GULLIVER ACADEMY

Traffic Study

Gulliver Academy

Traffic Study

Prepared by:
David Plummer & Associates
1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134

May 2010
DPA Project #10118

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LIST OF EXHIBITS

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

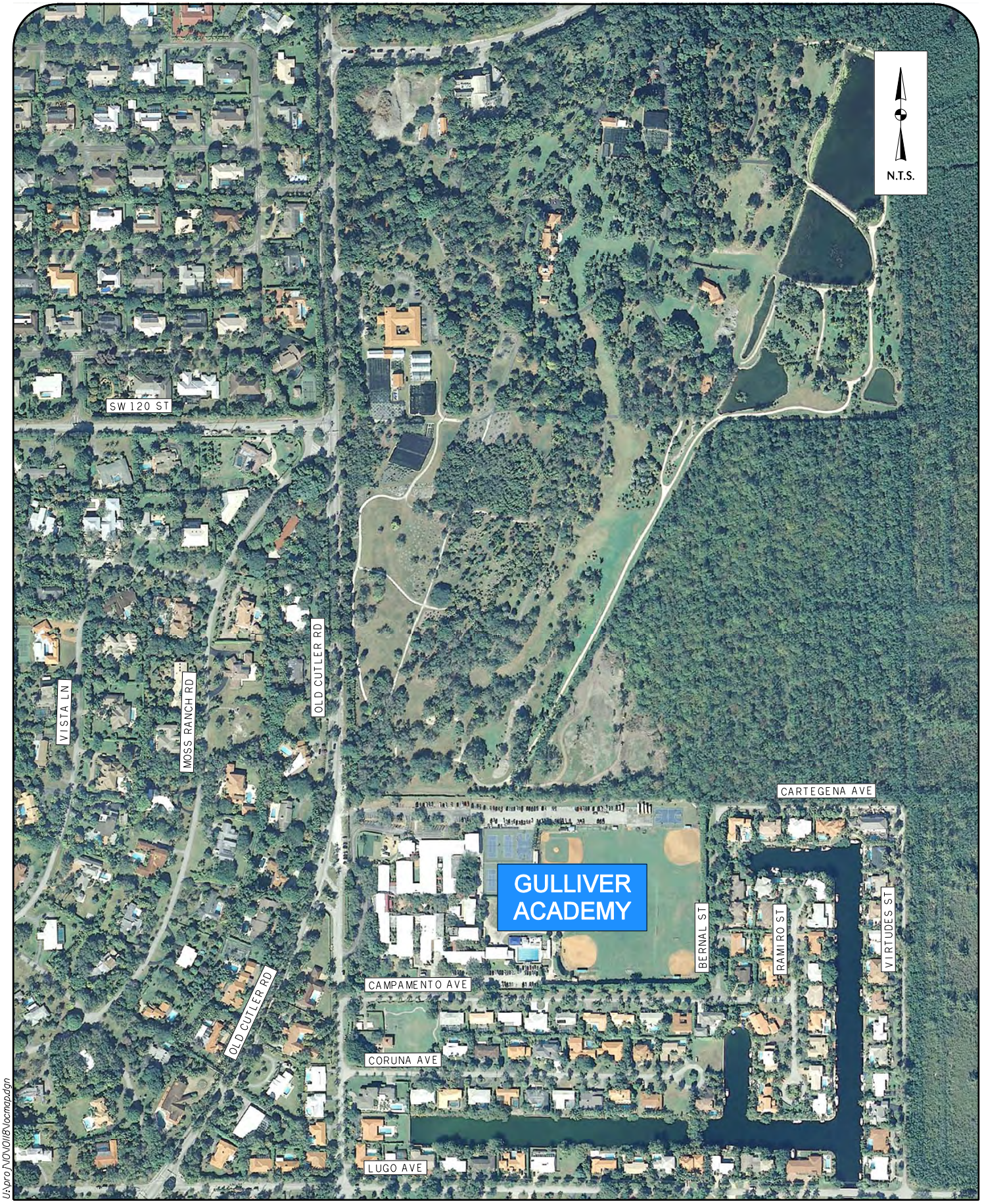
Intersection capacity analysis was performed for the following intersections:

- 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.



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	PROJECT:	TITLE:	EXHIBIT No.
dpa	GULLIVER ACADEMY	LOCATION MAP	1

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 is 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.

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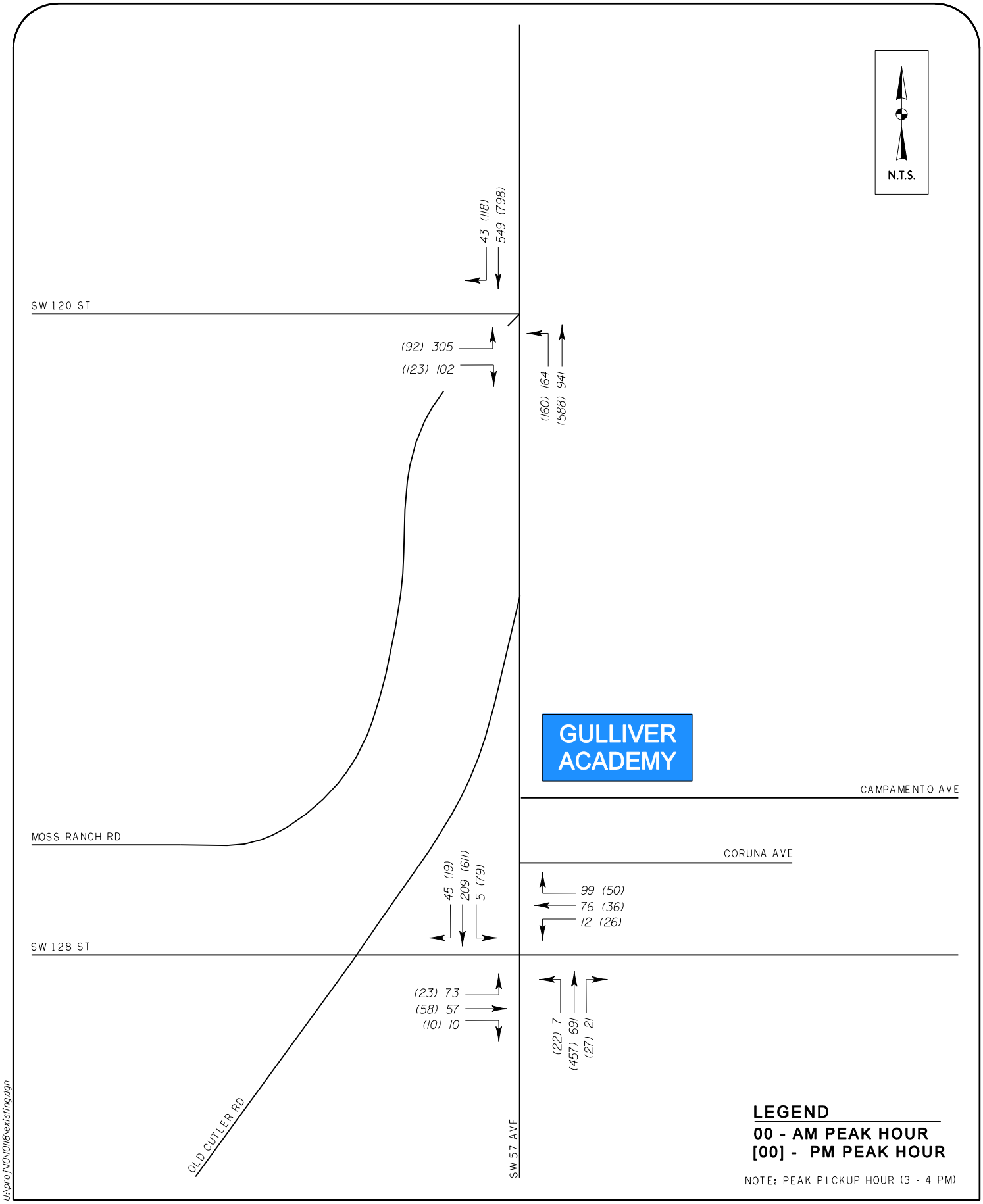

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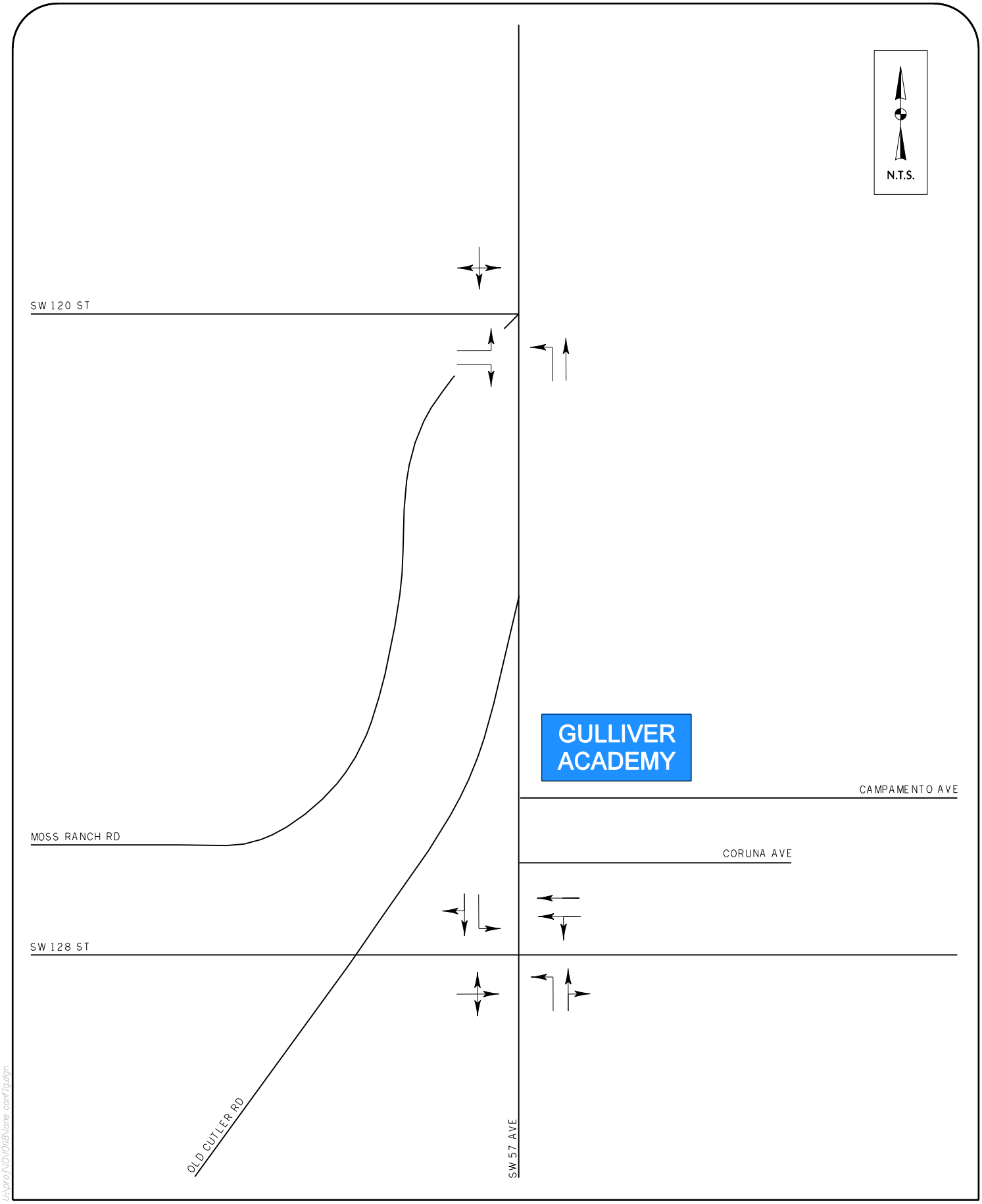
dpa	PROJECT: GULLIVER ACADEMY	TITLE: EXISTING AM AND PM PEAK HOUR TRAFFIC VOLUMES	EXHIBIT No. 2



PROJECT:	TITLE:	EXHIBIT No.
GULLIVER ACADEMY	LANE CONFIGURATION	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

[1] Peak 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.

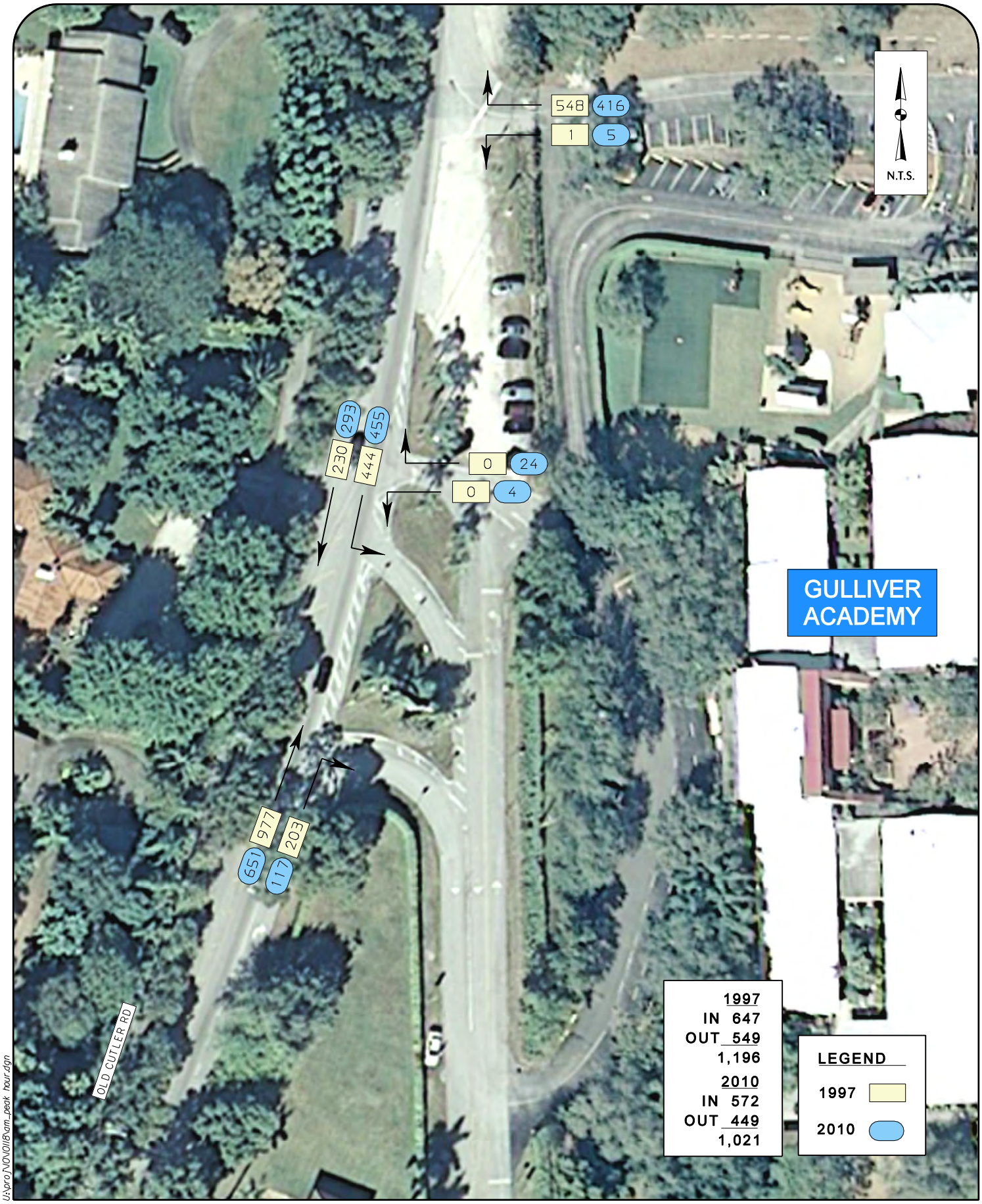
A summary of this comparison is presented in Exhibit 6 (see Exhibits 7 and 8 for more detail):

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.



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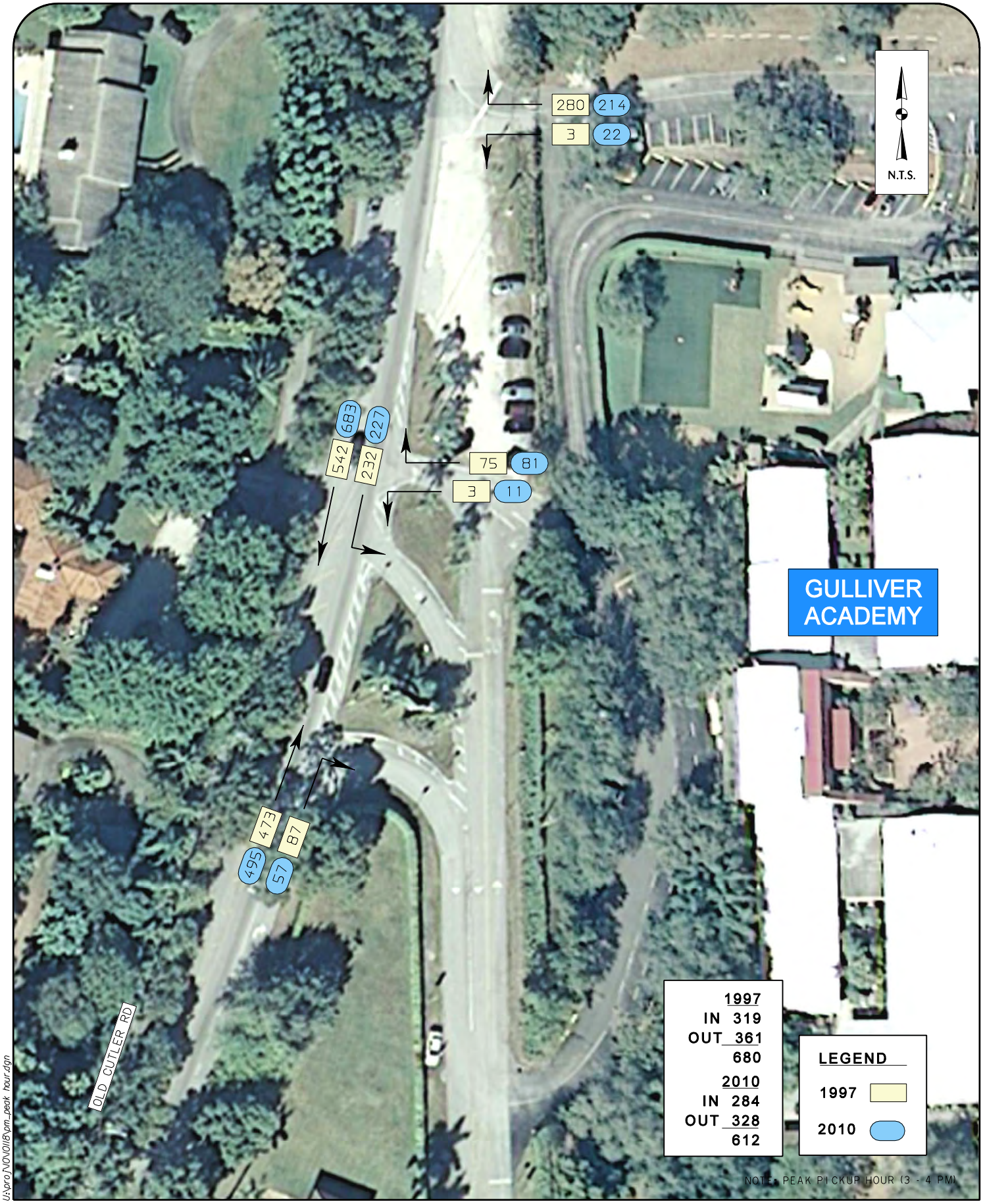
dpa	PROJECT: GULLIVER ACADEMY	TITLE: AM PEAK HOUR TRAFFIC 1997 AND 2010	EXHIBIT No. 7



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dpa	PROJECT: GULLIVER ACADEMY	TITLE: PM PEAK HOUR TRAFFIC 1997 AND 2010	EXHIBIT No. 8

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

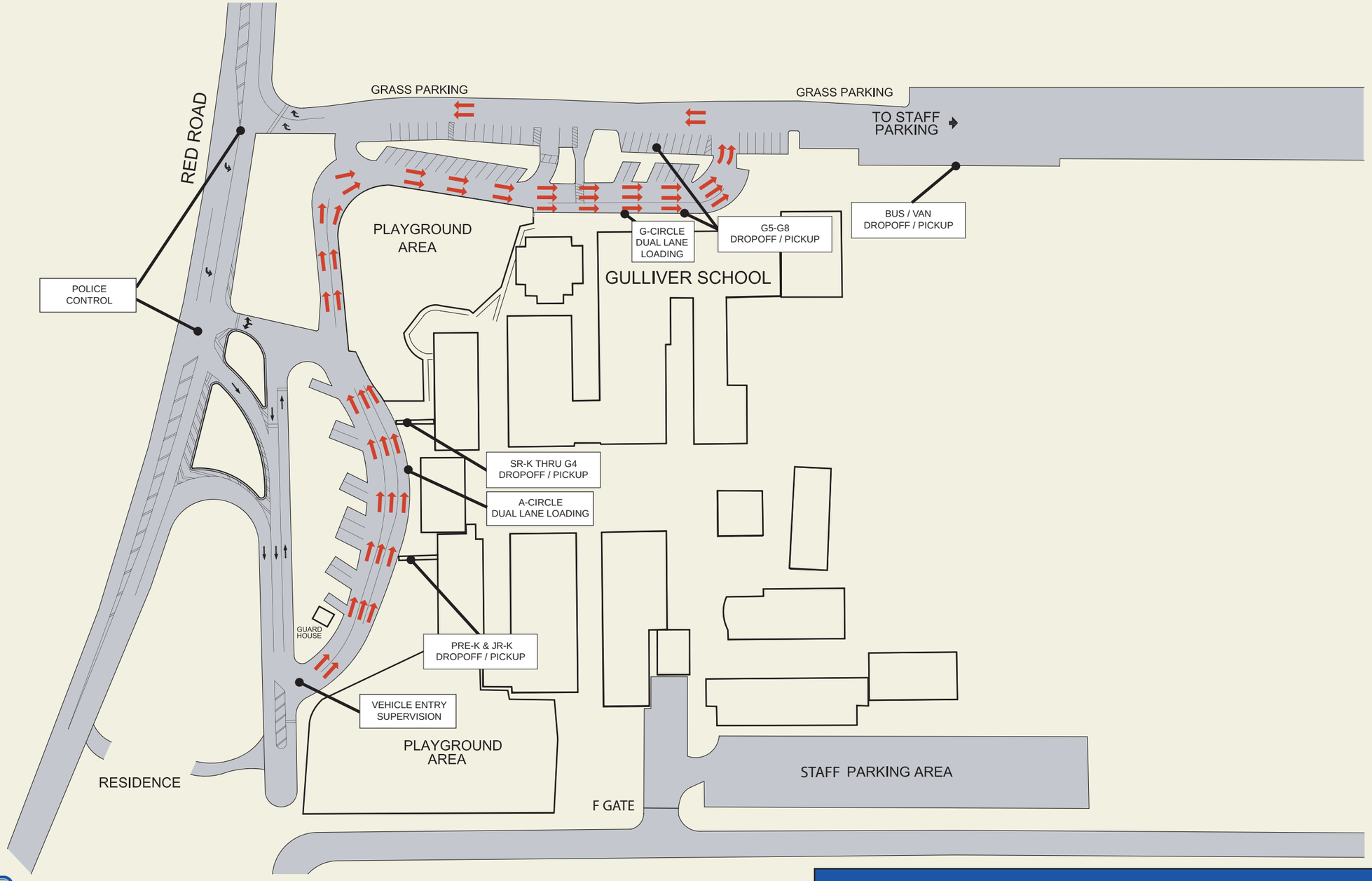
Grade	DROPOFF	PICKUP	
	M - F	M, T, Th, F	Wednesday
Morning Care	7:30 AM	-----	-----
Grades 5-8	8:00 AM	3:20 PM	2:30 PM
Grades 2-4	8:10 AM	3:00 PM	2:15 PM
Grade 1	8:10 AM	2:45 PM	2:00 PM
PK, JK, SK	8:20 AM	2:30 PM[1]	1:45 PM

[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

EXHIBIT: 10

- 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.

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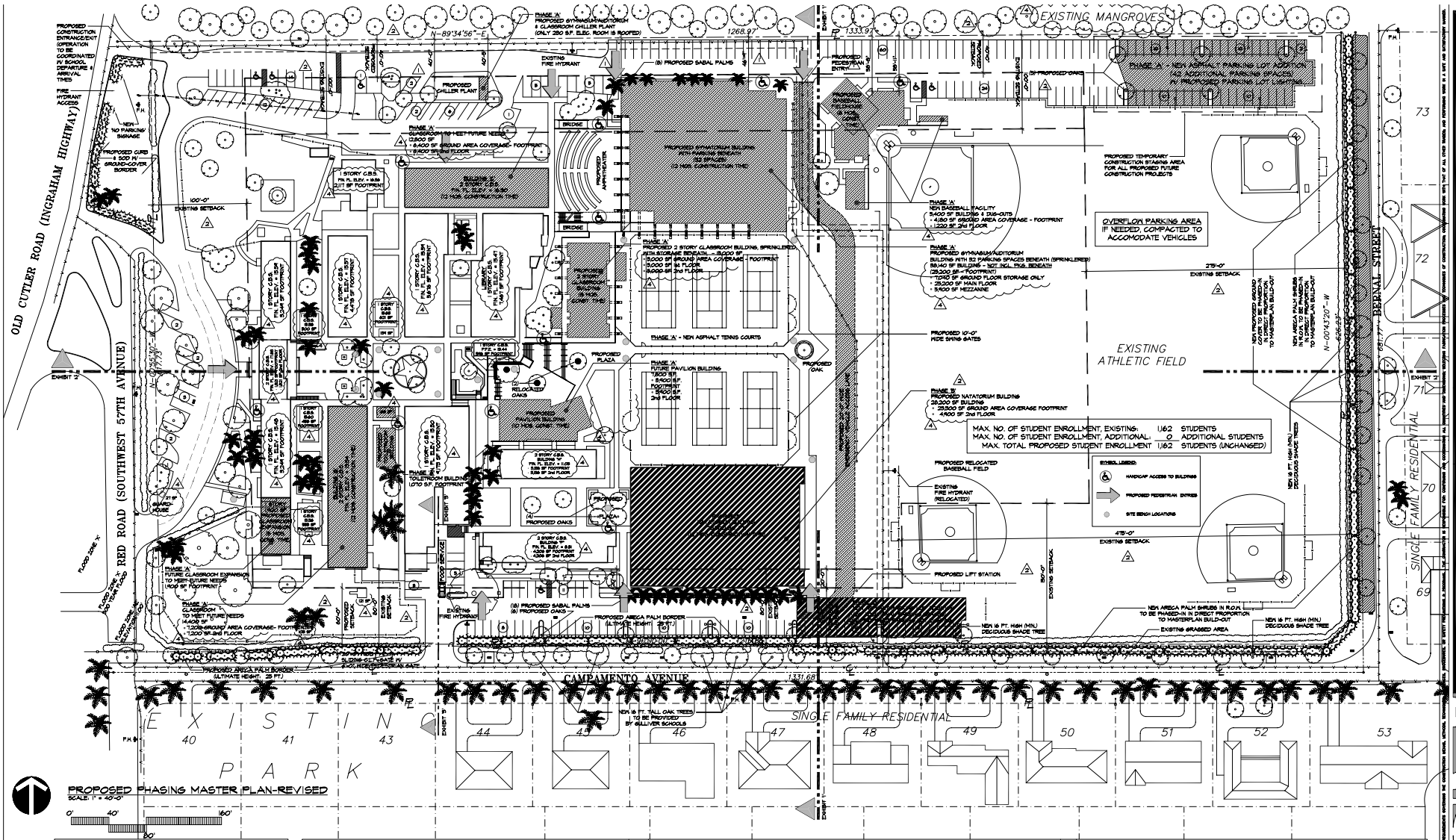
Appendix A
Site Plan



LOCATION MAP

TABLE OF CALCULATIONS

ZONE USE: "S" - RESIDENTIAL, SPECIAL USE (EDUCATIONAL FACILITY)
FLOOD HAZARD ZONE: "X" BASE FLOOD ELEVATION: 11.00 FT N.G.V.D.

LAND AREA:
TOTAL LAND AREA ..... 819,914 S.F. (18.8226 ACRES)
EXISTING BUILDING G.S.F. ..... 82,208 GROSS SQ. FT.
BUILDING G.S.F. TO BE REMOVED ..... (35,235 GROSS SQ. FT.)
PROPOSED NEW BUILDING G.S.F. ..... 124,710 GROSS SQ. FT.

BUILDING LOT COVERAGE: (BLDG. FOOTPRINT ONLY)
TOTAL LOT COVERAGE ALLOWED ..... 35% 286,970 S.F.
TOTAL LOT COVERAGE EXISTING ..... 8.6% 70,620 S.F.
TOTAL LOT COVERAGE TO BE REMOVED ..... -2.8% (22,835 S.F.)
TOTAL ADD'L. LOT COVERAGE PROPOSED ..... 4.5% 36,150 S.F.
TOTAL ULTIMATE LOT COVERAGE ..... 15.3% 125,135 S.F.

TOTAL BUILDING FLOOR AREA:
EXISTING BUILDING G.S.F. ..... 82,208 G.S.F.
EXISTING BLDG. G.S.F. TO BE REMOVED ..... (35,235 G.S.F.)
PROPOSED NEW BLDG. G.S.F. ..... 124,710 G.S.F.
TOTAL ULTIMATE FLOOR AREA ..... 171,878 G.S.F.

F.A.R. = (MAX. 35%) TOTAL FLOOR AREA OF BUILDINGS / AREA OF SITE
= 221,878 S.F. / 819,914 S.F. = (21.8%)

LANDSCAPED OPEN SPACE: (MIN. % REQUIRED ..... 35% 286,970 S.F.
BUILDING LOT COVERAGE ..... (26,135 S.F.)
PARKING & PAVED AREAS ..... 227,848 S.F.
ATHLETIC COURTS ..... 40,220 S.F.
TOTAL % PROVIDED AFTER ALL PHASES ..... 819,914 S.F. / 584,253 S.F.
= (64.7%) 550,861 S.F.

MAXIMUM HEIGHT OF THE BUILDING ALLOWED: ..... 45 FT ABOVE CROWN OF RED ROAD (ESTABLISHED GRADE) PER SECTION 3-1 (H)
MAXIMUM PROPOSED BUILDING HEIGHT: ..... 32 FT ABOVE CROWN OF RED ROAD (ESTABLISHED GRADE) PER SECTION 3-1 (A)
NUMBER OF STORIES: EXISTING: ..... 1 AND 2-STORY
PROPOSED: ..... 2-STORY AND 2-STORY W/ PARKING OR STORAGE BENEATH

PARKING: EXISTING NUMBER OF REGULAR PARKING SPACES: ..... 277 SPACES
EXISTING NUMBER OF H.C. PARKING SPACES: ..... 4 SPACES
NUMBER OF REGULAR SPACES TO BE REMOVED: ..... 84 SPACES
NUMBER OF H.C. SPACES TO BE REMOVED: ..... 0 SPACES
NEW REGULAR SPACES TO BE ADDED: ..... 92 SPACES
NEW H.C. SPACES TO BE ADDED: ..... 4 SPACES

OF PARKING SPACES REQUIRED: CORAL GABLES ZONING CODE: SECTION 5-1409.B.)
(1 parking space for each FTE, plus 1 parking space per 4 students aged 16 yrs or older based on max. capacity)
FULL TIME EMPLOYEES (FTE EXISTING) = 192 ..... 192 SPACES
ADDITIONAL FULL TIME EMPLOYEES ANTICIPATED = 50 ..... 50 SPACES
STUDENTS AGED 16 YEARS & OLDER = 0 STUDENTS / 16 ..... 0 SPACES
HANDICAP SPACES REQ'D (PER TABLE 208.2, 2004 A.D.A.) ..... 7 SPACES
TOTAL PARKING REQUIRED ..... 249 SPACES

OF PARKING SPACES PROVIDED: REGULAR ON GRADE ..... 255 SPACES
REGULAR BELOW GYMNASIUM ..... 80 SPACES
HANDICAP ON GRADE ..... 6 SPACES
HANDICAP BELOW GYMNASIUM ..... 2 SPACES
TOTAL PARKING PROVIDED ..... 343 SPACES

TOTAL AREA OF PARKING & DRIVES: ..... % HARDSCAPE LOT COVERAGE ..... 110,470 SF (13%)

PROPOSED PHASING - ALL PHASES

PROPOSED PROPERTY IMPROVEMENTS:

PHASE 'A' (SHEET Z-3A) - ANTICIPATED CONSTRUCTION : 2008-2010 ..... 46,510 G.S.F.
a. GYMNASIUM/AUDITORIUM (FULLY SPRINKLERED) ..... 38,140 S.F.
b. CLASSROOM BLDG. (FULLY SPRINKLERED) ..... 8,000 S.F.
c. RELOCATE EXISTING BASEBALL, DEMO AND REBUILD EXISTING STORAGE, DUGOUTS, ADD MORE BLEACHERS AND PRESSBOX ..... 5,400 S.F.
d. TOILETROOM BUILDING ..... 1,070 S.F.
e. PAVILLION BUILDING (FULLY SPRINKLERED) ..... 7,800 S.F.
f. NEW 42-CAR PARKING LOT ADDITION
g. ADDITIONAL CLASSROOMS TO MEET ACADEMIC NEEDS ..... 1,900 S.F.
h. 2-STORY CLASSROOM BUILDING 'C' ..... 12,800 S.F.
i. 2-STORY CLASSROOM BUILDING '6' ..... 14,400 S.F.
j. NEW ASPHALT TENNIS COURTS
k. 20' WIDE EMERGENCY VEHICLE ACCESS

PHASE 'B' (SHEET Z-3B) ..... 28,200 G.S.F.
a. NATATORIUM BUILDING ..... 28,200 S.F.
b. NEW 20-CAR PARKING LOT ADDITION

- TOTAL ADDITIONAL PROPOSED CONSTRUCTION SQ. FTG. THIS MASTER PLAN: 124,710 S.F.
- PREVIOUSLY APPROVED MASTER PLAN, BUT NOT BUILT: - 21,880 S.F.
- LESS BUILDINGS TO BE REMOVED: - 35,235 S.F.
- ADDL. CONSTRUCTION BEYOND PREVIOUSLY APPROVED MASTER PLAN: 117,195 G.S.F.

CONSULTANT:
GILI-McGRAW ARCHITECTS, L.L.P.
4960 SOUTHWEST 72ND AVENUE, SUITE 403; MIAMI, FLORIDA 33155
TEL. 305.663.1263 FAX. 305.663.1264
LICENSE NUMBER: AA0000492

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

SEAL:
J. GARY McGRAW, AIA
AR0009372

DATE: 08.2009

REVISIONS
1 07.07.08
2 07.21.08
3 10.15.08
4 11.17.08

DWG. No.
Z-3
OF :

Appendix B
Data Collection
Traffic Volumes
Signal Timings

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

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

AM 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	L	T	R	TOTAL	
07:15 AM	08:15 AM	164	941	0	1,105	0	549	43	592	305	0	102	407	0	0	0	0	2,104
PEAK HOUR FACTOR					0.90				0.87				0.84				N/A	0.90

DAVID PLUMMER & ASSOCIATES, INC.

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 128 Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:15 AM	07:30 AM	0	229	7	236	1	66	14	81	9	9	2	20	1	13	40	54	391
07:30 AM	07:45 AM	0	225	6	231	1	71	14	86	25	19	2	46	2	17	20	39	402
07:45 AM	08:00 AM	3	122	1	126	2	34	7	43	25	17	4	46	8	19	23	50	265
08:00 AM	08:15 AM	4	115	7	126	1	38	10	49	14	12	2	28	1	27	16	44	247
08:15 AM	08:30 AM	6	126	4	136	8	73	9	90	1	12	1	14	15	17	14	46	286
08:30 AM	08:45 AM	1	149	8	158	3	76	24	103	2	11	3	16	2	13	21	36	313

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 128 Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:15 AM	08:15 AM	7	691	21	719	5	209	45	259	73	57	10	140	12	76	99	187	1,305
PEAK HOUR FACTOR					0.76				0.63				0.76				0.87	0.81

DAVID PLUMMER & ASSOCIATES, INC.

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	North Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:15 AM	07:30 AM	0	0	0	0	0	127	0	127	0	0	0	0	1	0	22	23	150
07:30 AM	07:45 AM	0	0	0	0	0	200	0	200	0	0	0	0	1	0	100	101	301
07:45 AM	08:00 AM	0	0	0	0	0	227	0	227	0	0	0	0	2	0	160	162	389
08:00 AM	08:15 AM	0	0	0	0	0	173	0	173	0	0	0	0	0	0	125	125	298
08:15 AM	08:30 AM	0	0	0	0	0	143	0	143	0	0	0	0	2	0	31	33	176
08:30 AM	08:45 AM	0	0	0	0	0	116	0	116	0	0	0	0	3	0	15	18	134

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	North Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:30 AM	08:30 AM	0	0	0	0	0	743	0	743	0	0	0	0	5	0	416	421	1,164
PEAK HOUR FACTOR					N/A				0.82				N/A				0.65	0.75

DAVID PLUMMER & ASSOCIATES, INC.

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	L	T	R	TOTAL	
07:15 AM	07:30 AM	0	0	0	0	44	84	0	128	0	0	0	0	0	0	0	0	128
07:30 AM	07:45 AM	0	0	0	0	118	83	0	201	0	0	0	0	0	0	0	0	201
07:45 AM	08:00 AM	0	0	0	0	174	55	0	229	0	0	0	0	0	0	0	0	229
08:00 AM	08:15 AM	0	0	0	0	109	64	0	173	0	0	0	0	0	0	0	0	173
08:15 AM	08:30 AM	0	0	0	0	54	91	0	145	0	0	0	0	4	0	24	28	173
08:30 AM	08:45 AM	0	0	0	0	14	105	0	119	0	0	0	0	0	0	12	12	131

AM 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	L	T	R	TOTAL	
07:30 AM	08:30 AM	0	0	0	0	455	293	0	748	0	0	0	0	4	0	24	28	776
PEAK HOUR FACTOR					N/A				0.82				N/A				0.25	0.85

DAVID PLUMMER & ASSOCIATES, INC.

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

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

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

TIME INTERVAL		Old Cutler Road								South Gulliver Driveway								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:30 AM	08:30 AM	0	651	117	768	0	293	0	293	0	0	0	0	0	0	0	0	1,061
PEAK HOUR FACTOR					0.71				0.70				N/A				N/A	0.81

DAVID PLUMMER & ASSOCIATES, INC.

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	L	T	R	TOTAL	
02:15 PM	02:30 PM	7	92	0	99	0	121	20	141	18	0	15	33	0	0	0	0	273
02:30 PM	02:45 PM	14	149	0	163	0	137	22	159	14	0	13	27	0	0	0	0	349
02:45 PM	03:00 PM	15	99	0	114	0	141	27	168	17	0	23	40	0	0	0	0	322
03:00 PM	03:15 PM	29	142	0	171	0	156	25	181	28	0	34	62	0	0	0	0	414
03:15 PM	03:30 PM	25	116	0	141	0	207	26	233	29	0	38	67	0	0	0	0	441
03:30 PM	03:45 PM	55	177	0	232	0	224	28	252	18	0	26	44	0	0	0	0	528
03:45 PM	04:00 PM	51	153	0	204	0	211	39	250	17	0	25	42	0	0	0	0	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	L	T	R	TOTAL	
03:00 PM	04:00 PM	160	588	0	748	0	798	118	916	92	0	123	215	0	0	0	0	1,879
PEAK HOUR FACTOR					0.81				0.91				0.80				N/A	0.89

DAVID PLUMMER & ASSOCIATES, INC.

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								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
02:15 PM	02:30 PM	4	85	6	95	13	108	1	122	4	10	2	16	3	7	22	32	265
02:30 PM	02:45 PM	0	81	1	82	27	130	3	160	3	11	2	16	6	7	9	22	280
02:45 PM	03:00 PM	2	97	3	102	11	125	2	138	3	9	0	12	6	12	18	36	288
03:00 PM	03:15 PM	3	118	2	123	19	127	4	150	3	13	0	16	8	8	12	28	317
03:15 PM	03:30 PM	0	121	8	129	23	133	6	162	10	15	3	28	5	8	11	24	343
03:30 PM	03:45 PM	17	110	10	137	18	153	3	174	5	16	4	25	7	10	10	27	363
03:45 PM	04:00 PM	2	108	7	117	19	198	6	223	5	14	3	22	6	10	17	33	395

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

		Old Cutler Road								SW 128 Street								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
03:00 PM	04:00 PM	22	457	27	506	79	611	19	709	23	58	10	91	26	36	50	112	1,418
PEAK HOUR FACTOR					0.92				0.79				0.81				0.78	0.90

DAVID PLUMMER & ASSOCIATES, INC.

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	North Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
02:15 PM	02:30 PM	0	0	0	0	0	163	0	163	0	0	0	0	0	0	3	3	166
02:30 PM	02:45 PM	0	0	0	0	0	210	0	210	0	0	0	0	3	0	20	23	233
02:45 PM	03:00 PM	0	0	0	0	0	182	0	182	0	0	0	0	1	0	16	17	199
03:00 PM	03:15 PM	0	0	0	0	0	197	0	197	0	0	0	0	1	0	14	15	212
03:15 PM	03:30 PM	0	0	0	0	0	225	0	225	0	0	0	0	3	0	39	42	267
03:30 PM	03:45 PM	0	0	0	0	0	228	0	228	0	0	0	0	6	0	81	87	315
03:45 PM	04:00 PM	0	0	0	0	0	238	0	238	0	0	0	0	12	0	80	92	330

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	North Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
03:00 PM	04:00 PM	0	0	0	0	0	888	0	888	0	0	0	0	22	0	214	236	1,124
PEAK HOUR FACTOR					N/A				0.93				N/A				0.64	0.85

DAVID PLUMMER & ASSOCIATES, INC.

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Center Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
02:15 PM	02:30 PM	0	0	0	0	25	138	0	163	0	0	0	0	0	0	2	2	165
02:30 PM	02:45 PM	0	0	0	0	35	178	0	213	0	0	0	0	4	0	28	32	245
02:45 PM	03:00 PM	0	0	0	0	42	141	0	183	0	0	0	0	1	0	21	22	205
03:00 PM	03:15 PM	0	0	0	0	57	141	0	198	0	0	0	0	5	0	44	49	247
03:15 PM	03:30 PM	0	0	0	0	66	162	0	228	0	0	0	0	1	0	3	4	232
03:30 PM	03:45 PM	0	0	0	0	49	185	0	234	0	0	0	0	1	0	20	21	255
03:45 PM	04:00 PM	0	0	0	0	55	195	0	250	0	0	0	0	4	0	14	18	268

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Center Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
03:00 PM	04:00 PM	0	0	0	0	227	683	0	910	0	0	0	0	11	0	81	92	1,002
PEAK HOUR FACTOR					N/A				0.91				N/A				0.47	0.93

DAVID PLUMMER & ASSOCIATES, INC.

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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	South Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
02:15 PM	02:30 PM	0	114	5	119	0	138	0	138	0	0	0	0	0	0	0	0	257
02:30 PM	02:45 PM	0	97	9	106	0	178	0	178	0	0	0	0	0	0	0	0	284
02:45 PM	03:00 PM	0	113	12	125	0	141	0	141	0	0	0	0	0	0	0	0	266
03:00 PM	03:15 PM	0	131	12	143	0	141	0	141	0	0	0	0	0	0	0	0	284
03:15 PM	03:30 PM	0	116	13	129	0	162	0	162	0	0	0	0	0	0	0	0	291
03:30 PM	03:45 PM	0	127	19	146	0	185	0	185	0	0	0	0	0	0	0	0	331
03:45 PM	04:00 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

TIME INTERVAL		Old Cutler Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	South Gulliver Driveway EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
03:00 PM	04:00 PM	0	495	57	552	0	683	0	683	0	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 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	6	4	6	8	24
01:00 AM	5	2	2	2	12
02:00 AM	1	1	5	2	9
03:00 AM	2	1	2	4	9
04:00 AM	4	6	8	12	29
05:00 AM	23	28	47	64	162
06:00 AM	106	175	240	286	806
07:00 AM	299	295	305	298	1,198
08:00 AM	302	258	233	216	1,008
09:00 AM	238	205	203	173	820
10:00 AM	166	153	164	137	619
11:00 AM	134	130	130	135	528
12:00 PM	122	118	122	120	482
01:00 PM	116	119	113	131	479
02:00 PM	116	131	175	180	603
03:00 PM	183	164	221	209	777
04:00 PM	190	155	158	152	655
05:00 PM	145	150	140	126	561
06:00 PM	115	113	121	111	461
07:00 PM	103	98	69	63	333
08:00 PM	58	47	46	50	201
09:00 PM	53	43	43	40	179
10:00 PM	32	40	25	23	120
11:00 PM	20	14	12	16	61
			24-HOUR TOTAL		10,136

BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	24	19	17	15	75	99
01:00 AM	9	10	8	9	36	48
02:00 AM	5	7	2	3	17	27
03:00 AM	2	4	3	2	10	19
04:00 AM	1	3	4	3	11	40
05:00 AM	5	4	6	11	26	188
06:00 AM	18	30	24	38	110	916
07:00 AM	54	125	220	253	652	1,850
08:00 AM	167	132	109	106	514	1,523
09:00 AM	77	79	73	72	300	1,120
10:00 AM	69	71	87	78	305	924
11:00 AM	91	79	92	91	353	881
12:00 PM	96	106	108	98	408	890
01:00 PM	119	119	122	143	503	982
02:00 PM	152	158	190	218	718	1,321
03:00 PM	244	258	232	216	950	1,727
04:00 PM	232	260	240	233	965	1,620
05:00 PM	240	247	249	241	977	1,538
06:00 PM	244	247	251	237	979	1,440
07:00 PM	192	189	164	153	698	1,031
08:00 PM	130	126	111	105	472	673
09:00 PM	98	91	82	91	362	541
10:00 PM	60	65	59	48	232	351
11:00 PM	45	45	36	25	151	212
			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:	07:15 AM	Volume:	1,965
	K-factor:	9.8%	PHF:	0.89
	D-factor:	61.1% NB		
PM Peak Hour:	Time:	03:00 PM	Volume:	1,727
	K-factor:	8.7%	PHF:	0.95
	D-factor:	55.0% SB		

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	NORTHBOUND				
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	4	3	5	5	17
01:00 AM	5	0	2	3	10
02:00 AM	2	0	5	1	8
03:00 AM	3	2	4	0	9
04:00 AM	4	2	7	10	23
05:00 AM	20	31	53	68	172
06:00 AM	102	170	244	288	804
07:00 AM	303	292	308	302	1,205
08:00 AM	296	255	238	219	1,008
09:00 AM	246	219	200	160	825
10:00 AM	160	142	154	139	595
11:00 AM	133	113	114	127	487
12:00 PM	137	113	122	107	479
01:00 PM	108	99	111	121	439
02:00 PM	94	97	165	136	492
03:00 PM	175	165	238	224	802
04:00 PM	200	166	162	149	677
05:00 PM	132	168	146	132	578
06:00 PM	113	116	115	101	445
07:00 PM	95	81	73	55	304
08:00 PM	53	33	46	32	164
09:00 PM	48	39	45	37	169
10:00 PM	27	29	15	19	90
11:00 PM	12	12	10	15	49
			24-HOUR TOTAL		9,851

BEGIN	SOUTHBOUND				
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	23	16	20	18	77
01:00 AM	7	8	7	7	29
02:00 AM	3	7	2	2	14
03:00 AM	1	0	4	1	6
04:00 AM	0	2	1	4	7
05:00 AM	1	4	7	10	22
06:00 AM	15	29	21	38	103
07:00 AM	47	121	219	261	648
08:00 AM	174	150	111	98	533
09:00 AM	64	67	75	70	276
10:00 AM	67	68	89	62	286
11:00 AM	95	77	100	99	371
12:00 PM	84	91	117	97	389
01:00 PM	116	91	96	124	427
02:00 PM	131	154	150	225	660
03:00 PM	252	292	251	210	1,005
04:00 PM	211	254	241	253	959
05:00 PM	261	253	248	237	999
06:00 PM	239	235	246	228	948
07:00 PM	174	190	182	161	707
08:00 PM	142	120	109	103	474
09:00 PM	84	65	63	74	286
10:00 PM	44	68	46	41	199
11:00 PM	35	37	33	20	125
			24-HOUR TOTAL		9,550

TWO-WAY
TOTAL
94
39
22
15
30
194
907
1,853
1,541
1,101
881
858
868
866
1,152
1,807
1,636
1,577
1,393
1,011
638
455
289
174
19,401

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour:	Time:	07:00 AM	Volume:	1,205	AM Peak Hour:	Time:	07:30 AM	Volume:	804
PM Peak Hour:	Time:	03:30 PM	Volume:	828	PM Peak Hour:	Time:	02:45 PM	Volume:	1,020

NORTHBOUND AND SOUTHBOUND

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

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 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
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 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	18	15	10	13	56	81
01:00 AM	10	11	3	9	33	47
02:00 AM	3	7	2	3	15	26
03:00 AM	2	5	2	2	11	19
04:00 AM	1	4	7	5	17	49
05:00 AM	7	1	6	10	24	177
06:00 AM	20	32	21	39	112	925
07:00 AM	55	126	242	243	666	1,885
08:00 AM	156	112	107	118	493	1,491
09:00 AM	85	81	74	67	307	1,069
10:00 AM	74	69	84	96	323	941
11:00 AM	70	80	95	91	336	873
12:00 PM	103	131	113	91	438	899
01:00 PM	115	131	162	172	580	1,090
02:00 PM	188	152	232	237	809	1,585
03:00 PM	245	228	213	196	882	1,570
04:00 PM	213	247	223	201	884	1,495
05:00 PM	224	249	254	243	970	1,483
06:00 PM	254	248	267	241	1,010	1,469
07:00 PM	183	197	145	144	669	1,004
08:00 PM	135	141	113	110	499	710
09:00 PM	103	86	90	107	386	562
10:00 PM	66	70	63	46	245	374
11:00 PM	44	41	43	26	154	214
			24-HOUR TOTAL		9,919	20,038

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND

AM Peak Hour:	Time:	07:15 AM	Volume:	1,233	AM Peak Hour:	Time:	07:15 AM	Volume: 767
PM Peak Hour:	Time:	02:15 PM	Volume:	812	PM Peak Hour:	Time:	05:45 PM	Volume: 1,012

NORTHBOUND AND SOUTHBOUND

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

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	NORTHBOUND					BEGIN	SOUTHBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	7	4	10	10	31	12:00 AM	31	26	20	14	91	122
01:00 AM	6	2	2	2	12	01:00 AM	10	11	14	10	45	57
02:00 AM	2	1	3	3	9	02:00 AM	10	8	1	4	23	32
03:00 AM	1	0	2	6	9	03:00 AM	2	6	3	3	14	23
04:00 AM	3	8	10	12	33	04:00 AM	2	3	3	1	9	42
05:00 AM	28	26	44	63	161	05:00 AM	6	6	6	14	32	193
06:00 AM	114	179	228	280	801	06:00 AM	19	28	30	38	115	916
07:00 AM	291	295	294	291	1,171	07:00 AM	60	127	200	254	641	1,812
08:00 AM	291	269	245	214	1,019	08:00 AM	170	135	110	102	517	1,536
09:00 AM	245	217	231	179	872	09:00 AM	81	89	69	79	318	1,190
10:00 AM	172	163	166	144	645	10:00 AM	65	77	88	76	306	951
11:00 AM	144	132	140	144	560	11:00 AM	109	80	81	83	353	913
12:00 PM	132	123	129	121	505	12:00 PM	100	96	95	106	397	902
01:00 PM	128	127	113	119	487	01:00 PM	126	135	108	134	503	990
02:00 PM	110	112	159	160	541	02:00 PM	137	167	189	191	684	1,225
03:00 PM	192	170	256	222	840	03:00 PM	234	254	232	243	963	1,803
04:00 PM	193	137	172	176	678	04:00 PM	272	278	257	245	1,052	1,730
05:00 PM	170	143	155	124	592	05:00 PM	235	239	246	242	962	1,554
06:00 PM	123	102	134	120	479	06:00 PM	240	258	239	241	978	1,457
07:00 PM	95	121	78	65	359	07:00 PM	220	180	165	154	719	1,078
08:00 PM	67	55	43	64	229	08:00 PM	112	118	110	103	443	672
09:00 PM	61	50	46	34	191	09:00 PM	107	123	93	92	415	606
10:00 PM	32	50	30	28	140	10:00 PM	70	56	67	58	251	391
11:00 PM	29	18	14	14	75	11:00 PM	56	57	33	28	174	249
			24-HOUR TOTAL		10,439				24-HOUR TOTAL		10,005	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:	1,052

NORTHBOUND AND SOUTHBOUND

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

Signal Timings

Print Date: 12/4/2009

Miami-Dade County Traffic Signals

Print Time: 12:55 PM

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

Active Phase Bank: Phase Bank

Phase		Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank																			
		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	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	5	0	0	0	0	0
6	NBT	0	0	0	0	0	0	16	16	16	1	1	1	35	115	130	0	120	36	4	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

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3	4	5	6 NBT	7	8 EBT	Ring Offset	Offset
	5	70	5	40	0	0	0	48	0	12	0	34
	10	70	7	37	0	0	0	47	0	13	0	24
	11	70	5	37	0	0	0	45	0	15	0	24
	15	70	5	40	0	0	0	48	0	12	0	26

Local TOD Schedule

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

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

Print Date: 5/5/2010

Miami-Dade County Traffic Signals

Print Time: 2:01 AM

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

Active Phase Bank: Phase Bank 1

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

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SWT	3	4 WBT	5 SBL	6 NET	7	8 EBT	Ring Offset	Offset
	5	70	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	54
	16	80	10	42	0	16	5	47	0	16	0	2
	18	80	10	42	0	16	5	47	0	16	0	2

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0600	5	M T W Th F
0645	6	M T W Th F
0700	15	Su S
0730	16	M T W Th F
0800	8	M T W Th F
0845	18	M T W Th F
0900	11	M T W Th F
1345	10	M T W Th F
1430	11	W
1530	7	M T W Th F
1900	15	M T W Th F
2200	Free	Su M T W Th F S

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

Appendix C
Intersection Capacity Analysis Worksheets

Existing Conditions

HCS+: Signalized Intersections Release 5.21

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

HCS+: Signalized Intersections Release 5.21

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 v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	473	1770	0.72	0.27	58.6	E		
							55.8	E
R	423	1583	0.24	0.27	46.5	D		
Westbound								
Northbound								
L	448	1770	0.41	0.68	17.5	B		
T	1250	1863	0.84	0.67	25.0	C	23.9	C
Southbound								
TR	1145	1844	0.57	0.62	18.7	B	18.7	B

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

HCS+: Signalized Intersections Release 5.21

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		LTR			LT	R	L	TR		L	TR	
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	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
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

HCS+: Signalized Intersections Release 5.21

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 Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	308	1770	0.33	0.17	59.0	E		
							60.0	E
R	275	1583	0.45	0.17	60.8	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

HCS+: Signalized Intersections Release 5.21

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	R	L	TR		L	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	
RTOR Vol			0			5			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	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach 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

	A	B	C	D	E
Lanes	**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

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

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	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 acheived 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 \rc\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

	A	B	C	D	E
Lanes	**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
Lanes	**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
Lanes	**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

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

Multimodal LOS

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

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 acheived 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**	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	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

	A	B	C	D	E
Lanes	**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

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

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	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

	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 acheived 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 \rc\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**	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)	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

	A	B	C	D	E
Lanes	**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

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

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	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

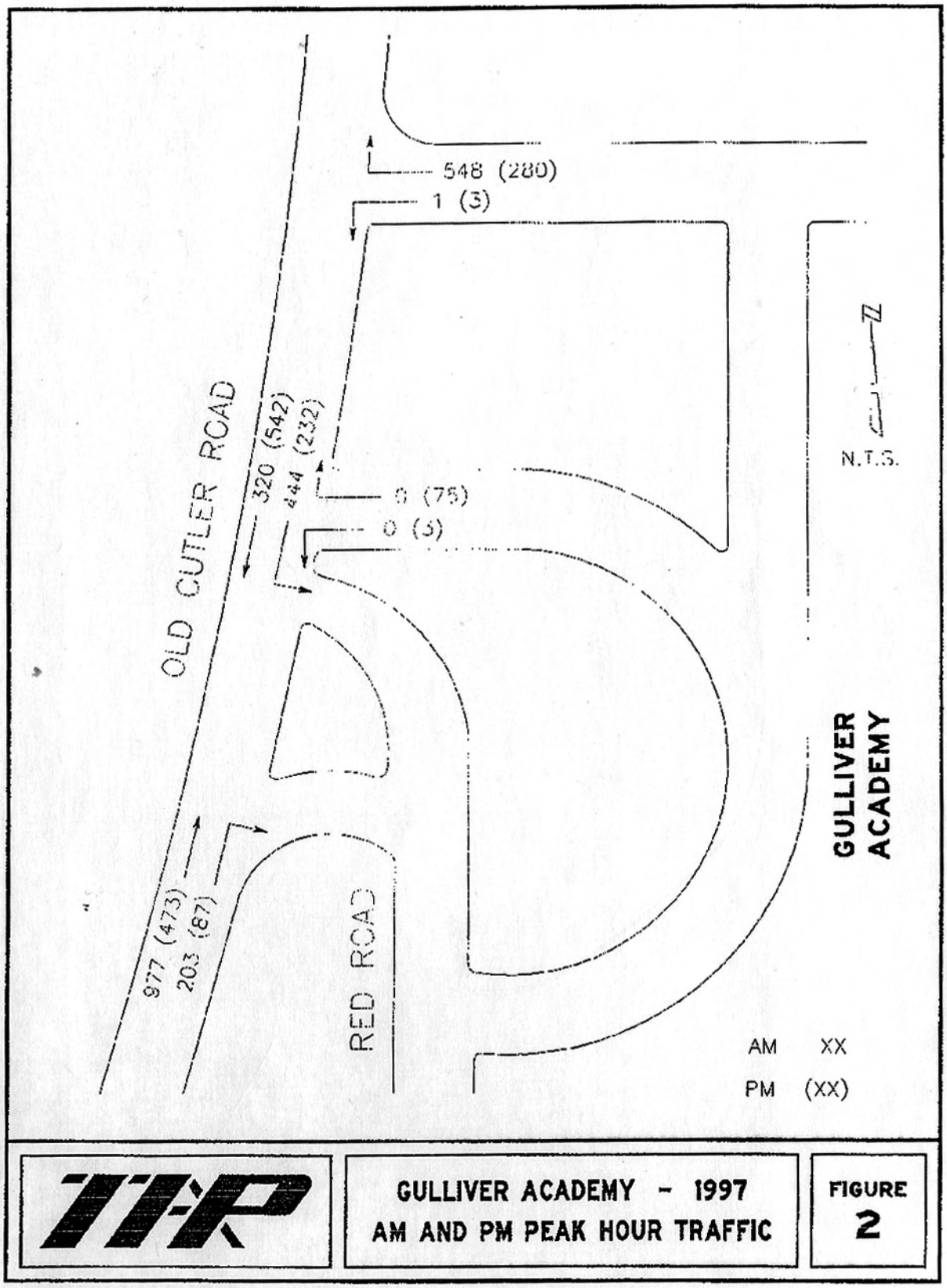
	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Hourly Volume In Both Directions**				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	**Annual Average Daily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



TR

GULLIVER ACADEMY - 1997
AM AND PM PEAK HOUR TRAFFIC

FIGURE 2

GULLIVER

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