	11	26	3	89	0	34	0	58	0	76	49	181	306	3
	0:02	1	3	10	0	0	6	0	0	0	1	6	5	3	18	16	0	13	25	3	89	0	34	0	58	0	57	50	181	288	3
	0:03	5	3	10	0	0	6	0	0	0	0	1	4	3	11	14	0	13	24	3	89	2	34	0	57	0	47	49	180	276	3
	0:04	2	3	9	0	0	6	0	0	0	0	1	2	3	11	9	0	13	23	3	90	1	34	0	58	0	35	48	182	265	3
8:05 AM	0:05	0	3	6	0	0	6	0	0	0	0	2	3	2	9	6	0	13	24	3	90	1	34	0	58	0	27	48	182	257	3
	0:06	0	2	3	0	0	6	0	0	0	0	1	3	3	5	3	0	13	24	3	91	0	34	0	58	0	15	48	183	246	3
	0:07	1	2	2	0	0	6	0	0	0	0	1	1	3	0	1	0	13	23	3	91	0	34	0	58	0	6	47	183	236	3
	0:08	1	0	4	0	0	6	0	0	0	0	1	1	3	0	1	0	13	24	3	91	0	34	0	58	0	8	46	183	237	3
	0:09	1	0	3	0	0	5	0	0	0	0	1	1	3	0	1	0	13	24	3	91	0	34	0	58	0	7	45	183	235	3
8:10 AM	0:10	0	0	2	0	0	4	0	0	0	0	1	1	3	0	1	0	11	21	3	91	0	34	0	58	0	5	39	183	227	3
	0:11	0	0	1	0	0	4	0	0	0	0	1	1	3	0	1	0	10	20	3	91	0	34	0	58	0	4	37	183	224	3
	0:12	1	0	1	0	0	4	0	0	0	0	0	0	3	0	1	0	9	18	3	91	0	34	0	58	0	3	34	183	220	3
	0:13	0	0	1	0	0	4	0	0	0	0	0	0	3	0	1	0	8	17	2	90	1	34	0	58	0	3	32	182	217	2
	0:14	4	0	0	0	0	3	0	0	0	0	0	0	3	0	1	0	8	16	2	90	0	34	0	58	0	5	30	182	217	2

ACCUMULATION DATA REPORT

#18215

NAME: _____

Area # _____

AM

Facility Name	Gulliver Academy
Facility Address	12595 Red Road Coral Gables, FL 33156
Date/Day/Hour	12/18/2018 - Tuesday - AM Drop-off (7:40 AM - 8:30 AM) 8:00 AM (5th - 8th) 8:10 AM (1st - 4th) 8:20 AM (PK, JK, SK) 12/18/2018 - Tuesday - AM Drop-off (7:40 AM - 8:30 AM) 8:00 AM (5th - 8th) 8:10 AM (1st - 4th) 8:20 AM (PK, JK, SK)

NUMBER OF VEHICLES ACCUMULATED **NUMBER OF VEHICLES ACCUMULATED**

TIME		OFF SITE	ON SITE																							TOTAL				
		AREA 1	**AREA 2**				**AREA 3**			**AREA 4**				**AREA 5**					**AREA 6**			**AREA 7**		**AREA 8**		**Auto**				**Bus**
		Red Road	**A** Drop-off / Pick-up				**A** Turn / Private Bus			**G** Drop-off / Pick-up				**G** Turn / Parent Parking					Staff Parking (North)			Staff Parking (East)		Staff Parking (South)						
			2A		**2B**					**4A**	**4B**			**5A**			**5B**		**6A / 6B**											
Hour	Minute	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Private Bus	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Drop Off	Parent Parking	Swale Parking	Buses	Parking Spaces	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	**Total Auto**	
8:15 AM	0:15	3	0	2	0	0	3	0	0	0	0	1	1	2	0	1	0	8	15	2	90	4	34	0	60	0	12	28	184	224	2
	0:16	2	0	2	0	0	2	0	0	0	0	0	0	2	0	2	0	7	15	2	92	0	34	0	60	0	6	26	186	218	2
	0:17	3	0	2	0	0	5	0	0	0	0	0	0	2	0	2	0	7	14	2	92	0	34	0	60	0	7	28	186	221	2
	0:18	6	0	7	0	0	6	0	0	0	0	0	0	2	0	2	0	7	14	2	92	0	34	0	60	0	15	29	186	230	2
	0:19	5	0	8	0	0	6	0	0	0	0	0	0	2	0	0	0	7	13	2	92	0	34	0	58	0	13	28	184	225	2
8:20 AM	0:20	3	0	10	0	0	6	0	0	0	0	0	0	2	0	1	0	7	15	2	92	0	34	0	59	0	14	30	185	229	2
	0:21	2	0	8	0	0	5	0	0	0	0	1	3	2	1	3	0	7	16	2	92	0	34	0	60	0	18	30	186	234	2
	0:22	2	1	5	0	0	5	0	0	0	0	0	0	2	1	3	0	7	16	2	92	0	34	0	61	0	11	31	187	229	2
	0:23	0	1	4	0	0	5	0	0	0	0	0	0	2	0	4	0	7	16	2	92	0	34	0	61	0	8	31	187	226	2
	0:24	1	1	3	0	0	5	0	0	0	0	1	1	2	0	1	0	7	16	2	92	0	34	0	61	0	7	31	187	225	2
8:25 AM	0:25	1	1	3	0	0	5	0	0	0	0	0	1	2	0	1	0	7	15	2	92	0	34	0	61	0	6	30	187	223	2
	0:26	6	1	6	0	0	5	0	0	0	0	0	0	2	0	2	0	7	14	2	92	0	34	0	61	0	14	29	187	230	2
	0:27	3	1	6	0	0	5	0	0	0	0	0	0	2	0	1	0	7	14	2	92	0	34	0	61	0	10	29	187	226	2
	0:28	1	0	7	0	0	3	0	0	0	0	1	1	2	0	4	0	7	14	2	92	0	34	0	61	0	14	26	187	227	2
	0:29	0	0	7	0	0	3	0	0	0	0	0	0	2	0	0	0	7	14	2	92	0	34	0	61	0	7	26	187	220	2
1 Min Peak Acc.																															

	AREA 1		AREA 2				AREA 3			AREA 4				AREA 5					AREA 6			AREA 7		AREA 8						
	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Private Bus	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Drop Off	Parent Parking	Swale Parking	Buses	Parking Spaces	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	**Total Auto**	Bus
PEAK MINUTE	**14**	**2**	**19**	**0**	**0**	**1**	**20**	**3**	**0**	**14**	**10**	**6**	**1**	**12**	**12**	**6**	**13**	**26**	**3**	**86**	**3**	**33**	**0**	**53**	**0**	**119**	**43**	**172**	**334**	**3**
MAX	**14**	**3**	**23**	**2**	**0**	**6**	**20**	**9**	**0**	**16**	**11**	**13**	**4**	**18**	**17**	**6**	**15**	**28**	**3**	**92**	**5**	**34**	**1**	**61**	**0**	**119**	**50**	**187**	**334**	**5**
Capacity	430		600		300		400	200		560	280	250		420	420											3860				
Feet / Vehicle	20		27		14	11	18	9		25	13	11	2	19	19		38	45		160		35		92		175	96	287	558	

Projected Accumulation	**16**	**2**	**21**	**0**	**0**	**1**	**22**	**3**	**0**	**16**	**11**	**7**	**1**	**13**	**13**	**7**	**14**	**29**	**3**	**95**	**3**	**37**	**0**	**59**	**0**	**132**	**48**	**191**	**370**	**3**
Existing 1137																														
Proposed 1260	**16**	**3**	**25**	**2**	**0**	**7**	**22**	**10**	**0**	**18**	**12**	**14**	**4**	**20**	**19**	**7**	**17**	**31**	**3**	**102**	**6**	**38**	**1**	**68**	**0**	**132**	**55**	**207**	**370**	**6**
Multiplier 1.11																														
Future Capacity Feet	430		600		300		400	200		560	280	250		420	420											3860				
Future Capacity Vehicle	20		27		14	11	18	9		25	13	11	2	19	19		29	45		180		0		90		175	87	270	532	

ACCUMULATION DATA REPORT

NAME: _____

Area # _____

PM

Facility Name	Gulliver Academy
Facility Address	12595 Red Road Coral Gables, FL 33156
Date/Day/Hour	12/18/2018 - Tuesday - PM Pick-up (2:15 AM - 3:45 PM) 2:30 PM (PK, JK, SK) 2:45 PM (1st - 2nd) 2:50 PM (3rd - 4th) 3:15 PM (5th - 8th)
	12/18/2018 - Tuesday - PM Pick-up (2:15 AM - 3:45 PM) 2:30 PM (PK, JK, SK) 2:45 PM (1st - 2nd) 2:50 PM (3rd - 4th) 3:15 PM (5th - 8th)

NUMBER OF VEHICLES ACCUMULATED																											
NUMBER OF VEHICLES ACCUMULATED																											
TIME		OFF SITE	ON SITE													ON SITE						TOTAL				
		AREA 1	AREA 2			AREA 3			AREA 4				AREA 5				AREA 6		AREA 7		AREA 8		Auto				Bus
		Red Road	A Drop-off / Pick-up			A Turn / Private Bus			G Drop-off / Pick-up				G Turn / Parent Parking				Staff Parking (North)		Staff Parking (East)		Staff Parking (South)						
			2A	2B					4A	4B			5A		5B		6A / 6B										
Hour	Minute	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Parking	Swale Parking	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	Total Auto	
2:15 PM	**0:15**	3	2	16	0	7	0	0	0	3	1	0	1	0	0	21	27	121	0	33	0	65	0	23	58	219	300	0
	0:16	4	2	16	0	8	0	0	0	3	0	0	1	0	0	21	27	121	0	32	0	65	0	23	59	218	300	0
	0:17	1	3	18	0	8	0	0	0	3	1	0	1	0	0	21	27	121	0	32	0	65	0	23	60	218	301	0
	0:18	1	3	19	0	8	0	0	0	0	1	0	1	0	0	20	28	121	1	32	0	66	0	22	60	219	301	0
	0:19	2	3	19	0	8	0	0	0	0	2	0	1	0	0	22	27	122	0	32	0	65	0	23	61	219	303	0
2:20 PM	0:20	2	4	26	0	8	0	0	0	3	2	0	1	0	0	25	27	122	0	32	0	65	0	33	65	219	317	0
	0:21	2	4	26	0	7	0	0	0	2	2	0	1	0	0	25	28	122	0	32	0	65	0	32	65	219	316	0
	0:22	3	4	25	0	7	0	0	0	2	1	0	1	0	0	25	28	122	0	32	0	65	0	31	65	219	315	0
	0:23	4	4	26	0	7	0	0	0	2	2	0	1	0	0	29	28	122	0	32	0	65	0	34	69	219	322	0
	0:24	4	4	26	0	7	0	0	0	2	0	0	1	0	0	29	30	122	0	32	0	65	0	32	71	219	322	0
2:25 PM	0:25	6	4	28	0	7	0	0	0	3	0	0	1	0	0	29	31	122	0	32	0	65	0	37	72	219	328	0
	0:26	8	4	30	0	7	0	0	0	5	1	0	1	0	0	29	31	122	0	32	0	65	0	44	72	219	335	0
	0:27	8	4	28	0	7	0	0	1	5	0	1	1	0	0	29	30	122	0	32	0	65	0	42	71	219	332	1
	0:28	8	4	28	0	7	0	0	0	6	2	1	1	0	0	29	30	122	1	32	0	65	0	46	71	219	336	0
	0:29	12	4	28	0	7	0	0	0	7	0	1	1	0	0	29	30	123	0	32	0	65	0	48	71	220	339	0
2:30 PM	0:30	12	5	24	0	7	0	0	0	8	1	0	1	0	0	28	29	123	0	32	0	66	0	45	70	221	336	0
	0:31	12	5	18	0	7	0	0	0	9	1	1	1	0	0	28	29	123	0	32	0	65	0	41	70	220	331	0
	0:32	15	5	15	0	6	0	0	0	10	3	1	1	0	0	28	29	124	0	32	0	65	0	44	69	221	334	0
	0:33	17	5	12	0	6	0	0	0	12	2	1	2	0	0	27	30	125	0	32	0	65	0	44	70	222	336	0
	0:34	17	5	9	2	6	1	0	0	13	0	0	2	0	0	27	33	125	0	32	0	65	0	42	73	222	337	0
2:35 PM	0:35	14	6	5	0	6	2	0	0	14	1	1	2	0	0	26	32	125	0	32	0	65	0	37	72	222	331	0
	0:36	17	6	15	0	6	2	0	2	16	1	1	2	0	0	27	31	124	0	31	0	65	0	52	72	220	344	2
	0:37	17	5	14	2	6	2	0	0	18	1	1	2	0	0	26	32	124	0	31	0	65	0	55	71	220	346	0
	0:38	12	4	14	0	6	3	0	0	18	1	1	2	0	1	26	33	124	0	31	0	65	0	50	71	220	341	0
	0:39	12	5	6	0	5	3	0	0	18	1	1	2	0	1	26	34	123	0	31	0	65	0	42	72	219	333	0
2:40 PM	0:40	16	4	5	0	5	3	0	0	18	1	1	2	0	1	27	36	123	0	31	0	64	0	45	74	218	337	0
	0:41	16	4	2	0	5	4	0	0	18	1	1	2	0	1	28	35	123	0	31	0	64	0	43	74	218	335	0
	0:42	16	5	1	1	5	7	0	0	18	2	2	2	0	1	27	37	122	0	31	0	64	0	48	76	217	341	0
	0:43	12	5	21	1	5	7	0	0	18	0	0	2	0	1	28	37	123	0	31	0	64	0	60	77	218	355	0
	0:44	2	5	28	0	5	12	0	0	18	2	2	2	0	0	27	37	122	0	31	0	64	0	64	76	217	357	0
2:45 PM	0:45	2	5	28	1	6	13	0	0	18	4	4	2	0	0	27	37	121	0	31	0	64	0	70	77	216	363	0
	0:46	2	5	28	0	6	8	0	0	18	5	2	2	0	3	26	39	122	0	31	0	64	0	66	78	217	361	0
	0:47	1	5	27	0	5	11	0	0	18	1	0	2	0	1	27	39	122	0	31	0	64	0	59	78	217	354	0
	0:48	3	5	28	0	5	10	0	0	16	3	0	2	2	2	29	39	122	0	31	0	64	0	64	80	217	361	0
	0:49	2	5	28	0	5	11	0	0	16	4	0	2	0	0	30	36	120	0	31	0	64	0	61	78	215	354	0

ACCUMULATION DATA REPORT

NAME: _____

Area # _____

PM

Facility Name	Gulliver Academy
Facility Address	12595 Red Road Coral Gables, FL 33156
Date/Day/Hour	12/18/2018 - Tuesday - PM Pick-up (2:15 AM - 3:45 PM) 2:30 PM (PK, JK, SK) 2:45 PM (1st - 2nd) 2:50 PM (3rd - 4th) 3:15 PM (5th - 8th)

NUMBER OF VEHICLES ACCUMULATED | **NUMBER OF VEHICLES ACCUMULATED**

TIME		OFF SITE	ON SITE																			TOTAL				
		AREA 1 Red Road	**AREA 2** **A** Drop-off / Pick-up			**AREA 3** **A** Turn / Private Bus			**AREA 4** **G** Drop-off / Pick-up				**AREA 5** **G** Turn / Parent Parking				**AREA 6** Staff Parking (North)		**AREA 7** Staff Parking (East)		**AREA 8** Staff Parking (South)		Auto				Bus
			2A		**2B**				**4A**			**4B**	**5A**		**5B**		**6A / 6B**										
Hour	Minute	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Parking	Swale Parking	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	**Total Auto**	
2:50 PM	0:50	5	6	28	0	5	7	0	0	15	2	2	2	0	5	30	37	120	0	31	0	64	0	64	80	215	359	0
	0:51	6	6	26	0	5	0	0	0	12	3	2	2	0	1	30	37	122	0	31	0	60	0	50	80	213	343	0
	0:52	7	6	23	3	5	0	0	0	15	4	2	2	2	0	29	35	123	0	31	0	60	0	56	77	214	347	0
	0:53	5	5	22	0	5	0	0	0	15	0	2	2	0	3	29	37	123	0	30	0	62	0	47	78	215	340	0
	0:54	5	6	22	0	5	0	0	0	17	0	0	2	0	0	28	36	123	0	30	0	62	0	44	77	215	336	0
2:55 PM	0:55	4	5	19	0	6	0	0	0	13	1	2	2	0	4	26	35	123	0	30	0	62	0	43	74	215	332	0
	0:56	4	5	9	0	6	2	0	0	15	0	2	2	0	0	26	34	123	0	30	0	62	0	32	73	215	320	0
	0:57	0	5	9	1	6	8	2	3	15	2	2	2	0	0	25	34	122	0	30	0	62	0	39	72	214	325	3
	0:58	4	4	4	0	7	6	3	0	15	1	2	2	0	0	26	35	122	0	30	0	61	0	35	74	213	322	0
	0:59	4	5	6	0	7	8	0	0	15	3	2	2	0	0	27	37	122	0	30	0	61	0	38	78	213	329	0
3:00 PM	**0:00**	5	7	11	0	7	12	0	2	15	1	2	2	0	2	29	37	122	0	30	0	60	0	48	82	212	342	2
	0:01	4	6	8	0	7	14	2	1	18	4	2	2	0	2	29	37	122	1	30	0	60	0	55	81	212	348	1
	0:02	3	6	7	2	7	16	0	1	14	1	2	2	0	2	29	45	123	1	30	0	60	0	48	89	213	350	1
	0:03	1	10	6	0	7	15	2	0	14	3	2	2	0	4	30	45	124	1	30	0	60	0	48	94	214	356	0
	0:04	1	10	7	1	7	17	3	0	14	0	2	2	0	4	30	44	124	0	30	0	59	0	49	93	213	355	0
3:05 PM	0:05	2	10	8	1	7	18	0	0	14	1	2	2	0	4	30	37	123	0	30	0	59	0	50	86	212	348	0
	0:06	4	11	8	1	7	16	0	0	14	2	2	2	0	9	30	38	122	0	29	0	59	0	56	88	210	354	0
	0:07	3	12	10	2	7	17	0	0	12	1	3	2	0	5	30	38	123	0	29	0	59	0	53	89	211	353	0
	0:08	2	11	6	2	7	17	0	0	18	2	2	2	0	6	30	38	125	0	28	0	58	0	55	88	211	354	0
	0:09	5	13	7	4	7	19	0	0	20	0	2	2	0	7	31	39	126	0	28	0	58	0	64	92	212	368	0
3:10 PM	0:10	2	12	9	5	7	16	0	0	20	2	2	2	0	8	30	39	126	0	27	0	58	0	64	90	211	365	0
	0:11	0	14	9	7	7	15	0	0	20	5	2	2	0	7	31	39	127	1	27	0	58	0	66	93	212	371	0
	0:12	9	14	10	8	6	16	0	0	20	0	2	2	0	11	31	39	128	0	27	0	59	0	76	92	214	382	0
	0:13	3	15	14	7	5	16	0	0	20	2	2	2	0	12	31	39	129	0	27	0	59	0	76	92	215	383	0
	0:14	3	15	11	7	5	15	0	0	20	3	2	2	0	12	31	39	131	0	27	0	59	0	73	92	217	382	0
3:15 PM	0:15	1	13	12	7	5	14	0	0	20	6	2	2	0	16	31	39	133	3	27	0	59	0	81	90	219	390	0
	0:16	2	13	13	7	5	17	0	0	20	5	2	2	0	18	31	39	137	3	27	0	58	0	87	90	222	399	0
	0:17	7	11	11	7	5	17	0	0	20	6	2	2	0	21	31	39	140	4	27	0	58	0	95	88	225	408	0
	0:18	5	11	15	9	6	18	0	0	18	6	6	2	4	18	29	39	142	6	27	0	58	0	105	87	227	419	0
	0:19	**5**	**12**	**12**	**10**	**6**	**17**	**2**	**0**	**20**	**6**	**4**	**2**	**9**	**16**	**36**	**39**	**141**	**4**	**27**	**0**	**59**	**0**	**105**	**95**	**227**	**427**	**0**
3:20 PM	0:20	3	12	12	11	6	17	7	0	20	4	0	1	6	14	25	39	143	5	27	0	59	0	99	83	229	411	0
	0:21	2	12	11	6	6	16	9	0	19	7	7	1	6	12	25	38	142	0	26	0	59	0	95	82	227	404	0
	0:22	4	11	11	3	6	15	7	2	18	4	5	1	8	8	25	36	142	4	24	0	58	0	87	79	224	390	2
	0:23	3	11	11	6	5	16	6	2	17	6	6	1	5	10	21	36	139	2	23	0	58	0	88	74	220	382	2
	0:24	4	11	12	5	6	15	7	2	20	8	10	1	8	11	20	38	139	0	22	0	58	0	100	76	219	395	2

ACCUMULATION DATA REPORT

NAME: _____

Area # _____

PM

Facility Name	Gulliver Academy
Facility Address	12595 Red Road Coral Gables, FL 33156
Date/Day/Hour	12/18/2018 - Tuesday - PM Pick-up (2:15 AM - 3:45 PM) 2:30 PM (PK, JK, SK) 2:45 PM (1st - 2nd) 2:50 PM (3rd - 4th) 3:15 PM (5th - 8th)

NUMBER OF VEHICLES ACCUMULATED | **NUMBER OF VEHICLES ACCUMULATED**

TIME		OFF SITE	ON SITE																		TOTAL				
		AREA 1	AREA 2			AREA 3			AREA 4				AREA 5				AREA 6		AREA 7		AREA 8		Auto				Bus
		Red Road	A Drop-off / Pick-up			A Turn / Private Bus			G Drop-off / Pick-up				G Turn / Parent Parking				Staff Parking (North)		Staff Parking (East)		Staff Parking (South)						
			2A	2B					4A	4B			5A		5B		6A / 6B										
Hour	Minute	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Parking	Swale Parking	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	Total Auto	
3:25 PM	0:25	0	11	11	0	7	18	9	2	18	16	7	1	6	9	19	37	139	0	23	0	58	0	94	75	220	389	2
	0:26	0	10	10	0	7	12	4	2	17	16	5	1	6	10	19	36	140	2	23	0	58	0	82	73	221	376	2
	0:27	0	10	12	0	7	17	6	0	15	21	11	1	5	9	18	34	140	2	22	0	58	0	98	70	220	388	0
	0:28	0	10	7	0	6	16	5	0	18	13	6	1	4	7	17	36	140	1	22	0	58	0	77	70	220	367	0
	0:29	0	10	4	0	6	16	5	0	16	14	6	1	3	6	16	35	140	0	22	0	57	0	70	68	219	357	0
3:30 PM	0:30	0	10	0	0	8	12	3	4	16	10	3	1	3	7	17	33	140	3	22	0	56	0	57	69	218	344	4
	0:31	0	9	0	0	8	0	0	0	10	7	5	1	0	11	17	33	141	1	22	0	55	0	34	68	218	320	0
	0:32	0	8	0	0	8	0	0	0	10	6	4	1	1	8	17	31	139	2	22	0	53	0	31	65	214	310	0
	0:33	0	8	0	0	8	0	0	0	10	0	0	1	1	5	16	31	140	2	21	0	53	0	18	64	214	296	0
	0:34	0	7	0	0	8	0	0	0	13	0	0	1	0	6	15	29	138	2	20	0	53	0	21	60	211	292	0
3:35 PM	0:35	0	7	0	0	6	0	0	0	10	1	1	1	0	2	15	31	136	2	19	0	53	0	16	60	208	284	0
	0:36	0	7	0	0	6	0	0	0	11	1	0	1	0	1	14	31	137	1	20	0	53	0	14	59	210	283	0
	0:37	0	8	1	0	6	0	0	5	9	5	3	1	0	5	13	32	137	3	20	0	50	0	26	60	207	293	5
	0:38	0	7	2	0	6	0	0	0	7	2	1	1	0	3	12	32	137	1	20	0	51	0	16	58	208	282	0
	0:39	0	7	2	0	6	0	0	0	10	2	0	1	0	2	12	31	137	1	20	0	51	0	17	57	208	282	0
3:40 PM	0:40	0	7	2	0	6	0	0	0	11	6	0	1	0	2	12	30	140	2	19	0	51	0	23	56	210	289	0
	0:41	0	7	4	0	8	0	0	0	9	6	0	1	0	3	13	28	135	2	19	0	51	0	24	57	205	286	0
	0:42	0	7	6	0	8	0	0	0	7	1	0	1	0	2	13	29	133	0	18	0	51	0	16	58	202	276	0
	0:43	0	7	4	0	8	0	0	0	12	5	0	1	0	1	14	28	133	0	18	0	51	0	22	58	202	282	0
	0:44	0	7	6	0	8	0	0	0	14	2	0	1	0	3	14	25	133	0	18	0	51	0	25	55	202	282	0
1 Min Peak Acc.																												

	AREA 1		AREA 2			AREA 3			AREA 4				AREA 5				AREA 6		AREA 7		AREA 8						
	Drive Lanes	Swale Parking	Lane 1 & Lane 2	Lane 3 Pass-by	Parent Parking	Lane 1 & Lane 3	Lane 2 Pass-by	Private Bus	Lane 1 & Lane 3	Lane 2 Pass-by	Departure Area	Parent Parking	Lane 1	Lane 2	Parent Parking	Swale Parking	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Parking Space	Drive Lanes	Queue	Parent Parking	Staff Parking	Total Auto	Bus
PEAK MINUTE	**5**	**12**	**12**	**10**	**6**	**17**	**2**	**0**	**20**	**6**	**4**	**2**	**9**	**16**	**36**	**39**	**141**	**4**	**27**	**0**	**59**	**0**	**105**	**95**	**227**	**427**	**0**
MAX	**17**	**15**	**30**	**11**	**8**	**19**	**9**	**5**	**20**	**21**	**11**	**2**	**9**	**21**	**36**	**45**	**143**	**6**	**33**	**0**	**66**	**0**	**105**	**95**	**229**	**427**	**5**
Capacity	430		600	300		400	200		560	280	250		420	420									3860				
Feet / Vehicle	20		27	14	11	18	9		25	13	11	2	19	19	38	45	160		35		92		175	96	287	558	0
Projected Accumulation	**5**	**12**	**12**	**10**	**6**	**17**	**2**	**0**	**20**	**6**	**4**	**2**	**9**	**16**	**37**	**40**	**143**	**4**	**27**	**0**	**60**	**0**	**107**	**97**	**231**	**434**	**0**
Existing 1239																											
Proposed 1260	**17**	**15**	**31**	**11**	**8**	**19**	**9**	**5**	**20**	**21**	**11**	**2**	**9**	**21**	**37**	**46**	**145**	**6**	**34**	**0**	**67**	**0**	**107**	**97**	**233**	**434**	**5**
Multiplier 1.02																											
Future Capacity Feet	430		600	300		400	200		560	280	250		420	420									3860				0
Future Capacity Vehicle	20		27	14	11	18	9		25	13	11	2	19	19	29	45	180		0		90		175	87	270	532	0

Attachment A

Trip Generation

Gulliver Academy
Trip Generation Comparison (Maximum)

Existing ITE Land Use Designation	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-8) (Land Use 534)	AM /PM 1,162 Students	4776	582	476	1058	139	163	302	339	382	721
Gross Vehicle Trips		**4776**	**582**	**476**	**1058**	**139**	**163**	**302**	**339**	**382**	**721**

Proposed ITE Land Use Designation	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School (K-8) (Land Use 534)	AM /PM 1,260 Students	5178	631	516	1147	151	177	328	367	414	781
Gross Vehicle Trips		**5178**	**631**	**516**	**1147**	**151**	**177**	**328**	**367**	**414**	**781**

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips			PM Peak of Generator Vehicle Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Land Use (1,162 Max Students)	4776	582	476	1058	139	163	302	339	382	721
Proposed Lane Use (1,260 Students)	5178	631	516	1147	151	177	328	367	414	781
Trips Difference (98 Students)	*402*	*49*	*40*	*89*	*12*	*14*	*26*	*28*	*32*	*60*

Scenario - 2

Scenario Name: Proposed
Dev. phase: 1
Analyst Note:
User Group:
Horizon Year: 2019

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
534 - Private School (K-8)	General	Students	1260	Weekday, Peak Hour of	Average	631	516	1147
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.91	55%	45%	
534(1) - Private School (K-8)	General	Students	1260	Weekday, Peak Hour of	Average	151	177	328
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.26	46%	54%	
534(2) - Private School (K-8)	General	Students	1260	Weekday, PM Peak Hour	Average	367	414	781
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	0.62	47%	53%	
534(3) - Private School (K-8)	General	Students	1260	Weekday, AM Peak Hour	Average	2589	2589	5178
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	4.11	50%	50%	

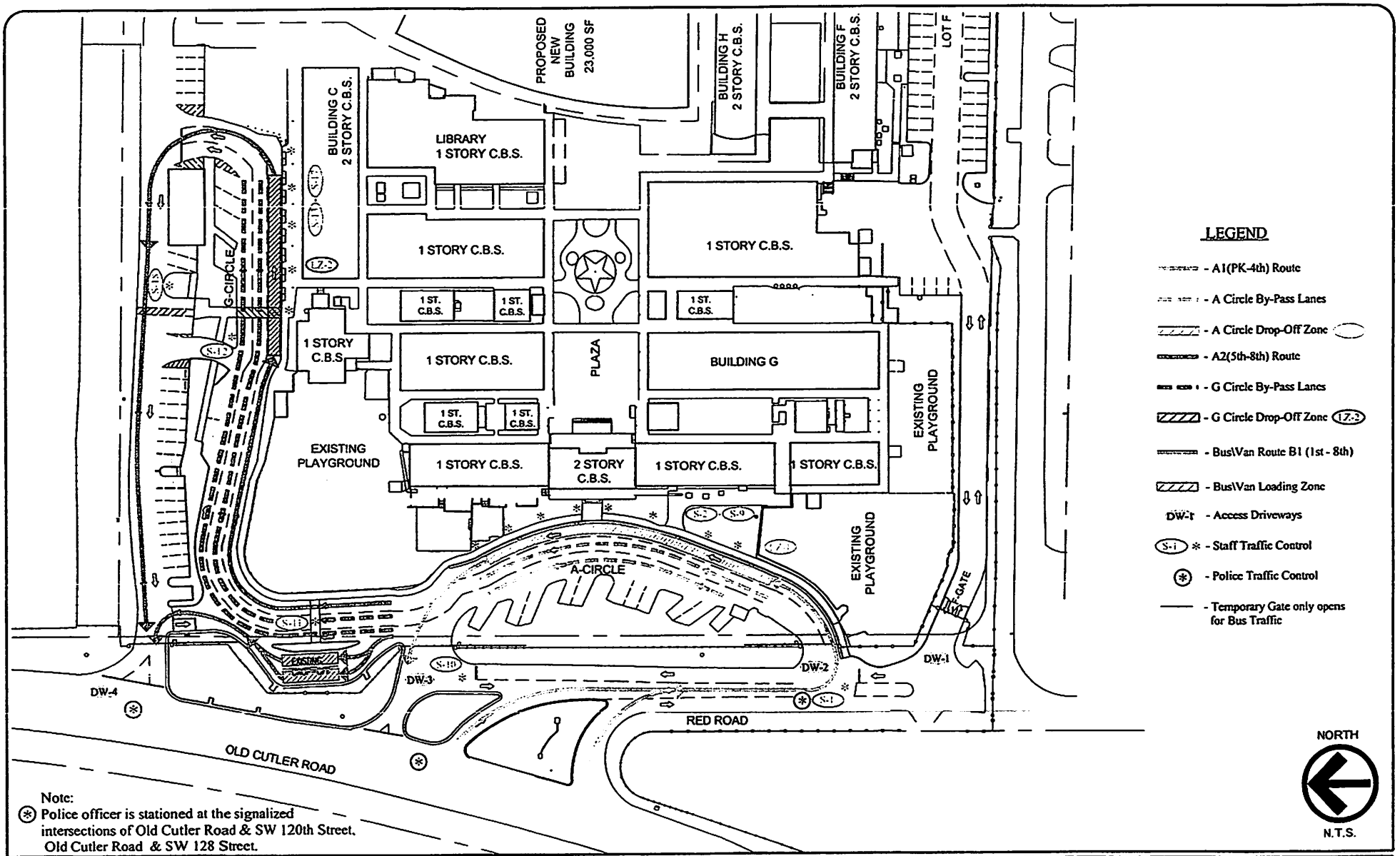
Scenario - 3

Scenario Name: Maximum
Dev. phase: 1
Analyst Note:
User Group:
Horizon Year: 2019

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
534 - Private School (K-8)	General	Students	1162	Weekday, Peak Hour of	Average	582	476	1058
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.91	55%	45%	
534(1) - Private School (K-8)	General	Students	1162	Weekday, Peak Hour of	Average	139	163	302
Data Source: ITE-TGM 10th Edition	Urban/Suburban			Adjacent Street Traffic,	0.26	46%	54%	
534(2) - Private School (K-8)	General	Students	1162	Weekday, PM Peak Hour	Average	339	382	721
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	0.62	47%	53%	
534(3) - Private School (K-8)	General	Students	1162	Weekday, AM Peak Hour	Average	2388	2388	4776
Data Source: ITE-TGM 10th Edition	Urban/Suburban			of Generator	4.11	50%	50%	



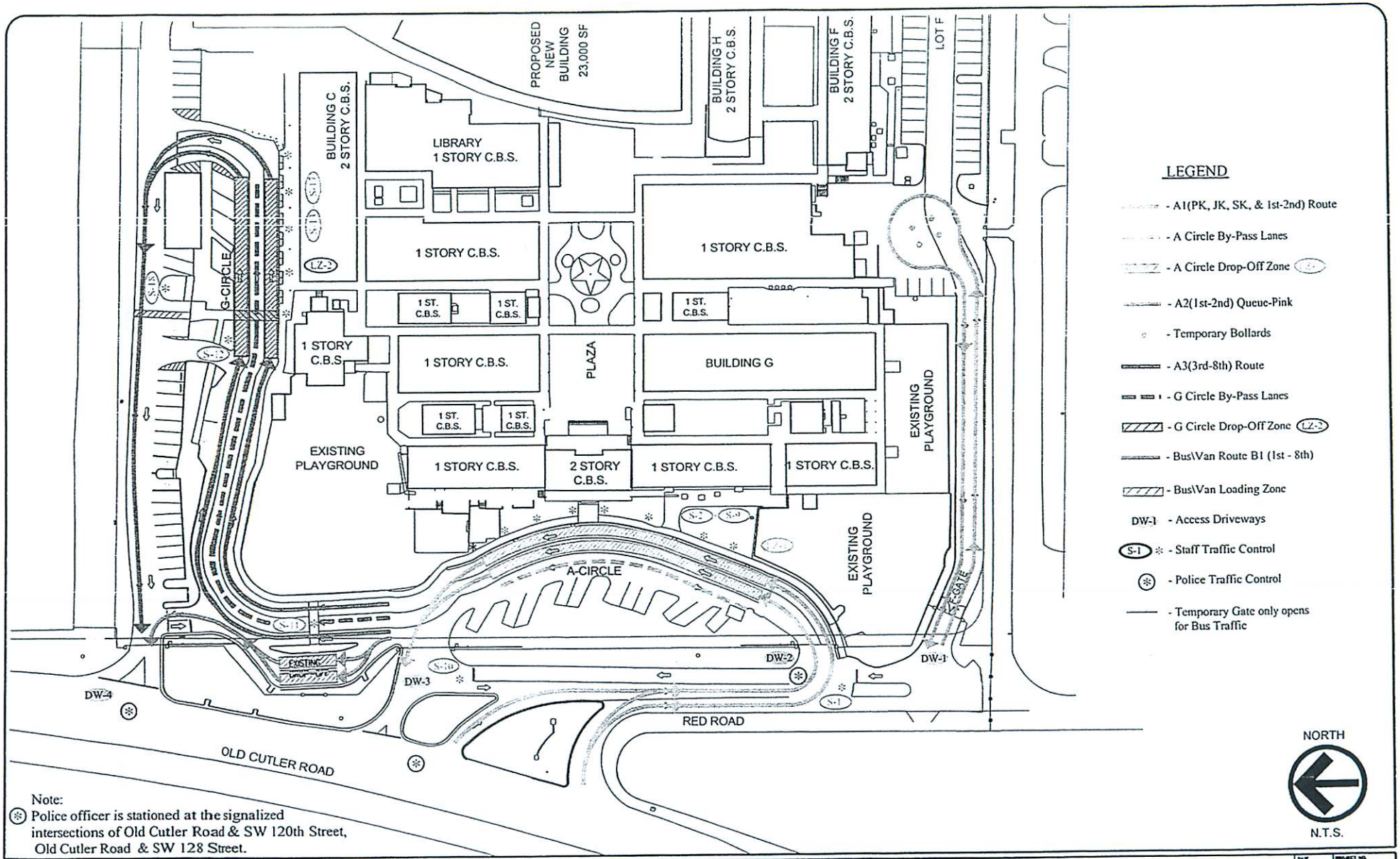
Note:
Police officer is stationed at the signalized intersections of Old Cutler Road & SW 120th Street, Old Cutler Road & SW 128 Street.

DAVID PLUMMER & ASSOCIATES, INC.
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
CORAL GABLES FORT MYERS
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN (ARRIVAL)

DATE: 02/05/99 PROJECT NO. 10171 DRAWN CHECKED APPROVED SHEET NO. 1



Note:
⊛ Police officer is stationed at the signalized intersections of Old Cutler Road & SW 120th Street, Old Cutler Road & SW 128 Street.

DAVID PLUMMER & ASSOCIATES, INC.
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CORAL GABLES FORT MYERS
CERTIFICATE OF AUTHORIZATION: 2690

PROJECT: GULLIVER ACADEMY SCHOOL

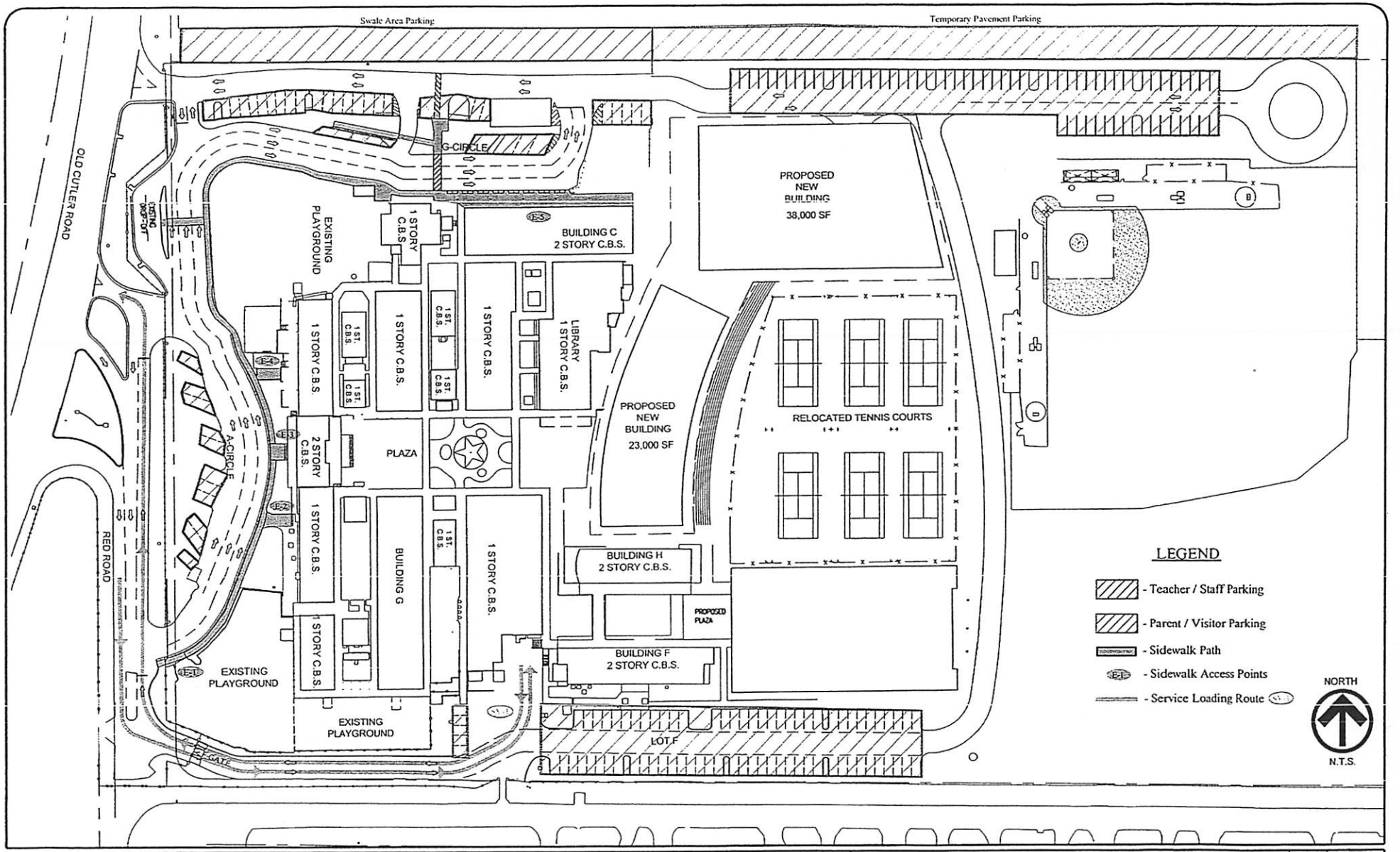
TITLE: TRAFFIC OPERATIONS PLAN (DISMISSAL)

DATE 02/06/19 PROJECT NO. 18171

CHECKED

APPROVED

2



DAVID PLUMMER & ASSOCIATES, INC.
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
CORAL GABLES FORT MYERS
CERTIFICATE OF AUTHORIZATION: 2690

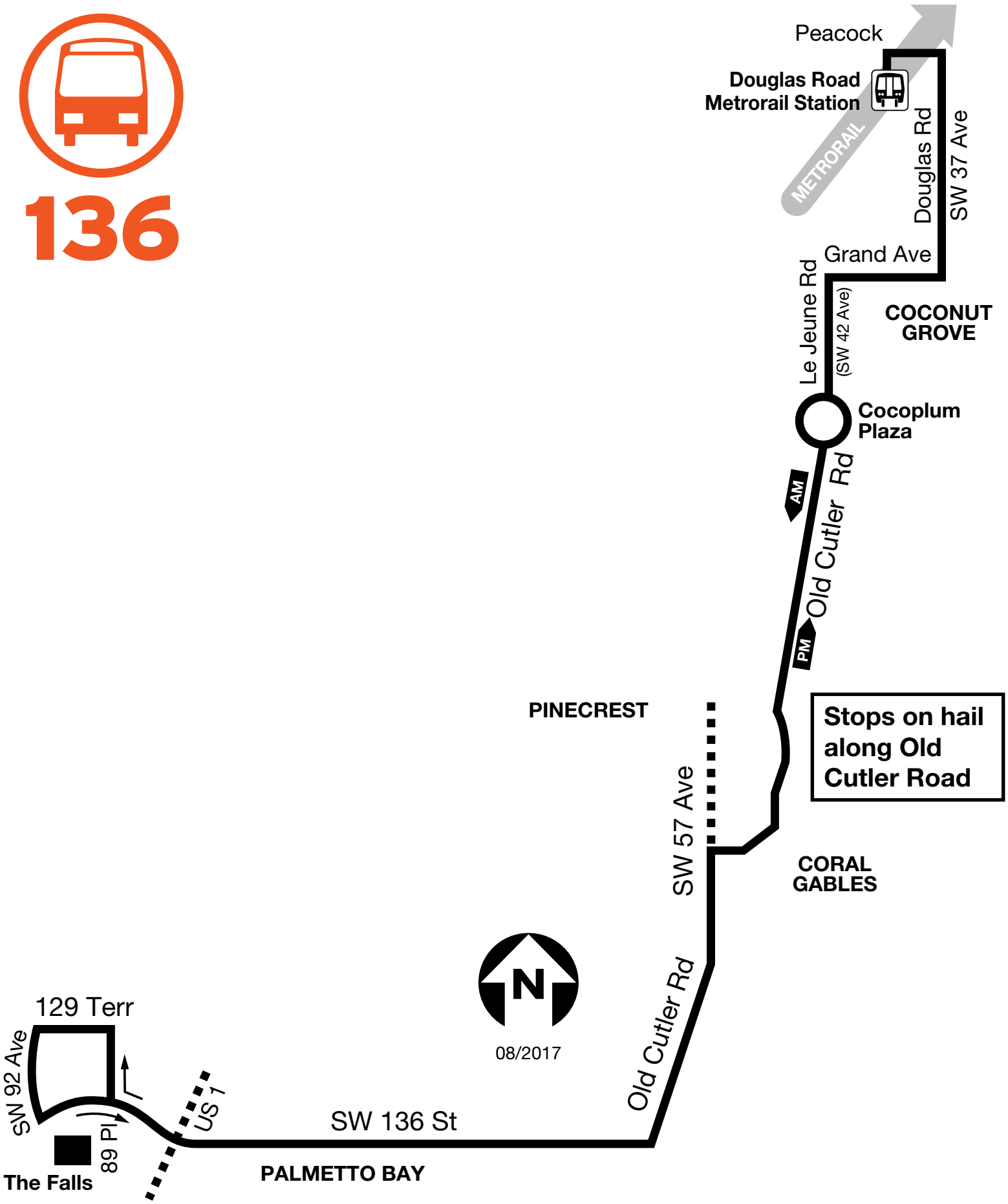
PROJECT: GULLIVER ACADEMY SCHOOL

TITLE: TRAFFIC OPERATIONS PLAN

DATE 02/05/19 | PROJECT NO. 18215 | DRAWN | EXHIBIT NO. | CHECKED | APPROVED | 3

Appendix B – Transit Route Information/Data

136


Peacock
Douglas Road Metrorail Station
METRORAIL
Douglas Rd
SW 37 Ave
Grand Ave
Le Jeune Rd
(SW 42 Ave)
COCONUT GROVE
Cocoplum Plaza
AM
PM
Old Cutler Rd
PINECREST
SW 57 Ave
Stops on hail along Old Cutler Road
CORAL GABLES
N
08/2017
Old Cutler Rd
129 Terr
SW 92 Ave
US 1
89 Pl
SW 136 St
The Falls
PALMETTO BAY

Appendix C – Traffic Data

Appendix D – Miami Dade County Signal Timing Data

TOD Schedule Report

for 4418: Old Cutler Rd&SW 128 St

Print Date: 5/22/2018

Print Time: 3:01 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4418	Old Cutler Rd&SW 128 St	DOW-3		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	SWT	-	WBT	SBL	NET	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 10	10 - 5 - 10	4	2
2	SWT	16 - 16 - 16	14 - 14 - 14	16 - 16 - 16	1 - 1 - 1	35 - 26 - 35	0 - 26 - 35	4	2
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 16 - 15	16 - 16 - 15	4	2.3
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 10	10 - 5 - 10	4	2
6	NET	16 - 16 - 16	14 - 14 - 14	16 - 16 - 16	1 - 1 - 1	35 - 26 - 35	0 - 26 - 35	4	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 16 - 15	16 - 16 - 15	4	2.3

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 4418: Old Cutler Rd&SW 128 St

Print Date: 5/22/2018

Print Time: 3:01 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SWT	3 -	4 WBT	5 SBL	6 NET	7 -	8 EBT	Ring Offset	Offset
	5	70	8	29	0	15	6	31	0	15	0	54
	6	80	8	39	0	15	6	41	0	15	0	2
	7	120	6	81	0	15	6	81	0	15	0	59
	8	80	8	39	0	15	6	41	0	15	0	2
	10	70	6	31	0	15	6	31	0	15	0	59
	11	70	6	31	0	15	6	31	0	15	0	59
	15	70	8	29	0	15	8	29	0	15	0	54
	16	80	8	39	0	15	6	41	0	15	0	2
	18	80	8	39	0	15	6	41	0	15	0	2

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0645	6	M T W Th F
0700	15	Su S
0730	16	M T W Th F
0800	8	M T W Th F
0845	18	M T W Th F
0900	11	M T W Th F
1345	10	M T W Th F
1430	11	W
1530	7	M T W Th F
2000	15	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0530	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0600	TOD LOCAL MULTIFU	--------	SuM T W ThF S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD LOCAL MULTIFUNCT	---4---	SuM T W ThF S
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0100	TOD OUTPUTS	--------	Su S
0530	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	-------1	Su S
0600	TOD OUTPUTS	--------	M T W ThF
0600	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5763: Red Rd&SW 120 St

Print Date: 5/22/2018

Print Time: 5:45 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5763	Red Rd&SW 120 St	DOW-3		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	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	10 - 5 - 5	4	2
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 115 - 130	0 - 120 - 36	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 5	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 115 - 130	0 - 120 - 36	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 28 - 28	30 - 14 - 15	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report

for 5763: Red Rd&SW 120 St

Print Date: 5/22/2018

Print Time: 5:45 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	5	70	4	37	0	0	0	47	0	11	0	34
	10	70	6	34	0	0	0	46	0	12	0	24
	11	70	4	34	0	0	0	44	0	14	0	24
	12	120	5	82	0	0	0	93	0	15	0	36
	15	70	4	37	0	0	0	47	0	11	0	26

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0645	Free	M T W Th F
0700	15	Su S
0730	Free	M T W Th F
0845	Free	M T W Th F
0900	11	M T W Th F
1345	10	M T W Th F
1430	11	W
1500	12	M T W Th F
2000	15	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0645	TOD OUTPUTS	-------1	M T W ThF
0800	TOD OUTPUTS	-----3--	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	----4---	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	Su S
0000	TOD OUTPUTS	----4---	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0645	TOD OUTPUTS	-------1	M T W ThF
0700	TOD OUTPUTS	--------	Su S
0800	TOD OUTPUTS	-----3--	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	----4---	SuM T W ThF S

* Settings

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

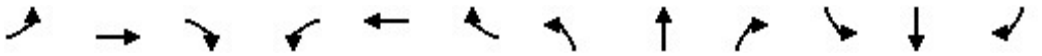
No Calendar Defined/Enabled

Appendix E – 2019 Existing Synchro Output Sheets

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	227	124	237	865	456	45
Future Volume (veh/h)	227	124	237	865	456	45
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	135	258	940	496	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	225	614	1460	1178	116
Arrive On Green	0.14	0.14	0.04	0.78	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1675	165
Grp Volume(v), veh/h	247	135	258	940	0	545
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1841
Q Serve(g_s), s	21.4	12.4	6.0	34.4	0.0	19.4
Cycle Q Clear(g_c), s	21.4	12.4	6.0	34.4	0.0	19.4
Prop In Lane	1.00	1.00	1.00			0.09
Lane Grp Cap(c), veh/h	253	225	614	1460	0	1294
V/C Ratio(X)	0.98	0.60	0.42	0.64	0.00	0.42
Avail Cap(c_a), veh/h	253	225	614	1460	0	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.2	62.4	8.1	7.5	0.0	9.7
Incr Delay (d2), s/veh	49.9	3.9	0.2	2.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	5.3	2.3	12.9	0.0	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	116.2	66.2	8.2	9.7	0.0	10.7
LnGrp LOS	F	E	A	A	A	B
Approach Vol, veh/h	382			1198	545	
Approach Delay, s/veh	98.5			9.4	10.7	
Approach LOS	F			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	115.0				127.0	28.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	109.0				116.0	22.0
Max Q Clear Time (g_c+I1), s	8.0	21.4				36.4	23.4
Green Ext Time (p_c), s	0.0	1.2				2.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	46	10	14	76	70	7	571	10	6	148	28
Future Volume (veh/h)	138	46	10	14	76	70	7	571	10	6	148	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	50	11	15	83	0	8	621	11	7	161	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	59	13	74	272		775	1112	20	428	929	173
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.01	0.61	0.61	0.01	0.61	0.61
Sat Flow, veh/h	1091	368	80	136	1711	1585	1781	1832	32	1781	1533	286
Grp Volume(v), veh/h	211	0	0	98	0	0	8	0	632	7	0	191
Grp Sat Flow(s),veh/h/ln	1539	0	0	1847	0	1585	1781	0	1865	1781	0	1819
Q Serve(g_s), s	6.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	16.1	0.1	0.0	3.7
Cycle Q Clear(g_c), s	10.5	0.0	0.0	3.7	0.0	0.0	0.1	0.0	16.1	0.1	0.0	3.7
Prop In Lane	0.71		0.05	0.15		1.00	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	322	0	0	346	0		775	0	1132	428	0	1102
V/C Ratio(X)	0.66	0.00	0.00	0.28	0.00		0.01	0.00	0.56	0.02	0.00	0.17
Avail Cap(c_a), veh/h	362	0	0	396	0		935	0	1132	546	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	0.0	29.9	0.0	0.0	6.0	0.0	9.3	7.6	0.0	6.9
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	6.0	0.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	0.0	30.2	0.0	0.0	6.0	0.0	11.3	7.6	0.0	7.3
LnGrp LOS	D	A	A	C	A		A	A	B	A	A	A
Approach Vol, veh/h		211			98	A		640			198	
Approach Delay, s/veh		35.6			30.2			11.3			7.3	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	54.5		18.7	6.7	54.6		18.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	39.0		15.0	6.0	41.0		15.0				
Max Q Clear Time (g_c+I1), s	2.1	5.7		5.7	2.1	18.1		12.5				
Green Ext Time (p_c), s	0.0	0.4		0.2	0.0	1.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	124	303	22	20	198	42	7	52	6	59	63	49
Future Vol, veh/h	124	303	22	20	198	42	7	52	6	59	63	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	329	24	22	215	46	8	57	7	64	68	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	353	0	0	954	916	341	925	905	238
Stage 1	-	-	-	-	-	-	611	611	-	282	282	-
Stage 2	-	-	-	-	-	-	343	305	-	643	623	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1303	-	-	1206	-	-	238	272	701	250	276	801
Stage 1	-	-	-	-	-	-	481	484	-	725	678	-
Stage 2	-	-	-	-	-	-	672	662	-	462	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1206	-	-	154	232	701	179	235	801
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	232	-	179	235	-
Stage 1	-	-	-	-	-	-	419	422	-	631	664	-
Stage 2	-	-	-	-	-	-	551	648	-	345	416	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.6	26.9	47.3
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1303	-	-	1206	-	-	260
HCM Lane V/C Ratio	0.302	0.103	-	-	0.018	-	-	0.715
HCM Control Delay (s)	26.9	8.1	0	-	8	0	-	47.3
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.2	0.3	-	-	0.1	-	-	4.9

Intersection	
Int Delay, s/veh	37.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	512	597	0	0	676
Future Vol, veh/h	0	512	597	0	0	676
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	557	649	0	0	735

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1384	649	0	0	-	-
Stage 1	649	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	158	~ 470	-	-	0	-
Stage 1	520	-	-	-	0	-
Stage 2	474	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	~ 470	-	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	130.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	470	-
HCM Lane V/C Ratio	-	-	1.184	-
HCM Control Delay (s)	-	-	130.2	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	20.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	586	207	512	179
Future Vol, veh/h	0	14	586	207	512	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	637	225	557	195

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	637	0	0	637	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	477	-	-	947	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	477	-	-	947	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	10.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	947	-
HCM Lane V/C Ratio	-	-	0.032	0.588	-
HCM Control Delay (s)	-	-	12.8	14.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	4	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	104	43	27	7	6
Future Vol, veh/h	22	104	43	27	7	6
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	113	47	29	8	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	223	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	765	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	868	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	752	1003
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	850
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	30.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	361	4	68	178	38	6	272	110	40	94	15
Future Vol, veh/h	37	361	4	68	178	38	6	272	110	40	94	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	392	4	74	193	41	7	296	120	43	102	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	37.9	21.9	33.5	15.5
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	24%	27%
Vol Thru, %	70%	90%	63%	63%
Vol Right, %	28%	1%	13%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	402	284	149
LT Vol	6	37	68	40
Through Vol	272	361	178	94
RT Vol	110	4	38	15
Lane Flow Rate	422	437	309	162
Geometry Grp	1	1	1	1
Degree of Util (X)	0.811	0.847	0.625	0.358
Departure Headway (Hd)	6.923	6.981	7.285	7.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	523	516	494	449
Service Time	4.992	5.052	5.365	6.055
HCM Lane V/C Ratio	0.807	0.847	0.626	0.361
HCM Control Delay	33.5	37.9	21.9	15.5
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	7.8	8.8	4.2	1.6

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	96	1	25	28	25	1	259	6	6	68	7
Future Vol, veh/h	35	96	1	25	28	25	1	259	6	6	68	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	104	1	27	30	27	1	282	7	7	74	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

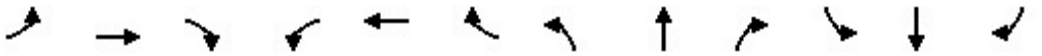
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.6	10.3	8.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	32%	7%
Vol Thru, %	97%	73%	36%	84%
Vol Right, %	2%	1%	32%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	132	78	81
LT Vol	1	35	25	6
Through Vol	259	96	28	68
RT Vol	6	1	25	7
Lane Flow Rate	289	143	85	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.369	0.198	0.115	0.118
Departure Headway (Hd)	4.594	4.98	4.886	4.806
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	717	729	742
Service Time	2.636	3.033	2.944	2.86
HCM Lane V/C Ratio	0.37	0.199	0.117	0.119
HCM Control Delay	10.3	9.3	8.6	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.7	0.4	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	22	29	489	882	178
Future Volume (veh/h)	68	22	29	489	882	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	24	32	532	959	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	100	89	285	1578	1159	233
Arrive On Green	0.06	0.06	0.03	0.84	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	1870	1511	304
Grp Volume(v), veh/h	74	24	32	532	0	1152
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1816
Q Serve(g_s), s	4.9	1.7	0.4	7.4	0.0	48.6
Cycle Q Clear(g_c), s	4.9	1.7	0.4	7.4	0.0	48.6
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	100	89	285	1578	0	1392
V/C Ratio(X)	0.74	0.27	0.11	0.34	0.00	0.83
Avail Cap(c_a), veh/h	223	198	310	1578	0	1392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	54.3	13.6	2.0	0.0	8.9
Incr Delay (d2), s/veh	7.7	1.2	0.1	0.6	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.7	0.4	1.8	0.0	17.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.5	55.5	13.7	2.6	0.0	14.7
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	98			564	1152	
Approach Delay, s/veh	61.5			3.3	14.7	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.3	98.0				107.3	12.7
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	2.4	50.6				9.4	6.9
Green Ext Time (p_c), s	0.0	3.8				1.1	0.1

Intersection Summary			
HCM 6th Ctrl Delay		13.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	68	5	14	32	59	2	318	15	61	887	19
Future Volume (veh/h)	11	68	5	14	32	59	2	318	15	61	887	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	74	5	15	35	0	2	346	16	66	964	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	104	7	63	97		370	1324	61	824	1423	31
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.00	0.75	0.75	0.04	0.78	0.78
Sat Flow, veh/h	148	1554	99	354	1451	1585	1781	1774	82	1781	1823	40
Grp Volume(v), veh/h	91	0	0	50	0	0	2	0	362	66	0	985
Grp Sat Flow(s),veh/h/ln	1801	0	0	1805	0	1585	1781	0	1856	1781	0	1863
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	1.0	0.0	29.5
Cycle Q Clear(g_c), s	5.9	0.0	0.0	3.1	0.0	0.0	0.0	0.0	7.4	1.0	0.0	29.5
Prop In Lane	0.13		0.05	0.30		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	154	0	0	159	0		370	0	1385	824	0	1455
V/C Ratio(X)	0.59	0.00	0.00	0.31	0.00		0.01	0.00	0.26	0.08	0.00	0.68
Avail Cap(c_a), veh/h	257	0	0	256	0		455	0	1385	847	0	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	53.7	0.0	0.0	6.5	0.0	4.8	3.1	0.0	6.1
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	2.6	0.3	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	0.0	54.5	0.0	0.0	6.5	0.0	5.3	3.2	0.0	8.7
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		91			50	A		364			1051	
Approach Delay, s/veh		57.7			54.5			5.3			8.3	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	99.7		14.0	10.4	95.6		14.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.0	31.5		5.1	3.0	9.4		7.9				
Green Ext Time (p_c), s	0.0	2.7		0.1	0.0	0.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	12.0	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	67	15	4	176	4	10	3	2	2	18	83
Future Vol, veh/h	16	67	15	4	176	4	10	3	2	2	18	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	73	16	4	191	4	11	3	2	2	20	90

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	89	0	0	371	318	81	319	324	193
Stage 1	-	-	-	-	-	-	115	115	-	201	201	-
Stage 2	-	-	-	-	-	-	256	203	-	118	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1506	-	-	586	598	979	634	594	849
Stage 1	-	-	-	-	-	-	890	800	-	801	735	-
Stage 2	-	-	-	-	-	-	749	733	-	887	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1506	-	-	504	588	979	622	584	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	588	-	622	584	-
Stage 1	-	-	-	-	-	-	878	790	-	791	733	-
Stage 2	-	-	-	-	-	-	650	731	-	870	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.2	11.7	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	556	1378	-	-	1506	-	-	781
HCM Lane V/C Ratio	0.029	0.013	-	-	0.003	-	-	0.143
HCM Control Delay (s)	11.7	7.6	0	-	7.4	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	42	476	0	0	888
Future Vol, veh/h	12	42	476	0	0	888
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	46	517	0	0	965

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1482	517	0	0	-	-
Stage 1	517	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	138	558	-	-	0	-
Stage 1	598	-	-	-	0	-
Stage 2	370	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	558	-	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	333	-
HCM Lane V/C Ratio	-	-	0.176	-
HCM Control Delay (s)	-	-	18.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	478	1	20	902
Future Vol, veh/h	0	8	478	1	20	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	520	1	22	980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	520	0	0	520	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	556	-	-	1046	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	556	-	-	1046	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1046	-
HCM Lane V/C Ratio	-	-	0.016	0.021	-
HCM Control Delay (s)	-	-	11.6	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	77	56	4	14	10
Future Vol, veh/h	3	77	56	4	14	10
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	84	61	4	15	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	153	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	839	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	837	1002
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	899
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	97	8	26	246	8	12	27	6	8	113	56
Future Vol, veh/h	16	97	8	26	246	8	12	27	6	8	113	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	105	9	28	267	9	13	29	7	9	123	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.8	8.7	9.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	13%	9%	5%
Vol Thru, %	60%	80%	88%	64%
Vol Right, %	13%	7%	3%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	121	280	177
LT Vol	12	16	26	8
Through Vol	27	97	246	113
RT Vol	6	8	8	56
Lane Flow Rate	49	132	304	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.178	0.397	0.259
Departure Headway (Hd)	5.206	4.884	4.693	4.851
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	729	764	735
Service Time	3.284	2.95	2.747	2.912
HCM Lane V/C Ratio	0.072	0.181	0.398	0.261
HCM Control Delay	8.7	9	10.8	9.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.6	1.9	1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	69	0	4	55	7	1	16	1	11	70	30
Future Vol, veh/h	4	69	0	4	55	7	1	16	1	11	70	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	75	0	4	60	8	1	17	1	12	76	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

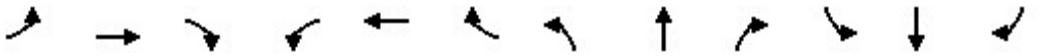
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	5%	6%	10%
Vol Thru, %	89%	95%	83%	63%
Vol Right, %	6%	0%	11%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	73	66	111
LT Vol	1	4	4	11
Through Vol	16	69	55	70
RT Vol	1	0	7	30
Lane Flow Rate	20	79	72	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.094	0.083	0.136
Departure Headway (Hd)	4.378	4.244	4.187	4.068
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	832	842	869
Service Time	2.378	2.332	2.279	2.155
HCM Lane V/C Ratio	0.024	0.095	0.086	0.139
HCM Control Delay	7.5	7.8	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	94	235	721	705	110
Future Volume (veh/h)	92	94	235	721	705	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	102	255	784	766	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	429	1531	1147	180
Arrive On Green	0.08	0.08	0.04	0.82	0.73	0.73
Sat Flow, veh/h	1781	1585	1781	1870	1579	247
Grp Volume(v), veh/h	100	102	255	784	0	886
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1826
Q Serve(g_s), s	6.6	7.6	4.3	15.7	0.0	30.9
Cycle Q Clear(g_c), s	6.6	7.6	4.3	15.7	0.0	30.9
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	145	129	429	1531	0	1327
V/C Ratio(X)	0.69	0.79	0.59	0.51	0.00	0.67
Avail Cap(c_a), veh/h	223	198	429	1531	0	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	54.1	10.8	3.4	0.0	8.7
Incr Delay (d2), s/veh	4.3	8.9	1.6	1.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.3	2.8	4.5	0.0	11.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.9	63.0	12.4	4.6	0.0	11.4
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	202			1039	886	
Approach Delay, s/veh	60.5			6.5	11.4	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	93.2				104.2	15.8
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	6.3	32.9				17.7	9.6
Green Ext Time (p_c), s	0.0	2.3				1.9	0.2

Intersection Summary			
HCM 6th Ctrl Delay		13.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	62	15	29	53	73	9	398	15	59	618	15
Future Volume (veh/h)	36	62	15	29	53	73	9	398	15	59	618	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	67	16	32	58	0	10	433	16	64	672	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	91	20	80	104		538	1302	48	728	1367	33
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.01	0.73	0.73	0.04	0.75	0.75
Sat Flow, veh/h	452	1046	226	452	1202	1585	1781	1792	66	1781	1819	43
Grp Volume(v), veh/h	122	0	0	90	0	0	10	0	449	64	0	688
Grp Sat Flow(s),veh/h/ln	1724	0	0	1654	0	1585	1781	0	1858	1781	0	1863
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	10.4	1.1	0.0	17.5
Cycle Q Clear(g_c), s	8.2	0.0	0.0	6.2	0.0	0.0	0.2	0.0	10.4	1.1	0.0	17.5
Prop In Lane	0.32		0.13	0.36		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	189	0	0	184	0		538	0	1351	728	0	1400
V/C Ratio(X)	0.65	0.00	0.00	0.49	0.00		0.02	0.00	0.33	0.09	0.00	0.49
Avail Cap(c_a), veh/h	251	0	0	246	0		606	0	1351	751	0	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	0.0	0.0	52.8	0.0	0.0	5.0	0.0	5.9	4.0	0.0	5.9
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	2.7	0.0	0.0	0.1	0.0	3.8	0.3	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.0	0.0	54.3	0.0	0.0	5.0	0.0	6.6	4.0	0.0	7.1
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		122			90	A		459			752	
Approach Delay, s/veh		56.5			54.3			6.5			6.8	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	96.2		16.4	10.4	93.2		16.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	19.5		8.2	3.1	12.4		10.2				
Green Ext Time (p_c), s	0.0	1.6		0.1	0.0	0.9		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		14.0
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	146	9	10	311	35	11	10	2	44	38	99
Future Vol, veh/h	20	146	9	10	311	35	11	10	2	44	38	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	159	10	11	338	38	12	11	2	48	41	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	169	0	0	662	606	164	594	592	357
Stage 1	-	-	-	-	-	-	208	208	-	379	379	-
Stage 2	-	-	-	-	-	-	454	398	-	215	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1182	-	-	1409	-	-	375	411	881	417	419	687
Stage 1	-	-	-	-	-	-	794	730	-	643	615	-
Stage 2	-	-	-	-	-	-	586	603	-	787	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	1409	-	-	285	398	881	398	406	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	285	398	-	398	406	-
Stage 1	-	-	-	-	-	-	777	715	-	629	609	-
Stage 2	-	-	-	-	-	-	456	597	-	757	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	16.1	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	349	1182	-	-	1409	-	-	520
HCM Lane V/C Ratio	0.072	0.018	-	-	0.008	-	-	0.378
HCM Control Delay (s)	16.1	8.1	0	-	7.6	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	30.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	428	519	0	0	842
Future Vol, veh/h	33	428	519	0	0	842
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	465	564	0	0	915

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1479	564	0	0	-	-
Stage 1	564	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	138	525	-	-	0	-
Stage 1	569	-	-	-	0	-
Stage 2	390	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	525	-	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	119.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	437	-
HCM Lane V/C Ratio	-	-	1.147	-
HCM Control Delay (s)	-	-	119.3	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	18.3	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	455	57	174	702
Future Vol, veh/h	0	74	455	57	174	702
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	495	62	189	763

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	495	0	0	495	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	575	-	-	1069	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	575	-	-	1069	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1069	-
HCM Lane V/C Ratio	-	-	0.14	0.177	-
HCM Control Delay (s)	-	-	12.3	9.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.6	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	71	90	8	18	7
Future Vol, veh/h	6	71	90	8	18	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	77	98	9	20	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	194	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	795	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	791	952
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	830
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	71	90	8	18	7
Future Vol, veh/h	6	71	90	8	18	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	77	98	9	20	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	194	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	795	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	791	952
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	830
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	162	18	60	322	23	4	8	9	19	107	30
Future Vol, veh/h	12	162	18	60	322	23	4	8	9	19	107	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	176	20	65	350	25	4	9	10	21	116	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	14	8.8	10.3
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	6%	15%	12%
Vol Thru, %	38%	84%	80%	69%
Vol Right, %	43%	9%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	192	405	156
LT Vol	4	12	60	19
Through Vol	8	162	322	107
RT Vol	9	18	23	30
Lane Flow Rate	23	209	440	170
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.285	0.574	0.253
Departure Headway (Hd)	5.628	4.922	4.697	5.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	640	722	762	661
Service Time	3.628	3.006	2.766	3.462
HCM Lane V/C Ratio	0.036	0.289	0.577	0.257
HCM Control Delay	8.8	10	14	10.3
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.1	1.2	3.7	1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	53	1	6	55	13	1	53	4	20	79	13
Future Vol, veh/h	10	53	1	6	55	13	1	53	4	20	79	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	58	1	7	60	14	1	58	4	22	86	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	16%	8%	18%
Vol Thru, %	91%	83%	74%	71%
Vol Right, %	7%	2%	18%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	64	74	112
LT Vol	1	10	6	20
Through Vol	53	53	55	79
RT Vol	4	1	13	13
Lane Flow Rate	63	70	80	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.086	0.097	0.146
Departure Headway (Hd)	4.37	4.46	4.339	4.311
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	805	828	834
Service Time	2.383	2.477	2.355	2.324
HCM Lane V/C Ratio	0.077	0.087	0.097	0.146
HCM Control Delay	7.7	7.9	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.3	0.5

Appendix F – Growth Rate Analysis/ Historical Traffic Data

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.01	1.05
2	01/07/2018 - 01/13/2018	1.01	1.05
3	01/14/2018 - 01/20/2018	1.00	1.04
4	01/21/2018 - 01/27/2018	0.99	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.02
* 6	02/04/2018 - 02/10/2018	0.97	1.01
* 7	02/11/2018 - 02/17/2018	0.96	1.00
* 8	02/18/2018 - 02/24/2018	0.96	1.00
* 9	02/25/2018 - 03/03/2018	0.96	1.00
*10	03/04/2018 - 03/10/2018	0.96	1.00
*11	03/11/2018 - 03/17/2018	0.96	1.00
*12	03/18/2018 - 03/24/2018	0.96	1.00
*13	03/25/2018 - 03/31/2018	0.96	1.00
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.96	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.02
18	04/29/2018 - 05/05/2018	0.99	1.03
19	05/06/2018 - 05/12/2018	1.01	1.05
20	05/13/2018 - 05/19/2018	1.02	1.06
21	05/20/2018 - 05/26/2018	1.03	1.07
22	05/27/2018 - 06/02/2018	1.03	1.07
23	06/03/2018 - 06/09/2018	1.04	1.08
24	06/10/2018 - 06/16/2018	1.04	1.08
25	06/17/2018 - 06/23/2018	1.04	1.08
26	06/24/2018 - 06/30/2018	1.04	1.08
27	07/01/2018 - 07/07/2018	1.05	1.09
28	07/08/2018 - 07/14/2018	1.05	1.09
29	07/15/2018 - 07/21/2018	1.05	1.09
30	07/22/2018 - 07/28/2018	1.04	1.08
31	07/29/2018 - 08/04/2018	1.03	1.07
32	08/05/2018 - 08/11/2018	1.02	1.06
33	08/12/2018 - 08/18/2018	1.01	1.05
34	08/19/2018 - 08/25/2018	1.01	1.05
35	08/26/2018 - 09/01/2018	1.02	1.06
36	09/02/2018 - 09/08/2018	1.02	1.06
37	09/09/2018 - 09/15/2018	1.02	1.06
38	09/16/2018 - 09/22/2018	1.01	1.05
39	09/23/2018 - 09/29/2018	1.01	1.05
40	09/30/2018 - 10/06/2018	1.00	1.04
41	10/07/2018 - 10/13/2018	1.00	1.04
42	10/14/2018 - 10/20/2018	0.99	1.03
43	10/21/2018 - 10/27/2018	1.00	1.04
44	10/28/2018 - 11/03/2018	1.00	1.04
45	11/04/2018 - 11/10/2018	1.01	1.05
46	11/11/2018 - 11/17/2018	1.01	1.05
47	11/18/2018 - 11/24/2018	1.01	1.05
48	11/25/2018 - 12/01/2018	1.01	1.05
49	12/02/2018 - 12/08/2018	1.01	1.05
50	12/09/2018 - 12/15/2018	1.01	1.05
51	12/16/2018 - 12/22/2018	1.01	1.05
52	12/23/2018 - 12/29/2018	1.00	1.04
53	12/30/2018 - 12/31/2018	1.00	1.04

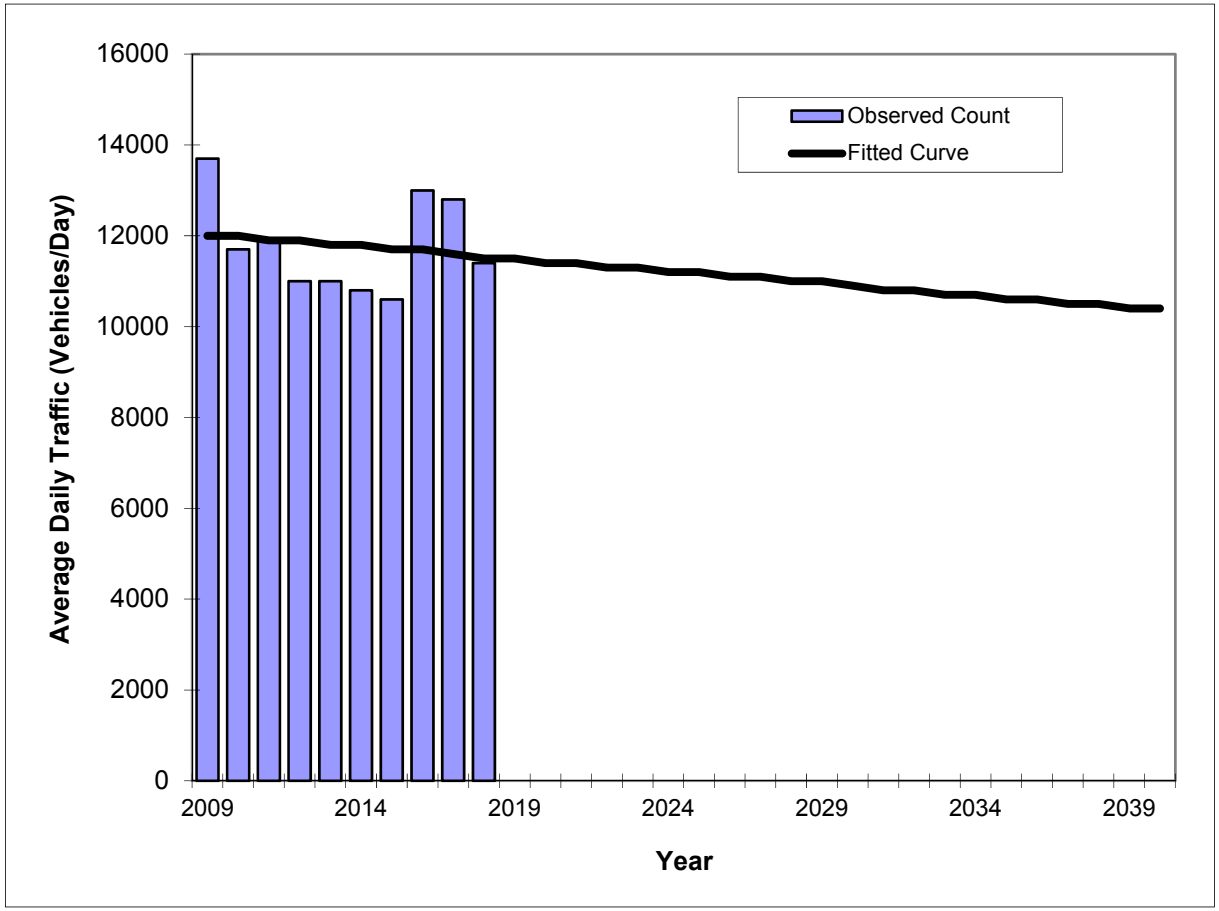
* PEAK SEASON

Traffic Trends - V03.a

SW 67 AVE -- 300 FT N. of SW 123 Street

FIN#	0
Location	3

County:	Miami-Dade (87)
Station #:	87-7060
Highway:	SW 67 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	13700	12000
2010	11700	12000
2011	11900	11900
2012	11000	11900
2013	11000	11800
2014	10800	11800
2015	10600	11700
2016	13000	11700
2017	12800	11600
2018	11400	11500
2029 Opening Year Trend		
2029	N/A	11000
2030 Mid-Year Trend		
2030	N/A	10900
2035 Design Year Trend		
2035	N/A	10600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-54
Trend R-squared:	2.41%
Trend Annual Historic Growth Rate:	-0.46%
Trend Growth Rate (2018 to Design Year):	-0.46%
Printed:	6-Jun-19

Straight Line Growth Option

***Axle-Adjusted**

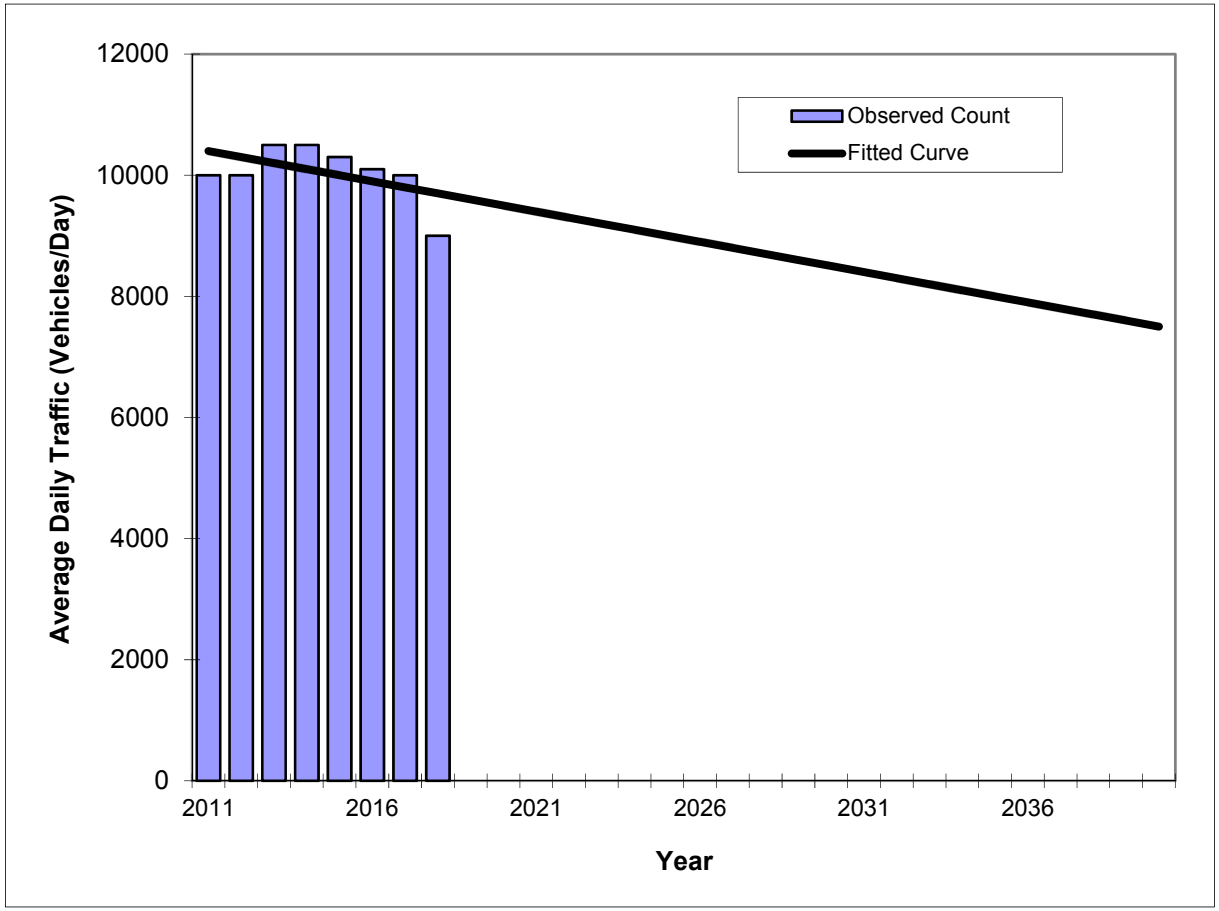
R. ALEMAN & Associates, Inc. CONSULTING ENGINEERS & SURVEYORS

Traffic Trends - V03.a

SW 57 AVE -- 200' NORTH OF OLD CUTLER RD

FIN#	0
Location	3

County:	Miami-Dade (87)
Station #:	87-8300
Highway:	SW 57 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2011	10000	10400
2012	10000	10300
2013	10500	10200
2014	10500	10100
2015	10300	10000
2016	10100	9900
2017	10000	9800
2018	9000	9700
2029 Opening Year Trend		
2029	N/A	8600
2030 Mid-Year Trend		
2030	N/A	8500
2035 Design Year Trend		
2035	N/A	8000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-100
Trend R-squared:	26.58%
Trend Annual Historic Growth Rate:	-0.96%
Trend Growth Rate (2018 to Design Year):	-1.03%
Printed:	6-Jun-19

Straight Line Growth Option

***Axle-Adjusted**

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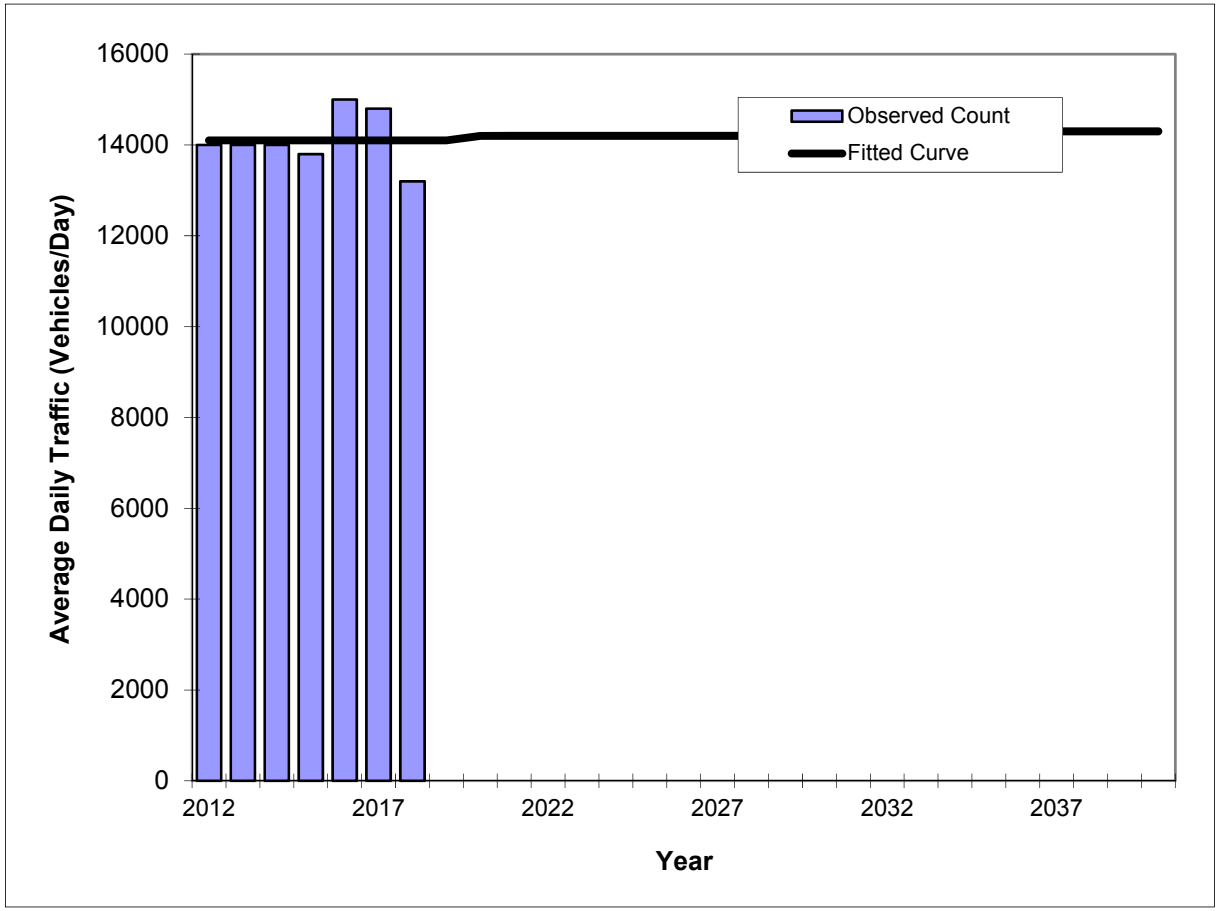
Traffic Trends - V03.a

OLD CUTLER RD -- 200' EAST OF LUDLAM RD

FIN#	0
Location	3

County:	Miami-Dade (87)
Station #:	87-8312
Highway:	OLD CUTLER RD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	14000	14100
2013	14000	14100
2014	14000	14100
2015	13800	14100
2016	15000	14100
2017	14800	14100
2018	13200	14100
2029 Opening Year Trend		
2029	N/A	14200
2030 Mid-Year Trend		
2030	N/A	14200
2035 Design Year Trend		
2035	N/A	14300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	7
Trend R-squared:	0.06%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2018 to Design Year):	0.08%
Printed:	6-Jun-19

Straight Line Growth Option

***Axle-Adjusted**

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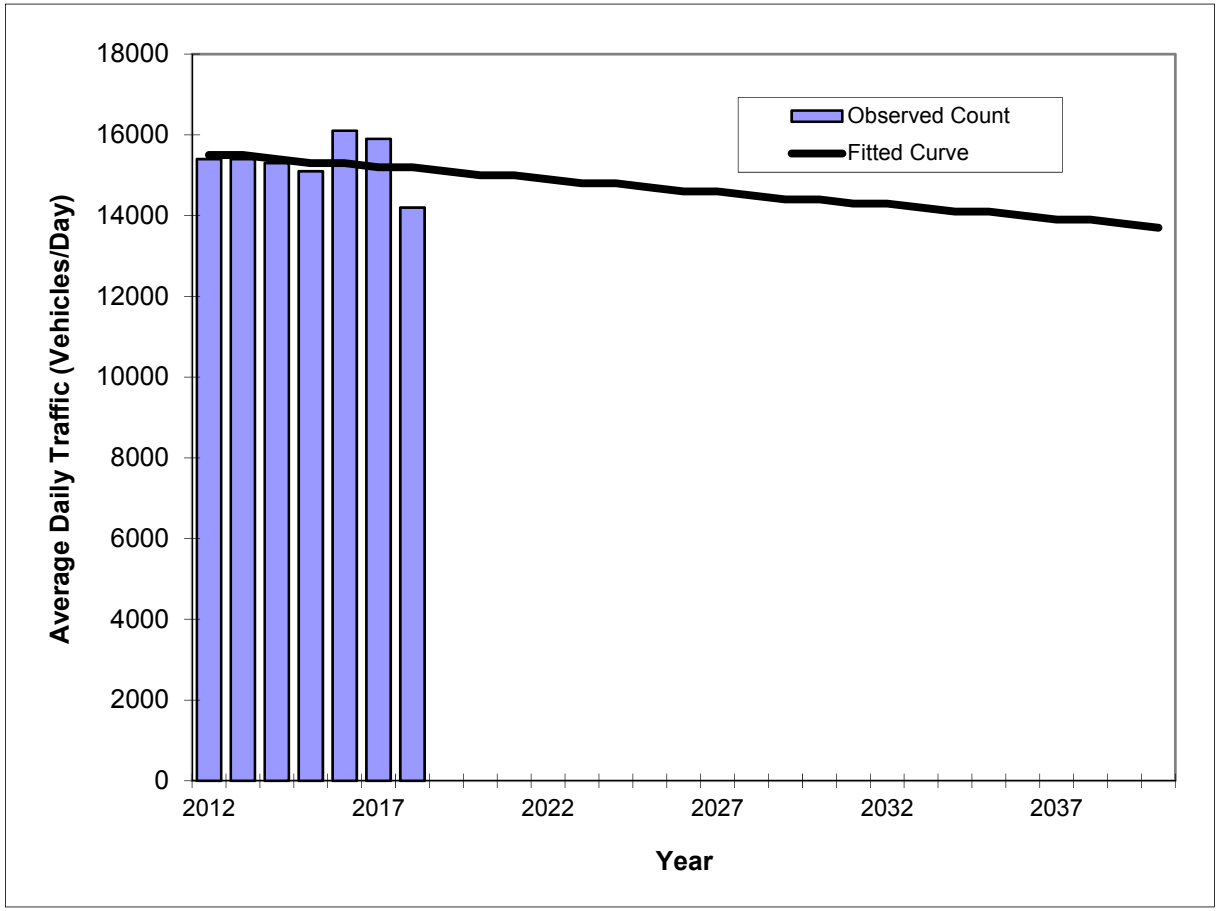
Traffic Trends - V03.a

OLD CUTLER RD -- 200' SOUTH OF SW 120TH STREET

FIN#	0
Location	3

County:	Miami-Dade (87)
Station #:	87-8313
Highway:	OLD CUTLER RD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	15400	15500
2013	15400	15500
2014	15300	15400
2015	15100	15300
2016	16100	15300
2017	15900	15200
2018	14200	15200
2029 Opening Year Trend		
2029	N/A	14400
2030 Mid-Year Trend		
2030	N/A	14400
2035 Design Year Trend		
2035	N/A	14100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-64
Trend R-squared:	5.13%
Trend Annual Historic Growth Rate:	-0.32%
Trend Growth Rate (2018 to Design Year):	-0.43%
Printed:	6-Jun-19

Straight Line Growth Option

***Axle-Adjusted**

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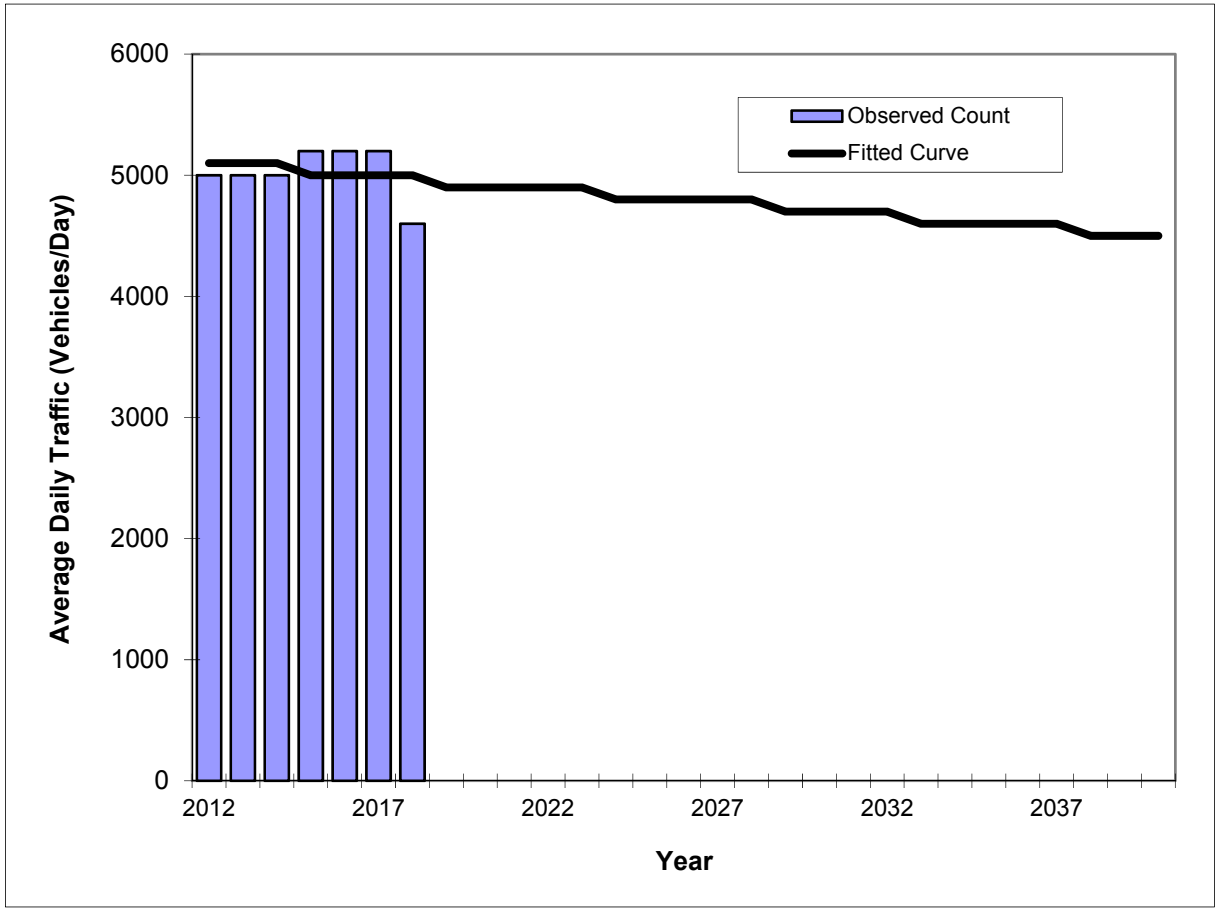
Traffic Trends - V03.a

SW 120 ST -- 200' WEST OF SW 68 CT (2011 OFF SYSTEM CYCLE)

FIN#	0
Location	3

County:	Miami-Dade (87)
Station #:	87-8502
Highway:	SW 120 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	5000	5100
2013	5000	5100
2014	5000	5100
2015	5200	5000
2016	5200	5000
2017	5200	5000
2018	4600	5000
2029 Opening Year Trend		
2029	N/A	4700
2030 Mid-Year Trend		
2030	N/A	4700
2035 Design Year Trend		
2035	N/A	4600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-21
Trend R-squared:	4.69%
Trend Annual Historic Growth Rate:	-0.33%
Trend Growth Rate (2018 to Design Year):	-0.47%
Printed:	6-Jun-19

Straight Line Growth Option

***Axle-Adjusted**

R. ALEMAN & Associates, Inc. CONSULTING ENGINEERS & SURVEYORS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7060 - SW 67TH AVENUE 300 FT NORTH OF SW 123RD ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	11400 S	N 5400	S 6000	9.00	54.30	2.50
2017	12800 F	N 6100	S 6700	9.00	59.30	2.50
2016	13000 C	N 6200	S 6800	9.00	56.10	2.50
2015	10600 F	N 5200	S 5400	9.00	57.40	3.50
2014	10800 C	N 5300	S 5500	9.00	59.30	3.50
2013	11000 F	N 5500	S 5500	9.00	58.90	3.90
2012	11000 C	N 5500	S 5500	9.00	59.70	3.90
2011	11900 F	N 5900	S 6000	9.00	58.20	3.90
2010	11700 C	N 5800	S 5900	7.87	58.27	4.30
2009	13700 C	N 7200	S 6500	7.98	59.96	4.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 8300 - SW 57TH AVE, 200' NORTH OF OLD CUTLER RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	9000 F	N 4500	S 4500	9.00	54.30	3.10
2017	10000 C	N 5000	S 5000	9.00	55.70	3.40
2016	10100 T	N 5000	S 5100	9.00	56.10	3.00
2015	10300 S	N 5100	S 5200	9.00	57.40	3.40
2014	10500 F	N 5200	S 5300	9.00	59.30	4.40
2013	10500 C	N 5200	S 5300	9.00	58.90	16.20
2012	10000 F	0	0	9.00	59.70	16.00
2011	10000 C	N 0	S 0	9.00	58.20	14.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 8312 - OLD CUTLER RD, 200' EAST OF LUDLAM RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	13200 S	E 6600	W 6600	9.00	54.30	12.10
2017	14800 F	E 7400	W 7400	9.00	55.70	12.60
2016	15000 C	E 7500	W 7500	9.00	56.10	13.50
2015	13800 T	E 7300	W 6500	9.00	57.40	13.70
2014	14000 S	E 7400	W 6600	9.00	59.30	17.40
2013	14000 F	E 7400	W 6600	9.00	58.90	16.20
2012	14000 C	E 7400	W 6600	9.00	59.70	16.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 8313 - OLD CUTLER RD, 200' SOUTH OF SW 120TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	14200 S	N 7100	S 7100	9.00	54.30	12.10
2017	15900 F	N 7900	S 8000	9.00	55.70	12.60
2016	16100 C	N 8000	S 8100	9.00	56.10	13.50
2015	15100 T	N 8100	S 7000	9.00	57.40	13.70
2014	15300 S	N 8200	S 7100	9.00	59.30	17.40
2013	15400 F	N 8300	S 7100	9.00	58.90	16.20
2012	15400 C	N 8300	S 7100	9.00	59.70	16.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 8502 - SW 120TH STREET, 200' WEST OF SW 68 CT (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4600 T	E 2200	W 2400	9.00	54.30	3.10
2017	5200 S	E 2500	W 2700	9.00	59.30	3.40
2016	5200 F	E 2500	W 2700	9.00	56.10	3.00
2015	5200 C	E 2500	W 2700	9.00	57.40	3.40
2014	5000 S			9.00	59.30	4.40
2013	5000 F	0	0	9.00	58.90	16.20
2012	5000 C	E 0	W 0	9.00	59.70	16.00

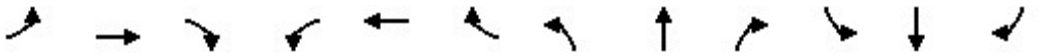
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix G – 2019 Future Background Synchro Output Sheets

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	228	124	238	870	459	46
Future Volume (veh/h)	228	124	238	870	459	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	135	259	946	499	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	225	611	1460	1176	118
Arrive On Green	0.14	0.14	0.04	0.78	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1673	168
Grp Volume(v), veh/h	248	135	259	946	0	549
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1840
Q Serve(g_s), s	21.5	12.4	6.0	34.8	0.0	19.6
Cycle Q Clear(g_c), s	21.5	12.4	6.0	34.8	0.0	19.6
Prop In Lane	1.00	1.00	1.00			0.09
Lane Grp Cap(c), veh/h	253	225	611	1460	0	1294
V/C Ratio(X)	0.98	0.60	0.42	0.65	0.00	0.42
Avail Cap(c_a), veh/h	253	225	611	1460	0	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.3	62.4	8.1	7.5	0.0	9.7
Incr Delay (d2), s/veh	51.0	3.9	0.2	2.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	5.3	2.3	13.0	0.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.3	66.2	8.3	9.8	0.0	10.7
LnGrp LOS	F	E	A	A	A	B
Approach Vol, veh/h	383			1205	549	
Approach Delay, s/veh	99.3			9.5	10.7	
Approach LOS	F			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	115.0				127.0	28.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	109.0				116.0	22.0
Max Q Clear Time (g_c+I1), s	8.0	21.6				36.8	23.5
Green Ext Time (p_c), s	0.0	1.2				2.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	47	10	14	77	70	7	573	10	6	149	28
Future Volume (veh/h)	139	47	10	14	77	70	7	573	10	6	149	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	51	11	15	84	0	8	623	11	7	162	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	60	13	73	274		773	1110	20	426	928	172
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.01	0.61	0.61	0.01	0.60	0.60
Sat Flow, veh/h	1088	372	79	134	1713	1585	1781	1832	32	1781	1535	284
Grp Volume(v), veh/h	213	0	0	99	0	0	8	0	634	7	0	192
Grp Sat Flow(s),veh/h/ln	1539	0	0	1847	0	1585	1781	0	1865	1781	0	1819
Q Serve(g_s), s	6.9	0.0	0.0	0.0	0.0	0.0	0.1	0.0	16.2	0.1	0.0	3.7
Cycle Q Clear(g_c), s	10.6	0.0	0.0	3.8	0.0	0.0	0.1	0.0	16.2	0.1	0.0	3.7
Prop In Lane	0.71		0.05	0.15		1.00	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	323	0	0	348	0		773	0	1130	426	0	1100
V/C Ratio(X)	0.66	0.00	0.00	0.28	0.00		0.01	0.00	0.56	0.02	0.00	0.17
Avail Cap(c_a), veh/h	362	0	0	396	0		933	0	1130	543	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	0.0	29.8	0.0	0.0	6.0	0.0	9.4	7.6	0.0	7.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	6.1	0.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	0.0	30.1	0.0	0.0	6.1	0.0	11.4	7.6	0.0	7.3
LnGrp LOS	D	A	A	C	A		A	A	B	A	A	A
Approach Vol, veh/h		213			99	A		642			199	
Approach Delay, s/veh		35.6			30.1			11.4			7.3	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	54.4		18.8	6.7	54.5		18.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	39.0		15.0	6.0	41.0		15.0				
Max Q Clear Time (g_c+I1), s	2.1	5.7		5.8	2.1	18.2		12.6				
Green Ext Time (p_c), s	0.0	0.4		0.2	0.0	1.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		16.8
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	124	304	22	20	199	42	7	52	6	59	63	50
Future Vol, veh/h	124	304	22	20	199	42	7	52	6	59	63	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	330	24	22	216	46	8	57	7	64	68	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	0	354	0	0	956	918	342	927	907	239
Stage 1	-	-	-	-	-	-	612	612	-	283	283	-
Stage 2	-	-	-	-	-	-	344	306	-	644	624	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1302	-	-	1205	-	-	238	272	701	249	276	800
Stage 1	-	-	-	-	-	-	480	484	-	724	677	-
Stage 2	-	-	-	-	-	-	671	662	-	461	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1205	-	-	153	232	701	179	235	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	232	-	179	235	-
Stage 1	-	-	-	-	-	-	418	421	-	630	663	-
Stage 2	-	-	-	-	-	-	549	648	-	344	416	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.6	27	47.3
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	1302	-	-	1205	-	-	261
HCM Lane V/C Ratio	0.303	0.104	-	-	0.018	-	-	0.716
HCM Control Delay (s)	27	8.1	0	-	8	0	-	47.3
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.2	0.3	-	-	0.1	-	-	4.9

Intersection	
Int Delay, s/veh	38.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	514	600	0	0	679
Future Vol, veh/h	0	514	600	0	0	679
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	559	652	0	0	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1390	652	0	0	-	-
Stage 1	652	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	157	~ 468	-	-	0	-
Stage 1	518	-	-	-	0	-
Stage 2	473	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	~ 468	-	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	134	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	468	-
HCM Lane V/C Ratio	-	-	1.194	-
HCM Control Delay (s)	-	-	134	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	21.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	589	208	514	180
Future Vol, veh/h	0	14	589	208	514	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	640	226	559	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	640	0	0	640	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	475	-	-	944	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	475	-	-	944	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	10.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	944	-
HCM Lane V/C Ratio	-	-	0.032	0.592	-
HCM Control Delay (s)	-	-	12.8	14.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	4	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	105	43	27	7	6
Future Vol, veh/h	22	105	43	27	7	6
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	114	47	29	8	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	224	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	764	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	751	1003
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	850
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	30.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	362	4	68	179	38	6	273	111	40	94	16
Future Vol, veh/h	37	362	4	68	179	38	6	273	111	40	94	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	393	4	74	195	41	7	297	121	43	102	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	38.8	22.2	34.3	15.6
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	24%	27%
Vol Thru, %	70%	90%	63%	63%
Vol Right, %	28%	1%	13%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	390	403	285	150
LT Vol	6	37	68	40
Through Vol	273	362	179	94
RT Vol	111	4	38	16
Lane Flow Rate	424	438	310	163
Geometry Grp	1	1	1	1
Degree of Util (X)	0.818	0.853	0.63	0.362
Departure Headway (Hd)	6.95	7.013	7.321	7.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	517	517	489	447
Service Time	5.02	5.084	5.402	6.091
HCM Lane V/C Ratio	0.82	0.847	0.634	0.365
HCM Control Delay	34.3	38.8	22.2	15.6
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	8	8.9	4.3	1.6

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	96	1	25	28	25	1	260	6	6	68	7
Future Vol, veh/h	35	96	1	25	28	25	1	260	6	6	68	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	104	1	27	30	27	1	283	7	7	74	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

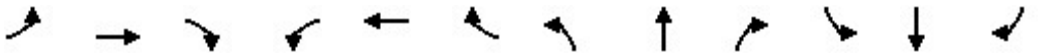
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.6	10.3	8.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	32%	7%
Vol Thru, %	97%	73%	36%	84%
Vol Right, %	2%	1%	32%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	132	78	81
LT Vol	1	35	25	6
Through Vol	260	96	28	68
RT Vol	6	1	25	7
Lane Flow Rate	290	143	85	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.199	0.115	0.118
Departure Headway (Hd)	4.594	4.983	4.89	4.808
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	717	729	741
Service Time	2.638	3.035	2.948	2.863
HCM Lane V/C Ratio	0.371	0.199	0.117	0.119
HCM Control Delay	10.3	9.3	8.6	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.7	0.4	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	22	29	492	886	179
Future Volume (veh/h)	68	22	29	492	886	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	24	32	535	963	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	100	89	281	1578	1157	234
Arrive On Green	0.06	0.06	0.03	0.84	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	1870	1510	306
Grp Volume(v), veh/h	74	24	32	535	0	1158
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1815
Q Serve(g_s), s	4.9	1.7	0.4	7.5	0.0	49.4
Cycle Q Clear(g_c), s	4.9	1.7	0.4	7.5	0.0	49.4
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	100	89	281	1578	0	1392
V/C Ratio(X)	0.74	0.27	0.11	0.34	0.00	0.83
Avail Cap(c_a), veh/h	223	198	307	1578	0	1392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	54.3	14.0	2.0	0.0	9.0
Incr Delay (d2), s/veh	7.7	1.2	0.1	0.6	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.7	0.4	1.8	0.0	17.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.5	55.5	14.0	2.6	0.0	15.0
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	98			567	1158	
Approach Delay, s/veh	61.5			3.3	15.0	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.3	98.0				107.3	12.7
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	2.4	51.4				9.5	6.9
Green Ext Time (p_c), s	0.0	3.8				1.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	68	5	14	32	59	2	320	16	61	891	19
Future Volume (veh/h)	11	68	5	14	32	59	2	320	16	61	891	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	74	5	15	35	0	2	348	17	66	968	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	104	7	63	97		368	1320	64	822	1424	31
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.00	0.75	0.75	0.04	0.78	0.78
Sat Flow, veh/h	148	1554	99	354	1451	1585	1781	1768	86	1781	1824	40
Grp Volume(v), veh/h	91	0	0	50	0	0	2	0	365	66	0	989
Grp Sat Flow(s),veh/h/ln	1801	0	0	1805	0	1585	1781	0	1855	1781	0	1863
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	1.0	0.0	29.8
Cycle Q Clear(g_c), s	5.9	0.0	0.0	3.1	0.0	0.0	0.0	0.0	7.5	1.0	0.0	29.8
Prop In Lane	0.13		0.05	0.30		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	154	0	0	159	0		368	0	1384	822	0	1455
V/C Ratio(X)	0.59	0.00	0.00	0.31	0.00		0.01	0.00	0.26	0.08	0.00	0.68
Avail Cap(c_a), veh/h	257	0	0	256	0		452	0	1384	845	0	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	53.7	0.0	0.0	6.5	0.0	4.8	3.2	0.0	6.2
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	2.6	0.3	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	0.0	54.5	0.0	0.0	6.5	0.0	5.3	3.2	0.0	8.7
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		91			50	A		367			1055	
Approach Delay, s/veh		57.7			54.5			5.3			8.4	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	99.7		14.0	10.4	95.6		14.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.0	31.8		5.1	3.0	9.5		7.9				
Green Ext Time (p_c), s	0.0	2.7		0.1	0.0	0.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	12.0	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	67	16	4	177	4	10	3	2	2	18	84
Future Vol, veh/h	17	67	16	4	177	4	10	3	2	2	18	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	73	17	4	192	4	11	3	2	2	20	91

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	90	0	0	376	322	82	322	328	194
Stage 1	-	-	-	-	-	-	118	118	-	202	202	-
Stage 2	-	-	-	-	-	-	258	204	-	120	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1505	-	-	581	595	978	631	591	847
Stage 1	-	-	-	-	-	-	887	798	-	800	734	-
Stage 2	-	-	-	-	-	-	747	733	-	884	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1505	-	-	498	585	978	619	581	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	585	-	619	581	-
Stage 1	-	-	-	-	-	-	875	787	-	789	732	-
Stage 2	-	-	-	-	-	-	647	731	-	866	781	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	11.7	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	550	1377	-	-	1505	-	-	780
HCM Lane V/C Ratio	0.03	0.013	-	-	0.003	-	-	0.145
HCM Control Delay (s)	11.7	7.7	0	-	7.4	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	42	478	0	0	892
Future Vol, veh/h	12	42	478	0	0	892
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	46	520	0	0	970

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	520	0	0	-	-
Stage 1	520	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	136	556	-	-	0	-
Stage 1	597	-	-	-	0	-
Stage 2	368	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	556	-	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	330	-
HCM Lane V/C Ratio	-	-	0.178	-
HCM Control Delay (s)	-	-	18.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	480	1	20	907
Future Vol, veh/h	0	8	480	1	20	907
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	522	1	22	986

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	522	0	0	522	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	555	-	-	1044	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	555	-	-	1044	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1044	-
HCM Lane V/C Ratio	-	-	0.016	0.021	-
HCM Control Delay (s)	-	-	11.6	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	78	56	4	14	10
Future Vol, veh/h	3	78	56	4	14	10
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	85	61	4	15	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	154	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	838	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	836	1002
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	898
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	97	8	26	247	8	12	27	6	8	114	56
Future Vol, veh/h	17	97	8	26	247	8	12	27	6	8	114	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	105	9	28	268	9	13	29	7	9	124	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.9	8.7	9.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	14%	9%	4%
Vol Thru, %	60%	80%	88%	64%
Vol Right, %	13%	7%	3%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	122	281	178
LT Vol	12	17	26	8
Through Vol	27	97	247	114
RT Vol	6	8	8	56
Lane Flow Rate	49	133	305	193
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.18	0.399	0.261
Departure Headway (Hd)	5.214	4.892	4.698	4.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	728	761	735
Service Time	3.294	2.958	2.753	2.92
HCM Lane V/C Ratio	0.072	0.183	0.401	0.263
HCM Control Delay	8.7	9	10.9	9.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.7	1.9	1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	69	0	4	55	7	1	17	1	11	70	30
Future Vol, veh/h	4	69	0	4	55	7	1	17	1	11	70	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	75	0	4	60	8	1	18	1	12	76	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

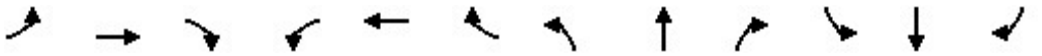
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	5%	6%	10%
Vol Thru, %	89%	95%	83%	63%
Vol Right, %	5%	0%	11%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	73	66	111
LT Vol	1	4	4	11
Through Vol	17	69	55	70
RT Vol	1	0	7	30
Lane Flow Rate	21	79	72	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.094	0.083	0.136
Departure Headway (Hd)	4.379	4.246	4.189	4.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	832	842	867
Service Time	2.379	2.334	2.281	2.156
HCM Lane V/C Ratio	0.026	0.095	0.086	0.14
HCM Control Delay	7.5	7.8	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	94	236	725	708	111
Future Volume (veh/h)	92	94	236	725	708	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	102	257	788	770	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	425	1531	1147	180
Arrive On Green	0.08	0.08	0.04	0.82	0.73	0.73
Sat Flow, veh/h	1781	1585	1781	1870	1578	248
Grp Volume(v), veh/h	100	102	257	788	0	891
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1826
Q Serve(g_s), s	6.6	7.6	4.3	15.9	0.0	31.2
Cycle Q Clear(g_c), s	6.6	7.6	4.3	15.9	0.0	31.2
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	145	129	425	1531	0	1327
V/C Ratio(X)	0.69	0.79	0.60	0.51	0.00	0.67
Avail Cap(c_a), veh/h	223	198	425	1531	0	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	54.1	11.1	3.4	0.0	8.7
Incr Delay (d2), s/veh	4.3	8.9	1.7	1.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.3	2.9	4.5	0.0	11.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.9	63.0	12.8	4.7	0.0	11.5
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	202			1045	891	
Approach Delay, s/veh	60.5			6.7	11.5	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	93.2				104.2	15.8
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	6.3	33.2				17.9	9.6
Green Ext Time (p_c), s	0.0	2.4				1.9	0.2

Intersection Summary			
HCM 6th Ctrl Delay		13.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	62	16	29	53	73	9	400	16	59	621	16
Future Volume (veh/h)	36	62	16	29	53	73	9	400	16	59	621	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	67	17	32	58	0	10	435	17	64	675	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	90	21	80	105		535	1298	51	724	1364	34
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.01	0.73	0.73	0.04	0.75	0.75
Sat Flow, veh/h	448	1038	238	451	1201	1585	1781	1788	70	1781	1816	46
Grp Volume(v), veh/h	123	0	0	90	0	0	10	0	452	64	0	692
Grp Sat Flow(s),veh/h/ln	1724	0	0	1652	0	1585	1781	0	1858	1781	0	1862
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	10.6	1.1	0.0	17.7
Cycle Q Clear(g_c), s	8.3	0.0	0.0	6.2	0.0	0.0	0.2	0.0	10.6	1.1	0.0	17.7
Prop In Lane	0.32		0.14	0.36		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	190	0	0	185	0		535	0	1349	724	0	1399
V/C Ratio(X)	0.65	0.00	0.00	0.49	0.00		0.02	0.00	0.34	0.09	0.00	0.49
Avail Cap(c_a), veh/h	251	0	0	246	0		603	0	1349	748	0	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	0.0	0.0	52.7	0.0	0.0	5.1	0.0	5.9	4.0	0.0	5.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	2.7	0.0	0.0	0.1	0.0	3.8	0.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.0	0.0	54.2	0.0	0.0	5.1	0.0	6.6	4.0	0.0	7.2
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		123			90	A		462			756	
Approach Delay, s/veh		56.5			54.2			6.6			6.9	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	96.1		16.5	10.4	93.1		16.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	19.7		8.2	3.1	12.6		10.3				
Green Ext Time (p_c), s	0.0	1.6		0.1	0.0	0.9		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		14.0
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	147	9	10	313	35	11	10	2	45	38	99
Future Vol, veh/h	20	147	9	10	313	35	11	10	2	45	38	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	160	10	11	340	38	12	11	2	49	41	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	170	0	0	665	609	165	597	595	359
Stage 1	-	-	-	-	-	-	209	209	-	381	381	-
Stage 2	-	-	-	-	-	-	456	400	-	216	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1180	-	-	1407	-	-	374	410	879	415	417	685
Stage 1	-	-	-	-	-	-	793	729	-	641	613	-
Stage 2	-	-	-	-	-	-	584	602	-	786	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1407	-	-	284	397	879	396	404	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	397	-	396	404	-
Stage 1	-	-	-	-	-	-	776	714	-	628	607	-
Stage 2	-	-	-	-	-	-	454	596	-	756	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	16.2	16.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	1180	-	-	1407	-	-	517
HCM Lane V/C Ratio	0.072	0.018	-	-	0.008	-	-	0.383
HCM Control Delay (s)	16.2	8.1	0	-	7.6	-	-	16.2
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	31.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	431	522	0	0	846
Future Vol, veh/h	33	431	522	0	0	846
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	468	567	0	0	920

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1487	567	0	0	-	-
Stage 1	567	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	137	523	-	-	0	-
Stage 1	568	-	-	-	0	-
Stage 2	388	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	523	-	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	123	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	436	-
HCM Lane V/C Ratio	-	-	1.157	-
HCM Control Delay (s)	-	-	123	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	18.7	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	75	458	57	175	706
Future Vol, veh/h	0	75	458	57	175	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	498	62	190	767

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	498	0	0	498	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	572	-	-	1066	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	572	-	-	1066	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	1066	-
HCM Lane V/C Ratio	-	-	0.143	0.178	-
HCM Control Delay (s)	-	-	12.3	9.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.6	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	71	90	8	18	7
Future Vol, veh/h	6	71	90	8	18	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	77	98	9	20	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	194	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	795	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	791	952
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	830
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	163	18	60	324	23	4	8	9	19	108	30
Future Vol, veh/h	12	163	18	60	324	23	4	8	9	19	108	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	177	20	65	352	25	4	9	10	21	117	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	14.1	8.9	10.3
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	6%	15%	12%
Vol Thru, %	38%	84%	80%	69%
Vol Right, %	43%	9%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	193	407	157
LT Vol	4	12	60	19
Through Vol	8	163	324	108
RT Vol	9	18	23	30
Lane Flow Rate	23	210	442	171
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.287	0.578	0.255
Departure Headway (Hd)	5.642	4.93	4.703	5.376
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	638	722	761	660
Service Time	3.642	3.014	2.772	3.473
HCM Lane V/C Ratio	0.036	0.291	0.581	0.259
HCM Control Delay	8.9	10	14.1	10.3
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.1	1.2	3.8	1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	53	1	6	55	13	1	53	4	20	80	13
Future Vol, veh/h	10	53	1	6	55	13	1	53	4	20	80	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	58	1	7	60	14	1	58	4	22	87	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	16%	8%	18%
Vol Thru, %	91%	83%	74%	71%
Vol Right, %	7%	2%	18%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	64	74	113
LT Vol	1	10	6	20
Through Vol	53	53	55	80
RT Vol	4	1	13	13
Lane Flow Rate	63	70	80	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.086	0.097	0.147
Departure Headway (Hd)	4.372	4.464	4.343	4.312
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	805	828	834
Service Time	2.384	2.479	2.357	2.324
HCM Lane V/C Ratio	0.077	0.087	0.097	0.147
HCM Control Delay	7.7	7.9	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.3	0.5

Appendix H –
TAZ Data/
Cardinal Distribution Data

2010 TAZ Boundaries

Miami-Dade Long Range Transportation Plan Update to the Year 2040

Legend

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

TAZ Labels

N

0 2.5 5 Miles

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

NW 107 AVE
NW 87 AVE
NW 67 AVE
NW 57 AVE
NW 47 AVE
NW 27 AVE
NW 7 AVE
NE 2 AVE
NW 170 ST
NW 74 ST
NW 41 ST
NW 25 ST
SW 8 ST
SW 20 ST
SW 40 ST
SW 88 ST
SW 152 ST
SW 184 ST
SW 248 ST
SW 288 ST
SW 312 ST
SW 344 ST (PALM)
112 AVE
147 AVE
137 AVE

DOWNTOWN MIAMI

June 2015

Source: Miami-Dade County Department of Planning & Zoning

Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	27.9	10.0	1.1	0.5	6.4	21.0	13.0	20.1	
1129	4029	TRIPS	760	141	73	12	145	588	359	578	2,656
1129	4029	PERCENT	28.6	5.3	2.8	0.5	5.5	22.1	13.5	21.8	
1130	4030	TRIPS	307	40	0	15	74	181	151	208	976
1130	4030	PERCENT	31.5	4.1	0.0	1.5	7.6	18.6	15.5	21.3	
1131	4031	TRIPS	1,125	56	4	0	193	794	716	895	3,783
1131	4031	PERCENT	29.7	1.5	0.1	0.0	5.1	21.0	18.9	23.7	
1132	4032	TRIPS	298	110	1	23	136	185	272	246	1,271
1132	4032	PERCENT	23.5	8.7	0.1	1.8	10.7	14.6	21.4	19.4	
1133	4033	TRIPS	289	4	0	0	43	172	237	289	1,034
1133	4033	PERCENT	28.0	0.4	0.0	0.0	4.2	16.6	22.9	28.0	
1134	4034	TRIPS	336	12	0	0	92	242	279	439	1,400
1134	4034	PERCENT	24.0	0.9	0.0	0.0	6.6	17.3	19.9	31.4	
1135	4035	TRIPS	2	0	0	0	0	12	1	7	22
1135	4035	PERCENT	9.1	0.0	0.0	0.0	0.0	54.6	4.6	31.8	
1136	4036	TRIPS	547	12	0	0	144	289	465	681	2,138
1136	4036	PERCENT	25.6	0.6	0.0	0.0	6.7	13.5	21.8	31.9	
1137	4037	TRIPS	96	5	0	0	41	86	155	156	539
1137	4037	PERCENT	17.8	0.9	0.0	0.0	7.6	16.0	28.8	28.9	
1138	4038	TRIPS	291	0	0	0	104	243	357	390	1,385
1138	4038	PERCENT	21.0	0.0	0.0	0.0	7.5	17.6	25.8	28.2	
1139	4039	TRIPS	193	0	0	23	115	304	218	313	1,166
1139	4039	PERCENT	16.6	0.0	0.0	2.0	9.9	26.1	18.7	26.8	
1140	4040	TRIPS	1,002	11	8	145	339	485	449	639	3,078
1140	4040	PERCENT	32.6	0.4	0.3	4.7	11.0	15.8	14.6	20.8	
1141	4041	TRIPS	466	40	4	27	168	255	208	328	1,496
1141	4041	PERCENT	31.2	2.7	0.3	1.8	11.2	17.1	13.9	21.9	
1142	4042	TRIPS	756	107	12	114	569	458	438	694	3,148
1142	4042	PERCENT	24.0	3.4	0.4	3.6	18.1	14.6	13.9	22.1	
1143	4043	TRIPS	1,803	134	100	236	1,263	845	993	888	6,262
1143	4043	PERCENT	28.8	2.1	1.6	3.8	20.2	13.5	15.9	14.2	
1144	4044	TRIPS	821	61	155	247	706	290	313	424	3,017
1144	4044	PERCENT	27.2	2.0	5.1	8.2	23.4	9.6	10.4	14.1	
1145	4045	TRIPS	2,289	326	226	557	2,297	1,095	1,214	1,281	9,285
1145	4045	PERCENT	24.7	3.5	2.4	6.0	24.7	11.8	13.1	13.8	
1146	4046	TRIPS	1,801	216	112	502	1,485	932	927	893	6,868
1146	4046	PERCENT	26.2	3.2	1.6	7.3	21.6	13.6	13.5	13.0	
1147	4047	TRIPS	1,315	112	118	94	1,099	494	556	1,038	4,826
1147	4047	PERCENT	27.3	2.3	2.5	2.0	22.8	10.2	11.5	21.5	
1148	4048	TRIPS	1,883	360	138	326	2,336	1,142	944	1,795	8,924
1148	4048	PERCENT	21.1	4.0	1.6	3.7	26.2	12.8	10.6	20.1	

Appendix I – Trip Generation Analysis Data

Land Use: 534
Private School (K-8)

Description

A private school (K-8) primarily serves students attending kindergarten through the eighth grade but may also include students beginning with pre–K classes. These schools may also offer extended care and day care. Students may travel a long distance to get to private schools. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 530), private school (K-12) (Land Use 536), and charter elementary school (Land Use 537) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, Florida, Maryland, Oregon, Pennsylvania, and Texas.

Source Numbers

355, 444, 516, 536, 634, 905, 940

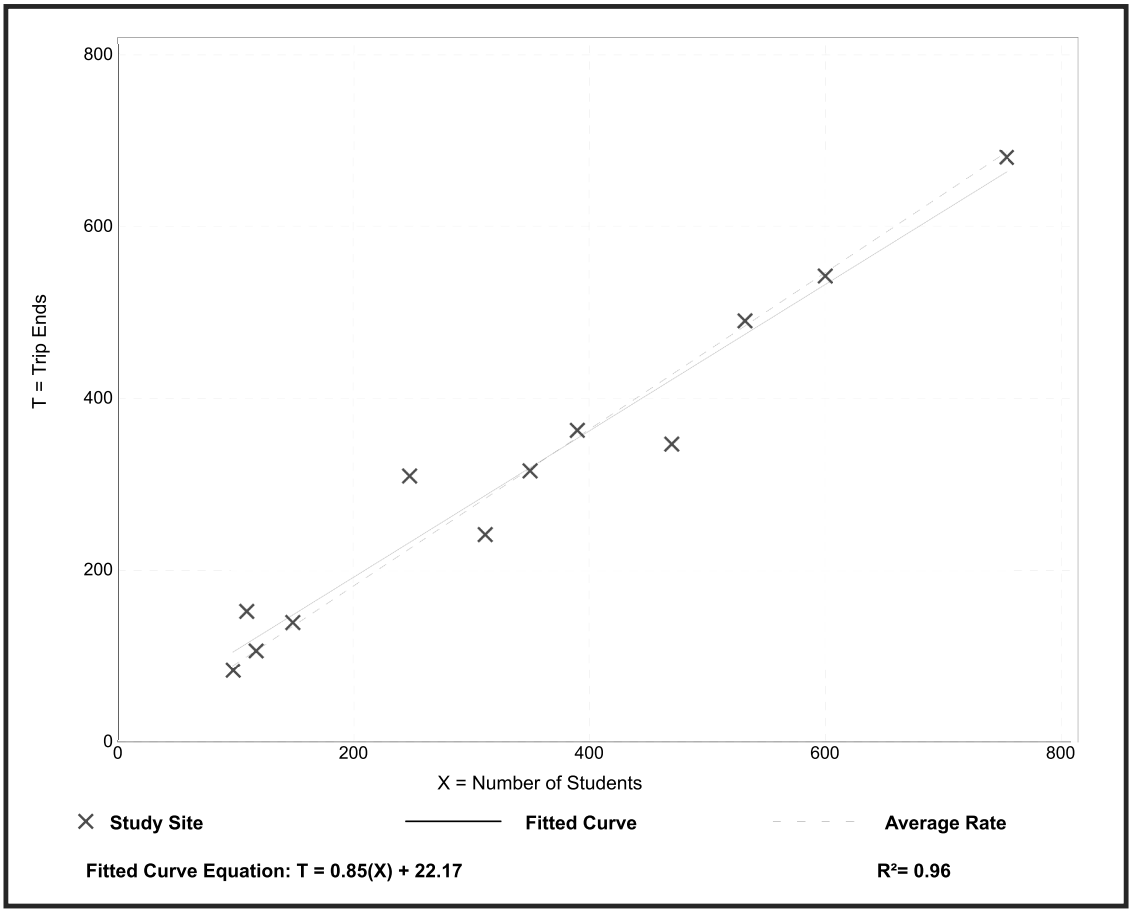
Private School (K-8)
(534)

Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 12
Avg. Num. of Students: 344
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.91	0.74 - 1.39	0.14

Data Plot and Equation



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Private School (K-8)
(534)

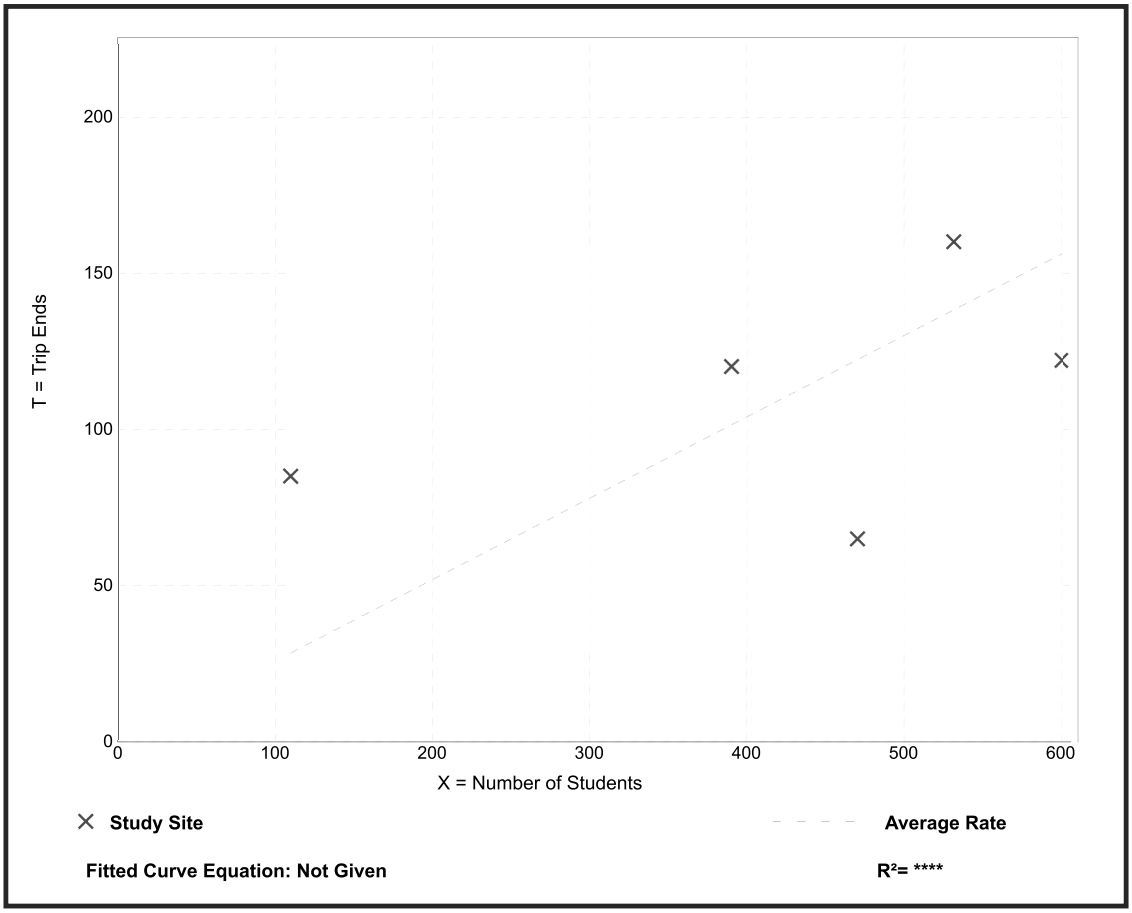
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Students: 420
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.26	0.14 - 0.77	0.15

Data Plot and Equation

Caution – Small Sample Size



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Private School (K-8)
(534)

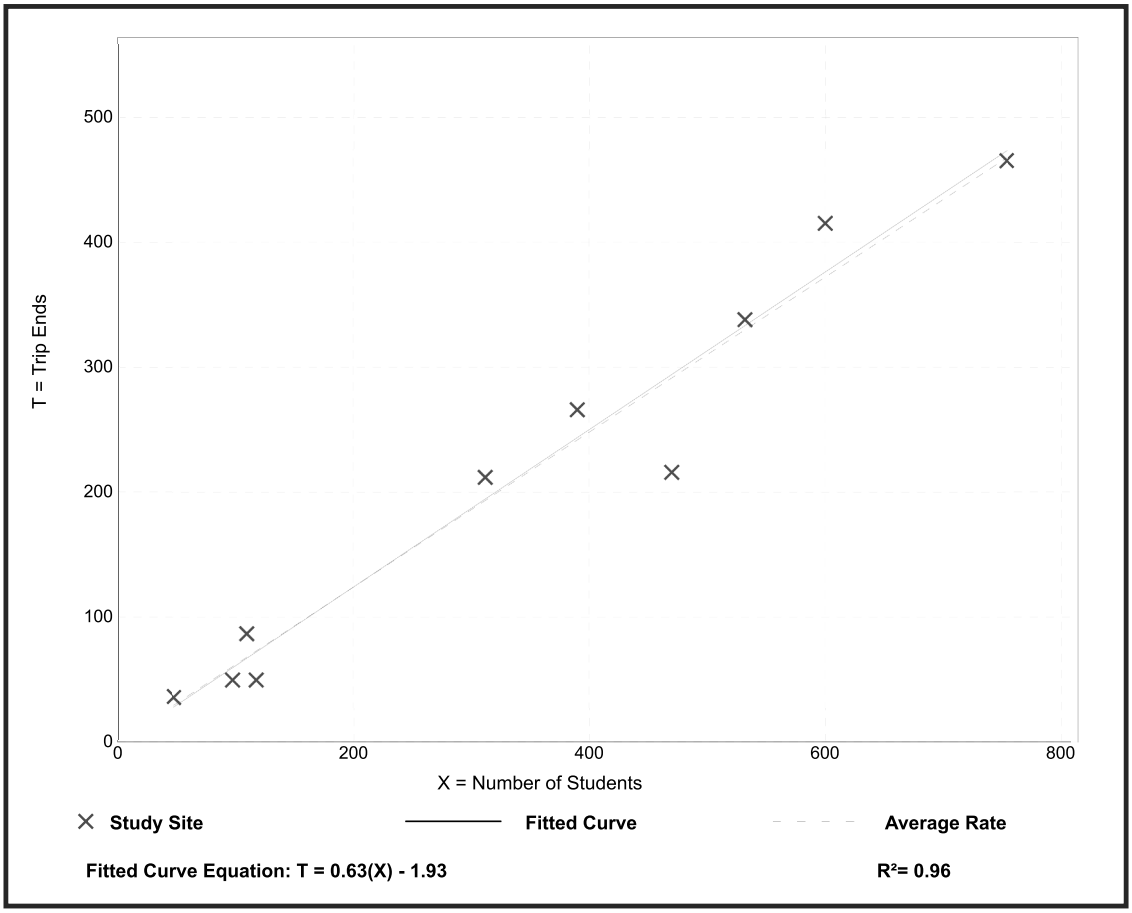
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Students: 343
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.62	0.42 - 0.79	0.09

Data Plot and Equation



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Private School (K-8)
(534)

Vehicle Trip Ends vs: **Students**
On a: **Weekday**

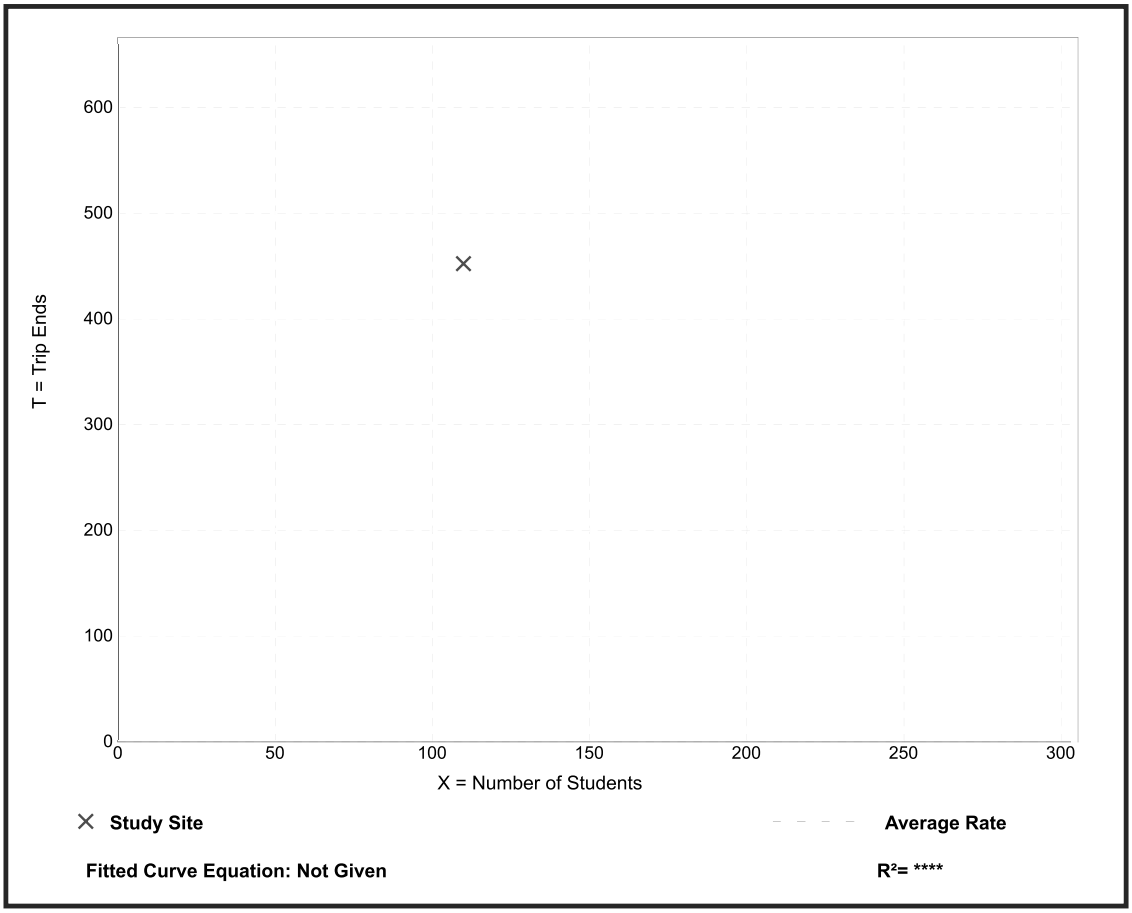
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Students: 110
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.11	4.11 - 4.11	*

Data Plot and Equation

Caution – Small Sample Size



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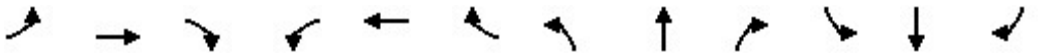
Appendix J – 2019 Future Total Synchro Output Sheets

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	228	144	253	884	467	46
Future Volume (veh/h)	228	144	253	884	467	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	157	275	961	508	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	225	604	1460	1178	116
Arrive On Green	0.14	0.14	0.04	0.78	0.70	0.70
Sat Flow, veh/h	1781	1585	1781	1870	1676	165
Grp Volume(v), veh/h	248	157	275	961	0	558
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1841
Q Serve(g_s), s	21.5	14.6	6.0	35.9	0.0	20.0
Cycle Q Clear(g_c), s	21.5	14.6	6.0	35.9	0.0	20.0
Prop In Lane	1.00	1.00	1.00			0.09
Lane Grp Cap(c), veh/h	253	225	604	1460	0	1294
V/C Ratio(X)	0.98	0.70	0.46	0.66	0.00	0.43
Avail Cap(c_a), veh/h	253	225	604	1460	0	1294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.3	63.3	8.9	7.7	0.0	9.8
Incr Delay (d2), s/veh	51.0	8.6	0.2	2.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	6.5	2.4	13.4	0.0	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.3	71.9	9.1	10.0	0.0	10.8
LnGrp LOS	F	E	A	B	A	B
Approach Vol, veh/h	405			1236	558	
Approach Delay, s/veh	99.7			9.8	10.8	
Approach LOS	F			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	115.0				127.0	28.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	109.0				116.0	22.0
Max Q Clear Time (g_c+I1), s	8.0	22.0				37.9	23.5
Green Ext Time (p_c), s	0.0	1.2				2.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	47	10	14	77	73	7	583	10	7	151	35
Future Volume (veh/h)	147	47	10	14	77	73	7	583	10	7	151	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	51	11	15	84	0	8	634	11	8	164	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	59	13	74	285		755	1097	19	411	879	204
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.01	0.60	0.60	0.01	0.60	0.60
Sat Flow, veh/h	1103	352	76	133	1714	1585	1781	1833	32	1781	1469	340
Grp Volume(v), veh/h	222	0	0	99	0	0	8	0	645	8	0	202
Grp Sat Flow(s),veh/h/ln	1530	0	0	1846	0	1585	1781	0	1865	1781	0	1809
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	17.0	0.1	0.0	4.0
Cycle Q Clear(g_c), s	11.1	0.0	0.0	3.7	0.0	0.0	0.1	0.0	17.0	0.1	0.0	4.0
Prop In Lane	0.72		0.05	0.15		1.00	1.00		0.02	1.00		0.19
Lane Grp Cap(c), veh/h	332	0	0	359	0		755	0	1116	411	0	1083
V/C Ratio(X)	0.67	0.00	0.00	0.28	0.00		0.01	0.00	0.58	0.02	0.00	0.19
Avail Cap(c_a), veh/h	362	0	0	396	0		915	0	1116	527	0	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	29.3	0.0	0.0	6.3	0.0	9.9	8.0	0.0	7.3
Incr Delay (d2), s/veh	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.7	0.0	0.0	0.0	0.0	6.4	0.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	0.0	29.7	0.0	0.0	6.3	0.0	12.0	8.0	0.0	7.6
LnGrp LOS	D	A	A	C	A		A	A	B	A	A	A
Approach Vol, veh/h		222			99	A		653			210	
Approach Delay, s/veh		35.9			29.7			12.0			7.7	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	53.9		19.3	6.8	53.9		19.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	39.0		15.0	6.0	41.0		15.0				
Max Q Clear Time (g_c+I1), s	2.1	6.0		5.7	2.1	19.0		13.1				
Green Ext Time (p_c), s	0.0	0.4		0.2	0.0	1.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	13.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	124	320	22	21	209	45	7	52	7	62	63	50
Future Vol, veh/h	124	320	22	21	209	45	7	52	7	62	63	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	348	24	23	227	49	8	57	8	67	68	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	372	0	0	989	952	360	961	940	252
Stage 1	-	-	-	-	-	-	630	630	-	298	298	-
Stage 2	-	-	-	-	-	-	359	322	-	663	642	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1186	-	-	226	259	684	236	264	787
Stage 1	-	-	-	-	-	-	470	475	-	711	667	-
Stage 2	-	-	-	-	-	-	659	651	-	450	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1186	-	-	143	219	684	166	224	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	219	-	166	224	-
Stage 1	-	-	-	-	-	-	407	412	-	616	652	-
Stage 2	-	-	-	-	-	-	536	636	-	333	407	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.6	28.6	57.5
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	1287	-	-	1186	-	-	244
HCM Lane V/C Ratio	0.322	0.105	-	-	0.019	-	-	0.78
HCM Control Delay (s)	28.6	8.1	0	-	8.1	0	-	57.5
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.3	0.3	-	-	0.1	-	-	5.7

Intersection	
Int Delay, s/veh	56.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	541	603	0	0	707
Future Vol, veh/h	10	541	603	0	0	707
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	588	655	0	0	768

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1423	655	0	0	-	-
Stage 1	655	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	150	~ 466	-	-	0	-
Stage 1	517	-	-	-	0	-
Stage 2	458	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	~ 466	-	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	190.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	449	-
HCM Lane V/C Ratio	-	-	1.334	-
HCM Control Delay (s)	-	-	190.4	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	27	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	589	229	543	191
Future Vol, veh/h	0	17	589	229	543	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	640	249	590	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	640	0	0	640	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	475	-	-	944	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	475	-	-	944	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	11.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	944	-
HCM Lane V/C Ratio	-	-	0.039	0.625	-
HCM Control Delay (s)	-	-	12.9	15	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	4.5	-

Intersection	
Intersection Delay, s/veh	34.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	369	4	71	182	43	6	273	117	43	94	16
Future Vol, veh/h	37	369	4	71	182	43	6	273	117	43	94	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	401	4	77	198	47	7	297	127	47	102	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	44.5	25	38.6	16.5
HCM LOS	E	C	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	24%	28%
Vol Thru, %	69%	90%	61%	61%
Vol Right, %	30%	1%	15%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	410	296	153
LT Vol	6	37	71	43
Through Vol	273	369	182	94
RT Vol	117	4	43	16
Lane Flow Rate	430	446	322	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.848	0.887	0.677	0.385
Departure Headway (Hd)	7.211	7.279	7.579	8.327
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	504	499	479	434
Service Time	5.211	5.279	5.579	6.352
HCM Lane V/C Ratio	0.853	0.894	0.672	0.382
HCM Control Delay	38.6	44.5	25	16.5
HCM Lane LOS	E	E	C	C
HCM 95th-tile Q	8.7	9.8	5	1.8

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	98	1	26	29	29	1	260	11	8	68	7
Future Vol, veh/h	35	98	1	26	29	29	1	260	11	8	68	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	107	1	28	32	32	1	283	12	9	74	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.7	10.5	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	26%	31%	10%
Vol Thru, %	96%	73%	35%	82%
Vol Right, %	4%	1%	35%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	272	134	84	83
LT Vol	1	35	26	8
Through Vol	260	98	29	68
RT Vol	11	1	29	7
Lane Flow Rate	296	146	91	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.379	0.203	0.124	0.121
Departure Headway (Hd)	4.61	5.01	4.896	4.846
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	712	728	735
Service Time	2.655	3.067	2.958	2.905
HCM Lane V/C Ratio	0.38	0.205	0.125	0.122
HCM Control Delay	10.5	9.4	8.7	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	0.8	0.4	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	113	50	28	7	6
Future Vol, veh/h	22	113	50	28	7	6
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	123	54	30	8	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	240	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	748	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	735	994
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	859	-

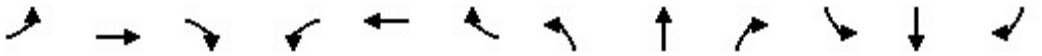
Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1513	-	-	-	835
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	24	32	495	892	179
Future Volume (veh/h)	68	24	32	495	892	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	26	35	538	970	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	100	89	277	1578	1157	232
Arrive On Green	0.06	0.06	0.03	0.84	0.77	0.77
Sat Flow, veh/h	1781	1585	1781	1870	1512	304
Grp Volume(v), veh/h	74	26	35	538	0	1165
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1816
Q Serve(g_s), s	4.9	1.9	0.5	7.6	0.0	50.5
Cycle Q Clear(g_c), s	4.9	1.9	0.5	7.6	0.0	50.5
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	100	89	277	1578	0	1389
V/C Ratio(X)	0.74	0.29	0.13	0.34	0.00	0.84
Avail Cap(c_a), veh/h	223	198	300	1578	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	54.3	14.6	2.1	0.0	9.2
Incr Delay (d2), s/veh	7.6	1.3	0.1	0.6	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.8	0.4	1.8	0.0	17.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.4	55.7	14.7	2.6	0.0	15.5
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	100			573	1165	
Approach Delay, s/veh	61.4			3.4	15.5	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.4	97.8				107.2	12.8
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	2.5	52.5				9.6	6.9
Green Ext Time (p_c), s	0.0	3.9				1.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	68	5	14	32	60	2	322	16	62	896	20
Future Volume (veh/h)	13	68	5	14	32	60	2	322	16	62	896	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	74	5	15	35	0	2	350	17	67	974	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	103	7	63	99		362	1318	64	818	1420	32
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.00	0.74	0.74	0.04	0.78	0.78
Sat Flow, veh/h	175	1522	96	351	1455	1585	1781	1769	86	1781	1822	41
Grp Volume(v), veh/h	93	0	0	50	0	0	2	0	367	67	0	996
Grp Sat Flow(s),veh/h/ln	1794	0	0	1806	0	1585	1781	0	1855	1781	0	1863
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	1.0	0.0	30.4
Cycle Q Clear(g_c), s	6.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	7.6	1.0	0.0	30.4
Prop In Lane	0.15		0.05	0.30		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	156	0	0	162	0		362	0	1382	818	0	1452
V/C Ratio(X)	0.59	0.00	0.00	0.31	0.00		0.01	0.00	0.27	0.08	0.00	0.69
Avail Cap(c_a), veh/h	257	0	0	257	0		446	0	1382	841	0	1452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	53.6	0.0	0.0	6.7	0.0	4.9	3.2	0.0	6.3
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	2.7	0.3	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	0.0	54.3	0.0	0.0	6.7	0.0	5.3	3.2	0.0	8.9
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		93			50	A		369			1063	
Approach Delay, s/veh		57.6			54.3			5.3			8.6	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	99.5		14.2	10.5	95.4		14.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.0	32.4		5.1	3.0	9.6		8.1				
Green Ext Time (p_c), s	0.0	2.8		0.1	0.0	0.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	12.2	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	69	16	4	180	4	10	3	2	3	18	84
Future Vol, veh/h	17	69	16	4	180	4	10	3	2	3	18	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	75	17	4	196	4	11	3	2	3	20	91

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	92	0	0	382	328	84	328	334	198
Stage 1	-	-	-	-	-	-	120	120	-	206	206	-
Stage 2	-	-	-	-	-	-	262	208	-	122	128	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1503	-	-	576	591	975	625	586	843
Stage 1	-	-	-	-	-	-	884	796	-	796	731	-
Stage 2	-	-	-	-	-	-	743	730	-	882	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1503	-	-	494	581	975	613	576	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	581	-	613	576	-
Stage 1	-	-	-	-	-	-	872	785	-	785	729	-
Stage 2	-	-	-	-	-	-	643	728	-	864	779	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	11.8	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1372	-	-	1503	-	-	773
HCM Lane V/C Ratio	0.03	0.013	-	-	0.003	-	-	0.148
HCM Control Delay (s)	11.8	7.7	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	48	479	0	0	900
Future Vol, veh/h	19	48	479	0	0	900
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	52	521	0	0	978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1499	521	0	0	-	-
Stage 1	521	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	135	555	-	-	0	-
Stage 1	596	-	-	-	0	-
Stage 2	364	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	555	-	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	295	-
HCM Lane V/C Ratio	-	-	0.247	-
HCM Control Delay (s)	-	-	21.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	480	5	28	914
Future Vol, veh/h	0	9	480	5	28	914
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	522	5	30	993

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	522	0	-	522	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	555	-	0	1044	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	555	-	-	1044	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	555	1044	-
HCM Lane V/C Ratio	-	0.018	0.029	-
HCM Control Delay (s)	-	11.6	8.6	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	79	57	4	15	10
Future Vol, veh/h	3	79	57	4	15	10
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	86	62	4	16	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	156	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	835	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	833	1000
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	893
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	98	8	27	249	9	12	27	6	9	114	56
Future Vol, veh/h	17	98	8	27	249	9	12	27	6	9	114	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	107	9	29	271	10	13	29	7	10	124	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	11	8.7	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	14%	9%	5%
Vol Thru, %	60%	80%	87%	64%
Vol Right, %	13%	7%	3%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	123	285	179
LT Vol	12	17	27	9
Through Vol	27	98	249	114
RT Vol	6	8	9	56
Lane Flow Rate	49	134	310	195
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.182	0.405	0.263
Departure Headway (Hd)	5.23	4.901	4.703	4.872
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	727	762	732
Service Time	3.312	2.968	2.757	2.937
HCM Lane V/C Ratio	0.072	0.184	0.407	0.266
HCM Control Delay	8.7	9.1	11	9.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.7	2	1.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	70	0	5	55	7	1	17	1	12	70	30
Future Vol, veh/h	4	70	0	5	55	7	1	17	1	12	70	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	76	0	5	60	8	1	18	1	13	76	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

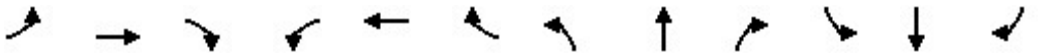
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	5%	7%	11%
Vol Thru, %	89%	95%	82%	62%
Vol Right, %	5%	0%	10%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	74	67	112
LT Vol	1	4	5	12
Through Vol	17	70	55	70
RT Vol	1	0	7	30
Lane Flow Rate	21	80	73	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.095	0.085	0.138
Departure Headway (Hd)	4.387	4.248	4.195	4.074
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	831	840	866
Service Time	2.387	2.339	2.289	2.165
HCM Lane V/C Ratio	0.026	0.096	0.087	0.141
HCM Control Delay	7.5	7.8	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	102	245	735	719	111
Future Volume (veh/h)	92	102	245	735	719	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	111	266	799	782	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	155	138	411	1521	1141	177
Arrive On Green	0.09	0.09	0.04	0.81	0.72	0.72
Sat Flow, veh/h	1781	1585	1781	1870	1582	245
Grp Volume(v), veh/h	100	111	266	799	0	903
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1826
Q Serve(g_s), s	6.5	8.3	4.6	16.7	0.0	32.7
Cycle Q Clear(g_c), s	6.5	8.3	4.6	16.7	0.0	32.7
Prop In Lane	1.00	1.00	1.00			0.13
Lane Grp Cap(c), veh/h	155	138	411	1521	0	1317
V/C Ratio(X)	0.65	0.81	0.65	0.53	0.00	0.69
Avail Cap(c_a), veh/h	223	198	411	1521	0	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	53.8	12.2	3.7	0.0	9.2
Incr Delay (d2), s/veh	3.3	12.4	2.8	1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.8	3.4	4.9	0.0	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.3	66.1	15.0	5.0	0.0	12.1
LnGrp LOS	E	E	B	A	A	B
Approach Vol, veh/h	211			1065	903	
Approach Delay, s/veh	61.5			7.5	12.1	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	92.6				103.6	16.4
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	82.0				93.0	15.0
Max Q Clear Time (g_c+I1), s	6.6	34.7				18.7	10.3
Green Ext Time (p_c), s	0.0	2.4				1.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	62	16	29	53	75	9	405	16	61	629	19
Future Volume (veh/h)	40	62	16	29	53	75	9	405	16	61	629	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	67	17	32	58	0	10	440	17	66	684	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	90	21	81	108		523	1293	50	717	1350	41
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.01	0.72	0.72	0.04	0.75	0.75
Sat Flow, veh/h	483	997	229	445	1202	1585	1781	1789	69	1781	1805	55
Grp Volume(v), veh/h	127	0	0	90	0	0	10	0	457	66	0	705
Grp Sat Flow(s),veh/h/ln	1709	0	0	1647	0	1585	1781	0	1858	1781	0	1860
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.2	0.0	10.8	1.1	0.0	18.4
Cycle Q Clear(g_c), s	8.6	0.0	0.0	6.2	0.0	0.0	0.2	0.0	10.8	1.1	0.0	18.4
Prop In Lane	0.34		0.13	0.36		1.00	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	194	0	0	189	0		523	0	1343	717	0	1392
V/C Ratio(X)	0.65	0.00	0.00	0.48	0.00		0.02	0.00	0.34	0.09	0.00	0.51
Avail Cap(c_a), veh/h	251	0	0	246	0		591	0	1343	740	0	1392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	0.0	52.4	0.0	0.0	5.2	0.0	6.1	4.1	0.0	6.1
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.7	0.0	0.0	0.1	0.0	4.0	0.3	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.0	0.0	53.7	0.0	0.0	5.3	0.0	6.8	4.1	0.0	7.4
LnGrp LOS	E	A	A	D	A		A	A	A	A	A	A
Approach Vol, veh/h		127			90	A		467			771	
Approach Delay, s/veh		56.5			53.7			6.8			7.2	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	95.8		16.8	10.4	92.7		16.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	81.0		15.0	6.0	81.0		15.0				
Max Q Clear Time (g_c+I1), s	2.2	20.4		8.2	3.1	12.8		10.6				
Green Ext Time (p_c), s	0.0	1.6		0.1	0.0	0.9		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		14.2
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	152	9	11	320	36	11	10	2	47	38	99
Future Vol, veh/h	20	152	9	11	320	36	11	10	2	47	38	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	165	10	12	348	39	12	11	2	51	41	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	387	0	0	175	0	0	680	625	170	613	611	368
Stage 1	-	-	-	-	-	-	214	214	-	392	392	-
Stage 2	-	-	-	-	-	-	466	411	-	221	219	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1171	-	-	1401	-	-	365	401	874	405	409	677
Stage 1	-	-	-	-	-	-	788	725	-	633	606	-
Stage 2	-	-	-	-	-	-	577	595	-	781	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1171	-	-	1401	-	-	276	388	874	386	396	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	388	-	386	396	-
Stage 1	-	-	-	-	-	-	771	710	-	620	599	-
Stage 2	-	-	-	-	-	-	447	588	-	751	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	16.5	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1171	-	-	1401	-	-	506
HCM Lane V/C Ratio	0.074	0.019	-	-	0.009	-	-	0.395
HCM Control Delay (s)	16.5	8.1	0	-	7.6	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.9

Intersection	
Int Delay, s/veh	49.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	448	524	0	0	900
Future Vol, veh/h	46	448	524	0	0	900
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	487	570	0	0	978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1548	570	0	0	-	-
Stage 1	570	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	126	521	-	-	0	-
Stage 1	566	-	-	-	0	-
Stage 2	364	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	521	-	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	193.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	403	-
HCM Lane V/C Ratio	-	-	1.332	-
HCM Control Delay (s)	-	-	193.4	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	24.8	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	76	458	68	193	719
Future Vol, veh/h	0	76	458	68	193	719
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	83	498	74	210	782

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	498	0	0	498	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	572	-	-	1066	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	572	-	-	1066	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	572	1066	-
HCM Lane V/C Ratio	-	-	0.144	0.197	-
HCM Control Delay (s)	-	-	12.4	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	74	93	8	18	7
Future Vol, veh/h	6	74	93	8	18	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	80	101	9	20	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	110	0	-	0	200	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1480	-	-	-	789	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	785	948
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	825
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	165	18	62	329	23	4	8	9	21	108	30
Future Vol, veh/h	12	165	18	62	329	23	4	8	9	21	108	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	179	20	67	358	25	4	9	10	23	117	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	14.4	8.9	10.5
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	6%	15%	13%
Vol Thru, %	38%	85%	79%	68%
Vol Right, %	43%	9%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	195	414	159
LT Vol	4	12	62	21
Through Vol	8	165	329	108
RT Vol	9	18	23	30
Lane Flow Rate	23	212	450	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.291	0.589	0.264
Departure Headway (Hd)	5.676	4.949	4.715	5.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	716	756	657
Service Time	3.683	3.045	2.795	3.503
HCM Lane V/C Ratio	0.036	0.296	0.595	0.263
HCM Control Delay	8.9	10.1	14.4	10.5
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.1	1.2	3.9	1.1

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	54	1	7	56	14	1	53	5	21	80	13
Future Vol, veh/h	10	54	1	7	56	14	1	53	5	21	80	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	59	1	8	61	15	1	58	5	23	87	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

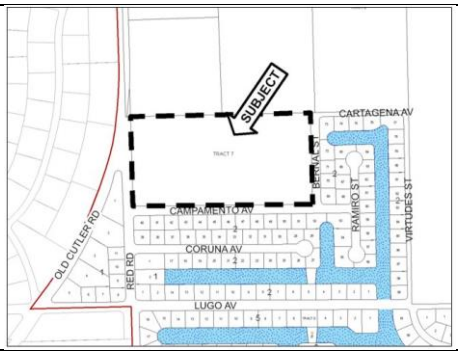
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.9	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	15%	9%	18%
Vol Thru, %	90%	83%	73%	70%
Vol Right, %	8%	2%	18%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	65	77	114
LT Vol	1	10	7	21
Through Vol	53	54	56	80
RT Vol	5	1	14	13
Lane Flow Rate	64	71	84	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.088	0.101	0.149
Departure Headway (Hd)	4.373	4.473	4.348	4.325
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	803	826	831
Service Time	2.388	2.488	2.363	2.339
HCM Lane V/C Ratio	0.078	0.088	0.102	0.149
HCM Control Delay	7.8	7.9	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.3	0.5

Attachment E

City of Coral Gables Courtesy Public Hearing Notice

June 26, 2019



Applicant:	**Gulliver Schools, Inc.**
Application:	**Modification to Conditions of Site Plan Approval**
Property:	**12595 Red Road, Coral Gables**
Public Hearing - Date/Time/ Location:	**Planning & Zoning Board** **July 10,2019 6:00 p.m.- 9:00 p.m.** **City Commission Chambers, City Hall,** **405 Biltmore Way, Coral Gables, Florida, 33134**

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning & Zoning Board will conduct a Public Hearing on **Wednesday, July 10, 2019** on the following application at the Coral Gables City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida.

An application has been submitted by Gulliver Schools, Inc. seeking the ability to increase Gulliver Academy's maximum enrollment from 1,162 to 1,260 students at its campus located at 12595 Red Road, Coral Gables. Gulliver intends to close its Montgomery campus located in Pinecrest and integrate those students into its academy campus in Coral Gables. No exterior building additions or modifications are requested to existing structures.

The Ordinance under consideration is as follows:

> *An Ordinance of the City Commission of Coral Gables, Florida, Amending Section 2 of Ordinance No. 2011-06 to Increase the Maximum Student Enrollment from 1,162 to 1,260 students for Gulliver Academy located at 12595 Red Road, Coral Gables, Florida; all other conditions of approval contained in Ordinance No. 2011-06 shall remain in effect; and providing an effective date. (LEGAL DESCRIPTION ON FILE)*

All interested parties are invited to attend and participate. Please visit the City webpage at www.coralgables.com to view information concerning the application. The complete application is on file and available for examination during business hours at the Planning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments regarding the application can be directed to the Planning and Zoning Division at planning@coralgables.com, Fax: 305.460.5327 or Phone: 305.460.5211. Please forward to other interested parties.

Sincerely,

City of Coral Gables, Florida

MIAMI DAILY BUSINESS REVIEW

Published Daily except Saturday, Sunday and
Legal Holidays
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared GUILLERMO GARCIA, who on oath says that he or she is the DIRECTOR OF OPERATIONS, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NOTICE OF PUBLIC HEARING
CITY OF CORAL GABLES - LOCAL PLANNING AGENCY / PLANNING AND ZONING BOARD - JUL. 10, 2019

in the XXXX Court,
was published in said newspaper in the issues of

06/28/2019

Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami, in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Guillermo Garcia

Sworn to and subscribed before me this
28 day of JUNE, A.D. 2019

Barbara Thomas

(SEAL)
GUILLERMO GARCIA personally known to me

BARBARA THOMAS
Commission # GG 121171
Expires November 2, 2021
Bonded Thru Troy Fain Insurance 800-385-7019

CITY OF CORAL GABLES, FLORIDA
NOTICE OF PUBLIC HEARING

City Public Hearing	**Local Planning Agency / Planning and Zoning Board**
Dates/Times	**Wednesday, July 10, 2019, 6:00 - 9:00 p.m.**
Location	**City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134**

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct Public Hearing on the following:

1. An Ordinance of the City Commission of Coral Gables, Florida, amending Section 2 of Ordinance No. 2011-06, to increase the maximum student enrollment from 1,162 to 1,260 students for Gulliver Academy located at 12595 Red Road, Coral Gables, Florida; all other conditions of approval contained in Ordinance No. 2011-06 shall remain in effect; and providing an effective date. (LEGAL DESCRIPTION ON FILE) *(Increase existing Gulliver Academy student enrollment)*

2. An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review," Division 15, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Religious/Institutional" to "Commercial Low-Rise Intensity" for Lots 5-6, Block 1A, Macfarlane Homestead; (117 and 119 Grand Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LPA review) *(Change land use from Religious/Institutional to Commercial Low-Rise Intensity)*

3. An Ordinance of the City Commission of Coral Gables, Florida amending the Zoning Map pursuant to Zoning Code Article 3, "Development Review," Division 14, "Zoning Code Text and Map Amendments," from "Special Use" to "Commercial Limited" for Lots 5-6, Block 1A, Macfarlane Homestead; *(117 and 119 Grand Avenue), Coral Gables, Florida;* providing for a repealer provision, severability clause, and providing for an effective date. *(Change zoning from Special Use to Commercial Limited)*

City Of Coral Gables
Notice Of Public hearing

All interested parties are invited to attend and participate. Upon recommendation by the Board, the applications will be scheduled for City Commission consideration. Please visit the City webpage at www.coralgables.com to view information concerning the applications. The complete applications are on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments can be directed to the Planning and Zoning Division at planning@coralgables.com (FAX: 305.460.5327) or 305.460.5211.

Ramon Trias
Director of Planning and Zoning
Planning & Zoning Division
City of Coral Gables, Florida

Any person, who acts as a lobbyist pursuant to the City of Coral Gables Ordinance No. 2006-11, as amended, must register with the City Clerk prior to engaging in lobbying activities before City Staff, Boards, Committees or City Commission. A copy of the Ordinance is available in the Office of the City Clerk, City Hall. If a person decides to appeal any decision made by a Board, Committee or City Commission with respect to any matter considered at a meeting or hearing, that person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (F.S. 286.0105). Any meeting may be opened and continued and, under certain circumstances, additional legal notice will not be provided. Any person requiring special accommodations in order to attend or participate in the meeting should contact the City's ADA Coordinator, Raquel Elejabarrieta (Email: relejabarrieta@coralgables.com), Telephone: 305-722-8686, TTY/TDD: 305-442-1600, at least three (3) working days prior to the meeting. All meetings are telecast live on Coral Gables TV Channel 77.

19-76/0000409194M
6/28

2/2

Gulliver Academy

AMENDMENT TO CONDITIONS OF APPROVAL TO INCREASE THE MAXIMUM ENROLLMENT

12595 RED ROAD

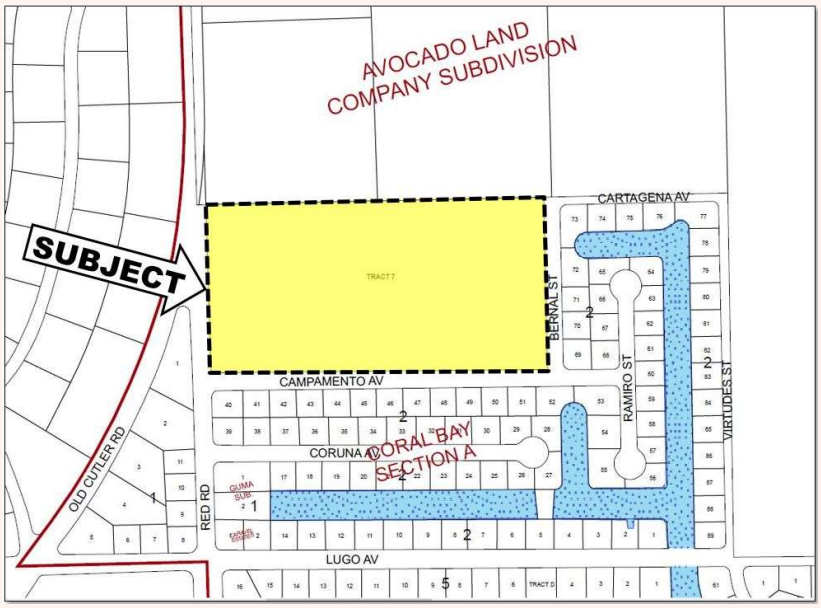
PLANNING AND ZONING BOARD
JULY 10, 2019

1

AERIAL

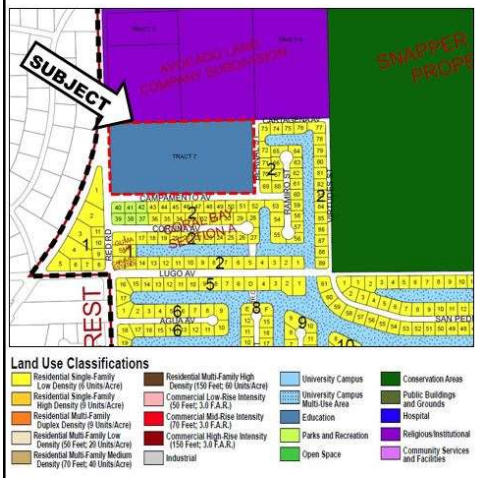
2

LOCATION



3

EXISTING LAND USE



Land Use Classifications

- Residential Single-Family Low Density (6 Units/Acre)
- Residential Single-Family High Density (9 Units/Acre)
- Residential Multi-Family Duplex Density (9 Units/Acre)
- Residential Multi-Family Low Density (50 Feet; 20 Units/Acre)
- Residential Multi-Family Medium Density (70 Feet; 40 Units/Acre)
- Residential Multi-Family High Density (150 Feet; 60 Units/Acre)
- Commercial Low-Rise Intensity (50 Feet; 3.0 F.A.R.)
- Commercial Mid-Rise Intensity (70 Feet; 3.0 F.A.R.)
- Commercial High-Rise Intensity (150 Feet; 3.0 F.A.R.)
- Industrial
- University Campus
- University Campus Multi-Use Area
- Education
- Parks and Recreation
- Open Space
- Conservation Areas
- Public Buildings and Grounds
- Hospital
- Religious/Institutional
- Community Services and Facilities

EXISTING ZONING

Zoning Districts

- (SFR) Single-Family Residential District
- (MF1) Multi-Family 1 Duplex District
- (MF2) Multi-Family 2 District
- (MFSA) Multi-Family Special Area District
- (UCD) University Campus District
- (S) Special Use District
- (P) Preservation District
- (CL) Commercial Limited District
- (C) Commercial District
- (I) Industrial District

4

REQUEST:

TO INCREASE THE MAXIMUM ENROLLMENT

MAXIMUM ENROLLMENT ALLOWED	1,162
EXISTING ENROLLMENT	1,137
REQUEST	1,260 (AN INCREASE OF 98 STUDENTS FROM THE MAXIMUM ALLOWED)

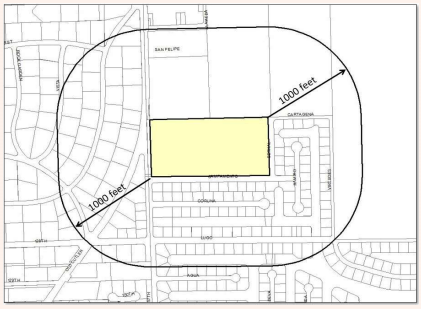
5

REVIEW TIMELINE

1	DEVELOPMENT REVIEW COMMITTEE: N/A
2	BOARD OF ARCHITECTS: N/A
3	NEIGHBORHOOD MEETING: 04.01.2019
4	PLANNING AND ZONING BOARD: 07.10.19

6

COURTESY NOTICE



City of Coral Gables
Notice of Public Hearing

Planning and Zoning Board

Modification to Condition of Site Plan Approval to Increase the Maximum Student Enrollment

(12595 Red Road)

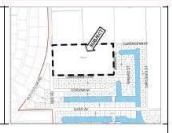
www.coralgables.com/pzb

July 10, 2019, 6:00 p.m., City Hall

305.460.5211 planning@coralgables.com

City of Coral Gables
Courtesy Public Hearing Notice

June 26, 2019



Applicant:	Gulliver Schools, Inc.
Application:	Modification to Conditions of Site Plan Approval
Property:	12595 Red Road, Coral Gables
Public Hearing - Date/Time/ Location:	Planning & Zoning Board July 10,2019 6:00 p.m.- 9:00 p.m. City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning & Zoning Board will conduct a Public Hearing on **Wednesday, July 10, 2019** on the following application at the Coral Gables City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida.

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The Ordinance under consideration is as follows:

An Ordinance of the City Commission of Coral Gables, Florida, Amending Section 2 of Ordinance No. 2011-06 to Increase the Maximum Student Enrollment from 1,162 to 1,260 students for Gulliver Academy located at 12595 Red Road, Coral Gables, Florida; all other conditions of approval contained in Ordinance No. 2011-06 shall remain in effect; and providing an effective date. (LEGAL DESCRIPTION ON FILE)

All interested parties are invited to attend and participate. Please visit the City webpage at www.coralgables.com to view information concerning the application. The complete application is on file and available for examination during business hours at the Planning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments regarding the application can be directed to the Planning and Zoning Division at planning@coralgables.com, Fax: 305.460.5327 or Phone: 305.460.5211. Please forward to other interested parties.

Sincerely,

City of Coral Gables, Florida

7

PUBLIC NOTIFICATION

2 TIMES	LETTERS TO PROPERTY OWNERS NEIGHBORHOOD MEETING, PZB
1 TIME	PROPERTY POSTING PZB
1 TIME	WEBSITE POSTING PZB
1 TIME	NEWSPAPER ADVERTISEMENT PZB

8

Staff Recommendation

Staff's determination is that this application is **CONSISTENT** with the Comprehensive Plan Goals, Objectives and Policies and **SATISFIES** section 3-506 of the zoning code.

Staff recommends Approval with Condition that all other conditions of approval contained in ordinance no. 2011-06 shall remain in effect.

9

Gulliver Academy

AMENDMENT TO CONDITIONS OF APPROVAL TO INCREASE THE MAXIMUM ENROLLMENT

12595 RED ROAD

Planning and Zoning Board
July 10, 2019

10