

Somerset Grace Academy
of Coral Gables

November 2011

Somerset Grace Academy of Coral Gables Supporting Application Document Listing

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- q. School Speed Zone Signage prepared by Civica, dated 10.05.2011
- r. No School Parking Zone Signage prepared by Civica, dated 10.05.2011
- s. Proposed School Speed Zone Signage prepared by Civica, dated 10.05.2011
- t. Parent & Student Handbook 2011 - 2012, prepared by Somerset Academy Gables; Parent Contract 2011 - 2012, prepared by Somerset Academy Gables; Attendance Contract 2011 - 2012, prepared by Somerset Academy Gables
- u. Master Calendar with events for Somerset 2010-2011
- v. Master Calendar combined with events for UBC 2010-2011

***The following documents are not included within this document.
All documents are on file and available for review with the City.***

- w. Charter School Contract between The School Board of Miami-Dade County, Florida and Somerset Academy, Inc. on behalf of Somerset Grace Academy, dated 07.15.2009
- x. Somerset Lease with UBC, First Amendment to Educational Facilities Lease Agreement dated 08.13.2010
- y. Planning Department Applications submitted by Applicant/Agent Laura Russo, Esq., notarized 07.29.2010
- z. Map of Boundary Survey for University Baptist Church of Coral Gables, prepared by Hadonne, dated 03.23.2011

STATEMENT OF USE
August 5, 2011

The City of Coral Gables issued Somerset Grace Academy, Coral Gables (“Somerset”) a Certificate of use to operate a school for 110 students (ages 3-13) at the University Baptist Church’s (“UBC”) existing educational building located at 624 Anastasia Avenue. Somerset wishes to increase the student enrollment and initially filed an application to allow up to 735 students. After numerous public hearings with the Planning and Zoning Board, meetings with City’s staff and traffic consultant, meetings with representatives of the Biltmore Neighborhood Association and its counsel and feedback from door to door walking initiative, Somerset is demonstrating that it has heard its neighbors, and the City and its concerns, and in good faith is amending its request.

Somerset believes that its amendment Application represents a fair balance of the interest of all of the stakeholders.

Somerset now proposes a total of 436 students to be phased in over three years. The first year would increase enrollment up to 260 students, the second year by an additional 88 for 348 students and the third year by again 88 for a total of 436. This amended request represents a 44% reduction from the original application.

In conjunction with the 44% reduction in total students, Somerset is proffering a reverter clause in association with the requested change in land use from Religious Institution to Community Services and Facilities. This reverter clause to be implemented with a Restrictive Covenant shall provide that when the school use ceases to exist or the school abandons the property, the land use of the property shall revert to Religious Institution. The applicant’s only intent in requesting the Change in Land Use is to allow a charter school as a community service use at the church facility.

The traffic study performed for the reduced number incorporates additional safeguards in its analysis to ensure that the impact of the proposed 436 will remain on site and not spill over into the surrounding neighborhood streets. Thoughtfully crafted plans for traffic operations, pick up and drop off and special events have been included.

Some of the salient features of this revised application are:

- Reduction of 44% from previous requested enrollment - now 436 – equates to 2 classes per grade, averaging 20 students per class
- Proposed enrollment to be phased in over 3 years: 260 students year one, 348 students year two, 436 students year three
- Enrollment cap of 436 students implemented via Restrictive Covenant regardless of charter issued by Miami-Dade County School Board and future state legislation that would allow for increases in student enrollment
- Charter School to include grade levels Pre-K3 – 8th; there will be no stand alone middle school
- Somerset school will not seek use of the Youth Center facilities. Physical Education requirements will be met on site
- Traffic Report conclusions based on the most conservative approaches regarding impact
- All traffic impacts from drop off and pick are to be contained on site
- On-site vehicular stacking reduced from 31 cars to 29 cars, and there is stacking of 10 additional cars available on-site as safety valve. The additional stacking cars were not used for calculating the number of students
- Van service and students walking are not subtracted from traffic accumulation figures. Traffic Report assumes all students arrive by car
- Staggered drop offs (3) and pick-ups (3) – each shift is almost equivalent to current, single drop off and pick up of entire student body
- All but one overall Intersection levels of service (LOS) remain at A signalized intersection goes to B
- No parking signs during school days (7am-4pm) surrounding UBC swales

- Proposed traffic, scenarios take into account Segovia street modifications
- Special event or events requiring more than the parking spaces on-site will be staggered or the event will be held off site

Attached hereto is a proposed Restrictive Covenant that incorporates the conditions proffered above.

Prepared by:
Laura L. Russo, Esq.
Laura L. Russo, Esq., LLC
2655 LeJeune Road, Suite PH 2-B
Coral Gables, Florida 33134

DRAFT
DECLARATION OF RESTRICTIVE COVENANT

KNOW ALL MEN BY THESE PRESENTS, that **THE UNIVERSITY BAPTIST CHURCH OF CORAL GABLES, INC.**, a Florida not-for-profit corporation (hereinafter the "**Owner**") does hereby make, declare, and impose on the land herein described, the covenants running with the title to the land, which shall be binding on the **Owner**, heirs, successors, and assigns, personal representatives, mortgages, lessees, and against all persons claiming by, through or under them;

WHEREAS, **Owner** holds the fee simple title to the lands in the City of Coral Gables, Florida, described as:

Lots 1 thru 18 of Block 116, of "CORAL GABLES COUNTRY CLUB SECTION PART SIX" according to the Plat thereof recorded in Plat Book 20, Page 1 of the Public Records of Miami-Dade County, Florida

(hereinafter called the "**Property**"), which statement as to title is supported by the attorney's opinion which is attached to this Declaration as **Exhibit "A"**; and

WHEREAS, **Owner** has entered into an unrecorded Educational Facilities Lease Agreement with Somerset Academy, Inc., a Florida not-for-profit corporation (hereinafter referred to as "**Lessee**") for the above described real property; and

WHEREAS, **Owner** on behalf of **Lessee** submitted an application to Change the Land Use Map Designation in the City of Coral Gables Comprehensive Plan's Future Land Use Map for **Owner**'s property from "Religious Institution" to "Community Services and Facilities" for a 2.6 acres size parcel legally described above with address of 624 Anastasia Avenue, Coral Gables, Florida, and applications for Conditional Use and Site Plan approval to increase enrollment at existing charter school from 110 to 436 students

WHEREAS, after notice of public hearing duly published and notified of all property owners of record within two thousand (2,000) feet of the property, a public hearing was held before the Local Planning Agency (Planning and Zoning Board) of the City of Coral Gables on _____, and

WHEREAS, on _____ the Local Planning Agency recommended approval in a _____ vote to amend the Land Use Map of the Coral Gables Comprehensive Plan, and

WHEREAS, pursuant to the provisions of sections 163.3187 Florida Statutes, the City Commission held a public hearing on _____ at _____ which hearing all interest persons were afforded an opportunity to be heard and the **Owner's** application was approved, and

WHEREAS, based on issues raised in discussions of the application, **Owner** and **Lessee** have proffered the following conditions of the Property:

- a. **Owner** and **Lessee** agree that in the event the Charter school use ceases to exist, or the Charter school abandons the property that the land use shall revert to Religious Institution;
- b. **Owner** and **Lessee** agree that they shall not pursue an increase on enrollment beyond 436 students notwithstanding that the Charter issued by the Miami-Dade County School Board is for a greater number, and notwithstanding any current or future state legislation that would allow an increase in student enrollment;
- c. **Owner** and **Lessee** agree that the Charter school shall be for students from Pre K-3 through 8th grade; and that it shall not request any change to allow a stand alone middle school;
- d. **Owner** and **Lessee** agree that they shall not file any request to use the Youth Center to meet its physical education requirements.

WHEREAS, **Owner**, successors or assigns, have submitted an application to the City for "Conditional Use" review to the City pursuant Zoning Code Article 4., Division 4., Conditional Uses, as amended, and "Site Plan" review pursuant to Article 3, Development Review, as amended, as provided herein, and

WHEREAS, the City Commission requests for a Comprehensive Plan Map amendment to the "City of Coral Gables Comprehensive Plan, Future Land Use Map", amended from "Religious Institution" to "Community Facilities" with the conditions proffered by the **Owner** and **Lessee** outlined above, the applications for Conditional Use and Site Plan approval for the 2.6 acre parcel legally described above are hereby approved;

NOW THEREFORE, IN ORDER TO ASSURE the City of Coral Gables that the representations made by the **Owner** in connection with the above-described approval by the City will be abided by, the **Owner** freely, voluntarily, and without duress, makes the following Declaration of Restrictions covering and running with the Property:

- (1) The above recitations are true and correct and are incorporated herein in their entirety.
- (2) **Owner** and **Lessee** agree to the following restrictions:
 - a. **Owner** and **Lessee** agree that in the event the Charter school use ceases to exist, or the Charter school abandons the property that the land use shall revert to Religious Institution;
 - b. **Owner** and **Lessee** agree that they shall not pursue an increase on

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- c. **Owner and Lessee** agree that the Charter school shall be for students from Pre K-3 through 8th grade; and that it shall not request any change to allow a stand alone middle school;
- d. **Owner and Lessee** agree that they shall not file any request to use the Youth Center to meet its physical education requirements.

- (3) This Declaration on the part of the **Owner** shall constitute a covenant running with the land and shall remain in full force and effect and be binding upon the undersigned **Owner**, and his heirs, successors and assigns until such time as the same is modified or released. These restrictions shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the public welfare.
- (4) This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years, unless an instrument signed by the then owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by the City of Coral Gables.
- (5) This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then owner(s) of all of the Property, including joinders of all mortgagees, if any, provided that the same is also approved by the City of Coral Gables. Should this Declaration of Restrictions be so modified, amended or released, the City shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.
- (6) Enforcement shall be by action at law or in equity against any parties or person violating, or attempting to violate, any covenants, either to restrain violations or to recover damages. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of their attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both;
- (7) In the event the terms of this Declaration are not being complied with, in addition to other remedies available, the City is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as there is compliance with this declaration;

- (8) All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges;
- (9) Invalidation of any of these covenants by judgment or Court shall not affect any of the other provisions, which shall remain in full force and effect.
- (10) This Declaration shall be filed in the public records of Miami-Dade County, Florida, at the expense of the **Owner**.

NOW, THEREFORE, for good and valuable consideration, the undersigned **Owner** does hereby declare that he will not convey or cause to be conveyed the title to the above referenced Property without requiring the successor in title to abide by all the terms and conditions set forth herein.

FURTHER, the undersigned **Owner** declares that this covenant is intended and shall constitute a restrictive covenant concerning the use, enjoyment, and title to the Property and shall be binding upon the undersigned, his successors and assigns.

IN WITNESS WHEREOF, the undersigned has caused its seal to be affixed hereto on this _____ day of _____, 2011.

[SIGNATURE PAGES TO FOLLOW]

WITNESSES:

Witness Signature

Print Name

Witness Signature

Print Name

“OWNER”

The University Baptist Church of Coral
Gables, Inc., a Florida not-for-profit
corporation

By: _____

Print name: _____

Title: _____

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I hereby certify that on this ____ day of _____, 2011, personally
appeared before me _____, as _____ of
the University Baptist Church of Coral Gables, Inc. a Florida not-for-profit corporation,
who is personally known to me or has produced _____ as
identification and he acknowledges that he executed this agreement.

NOTARY PUBLIC, STATE OF FLORIDA

My Commission Expires

WITNESSES:

“LESSEE”

Somerset Academy, Inc., a Florida not-for-profit corporation

Witness Signature

By: _____

Print name: _____

Print Name

Title: _____

Witness Signature

Print Name

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

I hereby certify that on this ____ day of _____, 2011, personally appeared before me _____, as _____ of Somerset Academy, Inc., a Florida not-for-profit corporation, who is personally known to me or has produced _____ as identification and he acknowledges that he executed this agreement.

NOTARY PUBLIC, STATE OF FLORIDA

My Commission Expires

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

CRAIG E. LEEN
CITY ATTORNEY

August 5, 2011

Prepared by:
Laura L. Russo, Esq.
Laura L. Russo, Esq., LLC
2655 LeJeune Road, Suite PH 2-B
Coral Gables, Florida 33134

DRAFT
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August 5, 2011

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[SIGNATURE PAGES TO FOLLOW]

August 5, 2011

WITNESSES:

"OWNER"

Witness Signature

The University Baptist Church of Coral Gables, Inc., a Florida not-for-profit corporation

Print Name

By: _____

Witness Signature

Print name: _____

Print Name

Title: _____

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I hereby certify that on this ____ day of _____, 2011, personally appeared before me _____, as _____ of the University Baptist Church of Coral Gables, Inc. a Florida not-for-profit corporation, who is personally known to me or has produced _____ as identification and he acknowledges that he executed this agreement.

My Commission Expires

NOTARY PUBLIC, STATE OF FLORIDA

August 5, 2011

WITNESSES:

"LESSEE"

Somerset Academy, Inc., a Florida not-for-profit corporation

Witness Signature

By: _____

Print Name

Print name: _____

Title: _____

Witness Signature

Print Name

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

I hereby certify that on this ____ day of _____, 2011, personally appeared before me _____, as _____ of Somerset Academy, Inc., a Florida not-for-profit corporation, who is personally known to me or has produced _____ as identification and he acknowledges that he executed this agreement.

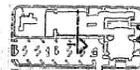
NOTARY PUBLIC, STATE OF FLORIDA

My Commission Expires

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

CRAIG E. LEEN
CITY ATTORNEY

EXISTING EAST & WEST ELEVATIONS AT UBC: NO EXTERIOR WORK PROPOSED



CIVICA
 ARCHITECTURE & DESIGN
 8323 NW 12th St, Suite 106
 Doral, FL 33126
 Tel: 305.593.9959
 AA 02001093
 www.civicagroup.com

PROJECT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

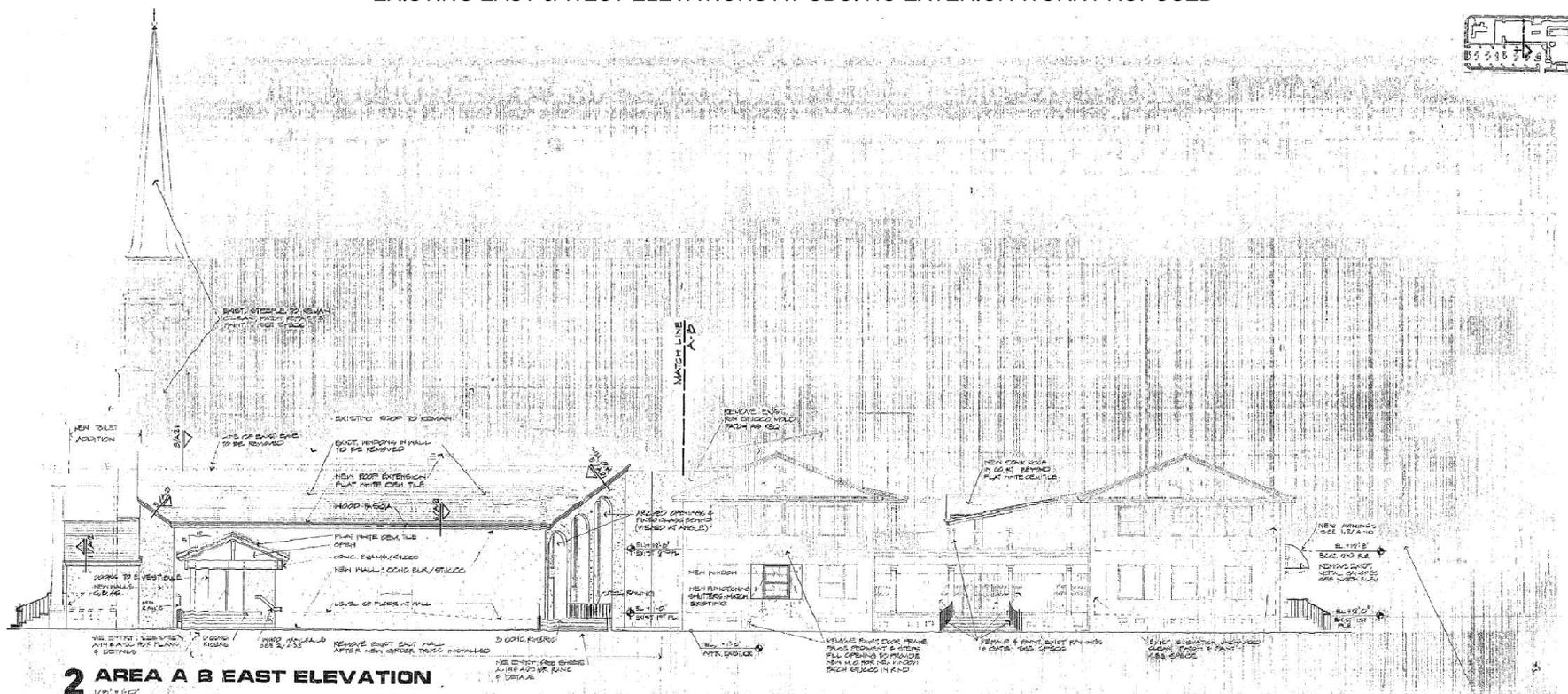
APPLICANT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

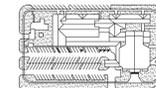
CIVICA PROJECT No:
090136

No.	DATE	REVISION	BY

DRAWN BY: APPROVED BY:
 RL RL
 DATE: 2009 SCALE:
 As Shown



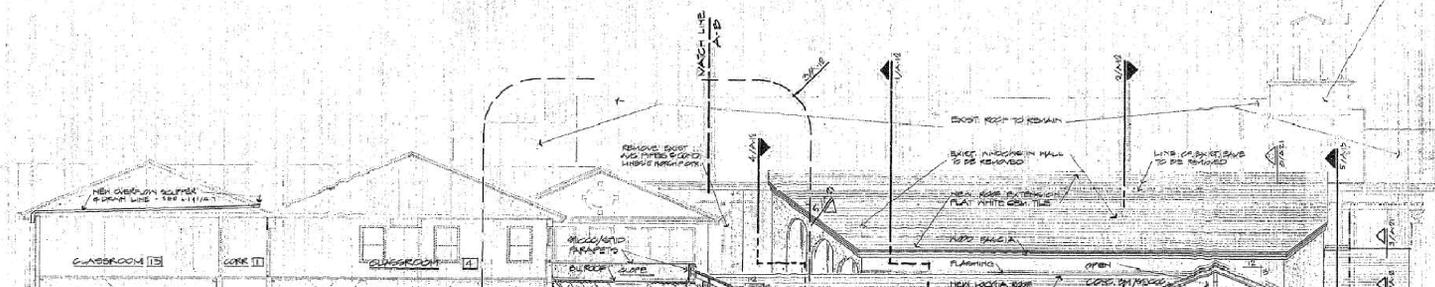
KEY PLAN
 N.T.S.

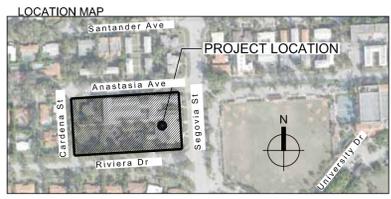


SEAL/SIGNATURE

10-05-2011

ROLANDO LLANES, AIA
 AR - 0013160
 This drawing is the property of CIVICA and is not to be reproduced or copied in whole or part. It is not to be used on any other project and is to be returned on request.





TOTAL PARKING PROVIDED 89 PARKING SPACES

CIVICA
 ARCHITECTURE & DESIGN GROUP
 8323 NW 12th St, Suite 106
 Doral, FL 33126
 tel: 305.593.9959
 AA 42051093
 www.civicagroup.com

PROJECT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

APPLICANT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

CIVICA PROJECT No:
090136

No.	DATE	REVISION	BY
1	07.22.11	COORDINATION	IAF
2	09.16.11	COORDINATION	IAF
3	10.05.11	COORDINATION	IAF

DRAWN BY: **RL** APPROVED BY:
 DATE: 2009 SCALE: As Shown

ZONING TABLE:

TOP OF MAIN RIDGE LINE.....+47'-0" (EXISTING)

EXISTING BLDG SETBACKS: (MAIN BUILDING)

NORTH SIDE.....+10'-4" (EXISTING)
 SOUTH SIDE.....+25'-7" (EXISTING)
 EAST SIDE.....+24'-10" (EXISTING)
 WEST SIDE.....+114'-9" (EXISTING)

EXISTING BLDG SETBACKS: (ADMIN BUILDING)

NORTH SIDE.....+25'-1" (EXISTING)
 SOUTH SIDE.....+144'-10" (EXISTING)
 EAST SIDE.....+391'-2" (EXISTING)
 WEST SIDE.....+15'-4" (EXISTING)

SITE AREA
 (EXISTING TO REMAIN).....+114,201 SQ.FT.
 (2.62 ACRES)

LANDSCAPING AREA
 (EXISTING TO REMAIN).....+32,765 SQ.FT.
 (28.69%)

MAIN BUILDING AREA
 (EXISTING TO REMAIN).....+65,737 SQ.FT.

OFFICE BUILDING AREA
 (EXISTING TO REMAIN).....+2,441 SQ.FT.

PHYSICAL EDUCATION & RECREATION AREAS:

RECREATION AREA No.1.....+4,300 SQ.FT.
 RECREATION AREA No.2.....+2,235 SQ.FT.
 RECREATION AREA No.3.....+970 SQ.FT.
TOTAL AREA PROVIDED.....+7,505 SQ.FT.

FACILITY AREAS BREAKDOWN

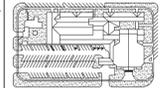
Sanctuary/assembly area..... 8,500 sq.ft.
 (includes stage)

Classrooms.....17,889 sq.ft.
 Library..... 735 sq.ft.
 Offices..... 2,781 sq.ft.
 Cafeteria / Multipurpose Rms..... 7,140 sq.ft.

Service/maintenance
 (includes Foot Servng)..... 2,755 sq.ft.

Residential/office building..... 2,441 sq.ft.
 Circulation/Restrooms/Storage..... 25,967 sq.ft.

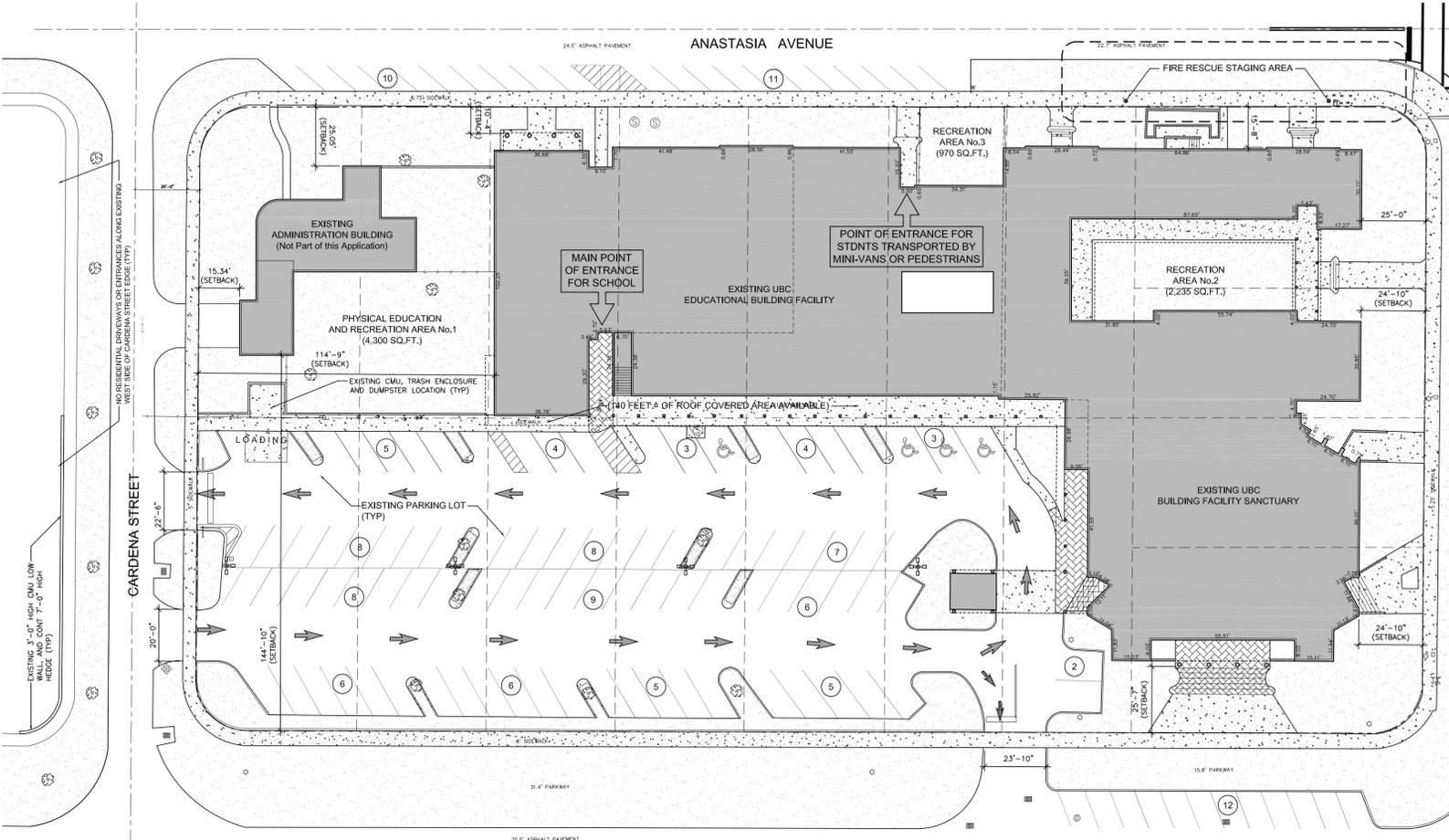
Total.....68,178 sq.ft.



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10-05-2011

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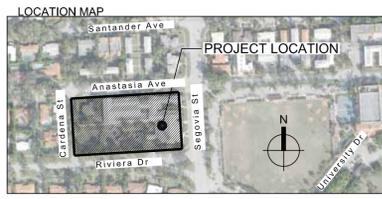
RIVIERA AVENUE

25' ASPHALT PAVEMENT

SCHOOL PHASING STRATEGY:

EXISTING SCHOOL	110 STUDENTS (CURRENTLY APPROVED)
PHASE-I, INCREASE BY 150 STDNITS	260 STUDENTS (PROPOSED NEW TOTAL)
PHASE-II, INCREASE BY 88 STDNITS	348 STUDENTS (PROPOSED NEW TOTAL)
PHASE-III, INCREASE BY 88 STDNITS	436 STUDENTS (PROPOSED FINAL TOTAL)

OCCUPANCY NOTE:
 PRE-K AND CHARTER SCHOOL STUDENTS..... 436 STUDENTS (MAX)
 MAX PROPOSED SCHOOL STAFF..... 34 STAFF (MAX)
 NO SHOWERS PROPOSED..... N/A
 FOOD TO BE DELIVERED CATERED TO SCHOOL..... NO COOKING KITCHEN



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 Tel: 305.593.9959
 AA 42001093
 www.civica-group.com

PROJECT:
 SOMERSET
 UBC

424 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

APPLICANT:
 SOMERSET
 UBC

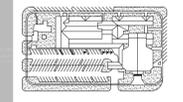
424 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

CIVICA PROJECT No:
 090136

No.	DATE	REVISION	BY
1	06.01.10	COORDINATION	IAF
2	07.01.10	COORDINATION (BASE COURTY, POND DEPT)	IAF
3	08.22.11	COORDINATION	IAF
4	07.22.11	COORDINATION	IAF
5	09.16.11	COORDINATION	IAF
6	10.05.11	COORDINATION	IAF

DRAWN BY: IAF
APPROVED BY: [Signature]
DATE: 2009
SCALE: As Shown

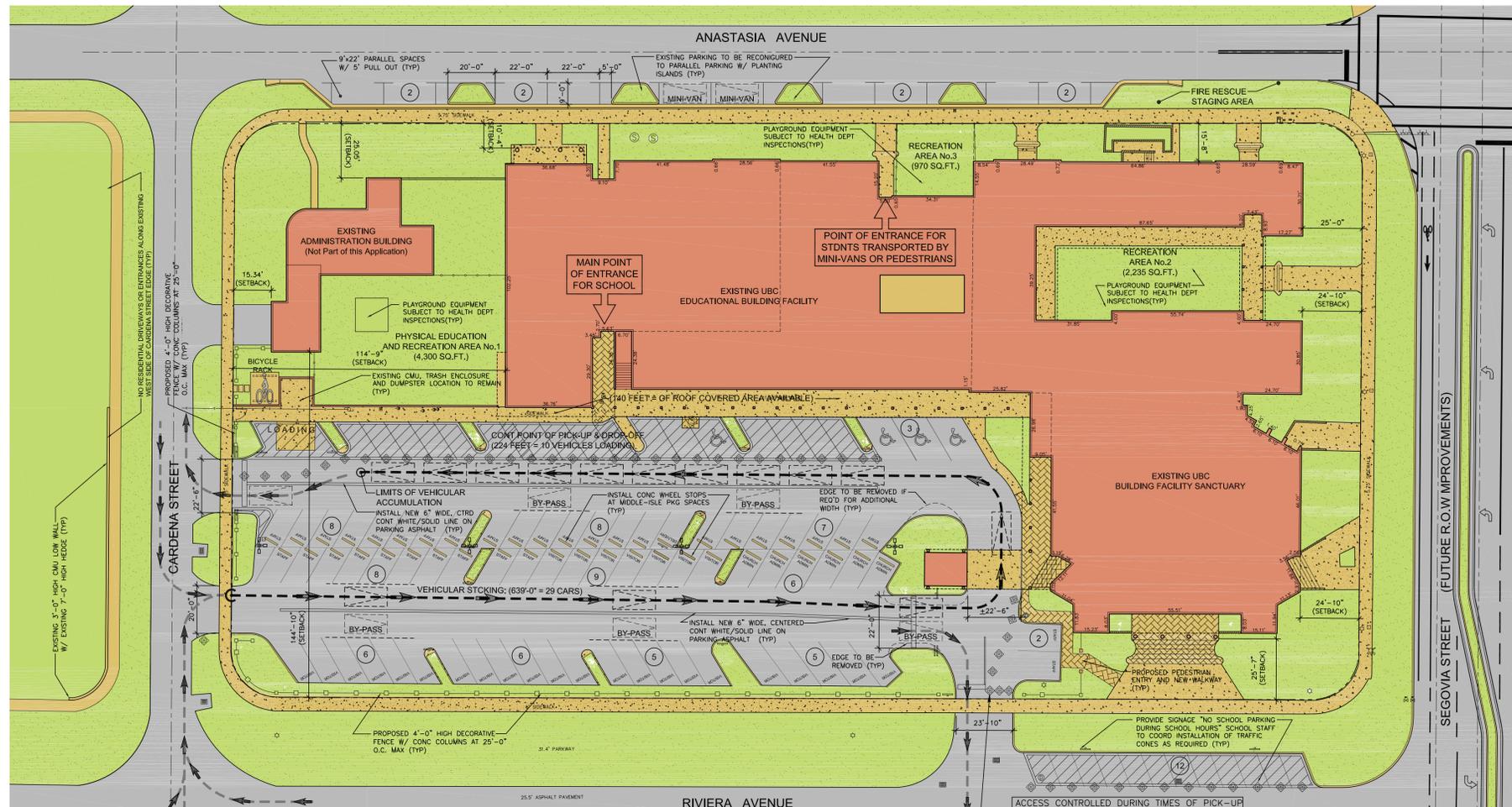
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PHASE-I, INCREASE BY 150 STDNTS	260 STUDENTS (PROPOSED NEW TOTAL)
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MAX PROPOSED SCHOOL STAFF	34 STAFF (MAX)
NO SHOWERS PROPOSED	N/A
FOOD TO BE DELIVERED CATERED TO SCHOOL	NO COOKING KITCHEN

LOCATION MAP



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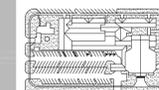
424 ANASTASIA AVENUE
CORAL GABLES, FLORIDA 33134

CIVICA PROJECT No:
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4	07.22.11	COORDINATION	IAF
5	09.16.11	COORDINATION	IAF
6	10.05.11	COORDINATION	IAF

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APPROVED BY: [Signature]
DATE: 2009
SCALE: As Shown

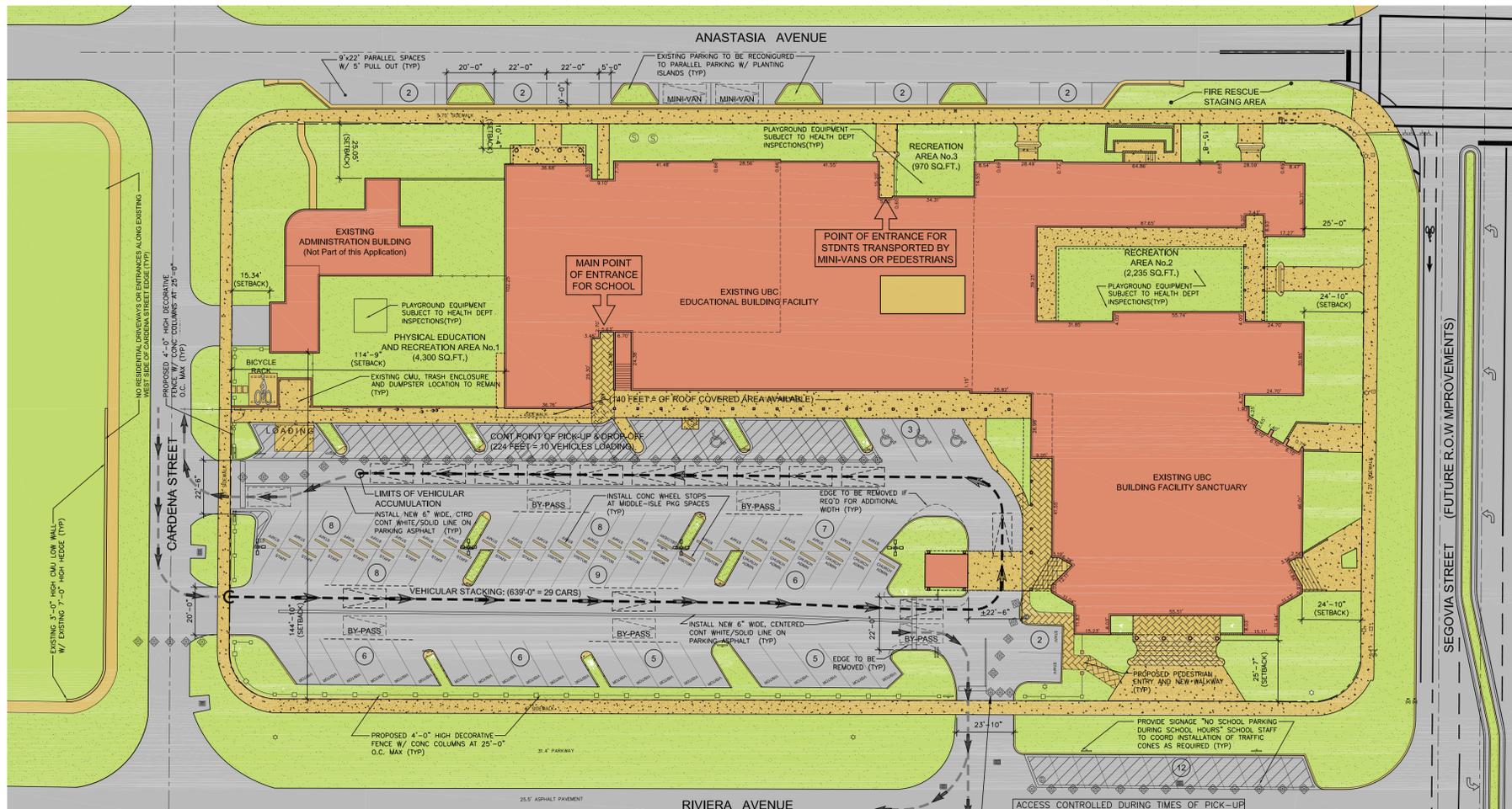
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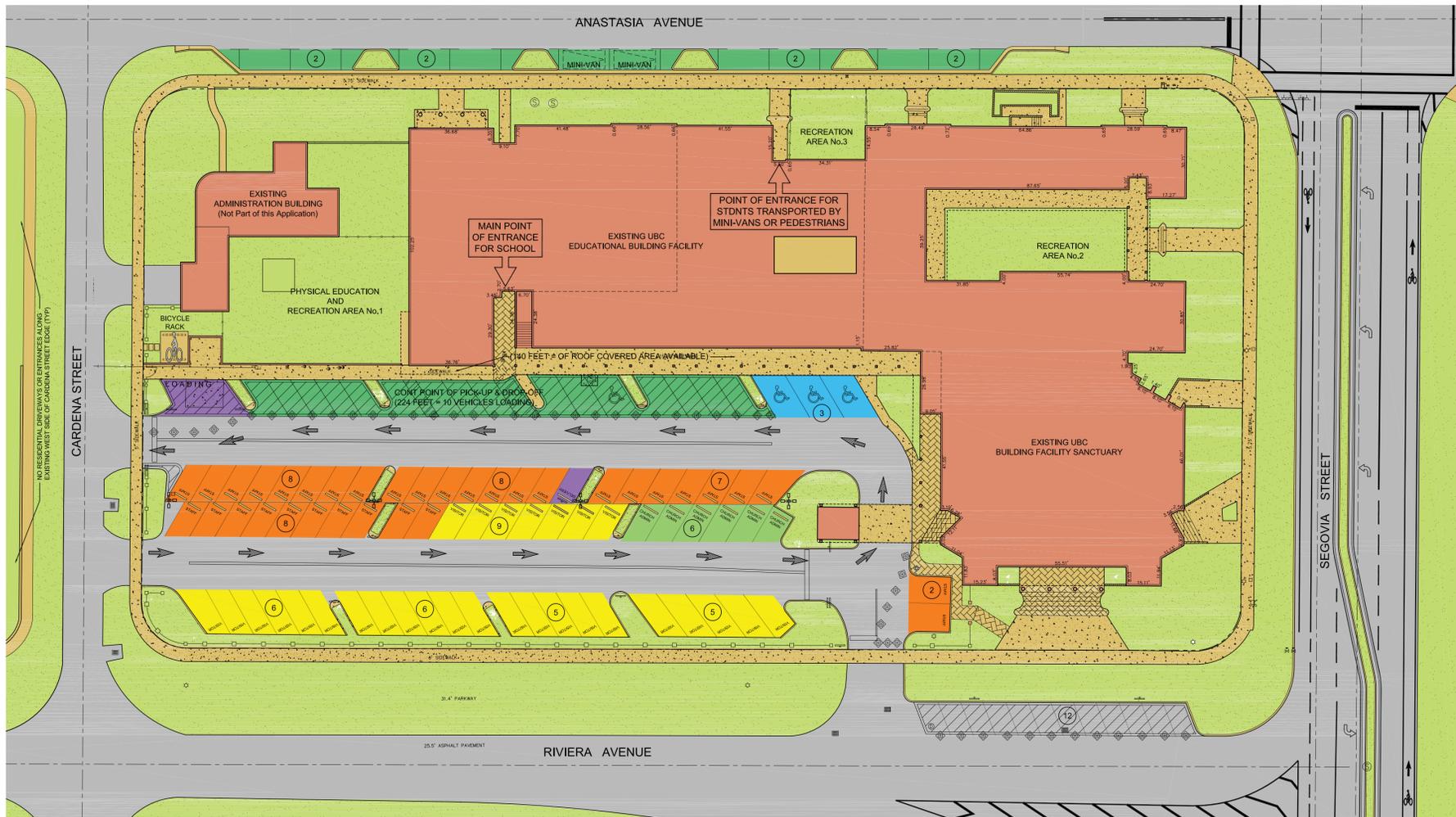


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PROJECT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

APPLICANT:
**SOMERSET
 UBC**

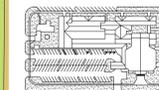
624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

CIVICA PROJECT No:
090136

No.	DATE	REVISION	BY
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△	07.01.10	COORDINATION (P&S DEPT)	IAF
△	06.22.11	COORDINATION	IAF
△	07.22.11	COORDINATION	IAF
△	09.16.11	COORDINATION	IAF
△	10.05.11	COORDINATION	IAF

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 DATE: 2009 SCALE: As Shown

KEY PLAN
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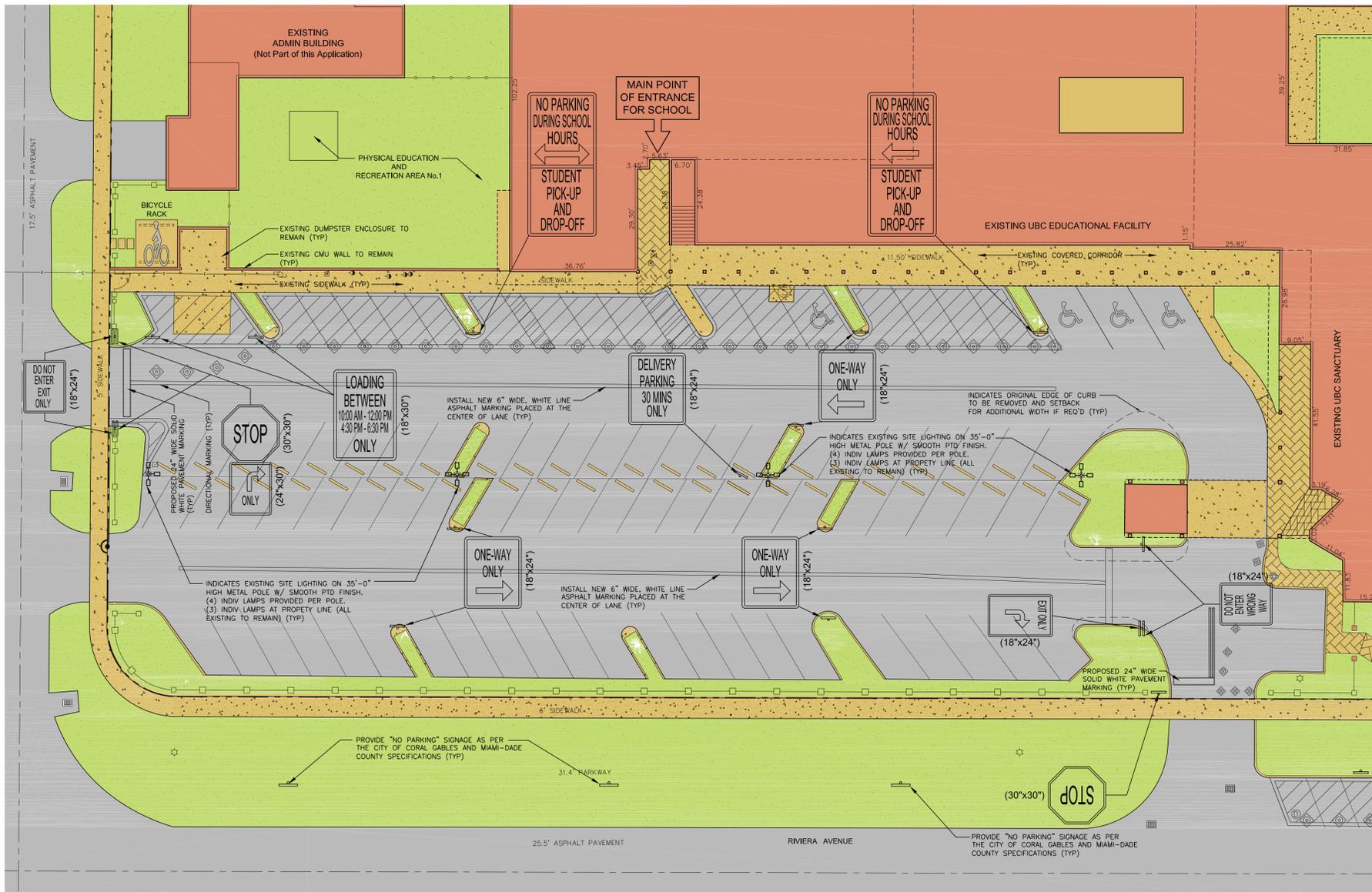


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SCHOOL STAFF.....34 PKG SPACES RESERVED		VISITORS..... 29 PKG SPACES RESERVED		DELIVERY VAN / VEHICLE.....1 PKG SPACE PROVIDED LARGE VEHICLES LOADING/STAGING.....(15'x20' AREA)	
CHURCH USE / ADMIN6 PKG SPACES RESERVED		ACCESSIBLE SPACES.....3 PKG SPACES PROVIDED		PICK-UP AND DROP-OFF AREAS: (224' FEET LONG, ON-SITE STACKING AREA) (SMALL SHUTTLE / MINI-VANS ON ANASTASIA AVE)	



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 CORAL GABLES, FLORIDA 33134

APPLICANT:
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424 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

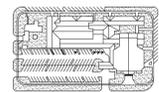
CIVICA PROJECT No:
090136

No.	DATE	REVISION	BY
△	06.01.10	COORDINATION	IAF
△	07.01.10	COORDINATION (PAGE COUNTY TRAC 5877)	IAF
△	06.22.11	COORDINATION	IAF
△	07.22.11	COORDINATION	IAF
△	09.16.11	COORDINATION	IAF
△	10.05.11	COORDINATION	IAF

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 APPROVED BY: [Signature]

DATE: 2009
 SCALE: As Shown

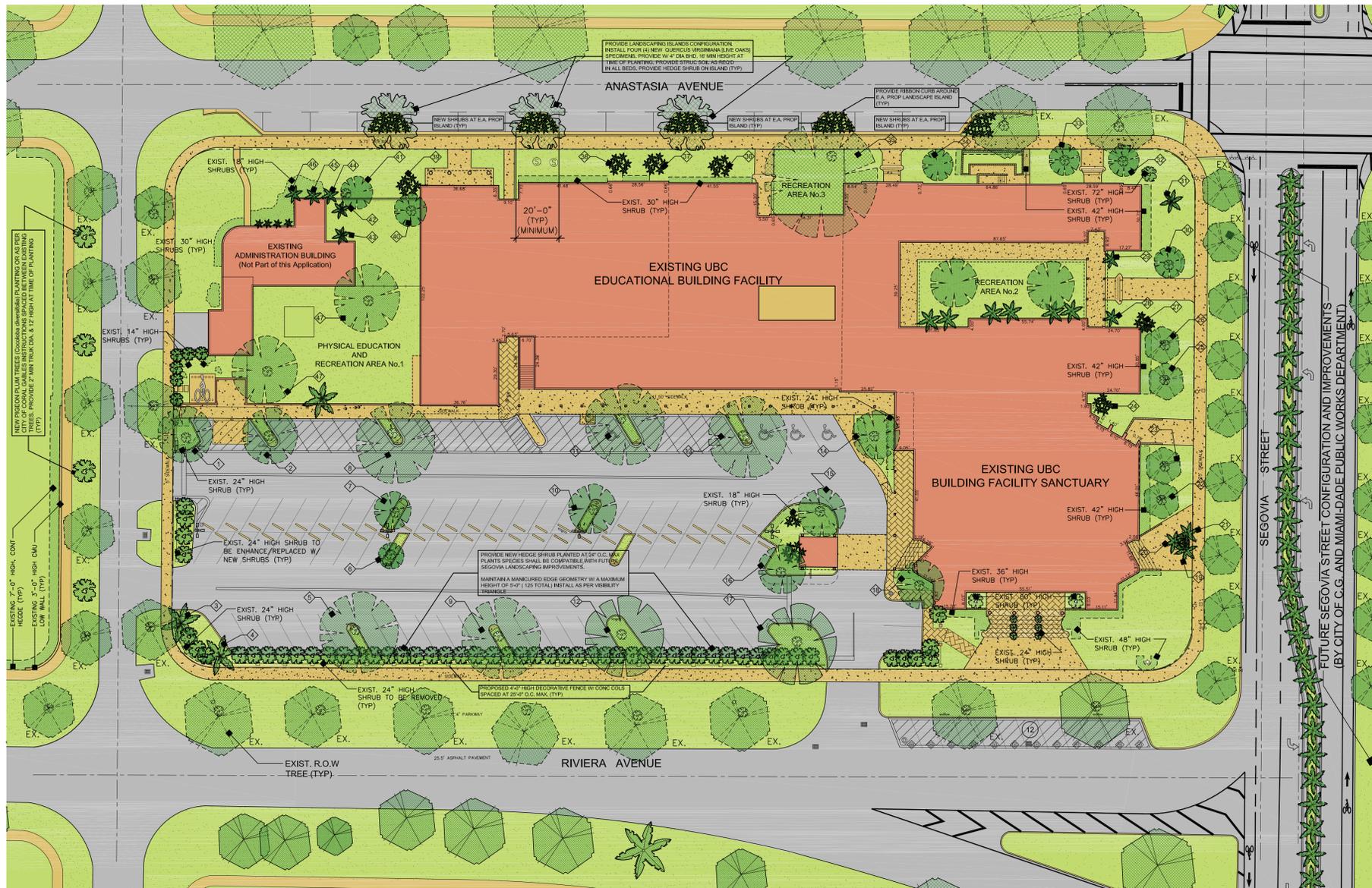
KEY PLAN
 N.T.S.



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 UBC**

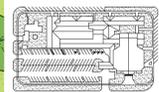
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3	10.05.11	COORDINATION	IAF

DRAWN BY: [Signature] APPROVED BY: [Signature]
 DATE: 2009 SCALE: As Shown

KEY PLAN
 N.T.S.



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LANDSCAPING SPECIFICATIONS

PART 1 - GENERAL

1.1 SCOPE

A. Provide all labor, materials, equipment, watering, installation, and work necessary to complete work in accordance with the intent of the landscape plans, schedules and these specifications. The extent of work is shown on the drawings which is part of this contract.

1.2 SUBSTITUTIONS

A. Only materials specified will be accepted, unless approved in writing by the Landscape Architect.

1.3 PLANT SIZES

A. All plant sizes shall equal or exceed the minimum sizes as specified in the plant list. When plant sizes are specified on a range of size, installed materials shall average the mean of the range specified. Plants shall be measured following pruning, with the branches in normal position. All necessary pruning shall be done at the time of planting.

1.4 PLANT QUALITY

A. All plant material shall be equal to or better than Florida No. 1 as classified by "Grades and Standards for Florida Nursery Plants", by the Division of Plant Industry, Florida Department of Agriculture. They shall have a growth habit that is normal for the species; healthy, vigorous, free from insects, disease or injury.

1.5 PLANT QUANTITY

A. The plant quantities shown on the plant list are to be used only as an aid to bidders. In the case of discrepancy between the plant list and the plan, the plan shall be held.

1.6 UNIT PRICES

A. The successful bidder shall furnish to the Owner and the Landscape Architect a unit price breakdown for all materials. The Owner may at his discretion add to or delete from the materials utilizing the unit price breakdown submitted to and accepted by the Owner.

1.7 INSPECTION CERTIFICATES

A. Fertilizer: The Contractor shall submit to the Owner and Landscape Architect documentation that the fertilizer used for the project is of the analysis specified and placed at the acceptance rates specified.

1.8 GRADING

A. Rough Grading: All areas to be rough graded to within three (3) inches of finished grade by others. All construction debris to be removed by others.

B. Fine Grading: All areas to be planted, mulched, or sodded shall be raised by the Contractor to finished grade to depths 1" in diameter or larger.

CLEAN-UP

A. Upon completion of the work at any major portion of the work or as directed by the Landscape Architect, debris and excess material shall be removed from the job site.

1.10 MAINTENANCE

A. The Contractor is responsible to maintain the plantings until they are accepted under the provisions of 1.11-C "ACCEPTANCE".

1. Plants: Begin maintenance immediately following the final plant installation operation for each plant and continue until all plant installation is complete and accepted. Maintenance shall include watering of plants, weeding, mulching, pest control, lighting and repairing of signs, regrading of lawns, removal of dead growth, regrading of plants to proper grade or up-right position, restoration of plant sources, and other necessary operations as determined by the Landscape Architect and good nursery practice.

2. Turf Areas: Begin maintenance of turf immediately following the placement of sod and continue until sod installation is complete and accepted. Maintenance shall include, but not be limited to, watering, weeding, mowing, aeration, fertilizing, and other necessary operations as determined by the Landscape Architect and good nursery practice.

3. Watering of Fine-Grass Plants: The following water schedule and amount of water per application shall be followed during maintenance periods. If climatic or soil conditions warrant a variation of this schedule, the Contractor shall be responsible to notify the Landscape Architect and receive his approval. All fine grass plants shall be watered once daily for the first week after planting; every other day for the next week; and twice every two (2) and four (4) weeks.

The following amount of water shall be applied at the base of each plant at each watering:

- up to 4 inch trunk caliper for trees 10 gallons and large shrubs
- from 5 to 8 inch caliper 25 gallons
- 9 inch and up caliper 50 gallons

1.11 OPERATIONS FOR ACCEPTANCE

A. General: A project will be accepted in segments if the work is extensive enough to justify segmented inspection and acceptance. If a project is to be segmented, segments shall be recorded on the drawings or in other responsible documents. If segments are not so designated during negotiation, the work will only be accepted in total when all work is completed.

B. Inspection: Inspection of the work in this Section, to determine completion of completion of contract work exclusive of the possible replacement of plants and turf, will be made by the Landscape Architect at the conclusion of the maintenance period. Upon written notice requesting such inspection and submitted by the Contractor at least ten (10) days prior to the anticipated date. The condition of the turf area will be noted and determination made by the Landscape Architect as to whether maintenance shall continue.

C. After Inspection, the Landscape Contractor will be notified in writing by the Landscape Architect of acceptance of all work of this section, inclusive of the possible replacement of plants subject to guarantee or if there are any deficiencies of the requirement for completion of the work. Turf maintenance or other work remaining to be done shall be subject to re-inspection before acceptance.

1.12 GUARANTEE

A. Guarantee all plants for sixty (60) consecutive calendar days (CCD) from the date of acceptance. Guarantee areas, color, perimeter, and cover top or equal for a period of three hundred days (365 CCD). Guarantee shall commence from the date of written acceptance. Plant material which is on the site and scheduled to be received is not covered by the guarantee except in the case of Contractor's negligence or work that has been done in an unprofessional manner. The Contractor is not responsible for loss due to acts of god, vandalism, or theft.

1. Materials and Operations: All replacement plants shall be of the same kind and size as indicated on the plant list. The Contractor shall supply and plant the plants as specified under planting operations.

2. Cost of Replacement: A sum sufficient to cover the estimated cost of possible replacements, including material and labor will be retained by the Owner and paid to the Contractor after all replacements have been satisfactorily made and approved by the Landscape Architect.

PART 2 - MATERIALS

2.1 PLANTING SOIL

A. General Purpose Planting Soil: General Purpose Planting Soil shall be of the composition noted in the plans measured by volume.

B. Special Planting Soil: Shall be of a composition noted in the plans, measured by volume and installed where noted in the plans.

2.2 FERTILIZER

A. Fertilizer for trees, shrubs, & groundcovers, and vines shall be as follows: LE500 8-10-10. Sulfur coated with iron and other minor elements and maximum of 2% chlorine or treated with equal analysis. The fertilizer shall be uniform in composition, dry free flowing and shall be delivered to the site in the original unopened containers, bearing the manufacturer's guaranteed analysis. Fertilizer for sod and seeded areas shall be 8-6-8, 50% organically derived nitrogen, or equal. Fertilizer for palms shall be LE500 13-2-13 Palm-Special or equal.

2.3 WATER

A. The Owner shall provide potable water on site, available from the outside from the start of planting, as required by the Contractor. The Contractor is responsible to determine the location and accessibility of the water source. The Contractor is responsible to provide the means of distribution (i.e. water trucks, hoses, etc.) for distribution of water to the areas of planting. If water volume and accessibility are not satisfactory to the Contractor, it is his responsibility to negotiate the acceptance terms with the Owner prior to signing of a contract.

2.4 MULCH

A. Mulch shall be as specified in the plant list, uniformly shredded and free from large pieces of bark and foreign matter.

PART 3 - INSTALLATION PROCEDURES

3.1 LAYOUT

A. Verify location of all underground utilities and obstructions prior to excavation. Locate new planting where construction below grade or overhead are encountered or necessary adjustments only after approval by the Landscape Architect.

3.2 HERBICIDE TREATMENT

A. In all areas infested with weed and/or grass growth, a systemic herbicide such as Roundup, shall be applied per manufacturer's rates. When it has been established where work will be done, the systemic herbicide shall be applied in accordance with manufacturer's labeling to kill all noxious growth. Contractor shall exercise extreme care to prevent damage to desirable existing growth. If necessary, Contractor shall conduct a test to determine suitability of product and application to be used on this project, prior to execution of the full application.

3.3 PLANT PIT EXCAVATION AND BACKFILLING

A. Trees: The diameter of the planting pits shall be at least two feet wider and one foot deeper than the diameter of the root ball. Backfill the planting pit, utilizing general purpose planting soil (SOS) and soil from the site which is covered to a depth 2" in diameter or larger has been removed (SOS).

B. Shrubs and Groundcover: Shrubs and groundcover shall be planted in a soil bed of general purpose planting soil to the depth noted in the plans. In areas where placement of the soil bed on top of existing grade will create grading and/or drainage problems, the Contractor shall excavate and remove the existing soil and replace to proper finish grade with the planting soil.

3.4 WATERING

A. Water in plants by thorough soaking of the entire root ball immediately after planting. For large trees and shrubs, add water while backfilling hole to saturate any air pockets in the soil around the root ball.

B. Water shrubs, sod, and groundcover a minimum of once daily until an irrigation system is fully operational. Water for trees and other large fast green plants shall be supplemented by hand watering to assist in the irrigation system, as specified in 1.10 (A-3).

3.5 FERTILIZING

A. Add fertilizer on top of the surface one (1) week after planting of each segment of the job after the soil has been well moistened, at the following rates of application:

1. Trees & Large Shrubs: One (1) pound per cubic ft. of trunk diameter, spread evenly over the root ball area.
2. Shrubs: One handful per shrub, spread evenly over the root ball area.
3. Groundcover: Twelve (12) pounds per 1000 sq. ft. of bed area.
4. Sod: Twelve (12) pounds per 1000 sq. ft. Wash off excess immediately after spreading.

3.6 MULCHING

A. Spread mulch two (2) inches thick uniformly over the entire surface of shrubs and groundcover beds, depth measured after settling. Provide 2" diameter hole of mulch, measured from outer edge of the trunk, for all trees and palms in soil areas. Keep mulch away from contact with the trunk.

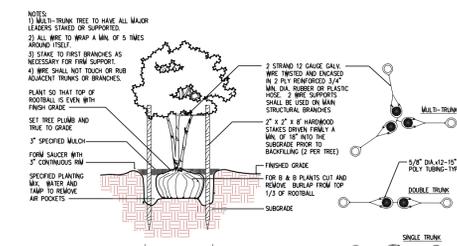
3.7 DIVING & BRACING

A. See the details bound herewith or made part of the plans.

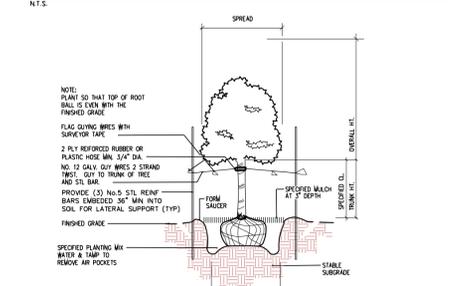
3.8 SOODING

A. Provide a blanket of sod, free from weeds, debris and stones over 1" diameter. Sod shall be a minimum of two (2) inches thick prior to planting removal of stones, sticks, etc. from the soil surface. Excavate existing non-conforming soil if required so that level of soil prior to sodding shall be three (3) inches below adjacent pavement or top of curb.

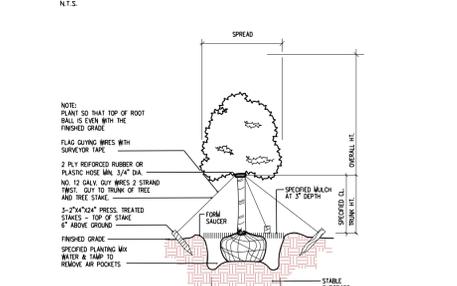
B. Place sod on moistened soil, with edges tightly butted. In areas of right angles to slopes, the sod shall be noted with a 500 pound hand roller. On slopes greater than one in three, use a 500 pound hand roller.



MULTI-TRUNK TREE PLANTING/STAKING DETAIL N.T.S.



TREE PLANTING/NARROW STAKING DETAIL N.T.S.



TREE PLANTING/STAKING DETAIL N.T.S.



SOD

St. Augustine "Trotter" for parking areas, Bahia Sod for playfields

PLANTING NOTES:

Plant materials shall conform to grades and standards for Florida No. 1 or better as given in grades and standards for nursery plants, part 1 (current edition) and part 1 (current edition) by the Florida Department of Agriculture and Consumer Services Division of Plant Industry.

Planting materials shall be clean and free of construction debris, weeds, rock and compacted grass and debris. The planting areas shall be prepared with a minimum of 40 percent of mulch or horticultural acceptable organic material. The minimum topsoil depth shall be four (4) inches for ground cover areas and sodded grass areas.

Washington Palms shall be planted in a good grade of soil free sand. Trees and shrubs shall be installed at the time of planting with optimum planting tubes, 20-10-10 formula 21 grams of manufacturer's recommended rate. Trees and shrubs shall be planted with a minimum of 6" of topsoil beneath rootball.

Fertilizer shall comply with state fertilizer laws. It shall have a chemical designation as indicated for each type of plant:

- Turf: 4-1-2 N-P-K with micronutrients. Apply at a rate of 1 lb. of nitrogen per 1000 sq. ft.
- Palms: 2-1-1 N-P-K with micronutrients.

Shrubs and Trees:

7-8-8 N-P-K with micronutrients. Mulch shall be clean, bright and free of weeds, moss sticks and other debris.

All landscape installation to be 100% irrigated to meet local and state regulations with a minimum of 50% coverage. (See Plans and Specs)

All work shall be done in accordance with authorities having jurisdiction. Contractor shall submit shop drawings for approval.

No changes, substitutions shall be made without prior consent of the designer.

Contractor shall field verify locations of all utilities prior to installation.

All landscape areas shall be sodded unless otherwise noted. Landscape contractor shall coordinate his work with that of the irrigation contractor.

Mulch: All plants and plant beds shall have a 3" layer of clean weed free, organic mulch (except where possible). Mulch shall contain less than 10% wood chips.

Utilities: The location and existence of utilities (overhead and underground) shall be thoroughly investigated and verified by the Landscape Contractor before the work begins in exercise done in digging and work so as not to damage existing utilities in soil areas, such as underground pipes, cables, wires, etc. The Landscape Contractor shall be responsible for the immediate repair of any damage to utilities caused by the work.

Watering: Irrigate water the plant material to develop uniform coverage and deep water penetration of at least 6". Avoid erosion, evaporation, and washing soil away from plant roots.

Plant quantities in plant legend are for reference only. If discrepancies exist between quantities in legend and quantity shown on plan, plan shall govern.

Plant Quantities: Plant quantities are provided as a courtesy and should be verified by the contractor prior to bidding.

Sod: Sod shall be clean and visibly free of weeds, noxious pests, and diseases.

Planting: All planting holes shall be excavated to a minimum of 1 1/2 times the diameter of the root ball of plant to be planted and back filled with planting soil. Plant beds shall be excavated to a minimum of 12" and back filled with planting soil.

Specs: All sizes shown for plant material on the plan are to be considered as minimums. All plants must meet or exceed these minimum requirements for height, spread, trunk caliper.

All shrubs, trees and palms shall be minimum of 6' away from all other utilities.

TREE LEGEND & DISPOSITION TABLE:

SYMB	TREE TYPE	TRUNK DIA. (inches)	HEIGHT (in Feet)	CANOPY (in Feet)	CONDITION	DISPOSITION
1	SHADE TREE	14	35	35	FAIR	TO REMAIN
2	SHADE TREE	10	40	35	FAIR	TO REMAIN
3	PALM TREE	11	15	40	FAIR	TO REMAIN
4	PALM TREE	12	25	8	FAIR	TO REMAIN
5	SHADE TREE	15	35	40	FAIR	TO REMAIN
6	SHADE TREE	9	22	15	FAIR	TO REMAIN
7	SHADE TREE	12	30	35	FAIR	TO REMAIN
8	SHADE TREE	15	40	40	FAIR	TO REMAIN
9	SHADE TREE	12	40	35	FAIR	TO REMAIN
10	SHADE TREE	12	40	35	FAIR	TO REMAIN
11	SHADE TREE	22	55	37	FAIR	TO REMAIN
12	SHADE TREE	28	50	40	FAIR	TO REMAIN
13	SHADE TREE	26	40	45	FAIR	TO REMAIN
14	SHADE TREE	22	35	31	FAIR	TO REMAIN
15	MULTI-TRUNK PALM	12	38	38	FAIR	TO REMAIN
16	MULTI-TRUNK PALM	14	25	30	FAIR	TO REMAIN
17	SHADE TREE	14	40	34	FAIR	TO REMAIN
18	MULTI-TRUNK	12	50	30	FAIR	TRIM BRANCHES & ROOTS FOR COMB
19	PALM TREE	8	20	8	FAIR	TO REMAIN
20	PALM TREE	9.5	18	8	FAIR	TO REMAIN
21	PALM TREE	11	18	12	FAIR	TO REMAIN
22	MULTI-TRUNK PALM	8	35	16	FAIR	TO REMAIN
23	SHADE TREE	6	12	6	FAIR	TO REMAIN
24	MULTI-TRUNK PALM	50	22	12	FAIR	TO REMAIN
25	SHADE TREE	8	20	8	FAIR	TO REMAIN
26	SHADE TREE	12	25	18	FAIR	TO REMAIN
27	MULTI-TRUNK PALM	4	23	12	FAIR	TO REMAIN
28	MULTI-TRUNK PALM	8	24	12	FAIR	TO REMAIN
29	MULTI-TRUNK PALM	6	22	12	FAIR	TO REMAIN
30	SHADE TREE	8.5	20	11	FAIR	TO REMAIN
31	PALM TREE	10	12	12	FAIR	TO REMAIN
32	SHADE TREE	12	25	12	FAIR	TO REMAIN
33	SHADE TREE	14	25	18	FAIR	TO REMAIN
34	SHADE TREE	6.5	25	10	FAIR	TO REMAIN
35	SHADE TREE	36	50	25	FAIR	TO REMAIN
36	MULTI-TRUNK PALM	60	22	12	FAIR	TO REMAIN
37	MULTI-TRUNK PALM	60	22	12	FAIR	TO REMAIN
38	MULTI-TRUNK PALM	60	22	12	FAIR	TO REMAIN
39	MULTI-TRUNK PALM	30	20	12	FAIR	TO REMAIN
40	SHADE TREE	6	12	6	FAIR	TO REMAIN
41	SHADE TREE	38	25	40	FAIR	TO REMAIN
42	MULTI-TRUNK PALM	12	19	11	FAIR	TO REMAIN
43	MULTI-TRUNK PALM	5	19	8	FAIR	TO REMAIN
44	MULTI-TRUNK PALM	8	19	8	FAIR	TO REMAIN
45	SMALL PLANT	4	18	8	FAIR	TO REMAIN
46	PALM TREE	10	12	12	FAIR	TO REMAIN
47	MULTI-TRUNK	35	12	35	FAIR	TO REMAIN
48	MULTI-TRUNK	14	35	27	FAIR	TO REMAIN
49	PALM TREE	3.5	25	8	FAIR	TO REMAIN

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DATE

10.05.11

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Somerset Grace Academy

Coral Gables

Public Charter School

Traffic Operations Plan

October 5, 2011

Prepared by

CIVICA, LLC

INTRODUCTION

CIVICA, LLC and RGA & Associates have prepared a Traffic Operations Plan (TOP) for the proposed Somerset Grace Academy public charter school located at 624 Anastasia Ave, Coral Gables, Florida. The subject school currently occupies an existing 2-story educational facility at the referenced address and has a current enrollment of 110 students. This TOP has been prepared in conjunction with a request to increase in enrollment to 436 students. The TOP addresses the school arrival and dismissal schedule, vehicular pick-up/drop-off queuing route and operations, allocation of parking on site, special events and provision of accommodations for pedestrians. This TOP incorporates best practices observed during the 2010-11 academic year of Somerset Grace Academy at this location. The information provided in this summary contains the minimum requirements for all public schools as listed by Miami-Dade County Public Works Department (MDCPWD), but goes beyond those minimum standards to address the particulars of this site and the school's operations. **It is important to stress that this document is addressing a scenario at full enrollment in year 3.** As needed, based on field experiences, revisions may be made.

SCHOOL OPERATIONS

SCHOOL SCHEDULE

Table 1 Arrival & Dismissal Shifts						
School Shifts	Queue Begins	Arrival	Classes Begin	Queue Begins	Dismissal	Max. Number of Students @ Dismissal
Shift 1 (6 th -8 th)	7:00am	7:00-7:30am	7:30am	2:00pm	2:30pm	135
Shift 2 (2 nd -5 th)	7:30am	7:30-8:00am	8:00am	2:30pm	3:00pm	155
Shift 3 (PK-1 st)	8:00am	8:00-8:30am	8:30am	1:30pm	2:00pm	146
TOTAL						436

* Staff will set up traffic circulation devices 15 minutes prior to first Arrival shift and remove devices 15 minutes after last Dismissal shift.

Upon arrival as outlined in Table 1 and prior to classes beginning, students gather in their respective homeroom classes to prepare for the school day.

Somerset Grace's primary concern is for the safety of the children. Safety, efficiency and the mitigation of impact to the surrounding neighborhood are the guiding principles of this traffic operations plan.

At the start of each school year, parents will be issued a Parent Handbook containing this traffic operation plan. Staff will ensure parents' familiarity with procedures by reviewing the plan during parent orientation at the beginning of each academic year. Additionally, parents are required to sign a contract with the school, which requires adherence to the established pick-up and drop-off procedures. Staff through formal, written notice as well as possible expulsion enforces the terms of the parent contract.

VEHICULAR PICK-UP AND DROP OFF

Somerset Grace proposes to contain all traffic impact on site utilizing the illustrated (Figure 1) vehicular queuing route, which provides a total length of 639 feet. This length can easily accommodate 29 vehicles based upon a length of 22 feet per vehicle. Limiting the length of the queue to 29 vehicles allows for a buffer of 2 additional car lengths before reaching Point A. This route is shown in red on the attached Figure 1. The circulation aisle within the site along the queuing route is proposed to operate with one-way traffic flow.

ARRIVAL AND DISMISSAL – MANDATORY OPERATIONS

Daily school drop-off will have three shifts; the first arrival shift will start at 7:00 am, the second arrival shift will start at 7:30 am and the third arrival shift will start at 8:00 am. The drop-off queue will be open at 7:00 am and conclude at 8:30 am. Daily school Pick-up will have three separate shifts; the first dismissal shift will take place at 2:00 pm, the second dismissal shift will follow at 2:30 pm, and the final dismissal shift will take place 3:00 pm. The Pick-up queue will be open at 1:30 pm and conclude at 3:30 pm.

- All parents must drop-off and pick-up their children utilizing the staff supervised queuing procedure. Somerset Grace will have a uniformed supervisor and sufficient staff present to control traffic at all times during drop-off and pick-up.
- Under no circumstances are parents allowed to park or leave their vehicles unattended during the primary drop-off and pick-up periods between 7:00am-8:30am and 1:30pm-3:30pm.
- No parking during drop-off and pick-up will be enforced inside the school parking lot as well as the surrounding neighborhood swales along Segovia Street, Anastasia Avenue, Riviera Drive and Cardena Street.
- Somerset Grace vehicles are required to have stickers (2 per family and additional stickers available for other vehicles), color-coded by grade, with family name on the passenger side windshield. Only vehicles with Somerset Grace Academy stickers will be

allowed on campus during the primary drop-off and pick-up periods between 7:00am-8:30am and 1:30pm-3:30pm.

- Circumstances (i.e. teacher conferences) requiring parents to park and walk into the school will require an appointment in advance with administration and will not be scheduled during the primary drop-off and pick-up periods between 7:00am-8:30am and 1:30pm-3:30pm. Administration will monitor appointments so as not to exceed designated visitor parking.
- Bicycle and walking paths are clearly defined and do not intersect the queuing area.
- Somerset Grace will have a single point of vehicular entry at Point B (Figure 1) from Cardena Street into the on-site queuing area. Vehicular movement through the queue and site is one-way only. Exit from on-site queuing area will be at Point A (Figure 1) onto Cardena Street. Vehicular entrance from Riviera Drive at Point C (Figure 1) during drop off and pick up times will be prohibited by traffic circulation devices (i.e. cones) and enforced by staff.
- Dismissal queue will be open 30 minutes prior to the first dismissal time. Staff will be positioned at the point of entry on Cardena Street to prevent parking on site and parking on the surrounding swales.
- Somerset Grace will require single lane unloading and loading of students on the passenger side of the vehicle only. Staff will meet the vehicle in the queue and escort students directly to and from the loggia.
- Somerset Grace prohibits drivers to exit their vehicles in the queue and staff will be present to enforce this prohibition.
- Pedestrian crossing between vehicles in queue is strictly prohibited and enforced by staff.
- Somerset Grace has 220 linear feet of continuous student loading and unloading capacity, of which 100 feet are under a covered loggia immediately parallel to the passenger exit from the queue. During inclement weather, students are met by staff with umbrellas and escorted to and from the loggia.
- Somerset Grace staff will control vehicle entry to and exit from the drop-off and pick-up area to allow for efficient platooning of vehicles as well as ensuring safety. Platooning allows for up to ten vehicles at a time to unload and load passengers. When the last vehicle in the platoon unloads or loads passengers, all vehicles in the platoon exit the drop-off area at the same time. The next platoon of cars then enters the drop-off area and the process repeats.
- During pick-up shifts, staff will assemble students adjacent to the pick-up area underneath the covered loggia utilizing its entire length. A uniformed supervisor will call out the names of students whose parents are in queue during pick-up and staff will prepare to escort children. If a child's name is called and is not present when the platoon is finished loading, that parent vehicle must exit with the platoon and reenter the queue.

- There are two contingencies (described below) in place should the queue reach 29 vehicles due to special circumstances (i.e. delays due to severe weather). Should either contingency be implemented to avoid spill over onto Cardena Street, staff will control re-entry into the queue by alternating vehicles to insure efficient flow through the queue while maintaining safety throughout the site.
- To reduce the overall vehicular trips for parents of siblings with different arrival and dismissal times; Somerset Academy provides Pre-Care, Mini-Care (bridges the gap between siblings dismissed at different times) and After-Care.
- Parents will not be allowed to pick up after care students during regular dismissal times..

There are two contingencies in place should the queue reach 29 vehicles due to special circumstances (i.e. delays due to severe weather) to avoid spill over onto Cardena Street. **These are only contingencies and NOT utilized during normal day-to-day operations.** Uniformed staff will be stationed on site to implement and supervise these contingencies if needed. First, the drive aisles along the north and south sections of the vehicular queuing route have sufficient width allowing for a by-pass lane. (The by-pass lane will be used only in the case of an emergency and not for daily pick-up and drop-off operations.) The by-pass lane along the south section of the vehicular queuing route (shown in green, Figure 1) will allow additional stacking to accommodate up to 10 vehicles in the event of special circumstances. Second, should the 29 cars in the regular queue and the 10 additional vehicles in the by-pass lane reach their maximum capacities, there are 22 visitor parking spaces (shown in yellow, Figure 1) along the south section of the vehicular queuing route to temporarily store the vehicles. Parents and students will not be allowed to enter or exit their vehicles during implementation of these contingencies. Staff will supervise the implementation of these contingencies and will allow vehicles to reenter the queue only after traffic flows freely through the queuing route.

To reinforce the travel patterns on site, it is proposed to place cones at the locations illustrated in Figure 1 as well as to have uniformed, school staff stationed at Points A, B and C to direct the flow of traffic. In addition to these staff traffic monitors, the school proposes to have a uniformed, staff supervisor of traffic during drop-off and pick-up to monitor the flow of traffic as well as to ensure the safety of the children, staff and visitors.

NON-CONCURRENT USE

The existing church use will not coincide with the operations of the charter school. See church and school calendar attached, Figure 2. There are, however, six parking spaces dedicated for the church's office use during the weekday. Additional church parking is located across Anastasia Avenue at other Church owned property.

SCHOOL STAFFING AND PARKING ASSIGNMENTS

- Somerset Grace's hours of employment are set by the Principal and approved by the Board of Directors of the School. Teachers are required by contract to remain on

campus until 3:30pm. Teachers and staff typically remain on campus after their students' dismissal to assist with aftercare, review/grade student work, prepare lesson plans and hold parent/teacher conferences. Staff vehicles will not be allowed to exit campus during dismissal times.

- There are 89 total on-site parking spaces.
- The school will be staffed by 34 total personnel who will be provided with 34 on-site parking spaces, as per the requirements of the code.
- Parking assignments for teachers and staff will be assigned based on their class schedules so as not to interfere with arrival and dismissal shifts of students.
- There will be 29 on-site parking spaces for visitors (Indicated in yellow in Figure 1). There will be an additional 16 on-site parking spaces for visitors during non pick-up and drop-off times. (Indicated in dark green in Figure 1)
- There will be 3 on-site accessible disability (handicap) parking spaces
- There will be 1 on-site parking space for deliveries.

VAN/BUS OPERATIONS

There are no large, yellow school buses proposed for this school; all vehicular traffic will be cars and vans. A separate van pick-up and drop-off area will be provided on the north side of the site along Anastasia Avenue. (Illustrated in blue, Figure 1)

PEDESTRIAN AND BICYCLE OPERATIONS

Because of the residential character of the surrounding area, a portion, albeit small of the student population will be walking to the school site. A continuous pedestrian sidewalk route is provided along the north, east, south and west sides of the school site with crosswalk connections at the four intersections around the school property. Crossing guards will be stationed at these four intersections (see Figure 1) during pick-up and drop-off to ensure pedestrian, bicycle and vehicular safety. These routes tie into the internal pedestrian network within the site to create a safe, continuous route.

A bicycle rack with a total storage of 24 bicycles will be provided along Cardena Street as indicated in Figure 1.

SPECIAL EVENTS

Somerset Grace Academy proposes to schedule special events so that they do not interfere with the daily traffic operations of the school. Special events scheduled during the school day will be staggered by grade, time and date and limited to attendance commensurate with the allowable, on-site visitor parking of 45 spaces (Illustrated in yellow and dark green, Figure 1). Special events scheduled after school hours will be limited to attendance commensurate with

the allowable, total on site parking of 89 spaces. Special events requiring attendance greater than the total allowable on site parking will be held off site at another location. A proposed special events calendar is attached as Figure 3 along with on-site/off-site designation. Special events will be coordinated in advance to not interfere with church activities.

DELIVERIES/TRASH

Deliveries and trash pick ups are scheduled to not coincide with student pick-up and drop-off times as described in this TOP. The delivery and trash area is contained on-site and is indicated in purple in Figure 1. Trash pick ups are Mondays and Wednesdays at 6:30 am; Food Service deliveries are school days at 6:45 am.

ADDITIONAL INFORMATION

The school operation described herein, including placement of cones, proposed flow of various components of site traffic, proposed location of school personnel, may need to be adjusted in the future to respond to specific on-site conditions. The school reserves the right to make modifications to this plan in coordination with Miami-Dade County Public Works staff as needs arise as part of Miami-Dade County's right to regulate public schools' TOPs.

FIGURE 3 – SOMERSET GRACE ACADEMY SPECIAL EVENTS

August:

- Meet & Greet: ON-SITE, staggered by grade, day, and time

September:

- Open House: ON-SITE, staggered by grade, day, and time
- Grandparents Day: ON-SITE, staggered by grade, day, and time
- Book Fair: ON-SITE, staggered by grade, day, and time
- EESAC – Education Committee Meeting ON-SITE, staggered by grade, day, and time

October:

- Storybook Show: ON-SITE, staggered by grade, day, and time
-
- Hispanic Heritage Day: ON-SITE, staggered by grade, day, and time

November:

- Thanksgiving Feast: ON-SITE, staggered by grade, day, and time

December:

- Holiday Show: OFF SITE
- EESAC – Education Committee Meeting ON-SITE, staggered by grade, day, and time

February:

- Book Fair: ON-SITE, staggered by grade, day, and time
-
- Multicultural Day: ON-SITE staggered by grade, day, and time

March:

- Career Day: ON-SITE, staggered by grade, day, and time
- EESAC – Education Committee Meeting ON-SITE, staggered by grade, day, and time

May:

- Mother's Day Breakfast: ON-SITE, staggered by grade, day, and time

- EESAC – Education Committee Meeting ON-SITE, staggered by grade, day, and time

June:

- Donuts with Dad: ON-SITE, staggered by grade, day, and time
- Fairy Tale Show: ON-SITE, staggered by grade, day, and time
- Graduation & Awards Assembly: OFF-SITE

Academic year 2010-2011

FIGURE 2 - Somerset Grace Academy + UBC Typical Monthly Events						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 PALS (Room Parents) 9-10am Council Ministries 5:30-8:30pm	4 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	5 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	6	7
8	9 Personnel Committee 7-9pm	10 Deacon's Meeting 7-9pm	11 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	12 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	13 Coffee Chat 9-10am	14
15	16	17 Social Committee 9-10am Missions Committee 7-9pm	18 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	19 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	20	21
22	23	24 SGPA Board Meeting 6-7pm	25 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	26 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	27	28
29	30 Finance Committee 7-9pm	31	Notes: Somerset Events indicated in RED, UBC events indicated in BLUE SPECIAL EVENTS: Somerset and UBC propose to coordinate special events so that they do not coincide with each other and do not exceed on-site allowable parking.			



Richard Garcia & Associates, Inc.

SOMERSET CORAL GABLES UBC CAMPUS (PK - 8)

Traffic Impact Study & Accumulation Assessment

(Revised with 436 Students)



624 Anastasia Avenue
Coral Gables, Florida

October 5, 2011

ENGINEER'S CERTIFICATION

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Somerset Coral Gables (PK – 8) - UBC Campus
Traffic Impact Study (Revised with 436 Students)

PROJECT LOCATION: 624 Anastasia Avenue
Coral Gables, Florida

Florida Registration No, 54886

Date



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Executive Summary

The purpose of this study is to evaluate the revised traffic impacts and the projected vehicle accumulation for the proposed school at the University Baptist Church (UBC) site. This site is located on the southwest corner of Segovia Street and Anastasia Avenue at the address 624 Anastasia Avenue in the City of Coral Gables, Florida. The subject site is currently operating as a Private School, Day Care, Religious Educational Center and Church. This report follows the methodology discussed in the Memorandum of Understanding (MOU) and agreed to with the City's Public Works Department at the meeting held May 18th, 2010 as well as the comments received by City Staff and the City's Traffic Consultant.

The trip generation characteristics were developed using actual data from the surrogate school, Doral Academy Elementary. This data was collected during the school's AM and PM peak period of 7:00 to 9:00 AM and 1:30 to 4:00 PM, respectively. The AM peak period analysis resulted in 377 vehicle trips while the PM peak period analysis yielded 301 vehicle trips. Please note that since the subject school will have multiple arrivals and dismissals, all of the peak period trips will not occur during the school's peak hour. Therefore, the peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival and dismissal times in order to obtain the AM and PM peak hour trips. As a result, the **AM Peak Hour Trip Generation** yielded 243 vehicle trips of which 124 vehicle trips are entering and 119 vehicle trips will exit the site. The **PM Peak Hour Trip Generation** yielded 195 vehicle trips of which 91 vehicle trips are entering and 104 vehicle trips will exit the site.

The AM and PM peak hour trips have been further distributed into the four quadrants and consistent with the project's Traffic Analysis Zone (TAZ). The traffic assignment was performed for two (2) scenarios as follows: **Scenario A: All Site Traffic based on surrounding roadway network (this represents the standard traffic modeling approach)** and **Scenario B: All Site Traffic through Segovia Street/Anastasia Avenue (this is the "Segovia Access" scenario channeling all school traffic through Segovia Street)**. Although we do not recommend restricting the left-out at the driveway on Cardena Street, the driveway assignments for both scenarios depict all the exiting traffic as right-out only in order to reduce the vehicle conflict points.

The traffic impacts to the intersections most affected were also evaluated. This analysis was performed for the existing and proposed condition during the AM and PM peak hour. As a result, the analysis yielded LOS B or better for both the existing and proposed condition. Please note the proposed condition was analyzed for two (2) scenarios and consistent with the proposed roadway and median modifications on Segovia Street.

The proposed condition was analyzed for two (2) scenarios described above. Again, the proposed roadway configuration was performed consistent with the proposed roadway modifications on Segovia Street. The results for both proposed scenarios are summarized in Tables 1 and 2 below.

Table 1: AM Peak Hour Level of Service (LOS) Summary

Existing AM Peak Hour Condition											
Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	23.9	C	22.8	C	3.2	A	3.0	A	8.1	A
2 Segovia Street & University Court	Unsignalized	12.2	B	N/A	N/A	0.0	A	0.0	A	0.3	A
3 Segovia Street & Riviera Drive	Unsignalized	19.4	C	12.4	B	0.1	A	2.1	A	5.1	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.2	A	0.1	A	9.5	A	0.0	A	0.2	A
5 Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A
Proposed AM Peak Hour Condition with Project Traffic (Scenario A)											
1 Segovia Street & Anastasia Avenue	Signalized	26.7	C	20.0	C	5.7	A	4.9	A	11.7	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	27.8	D	15.6	C	0.5	A	2.0	A	7.2	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	3.7	A	10.2	B	11.4	B	4.6	A
5 Cardena Street & Riviera Drive	Unsignalized	0.7	A	0.1	A	10.3	B	9.1	A	1.0	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	4.3	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	5.3	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	9.0	A	0.1	A
Proposed AM Peak Hour Condition with Project Traffic (Scenario B)											
1 Segovia Street & Anastasia Avenue	Signalized	29.1	C	19.3	B	6.0	A	5.3	A	12.5	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	28.5	D	14.5	B	0.1	A	1.9	A	6.8	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	5.3	A	9.5	A	0.0	A	5.2	A
5 Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	7.2	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	4.2	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

Table 2: PM Peak Hour Level of Service (LOS) Summary

Existing PM Peak Hour Condition											
Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	23.6	C	23.8	C	2.9	A	2.8	A	7.8	A
2 Segovia Street & University Court	Unsignalized	12.4	B	N/A	N/A	0.1	A	0.0	A	0.3	A
3 Segovia Street & Riviera Drive	Unsignalized	14.7	B	11.9	B	0.0	A	2.8	A	4.5	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	0.2	A	9.1	A	10.2	B	0.8	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.2	A	9.4	A	9.2	A	1.0	A
Proposed PM Peak Hour Condition with Project Traffic (Scenario A)											
1 Segovia Street & Anastasia Avenue	Signalized	24.1	C	21.4	C	4.6	A	4.5	A	10.3	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	18.9	C	14.0	B	0.5	A	2.6	A	5.4	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.4	A	2.5	A	10.0	B	11.7	B	4.5	A
5 Cardena Street & Riviera Drive	Unsignalized	1.2	A	0.2	A	10.0	B	9.5	A	1.4	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	6.8	A	3.6	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	5.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	8.9	A	0.2	A
Proposed PM Peak Hour Condition with Project Traffic (Scenario B)											
1 Segovia Street & Anastasia Avenue	Signalized	25.5	C	20.8	C	4.8	A	4.9	A	10.8	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	19.3	C	13.5	B	0.1	A	2.5	A	5.0	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	4.2	A	9.4	A	14.1	B	5.0	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.1	A	9.4	A	9.3	A	0.9	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.0	A	6.5	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	4.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

In addition to the above, Accumulation Assessments were performed for the school’s AM and PM peak period to determine the projected vehicle stacking at the proposed school during the arrival and dismissal times. These assessments follow the Miami-Dade County Public Works Department methodology and



consist of taking information from a similar school and applying it to the proposed charter school. The following hours are the proposed arrival and dismissal times for this charter school:

Grades	A / D	Students	Arrival Times (A)	Dismissal Times (D)
6th - 8th	1st	135	7:30 AM	2:30 PM
2nd - 5th	2nd	155	8:00 AM	3:00 PM
PK - 1st	3rd	146	8:30 AM	2:00 PM
Total		436		

Vehicular access is being provided via three (3) driveways; two (2) on Cardena Street and one (1) on Riviera Drive. Moreover, the subject project will have two (2) vehicular stacking areas; one on-site stacking area for passenger vehicles and one adjacent to Anastasia Avenue (not utilized in the analysis) for vans. Also, this project will provide 29 parking spaces for visitors (not utilized in the analysis) which may be used by parents to drop-off or pickup students during the arrival and dismissal times. **It is important to note that up to 10 vehicles, not utilized in our analysis, can double stack to avoid any spill-over occurring onto Cardena Street.** As previously mentioned, the subject project consists of a charter school with 436 students. However, the school will be phasing the total student population as follows:

- **Phase I:** is planned to have an enrollment of 260 students for the first year.
- **Phase II:** consists of increasing the enrollment by 88 students. As such, the school will have a total of 348 students enrolled by the second year.
- **Phase III:** will consist of increasing the previous enrollment by 88 students to have a total of 436 students by the third year.

Consistent with the requirements of Miami-Dade County, an Accumulation Assessment was performed to evaluate the stacking/queuing capacity for the proposed project. Moreover, the Accumulation Assessment was performed for three (3) phases described above. Also, each assessment is assuming three (3) arrivals and three (3) dismissals separated by 30-minute intervals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. These Accumulation results have been performed based on dismissal information provided by the principal (Ms. Eleonora Cuesta) of the surrogate school, Doral Academy.

Phase I: The AM Peak Accumulation Assessment yielded **3.82 passenger vehicles** for each arrival, which corresponds to **760 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **16.26 vehicles** for each dismissal, which corresponds to **178 percent** being accommodated.

Phase II: The AM Peak Accumulation Assessment yielded **5.09 passenger vehicles** for each arrival, which corresponds to **570 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **21.68 vehicles** for each dismissal, which corresponds to **134 percent** being accommodated.

Phase III: The AM Peak Accumulation Assessment yielded **6.80 passenger vehicles** for a maximum arrival of 155 students (i.e. worst case arrival), which corresponds to **427 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **28.97 vehicles** for a maximum dismissal of 155 students, which corresponds to **100 percent** being accommodated.

As evident from the results shown above, the proposed stacking capacity of 29 passenger vehicles can accommodate the projected vehicle stacking demand within the site for the three phases. Again, the

proposed charter school is providing personnel to direct traffic and to supervise the drop-off and pick-up operations.

The following describes the proposed traffic mitigation measures and contingencies provided by the applicant in the event the vehicle stacking demand temporarily exceeds the stacking area (i.e. 29 vehicles) utilized in the Accumulation Assessment.

The Accumulation Assessment was performed utilizing the whole student's population and assumed all the students are drop-off or pick-up by parents in passenger vehicles. However, this is unlikely and not the case, in particular, since the subject school is mainly surrounded by residential uses and a portion of the student's population is expected to walk to school. Therefore, the vehicle stacking demand is expected to be less than the calculated stacking demand in the Accumulation Assessment, since the surrogate school was located in an industrial area and had nearly no students walking.

In addition, the subject project is proposing a stacking area along Anastasia Avenue exclusively for vans providing transportation for students. Although the van's stacking area was not utilized in the analysis, this area will reduce the amount of stacking vehicles within the site and the possibility of having a vehicular spill-over onto Cardena Street. The school is providing personnel to manage the traffic operations while assuring the safety of students is not compromised by through traffic on Anastasia Avenue during the arrival and dismissal times.

As indicated above, the school is providing a stacking area for 29 passenger vehicles within the on-site parking lot. However, ten (10) additional vehicles can be temporarily accommodated by double stacking them along the internal by-pass lane in the event the need arises. Lastly, the school also has 29 visitor parking spaces which may be utilized by parents during the arrival and dismissal times. Please note these mitigation measures were not utilized as part of the Accumulation Assessment which results in a conservative analysis. Therefore, these measures provide the school, residents and the City additional contingencies to handle the project's traffic.

In conclusion, the subject project will have sufficient stacking capacity and the intersections most impacted yielded acceptable LOS results. Therefore, this project does not pose a negative impact on traffic as sufficient roadway capacity exists.

Introduction

The purpose of this study is to evaluate the associated traffic impacts for the proposed charter school at the University Baptist Church (UBC) site. This site is located at the address 624 Anastasia Avenue in the City of Coral Gables, Florida and is currently operating as a School, Day Care, Religious Educational Center and Church. This report follows the methodology discussed in the Memorandum of Understanding (MOU) and agreed to with the City's Public Works Department at the meeting held May 18th, 2010 as well as the comments received by City Staff and the City's Traffic Consultant.

As such, the traffic impacts for this project were evaluated at the following intersections:

- Segovia Street & Anastasia Avenue
- Segovia Street & University Court
- Segovia Street & Riviera Drive
- Anastasia Avenue & Cardena Street
- Riviera Drive & Cardena Street
- Project's Driveways

A Level of Service (LOS) analysis was performed for the existing condition and proposed condition with project traffic during the school's AM and PM peak hour. This report follows the methodologies adopted by the Institute of Transportation Engineer's (ITE) Traffic Impact Studies Manual and follows the guidelines of Miami-Dade County Public Works Department (School Criteria). Lastly, this report has evaluated the following:

- Trip Generation
- Traffic Distribution
- Traffic Assignment
- Traffic Counts
- Level of Service
- Accumulation Assessment
- Recommendations

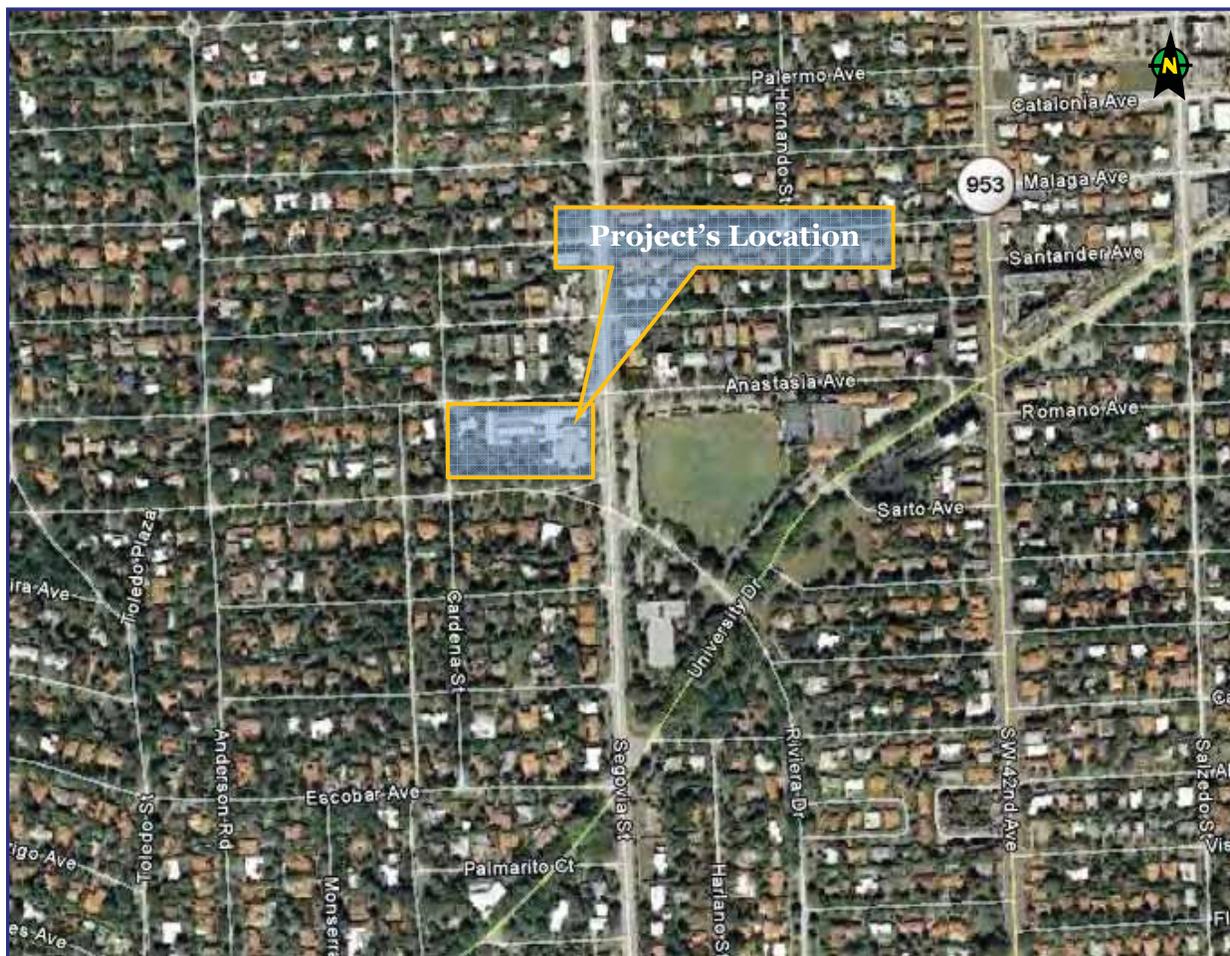
Project Location / Description

The subject project is located on the southwest corner of Segovia Street and Anastasia Avenue in the City of Coral Gables, Florida. This project is comprised of a charter school with 436 students in grades Pre-Kindergarten through Eighth (PK - 8). As previously mentioned, this site is currently being used as a School, Day Care, Religious Educational Center and Church. Please note the existing Church will remain as a component of this project.

The proposed school is providing vehicular access via three (3) driveways; two (2) on Cardena Street and one (1) on Riviera Drive. Moreover, the subject project will have two (2) vehicular stacking areas; one on-site stacking area for passenger vehicles and one adjacent to Anastasia Avenue (not utilized in the analysis) for vans. Also, this project will provide 29 parking spaces for visitors (not utilized in the analysis) which may be used by parents to drop-off or pickup students during the arrival and dismissal times. Lastly, the Somerset UBC Charter School is providing personnel to direct traffic and to supervise the drop-off and pick-up operations.

Figure 1 depicts the site's location map, while Figure 2 is the proposed site plan, provided for illustrative purposes only.

Figure 1: Location Map



Existing Condition

The purpose of this section is to identify the current operational and geometric characteristics of the roadways within the study area in order to provide a comparison to future conditions.

Data Collection

Manual Turning Movement Counts (TMC's) were taken at the nearby intersections identified below. This data was collected on Thursday, May 20th, 2010 during the school's AM and PM peak hour of 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM, respectively. Moreover, the turning movement counts were adjusted for peak seasonal variations by utilizing the 2010 Florida Department of Transportation Seasonal Factor (SF) of 1.01. Moreover, these intersections would be the most impacted due to its close proximity to the subject location. Again, these intersections are included in the Memorandum of Understanding and were discussed and agreed by the City of Coral Gables Public Works Department. Traffic Counts and operational characteristics were gathered at the following intersections:

- Segovia Street & Anastasia Avenue
- Segovia Street & University Court
- Segovia Street & Riviera Drive
- Anastasia Avenue & Cardena Street
- Riviera Drive & Cardena Street

Figure 3 depicts a graphical representation of the seasonally adjusted existing AM peak hour TMC's, while Figure 4 is the School's PM peak hour TMC's.

Figure 3: Existing AM Peak Hour TMC's

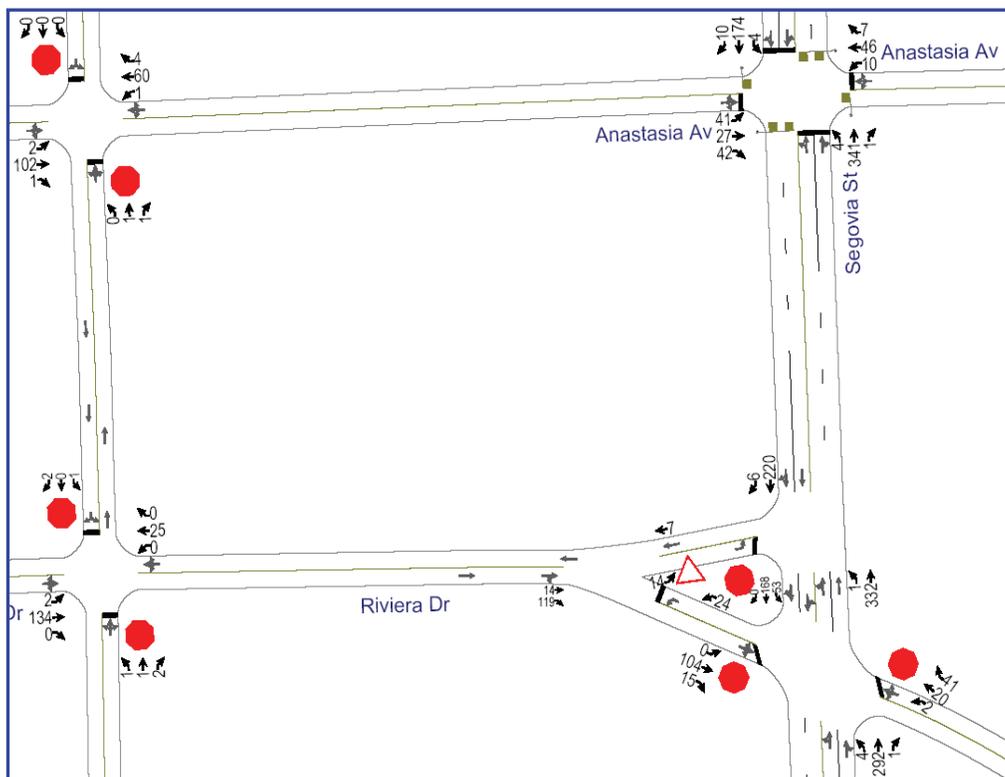
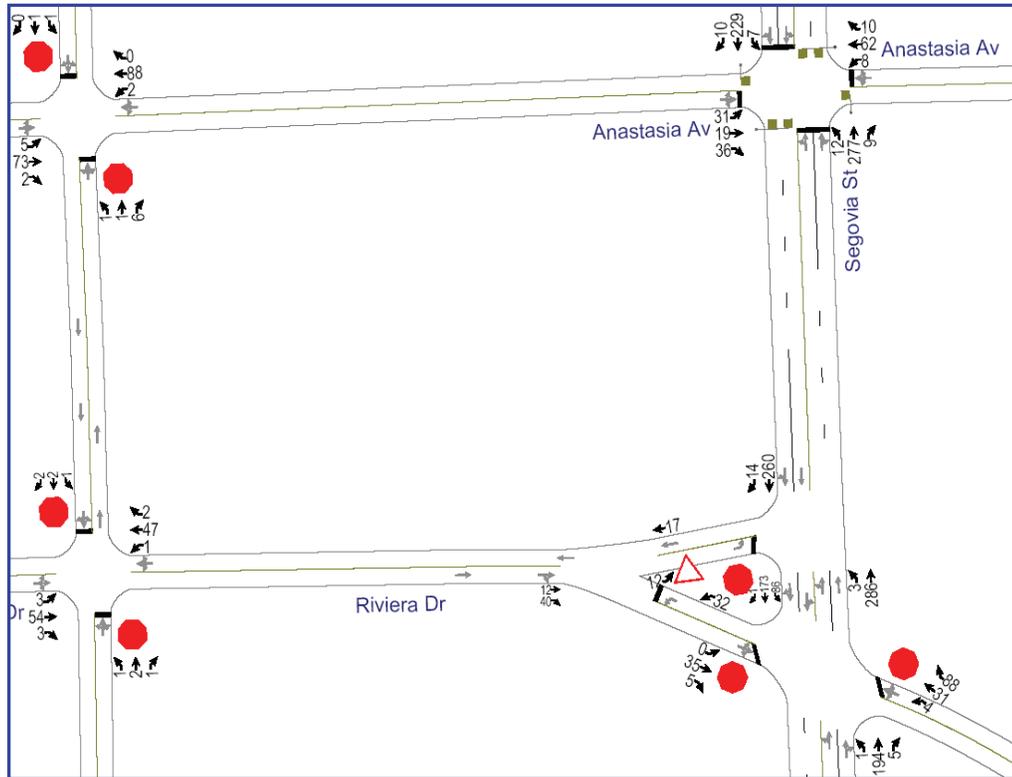


Figure 4: Existing School's PM Peak Hour TMC's



Level of Service (LOS)

Using the above AM and school's PM TMC data, an intersection Level of Service (LOS) analysis was performed for the peak seasonal existing condition at the intersections previously described using the Synchro 7/SimTraffic software. The analysis was performed using the Highway Capacity Manual methodology. Moreover, this analysis was performed consistent with the roadway characteristics at the time the data collection took place and resulted in LOS A (overall) for all the analyzed intersections. Table 3 provides a summary of the AM peak hour LOS while Table 4 summarizes the PM peak hour LOS results.

Table 3: Existing AM Peak Hour Level of Service (LOS)

Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	23.9	C	22.8	C	3.2	A	3.0	A	8.1	A
2 Segovia Street & University Court	Unsignalized	12.2	B	N/A	N/A	0.0	A	0.0	A	0.3	A
3 Segovia Street & Riviera Drive	Unsignalized	19.4	C	12.4	B	0.1	A	2.1	A	5.1	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.2	A	0.1	A	9.5	A	0.0	A	0.2	A
5 Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A

Table 4: Existing PM Peak Hour Level of Service (LOS)

Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	23.6	C	23.8	C	2.9	A	2.8	A	7.8	A
2 Segovia Street & University Court	Unsignalized	12.4	B	N/A	N/A	0.1	A	0.0	A	0.3	A
3 Segovia Street & Riviera Drive	Unsignalized	14.7	B	11.9	B	0.0	A	2.8	A	4.5	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	0.2	A	9.1	A	10.2	B	0.8	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.2	A	9.4	A	9.2	A	1.0	A

Project Traffic

This section of the report will cover the revised project traffic for the subject school. In addition to calculating the trip generation and trip distribution, the school's site traffic was assigned to the adjacent roadways and utilized to determine the future project traffic in the subsequent sections.

Trip Generation

The trip generation characteristics were updated for 436 students using actual data from the surrogate school, Doral Academy Elementary. This data was collected during the school's AM and PM peak period of 7:00 to 9:00 AM and 1:30 to 4:00 PM, respectively. These hours correspond to the arrival and dismissal times for the surrogate school.

The trip generation rate from the surrogate school yielded 0.865 and 0.690 trips per student during the AM and school's PM peak hour, respectively. The above rates have been updated based on information provided by the principal (Ms. Eleonora Cuesta) of the surrogate school, Doral Academy. Included in Appendix G is a letter from Ms. Cuesta with the corresponding information.

Subsequently, these trip generation rates were utilized to calculate the proposed vehicle trips. As a result, the subject project yielded **377 vehicle trips** during the **AM peak period** and **301 vehicle trips** during the **PM peak period**. Tables 5 and 6 summarize the trip generation for the charter school during the AM and PM peak period, respectively. Please note that since this school will have multiple arrivals and dismissals, all of the peak period trips will not occur during the school's peak hour. Additionally, the above peak period trips were utilized to calculate a Vehicle Occupancy rate as requested by the City of Coral Gables. As a result, the Vehicle Occupancy rate yielded 1.8 students per vehicle during the AM peak period and 2.0 students per vehicle during the PM peak period. The calculations of the rates and percentage are included in Appendix B.

Table 5: AM Peak Period (7:00 – 9:00 AM) Trip Generation

AM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
PROPOSED USE						
Charter School (PK - 8)	436 Students	◇	0.865	192	185	377
Proposed Gross Vehicle Trips				192	185	377

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix B.

Table 6: School's PM Peak Period (2:00 – 4:00 PM) Trip Generation

PM PEAK PERIOD TRIPS			TRIP GENERATION RATE	TRIPS		
LAND USE (LU)	UNITS	LU CODE		IN	OUT	TOTAL
PROPOSED USE						
Charter School (PK - 8)	436 Students	◇	0.690	140	161	301
Proposed Gross Vehicle Trips				140	161	301

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix B.



Subsequently, the above peak period trips were analyzed in 15-minute intervals consistent with the proposed school's arrival and dismissal times in order to obtain the AM and PM peak hour trips. As a result, the **AM Peak Hour Trip Generation** yielded 243 vehicle trips of which 124 vehicle trips are entering and 119 vehicle trips will exit the site. The **PM Peak Hour Trip Generation** yielded 195 vehicle trips of which 91 vehicle trips are entering and 104 vehicle trips will exit the site. Table 7 depicts the AM Peak Hour Trip Generation while Table 8 is the PM peak hour results.

Table 7: AM Peak Hour Trip Generation

Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Percent IN	Percent OUT	Vehicles IN	Vehicles OUT	Total Trips	Cummulative Total Trips IN	Cummulative Total Trips OUT	Cummulative Total Trips	Running Queue	Operation
7:00 AM - 7:15 AM	12%		52	52	12%	9%	23	17	40	23	17	40	4	First Arrival 7:30 AM (Grades 6th - 8th)
7:15 AM - 7:30 AM	19%	31%	83	135	19%	17%	37	31	68	60	48	108	8	
7:30 AM - 7:45 AM	15%	36%	65	65	15%	19%	29	35	64	29	35	64	2	Second Arrival 8:00 AM (Grades 2nd - 5th)
7:45 AM - 8:00 AM	21%		89	155	21%	15%	39	28	67	68	63	131	12	
8:00 AM - 8:15 AM	10%		44	44	10%	14%	19	25	44	19	25	44	6	Third Arrival 8:30 AM (Grades PK - 1st)
8:15 AM - 8:30 AM	19%	33%	83	126	19%	18%	37	33	70	56	58	114	9	
8:30 AM - 8:45 AM	5%		20	146	5%	9%	8	16	24	64	74	138	0	
Total	100%	100%	436	436	100%	100%	192	185	377	192	185	377	377	PEAK HOUR

School AM Peak Hour	
IN	OUT
124	119
TOTAL	
243	

Table 8: School's PM Peak Hour Trip

Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cummulative Students	Percent IN	Percent OUT	Vehicles IN	Vehicles OUT	Total Trips	Cummulative Total Trips IN	Cummulative Total Trips OUT	Cummulative Total Trips	Running Queue	Operation
1:30 PM - 1:45 PM	7%		29	29	7%	0%	9	0	9	9	0	9	9	First Dismissal 2:00 PM (Grades PK - 1st)
1:45 PM - 2:00 PM	15%	33%	65	93	15%	1%	20	2	22	29	2	31	29	
2:00 PM - 2:15 PM	12%		52	146	12%	15%	17	24	41	46	26	72	22	Second Dismissal 2:30 PM (Grades 6th - 8th)
2:15 PM - 2:30 PM	25%	31%	108	108	25%	18%	34	29	63	34	29	63	28	
2:30 PM - 2:45 PM	6%		27	135	6%	12%	9	19	28	43	48	91	19	
2:45 PM - 3:00 PM	22%		95	95	22%	20%	31	32	63	31	32	63	20	Third Dismissal 3:00 PM (Grades 2nd - 5th)
3:00 PM - 3:15 PM	10%	36%	45	140	10%	10%	15	16	31	46	48	94	24	
3:15 PM - 3:30 PM	4%		15	155	4%	24%	5	39	44	51	87	138	0	
Total	100%	100%	436	436	100%	100%	140	161	301	140	161	301	301	PEAK HOUR

School PM Peak Hour	
IN	OUT
91	104
TOTAL	
195	

Trip Distribution

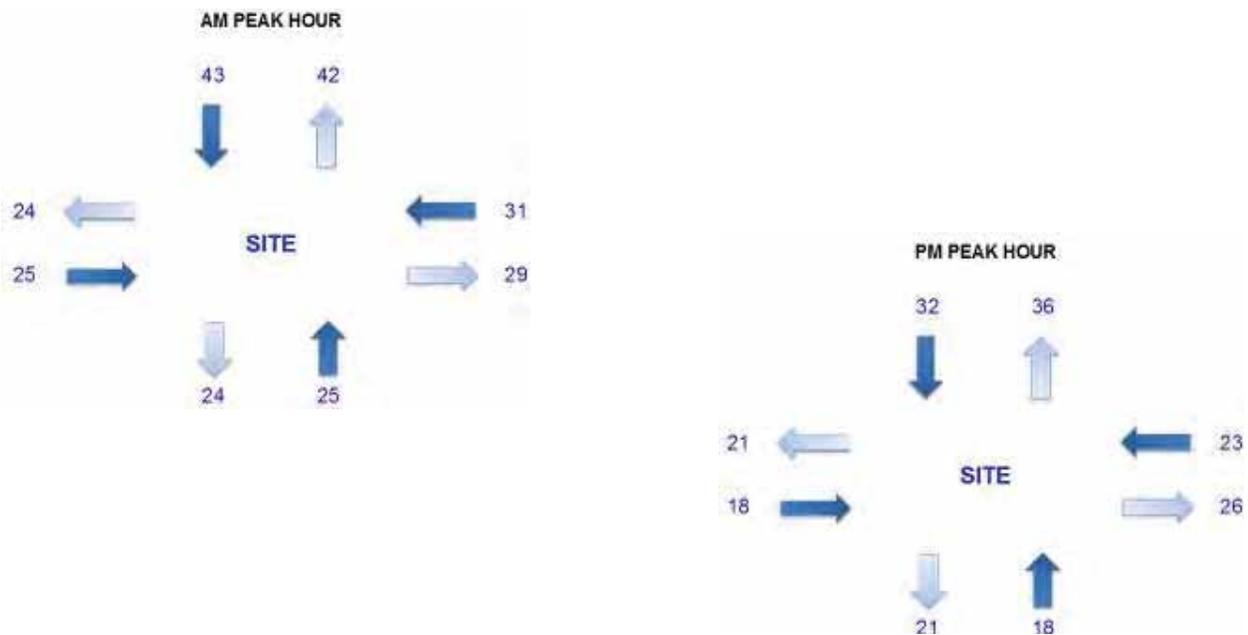
The Traffic Analysis Zone for the subject project (TAZ 1065) was updated based on the most current information from Miami-Dade County MPO. However, the trip distribution percentages were based on the surrounding roadway network and local knowledge of traffic patterns within the project’s area. The corresponding traffic distribution percentages were assigned to the North, South, East and West directions as outlined in Table 9. Figure 5 depicts the TAZ map while Figure 6 is the peak hour trips (ingress & egress). Figures 7 and 8 depict the AM and PM Peak Hour School Traffic, respectively.

Table 9: Traffic Distribution

TAZ 1065		UTILIZED FOR TRIP DISTRIBUTION		AM PEAK HOUR			PM PEAK HOUR		
DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	36.69%	NORTH	35%	43	42	85	32	36	68
EAST	25.78%	EAST	25%	31	29	60	23	26	49
SOUTH	16.09%	SOUTH	20%	25	24	49	18	21	39
WEST	21.44%	WEST	20%	25	24	49	18	21	39
	100.00%		100.00%	124	119	243	91	104	195

Figure 5: Traffic Analysis Zone (TAZ) Map



Figure 6: Directional Traffic Assignments (Ingress & Egress)

Site Traffic

Vehicular access to the subject site is being provided via three (3) driveways; two (2) on Cardena Street and one (1) on Riviera Drive. The Riviera Drive driveway will be access controlled during pick-up and drop-off of students. The AM and PM peak hour trips from Tables 7 and 8 have been further distributed into the four quadrants and consistent with the project's Traffic Analysis Zone (TAZ). Appendix C includes the ingress and egress traffic distribution with the corresponding assignments to the North, South, East and West for the AM and PM peak hour. Please note the site traffic was performed for two (2) scenarios as follows:

- **Scenario A:** All Site Traffic based on surrounding roadway network
 - This represents the standard traffic modeling approach
- **Scenario B:** All Site Traffic through Segovia Street/Anastasia Avenue
 - This is "Segovia Access" scenario channeling all school traffic

Although we do not recommend restricting the left-out at the driveway on Cardena Street, the driveway assignments for both scenarios depict all the exiting traffic as right-out only in order to reduce the vehicle conflict points. Figures 7 and 8 depict the AM peak hour site traffic and driveway assignments for scenarios A and B, respectively. Figures 9 and 10 illustrate the PM peak hour site traffic for scenarios A and B, respectively.

Proposed Condition

The proposed condition includes the future roadway modifications on Segovia Street, background growth and site traffic. The existing traffic was grown with a background growth rate was updated based on the latest historical traffic count station and resulted in 1.44 percent per year. This growth rate was obtained utilizing the 2010 historical traffic counts data from the Florida Department of Transportation.

Proposed Roadway Modifications on Segovia Street

As discussed in the methodology meeting held on May 18th, 2010, the City of Coral Gables is proposing median modifications on Segovia Street adjacent to the subject school, which includes the construction of new raised landscaped medians, a bike lane and the removal of a through lane for both north and south directions. Please note the removal of a through lane will reduce the roadway capacity on Segovia Street. Furthermore, the removal of the eastbound approach is being planned at University Court and Segovia Street. Lastly, our proposed condition analysis was performed consistent with the current roadway improvements.

Background Growth

Using the historical traffic counts data from the Florida Department of Transportation's Count Stations 0024, a regression analysis was performed for the last ten (10) years of available data. The results indicate a growth trend rate of 1.44 percent. In addition, a growth rate was calculated using the trips from the SERPM travel demand for 2005 and 2035 and resulted in 0.79 percent. Therefore, the most conservative growth rate of 1.44 percent was applied to the existing traffic counts to address traffic background growth in the area. Appendix D includes the count station data and analyses performed to determine the growth rate.

Proposed Condition with Project Traffic

The intersections previously shown in Figure 3 and 4 were augmented with the background growth and site traffic. This forms the basis for the proposed future condition with project traffic. Moreover, the proposed condition was analyzed for two (2) scenarios, which is consistent with the scenarios previously described in the Site Traffic section of this report. Again, the proposed condition analysis was performed consistent with the proposed median modifications on Segovia Street. The results for both proposed scenarios yielded Level of Service (LOS) B or better. Tables 10 and 11 summarize the LOS results for the proposed AM and PM peak hour, respectively. The calculations for the specific movements at each intersection are included in Appendix E. Figures 11 and 12 depict the proposed AM peak hour condition for scenarios A and B, respectively. Figures 13 and 14 illustrate the proposed PM peak hour condition for scenarios A and B, respectively.

Figure 13: Proposed School's PM Peak Hour Volumes (Scenario A)

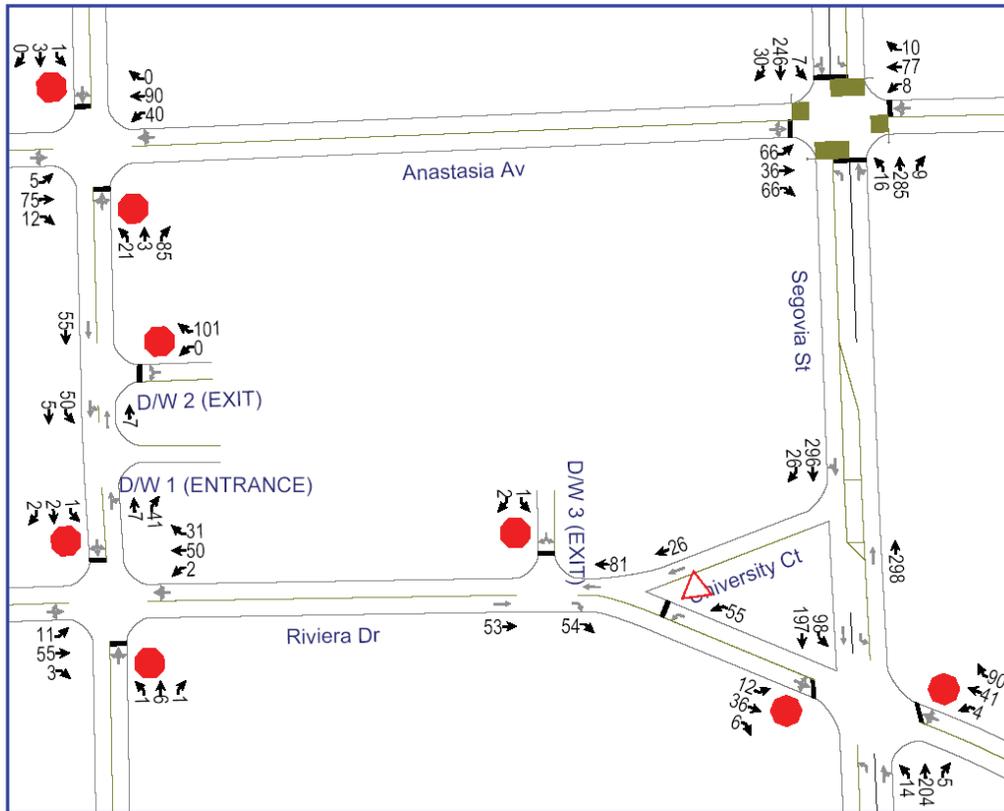
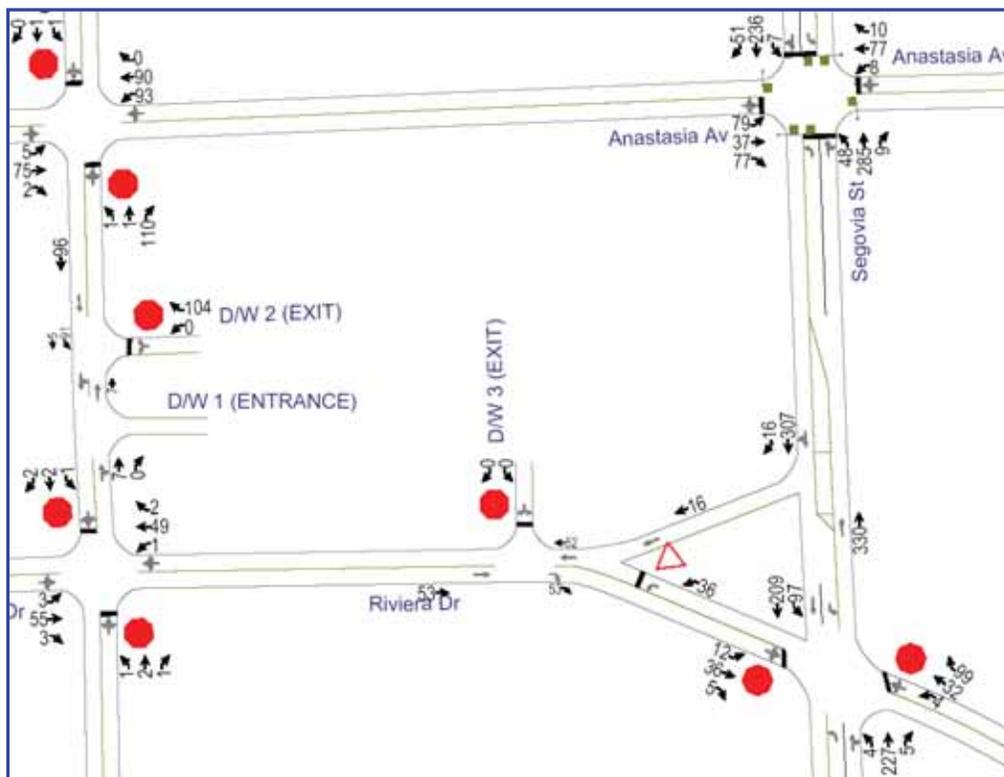


Figure 14: Proposed School's PM Peak Hour Volumes (Scenario B)



Moreover, we have performed a driveway analysis for the site driveways. The driveway's volumes were determined by using the trip distribution analysis according to the ingress and egress calculations from the trip generation section of this report. The site's driveways yielded LOS A. Appendix F contains the supporting documentation.

Table 10: Proposed AM Peak Hour Level of Service (LOS)

Proposed AM Peak Hour Condition with Project Traffic (Scenario A)											
Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	26.7	C	20.0	C	5.7	A	4.9	A	11.7	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	27.8	D	15.6	C	0.5	A	2.0	A	7.2	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	3.7	A	10.2	B	11.4	B	4.6	A
5 Cardena Street & Riviera Drive	Unsignalized	0.7	A	0.1	A	10.3	B	9.1	A	1.0	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	4.3	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	5.3	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	9.0	A	0.1	A
Proposed AM Peak Hour Condition with Project Traffic (Scenario B)											
1 Segovia Street & Anastasia Avenue	Signalized	29.1	C	19.3	B	6.0	A	5.3	A	12.5	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	28.5	D	14.5	B	0.1	A	1.9	A	6.8	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	5.3	A	9.5	A	0.0	A	5.2	A
5 Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	7.2	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	4.2	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

Table 11: Proposed PM Peak Hour Level of Service (LOS)

Proposed PM Peak Hour Condition with Project Traffic (Scenario A)											
Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	24.1	C	21.4	C	4.6	A	4.5	A	10.3	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	18.9	C	14.0	B	0.5	A	2.6	A	5.4	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.4	A	2.5	A	10.0	B	11.7	B	4.5	A
5 Cardena Street & Riviera Drive	Unsignalized	1.2	A	0.2	A	10.0	B	9.5	A	1.4	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	6.8	A	3.6	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	5.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	8.9	A	0.2	A
Proposed PM Peak Hour Condition with Project Traffic (Scenario B)											
1 Segovia Street & Anastasia Avenue	Signalized	25.5	C	20.8	C	4.8	A	4.9	A	10.8	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	19.3	C	13.5	B	0.1	A	2.5	A	5.0	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	4.2	A	9.4	A	14.1	B	5.0	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.1	A	9.4	A	9.3	A	0.9	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.0	A	6.5	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	4.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

Accumulation Assessment

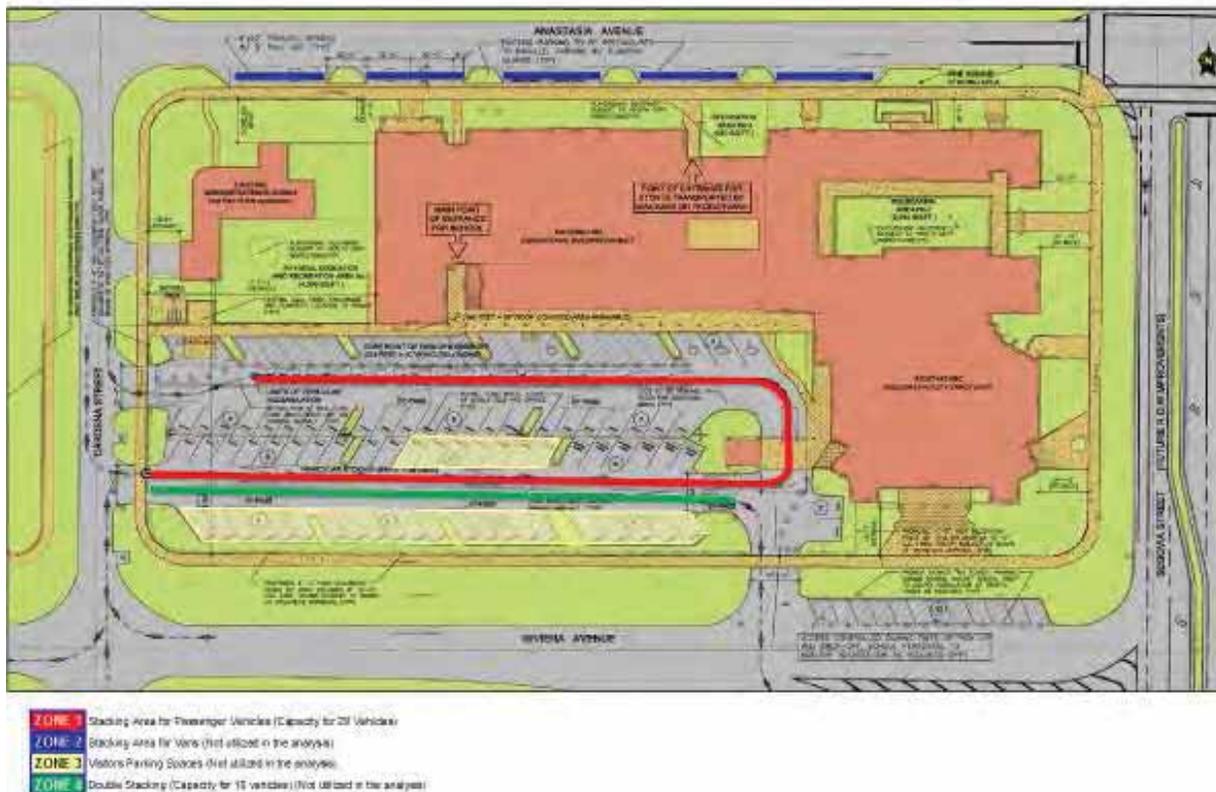
The subject school is proposing an internal stacking area for passenger vehicles, an exclusive drop-off area for vans along Anastasia Avenue (not utilized in the analysis) and a parking lot with 29 visitor parking spaces (not utilized in the analysis). The stacking area for passenger vehicles can accommodate up to 29 stacking vehicles. **It is important to note that up to 10 vehicles, not utilized in our analysis, can double stack to avoid any spill-over occurring onto Cardena Street.**

Likewise, the drop-off area for vans and the visitor parking was not utilized in the Accumulation Assessment in the subsequent sections; these areas can be used as mitigation measures for stacking of vehicles in case needed. Table 12 describes the stacking areas while Figure 14 illustrates the stacking areas.

Table 12: Vehicle Stacking / Queuing Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Vehicle Stacking Area	639	LF	Car/Van	22	29
2	Van Stacking Area (9 Provided, None Utilized)	200	LF	Car/Van	22	0
3	Visitor Parking Spaces (29 Provided, None Utilized)					0
Total Stacking Capacity						29

Figure 15: Vehicle Accumulation Graph



As previously mentioned, the subject project consists of a charter school with 436 students. However, the applicant is proposing to achieve the total number of students by phasing. Therefore, the school population will be phased as follows:

- **Phase I** is planned to have an enrollment of 260 students for the first year.
- **Phase II** consists of increasing the enrollment by 88 students. As such, the school will have a total of 348 students enrolled by the second year.
- **Phase III** will consist of increasing the previous enrollment by 88 students to have a total of 436 students by the third year.

Consistent with the requirements of Miami-Dade County, an Accumulation Assessment was performed to evaluate the stacking/queuing capacity for the proposed project. This assessment consisted of taking local school data, in this case the Doral Academy Elementary, and applying it to the proposed charter school.

Moreover, the Accumulation Assessment was performed for three (3) phases described above. Also, each assessment is assuming three (3) arrivals and three (3) dismissals separated by 30-minute intervals in order to reduce the traffic impacts and to accommodate the projected vehicle stacking demand within the site. These Accumulation results have been performed based on dismissal information provided by the principal (Ms. Eleonora Cuesta) of the surrogate school, Doral Academy.

Phase I: The AM Peak Accumulation Assessment yielded **3.82 passenger vehicles** for each arrival, which corresponds to **760 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **16.26 vehicles** for each dismissal, which corresponds to **178 percent** being accommodated.

Phase II: The AM Peak Accumulation Assessment yielded **5.09 passenger vehicles** for each arrival, which corresponds to **570 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **21.68 vehicles** for each dismissal, which corresponds to **134 percent** being accommodated.

Phase III: The AM Peak Accumulation Assessment yielded **6.80 passenger vehicles** for a maximum arrival of 155 students (i.e. worst case arrival), which corresponds to **427 percent** being accommodated. The PM Peak Accumulation Assessment resulted in **28.97 vehicles** for a maximum dismissal of 155 students, which corresponds to **100 percent** being accommodated.

As evident from the results shown above, the proposed stacking capacity of 29 passenger vehicles can accommodate the projected vehicle stacking demand within the site for the three phases. Again, the proposed charter school is providing personnel to direct traffic and to supervise the drop-off and pick-up operations. Table 13 below summarizes the Accumulation Assessment results while Appendix G contains the supporting documentation.

Table 13: Accumulation Assessment Summary (Three Arrivals & Three Dismissals)

Description	Stacking Spaces	Projected Vehicle Accumulation			Percent Accommodated		
		Phase I	Phase II	Phase III	Phase I	Phase II	Phase III
Max. Arrival	29	3.82	5.09	6.80	760%	570%	427%
Max. Dismissal	29	16.26	21.68	28.97	178%	134%	100%

Notes: Phase I consists of 260 total students.

Phase II consists of 348 total students.

Phase III consists of 436 total students.

Traffic Mitigation & Contingency Plan

This section describes the proposed traffic mitigation measures and contingencies provided by the applicant in the event the vehicle stacking demand temporarily exceeds the stacking area (i.e. 29 vehicles) utilized in the Accumulation Assessment.

The Accumulation Assessment was performed utilizing the whole student's population and assumed all the students are drop-off or pick-up by parents in passenger vehicles. However, this is unlikely and not the case, in particular, since the subject school is mainly surrounded by residential uses and a portion of the student's population is expected to walk to school. Therefore, the vehicle stacking demand is expected to be less than the calculated stacking demand in the Accumulation Assessment, since the surrogate school was located in an industrial area and had nearly no students walking.

In addition, the subject project is proposing a stacking area along Anastasia Avenue exclusively for vans providing transportation for students. Although the van's stacking area was not utilized in the analysis, this area will reduce the amount of stacking vehicles within the site and the possibility of having a vehicular spill-over onto Cardena Street. The school is providing personnel to manage the traffic operations while assuring the safety of students is not compromised by through traffic on Anastasia Avenue during the arrival and dismissal times.

As indicated above, the school is providing a stacking area for 29 passenger vehicles within the on-site parking lot. However, ten (10) additional vehicles can be temporarily accommodated by double stacking them along the internal by-pass lane in the event the need arises. Lastly, the school also has 29 visitor parking spaces which may be utilized by parents during the arrival and dismissal times. Please note these mitigation measures were not utilized as part of the Accumulation Assessment which results in a conservative analysis. Therefore, these measures provide the school, residents and the City additional contingencies to handle the project's traffic.

Conclusion

The proposed charter school is being programmed to accommodate 436 students. This school was evaluated for the existing and future levels of service with the improvements on Segovia Street. The levels of service yielded acceptable results (i.e. LOS B or better). Moreover, we have performed a “Segovia Access” scenario by evaluating the assignment of all inbound and outbound traffic onto the signalized intersection of Anastasia Avenue and Segovia Street. The results are all scenarios will not fall below an LOS B condition. While both scenarios provide effective strategies for traffic flow management, it is the school’s intent to work with City staff and local stakeholders to determine which scenario is best suited for the school and neighborhood.

Moreover, the school will have capacity to accommodate 29 stacking/queuing vehicles during the arrival and dismissal of students. Additionally, up to 10 vehicles, not utilized in our analysis, can double stack to avoid any spill-over occurring onto Cardena Street.

Based on the Accumulation Assessment results, the subject project can operate satisfactorily with the three (3) staggered arrivals and three (3) staggered dismissals, separated by 30-minute intervals, within the site. The AM and PM Accumulation Assessment results provided in this report finds the subject project will have sufficient stacking capacity to accommodated the projected vehicle accumulation for the three phases analyzed.

In conclusion, the subject project will have sufficient vehicular stacking capacity. Lastly, the intersections most impacted yielded acceptable LOS results and therefore, this project does not pose a negative impact on traffic as sufficient roadway capacity exists.

Appendix A: Memorandum of Understanding



Appendix B: Trip Generation



Appendix C: Trip Distribution



Appendix D: Signal Timing, Growth Rate & Adjustment Factors



Appendix E: Traffic Counts (TMC's)



Appendix F: Intersections & Driveway LOS



Appendix G: Accumulation Assessment

Appendix A: Memorandum of Understanding

To: James J. Kay, P.E.
Engineering Division Supervisor
City of Coral Gables
2800 SW 72nd Avenue
Miami, Florida 33155

From: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
13117 NW 107th Avenue, Unit 4
Hialeah Gardens, Florida 33018

Date: May 18, 2010

SUBJECT: Traffic Study Methodology for the Somerset UBC Project

As discussed on our meeting Today, May 18th, 2010, the following traffic study methodology will be utilized for the referenced project. Please review and confirm this methodology in order for us to proceed with our analysis. Should you need clarification or wish to discuss this further please do not hesitate to contact me.

Traffic Impact Study Methodology

- a. Traffic Counts – including trucks and pedestrians.
 - **Eight** (4 AM & 4 PM) Turning Movement Counts (7:00 AM – 9:00 AM & 2:00 PM – 4:00 PM) at the following intersections:
 - **Segovia Street & Anastasia Avenue**
 - **Segovia Street & University Court**
 - **Anastasia Avenue & Cardena Street**
 - **University Court & Cardena Street**
- b. Signals Location and Timing
 - Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- c. Trip Generation / Trip Distribution / Trip Assignment
 - Trip Generation will be determined using the Miami Dade County (MDC) adopted surrogate school method.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and the current Miami Urban Area Transportation Study (MUATS).
- d. Background Growth
 - A background growth rate will be utilized in the proposed condition LOS analysis to address future growth within the project's vicinity.

- 1 Year Build Out Year
 - This represents a date in the future in which the facility/development will be operational. It shall be used as the date for future conditions analysis.

- LOS Analysis
 - Intersection capacity /LOS based on HCM (2000) methodology using Synchro/SimTraffic software.
 - Such analysis will provide the results for the Level of Service (LOS), volume to capacity ratio (V/C) and other outputs such as Queue Lengths and Vehicular Delay.
 - Above for the following conditions:
 - 1 Existing Condition Base Year (2008)
 - 2 Proposed Future Year without project (2011)
 - 3 Proposed Future Year with Project (2011)

The above will be depicted with graphics in the traffic report.

Appendix B: Trip Generation



TABLE A1
 Somerset UBC Coral Gables
 AM Peak Period Trip Generation

LAND USE (LU)	AM PEAK PERIOD TRIPS		TRIP GENERATION RATE	TRIPS			
	UNITS	LU CODE		%	IN	OUT	TOTAL
PROPOSED USE Charter School (PK - 8)	436 Students	◇	0.865	51%	192	185	377
Proposed Gross Vehicle Trips				51%	192	185	377

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix A.

TABLE A1.1
 Somerset UBC Coral Gables
 Vehicle Occupancy Calculation (AM Peak Period)

AM Peak Period (7 AM to 9 AM)		
In	Out	Total Students
192	185	377

10%	Walking	44
15%	Vans	65
75%	Vehicles	327
Total		436

1.8 Veh Occ Rate (w/o Vans)
 2.1 Veh Occ Rate (w/ Vans)

TABLE A3
Somerset UBC Coral Gables
School AM Peak Hour Trip Generation (Three Arrivals)

Operation	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cumulative Students	Percent IN	Percent OUT	Vehicles IN	Vehicles OUT	Total Trips	Cumulative Total Trips IN	Cumulative Total Trips OUT	Commuter Total Trips	Bombing Queue	Operation		
First Arrival 7:32 AM (Grades 9-12)	7:30 AM - 7:35 AM	17%	1%	52	52	1.7%	8%	23	33	83	23	27	31	1	First Arrival 7:32 AM (Grades 9-12)		
Second Arrival 7:50 AM (Grades 9-12)	7:45 AM - 7:50 AM	15%	1%	45	97	1.6%	17%	27	31	88	68	48	168	4	Second Arrival 7:50 AM (Grades 9-12)		
Third Arrival 8:08 AM (Grades 9-12)	8:00 AM - 8:05 AM	17%	81%	25	122	1.7%	16%	29	25	87	29	83	414	2	Third Arrival 8:08 AM (Grades 9-12)		
Fourth Arrival 8:26 AM (Grades 9-12)	8:20 AM - 8:25 AM	15%	17%	25	147	1.7%	16%	18	25	84	18	25	34	4	Fourth Arrival 8:26 AM (Grades 9-12)		
Fifth Arrival 8:44 AM (Grades 9-12)	8:35 AM - 8:40 AM	15%	100%	25	172	1.6%	9%	4	14	14	84	29	111	8	Fifth Arrival 8:44 AM (Grades 9-12)		
Total		100%		438	438	100%	100%	182	183	377	192	185	372	2	PEAK HOUR		
SCHOOL AM PEAK HOUR																	
AM Peak Hour (7:15 - 8:45)																	
												TRIPS					
												IN		1200		1179	
												OUT		1224		1243	

TABLE A3
 Somerset UBC Coral Gables
 PM Peak Period Trip Generation

LAND USE (LU)	PM PEAK PERIOD TRIPS		TRIP GENERATION RATE	TRIPS				
	UNITS	LU CODE		%	IN	%	OUT	TOTAL
PROPOSED USE Charter School (PK - 8)	436 Students	◇	0.690	46%	140	54%	161	301
Proposed Gross Vehicle Trips				46%	140	54%	161	301

NOTES:

◇ Trip Generation Rate obtained from surrogate school data. See Appendix A.

TABLE A3-1

Somerset UBC Coral Gables
 Vehicle Occupancy Calculation (PM Peak Hour)

PM Peak Period (2 PM to 4 PM)		
In	Out	Total Students
140	161	436

10%	Walking	44
15%	Vans	65
10%	After School	44
65%	Vehicles	283
Total		436

2.0 Veh Occ Rate (w/o Vans)

2.5 Veh Occ Rate (w/ Vans)

TABLE A1
Somerset UBC Coral Gables
School PM Peak Hour Trip Generation (Three Dismissals)

Operation	Time	Percent Arrivals	Student Percentage	Equivalent Student Arrival	Cumulative Students	Percent In	Percent Out	Vehicles In	Vehicles Out	Total Trips	Cumulative Trip Trips In	Cumulative Total Trips Out	Cumulative Total Trips	Running Queue	Operation
4th Dismissal 2:11 PM	2:11 PM - 2:15 PM	33%	100%	27	27	33%	33%	0	11	11	0	11	11	0	End Dismissal 2:11 PM (Dismissal 4 - 100)
5th Dismissal 2:35 PM	2:35 PM - 2:40 PM	33%	100%	41	68	33%	33%	0	17	28	0	28	28	0	End Dismissal 2:35 PM (Dismissal 5 - 100)
6th Dismissal 2:59 PM	2:59 PM - 3:05 PM	33%	100%	146	214	33%	33%	17	25	43	17	45	62	0	End Dismissal 2:59 PM (Dismissal 6 - 100)
7th Dismissal 3:13 PM	3:13 PM - 3:20 PM	33%	100%	178	392	33%	33%	34	29	63	51	79	132	0	End Dismissal 3:13 PM (Dismissal 7 - 100)
8th Dismissal 3:27 PM	3:27 PM - 3:35 PM	33%	100%	438	830	33%	33%	53	28	81	104	122	214	0	End Dismissal 3:27 PM (Dismissal 8 - 100)
9th Dismissal 3:41 PM	3:41 PM - 3:50 PM	33%	100%	565	1395	33%	33%	72	27	99	176	149	313	0	End Dismissal 3:41 PM (Dismissal 9 - 100)
10th Dismissal 3:55 PM	3:55 PM - 4:05 PM	33%	100%	1345	2740	33%	33%	146	26	172	222	271	584	0	End Dismissal 3:55 PM (Dismissal 10 - 100)
Total		100%	100%	478	478	100%	100%	146	93	239	146	141	387	0	PEAK HOUR

SCHOOL PM PEAK HOUR	
TRIPS	
IN	146
OUT	104
TOTAL	250

TABLE A7

Somerset UBC Coral Gables

School Operation Plan

Grades	A / D	Students	Arrival Times (A)	Dismissal Times (D)
6th - 8th	1st	135	7:30 AM	2:30 PM
2nd - 5th	2nd	155	8:00 AM	3:00 PM
PK - 1st	3rd	146	8:30 AM	2:00 PM
Total		436		

TABLE T1
Surrogate School
AM Peak Trip Generation

School Name: Doral Academy Elementary
 Location: 2450 NW 97 Avenue, Doral FL

Date: 2/9/2010

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
7:00 AM - 7:15 AM	20	9	29	0	0	0
7:15 AM - 7:30 AM	52	24	76	0	0	0
7:30 AM - 7:45 AM	59	41	100	0	0	0
7:45 AM - 8:00 AM	77	59	136	1	0	1
8:00 AM - 8:15 AM	102	87	189	0	1	1
8:15 AM - 8:30 AM	117	109	226	0	0	0
8:30 AM - 8:45 AM	55	82	137	0	0	0
8:45 AM - 9:00 AM	0	3	3	0	0	0
Total	482	414	896	1	1	2

Surrogate School AM Peak Trip Generation Rate			
Number of Students:	798	IN	OUT
		0.441	0.424

Peak Hour

Notes:
 *Vehicles included cars and passenger vans.
 Trip Generation Rate includes buses

TABLE T2
Surrogate School
PM Peak Trip Generation

School Name: Doral Academy Elementary
 Location: 2450 NW 97 Avenue, Doral FL

Date: 2/9/2010

Time	Vehicles-In	Vehicles-Out	Total Trips	Bus-In	Bus-Out	Total Bus
1:30 PM - 1:45 PM	11	3	14	0	0	0
1:45 PM - 2:00 PM	22	6	28	0	0	0
2:00 PM - 2:15 PM	34	29	63	1	1	2
2:15 PM - 2:30 PM	18	16	34	0	0	0
2:30PM - 2:45 PM	41	12	53	0	0	0
2:45 PM - 3:00 PM	50	13	63	1	0	1
3:00 PM - 3:15 PM	46	101	147	0	1	1
3:15 PM - 3:30 PM	22	72	94	0	0	0
3:30 PM - 3:45 PM	8	34	42	0	0	0
3:45 PM - 4:00 PM	4	9	13	0	0	0
Total	256	295	551	2	2	4

Peak Hour

Surrogate School PM Trip Generation Rate			
Number of Students:	798	IN	OUT
		0.321	0.370
		TOTAL	TOTAL
		0.690	0.690 Trips/Student

Notes:
 Vehicles included cars and passenger vans.
 Trip Generation Rate includes busses

Appendix C: Trip Distribution

TABLE A5

Somerset UBC Coral Gables
 Project Quadrant Distribution - AM Peak Hour
 (TAZ 1065)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1065		UTILIZED FOR TRIP DISTRIBUTION				
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	20.32	NORTH	35.00%	NORTH	35%	43	42	85
ENE	17.80	EAST	25.73%	EAST	25%	31	29	60
SSE	2.98	SOUTH	10.00%	SOUTH	20%	25	24	49
SSW	13.11	WEST	21.44%	WEST	20%	25	24	49
WSW	10.06							
WNW	11.36							
NNW	16.17							
TOTAL	100.00		100.00%		100.00%	124	119	243

AM PEAK HOUR

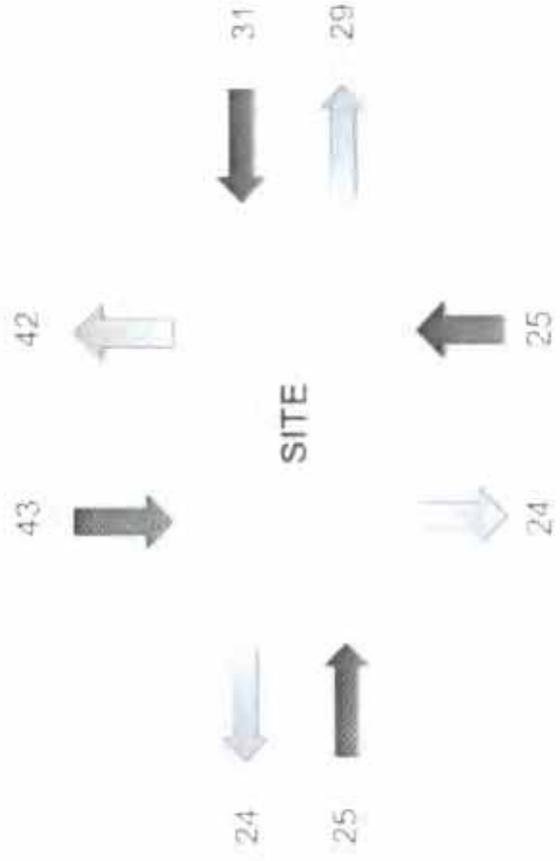


TABLE A5.1

Somerset UBC Coral Gables
Project Cardinal Distribution - AM Peak Hour
(TAZ 1065)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE	LRTP MODEL YEAR	DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2012			
NSR	21.27	17.21	20.32	26	24	50
ENE	19.83	11.11	17.80	22	21	43
ESE	8.71	5.61	7.99	10	9	19
SSE	2.64	4.09	2.98	4	4	8
SSW	12.01	16.73	13.11	16	16	32
WSW	9.95	10.41	10.76	12	12	24
WNW	10.98	12.60	11.38	14	14	28
NW	14.61	22.15	16.37	20	19	39
TOTAL	100.00	100.00	100.00	124	119	243

Note:

Based on Miami Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2005. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2012.

TABLE A5.2

AM PEAK HOUR VOLUME: IN 124 OUT 119 TOTAL 243
PERCENT: 51.03% 48.97% (Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NSR	20.32	25,250,006.7	5	21,183,273.3	5	50
ENE	17.80	21,066,213.3	2	21,179,336.7	2	43
ESE	7.99	9,905,466.67	0	9,504,333.3	0	19
SSE	2.98	3,693,333.3	4	3,442,000.0	4	8
SSW	13.11	16,250,533.3	0	15,602,916.7	0	32
WSW	10.76	12,671,093.3	2	11,998,250.0	2	24
WNW	11.38	14,099.6	14	13,541.0	14	28
NW	16.37	20,297,233.3	20	19,479,916.7	19	39
TOTAL	100.00	124	124	119	119	243

TABLE A6

Somerset UBC Coral Gables
 Project Quadrant Distribution - PM Peak Hour
 (TAZ 1065)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	TAZ 1065		UTILIZED FOR TRIP DISTRIBUTION				TOTAL
		DIRECTION	DISTRIBUTION	DIRECTION	DISTRIBUTION	IN	OUT	
ENE	20.32	NORTH	36.69%	NORTH	36%	32	36	68
ESE	17.80	EAST	25.78%	EAST	25%	23	26	49
SSW	7.90	SOUTH	15.09%	SOUTH	20%	18	21	39
WSW	2.98	WEST	21.44%	WEST	20%	18	21	39
WNW	13.11							
WSW	10.06							
WNW	11.28							
WNW	16.37							
TOTAL	100.00		100.00%		100.00%	91	104	195

PM PEAK HOUR

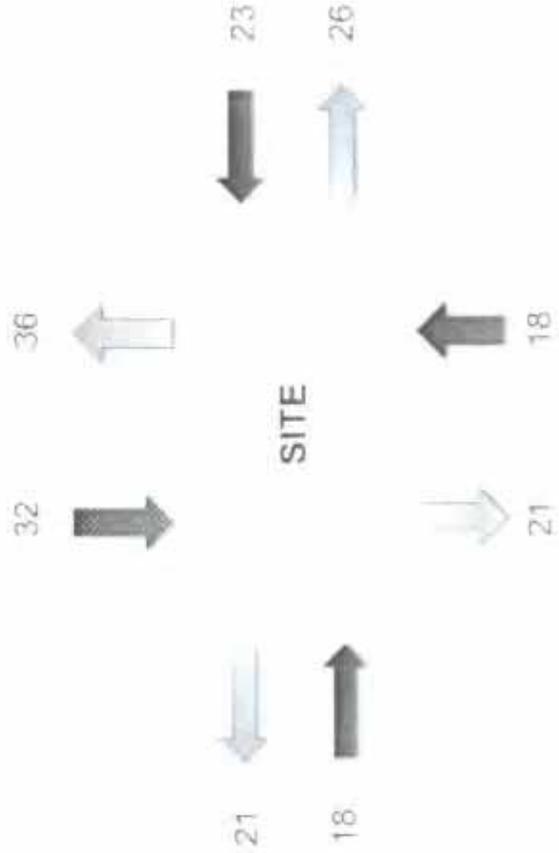


TABLE A6.1

Somerset UBC Coral Gables
Project Cardinal Distribution - PM Peak Hour
(TAZ 1065)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	
	2005	2035	2012	
NINE	21.27	17.21	20.32	19
EINE	19.83	11.11	17.60	16
ENE	8.71	5.61	7.99	7
SSE	2.64	4.09	2.98	3
SSW	12.01	16.73	11.11	12
WSW	9.95	10.41	10.06	9
WNW	10.98	12.69	11.38	10
NNW	14.61	22.15	18.37	15
TOTAL	100.00	100.00	100.00	91

Note:

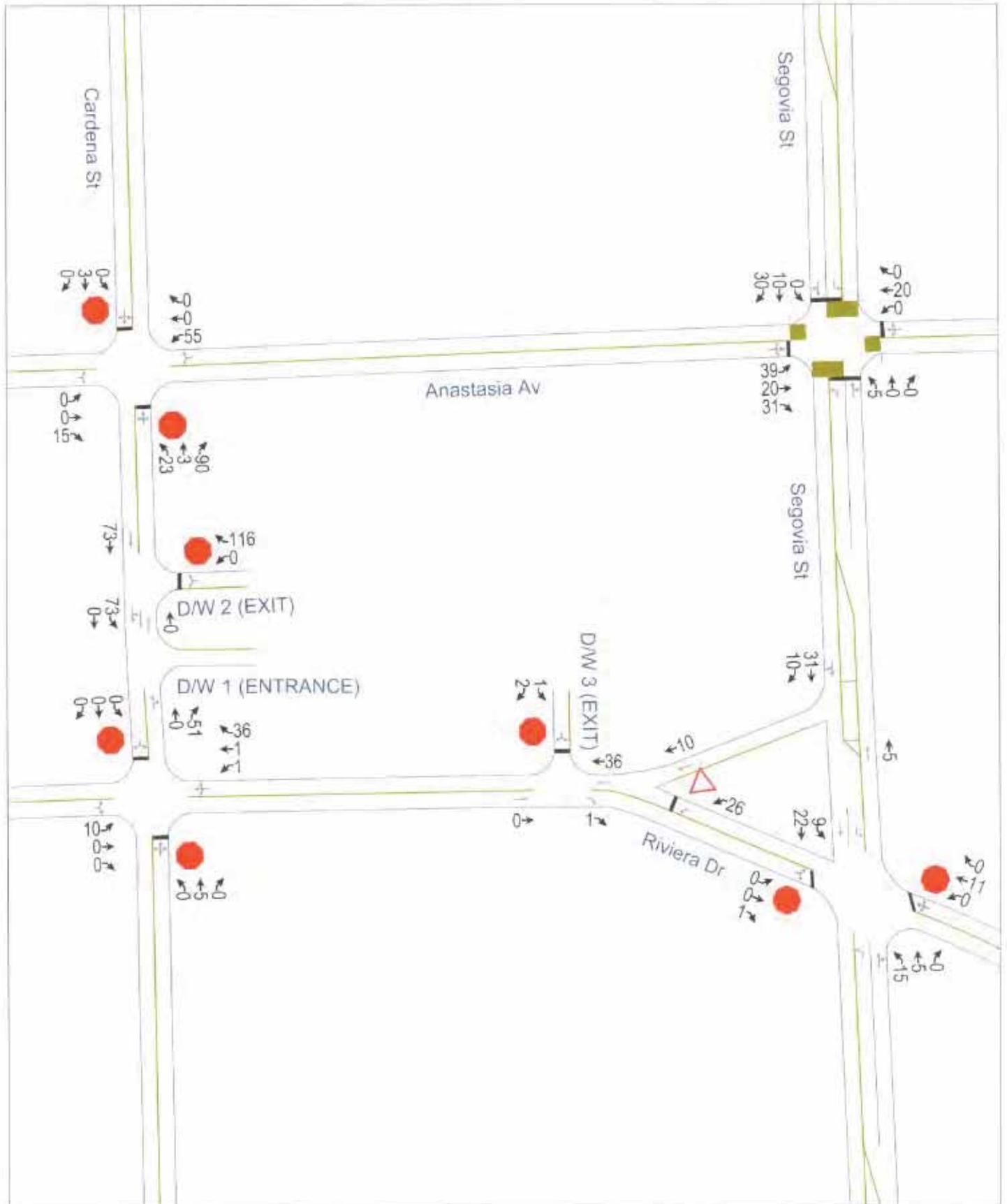
Based on Miami-Dade Transportation Plan (to Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2012.

TABLE A6.2

PM PEAK HOUR VOLUME PERCENT

IN	91	OUT	104	TOTAL	195
PERCENT	46.67%	53.33%	(Calculated)		

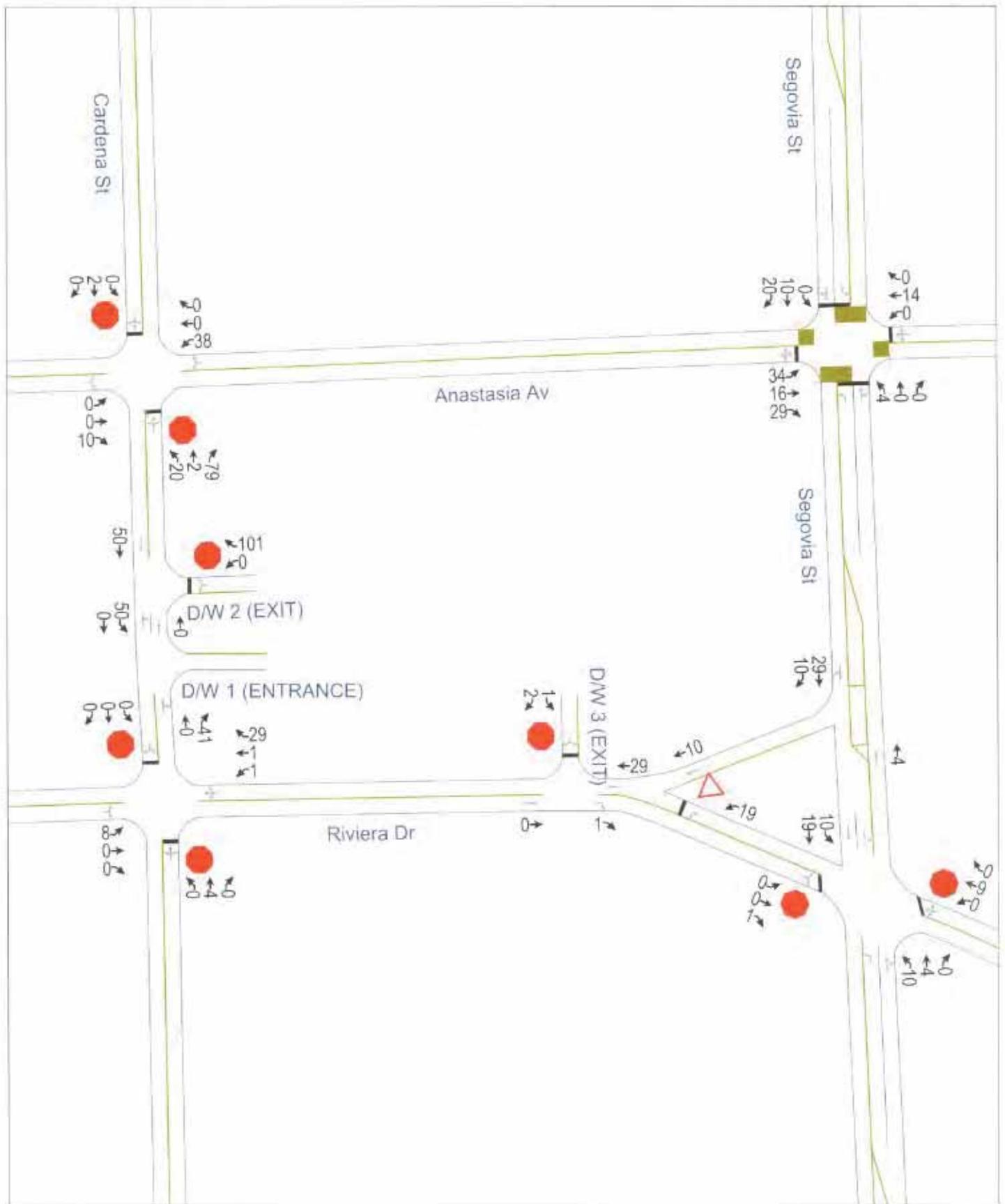
DIRECTION	DISTRIBUTION %	INGRESS				EGRESS			
		CALCULATED		USED		CALCULATED		USED	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
NINE	20.32	18.47	26.26	19	21	31.35	33.3	19	40
EINE	17.60	16.19	23.33	16	19	18.50	24.67	16	35
ENE	7.99	7.76	28.66	8	8	8.29	13.33	8	15
SSE	2.98	2.71	25.33	3	3	3.07	4.66	3	6
SSW	11.11	11.92	31.33	12	14	13.63	28.67	14	26
WSW	10.06	9.32	25.03	9	10	10.49	26.7	10	19
WNW	11.38	11.35	4.87	11	12	11.84	16	12	23
NNW	18.37	14.89	29.33	18	17	17.02	38.67	17	32
TOTAL	100.00	91	91	91	104	104	104	104	195



Somerset UBC Coral Gables

AM SITE TRAFFIC (SCENARIO B)
ALL SCHOOL TRAFFIC THROUGH ANASTASIA AV/SEGOVIA ST





Somerset UBC Coral Gables

PM SITE TRAFFIC (SCENARIO B)
ALL SCHOOL TRAFFIC THROUGH ANASTASIA AV/SEGOVIA ST



Traffic Analysis Zone (TAZ)





Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009

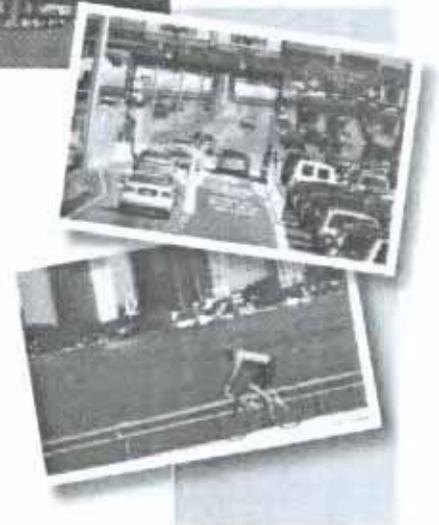
2035



Miami-Dade



Transportation Plan



Prepared by:

 **Gannett Fleming**

In association with:

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

ctilabs

Metropolitan Center at Florida International University

Strategy Solutions

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS										TOTAL
County TAZ	Regional TAZ	NBE	ENE	ESE	ESE	SSW	WSW	WRW	NRW			
1041	1741 TRIPS	1091	991	107	209	873	1709	935	1141	6402		
	PERCENT	10.44	9.47	1.01	2.00	8.11	16.64	8.97	10.78	60.62		
1042	1742 TRIPS	995	1124	235	311	840	954	932	975	6411		
	PERCENT	15.17	17.11	3.60	4.85	12.41	14.54	14.24	14.77	97.52		
1043	1743 TRIPS	740	917	171	158	54	166	431	371	4498		
	PERCENT	16.53	20.54	3.82	3.52	1.20	3.71	9.60	8.24	98.54		
1044	1744 TRIPS	961	639	39	83	382	721	441	934	6711		
	PERCENT	20.75	14.4	0.87	1.85	8.59	16.00	9.80	21.24	149.54		
1045	1745 TRIPS	854	909	98	133	475	393	757	1000	6712		
	PERCENT	18.55	19.91	2.18	2.93	10.41	8.60	16.50	21.80	145.54		
1046	1746 TRIPS	668	692	48	707	269	328	479	517	4581		
	PERCENT	15	15.73	1.14	15.73	6.07	7.51	10.69	11.73	100.54		
1047	1747 TRIPS	440	637	136	58	446	437	548	681	4714		
	PERCENT	17.91	25.78	5.6	1.84	18.66	17.46	21.78	27.28	100.54		
1048	1748 TRIPS	895	875	176	87	277	684	613	509	4711		
	PERCENT	21.12	21.28	4.48	2.17	6.96	17.44	15.63	12.98	100.54		
1049	1749 TRIPS	768	739	207	87	383	828	634	937	6726		
	PERCENT	16.07	15.44	4.45	1.82	8.07	17.91	13.41	19.61	100.54		
1050	1750 TRIPS	131	48	3	19	14	100	94	85	547		
	PERCENT	23.53	8.75	0.52	3.54	2.54	18.52	17.5	15.45	100.54		
1051	1751 TRIPS	340	173	17	41	49	174	199	209	1000		
	PERCENT	26.78	13.73	1.33	3.19	3.79	13.41	15.7	16.04	100.54		
1052	1752 TRIPS	2952	166	35	56	483	2636	2004	2004	11436		
	PERCENT	26.27	1.51	0.31	0.48	4.21	23.46	17.61	17.44	100.54		
1053	1753 TRIPS	1231	434	52	1	199	111	87	1070	4549		
	PERCENT	24.57	8.7	1.04	0.02	3.99	22.35	17.54	21.41	100.54		
1054	1754 TRIPS	1409	636	98	1	714	1004	1107	1067	6798		
	PERCENT	23.06	10.89	1.61	0.01	10.07	16.71	18.71	18.27	100.54		
1055	1755 TRIPS	1126	743	120	15	503	1191	807	1045	6650		
	PERCENT	19.03	12.55	2.11	0.21	8.74	21.39	13.35	18.5	100.54		
1056	1756 TRIPS	670	748	46	63	517	1011	733	795	4711		
	PERCENT	18.47	20.58	1.28	1.74	13.78	27.38	19.51	21.51	100.54		
1057	1757 TRIPS	1334	1171	205	137	793	1401	1060	1250	7511		
	PERCENT	17.7	15.74	2.71	1.82	9.87	18.51	14.19	16.54	100.54		
1058	1758 TRIPS	1722	1481	380	566	1434	1647	1877	2067	11014		
	PERCENT	79	67.45	17.54	25.14	63.02	73.79	83.89	93.19	100.54		
1059	1759 TRIPS	1911	1641	555	832	1029	2601	1470	1910	11011		
	PERCENT	14.54	12.56	4.27	6.01	7.59	19.79	11.08	14.1	100.54		
1060	1760 TRIPS	830	854	367	258	741	1013	683	987	6726		
	PERCENT	13.46	13.89	5.71	4.05	11.09	15.21	10.17	14.7	100.54		
1061	1761 TRIPS	2411	1795	636	371	2351	2709	1677	2417	14381		
	PERCENT	17.17	12.79	4.61	2.71	16.9	19.87	12.19	17.41	100.54		
1062	1762 TRIPS	1200	1375	336	203	1043	1265	813	1147	7350		
	PERCENT	17.07	19.47	4.81	2.88	14.81	17.79	11.19	16.27	100.54		
1063	1763 TRIPS	541	1248	375	154	34	357	377	377	4981		
	PERCENT	11.7	27.19	8.08	3.37	0.73	7.57	8.00	8.00	100.54		
1064	1764 TRIPS	971	1796	316	444	861	1015	684	1044	6881		
	PERCENT	14.76	26.84	4.61	6.54	12.51	14.9	10.05	15.07	100.54		
1065	1765 TRIPS	620	579	224	77	336	293	320	420	4711		
	PERCENT	13.37	12.41	4.77	1.64	7.18	6.21	6.78	8.91	100.54		
1066	1766 TRIPS	801	581	217	156	508	533	406	516	4711		
	PERCENT	16.71	12.4	4.52	3.31	10.79	11.11	8.41	10.78	100.54		
1067	1767 TRIPS	177	661	210	18	277	328	271	351	2494		
	PERCENT	3.71	14.17	4.42	0.38	5.87	7.00	5.61	7.39	100.54		
1068	1768 TRIPS	974	834	319	93	441	547	688	770	7504		
	PERCENT	16.56	14.5	5.54	1.76	7.59	9.47	11.89	13.91	100.54		
1069	1769 TRIPS	979	449	93	137	735	530	530	530	4716		
	PERCENT	16.54	10.37	1.94	2.97	15.37	11.11	11.11	11.11	100.54		
1070	1770 TRIPS	8124	2070	1999	0	1086	1414	1111	678	1700		
	PERCENT	20.55	5.36	5.25	0	2.81	3.61	2.88	1.74	100.54		
1071	1771 TRIPS	1077	908	111	0	1039	1040	708	470	4439		
	PERCENT	21.87	18.7	2.31	0	21.37	21.37	15.29	9.69	100.54		
1072	1772 TRIPS	760	232	11	0	150	320	371	724	2824		
	PERCENT	17.07	5.25	0.25	0	3.41	7.51	8.71	16.44	100.54		
1073	1773 TRIPS	401	401	7	16	47	111	140	401	1000		

Appendix D: Signal Timing, Growth Rate & Adjustment Factors

Timings

Existing AM Peak Hour TMCs

1 Anastasia Av & Segovia St

Somerset UBC Coral Gables

	↖	→	↙	←	↘	↑	↗	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		⇄		⇄		⇄		⇄
Volume (vph)	41	27	10	46	4	341	4	174
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	20.5	20.5	20.5	20.5
Total Split (s)	20.0	20.0	20.0	20.0	39.0	39.0	39.0	39.0
Total Split (%)	33.9%	33.9%	33.9%	33.9%	66.1%	66.1%	66.1%	66.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.8		8.8		41.2		41.2
Actuated g/C Ratio		0.15		0.15		0.70		0.70
v/c Ratio		0.49		0.28		0.17		0.10
Control Delay		21.1		22.0		3.7		3.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		21.1		22.0		3.7		3.3
LOS		C		C		A		A
Approach Delay		21.1		22.0		3.7		3.3
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 59

Actuated Cycle Length: 59

Offset: 0 (0%) Referenced to phase 2/NBTL and 6/SBTL: Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization: 32.3%

ICU Level of Service: A

Analysis Period (min): 15

Splits and Phases: 1 Anastasia Av & Segovia St



Timings

Existing PM Peak Hour TMCs

1 Anastasia Av & Segovia St

Somerset UBC Coral Gables

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	31	19	8	62	12	277	7	229
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	20.5	20.5	20.5	20.5
Total Split (s)	20.0	20.0	20.0	20.0	39.0	39.0	39.0	39.0
Total Split (%)	33.9%	33.9%	33.9%	33.9%	66.1%	66.1%	66.1%	66.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)		8.2		8.2		41.8		41.8
Actuated g/C Ratio		0.14		0.14		0.71		0.71
v/c Ratio		0.40		0.37		0.15		0.12
Control Delay		19.3		24.0		3.2		3.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		19.3		24.0		3.2		3.1
LOS		B		C		A		A
Approach Delay		19.3		24.0		3.2		3.1
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 59

Actuated Cycle Length: 59

Offset: 0 (0%) Referenced to phase 2.NBTL and 6.SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 7.5

Intersection Capacity Utilization: 35.9%

Analysis Period (min): 15

Intersection LOS: A

ICU Level of Service: A

Splits and Phases: 1 Anastasia Av & Segovia St



MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 6033
 Signal Location: ANASTASIA AVE Y SEGOVIA ST
 Analysis Period: (AM) / (PM) (Circle One)
 Local Time of Day Schedule: _____ Plan
 Local Time of Day Function: _____ Setting (Blank or Number#)

Signal Settings: _____
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 59 seconds

PHASE	φ1	φ2		
				
G(w)	7	-		
G(f)	10	-		
G(g)	18	15		
G(total)	35	15		
Y	4	4		
R	-	1		
SPLIT	39	20		



TOD Schedule Report for 6033: Anastasia & Segovia St

Active Phase Bank: Phase Bank

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0
2	7 - 7 - 7	10 - 10 - 10	23 - 23 - 23	2.5 - 2.5 - 2.5	35 - 35 - 35	0 - 0 - 0	4 - 4 - 4	0 - 0 - 0
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0
4	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	7.5 - 7.5 - 7.5	15 - 15 - 15	0 - 0 - 0	4 - 4 - 4	0 - 0 - 0
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0
6	7 - 7 - 7	10 - 10 - 10	23 - 23 - 23	2.5 - 2.5 - 2.5	35 - 35 - 35	0 - 0 - 0	4 - 4 - 4	0 - 0 - 0
7	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0
8	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	7.5 - 7.5 - 7.5	15 - 15 - 15	0 - 0 - 0	4 - 4 - 4	0 - 0 - 0

Last In Service Date:

Permitted Phases

Default: 13345678
 External Permit 0: -2-4-6-8
 External Permit 1: _____
 External Permit 2: _____

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			S(0)	S(0)	S(0)	W(0)	S(0)	S(0)	S(0)	S(0)	1(0)	1(0)

Local TOD Schedule

Time	Plan	DOW
0500	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

* Settings

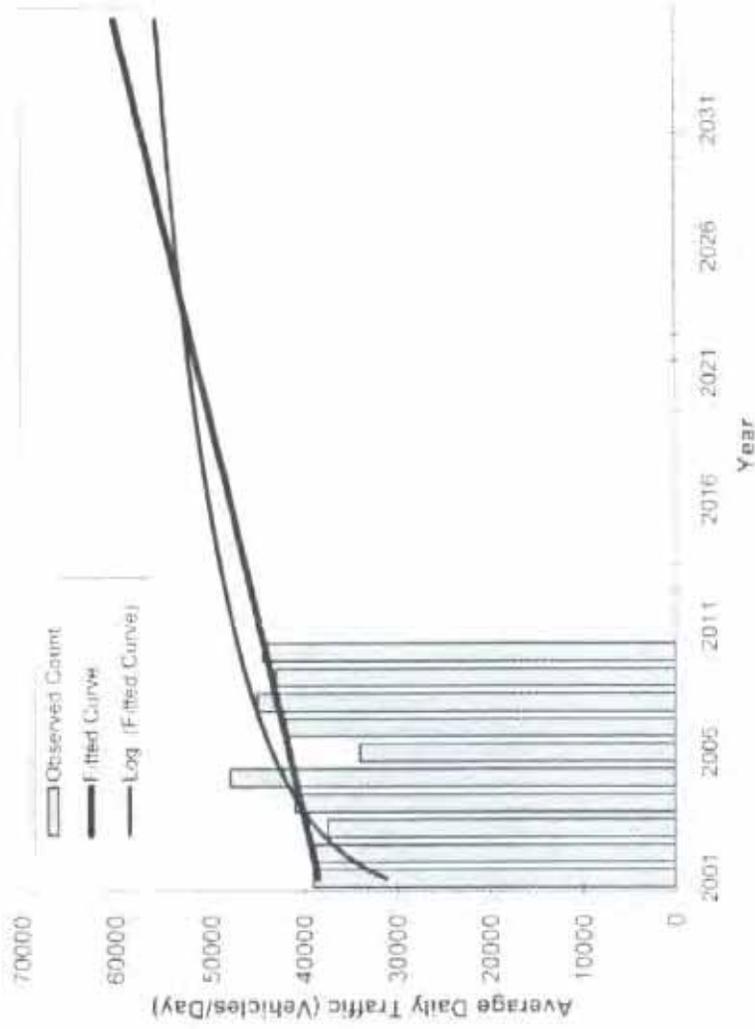
Blank - FREE - Phase Bank 1	Max 1
Blank - Plan - Phase Bank 1	Max 2
1 - Phase Bank 2	Max 1
2 - Phase Bank 2	Max 2
3 - Phase Bank 3	Max 1
4 - Phase Bank 3	Max 2
5 - EXTERNAL PERMIT 1	
6 - EXTERNAL PERMIT 2	
7 - X-RED OMIT	
8 - TBA	

Traffic Trends - V2.0

SR 953/LEJEUNE RD -- 200' S CORAL WAY/ISR 972

PIN#	973215-1
Location	1

County	Miami (97)
Station #	6024
Highway	SR 953/LEJEUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2001	39000	38500
2002	39000	39100
2003	37500	39700
2004	41000	40400
2005	48000	41000
2006	34000	41600
2007	42000	42200
2008	45000	42900
2009	43000	43500
2010	44500	44100

2011 Opening Year Trend	
2011	N/A 44800
2012 Mid-Year Trend	
2012	N/A 45400
2013 Design Year Trend	
2013	N/A 45000
TRANPLAN Forecasts/Trends	

** Annual Trend Increase:	630
Trend R-squared:	21.70%
Trend Annual Historic Growth Rate:	1.62%
Trend Growth Rate (2010 to Design Year):	1.44%
Printed:	19-Jul-11

Straight Line Growth Option

*Axle-Adjusted

TABLE A8
 Somerset UBC Coral Gables
 MPO Based Growth Rate

TAZ	1065	Total Trips	Total Growth	Number of Years	Growth / Yr	Growth Rate
Year						
2005		2,915	774	30	25.8	0.79%
2035		3,689				

2011 PEAK SEASON FACTOR CATEGORY REPORT. REPORT TYPE: WAD
 CATEGORY: RTD. MIAMI-DADE 2011

WEEK	DATE	DB	NOSE PCCF
1	01/01/2010 - 01/05/2010	1.00	1.00
2	01/08/2010 - 01/12/2010	1.00	1.00
3	01/15/2010 - 01/19/2010	1.00	1.00
4	01/22/2010 - 01/26/2010	1.00	1.00
5	01/29/2010 - 02/02/2010	1.00	1.00
6	02/05/2010 - 02/09/2010	1.00	1.00
7	02/12/2010 - 02/16/2010	1.00	1.00
8	02/19/2010 - 02/23/2010	1.00	1.00
9	02/26/2010 - 03/01/2010	1.00	1.00
10	03/04/2010 - 03/08/2010	1.00	1.00
11	03/11/2010 - 03/15/2010	1.00	1.00
12	03/18/2010 - 03/22/2010	1.00	1.00
13	03/25/2010 - 03/29/2010	1.00	1.00
14	04/01/2010 - 04/05/2010	1.00	1.00
15	04/08/2010 - 04/12/2010	1.00	1.00
16	04/15/2010 - 04/19/2010	1.00	1.00
17	04/22/2010 - 04/26/2010	1.00	1.00
18	04/29/2010 - 05/03/2010	1.00	1.00
19	05/06/2010 - 05/10/2010	1.00	1.00
20	05/13/2010 - 05/17/2010	1.00	1.00
21	05/20/2010 - 05/24/2010	1.00	1.00
22	05/27/2010 - 06/01/2010	1.00	1.00
23	06/04/2010 - 06/08/2010	1.00	1.00
24	06/11/2010 - 06/15/2010	1.00	1.00
25	06/18/2010 - 06/22/2010	1.00	1.00
26	06/25/2010 - 06/29/2010	1.00	1.00
27	07/02/2010 - 07/06/2010	1.00	1.00
28	07/09/2010 - 07/13/2010	1.00	1.00
29	07/16/2010 - 07/20/2010	1.00	1.00
30	07/23/2010 - 07/27/2010	1.00	1.00
31	07/30/2010 - 08/03/2010	0.99	1.00
32	08/06/2010 - 08/10/2010	0.99	1.00
33	08/13/2010 - 08/17/2010	0.99	1.00
34	08/20/2010 - 08/24/2010	0.99	1.00
35	08/27/2010 - 09/01/2010	0.99	1.00
36	09/04/2010 - 09/08/2010	0.99	1.00
37	09/11/2010 - 09/15/2010	0.99	1.00
38	09/18/2010 - 09/22/2010	0.99	1.00
39	09/25/2010 - 09/29/2010	0.99	1.00
40	10/02/2010 - 10/06/2010	0.99	1.00
41	10/09/2010 - 10/13/2010	0.99	1.00
42	10/16/2010 - 10/20/2010	0.99	1.00
43	10/23/2010 - 10/27/2010	0.99	1.00
44	10/30/2010 - 11/03/2010	0.99	1.00
45	11/06/2010 - 11/10/2010	0.99	1.00
46	11/13/2010 - 11/17/2010	0.99	1.00
47	11/20/2010 - 11/24/2010	0.99	1.00
48	11/27/2010 - 12/01/2010	0.99	1.00
49	12/04/2010 - 12/08/2010	1.00	1.00
50	12/11/2010 - 12/15/2010	1.00	1.00
51	12/18/2010 - 12/22/2010	1.00	1.00
52	12/25/2010 - 12/29/2010	1.00	1.00
53	12/31/2010	1.00	1.00

* PEAK SEASON

06 Feb 2011 13:45:37

REPORT: 1,1,1,1 4_401_000000000000

Appendix E: Traffic Counts (TMC's)

TABLE: A8

Somerset UBC Coral Gables

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR. COUNT	Data of Count	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUNND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/ Project Traffic	Site Traffic (SCENARIO A)	Site Traffic (SCENARIO B)	Total Traffic (PROPOSED) (SCENARIO A)	Total Traffic (PROPOSED) (SCENARIO B)			
1		2	3	4	5	6	7	8	9	10	11	12	13	14			
1	Segovia Street & Anastasia Avenue	SOUTHBOUND	SBR	10	Thursday, May 20, 2010	0.842	1.01	10	0	10	30	56	40	66			
			SBT	172			1.01	174	5	179	10	189	179				
			SBL	4			1.01	4	0	4	0	4	4				
			TOTAL	186			188	5	193	40	233	249					
		WESTBOUND	WBR	7			1.01	7	0	7	0	7	7	7	7	7	7
			WBT	46			1.01	46	1	48	20	68	68				
			WBL	19			1.01	19	0	19	0	19	19				
			TOTAL	63			64	2	65	20	85	85					
		NORTHBOUND	NBR	1			1.01	1	0	1	0	1	1	1	1	1	1
			NBT	338			1.01	341	10	351	0	351	351				
			NBL	4			1.01	4	0	4	5	9	52				
			TOTAL	343			346	10	356	5	361	404					
		EASTBOUND	EBR	42			1.01	42	1	44	31	75	89				
			EBT	27			1.01	27	1	28	20	48	48				
EBL	41		1.01	41	1	43	39	82	97								
TOTAL	110		111	3	114	90	204	233									
	TOTAL			702			709	21	730	155	243	885	973				
2	Segovia Street & University Court	SOUTHBOUND	SBR	6	Thursday, May 20, 2010	0.816	1.01	6	0	6	10	16	16	6			
			SBT	218			1.01	220	6	227	31	258	272				
			SBL	0			1.01	0	0	0	0	0	0				
			TOTAL	224			226	7	233	41	274	278					
		WESTBOUND	WBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBT	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBL	0			1.01	0	0	0	0	0	0	0	0	0	0
			TOTAL	0			0	0	0	0	0	0	0				
		NORTHBOUND	NBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			NBT	329			1.01	332	10	342	5	347	390				
			NBL	1			1.01	1	0	1	0	1	1				
			TOTAL	330			333	10	343	5	347	390					
		EASTBOUND	EBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			EBT	0			1.01	0	0	0	0	0	0	0	0	0	0
EBL	14		1.01	14	0	15	0	15	0								
TOTAL	14		14	0	15	0	15	0	0								
	TOTAL			568			574	17	590	46	93	621	668				

TABLE: A9

Somerset UBC Coral Gables

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	Date of Count	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/o Project Traffic	Site Traffic (VPH) (SCENARIO A)	Site Traffic (VPH) (SCENARIO B)	Total Traffic (VPH) (PROPOSED) (SCENARIO A)	Total Traffic (VPH) (PROPOSED) (SCENARIO B)			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		
3	Segovia Street & Riviera Drive	SOUTHBOUND	SBR	0	Thursday, May 20, 2010	0.864	1.01	0	0	0	0	0	0	0	0		
			SBT	156			1.01	168	5	173	22	56	195	209			
			SBL	52			1.01	53	2	54	9	8	63	63			
		TOTAL	218	220			6	227	31	45	258	272					
		WESTBOUND	WBR	41			1.01	41	1	43	0	11	43	43	43	43	54
			WBT	20			1.01	20	1	21	2	11	32	21	2	2	21
			WBL	2			1.01	2	0	2	0	0	2	0	0	0	2
		TOTAL	63	64			2	65	11	11	11	76	76	76	76	76	
		NORTHBOUND	NBR	1			1.01	1	0	1	0	0	1	0	0	0	1
			NBT	289			1.01	292	8	300	5	37	305	337	337	337	
NBL	4		1.01	4	0	5	15	0	20	5	5	5					
TOTAL	294	297	9	307	20	37	37	327	344								
EASTBOUND	EBR	15	1.01	15	0	16	1	0	17	16	16	16					
	EBT	103	1.01	104	3	107	0	0	107	107	107	107					
	EBL	0	1.01	0	0	15	0	0	15	15	15	15					
TOTAL	118	119	3	137	1	1	0	138	137								
TOTAL	693	700	20	736	63	93	799	829									
4	Cardena Street & Anastasia Avenue	SOUTHBOUND	SBR	0	Thursday, May 20, 2010	0.924	1.01	0	0	0	0	0	0	0	0		
			SBT	0			1.01	0	0	3	0	3	0	0			
			SBL	0			1.01	0	0	0	0	0	0	0			
		TOTAL	0	0			0	0	3	0	3	0	0				
		WESTBOUND	WBR	4			1.01	4	0	4	0	0	4	4	4	4	
			WBT	59			1.01	60	2	61	0	0	61	61	61	61	
			WBL	1			1.01	1	0	1	55	124	56	124	125		
		TOTAL	64	65			2	67	55	124	122	191					
		NORTHBOUND	NBR	1			1.01	1	0	1	0	0	1	1	1	1	
			NBT	1			1.01	1	0	1	3	4	4	4	4		
NBL	0		1.01	0	0	23	0	23	0	23	0						
TOTAL	2	2	0	2	116	119	118	121									
EASTBOUND	EBR	1	1.01	1	0	1	15	16	1	16	1						
	EBT	101	1.01	102	3	105	0	0	105	105	105						
	EBL	2	1.01	2	0	2	0	2	2	2	2						
TOTAL	104	105	3	108	15	15	0	123	108								
TOTAL	170	172	5	177	189	243	366	420									

TABLE: A9
Somerset UBC Coral Gables
INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	Date of Count	PHF	SF	AM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/o Project Traffic	Site Traffic (SCENARIO A)	Site Traffic (VPH) (SCENARIO B)	Total Traffic (VPH) (PROPOSED) (SCENARIO A)	Total Traffic (VPH) (PROPOSED) (SCENARIO B)			
5	Cardena Street & Riviera Drive	SOUTHBOUND	SBR	2	May 20, 2010	0.888	1.01	2	0	2	0	0	2	2			
			SBT	0			1.01	0	0	0	0	0	0	0			
			SBL	1			1.01	1	0	1	0	1	0	1	1		
		TOTAL	3								3	0	3	0	3	3	
		WESTBOUND	WBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBT	25			1.01	25	1	25	1	25	1	26	1	27	26
			WBL	0			1.01	0	0	0	0	0	0	0	0	0	0
		TOTAL	25								25	1	26	1	27	26	
		NORTHBOUND	NBR	2			1.01	2	0	2	0	2	0	2	0	2	2
			NBT	1			1.01	1	0	1	0	1	0	1	0	1	1
			NBL	1			1.01	1	0	1	0	1	0	1	0	1	1
		TOTAL	4								4	0	4	0	4	4	
		EASTBOUND	EBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			EBT	133			1.01	133	4	134	0	134	4	138	0	138	138
			EBL	2			1.01	2	0	2	0	2	0	2	0	2	2
TOTAL	135						136	4	140	10	150	140					
TOTAL	167						169	5	174	53	0	227	174				

- Notes: 1. Intersection Name
2. Intersection Approach
3. Intersection Approach Movement
4. TMC data provided by RGA, Inc.
5. Date of Count
6. Peak Hour Factor
7. Seasonal Factor obtained from FDOT
8. Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS)
9. A 1.44 percent background growth was utilized with a project build-out of 2 years
10. Net Traffic = Peak Seasonally Adjusted TMC + Background
11,12. Site traffic assignment
13,14. Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

TABLE: A10
Somerset UBC Coral Gables

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

INTERSECTION NO	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	Date of Count	PHF	SF	PM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/g Project Traffic	Site Traffic (VPH) (SCENARIO A)	Site Traffic (VPH) (SCENARIO B)	Total Traffic (VPH) (PROPOSED) (SCENARIO A)	Total Traffic (VPH) (PROPOSED) (SCENARIO B)			
		2	3	4	5	6	7	8	9	10	11	12	13	14			
1	Segovia Street & Anastasia Avenue	SOUTHBOUND	SBR	10	Thursday, May 20, 2010	0.837	1.01	10	0	10	20	41	30	51			
			SBT	227			1.01	229	7	236	10	0	245	236			
			SBL	7			1.01	7	0	7	0	0	7	7			
		TOTAL	244	246			7	254	30	41	284	295					
		WESTBOUND	WBR	10			1.01	10	0	10	0	10	0	0	10	10	10
			WBT	51			1.01	52	2	63	14	14	77	77	77	77	77
			WBL	8			1.01	8	0	8	0	8	8	8	8	8	8
		TOTAL	79	80			2	82	14	14	96	96					
		NORTHBOUND	NBR	9			1.01	9	0	9	0	9	0	0	0	9	9
			NBT	274			1.01	277	8	285	0	0	285	0	0	285	285
			NBL	12			1.01	12	0	12	4	4	16	16	16	16	16
		TOTAL	295	298			9	307	4	311	343	343					
		EASTBOUND	EBR	36			1.01	36	1	37	29	40	66	66	66	66	66
			EBT	19			1.01	19	1	20	16	17	37	37	37	37	37
EBL	31		1.01	31	1	32	34	47	66	66	66	66	66				
TOTAL	86	87	3	89	79	104	188	193									
TOTAL	704	711	21	732	127	195	859	927									
2	Segovia Street & University Court	SOUTHBOUND	SBR	14	Thursday, May 20, 2010	0.842	1.01	14	0	16	10	0	26	16			
			SBT	257			1.01	260	8	267	29	40	296	307			
			SBL	0			1.01	0	0	0	0	0	0	0			
		TOTAL	271	274			8	283	39	40	322	323					
		WESTBOUND	WBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBT	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBL	0			1.01	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0			0	0	0	0	0	0	0	0	0	0	
		NORTHBOUND	NBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			NBT	263			1.01	266	8	294	4	36	298	330	330	330	330
			NBL	3			1.01	3	0	3	0	0	3	0	0	0	0
		TOTAL	286	289			8	297	4	35	298	330					
		EASTBOUND	EBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			EBT	0			1.01	0	0	0	0	0	0	0	0	0	0
EBL	12		1.01	12	0	12	0	0	12	0	0	0	0				
TOTAL	12	12	0	12	0	0	0	12	0	0	0	0					
TOTAL	569	575	17	592	43	76	620	653									

TABLE: A10

Somerset UBC Coral Gables

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

INTERSECTION NO	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	Date of Count	PHF	SF	PM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/ Project Traffic	Site Traffic (VPH) (SCENARIO A)	Site Traffic (VPH) (SCENARIO B)	Total Traffic (VPH) (PROPOSED) (SCENARIO A)	Total Traffic (VPH) (PROPOSED) (SCENARIO B)			
3	Segovia Street & Riviera Drive	SOUTHBOUND	SBR	1	Thursday May 20 2010	0.908	1.01	1	0	1	0	0	0	0			
			SBT	171			1.01	173	5	178	19	197	209				
			SBL	85			1.01	86	2	88	10	98	97				
			TOTAL	257			260	8	267	29	40	295	306				
		WESTBOUND	WBR	87			1.01	88	3	90	0	90	99				
			WBT	31			1.01	31	1	32	9	41	32				
			WBL	4			1.01	4	0	4	0	4	4				
			TOTAL	122			123	4	127	9	9	136	136				
		NORTHBOUND	NBR	5			1.01	5	0	5	0	5	5				
			NBT	192			1.01	194	6	200	4	204	227				
NBL	1		1.01	1	0	1	10	11	4								
TOTAL	198		200	6	209	14	27	223	236								
EASTBOUND	EBR	5	1.01	5	0	5	1	6	5								
	EBT	35	1.01	35	1	36	0	36	36								
	EBL	0	1.01	0	0	12	0	12	12								
	TOTAL	40	40	1	54	1	0	55	54								
	TOTAL			617			623	18	657	53	76	709	732				
4	Cardena Street & Anastasia Avenue	SOUTHBOUND	SBR	0	Thursday May 20 2010	0.824	1.01	0	0	0	0	0	0	0			
			SBT	1			1.01	1	0	1	2	3	1				
			SBL	1			1.01	1	0	1	0	1	1				
			TOTAL	2			2	0	2	2	4	2	2				
		WESTBOUND	WBR	0			1.01	0	0	0	0	0	0	0	0	0	0
			WBT	87			1.01	88	3	90	0	90	90	90			
			WBL	2			1.01	2	0	2	38	40	40	93			
			TOTAL	89			90	3	92	38	91	130	183				
		NORTHBOUND	NBR	6			1.01	6	0	6	79	85	110				
			NBT	1			1.01	1	0	1	2	3	1				
NBL	1		1.01	1	0	1	20	21	1								
TOTAL	8		8	0	8	101	104	109	112								
EASTBOUND	EBR	2	1.01	2	0	2	10	12	2								
	EBT	72	1.01	73	2	75	0	75	75								
	EBL	5	1.01	5	0	5	0	5	5								
	TOTAL	79	80	2	82	10	0	92	82								
	TOTAL			178			180	5	185	151	195	336	380				

TABLE: A10
Somerset UBC Coral Gables
INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

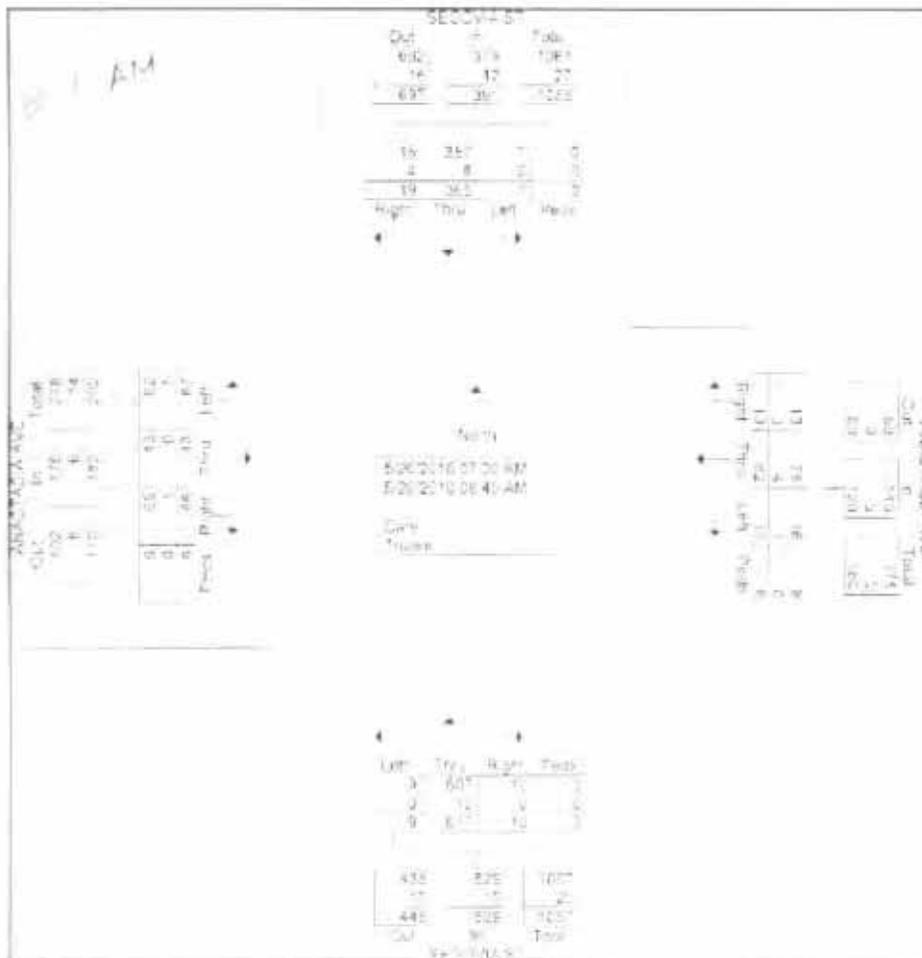
INTERSECTION NO	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR. COUNT	Date of Count	PHF	SF	PM PEAK SEASONAL ADJUSTMENT (EXISTING)	BACKGROUND GROWTH @ 1.44% FOR 2 YEARS	Net Traffic w/o Project Traffic	Site Traffic (VPH) (SCENARIO A)	Site Traffic (VPH) (SCENARIO B)	Total Traffic (VPH) (PROPOSED) (SCENARIO A)	Total Traffic (VPH) (PROPOSED) (SCENARIO B)				
		1	2	3	4	5	6	7	8	9	10	11	12	13	14			
5	Cardena Street & Riviera Drive		SBR	2	Thursday, May 20, 2010	0.833	1.01	2	0	2	0	0	0	2	2			
			SBT	2			1.01	2	0	2	0	0	2	0	0	2	2	
			SBL	1			1.01	1	0	1	0	0	1	0	0	1	1	1
			TOTAL	5										5	0	0	5	5
			WBR	2			1.01	2	0	2	29	1	49	1	0	0	50	49
			WBT	47			1.01	47	1	1	1	1	1	1	0	0	2	1
			WBL	1			1.01	1	0	1	1	1	1	1	0	0	2	1
			TOTAL	50										52	31	0	83	52
			NBR	1			1.01	1	0	1	0	1	1	0	0	0	1	1
			NBT	2			1.01	2	0	2	4	2	2	4	0	0	6	2
			NBL	1			1.01	1	0	1	0	1	1	0	0	0	1	1
			TOTAL	4										4	4	0	8	4
			EBR	3			1.01	3	0	3	0	3	3	3	0	0	3	3
			EBT	53			1.01	54	2	55	0	55	55	55	0	0	55	55
EBL	3	1.01	3	0	3	8	3	8	8	0	0	11	3					
TOTAL	59							60	2	61	8	69	51					
TOTAL	118							119	3	123	43	0	166	123				

- Notes
- 1 Intersection Name
 - 2 Intersection Approach
 - 3 Intersection Approach Movement
 - 4 TMC data provided by RGA, Inc.
 - 5 Date of Count
 - 6 Peak Hour Factor
 - 7 Seasonal Factor obtained from FDOT
 - 8 Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS)
 - 9 A 1.44 percent background growth was utilized with a project build-out of 2 years.
 - 10 Net Traffic = Peak Seasonally Adjusted TMC + Background
 - 11,12 Site traffic assignment
 - 13, 14 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

File Name: SEGOVIA ST & ANASTASIA AV AM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 1

Groups Printed- Cars - Trucks

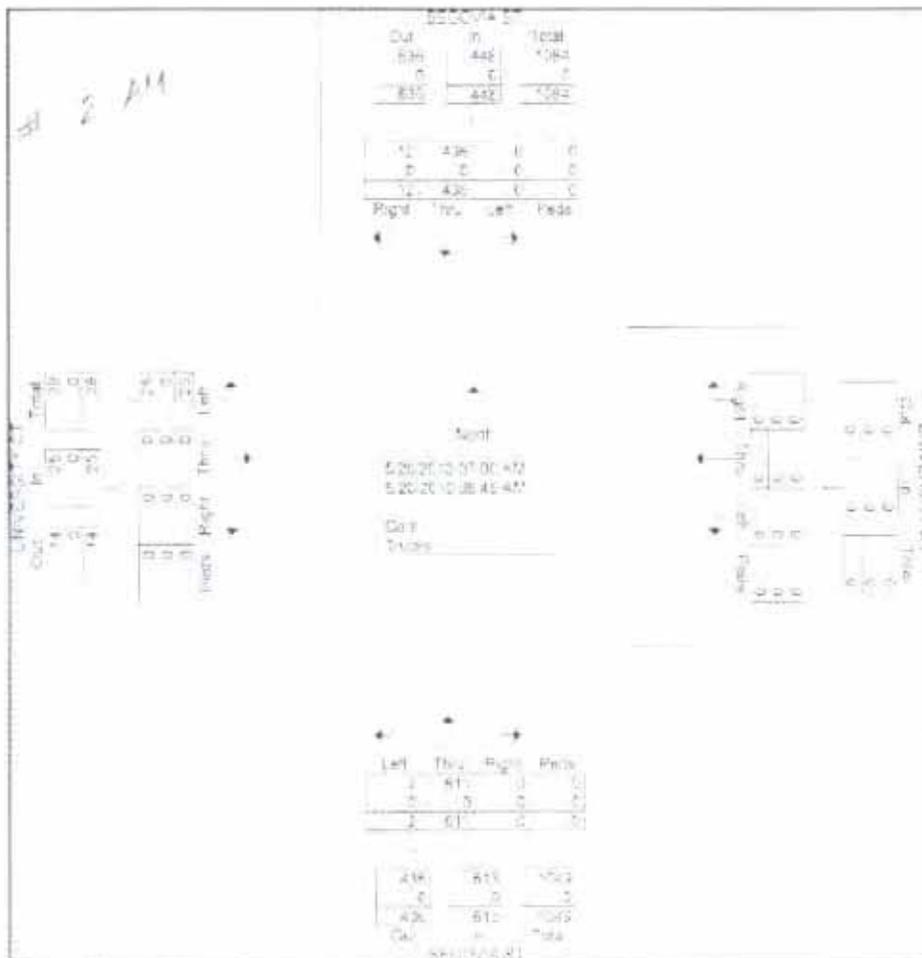
Start Time	SEGOVIA ST Southbound					ANASTASIA AVE Westbound					SEGOVIA ST Northbound					ANASTASIA AVE Eastbound					
	Right	Thru	Left	Feet	Wt	Right	Thru	Left	Feet	Wt	Right	Thru	Left	Feet	Wt	Right	Thru	Left	Feet	Wt	
07:00 AM	2	67	0	0	54	4	5	0	1	10	3	50	1	0	60	8	0	2	1	11	145
07:15 AM	3	58	1	0	52	6	9	3	0	12	3	51	1	2	57	6	4	7	2	19	190
07:30 AM	1	34	1	0	36	1	11	1	2	15	2	65	1	1	72	5	0	4	1	15	138
07:45 AM	3	39	1	0	43	1	13	3	1	16	1	65	0	0	67	5	7	13	1	20	152
Total	9	193	3	0	205	12	38	7	4	53	9	277	3	3	256	24	16	26	5	71	625
08:00 AM	3	25	0	0	26	1	15	2	2	21	0	50	1	0	51	5	5	11	0	24	135
08:15 AM	1	45	1	0	47	2	6	2	1	11	1	57	0	0	58	13	1	11	0	31	157
08:30 AM	4	53	2	0	55	2	15	3	0	20	0	103	0	0	103	14	2	9	1	29	207
08:45 AM	2	49	1	0	52	2	10	3	1	16	0	108	3	0	111	10	10	11	0	31	210
Total	10	172	4	0	186	7	46	10	4	67	1	338	4	0	342	42	27	41	1	111	707
Grand Total	19	365	7	0	391	19	82	17	8	120	10	617	9	3	639	66	43	67	6	182	1337
Approch %	4.9	93.4	1.8	0		10.8	68.3	14.2	6.7		1.6	94.5	1.4	0.5		36.3	25.9	30.8	3.3		
Total %	1.4	27.4	0.5	0	29.4	1	5.2	1.3	0.6	9	0.6	49.3	3.7	0.2	49	5	3.2	5	0.5	13.7	
% Cars	15	35	1	0	375	12	78	16	8	115	10	607	9	3	629	55	41	62	6	176	1299
% Trucks	4	8	0	0	12	0	4	1	0	5	0	10	0	0	10	1	0	5	0	6	33
% Trucks	21.1	2.2	0	0	3.1	0	4.9	5.9	0	4.2	0	1.6	0	0	1.6	1.5	3	7.5	0	3.3	2.5



File Name: SEGOVIA ST & UNIVERSITY CTAM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 1

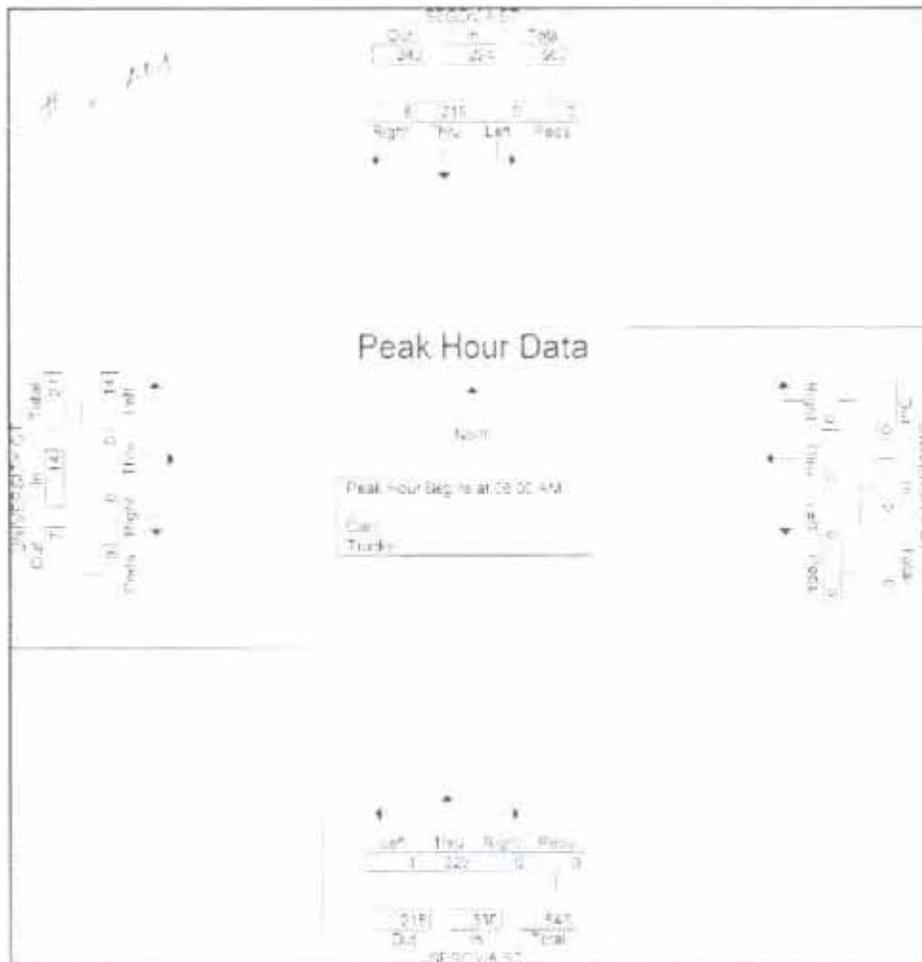
Groups Printed: Cars Trucks

Start Time	SEGOVIA ST Southbound					UNIVERSITY CT Westbound					SEGOVIA ST Northbound					UNIVERSITY CT Eastbound						
	High	Thru	Left	Feet	Vol	High	Thru	Left	Feet	Vol	High	Thru	Left	Feet	Vol	High	Thru	Left	Feet	Vol		
07:00 AM	1	68	0	0	70	0	0	0	0	0	0	57	0	0	57	0	0	0	0	3	3	130
07:15 AM	3	64	0	0	67	0	0	0	0	0	0	31	1	0	92	0	0	4	0	4	4	162
07:30 AM	0	42	0	0	40	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	3	111
07:45 AM	2	45	0	0	47	0	0	0	0	0	0	96	0	0	96	0	0	1	0	1	1	114
Total	6	219	0	0	224	0	0	0	0	0	0	262	1	0	263	0	0	11	0	11	519	
08:00 AM	1	31	0	0	32	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	91
08:15 AM	3	57	0	0	60	0	0	0	0	0	0	66	0	0	66	0	0	2	0	2	2	128
08:30 AM	0	70	0	0	70	0	0	0	0	0	0	99	0	0	99	0	0	4	0	4	4	173
08:45 AM	2	60	0	0	62	0	0	0	0	0	0	106	1	0	107	0	0	0	0	0	0	174
Total	6	218	0	0	224	0	0	0	0	0	0	329	1	0	330	0	0	14	0	14	560	
Grants Total	12	436	0	0	448	0	0	0	0	0	0	611	2	0	613	0	0	25	0	25	25	1066
Approach %	2.7	97.3	0	0		0	0	0	0	0	0	98.2	0.3	0		0	0	100	0			
Total %	1.1	40.1	0	0	41.3	0	0	0	0	0	0	56.3	0.2	0	56.4	0	0	2.3	0	2.3		
Cars	12	436	0	0	448	0	0	0	0	0	0	611	2	0	613	0	0	25	0	25	25	1066
% Cars	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	0	0	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



File Name : SEGOVIA ST & UNIVERSITY CTAM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 2

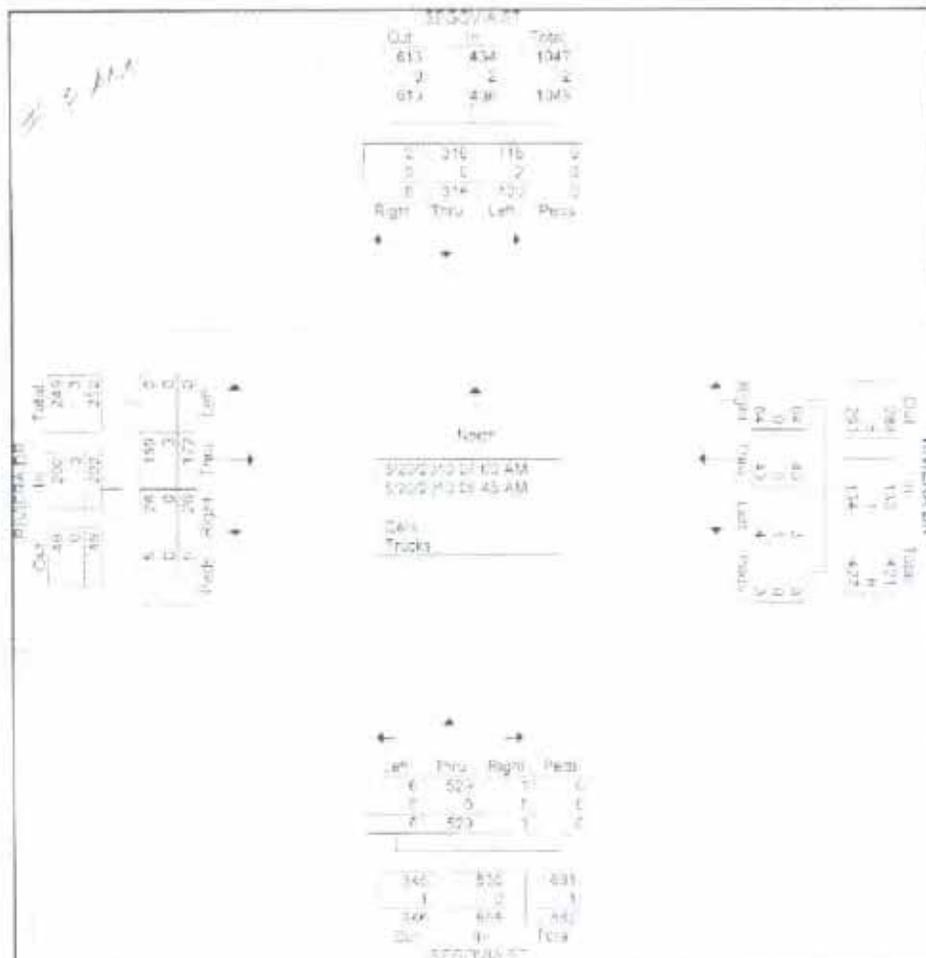
Start Time	SEGOVIA ST Southbound				UNIVERSITY CT Westbound				SEGOVIA ST Northbound				UNIVERSITY CT Eastbound					
	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak		
Peak Hour Analysis From 07:00 AM to 08:45 AM Peak Type *																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	1	31	0	0	32	0	0	0	0	0	58	0	0	58	0	0	93	
08:15 AM	3	57	0	0	60	0	0	0	0	0	66	0	0	66	0	0	128	
08:30 AM	0	70	0	0	70	0	0	0	0	0	92	0	0	92	0	0	172	
08:45 AM	2	60	0	0	62	0	0	0	0	0	106	1	0	107	0	0	174	
Total Volume	6	218	0	0	224	0	0	0	0	0	320	1	0	320	0	0	566	
WAB Total	27	97.3	0	0	0	0	0	0	0	0	69.7	0.3	0	0	3	100	0	
PHF	500	779	900	820	600	300	60	100	650	300	480	170	200	170	400	100	700	870



File Name : SEGOVIA ST & RIVIERA DR AM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 1

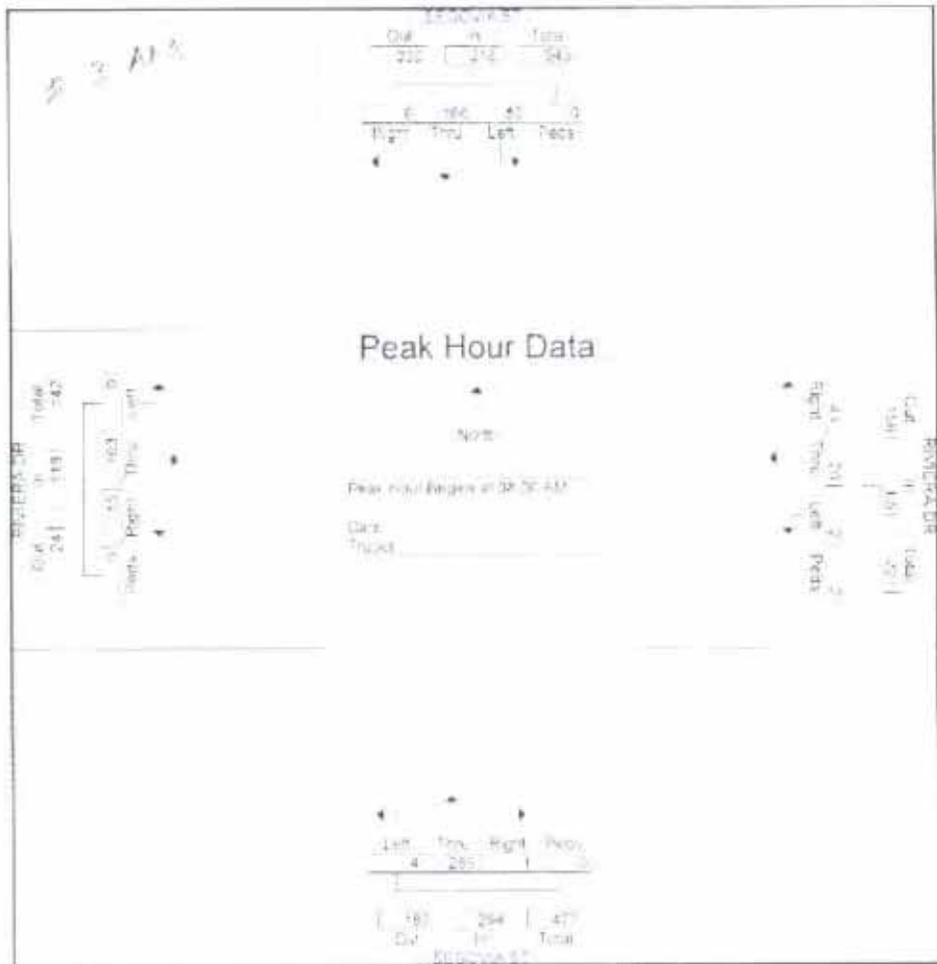
Groups Printed: Cars - Trucks

Start Time	SEGOVIA ST Southbound				RIVIERA DR Westbound				SEGOVIA ST Northbound				RIVIERA DR Eastbound						
	Right	Thru	Left	Peak	Car %	Right	Thru	Left	Peak	Car %	Right	Thru	Left	Peak	Car %	Right	Thru	Left	Peak
07:00 AM	0	48	21	0	69	17	8	1	0	26	0	40	0	0	43	2	14	0	3
07:15 AM	0	46	16	0	64	16	6	0	1	23	0	76	0	0	76	4	18	0	2
07:30 AM	0	29	11	0	40	6	2	1	0	10	0	62	1	0	63	2	26	0	0
07:45 AM	0	27	18	0	45	4	6	0	0	10	0	62	1	0	63	3	12	0	0
Total	0	150	66	0	218	43	25	2	1	69	0	240	2	0	242	11	65	0	5
08:00 AM	0	24	7	0	31	6	6	1	2	17	0	50	1	0	41	3	34	0	0
08:15 AM	0	42	15	0	57	7	4	0	0	11	0	58	1	0	60	2	32	0	0
08:30 AM	0	55	15	0	70	11	3	1	0	16	0	88	1	0	89	4	16	0	0
08:45 AM	0	45	15	0	60	15	7	0	0	22	1	62	1	0	64	6	19	0	0
Total	0	166	52	0	218	41	20	2	2	65	1	259	4	0	264	15	103	0	0
Grand Total	0	316	120	0	436	84	43	4	3	134	1	529	6	0	538	26	172	0	5
Approach %	0	72.5	27.5	0	82.7	32.1	3	2.0	0.2	99.7	1.1	0	12.8	84.7	0	2.5			
Total %	0	24.1	9.2	0	33.3	6.4	3.3	0.9	0.2	10.2	0.1	40.4	0.5	0	40.9	2	13.1	0	0.4
Cars	0	316	116	0	434	84	43	3	2	133	1	528	6	0	536	26	169	0	5
% Cars	0	100	96.5	0	99.5	100	100	75	100	99.3	100	100	100	0	100	100	96.7	0	100
Trucks	0	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	3	0	0
% Trucks	0	0	1.7	0	0.5	0	0	25	0	0.7	0	0	0	0	0	0	1.7	0	0



File Name: SEGOVIA ST & RIVIERA DR AM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 2

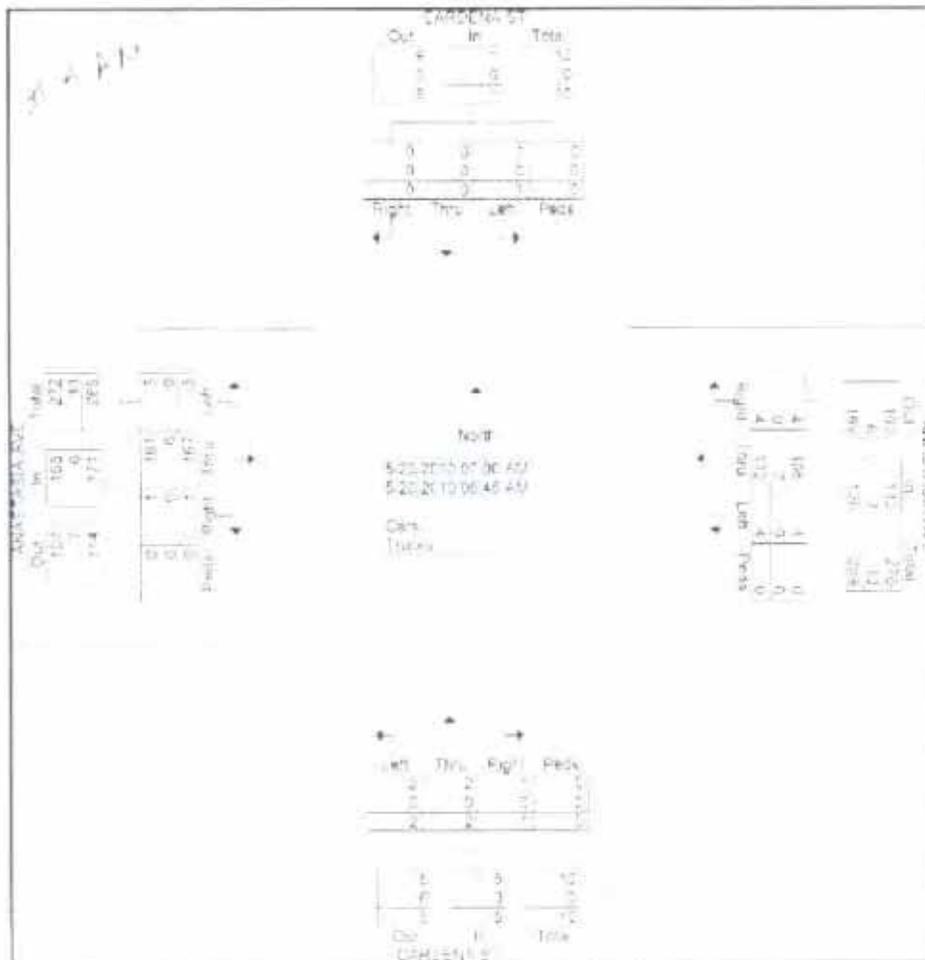
Start Time	SEGOVIA ST Southbound				RIVIERA DR Westbound				SEGOVIA ST Northbound				RIVIERA DR Eastbound								
	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak					
Peak Hour Analysis From 07:00 AM to 08:45 AM Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	24	7	0	31	8	6	1	2	17	0	50	1	0	51	3	34	0	0	37	130
08:15 AM	0	42	15	0	57	7	4	0	0	11	0	50	1	0	60	2	30	0	0	34	163
08:30 AM	0	55	15	0	70	11	3	1	0	15	0	65	1	0	65	4	18	0	0	27	190
08:45 AM	0	45	15	0	60	15	7	0	0	22	1	62	1	0	64	6	19	0	0	25	201
Total Volume	0	166	52	0	216	41	20	2	2	65	1	269	4	0	294	15	103	0	0	118	605
Peak Time	0	76.1	23.9	0	63.1	30.8	3.1	3.1	0	33.3	1.4	0	0	0	127	14.3	0	0	0	0	0
PHF	0.00	0.45	0.45	0.00	0.29	0.83	0.14	0.01	0.03	0.39	0.20	0.26	0.01	0.00	0.42	0.25	0.25	0.00	0.00	0.01	0.04



File Name: CARDENA ST & ANASTASIA AV AM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 1

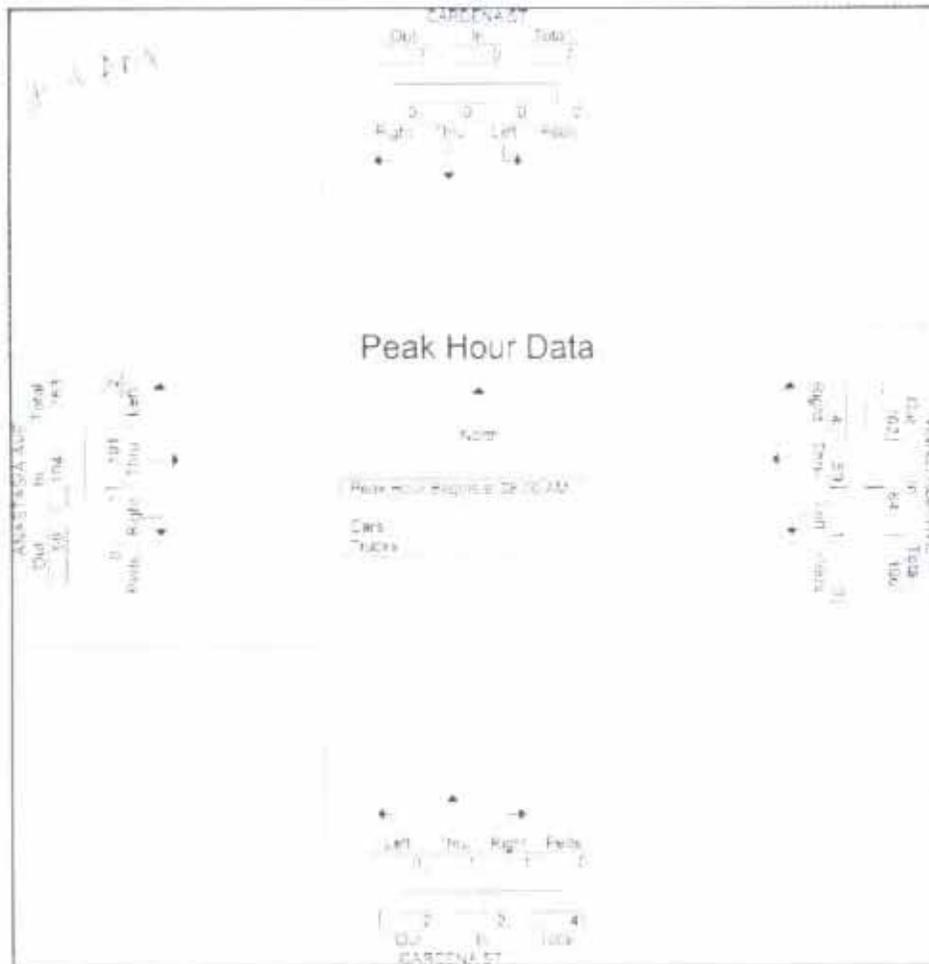
Groups Printed- Cars - Trucks

Start Time	CARDENA ST Southbound					ANASTASIA AVE Westbound					CARDENA ST Northbound					ANASTASIA AVE Eastbound					Total		
	Right	Thru	Left	Feeds	Right	Thru	Left	Feeds	Right	Thru	Left	Feeds	Right	Thru	Left	Feeds	Right	Thru	Left	Feeds			
07:00 AM	0	0	0	0	0	0	10	0	0	13	0	0	0	0	0	0	0	11	0	0	11	24	
07:15 AM	0	0	1	0	1	0	13	0	0	13	0	1	0	0	0	0	0	16	0	0	16	32	
07:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	15	0	0	15	33	
07:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	0	0	0	24	1	0	25	38	
Total	0	0	1	0	1	0	53	0	0	56	0	1	0	0	0	0	0	66	1	0	67	127	
08:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	24	0	0	24	44	
08:15 AM	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	0	27	1	0	28	39	
08:30 AM	0	0	0	0	0	2	15	0	0	17	1	1	0	0	0	0	2	2	0	0	22	41	
08:45 AM	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	0	29	1	0	30	46	
Total	0	0	0	0	0	4	59	1	0	64	1	1	0	0	0	0	1	10	2	0	104	170	
Grand Total	0	0	1	0	1	4	112	4	0	120	1	2	0	0	0	0	5	1	187	3	0	171	291
Approach %	0	0	100	0	0	3.3	93.3	3.3	0	20	40	40	0	0	0	0	0	97.7	2.8	0			
Total %	0	0	0.3	0	0.3	1.3	37.7	1.3	0	40.4	0.3	0.7	0	0	0	0	1.7	0.3	59.2	1	0	57.8	
% Cars	0	0	1	0	1	4	105	4	0	113	1	2	0	0	0	0	5	1	163	3	0	165	284
% Trucks	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	13
% Trucks	0	0	0	0	0	0	0	0	0	5.8	0	0	0	0	0	0	0	0	3.6	0	0	3.5	4.4



File Name: CARDENA ST & ANASTASIA AV AM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 2

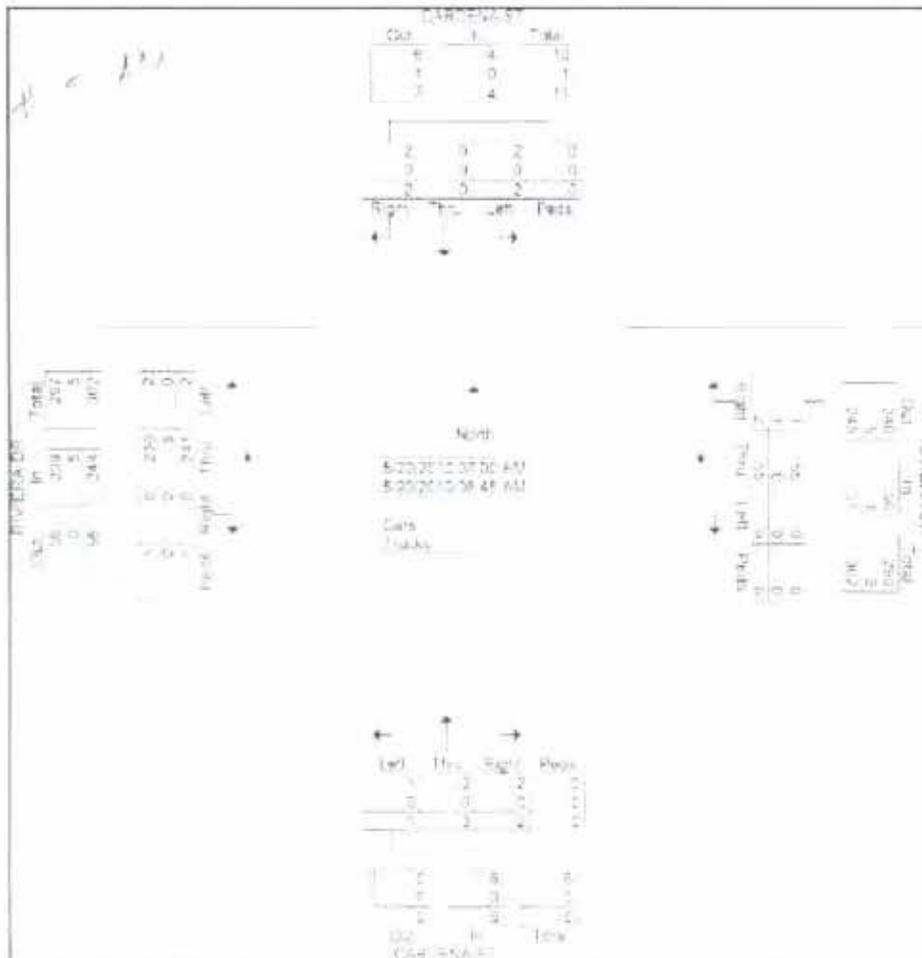
Start Time	CARDENA ST Southbound					ANASTASIA AVE Westbound					CARDENA ST Northbound					ANASTASIA AVE Eastbound						
	Right	Thru	Left	Peds	Acc	Right	Thru	Left	Peds	Acc	Right	Thru	Left	Peds	Acc	Right	Thru	Left	Peds	Acc		
Peak Hour Analysis From 07:00 AM to 08:45 AM (Peak 1 of 1)																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
06:00 AM	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24	44
06:15 AM	0	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	27	1	0	28	39
06:30 AM	0	0	0	0	0	0	2	15	0	0	17	1	1	0	0	2	1	21	0	0	22	41
06:45 AM	0	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	29	1	0	30	46
Total	0	0	0	0	0	0	4	59	1	0	64	1	1	0	0	2	1	101	2	0	104	170
5-Apr-10	0	0	0	0	0	62	62.7	1.6	0	0	60	59	0	0	0	1	97.1	1.6	0	0	98	162
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



File Name : CARDENA ST & RIVIERA DR AM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 1

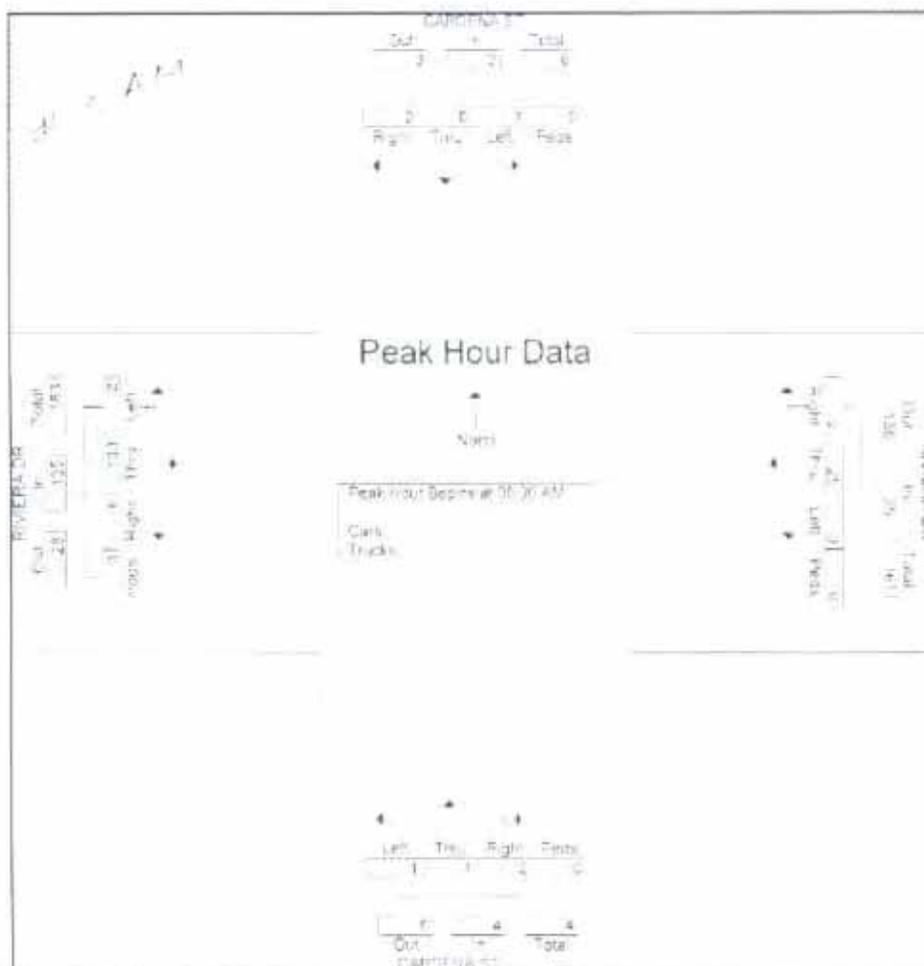
Groups Printed- Cars - Trucks

Start Time	CARDENA ST Southbound					RIVIERA DR Westbound					CARDENA ST Northbound					RIVIERA DR Eastbound					
	Right	Thru	Left	Peak	W. Tot	Right	Thru	Left	Peak	W. Tot	Right	Thru	Left	Peak	W. Tot	Right	Thru	Left	Peak	W. Tot	
07:00 AM	0	0	1	0	1	1	8	0	0	9	2	0	0	0	2	0	22	0	0	22	32
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	2	0	0	2	0	30	0	1	31	41
07:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	37	0	0	37	43
07:45 AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	19	0	0	19	29
Total	0	0	1	0	1	2	30	0	0	32	0	2	0	0	2	0	108	0	1	109	144
08:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	40	0	0	40	47
08:15 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	35	1	0	36	45
08:30 AM	1	0	1	0	2	0	4	0	0	4	1	1	0	0	2	0	29	1	0	30	38
08:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	29	0	0	29	37
Total	2	0	1	0	3	0	25	0	0	25	2	1	1	0	4	0	133	2	0	135	167
Grand Total	2	0	2	0	4	2	55	0	0	57	2	3	1	0	5	0	241	2	1	244	311
Approach %	50	0	50	0	3.5	96.5	0	0	0	30.3	50	16.7	0	0	0	0	69.5	0.8	0.4		
Total %	0.6	0	0.6	0	1.3	0.6	17.7	0	0	18.3	0.6	1	0.3	0	1.9	0	77.5	0.6	0.3	78.5	
Cars	2	0	2	0	4	1	55	0	0	56	2	3	1	0	5	0	236	2	1	239	305
% Cars	100	0	100	0	100	55	100	0	0	98.2	100	100	100	0	100	0	97.6	100	100	98	98.1
Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% Trucks	0	0	0	0	0	50	0	0	0	1.8	0	0	0	0	0	0	2.1	0	0	2	1.9



File Name: CARDENA ST & RIVIERA DR AM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 2

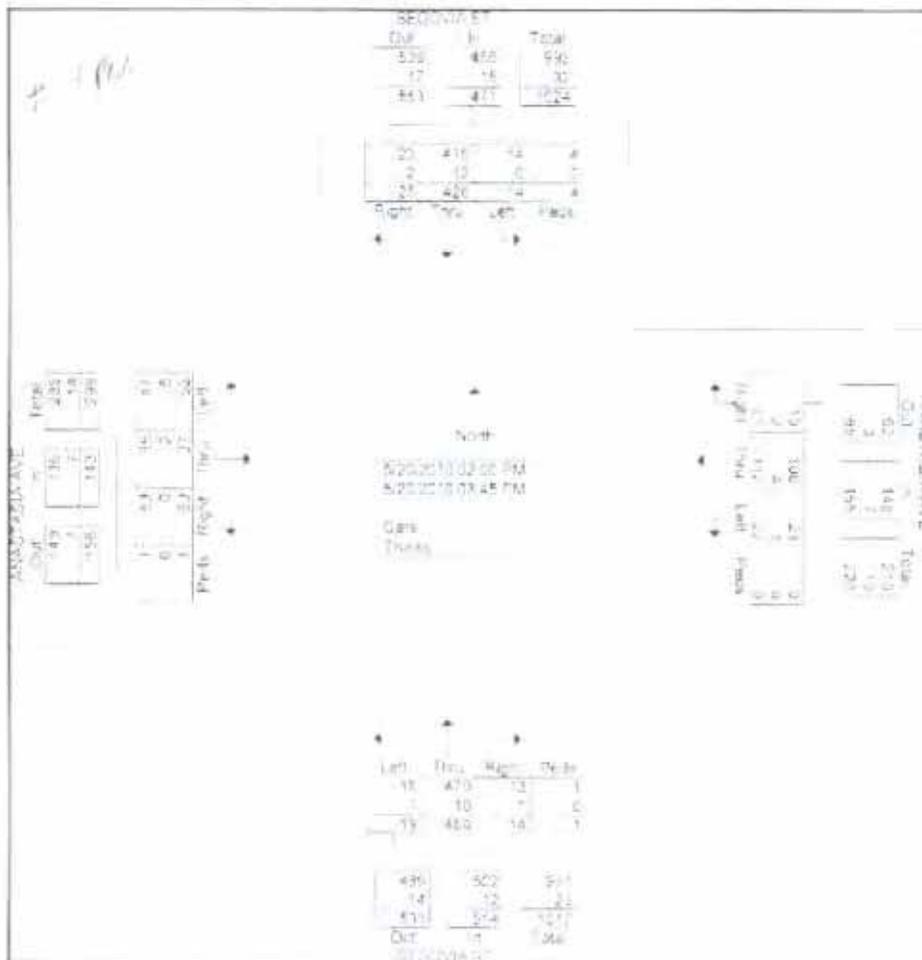
Start Time	CARDENA ST Southbound					RIVIERA DR Westbound					CARDENA ST Northbound					RIVIERA DR Eastbound						
	Right	Thru	Left	Peak	Other	Right	Thru	Left	Peak	Other	Right	Thru	Left	Peak	Other	Right	Thru	Left	Peak	Other		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak T of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	1	0	40	0	0	40	47
08:15 AM	0	0	0	0	0	0	8	0	0	0	0	1	0	0	0	1	0	35	1	0	36	45
08:30 AM	1	0	1	0	0	2	4	0	0	0	4	1	1	0	0	2	0	29	1	0	30	38
08:45 AM	1	0	0	0	0	1	7	0	0	0	7	0	0	0	0	0	0	29	0	0	29	37
100-Vehicles	2	0	1	0	0	2	26	0	0	0	26	2	1	1	0	4	0	133	2	0	135	160
%-app. Sat	66.7	0	33.3	0	0	0	100	0	0	0	50	25	25	0	0	0	0	96.5	1.5	0		
PHF	500	000	250	000	000	000	781	000	000	000	781	500	250	200	000	500	000	831	500	000	844	850



File Name: SEGOVIA ST & ANASTASIA AV PM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 1

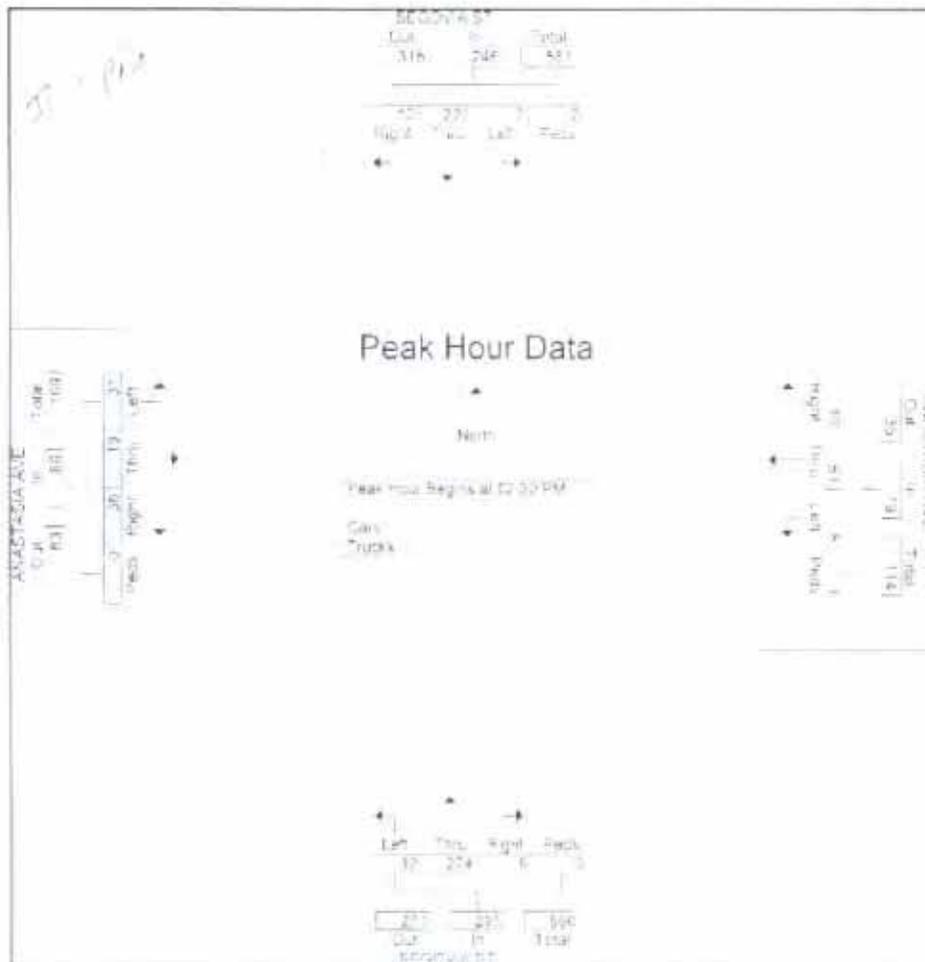
Groups Printed: Cars - Trucks

Start Time	SEGOVIA ST Southbound				ANASTASIA AVE Westbound				SEGOVIA ST Northbound				ANASTASIA AVE Eastbound				Tot	Truck			
	Wg	Thru	Left	Right	Wg	Thru	Left	Right	Wg	Thru	Left	Right	Wg	Thru	Left	Right					
02:00 PM	5	45	1	0	51	2	6	2	0	10	0	53	2	0	60	4	0	0	17	131	
02:15 PM	4	45	0	0	53	0	14	4	0	24	1	56	3	0	60	3	4	0	14	151	
02:30 PM	7	61	1	0	69	2	23	3	0	28	3	93	1	0	97	5	4	0	16	206	
02:45 PM	3	51	3	0	57	3	19	1	0	23	3	75	5	0	87	5	4	12	0	197	
Total	19	206	5	0	228	13	62	10	0	85	7	280	10	0	297	20	20	29	1	681	
03:00 PM	3	52	2	0	64	3	11	1	0	15	1	42	3	0	46	11	5	9	0	25	161
03:15 PM	1	65	1	2	69	0	8	3	0	13	2	80	3	0	65	10	6	4	0	20	151
03:30 PM	4	57	3	1	65	1	21	3	0	25	0	47	2	0	49	7	1	5	0	13	152
03:45 PM	2	50	2	1	55	2	10	5	0	17	4	51	1	1	37	3	5	5	0	13	140
Total	10	222	8	4	245	6	50	12	0	70	7	200	9	1	217	31	17	23	0	71	600
Grand Total	29	428	14	4	473	21	112	22	0	155	14	480	19	1	514	53	37	52	1	143	1283
Approach %	5.3	90.8	3	0.9	13.5	72.3	14.2	0	0	2.7	33.4	3.7	0.2	07.1	20.3	36.4	0.7				
Total %	1.9	33.4	1.1	0.3	36.7	1.6	8.7	1.7	0	12.1	1.1	37.4	1.3	0.1	46.1	4.1	2.9	4.1	0.1	11.1	
Cars	23	418	14	4	458	18	105	21	0	148	13	470	18	1	512	53	35	47	1	136	1240
% Cars	92	97	100	100	96.8	90.5	95.4	95.5	0	95.5	92.9	97.9	94.7	100	97.7	100	94.0	90.4	100	85.1	95.9
Trucks	2	10	0	0	15	2	4	1	0	7	1	10	1	0	12	0	2	5	0	7	41
% Trucks	6	2	0	0	3.2	8.5	3.6	4.5	0	4.5	7.1	2.1	5.3	0	2.3	0	5.4	5.6	0	4.9	3.0



File Name: SEGOVIA ST & ANASTASIA AV PM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 2

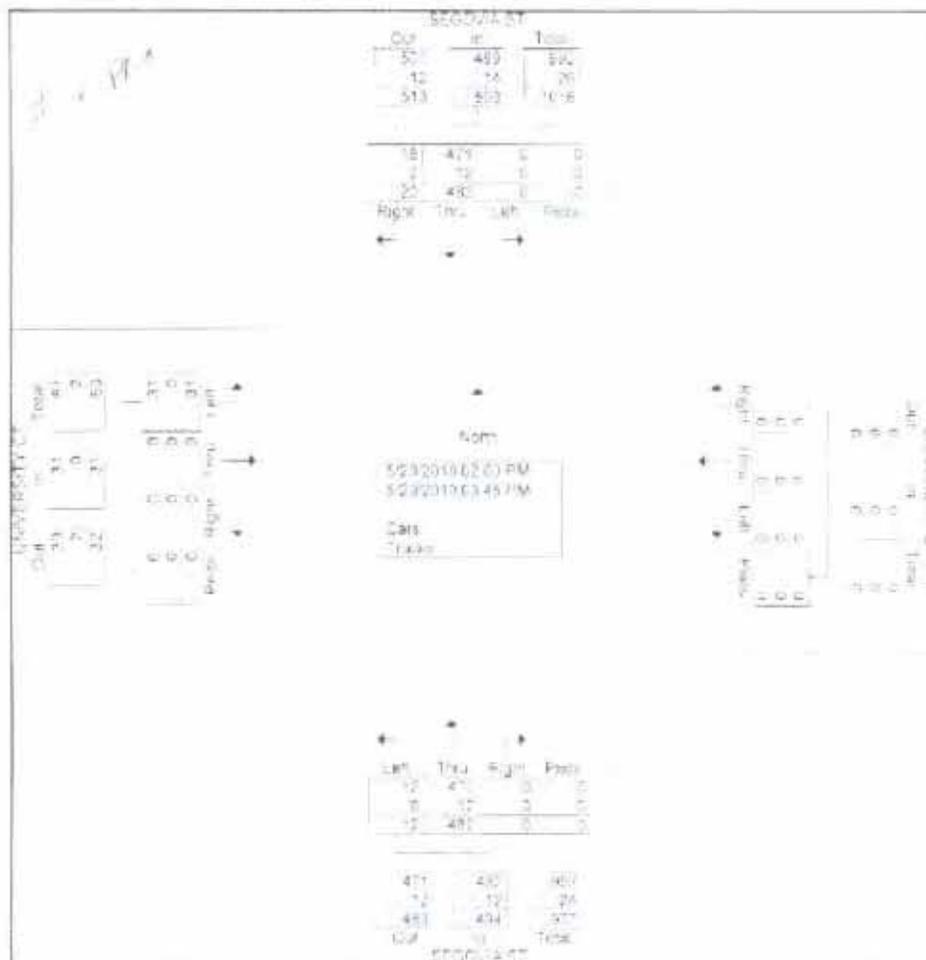
Start Time	SEGOVIA ST Southbound					ANASTASIA AVE Westbound					SEGOVIA ST Northbound					ANASTASIA AVE Eastbound					
	Right	Thru	Left	Peak	Total	Right	Thru	Left	Peak	Total	Right	Thru	Left	Peak	Total	Right	Thru	Left	Peak	Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 (H)																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	3	61	1	0	65	2	23	3	0	28	3	93	1	0	97	6	4	0	0	10	206
02:45 PM	3	51	3	0	57	3	19	1	0	23	3	79	8	0	87	8	4	0	12	0	25
03:00 PM	3	60	2	0	65	3	11	1	0	15	1	42	3	0	46	11	5	0	8	0	25
03:15 PM	1	55	3	2	59	2	8	3	0	13	2	60	2	0	65	10	6	4	0	20	157
Total Volume	10	227	7	2	246	10	61	8	0	79	9	274	12	0	295	35	19	31	0	85	700
% App. Total	4.1	92.3	2.8	0.8	100.0	12.7	22.3	10.1	0	31.3	12.7	92.3	4.1	0	41.9	22.1	10.0	0	0	0	100.0
Peak	650	600	800	290	340	800	600	800	300	700	750	730	600	650	290	310	730	640	300	850	850



File Name: SEGOVIA ST & UNIVERSITY CT PM
 Site Code: 00000000
 Start Date: 5/20/2010
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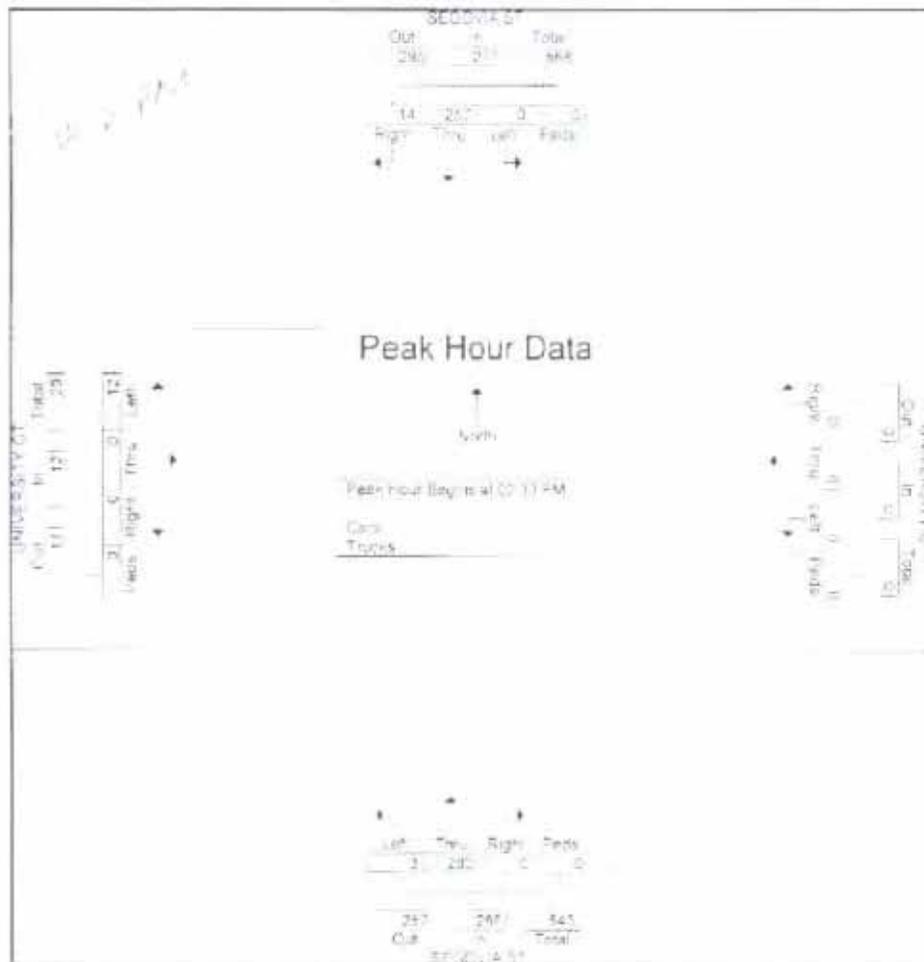
Groups Printed: Cars - Trucks

Start Time	SEGOVIA ST Southbound					UNIVERSITY CT Westbound					SEGOVIA ST Northbound					UNIVERSITY CT Eastbound					
	App	Thru	Left	Right	Peak	App	Thru	Left	Right	Peak	App	Thru	Left	Right	Peak	App	Thru	Left	Right	Peak	
02:00 PM	2	45	0	0	67	0	0	0	0	0	0	49	2	0	51	0	0	4	0	4	106
02:15 PM	2	54	0	0	66	0	0	0	0	0	0	55	1	0	56	0	0	3	0	4	117
02:30 PM	5	65	0	0	70	0	0	0	0	0	0	91	2	0	93	0	0	6	0	6	169
02:45 PM	6	56	0	0	61	0	0	0	0	0	0	85	0	0	85	0	0	2	0	2	148
Total	14	224	0	0	238	0	0	0	0	0	0	280	5	0	285	0	0	17	0	17	540
03:00 PM	1	71	0	0	72	0	0	0	0	0	0	41	0	0	42	0	0	4	0	4	118
03:15 PM	3	65	0	0	68	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	134
03:30 PM	0	67	0	0	67	0	0	0	0	0	0	45	2	0	47	0	0	4	0	4	118
03:45 PM	2	56	0	0	58	0	0	0	0	0	0	50	4	0	54	0	0	6	0	6	118
Total	6	259	0	0	265	0	0	0	0	0	0	202	7	0	209	0	0	14	0	14	488
Grand Total	20	483	0	0	503	0	0	0	0	0	0	482	12	0	494	0	0	31	0	31	1028
Approach %	4	95	0	0	0	0	0	0	0	0	0	97.6	2.4	0	0	0	0	100	0	0	0
Total %	15	47	0	0	48.9	0	0	0	0	0	0	46.9	1.2	0	48.1	0	0	3	0	3	0
Cars	18	471	0	0	489	0	0	0	0	0	0	470	12	0	482	0	0	31	0	31	1022
% Cars	90	97.5	0	0	97.2	0	0	0	0	0	0	97.5	100	0	92.6	0	0	100	0	100	97.5
Trucks	2	12	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	26
% Trucks	10	2.5	0	0	2.8	0	0	0	0	0	0	2.5	0	0	2.4	0	0	0	0	0	2.5



File Name : SEGOVIA ST & UNIVERSITY CT PM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 2

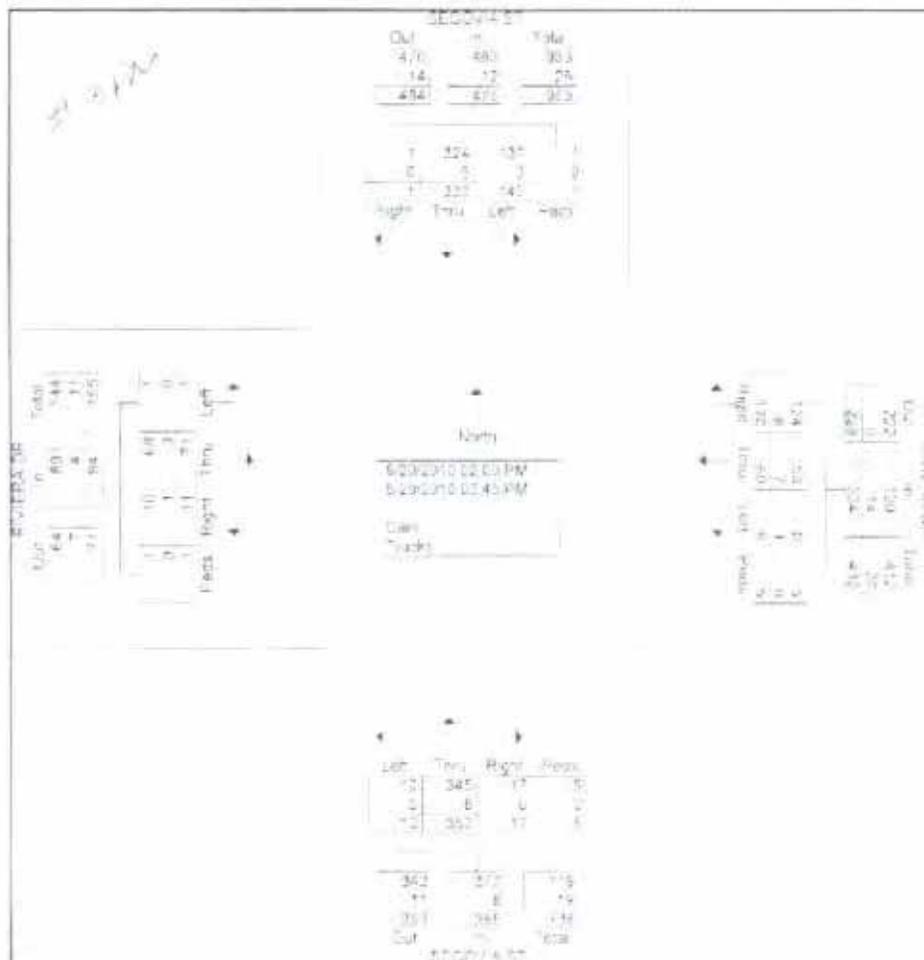
Start Time	SEGOVIA ST Southbound				UNIVERSITY CT Westbound				SEGOVIA ST Northbound				UNIVERSITY CT Eastbound				Total				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds					
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	6	65	0	0	70	0	0	0	0	0	0	91	2	0	93	0	0	6	0	6	169
02:45 PM	5	56	0	0	61	0	0	0	0	0	0	85	0	0	85	0	0	2	0	2	148
03:00 PM	1	71	0	0	72	0	0	0	0	0	0	42	0	0	42	0	0	4	0	4	116
03:15 PM	3	65	0	0	68	0	0	0	0	0	0	64	1	0	65	0	0	0	0	0	134
Total	14	257	0	0	271	0	0	0	0	0	0	282	3	0	285	0	0	12	0	12	569
PHF	5.2	94.6	0	0	94.1	0.00	0.00	0.00	0.00	0.00	0.00	77.3	3.0	0.00	76.9	0.00	0.00	5.00	0.00	5.00	84.7



File Name : SEGOVIA ST & RIVIERA DR PM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 1

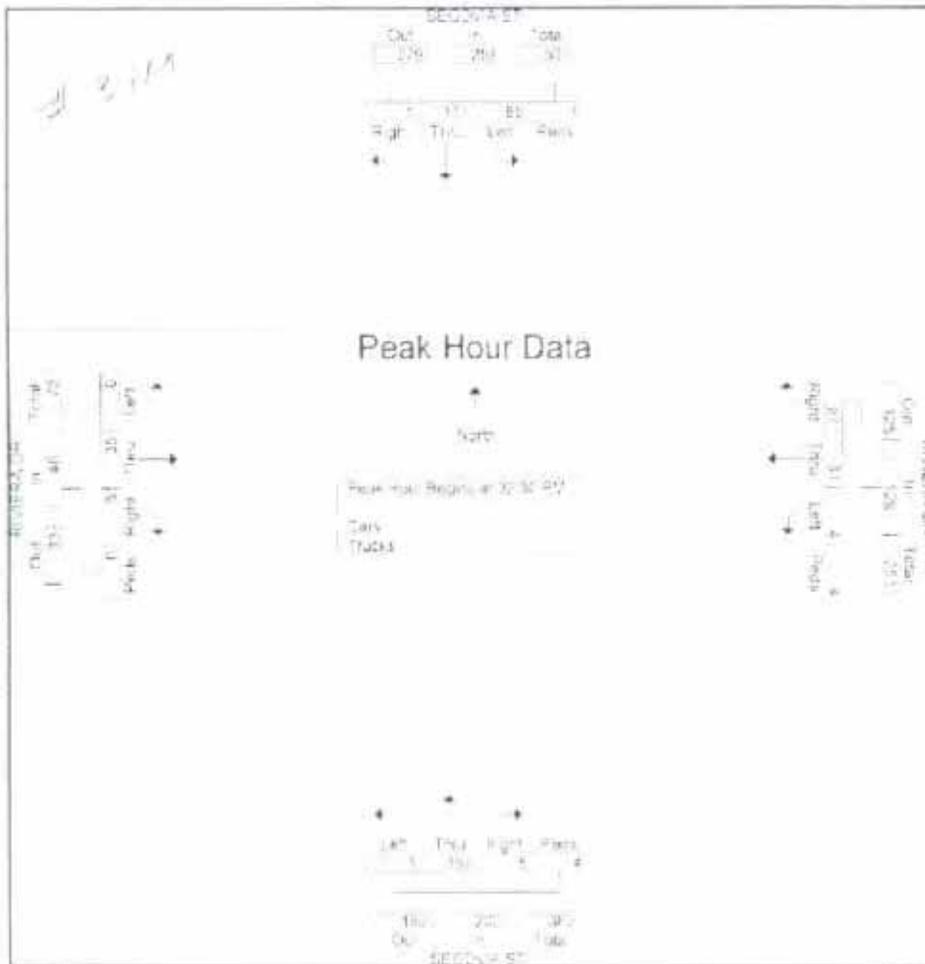
Groups Printed: Cars - Trucks

Start Time	SEGOVIA ST Southbound				RIVIERA DR Westbound				SEGOVIA ST Northbound				RIVIERA DR Eastbound				
	Right	Thru	Left	Pass	Right	Thru	Left	Pass	Right	Thru	Left	Pass	Right	Thru	Left	Pass	
02:00 PM	0	34	14	0	45	10	8	0	1	15	2	4	1	0	6	0	0
02:15 PM	0	36	15	0	51	12	5	0	0	17	4	45	2	0	11	0	0
02:30 PM	1	46	17	0	64	27	6	1	0	34	2	65	0	1	7	0	0
02:45 PM	0	35	21	0	51	35	11	0	3	47	1	46	0	1	11	0	0
Total	1	152	67	0	220	82	30	1	4	117	9	197	3	2	35	0	0
03:00 PM	0	50	23	0	72	6	2	1	0	6	0	35	1	1	6	0	0
03:15 PM	0	39	24	1	64	21	12	2	1	36	2	48	0	1	8	0	0
03:30 PM	0	50	14	0	64	7	13	0	0	20	7	37	2	0	9	0	1
03:45 PM	0	42	10	0	54	14	3	5	0	22	4	38	4	1	10	1	0
Total	0	181	72	1	255	46	30	8	1	87	8	156	7	3	33	1	1
Grand Total	1	333	140	1	475	130	60	9	5	204	17	353	10	5	68	1	1
Approach %	0.2	75.1	29.6	0.2	53.7	29.4	4.4	2.5		4.4	51.7	2.6	1.3		15.1	84.5	1.2
Total %	0.1	29	12.2	0.1	41.4	11.3	5.2	0.8	0.4	17.8	1.8	33.7	0.9	0.4	31.5	1	0.1
Cars	1	324	137	1	460	124	52	8	5	193	17	345	10	5	67	1	1
% Cars	100	97.3	97.9	100	97.3	95.4	89.3	88.4	100	83.1	100	97.2	100	100	97.9	99.9	95.2
Trucks	0	9	3	0	15	6	7	1	0	14	0	8	0	0	1	0	0
% Trucks	0	2.7	2.1	0	2.5	4.6	11.7	11.1	0	6.9	0	2.3	0	0	2.1	0.1	4.8



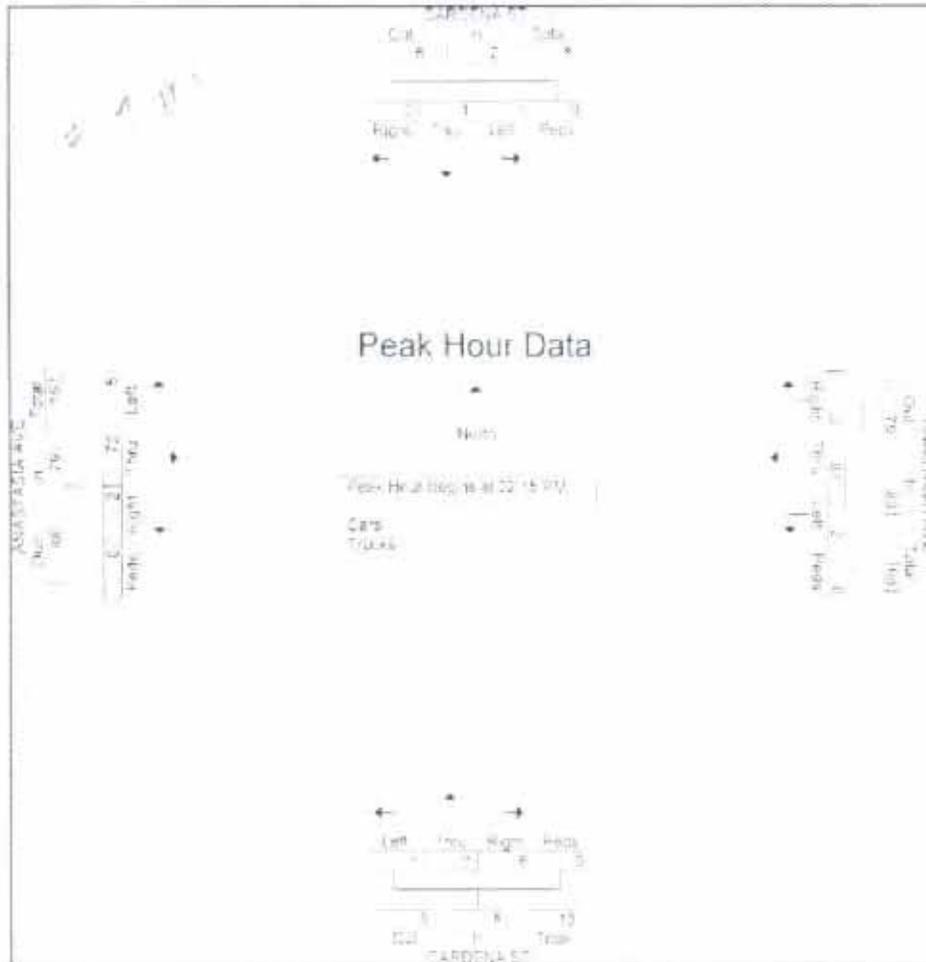
File Name: SEGOVIA ST & RIVIERA DR PM
 Site Code: 00000000
 Start Date: 5/20/2010
 Page No: 2

Start Time	SEGOVIA ST Southbound				RIVIERA DR Westbound				SEGOVIA ST Northbound				RIVIERA DR Eastbound								
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds					
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	1	48	17	0	64	27	6	1	0	34	2	65	0	1	68	0	7	0	0	7	173
02:45 PM	0	36	21	0	57	33	11	0	3	47	1	49	0	1	48	1	11	0	0	12	164
03:00 PM	0	50	23	0	73	6	2	1	0	9	0	35	1	1	37	2	9	0	0	11	130
03:15 PM	0	39	24	1	64	21	12	2	1	36	0	48	0	1	49	2	8	0	0	17	169
Total Volume	1	171	85	1	258	87	31	4	4	106	4	192	1	4	202	5	35	0	0	45	626
Peak Hour	0.4	66.3	24.9	0.4	69	24.6	12	1.2	1.2	27	1	96	0.5	1	12.5	17.5	0	0	0	15	905
PHF	250	855	585	250	884	650	646	600	330	670	625	736	250	130	625	104	600	600	600	600	905



File Name : CARDENA ST & ANASTASIA AV PM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 2

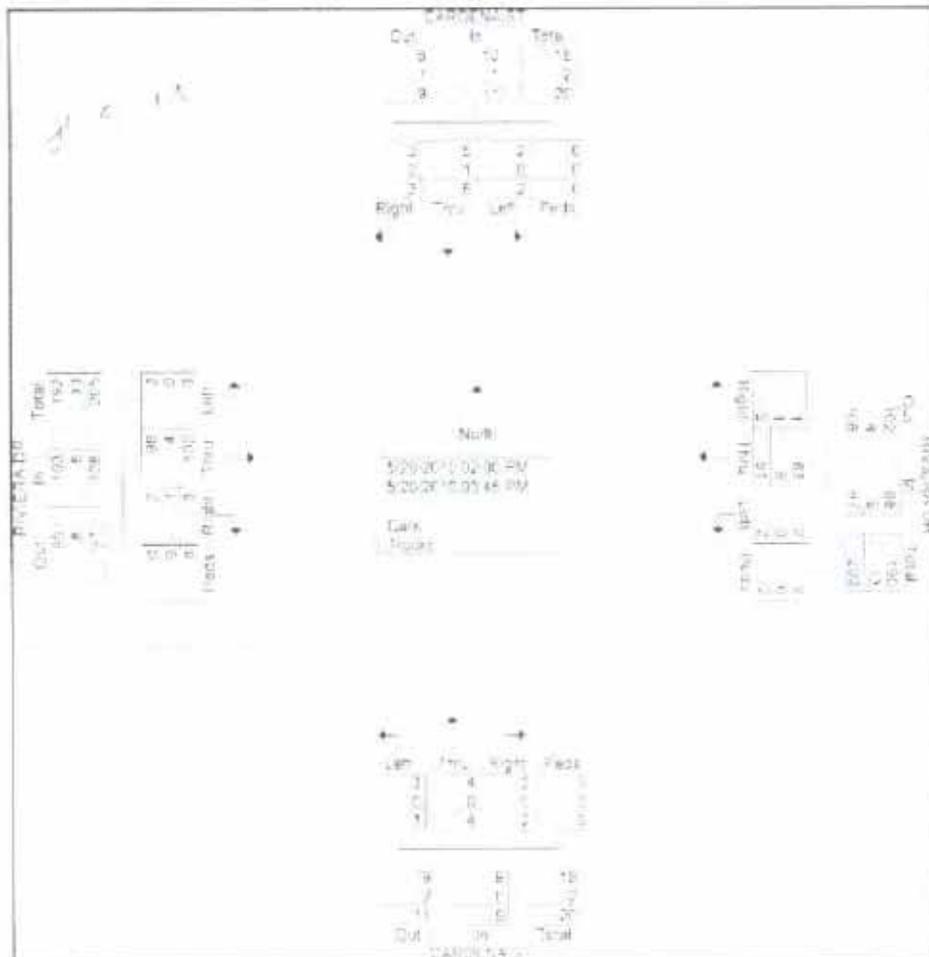
Start Time	CARDENA ST Southbound				ANASTASIA AVE Westbound				CARDENA ST Northbound				ANASTASIA AVE Eastbound				Total	Total		
	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak	Right	Thru	Left	Peak			Total	
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 02:15 PM																				
02:15 PM	0	0	0	0	0	0	20	1	0	21	3	1	0	0	4	1	10	0	11	36
02:30 PM	0	0	0	0	0	0	27	0	0	27	0	0	1	1	15	2	0	0	18	45
02:45 PM	0	1	0	0	1	0	26	1	0	27	2	0	0	0	24	0	0	0	24	54
03:00 PM	0	0	1	0	1	0	14	0	0	14	1	0	0	0	23	3	0	0	26	42
TRUCK VOL	0	1	1	0	0	0	87	2	0	89	5	1	1	0	3	2	0	0	76	176
TRUCK PER	0	50	50	0	0	0	67.4	2.2	0	75	12.5	12.5	0	0	2.6	0.1	0	0	70	824
PHF	0.00	0.25	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.24



File Name: CARDENA ST & RIVIERA DR PM
 Site Code: 00000000
 Start Date: 5/20/2010
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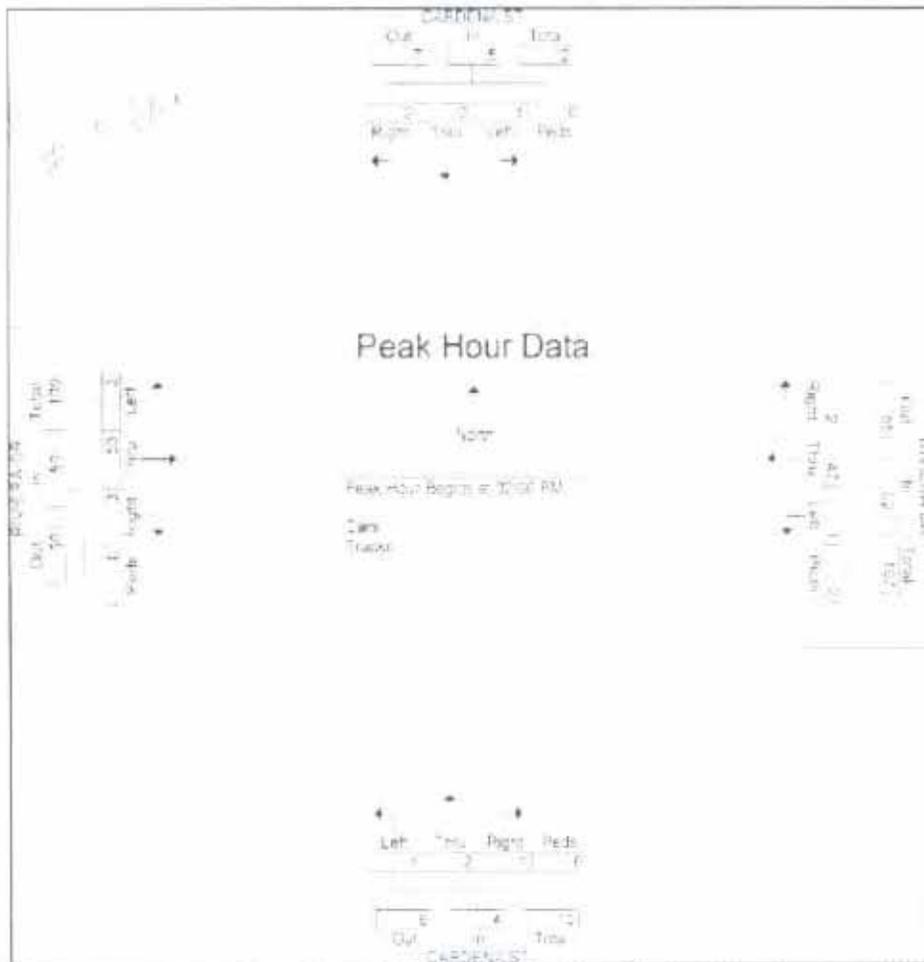
Groups Printed- Cars - Trucks

Start Time	CARDENA ST Southbound					RIVIERA DR Westbound					CARDENA ST Northbound					RIVIERA DR Eastbound						
	Right	Thru	Left	Feet	Acc. Inc.	Right	Thru	Left	Feet	Acc. Inc.	Right	Thru	Left	Feet	Acc. Inc.	Right	Thru	Left	Feet	Acc. Inc.		
02:05 PM	1	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	13	2	0	0	15	24
02:15 PM	0	1	1	0	0	2	2	12	0	0	14	1	1	1	0	3	3	14	0	0	17	38
02:30 PM	0	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	11	1	0	12	28	
02:45 PM	1	0	0	0	0	1	0	10	0	2	18	0	1	0	1	1	15	0	0	15	34	
Total	2	2	1	0	0	5	2	47	1	2	52	1	2	1	0	4	3	53	2	0	59	100
03:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13	0	0	13	17	
03:15 PM	0	3	0	0	0	3	0	15	0	0	15	0	0	0	0	1	10	0	0	11	26	
03:30 PM	0	1	1	0	0	2	0	14	1	0	15	0	0	0	0	0	13	0	0	13	30	
03:45 PM	1	0	0	0	0	1	0	11	0	0	11	1	2	1	0	4	0	13	0	0	13	21
Total	1	4	1	0	0	6	0	44	1	0	45	1	2	2	0	5	0	49	0	0	49	100
Grand Total	3	6	2	0	0	11	2	91	2	2	97	2	4	3	0	9	3	102	3	0	103	224
Approach %	27.3	54.5	18.2	0	0	2.1	92.8	2.1	2.1	0	22.2	44.4	33.3	0	0	2.9	94.4	2.9	0	0	0	0
Total %	1.3	2.7	0.9	0	0	4.9	0.9	40.4	0.9	0.9	43.1	0.9	1.8	1.3	0	4	1.3	45.3	1.7	0	0	4.8
% Cars	3	5	2	0	0	10	1	83	2	2	85	2	4	3	0	2	95	3	0	0	10	210
% Trucks	0	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	1	4	0	0	0	16
% Trucks	0	16.7	0	0	0	8.1	50	8.8	0	0	9.1	0	0	0	0	0	33.3	3.9	0	0	4.8	6.7



File Name : CARDENA ST & RIVIERA DR PM
 Site Code : 00000000
 Start Date : 5/20/2010
 Page No : 2

Start Time	CARDENA ST Southbound					RIVIERA DR Westbound					CARDENA ST Northbound					RIVIERA DR Eastbound				
	Vol	Thru	Left	Peak	Vol	Thru	Left	Peak	Vol	Thru	Left	Peak	Vol	Thru	Left	Peak	Vol	Thru	Left	Peak
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 02:00 PM																				
02:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	1	0	2	2	12	0	0	14	1	1	0	3	3	14	0	0	0	0
02:30 PM	0	1	0	0	1	0	11	1	0	12	0	0	0	0	0	0	1	0	0	0
02:45 PM	1	0	0	0	1	0	16	0	2	18	0	1	0	1	0	15	0	0	0	0
Vol Volume	2	2	1	0	5	2	47	1	2	52	1	2	1	4	3	53	3	0	0	0
Max Total	40	40	20	0	38	20	73	19	38	77	20	51	25	0	51	53	51	0	0	0
PHF	500	600	250	000	625	250	734	250	250	722	250	300	250	300	333	250	567	575	600	650



Appendix F: Intersections & Driveway LOS

TABLE: A11-1

Somerset UBC Coral Gables

Approach LOS Summary (AM Peak Hour)

Existing AM Peak Hour Condition		Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
Location			Ave Veh Delay (sec)	LOS								
1	Segovia Street & Anastasia Avenue	Signalized	23.9	C	22.8	C	3.2	A	3.0	A	8.1	A
2	Segovia Street & University Court	Unsignalized	12.2	B	N/A	N/A	0.0	A	0.0	A	0.3	A
3	Segovia Street & Riviera Drive	Unsignalized	19.4	C	12.4	B	0.1	A	2.1	A	5.1	A
4	Cardena Street & Anastasia Avenue	Unsignalized	0.2	A	0.1	A	9.5	A	0.0	A	0.2	A
5	Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A
Proposed AM Peak Hour Condition with Project Traffic (Scenario A)												
1	Segovia Street & Anastasia Avenue	Signalized	26.7	C	20.0	C	5.7	A	4.9	A	11.7	B
2	Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3	Segovia Street & Riviera Drive	Unsignalized	27.8	D	15.6	C	0.5	A	2.0	A	7.2	A
4	Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	3.7	A	10.2	B	11.4	B	4.6	A
5	Cardena Street & Riviera Drive	Unsignalized	0.7	A	0.1	A	10.3	B	9.1	A	1.0	A
6	Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	4.3	A
7	Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	5.3	A
8	Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	9.0	A	0.1	A
Proposed AM Peak Hour Condition with Project Traffic (Scenario B)												
1	Segovia Street & Anastasia Avenue	Signalized	29.1	C	19.3	B	6.0	A	5.3	A	12.5	B
2	Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3	Segovia Street & Riviera Drive	Unsignalized	28.5	D	14.5	B	0.1	A	1.9	A	6.8	A
4	Cardena Street & Anastasia Avenue	Unsignalized	0.1	A	5.3	A	9.5	A	0.0	A	5.2	A
5	Cardena Street & Riviera Drive	Unsignalized	0.1	A	0.0	A	9.5	A	8.9	A	0.5	A
6	Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.3	A	7.2	A
7	Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.8	A	0.0	A	0.0	A	4.2	A
8	Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

TABLE A12
Somerset UBC Coral Gables
 Intersection Level Of Service Summary - PM Peak Hour

PM Peak Hour		Existing Condition		Proposed Condition w/ School Traffic		
Intersection	Intersection Control	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	Ave Veh Delay (s)
		Scenario A			Scenario B	
1 Segovia Street & Anastasia Avenue	Signalized	A	7.8	B	10.3	10.8
2 Segovia Street & University Court	Unsignalized	A	0.3	A	0.0	0.0
3 Segovia Street & Riviera Drive	Unsignalized	A	4.5	A	5.4	5.0
4 Cardena Street & Anastasia Avenue	Unsignalized	A	0.8	A	4.5	5.0
5 Cardena Street & Riviera Drive	Unsignalized	A	1.0	A	1.4	0.9
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	A	3.6	6.5
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	A	5.4	4.4
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	N/A	N/A	A	0.2	0.0

TABLE A12-1

Somerset UBC Coral Gables

Approach LOS Summary (PM Peak Hour)

Existing PM Peak Hour Condition											
Location	Intersection Control	EB Approach		WB Approach		NB Approach		SB Approach		Overall	
		Ave Veh Delay (sec)	LOS								
1 Segovia Street & Anastasia Avenue	Signalized	23.6	C	23.8	C	2.9	A	2.8	A	7.8	A
2 Segovia Street & University Court	Unsignalized	12.4	B	N/A	N/A	0.1	A	0.0	A	0.3	A
3 Segovia Street & Riviera Drive	Unsignalized	14.7	B	11.9	B	0.0	A	2.8	A	4.5	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	0.2	A	9.1	A	10.2	B	0.8	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.2	A	9.4	A	9.2	A	1.0	A
Proposed PM Peak Hour Condition with Project Traffic (Scenario A)											
1 Segovia Street & Anastasia Avenue	Signalized	24.1	C	21.4	C	4.6	A	4.5	A	10.3	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	18.9	C	14.0	B	0.5	A	2.6	A	5.4	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.4	A	2.5	A	10.0	B	11.7	B	4.5	A
5 Cardena Street & Riviera Drive	Unsignalized	1.2	A	0.2	A	10.0	B	9.5	A	1.4	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	6.8	A	3.6	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	5.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	8.9	A	0.2	A
Proposed PM Peak Hour Condition with Project Traffic (Scenario B)											
1 Segovia Street & Anastasia Avenue	Signalized	25.5	C	20.8	C	4.8	A	4.9	A	10.8	B
2 Segovia Street & University Court	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	0.0	A	0.0	A
3 Segovia Street & Riviera Drive	Unsignalized	19.3	C	13.5	B	0.1	A	2.5	A	5.0	A
4 Cardena Street & Anastasia Avenue	Unsignalized	0.5	A	4.2	A	9.4	A	14.1	B	5.0	A
5 Cardena Street & Riviera Drive	Unsignalized	0.4	A	0.1	A	9.4	A	9.3	A	0.9	A
6 Driveway 1 (Entrance Only) & Cardena Street	Unsignalized	N/A	N/A	N/A	N/A	0.0	A	7.0	A	6.5	A
7 Driveway 2 (Exit Only) & Cardena Street	Unsignalized	N/A	N/A	8.7	A	0.0	A	0.0	A	4.4	A
8 Driveway 3 (Exit Only) & Riviera Drive	Unsignalized	0.0	A	0.0	A	N/A	N/A	0.0	A	0.0	A

Somerset UBC Coral Gables

Existing AM Peak Hour TMCs



HCM Signalized Intersection Capacity Analysis

Existing AM Peak Hour TMCs

1: Anastasia Av & Segovia St

Somerset JBC Coral Gables

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Volume (vph)	41	27	42	10	46	7	4	341	1	4	174	10
sat Flow (vph/pl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Cap. Util. Factor		1.00			1.00			0.95			0.95	
Fit		0.95			0.95			1.00			1.00	
Fit Protected		0.95			0.95			1.00			1.00	
Satd. Flow (prot)		1734			1821			3536			3907	
Fit Permitted		0.95			0.95			0.95			0.95	
Satd. Flow (perm)		1493			1735			3371			3333	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	49	32	50	12	55	8	5	408	1	5	207	12
RTOR Reduction (vph)	0	43	0	0	7	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	88	0	0	88	0	0	412	0	0	220	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			4			8	
Permitted Phases	4			8			2			8		
Actuated Green (s)		3.8			8.6			41.2			41.2	
Effective Green (s)		4.4			9.8			41.4			41.2	
Actuated g/C Ratio		0.18			0.15			0.70			0.70	
Queue (veh/s)		5.8			5.9			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (veh/s)		223			250			2354			2027	
v/c Ratio Prot		0.15			0.04			0.12			0.1	
v/c Ratio Perm	0.42			0.42			0.17			0.41		
Uniform Delay (s)		22.7			22.2			1.1			2.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay (s)		1.2			0.6			0.2			0.1	
Delay (s)		23.9			22.8			1.3			2.1	
Level of Service		C			C			A			A	
Approach Delay (s)		23.9			22.8			1.3			2.1	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	59.1	Signal phasing	1-2-3
Intersection Capacity Utilization	32.3%	Co Level of Service	A
Analysis Period (min)	15		
c: Critical Lane Group			

Queues

Existing AM Peak Hour TMCs

1 Anastasia Av & Segovia St

Scenario: UBC, 2030, Gabriel

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	131	75	412	224
v/c Ratio	0.49	0.28	0.17	0.10
Control Delay	21.1	22.0	3.7	3.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.1	22.0	3.7	3.3
Queue Length 50th (ft)	27	22	20	9
Queue Length 95th (ft)	38	45	39	21
Internal Link Dist (ft)	451	565	235	157
Turn Bay Length (ft)				
Base Capacity (vph)	417	448	2357	2332
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.17	0.17	0.10

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
 2- University Ct & Segovia St

Existing AM Peak Hour TMCs
 Somerset USD Court Gates

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	↖			↕↑	↕↓	↗
Volume (veh/h)	14	0	1	332	220	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	17	0	1	405	268	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					315	
CB proportion unblocked						
wC conflicting volume	477	138	279			
wC1 stage 1 conf vol						
wC2 stage 2 conf vol						
wCu unblocked vol	477	138	279			
TC (single stage)	6.5	6.8	4.1			
TC (2 stage (s))						
FF (s)	3.5	3.3	2.2			
CB queue free %	57	100	100			
CM capacity (veh/h)	517	855	1284			
Direction Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	17	138	279	179	97	
Volume Left	17	1	1	0	0	
Volume Right	0	0	1	0	7	
CDM	517	1284	1700	1700	1700	
Volume to Capacity	0.03	0.00	0.16	0.11	0.06	
Queue Length 95th (ft)	3	0	0	0	0	
Control Delay (s)	12.2	0.1	0.0	0.0	0.0	
Level LOS	B	A				
Approach Delay (s)	12.2	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3	HCM LOS		A
Intersection Capacity Utilization			0.04	CU Level of Service		A
Analysis Period (Hrs)			15			

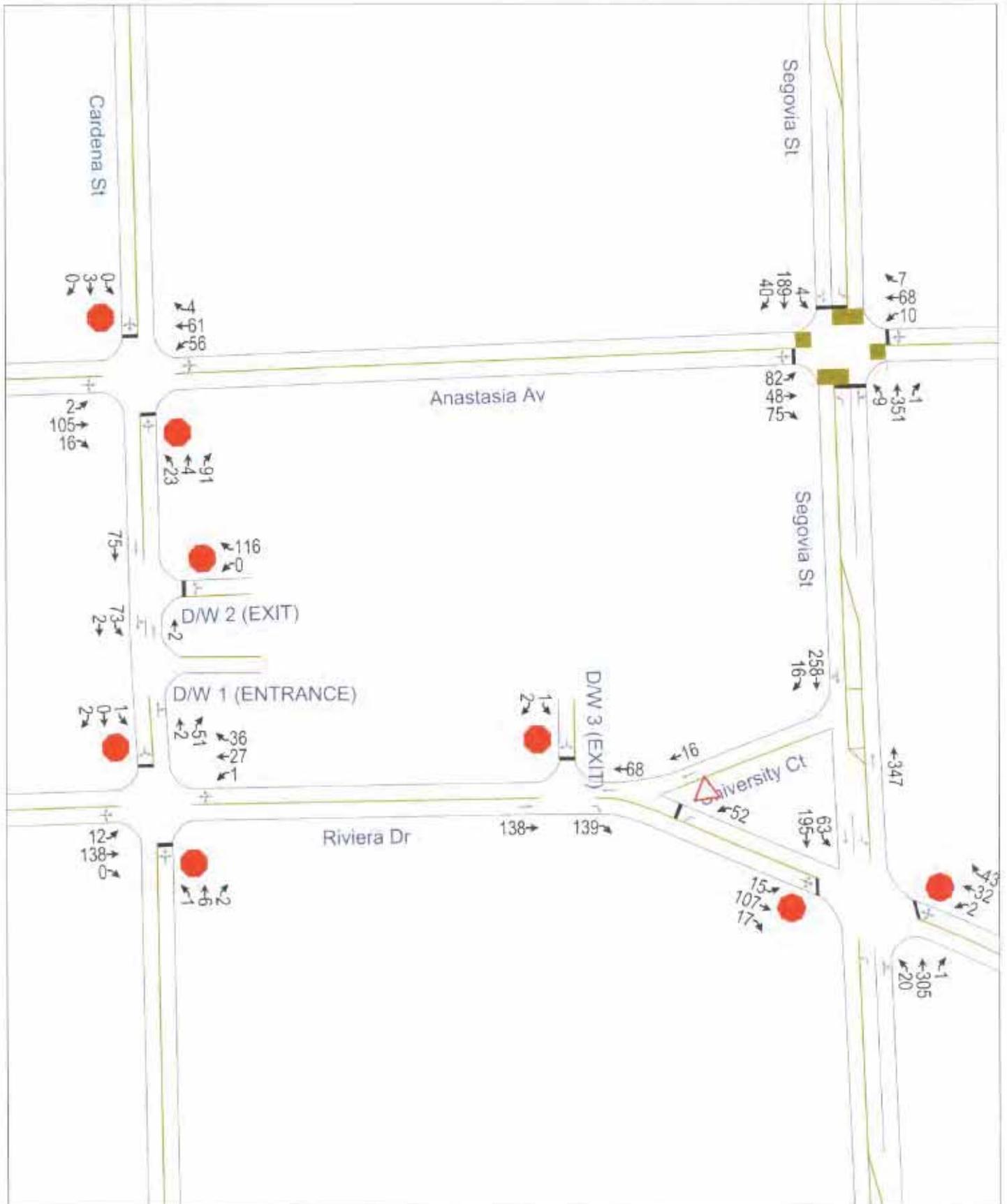
HCM Unsignalized Intersection Capacity Analysis

Existing AM Peak Hour TMCs

3 Riviera Dr & Segovia St

Somerset LBC Coral Gables

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		⇕			⇕			⇕			⇕		
Volume (veh/h)	0	104	15	2	20	41	4	292	1	53	158	0	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (aph)	0	121	17	2	23	48	5	340	1	62	186	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)											413		
PK platoon unblocked													
vC conflicting volume	552	359	98	643	608	120	156			341			
vC1 stage 1 conf vol													
vC2 stage 2 conf vol													
vCv unblocked vol	111	608	15	548	518	120	195			511			
K1 range (s)	7.5	6.5	5.9	7.5	8.5	6.8	4.7			4.1			
K2 stage (s)													
IF (s)	3.5	4.0	3.3	3.5	4.0	3.5	2.2			2.2			
p0 buffer free (s)	100	85	89	89	81	74	100			85			
CM capacity (veh/s)	355	357	538	247	351	644	1375			1216			
Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	138	72	174	171	159	98							
Volume Left	0	2	5	0	32	4							
Volume Right	17	48	0	1	0	2							
CSH	387	529	1375	1700	1375	1720							
Volume to Capacity	0.36	0.13	0.00	0.10	0.05	0.05							
Queue Length (50th %)	40	18	3	1	4	2							
Control Delay (s)	19.4	12.4	0.2	3.8	3.4	0.7							
Lane LOS	C	B	A	A	A	A							
Approach Delay (s)	19.4	12.4	0.1		3.7								
Approach LOS	C	B											
Intersection Summary													
Average Delay			5.1	HCM LOS							A		
Intersection Capacity Utilization			10.6%	HCM Level of Service							A		
Analysis Period (min)			15										



HCM Signalized Intersection Capacity Analysis

Somerset UBC Coral Gables

1: Segovia St & Anastasia Av

Proposed AM Peak Hour Condition (Scenario A)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕		↵	↵		↵	↵	
Volume (vph)	82	48	75	10	68	7	9	351	1	4	189	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.99		1.00	1.00		1.00	0.97	
Fit Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736			1832		1770	1862		1770	1814	
Fit Permitted		0.85			0.96		0.59	1.00		0.48	1.00	
Satd. Flow (perm)		1511			1763		1102	1862		902	1814	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	98	57	89	12	81	8	11	418	1	5	225	48
RTOR Reduction (vph)	0	37	0	0	6	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	207	0	0	95	0	11	419	0	5	262	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.2			12.2		37.8	37.8		37.8	37.8	
Effective Green, g (s)		12.2			12.2		37.8	37.8		37.8	37.8	
Actuated g/C Ratio		0.21			0.21		0.64	0.64		0.64	0.64	
Clearance Time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		312			365		706	1193		578	1162	
w/s Ratio Prot								c0.23			0.14	
w/s Ratio Perm		c0.14			0.05		0.01			0.01		
w/c Ratio		0.66			0.26		0.02	0.35		0.01	0.23	
Uniform Delay, d1		21.5			19.6		3.8	4.9		3.8	4.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.2			0.4		0.0	0.8		0.0	0.4	
Delay (s)		26.7			20.0		3.9	5.7		3.9	4.9	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		26.7			20.0			5.7			4.9	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Segovia St & Anastasia Av

Somerset UBC Coral Gables
Proposed AM Peak Hour Condition (Scenario A)

	→	←	↙	↑	↘	↓
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	244	101	11	419	5	273
w/c Ratio	0.70	0.27	0.02	0.35	0.01	0.23
Control Delay	28.0	19.3	5.0	6.6	5.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	19.3	5.0	6.6	5.0	5.1
Queue Length 50th (ft)	63	27	1	61	1	31
Queue Length 95th (ft)	112	55	6	104	4	59
Internal Link Dist (ft)	451	565		199		252
Turn Bay Length (ft)			130		150	
Base Capacity (vph)	419	453	705	1194	578	1174
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced w/c Ratio	0.58	0.22	0.02	0.35	0.01	0.23

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
 2: Segovia St & University Ct

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario A)

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↓	
Volume (veh/h)	0	0	0	347	258	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	423	315	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					279	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	748	324	334			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	301	311			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	380	724	1225			
Direction, Lane #	NB 1	SB 1				
Volume Total	423	334				
Volume Left	0	0				
Volume Right	0	20				
cSH	1700	1700				
Volume to Capacity	0.25	0.20				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			21.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Cardena St & D/W 1 (ENTRANCE)

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario A)

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			T			4
Volume (veh/h)	0	0	2	51	73	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2	55	79	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	191	30			58	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191	30			58	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			95	
cM capacity (veh/h)	757	1045			1547	
Direction, Lane #	NB 1	SB 1				
Volume Total	58	82				
Volume Left	0	79				
Volume Right	55	0				
cSH	1700	1547				
Volume to Capacity	0.03	0.05				
Queue Length 95th (ft)	0	4				
Control Delay (s)	0.0	7.3				
Lane LOS		A				
Approach Delay (s)	0.0	7.3				
Approach LOS						
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			14.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: Cardena St & D/W 2 (EXIT)

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario A)

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Volume (veh/h)	0	116	2	0	0	75
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	126	2	0	0	82
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	2			2	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	2			2	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	88			100	
cM capacity (veh/h)	918	1082			1620	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	126	2	82			
Volume Left	0	0	0			
Volume Right	126	0	0			
cSH	1082	1700	1700			
Volume to Capacity	0.12	0.00	0.05			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			17.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8: Riviera Dr & D/W 3 (EXIT)

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario A)

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Volume (veh/h)	0	138	68	0	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	150	74	0	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	74				224	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74				224	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1526				764	988
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	150	74	3			
Volume Left	0	0	1			
Volume Right	0	0	2			
cSH	1700	1700	900			
Volume to Capacity	0.09	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			17.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1 Anastasia Av & Segovia St

Somerset UBC Coral Gables
Proposed AM Peak Hour Operation (Scenario 5)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕		↵	↵		↵	↵	
Volume (vph)	97	48	89	10	62	7	52	351	1	4	170	88
Peak Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Ft		0.95			0.95		1.00	1.00		1.00	0.95	
Ft Protected		0.98			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1731			1832		1770	1862		1770	1737	
Fd Permitted		0.85			0.85		0.58	1.00		0.48	1.00	
Satd. Flow (perm)		1454			1709		1075	1682		864	1737	
Peak hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
App. Flow (vph)	115	57	105	12	81	8	62	418	1	5	213	79
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	238	0	0	38	0	62	419	0	5	211	0
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			0			2			0	0
Permitted Phases	4			8			2			0		0
Actuated Green (s)		13.0			13.0		27.0	27.0		27.0	27.0	
Effective Green (s)		10.0			12.0		27.0	27.0		27.0	27.0	
Actuated g/C Ratio		0.22			0.09		0.80	0.65		0.61	0.69	
Clearance Time (s)		3.0			5.0		4.0	4.0		4.0	4.0	
Variable Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		309			388		674	1108		981	1021	
vs Satd. Prot								0.023			0.18	
vs Satd. Perm		0.16			0.05		0.15			0.07		0.04
vs Satd.		0.14			0.25		0.09	0.30		0.07	0.04	
Uniform Delay (s)		21.0			15.0		4.4	5.0		4.1	4.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay (s)		19			0.3		2.4	2.9		0.7	0.9	
Delay (s)		20.1			15.3		4.6	5.2		4.2	5.2	
Level of Service		C			B		A	A		B	B	
Approach Delay (s)		22.1			19.3			6.0			5.1	
Approach Util.		0.1			0			0.4			0	
Intersection Summary												
HCM Average Control Delay	12.5			HCM Level of Service			B					
HCM Volume to Capacity Ratio	0.45			Signal Timing			A					
Actual Cycle Length (s)	45.0			Queue of Service			A					
Intersection Capacity Utilization	12.7%			Queue of Service			A					
Analysis Period (min)	15											
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Queues

1 Anastasia Av & Segovia St

Somerset UBC Coral Gables
Proposed AM Peak Hour Condition Scenario B1

	→	←	↖	↑	↘	↓
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	278	101	62	419	5	292
Yield Ratio	0.15	0.25	0.79	0.36	0.01	0.23
Control Delay (s)	11.3	18.7	0.9	8.9	5.0	5.0
Queue Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s)	11.3	18.7	0.9	8.9	5.0	5.0
Queue Length 50th (ft)	72	26	8	87	1	84
Queue Length 85th (ft)	129	65	20	154	4	79
Internal Link Dist (ft)	461	865		199		252
Turn Bay Length (ft)			130		160	
Base Capacity (vph)	418	452	574	1188	580	1140
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced Yield Ratio	0.97	0.22	0.05	0.36	0.01	0.25

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
 2 University Ct & Segovia St

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario B)

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Line Configurations				↑	↓	
Volume (veh/h)	0	0	0	395	272	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	0	0	0	479	332	0
Parameters						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn lane (veh)				None	None	
Median type				None	None	
Median storage (veh)						
Upstream signal (s)					215	
PK saturation (veh)	0.00	0.00	0.00			
VC normalizing volume	411	335	135			
VC stage 1 control						
VC stage 2 control						
VC saturation (veh)	0.0	0.0	0.0			
VC break (s)	0.4	0.2	0.1			
VC stage (s)						
VC gain	0.5	0.4	0.2			
VC queue length (s)	100	100	100			
VC capacity (veh/h)	340	710	1020			
Direction, Lane #	NB 1	SB 1				
Volume Total	479	332				
Volume Left	0	0				
Volume Right	0	0				
v/c	1.41	0.47				
Volume to Capacity	0.48	0.25				
Queue Length (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.48		0.47	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6th DW 1 (ENTRANCE) & Cardena St

Somerset UBC Coral Gables
 Proposed AM Peak Hour Condition (Scenario B)

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			T			T
Volume (veh/h)	0	0	2	0	124	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Flowrate (vph)	0	0	2	0	135	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream sign (ft)						
OK - protect unblocked						
OK - conflicting vehicle	274	2			2	
OK - edge of turn lane						
OK - stage 2 control						
OK - unblocked turn	74	2			2	
OK - stripe (s)	6.4	6.2			4	
OK - 2-stage (s)						
OK - (s)	9.6	9.3			4.2	
OK - queue free (s)	11.1	10.6			9.5	
OK - capacity (veh/m)	452	1282			1625	
Direction Lane #	NB 1	SB 1				
Volume Total	2	137				
Volume Left	0	135				
Volume Right	0	0				
OK - H	1.00	1.00				
Volume to Capacity	0.00	0.08				
Queue length 95th (ft)	0	0				
Control Delay (s)	0.0	7.3				
Lane LOS		A				
Approach Delay (s)	0.0	7.3				
Approach LOS						
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			17.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7. D/W 2 (EXIT) & Cardena St

Somerset UBC Coral Gables
 Proposed AM Peak Hour Corridor (Scenario B)

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configuration						
Volume (veh/h)	0	119	2	0	0	126
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	129	2	0	0	137
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream (veh/ln)						
LC, platoon (veh/ln)						
VC, conflicting volume	139	2			2	
VC1, stage 1 (conf vol)						
VC2, stage 2 (conf vol)						
SC, unblocked vol	139	2			2	
TC (sing phs)	6.4	6.2			4.1	
TC (2 phs)						
IF (s)	3.6	3.3			2.2	
PO queue (veh)	100	8			100	
PM capacity (veh/h)	554	1092			1520	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	125	2	137			
Volume Left	0	0	0			
Volume Right	125	0	137			
QPM	1381	1700	1700			
Volume to Capacity	0.12	0.02	3.88			
Queue Length (ft)	10	0	0			
Control Delay (s)	3.8	0.0	0.0			
Lane LOS	A		A			
Approach Delay (s)	3.4	0.0	0.0			
Approach LOS	A		A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			25.7%		Control Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8th Riviera Dr & D/W 3 (EXIT)

Somerset UBC Coral Gables
 Proposed AM Peak Hour Cond for Scenario B)

						
Movement	EBL	EBT	WBT	WBR	SEB	SEB
Line Configuration		↑	↑		∨	
Volume (vph)	0	141	32	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	153	35	0	0	0
Redesign						
Lane Width (ft)						
Working Speed (mph)						
Percent Borkage						
Right Turn Lane (am)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pk protsch unblocked						
vC conflicting volume	05				138	35
vC1 stage 1 conflict						
vC2 stage 2 conflict						
vC3 - blocked rd	35				138	35
vC skip (s)	4.1				5.4	5.2
vC 2 stage (s)						
IF (s)	0.2				2.5	3.0
sd (s) (free)	1.0				3.0	3.0
SA capacity (veh/s)	1377				801	1038
Direction Lane #	EB 1	WB 1	SB 1			
Volume Total	141	35	0			
Volume Left	0	0	0			
Volume Right	0	35	0			
SH	141/141	100	100			
Available Capacity	1377	801	1038			
Capacity Util. (SH%)	10	4	0			
Control Delay (s)	9.0	0.0	0.0			
Line LOS	A	A	A			
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			10.0%		Capacity of Service	A
Analysis Period (min)			7			

HCM Signalized Intersection Capacity Analysis

Existing PM Peak Hour TMCs

1. Anastasia Av & Segovia St

Summit UBC Coral Gables

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB	SEB
Lane Configurations		+			+			+			+		
Volume (vph)	31	19	36	8	62	10	12	277	9	7	229	10	
sat Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			0.95			0.95		
Flt		0.94			0.96			1.00			0.99		
Flt Protected		0.99			1.00			1.00			1.00		
Satd. Flow (prot)		1726			1821			3517			3512		
Flt Permitted		0.89			0.96			0.94			0.95		
Satd. Flow (perm)		1554			1756			3322			3332		
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	36	22	42	9	72	12	14	322	10	8	268	12	
RTOR Reduction (vph)	0	36	0	0	10	3	3	3	0	0	3	0	
Lane Group Flow (vph)	6	64	0	0	33	0	0	343	0	0	233	0	
Turn Type	Perm			Perm			Perm			Perm			
Protected Phases		4			5			2			5		
Permitted Phases	1			3			2			3			
Actuated Green (G (s))		6.2			6.2			41.9			41.9		
Effective Green (g (s))		3.2			6.2			41.9			41.9		
Actuated g/C Ratio		0.14			0.14			0.71			0.71		
Clearance Time (s)		0.0			5.0			4.0			4.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		216			344			2354			2351		
v/c Ratio Prot													
v/c Ratio Perm		0.34			0.35			0.15			0.36		
v/c Ratio		0.30			0.34			0.15			0.12		
Uniform Delay (d)		23.8			23.8			2.9			2.7		
Regression Factor		1.00			1.00			1.00			1.00		
Incremental Delay (s)		0.8			0.8			0.1			0.1		
Delay (s)		23.8			23.8			2.9			2.8		
Level of Service		C			C			A			A		
Approach Delay (s)		23.6			23.8			2.9			2.8		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM Average Control Delay	2.8			HCM Level of Service			A						
HCM Volume to Capacity ratio	0.15			Control Delay (s)			2.9						
Actuated Cycle Length (s)	59.2			HCM Level of Service			A						
Intersection Capacity Utilization	35.9%			Control Delay (s)			0						
Analysis Period (min)	15												
C - Critical Lane Group													

Queues

Existing PM Peak Hour TMCs

1: Anastasia Av & Segovia St

Somerset USC Coral Gables

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	100	53	346	285
Vol Ratio	0.30	0.17	0.15	0.12
Control Delay	19.3	24.0	3.2	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.3	24.0	3.2	3.1
Queue Length 50th (ft)	19	27	15	12
Queue Length 95th (ft)	46	56	30	25
Internal Link Dist (ft)	451	585	235	157
Turn Bay Length (ft)				
Base Capacity (vph)	427	455	2353	2364
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced Vol Ratio	0.23	0.20	0.15	0.12

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
 2 University Ct & Segovia St

Existing PM Peak Hour TMCs
 Somerset UBC City Gates

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↕↕	↕↕	
Volume (veh/h)	12	0	3	286	260	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly %w rate (veh)	14	0	4	340	310	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn lane (veh)				None	None	
Median type						
Median storage (veh)						
Upstream signal (ft)					115	
pk_platoon unblocked						
vC1 conflicting volume	495	103	303			
vC1 stage 1 conf vol						
vC2 stage 2 conf vol						
vC1 unblocked vol	495	103	303			
IC single (s)	6.6	6.9	4.1			
IC 2 stage (s)						
IF (s)	3.6	3.4	2.2			
pk queue at Y (s)	97	100	100			
pk capacity (veh/h)	502	863	1230			
Direction Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	14	117	227	286	120	
Volume Left	14	4	0	0	0	
Volume Right	0	2	0	0	17	
qSH	502	1230	1230	1730	1700	
Volume to Capacity	0.03	0.09	0.13	0.12	0.07	
Queue Length 75th (ft)	2	2	0	0	0	
Control Delay (s)	12.4	6.3	0.0	6.0	9.0	
Lines DS	B	A				
Approach Delay (s)	12.4	6.1		6.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3	HCM-1	LOS-	A
Intersection Capacity Utilization			20.0%	CU Level of Service		A
Analysis Period (min)			15			

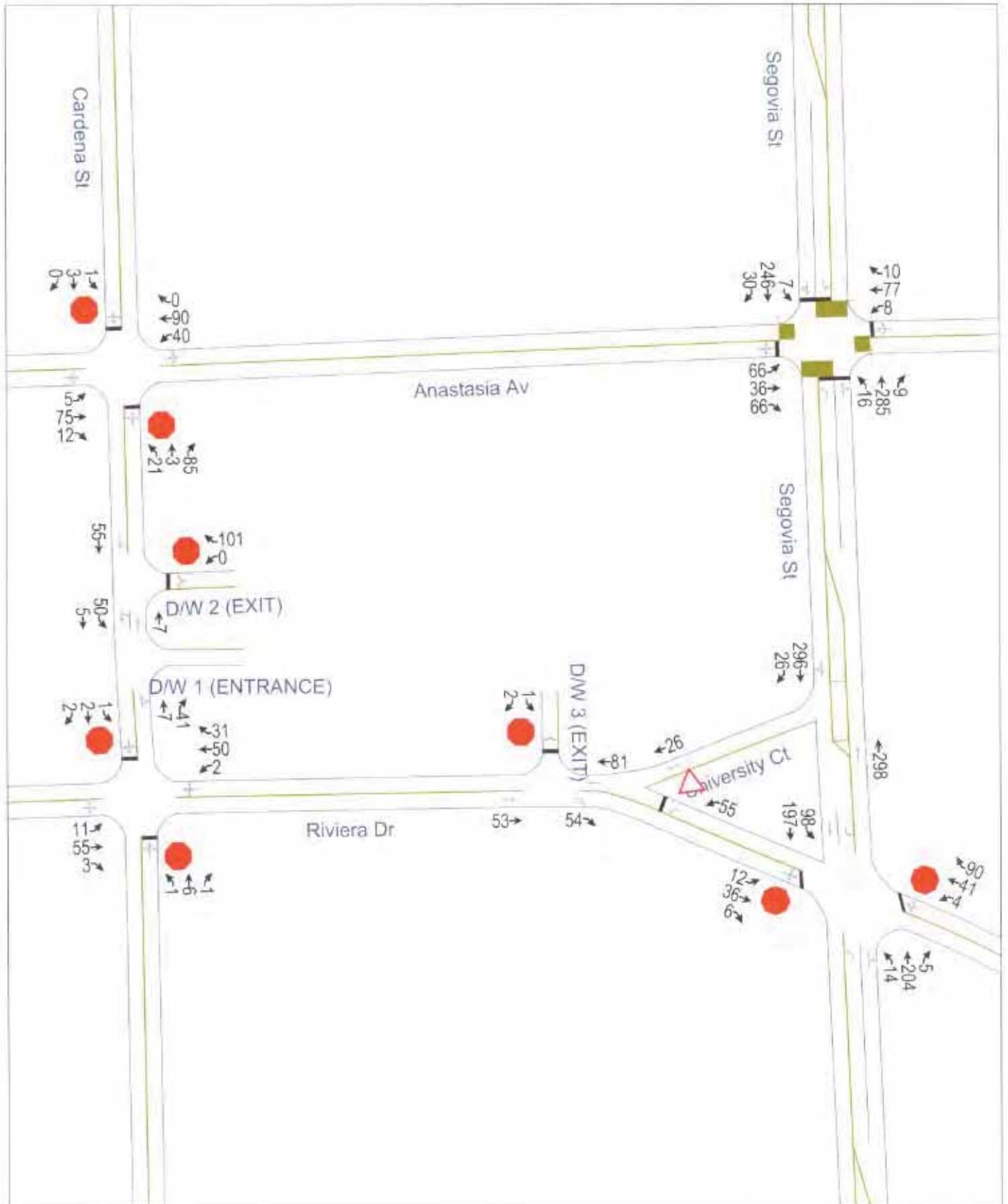
HCM Unsignalized Intersection Capacity Analysis

Existing PM Peak Hour TMCs

3. Riviera Dr & Segovia St

Somerset UBC Coral Gables

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	35	5	4	31	88	1	134	5	86	173	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	39	5	4	34	97	1	213	5	95	190	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											413	
pX platoon unblocked												
vC conflicting volume	302	801	36	527	538	109	191			219		
vC1 stage 1 conf vol												
vC2 stage 2 conf vol												
vCL unblocked vol	802	801	36	527	538	109	191			219		
IC single (s)	7.5	5.5	6.8	7.5	8.5	5.0	4.1			4.1		
IC 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
pC queue fric %	100	39	39	76	31	90	100			33		
CM capacity (veh/s)	369	384	342	477	386	923	1380			1348		
Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	44	135	108	112	190	96						
Volume Left	0	4	1	0	16	3						
Volume Right	0	97	0	5	0	1						
CSH	114	500	1180	1700	1348	730						
Volume to Capacity	0.11	0.30	2.60	0.07	0.07	2.00						
Queue Length (50th ft)	0	19	0	0	3	0						
Control Delay (s)	14.7	11.9	0.1	0.0	4.2	0.0						
lane LOS	E	B	A	A	A	A						
Approach Delay (s)	14.7	11.9	0.2		2.8							
Approach LOS	E	B										
Intersection Summary												
Average Delay			4.5		HCM LOS						A	
Intersection Capacity Utilization			315%		HCM Level of Service						A	
Analysis Period (min)			15									



HCM Signalized Intersection Capacity Analysis

Somerset UBC Coral Gables

1: Segovia St & Anastasia Av

Proposed PM Peak Hour Condition (Scenario A)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑		↑	↑	
Volume (vph)	66	36	66	8	77	10	16	285	9	7	246	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fit		0.95			0.99		1.00	1.00		1.00	0.98	
Fit Protected		0.98			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1730			1828		1770	1855		1770	1832	
Fit Permitted		0.86			0.97		0.56	1.00		0.55	1.00	
Satd. Flow (perm)		1522			1786		1046	1855		1019	1832	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	77	42	77	9	90	12	19	331	10	8	286	35
RTOR Reduction (vph)	0	43	0	0	8	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	153	0	0	103	0	19	339	0	8	315	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		10.8			10.8		39.2	39.2		39.2	39.2	
Effective Green, g (s)		10.8			10.8		39.2	39.2		39.2	39.2	
Actuated g/C Ratio		0.18			0.18		0.66	0.66		0.66	0.66	
Clearance Time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		279			327		695	1232		677	1217	
w/s Ratio Prot								c0.18			0.17	
w/s Ratio Perm		c0.10			0.06		0.02			0.01		
w/c Ratio		0.55			0.31		0.03	0.28		0.01	0.26	
Uniform Delay, d1		21.9			20.9		3.4	4.1		3.3	4.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.2			0.6		0.1	0.6		0.0	0.5	
Delay (s)		24.1			21.4		3.5	4.6		3.4	4.5	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		24.1			21.4			4.6			4.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Somerset UBC Coral Gables

1: Segovia St & Anastasia Av

Proposed PM Peak Hour Condition (Scenario A)

	→	←	↙	↑	↘	↓
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	196	111	19	341	8	321
v/c Ratio	0.61	0.33	0.03	0.28	0.01	0.26
Control Delay	23.5	20.6	4.8	5.4	4.7	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	20.6	4.8	5.4	4.7	5.1
Queue Length 50th (ft)	46	31	2	40	1	36
Queue Length 95th (ft)	88	60	9	84	5	76
Internal Link Dist (ft)	451	565		199		252
Turn Bay Length (ft)			130		150	
Base Capacity (vph)	426	461	695	1234	677	1224
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.24	0.03	0.28	0.01	0.26

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
2: Segovia St & University Ct

Somerset UBC Coral Gables
Proposed PM Peak Hour Condition (Scenario A)

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↓	
Volume (veh/h)	0	0	0	298	296	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	355	352	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					279	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	723	368	383			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	687	317	333			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	395	693	1173			
Direction, Lane #	NB 1	SB 1				
Volume Total	355	383				
Volume Left	0	0				
Volume Right	0	31				
cSH	1700	1700				
Volume to Capacity	0.21	0.23				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Cardena St & D/W 1 (ENTRANCE)

Somerset UBC Coral Gables
 Proposed PM Peak Hour Condition (Scenario A)

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	7	41	50	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	8	45	54	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	144	30			52	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	30			52	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	819	1045			1554	
Direction, Lane #	NB 1	SB 1				
Volume Total	52	60				
Volume Left	0	54				
Volume Right	45	0				
cSH	1700	1554				
Volume to Capacity	0.03	0.03				
Queue Length 95th (ft)	0	3				
Control Delay (s)	0.0	6.8				
Lane LOS		A				
Approach Delay (s)	0.0	6.8				
Approach LOS						
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			13.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Cardena St & D/W 2 (EXIT)

Somerset UBC Coral Gables
Proposed PM Peak Hour Condition (Scenario A)

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Volume (veh/h)	0	101	7	0	0	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	110	8	0	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67	8			8	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67	8			8	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	90			100	
cM capacity (veh/h)	938	1075			1613	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	110	8	60			
Volume Left	0	0	0			
Volume Right	110	0	0			
cSH	1075	1700	1700			
Volume to Capacity	0.10	0.00	0.04			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			16.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8: Riviera Dr & D/W 3 (EXIT)

Somerset UBC Coral Gables
 Proposed PM Peak Hour Condition (Scenario A)

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Volume (veh/h)	0	53	81	0	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	58	88	0	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88				146	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				146	88
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1508				847	970
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	58	88	3			
Volume Left	0	0	1			
Volume Right	0	0	2			
cSH	1700	1700	925			
Volume to Capacity	0.03	0.05	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			14.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

Somerset UBC Coral Gables

1. Anastasia Av & Segovia St

Proposed PM Peak Hour Conditions (Scenario B)

												
Movement	ESL	EBT	EBR	WSL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄	⇄		⇄	⇄	↵	↵	↵	↵	↵	↵
Volume (vph)	79	37	27	8	37	10	48	255	9	7	236	51
Peak Flow (vphpl)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Total Crd. time (s)		5.0			5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Pd Pct		0.95			0.99		1.00	1.00		1.00	0.97	
Pd Pct (perm)		0.98			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1727			1828		1775	1855		1770	1814	
Pd Permitted		0.98			0.97		0.95	1.00		0.94	1.00	
Satd. Flow (perm)		1508			1785		1625	1855		1614	1614	
Peak hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	92	43	30	9	43	12	56	321	10	8	274	59
RTOR Reduction (vph)	0	14	0	0	8	0	7	2	0	0	17	0
Lane Group Flow (vph)	0	153	0	0	103	0	55	336	0	8	322	0
Turn Type	Perm			Perm			Perm			Perm		
Appacted Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Act. Wld Green (s)		11.5			11.5		33.5	33.5		33.5	33.5	
Effective Green (s)		11.5			11.5		33.5	33.5		33.5	33.5	
Adjusted C/D Ratio		2.19			2.19		0.65	0.65		0.65	0.65	
Queueing Time (s)		5.0			5.0		17	4.0		4.0	4.0	
Queue Extension (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Lane Grp Exp. (vph)		224			248		302	1,219		262	1,081	
vs. Satd. Flow								0.18			0.18	
vs. Satd. Flow		1.30			1.36		1.68	0.65		1.51	0.59	
vs. Rate		0.91			0.90		0.38	0.29		0.91	0.29	
Uniform Delay (s)		21.7			21.2		46	2.2		34	2.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay (s)		28			28		62	20		31	31	
Delay (s)		25.5			25.5		40	4.0		34	4.0	
Level of Service		C			C		A	A		C	C	
Apparent Delay (s)		25.5			25.5		4.0	4.0		34	4.0	
Apparent LOS		C			C		A	A		C	C	

Intersection Summary

HCM Ave. vph Control Delay	25.4	-2M level of Service	3
HCM vphv to Capacity ratio	0.37		
Adjusted Cycle Length (s)	35.4	Signal Timing OK	40
Intersection Capacity Utilization	47.4%	LOS level of Service	A
Analysis Period (min)	15		
C - Critical Lane Group			

Queues

1 Anastasia Av & Segovia St

Somerset UBC Coral Gables
 Proposed PM Peak - see Conditions Scenario 5

						
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	325	111	56	341	8	333
Vol Ratio	0.68	0.24	0.12	0.73	0.02	0.28
Control Delay	25.0	19.7	5.2	5.5	4.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	19.7	5.2	5.5	4.9	5.2
Queue Length 50th (ft)	54	30	6	44	*	38
Queue Length 90th (ft)	102	60	10	84	5	76
Internal Link Dist (ft)	451	585		169		252
Turn Bay Length (ft)			100		150	
Base Capacity (vph)	424	451	568	1011	500	1192
Starvation Cap Reduct	0	0	0	0	0	0
St/Blck Cap Reduct	0	0	0	0	0	0
Storage Cap Reduct	0	0	0	0	0	0
Recovery Ratio	0.77	0.24	0.02	0.28	0.01	0.28

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
 2 University Ct & Segevia St

Somerset UBC Coral Gables
 Proposed PM Peak Hour Operation - Scenario B

						
Movement	EBL	ESR	NBL	NBT	SBT	SBR
Line Configuration				↑	↓	
Volume (veh/h)	0	0	0	130	107	15
Sign Control	Stop			Prep	Prep	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate (veh)	0	0	0	107	107	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Backage						
Right Turn Lane (veh)						
Median type				None	None	
Median storage (veh)						
Median signal (ft)					270	
vC - approach unblocked	288	144	144			
vC - conflicting volume	108	108	108			
vC - stopped (conflict)						
vC2 - stop 2 control						
vC - unblocked vol	138	138	138			
C - stoppage	6.4	6.2	4.1			
C - stoppage (s)						
Flow	0.5	0.5	0.2			
vC - unblocked vol	108	108	170			
Flow	1.0	0.8	1.0			
Direction Lane #	NB 1	SB 1				
Volume Total	130	105				
Volume Left	0	0				
Volume Right	0	10				
Flow	1.00	1.00				
Volume Capacity	0.20	0.35				
Queue Length (ft)	0	0				
Control Delay (s)	0.0	0.0				
Link LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary:						
Average Delay			0.0			
Intersection Capacity Utilization			20%		Capacity of Service	4
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Somerset UBC Coral Gables

5 Riviera Dr & Cardena St

Proposed PM Peak Hour Control Scenario B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Volume (veh/h)	3	55	1	1	45	2	1	2	1	1	2	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.87	0.91	0.95	0.87	0.93	0.85	0.93	0.88	0.91	0.93	0.93
Hourly flow rate (veh/h)	4	55	4	1	58	2	1	2	1	1	2	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn lane (veh)												
Median type		None			None							
Median strip width												
Left turn signal (s)												
Left turn protected												
v/c conflicting volume	0.1			0.1			0.1	0.1	0.1	0.1	0.1	0.1
v/c stage 1 conflict							0.1	0.1	0.1	0.1	0.1	0.1
v/c stage 2 conflict							0.1	0.1	0.1	0.1	0.1	0.1
v/c double red start	0.1			0.1			0.1	0.1	0.1	0.1	0.1	0.1
v/c stage 1	0.1			0.1			0.1	0.1	0.1	0.1	0.1	0.1
v/c stage 2							0.1	0.1	0.1	0.1	0.1	0.1
IF (s)	0.7			0.7			0.5	0.5	0.5	0.5	0.5	0.5
v/c stage 1	0.1			0.1			0.1	0.1	0.1	0.1	0.1	0.1
v/c stage 2	0.1			0.1			0.1	0.1	0.1	0.1	0.1	0.1
Direction Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	55	5	2								
Volume Left	4		1	1								
Volume Right	4	2	1	2								
v/c	0.142	0.81	0.1	0.1								
Volume to Capacity	0.07	0.26	0.01	0.01								
Queue Length (veh)	0	0.2	0	0								
Control Delay (s)	0.4	0.1	0.4	0.3								
Control Delay	0.4	0.1	0.4	0.3								
Approach Delay (s)	0.4	0.1	0.4	0.3								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.4	0.3								
Intersection Capacity Utilization			0.1	0.1					0.1			
Analysis Period (min)			60	60					60			

HCM Unsignalized Intersection Capacity Analysis
 8 Riviera Dr & DW 3 (EXIT)

Somerset UBC Coral Gables
 Proposed PM Peak Hour Condition (Scenario 6)

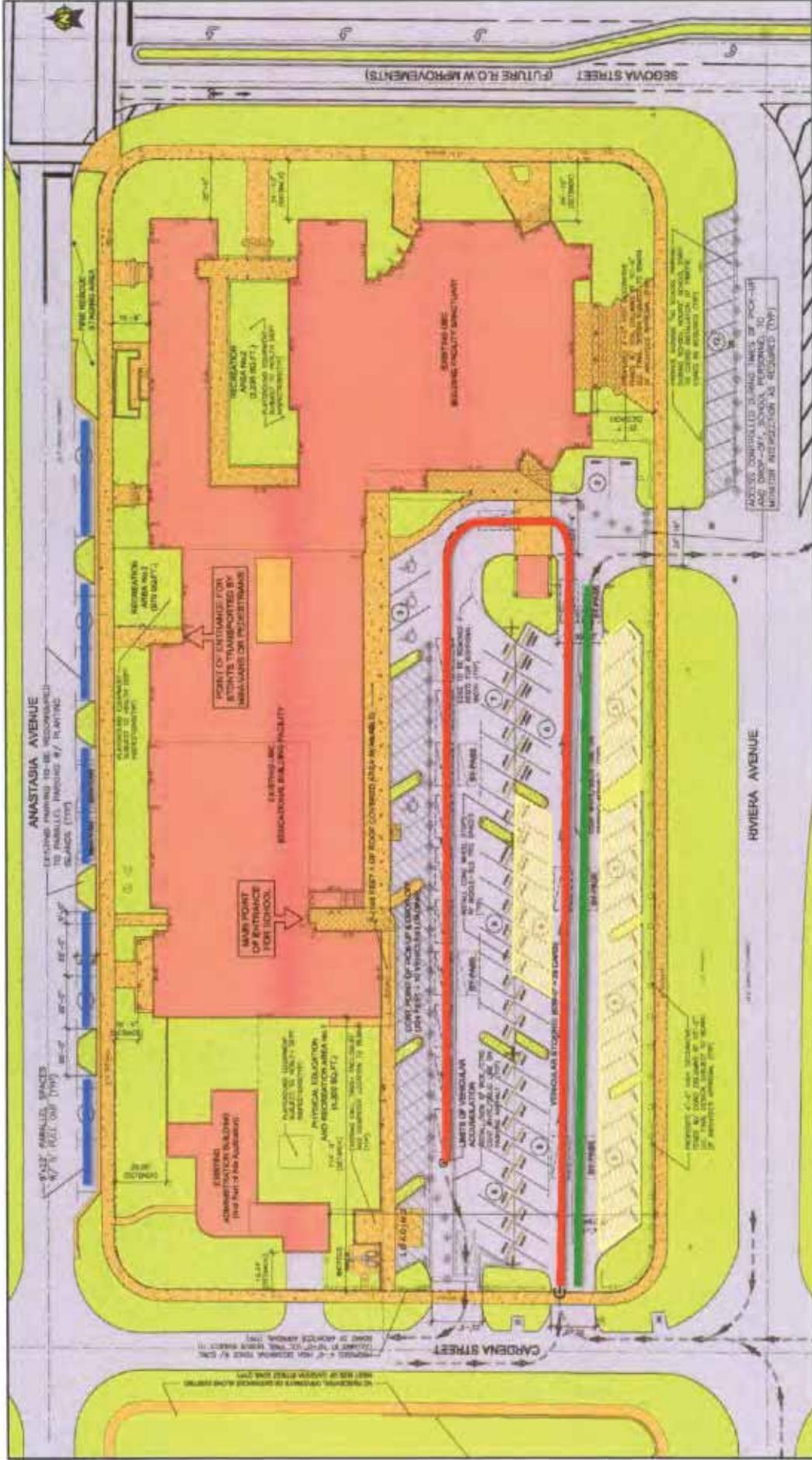
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Line configuration		↑	↑		↑	
Volume (veh/h)	0	53	52	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vpm)	0	58	57	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right-turn lane (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
of platoons (mixed)						
of conflicting volume	0				174	57
of stage 1 (conflict)						
of stage 2 (conflict)						
of additional					130	0
of stage 1	0				54	57
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Appendix G: Accumulation Assessment

TABLE A13
Somerset UBC Coral Gables
 Vehicular Stacking Capacity

Zone	Location Description	Distance	Units	Vehicle Type	Vehicle Length (ft)	Vehicles Accommodated
1	Vehicle Stacking Area	639	14	Car/Van	22	29
2	Van Stacking Area (9 Provided, None Utilized)	206	14	Car/Van	22	0
3	Visitor Parking Spaces (29 Provided, None Utilized)					0
Total Stacking Capacity						29

FIGURE A1
Somerset UBC Coral Gables
 Vehicle Accumulation Graph



- ZONE 1** Stacking Area for Passenger Vehicles (Capacity for 29 Vehicles)
- ZONE 2** Stacking Area for Vans (Not utilized in the analysis)
- ZONE 3** Visitors Parking Spaces (Not utilized in the analysis)
- ZONE 4** Double Stacking (Capacity for 10 vehicles) (Not utilized in the analysis)

TABLE A14

Somerset UBC Coral Gables

Accumulation Analysis Summary - Three Arrivals & Three Dismissals

Description	Stacking Spaces	Projected Vehicle Accumulation			Percent Accommodated		
		Phase I	Phase II	Phase III	Phase I	Phase II	Phase III
Max. Arrival	29	3.82	5.09	6.80	760%	570%	427%
Max. Dismissal	29	16.26	21.68	28.97	178%	134%	100%

Notes: Phase I consists of 260 total students.

Phase II consists of 348 total students.

Phase III consists of 436 total students.

AM PEAK ACCUMULATION ASSESSMENT (Phase II - 348 Students)

Use New Paper Tables (Copy/Print)

New School Name		Somerset UBC Coral Gables
Surrogate School Name		Doral Academy Elementary
Date / Day / Time of Data Collection	2/9/2010 7:00 AM - 9:00 AM	(Please indicate local date of data collection and time of day. Please indicate if it is a school day, and if so, what time of day.)
Surrogate Enrollment	798	Total number of students (E)
Capacity of New School	116	Student Stations (C) (Based on three (3) Arrivals; Max. Arrival of 116 Students of 348 Students)
Multitier	0.15	(C + E)
Surrogate Accumulations	35	passenger vehicles (including commercial vans)
	1	large school buses
	N/A	student vehicles (for high school/college)
Projected Accumulations	5.09	passenger vehicles
	0.15	large school buses
	N/A	student vehicles
Provided Spaces	29	passenger vehicles (See Table A14)
	N/A	large school buses
	N/A	student vehicles
Percent Accommodated	57%	passenger vehicles
	N/A	large school buses
	N/A	student vehicles

Interview Date: _____
 Interviewer Name: _____
 Address and Phone Number: _____

Signature of Data Collector: _____

AM PEAK ACCUMULATION ASSESSMENT (Phase III - 436 Students)

for a New Public School (Countywide)

New School Name	Notes	Somerset UBC Coral Gables	
Surrogate School Name	1	Doral Academy Elementary	
Date / Day / Time of Data Collection		2/9/2010 7:00 AM - 9:00 AM	(collected maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday, or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		798	Total number of students, E
Capacity of New School		155	Student Stations, C (Based on three (3) Arrivals. Max. Arrival of 156 Students of 436 Students)
Multiplier	2	0.19	[C / E]
Surrogate Accumulations	3	35	passenger vehicles (including commercial vans)
		1	large school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		6.80	passenger vehicles
		0.19	large school buses
		N/A	student vehicles
Provided Spaces	4	29	passenger vehicles (See Table A13)
		N/A	large school buses
		N/A	student vehicles
Percent Accommodated	5	427%	passenger vehicles
		N/A	large school buses
		N/A	student vehicles

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

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

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

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

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

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

Signature of Data Collector

PM PEAK ACCUMULATION ASSESSMENT (Phase II - 348 Students)

Site: New River K-8 School Campus

New School Name	Summit	Somerset UBC Coral Gables
Surrogate School Name	-	Doral Academy Elementary
Date - Day - Time of Data Collection	2/8/2010 1:30 PM - 4:00 PM	1. This assessment was conducted on the date and time indicated. The maximum duration of the assessment is 2.5 hours. The assessment should be conducted during the school day.
Surrogate Enrollment	519	Total number of students (E)
Capacity of New School	116	Number of Seats (C) (Based on three (3) Buses: Max. Dismissal of 116 Students of 348 Students)
Multiplier	0.22	[C - E]
Surrogate Accumulations	97	passenger vehicles including commercial vans
	1	large school buses
	N/A	student vehicles (for high schools only)
Projected Accumulations	21.68	passenger vehicles
	0.22	large school buses
	N/A	student vehicles
Provided Spaces	29	passenger vehicles (See Table A14)
	N/A	large school buses
	N/A	student vehicles
Percent Accommodated	134%	passenger vehicles
	N/A	large school buses
	N/A	student vehicles

The data provided in this report is for informational purposes only. It is not intended to be used for legal or financial purposes. The data is based on a single day of observation and may not be representative of other days. The data is based on a single day of observation and may not be representative of other days. The data is based on a single day of observation and may not be representative of other days.

PM PEAK ACCUMULATION ASSESSMENT (Phase III - 436 Students)

for a New Public School (Countywide)

New School Name	Miles	Somerset UBC Coral Gables	
Surrogate School Name	1	Doral Academy Elementary	
Date / Day / Time of Data Collection	2/8/2010 1:30 PM - 4:00 PM	<small>collected maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools.</small>	
Surrogate Enrollment	519	Total number of students, E	
Capacity of New School	155	Student Stations, C (Based on three (3) Dismissals. Max. Dismissal of 155 Students of 436 Students)	
Multiplier	0.30	[C / E]	
Surrogate Accumulations	97	passenger vehicles (including commercial vans)	
	1	large school buses	
	N/A	student vehicles (for high schools only)	
Projected Accumulations	28.97	passenger vehicles	
	0.30	large school buses	
	N/A	student vehicles	
Provided Spaces	29	passenger vehicles (See Table A13)	
	N/A	large school buses	
	N/A	student vehicles	
Percent Accommodated	100%	passenger vehicles	
	N/A	large school buses	
	N/A	student vehicles	

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

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

Signature of Data Collector

Surrogate School

Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary
 School Address: 2450 NW 97 Avenue, Doral FL
 Location: Parent & Bus Drop-Off

Weather: Clear
 Date: 2/9/2010
 Technician: CV

AM: On-Site Queuing Observations

Time	Car in	Car Out	Car Picked	Car Queued	Bus in	Bus Out	Bus Queued
7:00AM	1	2	2		0	1	0
7:01AM	-	0	1		1	1	0
7:02AM	-	0	-	2	-	0	1
7:03AM	1	2	2		-	-	0
7:04AM	1	1	1	0	0	0	0
7:05AM	-	-	1	-	1	0	0
7:06AM	-	-	0	0	0	0	0
7:07AM	-	-	1	1	1	0	0
7:08AM	2	0	1	1	1	0	0
7:09AM	0	2	2		-	-	0
7:10AM	1	1	2		-	1	0
7:11AM	2	-	0	1	0	0	0
7:12AM	1	-	1	1	0	0	0
7:13AM	1	-	1	1	0	0	0
7:14AM	2	-	1	1	1	0	0
7:15AM	1	-	1	1	1	0	0
7:16AM	1	-	0	1	0	0	0
7:17AM	2	2	2	1	0	0	0
7:18AM	-	-	1	1	1	0	0
7:19AM	2	-	2	1	1	0	0
7:20AM	2	2	2	1	1	0	0
7:21AM	2	-	1	1	1	0	0
7:22AM	1	0	-	0	0	0	0
7:23AM	2	-	1	1	1	0	0
7:24AM	-	-	-	-	0	0	0
7:25AM	1	-	1	1	1	0	0
7:26AM	-	-	-	-	0	0	0
7:27AM	1	-	1	1	1	0	0
7:28AM	1	1	1	1	1	0	0
7:29AM	1	1	1	1	1	0	0
7:30AM	1	1	1	1	1	0	0
7:31AM	1	1	1	1	1	0	0
7:32AM	1	1	1	1	1	0	0
7:33AM	1	1	1	1	1	0	0
7:34AM	1	1	1	1	1	0	0
7:35AM	1	1	1	1	1	0	0
7:36AM	1	1	1	1	1	0	0
7:37AM	1	1	1	1	1	0	0
7:38AM	1	1	1	1	1	0	0
7:39AM	1	1	1	1	1	0	0
7:40AM	1	1	1	1	1	0	0
7:41AM	1	1	1	1	1	0	0
7:42AM	1	1	1	1	1	0	0
7:43AM	1	1	1	1	1	0	0
7:44AM	1	1	1	1	1	0	0
7:45AM	1	1	1	1	1	0	0
7:46AM	1	1	1	1	1	0	0
7:47AM	1	1	1	1	1	0	0
7:48AM	1	1	1	1	1	0	0
7:49AM	1	1	1	1	1	0	0
7:50AM	1	1	1	1	1	0	0
7:51AM	1	1	1	1	1	0	0
7:52AM	1	1	1	1	1	0	0
7:53AM	1	1	1	1	1	0	0
7:54AM	1	1	1	1	1	0	0
7:55AM	1	1	1	1	1	0	0
7:56AM	1	1	1	1	1	0	0
7:57AM	1	1	1	1	1	0	0
7:58AM	1	1	1	1	1	0	0
7:59AM	1	1	1	1	1	0	0
8:00AM	1	1	1	1	1	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary
 School Address: 2450 NW 97 Avenue, Doral FL
 Location: Parent & Bus Drop-Off

Weather: Clear
 Date: 2/25/21
 Technician: JCS

AM: On-Site Queuing Observations

Time	Car-P	Van-P	Car-Parked	Bus-Queued	Bus-By	Bus-Out	Bus-Queue-L
7:07 AM	0	1	0	0	0	0	0
7:08 AM	0	0	0	0	0	0	0
7:09 AM	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0
7:11 AM	0	0	0	0	0	0	0
7:12 AM	0	0	0	0	0	0	0
7:13 AM	0	0	0	0	0	0	0
7:14 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:16 AM	0	0	0	0	0	0	0
7:17 AM	0	0	0	0	0	0	0
7:18 AM	0	0	0	0	0	0	0
7:19 AM	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0
7:21 AM	0	0	0	0	0	0	0
7:22 AM	0	0	0	0	0	0	0
7:23 AM	0	0	0	0	0	0	0
7:24 AM	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0
7:26 AM	0	0	0	0	0	0	0
7:27 AM	0	0	0	0	0	0	0
7:28 AM	0	0	0	0	0	0	0
7:29 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:31 AM	0	0	0	0	0	0	0
7:32 AM	0	0	0	0	0	0	0
7:33 AM	0	0	0	0	0	0	0
7:34 AM	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0
7:36 AM	0	0	0	0	0	0	0
7:37 AM	0	0	0	0	0	0	0
7:38 AM	0	0	0	0	0	0	0
7:39 AM	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0
7:41 AM	0	0	0	0	0	0	0
7:42 AM	0	0	0	0	0	0	0
7:43 AM	0	0	0	0	0	0	0
7:44 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
7:46 AM	0	0	0	0	0	0	0
7:47 AM	0	0	0	0	0	0	0
7:48 AM	0	0	0	0	0	0	0
7:49 AM	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0
7:51 AM	0	0	0	0	0	0	0
7:52 AM	0	0	0	0	0	0	0
7:53 AM	0	0	0	0	0	0	0
7:54 AM	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0
7:56 AM	0	0	0	0	0	0	0
7:57 AM	0	0	0	0	0	0	0
7:58 AM	0	0	0	0	0	0	0
7:59 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary
 School Address: 2450 NW 97 Avenue, Doral FL
 Location: Parent & Bus Drop-Off

Weather: Cloud
 Date: 2/9/2019
 Technician: CV

AM: On-Site Queuing Observations

Time	Curry	Car/Off	Bike/Parked	Cars Queued	Bus/In	Bus/Out	Bus Queued
8:01 AM	5	5	0	14	1	0	
8:02 AM	6	5	0	15	1	0	
8:03 AM	6	5	0	14	1	0	
8:04 AM	7	5	0	17	1	0	
8:05 AM	8	7	0	17	2	1	0
8:06 AM	8	7	0	17	2	1	0
8:07 AM	8	7	0	16	2	1	0
8:08 AM	8	7	0	16	2	1	0
8:09 AM	8	7	0	16	2	1	0
8:10 AM	9	7	0	18	2	1	0
8:11 AM	9	7	0	18	2	1	0
8:12 AM	9	7	0	18	2	1	0
8:13 AM	9	7	0	18	2	1	0
8:14 AM	9	7	0	18	2	1	0
8:15 AM	9	7	0	18	2	1	0
8:16 AM	9	7	0	18	2	1	0
8:17 AM	9	7	0	18	2	1	0
8:18 AM	9	7	0	18	2	1	0
8:19 AM	9	7	0	18	2	1	0
8:20 AM	9	7	0	18	2	1	0
8:21 AM	9	7	0	18	2	1	0
8:22 AM	9	7	0	18	2	1	0
8:23 AM	9	7	0	18	2	1	0
8:24 AM	9	7	0	18	2	1	0
8:25 AM	9	7	0	18	2	1	0
8:26 AM	9	7	0	18	2	1	0
8:27 AM	9	7	0	18	2	1	0
8:28 AM	9	7	0	18	2	1	0
8:29 AM	9	7	0	18	2	1	0
8:30 AM	9	7	0	18	2	1	0
8:31 AM	9	7	0	18	2	1	0
8:32 AM	9	7	0	18	2	1	0
8:33 AM	9	7	0	18	2	1	0
8:34 AM	9	7	0	18	2	1	0
8:35 AM	9	7	0	18	2	1	0
8:36 AM	9	7	0	18	2	1	0
8:37 AM	9	7	0	18	2	1	0
8:38 AM	9	7	0	18	2	1	0
8:39 AM	9	7	0	18	2	1	0
8:40 AM	9	7	0	18	2	1	0
8:41 AM	9	7	0	18	2	1	0
8:42 AM	9	7	0	18	2	1	0
8:43 AM	9	7	0	18	2	1	0
8:44 AM	9	7	0	18	2	1	0
8:45 AM	9	7	0	18	2	1	0
8:46 AM	9	7	0	18	2	1	0
8:47 AM	9	7	0	18	2	1	0
8:48 AM	9	7	0	18	2	1	0
8:49 AM	9	7	0	18	2	1	0
8:50 AM	9	7	0	18	2	1	0
8:51 AM	9	7	0	18	2	1	0
8:52 AM	9	7	0	18	2	1	0
8:53 AM	9	7	0	18	2	1	0
8:54 AM	9	7	0	18	2	1	0
8:55 AM	9	7	0	18	2	1	0
8:56 AM	9	7	0	18	2	1	0
8:57 AM	9	7	0	18	2	1	0
8:58 AM	9	7	0	18	2	1	0
8:59 AM	9	7	0	18	2	1	0
9:00 AM	9	7	0	18	2	1	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary
 School Address: 2456 NW 97 Avenue, Doral FL
 Location: Parent & Bus Drop-Off

Weather: Clear
 Date: 2/8/2017
 Technician: CS

AM: On-Site Queuing Observations

Time	Class	Car/Drv	Van/Truck	Bus/Queue	Empty	Bus/OT	Bus/Queue
7:00 AM	10	1	1	23	1	2	0
7:02 AM	10	2	2	20	0	1	0
7:04 AM	7	1	3	10	1	2	0
7:06 AM		1	1	24		1	1
7:08 AM	10	1	2	20	0	2	0
7:10 AM	2	1	3	14	0	1	0
7:12 AM	3	2	2	10	0	2	0
7:14 AM	7	1	1	0	0	0	1
7:16 AM	2	1	4	10	0	1	0
7:18 AM		1	6	10	1	1	0
7:20 AM	3	1	0	1	0	0	0
7:22 AM	1	2	2	3	0	0	1
7:24 AM	2	1	0	2	0	2	0
7:26 AM	7	1	0	1	0	1	0
7:28 AM	10	1	1	1	0	0	0
7:30 AM	3	1	0	0	0	0	0
7:32 AM	10	1	1	1	0	1	0
7:34 AM	10	1	1	1	0	1	0
7:36 AM	10	1	1	1	0	1	0
7:38 AM	10	1	1	1	0	1	0
7:40 AM	10	1	1	1	0	1	0
7:42 AM	10	1	1	1	0	1	0
7:44 AM	10	1	1	1	0	1	0
7:46 AM	10	1	1	1	0	1	0
7:48 AM	10	1	1	1	0	1	0
7:50 AM	10	1	1	1	0	1	0
7:52 AM	10	1	1	1	0	1	0
7:54 AM	10	1	1	1	0	1	0
7:56 AM	10	1	1	1	0	1	0
7:58 AM	10	1	1	1	0	1	0
8:00 AM	10	1	1	1	0	1	0
8:02 AM	10	1	1	1	0	1	0
8:04 AM	10	1	1	1	0	1	0
8:06 AM	10	1	1	1	0	1	0
8:08 AM	10	1	1	1	0	1	0
8:10 AM	10	1	1	1	0	1	0
8:12 AM	10	1	1	1	0	1	0
8:14 AM	10	1	1	1	0	1	0
8:16 AM	10	1	1	1	0	1	0
8:18 AM	10	1	1	1	0	1	0
8:20 AM	10	1	1	1	0	1	0
8:22 AM	10	1	1	1	0	1	0
8:24 AM	10	1	1	1	0	1	0
8:26 AM	10	1	1	1	0	1	0
8:28 AM	10	1	1	1	0	1	0
8:30 AM	10	1	1	1	0	1	0
8:32 AM	10	1	1	1	0	1	0
8:34 AM	10	1	1	1	0	1	0
8:36 AM	10	1	1	1	0	1	0
8:38 AM	10	1	1	1	0	1	0
8:40 AM	10	1	1	1	0	1	0
8:42 AM	10	1	1	1	0	1	0
8:44 AM	10	1	1	1	0	1	0
8:46 AM	10	1	1	1	0	1	0
8:48 AM	10	1	1	1	0	1	0
8:50 AM	10	1	1	1	0	1	0
8:52 AM	10	1	1	1	0	1	0
8:54 AM	10	1	1	1	0	1	0
8:56 AM	10	1	1	1	0	1	0
8:58 AM	10	1	1	1	0	1	0
9:00 AM	10	1	1	1	0	1	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary Weather: Clear
 School Address: 2450 NW 97 Avenue Doral FL Date: 2/9/2010
 Location: Parent & Bus Drop-Off Technician: CVR

PM: On-Site Queuing Observations

Time	Car #	On-Stop	Car Queued	Bus #	Bus-Queued	Bus-Queued
1:00 PM	1	0	1	0	0	0
1:05 PM	1	0	1	0	0	0
1:10 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:20 PM	0	0	0	0	0	0
1:25 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:35 PM	0	0	0	0	0	0
1:40 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
1:50 PM	0	0	0	0	0	0
1:55 PM	0	0	0	0	0	0
2:00 PM	1	0	1	0	0	0
2:05 PM	1	0	1	0	0	0
2:10 PM	2	0	2	0	0	0
2:15 PM	2	0	2	0	0	0
2:20 PM	3	0	3	0	0	0
2:25 PM	3	0	3	0	0	0
2:30 PM	4	0	4	0	0	0
2:35 PM	4	0	4	0	0	0
2:40 PM	5	0	5	0	0	0
2:45 PM	5	0	5	0	0	0
2:50 PM	6	0	6	0	0	0
2:55 PM	6	0	6	0	0	0
3:00 PM	7	0	7	0	0	0
3:05 PM	7	0	7	0	0	0
3:10 PM	8	0	8	0	0	0
3:15 PM	8	0	8	0	0	0
3:20 PM	9	0	9	0	0	0
3:25 PM	9	0	9	0	0	0
3:30 PM	10	0	10	0	0	0
3:35 PM	10	0	10	0	0	0
3:40 PM	11	0	11	0	0	0
3:45 PM	11	0	11	0	0	0
3:50 PM	12	0	12	0	0	0
3:55 PM	12	0	12	0	0	0
4:00 PM	13	0	13	0	0	0
4:05 PM	13	0	13	0	0	0
4:10 PM	14	0	14	0	0	0
4:15 PM	14	0	14	0	0	0
4:20 PM	15	0	15	0	0	0
4:25 PM	15	0	15	0	0	0
4:30 PM	16	0	16	0	0	0
4:35 PM	16	0	16	0	0	0
4:40 PM	17	0	17	0	0	0
4:45 PM	17	0	17	0	0	0
4:50 PM	18	0	18	0	0	0
4:55 PM	18	0	18	0	0	0
5:00 PM	19	0	19	0	0	0
5:05 PM	19	0	19	0	0	0
5:10 PM	20	0	20	0	0	0
5:15 PM	20	0	20	0	0	0
5:20 PM	21	0	21	0	0	0
5:25 PM	21	0	21	0	0	0
5:30 PM	22	0	22	0	0	0
5:35 PM	22	0	22	0	0	0
5:40 PM	23	0	23	0	0	0
5:45 PM	23	0	23	0	0	0
5:50 PM	24	0	24	0	0	0
5:55 PM	24	0	24	0	0	0
6:00 PM	25	0	25	0	0	0
6:05 PM	25	0	25	0	0	0
6:10 PM	26	0	26	0	0	0
6:15 PM	26	0	26	0	0	0
6:20 PM	27	0	27	0	0	0
6:25 PM	27	0	27	0	0	0
6:30 PM	28	0	28	0	0	0
6:35 PM	28	0	28	0	0	0
6:40 PM	29	0	29	0	0	0
6:45 PM	29	0	29	0	0	0
6:50 PM	30	0	30	0	0	0
6:55 PM	30	0	30	0	0	0
7:00 PM	31	0	31	0	0	0
7:05 PM	31	0	31	0	0	0
7:10 PM	32	0	32	0	0	0
7:15 PM	32	0	32	0	0	0
7:20 PM	33	0	33	0	0	0
7:25 PM	33	0	33	0	0	0
7:30 PM	34	0	34	0	0	0
7:35 PM	34	0	34	0	0	0
7:40 PM	35	0	35	0	0	0
7:45 PM	35	0	35	0	0	0
7:50 PM	36	0	36	0	0	0
7:55 PM	36	0	36	0	0	0
8:00 PM	37	0	37	0	0	0
8:05 PM	37	0	37	0	0	0
8:10 PM	38	0	38	0	0	0
8:15 PM	38	0	38	0	0	0
8:20 PM	39	0	39	0	0	0
8:25 PM	39	0	39	0	0	0
8:30 PM	40	0	40	0	0	0
8:35 PM	40	0	40	0	0	0
8:40 PM	41	0	41	0	0	0
8:45 PM	41	0	41	0	0	0
8:50 PM	42	0	42	0	0	0
8:55 PM	42	0	42	0	0	0
9:00 PM	43	0	43	0	0	0
9:05 PM	43	0	43	0	0	0
9:10 PM	44	0	44	0	0	0
9:15 PM	44	0	44	0	0	0
9:20 PM	45	0	45	0	0	0
9:25 PM	45	0	45	0	0	0
9:30 PM	46	0	46	0	0	0
9:35 PM	46	0	46	0	0	0
9:40 PM	47	0	47	0	0	0
9:45 PM	47	0	47	0	0	0
9:50 PM	48	0	48	0	0	0
9:55 PM	48	0	48	0	0	0
10:00 PM	49	0	49	0	0	0
10:05 PM	49	0	49	0	0	0
10:10 PM	50	0	50	0	0	0
10:15 PM	50	0	50	0	0	0
10:20 PM	51	0	51	0	0	0
10:25 PM	51	0	51	0	0	0
10:30 PM	52	0	52	0	0	0
10:35 PM	52	0	52	0	0	0
10:40 PM	53	0	53	0	0	0
10:45 PM	53	0	53	0	0	0
10:50 PM	54	0	54	0	0	0
10:55 PM	54	0	54	0	0	0
11:00 PM	55	0	55	0	0	0
11:05 PM	55	0	55	0	0	0
11:10 PM	56	0	56	0	0	0
11:15 PM	56	0	56	0	0	0
11:20 PM	57	0	57	0	0	0
11:25 PM	57	0	57	0	0	0
11:30 PM	58	0	58	0	0	0
11:35 PM	58	0	58	0	0	0
11:40 PM	59	0	59	0	0	0
11:45 PM	59	0	59	0	0	0
11:50 PM	60	0	60	0	0	0
11:55 PM	60	0	60	0	0	0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary Weather: Clear
 School Address: 2450 NW 97 Avenue, Doral FL Date: 7/8/2014
 Location: Parent & Bus Drop-Off Technician: JLV

PM: On-Site Queuing Observations

Time	Car In	Car Out	Time Queued	Bus In	Bus Out	Bus Queued
2:01 PM	0	0	0	0	0	0
2:02 PM	0	0	0	0	0	0
2:03 PM	0	0	0	0	0	0
2:04 PM	1	0	0	0	0	0
2:05 PM	2	0	0	0	0	0
2:06 PM	3	0	0	0	0	0
2:07 PM	4	0	0	0	0	0
2:08 PM	5	0	0	0	0	0
2:09 PM	6	0	0	0	0	0
2:10 PM	7	0	0	0	0	0
2:11 PM	8	0	0	0	0	0
2:12 PM	9	0	0	0	0	0
2:13 PM	10	0	0	0	0	0
2:14 PM	11	0	0	0	0	0
2:15 PM	12	0	0	0	0	0
2:16 PM	13	0	0	0	0	0
2:17 PM	14	0	0	0	0	0
2:18 PM	15	0	0	0	0	0
2:19 PM	16	0	0	0	0	0
2:20 PM	17	0	0	0	0	0
2:21 PM	18	0	0	0	0	0
2:22 PM	19	0	0	0	0	0
2:23 PM	20	0	0	0	0	0
2:24 PM	21	0	0	0	0	0
2:25 PM	22	0	0	0	0	0
2:26 PM	23	0	0	0	0	0
2:27 PM	24	0	0	0	0	0
2:28 PM	25	0	0	0	0	0
2:29 PM	26	0	0	0	0	0
2:30 PM	27	0	0	0	0	0
2:31 PM	28	0	0	0	0	0
2:32 PM	29	0	0	0	0	0
2:33 PM	30	0	0	0	0	0
2:34 PM	31	0	0	0	0	0
2:35 PM	32	0	0	0	0	0
2:36 PM	33	0	0	0	0	0
2:37 PM	34	0	0	0	0	0
2:38 PM	35	0	0	0	0	0
2:39 PM	36	0	0	0	0	0
2:40 PM	37	0	0	0	0	0
2:41 PM	38	0	0	0	0	0
2:42 PM	39	0	0	0	0	0
2:43 PM	40	0	0	0	0	0
2:44 PM	41	0	0	0	0	0
2:45 PM	42	0	0	0	0	0
2:46 PM	43	0	0	0	0	0
2:47 PM	44	0	0	0	0	0
2:48 PM	45	0	0	0	0	0
2:49 PM	46	0	0	0	0	0
2:50 PM	47	0	0	0	0	0
2:51 PM	48	0	0	0	0	0
2:52 PM	49	0	0	0	0	0
2:53 PM	50	0	0	0	0	0
2:54 PM	51	0	0	0	0	0
2:55 PM	52	0	0	0	0	0
2:56 PM	53	0	0	0	0	0
2:57 PM	54	0	0	0	0	0
2:58 PM	55	0	0	0	0	0
2:59 PM	56	0	0	0	0	0
3:00 PM	57	0	0	0	0	0

Surrogate School
Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary Weather: Clear
 School Address: 2450 NW 97 Avenue, Doral FL Date: 2/12/10
 Location: Parent & Bus Drop-Off Technician: CV

PM: On-Site Queuing Observations

Time	Event	Con/Dy	Cars Queued	Walk	Bus/Drop	Bus (Queue)
2:01 PM	1	0	29	0	2	0
2:02 PM	1	0	22	0	2	0
2:03 PM	2		28		2	0
2:04 PM	1		9		1	0
2:05 PM	4	2	32	2	0	0
2:06 PM	3	0	30	1	0	0
2:07 PM	2		33	2	0	0
2:08 PM	1		32	1	0	0
2:09 PM	5		37	0	0	0
2:10 PM	6	1	42	0	0	0
2:11 PM	7	1	46	0	0	0
2:12 PM	1	1	44	0	0	0
2:13 PM	4	0	46	1	0	0
2:14 PM	1	0	47	0	0	0
2:15 PM	0	1	47	0	0	0
2:16 PM	0		40	0	0	0
2:17 PM	5	0	37	0	0	0
2:18 PM	1	0	39	0	0	0
2:19 PM	6		34	0	0	0
2:20 PM	6	0	30	0	0	0
2:21 PM	3		25	0	0	0
2:22 PM	0	1	16	0	0	0
2:23 PM	1		35	0	0	0
2:24 PM	0	0	30	0	0	0
2:25 PM	0		30	0	0	0
2:26 PM	0		30	0	0	0
2:27 PM	0		30	0	0	0
2:28 PM	0		30	0	0	0
2:29 PM	0		30	0	0	0
2:30 PM	0		30	0	0	0
2:31 PM	0		30	0	0	0
2:32 PM	0		30	0	0	0
2:33 PM	0		30	0	0	0
2:34 PM	0		30	0	0	0
2:35 PM	0		30	0	0	0
2:36 PM	0		30	0	0	0
2:37 PM	0		30	0	0	0
2:38 PM	0		30	0	0	0
2:39 PM	0		30	0	0	0
2:40 PM	0		30	0	0	0
2:41 PM	0		30	0	0	0
2:42 PM	0		30	0	0	0
2:43 PM	0		30	0	0	0
2:44 PM	0		30	0	0	0
2:45 PM	0		30	0	0	0
2:46 PM	0		30	0	0	0
2:47 PM	0		30	0	0	0
2:48 PM	0		30	0	0	0
2:49 PM	0		30	0	0	0
2:50 PM	0		30	0	0	0
2:51 PM	0		30	0	0	0
2:52 PM	0		30	0	0	0
2:53 PM	0		30	0	0	0
2:54 PM	0		30	0	0	0
2:55 PM	0		30	0	0	0
2:56 PM	0		30	0	0	0
2:57 PM	0		30	0	0	0
2:58 PM	0		30	0	0	0
2:59 PM	0		30	0	0	0
3:00 PM	0		30	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name: Doral Academy Elementary Weather: Clear
 School Address: 2450 NW 37 Avenue, Doral FL Date: 2/18/2016
 Location: Parent & Bus Drop-Off Technician: DL

PM: On-Site Queuing Observations

Time	Car #	Car Tail	Personnel	Blank	Blocked	Bus Queued
1:07 PM	0	0	0	0	0	0
1:10 PM	0	0	0	1	0	0
1:13 PM	2	0	0	1	0	1
1:16 PM		1	0			1
1:20 PM	3	0	0	2	0	
1:24 PM	0	0	0			0
1:27 PM	1	4	0	1	0	1
1:30 PM	0	0	0	0		
1:33 PM	0	0	0	0	0	0
1:36 PM	0	0	0	0	0	0
1:39 PM	0	0	0	0	0	0
1:42 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
1:48 PM	0	0	0	0	0	0
1:51 PM	0	0	0	0	0	0
1:54 PM	0	0	0	0	0	0
1:57 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:03 PM	0	0	0	0	0	0
2:06 PM	0	0	0	0	0	0
2:09 PM	0	0	0	0	0	0
2:12 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:18 PM	0	0	0	0	0	0
2:21 PM	0	0	0	0	0	0
2:24 PM	0	0	0	0	0	0
2:27 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:33 PM	0	0	0	0	0	0
2:36 PM	0	0	0	0	0	0
2:39 PM	0	0	0	0	0	0
2:42 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
2:48 PM	0	0	0	0	0	0
2:51 PM	0	0	0	0	0	0
2:54 PM	0	0	0	0	0	0
2:57 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:03 PM	0	0	0	0	0	0
3:06 PM	0	0	0	0	0	0
3:09 PM	0	0	0	0	0	0
3:12 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:18 PM	0	0	0	0	0	0
3:21 PM	0	0	0	0	0	0
3:24 PM	0	0	0	0	0	0
3:27 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:33 PM	0	0	0	0	0	0
3:36 PM	0	0	0	0	0	0
3:39 PM	0	0	0	0	0	0
3:42 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
3:48 PM	0	0	0	0	0	0
3:51 PM	0	0	0	0	0	0
3:54 PM	0	0	0	0	0	0
3:57 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0

Surrogate School

Queuing and Parking Data Collection Sheet

School Name:	Doral Academy Elementary	Weather:	Clear
School Address:	2455 NW 97 Avenue, Doral FL	Date:	2/26/11
Location:	Parent & Bus Drop-Off	Technician:	CV

PM: On-Site Queuing Observations

Time	Carls	Ge-Dia	Car Queued	Buses	Buses	Buses Queued
1:31 PM	1	0	4	1	1	0
1:32 PM	1	0	4	1	1	0
1:33 PM	1	0	4	1	1	0
1:34 PM	1	0	4	1	1	0
1:35 PM	1	0	4	1	1	0
1:36 PM	1	0	4	1	1	0
1:37 PM	1	0	4	1	1	0
1:38 PM	1	0	4	1	1	0
1:39 PM	1	0	4	1	1	0
1:40 PM	1	0	4	1	1	0
1:41 PM	1	0	4	1	1	0
1:42 PM	1	0	4	1	1	0
1:43 PM	1	0	4	1	1	0
1:44 PM	1	0	4	1	1	0
1:45 PM	1	0	4	1	1	0
1:46 PM	1	0	4	1	1	0
1:47 PM	1	0	4	1	1	0
1:48 PM	1	0	4	1	1	0
1:49 PM	1	0	4	1	1	0
1:50 PM	1	0	4	1	1	0
1:51 PM	1	0	4	1	1	0
1:52 PM	1	0	4	1	1	0
1:53 PM	1	0	4	1	1	0
1:54 PM	1	0	4	1	1	0
1:55 PM	1	0	4	1	1	0
1:56 PM	1	0	4	1	1	0
1:57 PM	1	0	4	1	1	0
1:58 PM	1	0	4	1	1	0
1:59 PM	1	0	4	1	1	0
2:00 PM	1	0	4	1	1	0



DORAL ACADEMY ELEMENTARY SCHOOL

2450 NW 97 Ave. Doral, FL 33172 PH 305-597-9999 FAX 305-591-2669

Eleonora Cuesta
Principal

Elizabeth Simon
Assistant Principal

July 20, 2011

Please allow this letter to serve as a description of Doral Academy Elementary School's dismissal numbers by grade level as of February 2010. Please note that these numbers reflect the total enrollment by grade level. Also note that our school provides after care services and the average enrollment in the aftercare program is 150 students daily.

Our school has three dismissal periods as follows:

Dismissal Time	Grade Level	Enrollment by grade level	Total number of students dismissed at each dismissal time.
2:00 pm	Kindergarten	125	249
	1 st Grade	124	
2:30 pm	Pre-Kinder	30	30
	2 nd Grade	127	
3:00 pm	3 rd Grade	135	519
	4 th Grade	135	
	5 th Grade	122	

Should you have any questions, please do not hesitate to contact me

Sincerely

Eleonora Cuesta
Principal

Richard

From: Cuesta, Eleonora [ecuesta@dadeschools.net]
Sent: Wednesday, July 20, 2011 2:10 PM
To: Rolando Llanos; Richard
Subject: Doral Academy Elementary
Attachments: Letter about dismissal on 2010.docx

Greetings,

Please find attached a letter detailing Doral Academy's dismissal.

Best Regards,

Eleonora Cuesta

Principal

Doral Academy Elementary

2450 NW 47 Ave

Doral, FL 33172

305-397-9999 Fax: 305-397-2689

Email: ecuesta@dadeschools.net www.dadeschools.net School Website:

www.dadeschools.net www.dadeschools.net

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**SOMERSET
UBC**

624 ANASTASIA AVENUE
CORAL GABLES, FLORIDA 33134

APPLICANT:
**SOMERSET
UBC**

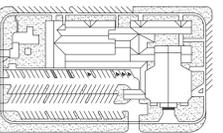
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CORAL GABLES, FLORIDA 33134

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No.	DATE	REVISION	BY
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△	07.22.11	COORDINATION	IAF
△	09.16.11	COORDINATION	IAF
△	10.05.11	COORDINATION	IAF

DRAWN BY: APPROVED BY:
2009 RL
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KEY PLAN
N.T.S.



SEAL/SIGNATURE

10-05-2011

ROLANDO LLANES, AIA
AR - 0013160

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SHEET TITLE

**SCHOOL
SPEED ZONE
SIGNAGE**

SHEET NUMBER
T-1



1 SCHOOL SPEED ZONE SIGNAGE
T-1

SCALE: 1" = 50'-0"



GENERAL NOTE:

INSTALLATION AND FINAL LAYOUT SUBJECT TO PERMIT APPROVAL BY MIAMI-DADE COUNTY PUBLIC WORKS TRAFFIC & ENGINEERING DIVISION (TED).

CITY OF CORAL GABLES PUBLIC WORKS DIVISION TO DETERMINE NUMBER AND FINAL LOCATION OF "PARKING" SIGNAGE ALONG SWALE AREAS (TYP)



CIVICA
 ARCHITECTURE & DESIGN GROUP
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 AA 42001093
 www.civicagroup.com

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624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

APPLICANT:
**SOMERSET
 UBC**

624 ANASTASIA AVENUE
 CORAL GABLES, FLORIDA 33134

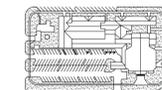
CIVICA PROJECT No:
090136

No.	DATE	REVISION	BY
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△	07.22.11	COORDINATION	IAF
△	09.16.11	COORDINATION	IAF

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 RL RL

DATE: SCALE:
 2009 As Shown

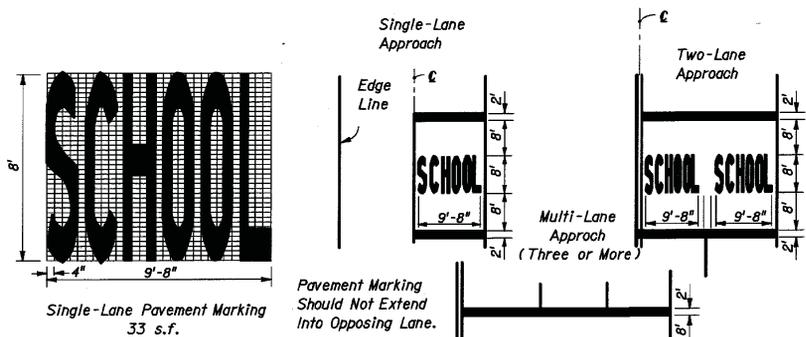
KEY PLAN
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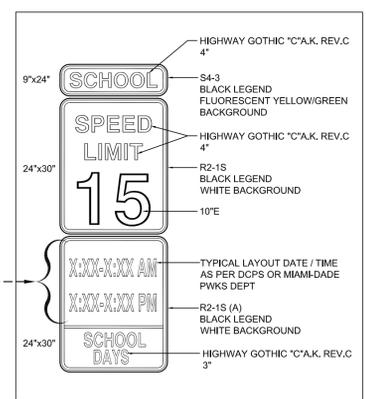
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- GENERAL NOTES:
- 1) SIGNAGE POSTS AND SUPPORT SHALL BE IN COMPLIANCE WITH FDOT STANDARD 11885 AND MIAMI-DADE COUNTY AND CITY OF CORAL GABLES PUBLIC WORKS DEPARTMENTS.
 - 2) ALL SIGNS SHALL BE ERECTED IN ACCORDANCE WITH INDEX No. 17302.
 - 3) ALL SIGNAGE AND MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF MIAMI-DADE COUNTY FLORIDA.
 - 4) ALL PAINT SHALL REFLECTIVE THERMOPLASTIC PAINT AS PER FDOT REQUIREMENTS.
 - 5) SCHOOL SIGNS & MARKINGS SHALL BE IN COMPLIANCE WITH FDOT INDEX 17344 AND AS PER MIAMI-DADE COUNTY AND CITY OF CORAL GABLES PUBLIC WORKS

PAVEMENT MARKINGS



- R2-1S SIGNAGE NOTES:
- 1) PROVIDE R2-1S SIGNAGE ASSEMBLY WITH (2) TWO SUPPORT POSTS.
 - 2) ALL SIGNAGE SIZES, METAL THICKNESS, NOMENCLATURE, AND FONT SIZE & TYPE SHALL COMPLY WITH THE REQUIREMENTS OF MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT-TRAFFIC DIVISION AND MUTCD STANDARDS.
 - 3) ALL SIGNAGE PAINT, CONTRAST, AND REFLECTIVITY SHALL COMPLY WITH THE REQUIREMENTS OF MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT-TRAFFIC DIVISION.
 - 4) CONTRACTOR TO PROVIDE SIGNAGE SAMPLE PRIOR TO INSTALLATION.
 - 5) CONTRACTOR SHALL MATCH SIGNAGE WITH SIGNALIZATION PLATES. PLEASE CONTACT MR. JOHN ORUE AT MIAMI-DADE COUNTY PUBLIC WORKS FOR STARTUP MEETING PRIOR TO THE ORDERING OF ANY SIGNAGE.

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CORAL GABLES, FLORIDA 33134

APPLICANT:
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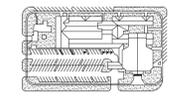
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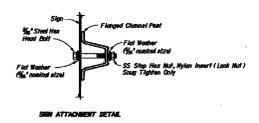
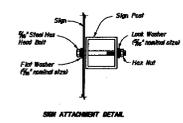
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KEY PLAN
N.T.S.



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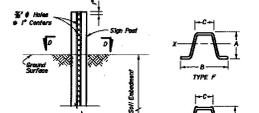
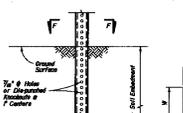
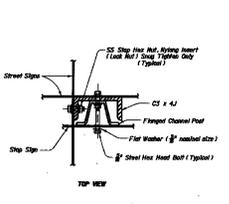
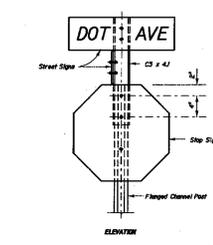
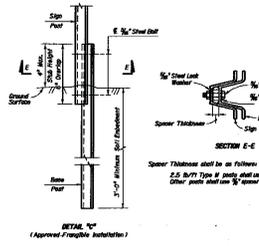
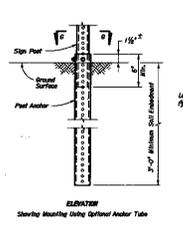
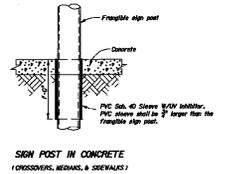
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APPROVED STEEL FLANGED CHANNEL POSTS

Height	Type	A (in.)	B (in.)	C (in.)	D (in.)	E (in.)
2.50	F	1.062	3.203	1.250	.302	
3.50	F	1.800	3.203	1.875	.302	
3.00	F	1.250	3.500	1.625	.400	
3.00	M	1.485	3.500	1.302	.400	
4.00	F	1.750	3.500	1.625	.500	
4.00	M	1.625	3.500	1.302	.500	

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NOTE: All dimensions are in inches, unless otherwise noted.

SOMERSET ACADEMY
GAbles

Somerset Grace Academy

624 Anastasia Avenue
Coral Gables, FL 33134
305-442-8626 Tel
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www.somersetgables.com

**Parent & Student Handbook
2011 – 2012**

Suzette E. Ruiz
Principal

Charter School Information

Charter schools are non-profit, self-managed, entities that enroll Miami-Dade County public school students. They must be approved and monitored by the local school board, yet they are run independently. Charter schools are funded by state and local monies and are open to any student residing in the Miami-Dade County School District who would otherwise qualify to attend a regular elementary or middle school in Miami-Dade County.

Mission Statement

The mission of Somerset Grace Academy is that it is dedicated to ensuring that all students receive an equitable and high quality education.

Our Vision

The vision of Somerset Grace Academy is to promote a culture that maximizes student achievement and fosters the development of responsible, self-directed life-long learners in a safe and enriching environment. This vision entails putting our children first. We believe this can only be attained through the collaborative efforts of administrators, teachers, parents, and community leaders.

School Philosophy

Our school is a place where children will enjoy learning, teachers will enjoy teaching, and parents will be expected to be a key part of the educational process.

Our Beliefs:

- Student learning is the primary focus of our school.
- Students learn in a variety of ways and should be given the opportunity to learn with different strategies and techniques.
- Administrators, teachers, staff, parents, and community members agree to hold high goals and standards to achieve success.
- Parents and teachers are partners in the education process.
- Our school community is committed to continuous improvement to enable our students to become lifelong learners.

School Curriculum

Somerset Grace Academy integrates the New Generation Standards developed by Miami-Dade County Public Schools and the curriculum reflects the standards and objectives stated in the Florida Sunshine State Standards. It encompasses the core subject areas of Reading, Language Arts, Mathematics, Science, and Social Studies. In addition, we offer classes in Spanish, Art, Music and Physical Education.

****** School Hours for current enrollment of 110 students******

Kindergarten	8:30a.m. – 2:00 p.m.
First-Third Grade	8:30a.m. – 3:00 p.m.

Students will be dismissed at 12:00 p.m. the first Friday of every month.

Drop-Off and Pick-up Procedures

Somerset Grace's primary concern is for the safety of the children. Efficiency and the mitigation of impact to the surrounding neighborhood are also operational goals. Safety, efficiency and impacts are the guiding principles of this operational management plan.

Parents are required to adhere to the pick-up and drop-off procedures as detailed in the Traffic Operations Plan (TOP) of Somerset Grace Academy.

**Students will not be released 30 minutes prior to dismissal.
NO EXCEPTIONS!!**

Rainy Day Procedures

Please be patient and follow drop-off/pick-up procedures to ensure your child's safety. The use of the telephone will not be necessary.

Attendance Policy

We expect our students to demonstrate excellent attendance. Please make every effort to have your child attend school on time.

Arrival time for students is from 8:00 a.m. to 8:25 a.m. Students must be in their seat by 8:30 a.m. Any student arriving after 8:30 a.m. will be issued a late pass and marked tardy. After ten unexcused tardies, the student will be issued a referral form that will be placed in the student's permanent record. Please be aware that whenever a student receives 3 referrals in a school year, he/she is subject to dismissal. We understand that emergencies may arise. In such cases, we will need a letter signed by the parent/guardian explaining the reason for being tardy. Parents are to contact the office if their child is going to be absent. On the day he/she returns to school, parents must send a handwritten note explaining the reason for their child's absence. A maximum of 10 handwritten notes will be accepted per school year. After 10, a referral will be issued. Students may not exceed more than 10 unexcused absences per school year. For every five unexcused absences, the student will receive a referral. Receiving any 3 referrals a school year will impede a student from registering the following year.

Make-up work and homework must be completed within 24 hours (per missed day) after returning to school. All assignments must be made-up or the student will be issued an incomplete. Incomplete assignments may affect the student's final grade. It is the parent's responsibility to contact the teacher regarding any missed assignments. If a student anticipates being absent for more than two consecutive days, it is the parent's responsibility to contact the school and pick-up any class work/homework from the teacher.

Please note that parents will NOT be allowed to walk their children to class or speak with teachers after 8:30 a.m. and that Somerset Academy Grace is NOT responsible for students who arrive prior to 8:00 a.m. and who are not enrolled in the morning-care program.

Students will remain with a faculty member 15 minutes after dismissal. Students who are not picked up 15 minutes after dismissal time, will be sent to the office and issued a **late charge of \$1.00 per minute**. Please be aware that late charges must be paid by the last day of school in order to register your child for the coming school year.

Students will be dismissed at 12:00 p.m. on the first Friday of every month. Parents must arrange for transportation.

Students who are dismissed early (on a regular school day) must be signed out by a parent or guardian in the main office. Students will not be released to persons whose names do not appear on the emergency contact card kept on file in the main office. A photo ID must be shown in order to release a student from the premises. In case of an emergency, if a person not listed on the emergency contact card must pick up a student, the parent must fax a signed statement with a copy of their driver's license allowing that person to pick up their child on that specific day. It is the parent's responsibility to come to the main office and add that person to the emergency contact card for subsequent days. Students will not be released to persons whose names do not appear on the emergency contact card kept on file in the main office.

Students who wish to be dismissed early (on a regular school day) need to provide proof of a medical/dental appointment no later than that same school morning to their teacher or office. **Students will not be dismissed 30 minutes prior to dismissal time without a previous notice. THERE ARE NO EXCEPTIONS.** Referrals are issued to students who continuously leave early without a doctor's note (one referral for every five unexcused early dismissals).

Transportation to and from school must be provided or arranged by the parent or guardian. The school is not responsible for any transportation to and from school.

Before and After Care

Somerset Grace Academy has established before and after school care services to be available on campus. It is the parents'/guardians' responsibility to contract and pay for such services. Please contact the school office for detailed information on how to register for the before and after school care program at our school.

Morning Care	7:00 a.m. to 8:00 a.m.
After Care	2:00 p.m. to 6:00 p.m.

Volunteer Requirements, Options, and Guidelines

At Somerset Grace Academy, each family is required to complete 30 volunteer hours, per child prior to the last day of the school year. Due to mandates from Miami-Dade County Public Schools, all parents wishing to volunteer must participate in the *School Volunteer Registration Program* and must be cleared through Miami-Dade County Public Schools before permission to volunteer is granted. This mandate includes clearance for volunteers in school events such as book fairs, fundraising activities, etc. Parents must also be cleared to chaperone fieldtrips.

It is the responsibility of the parent to communicate with their child's teacher(s) to complete the hours. Notices of completed hours will be sent along with quarterly report cards to assist parents in tracking their volunteer hours. In addition, a reminder will be sent during the fourth quarter of the school year to ensure that the volunteer requirement is fulfilled. **Students whose parent/guardian does not complete the required volunteer hours will be placed on an enrollment waiting list for the following school year.** Therefore, failure to complete the 30 hours per family will affect the student's registration for the following school year.

Parents may complete hours by any of the following:

- Assist the teacher
- Be a guest speaker
- Be a room parent
- Chaperone field trips
- Tutor students
- Organize special events
- Tell/read stories
- Make educational games
- Donate classroom supplies (No cash, checks, or gift cards accepted)

Any parent/guardian who would like to volunteer in the classroom must inform the classroom teacher **prior** to volunteering. Consent from the administration must be confirmed before parents will be allowed to enter classrooms. In addition, parents/visitors must sign-in at the main office and obtain a visitor's pass. In order to ensure the safety of all of our students, **NO PARENTS/VISITORS WILL BE ALLOWED BEYOND THE MAIN OFFICE WITHOUT A VISITOR'S PASS. NO EXCEPTIONS.**

Dress Code/Uniforms

A higher standard of dress encourages greater respect for individual students and others and results in a higher standard of behavior. Our dress code guidelines indicate appropriate school dress for normal school days. Somerset Academy Grace reserves the right to interpret these guidelines and/or make changes during the school year. Students are expected to follow these guidelines with support from their parents/guardians. All students shall wear a school uniform daily.

Our uniform policy is as follows:

Elementary School

Boys (K-3 Grade):

- White with Navy Trim Polo with the school logo embroidered
- Light Blue with Navy Trim Polo with the school logo embroidered
- Navy Dickies Pants with the school logo embroidered on pocket
- Navy Dickies Shorts with the school logo embroidered on pocket

Girls (K-3 Grade):

- White Short Sleeve Peter Pan Blouse with the school logo embroidered
- White Long Sleeve Peter Pan Blouse with the school logo embroidered
- Navy/Blue Plaid Skort
- Navy Dickies Plain Front Pants with the school logo embroidered
- Navy Dickies Bermuda Shorts with the school logo embroidered

School mascot T-shirts will be available for sale after the first month of school and they may be worn ONLY on Fridays with the uniform bottoms or with jeans on paid *Jean Days*.

Shoes: Must be dark brown closed toe shoes, white or navy sneakers WITH school logo socks; shoes must have laces or Velcro. No Skate Sneakers (Heelys), or slip-on sneakers will be permitted. No sandals, "ballerinas," open toe, or platform shoes will be permitted.

Belts: Dark brown, belt.

Hair: Hair must be neat, clean and away from the face. No hats, bandanas or headbands may be worn. Boys' haircuts must be above the collar and above the ears. They may not wear braids or pony tails or color their hair in any way. Boys' haircuts must be monitored.

Jewelry: Girls with pierced ears may wear modest simple earrings. More than one set of earrings on girls, large hoops, long dangling earrings, large necklaces with charms, wristbands, earrings on boys or visible piercing of other body parts are unacceptable and will not be permitted.

Make-up: Make-up, face paint, tattoos, colored nail polish/acrylic nails, or glitter will not be permitted (at any age).

Cold Weather Days

A crew-neck cardigan and v-neck sweater in navy with embroidered school logo are available at the uniform company (*All Uniform Wear*) along with a navy and white rugby sweater. No other sweaters or jackets may be worn! Please write student's name on all clothing tags.

Dress Guidelines for all Students

Pants cannot be rolled up at the waist to adjust the length. Pants MAY NOT be worn below the hips. All shirt tops must be tucked in. All tops must have the school logo on them.

Students should have enough uniform tops and bottoms that laundry issues should not interfere with the uniform policy. ANY STUDENT NOT WEARING A COMPLETE SCHOOL UNIFORM, OR IN VIOLATION OF ONE OF THE ABOVE MENTIONED INFRACTIONS, WILL BE ISSUED A WARNING OR UNIFORM VIOLATION FORM AND PARENTS WILL BE CONTACTED TO BRING THE OFFICIAL UNIFORM. After 3 uniform violations, a referral will be issued. After three referrals of any kind, the student may not be subject to register the following school year.

Please speak with your child/children regarding the importance of wearing a school uniform to avoid serious consequences. We appreciate your anticipated cooperation with our uniform policy and thank you for your assistance in helping your child/children comply with our rules.

Uniforms must be worn on the **first day of school**.

Items not permitted in school

Students are not permitted to bring toys or electronic devices from home into the classroom. **Any electronic device, such as cell phones, will be confiscated if visible to any staff member.** Electronic devices that are confiscated will remain in the office until a parent comes to the office to retrieve it. The school is not responsible for any inconvenience this may cause parents. **Somerset Grace Academy will not be responsible for any lost or stolen items brought to school or that have been taken away by school personnel.** Students who continue to violate this policy will be issued a referral.

Withdrawals

Please notify the school office of your child's withdrawal or transfer at least one day in advance. In order to process a withdrawal from the school, the parent/guardian must come into the school office and complete the necessary paperwork to process a transfer. A transfer involves notification of a change in school and the return of textbooks, library books, and payment of any/all monies owed to the school.

Contact Information Update

It is critical that the school office be notified of any change of address and/or telephone number **immediately**.

Visitors

FOR THE SAFETY OF ALL OF OUR STUDENTS, ALL VISITORS must report to the main office to obtain a visitor's pass. Only persons with pertinent business are permitted on school grounds. Children and family members, who are not currently enrolled at Somerset Grace Academy, will not be permitted on school grounds during school hours. Instructional time is precious and must not be interrupted by parent visits. Please schedule appointments with your child's teacher to avoid unnecessary interruptions.

Substitute Teachers

A substitute teacher has the same authority as a regular classroom teacher. We expect that all students demonstrate respect and cooperate fully with our substitute teachers.

Textbooks

Students will be issued books at the beginning of each school year. Students must immediately inform teachers about any lost or damaged books so that they can be replaced. Parents will be responsible for the cost of the replacement book. The same rule applies for lost library books.

Grading and Reporting of Student Progress

Instructional staff uses evaluative devices and techniques as needed to report individual achievement in relation to school goals, acceptance norms, and student potential. Student grades, unsatisfactory work notices, parent reports on state assessment, and/or standardized testing, parent conferences, and adult/student conferences should serve as the primary means of communicating student progress and achievement of the standards for promotion.

A student's academic grade reflects the teacher's most objective assessment of the student's academic achievement. Students have the right to receive a conduct and an effort grade consistent with their overall behavior and effort. Specific guidelines for grading student performance and for reporting student progress are provided below and detailed in the *Student Progression Plan*. To view the plan, go to <http://ehandbooks.dadeschools.net/policies/93/index.asp>

Academic Grades

Academic grades are to reflect the student's academic progress. The grade must provide for both students and parents a clear indication of each student's academic performance as compared with norms that would be appropriate for the grade or subject. The academic grades of "A," "B," "C," "D," or "F," are not related to the student's effort and conduct grades.

Grades in all subjects are to be based on the student's degree of mastery of the instructional objectives and competencies for the subject. The determination of the specific grade a student receives, must be based on a teacher's careful consideration of all aspects of each student's performance during a grading period.

<u>KINDERGARTEN GRADES</u>	<u>NUMERICAL VALUE</u>	<u>VERBAL INTERPRETATION</u>	<u>GRADE POINT VALUE</u>
E	90-100%	Outstanding Progress	4
G	80-89%	Above Average Progress	3
S	70-79%	Average Progress	2
M	60-69%	Lowest Acceptable Progress	1
U	0-59%	Failure	0

<u>1st - 3rd GRADES</u>	<u>NUMERICAL VALUE</u>	<u>VERBAL INTERPRETATION</u>	<u>GRADE POINT VALUE</u>
A	90-100%	Outstanding Progress	4
B	80-89%	Above Average Progress	3
C	70-79%	Average Progress	2
D	60-69%	Lowest Acceptable Progress	1
F	0-59%	Failure	0

A= 3.50 or above

B= 2.50 – 3.49

C= 1.50 – 2.49

D= 1.00 – 1.49

F= 0.99 or below

Effort Grades: Effort grades are utilized to convey both to students and their parent(s)/guardian(s) the teacher's evaluation of a student's effort as related to the instructional program. These grades are independent of academic and conduct grades. In assigning an effort grade, the teacher must consider the student's potential, study habits, and attitude. Kindergarten students do not receive effort grades. Three numerical grades are used to reflect effort in grades 1-3:

→ An effort grade of "1" indicates outstanding effort on the part of the student. The student will, when necessary, complete a task again in order to improve the results. The student consistently attends to assigned tasks until completed and generally exerts maximum effort on all tasks. The student consistently works to the best of his/her ability.

→ An effort grade of "2" indicates satisfactory effort on the part of the student. All work is approached with an appropriate degree of seriousness. The student usually finishes assignments on time and usually stays on task. The student usually works at a level commensurate with his/her ability.

→ An effort grade of “3” reflects insufficient effort on the part of the student. Little attention is paid to completing assignments well and/or on time or to completing them in a manner commensurate with the student’s ability.

Conduct Grades

The school will follow Miami-Dade County Public School’s *Code of Student Conduct* <http://ehandbooks.dadeschools.net/policies/90/index.htm>. The following rules, regulations and due process procedures are designed to protect all members of the educational community in the exercise of their rights and responsibilities. These rules apply to any student:

1. who is on the school property
2. who is in attendance at school or any school-sponsored activity
3. whose conduct at any time or in any place has a direct and immediate effect on maintaining order and discipline in the school

Acts of disorderly conduct may include, but are not limited to the following:

- Classroom tardiness
- Dishonesty
- Acting in a manner that interferes with the education process
- Abusive language between or among students
- Failure to complete assignments or carry out instructions

Possible Sanctions:

- Verbal and Written Reprimand/ Referral/ Student Case Management Form (SCAM)
- Contact with parent
- Loss of privileges
- Detention/Work duty on campus
- In-school/Outdoor suspension

Code of Excellence

We believe that a safe and orderly school is of primary importance. When children behave in a respectful, responsible, and safe manner, they learn more and develop into responsible children whose “character counts”.

The Somerset Academy Grace Code of Excellence is a school wide plan, which clearly outlines student expectations. Proper behavior is recognized and consequences are given for breaking our code.

Each parent must take an active role in supporting this plan. We want our children to learn and to be responsible citizens. It is in the children’s best interest that parents and staff work together to ensure a happy, safe, and productive learning experience.

Glossary

Lunch Detention: eating alone

Administrative Detention: being detained in the school office (time to be determined by the administrator)

Teacher Detention: being detained by the teacher (time to be determined by the teacher)

Out of School Suspension (OSS): to take away the privilege of attending school for a certain number of days, outside of school (Work missed cannot be made up for credit.)

In School Suspension (ISS): to take away the privilege of attending class (Student remains in school and may get credit for work completed during ISS.)

Severe Clause: extremely disruptive behavior results in immediate removal from class to the principal's office

Referral: written warning given to students who have violated the code of conduct or school rule. Students who receive three referrals may be suspended for three days and will meet with the administration for possible withdrawal from school.

** Students may be issued referrals for tardies, absences, and/or severe disruptive behavior. If a student receives three referrals a school year, he/she may be subject from dismissal/withdrawal from Somerset Academy Grace. Referrals remain in a student's permanent record.*

Expulsion: withdrawal from school

Consequences: a result of one's actions

Discipline: a set of rules that develops self-control and orderliness in students by providing logical consequences for both appropriate and inappropriate behavior; the goal being a safe and orderly environment for all students.

Disrespect: to be rude or discourteous to another person

Respect: to be courteous to those around you, to show consideration

Somerset Grace Academy Code of Excellence

- Be honest
- Be kind
- Be respectful
- Be patient
- Be proud
- Be courteous
- Mistakes are okay, as long as you learn from them.

Students who break the code of conduct will receive the following consequences:

Classroom Consequences:

- 1st consequence: Verbal Warning
- 2nd consequence: Time out/ Loss of privilege
- 3rd consequence: Parent contacted/ Referral note sent home

Administrative Consequences:

- 4th consequence: Student is sent to the principal, parent is called, and Administrative Detention is given.
- 5th consequence: In School Suspension (ISS)/ Referral sent home.

Severe Clause: Fighting, Profanity, Disrespect, Sexually explicit behavior, Destruction

of property.

Disruptive behavior will result in issuing a referral and an administrative review for possible immediate suspension from school (OSS). Parent will be called to pick up student from school.

Somerset Academy Grace students are expected to show respect for themselves, for other students, and for their teachers. Students are expected to behave in ways that are acceptable to classmates and conducive to learning. Misbehavior on the part of students can be generally corrected when home and school work together.

Teachers and students must foster a mutual respect for one another. Teachers will never use corporal punishment or offensive language toward a student. According to the Code of Student Conduct, methods of positive reinforcement/rewards and/or loss of privileges are utilized. Administration will make the final decision on disciplinary actions.

REPORTING STUDENT PROGRESS K-3

Progress Reports: Individual Progress Reports are issued mid-quarter and are a progress report of each child on an individual basis. Please study your child's progress with him/her. Please feel free to consult your child's teacher regarding his/her school progress. Report cards are issued the same days as identified in the Miami-Dade County School Calendar.

Grading Periods:

Grading Period	Dates	Days in Grading Period
1 st	8/22/11 to 10/27/11	47
2 nd	10/31/11 to 1/20/12	45
3 rd	1/24/12 to 3/29/12	41
4 th	4/2/12 to 6/7/12	47

Home Learning Assignments

Home Learning Assignments are a very important part of learning since they reinforce concepts that have been learned. Somerset Grace Academy's policy is to assign homework **EVERY** night. This keeps the academic flow and a means of involving parents aligned with our curriculum goals.

To improve the effects of Home Learning Assignments:

- Provide your child with a quiet place which is conducive to studying and to learning.
- Show an interest in your child's home learning assignments by providing assistance and reviewing completed work.
- Do not complete the home learning assignments for your child. If your child is having difficulty, try to help them with their assignment and notify the teacher.
- Read with or to your children daily.

Student responsibilities for completing home learning activities:

1. Students are responsible for recording and completing all Home Learning assignments independently. Parents may provide assistance, but students must

complete the work on their own.

2. Home Learning assignments should be done in a quiet place with good lighting and minimal disturbances.

3. If there is a problem in understanding how to complete Home Learning assignments, students are to do the best job possible. If a student does not understand the assignment(s), they are encouraged to bring it in the next day and ask the teacher for assistance. In this case, the homework should be completed that evening along with the regular Home Learning assignments.

4. A daily calendar can be used to keep track of home learning assignments for each night.

5. If a student is having difficulty in managing their time for homework, ask the teacher for assistance with homework time management.

Classroom Placement

Our administrative staff reviews each student's scores and performance evaluations in order to provide students with the best possible learning environment. We also consider a student's individual personality, development, and character in our final decisions. **We are not in any way obligated to honor any special requests for classroom placements. In addition, we reserve the right to change student classroom assignments as we see fit.** Somerset Academy Grace consists of multi-age education. Be aware that students will be placed in a multi-age (mixed grade) classroom as determined by the administration of the school.

Parent to School Communication

A prime factor in our operation is the importance we place upon communication between home and school. The lines of communication must be kept open at all times so that we may be properly tuned into your child's needs.

Please notify us immediately if:

1. Your child has developed a communicable disease.
2. You will be out of town
3. Your telephone number (home or work) has changed.
4. You wish to change or add to the emergency contact numbers we are to use.
5. **IF THERE IS ANY CHANGE IN TRANSPORTATION.** We will not allow a child to deviate from their regular departure routine without written or verbal verification. If there is a change in the person who is to pick up your child we require the name of that person in writing.

Parent to Teacher Communication

Conferences with individual teachers must be arranged by contacting the teacher. Please make appointments for conferences before or after school hours. Teachers may also be available during their breaks; however you must make an appointment during this time.

PLEASE DO NOT ENGAGE IN PARENT CONFERENCES DURING ARRIVAL/DISMISSAL OF STUDENTS, IN THE HALLWAYS OR DURING

CLASSROOM TIME.

Always attempt to resolve issues/conflicts with the teacher before coming to administration. Most issues can be resolved when you have open and honest communication with your child's teacher. Order of contact to resolve an issue is:
Teacher → Assistant Principal → Principal

Authorization for Medication

Miami-Dade County School Board policy "prohibits school personnel from administering any prescribed medication without parental consent and a medication authorization form must be signed by the child's physician and/or parent(s)." In order for medication to be administered to your child, we must have an *Authorization for Medication Form*. This form is available in the office and must be kept on record. These forms must be completed by a pediatrician or a family doctor. Medication must be in its original container labeled with the following information: the child's name, dosage, name of the drug, physician's name, and the name and phone number of the pharmacy that filled the prescription. **Rigid guidelines are followed in administering medication.**

Accidents/Illnesses

Parents will be notified immediately in case of illness or an accident. In the event that a parent cannot be located, the person(s) named on the emergency contact cards will be contacted. **It is your responsibility to make sure that these numbers are current and accurate.** Please notify the office immediately of any accident or injury which occurred during arrival or departure from school. Children who are ill should remain at home to minimize the risk of passing the illness onto others. Please notify us of any contagious illness your child has so we may alert other parents. In addition, please notify the school of any chronic condition your child may have.

Field Trips

All trips planned by the school are for specific educational purposes. Participation in field trips requires the student to present a field trip form signed by the parent/guardian to his or her teacher in advance. Students going on a field trip must assume the responsibility for any necessary fee. Please keep in mind that once the field trip has been paid, the school will not issue a refund. If a hardship exists where a student cannot afford the cost of the field trip, please notify the teacher. Parent chaperones must not bring siblings along, as they are not covered by insurance. All parents attending field trips must be cleared through the Volunteer Safety Program

Students will not be released to **anyone** during a field trip for **any reason**. Authorized persons who wish to have a student released early must report to the main office to sign out the child and wait for the child to return with their class from the field trip.

Financial Obligations

All late charges, fees and/or monies owed must be paid by the last day of the school year. Financial obligation notices will be sent as reminders throughout the school year. **Outstanding balances not paid by the last day of the school year will result in students being placed on a waiting list for the following year.**

Internet Use Policy

Access and use of the Internet is a privilege, not a right, and its use must support the educational objectives of the school. Students must always get permission from their

teachers prior to using the Internet. In addition, the school prohibits the transmission of materials such as copyright material, threatening or obscene material or material protected by trade secret, which violate local, state, and federal law or regulation, as well as the use of the Internet for product advertisement, commercial activities, political campaigning or solicitation.

Lost and Found

A lost and found area will be designated in the main office. To minimize the quantity of lost and found articles, we ask that you please write your child's name on everything he/she brings to school.

Use of Student Photographs or Videotape

Photographs or video of classroom activities will be taken throughout the year and may be published on our web site, public newspapers, and in any advertising the school may have. Please note that your child's full name may be posted on such mediums when he/she is recognized for accomplishments or participation in events. If you object to this use, please contact the main office upon registration.



Somerset Grace Academy

PLEASE SIGN AND RETURN THIS FORM TO YOUR CHILD'S HOMEROOM TEACHER:

I have read the Somerset Grace Academy Parent/Student Handbook, including uniform

policy and the M-DCPS Student Code of Conduct and agree to cooperate with all of the policies contained therein.

As a parent I understand the importance of the M-DCPS Code of Student Conduct, which can be accessed at: <http://www.dadeschools.net/handbook/Code/index.htm> and is available in the school's main office. The Code of Student Conduct was reviewed and referenced by me at the time of registration, along with the Parent/Student Handbook, and I agree to abide by all of its contents.

Name of Student : _____

Teacher: _____ Grade: _____

(Signature of Parent/ Guardian) (Date)

(Signature of Student) (Date)



Parent Contract 2011-2012

We would like to take this opportunity to inform you of the following school rules:

- Parents are to contact the office if their child is going to be absent. On the day he or she returns to school, parents must send a handwritten note explaining the reason for their child's absence. A maximum of 10 handwritten notes will be accepted per school year. After 10, a referral will be issued.
- Students may not exceed more than 10 unexcused absences per school year. For every five unexcused absences, the student will receive a referral. Receiving any three referrals a school year will impede a student from registering the following year. Planned vacations are not considered excused.
- ONLY 5 CHAPERONES WILL BE PERMITTED PER FIELD TRIP AND/OR CLASS PARTY.
- Arrival time for students is from 8:00 a.m. to 8:25 a.m. Students must be in their seat by 8:30 a.m. Any student arriving after 8:30 a.m. will be issued a late pass. After ten unexcused tardies, the student will be issued a referral form that will be placed in the student's permanent record. Please be aware that whenever a student receives 3 referrals in a school year, he/she is subject to dismissal. In the event there is an emergency, please send a letter signed by the parent /guardian explaining the reason for being tardy. Please note that parents will NOT be allowed to walk their child/children to class or speak to the teachers after 8:30 a.m. Somerset Academy is NOT responsible for students who arrive prior to 8:00 am. unless they are enrolled in the before care program.
- Dismissal time for the following grades will be as follows: Kindergarten 2:00 p.m., First through Third Grade 3:00 p.m. Students will remain with a faculty member fifteen minutes after dismissal. Students who are not picked up within those fifteen minutes will be issued a late charge of \$1.00 per minute. Please be aware that all late charges must be made by the last day of school in order to register your child for the upcoming school year.
- Students will be dismissed at 12:00 p.m. on the first Friday of each month. Parents must arrange for transportation.
- Students who wish to be dismissed early (on a regular school day) need to provide proof of a medical/dental appointment no later than that same school morning to their teacher. **Students will not be dismissed 30 minutes prior to dismissal time without previous notice. There are NO EXCEPTIONS!**
Referrals are issued to students who continuously leave early without a doctor's note (one referral for every five unexcused early dismissals).
- Transportation must be provided or arranged by the parent or guardian. The school is not responsible for any child's transportation to and from school.
- Uniforms must be worn everyday. Students who arrive to school without proper uniform will be sent home. Navy uniform jackets and sweaters are to be worn on cold days; no other cold weather clothes may be worn! Please refer to uniform policy.
- No rolling book bags are allowed for students in Kindergarten through Third Grade. No Exceptions!
- All parent volunteer hours must be completed prior to the last day of school. Failure to complete the 30 hours will affect your child's registration for the following school year.
- I have read and will abide by the terms in the Somerset Grace Parent & Student Handbook.

We understand the rules of Somerset Academy Charter School, a Miami-Dade County Public School, and will abide by them.

Student's Name: _____ Grade: _____

(Parent Signature)

(Date)



Attendance Contract
2011-2012

To ensure that all children acquire the necessary skills for success in adult life, **school attendance is mandatory**. There is a documented link between truancy and juvenile crime. A child's attendance in school is the responsibility of the parents and guardians. The willful failure to fulfill this responsibility can be a violation of our criminal laws.

We know you share our concern with your child's future and well being. The school will provide you with the necessary help and assistance to combat truancy.

I, _____, parent of _____, understand that my child may not exceed 10 unexcused absences. If my child were to exceed the above stated amount, I understand that my child's academic progress will be in jeopardy, as well as his/her enrollment for the following school year.

(Parent Signature)

(Date)

Permission to Photograph or Videotape

Photographs or video of classroom activities will be taken throughout the year and may be published on our school web site, public newspapers, and in any advertising the school may have.

Please note that your child's full name may be posted on such mediums when he/she is recognized for accomplishments or participation in events.

I grant permission for my child's photograph and/or video or depictions and name to be included in the school web site and for any advertising the school may do.

(Parent Signature)

(Date)

Academic year 2010-2011

FIGURE 2 - Somerset Grace Academy + UBC Typical Monthly Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 PAUS (Room Parents) 6-10am Council Minutes 5:30-6:30pm	4 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	5 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	6	7
8	9 Personnel Committee 7-8pm	10 Deacon's Meeting 7-8pm	11 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	12 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	13 Coffee Chat 8-10am	14
15	16	17 Social Committee 9-10am	18 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	19 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	20	21
22	23	24 Missions Committee 7-8pm SCPA Board Meeting 6-7pm	25 Student Ministries 7-8:30pm Financial Peace U 7-8:30pm	26 WAM Worship 6:30-7:30pm Adult Life Group 7-9pm	27	28
29	30 Finance Committee 7-9pm	31	Notes: Somerset Events indicated in RED, UBC events indicated in BLUE SPECIAL EVENTS: Somerset and UBC propose to coordinate special events so that they do not coincide with each other and do not exceed on-site allowable parking.			

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