

14. Traffic Reports

Gulliver Academy

Traffic Study

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1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134**

**May 2010
DPA Project #10118**



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EXECUTIVE SUMMARY

Gulliver Academy (GA) is located at 12595 Red Road in Coral Gables, Florida. Gulliver Academy is proposing to improve their campus by adding classrooms, constructing a gymatorium, natatorium, and a baseball field house. Twelve additional parking spaces are also added to the campus. The school does not have an existing gym or an auditorium, and are proposing to combine both into one structure. The new buildings will house existing activities that currently take place outdoors, in inadequate spaces, or on other campuses. Outdoor school activities, including PE classes and school-wide assemblies that are often cancelled due to inclement weather, could be held indoors. Gulliver Preparatory, the high school campus located on Kendall Drive, will continue to use GA's facilities for their baseball and club swim teams.

GA has a current enrollment of 985 students. Based on a previous agreement between Gulliver Academy and the city of Coral Gables, student enrollment has been capped at 1,162 students, and no increase in student enrollment is being requested by Gulliver Academy.

The construction of a gymnasium / auditorium (gymatorium) has benefits to the transportation system. Currently, GA has events that are occurring off-campus at the Preparatory campus or the Pinecrest Preparatory campus because their existing facilities are not adequate (i.e., they "share" facilities with other campuses). With the construction of a gymatorium, these students will no longer need to leave campus to attend their activity, thus reducing vehicular traffic on the roadway system. Examples of the activities that are currently happening at a different campus but will now occur on the Academy campus because of the gymatorium include holiday concerts, girls volleyball (practices and games), cheerleading practices, boys basketball (practices and games), and girls basketball (practices and games).

An assessment of the existing traffic operations and level of service on Old Cutler Road, as well as an evaluation of GA's dropoff and pickup operations, was performed in accordance with the traffic study methodology agreed to with the city of Coral Gables. The intersections and the link analyzed meet the city's LOS standards. However, minor signal timing adjustments are recommended at the intersection of Old Cutler Road / SW 120 Street to alleviate the eastbound left turn morning delay, which is not associated with Gulliver Academy traffic. GA's driveway traffic volumes in 1997 and 2010 have remained relatively stable (actually lower) during the critical dropoff and pickup hours. Since the driveway volumes have been stable for the last 13 years, any increase in traffic congestion on the roadway system near the school is not related to GA, but due to other developments and normal traffic growth. No increase in enrollment beyond 1,162 students combined with a minimal number of new employees, makes the additional vehicular impacts de minimis. However, recommendations have been made to further improve the Academy's dropoff and pickup operations.

1.0 INTRODUCTION

1.1 Project Background

Gulliver Academy is located at 12595 Red Road in Coral Gables, Florida (See Exhibit 1). Gulliver Academy is proposing to improve their campus by adding classrooms, constructing a gymatorium, natatorium, and a baseball field house. Twelve additional parking spaces are also added to the campus. The school does not have an existing gym or an auditorium, and are proposing to combine both into one structure. The new buildings will house existing activities that currently take place outdoors, in inadequate spaces, or on other campuses. Outdoor school activities, including PE classes and school-wide assemblies that are often cancelled due to inclement weather, could be held indoors. Gulliver Preparatory, the high school campus located on Kendall Drive, will continue to use GA's facilities for their baseball and club swim teams.

GA has a current enrollment of 985 students. Based on a previous agreement between Gulliver Academy and the city of Coral Gables, student enrollment has been capped at 1,162 students, and no increase in student enrollment is being requested by Gulliver Academy. No increase in enrollment beyond 1,162 students combined with a minimal number of new employees, makes the additional vehicular impacts de minimis. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the city of Coral Gables for the project. This study includes traffic analyses and field observations of the dropoff/pickup operations.

1.3 Study Area and Methodology

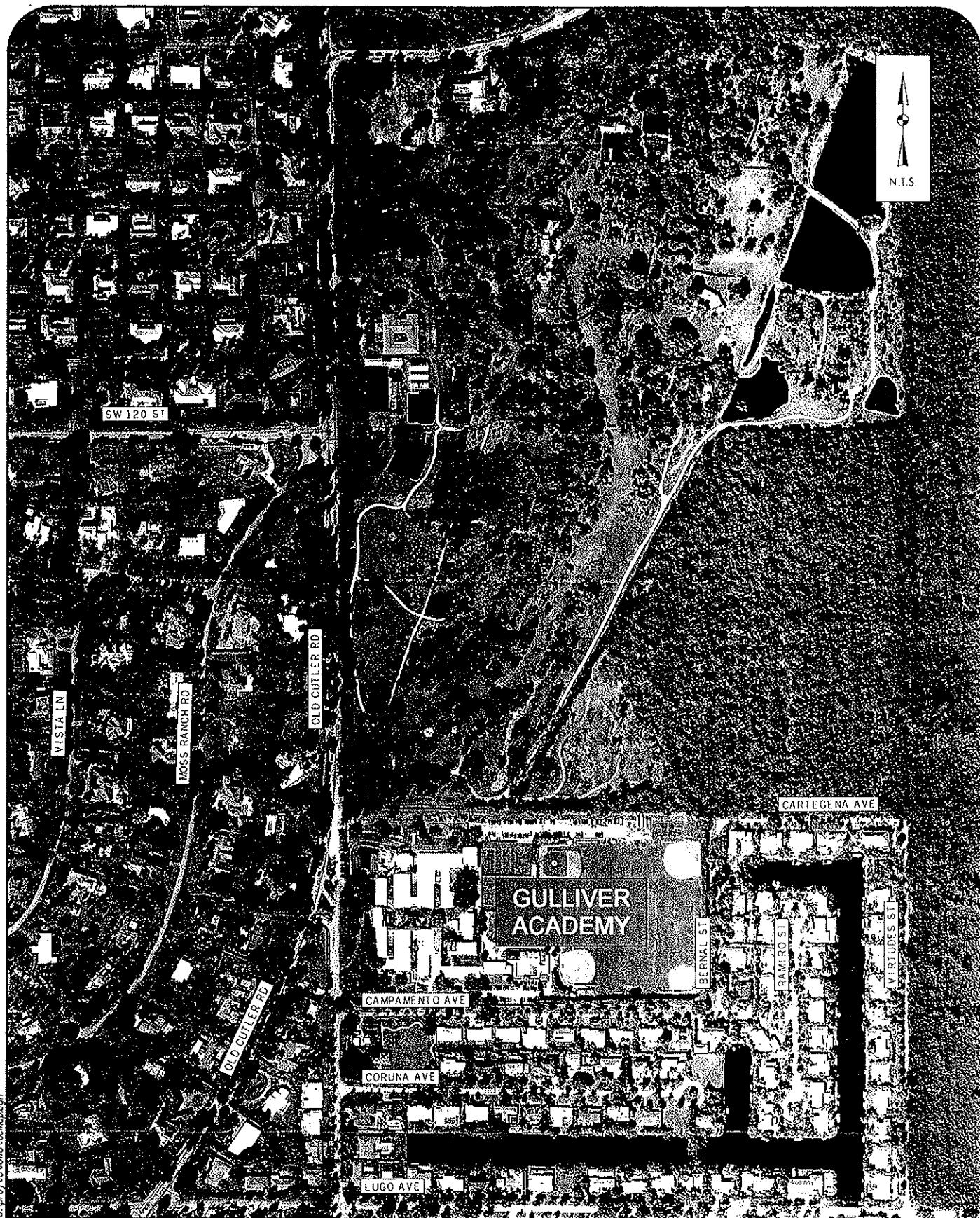
Intersection capacity analysis was performed for the following intersections:

- Old Cutler Road / SW 128 Street
- Old Cutler Road / SW 120 Street

In addition, link analysis was performed on Old Cutler Road (OCR) between SW 120 Street and SW 128 Street.

The analysis undertaken follows the study methodology previously discussed with and approved by the city of Coral Gables is described as follows:

- Analyze the levels of service (LOS) for Old Cutler Road, Old Cutler Road / SW 120 Street, and Old Cutler Road / SW 128 Street during the morning dropoff and afternoon pickup periods on a typical weekday.
- Take driveway turning movement counts during the morning dropoff and afternoon pickup periods during a typical weekday in order to compare these volumes to the volumes in a December 1997 traffic study done for the school.
- Undertake a dropoff / pickup / circulation evaluation and provide recommendations, if necessary, to improve operations and safety.



9:47:59 AM
5/26/2010
Landro Nodouven/monodan

	PROJECT: GULLIVER ACADEMY	TITLE: LOCATION MAP	EXHIBIT NO. 1
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1.4 Project Site Information

Gulliver Academy is proposing to improve their campus by adding classrooms, constructing a gymatorium, natatorium, and a baseball field house. Twelve additional parking spaces are also added to the campus. The school does not have an existing gym or an auditorium, and are proposing to combine both into one structure. The new buildings will house existing activities that currently take place outdoors, in inadequate spaces, or on other campuses. Outdoor school activities, including PE classes and school-wide assemblies that are often cancelled due to inclement weather, could be held indoors. Gulliver Preparatory, the high school campus located on Kendall Drive, will continue to use GA's facilities for their baseball and club swim teams. Gulliver Academy has a current enrollment of 985 students. Based on a previous agreement between Gulliver Schools and the city of Coral Gables, student enrollment has been capped at 1,162 students, and no increase in student enrollment is being requested by Gulliver Academy. The site plan is provided in Appendix A.

2.0 EXISTING CONDITIONS

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

Old Cutler Road

Old Cutler Road is a county arterial that provides northeast/southwest access throughout Miami-Dade County. Within the study area, Old Cutler Road is a two-way, two-lane, undivided roadway. Old Cutler Road has a state historic highway designation. The speed limit is not posted within the study limits. Miami-Dade County has jurisdiction of Old Cutler Road.

SW 120 Street

SW 120 Street is a local roadway that provides east-west connectivity between Old Cutler Road and US-1. SW 120 Street is a two-way, two-lane, undivided roadway. The posted speed limit is 30 mph. Within the study area, the city of Coral Gables has jurisdiction of portions of SW 120 Street, while the city of Pinecrest has jurisdiction of the remaining road.

SW 128 Street

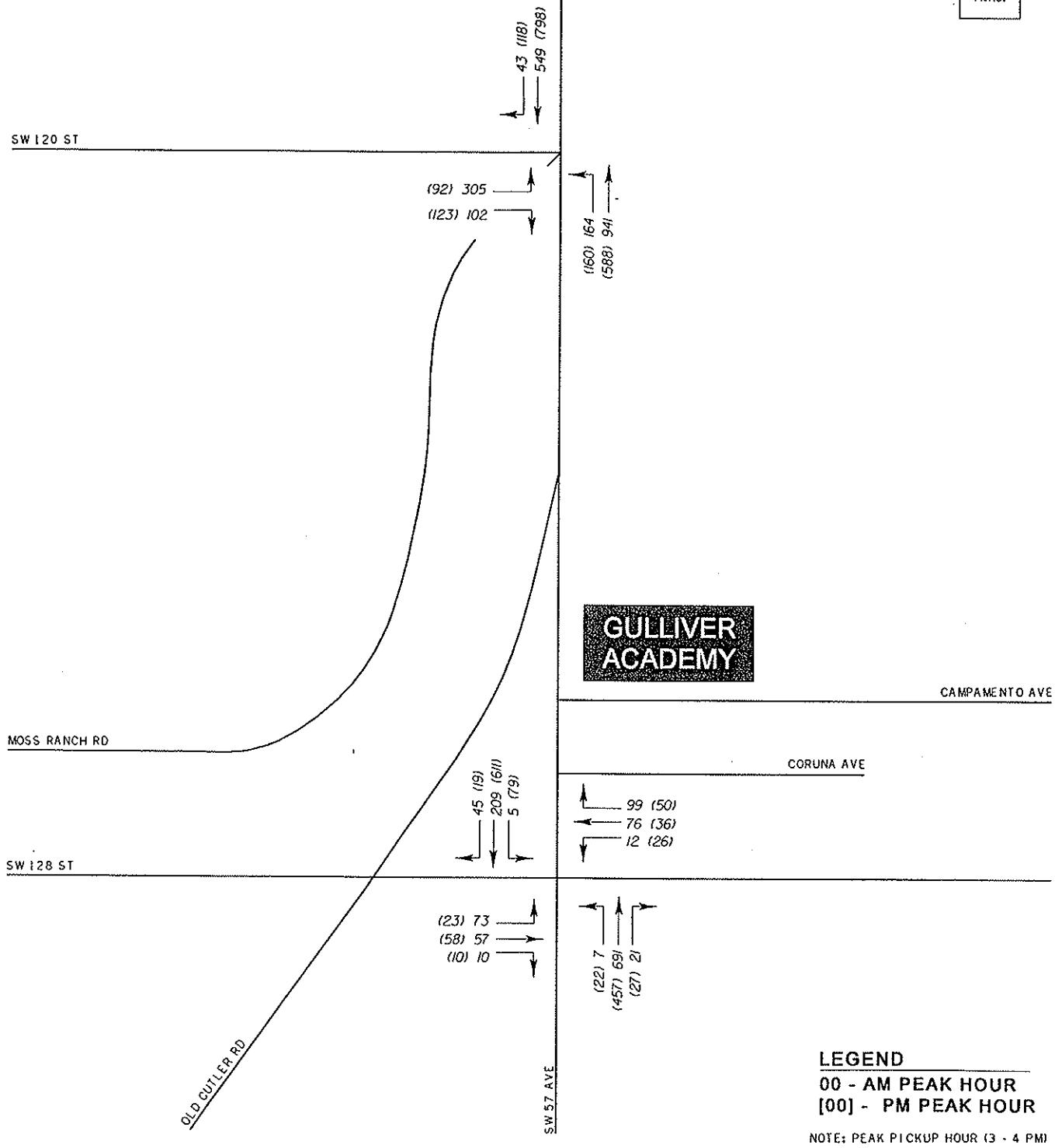
SW 128 Street is a local roadway that provides east-west connectivity between Chapman Field Drive and Red Road (SW 57 Avenue). SW 128 Street is a two-way, two-lane, undivided roadway. The posted speed limit is 30 mph. Within the study area, the city of Coral Gables has jurisdiction of portions of SW 128 Street, while the city of Pinecrest has jurisdiction of the remaining road.

2.2 Traffic Counts

Peak hour vehicle turning movement counts were collected for the study area. Consistent with the morning and afternoon dropoff and pickup times, turning movement volumes were collected at the study intersections and GA driveways between 7:15 AM – 8:45 AM and 2:15 PM – 4:00 PM. Additionally, the latest weekly volume adjustment factors were obtained from FDOT. A weekly volume adjustment factor for Miami-Dade County south corresponding to the dates of the counts is 0.99. However, for a more conservative analysis, this rate was not applied to adjust the raw traffic counts to average weekly conditions. The morning and afternoon peak time period volumes are summarized in Appendix B. Existing turning movement counts at the intersections are shown in Exhibit 2.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the analyzed signalized intersections in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 3 shows the existing lane configurations at the analyzed intersections. Signal timings are provided in Appendix B.



	PROJECT: GULLIVER ACADEMY	TITLE: EXISTING AM AND PM PEAK HOUR TRAFFIC VOLUMES	EXHIBIT No. 2
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SW 120 ST

MOSS RANCH RD

SW 128 ST

OLD CUTLER RD

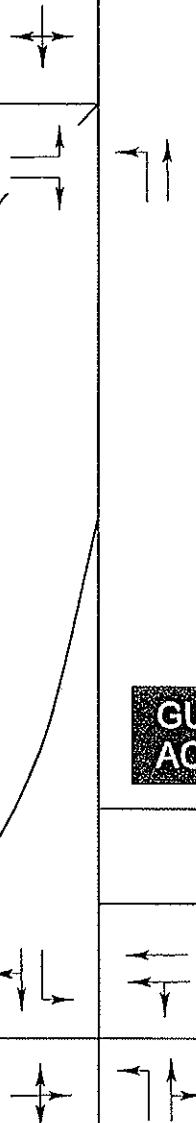
SW 57 AVE

**GULLIVER
ACADEMY**

CAMPAMENTO AVE

CORUNA AVE

SW 120 ST
SW 128 ST
SW 57 AVE
OLD CUTLER RD
MOSS RANCH RD
SW 120 ST



PROJECT:

GULLIVER ACADEMY

TITLE:

LANE CONFIGURATION

EXHIBIT No.

3



2.5 Intersection Capacity Analysis

The Highway Capacity Software (HCS), based on procedures of the 2000 Highway Capacity Manual was used to perform intersection capacity analysis at the analyzed intersections. Exhibit 4 shows the resulting LOS for existing conditions for morning and afternoon peak conditions. All the intersections analyzed meet the city's LOS standards. However, minor signal timing adjustments are recommended at the intersection of Old Cutler Road / SW 120 Street to alleviate the eastbound left turn morning delay, which is not associated with Gulliver Academy traffic. Intersection capacity analysis worksheets included in Appendix C.

Exhibit 4
Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Level of Service	
		AM	PM ¹
Old Cutler Road / SW 120 Street	S	C ²	B
Old Cutler Road / SW 128 Street	S	C	B

¹ Peak Pickup Hour (3-4 PM)

² Minor Signal timing adjustments

Source: David Plummer & Associates

2.6 Roadway Capacity Analysis

Roadway capacity is the maximum number of vehicles that can pass through a given point during a specific time period under prevailing roadway and traffic control device conditions. ARTPLAN software developed by the Florida Department of Transportation (FDOT), that takes into account specific roadway characteristics, was used to determine the level of service (LOS) for Old Cutler Road. LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition.

The analysis of existing traffic conditions was performed for AM and PM peak hour conditions. The roadway link analysis summary is provided in Exhibit 5. Old Cutler Road currently operates within the city's level of service standard, LOS E, adopted in their Comprehensive Plan.

Exhibit 5
Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway	Limits	Direction	Number of Lanes	AM PK Volume	PM PK Volume	AM PK LOS	PM PK LOS ¹
Old Cutler Road	North of Gulliver Academy	NEB SWB	1LU 1LU	1200 765	777 950	B C	B C

¹Peak Pickup Hour (3-4 PM)

Source: David Plummer & Associates

2.7 Driveway Volume Comparison

In 1997, GA undertook a traffic study that included traffic counts at the school's driveways during the dropoff and pickup periods (see Appendix E). As part of this traffic study, DPA has conducted traffic counts during the same time periods at the school's driveways. The purpose of this was to compare the traffic counts collected at the school's driveways in 1997 and in 2010 to determine if GA's volumes have remained stable given the capped enrollment.

In 1997, enrollment was 1,050 students. In 2010, enrollment is 985 students. The expectation would be that 2010 traffic volumes at GA's driveways are relatively stable but may be slightly less due to fewer students enrolled.

A summary of this comparison is presented in Exhibit 6 (see Exhibits 7 and 8 for more detail):

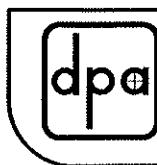
Exhibit 6
Two-Way Traffic Volumes at the Gulliver Academy Driveways

	1997	2010	CHANGE
AM Dropoff Period (vph)	1,196	1,021	-15%
PM Pickup Period (vph)	680	612	-10%

Note: vph is vehicles per hour.

Source: David Plummer & Associates

This comparison shows that GA's traffic volumes have stayed relatively stable since 1997 during the critical dropoff and pickup hours. In fact, the 2010 traffic volumes at GA's driveways are lower than expected given student enrollment is only 7% less compared to the student enrollment in 1997. Since the driveway volumes have been stable for the last 13 years, any increase in traffic congestion on the roadway system near the school is not related to GA, but due to other developments and normal traffic growth.



PROJECT:

GULLIVER ACADEMY

TITLE:

AM PEAK HOUR TRAFFIC
1997 AND 2010

EXHIBIT NO.

7



	PROJECT: GULLIVER ACADEMY	TITLE: PM PEAK HOUR TRAFFIC 1997 AND 2010	EXHIBIT NO. 8
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3.0 DROPOFF / PICKUP EVALUATION

In 2006, DPA undertook an extensive evaluation of the dropoff and pickup operations of Gulliver Academy. Many recommendations were made to the Academy to improve the access, circulation, safety, and operations of this procedure. The dropoff and pickup schedule by grade is shown in Exhibit 9.

Exhibit 9
Dropoff and Pickup Schedule by Grade

Grade	DROPOFF	PICKUP	
	M - F	M, T, Th, F	Wednesday
Morning Care	7:30 AM	-----	-----
Grades 5-8	8:00 AM	3:20 PM	2:30 PM
Grades 2-4	8:10 AM	3:00 PM	2:15 PM
Grade 1	8:10 AM	2:45 PM	2:00 PM
PK, JK, SK	8:20 AM	2:30 PM ¹	1:45 PM

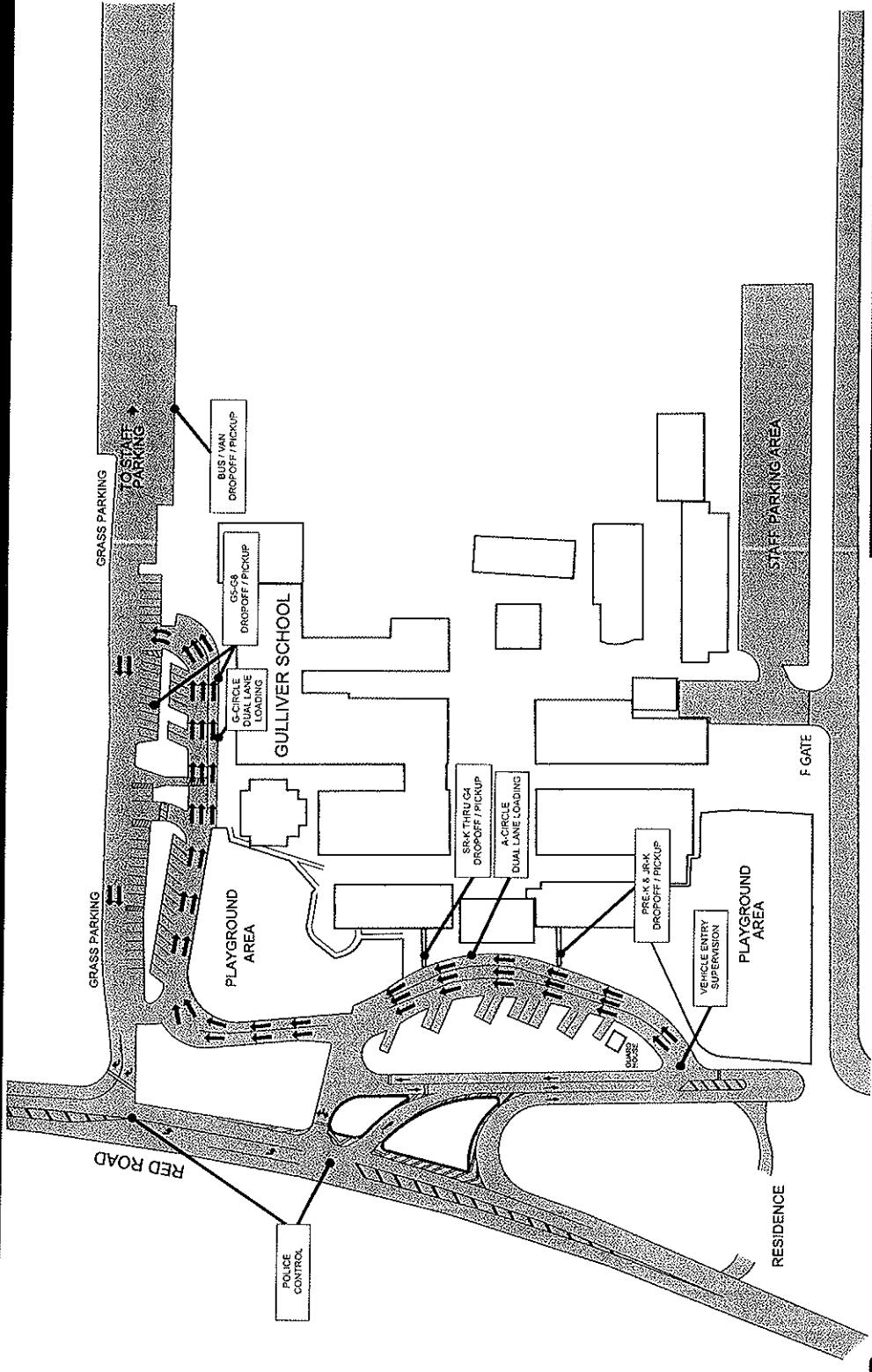
¹ Pre-K also has a 12:20 PM pickup

Source: Gulliver Academy

DPA has been in the field observing traffic patterns, ingress to the site, internal circulation, egress from the site, and the dropoff and pickup operations (see Exhibit 10 for the existing dropoff and pickup operations at Gulliver Academy). The 2006 DPA dropoff and pickup recommendations that have been implemented by the Academy include the following:

- All dropoff and pickup occurs on passenger side only.
- Parents are not permitted to leave their vehicles unattended while in the dropoff and pickup service areas.
- Control is in place at the entry and exit points of the dropoff and pickup locations with Gulliver security personnel.

OPERATIONS EXISTING CONDITIONS



GULLIVER ACADEMY 10

EXHIBIT:



- Two lanes are used to queue vehicles at A-circle and G-circle.
- When A-circle pickup is completed, those lanes are used as additional queuing area for G-circle.
- Late arriving parents at A-circle are permitted to park in designated A-drive parking spaces.
- The exit at A-Circle is closed during the G-Circle dropoff period.
- A color-coded student identification card is required for pickup of all students.
- During the actual loading process, a teacher or security person remains several vehicles into the queue calling student names over the two-way radio system to the designated teacher who then uses a megaphone to call students to the loading area.
- Police officers control the southbound Old Cutler Road (OCR) traffic entering the site during the dropoff and pickup periods.
- Police officers control the exiting movements from the north driveway onto OCR. Outbound traffic during the dropoff period is only allowed to turn northbound onto OCR.
- Police officers control of the OCR / SW 120 Street signalized intersection during the pickup period.
- A sidewalk was installed leading from the A-drive to the G-drive which permits safe pedestrian passage to either the A-drive or G-drive from the parking area.
- The interior drive leading from A-drive to G-drive was widened improving traffic flow and allowing additional vehicles to queue on campus thereby reducing the number of vehicles queuing on OCR to enter the campus.
- New pavement markings were installed on the A-drive.
- The student waiting area in the A-drive was expanded and paved which allows for increased supervision in the student pre-loading and assembling area for pick-up.
- A fence was installed along the edge of the first third of the A-drive sidewalk which requires parents to move vehicles forward in the queue during pickup.
- The “triangle” area located off-campus west of the Academy adjacent to OCR was landscaped by Gulliver which closed this area to offsite parking.

The improvements to the access, circulation, and dropoff and pickup operations of Gulliver Academy since 2006 have been substantial. Like most schools, there is a period of approximately 15 to 20 minutes during the dropoff and pickup periods where some congestion occurs. The off-duty police officers do a tremendous job minimizing the duration of the traffic congestion. The following are additional recommendations to dropoff and pickup operations:

- Supervisors assisting with the dropoff and pickup operations should wear a safety vest.
- During the pickup period, consider having Grades 3 and 4 use the G-Circle to make better use of the existing queuing area. G-Circle is currently unused during the pickup period until Grades 5-8 are dismissed.

Based on discussions with the off-duty police officers and field observations, additional off-site improvements should be considered. Off-campus parking and walk-ups, especially along OCR, should not be allowed. Any parent that wants to walk their child to their classroom should be required to park on campus.

The “triangle” area located off-campus west of the Academy and adjacent to OCR has been landscaped by Gulliver. This, along with the construction staging for the Coral Gables force main project, has been a parking deterrent.

Parents are now parking off-campus north of the exit driveway (and north of the “triangle”) from the Academy on the east side of OCR. Parents are then walking their children from OCR onto campus. Walking along this section of OCR, especially for children, is not desirable from a safety standpoint. Further, these parked vehicles are eventually backing out onto OCR creating vehicular safety and operational concerns. One off-duty police officer stated that off-campus parking is their main concern with the dropoff and pickup operations. Field observations revealed approximately 15 vehicles were parked on the east side of OCR at any one time with passengers destined for the Academy campus.

GA is doing a commendable job with the internal dropoff and pickup operations. Major Scott Massington (Coral Gables Police Department), in a memorandum dated September 3, 2009, recognized that the new improvements to the dropoff and pickup operations have been beneficial. In this memo, Major Massington also discusses the safety and operations concerns with the Gulliver parents parking on the east side of OCR adjacent to the Academy and walking their children to campus. The following is recommended to help prevent off-campus parking and walk-ups to the Academy campus:

1. Install raised curbing along the “triangle area” to physically discourage parking in that location. Install “NO PARKING” signs, so that the violators can be ticketed. Install landscaping in this area.
2. Install raised curbing on the east side of OCR north of the exit driveway. Install “NO PARKING” signs, so that violators can be ticketed. Install landscaping in this area.

OCR is a county arterial with a state historic highway designation. Installing raised curb on the east side of OCR will have drainage implications. Any “modifications” to OCR, including the recommendations above, will be subject to approval from the state and Miami-Dade County (MDC). Assistance from the city to obtain these approvals may be required. If the recommended improvements are not approved by the state and/or MDC; the city, state, MDC, and Gulliver should work together to determine an alternative solution to prevent off-site parking on the east side of OCR in order to improve the operations and safety of this corridor during the dropoff and pickup periods.

4.0 CONCLUSIONS

An assessment of the existing traffic operations and level of service on Old Cutler Road, as well as an evaluation of GA's dropoff and pickup operations, was performed in accordance with the traffic study methodology agreed to with the city of Coral Gables. The intersections and the link analyzed meet the city's LOS standards. However, minor signal timing adjustments are recommended at the intersection of Old Cutler Road / SW 120 Street to alleviate the eastbound left turn morning delay, which is not associated with Gulliver Academy traffic. GA's driveway traffic volumes in 1997 and 2010 have remained relatively stable (actually lower) during the critical dropoff and pickup hours. Since the driveway volumes have been stable for the last 13 years, any increase in traffic congestion on the roadway system near the school is not related to GA, but due to other developments and normal traffic growth. No increase in enrollment beyond 1,162 students combined with a minimal number of new employees, makes the additional vehicular impacts de minimis. However, recommendations have been made to further improve the Academy's dropoff and pickup operations.

Appendix A

Site Plan

Appendix B

Data Collection

Traffic Volumes

Signal Timings

Traffic Volumes

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / SW 120 Street
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/26/2010
 Day of Week: Tuesday

TIME INTERVAL	Old Cutler Road				SW 120 Street				Westbound				Grand Total			
	Southbound				Eastbound				Westbound				Total			
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
07:15 AM	12	250	0	262	0	104	9	113	59	0	16	75	0	0	0	450
07:30 AM	19	222	0	241	0	146	7	153	73	0	45	118	0	0	0	512
07:45 AM	63	244	0	307	0	140	16	156	70	0	23	93	0	0	0	556
08:00 AM	70	225	0	295	0	159	11	170	103	0	18	121	0	0	0	586
08:15 AM	34	188	0	222	0	114	16	130	83	0	5	88	0	0	0	440
08:30 AM	15	249	0	264	0	101	13	114	64	0	7	71	0	0	0	449

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL	Old Cutler Road				SW 120 Street				Westbound				Grand Total			
	Southbound				Eastbound				Westbound				Total			
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
07:15 AM	164	941	0	1,105	0	549	43	592	305	0	102	407	0	0	0	2,104
PEAK HOUR FACTOR				0.90				0.87				0.84			N/A	0.90

TURNING MOVEMENT COUNTS

Project Name:
Gulliver Academy
Location:
Old Cutler Road / SW 128 Street
Observer:
David Plummer and Associates

Project Number:
10118
Count Date:
4/22/2010
Day of Week:
Thursday

Old Cutler Road				SW 128 Street				GRAND TOTAL	
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND	WESTBOUND	GRAND TOTAL
	L	T	R	L	T	R			
07:15 AM	0	229	7	236	1	14	81	9	54
07:30 AM	0	225	6	231	1	14	86	25	391
07:45 AM	3	122	1	126	2	34	7	43	402
08:00 AM	4	115	7	126	1	38	10	49	265
08:15 AM	6	126	4	136	8	73	9	90	247
08:30 AM	1	149	8	158	3	76	24	103	286
08:45 AM									313

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road				SW 128 Street				GRAND TOTAL	
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND	WESTBOUND	GRAND TOTAL
	L	T	R	L	T	R			
07:15 AM	7	691	21	719	5	209	45	259	187
PEAK HOUR FACTOR					0.76		0.63	0.76	1.305
									0.87
									0.81

TURNING MOVEMENT COUNTS

Project Name:
Gulliver Academy
Location:
Old Cutler Road / North Gulliver Driveway
Observer:
David Plummer and Associates

Project Number:
10118
Count Date:
4/22/2010
Day of Week:
Thursday

Old Cutler Road				North Gulliver Driveway								GRAND TOTAL
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND	WESTBOUND	GRAND TOTAL			
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL
07:15 AM 07:30 AM	0	0	0	0	127	0	0	0	1	0	22	23
07:30 AM 07:45 AM	0	0	0	0	200	0	0	0	1	0	100	101
07:45 AM 08:00 AM	0	0	0	0	227	0	0	0	2	0	160	162
08:00 AM 08:15 AM	0	0	0	0	173	0	0	0	0	0	125	125
08:15 AM 08:30 AM	0	0	0	0	143	0	0	0	2	0	31	33
08:30 AM 08:45 AM	0	0	0	0	116	0	0	0	3	0	15	18
												134

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road				North Gulliver Driveway								GRAND TOTAL
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND	WESTBOUND	GRAND TOTAL			
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL
07:30 AM 08:30 AM	0	0	0	0	743	0	0	0	5	0	416	421
PEAK HOUR FACTOR					0.82				N/A			0.65
												0.75

TURNING MOVEMENT COUNTS

Project Name:
Gulliver Academy
Location:
Old Cutler Road / Center Gulliver Driveway
Observer:
David Plummer and Associates

Project Name:
Gulliver Academy
Location:
Old Cutler Road / Center Gulliver Driveway
Observer:
David Plummer and Associates

Project Number:
10118
Count Date:
4/22/2010
Day of Week:
Thursday

Old Cutler Road				Old Cutler Road				Center Gulliver Driveway				GRAND TOTAL	
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
07:15 AM	07:30 AM	0	0	0	44	84	0	128	0	0	0	0	128
07:30 AM	07:45 AM	0	0	0	118	83	0	201	0	0	0	0	201
07:45 AM	08:00 AM	0	0	0	174	55	0	229	0	0	0	0	229
08:00 AM	08:15 AM	0	0	0	109	64	0	173	0	0	0	0	173
08:15 AM	08:30 AM	0	0	0	54	91	0	145	0	0	4	0	28
08:30 AM	08:45 AM	0	0	0	14	105	0	119	0	0	0	12	131

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road				Old Cutler Road				Center Gulliver Driveway				GRAND TOTAL	
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
07:30 AM	08:30 AM	0	0	0	455	293	0	748	0	0	4	0	28
PEAK HOUR FACTOR				N/A			0.82			N/A			0.25
													0.85

TURNING MOVEMENT COUNTS

Project Name:
Location:
Observer:

Gulliver Academy
Old Cutler Road / South Gulliver Driveway
David Plummer and Associates

Project Number:
Count Date:
Day of Week:

10118
4/22/2010
Thursday

TIME INTERVAL		Old Cutler Road			South Gulliver Driveway			Grand Total			
		Northbound		Southbound		Eastbound		Westbound		Total	
L	T	R	T	R	T	R	T	R	L	T	
07:15 AM	07:30 AM	264	8	272	0	84	0	0	0	0	356
07:30 AM	07:45 AM	186	59	245	0	83	0	0	0	0	328
07:45 AM	08:00 AM	125	31	156	0	55	0	0	0	0	211
08:00 AM	08:15 AM	153	23	176	0	64	0	0	0	0	240
08:15 AM	08:30 AM	187	4	191	0	91	0	0	0	0	282
08:30 AM	08:45 AM	212	2	214	0	105	0	105	0	0	319

PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / SW 120 Street
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/20/2010
 Day of Week: Tuesday

Old Cutler Road							SW 120 Street						
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
02:15 PM	02:30 PM	7	92	0	99	0	121	20	141	18	0	15	33
02:30 PM	02:45 PM	14	149	0	163	0	137	22	159	14	0	13	27
02:45 PM	03:00 PM	15	99	0	114	0	141	27	168	17	0	23	40
03:00 PM	03:15 PM	29	142	0	171	0	156	25	181	28	0	34	62
03:15 PM	03:30 PM	25	116	0	141	0	207	26	233	29	0	38	67
03:30 PM	03:45 PM	55	177	0	232	0	224	28	252	18	0	26	44
03:45 PM	04:00 PM	51	153	0	204	0	211	39	250	17	0	25	42
													496

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road							SW 120 Street						
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
03:00 PM	04:00 PM	160	588	0	748	0	793	118	916	92	0	123	215
PEAK HOUR FACTOR					0.81				0.91				0.80
													N/A
													0.89

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / SW 128 Street
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/22/2010
 Day of Week: Thursday

Old Cutler Road

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
02:15 PM	4	85	6	95	13	108	1	122	4	10	2	16	3
02:30 PM	0	81	1	82	27	130	3	160	3	11	2	16	6
02:45 PM	2	97	3	102	11	125	2	138	3	9	0	12	6
03:00 PM	3	118	2	123	19	127	4	150	3	13	0	16	8
03:15 PM	0	121	8	129	23	133	6	162	10	15	3	28	5
03:30 PM	17	110	10	137	18	153	3	174	5	16	4	25	7
03:45 PM	2	108	7	117	19	198	6	223	5	14	3	22	6
04:00 PM													395

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
03:00 PM	22	457	27	506	79	611	19	709	23	58	10	91	26
PEAK HOUR FACTOR										0.79		0.81	

SW 128 Street

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
04:00 PM													0.90
PEAK HOUR FACTOR													0.78

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / North Gulliver Driveway
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/22/2010
 Day of Week: Thursday

Old Cutler Road				Southbound				North Gulliver Driveway				Westbound			
TIME INTERVAL	Northbound			L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL
	L	T	R												
02:15 PM	0	0	0	0	0	0	163	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	0	0	210	0	0	0	0	3	0	0	23
02:45 PM	0	0	0	0	0	0	182	0	0	0	0	1	0	0	17
03:00 PM	0	0	0	0	0	0	197	0	0	0	0	1	0	0	15
03:15 PM	0	0	0	0	0	0	225	0	0	0	0	3	0	0	39
03:30 PM	0	0	0	0	0	0	228	0	0	0	0	6	0	0	87
03:45 PM	0	0	0	0	0	0	238	0	0	0	0	12	0	0	92
03:45 PM	0	0	0	0	0	0	238	0	0	0	0	0	0	0	330

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road				Southbound				North Gulliver Driveway				Westbound			
TIME INTERVAL	Northbound			L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL
	L	T	R												
03:00 PM	0	0	0	0	0	0	888	0	0	0	0	22	0	214	236
PEAK HOUR FACTOR				N/A			0.93				N/A			0.64	0.85

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / Center Gulliver Driveway
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/22/2010
 Day of Week: Thursday

Old Cutler Road							Center Gulliver Driveway						
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
02:15 PM	0	0	0	0	25	138	0	163	0	0	0	0	2
02:30 PM	0	0	0	0	35	178	0	213	0	0	4	0	28
02:45 PM	0	0	0	0	42	141	0	183	0	0	0	1	32
03:00 PM	0	0	0	0	57	141	0	198	0	0	0	5	21
03:15 PM	0	0	0	0	66	162	0	228	0	0	0	1	44
03:30 PM	0	0	0	0	49	185	0	234	0	0	0	1	49
03:45 PM	0	0	0	0	55	195	0	250	0	0	0	4	247
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road							Center Gulliver Driveway						
TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
03:00 PM	0	0	0	0	227	683	0	910	0	0	0	0	92
PEAK HOUR FACTOR					N/A			0.91			N/A		0.47
													0.93

TURNING MOVEMENT COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road / South Gulliver Driveway
 Observer: David Plummer and Associates

Project Number: 10118
 Count Date: 4/22/2010
 Day of Week: Thursday

Old Cutler Road

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL			
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	
02:15 PM	0	114	5	119	0	138	0	138	0	0	0	0	0	0	0	0
02:30 PM	0	97	9	106	0	178	0	178	0	0	0	0	0	0	0	0
02:45 PM	0	113	12	125	0	141	0	141	0	0	0	0	0	0	0	0
03:00 PM	0	131	12	143	0	141	0	141	0	0	0	0	0	0	0	0
03:15 PM	0	116	13	129	0	162	0	162	0	0	0	0	0	0	0	0
03:30 PM	0	127	19	146	0	185	0	185	0	0	0	0	0	0	0	0
03:45 PM	0	121	13	134	0	195	0	195	0	0	0	0	0	0	0	0
																329

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

Old Cutler Road

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL			
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	
03:00 PM	0	495	57	552	0	683	0	683	0	0	0	0	0	0	0	1,235
PEAK HOUR FACTOR				0.95			0.88					N/A			N/A	0.93

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: **Gulliver Academy**
 Location: **Old Cutler Road North of Gulliver Academy**
 Observer: **Traffic Survey Specialists, Inc.**

Project No.: **10118**
 Count Date: **Average**

BEGIN TIME	NORTHBOUND						TOTAL	SOUTHBOUND	TWO-WAY TOTAL	
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	6	4	6	8	24	24	19	17	15	75
01:00 AM	5	2	2	2	12	9	10	8	9	36
02:00 AM	1	1	5	2	9	5	7	2	3	17
03:00 AM	2	1	2	4	9	2	4	3	2	10
04:00 AM	4	6	8	12	29	1	3	4	3	11
05:00 AM	23	28	47	64	162	5	4	6	11	26
06:00 AM	106	175	240	286	806	18	30	24	38	110
07:00 AM	299	295	305	298	1,198	54	125	220	253	652
08:00 AM	302	258	233	216	1,008	167	132	109	106	514
09:00 AM	238	205	203	173	820	77	79	73	72	300
10:00 AM	166	153	164	137	619	69	71	87	78	305
11:00 AM	134	130	130	135	528	91	79	92	91	353
12:00 PM	122	118	122	120	482	96	106	108	98	408
01:00 PM	116	119	113	131	479	119	119	122	143	503
02:00 PM	116	131	175	180	603	152	158	190	218	718
03:00 PM	183	164	221	209	777	244	258	232	216	950
04:00 PM	190	155	158	152	655	232	260	240	233	965
05:00 PM	145	150	140	126	561	240	247	249	241	977
06:00 PM	115	113	121	111	461	244	247	251	237	979
07:00 PM	103	98	69	63	333	192	189	164	153	698
08:00 PM	58	47	46	50	201	130	126	111	105	472
09:00 PM	53	43	43	40	179	98	91	82	91	362
10:00 PM	32	40	25	23	120	60	65	59	48	232
11:00 PM	20	14	12	16	61	45	45	36	25	151
	24-HOUR TOTAL						24-HOUR TOTAL		9,825	
									19,961	

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour: Time: 07:15 AM Volume: 1,201 AM Peak Hour: Time: 07:30 AM Volume: 772
 PM Peak Hour: Time: 03:15 PM Volume: 784 PM Peak Hour: Time: 05:45 PM Volume: 983

NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>1,965</u>
	K-factor: <u>9.8%</u>	PHF: <u>0.89</u>
	D-factor: <u>61.1% NB</u>	
PM Peak Hour:	Time: <u>03:00 PM</u>	Volume: <u>1,727</u>
	K-factor: <u>8.7%</u>	PHF: <u>0.95</u>
	D-factor: <u>55.0% SB</u>	

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: **Gulliver Academy**
 Location: **Old Cutler Road North of Gulliver Academy**
 Observer: **Traffic Survey Specialists, Inc.**

Project No.: **10118**
 Count Date: **04/20/10**
 Day of Week: **Tuesday**

BEGIN TIME	NORTHBOUND					TOTAL	BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL			1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	
12:00 AM	4	3	5	5	17		12:00 AM	23	16	20	18	77	94
01:00 AM	5	0	2	3	10		01:00 AM	7	8	7	7	29	39
02:00 AM	2	0	5	1	8		02:00 AM	3	7	2	2	14	22
03:00 AM	3	2	4	0	9		03:00 AM	1	0	4	1	6	15
04:00 AM	4	2	7	10	23		04:00 AM	0	2	1	4	7	30
05:00 AM	20	31	53	68	172		05:00 AM	1	4	7	10	22	194
06:00 AM	102	170	244	288	804		06:00 AM	15	29	21	38	103	907
07:00 AM	303	292	308	302	1,205		07:00 AM	47	121	219	261	648	1,853
08:00 AM	296	255	238	219	1,008		08:00 AM	174	150	111	98	533	1,541
09:00 AM	246	219	200	160	825		09:00 AM	64	67	75	70	276	1,101
10:00 AM	160	142	154	139	595		10:00 AM	67	68	89	62	286	881
11:00 AM	133	113	114	127	487		11:00 AM	95	77	100	99	371	858
12:00 PM	137	113	122	107	479		12:00 PM	84	91	117	97	389	868
01:00 PM	108	99	111	121	439		01:00 PM	116	91	96	124	427	866
02:00 PM	94	97	165	136	492		02:00 PM	131	154	150	225	660	1,152
03:00 PM	175	165	238	224	802		03:00 PM	252	292	251	210	1,005	1,807
04:00 PM	200	166	162	149	677		04:00 PM	211	254	241	253	959	1,636
05:00 PM	132	168	146	132	578		05:00 PM	261	253	248	237	999	1,577
06:00 PM	113	116	115	101	445		06:00 PM	239	235	246	228	948	1,393
07:00 PM	95	81	73	55	304		07:00 PM	174	190	182	161	707	1,011
08:00 PM	53	33	46	32	164		08:00 PM	142	120	109	103	474	638
09:00 PM	48	39	45	37	169		09:00 PM	84	65	63	74	286	455
10:00 PM	27	29	15	19	90		10:00 PM	44	68	46	41	199	289
11:00 PM	12	12	10	15	49		11:00 PM	35	37	33	20	125	174
24-HOUR TOTAL					9,851		24-HOUR TOTAL					9,550	19,401

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour: Time: 07:00 AM Volume: 1,205
 PM Peak Hour: Time: 03:30 PM Volume: 828

AM Peak Hour: Time: 07:30 AM Volume: 804
 PM Peak Hour: Time: 02:45 PM Volume: 1,020

NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>1,973</u>
	K-factor: <u>10.2%</u>	PHF: <u>0.88</u>
	D-factor: <u>60.7% NB</u>	
PM Peak Hour:	Time: <u>03:00 PM</u>	Volume: <u>1,807</u>
	K-factor: <u>9.3%</u>	PHF: <u>0.92</u>
	D-factor: <u>55.6% SB</u>	

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: **Gulliver Academy**
 Location: **Old Cutler Road North of Gulliver Academy**
 Observer: **Traffic Survey Specialists, Inc.**

Project No.: **10118**
 Count Date: **04/21/10**
 Day of Week: **Wednesday**

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	8	6	3	8		25
01:00 AM	5	5	3	1		14
02:00 AM	0	1	7	3		11
03:00 AM	1	1	1	5		8
04:00 AM	4	7	6	15		32
05:00 AM	21	27	44	61		153
06:00 AM	101	175	248	289		813
07:00 AM	304	299	314	302		1,219
08:00 AM	318	249	215	216		998
09:00 AM	223	180	178	181		762
10:00 AM	167	153	171	127		618
11:00 AM	124	144	136	133		537
12:00 PM	97	119	114	131		461
01:00 PM	112	132	114	152		510
02:00 PM	145	185	201	245		776
03:00 PM	181	157	170	180		688
04:00 PM	176	163	140	132		611
05:00 PM	134	138	120	121		513
06:00 PM	110	122	115	112		459
07:00 PM	119	91	55	70		335
08:00 PM	54	54	50	53		211
09:00 PM	50	41	37	48		176
10:00 PM	37	40	30	22		129
11:00 PM	20	11	11	18		60
24-HOUR TOTAL						10,119

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	18	15	10	13		56
01:00 AM	10	11	3	9		33
02:00 AM	3	7	2	3		15
03:00 AM	2	5	2	2		11
04:00 AM	1	4	7	5		17
05:00 AM	7	1	6	10		24
06:00 AM	20	32	21	39		112
07:00 AM	55	126	242	243		666
08:00 AM	156	112	107	118		493
09:00 AM	85	81	74	67		307
10:00 AM	74	69	84	96		323
11:00 AM	70	80	95	91		336
12:00 PM	103	131	113	91		438
01:00 PM	115	131	162	172		580
02:00 PM	188	152	232	237		809
03:00 PM	245	228	213	196		882
04:00 PM	213	247	223	201		884
05:00 PM	224	249	254	243		970
06:00 PM	254	248	267	241		1,010
07:00 PM	183	197	145	144		669
08:00 PM	135	141	113	110		499
09:00 PM	103	86	90	107		386
10:00 PM	66	70	63	46		245
11:00 PM	44	41	43	26		154
24-HOUR TOTAL						9,919

TWO-WAY TOTAL
81
47
26
19
49
177
925
1,885
1,491
1,069
941
873
899
1,090
1,585
1,570
1,495
1,483
1,469
1,004
710
562
374
214
20,038

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour: Time: 07:15 AM Volume: 1,233
 PM Peak Hour: Time: 02:15 PM Volume: 812

AM Peak Hour: Time: 07:15 AM Volume: 767
 PM Peak Hour: Time: 05:45 PM Volume: 1,012

NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>2,000</u>
	K-factor: <u>10.0%</u>	PHF: <u>0.90</u>
	D-factor: <u>61.7% NB</u>	
PM Peak Hour:	Time: <u>02:30 PM</u>	Volume: <u>1,726</u>
	K-factor: <u>8.6%</u>	PHF: <u>0.90</u>
	D-factor: <u>54.6% SB</u>	

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Gulliver Academy
 Location: Old Cutler Road North of Gulliver Academy
 Observer: Traffic Survey Specialists, Inc.

Project No.: 10118
 Count Date: 04/22/10
 Day of Week: Thursday

BEGIN TIME	NORTHBOUND						TOTAL	TWO-WAY TOTAL
	1st	1/4	2nd	1/4	3rd	1/4		
12:00 AM	7	4	10	10		31		122
01:00 AM	6	2	2	2		12		57
02:00 AM	2	1	3	3		9		32
03:00 AM	1	0	2	6		9		23
04:00 AM	3	8	10	12		33		42
05:00 AM	28	26	44	63		161		193
06:00 AM	114	179	228	280		801		916
07:00 AM	291	295	294	291		1,171		1,812
08:00 AM	291	269	245	214		1,019		1,536
09:00 AM	245	217	231	179		872		1,190
10:00 AM	172	163	166	144		645		951
11:00 AM	144	132	140	144		560		913
12:00 PM	132	123	129	121		505		902
01:00 PM	128	127	113	119		487		990
02:00 PM	110	112	159	160		541		1,225
03:00 PM	192	170	256	222		840		1,803
04:00 PM	193	137	172	176		678		1,730
05:00 PM	170	143	155	124		592		1,554
06:00 PM	123	102	134	120		479		1,457
07:00 PM	95	121	78	65		359		1,078
08:00 PM	67	55	43	64		229		672
09:00 PM	61	50	46	34		191		606
10:00 PM	32	50	30	28		140		391
11:00 PM	29	18	14	14		75		249
24-HOUR TOTAL						10,439	24-HOUR TOTAL	20,444

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour: Time: 07:00 AM Volume: 1,171 AM Peak Hour: Time: 07:30 AM Volume: 759
 PM Peak Hour: Time: 03:15 PM Volume: 841 PM Peak Hour: Time: 04:00 PM Volume: 1,062

NORTHBOUND AND SOUTHBBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>1,922</u>
	K-factor: <u>9.4%</u>	PHF: <u>0.88</u>
	D-factor: <u>60.9% NB</u>	
PM Peak Hour:	Time: <u>03:00 PM</u>	Volume: <u>1,803</u>
	K-factor: <u>8.8%</u>	PHF: <u>0.92</u>
	D-factor: <u>53.4% SB</u>	

Signal Timings



TOD Schedule Report for 5763: Red Rd&SW 120 St

Active Phase Bank: Phase Bank

Phase	Walk	Don't Walk	Min. Initial	Yeh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	Phase	Bank						
1	2	3	1	2	3	1	2	3
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	10 - 5 - 5	3	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 115 - 130	0 - 120 - 36	4	1
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 - 0	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	1
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	1

Last In Service Date:

Permitted Phases								
<u>12345678</u>								
Default								12--6-8
External Permit 0								-2--6-8
External Permit 1								-2--6-8
External Permit 2								-2--6-8

Green Time								
Current	TOD Schedule	Plan	Cycle	NBL	SBT	NBT	EBT	Ring Offset
5	5	70	5	40	0	0	48	0 12 0
10	10	70	7	37	0	0	47	0 13 0
11	11	70	5	37	0	0	45	0 15 0
15	15	70	5	40	0	0	48	0 12 0

Local TOD Schedule								
DOW	Plan	Time	Day	Plan	Time	Day	Plan	Time
Su	Free	0000	M	Free	0000	T	Free	0000
Su	Free	0100	W	Free	0100	F	Free	0100
Su	Free	0530	M	Free	0530	T	Free	0530
Su	Free	0600	W	Free	0600	F	Free	0600
Su	5	0600	M	MTW	0645	T	MTW	0645
Su	MTW	0645	W	MTW	0700	F	MTW	0700
Su	MTW	0700	M	MTW	0730	T	MTW	0730
Su	MTW	0845	W	MTW	0845	F	MTW	0845
Su	MTW	0900	M	MTW	0900	T	MTW	0900
Su	MTW	11	W	MTW	1345	F	MTW	1345
Su	MTW	10	M	MTW	1430	T	MTW	1430
Su	W	11	W	W	1530	M	W	1530
Su	MTW	15	F	MTW	1900	T	MTW	1900
Su	MTW	2200	S	MTW	2200	F	MTW	2200

TOD Schedule Report for 5763: Red Rd&SW 120 St

Current Time of Day Function				Local Time of Day Function			
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---4---	M T W ThF	0000	TOD OUTPUTS	---4---	Su
0600	TOD OUTPUTS	-----	M T W ThF	0000	TOD OUTPUTS	---4---	M T W ThF
0645	TOD OUTPUTS	-----1	M T W ThF	0600	TOD OUTPUTS	-----	M T W ThF
0800	TOD OUTPUTS	-----3	M T W ThF	0645	TOD OUTPUTS	-----1	M T W ThF
0900	TOD OUTPUTS	-----	M T W ThF	0700	TOD OUTPUTS	-----	Su
1530	TOD OUTPUTS	-----2	M T W ThF	0800	TOD OUTPUTS	-----3	M T W ThF
1900	TOD OUTPUTS	-----	M T W ThF	0900	TOD OUTPUTS	-----	M T W ThF
2200	TOD OUTPUTS	-----4---	Su M T W ThF S	1530	TOD OUTPUTS	-----2-	M T W ThF
				1900	TOD OUTPUTS	-----	M T W ThF
				2200	TOD OUTPUTS	-----4---	Su M 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

TOD Schedule Report for 4418: Old Cutler&SW 128 St

Active Phase Bank: Phase Bank 1

Phase	Walk	Phase	Bank	Don't Walk			Min. Initial			Veh. Ext			Max. Limit			Max. 2			Yellow			Red					
				1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3			
1	NBL	0	-	0	0	-	0	-	0	5	-	5	2	-	2	5	-	5	-	10	10	-	5	-	10	3	0
2	SWT	16	-	16	9	-	9	-	9	16	-	16	1	-	1	35	-	26	-	35	0	-	26	-	35	4	0.7
3		0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
4	WBT	7	-	7	8	-	8	-	8	7	-	7	2.5	-	2.5	12	-	16	-	15	16	-	16	-	15	4	0.5
5	SBL	0	-	0	0	-	0	-	0	5	-	5	2	-	2	5	-	5	-	10	10	-	5	-	10	3	0
6	NET	16	-	16	9	-	9	-	9	16	-	16	1	-	1	35	-	26	-	35	0	-	26	-	35	4	0.7
7		0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
8	EBT	7	-	7	8	-	8	-	8	7	-	7	2.5	-	2.5	12	-	16	-	15	16	-	16	-	15	4	0.5

Current TOD Schedule	Plan	Cycle	NBL	SWT	Green Time					EBT	Ring Offset	Offset
					1	2	3	4	5			
5		70	10	32	0	16	5	37	0	16	0	54
6		80	10	42	0	16	5	47	0	16	0	2
7		100	5	67	0	16	10	62	0	16	0	37
8		80	10	42	0	16	5	47	0	16	0	2
10		70	5	37	0	16	5	37	0	16	0	59
11		70	5	37	0	16	5	37	0	16	0	59
15		70	10	32	0	16	10	32	0	16	0	59
16		80	10	42	0	16	5	47	0	16	0	2
18		80	10	42	0	16	5	47	0	16	0	2

Last in Service Date:	unknown										
Permitted Phases	<table> <tr> <td></td><td><u>12345678</u></td></tr> <tr> <td>Default</td><td>12-456-8</td></tr> <tr> <td>External Permit 0</td><td>-2-4-6-8</td></tr> <tr> <td>External Permit 1</td><td>-2-4-6-8</td></tr> <tr> <td>External Permit 2</td><td>-2-4-6-8</td></tr> </table>		<u>12345678</u>	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
	<u>12345678</u>										
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&SW 128 St

Current Time of Day Function		Local Time of Day Function		* Settings	
Time	Function	Settings *	Day of Week	Settings *	Day of Week
0000	TOD OUTPUTS	-----1	SuM T W ThF S	0000	TOD OUTPUTS
0530	TOD OUTPUTS	-----1	M T W ThF	0100	TOD OUTPUTS
0600	TOD OUTPUTS	-----1	M T W ThF	0530	TOD OUTPUTS
2200	TOD OUTPUTS	-----1	SuM T W ThF S	0600	TOD OUTPUTS
				0600	TOD OUTPUTS
				0700	TOD OUTPUTS
				2200	TOD OUTPUTS

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

Appendix C

Intersection Capacity Analysis

Worksheets

Existing Conditions

Analyst: DPA
 Agency:
 Date:
 Period: Existing AM Peak Hour
 Project ID: Gulliver Academy - 10118
 E/W St: SW 120 Street

Inter.: Old Cutler Rd/SW 120 St
 Area Type: All other areas
 Jurisd: Coral Gables, FL
 Year : 2010
 N/S St: Old Cutler Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	0	1	0	0	0	1	1	0	0	1	0	
LGConfig	L		R				L	T			TR		
Volume	305		102				164	941		549	43		
Lane Width	12.0		12.0				12.0	12.0		12.0			
RTOR Vol			10								0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8	
EB	Left		A			NB	Left	A	A		
	Thru					Thru	A	A			
	Right		A			Right					
	Peds					Peds					
WB	Left					SB	Left				
	Thru					Thru		A			
	Right					Right		A			
	Peds					Peds					
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		28.0					5.0	115.0			
Yellow		4.0					3.0	4.0			
All Red		1.0					0.0	1.0			

Cycle Length: 161.0 secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat	Ratios	Lane Group	Approach
Lane	Group	Flow Rate		Delay LOS	Delay LOS
Grp	Capacity	(s)	v/c	g/C	
Eastbound					
L	308	1770	1.10	0.17	147.5 F
R	275	1583	0.37	0.17	59.6 E 127.2 F
Westbound					

Northbound

L	548	1770	0.33	0.78	6.0	A
T	1423	1863	0.74	0.76	12.3	B 11.3 B

Southbound

TR	1317	1844	0.50	0.71	10.5	B 10.5 B
----	------	------	------	------	------	----------

Intersection Delay = 33.1 (sec/veh) Intersection LOS = C

Analyst: DPA
 Agency:
 Date:
 Period: Existing AM Peak Hour w Imp
 Project ID: Gulliver Academy - 10118
 E/W St: SW 120 Street
 Inter.: Old Cutler Rd/SW 120 St
 Area Type: All other areas
 Jurisd: Coral Gables, FL
 Year : 2010
 N/S St: Old Cutler Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	1	0	0	1	0
LGConfig	L		R				L	T			TR	
Volume	305		102				164	941		549	43	
Lane Width	12.0		12.0				12.0	12.0		12.0		
RTOR Vol			10								0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination				1	2	3	4	5	6	7	8
EB	Left	A						NB	Left	A	A
	Thru							Thru	A	A	
	Right	A						Right			
	Peds							Peds			
WB	Left						SB	Left			
	Thru							Thru	A		
	Right							Right	A		
	Peds							Peds			
NB	Right						EB	Right			
SB	Right						WB	Right			
Green	43.0							5.0	100.0		
Yellow	4.0							3.0	4.0		
All Red	1.0							0.0	1.0		

Cycle Length: 161.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
				v/c	g/C	Delay	LOS	Delay	LOS
Eastbound									
L		473	1770	0.72	0.27	58.6	E		
R		423	1583	0.24	0.27	46.5	D	55.8	E
Westbound									

Northbound

L	448	1770	0.41	0.68	17.5	B
T	1250	1863	0.84	0.67	25.0	C

Southbound

TR	1145	1844	0.57	0.62	18.7	B	18.7	B
----	------	------	------	------	------	---	------	---

Intersection Delay = 28.5 (sec/veh) Intersection LOS = C

Analyst: DPA
 Agency:
 Date:
 Period: Existing AM Peak Hour
 Project ID: Gulliver Academy - 10118
 E/W St: SW 128 Street
 Inter.: Old Cutler Rd/SW 128 St
 Area Type: All other areas
 Jurisd: Coral Gables, FL
 Year : 2010
 N/S St: Old Cutler Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	1	1	0	1	1	0
LGConfig												
Volume	73	57	10	12	76	99	7	691	21	5	209	45
Lane Width		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol		0			10			0			0	

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left		A			NB	Left	A	A	A
	Thru		A				Thru		A	A
	Right		A				Right		A	A
	Peds						Peds			
WB	Left		A			SB	Left	A		A
	Thru		A				Thru			A
	Right		A				Right			A
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right			
Green		16.0					5.0	5.0	42.0	
Yellow		4.0					3.0	0.0	4.0	
All Red		1.0					0.0	0.0	1.0	

Cycle Length: 81.0 secs

Intersection Performance Summary

Appr/ Lane	Adj Sat	Ratios	Lane Group		Approach	
Lane Group	Flow Rate				Delay LOS	Delay LOS
Grp	Capacity	(s)	v/c	g/c		

Eastbound

LTR	235	1189	0.73	0.20	41.6	D	41.6	D
-----	-----	------	------	------	------	---	------	---

Westbound

LT	349	1767	0.31	0.20	28.3	C	28.5	C
R	313	1583	0.35	0.20	28.7	C		

Northbound

L	792	1770	0.01	0.74	3.2	A		
TR	1076	1854	0.82	0.58	18.6	B	18.4	B

Southbound

L	261	1770	0.02	0.58	10.3	B		
TR	940	1813	0.33	0.52	11.6	B	11.5	B

Intersection Delay = 20.9 (sec/veh) Intersection LOS = C

Analyst: DPA
 Agency:
 Date:
 Period: Existing PM Peak Hour
 Project ID: Gulliver Academy - 10118
 E/W St: SW 120 Street
 Inter.: Old Cutler Rd/SW 120 St
 Area Type: All other areas
 Jurisd: Coral Gables, FL
 Year : 2010
 N/S St: Old Cutler Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	1	0	0	1	0
LGConfig	L		R				L	T			TR	
Volume	92		123				160	588		798	118	
Lane Width	12.0		12.0				12.0	12.0		12.0		
RTOR Vol			12								0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left		A			NB	Left	A	A	
	Thru						Thru	A	A	
	Right		A				Right			
	Peds						Peds			
WB	Left					SB	Left			
	Thru						Thru	A		
	Right						Right		A	
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right			
Green		28.0					5.0	115.0		
Yellow		4.0					3.0	4.0		
All Red		1.0					0.0	1.0		

Cycle Length: 161.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Capacity	Adj Flow Rate (s)	Ratios		Lane Group	Approach
				v/c	g/C		
Eastbound							

L	308	1770	0.33	0.17	59.0	E		
R	275	1583	0.45	0.17	60.8	E	60.0	E

Westbound**Northbound**

L	379	1770	0.47	0.78	8.1	A		
T	1423	1863	0.46	0.76	7.2	A	7.4	A

Southbound

TR	1307	1830	0.79	0.71	18.3	B	18.3	B
----	------	------	------	------	------	---	------	---

Intersection Delay = 18.5 (sec/veh) Intersection LOS = B

Analyst: DPA
 Agency:
 Date:
 Period: Existing PM Peak Hour
 Project ID: Gulliver Academy - 10118
 E/W St: SW 128 Street
 Inter.: Old Cutler Rd/SW 128 St
 Area Type: All other areas
 Jurisd: Coral Gables, FL
 Year : 2010
 N/S St: Old Cutler Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	1	1	0	1	1	0
LGConfig			LTR			LT			TR			TR
Volume	23	58	10	26	36	50	22	457	27	79	611	19
Lane Width		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol		0			5			0			0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	NB	5	6	7	8
EB	Left	A				NB	Left	A	A	
	Thru	A					Thru		A	
	Right	A					Right		A	
	Peds						Peds			
WB	Left	A				SB	Left	A	A	
	Thru	A					Thru		A	
	Right	A					Right		A	
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right			
Green		16.0					5.0	37.0		
Yellow		4.0					3.0	4.0		
All Red		1.0					0.0	1.0		

Cycle Length: 71.0 secs

Intersection Performance Summary

Appr/ Lane	Adj Sat	Ratios	Lane Group	Approach		
Lane Group	Flow Rate					
Grp	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS

Eastbound

LTR	380	1687	0.27	0.23	23.0	C	23.0	C
-----	-----	------	------	------	------	---	------	---

Westbound

LT	361	1602	0.19	0.23	22.5	C	22.4	C
R	357	1583	0.14	0.23	22.2	C		

Northbound

L	338	1770	0.07	0.66	7.6	A		
TR	963	1847	0.56	0.52	12.2	B	12.0	B

Southbound

L	460	1770	0.19	0.66	6.1	A		
TR	966	1854	0.72	0.52	15.8	B	14.7	B

Intersection Delay = 14.9 (sec/veh) Intersection LOS = B

Appendix D

ARTPLAN Worksheets

AM Peak Hour

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	W:\10\10118\rc\ArtPlan\NB\AP_Old Cutler Road AM.xml	Date Prepared	5/6/2010		
Program	ARTPLAN	Version	5.2.0		
Analyst	DPA	Agency			District, Coral Gables, FL
Arterial Name	Old Cutler Road	Begin Intersection	SW 128 St	End Intersection	SW 120 St
Study Period	K100	Peak Direction	Northbound		
User Notes	Existing AM Peak Hour (NB)				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	AADT	19961	Arrival Type	4	Paved Shoulder/Bike Lane	No
Class	2	K	0.098	Signals/Mile	2.00	Outside Lane Width	Typical
Posted Speed	35	D	0.61	Cycle Length	161	Pavement Condition	Typical
# Thru Lanes	2	PHF	0.89	Through g/C	0.77	Sidewalk	Yes
Median Type	None	% Turns Excl. Lanes	15	Control Type	Semiactuated	Sidewalk/Roadway Separation	Typical
Left Turn Lanes	Yes	% Heavy Vehicles	2			Sidewalk/Roadway Protective Barrier	No
		Base Sat Flow Rate	1900			Obstacle to Bus Stop	No
		Local Adj. Factor	1			Bus Freq	1
		Adjusted Sat Flow Rate	1770			Bus Span Of Service	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to SW 120 St)	161	0.77	4	15	1	0.5303	20074	1200	35	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to SW 120 St)	1146	0.84	2.87	A	28.2	B
Arterial Length	0.5		Auto Speed	28.2	Auto LOS	B

Automobile Service Volume Tables

Lanes	A	B	C	D	E
Hourly Volume In Peak Direction					
1	**	1240	1500	1570	1600
2	**	2790	2980	3150	3210
3	**	4250	4480	4730	4810
4	**	5690	5980	6300	6410
*	**	1240	1500	1570	1600
Lanes	Hourly Volume In Both Directions				
2	**	2020	2450	2580	2630
4	**	4570	4890	5160	5260
6	**	6960	7340	7750	7890
8	**	9320	9800	10330	10510
*	**	2020	2450	2580	2630
Lanes	Annual Average Daily Traffic				
2	**	20700	25000	26300	26800
4	**	46700	49900	52700	53600
6	**	71000	74900	79000	80500
8	**	95100	100000	105400	107300
*	**	20700	25000	26300	26800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 120 St)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 120 St)	100			Yes			Typical			No		

Multimodal LOS

Segment #	Bicycle LOS			Pedestrian LOS			Bus LOS		
	Segment	Score	1	2	3	Segment	Score	Segment	Adj.Bus
1 (to SW 120 St)	E	4.53	E			E	4.87	F	0.89
	Bicycle LOS	4.53	E	Pedestrian LOS	4.87	E	Bus LOS	.89	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	Buses Per Hour In Peak Direction				
2	>7.00	>5.00	>=4.00	>=3.00	>=2.00
Lanes	Buses in Study Hour in Peak Direction (Daily)				
2	>7.00	>5.00	>=4.00	>=3.00	>=2.00

* Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

**** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	W:\10\10118\r\c\ArtPlan\SB\AP_Old Cutler Road AM.xml	Date Prepared	5/6/2010		
Program	ARTPLAN	Version	5.2.0		
Analyst	DPA	Agency		District	Coral Gables, FL
Arterial Name	Old Cutler Road	Begin Intersection	SW 120 St	End Intersection	SW 128 St
Study Period	K100	Peak Direction	Northbound		
User Notes	Existing AM Peak Hour (SB)				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	AADT	19961	Arrival Type	4	Paved Shoulder/Bike Lane	No
Class	2	K	0.098	Signals/Mile	2.00	Outside Lane Width	Typical
Posted Speed	35	D	0.61	Cycle Length	81	Pavement Condition	Typical
# Thru Lanes	2	PHF	0.89	Through g/C	0.59	Sidewalk	Yes
Median Type	None	% Turns Excl. Lanes	2	Control Type	Semiactuated	Sidewalk/Roadway Separation	Typical
Left Turn Lanes	Yes	% Heavy Vehicles	2			Sidewalk/Roadway Protective Barrier	No
		Base Sat Flow Rate	1900			Obstacle to Bus Stop	No
		Local Adj. Factor	1			Bus Freq	1
		Adjusted Sat Flow Rate	1770			Bus Span Of Service	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to SW 128 St)	81	0.59	4	2	1	0.5303	12797	765	35	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to SW 128 St)	842	0.81	11.15	B	25.9	C
Arterial Length	0.5		Auto Speed	25.9	Auto LOS	C

Automobile Service Volume Tables

Lanes	A	B	C	D	E
Hourly Volume In Peak Direction					
1	**	550	960	1020	1070
2	**	1190	1940	2050	2130
3	**	1840	2910	3080	3200
4	**	2480	3880	4100	4260
*	**	550	960	1020	1070
Hourly Volume In Both Directions					
2	**	900	1580	1680	1750
4	**	1950	3170	3360	3490
6	**	3010	4770	5040	5240
8	**	4060	6360	6730	6990
*	**	900	1580	1680	1750
Annual Average Daily Traffic					
2	**	9200	16100	17100	17800
4	**	19900	32400	34300	35700
6	**	30700	48700	51500	53500
8	**	41500	64900	68600	71300
*	**	9200	16100	17100	17800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 128 St)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 128 St)	100			Yes			Typical			No		

Multimodal LOS

Segment #	Bicycle LOS			Pedestrian LOS			Bus LOS		
	Segment	Score	1 2 3	Segment	Score	Segment	Adj.Bus		
1 (to SW 128 St)	D	4.34	D	D	3.79	D	E	1.05	E
	Bicycle LOS	4.34	D	Pedestrian LOS	3.79	D	Bus LOS	1.05	E

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	Buses Per Hour In Peak Direction				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00
Lanes	Buses in Study Hour in Peak Direction (Daily)				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00

* Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

**** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

PM Peak Hour

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	W:\10\10118\rc\ArtPlan\NB\AP_Old Cutler Road PM.xml	Date Prepared	5/6/2010		
Program	ARTPLAN	Version	5.2.0		
Analyst	DPA	Agency		District	Coral Gables, FL
Arterial Name	Old Cutler Road	Begin Intersection	SW 128 St	End Intersection	SW 120 St
Study Period	K100	Peak Direction	Northbound		
User Notes	Existing PM Peak Hour (NB)				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	AADT	19961	Arrival Type	4	Paved Shoulder/Bike Lane	No
Class	2	K	0.087	Signals/Mile	2.00	Outside Lane Width	Typical
Posted Speed	35	D	0.55	Cycle Length	161	Pavement Condition	Typical
# Thru Lanes	2	PHF	0.95	Through g/C	0.77	Sidewalk	Yes
Median Type	None	% Turns Excl. Lanes	21	Control Type	Semactuated	Sidewalk/Roadway Separation	Typical
Left Turn Lanes	Yes	% Heavy Vehicles	2			Sidewalk/Roadway Protective Barrier	No
		Base Sat Flow Rate	1900			Obstacle to Bus Stop	No
		Local Adj. Factor	1			Bus Freq	1
		Adjusted Sat Flow Rate	1770			Bus Span Of Service	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to SW 120 St)	161	0.77	4	21	1	0.5303	12998	777	35	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to SW 120 St)	646	0.47	1.04	A	30	B
Arterial Length	0.5		Auto Speed	30.0	Auto LOS	B

Automobile Service Volume Tables

Lanes	A	B	C	D	E
Hourly Volume In Peak Direction					
1	**	1410	1710	1730	***
2	**	3200	3430	3450	***
3	**	4870	5140	5180	***
4	**	6530	6860	6900	***
*	**	1410	1710	1730	***
Lanes	Hourly Volume In Both Directions				
2	**	2550	3110	3140	***
4	**	5810	6230	6270	***
6	**	8860	9350	9410	***
8	**	11870	12480	12550	***
*	**	2550	3110	3140	***
Lanes	Annual Average Daily Traffic				
2	**	29400	35700	36100	***
4	**	66800	71600	72100	***
6	**	101800	107500	108200	***
8	**	136400	143400	144200	***
*	**	29400	35700	36100	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 120 St)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 120 St)	100			Yes			Typical			No		

Multimodal LOS

Segment #	Bicycle LOS			Pedestrian LOS			Bus LOS		
	Segment	Score	1	2	3	Segment	Score	Segment	Adj.Bus
1 (to SW 120 St)	D	4.31	D			D	3.69	E	1.05
	Bicycle LOS	4.31	D	Pedestrian LOS	3.69	D	Bus LOS	1.05	E

MultiModal Service Volume Tables

Bicycle

Lanes	A	B	C	D	E
Hourly Volume In Peak Direction					
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Hourly Volume In Both Directions					
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Annual Average Daily Traffic					
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

Lanes	A	B	C	D	E
Hourly Volume In Peak Direction					
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Hourly Volume In Both Directions					
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Annual Average Daily Traffic					
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	Buses Per Hour In Peak Direction				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00
Lanes	Buses in Study Hour in Peak Direction (Daily)				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00

* Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

**** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	W:\10\10118\vc\ArtPlan\SB\AP_Old Cutler Road PM.xml	Date Prepared	5/6/2010		
Program	ARTPLAN	Version	5.2.0		
Analyst	DPA	Agency		District	Coral Gables, FL
Arterial Name	Old Cutler Road	Begin Intersection	SW 120 St	End Intersection	SW 128 St
Study Period	K100	Peak Direction	Northbound		
User Notes	Existing PM Peak Hour (SB)				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	AADT	19961	Arrival Type	4	Paved Shoulder/Bike Lane	No
Class	2	K	0.087	Signals/Mile	2.00	Outside Lane Width	Typical
Posted Speed	35	D	0.55	Cycle Length	71	Pavement Condition	Typical
# Thru Lanes	2	PHF	0.95	Through g/C	0.53	Sidewalk	Yes
Median Type	None	% Turns Excl. Lanes	11	Control Type	Semactuated	Sidewalk/Roadway Separation	Typical
Left Turn Lanes	Yes	% Heavy Vehicles	2			Sidewalk/Roadway Protective Barrier	No
		Base Sat Flow Rate	1900			Obstacle to Bus Stop	No
		Local Adj. Factor	1			Bus Freq	1
		Adjusted Sat Flow Rate	1770			Bus Span Of Service	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to SW 128 St)	71	0.53	4	11	1	0.5303	19854	950	35	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to SW 128 St)	890	0.95	17.25	B	23.4	C
Arterial Length	0.5		Auto Speed	23.4	Auto LOS	C

Automobile Service Volume Tables

Lanes	A	B	C	D	E
	Hourly Volume In Peak Direction				
1	**	470	1010	1050	***
2	**	1020	2030	2110	***
3	**	1560	3050	3160	***
4	**	2100	4070	4220	***
*	**	470	1010	1050	***
Lanes	Hourly Volume In Both Directions				
	2	**	860	1830	1920
4	**	1850	3690	3830	***
6	**	2840	5550	5750	***
8	**	3810	7410	7670	***
*	**	860	1830	1920	***
Lanes	Annual Average Daily Traffic				
	2	**	9900	21000	22000
4	**	21300	42400	44100	***
6	**	32600	63800	66100	***
8	**	43800	85100	88100	***
*	**	9900	21000	22000	***

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to SW 128 St)	No	Typical	Typical	Yes	Typical	No	No	1	15

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 128 St)	100			Yes			Typical			No		

Multimodal LOS

Segment #	Bicycle LOS			Pedestrian LOS				Bus LOS		
	Segment	Score	1	2	3	Segment	Score	Segment	Adj. Bus	
1 (to SW 128 St)	D	4.39	D			D	4.08	E	1.05	
	Bicycle LOS	4.39	D	Pedestrian LOS	4.08	D	Bus LOS	1.05	E	

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Bus

	A	B	C	D	E
Lanes	Buses Per Hour In Peak Direction				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00
Lanes	Buses in Study Hour in Peak Direction (Daily)				
2	>6.00	>4.00	>=3.00	>=2.00	>=1.00

* Service Volumes for the specific facility being analyzed, based on # of lanes from the segment data screen.

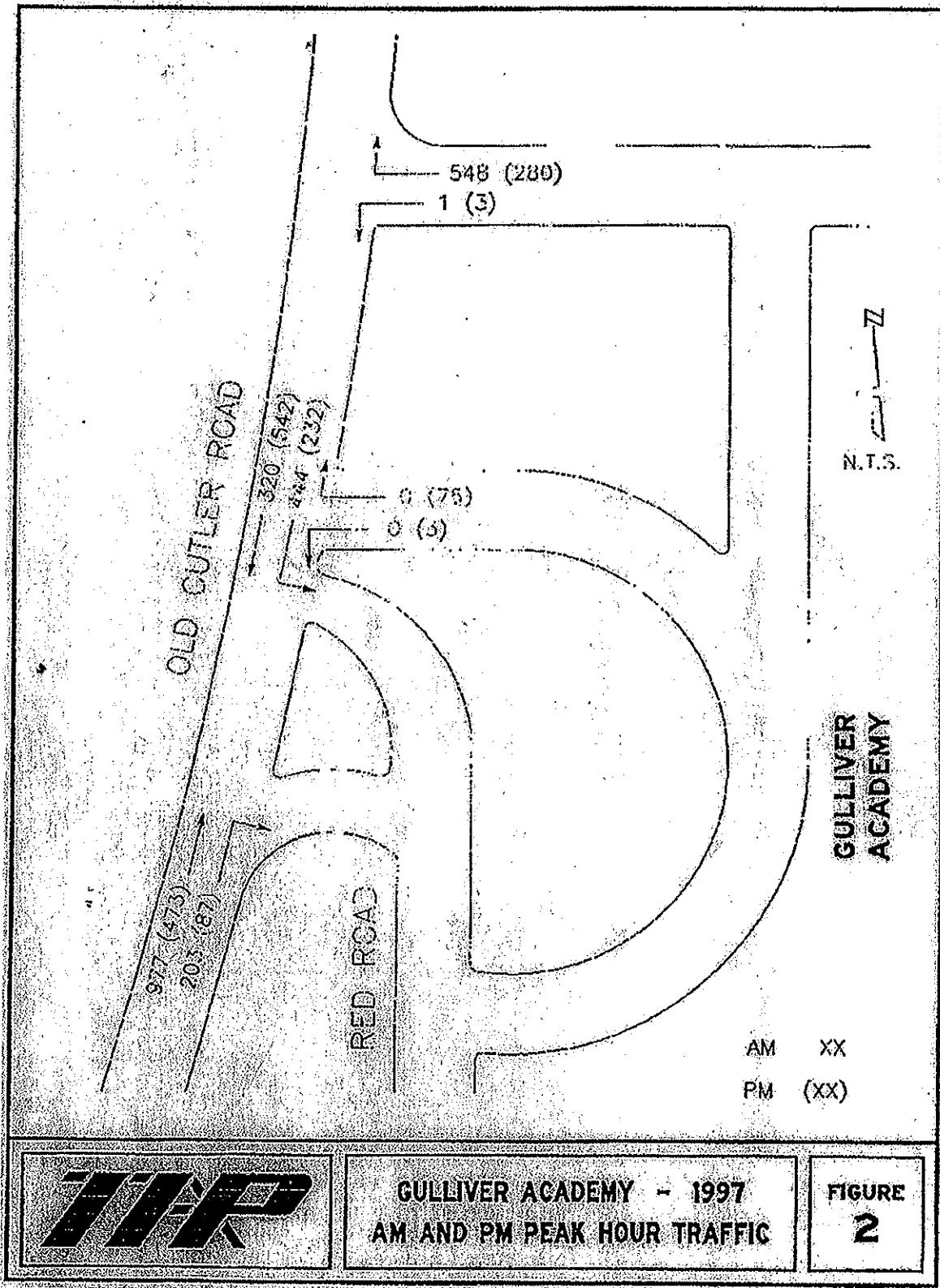
** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

**** Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix E

1997 Gulliver Driveway Volumes



Gulliver Academy On-Campus Traffic Report

A variety of changes were implemented over the past several years to improve on-campus traffic flow during arrival and dismissal times on the Gulliver Academy Campus. The result is a reduction in the impact of Gulliver-related traffic on Old Cutler Road and a safer and more efficient arrival and dismissal procedure on campus.

Presently the approximate number of vehicles that can be "in line" on campus is slightly over 300, inclusive of the small portion of Red Road immediately to the east of the Academy campus which primarily serves Gulliver Academy. Add to this the 100 plus parent-owned vehicles parked on campus during dismissal; the impact of Gulliver-related vehicles on Old Cutler Road is reduced significantly.

Below are highlights of some of the on-campus vehicular traffic changes which have been implemented over the years at Gulliver Academy.

STAGGERED DROP-OFF AND PICK-UP TIMES

Staggered drop off and pick up times allow for a more even distribution of traffic on the Academy campus which minimizes the impact on Old Cutler Road.

<u>Division (grades)</u>	<u>drop off</u>	<u>classes begin</u>	<u>pick up times</u>	<u>classes end</u>
Primary School (3 year old)	7:45 to 8:30	8:30	12:20 to 12:45	12:20
Primary School (4 and 5 yr old)	7:45 to 8:30	8:30	2:30 to 2:45	2:30
Lower School (grade 1)	7:45 to 8:10	8:10	2:45 to 3:15	2:45
Lower School (grades 2 to 4)	7:45 to 8:10	8:10	3:00 to 3:20	3:00
Middle School (grades 5 to 8)	7:45 to 8:00	8:00	3:20 to 3:45	3:20

Early care for all grade level students
After School Care for all grade levels

begins at 7:15 a.m.
ends at 6:00 p.m.

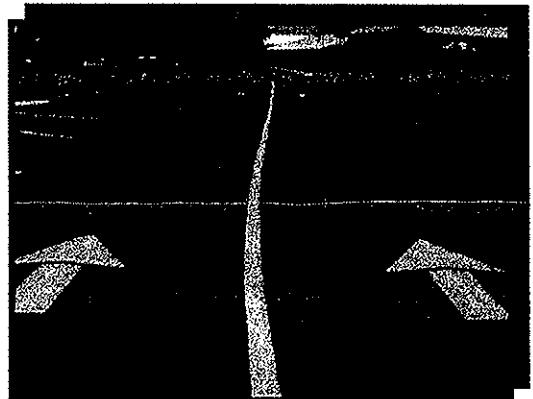
Early dismissal each Wednesday, also staggered, and beginning at 1:45 for Primary School until 2:20 for Middle School, allows time for faculty development and for families to make medical/dental appointments.

ADDED INTERNAL TRAFFIC LANES

Additional lane

An additional lane was added to the access road leading from the "A" (east) lot (main entrance) to the "G" (north) circle effectively doubling the number of vehicles waiting in line on campus to pick up Middle School (grade 5 through grade 8) at the end of the day. (figure 1)

Figure 1: Two lanes leading from "A" to "G" drive



Convertible Lanes

The additional lane connecting "A" drive with "G" drive can be converted during the day to allow one-way or two-way traffic for increased security and improved traffic flow entering the campus from and leaving the campus to Old Cutler Road. (figures 2 and 3 below)

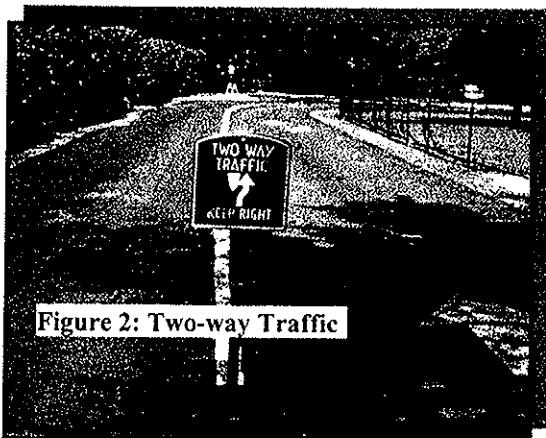


Figure 2: Two-way Traffic



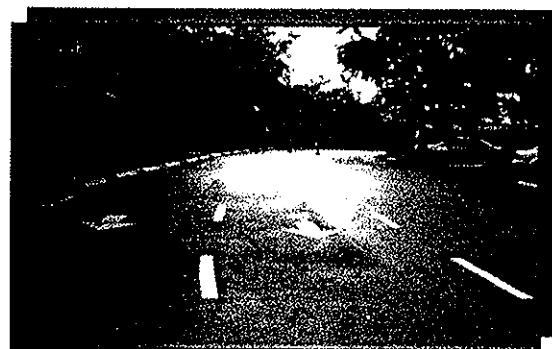
Figure 3: One-way Traffic

Drive-Through Lane

An additional lane, designated for drive-through traffic, allows for three lanes at Primary and Lower School pick-up locations in the "A" (east) lot (figures 6 and 7, below right) and "G" (north) lot for Middle School students (figure 4 and 5, below left). Creation of this third lane provides two lanes of pick up traffic in each of these key pick-up locations. This extra lane also increases the number of vehicles which can be accommodated on campus resultantly reducing Gulliver-related vehicles on adjacent Red and Cutler Roads.



Figures 4 and 5: Three lanes at "G" drive

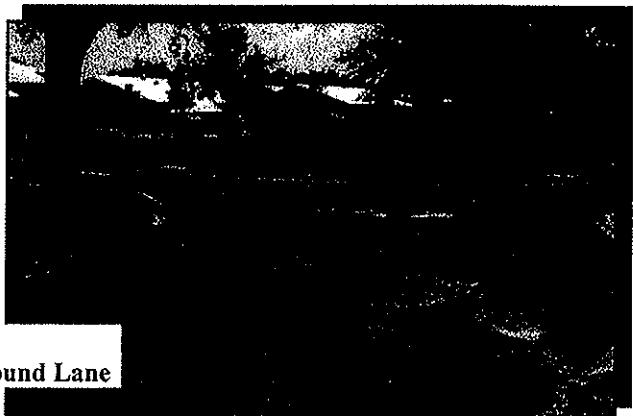
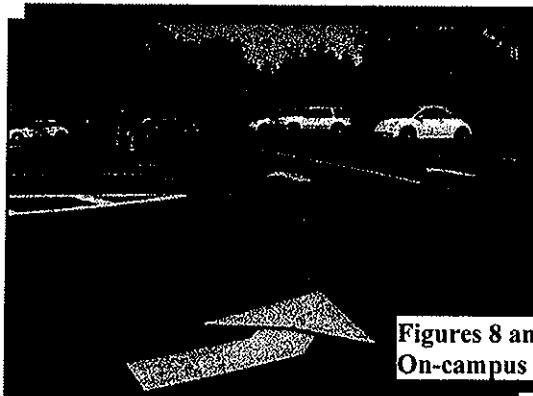


Figures 6 and 7: Three lanes at "A" drive



Turn-around lane

In order to keep Middle School pick-up traffic moving when students are not ready to be picked up, a “turn-around” lane was created on the north side of the campus. This allows drivers to leave the Middle School pick-up area and return to the pick-up lane while still remaining on campus (*figures 8 and 9 below*).



**Figures 8 and 9:
On-campus Turn-around Lane**

LANE PAINTING

Traffic lanes and lane bumpers were painted in the summer of 2006 to improve traffic flow and clarity on campus during arrival and pick up times. The entire traffic area was resurfaced as well (*figure 10*).

**Figure 10: Resurfaced Drives with
Newly Painted Lines**



“F” (SOUTH) LOT

Automatic gate

To reduce the amount of vehicle traffic in and out of the “F” (south) lot entrance (on Campamento in the Gables by the Sea area), an automatic gate was installed. Vehicle access is restricted to employees assigned a parking space in the “F” lot and to delivery vehicles. Vendors are prohibited from making deliveries before 7:30 a.m.

Arrival and Dismissal

Student drop-off and pick-up at the “F” lot gate is limited to Gulliver families residing in the Gables by the Sea gated community. Gulliver provides qualified families with written directions for safely using this area. In addition, Gables by the Sea residents are issued permits which are displayed on vehicle windshields granting permission to use the “F” lot gate.

BUSES AND VANS

Gulliver vans and buses as well as vans contracted by Gulliver parents to provide transportation for their children have been prohibited from using the "F" lot gate. A lane designated for contracted vans has been created on the north side of the property. This lane not only keeps vans out of the general school traffic flow, it also makes the process of loading students on the vans safer.

SECURITY AND OFF-DUTY POLICE

Off-duty Coral Gables police officers (four) are hired to monitor vehicles arriving and leaving campus during arrival and dismissal times. An officer is also placed at the intersection of 120th Street and Old Cutler Road to assist with Old Cutler traffic. Gulliver's Director of Security, Don Moore, (a former Major with the Coral Gables Police) works with the police daily to monitor traffic flow.

PICK-UP CARDS AND VEHICLE PERMITS

Pick-up Cards

To improve safety and efficiency at dismissal time, a color-coded pick-up card system was implemented. Academy families are issued a letter-size card (pink for Primary School, yellow for grade one, blue for grade two through grade four and white for grade five through grade eight), during the summer, prior to the first day of school. Parents are instructed to print, in large black letters, the name of their child along with the grade and room number. The card is placed in the windshield at dismissal. Parents are permitted on campus at the correct dismissal time (as described in the "staggered pick-up times" section on page one) indicated by the color of the card displayed in the windshield. Gulliver security staff members, read the cards and call the name of each student over Gulliver's two-way radio. "Callers" on the other end of the radio broadcast the name of the student over a bull-horn to the group of waiting supervised students. Children are then escorted to waiting cars by security staff. This system allows drivers to remain in vehicles in the pick up lanes which keeps traffic moving (figures 11 and 12).

GULLIVER ACADEMY PICK-UP CARD	
Last Name _____	
First Name _____	
RM # _____	Grade _____
<i>Rules for a Safe and Speedy Dismissal!</i> 1. Please pull all the way up in your lane as directed. 2. Wait limits will be imposed in heavy traffic. 3. Please don't arrive too early. 4. Pick-up cards must be displayed in the windshield. 5. All drivers must know whom they are picking up. 6. Prior notice is necessary for special dismissal arrangements. For safety reasons, please do not use cell phones while driving on campus!	

Figures 11 and 12: Front and back of Pick-up Card

Vehicle Permits

Providing a safe environment is a priority for Gulliver Schools. As part of this safety effort, every parent is requested to participate in the vehicle identification program. Displaying a permit saves time and increases campus security. Vehicles showing a current permit are allowed to pass through screening at the guard booth, eliminating the need to have vehicle and driver identification information recorded. Since a Gulliver permit is accepted on all Gulliver campuses, a parked vehicle can easily be identified as belonging to a Gulliver family.

Permits are dated, color-coded, and are good for one academic year only. New permits are requested annually. As part of Gulliver School's vehicle identification program, qualified Prep juniors and seniors are issued student permits by the Preparatory Dean.

TRAFFIC IMPACT OF THE PROPOSED GYMATORIUM

The new gymatorium building will offer an indoor location for day and evening functions currently taking place outside in the bleacher area or in other indoor locations on the Academy campus (cafeteria, drama room, band room, etc.). In addition, the new building will allow PE classes currently held outdoors, or cancelled in inclement weather, to be held indoors.

Parking needs will not be impacted as a result of the new building since there will not be an increase in the number and size of scheduled events; only a change in venue.

ACADEMY ENROLLMENT

Academy enrollment has remained fairly consistent over the years and will not be affected by the construction of new buildings on campus.

GRADES	STUDENT COUNT FROM 2001-2006 SCHOOL YEAR					
	ACADEMIC YEARS					
	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
PK	30	31	31	33	36	39
JK	59	61	62	53	53	54
SK	78	79	70	83	78	73
1	77	74	71	74	68	72
2	76	79	75	73	78	72
3	73	80	78	76	78	82
4	73	81	82	79	82	82
5	113	102	111	113	96	105
6	136	148	151	143	139	124
7	185	163	137	158	162	145
8	151	174	168	162	156	168
GRAND TOTAL	1051	1022	976	972	946	946

Otto Paier
Risk and Operations Manager
Gulliver Schools
September 22, 2006



TRANSPORT ANALYSIS PROFESSIONALS, INC.

8701 S.W. 137th AVENUE • SUITE 210 • MIAMI, FL 33183-4498 • TEL 305/385-0777 • FAX 305/385-9997

FAX & MAIL

September 1, 2005

Mr. Gary McGraw
Principal
Gily McGraw & Architects
4960 SW 72nd Avenue
Suite 403
Miami, Florida 33155

RE: Area Traffic Volumes and Travel Speed

Dear Mr. McGraw:

In response to a request, Transport Analysis Professionals (TAP) placed traffic volume recording equipment on roadways near Gulliver Academy. As later clarified with you, TAP personnel also measured morning travel times on Old Cutler Road in the vicinity of Gulliver Academy. The volume and travel time/speed data were collected in early August one and two weeks prior to the start of class at Gulliver Academy and again during the week of August 22nd, after the school was open. Miami-Dade Public Schools were open during both periods of our data collection.

Traffic Volumes

August traffic volumes with and without Gulliver Academy open for classes are compared at various street and roadway locations in the attached table. Daily traffic is shown on the first table and hourly traffic between 7:00–8:00 AM is shown on the second.

Travel Speed

Morning travel times were recorded along Old Cutler Road for northbound and southbound traffic between 7:15 and 8:15 AM with and without Gulliver Academy open for classes. Travel times were recorded for various segments of Old Cutler Road from Chapman Field Drive (approximately SW 133rd Street) on the south to the intersection of Old Cutler Road and Red Road (approximately SW 116th Street) on the north. The “before and after” travel times for various segments of Old Cutler Road within these limits are compared on the second series of tables attached. Of particular interest are the travel times for the segment between the signalized intersections of Old Cutler Road from Lugo Avenue to SW 120th Street.

The travel time data was converted to overall travel speeds for “before and after” conditions and this data is displayed on the last series of attached tables. As can be seen in the attached tables, Old Cutler speeds are reduced with Gulliver Academy in session.

Mr. Gary McGraw
September 1, 2005
Page 2

We intend to explore with you and Gulliver various means to reduce delays to Old Cutler traffic by improving drop off and on-site vehicle storage and queuing areas.

Very truly yours,

TRANSPORT ANALYSIS PROFESSIONALS, INC.



David C. Rhinard, P.E.
Principal

RPE/ja/5753
Attachments

cc: Laura Russo, Esq.

Daily Traffic Volumes

<u>Locations</u>	<u>Direction</u>	<u>Before</u>	<u>After</u>	<u>Volume Change</u>	<u>% Change</u>
Ave Lugo E/O Old Cutler	EB	2,097	2,502	405	19%
	WB	<u>2,087</u>	<u>2,364</u>	<u>277</u>	<u>13%</u>
	Total	4,184	4,866	682	16%
Ave Campamento E/O Gulliver Ser. Dr.	EB	275	311	36	13%
	WB	<u>257</u>	<u>295</u>	<u>38</u>	<u>15%</u>
	Total	532	606	74	14%
Ave Campamento W/O Gulliver Ser. Dr.	EB	321	409	88	27%
	WB	<u>322</u>	<u>400</u>	<u>78</u>	<u>24%</u>
	Total	643	809	166	26%
Old Cutler Road N/O Ave Lugo	NB	9,452	9,419	-33	<1%
	SB	9,850	<u>11,296</u>	<u>1,446</u>	<u>15%</u>
	Total	19,302	20,715	1,413	7%
Old Cutler Road N/O SW 57 Ave	NB	9,700	10,736	1,036	11%
	SB	<u>10,055</u>	<u>11,791</u>	<u>1,736</u>	<u>17%</u>
	Total	19,755	22,527	2,772	14%

Hourly Traffic Volumes

Hourly Volume
7:00 – 8:00 AM

<u>Locations</u>	<u>Direction</u>	<u>Before</u>	<u>After</u>	<u>Change</u>	<u>% Change</u>
Ave Lugo E/O Old Cutler	EB	76	116	40	53%
	WB	<u>168</u>	<u>244</u>	<u>76</u>	<u>45%</u>
	Total	244	360	116	48%
Ave Campamento E/O Gulliver Ser. Dr.	EB	18	31	13	72%
	WB	<u>27</u>	<u>43</u>	<u>16</u>	<u>59%</u>
	Total	45	74	29	64%
Ave Campamento W/O Gulliver Ser. Dr.	EB	25	84	59	236%
	WB	<u>27</u>	<u>38</u>	<u>11</u>	<u>41%</u>
	Total	52	122	70	135%
Old Cutler Road N/O Ave Lugo	NB	1,069	1,063	-6	<1%
	SB	<u>244</u>	<u>276</u>	<u>32</u>	<u>13%</u>
	Total	1,313	1,339	26	2%
Old Cutler Road N/O SW 57 Ave	NB	1,090	1,191	101	9%
	SB	<u>263</u>	<u>642</u>	<u>379</u>	<u>144%</u>
	Total	1,353	1,833	480	35%

Table 3

Old Cutler Road/Red Road Travel Times
7:15 – 8:15 AM
(minutes : seconds)

<u>Segment</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
<u>Northbound</u>			
Chapman Field Dr. to Avenue Lugo	1:03	4:01	2:58
Ave Lugo to SW 57 th Ave	0:45	1:14	0:29
SW 57 th Ave to SW 120 th St	1:02	1:23	0:21
SW 120 th Street to Old Cutler/Red Road	0:36	0:52	0:16
Overall Segment Chapman Field Drive to Old Cutler/Red Road	3:26	7:30	4:04
Intermediate Segment			
Ave Lugo to SW 120 th St	1:47	2:37	0:50
<u>Southbound</u>			
Old Cutler/Red Road to SW 120 th St	0:33	1:26	0:53
SW 120 th St to SW 57 th Ave	0:35	1:28	0:53
SW 57 th Ave to Ave Lugo	0:34	0:39	0:05
Avenue Lugo to Chapman Field Drive	0:42	0:51	0:09
Overall Segment Old Cutler/Red Road to Chapman Field Drive	2:24	4:02	2:00
Intermediate Segment SW 120 th Street to Avenue Lugo	1:09	2:07	0:58

"Before" data collected on multiple runs Tuesday, August 16, 2005.
"After" data collected on multiple runs Tuesday, August 23, 2005.

Table 4

Old Cutler Road/Red Road Overall Travel Speed
7:15 – 8:15 AM
(mph)

<u>Segment</u>	<u>Before</u>	<u>After</u>	<u>Change</u>
<u>Northbound</u>			
Chapman Field Dr. to Avenue Lugo	23.7	6.2	17.5
Ave Lugo to SW 57 th Ave	23.0	13.9	9.1
SW 57 th Ave to SW 120 th St	16.5	12.3	4.2
SW 120 th Street to Old Cutler/Red Road	25.9	18.2	7.7
Overall Segment Chapman Field Drive to Old Cutler/Red Road	21.8	10.0	11.8
<u>Intermediate Segment</u>			
Ave Lugo to SW 120 th St	19.8	13.1	6.7
<u>Southbound</u>			
Old Cutler/Red Road to SW 120 th St	29.1	11.0	18.1
SW 120 th St to SW 57 th Ave	29.1	11.6	17.5
SW 57 th Ave to Ave Lugo	29.9	26.3	3.6
Avenue Lugo to Chapman Field Drive	35.4	29.2	6.2
Overall Segment Old Cutler/Red Road to Chapman Field Drive	31.1	17.0	14.1
Intermediate Segment SW 120 th Street to Avenue Lugo	29.5	18.9	10.6

"Before" data collected on multiple runs Tuesday, August 16, 2005.
"After" data collected on multiple runs Tuesday, August 23, 2005.



Gulliver Academy, Inc.

12595 RED ROAD
CORAL GABLES, FLORIDA 33156
TELEPHONE (305) 665-3593

MARIAN KRUTULIS
DIRECTOR

JOSEPH J. KRUTULIS
ASSISTANT DIRECTOR

April 28, 1995

Mr. Charles Small
Dade County Public
Works Dept.
Suite 1510
111 N.W. 1st Street
Miami, Florida 33128

Re: GABLES-BY-THE-SEA ROAD CLOSING DISTRICT

Dear Mr. Small:

This letter sets forth a summary of the agreement reached among Gulliver Academy, Inc. ("Gulliver"), Dade County ("County") and the City of Coral Gables ("the Gables") regarding the proposed special taxing district for the closure of certain entrances and exits and public road to Gables-By-The-Sea.

Attached to this letter are copies of the "working site plans" concerning the details relating to a closure of Red Road, south of Old Cutler Road to Campamento. It should be noted that our agreement to be included within the district is conditioned upon the agreement by the County and the Gables to complete the matter set forth in this letter.

It is our understanding that the County will provide for the following:

1. FENCE ENCLOSURE.

a) The purchase, installation and maintenance of a black vinyl chain link fence, completely enclosing the eastern and southern boundaries of Gulliver's property. There will be two openings in the fence, one on the east side and one on the south side. These openings will be designated by Gulliver. The County will be responsible for the maintenance and liability relating to the fence.

b) The entrance on the south side of the property will be controlled by a sliding gate. This gate will provide entry to the cafeteria, maintenance and parking area. The County will

Mr. Charles Small
April 28, 1995
Page No. 2

provide Gulliver with the closing mechanism to coordinate with the entry system into the Gables-By-The-Sea district. The County will provide Gulliver with 85 entry cards for this mechanism for use of the administration and faculty. There will be no charge for the first 8 cards, \$10 per card thereafter. Also, there will be a charge for any additional cards requested and/or replacement cards at the same price charged to residents of the district. The County will be responsible for providing special codes on such cards, so that the neighborhood residents' cards will not be able to operate the gate into the Gulliver property.

c) The County and the Gables have indicated that, since the County will be providing the fence on the property line, Gulliver will be permitted to install the sliding gate to complete the enclosure on the property line if needed. Gulliver will be responsible for the purchase, installation and maintenance of the sliding gate on the south side of the property.

2. THE CLOSURE OF RED ROAD AT CAMPAMENTO AND REDESIGN OF RED ROAD SOUTH OF OLD CUTLER ROAD.

a) The County will close off Red Road the juncture where it intersects Campamento Avenue. The County agrees once the ordinance has been passed implementing the road closures it will immediately erect barricades at the Red Road and Campamento intersection and maintain and keep such barricades in place until completion of construction of the permanent barriers.

b) The area between Old Cutler Road and Campamento on Red Road will be re-configured so that Red Road between the northern exit from Gulliver's circular drive to the southern entrance to the Gulliver circular drive will be two lanes in a one-way southerly direction. In this regard, the County will negotiate with the homeowner located west of Red Road close to the southern entrance to the Gulliver property to either close off his driveway or indicate to him that that driveway will only be an entrance area due to the designation of Red Road between the northern entrance to Gulliver "as one way" in the southerly direction.

The County and the Gables will reconfigure, if needed to prevent cross traffic, the two "traffic islands" presently existing and merge them into one which will be directly connected to the Gulliver property as indicated on the "traffic site" plan. The northernmost exit of Gulliver will be widened into two lanes which lanes will be directed into a new "merge/acceleration" lane to be constructed, paved and striped by the County. The County will be responsible for obtaining all permits and zoning for such "merge/acceleration" lanes.

Mr. Charles Small
April 28, 1995
Page No. 3

c) The County will widen the southern portion of Red Road at the south entrance to Gulliver to make a more circular area into the entrance so that more cars can access the entrance. The County will be responsible for installing all proper signs for the entrance way off Old Cutler to prevent access into the area. Such sign shall read "Private-Entrance Way, "No Trucks," "No Through Streets," "No Outlet," etc.

d) The County will plant grass after removing pavement between the permanent barricades at Red Road and Campamento to the southern entrance to Gulliver.

e) The Gables will be responsible for the maintenance of the reconfigured islands as well as the landscaping in the islands and the wall within the islands. In addition, the Gables will be responsible for paving, striping and maintaining the crossed off Red Road area from Old Cutler Road to the southern entrance to Gulliver Academy.

f) Gulliver will be responsible for the maintenance of the actual wall within the island and any lettering on such wall.

3. ADDITIONAL CONSIDERATIONS CONCERNING THE TAXING DISTRICT.

a) In order to accommodate The-Gables-By-the-Sea Taxing District and the desired closure off Red Road at Campamento which limits access to Gulliver Academy, Gulliver will have to incur substantial costs in reconfiguring, repaving and relocating many of its entrance ways, exit ways, driveways and parking areas. In this regard, the Gables has indicated that it will assist Gulliver in expediting whatever permitting will be necessary for such work so that such needed changes can be implemented as soon as possible after such ordinances are passed by the County and the streets are barricaded.

b) Because of the entrance on the southern side of the Gulliver property, Gulliver has agreed to contribute annually to the special assessment district an amount equal to those of four residential units in the area. However, the County has agreed that if Gulliver desires to be removed from the taxing district in the future, it can do so by petitioning the taxing district or by agreeing to eliminate access to Gulliver on the east and south side of the property.

c) Gulliver will provide you with the final detailed traffic site plans indicating these changes within the next two weeks. Such plan will be an integral part of this agreement.

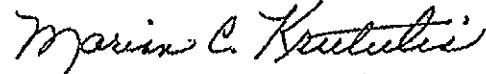
Mr. Charles Small
April 28, 1995
Page No. 4

d) It has also been indicated to Gulliver that in the event since the area of Red Road to Campamento will no longer be a public access road, that Gulliver could petition for vacating the easement presently located on the western boundary of the Gulliver property.

e) It is understood that Gulliver's consent to be included within the special district is conditioned on all of the above items being agreed to and complied with by the County and the Gables. In this regard, we request that a copy of this letter be signed by you and the Gables indicating agreement to this letter.

f) In the event a more detailed document is required in order to permanently record such agreements among the public records, it is agreed that such document must incorporate all of these matters.

Sincerely,



Marian C. Krutulis
President

363668.1

cc: Alberto Delgado
Engineer Div. Supervisor
City of Coral Gables

AGREED TO AND ACCEPTED:

DADE COUNTY



By _____
Authorized Representative

CITY OF CORAL GABLES

By _____
Authorized Representative

Agenda Item No. 7 (R)
5-2-95ORDINANCE NO.95-74

ORDINANCE CREATING AND ESTABLISHING A SPECIAL TAXING DISTRICT IN DADE COUNTY, FLORIDA, KNOWN AND DESCRIBED AS "GABLES BY THE SEA SECURITY GUARD SPECIAL TAXING DISTRICT" IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 18 OF THE CODE OF METROPOLITAN DADE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Dade County Home Rule Amendment to the Florida Constitution (Article VIII, Section 6) grants to the electors of Dade County power to adopt a home rule charter of government for Dade County, Florida, and provides that such charter may provide a method for establishing special taxing districts and other governmental units in Dade County from time to time; and

WHEREAS, the Home Rule Charter adopted by the electors of Dade County on May 21, 1957, provides that the Board of County Commissioners, as the legislative and the governing body of Dade County, shall have the power to establish special purpose districts within which may be provided essential facilities and services, including police protection services, and that all funds for such districts shall be provided by service charges, special assessments, or general tax levies within such districts only, and that the County Commission shall be the governing body of all such districts; and

WHEREAS, pursuant to such provisions of the Florida Constitution and the Home Rule Charter, the Board of County Commissioners duly enacted Chapter 18 of the Code of Metropolitan Dade

County, Florida, providing for the creation and establishment of special taxing districts and prescribing the procedures therefor; and

WHEREAS, in accordance with the provisions of Chapter 18 of the Code of Metropolitan Dade County, Florida, a petition for the creation of a special taxing district to be known as the "GABLES BY THE SEA SECURITY GUARD SPECIAL TAXING DISTRICT" duly signed by more than 50% of the resident owners of property within the proposed district, was filed with the Clerk of the County Commission. Such petition prayed for the creation and establishment of a special taxing district for the purpose of providing security guard services to be financed solely by means of special assessments levied and collected within the area therein and hereinafter described; and

WHEREAS, upon receipt of such petition the Clerk of the County Commission transmitted a copy thereof to the County Manager who examined it and filed a written report with the Clerk certifying that such petition was sufficient in form and substance and signed and properly presented in accordance with the requirements of Chapter 18 of the Code of Metropolitan Dade County, Florida; and

WHEREAS, the County Manager, after making appropriate investigations, surveys, plans and specifications, compiled and filed with the Board of County Commissioners his written report

and recommendations setting forth the boundaries of the proposed special taxing district, the location, nature and character of the security guard services project to be provided and maintained within the proposed district, an estimate of the cost of constructing and maintaining such project, his certification that the proposed project and proposed district conform to the master plan of development for the County, and setting forth his recommendations concerning the need and desirability for the requested project, the ability of the affected property to bear special assessments for financing the cost of maintaining such project, and an estimate of the amount to be assessed against each developed and/or vacant/underdeveloped benefited parcel of property within the proposed district, and expressing his opinion that the property to be specially assessed will be benefited in excess of the special assessments to be levied, and the County Manager attached to such report and recommendations a map or sketch showing the boundaries and location of the proposed district. Such "Report and Recommendations" of the County Manager was filed with the Clerk and transmitted to the Chairperson; and

WHEREAS, it appearing to the Board of County Commissioners from such report of the County Manager and other investigations that the project petitioned for would be of special benefit to all property within the proposed district and that the total amount of the special assessments to be levied would not be in

excess of such special benefit; the Clerk of the Board certified the place, date and hour for a public hearing on the petition of the property owners and the report and recommendations of the County Manager--said hearing was held on Tuesday,

Copies of said notice of public hearing were duly published in newspapers of general circulation published in Dade County, Florida, and copies thereof were posted in not less than five (5) public places within the proposed district, and copies thereof were mailed to all owners of taxable real property within the boundaries of the proposed district as their names and addresses appear on the latest Dade County tax assessment roll; and

WHEREAS, pursuant to said notice, the Board of County Commissioners on Tuesday, held a public hearing in accordance with the provisions of said Clerk's certificate, at which public hearing all interested persons were afforded the opportunity to present their objections, if any, to the creation and establishment of the proposed special taxing district; and

WHEREAS, the Board of County Commissioners, upon review and consideration of the report and recommendations of the County Manager and the views expressed by the property owners within the proposed special taxing district, has determined to create and

establish such special taxing district in accordance with the report and recommendations of the County Manager,

WHEREAS, pursuant to the provisions of Chapter 18 of the Metropolitan Dade County Code, the governing body of the City of Coral Gables has by Ordinance No. 3115 consented to the creation and establishment of the special taxing district herein proposed encompassing property within its municipal limits.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY
COMMISSIONERS OF DADE COUNTY, FLORIDA:

Section 1. In accordance with the provisions of Chapter 18 of the Code of Metropolitan Dade County, Florida, a special taxing district located partially within the city limits of the incorporated municipality of the City of Coral Gables, and partially within unincorporated Dade County, known and designated as the "GABLES BY THE SEA SECURITY GUARD SPECIAL TAXING DISTRICT" is hereby created and established.

Section 2. The area or boundaries of this proposed special taxing district are as follows:

Portions of Section 13, Township 55 South, Range 40 East, and Sections 17 & 18, Township 55 South, Range 41 East, Dade County, Florida; more particularly described as follows:

Portions of "Avocado Land Company" according to the plat thereof, as recorded in Plat Book

*2 at Page 44, being more particularly described as follows:

Lot 7;

And

All of "Amended Plat of Coral Bay Section A" according to the plat thereof, as recorded in Plat Book 57 at Page 97, less Lots 1, 2, 3, 4 and 5 of Block 1;

And

All of "Coral Bay Section B" according to the plat thereof, as recorded in Plat Book 65 at Page 115;

And

All of "Coral Bay Section C" according to the plat thereof, as recorded in Plat Book 65 at Page 147;

And

Portions of "Coral Bay Section D" according to the plat thereof, as recorded in Plat Book 68 at Page 60, being more particularly described as follows:

Blocks 10, 11, 12, 13, 14 and 30;

And

All of "Caravel Estates" according to the plat thereof, as recorded in Plat Book 89 at Page 44;

And

All of "Amended Plat of a Portion of Coral Bay Section C" according to the plat thereof, as recorded in Plat Book 94 at Page 5;

And

All of "Guma Subdivision" according to the plat thereof, as recorded in Plat Book 96 at Page 64;

agenda Item No. 7 (R)
Page No. 7

And

All of "Mar Street Subdivision" according to the plat thereof, as recorded in Plat Book 127 at Page 100;

And

Portions of "Rockdale Estates" according to the plat thereof, as recorded in Plat Book 42 at Page 19, being more particularly described as follows:

The east 370 feet of Tract 1, and
the east 435.6 feet of Tract 3;

And

All of "Craigdale Manor" according to the plat thereof, as recorded in Plat Book 94 at Page 46, less Lot 1;

And

All of "Cutler Bay Estates" according to the plat thereof, as recorded in Plat Book 95 at Page 28;

And

All of "Cutler Bay Estates First Addition" according to the plat thereof, as recorded in Plat Book 96 at Page 45;

And

All of "Cutler Bay Estates Second Addition" according to the plat thereof, as recorded in Plat Book 97 at Page 24;

And

All of "Old Cutler Woods" according to the plat thereof, as recorded in Plat Book 108 at Page 11;

And

All of "Warwick Manor First Addition" according to the plat thereof, as recorded in Plat book 111 at Page 47;

And

All of "First Addition to Old Cutler Woods" according to the plat thereof, as recorded in Plat Book 122 at Page 98;

And

All of "Second Addition to Old Cutler Woods" according to the plat thereof, as recorded in Plat book 130 at Page 10;

And

All of "Old Cutler Springs" according to the plat thereof, as recorded in Plat Book 131 at Page 2;

And

All of "Old Cutler Springs First Addition" according to the plat thereof, as recorded in Plat book 133 at Page 52;

All of the above named plats are recorded in the Public Records of Dade County, Florida.

The area and location of this proposed special taxing district are shown on the map or sketch which is made a part hereof by reference.

Section 3. The improvements and services to be provided within this proposed special taxing district will consist of the following:

A safety and sentinel security service initially to consist of unarmed uniformed guards provided by a private security guard company, which may be upgraded to off-duty police officers, continuously operating from

two guardhouses; one located on Lugo Avenue/S.W. 128th Street approximately 300 feet east of Old Cutler Road and one on S.W. 134th Street approximately 150 feet east of Old Cutler Road. The entrance to the community at S.W. 57 Avenue will be closed to vehicular traffic by a barricade just north of Campamento Avenue. Construction of the guardhouses and installation of the barricade will be capital improvement items of this district and will be furnished and installed by the City of Coral Gables through an interlocal agreement to be executed for that purpose. Service will be provided 24 hours per day, 365 days a year.

Section 4. The estimated cost to the property owners for the security guard services including engineering, construction, administrative, billing, collecting and processing for the first year is \$570,000.00, and \$225,000.00 for each year thereafter.

The County will advance funds for this program, which sum shall be reimbursed by special assessments. It is estimated that the cost per developed parcel of real property within the proposed district for the first year is \$1,150.00 and \$455.00 for the second and succeeding years. It is estimated that the cost per vacant/underdeveloped parcel of real property within the proposed district for the first year is \$575.00 and \$228.00 for the second and succeeding years.

Section 5. It is hereby declared that said project will be a special benefit to all property within the proposed special taxing district and the total amount of special assessments to be

levied as aforesaid will not be in excess of such special benefit.

Section 6. The County Manager is hereby authorized and directed to take all necessary steps to solicit and receive competitive bids in accordance with established County procedures, and/or, in his discretion, enter into an interlocal agreement or service agreement with off-duty police officers for providing security guard services within the district and to enter into and execute an interlocal agreement to provide for the construction of the guardhouses and installation of gates and barricades. Capital improvements will be furnished and installed by the City of Coral Gables through an interlocal agreement to be executed for that purpose.

Section 7. The County Manager is directed to cause to be prepared and filed with the Clerk of the County Commission a Preliminary Assessment Roll in accordance with the provisions of Section 18-14 of the Code of Metropolitan Dade County, Florida. As authorized by Section 197.363, Florida Statutes, all special assessments levied and imposed under the provisions of this Ordinance shall be collected, subject to the provisions of Chapter 197, Florida Statutes, in the same manner and at the same time as ad valorem taxes. In accordance with utilization of the ad valorem tax collection method, if such special assessments are

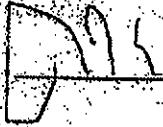
unpaid, when due, the potential for loss of title to the property exists.

Section 8. A duly certified copy of this Ordinance shall be filed in the Office of the Clerk of the Circuit Court of Dade County, Florida, and recorded in the appropriate book of records.

Section 9. The provisions of this Ordinance shall take effect when approved at an election to be formally called by this Board and noticed and conducted as this Board shall determine by resolution.

PASSED AND ADOPTED: MAY 6, 1995

Approved by County Attorney as to form and legal sufficiency. RAG

Prepared by: 

REPORT AND RECOMMENDATIONS
ON THE CREATION OF GABLES BY THE SEA
SECURITY GUARD SPECIAL TAXING DISTRICT
DADE COUNTY, FLORIDA

As Public Works Director, responsible for the detailed investigation of a duly petitioned for improvement district, the following facts are hereby submitted concerning the creation of "Gables By The Sea Security Guard Special Taxing District."

1. BOUNDARIES OF THIS DISTRICT

The proposed district is located partially within the municipal limits of the City of Coral Gables, Florida, and partially within unincorporated Dade County. Pursuant to Chapter 18 of the Code, Metropolitan Dade County has received approval from the City of Coral Gables to create this special taxing district for security service per ordinance No. 3115 duly passed and executed on January 27, 1995. The boundaries as set forth in the petition are:

Bounded on the North by Campamento, Cartagena and Lugo Avenues;
Bounded on the South by S.W. 136th Street and Bella Vista Avenue;
Bounded on the East by Biscayne Bay;
Bounded on the West by Old Cutler Road.

Upon review by Public Works Department, the boundaries were modified to include properties located at 12595 Red Road (Gulliver Academy) and at 13301 Old Cutler Road which will benefit from the planned improvement.

A preliminary public meeting was held on March 1, 1995, at Palmetto Middle School, at which time the property owners in attendance were presented the facts pertaining to the boundaries of this district, a description of the service to be provided, its costs and method of paying for the improvement.

Therefore, the boundaries of the "Gables By The Sea Security Guard Special Taxing District" are as follows:

Portions of Section 13, Township 55 South, Range 40 East, and Sections 17 & 18, Township 55 South, Range 41 East, Dade County, Florida; more particularly described as follows:

Portions of "Avocado Land Company" according to the plat thereof, as recorded in Plat Book 2 at Page 44, being more particularly described as follows:

Lot 7;

And

All of "Amended Plat of Coral Bay Section A" according to the plat thereof, as recorded in Plat Book 57 at Page 97, less Lots 1, 2, 3, 4 and 5 of Block 1;

And

All of "Coral Bay Section B" according to the plat thereof, as recorded in Plat Book 65 at Page 115;

And

All of "Coral Bay Section C" according to the plat thereof, as recorded in Plat Book 65 at Page 147;

And

Portions of "Coral Bay Section D" according to the plat thereof, as recorded in Plat Book 68 at Page 60, being more particularly described as follows:

Blocks 10, 11, 12, 13, 14 and 30;

And

All of "Caravel Estates" according to the plat thereof, as recorded in Plat Book 89 at Page 44;

And

All of "Amended Plat of a Portion of Coral Bay Section C" according to the plat thereof, as recorded in Plat Book 94 at Page 5;

And

All of "Guma Subdivision" according to the plat thereof, as recorded in Plat Book 96 at Page 64;

And

All of "Mar Street Subdivision" according to the plat thereof.

as recorded in Plat Book 127 at Page 100;

And

Portions of "Rockdale Estates" according to the plat thereof,
as recorded in Plat Book 42 at Page 19, being more particularly
described as follows:

The east 370 feet of Tract 1, and
the east 435.6 feet of Tract 3;

And

All of "Craigdale Manor" according to the plat thereof,
as recorded in Plat Book 94 at Page 46, less Lot 1;

And

All of "Cutler Bay Estates" according to the plat thereof
as recorded in Plat Book 95 at Page 28;

And

All of "Cutler Bay Estates First Addition" according to
the plat thereof, as recorded in Plat Book 96 at Page 45;

And

All of "Cutler Bay Estates Second Addition" according to the plat thereof,
as recorded in Plat Book 97 at Page 24;

And

All of "Old Cutler Woods" according to the plat thereof,
as recorded in Plat Book 108 at Page 11;

And

All of "Warwick Manor First Addition" according to the plat thereof,
as recorded in Plat Book 111 at Page 47;

And

All of "First Addition to Old Cutler Woods" according to the plat thereof,
as recorded in Plat Book 122 at Page 98;

And

All of "Second Addition to Old Cutler Woods" according to the plat thereof,
as recorded in Plat Book 130 at Page 10;

And

All of "Old Cutler Springs" according to the plat thereof,
as recorded in Plat Book 131 at Page 2;

And

All of "Old Cutler Springs First Addition" according to the plat thereof,
as recorded in Plat Book 133 at Page 52;

All of the above named plats are recorded in the Public Records of
Dade County, Florida.

The boundaries are shown on the attached plan entitled "Gables By The Sea Security Guard
Special Taxing District" and hereinafter referred to as Exhibit "A."

2. DESCRIPTION OF THE SERVICE TO BE PROVIDED

The service as specified by the petition will be a visible safety and sentinel security program,
initially to consist of unarmed uniformed guards operating from two guardhouses; one located on Lugo
Avenue /S.W. 128th Street approximately 300 feet east of Old Cutler Road, and one on S.W. 134th
Street approximately 150 feet east of Old Cutler Road. Also, the entrance to the community at S.W.
57th Avenue will be closed to vehicular traffic by a barricade just north of Campamento Avenue.

An interlocal agreement between Metropolitan Dade County and the City of Coral Gables will
be required wherein the City will furnish and install all capital improvements necessary to complete
the construction of the guardhouses, including road improvements and utilities. The interlocal
agreement will provide that the County shall reimburse the City for all costs necessary to provide these
capital improvements.

The City will issue a revocable permit which allows the County to erect traffic control devices
(gates) at the entrance and exit to the district at the Lugo Avenue guardhouse site. If the City
determines that the permit should be revoked, the operation of the guardhouses will discontinue after
the proper notification period and City of Coral Gables public hearing processes have occurred
pursuant to the terms of the permit.

The guard service will be provided 24 hours per day, 365 days a year. The service level will be reviewed with the district's homeowners association prior to renewal or reletting of a service contract as an integral part of this district's budget process. In the absence of a bona fide homeowners association, service selection will be determined by the Director of the Dade County Public Works Department. This service will be provided by a duly licensed and bonded State of Florida approved security service company or off-duty police officers. The service, as administered by the Dade County Public Works Department, will commence at the earliest practicable time following the creation and establishment of the district by the Dade County Board of County Commissioners and said creation ratified by the electorate at the required subsequent referendum.

3. ESTIMATED COST FOR THIS SERVICE

The request made by the petitioners is for a continual unarmed security service as indicated in Section 2 of this report.

The cost estimates are based upon bids recently received from security service companies by the Dade County Public Works Department. For this report, an estimated hourly rate of \$11.00 was used for the stationary guards multiplied by the annual number of hours of service for a total of \$193,000. In addition to the cost for the security service, a capital improvement outlay of \$290,000 is required for the construction of two guardhouses, gates, and road reconstruction.

The cost to provide utility and gate maintenance is estimated to be \$11,000 annually. It will also be necessary for the County to recover the engineering and contract administration costs incurred to establish and maintain the district as provided by Chapter 18 of the Code. This is estimated to be \$15,000 the first year and \$10,000 annually thereafter. Also, it will be necessary for the County to charge the district a fee for handling the billing, advertising, collecting, and processing the monthly invoices to the security service company. This cost, including contingencies, is estimated to be \$61,000 the first year and \$11,000 annually thereafter. Therefore, the first year total cost is estimated to be \$570,000 and the second year total cost is estimated to be \$225,000. The succeeding year's

costs will be determined on an annual basis.

4. PROCEDURE

Prior to commencement of service, the Dade County Board of Commissioners will enter into a contractual agreement with the security service company, wherein it is agreed that Dade County will pay to the security service company, in equal monthly payments, one twelfth of the annual cost now estimated to be \$193,000 or approximately \$16,100 per month.

Each property owner in the district will pay the County, by special assessment on a unit basis, a proportionate share of the total annual cost. The cost will be shown as an itemized portion of the annual ad valorem tax bill.

5. CONFORMITY TO THE MASTER PLAN OF DADE COUNTY

The proposed improvement conforms to and in no way conflicts with the Comprehensive Development Master Plan of Dade County. (Memorandum from Planning Department is attached.)

6. RECOMMENDATION CONCERNING THE DESIRABILITY OF THIS IMPROVEMENT

The proposed security program is desirable as evidenced by the property owners' petition. The 1994 net property valuation of \$177,130,000 based on the 1994 Dade County Real Estate Property Cards, is a good indication that the affected property is able to support such assessments as may be required. In my opinion, the proposed improvement will provide special benefits to properties within the district exceeding the amount of special assessments to be levied.

7. ESTIMATE OF ASSESSMENT AGAINST BENEFITTED PROPERTY

The combined estimated annual cost for the security service and other expenses as estimated and indicated in Section 3 is \$570,000 the first year and \$225,000 the second year, with succeeding years' costs determined annually. The cost is to be paid for by special assessment against benefitted properties and is to be apportioned to individual properties within the boundaries of the district on a unit basis. The cost per unit and fraction thereof to be assessed for this service is estimated as follows:

UNIT FACTORS

Item	First Year	Second Year
Number of developed lots or parcels assessed as 1 unit x 473	473	473
Vacant/underdeveloped lots or parcels assessed as 1/2 unit x 46	23	23*
Unit Total	496	496

*To be reviewed annually.

ESTIMATED ANNUAL COSTS

Item	First Year	Second Year	Amounts
Annual Cost of Service	\$193,000	\$193,000	
Capital Improvements	290,000	-0-	
Engineering & Contract			
Administrative Cost	15,000	10,000	
Advertising, Billing, Collecting, Processing & Election Cost	8,000	1,000	
Utilities & Maintenance Expenses	11,000	11,000	
Contingencies	53,000	10,000	
Estimated Total District Cost	\$570,000	\$225,000	

SAMPLE ASSESSMENT

Item	First Year	Second Year	Amounts
Total Cost To District	\$570,000	\$225,000	
Cost Per Developed Lot or Parcel Assessed as One Unit	\$1,150	\$455	
Cost Per Vacant/Underdeveloped Lot or Parcel Assessed as 1/2 Unit	\$ 575	\$228	

These costs are based on a preliminary estimate of 496 units and will be adjusted from actual experience.

8. RECOMMENDATION

It is my recommendation that the referendum required by Chapter 18 of the Code be conducted by the Dade County Elections Department using a mailed ballot. Upon approval by the Board of County Commissioners, the Elections Department will send a summary of the report on this district, a copy of which is attached, to each registered voter living within the district. Upon adoption of the ordinance creating this special taxing district, and the Board of County Commissioners approval of the resolution requiring a referendum to ratify the Board's decision, it is also recommended that the Board adopt the Gables By The Sea Security Guard Special Taxing District Preliminary Special Assessment Roll Resolution. Adoption of this resolution will enable Dade County to reimburse its departments for funds advanced, and to pay to the City of Coral Gables the cost of capital improvements it provides to the District. In the event actual costs are lower than the costs estimated in the ordinance, the Director of the Public Works Department or his designee shall adjust and decrease the unit rate of assessment necessary to provide adequate revenue to cover these expenses. In the event actual costs are higher than the costs estimated in the ordinance, the County Manager shall cause to be prepared a revised preliminary assessment roll and file the same with the Clerk of the Board for a scheduled public hearing to adopt the revised assessment roll. The provisions of this ordinance shall take effect when approved at an election to be formally called by this Board and noticed and conducted as this Board shall determine by Resolution. My office will also be available to answer any questions from the public or from your office in regard to the financial and/or engineering facts of this district. We further recommend that you sign the attached report to the Board of County Commissioners after you have reviewed this report and concur with our findings.

Attachments: (1) Copy of Memo from Planning Department
(2) Copy of Ordinance from the City of Coral Gables
(3) Summary of the Report
(4) Plan of Proposed Improvement (Exhibit "A")

MEMORANDUM

TO: William G. Oliver, Director
County Clerk Division
Clerk of the Board
ATTN: Clinton Forbes

FROM: Armando Vidal, P.E.
Director
Public Works Department

DATE: December 22, 1994

SUBJECT: "Gables by the Sea
Security Guard
Special Taxing
District"

Pursuant to Chapter 18 of the Code of Metropolitan Dade County, the attached petition requested the creation and establishment of the above captioned special taxing district. Based on the records of the Property Appraiser Department, we have determined that there are:

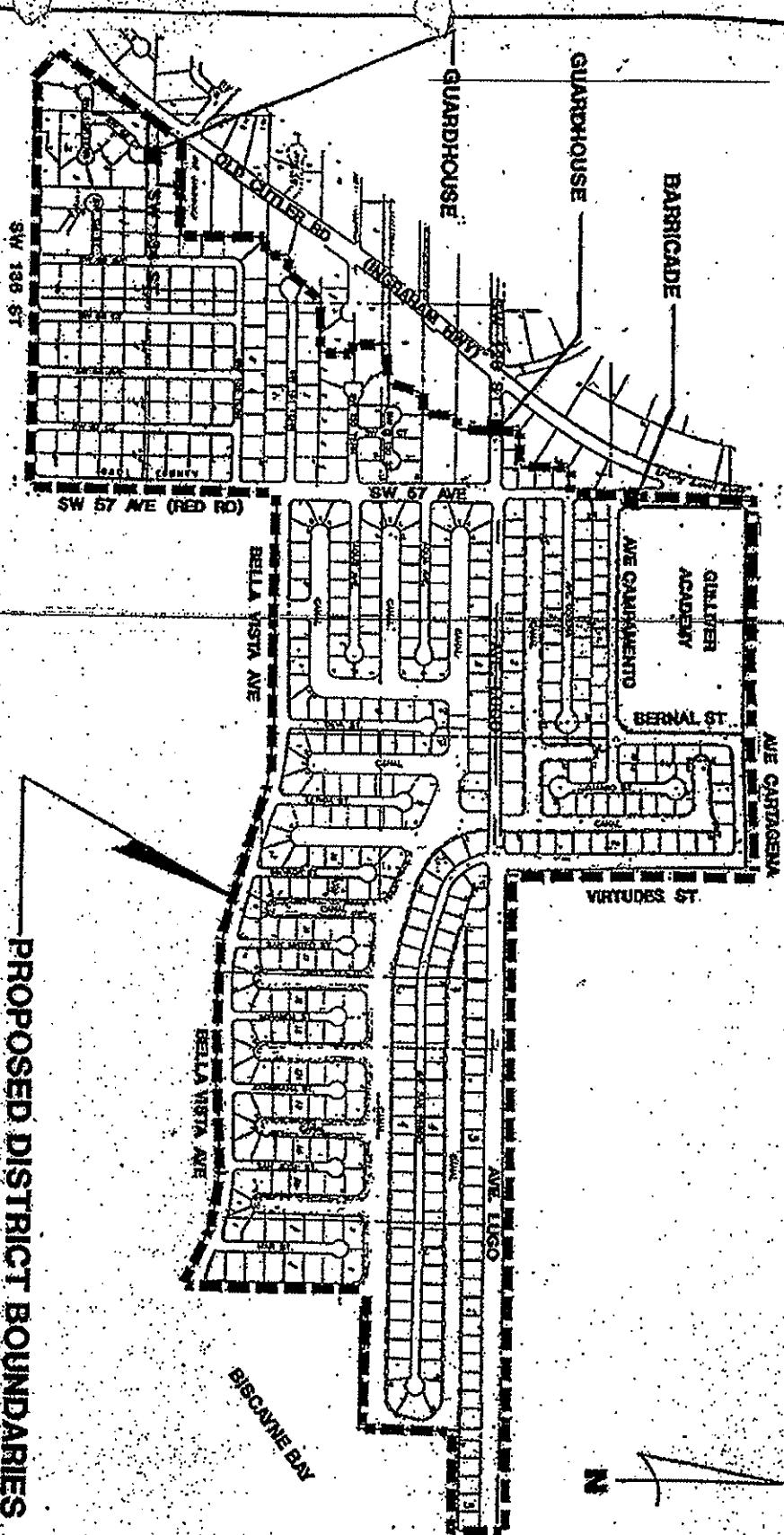
1. 516 Total parcels of land within boundary area.
2. 385 Total resident owners of property within boundary area.
3. 242 Total resident owners signed the attached petition.
4. 63% Percent of resident owners signed the attached petition.
5. \$177,130,472 Net Property Valuation.

Utilizing Homestead Exemption as the basis for the resident owner requirement, this petition does have the required number of signatures and therefore it is valid.

AV:RG:cj

Attachment

88



PROPOSED DISTRICT BOUNDARIES

GABLES BY THE SEA SECURITY GUARD SPECIAL TAXING DISTRICT

EXHIBIT "A"

SECTIONS 18-55-41 / 13-55-40



UNITED STATES DEPARTMENT OF EDUCATION BLUE RIBBON SCHOOL OF EXCELLENCE
 Accredited by Southern Association of Colleges and Schools, Florida Council of Independent Schools, Florida Kindergarten Council, National Independent Private Schools Association

May 22, 1995

Mr. Charles Small
 Dade County Public
 Works Dept.
 Suite 1510
 111 N.W. 1st Street
 Miami, Florida 33128

Ref: Addendum to letter dated
 April 28, 1995

Dear Mr. Small,

I am writing to you in reference to the fence that will be placed on the south and east side of our campus. This fence will restrict our parents from dropping off and picking up our students. This will also eliminate the parking along this area during weekend activities. There will be an access gate on the south side of the campus to be strictly used for delivery services and for faculty entrance. A separate gate on the east side will be available for the maintenance department. When not in use, this gate will remain locked. This fence is necessary to prevent strangers from having access to the neighborhood from our property.

If you have any questions, please feel free to contact my office.

RECEIVED
 MAY 24 1995

PUBLIC WORKS
 SPECIAL TAXING DISTRICT

ACADEMY
 12595 Red Road
 Coral Gables, Florida 33156
 (305) 665-6593
 Fax (305) 669-1596

PREPARATORY
 6575 N. Kendall Drive
 Miami, Florida 33156
 (305) 666-2937
 Fax (305) 665-8791

SOUTH MIAMI CAMPUS
 8530 S.W. 57 Avenue
 Miami, Florida 33143
 (305) 669-5497
 Fax (305) 669-1561

Sincerely,

John Krutulis

Assistant Director

METROPOLITAN DADE COUNTY, FLORIDA



STEPHEN P. CLARK CENTER

PUBLIC WORKS DEPARTMENT
 SPECIAL TAXING DISTRICT DIVISION
 111 NW 1ST STREET 16TH FLOOR
 MIAMI, FLORIDA 33128-1970

June 20, 1995

Ms. Marian Krutulis, Director
 Gulliver Academy, Inc.
 12595 Red Road
 Coral Gables, Florida 33156

Re: Gables by the Sea Security Guard Special Taxing District

Dear Ms. Krutulis:

Please consider this letter an addendum to the summary of the agreement as outlined in your letter dated April 28, 1995.

In consideration for the improvements to be provided by the "Gables By the Sea Security Guard Special Taxing District", Gulliver Academy, Inc. agrees:

- 1.) That the purpose of the closure of Red Road at Campamento Avenue and the fence enclosure on the south (Campamento Avenue) and east (Bernal Street) sides of Gulliver's property is to prohibit all vehicular and pedestrian traffic into the district through Gulliver's property and to prohibit all vehicular and pedestrian traffic into Gulliver's property from the district except as agreed to and specified in paragraph No. 2.
- 2.) That the south entrance is to be used only for deliveries, maintenance of the school's swale areas, and for ingress/egress of authorized faculty and staff. That Gulliver Academy will take all means necessary to ensure that only authorized personnel use this designated entrance.
- 3.) That the gate on the east side (Bernal Street) is to be used for maintenance purposes only and at all other times is to be chained and locked.

*Hand delivered
 to Delgado 7/10/95*

Page 2

- 4.) Unless agreed upon in advance with Dade County, after consultation with the Boards of any existing homeowners' associations in the district, there will be no additional ingress/egress locations to the south and east sides of Gulliver's property.

Sincerely,

Mabel S
Marie Helene Cohen
Chief

AGREED TO AND ACCEPTED:
GULLIVER ACADEMY

By Marion Kreutter
Authorized Representative

CITY OF CORAL GABLES

By _____
Authorized Representative

RECEIVED
JUL - 6 1995

PUBLIC WORKS
SPECIAL TAXING DISTRICT

METROPOLITAN DADE COUNTY, FLORIDA.



STEPHEN P. O'LEARY CENTER

PUBLIC WORKS DEPARTMENT
SPECIAL TAXING DISTRICT DIVISION
111 NW 187 STREET, 16TH FLOOR
MIAMI, FLORIDA 33128-1970

November 18, 1996

Mr. John Krutulis
Chief Operating Officer
Gulliver Academy
6575 N. Kendall Drive
Miami, Florida 33156

**RE: Gables By The Sea Security Guard
Special Taxing District**

Dear Mr. Krutulis:

Our agreement with Gulliver Academy specifies that the Gables by the Sea Security Guard Special Taxing District would provide the mechanism and cards (radio transmitters) to operate the sliding gate Gulliver would install at the rear entrance to the school. In accordance with said agreement, we ordered, upon completion of gate installation, the appropriate gate operation mechanism and the 80 gate cards requested by Gulliver; delivery of same has been confirmed. As you know, these cards will also allow access to your gate through the Lugo Avenue guardhouse when it becomes operational.

As our agreement also provides that Gulliver Academy will be charged for all cards it requests, above and beyond the first 8, at \$10 per card, we would appreciate your issuing a check in the amount of \$720 to the Board of County Commissioners, in payment of 72 cards.

In addition, we require that you provide us with copies of the current automobile registration of each vehicle that is issued a card. This will also be required of residents of the Gables By The Sea Security Guard District to ensure the integrity of the system.

Should you have any questions or need additional information, please do not hesitate to contact me or Bert Carlton of my staff at 375-5604.

11/19/96
To: Claire b
mail

Sincerely Yours,

Marie Helene Cohen
Chief
Special Taxing District Division

MHC:BC:cj