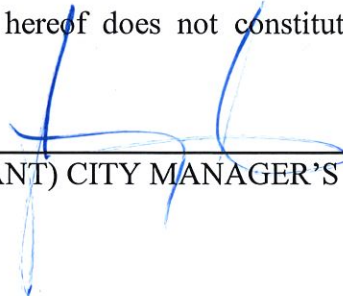


AFFIDAVIT

I, JIMMY L. MORALES, being duly sworn, depose and say that I am the (Assistant) City Manager of the City of Miami Beach and as such, am the representative of the owner of the described real property located at 1701 Convention Center Drive (Convention Center Hotel), and am authorized by the City to sign this Affidavit as part of an application for a public hearing for Design Review Approval before the Design Review Board.

I am aware of the nature and effect of the request described above relative to the subject property. I also hereby authorize the City of Miami Beach to enter the subject property for the sole purpose of posting a NOTICE OF PUBLIC HEARING on the property as required by law and I take the responsibility of removing this notice after the date of hearing.

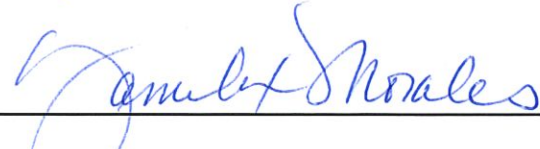
This instrument is executed pursuant to the requirements of the Planning Department and attests to the accuracy of the above statement. Execution hereof does not constitute approval or disapproval of the application which it addresses.

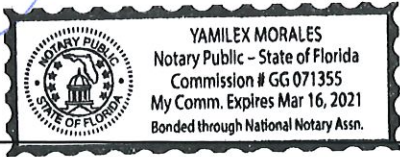


(ASSISTANT) CITY MANAGER'S SIGNATURE

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

Sworn to and subscribed before me this 4 day of December, 2018. The foregoing instrument was acknowledged before me by Jimmy Morales, who is personally known to me and who did/did not take an oath.

NOTARY PUBLIC (signature) 



My commission expires:
NOTARY PUBLIC
STATE OF FLORIDA

(type, print or stamp name)



TRAFFIC IMPACT STUDY FINAL REPORT

**Miami Beach Convention Center Hotel
City of Miami Beach**



Prepared for

MB Mixed Use Investments, LLC

Prepared by

AECOM



February 2019

TRAFFIC IMPACT STUDY

Miami Beach Convention Center Hotel

City of Miami Beach

FINAL REPORT

February 2019

PREPARED FOR

MB Mixed Use Investments, LLC
Manager: David Martin

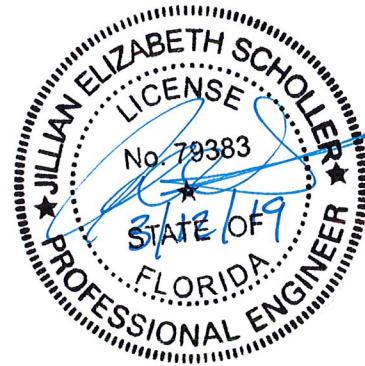


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EXECUTIVE SUMMARY

This study was performed to evaluate the traffic impacts associated with the proposed Miami Beach Convention Center (MBCC) Hotel. The project site is surrounded by Convention Center Drive on the west, Washington Avenue on the east, 17th Street on the south and Dade Boulevard on the north. The construction of the Hotel can potentially impact traffic conditions along the adjacent roadway network. To measure the extent of the impacts, a total of 10 surrounding intersections were analyzed (see below for a list of intersections). Traffic analysis was conducted (using SYNCHRO software) to evaluate the intersection performance (i.e. average delay experienced by motorists) under current conditions and future conditions (including traffic generated by the project).

1. Alton Road and 17th Street
2. Alton Road and N. Michigan Avenue
3. Alton Road and Dade Boulevard
4. N. Michigan Avenue and Dade Boulevard
5. Dade Boulevard and Meridian Avenue
6. 17th Street and Washington Avenue
7. 17th Street and Meridian Avenue
8. Convention Center Drive and 17th Street
9. Convention Center Drive and Dade Boulevard
10. Dade Blvd and Washington Avenue

The trip generation for the proposed 800 – room hotel was used from the original study. A summary of the estimated trips generated during a typical weekday PM peak hour and weekend (Saturday) peak hour is provided below:

| Hotel Size (number of rooms) | Estimated Trips (number of vehicles/hour) | |
|---------------------------------|---|--------------------|
| | PM Peak Hour | Saturday Peak Hour |
| 800 | 261 | 324 |

These peak hour trips (related to hotel) were distributed to the 10 study intersections. The traffic distribution and assignment was performed in accordance with the project Traffic Analysis Zone (TAZ) 620 as assigned by the Miami-Dade Metropolitan Planning Organization’s (MPO) Transportation Plan (Year 2035) Directional Trip Distribution Report dated October 2009. The 8-

cardinal percentage values were simplified into four major directions, as follows:

- To/From **NORTH** (via Julia Tuttle Causeway) = **30%**
- To/From **SOUTH** (via MacArthur Causeway) = **27%**
- To/From **EAST** (via Collins Avenue, Washington Avenue and Dade Blvd) = **33%**.
- To/From **WEST** (via Dade Blvd/Venetian Causeway) = **10%**.

Intersection capacity/level of service (LOS) analysis was conducted for all the study intersections for Weekday PM Peak Hour and Weekend (Saturday) Peak Hour for the following three scenarios:

1. Year 2018 - Existing Traffic
2. Year 2022 - Background Traffic (growth in traffic, 1.0% per year from 2018 to 2022 + Committed Developments, provided by the City of Miami Beach)
3. Year 2022 (hotel opening year) – Background traffic + traffic generated by the hotel

LOS analysis was conducted using Synchro 10 software, which follows the capacity/level of service procedures outlined in the Highway Capacity Manual. The existing condition (Year 2018) operational analysis results show that all study intersections are expected to operate at LOS D or better during the PM peak hour and LOS C or better during the Saturday peak hour.

LOS analysis for the year 2022 traffic conditions (which include the additional traffic due to future growth and the 800 – room Hotel) indicates that most of the study intersections are likely to operate at an overall LOS C or better, with the exception of two intersections (Alton Road/17th Street and Alton Road/Dade Boulevard) which are expected to operate at a LOS D.

The results of the LOS analysis also indicate that some critical movements at the following intersections may experience (in 2017) Level of Service E or F due to heavy volumes. As such, roadway improvements may be needed in addition to signal timing improvements:

- Alton Road/ N. Michigan Avenue,
- Alton Road/Dade Boulevard,
- Alton Road/17th Street,
- Meridian Avenue/17th Street, and
- Washington Avenue/17th Street.

The study also suggests that the City of Miami Beach consider traffic/demand management type improvements to mitigate traffic issues during major events. These improvements include, but not limited to:

- Real-time traffic monitoring and signal timing optimization,
- Adaptive signal control systems along critical corridors,
- Dynamic lane assignment signs and traveler information signs at critical locations,
- Travel information kiosk at Hotel,
- Off-site parking facility with shuttle service,
- Parking management systems (such as real-time parking information, variable parking rates, dynamic parking capacity), and
- Mini-traffic management center.

1. INTRODUCTION

MB Mixed Use Investments, LLC has retained AECOM Technical Services, Inc. (AECOM) to update the Traffic Impact Study, conducted in 2014, for the Miami Beach Convention Center Hotel. The purpose of this study is to evaluate potential traffic impacts related to the proposed 800 – room Miami Beach Convention Center (MBCC) Hotel. The proposed hotel will be surrounded by Convention Center Drive to the west, Washington Avenue to the east, 17th Street to the south and Dade Boulevard to the north. The Primary ingress and egress points for the hotel will be on 17th Street and Convention Center Drive. The proposed hotel is anticipated to be built and occupied in the year 2022. The proposed site plan for the hotel project is included as **Appendix A**.

The addition of a hotel to the Miami Beach Convention Center (MBCC) is expected to impact traffic conditions on the adjacent intersections and corridors. To measure the extent of the impacts, a traffic analysis was performed to evaluate the existing and future conditions of 10 intersections surrounding the project site (see **Figure 1**). The findings/results and recommendations of this study are described in the following sections of this report.

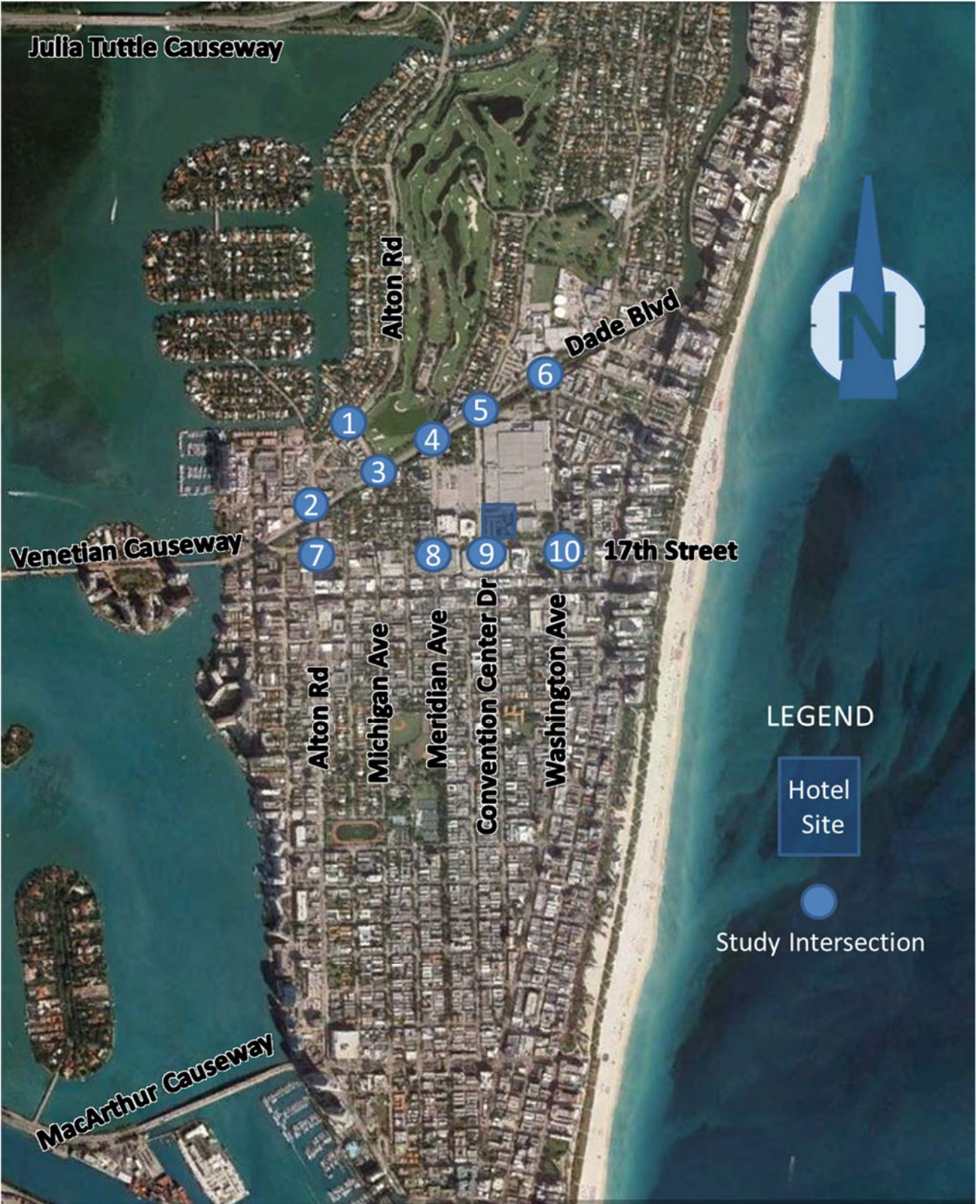


Figure 1 – Aerial map of study area

2. EXISTING CONDITIONS

Study Area Roadway Network

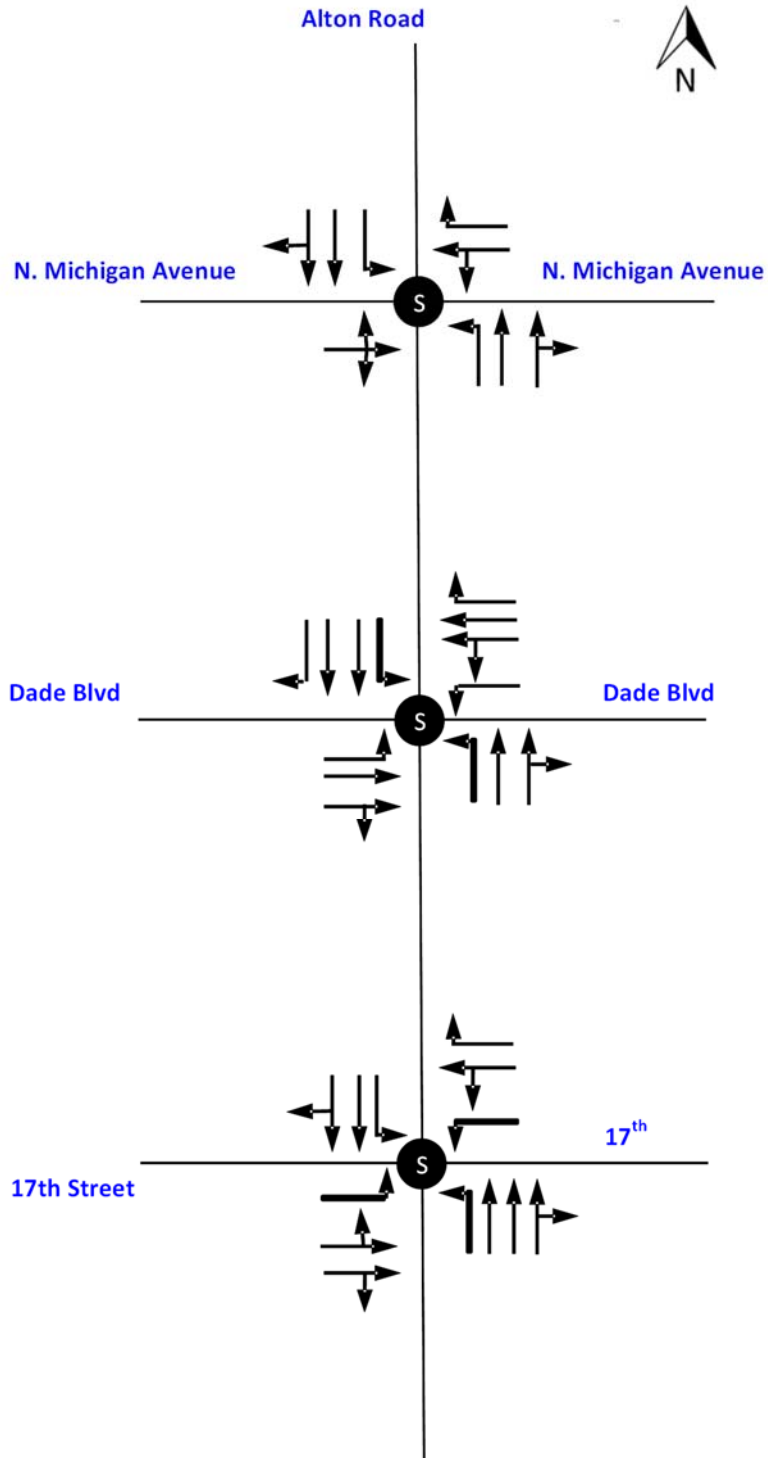
The roadway system located near the project site includes the following roadways: Convention Center Drive, Dade Boulevard, 17th Street, Meridian Avenue, Washington Avenue, and Alton Road.

Study Area Intersections

The traffic study evaluated 10 signalized intersections in the immediate vicinity of the project. The study intersections are listed below:

1. Alton Road and North Michigan Avenue (Signalized)
2. Alton Road and Dade Boulevard (Signalized)
3. Alton Road and 17th Street (Signalized)
4. Dade Boulevard and North Michigan Avenue (Signalized)
5. Dade Boulevard and Meridian Avenue (Signalized)
6. Dade Boulevard and Convention Center Drive (Signalized)
7. Dade Blvd and Washington Avenue (Signalized)
8. 17th Street and Meridian Avenue (Signalized)
9. 17th Street and Convention Center Drive (Signalized)
10. 17th Street and Washington Avenue (Signalized)

Figure 2, Figure 3, and Figure 4 show the existing lane configurations of the study intersections.



Note: Lane configuration(s) based on review of webbased aerials. Not field verified


 Signalized Intersection

Figure 2 - Lane Configuration along Alton Road

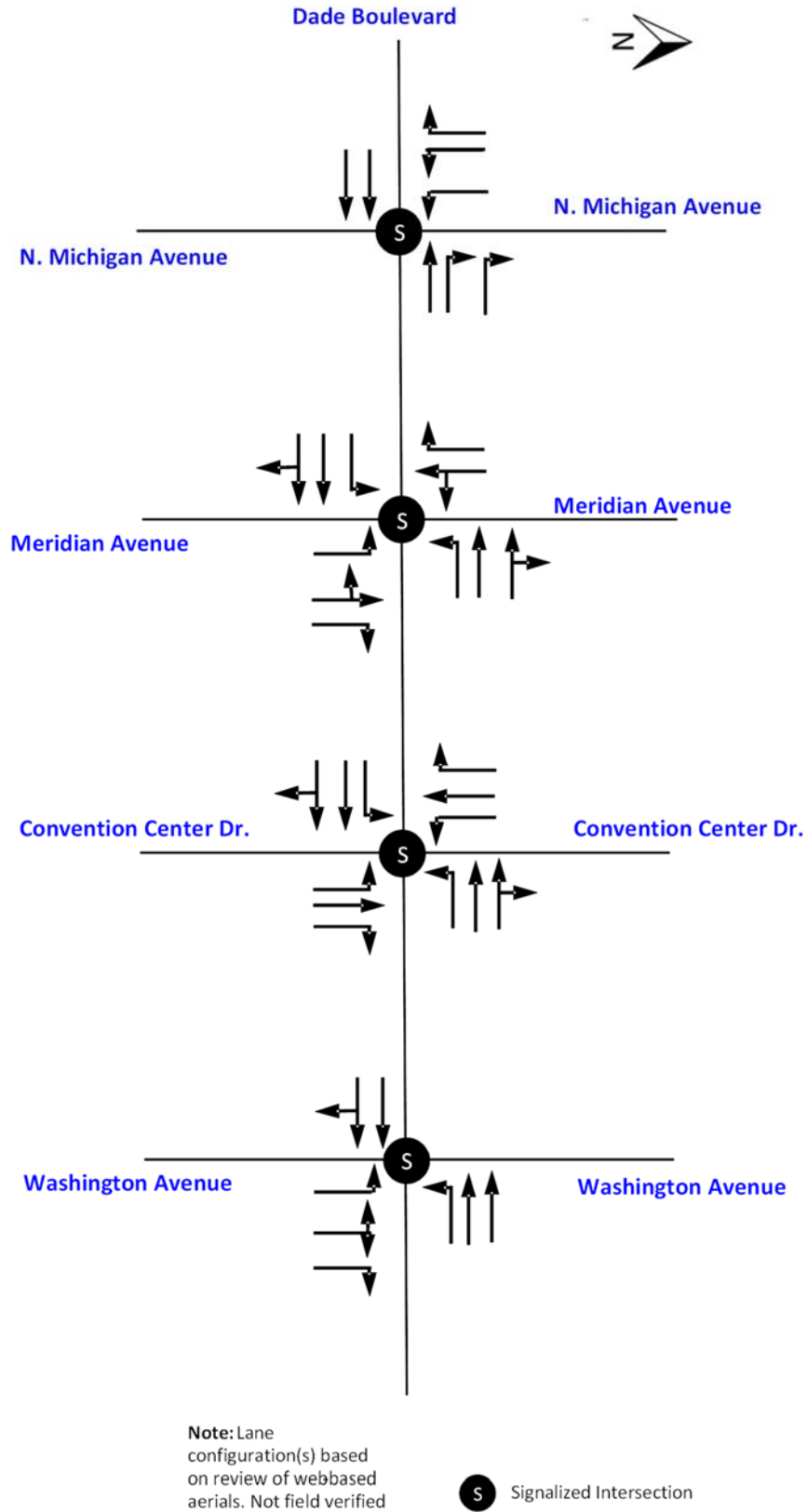
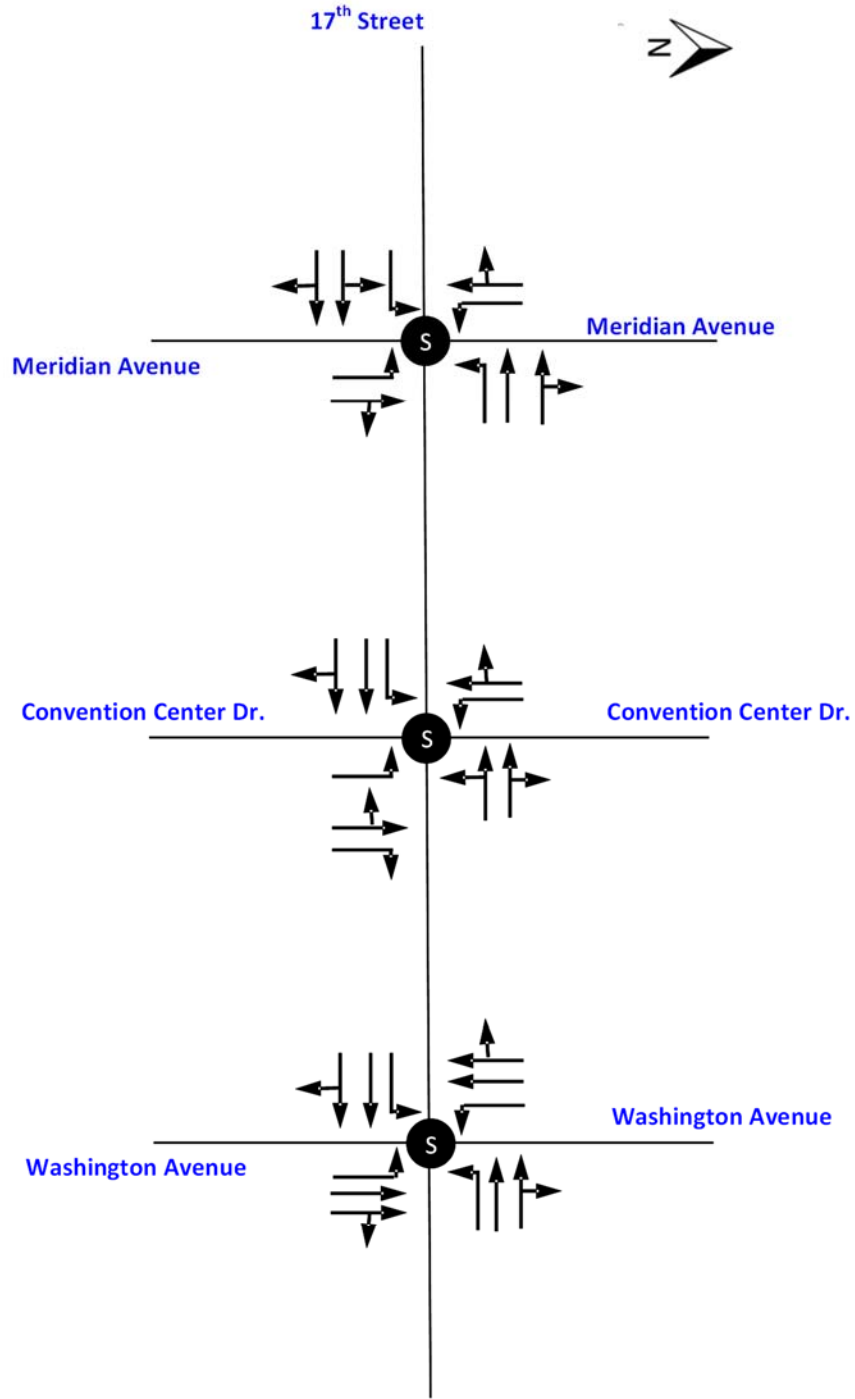


Figure 3 - Lane Configuration along Dade Boulevard



Note: Lane configuration(s) based on review of webbased aerials. Not field verified


 Signalized Intersection

Figure 4 - Lane Configuration along 17th Street

3. DATA COLLECTION

The scope of this study does not include collection of any traffic data from the field. The turning movement counts (TMCs) were provided by MB Mixed Use Investments (see **Appendix B**). The TMCs were adjusted by applying a Peak Season Correction Factor (see **Appendix C**).

The historic traffic data (for the period from 2003 to 2017) from the FDOT Traffic Count Stations located in the vicinity of the study area (Stations 0012 and 2542 located along Alton Road) was reviewed to determine historic growth trends. The following is a summary of findings (see **Appendix D**). Per coordination with the City of Miami Beach, it was decided that a growth rate of 1.0% would be used for this study.

Table 1: Historical Growth Rate Summary

| Basis for Growth Rate Calculation | | Years considered | Calculated Growth Rate | Proposed Growth Rate for Traffic Impact Study |
|-----------------------------------|---|------------------|------------------------|---|
| Historic AADT | Station 0012 (Alton Road, North of Venetian Causeway) | 2003 – 2017 | 0.266% | 1.0% |
| | Station 2542 (Alton Road, South of Venetian Causeway) | 2003 – 2017 | -0.629% | |

4. TRIP GENERATION

Trip Generation Methodology

Trip generation estimates for the proposed Miami Beach Convention Center (MBCC) Hotel were taken from the original study. The original study estimated the number of trips per guidance provided by the City of Miami Beach and using the *Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition)* Land Use Code 310.

According to the ITE Manual, the estimated projected trips are typically dependent on various types of independent variables. For land-use pattern 310 (Hotel), three different independent variables were included in the ITE Manual:

- Number of Occupied Rooms
- Number of Rooms
- Employees

The original report assumed *Number of Occupied Rooms* as the independent variable to estimate the projected trips. The gross trips were calculated for the following scenarios:

- Weekday Daily
- Weekday AM peak hour
- Weekday PM peak hour
- Weekend (Saturday) Daily
- Weekend (Saturday) peak hour

Table 2 lists the selection and value of the trip generation rates and directional distribution percentages.

Table 2: Trip Generation Rates and Directional Distribution for ‘Hotel Rooms’

| Time Period | Average Rate or Fitted Curve Equation | Value | Percent Distribution | | R ² value |
|--------------------------------------|---------------------------------------|--------------|----------------------|------|----------------------|
| | | | Enter | Exit | |
| Weekday PM Peak (between 4 and 6 PM) | Average rate* | T = 0.70 (X) | 49% | 51% | Not available |
| Weekend (Saturday) Peak Hour | Average rate* | T = 0.87 (X) | 56% | 44% | Not available |

* Trips were calculated based on average rate. The regression equation is not available.

Here,

T = Number of Trips (dependent variable)

X = Number of Hotel Rooms (independent variable)

Based on the ITE Manual, the weighted average rate was used for Weekday PM and Weekend scenarios, since the regression equation was not available for that time period.

Gross Trip Calculation Methodology

The trip generation methodology used in the original study is as follows:

The City of Miami Beach has provided guidance that three types of guests will be accommodated in the proposed Hotel. The three types of guests are:

- a) Transient guests: business and/or vacation guests (individuals)
- b) In-house guests: groups of guests that use the hotel for meetings or group accommodations
- c) Convention/Internalization: guests who will be attending an event at the convention center

Based on guidance from the City of Miami Beach, the following assumptions were used for the trip generation analysis:

- Assumed each occupied room will generate one (1) vehicle trip
- Assumed 75% occupancy
- Assumed the three types of hotel guests discussed previously
- Assumed a 50-50 split for taxi rental car for transient type guests
- Assumed a 80-20 split for taxi rental car for in-house type guests
- Assumed a 50-50 split for taxi rental car for convention/internalization type guests

This report also assumes that the convention center guests would be accommodated as the background traffic. Therefore, the convention center guests would not generate any additional vehicular trips if the proposed hotel is constructed within the convention center. Based on this assumption, the number of occupied rooms (net rooms) was calculated by adding the number of transient guest rooms plus the number of in-house guest rooms.

A *STAR (Smith Travel Accommodations Report) Report* prepared by STR Global was provided to AECOM (on October 23rd 2014) by the City (see **Appendix E**). This report summarizes occupancy rates (year to date) for several other convention hotels around the country. Based

on the STAR Report, the occupancy rate for transient type guests was calculated as 44% and the group type guests as 56%. In the STAR report, the transient type guests included a small portion of contract type guests (6%), such as, airline guests. This City staff advised that the proposed MBCC Hotel would not accommodate the contract type guests. Therefore, this study assumes that a significant portion of the contract guests would be included under the in-house guest type. Based on these factors, this report assumes the occupancy rates for the transient type guests as 38%, the in-house occupancy rate as 34%, and the convention type guests as 28%.

The gross trips calculated by using the equations or the average rates listed in **Table 2** for both weekday peak hours (PM peak) and weekend peak hour for transient type guests were then adjusted or reduced due to various trip reduction factors:

- Internal trip capture factor
- Multimodal trip adjustment factor
- City of Miami vehicle occupancy adjustment factor

Detailed discussion about the trip adjustment factors are provided on next page. The trips generated by convention center and in-house guest types were not adjusted.

Trip Adjustment factors for Transient Type Guests

Internal Trip Capture Adjustment Factor

The proposed Hotel will be located within close proximity of the existing *Miami Beach Convention Center (MBCC)* site. As a result, the internal trip capture of the proposed hotel in relation to the MBCC redevelopment project should be accounted while estimating the 'net trip generation'. According to National Cooperative Highway Research Program (NCHRP) Report number 684, *Enhancing Internal trip Capture Estimation for Mixed-Use Developments*, 'the internal trip capture area can be defined to include all trips made internally to a defined area such that the trips do not use transportation facilities external to the area. For the purpose of estimating impact of such developments and their internal trip capture on the transportation, care must be taken when considering the impact of the internal trips on the (major) public road system passing through the area'. An extensive literature search and coordination effort has been completed to determine the internal capture rate for this study location.

As previously mentioned, this report assumed that the convention center guests would be captured in the background traffic. Therefore, the proposed hotel will not generate any new trips

by the convention center guests. The trips generated by the convention center guests were considered as internal capture.

Multimodal Trip Adjustment Factor

The multimodal trip adjustment factor was intended to capture the characteristics of the urban environment in which the project site is located. It is anticipated that some of the area visitors and the site’s residents will walk or take public transit (including the airport shuttle) to access the site. According to Brickell CitiCenter TIA, a multimodal trip adjustment factor value of 10 percent was applied to the gross trip generation volume. This report assumes the same 10 percent value for the MBCC project. The multimodal reduction factor will be applied only to the transient type guests, not to in-house guests.

City of Miami Person Trip Adjustment Factor

ITE trip generation assumes a vehicle occupancy rate of 1.2 persons per vehicle. However, the City of Miami has determined that 1.4 persons per vehicle are more appropriate for the local area due to the presence of transit and other transportation modes. As a result, this report assumes that the vehicular trips would be reduced to adjust for these vehicle occupancy assumptions. The City of Miami person trip reduction factor will be applied only to the transient type guests, not to in-house guests,

Net Vehicular Trips

The trip adjustment factors described above were applied to the peak hour ‘gross transient guest vehicular trips’ to calculate the peak hour ‘net vehicular trips’. The equation that was used to calculate the net vehicular trips is provided below:

| | | |
|--|---|-----------------------------------|
| Peak Hour Gross Trip Generation (transient guest type) | = | A |
| <i>Adjusted Trips</i> | | |
| Internal Trip Adjustment (PM/Saturday = 15%) | = | B |
| Multimodal Trip Adjustment (10%) | = | C |
| City of Miami Person Trip Adjustment (16%) | = | D |
| ----- | | |
| <i>Peak Hour Net Trip Generation</i> | = | <i>Gross Trip * (1 – Adjusted</i> |
| <i>Trip %)</i> | = | <i>A * {1 - (B+C+D)}</i> |

Table 3 includes both ‘gross’ and ‘net’ Trip Generation peak hour volumes for the 800 – room hotel during PM peak hour periods of a typical weekday as well as the weekend peak period.

Table 3: Trip Generation Volumes – ‘Gross’ and ‘Site’ Peak Hour Trips

| Land Use | Scenario | Values | Guest Types | | | Net Number of Rooms used for Trip Generation | Time Period | ITE Code | ITE Equation or Average Rate - 9th Edition (# of occupied room scenario) | Gross Trips (vph) | | | Trip Adjustment Percentages | Adjusted Trips (vph) | | | Net Trips / Site Traffic (vph) | | | | Percent Distribution | | Net Trips / Site Traffic (vph) | | |
|----------|-----------------------|------------|-------------|---------------------------------|------------------------------------|--|---------------|----------|--|-------------------|---------------------------------|------------------------------------|-----------------------------|----------------------|---------------------------------|------------------------------------|--------------------------------|---------------------------------|------------------------------------|--|----------------------|---------|--------------------------------|---------------|--|
| | | | Transient | In House (e.g. Company Booking) | Convention Center/Intern alization | | | | | Transient | In House (e.g. Company Booking) | Convention Center/Intern alization | | Transient | In House (e.g. Company Booking) | Convention Center/Intern alization | Transient | In House (e.g. Company Booking) | Convention Center/Intern alization | Combined total (Transient + In House ONLY) | Entering | Exiting | Entering (vph) | Exiting (vph) | |
| 1 | 3 | 4 | 5a | 5b | 5c | 6 = 5a+5b | 7 | 8 | 9 | 10 = 5a & 9 | 11 = 5b & 9 | 12 = 5c & 9 | 13 | 14a= 13*5a | 14b | 14c | 15=10+14a | 16=11+14b | 17=12+14c | 18=15+16 | 19 | 20 | 21=18*19 | 22=18*20 | |
| | Total Hotel Room | 800 | | | | | | | | | | | | | | | | | | | | | | | |
| | Occupancy % | 75% | 38% | 34% | 28% | | | | | | | | | | | | | | | | | | | | |
| | Occupied Rooms | 600 | 228 | 204 | 168 | 432 | PM Peak | 310 | T=0.70*x | 160 | 143 | 118 | -26.0% | -41 | 0 | 0 | 118 | 143 | 118 | 261 | 49% | 51% | 128 | 133 | |
| | Rental Car | Vehicles | 114 | 41 | 84 | | Saturday Peak | 310 | T=0.87*(x) | 198 | 177 | 146 | -26.0% | -52 | 0 | 0 | 147 | 177 | 146 | 324 | 56% | 44% | 182 | 143 | |
| | Taxi/Public Transport | Vehicles | 114 | 163 | 84 | | | | | | | | | | | | | | | | | | | | |

5. TRIP DISTRIBUTION

The trip distribution and traffic assignment of the site generated traffic volumes were performed using the 2035 cardinal trip distribution percentages for the project site's Traffic Analysis Zone (TAZ). The cardinal percentage values were extracted from *Miami-Dade 2035 Long Range Transportation Plan (LRTP) Directional Trip Distribution Report, October 29, 2009* (see **Appendix F**).

According to the LRTP document, "*the cardinal percentage values for 'Enter' and 'Exit' trips assignments are essentially the same*". Therefore, the same cardinal percentage values were used in calculating the 'Enter' and 'Exit' trip assignment. The TAZ number of the proposed project site was extracted from the roadway network of *Southeast Florida Regional Planning Model (SERPM 6.5.4)*. The SERPM model for both 2005 and 2035 roadway network shows that the TAZ number of the Miami Beach Convention Center project site is TAZ 620. However, the cardinal distribution percentage values are different for 2005 and 2035 due to the fact that roadway network and travel patterns change over time.

Table 4 below shows the comparison of the distribution percentages for 2005 and 2035. It is anticipated that the proposed MBCC project would require another two to three years for completion. Therefore, using 2005 data would not be appropriate. Moreover, the 2035 distribution percentages show more realistic values for compared to 2005. Therefore, this report recommends using the 2035 distribution percentages.

Table 4: Cardinal Distribution Percentages

| Cardinal Direction | 2005 Distribution percentages | 2035 Distribution percentages | Selected Distribution percentages |
|---------------------------|--------------------------------------|--------------------------------------|--|
| North-Northeast (NNE) | 27.21% | 21.67% | 21.67% |
| East-Northeast (ENE) | 3.92% | 4.46% | 4.46% |
| East-Southeast (ESE) | 7.76% | 8.32% | 8.32% |
| South-Southeast (SSE) | 10.53% | 19.84% | 19.84% |
| South-Southwest (SSW) | 5.11% | 7.4% | 7.4% |
| West-Southwest (WSW) | 22.06% | 19.88% | 19.88% |
| West-Northwest (WNW) | 13.37% | 9.77% | 9.77% |
| North-Northwest (NNW) | 10.03% | 8.65% | 8.65% |
| Total | 100.00% | 100.00% | 100.00% |

The 2035 cardinal percentage values were applied to the ‘Enter’ and ‘Exit’ trips shown in **Table 3** for weekday PM and Weekend (Saturday) peak hour trips. The resulting trip assignment volumes are provided in **Appendix G**.

Based on cardinal distributions shown in **Table 4**, this report recommends the following distribution percentages of the site traffic volumes:

- To/From NORTH (via Julia Tuttle Causeway) = 30%
- To/From SOUTH (via Mac Arthur Causeway) = 27%
- To/From EAST (via Collins Avenue, Washington Ave., Dade Blvd.) = 33%
- To/From WEST (via Dade Blvd/Venetian Causeway) = 10%

6. TRAFFIC ANALYSIS – EXISTING CONDITIONS (Year 2018)

Traffic operational analyses of the study intersections were performed to evaluate the intersection performance (under existing conditions) using Level of Service (LOS) criteria. LOS is determined based on an estimated average delay that a motorist would experience at any signalized intersection. According to the Highway Capacity Manual, LOS is divided into six categories from A through F (see **Table 5**), where LOS A represents the most desirable condition and LOS F being the worst.

Table 5: Level of Service Criteria

| LEVEL OF SERVICE | AVERAGE DELAY (Seconds/Vehicle) |
|------------------|---------------------------------|
| A | ≤ 10 |
| B | > 10-20 |
| C | > 20-35 |
| D | > 35-55 |
| E | > 55-80 |
| F | > 80 |

The operational analysis was conducted using Synchro 10 software. Existing traffic volumes provided by MB Mixed Use Investment and signal timing information received from the City of Miami Beach (see **Appendix H**) were used for the operational analysis.

The existing condition (2018) operational analysis results (see **Table 6** and **Table 7** for a summary) show that all study intersections are expected to operate at LOS C or better during the weekday PM peak hour with the exception of Alton Road/Dade Road which is expected to operate at LOS D. During the Weekend peak period, all intersections are expected to operate at LOS C or better.

7. TRAFFIC ANALYSIS – FUTURE CONDITIONS (Year 2022)

Traffic operational analyses for the PM peak hour and Saturday peak hour were performed to evaluate the intersection performance in the future condition. The analyses were performed for the following two scenarios:

- 2022 Background Traffic – Growth in traffic from 2018 to 2022 plus the traffic expected to be generated by the committed developments (received from the City of Miami Beach).
- 2022 Total Traffic - Background traffic plus the traffic generated by the proposed 800 – room MBCC hotel.

The operational analysis results for the 2022 background traffic condition indicate that all of the study intersections will experience slightly longer delay as compared to the existing condition. Two intersections (Alton Road/17th Street and Alton Road/Dade Boulevard) are expected to operate at LOS D, during the PM peak hour, with increased delays. All the remaining study intersections are expected to operate at LOS C or better. The results are summarized in **Table 6** and **Table 7**. It should be noted that the impact of pedestrian movements on intersection operations was not evaluated for event conditions as pedestrian volume data during events were not available.

The 2022 total traffic condition operational analysis results show slightly higher delays as compared to the 2022 background traffic condition. This total traffic condition includes the 2022 background traffic volume, plus the proposed MBCC Hotel traffic volume. All of the study intersections except two locations (Alton Road/17th Street and Alton/Dade Boulevard) are expected to operate at LOS C or better. The intersection of Alton Road/17th Street is expected to experience an overall delay of 38.5 seconds/vehicle (LOS D). Similarly, the intersection of Alton Road/Dade Boulevard is expected to experience overall intersection delay of 55.3 seconds/vehicle (LOS E). With signal timing optimization this intersection is expected to operate at an acceptable LOS D.

The 2022 total traffic condition operational analysis shows that all study intersections are expected to operate at LOS D or better. However, some movements at the following intersections may experience congestion/queuing due to heavy traffic demand.

- Alton Road/ N. Michigan Avenue,
- Alton Road/Dade Boulevard,

- Alton Road/17th Street,
- Meridian Avenue/17th Street, and
- Washington Avenue/17th Street.

Table 6 - LOS Analysis Results for PM Peak Hour

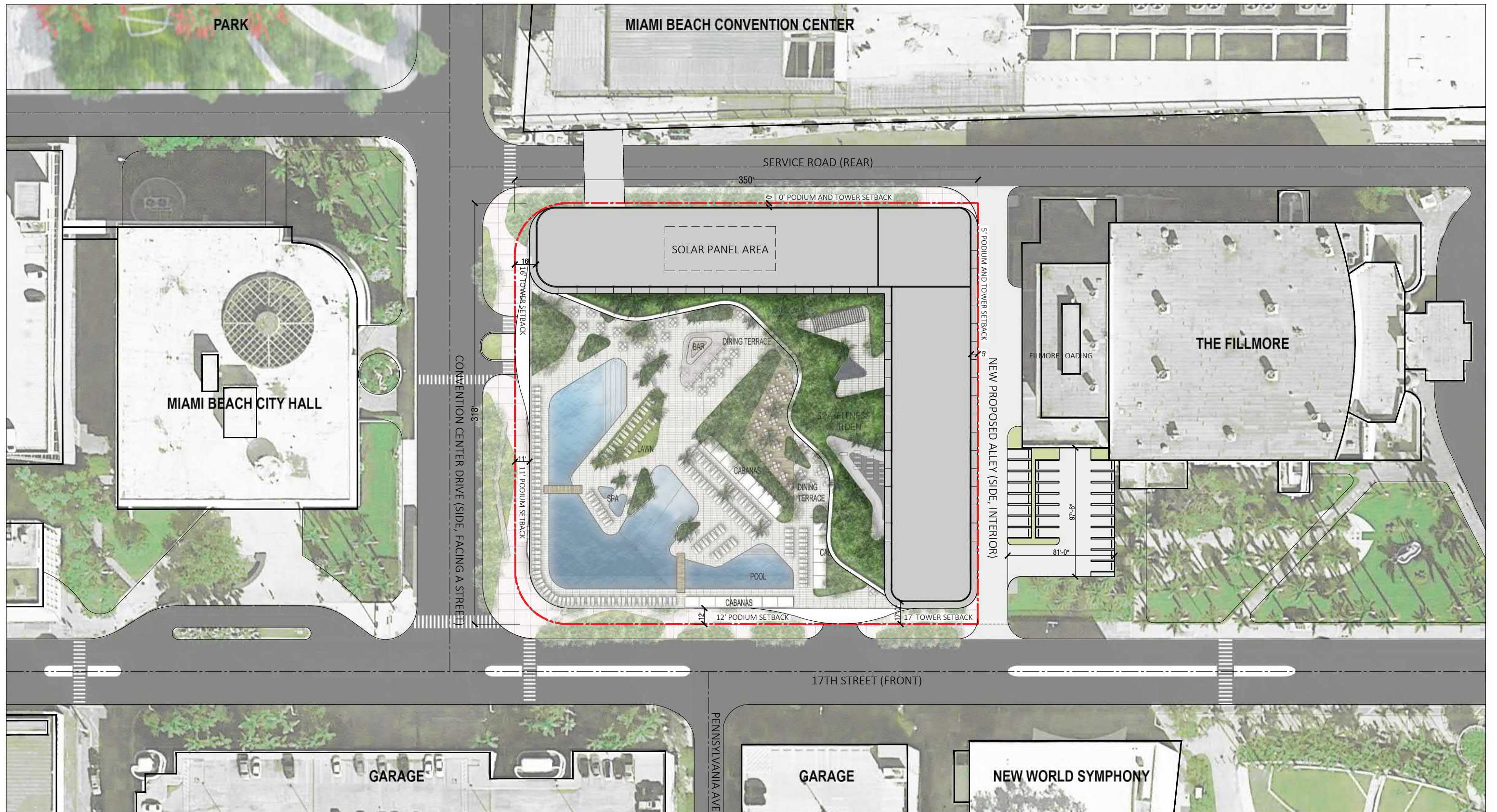
| Weekday PM Peak Hour | | | | | | | |
|----------------------|------------------------------------|--------------|-------|-------------------------|-------|--|------------|
| Intersections | | 2018 Traffic | | 2022 Background Traffic | | 2022 Background + 800-Rm Hotel Traffic | |
| | | LOS | Delay | LOS | Delay | LOS | Delay |
| 1 | Alton Rd & N. Michigan Ave | B | 14.3 | B | 15.7 | B | 17.1 |
| 2 | Alton Rd & Dade Blvd | D | 50.7 | D | 54.7 | E/D* | 55.3/51.8* |
| 3 | Dade Blvd & N. Michigan Ave | B | 10.6 | B | 10.9 | B | 11.4 |
| 4 | Dade Blvd & Meridian Ave | C | 28.0 | C | 28.9 | C | 30.5 |
| 5 | Dade Blvd & Convention Center Dr | A | 8.0 | A | 8.0 | A | 8.3 |
| 6 | Dade Blvd & Washington Ave | B | 11.9 | B | 12.9 | B | 13.0 |
| 7 | Alton Rd & 17th Street | C | 34.1 | D | 38.1 | D | 39.1 |
| 8 | 17th Street & Meridian Ave | C | 31.1 | C | 32.4 | C | 33.8 |
| 9 | 17th Street & Convention Center Dr | B | 15.7 | B | 15.8 | B | 18.5 |
| 10 | 17th Street & Washington Ave | C | 23.1 | C | 23.7 | C | 25.3 |

*Represents the LOS and Delay after signal timing optimization

Table 7 - LOS Analysis Results for Saturday Peak Hour

| Weekend (Saturday) Peak Hour | | | | | | | |
|------------------------------|------------------------------------|--------------|-------|-------------------------|-------|--|-------|
| Intersections | | 2018 Traffic | | 2022 Background Traffic | | 2022 Background + 800-Rm Hotel Traffic | |
| | | LOS | Delay | LOS | Delay | LOS | Delay |
| 1 | Alton Rd & N. Michigan Ave | A | 9.0 | B | 10.2 | B | 12.3 |
| 2 | Alton Rd & Dade Blvd | C | 27 | C | 27.9 | C | 28.6 |
| 3 | Dade Blvd & N. Michigan Ave | B | 11.1 | B | 11.2 | B | 11.5 |
| 4 | Dade Blvd & Meridian Ave | B | 18.3 | B | 18.6 | C | 20.2 |
| 5 | Dade Blvd & Convention Center Dr | A | 7.3 | A | 7.7 | A | 8.6 |
| 6 | Dade Blvd & Washington Ave | B | 12.8 | B | 13.3 | B | 13.0 |
| 7 | Alton Rd & 17th Street | C | 29.1 | C | 30.6 | C | 31.8 |
| 8 | 17th Street & Meridian Ave | C | 23.9 | C | 24.3 | C | 24.8 |
| 9 | 17th Street & Convention Center Dr | B | 12.1 | B | 12.3 | B | 15.3 |
| 10 | 17th Street & Washington Ave | B | 15.6 | B | 16.5 | B | 17.6 |

APPENDIX A – PROPOSED SITE MAP



ARQUITECTONICA

2900 Oak Avenue, Miami, FL 33133
 T 305.372.1812 F 305.372.1175

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MIAMI BEACH CONVENTION CENTER HOTEL
 CONVENTION CENTER DRIVE & 17TH ST, MIAMI BEACH, FL

RENDERED SITE PLAN

DATE:
2018.12.17

A1-02

APPENDIX B – TURNING MOVEMENT COUNTS

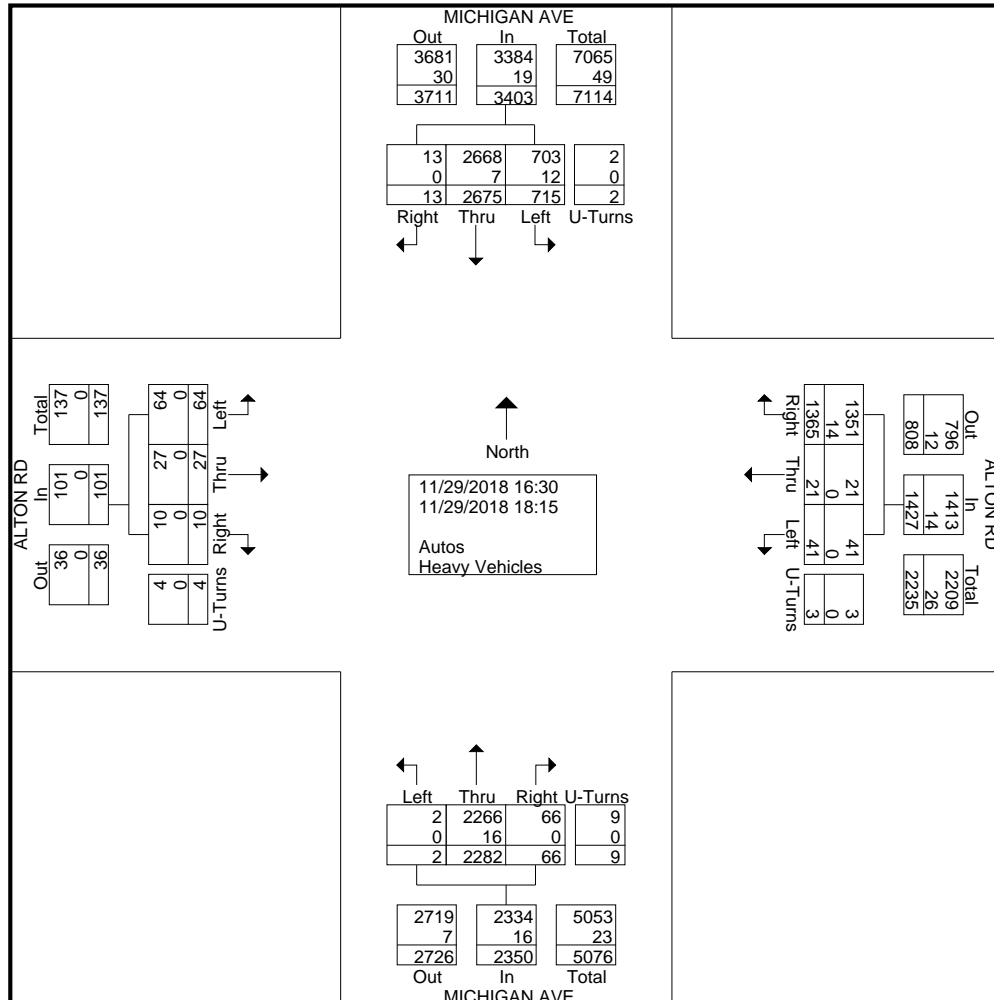
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 1A-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

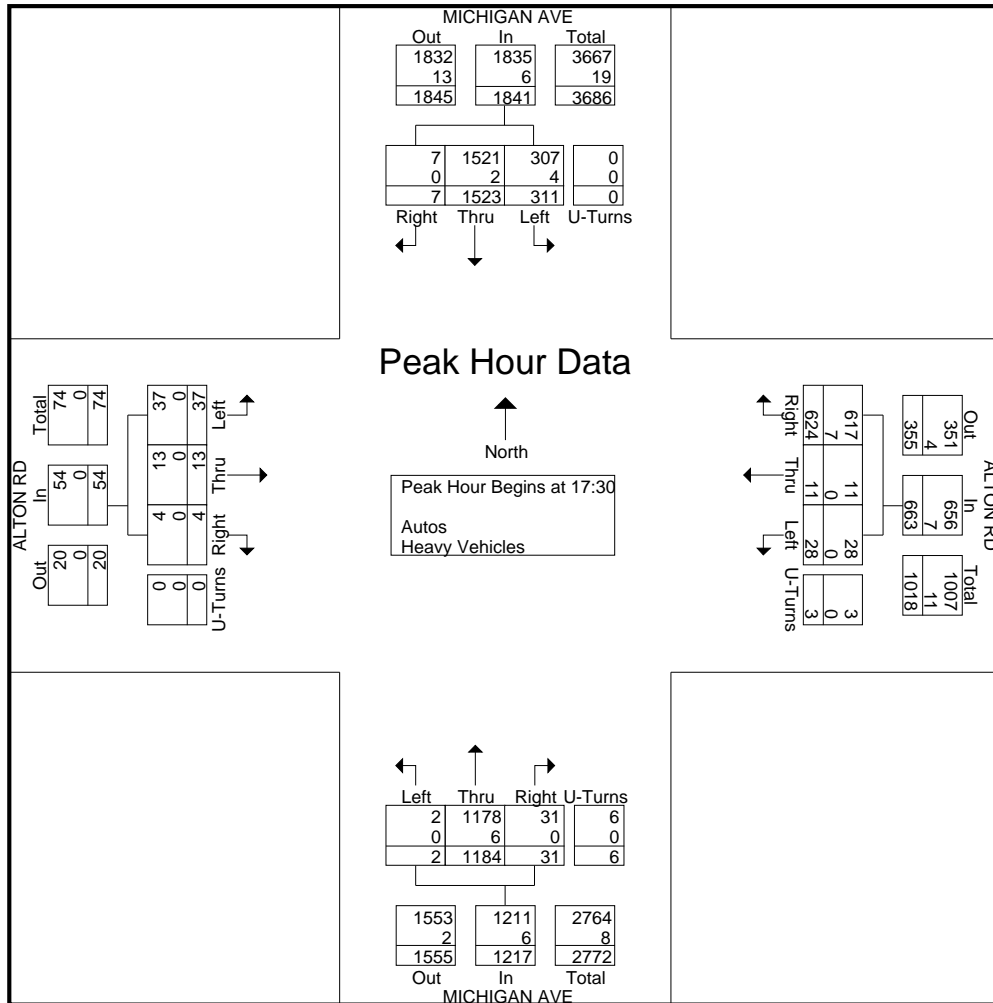
| Start Time | MICHIGAN AVE From North | | | | | ALTON RD From East | | | | | MICHIGAN AVE From South | | | | | ALTON RD From West | | | | | Int. Total |
|--------------------|----------------------------|-------------|------------|----------|-------------|-----------------------|-----------|-----------|----------|-------------|----------------------------|-------------|----------|----------|-------------|-----------------------|-----------|-----------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 0 | 280 | 104 | 1 | 385 | 185 | 2 | 6 | 0 | 193 | 4 | 260 | 0 | 0 | 264 | 2 | 3 | 7 | 2 | 14 | 856 |
| 16:45 | 0 | 255 | 105 | 0 | 360 | 194 | 1 | 5 | 0 | 200 | 10 | 247 | 0 | 0 | 257 | 2 | 3 | 5 | 2 | 12 | 829 |
| Total | 0 | 535 | 209 | 1 | 745 | 379 | 3 | 11 | 0 | 393 | 14 | 507 | 0 | 0 | 521 | 4 | 6 | 12 | 4 | 26 | 1685 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 4 | 307 | 92 | 1 | 404 | 190 | 3 | 1 | 0 | 194 | 12 | 295 | 0 | 2 | 309 | 1 | 3 | 10 | 0 | 14 | 921 |
| 17:15 | 2 | 310 | 103 | 0 | 415 | 172 | 4 | 1 | 0 | 177 | 9 | 296 | 0 | 1 | 306 | 1 | 5 | 5 | 0 | 11 | 909 |
| 17:30 | 3 | 345 | 91 | 0 | 439 | 151 | 4 | 9 | 0 | 164 | 4 | 204 | 0 | 1 | 209 | 2 | 5 | 5 | 0 | 12 | 824 |
| 17:45 | 2 | 342 | 67 | 0 | 411 | 166 | 4 | 6 | 0 | 176 | 9 | 346 | 1 | 1 | 357 | 0 | 2 | 7 | 0 | 9 | 953 |
| Total | 11 | 1304 | 353 | 1 | 1669 | 679 | 15 | 17 | 0 | 711 | 34 | 1141 | 1 | 5 | 1181 | 4 | 15 | 27 | 0 | 46 | 3607 |
| | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 0 | 427 | 75 | 0 | 502 | 173 | 2 | 6 | 0 | 181 | 10 | 318 | 0 | 0 | 328 | 1 | 4 | 14 | 0 | 19 | 1030 |
| 18:15 | 2 | 409 | 78 | 0 | 489 | 134 | 1 | 7 | 3 | 145 | 8 | 316 | 1 | 4 | 329 | 1 | 2 | 11 | 0 | 14 | 977 |
| Grand Total | 13 | 2675 | 715 | 2 | 3405 | 1365 | 21 | 41 | 3 | 1430 | 66 | 2282 | 2 | 9 | 2359 | 10 | 27 | 64 | 4 | 105 | 7299 |
| Apprch % | 0.4 | 78.6 | 21 | 0.1 | | 95.5 | 1.5 | 2.9 | 0.2 | | 2.8 | 96.7 | 0.1 | 0.4 | | 9.5 | 25.7 | 61 | 3.8 | | |
| Total % | 0.2 | 36.6 | 9.8 | 0 | 46.7 | 18.7 | 0.3 | 0.6 | 0 | 19.6 | 0.9 | 31.3 | 0 | 0.1 | 32.3 | 0.1 | 0.4 | 0.9 | 0.1 | 1.4 | |
| | | | | | | | | | | | | | | | | | | | | | |
| Autos | 13 | 2668 | | | | 1351 | | | | | 2266 | | | | | | | | | | |
| % Autos | 100 | 99.7 | 98.3 | 100 | 99.4 | 99 | 100 | 100 | 100 | 99 | 100 | 99.3 | 100 | 100 | 99.3 | 100 | 100 | 100 | 100 | 100 | 99.3 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.3 | 1.7 | 0 | 0.6 | 1 | 0 | 0 | 0 | 1 | 0 | 0.7 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.7 |



BEACON SYSTEMS, INC.

File Name : 1A-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | MICHIGAN AVE From North | | | | | ALTON RD From East | | | | | MICHIGAN AVE From South | | | | | ALTON RD From West | | | | | Int. Total |
|--|----------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|----------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:30 | | | | | | | | | | | | | | | | | | | | | |
| 17:30 | 3 | 345 | 91 | 0 | 439 | 151 | 4 | 9 | 0 | 164 | 4 | 204 | 0 | 1 | 209 | 2 | 5 | 5 | 0 | 12 | 824 |
| 17:45 | 2 | 342 | 67 | 0 | 411 | 166 | 4 | 6 | 0 | 176 | 9 | 346 | 1 | 1 | 357 | 0 | 2 | 7 | 0 | 9 | 953 |
| 18:00 | 0 | 427 | 75 | 0 | 502 | 173 | 2 | 6 | 0 | 181 | 10 | 318 | 0 | 0 | 328 | 1 | 4 | 14 | 0 | 19 | 1030 |
| 18:15 | 2 | 409 | 78 | 0 | 489 | 134 | 1 | 7 | 3 | 145 | 8 | 316 | 1 | 4 | 329 | 1 | 2 | 11 | 0 | 14 | 977 |
| Total Volume | 7 | 1523 | 311 | 0 | 1841 | 624 | 11 | 28 | 3 | 666 | 31 | 1184 | 2 | 6 | 1223 | 4 | 13 | 37 | 0 | 54 | 3784 |
| % App. Total | 0.4 | 82.7 | 16.9 | 0 | | 93.7 | 1.7 | 4.2 | 0.5 | | 2.5 | 96.8 | 0.2 | 0.5 | | 7.4 | 24.1 | 68.5 | 0 | | |
| PHF | .583 | .892 | .854 | .000 | .917 | .902 | .688 | .778 | .250 | .920 | .775 | .855 | .500 | .375 | .856 | .500 | .650 | .661 | .000 | .711 | .918 |
| Autos | 7 | 1521 | | | | | | | | | 1178 | | | | | | | | | | |
| % Autos | 100 | 99.9 | 98.7 | 0 | 99.7 | 98.9 | 100 | 100 | 100 | 98.9 | 100 | 99.5 | 100 | 100 | 99.5 | 100 | 100 | 100 | 0 | 100 | 99.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.1 | 1.3 | 0 | 0.3 | 1.1 | 0 | 0 | 0 | 1.1 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 1B-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | ALTON RD From North | | | | | MICHIGAN AVE From East | | | | | ALTON RD From South | | | | | MICHIGAN AVE From West | | | | | Int. Total | | |
|---------------|------------------------|---|---|------|------------|---------------------------|---|---|------|------------|------------------------|---|---|------|------------|---------------------------|---|---|------|------------|------------|---|---|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | | | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | | | |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | | | |
| 12:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | |
| Apprch % | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 100 | | | | |
| Total % | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | 0 | 0 | 20 | 20 | | | |

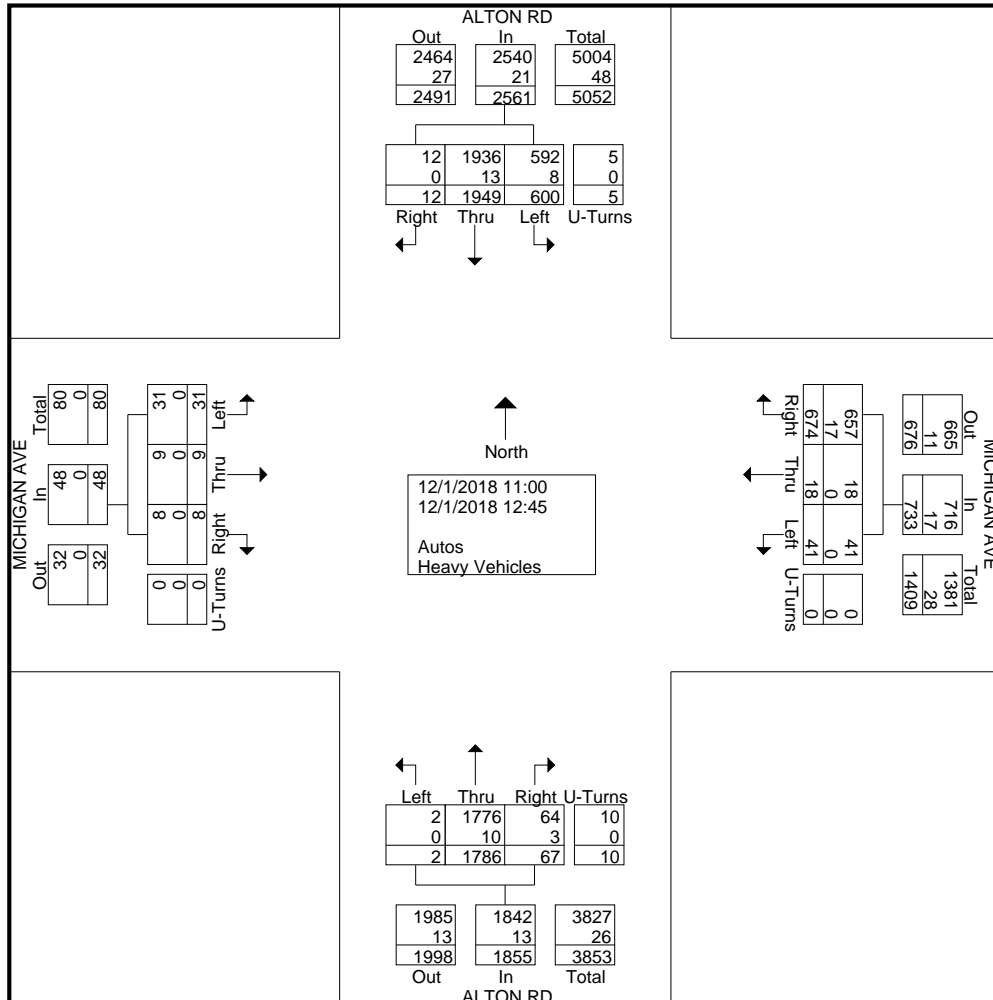
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 1B-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

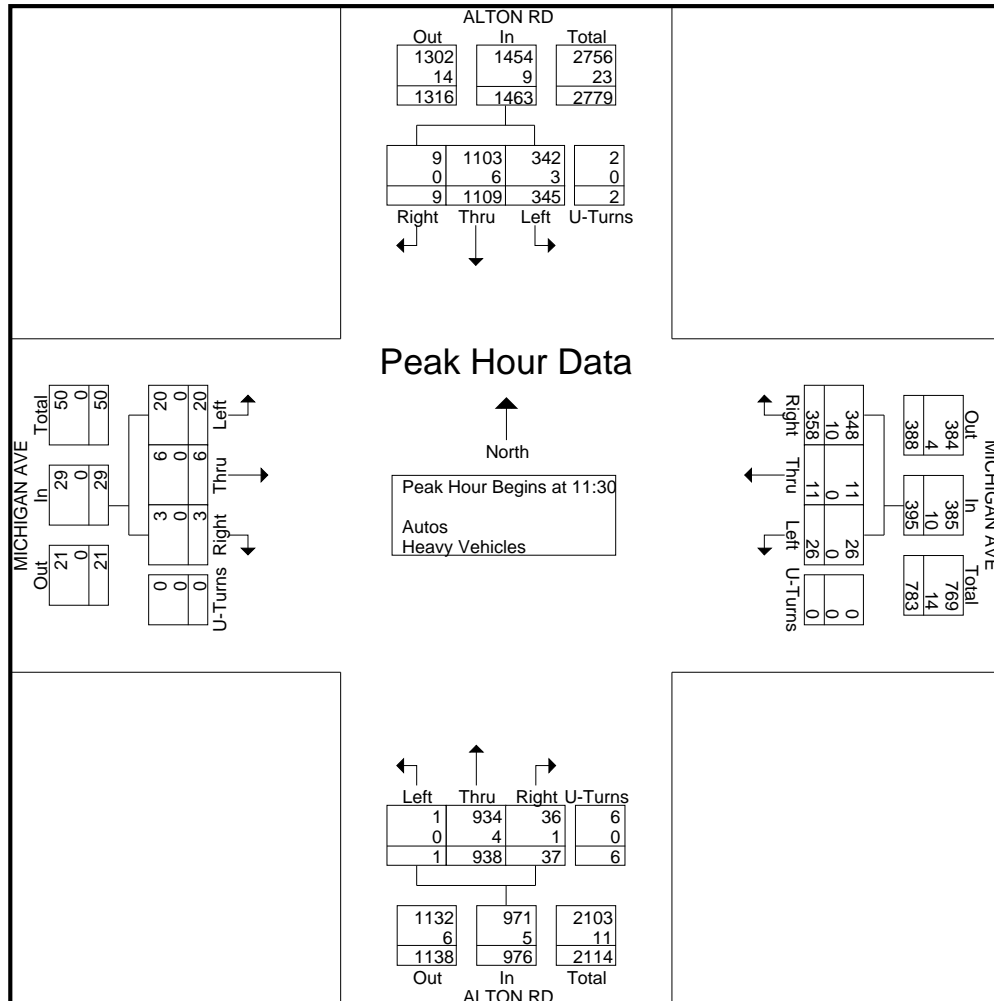
| Start Time | ALTON RD From North | | | | | MICHIGAN AVE From East | | | | | ALTON RD From South | | | | | MICHIGAN AVE From West | | | | | Int. Total |
|--------------------|---------------------|-------------|------------|----------|-------------|------------------------|-----------|-----------|----------|------------|---------------------|-------------|----------|-----------|-------------|------------------------|----------|-----------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 1 | 247 | 72 | 0 | 320 | 64 | 0 | 0 | 0 | 64 | 11 | 204 | 1 | 0 | 216 | 2 | 1 | 3 | 0 | 6 | 606 |
| 11:15 | 0 | 216 | 60 | 2 | 278 | 82 | 1 | 4 | 0 | 87 | 10 | 186 | 0 | 1 | 197 | 2 | 0 | 3 | 0 | 5 | 567 |
| 11:30 | 3 | 271 | 90 | 0 | 364 | 80 | 2 | 7 | 0 | 89 | 7 | 192 | 1 | 3 | 203 | 1 | 1 | 4 | 0 | 6 | 662 |
| 11:45 | 1 | 332 | 103 | 1 | 437 | 86 | 5 | 8 | 0 | 99 | 8 | 253 | 0 | 2 | 263 | 1 | 3 | 4 | 0 | 8 | 807 |
| Total | 5 | 1066 | 325 | 3 | 1399 | 312 | 8 | 19 | 0 | 339 | 36 | 835 | 2 | 6 | 879 | 6 | 5 | 14 | 0 | 25 | 2642 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 1 | 198 | 65 | 0 | 264 | 83 | 0 | 8 | 0 | 91 | 10 | 223 | 0 | 1 | 234 | 1 | 0 | 7 | 0 | 8 | 597 |
| 12:15 | 4 | 308 | 87 | 1 | 400 | 109 | 4 | 3 | 0 | 116 | 12 | 270 | 0 | 0 | 282 | 0 | 2 | 5 | 0 | 7 | 805 |
| 12:30 | 0 | 91 | 31 | 1 | 123 | 69 | 0 | 4 | 0 | 73 | 3 | 221 | 0 | 1 | 225 | 0 | 0 | 1 | 0 | 1 | 422 |
| 12:45 | 2 | 286 | 92 | 0 | 380 | 101 | 6 | 7 | 0 | 114 | 6 | 237 | 0 | 2 | 245 | 1 | 2 | 4 | 0 | 7 | 746 |
| Total | 7 | 883 | 275 | 2 | 1167 | 362 | 10 | 22 | 0 | 394 | 31 | 951 | 0 | 4 | 986 | 2 | 4 | 17 | 0 | 23 | 2570 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 12 | 1949 | 600 | 5 | 2566 | 674 | 18 | 41 | 0 | 733 | 67 | 1786 | 2 | 10 | 1865 | 8 | 9 | 31 | 0 | 48 | 5212 |
| Apprch % | 0.5 | 76 | 23.4 | 0.2 | | 92 | 2.5 | 5.6 | 0 | 733 | 3.6 | 95.8 | 0.1 | 0.5 | | 16.7 | 18.8 | 64.6 | 0 | | |
| Total % | 0.2 | 37.4 | 11.5 | 0.1 | 49.2 | 12.9 | 0.3 | 0.8 | 0 | 14.1 | 1.3 | 34.3 | 0 | 0.2 | 35.8 | 0.2 | 0.2 | 0.6 | 0 | 0.9 | |
| Autos | 12 | 1936 | | | | | | | | | | 1776 | | | | | | | | | |
| % Autos | 100 | 99.3 | 98.7 | 100 | 99.2 | 97.5 | 100 | 100 | 0 | 97.7 | 95.5 | 99.4 | 100 | 100 | 99.3 | 100 | 100 | 100 | 0 | 100 | 99 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.7 | 1.3 | 0 | 0.8 | 2.5 | 0 | 0 | 0 | 2.3 | 4.5 | 0.6 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 1 |



BEACON SYSTEMS, INC.

File Name : 1B-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | ALTON RD From North | | | | | MICHIGAN AVE From East | | | | | ALTON RD From South | | | | | MICHIGAN AVE From West | | | | | Int. Total |
|--|---------------------|------|------|---------|------------|------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 3 | 271 | 90 | 0 | 364 | 80 | 2 | 7 | 0 | 89 | 7 | 192 | 1 | 3 | 203 | 1 | 1 | 4 | 0 | 6 | 662 |
| 11:45 | 1 | 332 | 103 | 1 | 437 | 86 | 5 | 8 | 0 | 99 | 8 | 253 | 0 | 2 | 263 | 1 | 3 | 4 | 0 | 8 | 807 |
| 12:00 | 1 | 198 | 65 | 0 | 264 | 83 | 0 | 8 | 0 | 91 | 10 | 223 | 0 | 1 | 234 | 1 | 0 | 7 | 0 | 8 | 597 |
| 12:15 | 4 | 308 | 87 | 1 | 400 | 109 | 4 | 3 | 0 | 116 | 12 | 270 | 0 | 0 | 282 | 0 | 2 | 5 | 0 | 7 | 805 |
| Total Volume | 9 | 1109 | 345 | 2 | 1465 | 358 | 11 | 26 | 0 | 395 | 37 | 938 | 1 | 6 | 982 | 3 | 6 | 20 | 0 | 29 | 2871 |
| % App. Total | 0.6 | 75.7 | 23.5 | 0.1 | | 90.6 | 2.8 | 6.6 | 0 | | 3.8 | 95.5 | 0.1 | 0.6 | | 10.3 | 20.7 | 69 | 0 | | |
| PHF | .563 | .835 | .837 | .500 | .838 | .821 | .550 | .813 | .000 | .851 | .771 | .869 | .250 | .500 | .871 | .750 | .500 | .714 | .000 | .906 | .889 |
| Autos | 9 | 1103 | | | | | | | | | | | | | | | | | | | |
| % Autos | 100 | 99.5 | 99.1 | 100 | 99.4 | 97.2 | 100 | 100 | 0 | 97.5 | 97.3 | 99.6 | 100 | 100 | 99.5 | 100 | 100 | 100 | 0 | 100 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.5 | 0.9 | 0 | 0.6 | 2.8 | 0 | 0 | 0 | 2.5 | 2.7 | 0.4 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.8 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 2A-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------|---|-----|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 3 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 4 | 27 |
| 16:45 | 2 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 11 | 18 |
| Total | 5 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 14 | 15 | 45 |
| 17:00 | 3 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 3 | 4 | 17 |
| 17:15 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 14 | 14 | 22 |
| 17:30 | 0 | 0 | 0 | 9 | 9 | 2 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 16 | 16 | 39 |
| 17:45 | 0 | 0 | 0 | 9 | 9 | 1 | 0 | 0 | 10 | 11 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 17 | 17 | 41 |
| Total | 4 | 0 | 0 | 28 | 32 | 3 | 0 | 0 | 21 | 24 | 2 | 0 | 0 | 10 | 12 | 1 | 0 | 0 | 50 | 51 | 119 |
| 18:00 | 6 | 0 | 0 | 12 | 18 | 1 | 0 | 0 | 8 | 9 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 20 | 20 | 51 |
| 18:15 | 2 | 0 | 0 | 15 | 17 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 30 | 32 | 56 |
| Grand Total | 17 | 0 | 0 | 65 | 82 | 5 | 0 | 0 | 45 | 50 | 5 | 0 | 0 | 16 | 21 | 2 | 0 | 2 | 114 | 118 | 271 |
| Apprch % | 20.7 | 0 | 0 | 79.3 | | 10 | 0 | 0 | 90 | | 23.8 | 0 | 0 | 76.2 | | 1.7 | 0 | 1.7 | 96.6 | | |
| Total % | 6.3 | 0 | 0 | 24 | 30.3 | 1.8 | 0 | 0 | 16.6 | 18.5 | 1.8 | 0 | 0 | 5.9 | 7.7 | 0.7 | 0 | 0.7 | 42.1 | 43.5 | |

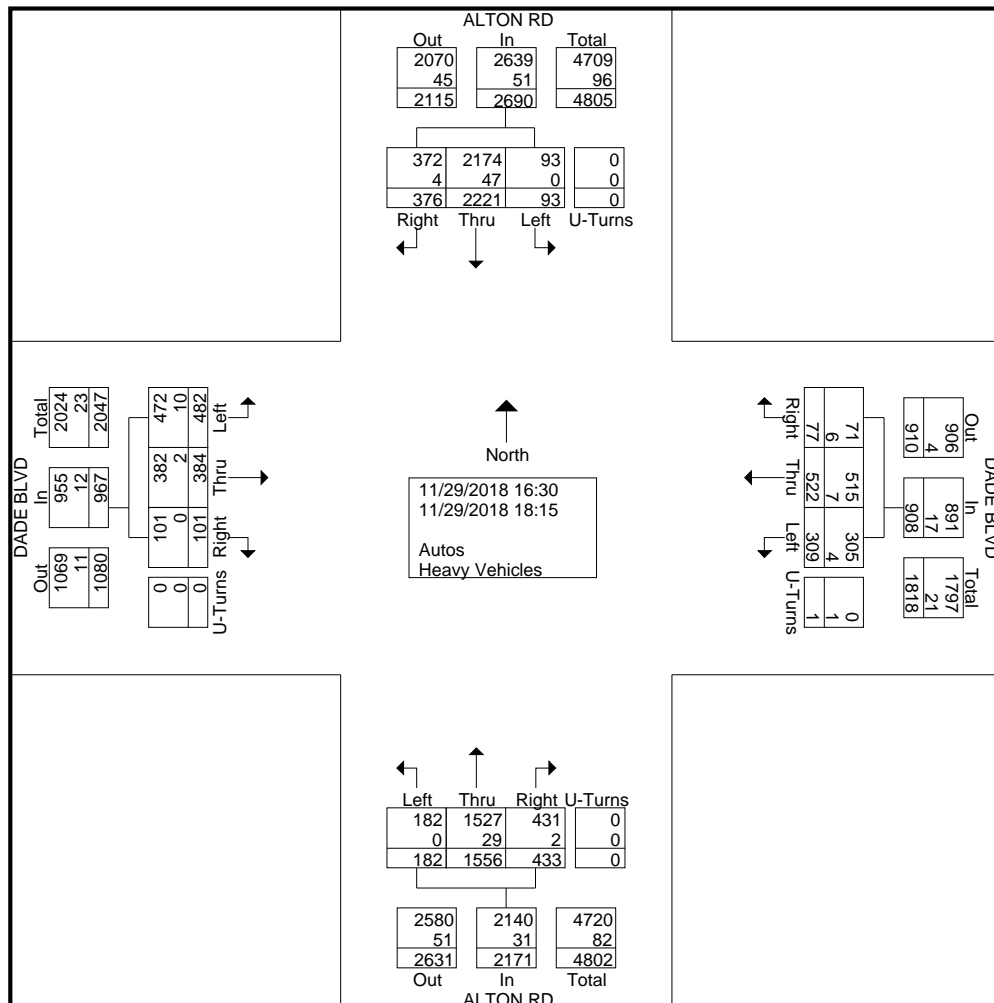
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 2A-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

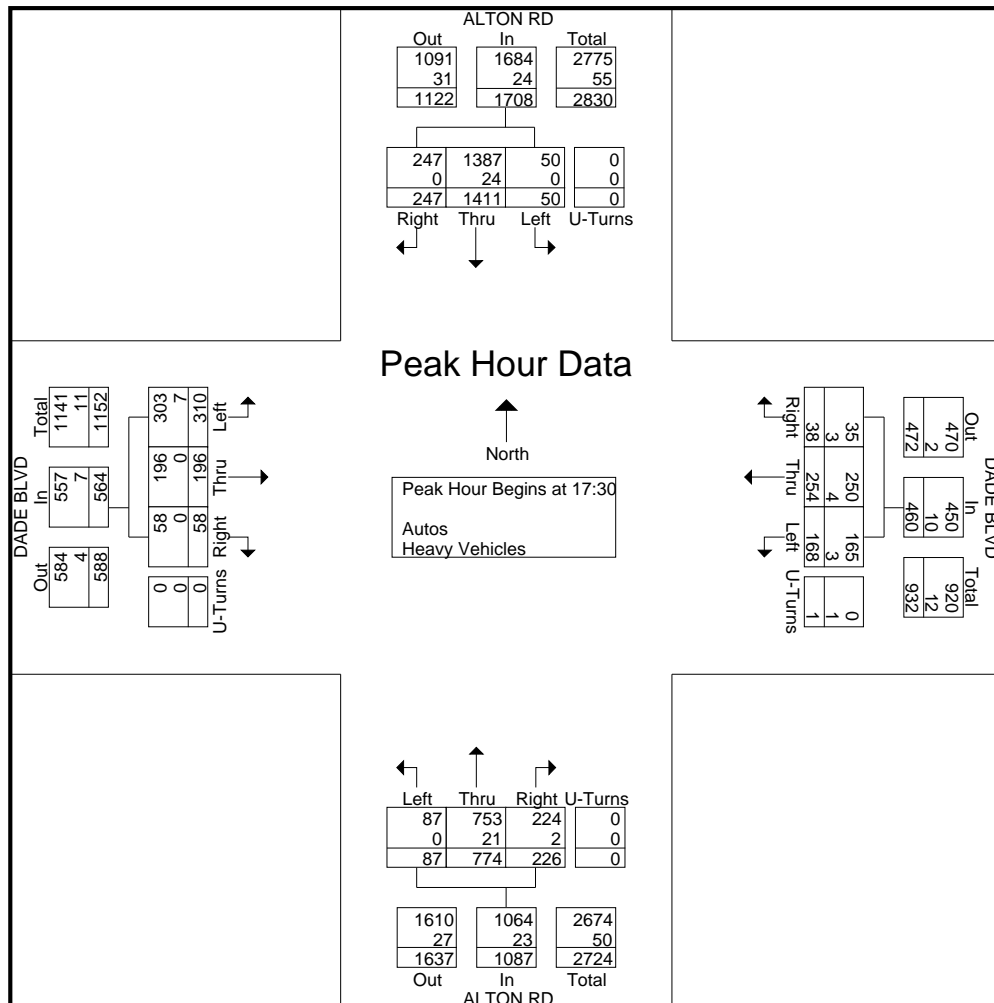
| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|------------------------|-------------|-----------|----------|-------------|------------------------|------------|------------|----------|------------|------------------------|-------------|------------|----------|-------------|------------------------|------------|------------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 24 | 219 | 11 | 0 | 254 | 8 | 68 | 42 | 0 | 118 | 40 | 191 | 15 | 0 | 246 | 16 | 34 | 46 | 0 | 96 | 714 |
| 16:45 | 30 | 181 | 12 | 0 | 223 | 11 | 63 | 35 | 0 | 109 | 57 | 151 | 28 | 0 | 236 | 12 | 79 | 44 | 0 | 135 | 703 |
| Total | 54 | 400 | 23 | 0 | 477 | 19 | 131 | 77 | 0 | 227 | 97 | 342 | 43 | 0 | 482 | 28 | 113 | 90 | 0 | 231 | 1417 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 37 | 202 | 10 | 0 | 249 | 8 | 72 | 33 | 0 | 113 | 44 | 192 | 18 | 0 | 254 | 5 | 37 | 36 | 0 | 78 | 694 |
| 17:15 | 38 | 208 | 10 | 0 | 256 | 12 | 65 | 31 | 0 | 108 | 66 | 248 | 34 | 0 | 348 | 10 | 38 | 46 | 0 | 94 | 806 |
| 17:30 | 41 | 290 | 13 | 0 | 344 | 9 | 70 | 49 | 1 | 129 | 44 | 217 | 29 | 0 | 290 | 12 | 41 | 59 | 0 | 112 | 875 |
| 17:45 | 56 | 332 | 11 | 0 | 399 | 8 | 46 | 35 | 0 | 89 | 56 | 167 | 20 | 0 | 243 | 16 | 55 | 75 | 0 | 146 | 877 |
| Total | 172 | 1032 | 44 | 0 | 1248 | 37 | 253 | 148 | 1 | 439 | 210 | 824 | 101 | 0 | 1135 | 43 | 171 | 216 | 0 | 430 | 3252 |
| | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 70 | 402 | 18 | 0 | 490 | 10 | 70 | 37 | 0 | 117 | 67 | 194 | 20 | 0 | 281 | 24 | 49 | 100 | 0 | 173 | 1061 |
| 18:15 | 80 | 387 | 8 | 0 | 475 | 11 | 68 | 47 | 0 | 126 | 59 | 196 | 18 | 0 | 273 | 6 | 51 | 76 | 0 | 133 | 1007 |
| Grand Total | 376 | 2221 | 93 | 0 | 2690 | 77 | 522 | 309 | 1 | 909 | 433 | 1556 | 182 | 0 | 2171 | 101 | 384 | 482 | 0 | 967 | 6737 |
| Apprch % | 14 | 82.6 | 3.5 | 0 | | 8.5 | 57.4 | 34 | 0.1 | | 19.9 | 71.7 | 8.4 | 0 | | 10.4 | 39.7 | 49.8 | 0 | | |
| Total % | 5.6 | 33 | 1.4 | 0 | 39.9 | 1.1 | 7.7 | 4.6 | 0 | 13.5 | 6.4 | 23.1 | 2.7 | 0 | 32.2 | 1.5 | 5.7 | 7.2 | 0 | 14.4 | |
| | | | | | | | | | | | | | | | | | | | | | |
| Autos | 372 | 2174 | | | | | | | | | 1527 | | | | | | | | | | |
| % Autos | 98.9 | 97.9 | 100 | 0 | 98.1 | 92.2 | 98.7 | 98.7 | 0 | 98 | 99.5 | 98.1 | 100 | 0 | 98.6 | 100 | 99.5 | 97.9 | 0 | 98.8 | 98.3 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.1 | 2.1 | 0 | 0 | 1.9 | 7.8 | 1.3 | 1.3 | 100 | 2 | 0.5 | 1.9 | 0 | 0 | 1.4 | 0 | 0.5 | 2.1 | 0 | 1.2 | 1.7 |



BEACON SYSTEMS, INC.

File Name : 2A-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:30 | | | | | | | | | | | | | | | | | | | | | |
| 17:30 | 41 | 290 | 13 | 0 | 344 | 9 | 70 | 49 | 1 | 129 | 44 | 217 | 29 | 0 | 290 | 12 | 41 | 59 | 0 | 112 | 875 |
| 17:45 | 56 | 332 | 11 | 0 | 399 | 8 | 46 | 35 | 0 | 89 | 56 | 167 | 20 | 0 | 243 | 16 | 55 | 75 | 0 | 146 | 877 |
| 18:00 | 70 | 402 | 18 | 0 | 490 | 10 | 70 | 37 | 0 | 117 | 67 | 194 | 20 | 0 | 281 | 24 | 49 | 100 | 0 | 173 | 1061 |
| 18:15 | 80 | 387 | 8 | 0 | 475 | 11 | 68 | 47 | 0 | 126 | 59 | 196 | 18 | 0 | 273 | 6 | 51 | 76 | 0 | 133 | 1007 |
| Total Volume | 247 | 1411 | 50 | 0 | 1708 | 38 | 254 | 168 | 1 | 461 | 226 | 774 | 87 | 0 | 1087 | 58 | 196 | 310 | 0 | 564 | 3820 |
| % App. Total | 14.5 | 82.6 | 2.9 | 0 | | 8.2 | 55.1 | 36.4 | 0.2 | | 20.8 | 71.2 | 8 | 0 | | 10.3 | 34.8 | 5.5 | 0 | | |
| PHF | .772 | .877 | .694 | .000 | .871 | .864 | .907 | .857 | .250 | .893 | .843 | .892 | .750 | .000 | .937 | .604 | .891 | .775 | .000 | .815 | .900 |
| Autos | 247 | 1387 | | | | | | | | | | | | | | | | | | | |
| % Autos | 100 | 98.3 | 100 | 0 | 98.6 | 92.1 | 98.4 | 98.2 | 0 | 97.6 | 99.1 | 97.3 | 100 | 0 | 97.9 | 100 | 100 | 97.7 | 0 | 98.8 | 98.3 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 1.7 | 0 | 0 | 1.4 | 7.9 | 1.6 | 1.8 | 100 | 2.4 | 0.9 | 2.7 | 0 | 0 | 2.1 | 0 | 0 | 2.3 | 0 | 1.2 | 1.7 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 2B-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 5 | 0 | 0 | 6 | 11 | 1 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 23 |
| 11:15 | 2 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 8 | 10 | 24 |
| 11:30 | 3 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 25 |
| 11:45 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 12 | 23 |
| Total | 11 | 0 | 0 | 29 | 40 | 1 | 0 | 0 | 18 | 19 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 31 | 35 | 95 |
| 12:00 | 2 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 7 | 8 | 25 |
| 12:15 | 4 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 16 | 27 |
| 12:30 | 3 | 0 | 0 | 7 | 10 | 4 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 36 |
| 12:45 | 1 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 9 | 9 | 30 |
| Total | 10 | 0 | 0 | 22 | 32 | 5 | 0 | 0 | 31 | 36 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 42 | 44 | 118 |
| Grand Total | 21 | 0 | 0 | 51 | 72 | 6 | 0 | 0 | 49 | 55 | 0 | 0 | 0 | 7 | 7 | 6 | 0 | 0 | 73 | 79 | 213 |
| Apprch % | 29.2 | 0 | 0 | 70.8 | | 10.9 | 0 | 0 | 89.1 | | 0 | 0 | 0 | 100 | | 7.6 | 0 | 0 | 92.4 | | |
| Total % | 9.9 | 0 | 0 | 23.9 | 33.8 | 2.8 | 0 | 0 | 23 | 25.8 | 0 | 0 | 0 | 3.3 | 3.3 | 2.8 | 0 | 0 | 34.3 | 37.1 | |

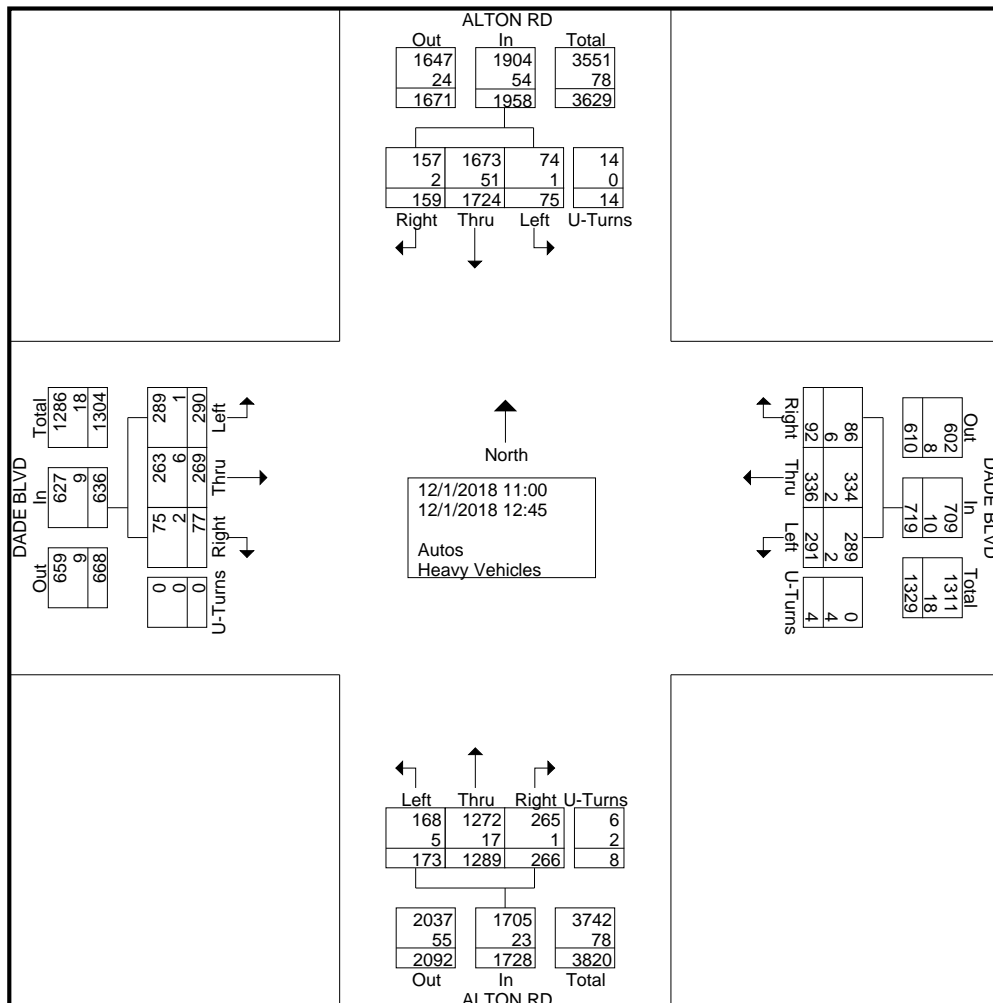
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 2B-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

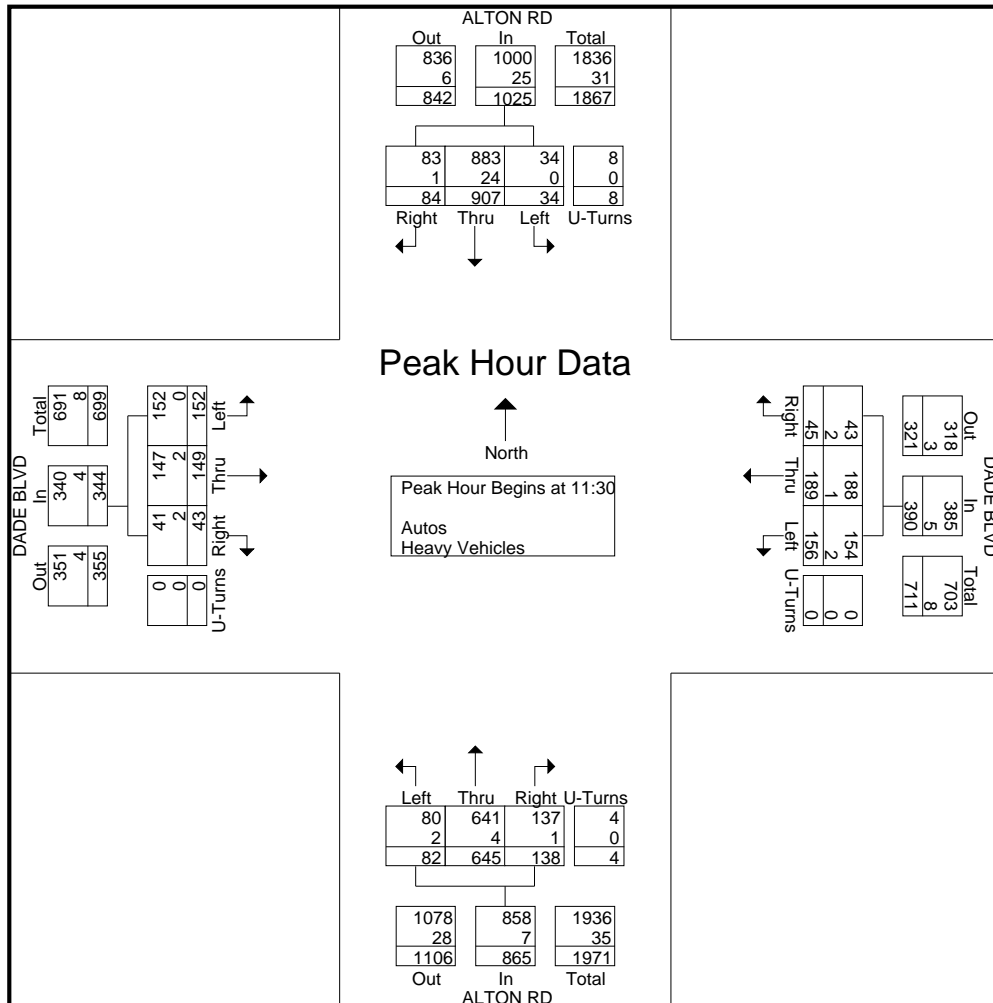
| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|------------------|---------------------|------------|-----------|----------|-------------|---------------------|------------|------------|----------|------------|---------------------|------------|-----------|----------|------------|---------------------|------------|------------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 18 | 198 | 7 | 1 | 224 | 13 | 31 | 32 | 0 | 76 | 27 | 153 | 22 | 0 | 202 | 11 | 22 | 33 | 0 | 66 | 568 |
| 11:15 | 24 | 165 | 10 | 3 | 202 | 11 | 53 | 30 | 0 | 94 | 35 | 149 | 18 | 1 | 203 | 4 | 29 | 41 | 0 | 74 | 573 |
| 11:30 | 28 | 255 | 5 | 2 | 290 | 8 | 44 | 37 | 0 | 89 | 32 | 151 | 15 | 1 | 199 | 12 | 23 | 33 | 0 | 68 | 646 |
| 11:45 | 19 | 224 | 7 | 1 | 251 | 15 | 50 | 49 | 0 | 114 | 40 | 146 | 28 | 2 | 216 | 12 | 37 | 35 | 0 | 84 | 665 |
| Total | 89 | 842 | 29 | 7 | 967 | 47 | 178 | 148 | 0 | 373 | 134 | 599 | 83 | 4 | 820 | 39 | 111 | 142 | 0 | 292 | 2452 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 17 | 202 | 11 | 4 | 234 | 10 | 55 | 36 | 0 | 101 | 32 | 149 | 19 | 0 | 200 | 14 | 42 | 32 | 0 | 88 | 623 |
| 12:15 | 20 | 226 | 11 | 1 | 258 | 12 | 40 | 34 | 0 | 86 | 34 | 199 | 20 | 1 | 254 | 5 | 47 | 52 | 0 | 104 | 702 |
| 12:30 | 17 | 204 | 15 | 2 | 238 | 14 | 30 | 41 | 3 | 88 | 34 | 165 | 22 | 1 | 222 | 5 | 35 | 29 | 0 | 69 | 617 |
| 12:45 | 16 | 250 | 9 | 0 | 275 | 9 | 33 | 32 | 1 | 75 | 32 | 177 | 29 | 2 | 240 | 14 | 34 | 35 | 0 | 83 | 673 |
| Total | 70 | 882 | 46 | 7 | 1005 | 45 | 158 | 143 | 4 | 350 | 132 | 690 | 90 | 4 | 916 | 38 | 158 | 148 | 0 | 344 | 2615 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 159 | 1724 | 75 | 14 | 1972 | 92 | 336 | 291 | 4 | 723 | 266 | 1289 | 173 | 8 | 1736 | 77 | 269 | 290 | 0 | 636 | 5067 |
| Apprch % | 8.1 | 87.4 | 3.8 | 0.7 | | 12.7 | 46.5 | 40.2 | 0.6 | | 15.3 | 74.3 | 10 | 0.5 | | 12.1 | 42.3 | 45.6 | 0 | | |
| Total % | 3.1 | 34 | 1.5 | 0.3 | 38.9 | 1.8 | 6.6 | 5.7 | 0.1 | 14.3 | 5.2 | 25.4 | 3.4 | 0.2 | 34.3 | 1.5 | 5.3 | 5.7 | 0 | 12.6 | |
| Autos | 157 | 1673 | | | | | | | | | | 1272 | | | | | | | | | |
| % Autos | 98.7 | 97 | 98.7 | 100 | 97.3 | 93.5 | 99.4 | 99.3 | 0 | 98.1 | 99.6 | 98.7 | 97.1 | 75 | 98.6 | 97.4 | 97.8 | 99.7 | 0 | 98.6 | 98 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.3 | 3 | 1.3 | 0 | 2.7 | 6.5 | 0.6 | 0.7 | 100 | 1.9 | 0.4 | 1.3 | 2.9 | 25 | 1.4 | 2.6 | 2.2 | 0.3 | 0 | 1.4 | 2 |



BEACON SYSTEMS, INC.

File Name : 2B-Alton Rd & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | ALTON RD From North | | | | | DADE BLVD From East | | | | | ALTON RD From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 28 | 255 | 5 | 2 | 290 | 8 | 44 | 37 | 0 | 89 | 32 | 151 | 15 | 1 | 199 | 12 | 23 | 33 | 0 | 68 | 646 |
| 11:45 | 19 | 224 | 7 | 1 | 251 | 15 | 50 | 49 | 0 | 114 | 40 | 146 | 28 | 2 | 216 | 12 | 37 | 35 | 0 | 84 | 665 |
| 12:00 | 17 | 202 | 11 | 4 | 234 | 10 | 55 | 36 | 0 | 101 | 32 | 149 | 19 | 0 | 200 | 14 | 42 | 32 | 0 | 88 | 623 |
| 12:15 | 20 | 226 | 11 | 1 | 258 | 12 | 40 | 34 | 0 | 86 | 34 | 199 | 20 | 1 | 254 | 5 | 47 | 52 | 0 | 104 | 702 |
| Total Volume | 84 | 907 | 34 | 8 | 1033 | 45 | 189 | 156 | 0 | 390 | 138 | 645 | 82 | 4 | 869 | 43 | 149 | 152 | 0 | 344 | 2636 |
| % App. Total | 8.1 | 87.8 | 3.3 | 0.8 | | 11.5 | 48.5 | 40 | 0 | | 15.9 | 74.2 | 9.4 | 0.5 | | 12.5 | 43.3 | 44.2 | 0 | | |
| PHF | .750 | .889 | .773 | .500 | .891 | .750 | .859 | .796 | .000 | .855 | .863 | .810 | .732 | .500 | .855 | .768 | .793 | .731 | .000 | .827 | .939 |
| Autos | 83 | 883 | 34 | 8 | 1008 | 43 | 188 | 154 | 0 | 385 | 137 | 641 | 80 | 4 | 862 | 41 | 147 | 152 | 0 | 340 | 2595 |
| % Autos | 98.8 | 97.4 | 100 | 100 | 97.6 | 95.6 | 99.5 | 98.7 | 0 | 98.7 | 99.3 | 99.4 | 97.6 | 100 | 99.2 | 95.3 | 98.7 | 100 | 0 | 98.8 | 98.4 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.2 | 2.6 | 0 | 0 | 2.4 | 4.4 | 0.5 | 1.3 | 0 | 1.3 | 0.7 | 0.6 | 2.4 | 0 | 0.8 | 4.7 | 1.3 | 0 | 0 | 1.2 | 1.6 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 3A-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total | |
|-------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|----|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 10 | 10 |
| 16:45 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 20 | |
| Total | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 23 | 30 | |
| 17:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 6 | 8 | |
| 17:15 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 6 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | |
| 17:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total | 2 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 13 | 18 | |
| 18:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | |
| 18:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| Grand Total | 3 | 0 | 0 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 37 | 39 | 54 | |
| Apprch % | 20 | 0 | 0 | 80 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 5.1 | 0 | 0 | 94.9 | | | |
| Total % | 5.6 | 0 | 0 | 22.2 | 27.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 | 0 | 0 | 68.5 | 72.2 | | |

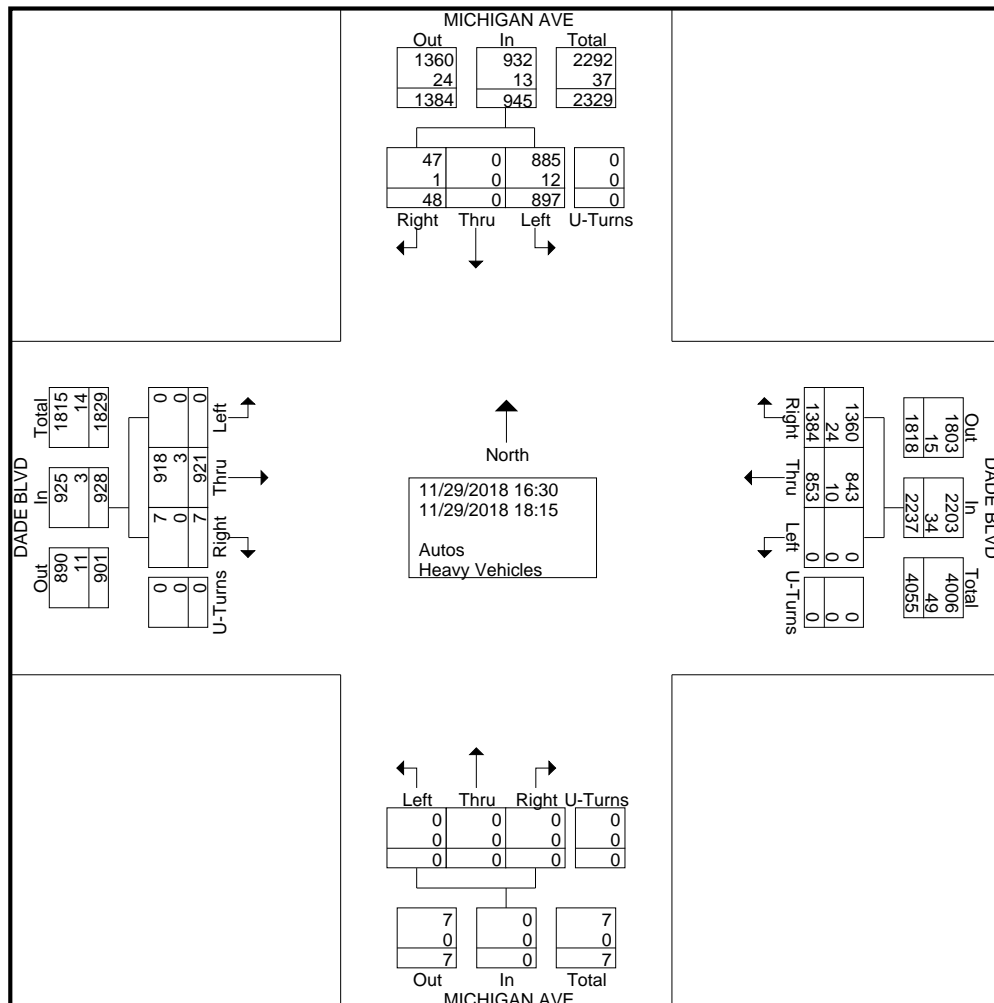
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 3A-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

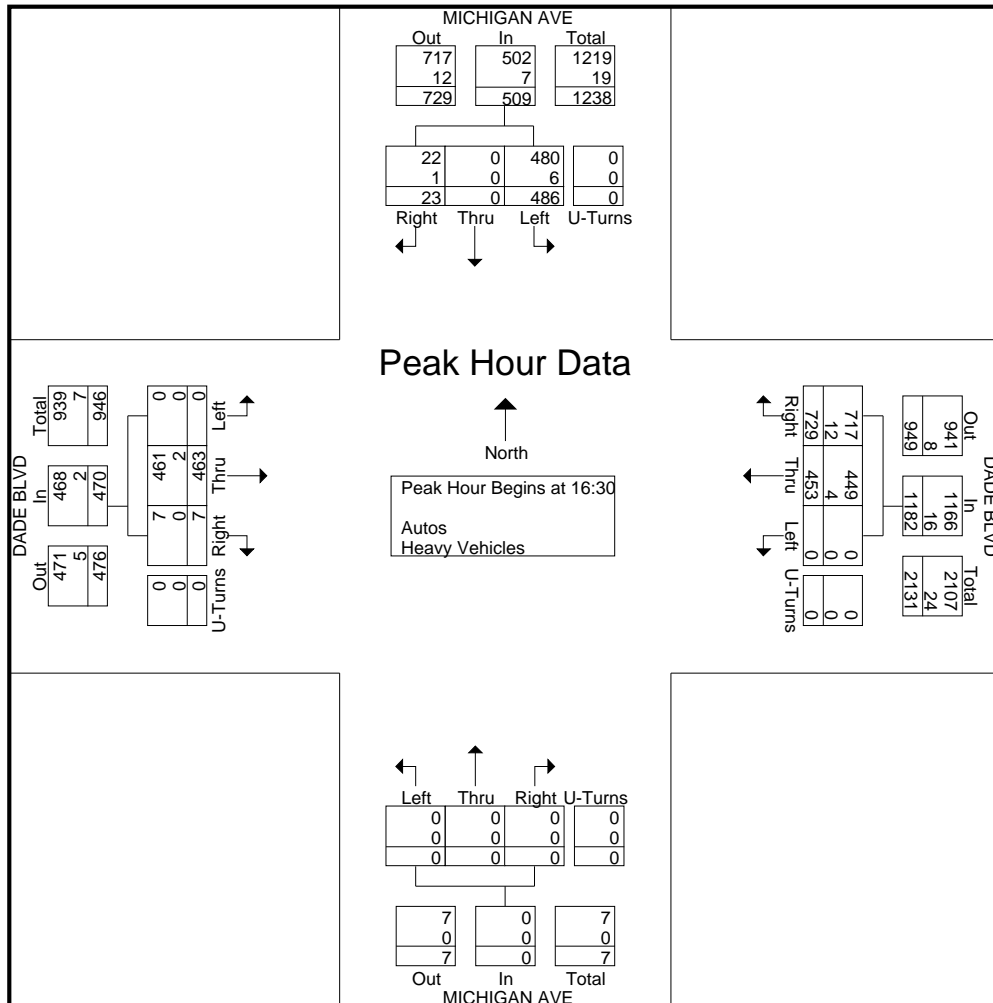
| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|-------------------------|----------|------------|----------|------------|---------------------|------------|----------|----------|-------------|-------------------------|----------|----------|----------|------------|---------------------|------------|----------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 7 | 0 | 127 | 0 | 134 | 217 | 123 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 3 | 91 | 0 | 0 | 94 | 568 |
| 16:45 | 6 | 0 | 140 | 0 | 146 | 170 | 107 | 0 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 1 | 158 | 0 | 0 | 159 | 582 |
| Total | 13 | 0 | 267 | 0 | 280 | 387 | 230 | 0 | 0 | 617 | 0 | 0 | 0 | 0 | 0 | 4 | 249 | 0 | 0 | 253 | 1150 |
| 17:00 | 4 | 0 | 106 | 0 | 110 | 156 | 93 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 2 | 110 | 0 | 0 | 112 | 471 |
| 17:15 | 6 | 0 | 113 | 0 | 119 | 186 | 130 | 0 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 105 | 540 |
| 17:30 | 5 | 0 | 108 | 0 | 113 | 179 | 95 | 0 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 102 | 489 |
| 17:45 | 10 | 0 | 107 | 0 | 117 | 141 | 93 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 122 | 473 |
| Total | 25 | 0 | 434 | 0 | 459 | 662 | 411 | 0 | 0 | 1073 | 0 | 0 | 0 | 0 | 0 | 3 | 438 | 0 | 0 | 441 | 1973 |
| 18:00 | 6 | 0 | 89 | 0 | 95 | 146 | 99 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 123 | 463 |
| 18:15 | 4 | 0 | 107 | 0 | 111 | 189 | 113 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 111 | 524 |
| Grand Total | 48 | 0 | 897 | 0 | 945 | 1384 | 853 | 0 | 0 | 2237 | 0 | 0 | 0 | 0 | 0 | 7 | 921 | 0 | 0 | 928 | 4110 |
| Apprch % | 5.1 | 0 | 94.9 | 0 | | 61.9 | 38.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0.8 | 99.2 | 0 | 0 | | |
| Total % | 1.2 | 0 | 21.8 | 0 | 23 | 33.7 | 20.8 | 0 | 0 | 54.4 | 0 | 0 | 0 | 0 | 0 | 0.2 | 22.4 | 0 | 0 | 22.6 | |
| Autos | 47 | 0 | 885 | 0 | 932 | 1360 | | | | | 0 | 0 | 0 | 0 | 0 | 100 | 99.7 | 0 | 0 | 99.7 | 98.8 |
| % Autos | 97.9 | 0 | 98.7 | 0 | 98.6 | 98.3 | 98.8 | 0 | 0 | 98.5 | 0 | 0 | 0 | 0 | 0 | 100 | 99.7 | 0 | 0 | 99.7 | 98.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 2.1 | 0 | 1.3 | 0 | 1.4 | 1.7 | 1.2 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 1.2 |



BEACON SYSTEMS, INC.

File Name : 3A-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|----------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|----------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 7 | 0 | 127 | 0 | 134 | 217 | 123 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 3 | 91 | 0 | 0 | 94 | 568 |
| 16:45 | 6 | 0 | 140 | 0 | 146 | 170 | 107 | 0 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 1 | 158 | 0 | 0 | 159 | 582 |
| 17:00 | 4 | 0 | 106 | 0 | 110 | 156 | 93 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 2 | 110 | 0 | 0 | 112 | 471 |
| 17:15 | 6 | 0 | 113 | 0 | 119 | 186 | 130 | 0 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 105 | 540 |
| Total Volume | 23 | 0 | 486 | 0 | 509 | 729 | 453 | 0 | 0 | 1182 | 0 | 0 | 0 | 0 | 0 | 7 | 463 | 0 | 0 | 470 | 2161 |
| % App. Total | 4.5 | 0 | 95.5 | 0 | | 61.7 | 38.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1.5 | 98.5 | 0 | 0 | | |
| PHF | .821 | .000 | .868 | .000 | .872 | .840 | .871 | .000 | .000 | .869 | .000 | .000 | .000 | .000 | .000 | .583 | .733 | .000 | .000 | .739 | .928 |
| Autos | 22 | 0 | 480 | 0 | 502 | 717 | 449 | 0 | 0 | 1166 | 0 | 0 | 0 | 0 | 0 | 7 | 461 | 0 | 0 | 468 | 2136 |
| % Autos | 95.7 | 0 | 98.8 | 0 | 98.6 | 98.4 | 99.1 | 0 | 0 | 98.6 | 0 | 0 | 0 | 0 | 0 | 100 | 99.6 | 0 | 0 | 99.6 | 98.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 4.3 | 0 | 1.2 | 0 | 1.4 | 1.6 | 0.9 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.4 | 1.2 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 3B-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| 12:30 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 |
| 12:45 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 |
| Total | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 18 |
| Grand Total | 2 | 0 | 0 | 20 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 27 |
| Apprch % | 9.1 | 0 | 0 | 90.9 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 7.4 | 0 | 0 | 74.1 | 81.5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 18.5 | 18.5 | |

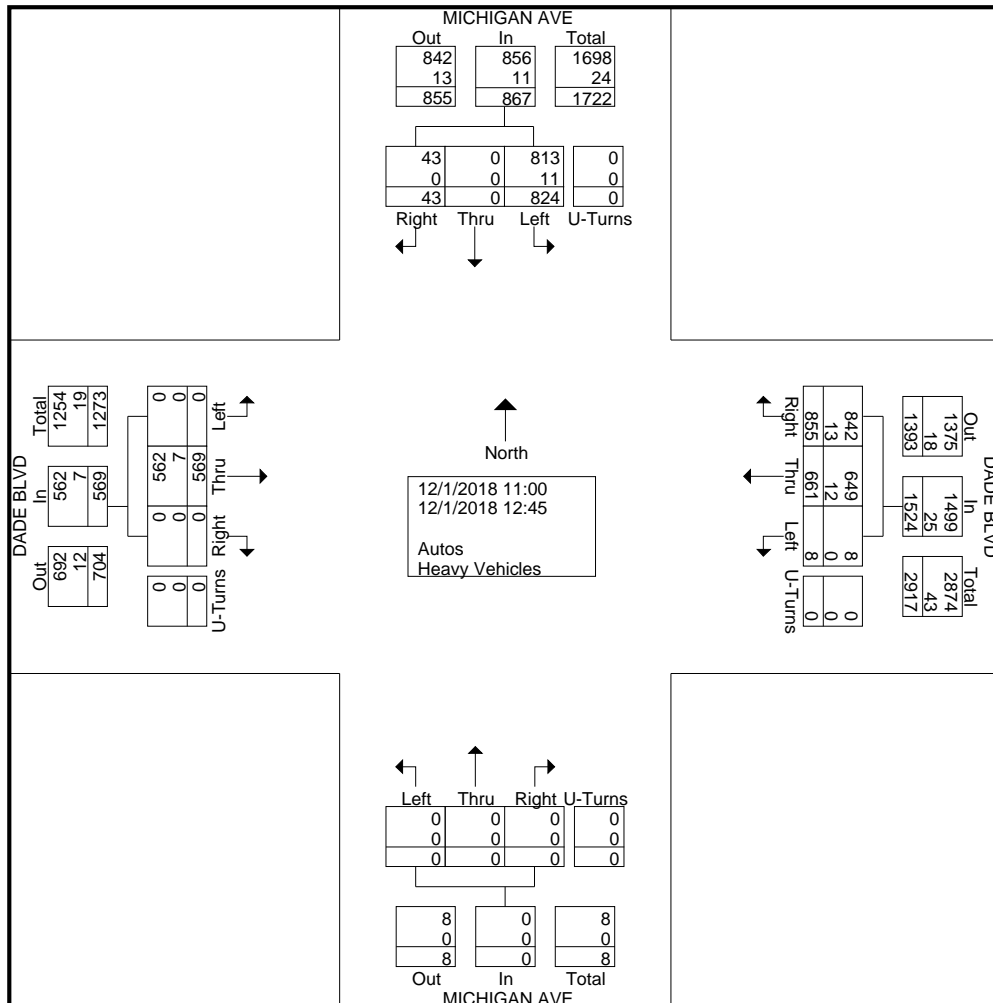
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 3B-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

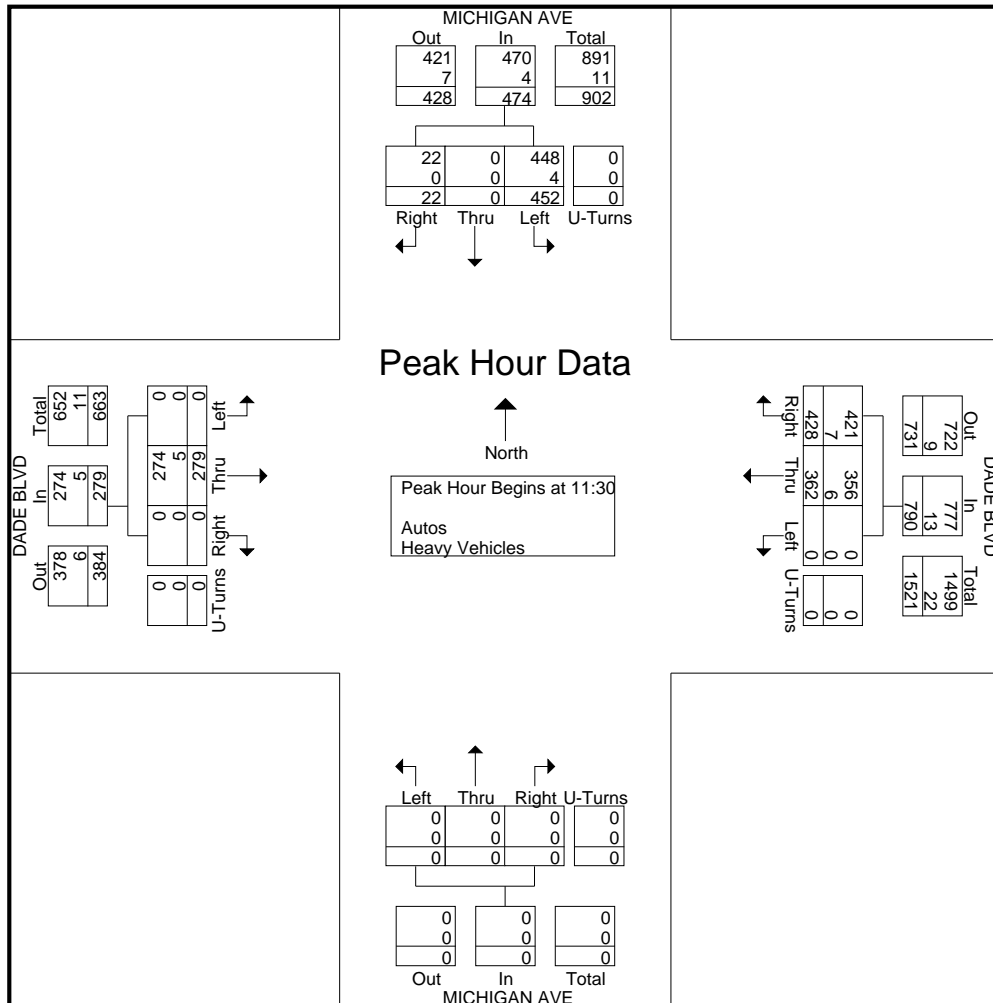
| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|------------------|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 7 | 0 | 93 | 0 | 100 | 71 | 66 | 8 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 314 |
| 11:15 | 3 | 0 | 81 | 0 | 84 | 107 | 93 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 67 | 351 |
| 11:30 | 4 | 0 | 120 | 0 | 124 | 100 | 92 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 367 |
| 11:45 | 3 | 0 | 121 | 0 | 124 | 112 | 95 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 400 |
| Total | 17 | 0 | 415 | 0 | 432 | 390 | 346 | 8 | 0 | 744 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 0 | 0 | 256 | 1432 |
| 12:00 | 3 | 0 | 95 | 0 | 98 | 108 | 95 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 370 |
| 12:15 | 12 | 0 | 116 | 0 | 128 | 108 | 80 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 90 | 406 |
| 12:30 | 4 | 0 | 91 | 0 | 95 | 127 | 59 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 85 | 366 |
| 12:45 | 7 | 0 | 107 | 0 | 114 | 122 | 81 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 386 |
| Total | 26 | 0 | 409 | 0 | 435 | 465 | 315 | 0 | 0 | 780 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 0 | 313 | 1528 |
| Grand Total | 43 | 0 | 824 | 0 | 867 | 855 | 661 | 8 | 0 | 1524 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 0 | 0 | 569 | 2960 |
| Apprch % | 5 | 0 | 95 | 0 | | 56.1 | 43.4 | 0.5 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | | |
| Total % | 1.5 | 0 | 27.8 | 0 | | 28.9 | 22.3 | 0.3 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 0 | 0 | | |
| Autos | 43 | 0 | 813 | 0 | 856 | 842 | 649 | 8 | 0 | 1499 | 0 | 0 | 0 | 0 | 0 | 0 | 562 | 0 | 0 | 562 | 2917 |
| % Autos | 100 | 0 | 98.7 | 0 | 98.7 | 98.5 | 98.2 | 100 | 0 | 98.4 | 0 | 0 | 0 | 0 | 0 | 0 | 98.8 | 0 | 0 | 98.8 | 98.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 1.3 | 0 | 1.3 | 1.5 | 1.8 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 1.2 | 1.5 |



BEACON SYSTEMS, INC.

File Name : 3B-N Michigan Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | MICHIGAN AVE From North | | | | | DADE BLVD From East | | | | | MICHIGAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|----------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|----------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 4 | 0 | 120 | 0 | 124 | 100 | 92 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 367 |
| 11:45 | 3 | 0 | 121 | 0 | 124 | 112 | 95 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 400 |
| 12:00 | 3 | 0 | 95 | 0 | 98 | 108 | 95 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 370 |
| 12:15 | 12 | 0 | 116 | 0 | 128 | 108 | 80 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 90 | 406 |
| Total Volume | 22 | 0 | 452 | 0 | 474 | 428 | 362 | 0 | 0 | 790 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 0 | 0 | 279 | 1543 |
| % App. Total | 4.6 | 0 | 95.4 | 0 | | 54.2 | 45.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .458 | .000 | .934 | .000 | .926 | .955 | .953 | .000 | .000 | .954 | .000 | .000 | .000 | .000 | .000 | .000 | .775 | .000 | .000 | .775 | .950 |
| Autos | 22 | 0 | 448 | 0 | 470 | 421 | 356 | 0 | 0 | 777 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 0 | 0 | 274 | 1521 |
| % Autos | 100 | 0 | 99.1 | 0 | 99.2 | 98.4 | 98.3 | 0 | 0 | 98.4 | 0 | 0 | 0 | 0 | 0 | 0 | 98.2 | 0 | 0 | 98.2 | 98.6 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0.9 | 0 | 0.8 | 1.6 | 1.7 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.8 | 1.4 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 4A-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 4 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 9 | 0 | 0 | 8 | 17 | 1 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 6 | 10 | 1 | 0 | 0 | 3 | 4 | 33 |
| Total | 13 | 0 | 0 | 14 | 27 | 1 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 8 | 16 | 1 | 0 | 0 | 3 | 4 | 49 |
| 17:00 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 13 |
| 17:15 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 8 |
| 17:30 | 7 | 0 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 13 |
| 17:45 | 6 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 14 | 0 | 0 | 17 | 31 | 1 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 3 | 8 | 1 | 0 | 0 | 2 | 3 | 45 |
| 18:00 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 3 | 3 | 8 |
| Grand Total | 27 | 0 | 0 | 37 | 64 | 2 | 0 | 0 | 3 | 5 | 21 | 0 | 0 | 13 | 34 | 2 | 0 | 0 | 8 | 10 | 113 |
| Apprch % | 42.2 | 0 | 0 | 57.8 | | 40 | 0 | 0 | 60 | | 61.8 | 0 | 0 | 38.2 | | 20 | 0 | 0 | 80 | | |
| Total % | 23.9 | 0 | 0 | 32.7 | 56.6 | 1.8 | 0 | 0 | 2.7 | 4.4 | 18.6 | 0 | 0 | 11.5 | 30.1 | 1.8 | 0 | 0 | 7.1 | 8.8 | |

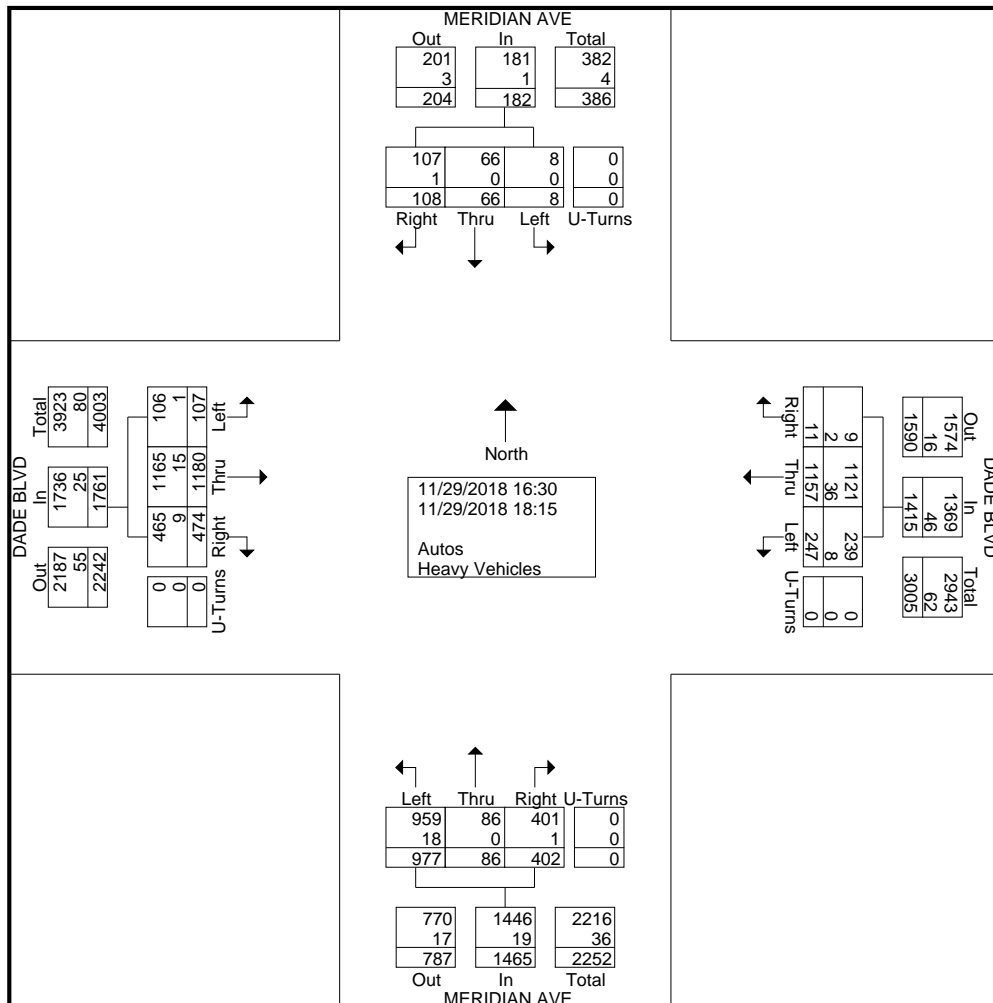
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 4A-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

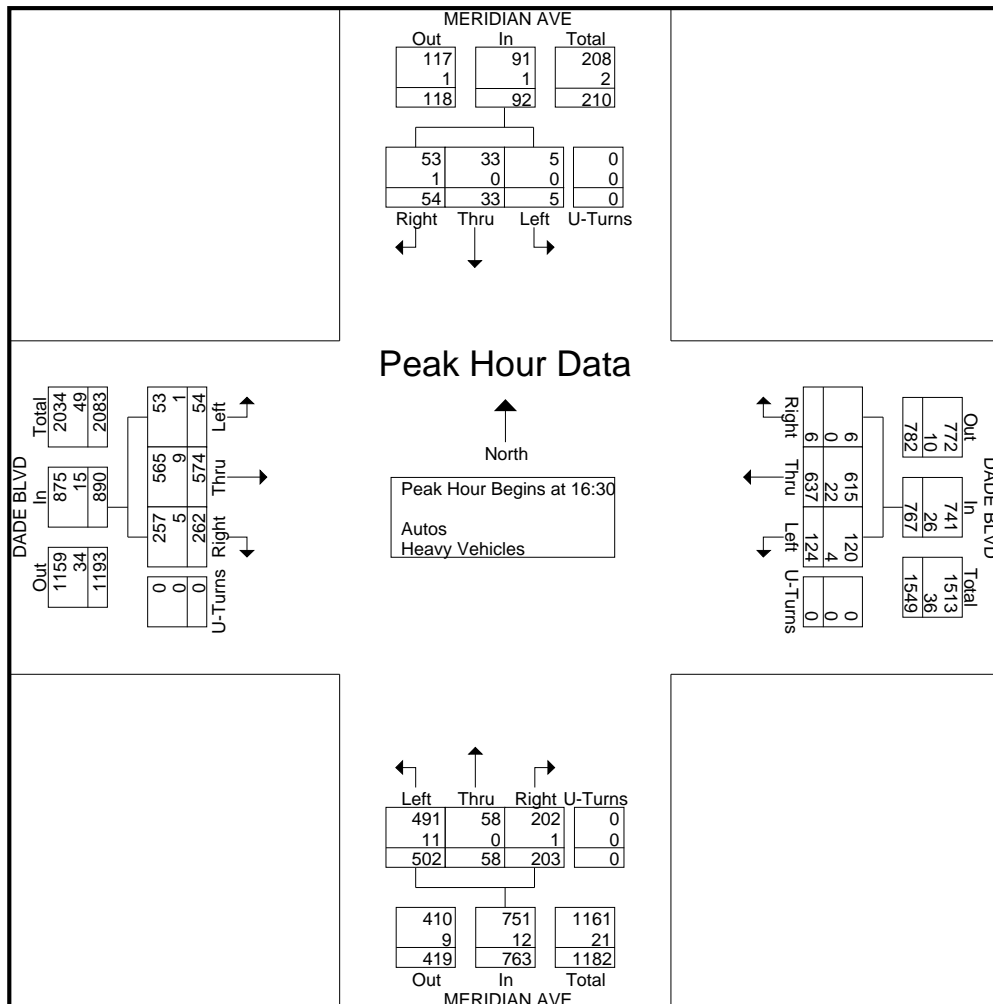
| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------------------|----------------------------|-------------|------------|----------|-------------|------------------------|-------------|-------------|----------|-------------|----------------------------|------------|-------------|----------|-------------|------------------------|-------------|-------------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 14 | 8 | 0 | 0 | 22 | 0 | 179 | 30 | 0 | 209 | 37 | 12 | 140 | 0 | 189 | 70 | 127 | 14 | 0 | 211 | 631 |
| 16:45 | 11 | 10 | 3 | 0 | 24 | 4 | 165 | 34 | 0 | 203 | 52 | 14 | 109 | 0 | 175 | 72 | 161 | 10 | 0 | 243 | 645 |
| Total | 25 | 18 | 3 | 0 | 46 | 4 | 344 | 64 | 0 | 412 | 89 | 26 | 249 | 0 | 364 | 142 | 288 | 24 | 0 | 454 | 1276 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 16 | 12 | 1 | 0 | 29 | 0 | 138 | 31 | 0 | 169 | 52 | 19 | 128 | 0 | 199 | 65 | 137 | 15 | 0 | 217 | 614 |
| 17:15 | 13 | 3 | 1 | 0 | 17 | 2 | 155 | 29 | 0 | 186 | 62 | 13 | 125 | 0 | 200 | 55 | 149 | 15 | 0 | 219 | 622 |
| 17:30 | 12 | 11 | 2 | 0 | 25 | 0 | 152 | 27 | 0 | 179 | 48 | 8 | 127 | 0 | 183 | 67 | 149 | 15 | 0 | 231 | 618 |
| 17:45 | 15 | 8 | 0 | 0 | 23 | 0 | 118 | 35 | 0 | 153 | 52 | 9 | 93 | 0 | 154 | 54 | 162 | 11 | 0 | 227 | 557 |
| Total | 56 | 34 | 4 | 0 | 94 | 2 | 563 | 122 | 0 | 687 | 214 | 49 | 473 | 0 | 736 | 241 | 597 | 56 | 0 | 894 | 2411 |
| | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 12 | 8 | 1 | 0 | 21 | 3 | 101 | 34 | 0 | 138 | 45 | 4 | 120 | 0 | 169 | 39 | 155 | 7 | 0 | 201 | 529 |
| 18:15 | 15 | 6 | 0 | 0 | 21 | 2 | 149 | 27 | 0 | 178 | 54 | 7 | 135 | 0 | 196 | 52 | 140 | 20 | 0 | 212 | 607 |
| Grand Total | 108 | 66 | 8 | 0 | 182 | 11 | 1157 | 247 | 0 | 1415 | 402 | 86 | 977 | 0 | 1465 | 474 | 1180 | 107 | 0 | 1761 | 4823 |
| Apprch % | 59.3 | 36.3 | 4.4 | 0 | | 0.8 | 81.8 | 17.5 | 0 | | 27.4 | 5.9 | 66.7 | 0 | | 26.9 | 67 | 6.1 | 0 | | |
| Total % | 2.2 | 1.4 | 0.2 | 0 | 3.8 | 0.2 | 24 | 5.1 | 0 | 29.3 | 8.3 | 1.8 | 20.3 | 0 | 30.4 | 9.8 | 24.5 | 2.2 | 0 | 36.5 | |
| Autos | 107 | 66 | 8 | 0 | 181 | 9 | 1121 | 96.8 | 0 | 96.7 | 99.8 | 100 | 98.2 | 0 | 98.7 | 98.1 | 98.7 | 99.1 | 0 | 98.6 | 98.1 |
| % Autos | 99.1 | 100 | 100 | 0 | 99.5 | 81.8 | 96.9 | 96.8 | 0 | 96.7 | 99.8 | 100 | 98.2 | 0 | 98.7 | 98.1 | 98.7 | 99.1 | 0 | 98.6 | 98.1 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0.9 | 0 | 0 | 0 | 0.5 | 18.2 | 3.1 | 3.2 | 0 | 3.3 | 0.2 | 0 | 1.8 | 0 | 1.3 | 1.9 | 1.3 | 0.9 | 0 | 1.4 | 1.9 |



BEACON SYSTEMS, INC.

File Name : 4A-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 14 | 8 | 0 | 0 | 22 | 0 | 179 | 30 | 0 | 209 | 37 | 12 | 140 | 0 | 189 | 70 | 127 | 14 | 0 | 211 | 631 |
| 16:45 | 11 | 10 | 3 | 0 | 24 | 4 | 165 | 34 | 0 | 203 | 52 | 14 | 109 | 0 | 175 | 72 | 161 | 10 | 0 | 243 | 645 |
| 17:00 | 16 | 12 | 1 | 0 | 29 | 0 | 138 | 31 | 0 | 169 | 52 | 19 | 128 | 0 | 199 | 65 | 137 | 15 | 0 | 217 | 614 |
| 17:15 | 13 | 3 | 1 | 0 | 17 | 2 | 155 | 29 | 0 | 186 | 62 | 13 | 125 | 0 | 200 | 55 | 149 | 15 | 0 | 219 | 622 |
| Total Volume | 54 | 33 | 5 | 0 | 92 | 6 | 637 | 124 | 0 | 767 | 203 | 58 | 502 | 0 | 763 | 262 | 574 | 54 | 0 | 890 | 2512 |
| % App. Total | 58.7 | 35.9 | 5.4 | 0 | | 0.8 | 83.1 | 16.2 | 0 | | 26.6 | 7.6 | 65.8 | 0 | | 29.4 | 64.5 | 6.1 | 0 | | |
| PHF | .844 | .688 | .417 | .000 | .793 | .375 | .890 | .912 | .000 | .917 | .819 | .763 | .896 | .000 | .954 | .910 | .891 | .900 | .000 | .916 | .974 |
| Autos | 53 | 33 | 5 | 0 | 91 | 6 | 615 | 120 | 0 | 741 | 202 | 58 | 491 | 0 | 751 | 257 | 565 | 53 | 0 | 875 | 2458 |
| % Autos | 98.1 | 100 | 100 | 0 | 98.9 | 100 | 96.5 | 96.8 | 0 | 96.6 | 99.5 | 100 | 97.8 | 0 | 98.4 | 98.1 | 98.4 | 98.1 | 0 | 98.3 | 97.9 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.9 | 0 | 0 | 0 | 1.1 | 0 | 3.5 | 3.2 | 0 | 3.4 | 0.5 | 0 | 2.2 | 0 | 1.6 | 1.9 | 1.6 | 1.9 | 0 | 1.7 | 2.1 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 4B-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|----------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 3 | 0 | 0 | 8 | 11 | 2 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 19 |
| 11:15 | 5 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 5 | 8 | 20 |
| 11:30 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 2 | 2 | 10 |
| 11:45 | 4 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 13 | 0 | 0 | 17 | 30 | 2 | 0 | 0 | 4 | 6 | 4 | 0 | 0 | 12 | 16 | 3 | 0 | 0 | 8 | 11 | 63 |
| 12:00 | 3 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 1 | 2 | 16 |
| 12:15 | 4 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 1 | 1 | 16 |
| 12:30 | 3 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 | 12 |
| 12:45 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 5 | 7 | 16 |
| Total | 10 | 0 | 0 | 20 | 30 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 0 | 9 | 15 | 3 | 0 | 0 | 10 | 13 | 60 |
| Grand Total | 23 | 0 | 0 | 37 | 60 | 3 | 0 | 0 | 5 | 8 | 10 | 0 | 0 | 21 | 31 | 6 | 0 | 0 | 18 | 24 | 123 |
| Apprch % | 38.3 | 0 | 0 | 61.7 | | 37.5 | 0 | 0 | 62.5 | | 32.3 | 0 | 0 | 67.7 | | 25 | 0 | 0 | 75 | | |
| Total % | 18.7 | 0 | 0 | 30.1 | 48.8 | 2.4 | 0 | 0 | 4.1 | 6.5 | 8.1 | 0 | 0 | 17.1 | 25.2 | 4.9 | 0 | 0 | 14.6 | 19.5 | |

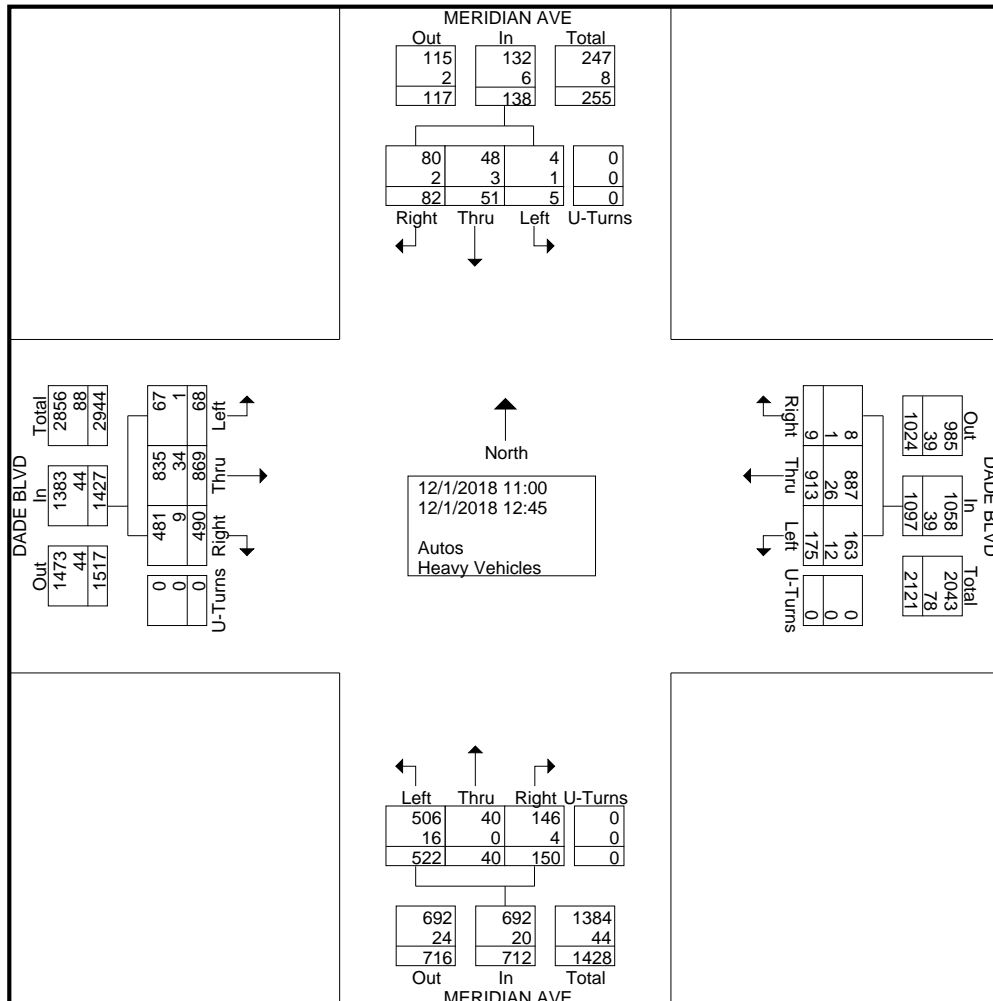
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 4B-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

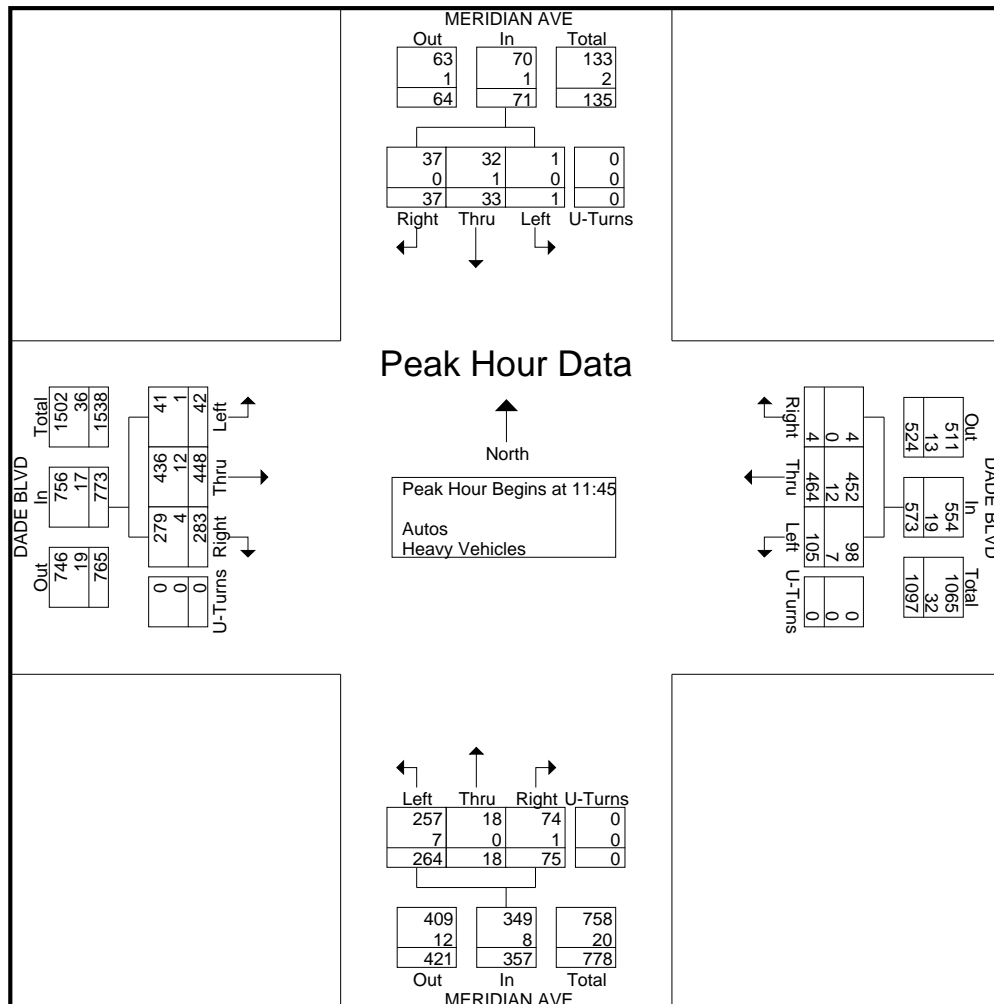
| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|----------------------------|-----------|----------|----------|------------|------------------------|------------|------------|----------|-------------|----------------------------|-----------|------------|----------|------------|------------------------|------------|-----------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 7 | 7 | 2 | 0 | 16 | 2 | 89 | 14 | 0 | 105 | 18 | 6 | 55 | 0 | 79 | 49 | 120 | 6 | 0 | 175 | 375 |
| 11:15 | 14 | 3 | 1 | 0 | 18 | 2 | 123 | 15 | 0 | 140 | 30 | 3 | 77 | 0 | 110 | 52 | 117 | 8 | 0 | 177 | 445 |
| 11:30 | 13 | 3 | 0 | 0 | 16 | 0 | 122 | 20 | 0 | 142 | 14 | 1 | 44 | 0 | 59 | 50 | 76 | 5 | 0 | 131 | 348 |
| 11:45 | 8 | 9 | 0 | 0 | 17 | 1 | 113 | 33 | 0 | 147 | 19 | 6 | 68 | 0 | 93 | 78 | 129 | 9 | 0 | 216 | 473 |
| Total | 42 | 22 | 3 | 0 | 67 | 5 | 447 | 82 | 0 | 534 | 81 | 16 | 244 | 0 | 341 | 229 | 442 | 28 | 0 | 699 | 1641 |
| 12:00 | 7 | 11 | 0 | 0 | 18 | 1 | 135 | 25 | 0 | 161 | 23 | 1 | 63 | 0 | 87 | 56 | 95 | 9 | 0 | 160 | 426 |
| 12:15 | 8 | 2 | 0 | 0 | 10 | 1 | 131 | 25 | 0 | 157 | 12 | 4 | 71 | 0 | 87 | 77 | 130 | 11 | 0 | 218 | 472 |
| 12:30 | 14 | 11 | 1 | 0 | 26 | 1 | 85 | 22 | 0 | 108 | 21 | 7 | 62 | 0 | 90 | 72 | 94 | 13 | 0 | 179 | 403 |
| 12:45 | 11 | 5 | 1 | 0 | 17 | 1 | 115 | 21 | 0 | 137 | 13 | 12 | 82 | 0 | 107 | 56 | 108 | 7 | 0 | 171 | 432 |
| Total | 40 | 29 | 2 | 0 | 71 | 4 | 466 | 93 | 0 | 563 | 69 | 24 | 278 | 0 | 371 | 261 | 427 | 40 | 0 | 728 | 1733 |
| Grand Total | 82 | 51 | 5 | 0 | 138 | 9 | 913 | 175 | 0 | 1097 | 150 | 40 | 522 | 0 | 712 | 490 | 869 | 68 | 0 | 1427 | 3374 |
| Apprch % | 59.4 | 37 | 3.6 | 0 | | 0.8 | 83.2 | 16 | 0 | | 21.1 | 5.6 | 73.3 | 0 | | 34.3 | 60.9 | 4.8 | 0 | | |
| Total % | 2.4 | 1.5 | 0.1 | 0 | 4.1 | 0.3 | 27.1 | 5.2 | 0 | 32.5 | 4.4 | 1.2 | 15.5 | 0 | 21.1 | 14.5 | 25.8 | 2 | 0 | 42.3 | |
| Autos | 80 | 48 | 4 | 0 | 132 | 8 | 887 | 163 | 0 | 1058 | 146 | 40 | 506 | 0 | 692 | 481 | 835 | 67 | 0 | 1383 | 3265 |
| % Autos | 97.6 | 94.1 | 80 | 0 | 95.7 | 88.9 | 97.2 | 93.1 | 0 | 96.4 | 97.3 | 100 | 96.9 | 0 | 97.2 | 98.2 | 96.1 | 98.5 | 0 | 96.9 | 96.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 2.4 | 5.9 | 20 | 0 | 4.3 | 11.1 | 2.8 | 6.9 | 0 | 3.6 | 2.7 | 0 | 3.1 | 0 | 2.8 | 1.8 | 3.9 | 1.5 | 0 | 3.1 | 3.2 |



BEACON SYSTEMS, INC.

File Name : 4B-Meridian Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | MERIDIAN AVE From North | | | | | DADE BLVD From East | | | | | MERIDIAN AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|------------------|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|-------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:45 | 8 | 9 | 0 | 0 | 17 | 1 | 113 | 33 | 0 | 147 | 19 | 6 | 68 | 0 | 93 | 78 | 129 | 9 | 0 | 216 | 473 |
| 12:00 | 7 | 11 | 0 | 0 | 18 | 1 | 135 | 25 | 0 | 161 | 23 | 1 | 63 | 0 | 87 | 56 | 95 | 9 | 0 | 160 | 426 |
| 12:15 | 8 | 2 | 0 | 0 | 10 | 1 | 131 | 25 | 0 | 157 | 12 | 4 | 71 | 0 | 87 | 77 | 130 | 11 | 0 | 218 | 472 |
| 12:30 | 14 | 11 | 1 | 0 | 26 | 1 | 85 | 22 | 0 | 108 | 21 | 7 | 62 | 0 | 90 | 72 | 94 | 13 | 0 | 179 | 403 |
| Total Volume | 37 | 33 | 1 | 0 | 71 | 4 | 464 | 105 | 0 | 573 | 75 | 18 | 264 | 0 | 357 | 283 | 448 | 42 | 0 | 773 | 1774 |
| % App. Total | 52.1 | 46.5 | 1.4 | 0 | | 0.7 | 81 | 18.3 | 0 | | 21 | 5 | 73.9 | 0 | | 36.6 | 58 | 5.4 | 0 | | |
| PHF | .661 | .750 | .250 | .000 | .683 | 1.00 | .859 | .795 | .000 | .890 | .815 | .643 | .930 | .000 | .960 | .907 | .862 | .808 | .000 | .886 | .938 |
| Autos | 37 | 32 | 1 | 0 | 70 | 4 | 452 | 98 | 0 | 554 | 74 | 18 | 257 | 0 | 349 | 279 | 436 | 41 | 0 | 756 | 1729 |
| % Autos | 100 | 97.0 | 100 | 0 | 98.6 | 100 | 97.4 | 93.3 | 0 | 96.7 | 98.7 | 100 | 97.3 | 0 | 97.8 | 98.6 | 97.3 | 97.6 | 0 | 97.8 | 97.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 3.0 | 0 | 0 | 1.4 | 0 | 2.6 | 6.7 | 0 | 3.3 | 1.3 | 0 | 2.7 | 0 | 2.2 | 1.4 | 2.7 | 2.4 | 0 | 2.2 | 2.5 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 5A-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|------------------------------------|---|---|------|------------|------------------------|-----|---|------|------------|------------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 3 | 0 | 0 | 6 | 9 | 1 | 0 | 0 | 37 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 8 | 55 |
| 16:45 | 2 | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 15 |
| Total | 5 | 0 | 0 | 8 | 13 | 1 | 3 | 0 | 42 | 46 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 11 | 70 |
| 17:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 |
| 17:15 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 9 |
| 17:30 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 5 | 10 |
| 17:45 | 4 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| Total | 7 | 0 | 0 | 5 | 12 | 2 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 13 | 36 |
| 18:00 | 2 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 8 |
| Grand Total | 16 | 0 | 0 | 15 | 31 | 5 | 3 | 0 | 52 | 60 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 24 | 29 | 120 |
| Apprch % | 51.6 | 0 | 0 | 48.4 | | 8.3 | 5 | 0 | 86.7 | | 0 | 0 | 0 | 0 | | 17.2 | 0 | 0 | 82.8 | | |
| Total % | 13.3 | 0 | 0 | 12.5 | 25.8 | 4.2 | 2.5 | 0 | 43.3 | 50 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 20 | 24.2 | |

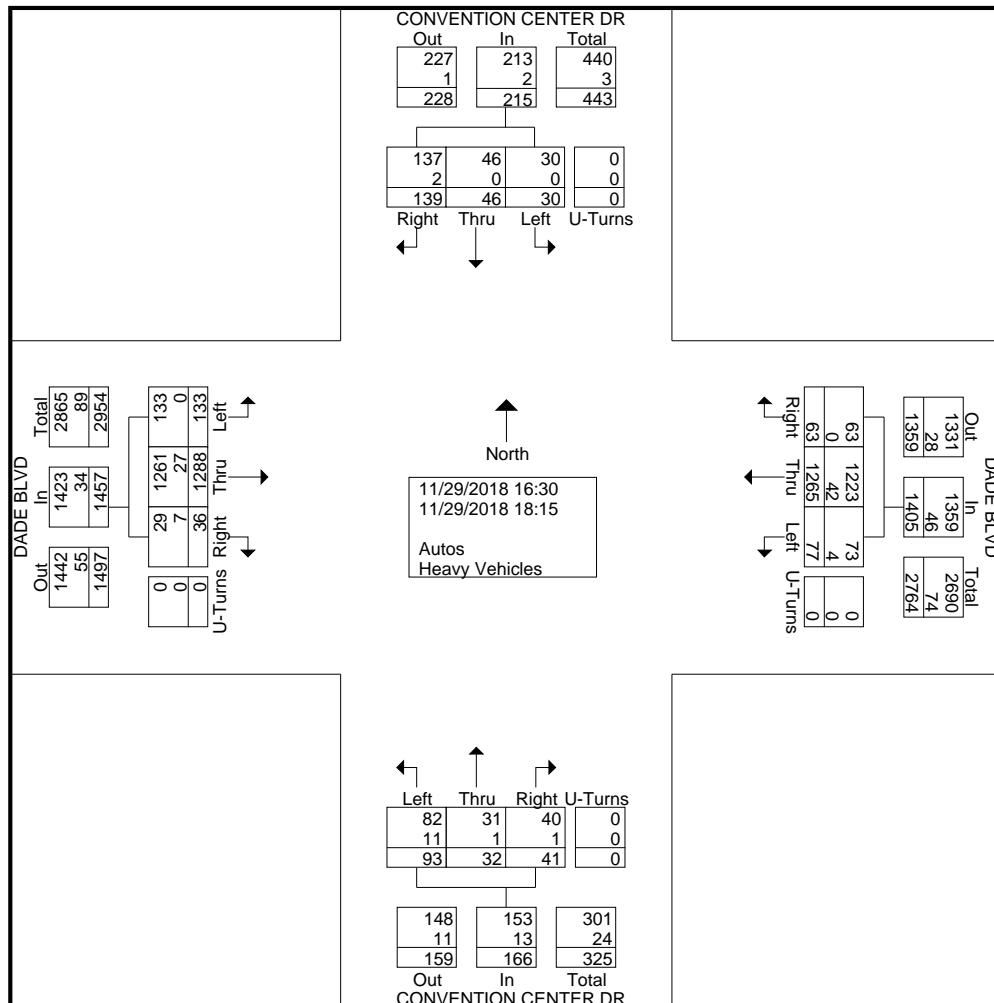
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 5A-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|------------------------------------|-----------|-----------|----------|------------|------------------------|-------------|-----------|----------|-------------|------------------------------------|-----------|-----------|----------|------------|------------------------|-------------|------------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 38 | 11 | 5 | 0 | 54 | 9 | 142 | 12 | 0 | 163 | 6 | 4 | 12 | 0 | 22 | 9 | 135 | 28 | 0 | 172 | 411 |
| 16:45 | 22 | 5 | 5 | 0 | 32 | 10 | 136 | 13 | 0 | 159 | 1 | 2 | 15 | 0 | 18 | 7 | 137 | 15 | 0 | 159 | 368 |
| Total | 60 | 16 | 10 | 0 | 86 | 19 | 278 | 25 | 0 | 322 | 7 | 6 | 27 | 0 | 40 | 16 | 272 | 43 | 0 | 331 | 779 |
| 17:00 | 22 | 3 | 3 | 0 | 28 | 7 | 151 | 11 | 0 | 169 | 10 | 7 | 19 | 0 | 36 | 5 | 151 | 15 | 0 | 171 | 404 |
| 17:15 | 20 | 6 | 5 | 0 | 31 | 5 | 168 | 10 | 0 | 183 | 7 | 5 | 15 | 0 | 27 | 2 | 155 | 12 | 0 | 169 | 410 |
| 17:30 | 10 | 6 | 4 | 0 | 20 | 15 | 185 | 5 | 0 | 205 | 3 | 5 | 13 | 0 | 21 | 2 | 183 | 13 | 0 | 198 | 444 |
| 17:45 | 10 | 6 | 1 | 0 | 17 | 2 | 156 | 5 | 0 | 163 | 7 | 3 | 3 | 0 | 13 | 2 | 184 | 14 | 0 | 200 | 393 |
| Total | 62 | 21 | 13 | 0 | 96 | 29 | 660 | 31 | 0 | 720 | 27 | 20 | 50 | 0 | 97 | 11 | 673 | 54 | 0 | 738 | 1651 |
| 18:00 | 6 | 6 | 4 | 0 | 16 | 9 | 162 | 12 | 0 | 183 | 3 | 0 | 5 | 0 | 8 | 5 | 147 | 12 | 0 | 164 | 371 |
| 18:15 | 11 | 3 | 3 | 0 | 17 | 6 | 165 | 9 | 0 | 180 | 4 | 6 | 11 | 0 | 21 | 4 | 196 | 24 | 0 | 224 | 442 |
| Grand Total | 139 | 46 | 30 | 0 | 215 | 63 | 1265 | 77 | 0 | 1405 | 41 | 32 | 93 | 0 | 166 | 36 | 1288 | 133 | 0 | 1457 | 3243 |
| Apprch % | 64.7 | 21.4 | 14 | 0 | | 4.5 | 90 | 5.5 | 0 | | 24.7 | 19.3 | 56 | 0 | | 2.5 | 88.4 | 9.1 | 0 | | |
| Total % | 4.3 | 1.4 | 0.9 | 0 | 6.6 | 1.9 | 39 | 2.4 | 0 | 43.3 | 1.3 | 1 | 2.9 | 0 | 5.1 | 1.1 | 39.7 | 4.1 | 0 | 44.9 | |
| Autos | 137 | 46 | 30 | 0 | 213 | 63 | 1223 | | | | 97.6 | 96.9 | 88.2 | 0 | 92.2 | 1261 | | | | | |
| % Autos | 98.6 | 100 | 100 | 0 | 99.1 | 100 | 96.7 | 94.8 | 0 | 96.7 | 97.6 | 96.9 | 88.2 | 0 | 92.2 | 80.6 | 97.9 | 100 | 0 | 97.7 | 97.1 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.4 | 0 | 0 | 0 | 0.9 | 0 | 3.3 | 5.2 | 0 | 3.3 | 2.4 | 3.1 | 11.8 | 0 | 7.8 | 19.4 | 2.1 | 0 | 0 | 2.3 | 2.9 |

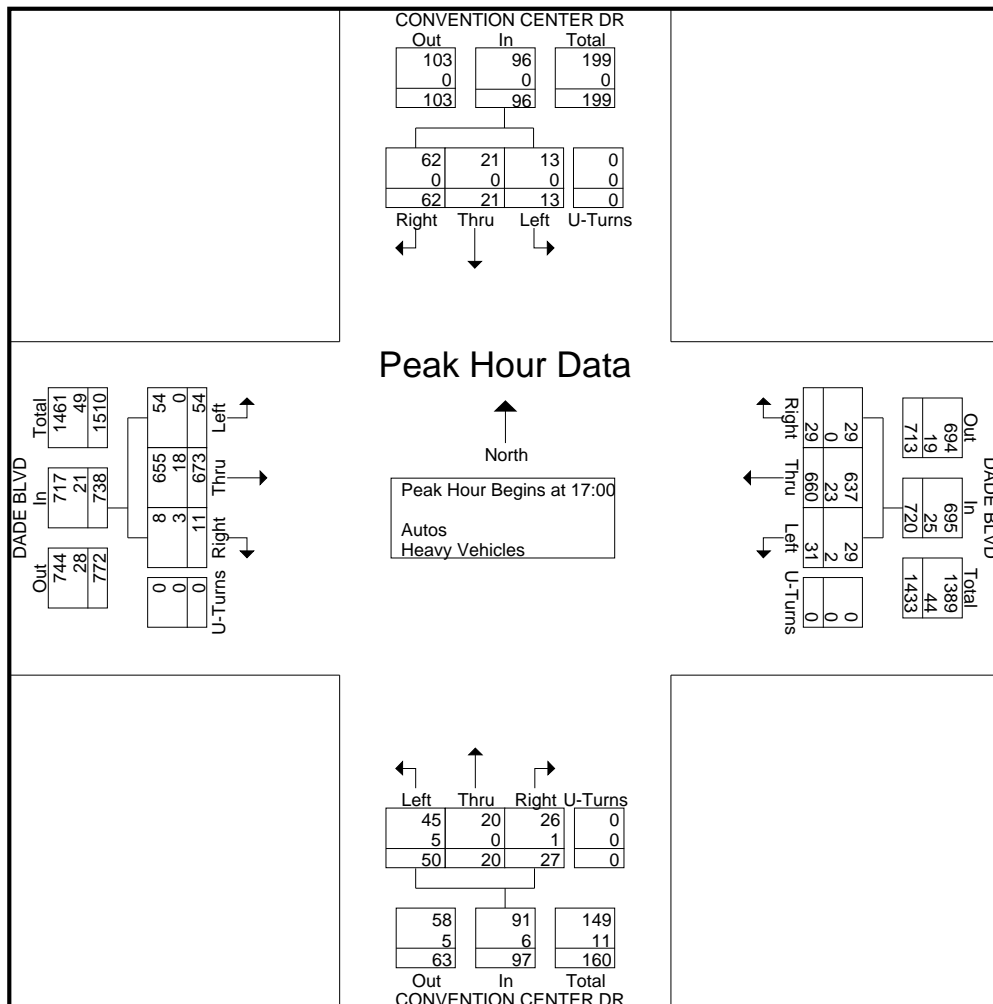


BEACON SYSTEMS, INC.

File Name : 5A-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|------------------|---------------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|---------------------------------|------|------|---------|------------|---------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 17:00 | 22 | 3 | 3 | 0 | 28 | 7 | 151 | 11 | 0 | 169 | 10 | 7 | 19 | 0 | 36 | 5 | 151 | 15 | 0 | 171 | 404 |
| 17:15 | 20 | 6 | 5 | 0 | 31 | 5 | 168 | 10 | 0 | 183 | 7 | 5 | 15 | 0 | 27 | 2 | 155 | 12 | 0 | 169 | 410 |
| 17:30 | 10 | 6 | 4 | 0 | 20 | 15 | 185 | 5 | 0 | 205 | 3 | 5 | 13 | 0 | 21 | 2 | 183 | 13 | 0 | 198 | 444 |
| 17:45 | 10 | 6 | 1 | 0 | 17 | 2 | 156 | 5 | 0 | 163 | 7 | 3 | 3 | 0 | 13 | 2 | 184 | 14 | 0 | 200 | 393 |
| Total Volume | 62 | 21 | 13 | 0 | 96 | 29 | 660 | 31 | 0 | 720 | 27 | 20 | 50 | 0 | 97 | 11 | 673 | 54 | 0 | 738 | 1651 |
| % App. Total | 64.6 | 21.9 | 13.5 | 0 | | 4 | 91.7 | 4.3 | 0 | | 27.8 | 20.6 | 51.5 | 0 | | 1.5 | 91.2 | 7.3 | 0 | | |
| PHF | .705 | .875 | .650 | .000 | .774 | .483 | .892 | .705 | .000 | .878 | .675 | .714 | .658 | .000 | .674 | .550 | .914 | .900 | .000 | .923 | .930 |
| Autos | 62 | 21 | 13 | 0 | 96 | 29 | 637 | 29 | 0 | 695 | 26 | 20 | 45 | 0 | 91 | 8 | 655 | 54 | 0 | 717 | 1599 |
| % Autos | 100 | 100 | 100 | 0 | 100 | 100 | 96.5 | 93.5 | 0 | 96.5 | 96.3 | 100 | 90.0 | 0 | 93.8 | 72.7 | 97.3 | 100 | 0 | 97.2 | 96.9 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 | 6.5 | 0 | 3.5 | 3.7 | 0 | 10.0 | 0 | 6.2 | 27.3 | 2.7 | 0 | 0 | 2.8 | 3.1 |

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 17:00



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 5B-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|-------------|------------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 7 |
| 11:15 | 1 | 0 | 0 | 3 | 4 | 6 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 17 |
| 11:30 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 8 | 13 |
| 11:45 | 1 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 5 | 15 |
| Total | 3 | 0 | 0 | 10 | 13 | 9 | 0 | 0 | 4 | 13 | 3 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 19 | 23 | 52 |
| 12:00 | 2 | 0 | 0 | 2 | 4 | 4 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 15 |
| 12:15 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 12:45 | 1 | 0 | 0 | 5 | 6 | 2 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 16 |
| Total | 5 | 0 | 0 | 8 | 13 | 6 | 0 | 0 | 15 | 21 | 1 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 3 | 7 | 44 |
| Grand Total | 8 | 0 | 0 | 18 | 26 | 15 | 0 | 0 | 19 | 34 | 4 | 0 | 0 | 2 | 6 | 8 | 0 | 0 | 22 | 30 | 96 |
| Apprch % | 30.8 | 0 | 0 | 69.2 | | 44.1 | 0 | 0 | 55.9 | | 66.7 | 0 | 0 | 33.3 | | 26.7 | 0 | 0 | 73.3 | | |
| Total % | 8.3 | 0 | 0 | 18.8 | 27.1 | 15.6 | 0 | 0 | 19.8 | 35.4 | 4.2 | 0 | 0 | 2.1 | 6.2 | 8.3 | 0 | 0 | 22.9 | 31.2 | |

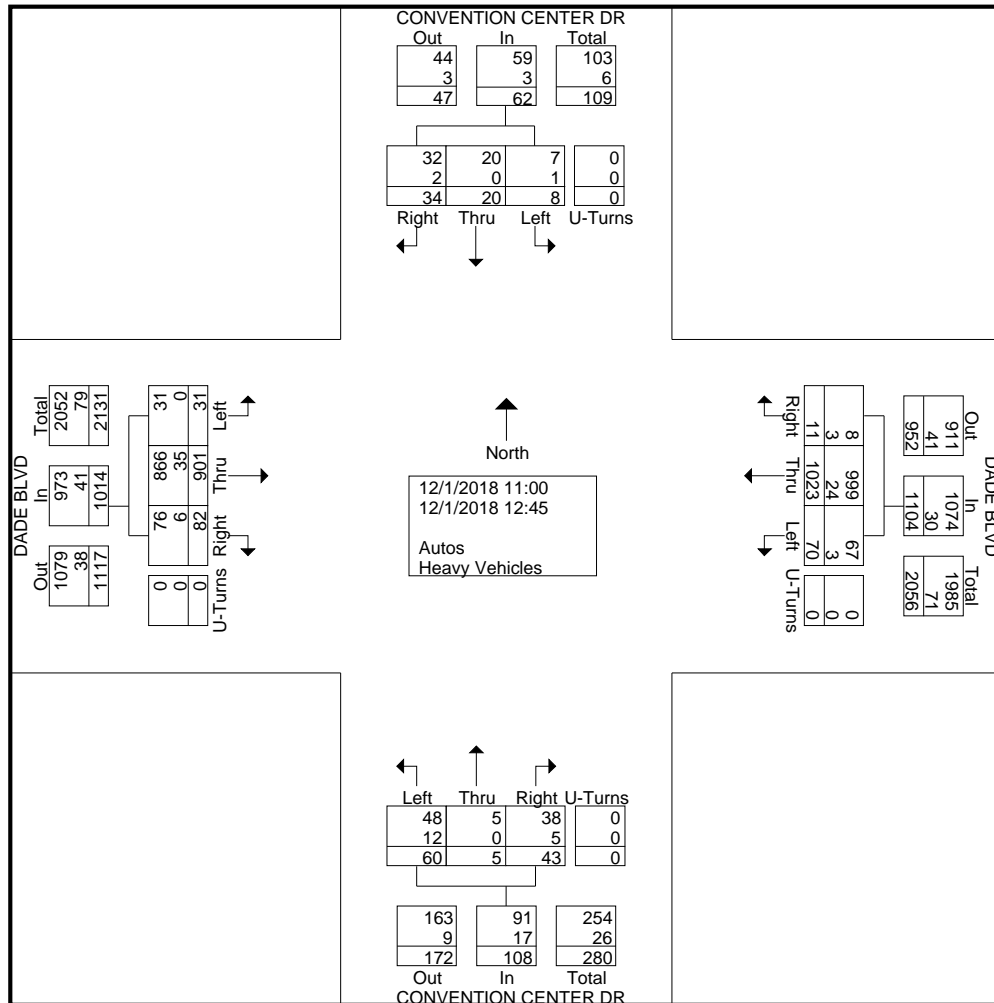
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 5B-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|------------------------------------|-----------|----------|----------|------------|------------------------|-------------|-----------|----------|-------------|------------------------------------|----------|-----------|----------|------------|------------------------|------------|-----------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 2 | 2 | 1 | 0 | 5 | 1 | 86 | 5 | 0 | 92 | 8 | 1 | 9 | 0 | 18 | 12 | 124 | 1 | 0 | 137 | 252 |
| 11:15 | 2 | 1 | 3 | 0 | 6 | 0 | 152 | 6 | 0 | 158 | 3 | 0 | 6 | 0 | 9 | 10 | 105 | 3 | 0 | 118 | 291 |
| 11:30 | 5 | 1 | 2 | 0 | 8 | 2 | 120 | 12 | 0 | 134 | 6 | 1 | 6 | 0 | 13 | 20 | 94 | 2 | 0 | 116 | 271 |
| 11:45 | 4 | 9 | 1 | 0 | 14 | 2 | 161 | 14 | 0 | 177 | 3 | 0 | 4 | 0 | 7 | 11 | 133 | 4 | 0 | 148 | 346 |
| Total | 13 | 13 | 7 | 0 | 33 | 5 | 519 | 37 | 0 | 561 | 20 | 2 | 25 | 0 | 47 | 53 | 456 | 10 | 0 | 519 | 1160 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 5 | 1 | 1 | 0 | 7 | 2 | 152 | 7 | 0 | 161 | 4 | 0 | 10 | 0 | 14 | 7 | 102 | 5 | 0 | 114 | 296 |
| 12:15 | 7 | 5 | 0 | 0 | 12 | 0 | 116 | 7 | 0 | 123 | 7 | 2 | 11 | 0 | 20 | 9 | 129 | 7 | 0 | 145 | 300 |
| 12:30 | 2 | 1 | 0 | 0 | 3 | 1 | 114 | 12 | 0 | 127 | 7 | 0 | 8 | 0 | 15 | 5 | 105 | 4 | 0 | 114 | 259 |
| 12:45 | 7 | 0 | 0 | 0 | 7 | 3 | 122 | 7 | 0 | 132 | 5 | 1 | 6 | 0 | 12 | 8 | 109 | 5 | 0 | 122 | 273 |
| Total | 21 | 7 | 1 | 0 | 29 | 6 | 504 | 33 | 0 | 543 | 23 | 3 | 35 | 0 | 61 | 29 | 445 | 21 | 0 | 495 | 1128 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 34 | 20 | 8 | 0 | 62 | 11 | 1023 | 70 | 0 | 1104 | 43 | 5 | 60 | 0 | 108 | 82 | 901 | 31 | 0 | 1014 | 2288 |
| Apprch % | 54.8 | 32.3 | 12.9 | 0 | | 1 | 92.7 | 6.3 | 0 | | 39.8 | 4.6 | 55.6 | 0 | | 8.1 | 88.9 | 3.1 | 0 | | |
| Total % | 1.5 | 0.9 | 0.3 | 0 | 2.7 | 0.5 | 44.7 | 3.1 | 0 | 48.3 | 1.9 | 0.2 | 2.6 | 0 | 4.7 | 3.6 | 39.4 | 1.4 | 0 | 44.3 | |
| Autos | 32 | 20 | 7 | 0 | 59 | 8 | 999 | 67 | 0 | 1074 | 38 | 5 | 48 | 0 | 91 | 76 | 866 | 31 | 0 | 973 | 2197 |
| % Autos | 94.1 | 100 | 87.5 | 0 | 95.2 | 72.7 | 97.7 | 95.7 | 0 | 97.3 | 88.4 | 100 | 80 | 0 | 84.3 | 92.7 | 96.1 | 100 | 0 | 96 | 96 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 5.9 | 0 | 12.5 | 0 | 4.8 | 27.3 | 2.3 | 4.3 | 0 | 2.7 | 11.6 | 0 | 20 | 0 | 15.7 | 7.3 | 3.9 | 0 | 0 | 4 | 4 |

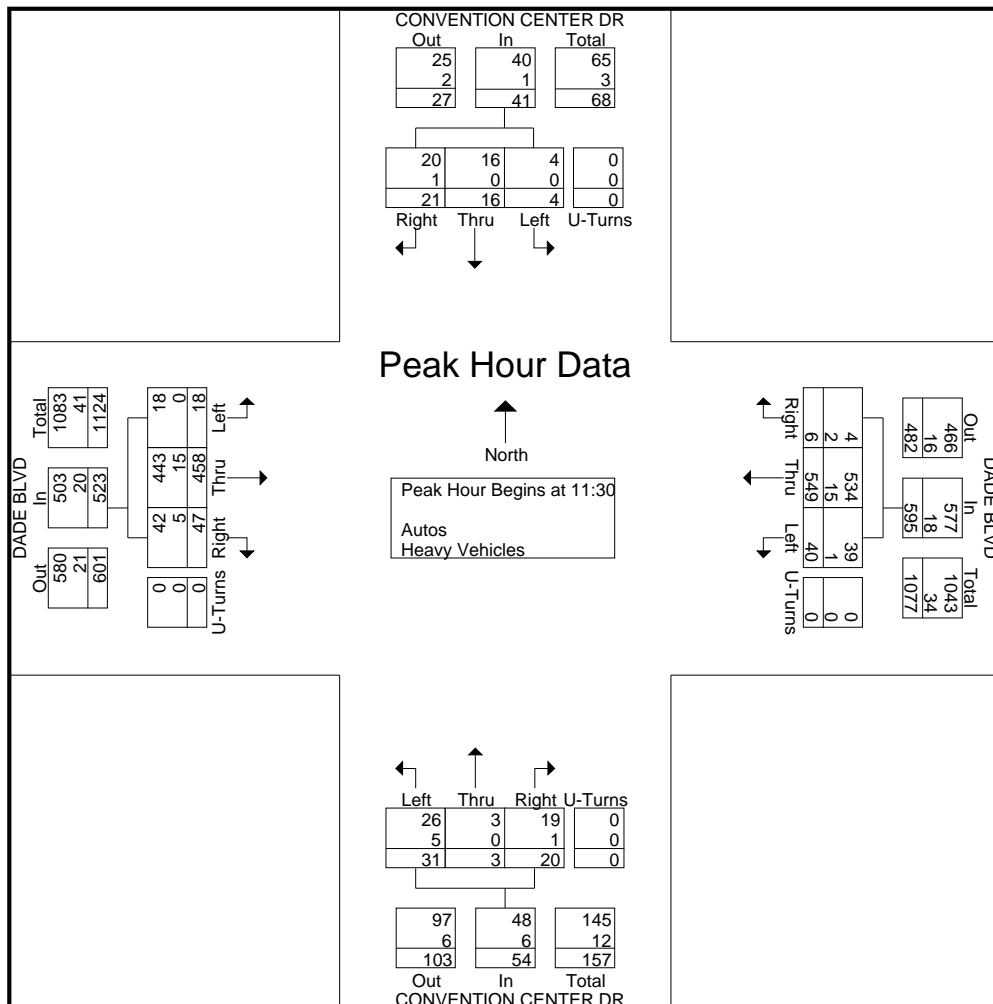


BEACON SYSTEMS, INC.

File Name : 5B-Convention Center Dr & Dade Blvd
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | CONVENTION CENTER DR From North | | | | | DADE BLVD From East | | | | | CONVENTION CENTER DR From South | | | | | DADE BLVD From West | | | | | Int. Total |
|------------------|------------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:30 | 5 | 1 | 2 | 0 | 8 | 2 | 120 | 12 | 0 | 134 | 6 | 1 | 6 | 0 | 13 | 20 | 94 | 2 | 0 | 116 | 271 |
| 11:45 | 4 | 9 | 1 | 0 | 14 | 2 | 161 | 14 | 0 | 177 | 3 | 0 | 4 | 0 | 7 | 11 | 133 | 4 | 0 | 148 | 346 |
| 12:00 | 5 | 1 | 1 | 0 | 7 | 2 | 152 | 7 | 0 | 161 | 4 | 0 | 10 | 0 | 14 | 7 | 102 | 5 | 0 | 114 | 296 |
| 12:15 | 7 | 5 | 0 | 0 | 12 | 0 | 116 | 7 | 0 | 123 | 7 | 2 | 11 | 0 | 20 | 9 | 129 | 7 | 0 | 145 | 300 |
| Total Volume | 21 | 16 | 4 | 0 | 41 | 6 | 549 | 40 | 0 | 595 | 20 | 3 | 31 | 0 | 54 | 47 | 458 | 18 | 0 | 523 | 1213 |
| % App. Total | 51.2 | 39 | 9.8 | 0 | | 1 | 92.3 | 6.7 | 0 | | 37 | 5.6 | 57.4 | 0 | | 9 | 87.6 | 3.4 | 0 | | |
| PHF | .750 | .444 | .500 | .000 | .732 | .750 | .852 | .714 | .000 | .840 | .714 | .375 | .705 | .000 | .675 | .588 | .861 | .643 | .000 | .883 | .876 |
| Autos | 20 | 16 | 4 | 0 | 40 | 4 | 534 | 39 | 0 | 577 | 19 | 3 | 26 | 0 | 48 | 42 | 443 | 18 | 0 | 503 | 1168 |
| % Autos | 95.2 | 100 | 100 | 0 | 97.6 | 66.7 | 97.3 | 97.5 | 0 | 97.0 | 95.0 | 100 | 83.9 | 0 | 88.9 | 89.4 | 96.7 | 100 | 0 | 96.2 | 96.3 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 4.8 | 0 | 0 | 0 | 2.4 | 33.3 | 2.7 | 2.5 | 0 | 3.0 | 5.0 | 0 | 16.1 | 0 | 11.1 | 10.6 | 3.3 | 0 | 0 | 3.8 | 3.7 |

Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:30



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 6A-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total | |
|-------------|------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|----|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | | |
| 16:30 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 3 | 16 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 6 |
| Total | 10 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 2 | 5 | 22 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 5 |
| Total | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 17 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 18:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 |
| Grand Total | 10 | 0 | 0 | 5 | 15 | 1 | 0 | 0 | 18 | 19 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 6 | 10 | 48 |
| Apprch % | 66.7 | 0 | 0 | 33.3 | | 5.3 | 0 | 0 | 94.7 | | 0 | 0 | 0 | 100 | | 40 | 0 | 0 | 60 | | | |
| Total % | 20.8 | 0 | 0 | 10.4 | 31.2 | 2.1 | 0 | 0 | 37.5 | 39.6 | 0 | 0 | 0 | 8.3 | 8.3 | 8.3 | 0 | 0 | 0 | 12.5 | 20.8 | |

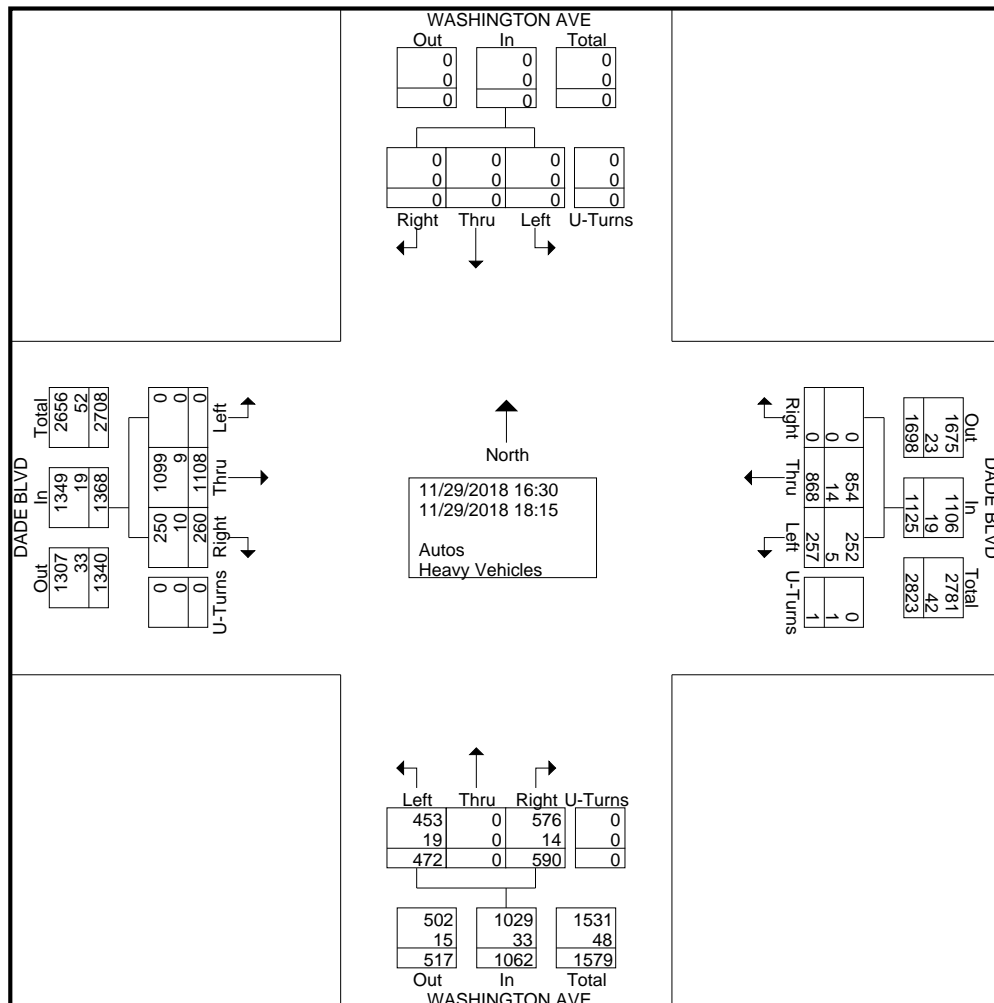
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 6A-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

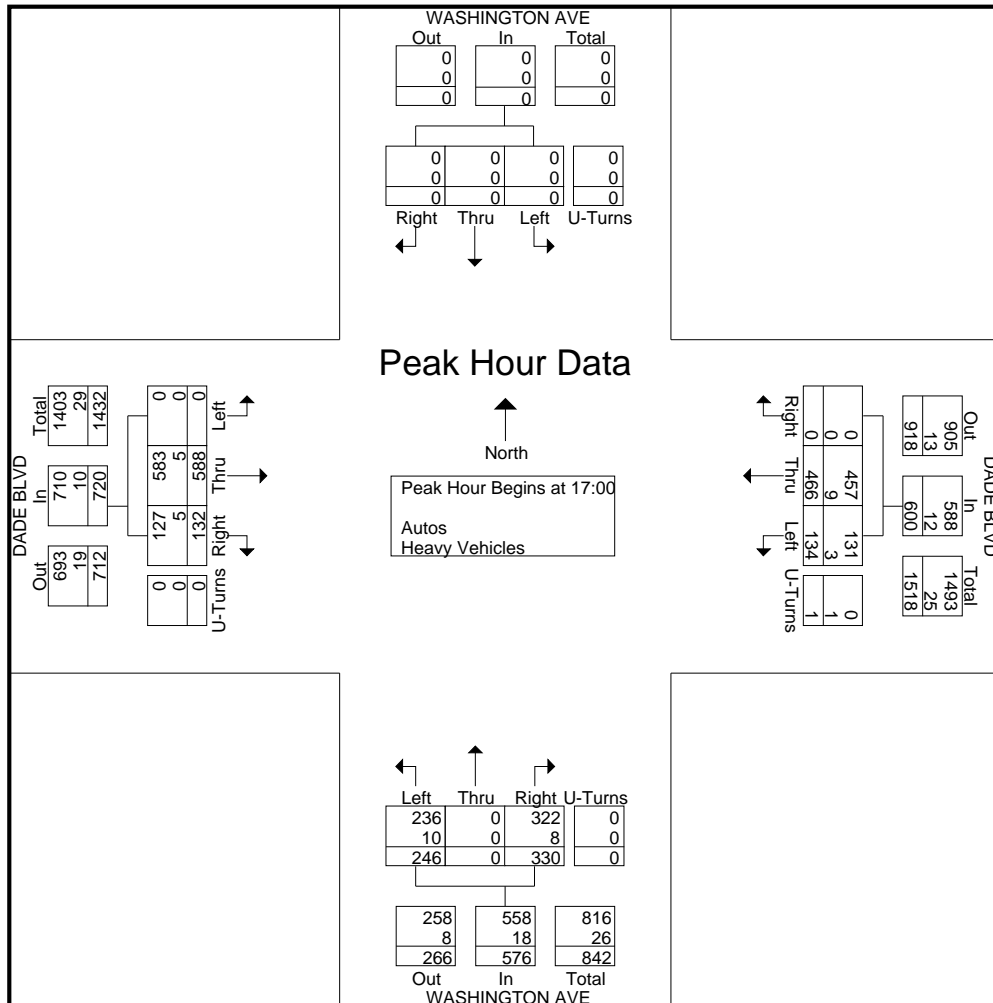
| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|------------------------------|----------|----------|----------|------------|------------------------|------------|------------|----------|-------------|------------------------------|----------|------------|----------|-------------|------------------------|-------------|----------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 29 | 0 | 109 | 46 | 0 | 51 | 0 | 97 | 32 | 118 | 0 | 0 | 150 | 356 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 29 | 0 | 133 | 67 | 0 | 58 | 0 | 125 | 31 | 125 | 0 | 0 | 156 | 414 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 58 | 0 | 242 | 113 | 0 | 109 | 0 | 222 | 63 | 243 | 0 | 0 | 306 | 770 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 31 | 0 | 145 | 75 | 0 | 65 | 0 | 140 | 31 | 157 | 0 | 0 | 188 | 473 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 35 | 0 | 146 | 80 | 0 | 64 | 0 | 144 | 33 | 136 | 0 | 0 | 169 | 459 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 36 | 1 | 153 | 88 | 0 | 59 | 0 | 147 | 36 | 142 | 0 | 0 | 178 | 478 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 32 | 0 | 157 | 87 | 0 | 58 | 0 | 145 | 32 | 153 | 0 | 0 | 185 | 487 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 466 | 134 | 1 | 601 | 330 | 0 | 246 | 0 | 576 | 132 | 588 | 0 | 0 | 720 | 1897 |
| | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 32 | 0 | 140 | 78 | 0 | 64 | 0 | 142 | 37 | 143 | 0 | 0 | 180 | 462 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 33 | 0 | 143 | 69 | 0 | 53 | 0 | 122 | 28 | 134 | 0 | 0 | 162 | 427 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 868 | 257 | 1 | 1126 | 590 | 0 | 472 | 0 | 1062 | 260 | 1108 | 0 | 0 | 1368 | 3556 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 77.1 | 22.8 | 0.1 | | 55.6 | 0 | 44.4 | 0 | | 19 | 81 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 24.4 | 7.2 | 0 | 31.7 | 16.6 | 0 | 13.3 | 0 | 29.9 | 7.3 | 31.2 | 0 | 0 | 38.5 | |
| | | | | | | | | | | | | | | | | | | | | | |
| Autos | 0 | 0 | 0 | 0 | 0 | 0 | 854 | 252 | 0 | 1106 | 576 | 0 | 453 | 0 | 1029 | 250 | 1099 | | | | |
| % Autos | 0 | 0 | 0 | 0 | 0 | 0 | 98.4 | 98.1 | 0 | 98.2 | 97.6 | 0 | 96 | 0 | 96.9 | 96.2 | 99.2 | 0 | 0 | 98.6 | 98 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.9 | 100 | 1.8 | 2.4 | 0 | 4 | 0 | 3.1 | 3.8 | 0.8 | 0 | 0 | 1.4 | 2 |



BEACON SYSTEMS, INC.

File Name : 6A-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 31 | 0 | 145 | 75 | 0 | 65 | 0 | 140 | 31 | 157 | 0 | 0 | 188 | 473 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 35 | 0 | 146 | 80 | 0 | 64 | 0 | 144 | 33 | 136 | 0 | 0 | 169 | 459 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 36 | 1 | 153 | 88 | 0 | 59 | 0 | 147 | 36 | 142 | 0 | 0 | 178 | 478 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 32 | 0 | 157 | 87 | 0 | 58 | 0 | 145 | 32 | 153 | 0 | 0 | 185 | 487 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 466 | 134 | 1 | 601 | 330 | 0 | 246 | 0 | 576 | 132 | 588 | 0 | 0 | 720 | 1897 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 77.5 | 22.3 | 0.2 | | 57.3 | 0 | 42.7 | 0 | | 18.3 | 81.7 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .932 | .931 | .250 | .957 | .938 | .000 | .946 | .000 | .980 | .917 | .936 | .000 | .000 | .957 | .974 |
| Autos | 0 | 0 | 0 | 0 | 0 | 0 | 457 | 131 | 0 | 588 | 322 | 0 | 236 | 0 | 558 | 127 | 583 | 0 | 0 | 710 | 1856 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 0 | 98.1 | 97.8 | 0 | 97.8 | 97.6 | 0 | 95.9 | 0 | 96.9 | 96.2 | 99.1 | 0 | 0 | 98.6 | 97.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.9 | 2.2 | 100 | 2.2 | 2.4 | 0 | 4.1 | 0 | 3.1 | 3.8 | 0.9 | 0 | 0 | 1.4 | 2.2 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 6B-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/15/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total | |
|-------------|------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------------------------|---|---|------|------------|------------------------|---|---|------|------------|------------|---|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 3 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 5 | 6 | 13 | |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 4 | 6 | 2 | 0 | 0 | 2 | 4 | 12 | |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 4 | 5 | 13 | |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 9 | 2 | 0 | 0 | 12 | 14 | 6 | 0 | 0 | 12 | 18 | 41 | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 5 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 4 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 6 | |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 7 | 10 | 22 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 12 | 20 | 2 | 0 | 0 | 13 | 15 | 9 | 0 | 0 | 19 | 28 | 63 | |
| Apprch % | 0 | 0 | 0 | 0 | | 40 | 0 | 0 | 60 | | 13.3 | 0 | 0 | 86.7 | | 32.1 | 0 | 0 | 67.9 | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 12.7 | 0 | 0 | 19 | 31.7 | 3.2 | 0 | 0 | 20.6 | 23.8 | 14.3 | 0 | 0 | 30.2 | 44.4 | | |

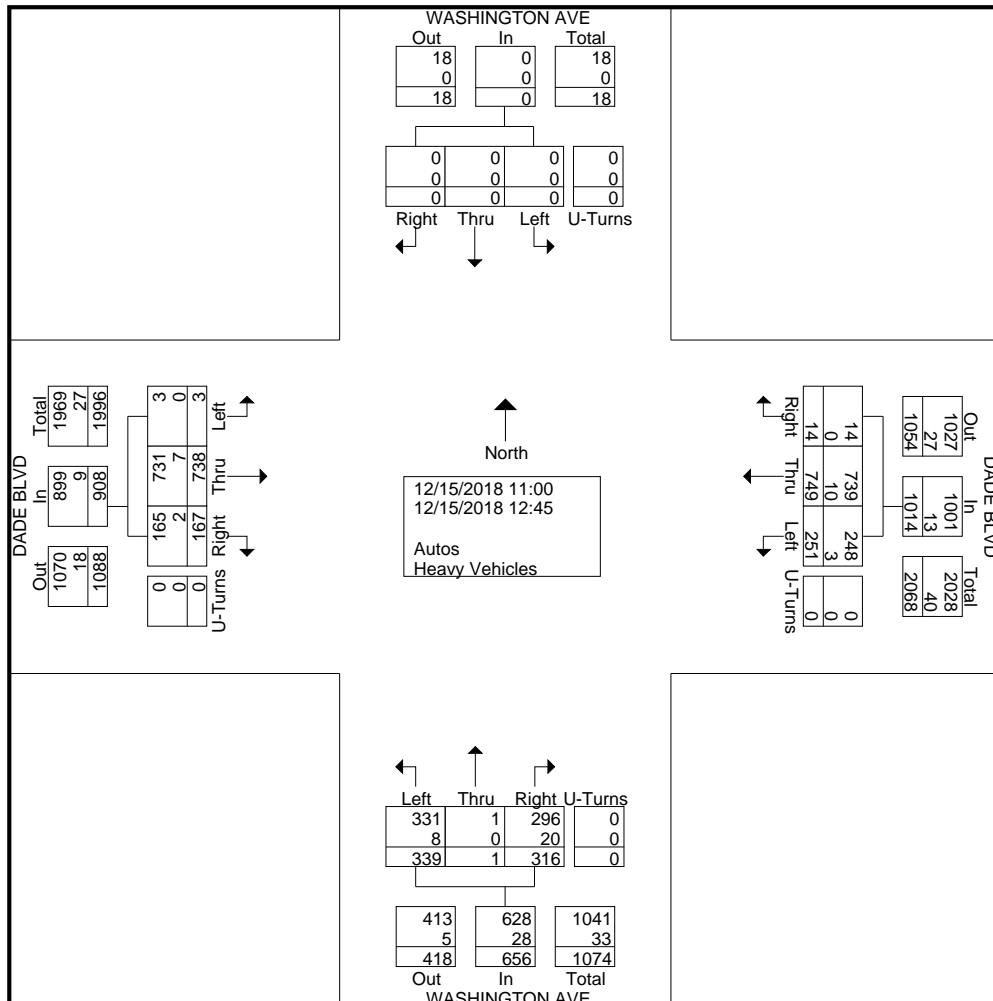
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 6B-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/15/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

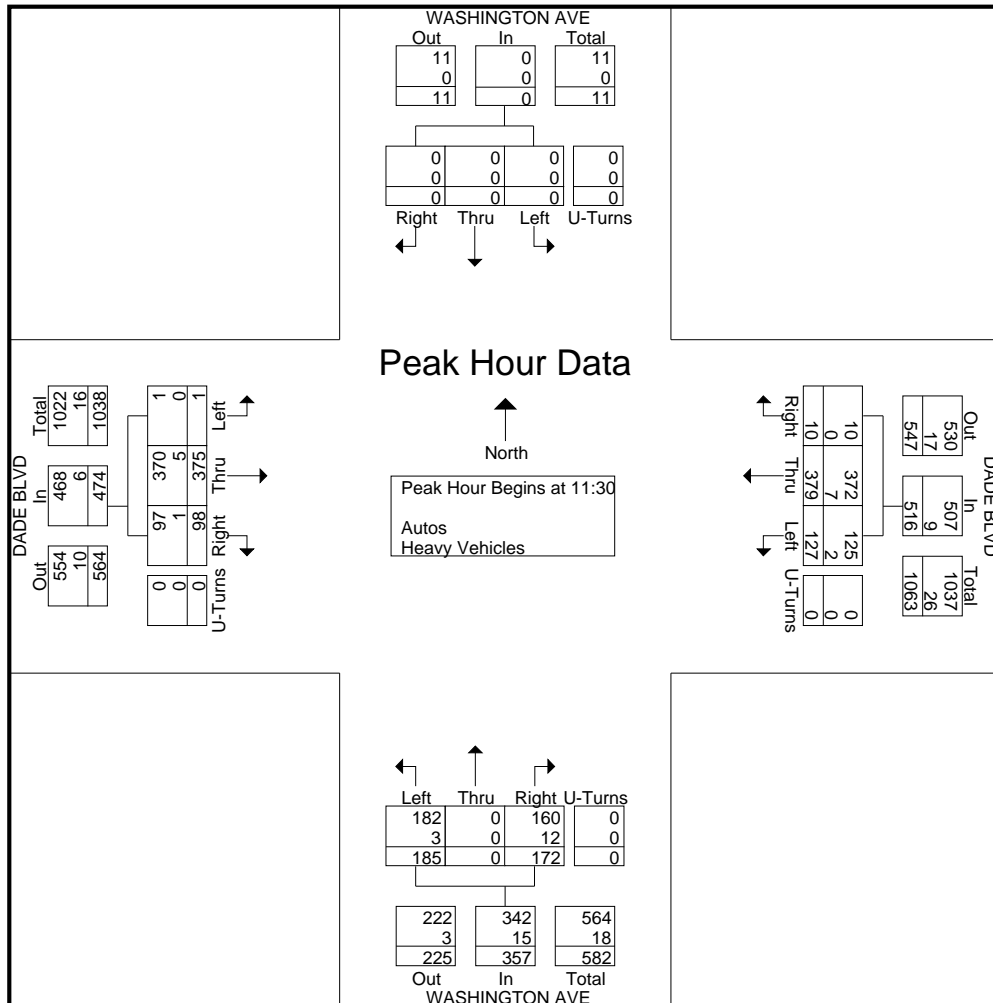
| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--------------------|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 28 | 0 | 117 | 27 | 1 | 45 | 0 | 73 | 12 | 92 | 1 | 0 | 105 | 295 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 2 | 104 | 41 | 0 | 147 | 29 | 0 | 30 | 0 | 59 | 18 | 77 | 0 | 0 | 95 | 301 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 33 | 0 | 122 | 47 | 0 | 42 | 0 | 89 | 22 | 79 | 0 | 0 | 101 | 312 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 4 | 108 | 26 | 0 | 138 | 41 | 0 | 41 | 0 | 82 | 16 | 109 | 0 | 0 | 125 | 345 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 387 | 128 | 0 | 524 | 144 | 1 | 158 | 0 | 303 | 68 | 357 | 1 | 0 | 426 | 1253 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 102 | 35 | 0 | 139 | 44 | 0 | 46 | 0 | 90 | 28 | 82 | 0 | 0 | 110 | 339 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 33 | 0 | 117 | 40 | 0 | 56 | 0 | 96 | 32 | 105 | 1 | 0 | 138 | 351 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 26 | 0 | 100 | 43 | 0 | 43 | 0 | 86 | 23 | 98 | 1 | 0 | 122 | 308 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 29 | 0 | 134 | 45 | 0 | 36 | 0 | 81 | 16 | 96 | 0 | 0 | 112 | 327 |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 362 | 123 | 0 | 490 | 172 | 0 | 181 | 0 | 353 | 99 | 381 | 2 | 0 | 482 | 1325 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 14 | 749 | 251 | 0 | 1014 | 316 | 1 | 339 | 0 | 656 | 167 | 738 | 3 | 0 | 908 | 2578 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 1.4 | 73.9 | 24.8 | 0 | | 48.2 | 0.2 | 51.7 | 0 | | 18.4 | 81.3 | 0.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0.5 | 29.1 | 9.7 | 0 | 39.3 | 12.3 | 0 | 13.1 | 0 | 25.4 | 6.5 | 28.6 | 0.1 | 0 | 35.2 | |
| Autos | 0 | 0 | 0 | 0 | 0 | 14 | 739 | 248 | 0 | 1001 | 296 | 1 | 331 | 0 | 628 | 165 | 731 | 3 | 0 | 899 | 2528 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 100 | 98.7 | 98.8 | 0 | 98.7 | 93.7 | 100 | 97.6 | 0 | 95.7 | 98.8 | 99.1 | 100 | 0 | 99 | 98.1 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 1.2 | 0 | 1.3 | 6.3 | 0 | 2.4 | 0 | 4.3 | 1.2 | 0.9 | 0 | 0 | 1 | 1.9 |



BEACON SYSTEMS, INC.

File Name : 6B-Washington Ave & Dade Blvd
 Site Code : 00000000
 Start Date : 12/15/2018
 Page No : 2

| Start Time | WASHINGTON AVE From North | | | | | DADE BLVD From East | | | | | WASHINGTON AVE From South | | | | | DADE BLVD From West | | | | | Int. Total |
|--|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------------------------|------|------|---------|------------|------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 33 | 0 | 122 | 47 | 0 | 42 | 0 | 89 | 22 | 79 | 0 | 0 | 101 | 312 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 4 | 108 | 26 | 0 | 138 | 41 | 0 | 41 | 0 | 82 | 16 | 109 | 0 | 0 | 125 | 345 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 102 | 35 | 0 | 139 | 44 | 0 | 46 | 0 | 90 | 28 | 82 | 0 | 0 | 110 | 339 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 33 | 0 | 117 | 40 | 0 | 56 | 0 | 96 | 32 | 105 | 1 | 0 | 138 | 351 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 10 | 379 | 127 | 0 | 516 | 172 | 0 | 185 | 0 | 357 | 98 | 375 | 1 | 0 | 474 | 1347 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 1.9 | 73.4 | 24.6 | 0 | | 48.2 | 0 | 51.8 | 0 | | 20.7 | 79.1 | 0.2 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .877 | .907 | .000 | .928 | .915 | .000 | .826 | .000 | .930 | .766 | .860 | .250 | .000 | .859 | .959 |
| Autos | 0 | 0 | 0 | 0 | 0 | 10 | 372 | 125 | 0 | 507 | 160 | 0 | 182 | 0 | 342 | 97 | 370 | 1 | 0 | 468 | 1317 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 100 | 98.2 | 98.4 | 0 | 98.3 | 93.0 | 0 | 98.4 | 0 | 95.8 | 99.0 | 98.7 | 100 | 0 | 98.7 | 97.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 1.6 | 0 | 1.7 | 7.0 | 0 | 1.6 | 0 | 4.2 | 1.0 | 1.3 | 0 | 0 | 1.3 | 2.2 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 7A- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 2 | 0 | 0 | 15 | 17 | 0 | 0 | 0 | 17 | 17 | 1 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 10 | 11 | 50 |
| 16:45 | 1 | 0 | 0 | 10 | 11 | 2 | 0 | 0 | 4 | 6 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 4 | 25 |
| Total | 3 | 0 | 0 | 25 | 28 | 2 | 0 | 0 | 21 | 23 | 3 | 0 | 0 | 6 | 9 | 1 | 0 | 0 | 14 | 15 | 75 |
| 17:00 | 3 | 0 | 0 | 10 | 13 | 2 | 0 | 0 | 14 | 16 | 2 | 0 | 0 | 8 | 10 | 2 | 0 | 0 | 15 | 17 | 56 |
| 17:15 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 12 | 12 | 2 | 0 | 0 | 13 | 15 | 0 | 0 | 0 | 14 | 14 | 45 |
| 17:30 | 1 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 8 | 8 | 1 | 0 | 0 | 17 | 18 | 47 |
| 17:45 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 11 | 11 | 1 | 0 | 0 | 11 | 12 | 37 |
| Total | 5 | 0 | 0 | 25 | 30 | 2 | 0 | 0 | 48 | 50 | 4 | 0 | 0 | 40 | 44 | 4 | 0 | 0 | 57 | 61 | 185 |
| 18:00 | 2 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 11 | 12 | 2 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 10 | 10 | 38 |
| 18:15 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 17 | 17 | 46 |
| Grand Total | 12 | 0 | 0 | 57 | 69 | 5 | 0 | 0 | 95 | 100 | 9 | 0 | 0 | 63 | 72 | 5 | 0 | 0 | 98 | 103 | 344 |
| Apprch % | 17.4 | 0 | 0 | 82.6 | | 5 | 0 | 0 | 95 | | 12.5 | 0 | 0 | 87.5 | | 4.9 | 0 | 0 | 95.1 | | |
| Total % | 3.5 | 0 | 0 | 16.6 | 20.1 | 1.5 | 0 | 0 | 27.6 | 29.1 | 2.6 | 0 | 0 | 18.3 | 20.9 | 1.5 | 0 | 0 | 28.5 | 29.9 | |

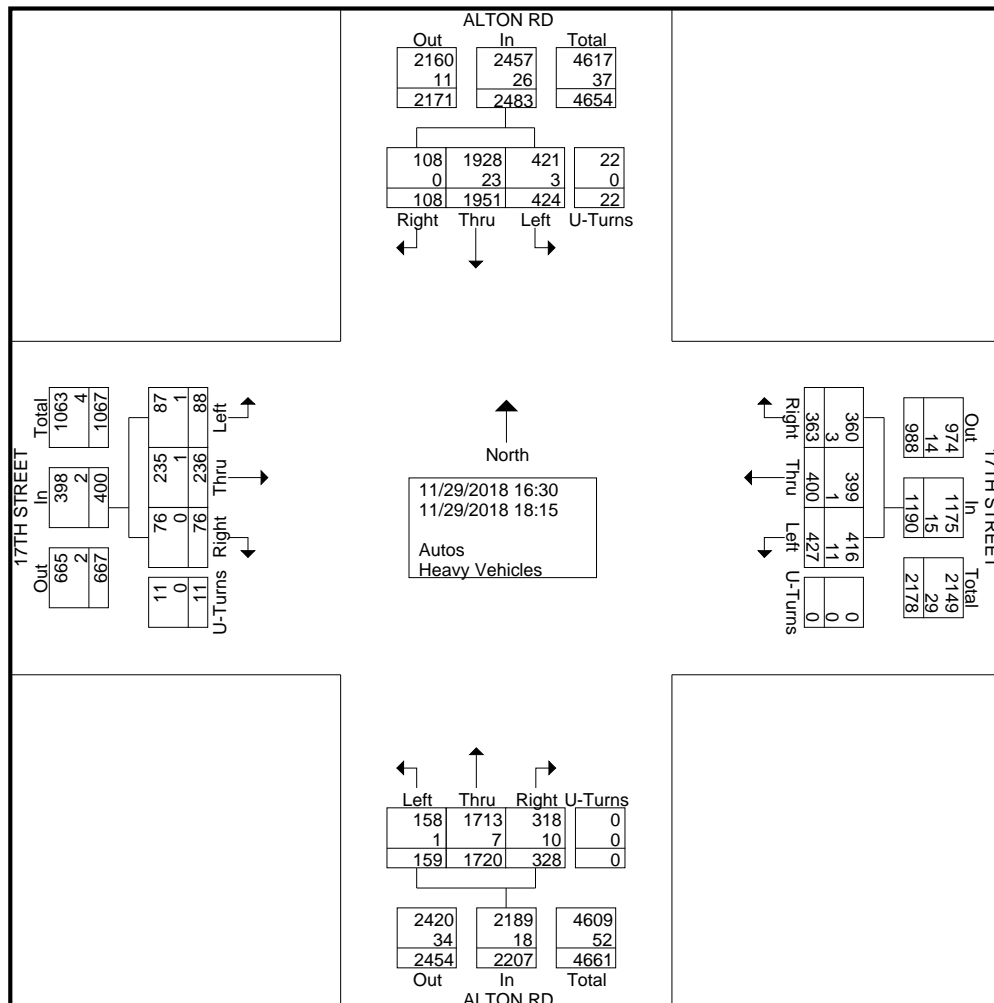
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 7A- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

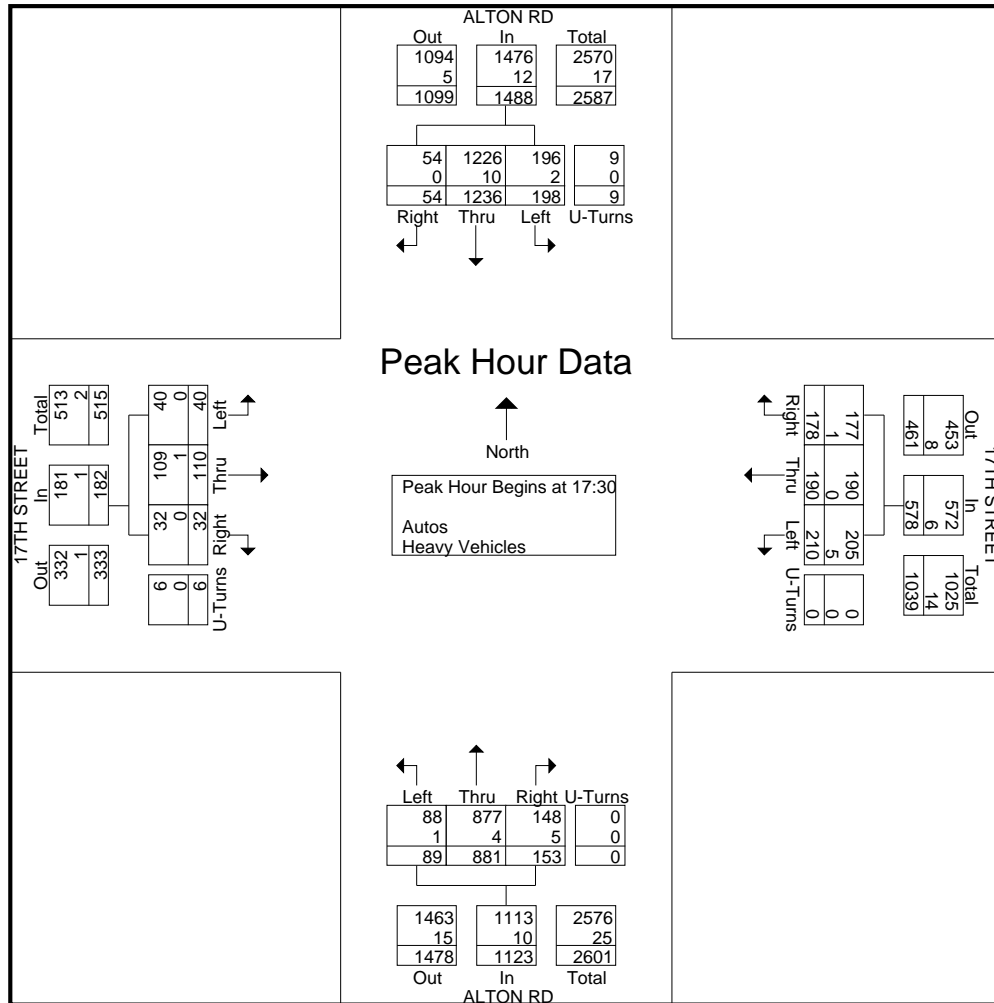
| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--------------------|------------------------|-------------|------------|-----------|-------------|--------------------------|------------|------------|----------|-------------|------------------------|-------------|------------|----------|-------------|--------------------------|------------|-----------|-----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 12 | 187 | 68 | 4 | 271 | 38 | 47 | 45 | 0 | 130 | 36 | 217 | 24 | 0 | 277 | 12 | 34 | 15 | 2 | 63 | 741 |
| 16:45 | 16 | 170 | 66 | 1 | 253 | 46 | 49 | 55 | 0 | 150 | 49 | 170 | 12 | 0 | 231 | 9 | 23 | 14 | 0 | 46 | 680 |
| Total | 28 | 357 | 134 | 5 | 524 | 84 | 96 | 100 | 0 | 280 | 85 | 387 | 36 | 0 | 508 | 21 | 57 | 29 | 2 | 109 | 1421 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 12 | 176 | 47 | 6 | 241 | 41 | 65 | 57 | 0 | 163 | 53 | 185 | 14 | 0 | 252 | 12 | 37 | 11 | 1 | 61 | 717 |
| 17:15 | 14 | 182 | 45 | 2 | 243 | 60 | 49 | 60 | 0 | 169 | 37 | 267 | 20 | 0 | 324 | 11 | 32 | 8 | 2 | 53 | 789 |
| 17:30 | 7 | 262 | 46 | 1 | 316 | 42 | 58 | 54 | 0 | 154 | 45 | 227 | 26 | 0 | 298 | 5 | 28 | 12 | 1 | 46 | 814 |
| 17:45 | 21 | 270 | 53 | 4 | 348 | 49 | 44 | 53 | 0 | 146 | 39 | 224 | 16 | 0 | 279 | 13 | 33 | 10 | 2 | 58 | 831 |
| Total | 54 | 890 | 191 | 13 | 1148 | 192 | 216 | 224 | 0 | 632 | 174 | 903 | 76 | 0 | 1153 | 41 | 130 | 41 | 6 | 218 | 3151 |
| | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 16 | 363 | 47 | 3 | 429 | 45 | 45 | 52 | 0 | 142 | 29 | 234 | 18 | 0 | 281 | 10 | 21 | 10 | 1 | 42 | 894 |
| 18:15 | 10 | 341 | 52 | 1 | 404 | 42 | 43 | 51 | 0 | 136 | 40 | 196 | 29 | 0 | 265 | 4 | 28 | 8 | 2 | 42 | 847 |
| Grand Total | 108 | 1951 | 424 | 22 | 2505 | 363 | 400 | 427 | 0 | 1190 | 328 | 1720 | 159 | 0 | 2207 | 76 | 236 | 88 | 11 | 411 | 6313 |
| Apprch % | 4.3 | 77.9 | 16.9 | 0.9 | | 30.5 | 33.6 | 35.9 | 0 | | 14.9 | 77.9 | 7.2 | 0 | | 18.5 | 57.4 | 21.4 | 2.7 | | |
| Total % | 1.7 | 30.9 | 6.7 | 0.3 | 39.7 | 5.8 | 6.3 | 6.8 | 0 | 18.8 | 5.2 | 27.2 | 2.5 | 0 | 35 | 1.2 | 3.7 | 1.4 | 0.2 | 6.5 | |
| | | | | | | | | | | | | | | | | | | | | | |
| Autos | 108 | 1928 | | | | | | | | | | 1713 | | | | | | | | | |
| % Autos | 100 | 98.8 | 99.3 | 100 | 99 | 99.2 | 99.8 | 97.4 | 0 | 98.7 | 97 | 99.6 | 99.4 | 0 | 99.2 | 100 | 99.6 | 98.9 | 100 | 99.5 | 99 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 1.2 | 0.7 | 0 | 1 | 0.8 | 0.2 | 2.6 | 0 | 1.3 | 3 | 0.4 | 0.6 | 0 | 0.8 | 0 | 0.4 | 1.1 | 0 | 0.5 | 1 |



BEACON SYSTEMS, INC.

File Name : 7A- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|---------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|---------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:30 | | | | | | | | | | | | | | | | | | | | | |
| 17:30 | 7 | 262 | 46 | 1 | 316 | 42 | 58 | 54 | 0 | 154 | 45 | 227 | 26 | 0 | 298 | 5 | 28 | 12 | 1 | 46 | 814 |
| 17:45 | 21 | 270 | 53 | 4 | 348 | 49 | 44 | 53 | 0 | 146 | 39 | 224 | 16 | 0 | 279 | 13 | 33 | 10 | 2 | 58 | 831 |
| 18:00 | 16 | 363 | 47 | 3 | 429 | 45 | 45 | 52 | 0 | 142 | 29 | 234 | 18 | 0 | 281 | 10 | 21 | 10 | 1 | 42 | 894 |
| 18:15 | 10 | 341 | 52 | 1 | 404 | 42 | 43 | 51 | 0 | 136 | 40 | 196 | 29 | 0 | 265 | 4 | 28 | 8 | 2 | 42 | 847 |
| Total Volume | 54 | 1236 | 198 | 9 | 1497 | 178 | 190 | 210 | 0 | 578 | 153 | 881 | 89 | 0 | 1123 | 32 | 110 | 40 | 6 | 188 | 3386 |
| % App. Total | 3.6 | 82.6 | 13.2 | 0.6 | | 30.8 | 32.9 | 36.3 | 0 | | 13.6 | 78.5 | 7.9 | 0 | | 17 | 58.5 | 21.3 | 3.2 | | |
| PHF | .643 | .851 | .934 | .563 | .872 | .908 | .819 | .972 | .000 | .938 | .850 | .941 | .767 | .000 | .942 | .615 | .833 | .833 | .750 | .810 | .947 |
| Autos | 54 | 1226 | | | | | | | | | | | | | | | | | | | |
| % Autos | 100 | 99.2 | 99.0 | 100 | 99.2 | 99.4 | 100 | 97.6 | 0 | 99.0 | 96.7 | 99.5 | 98.9 | 0 | 99.1 | 100 | 99.1 | 100 | 100 | 99.5 | 99.1 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.8 | 1.0 | 0 | 0.8 | 0.6 | 0 | 2.4 | 0 | 1.0 | 3.3 | 0.5 | 1.1 | 0 | 0.9 | 0 | 0.9 | 0 | 0 | 0.5 | 0.9 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 7B- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 5 | 0 | 0 | 3 | 8 | 4 | 0 | 0 | 15 | 19 | 3 | 0 | 0 | 4 | 7 | 4 | 0 | 0 | 10 | 14 | 48 |
| 11:15 | 1 | 0 | 0 | 7 | 8 | 1 | 0 | 0 | 14 | 15 | 2 | 0 | 0 | 12 | 14 | 0 | 0 | 0 | 11 | 11 | 48 |
| 11:30 | 1 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 23 | 23 | 5 | 0 | 0 | 10 | 15 | 2 | 0 | 0 | 12 | 14 | 59 |
| 11:45 | 0 | 0 | 0 | 12 | 12 | 1 | 0 | 0 | 14 | 15 | 0 | 0 | 0 | 7 | 7 | 2 | 0 | 0 | 14 | 16 | 50 |
| Total | 7 | 0 | 0 | 28 | 35 | 6 | 0 | 0 | 66 | 72 | 10 | 0 | 0 | 33 | 43 | 8 | 0 | 0 | 47 | 55 | 205 |
| 12:00 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 15 | 17 | 45 |
| 12:15 | 3 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 18 | 18 | 45 |
| 12:30 | 1 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 14 | 15 | 1 | 0 | 0 | 8 | 9 | 0 | 0 | 0 | 14 | 14 | 45 |
| 12:45 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 14 | 14 | 6 | 0 | 0 | 12 | 18 | 2 | 0 | 0 | 14 | 16 | 57 |
| Total | 4 | 0 | 0 | 31 | 35 | 1 | 0 | 0 | 50 | 51 | 8 | 0 | 0 | 33 | 41 | 4 | 0 | 0 | 61 | 65 | 192 |
| Grand Total | 11 | 0 | 0 | 59 | 70 | 7 | 0 | 0 | 116 | 123 | 18 | 0 | 0 | 66 | 84 | 12 | 0 | 0 | 108 | 120 | 397 |
| Apprch % | 15.7 | 0 | 0 | 84.3 | | 5.7 | 0 | 0 | 94.3 | | 21.4 | 0 | 0 | 78.6 | | 10 | 0 | 0 | 90 | | |
| Total % | 2.8 | 0 | 0 | 14.9 | 17.6 | 1.8 | 0 | 0 | 29.2 | 31 | 4.5 | 0 | 0 | 16.6 | 21.2 | 3 | 0 | 0 | 27.2 | 30.2 | |

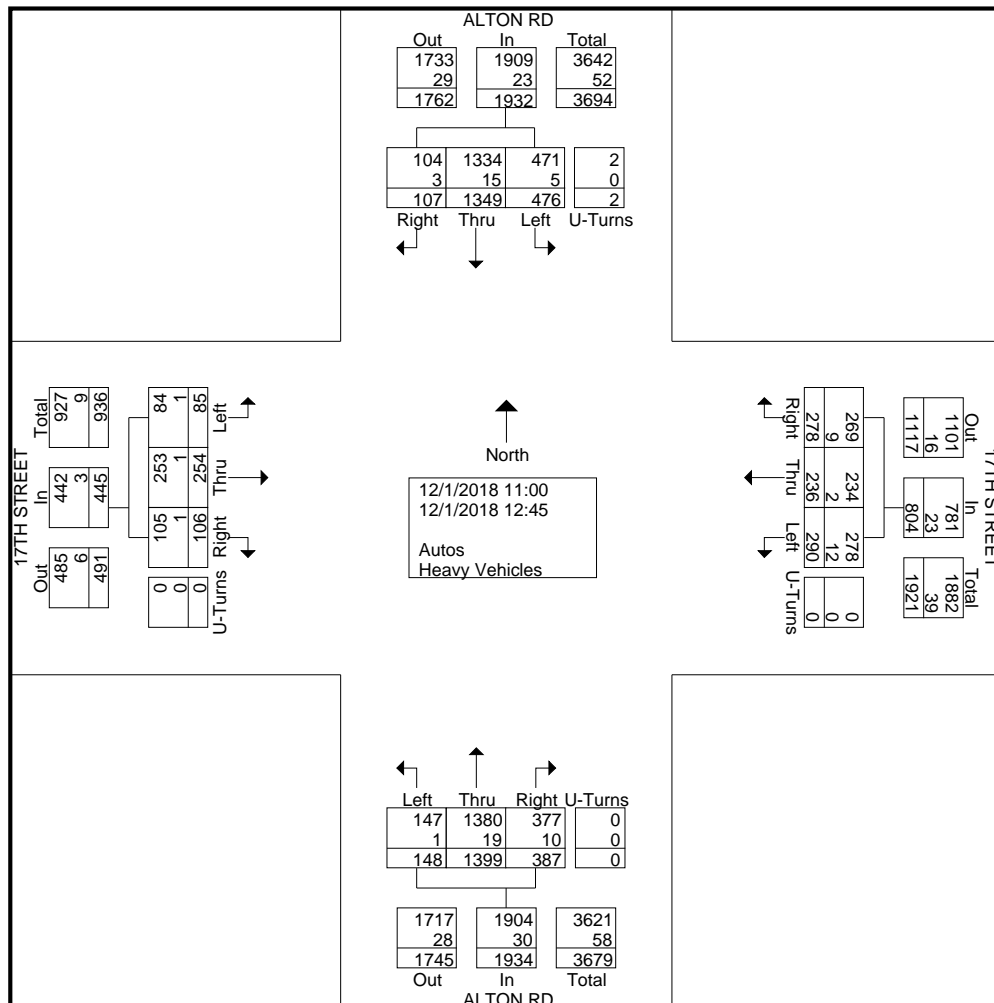
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 7B- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

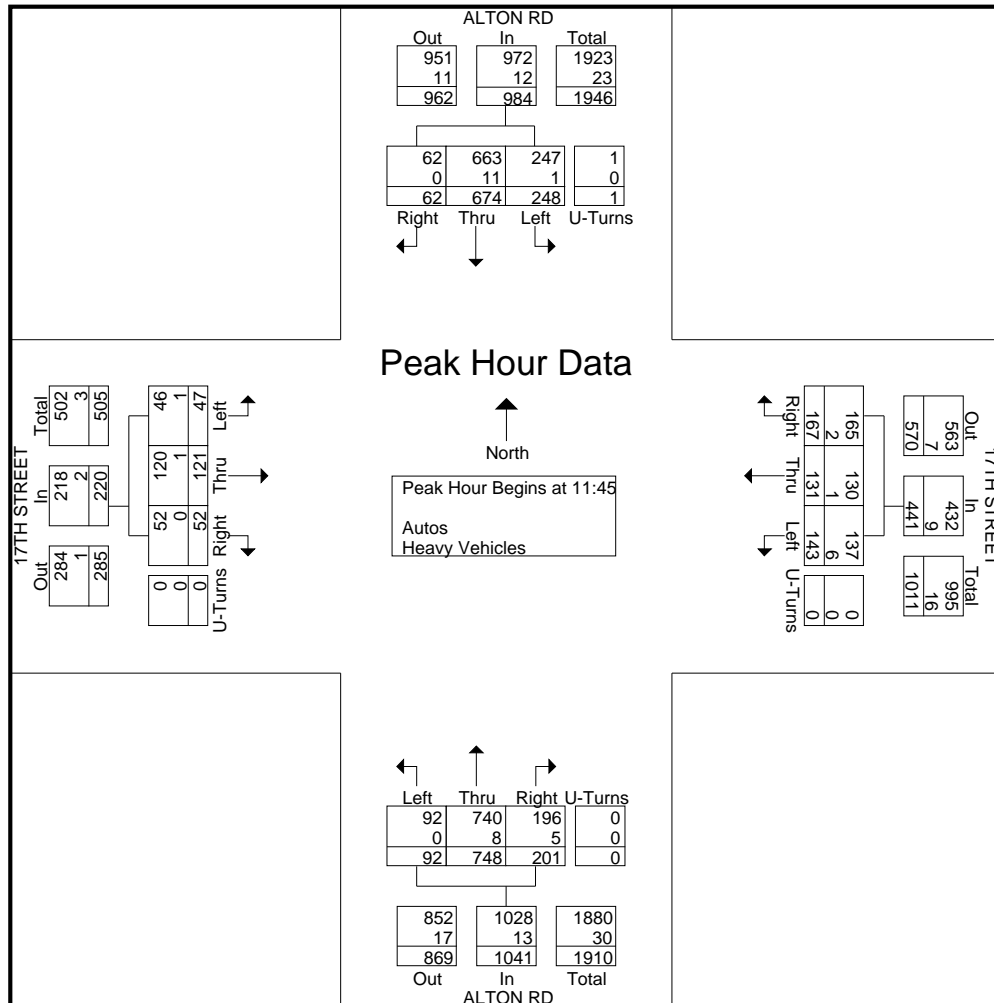
| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|---------------------|------------|------------|----------|------------|-----------------------|------------|------------|----------|------------|---------------------|------------|-----------|----------|-------------|-----------------------|------------|-----------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 7 | 168 | 59 | 1 | 235 | 29 | 19 | 32 | 0 | 80 | 43 | 133 | 17 | 0 | 193 | 10 | 36 | 14 | 0 | 60 | 568 |
| 11:15 | 16 | 146 | 44 | 0 | 206 | 19 | 21 | 37 | 0 | 77 | 55 | 156 | 12 | 0 | 223 | 13 | 29 | 9 | 0 | 51 | 557 |
| 11:30 | 12 | 171 | 63 | 0 | 246 | 22 | 35 | 42 | 0 | 99 | 48 | 190 | 13 | 0 | 251 | 9 | 27 | 8 | 0 | 44 | 640 |
| 11:45 | 16 | 168 | 68 | 0 | 252 | 45 | 37 | 35 | 0 | 117 | 48 | 178 | 22 | 0 | 248 | 11 | 35 | 10 | 0 | 56 | 673 |
| Total | 51 | 653 | 234 | 1 | 939 | 115 | 112 | 146 | 0 | 373 | 194 | 657 | 64 | 0 | 915 | 43 | 127 | 41 | 0 | 211 | 2438 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 18 | 191 | 59 | 1 | 269 | 42 | 26 | 33 | 0 | 101 | 58 | 190 | 24 | 0 | 272 | 19 | 21 | 12 | 0 | 52 | 694 |
| 12:15 | 14 | 154 | 49 | 0 | 217 | 44 | 35 | 27 | 0 | 106 | 48 | 178 | 20 | 0 | 246 | 13 | 32 | 18 | 0 | 63 | 632 |
| 12:30 | 14 | 161 | 72 | 0 | 247 | 36 | 33 | 48 | 0 | 117 | 47 | 202 | 26 | 0 | 275 | 9 | 33 | 7 | 0 | 49 | 688 |
| 12:45 | 10 | 190 | 62 | 0 | 262 | 41 | 30 | 36 | 0 | 107 | 40 | 172 | 14 | 0 | 226 | 22 | 41 | 7 | 0 | 70 | 665 |
| Total | 56 | 696 | 242 | 1 | 995 | 163 | 124 | 144 | 0 | 431 | 193 | 742 | 84 | 0 | 1019 | 63 | 127 | 44 | 0 | 234 | 2679 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 107 | 1349 | 476 | 2 | 1934 | 278 | 236 | 290 | 0 | 804 | 387 | 1399 | 148 | 0 | 1934 | 106 | 254 | 85 | 0 | 445 | 5117 |
| Apprch % | 5.5 | 69.8 | 24.6 | 0.1 | | 34.6 | 29.4 | 36.1 | 0 | | 20 | 72.3 | 7.7 | 0 | | 23.8 | 57.1 | 19.1 | 0 | | |
| Total % | 2.1 | 26.4 | 9.3 | 0 | 37.8 | 5.4 | 4.6 | 5.7 | 0 | 15.7 | 7.6 | 27.3 | 2.9 | 0 | 37.8 | 2.1 | 5 | 1.7 | 0 | 8.7 | |
| Autos | 104 | 1334 | | | | | | | | | | 1380 | | | | | | | | | |
| % Autos | 97.2 | 98.9 | 98.9 | 100 | 98.8 | 96.8 | 99.2 | 95.9 | 0 | 97.1 | 97.4 | 98.6 | 99.3 | 0 | 98.4 | 99.1 | 99.6 | 98.8 | 0 | 99.3 | 98.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 2.8 | 1.1 | 1.1 | 0 | 1.2 | 3.2 | 0.8 | 4.1 | 0 | 2.9 | 2.6 | 1.4 | 0.7 | 0 | 1.6 | 0.9 | 0.4 | 1.2 | 0 | 0.7 | 1.5 |



BEACON SYSTEMS, INC.

File Name : 7B- Alton Rd & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | ALTON RD From North | | | | | 17TH STREET From East | | | | | ALTON RD From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|---------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|---------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 | | | | | | | | | | | | | | | | | | | | | |
| 11:45 | 16 | 168 | 68 | 0 | 252 | 45 | 37 | 35 | 0 | 117 | 48 | 178 | 22 | 0 | 248 | 11 | 35 | 10 | 0 | 56 | 673 |
| 12:00 | 18 | 191 | 59 | 1 | 269 | 42 | 26 | 33 | 0 | 101 | 58 | 190 | 24 | 0 | 272 | 19 | 21 | 12 | 0 | 52 | 694 |
| 12:15 | 14 | 154 | 49 | 0 | 217 | 44 | 35 | 27 | 0 | 106 | 48 | 178 | 20 | 0 | 246 | 13 | 32 | 18 | 0 | 63 | 632 |
| 12:30 | 14 | 161 | 72 | 0 | 247 | 36 | 33 | 48 | 0 | 117 | 47 | 202 | 26 | 0 | 275 | 9 | 33 | 7 | 0 | 49 | 688 |
| Total Volume | 62 | 674 | 248 | 1 | 985 | 167 | 131 | 143 | 0 | 441 | 201 | 748 | 92 | 0 | 1041 | 52 | 121 | 47 | 0 | 220 | 2687 |
| % App. Total | 6.3 | 68.4 | 25.2 | 0.1 | | 37.9 | 29.7 | 32.4 | 0 | | 19.3 | 71.9 | 8.8 | 0 | | 23.6 | 55 | 21.4 | 0 | | |
| PHF | .861 | .882 | .861 | .250 | .915 | .928 | .885 | .745 | .000 | .942 | .866 | .926 | .885 | .000 | .946 | .684 | .864 | .653 | .000 | .873 | .968 |
| Autos | 62 | 663 | 247 | 1 | 973 | 165 | 130 | 137 | 0 | 432 | 196 | 740 | 92 | 0 | 1028 | 52 | 120 | 46 | 0 | 218 | 2651 |
| % Autos | 100 | 98.4 | 99.6 | 100 | 98.8 | 98.8 | 99.2 | 95.8 | 0 | 98.0 | 97.5 | 98.9 | 100 | 0 | 98.8 | 100 | 99.2 | 97.9 | 0 | 99.1 | 98.7 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 1.6 | 0.4 | 0 | 1.2 | 1.2 | 0.8 | 4.2 | 0 | 2.0 | 2.5 | 1.1 | 0 | 0 | 1.2 | 0 | 0.8 | 2.1 | 0 | 0.9 | 1.3 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 8A-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|----------------------------|---|---|------|------------|--------------------------|---|---|------|------------|----------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 0 | 16 | 16 | 5 | 0 | 0 | 10 | 15 | 1 | 0 | 0 | 11 | 12 | 59 |
| 16:45 | 1 | 0 | 0 | 6 | 7 | 2 | 0 | 0 | 20 | 22 | 4 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 10 | 10 | 54 |
| Total | 1 | 0 | 0 | 22 | 23 | 2 | 0 | 0 | 36 | 38 | 9 | 0 | 0 | 21 | 30 | 1 | 0 | 0 | 21 | 22 | 113 |
| 17:00 | 1 | 0 | 0 | 5 | 6 | 1 | 0 | 0 | 25 | 26 | 5 | 0 | 0 | 18 | 23 | 4 | 0 | 0 | 10 | 14 | 69 |
| 17:15 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 18 | 21 | 1 | 0 | 0 | 30 | 31 | 0 | 0 | 0 | 16 | 16 | 75 |
| 17:30 | 2 | 0 | 0 | 14 | 16 | 2 | 0 | 0 | 15 | 17 | 2 | 0 | 0 | 19 | 21 | 1 | 0 | 0 | 7 | 8 | 62 |
| 17:45 | 2 | 0 | 0 | 8 | 10 | 2 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 12 | 12 | 43 |
| Total | 5 | 0 | 0 | 34 | 39 | 8 | 0 | 0 | 65 | 73 | 8 | 0 | 0 | 79 | 87 | 5 | 0 | 0 | 45 | 50 | 249 |
| 18:00 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 16 | 18 | 1 | 0 | 0 | 30 | 31 | 1 | 0 | 0 | 11 | 12 | 63 |
| 18:15 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 13 | 14 | 3 | 0 | 0 | 7 | 10 | 41 |
| Grand Total | 6 | 0 | 0 | 65 | 71 | 12 | 0 | 0 | 127 | 139 | 19 | 0 | 0 | 143 | 162 | 10 | 0 | 0 | 84 | 94 | 466 |
| Apprch % | 8.5 | 0 | 0 | 91.5 | | 8.6 | 0 | 0 | 91.4 | | 11.7 | 0 | 0 | 88.3 | | 10.6 | 0 | 0 | 89.4 | | |
| Total % | 1.3 | 0 | 0 | 13.9 | 15.2 | 2.6 | 0 | 0 | 27.3 | 29.8 | 4.1 | 0 | 0 | 30.7 | 34.8 | 2.1 | 0 | 0 | 18 | 20.2 | |

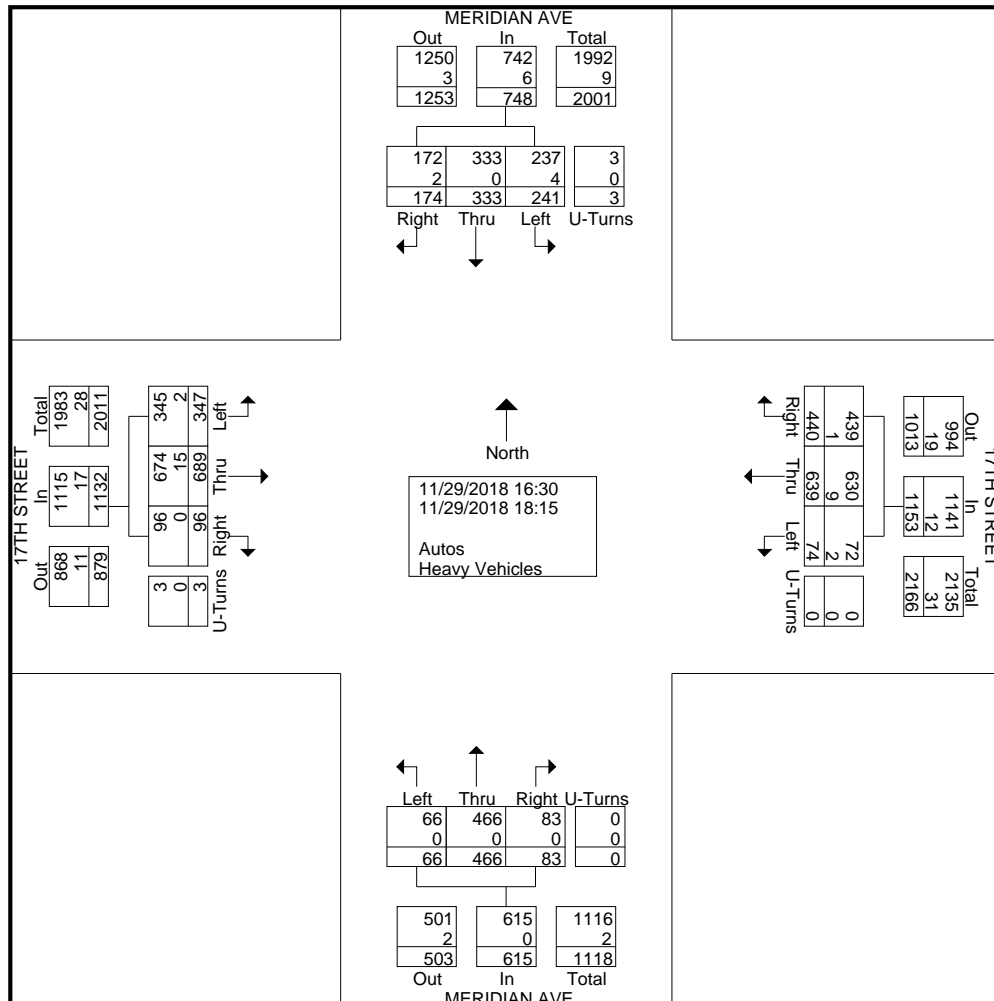
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 8A-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

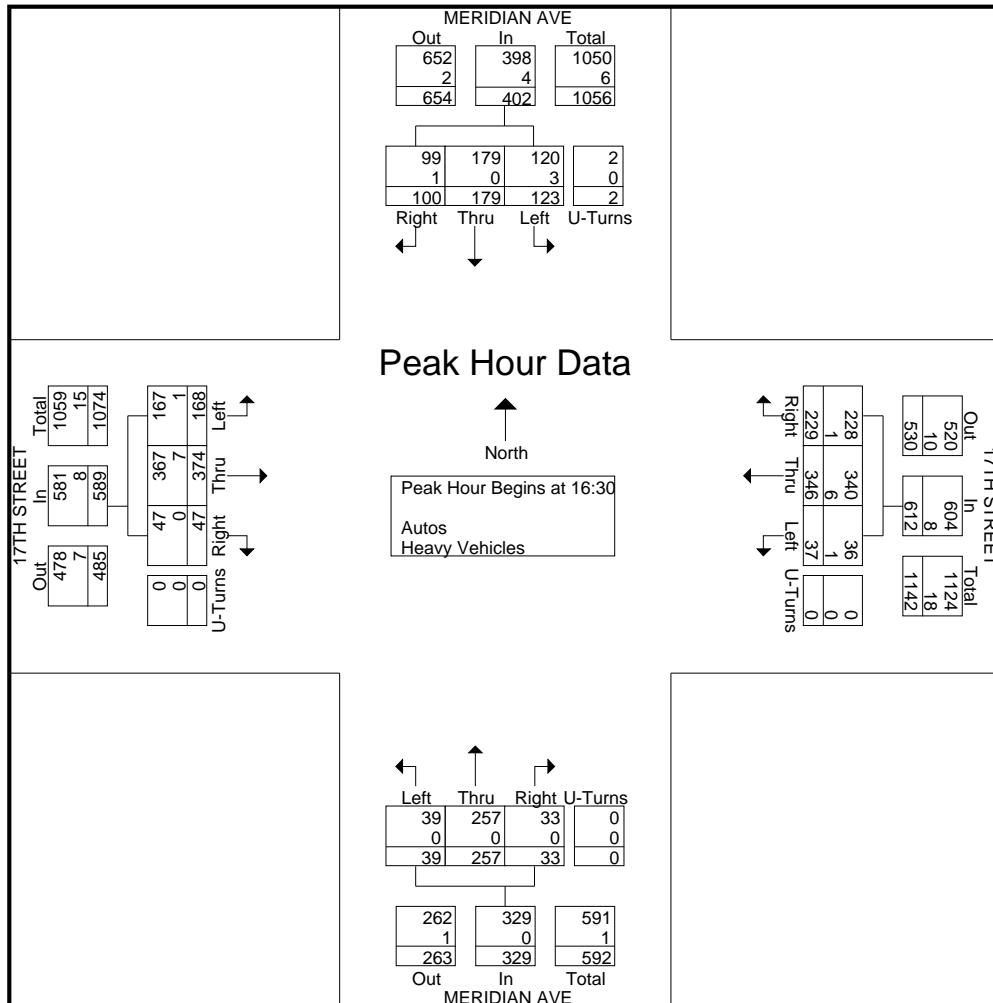
| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|-------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|-------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 19 | 52 | 29 | 0 | 100 | 72 | 74 | 9 | 0 | 155 | 10 | 69 | 7 | 0 | 86 | 14 | 93 | 22 | 0 | 129 | 470 |
| 16:45 | 25 | 46 | 33 | 0 | 104 | 48 | 89 | 12 | 0 | 149 | 5 | 52 | 13 | 0 | 70 | 16 | 97 | 46 | 0 | 159 | 482 |
| Total | 44 | 98 | 62 | 0 | 204 | 120 | 163 | 21 | 0 | 304 | 15 | 121 | 20 | 0 | 156 | 30 | 190 | 68 | 0 | 288 | 952 |
| 17:00 | 33 | 45 | 40 | 2 | 120 | 55 | 87 | 6 | 0 | 148 | 9 | 67 | 12 | 0 | 88 | 7 | 90 | 43 | 0 | 140 | 496 |
| 17:15 | 23 | 36 | 21 | 0 | 80 | 54 | 96 | 10 | 0 | 160 | 9 | 69 | 7 | 0 | 85 | 10 | 94 | 57 | 0 | 161 | 486 |
| 17:30 | 23 | 42 | 30 | 0 | 95 | 60 | 74 | 7 | 0 | 141 | 13 | 59 | 7 | 0 | 79 | 11 | 89 | 46 | 2 | 148 | 463 |
| 17:45 | 17 | 44 | 34 | 0 | 95 | 41 | 87 | 11 | 0 | 139 | 19 | 36 | 9 | 0 | 64 | 11 | 90 | 46 | 1 | 148 | 446 |
| Total | 96 | 167 | 125 | 2 | 390 | 210 | 344 | 34 | 0 | 588 | 50 | 231 | 35 | 0 | 316 | 39 | 363 | 192 | 3 | 597 | 1891 |
| 18:00 | 19 | 38 | 27 | 0 | 84 | 44 | 74 | 10 | 0 | 128 | 9 | 59 | 7 | 0 | 75 | 15 | 57 | 45 | 0 | 117 | 404 |
| 18:15 | 15 | 30 | 27 | 1 | 73 | 66 | 58 | 9 | 0 | 133 | 9 | 55 | 4 | 0 | 68 | 12 | 79 | 42 | 0 | 133 | 407 |
| Grand Total | 174 | 333 | 241 | 3 | 751 | 440 | 639 | 74 | 0 | 1153 | 83 | 466 | 66 | 0 | 615 | 96 | 689 | 347 | 3 | 1135 | 3654 |
| Apprch % | 23.2 | 44.3 | 32.1 | 0.4 | | 38.2 | 55.4 | 6.4 | 0 | | 13.5 | 75.8 | 10.7 | 0 | | 8.5 | 60.7 | 30.6 | 0.3 | | |
| Total % | 4.8 | 9.1 | 6.6 | 0.1 | 20.6 | 12 | 17.5 | 2 | 0 | 31.6 | 2.3 | 12.8 | 1.8 | 0 | 16.8 | 2.6 | 18.9 | 9.5 | 0.1 | 31.1 | |
| Autos | 172 | 333 | 237 | 3 | 745 | 439 | 630 | 72 | 0 | 1141 | 83 | 466 | 66 | 0 | 615 | 96 | 674 | 345 | 3 | 1118 | 3619 |
| % Autos | 98.9 | 100 | 98.3 | 100 | 99.2 | 99.8 | 98.6 | 97.3 | 0 | 99 | 100 | 100 | 100 | 0 | 100 | 100 | 97.8 | 99.4 | 100 | 98.5 | 99 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.1 | 0 | 1.7 | 0 | 0.8 | 0.2 | 1.4 | 2.7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0.6 | 0 | 1.5 | 1 |



BEACON SYSTEMS, INC.

File Name : 8A-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|----------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|----------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 19 | 52 | 29 | 0 | 100 | 72 | 74 | 9 | 0 | 155 | 10 | 69 | 7 | 0 | 86 | 14 | 93 | 22 | 0 | 129 | 470 |
| 16:45 | 25 | 46 | 33 | 0 | 104 | 48 | 89 | 12 | 0 | 149 | 5 | 52 | 13 | 0 | 70 | 16 | 97 | 46 | 0 | 159 | 482 |
| 17:00 | 33 | 45 | 40 | 2 | 120 | 55 | 87 | 6 | 0 | 148 | 9 | 67 | 12 | 0 | 88 | 7 | 90 | 43 | 0 | 140 | 496 |
| 17:15 | 23 | 36 | 21 | 0 | 80 | 54 | 96 | 10 | 0 | 160 | 9 | 69 | 7 | 0 | 85 | 10 | 94 | 57 | 0 | 161 | 486 |
| Total Volume | 100 | 179 | 123 | 2 | 404 | 229 | 346 | 37 | 0 | 612 | 33 | 257 | 39 | 0 | 329 | 47 | 374 | 168 | 0 | 589 | 1934 |
| % App. Total | 24.8 | 44.3 | 30.4 | 0.5 | | 37.4 | 56.5 | 6 | 0 | | 10 | 78.1 | 11.9 | 0 | | 8 | 63.5 | 28.5 | 0 | | |
| PHF | .758 | .861 | .769 | .250 | .842 | .795 | .901 | .771 | .000 | .956 | .825 | .931 | .750 | .000 | .935 | .734 | .964 | .737 | .000 | .915 | .975 |
| Autos | 99 | 179 | 120 | 2 | 400 | 228 | 340 | 36 | 0 | 604 | 33 | 257 | 39 | 0 | 329 | 47 | 367 | 167 | 0 | 581 | 1914 |
| % Autos | 99.0 | 100 | 97.6 | 100 | 99.0 | 99.6 | 98.3 | 97.3 | 0 | 98.7 | 100 | 100 | 100 | 0 | 100 | 100 | 98.1 | 99.4 | 0 | 98.6 | 99.0 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.0 | 0 | 2.4 | 0 | 1.0 | 0.4 | 1.7 | 2.7 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1.9 | 0.6 | 0 | 1.4 | 1.0 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 8B-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|----------------------------|---|---|------|------------|--------------------------|-----|---|------|------------|----------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 4 | 0 | 0 | 6 | 10 | 2 | 0 | 0 | 24 | 26 | 5 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 17 | 17 | 65 |
| 11:15 | 1 | 0 | 0 | 14 | 15 | 0 | 0 | 0 | 17 | 17 | 3 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 12 | 12 | 49 |
| 11:30 | 0 | 0 | 0 | 12 | 12 | 1 | 0 | 0 | 18 | 19 | 4 | 0 | 0 | 17 | 21 | 1 | 0 | 0 | 8 | 9 | 61 |
| 11:45 | 4 | 0 | 0 | 5 | 9 | 2 | 0 | 0 | 18 | 20 | 2 | 0 | 0 | 18 | 20 | 0 | 0 | 0 | 18 | 18 | 67 |
| Total | 9 | 0 | 0 | 37 | 46 | 5 | 0 | 0 | 77 | 82 | 14 | 0 | 0 | 44 | 58 | 1 | 0 | 0 | 55 | 56 | 242 |
| 12:00 | 2 | 0 | 0 | 11 | 13 | 0 | 1 | 0 | 17 | 18 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 9 | 9 | 48 |
| 12:15 | 1 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 13 | 13 | 4 | 0 | 0 | 25 | 29 | 0 | 0 | 0 | 21 | 21 | 71 |
| 12:30 | 2 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 18 | 18 | 1 | 0 | 0 | 8 | 9 | 3 | 0 | 0 | 12 | 15 | 51 |
| 12:45 | 3 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 22 | 22 | 5 | 0 | 0 | 15 | 20 | 1 | 0 | 0 | 9 | 10 | 61 |
| Total | 8 | 0 | 0 | 31 | 39 | 0 | 1 | 0 | 70 | 71 | 10 | 0 | 0 | 56 | 66 | 4 | 0 | 0 | 51 | 55 | 231 |
| Grand Total | 17 | 0 | 0 | 68 | 85 | 5 | 1 | 0 | 147 | 153 | 24 | 0 | 0 | 100 | 124 | 5 | 0 | 0 | 106 | 111 | 473 |
| Apprch % | 20 | 0 | 0 | 80 | | 3.3 | 0.7 | 0 | 96.1 | | 19.4 | 0 | 0 | 80.6 | | 4.5 | 0 | 0 | 95.5 | | |
| Total % | 3.6 | 0 | 0 | 14.4 | 18 | 1.1 | 0.2 | 0 | 31.1 | 32.3 | 5.1 | 0 | 0 | 21.1 | 26.2 | 1.1 | 0 | 0 | 22.4 | 23.5 | |

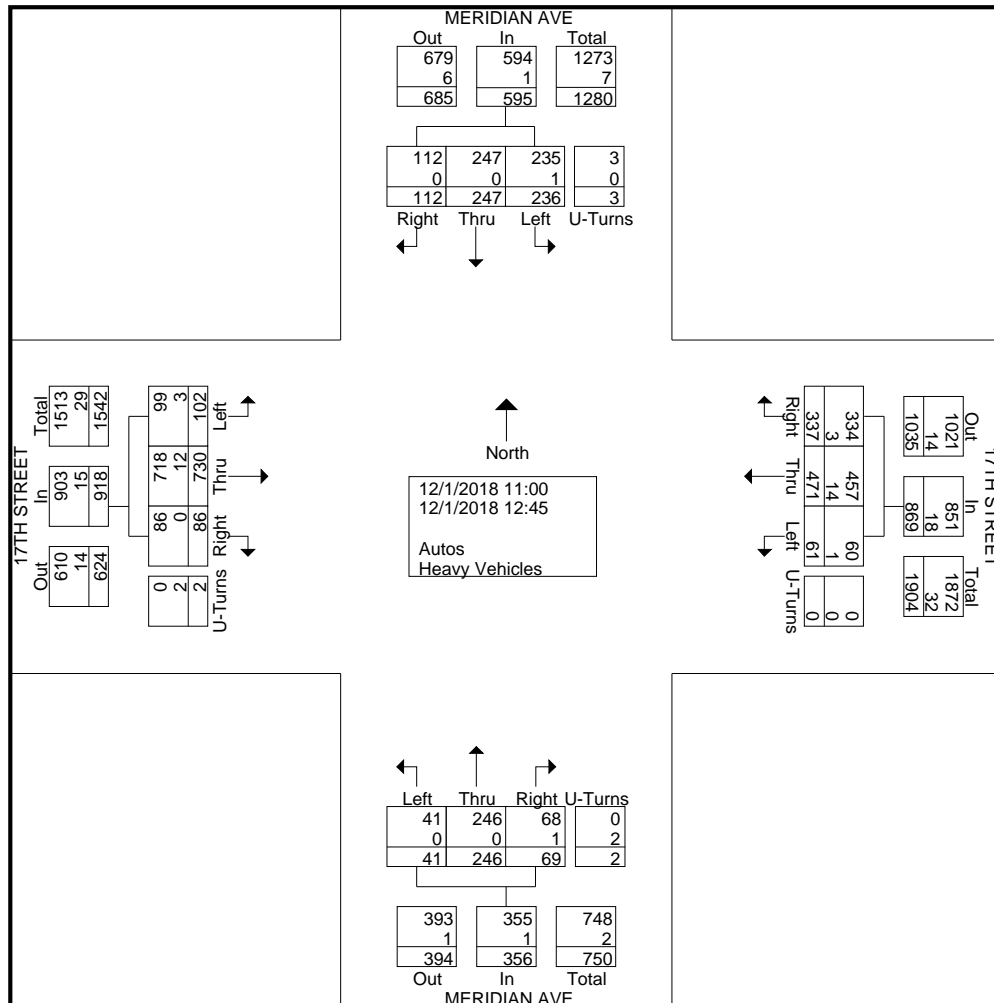
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 8B-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

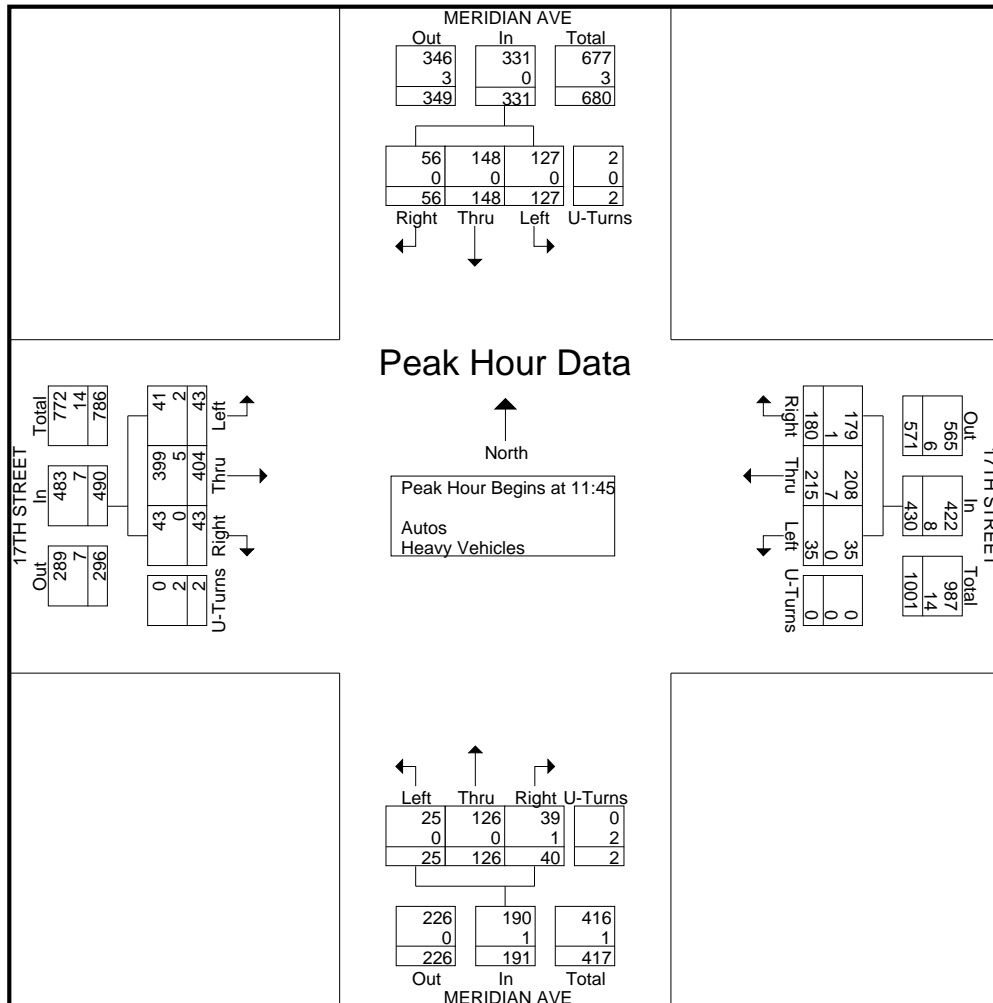
| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--------------------|----------------------------|------------|------------|----------|------------|--------------------------|------------|-----------|----------|------------|----------------------------|------------|-----------|----------|------------|--------------------------|------------|------------|----------|------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 12 | 25 | 20 | 0 | 57 | 42 | 52 | 7 | 0 | 101 | 3 | 19 | 4 | 0 | 26 | 12 | 81 | 15 | 0 | 108 | 292 |
| 11:15 | 10 | 21 | 19 | 1 | 51 | 42 | 67 | 7 | 0 | 116 | 9 | 37 | 0 | 0 | 46 | 9 | 75 | 12 | 0 | 96 | 309 |
| 11:30 | 15 | 25 | 40 | 0 | 80 | 36 | 72 | 3 | 0 | 111 | 5 | 35 | 5 | 0 | 45 | 12 | 80 | 10 | 0 | 102 | 338 |
| 11:45 | 20 | 46 | 39 | 0 | 105 | 46 | 53 | 6 | 0 | 105 | 9 | 28 | 9 | 0 | 46 | 12 | 117 | 10 | 0 | 139 | 395 |
| Total | 57 | 117 | 118 | 1 | 293 | 166 | 244 | 23 | 0 | 433 | 26 | 119 | 18 | 0 | 163 | 45 | 353 | 47 | 0 | 445 | 1334 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 11 | 42 | 24 | 0 | 77 | 40 | 50 | 11 | 0 | 101 | 10 | 32 | 3 | 0 | 45 | 13 | 94 | 11 | 0 | 118 | 341 |
| 12:15 | 13 | 35 | 29 | 1 | 78 | 41 | 48 | 11 | 0 | 100 | 15 | 32 | 5 | 2 | 54 | 5 | 96 | 10 | 0 | 111 | 343 |
| 12:30 | 12 | 25 | 35 | 1 | 73 | 53 | 64 | 7 | 0 | 124 | 6 | 34 | 8 | 0 | 48 | 13 | 97 | 12 | 2 | 124 | 369 |
| 12:45 | 19 | 28 | 30 | 0 | 77 | 37 | 65 | 9 | 0 | 111 | 12 | 29 | 7 | 0 | 48 | 10 | 90 | 22 | 0 | 122 | 358 |
| Total | 55 | 130 | 118 | 2 | 305 | 171 | 227 | 38 | 0 | 436 | 43 | 127 | 23 | 2 | 195 | 41 | 377 | 55 | 2 | 475 | 1411 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 112 | 247 | 236 | 3 | 598 | 337 | 471 | 61 | 0 | 869 | 69 | 246 | 41 | 2 | 358 | 86 | 730 | 102 | 2 | 920 | 2745 |
| Apprch % | 18.7 | 41.3 | 39.5 | 0.5 | | 38.8 | 54.2 | 7 | 0 | | 19.3 | 68.7 | 11.5 | 0.6 | | 9.3 | 79.3 | 11.1 | 0.2 | | |
| Total % | 4.1 | 9 | 8.6 | 0.1 | 21.8 | 12.3 | 17.2 | 2.2 | 0 | 31.7 | 2.5 | 9 | 1.5 | 0.1 | 13 | 3.1 | 26.6 | 3.7 | 0.1 | 33.5 | |
| Autos | 112 | 247 | 235 | 3 | 597 | 334 | 457 | 60 | 0 | 851 | 68 | 246 | 41 | 0 | 355 | 86 | 718 | 99 | 0 | 903 | 2706 |
| % Autos | 100 | 100 | 99.6 | 100 | 99.8 | 99.1 | 97 | 98.4 | 0 | 97.9 | 98.6 | 100 | 100 | 0 | 99.2 | 100 | 98.4 | 97.1 | 0 | 98.2 | 98.6 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0.4 | 0 | 0.2 | 0.9 | 3 | 1.6 | 0 | 2.1 | 1.4 | 0 | 0 | 100 | 0.8 | 0 | 1.6 | 2.9 | 100 | 1.8 | 1.4 |



BEACON SYSTEMS, INC.

File Name : 8B-Meridian Ave & 17th Ave
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | MERIDIAN AVE From North | | | | | 17TH STREET From East | | | | | MERIDIAN AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|----------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|----------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 | | | | | | | | | | | | | | | | | | | | | |
| 11:45 | 20 | 46 | 39 | 0 | 105 | 46 | 53 | 6 | 0 | 105 | 9 | 28 | 9 | 0 | 46 | 12 | 117 | 10 | 0 | 139 | 395 |
| 12:00 | 11 | 42 | 24 | 0 | 77 | 40 | 50 | 11 | 0 | 101 | 10 | 32 | 3 | 0 | 45 | 13 | 94 | 11 | 0 | 118 | 341 |
| 12:15 | 13 | 35 | 29 | 1 | 78 | 41 | 48 | 11 | 0 | 100 | 15 | 32 | 5 | 2 | 54 | 5 | 96 | 10 | 0 | 111 | 343 |
| 12:30 | 12 | 25 | 35 | 1 | 73 | 53 | 64 | 7 | 0 | 124 | 6 | 34 | 8 | 0 | 48 | 13 | 97 | 12 | 2 | 124 | 369 |
| Total Volume | 56 | 148 | 127 | 2 | 333 | 180 | 215 | 35 | 0 | 430 | 40 | 126 | 25 | 2 | 193 | 43 | 404 | 43 | 2 | 492 | 1448 |
| % App. Total | 16.8 | 44.4 | 38.1 | 0.6 | | 41.9 | 50 | 8.1 | 0 | | 20.7 | 65.3 | 13 | 1 | | 8.7 | 82.1 | 8.7 | 0.4 | | |
| PHF | .700 | .804 | .814 | .500 | .793 | .849 | .840 | .795 | .000 | .867 | .667 | .926 | .694 | .250 | .894 | .827 | .863 | .896 | .250 | .885 | .916 |
| Autos | 56 | 148 | 127 | 2 | 333 | 179 | 208 | 35 | 0 | 422 | 39 | 126 | 25 | 0 | 190 | 43 | 399 | 41 | 0 | 483 | 1428 |
| % Autos | 100 | 100 | 100 | 100 | 100 | 99.4 | 96.7 | 100 | 0 | 98.1 | 97.5 | 100 | 100 | 0 | 98.4 | 100 | 98.8 | 95.3 | 0 | 98.2 | 98.6 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0.6 | 3.3 | 0 | 0 | 1.9 | 2.5 | 0 | 0 | 100 | 1.6 | 0 | 1.2 | 4.7 | 100 | 1.8 | 1.4 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 9A-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 2 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 26 | 32 | 2 | 0 | 0 | 21 | 23 | 0 | 0 | 0 | 0 | 0 | 59 |
| 16:45 | 3 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 15 | 17 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 35 |
| Total | 5 | 0 | 0 | 5 | 10 | 8 | 0 | 0 | 41 | 49 | 2 | 0 | 0 | 33 | 35 | 0 | 0 | 0 | 0 | 0 | 94 |
| 17:00 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 0 | 0 | 7 | 7 | 3 | 0 | 0 | 9 | 12 | 1 | 0 | 0 | 19 | 20 | 0 | 0 | 0 | 2 | 2 | 41 |
| 17:30 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:45 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 33 |
| Total | 2 | 0 | 0 | 22 | 24 | 3 | 0 | 0 | 40 | 43 | 3 | 0 | 0 | 54 | 57 | 0 | 0 | 0 | 2 | 2 | 126 |
| 18:00 | 1 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 8 | 11 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 0 | 1 | 1 | 32 |
| 18:15 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 11 | 11 | 2 | 0 | 0 | 13 | 15 | 0 | 0 | 0 | 1 | 1 | 32 |
| Grand Total | 8 | 0 | 0 | 35 | 43 | 14 | 0 | 0 | 100 | 114 | 7 | 0 | 0 | 116 | 123 | 0 | 0 | 0 | 4 | 4 | 284 |
| Apprch % | 18.6 | 0 | 0 | 81.4 | | 12.3 | 0 | 0 | 87.7 | | 5.7 | 0 | 0 | 94.3 | | 0 | 0 | 0 | 100 | | |
| Total % | 2.8 | 0 | 0 | 12.3 | 15.1 | 4.9 | 0 | 0 | 35.2 | 40.1 | 2.5 | 0 | 0 | 40.8 | 43.3 | 0 | 0 | 0 | 1.4 | 1.4 | |

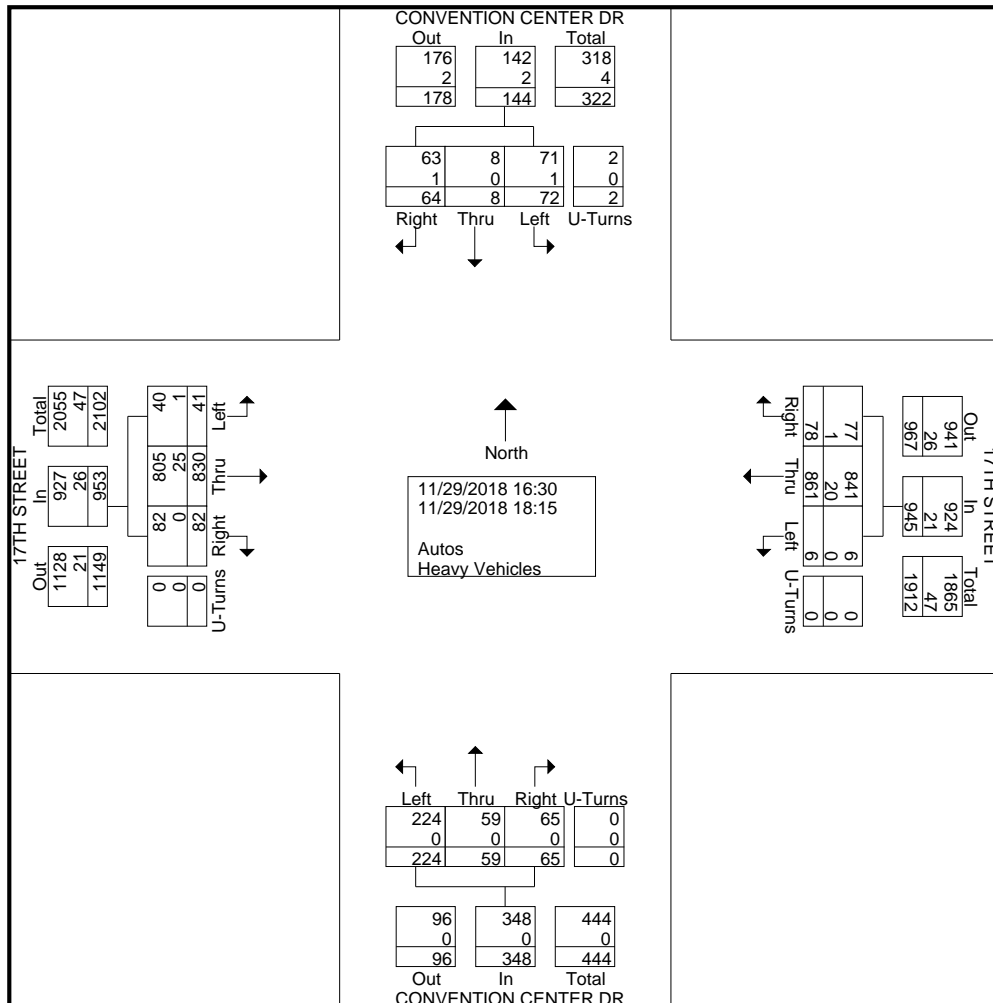
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 9A-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

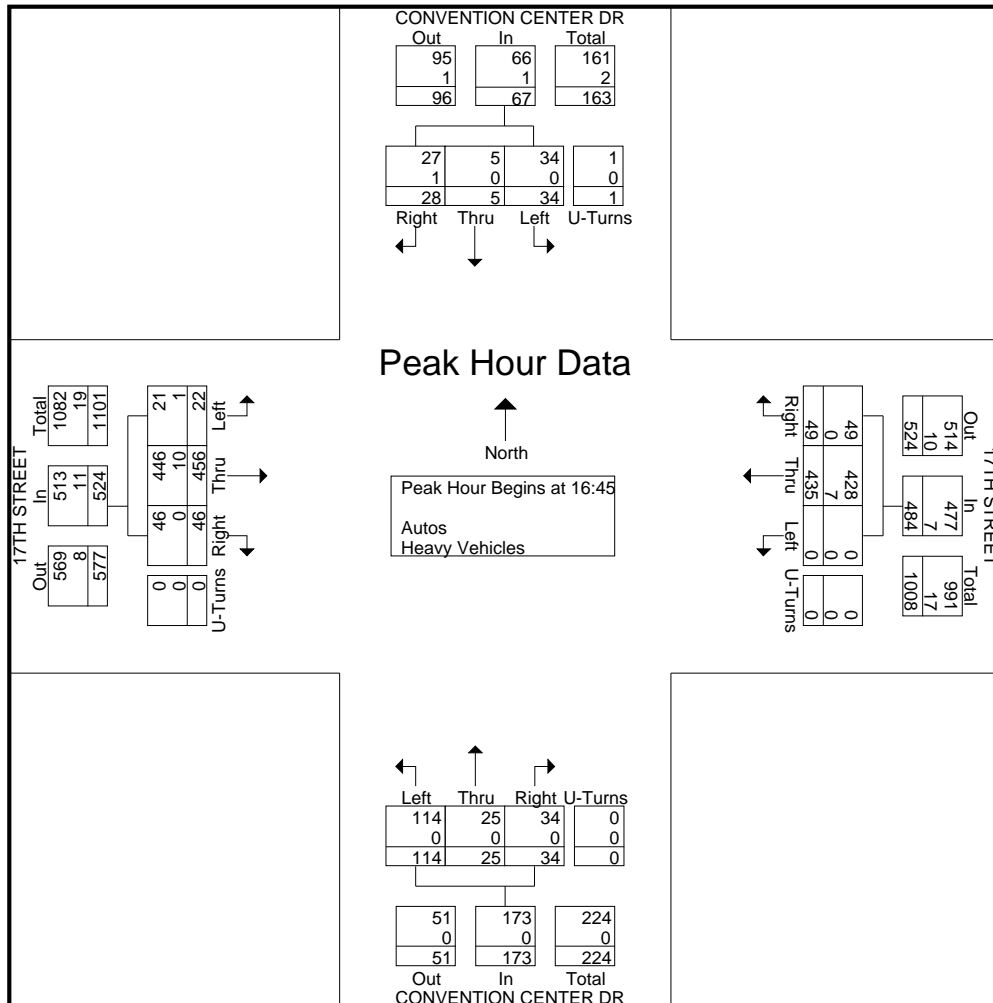
| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 9 | 0 | 11 | 0 | 20 | 9 | 133 | 1 | 0 | 143 | 6 | 9 | 28 | 0 | 43 | 14 | 98 | 7 | 0 | 119 | 325 |
| 16:45 | 5 | 0 | 4 | 1 | 10 | 8 | 108 | 0 | 0 | 116 | 8 | 3 | 19 | 0 | 30 | 8 | 122 | 3 | 0 | 133 | 289 |
| Total | 14 | 0 | 15 | 1 | 30 | 17 | 241 | 1 | 0 | 259 | 14 | 12 | 47 | 0 | 73 | 22 | 220 | 10 | 0 | 252 | 614 |
| 17:00 | 5 | 2 | 8 | 0 | 15 | 17 | 102 | 0 | 0 | 119 | 12 | 10 | 28 | 0 | 50 | 10 | 118 | 5 | 0 | 133 | 317 |
| 17:15 | 6 | 0 | 14 | 0 | 20 | 12 | 103 | 0 | 0 | 115 | 4 | 7 | 34 | 0 | 45 | 10 | 103 | 8 | 0 | 121 | 301 |
| 17:30 | 12 | 3 | 8 | 0 | 23 | 12 | 122 | 0 | 0 | 134 | 10 | 5 | 33 | 0 | 48 | 18 | 113 | 6 | 0 | 137 | 342 |
| 17:45 | 5 | 2 | 10 | 0 | 17 | 5 | 92 | 0 | 0 | 97 | 7 | 4 | 27 | 0 | 38 | 11 | 95 | 4 | 0 | 110 | 262 |
| Total | 28 | 7 | 40 | 0 | 75 | 46 | 419 | 0 | 0 | 465 | 33 | 26 | 122 | 0 | 181 | 49 | 429 | 23 | 0 | 501 | 1222 |
| 18:00 | 9 | 0 | 6 | 0 | 15 | 7 | 100 | 3 | 0 | 110 | 10 | 9 | 25 | 0 | 44 | 5 | 90 | 6 | 0 | 101 | 270 |
| 18:15 | 13 | 1 | 11 | 1 | 26 | 8 | 101 | 2 | 0 | 111 | 8 | 12 | 30 | 0 | 50 | 6 | 91 | 2 | 0 | 99 | 286 |
| Grand Total | 64 | 8 | 72 | 2 | 146 | 78 | 861 | 6 | 0 | 945 | 65 | 59 | 224 | 0 | 348 | 82 | 830 | 41 | 0 | 953 | 2392 |
| Apprch % | 43.8 | 5.5 | 49.3 | 1.4 | | 8.3 | 91.1 | 0.6 | 0 | | 18.7 | 17 | 64.4 | 0 | | 8.6 | 87.1 | 4.3 | 0 | | |
| Total % | 2.7 | 0.3 | 3 | 0.1 | 6.1 | 3.3 | 36 | 0.3 | 0 | 39.5 | 2.7 | 2.5 | 9.4 | 0 | 14.5 | 3.4 | 34.7 | 1.7 | 0 | 39.8 | |
| Autos | 63 | 8 | 71 | 2 | 144 | 77 | 841 | 6 | 0 | 924 | 65 | 59 | 224 | 0 | 348 | 82 | 805 | 40 | 0 | 927 | 2343 |
| % Autos | 98.4 | 100 | 98.6 | 100 | 98.6 | 98.7 | 97.7 | 100 | 0 | 97.8 | 100 | 100 | 100 | 0 | 100 | 100 | 97 | 97.6 | 0 | 97.3 | 98 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.6 | 0 | 1.4 | 0 | 1.4 | 1.3 | 2.3 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2.4 | 0 | 2.7 | 2 |



BEACON SYSTEMS, INC.

File Name : 9A-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 5 | 0 | 4 | 1 | 10 | 8 | 108 | 0 | 0 | 116 | 8 | 3 | 19 | 0 | 30 | 8 | 122 | 3 | 0 | 133 | 289 |
| 17:00 | 5 | 2 | 8 | 0 | 15 | 17 | 102 | 0 | 0 | 119 | 12 | 10 | 28 | 0 | 50 | 10 | 118 | 5 | 0 | 133 | 317 |
| 17:15 | 6 | 0 | 14 | 0 | 20 | 12 | 103 | 0 | 0 | 115 | 4 | 7 | 34 | 0 | 45 | 10 | 103 | 8 | 0 | 121 | 301 |
| 17:30 | 12 | 3 | 8 | 0 | 23 | 12 | 122 | 0 | 0 | 134 | 10 | 5 | 33 | 0 | 48 | 18 | 113 | 6 | 0 | 137 | 342 |
| Total Volume | 28 | 5 | 34 | 1 | 68 | 49 | 435 | 0 | 0 | 484 | 34 | 25 | 114 | 0 | 173 | 46 | 456 | 22 | 0 | 524 | 1249 |
| % App. Total | 41.2 | 7.4 | 50 | 1.5 | | 10.1 | 89.9 | 0 | 0 | | 19.7 | 14.5 | 65.9 | 0 | | 8.8 | 87 | 4.2 | 0 | | |
| PHF | .583 | .417 | .607 | .250 | .739 | .721 | .891 | .000 | .000 | .903 | .708 | .625 | .838 | .000 | .865 | .639 | .934 | .688 | .000 | .956 | .913 |
| Autos | 27 | 5 | 34 | 1 | 67 | 49 | 428 | 0 | 0 | 477 | 34 | 25 | 114 | 0 | 173 | 46 | 446 | 21 | 0 | 513 | 1230 |
| % Autos | 96.4 | 100 | 100 | 100 | 98.5 | 100 | 98.4 | 0 | 0 | 98.6 | 100 | 100 | 100 | 0 | 100 | 100 | 97.8 | 95.5 | 0 | 97.9 | 98.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 3.6 | 0 | 0 | 0 | 1.5 | 0 | 1.6 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 4.5 | 0 | 2.1 | 1.5 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 9B-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 3 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 14 | 15 | 2 | 0 | 0 | 10 | 12 | 0 | 0 | 0 | 1 | 1 | 32 |
| 11:15 | 2 | 0 | 0 | 12 | 14 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 1 | 29 |
| 11:30 | 1 | 0 | 0 | 7 | 8 | 3 | 0 | 0 | 53 | 56 | 1 | 0 | 0 | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:45 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 41 | 43 | 2 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 4 | 4 | 64 |
| Total | 6 | 0 | 0 | 26 | 32 | 6 | 0 | 0 | 118 | 124 | 5 | 0 | 0 | 38 | 43 | 0 | 0 | 0 | 6 | 6 | 205 |
| 12:00 | 1 | 0 | 0 | 7 | 8 | 2 | 0 | 0 | 21 | 23 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 2 | 2 | 39 |
| 12:15 | 2 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 29 | 30 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 1 | 1 | 51 |
| 12:30 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 1 | 25 |
| 12:45 | 2 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 10 | 10 | 2 | 0 | 0 | 6 | 8 | 2 | 0 | 0 | 0 | 2 | 31 |
| Total | 5 | 0 | 0 | 26 | 31 | 3 | 0 | 0 | 71 | 74 | 2 | 0 | 0 | 33 | 35 | 3 | 0 | 0 | 3 | 6 | 146 |
| Grand Total | 11 | 0 | 0 | 52 | 63 | 9 | 0 | 0 | 189 | 198 | 7 | 0 | 0 | 71 | 78 | 3 | 0 | 0 | 9 | 12 | 351 |
| Apprch % | 17.5 | 0 | 0 | 82.5 | | 4.5 | 0 | 0 | 95.5 | | 9 | 0 | 0 | 91 | | 25 | 0 | 0 | 75 | | |
| Total % | 3.1 | 0 | 0 | 14.8 | 17.9 | 2.6 | 0 | 0 | 53.8 | 56.4 | 2 | 0 | 0 | 20.2 | 22.2 | 0.9 | 0 | 0 | 2.6 | 3.4 | |

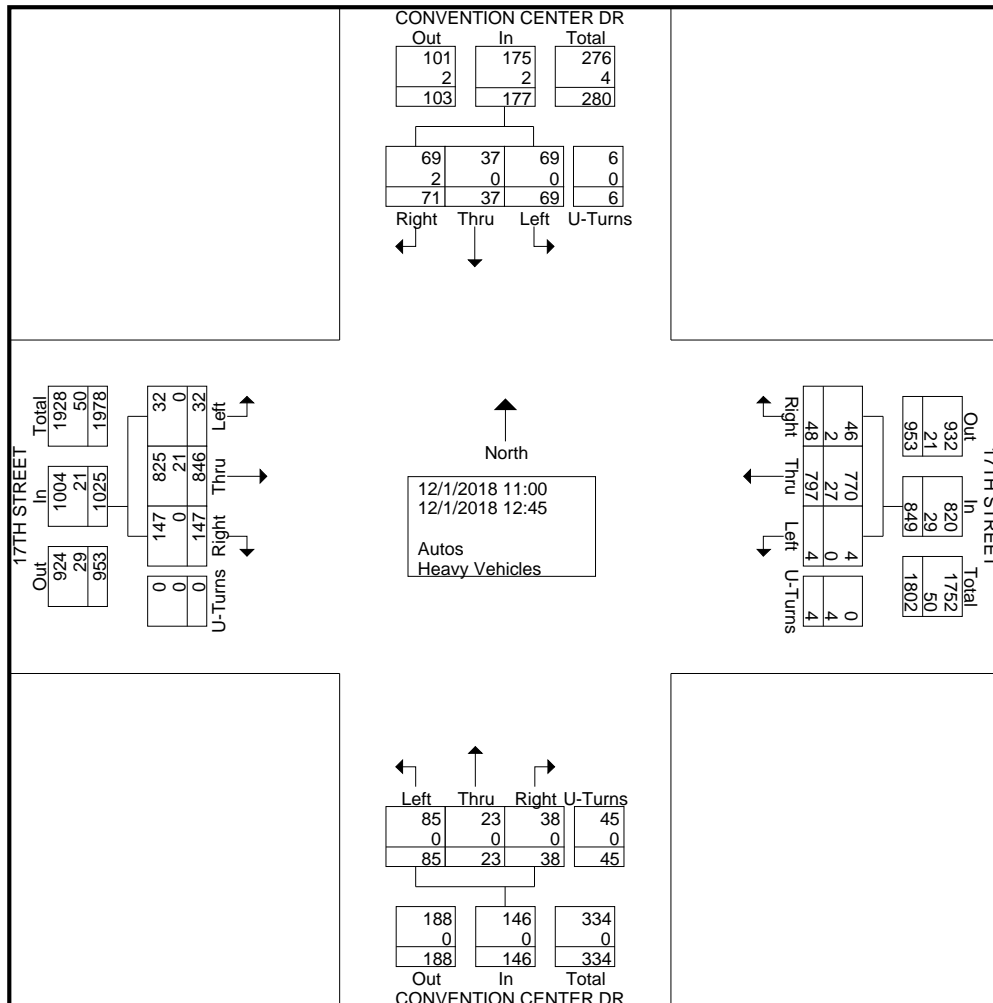
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 9B-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

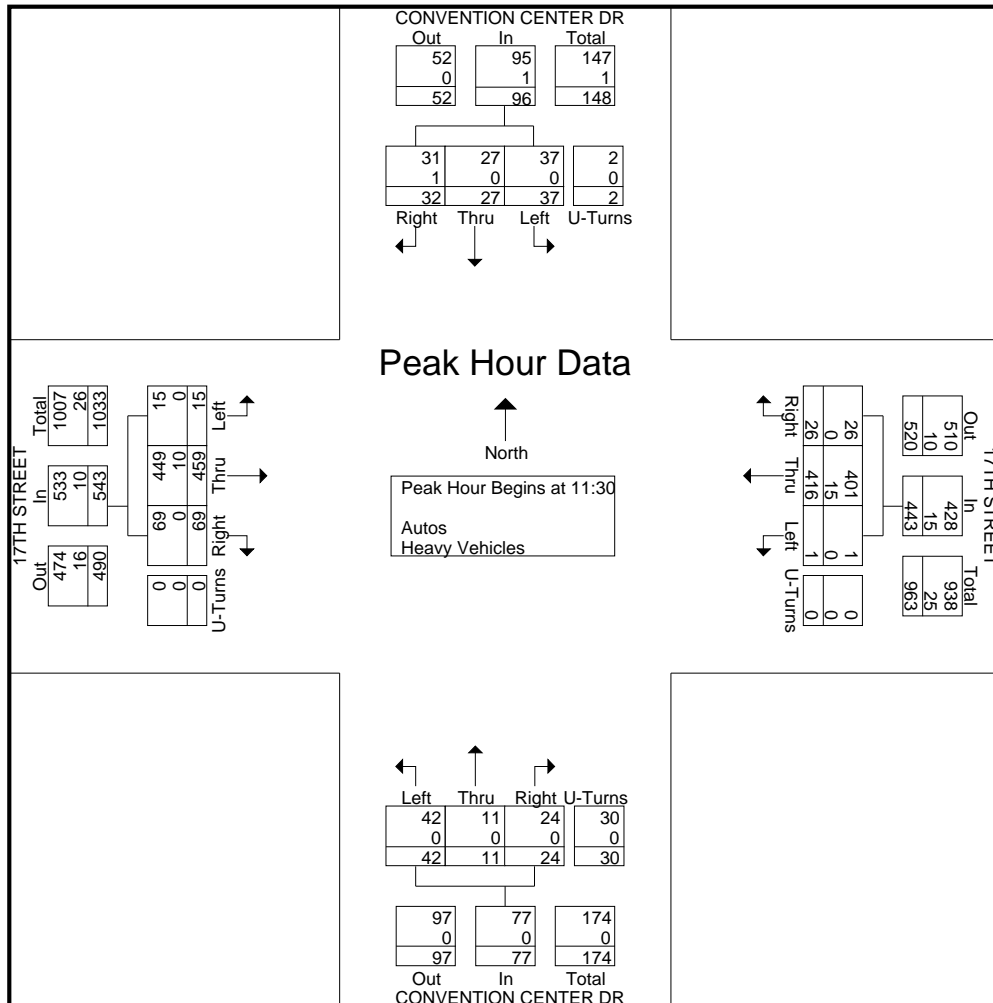
| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--------------------|------------------------------------|-----------|-----------|----------|------------|--------------------------|------------|----------|----------|------------|------------------------------------|-----------|-----------|-----------|------------|--------------------------|------------|-----------|----------|-------------|-------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 5 | 3 | 11 | 1 | 20 | 6 | 88 | 1 | 0 | 95 | 6 | 1 | 6 | 3 | 16 | 15 | 90 | 4 | 0 | 109 | 240 |
| 11:15 | 7 | 2 | 7 | 2 | 18 | 6 | 106 | 0 | 4 | 116 | 2 | 4 | 10 | 8 | 24 | 17 | 83 | 4 | 0 | 104 | 262 |
| 11:30 | 4 | 15 | 7 | 1 | 27 | 9 | 140 | 1 | 0 | 150 | 5 | 4 | 14 | 11 | 34 | 18 | 97 | 3 | 0 | 118 | 329 |
| 11:45 | 11 | 7 | 13 | 0 | 31 | 2 | 93 | 0 | 0 | 95 | 6 | 1 | 8 | 3 | 18 | 21 | 138 | 7 | 0 | 166 | 310 |
| Total | 27 | 27 | 38 | 4 | 96 | 23 | 427 | 2 | 4 | 456 | 19 | 10 | 38 | 25 | 92 | 71 | 408 | 18 | 0 | 497 | 1141 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 9 | 4 | 6 | 1 | 20 | 8 | 92 | 0 | 0 | 100 | 6 | 2 | 6 | 6 | 20 | 12 | 107 | 2 | 0 | 121 | 261 |
| 12:15 | 8 | 1 | 11 | 0 | 20 | 7 | 91 | 0 | 0 | 98 | 7 | 4 | 14 | 10 | 35 | 18 | 117 | 3 | 0 | 138 | 291 |
| 12:30 | 14 | 2 | 4 | 1 | 21 | 6 | 89 | 1 | 0 | 96 | 4 | 4 | 15 | 2 | 25 | 22 | 109 | 8 | 0 | 139 | 281 |
| 12:45 | 13 | 3 | 10 | 0 | 26 | 4 | 98 | 1 | 0 | 103 | 2 | 3 | 12 | 2 | 19 | 24 | 105 | 1 | 0 | 130 | 278 |
| Total | 44 | 10 | 31 | 2 | 87 | 25 | 370 | 2 | 0 | 397 | 19 | 13 | 47 | 20 | 99 | 76 | 438 | 14 | 0 | 528 | 1111 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 71 | 37 | 69 | 6 | 183 | 48 | 797 | 4 | 4 | 853 | 38 | 23 | 85 | 45 | 191 | 147 | 846 | 32 | 0 | 1025 | 2252 |
| Apprch % | 38.8 | 20.2 | 37.7 | 3.3 | | 5.6 | 93.4 | 0.5 | 0.5 | | 19.9 | 12 | 44.5 | 23.6 | | 14.3 | 82.5 | 3.1 | 0 | | |
| Total % | 3.2 | 1.6 | 3.1 | 0.3 | 8.1 | 2.1 | 35.4 | 0.2 | 0.2 | 37.9 | 1.7 | 1 | 3.8 | 2 | 8.5 | 6.5 | 37.6 | 1.4 | 0 | 45.5 | |
| Autos | 69 | 37 | 69 | 6 | 181 | 46 | 770 | 4 | 0 | 820 | 38 | 23 | 85 | 45 | 191 | 147 | 825 | 32 | 0 | 1004 | 2196 |
| % Autos | 97.2 | 100 | 100 | 100 | 98.9 | 95.8 | 96.6 | 100 | 0 | 96.1 | 100 | 100 | 100 | 100 | 100 | 100 | 97.5 | 100 | 0 | 98 | 97.5 |
| | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 2.8 | 0 | 0 | 0 | 1.1 | 4.2 | 3.4 | 0 | 100 | 3.9 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 2 | 2.5 |



BEACON SYSTEMS, INC.

File Name : 9B-Convention Center & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | CONVENTION CENTER DR From North | | | | | 17TH STREET From East | | | | | CONVENTION CENTER DR From South | | | | | 17TH STREET From West | | | | | Int. Total |
|--|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 4 | 15 | 7 | 1 | 27 | 9 | 140 | 1 | 0 | 150 | 5 | 4 | 14 | 11 | 34 | 18 | 97 | 3 | 0 | 118 | 329 |
| 11:45 | 11 | 7 | 13 | 0 | 31 | 2 | 93 | 0 | 0 | 95 | 6 | 1 | 8 | 3 | 18 | 21 | 138 | 7 | 0 | 166 | 310 |
| 12:00 | 9 | 4 | 6 | 1 | 20 | 8 | 92 | 0 | 0 | 100 | 6 | 2 | 6 | 6 | 20 | 12 | 107 | 2 | 0 | 121 | 261 |
| 12:15 | 8 | 1 | 11 | 0 | 20 | 7 | 91 | 0 | 0 | 98 | 7 | 4 | 14 | 10 | 35 | 18 | 117 | 3 | 0 | 138 | 291 |
| Total Volume | 32 | 27 | 37 | 2 | 98 | 26 | 416 | 1 | 0 | 443 | 24 | 11 | 42 | 30 | 107 | 69 | 459 | 15 | 0 | 543 | 1191 |
| % App. Total | 32.7 | 27.6 | 37.8 | 2 | | 5.9 | 93.9 | 0.2 | 0 | | 22.4 | 10.3 | 39.3 | 28 | | 12.7 | 84.5 | 2.8 | 0 | | |
| PHF | .727 | .450 | .712 | .500 | .790 | .722 | .743 | .250 | .000 | .738 | .857 | .688 | .750 | .682 | .764 | .821 | .832 | .536 | .000 | .818 | .905 |
| Autos | 31 | 27 | 37 | 2 | 97 | 26 | 401 | 1 | 0 | 428 | 24 | 11 | 42 | 30 | 107 | 69 | 449 | 15 | 0 | 533 | 1165 |
| % Autos | 96.9 | 100 | 100 | 100 | 99.0 | 100 | 96.4 | 100 | 0 | 96.6 | 100 | 100 | 100 | 100 | 100 | 100 | 97.8 | 100 | 0 | 98.2 | 97.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 3.1 | 0 | 0 | 0 | 1.0 | 0 | 3.6 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 0 | 1.8 | 2.2 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 10A-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 16:30 | 2 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 11 | 11 | 4 | 0 | 0 | 15 | 19 | 9 | 0 | 0 | 17 | 26 | 62 |
| 16:45 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 26 | 26 | 7 | 0 | 0 | 14 | 21 | 58 |
| Total | 3 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | 16 | 16 | 4 | 0 | 0 | 41 | 45 | 16 | 0 | 0 | 31 | 47 | 120 |
| 17:00 | 1 | 0 | 0 | 10 | 11 | 0 | 0 | 0 | 10 | 10 | 3 | 0 | 0 | 19 | 22 | 7 | 0 | 0 | 16 | 23 | 66 |
| 17:15 | 1 | 0 | 0 | 16 | 17 | 0 | 0 | 0 | 20 | 20 | 3 | 0 | 0 | 26 | 29 | 6 | 0 | 0 | 5 | 11 | 77 |
| 17:30 | 2 | 0 | 0 | 7 | 9 | 1 | 0 | 0 | 21 | 22 | 4 | 0 | 0 | 21 | 25 | 4 | 0 | 0 | 20 | 24 | 80 |
| 17:45 | 2 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 16 | 16 | 3 | 0 | 0 | 5 | 8 | 43 |
| Total | 6 | 0 | 0 | 39 | 45 | 1 | 0 | 0 | 62 | 63 | 10 | 0 | 0 | 82 | 92 | 20 | 0 | 0 | 46 | 66 | 266 |
| 18:00 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 15 | 15 | 2 | 0 | 0 | 17 | 19 | 1 | 0 | 0 | 6 | 7 | 46 |
| 18:15 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 10 | 10 | 2 | 0 | 0 | 9 | 11 | 30 |
| Grand Total | 9 | 0 | 0 | 59 | 68 | 1 | 0 | 0 | 96 | 97 | 16 | 0 | 0 | 150 | 166 | 39 | 0 | 0 | 92 | 131 | 462 |
| Apprch % | 13.2 | 0 | 0 | 86.8 | | 1 | 0 | 0 | 99 | | 9.6 | 0 | 0 | 90.4 | | 29.8 | 0 | 0 | 70.2 | | |
| Total % | 1.9 | 0 | 0 | 12.8 | 14.7 | 0.2 | 0 | 0 | 20.8 | 21 | 3.5 | 0 | 0 | 32.5 | 35.9 | 8.4 | 0 | 0 | 19.9 | 28.4 | |

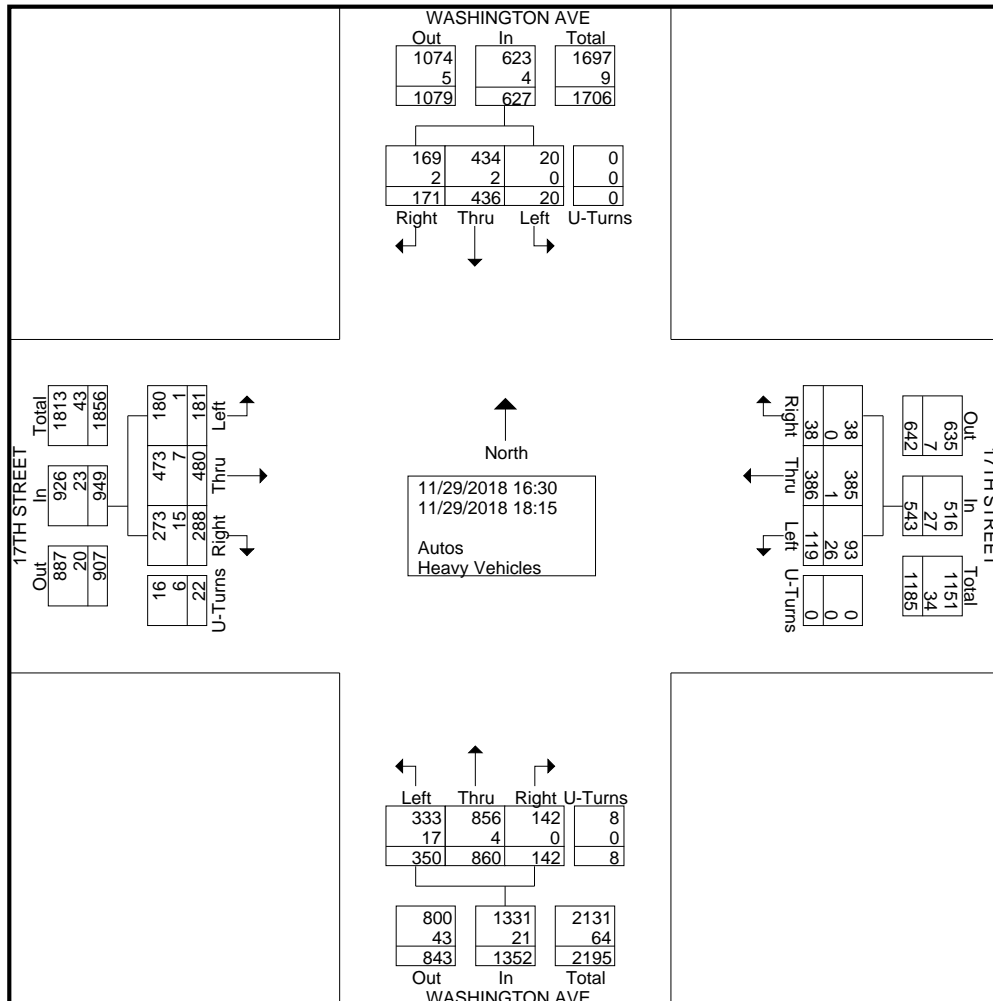
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 10A-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total | |
|-------------------------|------------------------------|-------------|------------|----------|-------------|--------------------------|-------------|-------------|----------|-------------|------------------------------|-------------|-------------|------------|-------------|--------------------------|-------------|-------------|-------------|-------------|-------------|--|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | | |
| 16:30 | 23 | 45 | 2 | 0 | 70 | 7 | 63 | 20 | 0 | 90 | 21 | 98 | 62 | 3 | 184 | 40 | 71 | 24 | 6 | 141 | 485 | |
| 16:45 | 21 | 52 | 2 | 0 | 75 | 3 | 61 | 12 | 0 | 76 | 25 | 103 | 46 | 0 | 174 | 36 | 58 | 20 | 11 | 125 | 450 | |
| Total | 44 | 97 | 4 | 0 | 145 | 10 | 124 | 32 | 0 | 166 | 46 | 201 | 108 | 3 | 358 | 76 | 129 | 44 | 17 | 266 | 935 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 29 | 58 | 4 | 0 | 91 | 5 | 44 | 15 | 0 | 64 | 21 | 113 | 44 | 2 | 180 | 42 | 69 | 27 | 1 | 139 | 474 | |
| 17:15 | 20 | 62 | 2 | 0 | 84 | 7 | 36 | 16 | 0 | 59 | 14 | 127 | 50 | 0 | 191 | 33 | 63 | 29 | 1 | 126 | 460 | |
| 17:30 | 21 | 54 | 1 | 0 | 76 | 2 | 47 | 15 | 0 | 64 | 21 | 122 | 48 | 0 | 191 | 33 | 64 | 17 | 1 | 115 | 446 | |
| 17:45 | 19 | 53 | 3 | 0 | 75 | 5 | 35 | 14 | 0 | 54 | 11 | 110 | 39 | 0 | 160 | 35 | 58 | 29 | 1 | 123 | 412 | |
| Total | 89 | 227 | 10 | 0 | 326 | 19 | 162 | 60 | 0 | 241 | 67 | 472 | 181 | 2 | 722 | 143 | 254 | 102 | 4 | 503 | 1792 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 19 | 70 | 3 | 0 | 92 | 7 | 58 | 14 | 0 | 79 | 12 | 116 | 21 | 0 | 149 | 35 | 45 | 19 | 0 | 99 | 419 | |
| 18:15 | 19 | 42 | 3 | 0 | 64 | 2 | 42 | 13 | 0 | 57 | 17 | 71 | 40 | 3 | 131 | 34 | 52 | 16 | 1 | 103 | 355 | |
| Grand Total | 171 | 436 | 20 | 0 | 627 | 38 | 386 | 119 | 0 | 543 | 142 | 860 | 350 | 8 | 1360 | 288 | 480 | 181 | 22 | 971 | 3501 | |
| Apprch % | 27.3 | 69.5 | 3.2 | 0 | | 7 | 71.1 | 21.9 | 0 | | 10.4 | 63.2 | 25.7 | 0.6 | | 29.7 | 49.4 | 18.6 | 2.3 | | | |
| Total % | 4.9 | 12.5 | 0.6 | 0 | 17.9 | 1.1 | 11 | 3.4 | 0 | 15.5 | 4.1 | 24.6 | 10 | 0.2 | 38.8 | 8.2 | 13.7 | 5.2 | 0.6 | 27.7 | | |
| Autos | 169 | 434 | 20 | 0 | 623 | 38 | 385 | 93 | 0 | 516 | 142 | 856 | 333 | 8 | 1339 | 273 | 473 | 180 | 16 | 942 | 3420 | |
| % Autos | 98.8 | 99.5 | 100 | 0 | 99.4 | 100 | 99.7 | 78.2 | 0 | 95 | 100 | 99.5 | 95.1 | 100 | 98.5 | 94.8 | 98.5 | 99.4 | 72.7 | 97 | 97.7 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.2 | 0.5 | 0 | 0 | 0.6 | 0 | 0.3 | 21.8 | 0 | 5 | 0 | 0.5 | 4.9 | 0 | 1.5 | 5.2 | 1.5 | 0.6 | 27.3 | 3 | 2.3 | |

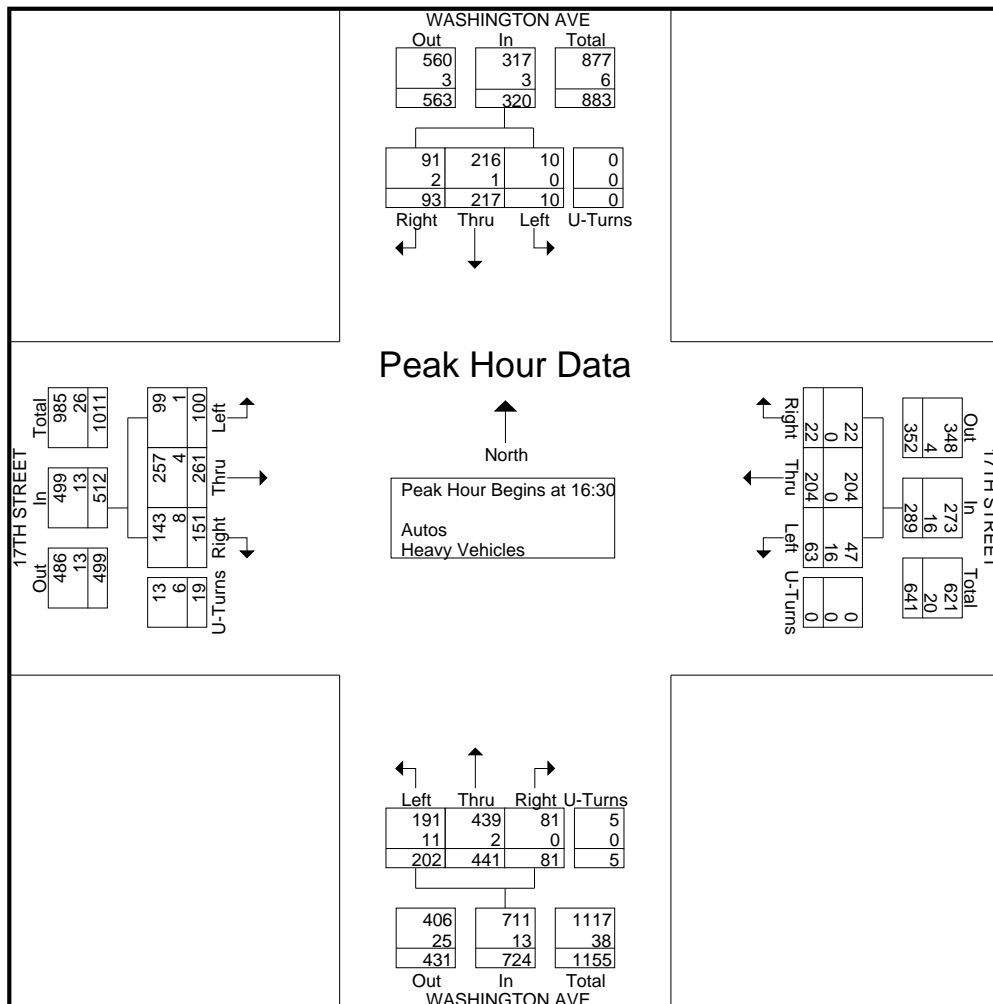


BEACON SYSTEMS, INC.

File Name : 10A-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 2

| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|---------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|---------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 16:30 | 23 | 45 | 2 | 0 | 70 | 7 | 63 | 20 | 0 | 90 | 21 | 98 | 62 | 3 | 184 | 40 | 71 | 24 | 6 | 141 | 485 |
| 16:45 | 21 | 52 | 2 | 0 | 75 | 3 | 61 | 12 | 0 | 76 | 25 | 103 | 46 | 0 | 174 | 36 | 58 | 20 | 11 | 125 | 450 |
| 17:00 | 29 | 58 | 4 | 0 | 91 | 5 | 44 | 15 | 0 | 64 | 21 | 113 | 44 | 2 | 180 | 42 | 69 | 27 | 1 | 139 | 474 |
| 17:15 | 20 | 62 | 2 | 0 | 84 | 7 | 36 | 16 | 0 | 59 | 14 | 127 | 50 | 0 | 191 | 33 | 63 | 29 | 1 | 126 | 460 |
| Total Volume | 93 | 217 | 10 | 0 | 320 | 22 | 204 | 63 | 0 | 289 | 81 | 441 | 202 | 5 | 729 | 151 | 261 | 100 | 19 | 531 | 1869 |
| % App. Total | 29.1 | 67.8 | 3.1 | 0 | | 7.6 | 70.6 | 21.8 | 0 | | 11.1 | 60.5 | 27.7 | 0.7 | | 28.4 | 49.2 | 18.8 | 3.6 | | |
| PHF | .802 | .875 | .625 | .000 | .879 | .786 | .810 | .788 | .000 | .803 | .810 | .868 | .815 | .417 | .954 | .899 | .919 | .862 | .432 | .941 | .963 |
| Autos | 91 | 216 | 10 | 0 | 317 | 22 | 204 | 47 | 0 | 273 | 81 | 439 | 191 | 5 | 716 | 143 | 257 | 99 | 13 | 512 | 1818 |
| % Autos | 97.8 | 99.5 | 100 | 0 | 99.1 | 100 | 100 | 74.6 | 0 | 94.5 | 100 | 99.5 | 94.6 | 100 | 98.2 | 94.7 | 98.5 | 99.0 | 68.4 | 96.4 | 97.3 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 2.2 | 0.5 | 0 | 0 | 0.9 | 0 | 0 | 25.4 | 0 | 5.5 | 0 | 0.5 | 5.4 | 0 | 1.8 | 5.3 | 1.5 | 1.0 | 31.6 | 3.6 | 2.7 |

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:30



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 10B-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|-------------|------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------------------------|---|---|------|------------|--------------------------|---|---|------|------------|------------|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | |
| 11:00 | 1 | 0 | 0 | 17 | 18 | 0 | 0 | 0 | 15 | 15 | 1 | 0 | 0 | 33 | 34 | 1 | 0 | 0 | 27 | 28 | 95 |
| 11:15 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 21 | 21 | 0 | 0 | 0 | 24 | 24 | 6 | 0 | 0 | 24 | 30 | 90 |
| 11:30 | 1 | 0 | 0 | 11 | 12 | 1 | 0 | 0 | 18 | 19 | 3 | 0 | 0 | 28 | 31 | 4 | 0 | 0 | 14 | 18 | 80 |
| 11:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 6 | 3 | 0 | 0 | 20 | 23 | 2 | 0 | 0 | 12 | 14 | 44 |
| Total | 2 | 0 | 0 | 44 | 46 | 1 | 0 | 0 | 60 | 61 | 7 | 0 | 0 | 105 | 112 | 13 | 0 | 0 | 77 | 90 | 309 |
| 12:00 | 0 | 0 | 0 | 14 | 14 | 2 | 0 | 0 | 20 | 22 | 2 | 0 | 0 | 33 | 35 | 1 | 0 | 0 | 18 | 19 | 90 |
| 12:15 | 2 | 0 | 0 | 9 | 11 | 1 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 22 | 22 | 3 | 0 | 0 | 31 | 34 | 74 |
| 12:30 | 1 | 0 | 0 | 18 | 19 | 0 | 0 | 0 | 13 | 13 | 2 | 0 | 0 | 23 | 25 | 0 | 0 | 0 | 21 | 21 | 78 |
| 12:45 | 0 | 0 | 0 | 13 | 13 | 2 | 0 | 0 | 12 | 14 | 5 | 0 | 0 | 40 | 45 | 3 | 0 | 0 | 16 | 19 | 91 |
| Total | 3 | 0 | 0 | 54 | 57 | 5 | 0 | 0 | 51 | 56 | 9 | 0 | 0 | 118 | 127 | 7 | 0 | 0 | 86 | 93 | 333 |
| Grand Total | 5 | 0 | 0 | 98 | 103 | 6 | 0 | 0 | 111 | 117 | 16 | 0 | 0 | 223 | 239 | 20 | 0 | 0 | 163 | 183 | 642 |
| Apprch % | 4.9 | 0 | 0 | 95.1 | | 5.1 | 0 | 0 | 94.9 | | 6.7 | 0 | 0 | 93.3 | | 10.9 | 0 | 0 | 89.1 | | |
| Total % | 0.8 | 0 | 0 | 15.3 | 16 | 0.9 | 0 | 0 | 17.3 | 18.2 | 2.5 | 0 | 0 | 34.7 | 37.2 | 3.1 | 0 | 0 | 25.4 | 28.5 | |

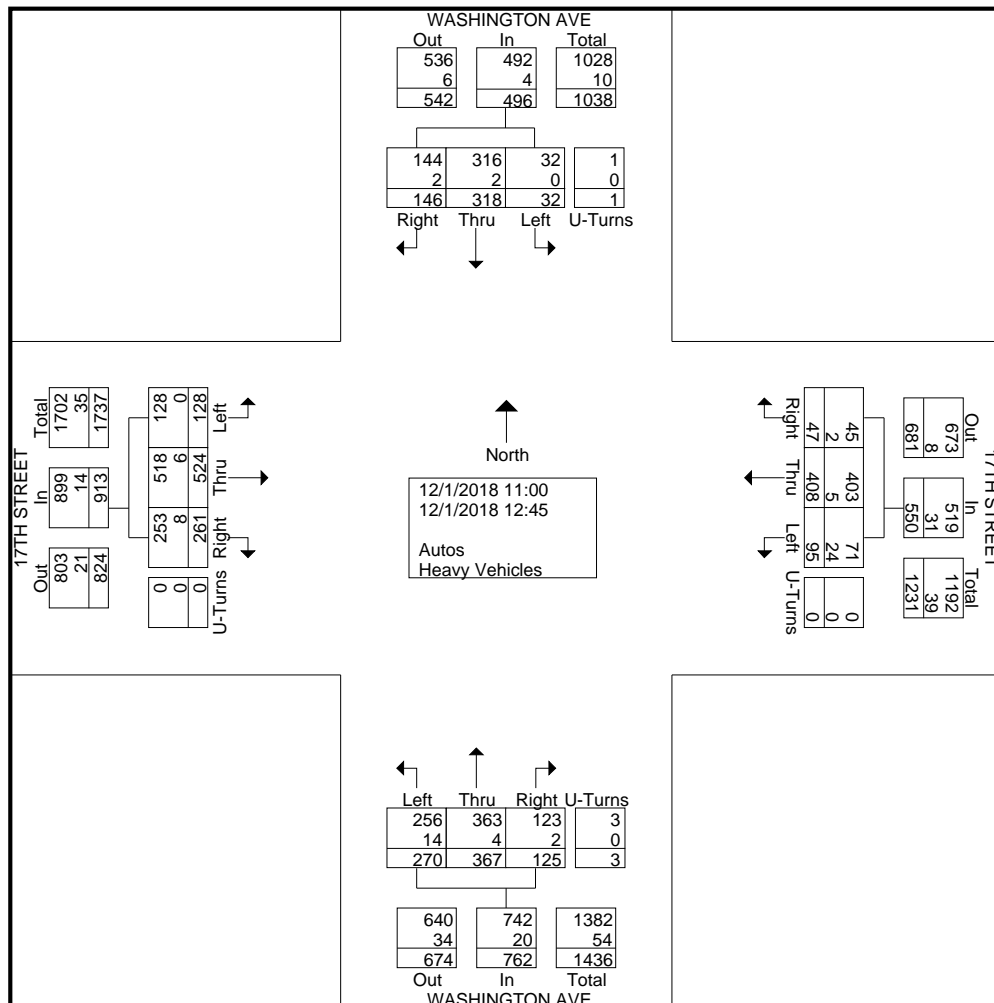
BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 10B-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

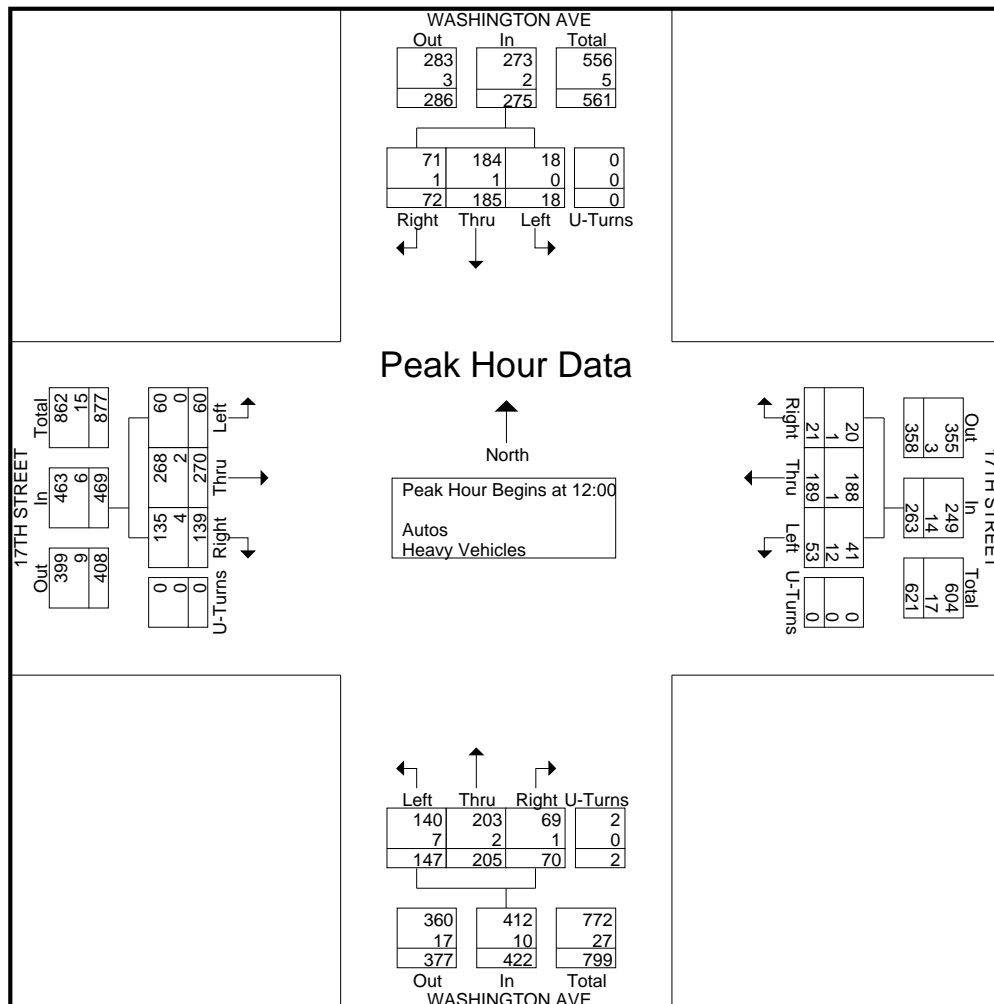
| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------------------------|------|------|---------|------------|--------------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 11:00 | 17 | 25 | 3 | 0 | 45 | 5 | 58 | 10 | 0 | 73 | 11 | 29 | 26 | 0 | 66 | 24 | 74 | 19 | 0 | 117 | 301 |
| 11:15 | 22 | 37 | 3 | 0 | 62 | 7 | 50 | 12 | 0 | 69 | 9 | 44 | 40 | 0 | 93 | 26 | 43 | 15 | 0 | 84 | 308 |
| 11:30 | 20 | 40 | 4 | 1 | 65 | 7 | 64 | 7 | 0 | 78 | 18 | 38 | 35 | 0 | 91 | 31 | 52 | 11 | 0 | 94 | 328 |
| 11:45 | 15 | 31 | 4 | 0 | 50 | 7 | 47 | 13 | 0 | 67 | 17 | 51 | 22 | 1 | 91 | 41 | 85 | 23 | 0 | 149 | 357 |
| Total | 74 | 133 | 14 | 1 | 222 | 26 | 219 | 42 | 0 | 287 | 55 | 162 | 123 | 1 | 341 | 122 | 254 | 68 | 0 | 444 | 1294 |
| 12:00 | 16 | 49 | 4 | 0 | 69 | 4 | 44 | 17 | 0 | 65 | 14 | 46 | 37 | 0 | 97 | 31 | 64 | 18 | 0 | 113 | 344 |
| 12:15 | 19 | 41 | 8 | 0 | 68 | 3 | 41 | 10 | 0 | 54 | 19 | 58 | 38 | 1 | 116 | 37 | 79 | 14 | 0 | 130 | 368 |
| 12:30 | 20 | 48 | 3 | 0 | 71 | 9 | 54 | 11 | 0 | 74 | 18 | 44 | 29 | 0 | 91 | 32 | 74 | 13 | 0 | 119 | 355 |
| 12:45 | 17 | 47 | 3 | 0 | 67 | 5 | 50 | 15 | 0 | 70 | 19 | 57 | 43 | 1 | 120 | 39 | 53 | 15 | 0 | 107 | 364 |
| Total | 72 | 185 | 18 | 0 | 275 | 21 | 189 | 53 | 0 | 263 | 70 | 205 | 147 | 2 | 424 | 139 | 270 | 60 | 0 | 469 | 1431 |
| Grand Total | 146 | 318 | 32 | 1 | 497 | 47 | 408 | 95 | 0 | 550 | 125 | 367 | 270 | 3 | 765 | 261 | 524 | 128 | 0 | 913 | 2725 |
| Apprch % | 29.4 | 64 | 6.4 | 0.2 | | 8.5 | 74.2 | 17.3 | 0 | | 16.3 | 48 | 35.3 | 0.4 | | 28.6 | 57.4 | 14 | 0 | | |
| Total % | 5.4 | 11.7 | 1.2 | 0 | 18.2 | 1.7 | 15 | 3.5 | 0 | 20.2 | 4.6 | 13.5 | 9.9 | 0.1 | 28.1 | 9.6 | 19.2 | 4.7 | 0 | 33.5 | |
| Autos | 144 | 316 | 32 | 1 | 493 | 45 | 403 | 71 | 0 | 519 | 123 | 363 | 256 | 3 | 745 | 253 | 518 | 128 | 0 | 899 | 2656 |
| % Autos | 98.6 | 99.4 | 100 | 100 | 99.2 | 95.7 | 98.8 | 74.7 | 0 | 94.4 | 98.4 | 98.9 | 94.8 | 100 | 97.4 | 96.9 | 98.9 | 100 | 0 | 98.5 | 97.5 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.4 | 0.6 | 0 | 0 | 0.8 | 4.3 | 1.2 | 25.3 | 0 | 5.6 | 1.6 | 1.1 | 5.2 | 0 | 2.6 | 3.1 | 1.1 | 0 | 0 | 1.5 | 2.5 |



BEACON SYSTEMS, INC.

File Name : 10B-Washington Ave & 17th St
 Site Code : 00000000
 Start Date : 12/1/2018
 Page No : 2

| Start Time | WASHINGTON AVE From North | | | | | 17TH STREET From East | | | | | WASHINGTON AVE From South | | | | | 17TH STREET From West | | | | | Int. Total |
|------------------|---------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|---------------------------|------|------|---------|------------|-----------------------|------|------|---------|------------|------------|
| | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | |
| 12:00 | 16 | 49 | 4 | 0 | 69 | 4 | 44 | 17 | 0 | 65 | 14 | 46 | 37 | 0 | 97 | 31 | 64 | 18 | 0 | 113 | 344 |
| 12:15 | 19 | 41 | 8 | 0 | 68 | 3 | 41 | 10 | 0 | 54 | 19 | 58 | 38 | 1 | 116 | 37 | 79 | 14 | 0 | 130 | 368 |
| 12:30 | 20 | 48 | 3 | 0 | 71 | 9 | 54 | 11 | 0 | 74 | 18 | 44 | 29 | 0 | 91 | 32 | 74 | 13 | 0 | 119 | 355 |
| 12:45 | 17 | 47 | 3 | 0 | 67 | 5 | 50 | 15 | 0 | 70 | 19 | 57 | 43 | 1 | 120 | 39 | 53 | 15 | 0 | 107 | 364 |
| Total Volume | 72 | 185 | 18 | 0 | 275 | 21 | 189 | 53 | 0 | 263 | 70 | 205 | 147 | 2 | 424 | 139 | 270 | 60 | 0 | 469 | 1431 |
| % App. Total | 26.2 | 67.3 | 6.5 | 0 | | 8 | 71.9 | 20.2 | 0 | | 16.5 | 48.3 | 34.7 | 0.5 | | 29.6 | 57.6 | 12.8 | 0 | | |
| PHF | .900 | .944 | .563 | .000 | .968 | .583 | .875 | .779 | .000 | .889 | .921 | .884 | .855 | .500 | .883 | .891 | .854 | .833 | .000 | .902 | .972 |
| Autos | 71 | 184 | 18 | 0 | 273 | 20 | 188 | 41 | 0 | 249 | 69 | 203 | 140 | 2 | 414 | 135 | 268 | 60 | 0 | 463 | 1399 |
| % Autos | 98.6 | 99.5 | 100 | 0 | 99.3 | 95.2 | 99.5 | 77.4 | 0 | 94.7 | 98.6 | 99.0 | 95.2 | 100 | 97.6 | 97.1 | 99.3 | 100 | 0 | 98.7 | 97.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.4 | 0.5 | 0 | 0 | 0.7 | 4.8 | 0.5 | 22.6 | 0 | 5.3 | 1.4 | 1.0 | 4.8 | 0 | 2.4 | 2.9 | 0.7 | 0 | 0 | 1.3 | 2.2 |



BEACON SYSTEMS, INC.

CLIENT : Terra Group
 JOB NO : 20475
 PROJECT: Miami Beach
 COUNTY : Miami-Dade

File Name : 1A-N Michigan Ave & Alton Rd
 Site Code : 00000000
 Start Date : 11/29/2018
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | MICHIGAN AVE From North | | | | | ALTON RD From East | | | | | MICHIGAN AVE From South | | | | | ALTON RD From West | | | | | Int. Total | | | | | |
|---------------|----------------------------|---|---|------|------------|-----------------------|---|---|------|------------|----------------------------|---|---|------|------------|-----------------------|---|---|------|------------|------------|--|--|--|--|----|
| | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | Bikes | | | Peds | App. Total | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | | | | | | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | | | | | | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 1 | | | | | | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | | | | | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | | | | | | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | | | | | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 4 | 4 | | | | | | 10 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 0 | 0 | 83.3 | | 0 | 0 | 0 | 100 | | | | | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 50 | 60 | 0 | 0 | 0 | 40 | 40 | | | | | | |

APPENDIX C – PEAK SEASON CORRECTION FACTOR

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

| WEEK | DATES | SF | MOCF: 0.99 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2017 - 01/07/2017 | 0.99 | 1.00 |
| 2 | 01/08/2017 - 01/14/2017 | 1.01 | 1.02 |
| 3 | 01/15/2017 - 01/21/2017 | 1.02 | 1.03 |
| 4 | 01/22/2017 - 01/28/2017 | 1.01 | 1.02 |
| 5 | 01/29/2017 - 02/04/2017 | 1.01 | 1.02 |
| 6 | 02/05/2017 - 02/11/2017 | 1.00 | 1.01 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.99 | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.99 | 1.00 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.99 | 1.00 |
| *10 | 03/05/2017 - 03/11/2017 | 0.99 | 1.00 |
| *11 | 03/12/2017 - 03/18/2017 | 0.99 | 1.00 |
| *12 | 03/19/2017 - 03/25/2017 | 0.99 | 1.00 |
| *13 | 03/26/2017 - 04/01/2017 | 0.99 | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.98 | 0.99 |
| *15 | 04/09/2017 - 04/15/2017 | 0.98 | 0.99 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | 0.99 |
| *17 | 04/23/2017 - 04/29/2017 | 0.99 | 1.00 |
| *18 | 04/30/2017 - 05/06/2017 | 0.99 | 1.00 |
| *19 | 05/07/2017 - 05/13/2017 | 1.00 | 1.01 |
| 20 | 05/14/2017 - 05/20/2017 | 1.00 | 1.01 |
| 21 | 05/21/2017 - 05/27/2017 | 1.00 | 1.01 |
| 22 | 05/28/2017 - 06/03/2017 | 1.00 | 1.01 |
| 23 | 06/04/2017 - 06/10/2017 | 1.00 | 1.01 |
| 24 | 06/11/2017 - 06/17/2017 | 1.00 | 1.01 |
| 25 | 06/18/2017 - 06/24/2017 | 1.00 | 1.01 |
| 26 | 06/25/2017 - 07/01/2017 | 1.01 | 1.02 |
| 27 | 07/02/2017 - 07/08/2017 | 1.02 | 1.03 |
| 28 | 07/09/2017 - 07/15/2017 | 1.02 | 1.03 |
| 29 | 07/16/2017 - 07/22/2017 | 1.03 | 1.04 |
| 30 | 07/23/2017 - 07/29/2017 | 1.03 | 1.04 |
| 31 | 07/30/2017 - 08/05/2017 | 1.02 | 1.03 |
| 32 | 08/06/2017 - 08/12/2017 | 1.02 | 1.03 |
| 33 | 08/13/2017 - 08/19/2017 | 1.01 | 1.02 |
| 34 | 08/20/2017 - 08/26/2017 | 1.01 | 1.02 |
| 35 | 08/27/2017 - 09/02/2017 | 1.02 | 1.03 |
| 36 | 09/03/2017 - 09/09/2017 | 1.02 | 1.03 |
| 37 | 09/10/2017 - 09/16/2017 | 1.03 | 1.04 |
| 38 | 09/17/2017 - 09/23/2017 | 1.03 | 1.04 |
| 39 | 09/24/2017 - 09/30/2017 | 1.02 | 1.03 |
| 40 | 10/01/2017 - 10/07/2017 | 1.02 | 1.03 |
| 41 | 10/08/2017 - 10/14/2017 | 1.01 | 1.02 |
| 42 | 10/15/2017 - 10/21/2017 | 1.00 | 1.01 |
| 43 | 10/22/2017 - 10/28/2017 | 1.00 | 1.01 |
| 44 | 10/29/2017 - 11/04/2017 | 1.01 | 1.02 |
| 45 | 11/05/2017 - 11/11/2017 | 1.01 | 1.02 |
| 46 | 11/12/2017 - 11/18/2017 | 1.01 | 1.02 |
| 47 | 11/19/2017 - 11/25/2017 | 1.01 | 1.02 |
| 48 | 11/26/2017 - 12/02/2017 | 1.00 | 1.01 |
| 49 | 12/03/2017 - 12/09/2017 | 1.00 | 1.01 |
| 50 | 12/10/2017 - 12/16/2017 | 0.99 | 1.00 |
| 51 | 12/17/2017 - 12/23/2017 | 0.99 | 1.00 |
| 52 | 12/24/2017 - 12/30/2017 | 1.01 | 1.02 |
| 53 | 12/31/2017 - 12/31/2017 | 1.02 | 1.03 |

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8701_PKSEASON.TXT

APPENDIX D – GROWTH FACTOR ANALYSIS

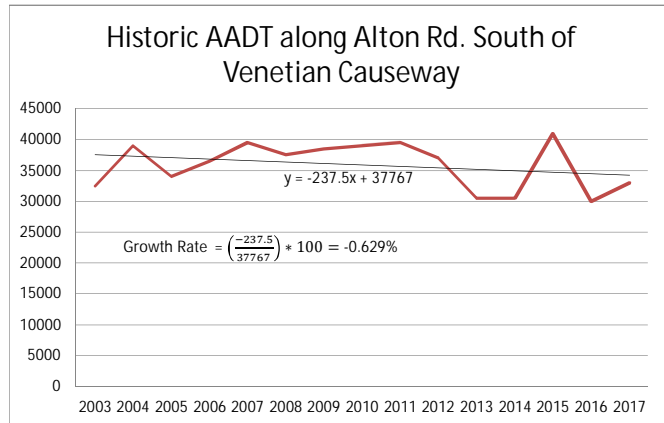
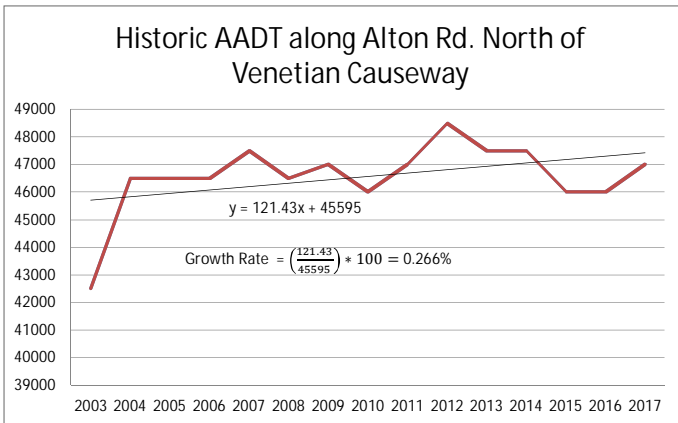
Growth Rate Based on Historical AADT

| Historic AADT along Alton Rd. North of Venetian Causeway (Station 1) | | | | | | | |
|--|-------|-----------|-------------|-------------|-----------|----------|----------|
| Source: Florida Traffic Online (https://tdaappsprod.dot.state.fl.us/fto/) | | | | | | | |
| YEAR | AADT | DIRECTION | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
| 1 2003 | 42500 | C | N 20500 | S 22000 | 8.8 | 53.4 | 4.8 |
| 2 2004 | 46500 | C | N 22500 | S 24000 | 9 | 53.3 | 5.3 |
| 3 2005 | 46500 | F | N 22500 | S 24000 | 8.8 | 53.8 | 5.3 |
| 4 2006 | 46500 | C | N 23000 | S 23500 | 7.97 | 54.22 | 3 |
| 5 2007 | 47500 | C | N 23000 | S 24500 | 8.01 | 54.34 | 2.2 |
| 6 2008 | 46500 | C | N 23000 | S 23500 | 9.09 | 55.75 | 2.1 |
| 7 2009 | 47000 | C | N 23500 | S 23500 | 8.99 | 53.24 | 3.9 |
| 8 2010 | 46000 | C | N 23000 | S 23000 | 8.98 | 54.08 | 3.5 |
| 9 2011 | 47000 | C | N 22500 | S 24500 | 9 | 55.1 | 3.5 |
| 10 2012 | 48500 | C | N 22500 | S 26000 | 9 | 55.7 | 2.5 |
| 11 2013 | 47500 | F | N 22000 | S 25500 | 9 | 52.4 | 2.5 |
| 12 2014 | 47500 | S | N 22000 | S 25500 | 9 | 54.5 | 2.5 |
| 13 2015 | 46000 | C | N 22500 | S 23500 | 9 | 54.7 | 3.2 |
| 14 2016 | 46000 | C | N 22500 | S 23500 | 9 | 54.5 | 3.7 |
| 15 2017 | 47000 | C | N 22500 | S 24500 | 9 | 55 | 3 |

Legends: C = Computed; F = First Year Estimate; S=Second year Estimate
N = North; S = South

| Historic AADT along Alton Rd. South of Venetian Causeway (Station 2) | | | | | | | |
|--|-------|-----------|-------------|-------------|-----------|----------|----------|
| Source: Florida Traffic Online (https://tdaappsprod.dot.state.fl.us/fto/) | | | | | | | |
| YEAR | AADT | DIRECTION | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
| 1 2003 | 32500 | C | N 16000 | S 16500 | 8.8 | 53.40 | 10.6 |
| 2 2004 | 39000 | C | N 18500 | S 20500 | 9 | 53.30 | 9.3 |
| 3 2005 | 34000 | C | N 17000 | S 17000 | 8.8 | 53.80 | 9.3 |
| 4 2006 | 36500 | C | N 17500 | S 19000 | 7.97 | 54.22 | 1.6 |
| 5 2007 | 39500 | C | N 18500 | S 21000 | 8.01 | 54.34 | 5.2 |
| 6 2008 | 37500 | C | N 17500 | S 20000 | 9.09 | 55.75 | 4.8 |
| 7 2009 | 38500 | C | N 19000 | S 19500 | 8.99 | 53.24 | 6.2 |
| 8 2010 | 39000 | C | N 19000 | S 19000 | 8.98 | 54.08 | 1.5 |
| 9 2011 | 39500 | C | N 19000 | S 20500 | 9 | 55.10 | 1.5 |
| 10 2012 | 37000 | C | N 19000 | S 18000 | 9 | 55.70 | 7.5 |
| 11 2013 | 30500 | C | N 14000 | S 16500 | 9 | 52.40 | 7.6 |
| 12 2014 | 30500 | F | N 14000 | S 16500 | 9 | 54.50 | 7.6 |
| 13 2015 | 41000 | C | N 21000 | S 20000 | 9 | 54.70 | 1.6 |
| 14 2016 | 30000 | C | N 15000 | S 15000 | 9 | 54.50 | 5.9 |
| 15 2017 | 33000 | C | N 16500 | S 16500 | 9 | 55.00 | 2.8 |

Legends: C = Computed; F = First Year Estimate; S=Second year Estimate
N = North; S = South



APPENDIX E – STAR REPORT



United Kingdom

Blue Fin Building
110 Southwark Street
London SE1 0TA
Phone: +44 (0)20 7922 1930
Fax: +44 (0)20 7922 1931
www.strglobal.com

United States

735 East Main Street
Hendersonville
TN 37075
Phone: +1 (615) 824 8664
Fax: +1 (615) 824 3848
www.str.com

Convention Hotel Monthly STAR Report

For the Month of: September 2014

STR #: 44170

Date Created: October 17, 2014

| | Tab |
|-------------------------------------|-----|
| Table of Contents | 1 |
| Response Report - 3rd Comp | 2 |
| Segmentation at a Glance - 3rd Comp | 3 |



Tab 2 - Segmentation at a Glance

For the Month of: September 2014 Date Created: October 17, 2014 Monthly Competitive Set Data Excludes Subject Property

September 2014

| | Transient | | | Group | | | Contract | | | Total | | |
|----------------------|---------------------------|-------------|-------|-------------|------|-------|------------|------|-------|--------------|------|-------|
| | Comp set | | % Chg | Comp set | | % Chg | Comp set | | % Chg | Comp set | | % Chg |
| Occupancy (%) | 28.5 | -3.7 | | 42.9 | 21.2 | | 4.5 | 1.5 | | 75.8 | 9.3 | |
| | Segmentation Total | 37.5 | | 56.5 | | | 5.9 | | | 100.0 | | |
| ADR | 169.88 | 15.6 | | 176.85 | -4.0 | | 85.01 | -3.6 | | 168.79 | 4.0 | |
| RevPAR | 48.35 | 11.3 | | 75.84 | 16.3 | | 3.82 | -2.2 | | 128.00 | 13.8 | |

Year To Date

| | Transient | | | Group | | | Contract | | | Total | | |
|----------------------|---------------------------|-------------|-------|-------------|-----|-------|------------|------|-------|--------------|-----|-------|
| | Comp set | | % Chg | Comp set | | % Chg | Comp set | | % Chg | Comp set | | % Chg |
| Occupancy (%) | 28.9 | 2.0 | | 42.1 | 6.2 | | 4.4 | -4.4 | | 75.3 | 3.9 | |
| | Segmentation Total | 38.3 | | 55.9 | | | 5.8 | | | 100.0 | | |
| ADR | 155.65 | 7.1 | | 173.18 | 1.1 | | 83.60 | 0.6 | | 161.29 | 3.6 | |
| RevPAR | 44.92 | 9.2 | | 72.96 | 7.4 | | 3.64 | -3.8 | | 121.52 | 7.7 | |

Tab 1 - Response Report - Comp Set

For the Month of: September 2014 Date Created: October 17, 2014

This Year

Sep 1st - Labor Day
 Sep 25th - Rosh Hashanah

September 2014 (This Year)

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

September 2013 (Last Year)

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

Last Year

Sep 2nd - Labor Day
 Sep 5th - Rosh Hashanah
 Sep 14th - Yom Kippur

| STR# | Name | City, State | Zip | Phone | Rooms | Open Date |
|-------|---------------------------------|------------------|------------|----------------|-------|-----------|
| 3137 | Sheraton Seattle Hotel | Seattle, WA | 98101-2318 | (206) 621-9000 | 1236 | 198206 |
| 5781 | Hyatt Regency OHare | Rosemont, IL | 60018-5238 | (847) 696-1234 | 1096 | 197101 |
| 5816 | Hyatt Regency Dallas | Dallas, TX | 75207-4498 | (214) 651-1234 | 1120 | 197805 |
| 9683 | Hilton Anaheim | Anaheim, CA | 92802-3425 | (714) 750-4321 | 1572 | 198405 |
| 9721 | Hilton Washington | Washington, DC | 20009-5701 | (202) 483-3000 | 1070 | 196501 |
| 9755 | Hilton Atlanta | Atlanta, GA | 30303-1271 | (404) 659-2000 | 1242 | 197608 |
| 10023 | Hilton Anatole | Dallas, TX | 75207-2801 | (214) 748-1200 | 1608 | 197906 |
| 17346 | Sheraton Hotel & Towers Chicago | Chicago, IL | 60611-4312 | (312) 464-1000 | 1214 | 199203 |
| 28963 | Marriott Philadelphia Downtown | Philadelphia, PA | 19107-2817 | (215) 625-2900 | 1408 | 199502 |
| | | | | | 11566 | |

| 2012 | | | 2013 | | | | | | | | | | | | 2014 | | | | | | | | | |
|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |

Data received:
 ○ = Monthly Only
 ● = Monthly & Daily

APPENDIX F – DIRECTIONAL TRIP DISTRIBUTION



Miami-Dade 2035 Long Range Transportation Plan Directional Trip Distribution Report

October 29, 2009

2035



Miami-Dade



Transportation Plan



Prepared by:



In association with:

Advanced Transportation Engineering Consultants

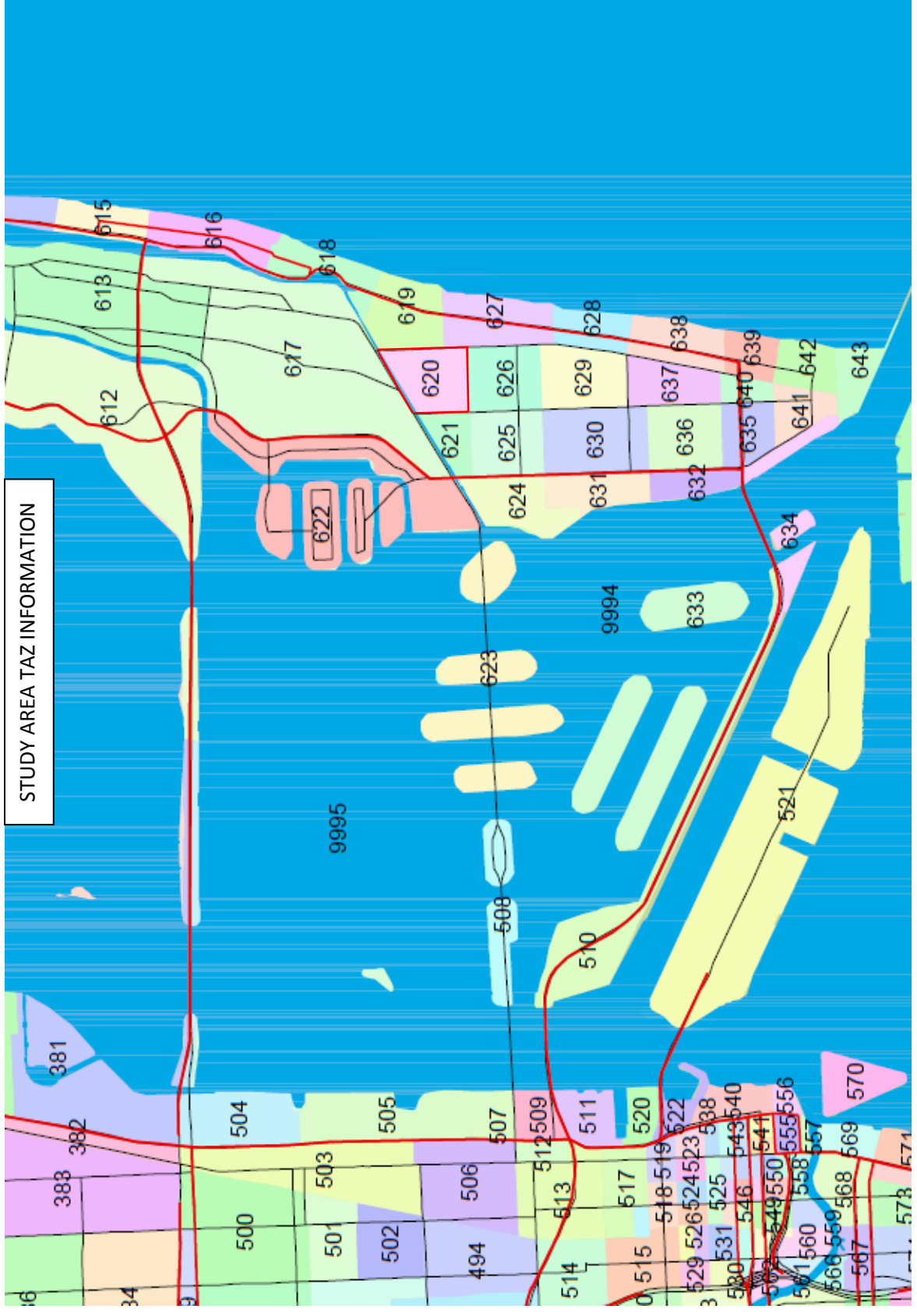
AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

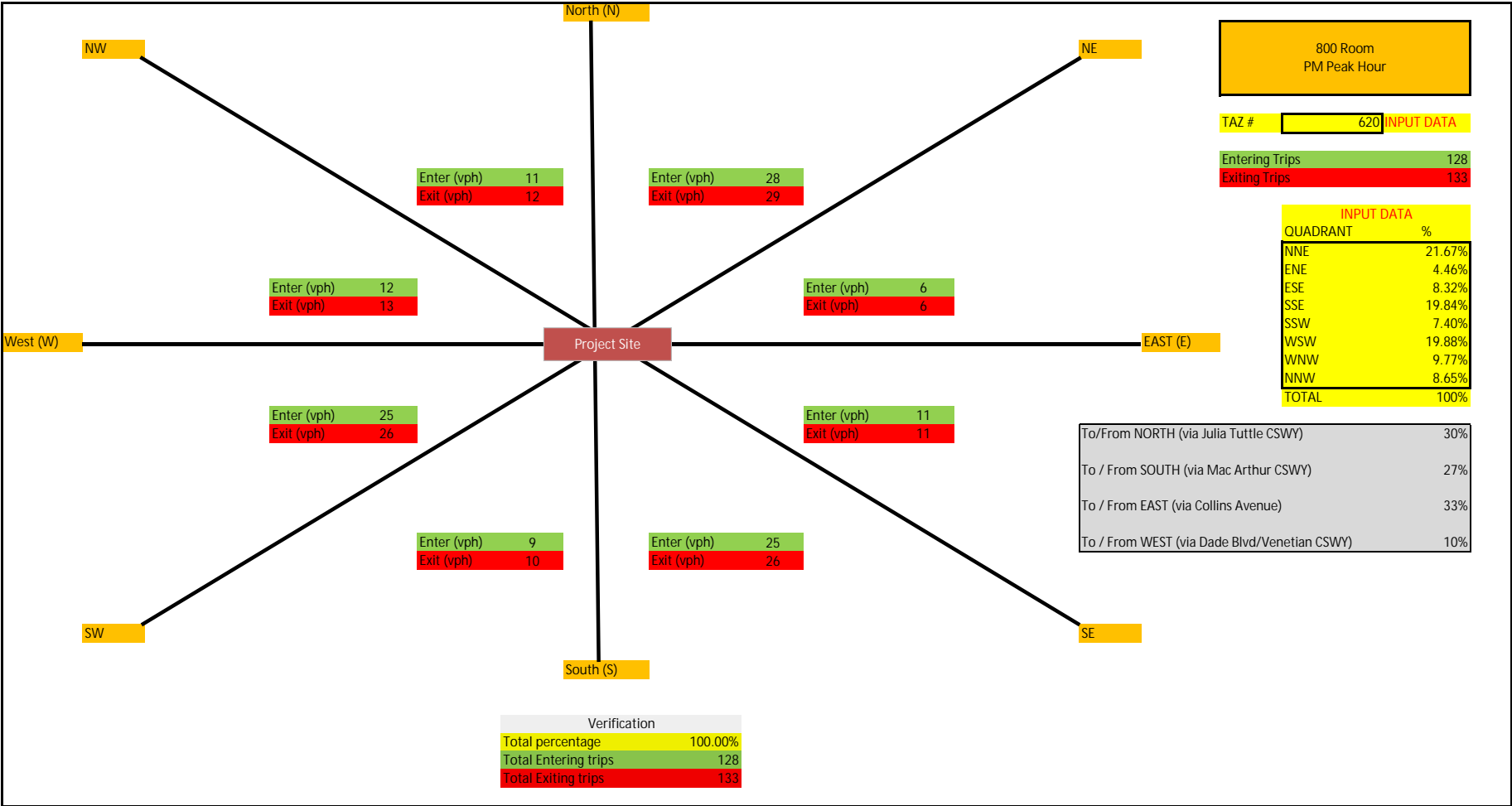


STUDY AREA TAZ INFORMATION

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

| | | | CARDINAL DIRECTIONS | | | | | | | | | |
|-------------|------|---------|---------------------|-------|-------|-------|-------|-------|-------|-------|--------|--|
| ORIGIN ZONE | | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | TOTAL | |
| | | PERCENT | 9.99 | 2.04 | 0.87 | 3.66 | 20.81 | 29.25 | 14.51 | 18.86 | | |
| 613 | 3313 | TRIPS | 350 | 0 | 0 | 0 | 2956 | 3190 | 1013 | 2033 | 9,542 | |
| | | PERCENT | 3.67 | 0 | 0 | 0 | 30.98 | 33.43 | 10.62 | 21.31 | | |
| 614 | 3314 | TRIPS | 470 | 0 | 0 | 0 | 1785 | 1567 | 987 | 1681 | 6,490 | |
| | | PERCENT | 7.24 | 0 | 0 | 0 | 27.5 | 24.14 | 15.21 | 25.9 | | |
| 615 | 3315 | TRIPS | 997 | 0 | 0 | 0 | 3597 | 3851 | 1831 | 3458 | 13,734 | |
| | | PERCENT | 7.26 | 0 | 0 | 0 | 26.19 | 28.04 | 13.33 | 25.18 | | |
| 616 | 3316 | TRIPS | 1729 | 250 | 198 | 910 | 1645 | 2167 | 1077 | 1172 | 9,148 | |
| | | PERCENT | 18.9 | 2.73 | 2.16 | 9.95 | 17.98 | 23.69 | 11.77 | 12.81 | | |
| 617 | 3317 | TRIPS | 1295 | 0 | 0 | 0 | 3740 | 3232 | 1416 | 3285 | 12,968 | |
| | | PERCENT | 9.99 | 0 | 0 | 0 | 28.84 | 24.92 | 10.92 | 25.33 | | |
| 618 | 3318 | TRIPS | 2503 | 0 | 0 | 661 | 1762 | 2711 | 1654 | 1570 | 10,861 | |
| | | PERCENT | 23.05 | 0 | 0 | 6.09 | 16.22 | 24.96 | 15.23 | 14.46 | | |
| 619 | 3319 | TRIPS | 4046 | 357 | 430 | 3179 | 1565 | 4693 | 2813 | 2145 | 19,228 | |
| | | PERCENT | 21.04 | 1.86 | 2.24 | 16.53 | 8.14 | 24.41 | 14.63 | 11.16 | | |
| 620 | 3320 | TRIPS | 641 | 132 | 246 | 587 | 219 | 588 | 289 | 256 | 2,958 | |
| | | PERCENT | 21.67 | 4.46 | 8.32 | 19.84 | 7.4 | 19.88 | 9.77 | 8.65 | | |
| 621 | 3321 | TRIPS | 209 | 104 | 130 | 405 | 43 | 347 | 121 | 96 | 1,455 | |
| | | PERCENT | 14.36 | 7.15 | 8.93 | 27.84 | 2.96 | 23.85 | 8.32 | 6.6 | | |
| 622 | 3322 | TRIPS | 1561 | 1535 | 2198 | 464 | 282 | 1824 | 1335 | 1018 | 10,217 | |
| | | PERCENT | 15.28 | 15.02 | 21.51 | 4.54 | 2.76 | 17.85 | 13.07 | 9.96 | | |
| 623 | 3323 | TRIPS | 599 | 682 | 260 | 398 | 159 | 957 | 644 | 269 | 3,968 | |
| | | PERCENT | 15.1 | 17.19 | 6.55 | 10.03 | 4.01 | 24.12 | 16.23 | 6.78 | | |
| 624 | 3324 | TRIPS | 1202 | 1077 | 404 | 1057 | 317 | 1690 | 1145 | 632 | 7,524 | |
| | | PERCENT | 15.98 | 14.31 | 5.37 | 14.05 | 4.21 | 22.46 | 15.22 | 8.4 | | |
| 625 | 3325 | TRIPS | 3089 | 332 | 0 | 1848 | 1468 | 4466 | 2767 | 2768 | 16,738 | |
| | | PERCENT | 18.46 | 1.98 | 0 | 11.04 | 8.77 | 26.68 | 16.53 | 16.54 | | |
| 626 | 3326 | TRIPS | 1670 | 0 | 0 | 0 | 1972 | 3279 | 2228 | 1825 | 10,974 | |
| | | PERCENT | 15.22 | 0 | 0 | 0 | 17.97 | 29.88 | 20.3 | 16.63 | | |
| 627 | 3327 | TRIPS | 4218 | 0 | 0 | 0 | 3165 | 5163 | 6227 | 5613 | 24,386 | |
| | | PERCENT | 17.3 | 0 | 0 | 0 | 12.98 | 21.17 | 25.54 | 23.02 | | |
| 628 | 3328 | TRIPS | 1464 | 0 | 384 | 747 | 463 | 2004 | 1619 | 1603 | 8,284 | |
| | | PERCENT | 17.67 | 0 | 4.64 | 9.02 | 5.59 | 24.19 | 19.54 | 19.35 | | |
| 629 | 3329 | TRIPS | 2388 | 357 | 582 | 745 | 593 | 2105 | 1690 | 1435 | 9,895 | |
| | | PERCENT | 24.13 | 3.61 | 5.88 | 7.53 | 5.99 | 21.27 | 17.08 | 14.5 | | |
| 630 | 3330 | TRIPS | 814 | 527 | 50 | 372 | 44 | 685 | 594 | 243 | 3,329 | |
| | | PERCENT | 24.45 | 15.83 | 1.5 | 11.17 | 1.32 | 20.58 | 17.84 | 7.3 | | |
| 631 | 3331 | TRIPS | 2942 | 709 | 485 | 445 | 143 | 1415 | 1768 | 962 | 8,869 | |
| | | PERCENT | 33.17 | 7.99 | 5.47 | 5.02 | 1.61 | 15.95 | 19.93 | 10.85 | | |
| 632 | 3332 | TRIPS | 907 | 1634 | 868 | 63 | 109 | 1322 | 1127 | 781 | 6,811 | |
| | | PERCENT | 13.32 | 23.99 | 12.74 | 0.92 | 1.6 | 19.41 | 16.55 | 11.47 | | |
| 633 | 3333 | TRIPS | 240 | 24 | 19 | 0 | 22 | 152 | 470 | 118 | 1,045 | |
| | | PERCENT | 22.97 | 2.3 | 1.82 | 0 | 2.11 | 14.55 | 44.98 | 11.29 | | |
| 634 | 3334 | TRIPS | 498 | 46 | 63 | 38 | 65 | 309 | 454 | 408 | 1,881 | |
| | | PERCENT | 26.48 | 2.45 | 3.35 | 2.02 | 3.46 | 16.43 | 24.14 | 21.69 | | |
| 635 | 3335 | TRIPS | 568 | 141 | 199 | 96 | 130 | 553 | 640 | 403 | 2,730 | |
| | | PERCENT | 20.81 | 5.16 | 7.29 | 3.52 | 4.76 | 20.26 | 23.44 | 14.76 | | |
| 636 | 3336 | TRIPS | 798 | 0 | 40 | 217 | 177 | 740 | 860 | 864 | 3,696 | |
| | | PERCENT | 21.59 | 0 | 1.08 | 5.87 | 4.79 | 20.02 | 23.27 | 23.38 | | |
| 637 | 3337 | TRIPS | 1160 | 0 | 0 | 0 | 541 | 1089 | 1669 | 1321 | 5,780 | |
| | | PERCENT | 20.07 | 0 | 0 | 0 | 9.36 | 18.84 | 28.88 | 22.85 | | |
| 638 | 3338 | TRIPS | 3074 | 0 | 0 | 0 | 1188 | 2610 | 4648 | 4098 | 15,618 | |
| | | PERCENT | 19.68 | 0 | 0 | 0 | 7.61 | 16.71 | 29.76 | 26.24 | | |
| 639 | 3339 | TRIPS | 1177 | 62 | 171 | 193 | 214 | 785 | 1426 | 860 | 4,888 | |
| | | PERCENT | 24.08 | 1.27 | 3.5 | 3.95 | 4.38 | 16.06 | 29.17 | 17.59 | | |
| 640 | 3340 | TRIPS | 885 | 0 | 10 | 36 | 84 | 390 | 718 | 612 | 2,735 | |
| | | PERCENT | 32.36 | 0 | 0.37 | 1.32 | 3.07 | 14.26 | 26.25 | 22.38 | | |
| 641 | 3341 | TRIPS | 334 | 0 | 0 | 0 | 61 | 150 | 392 | 422 | 1,359 | |
| | | PERCENT | 24.58 | 0 | 0 | 0 | 4.49 | 11.04 | 28.84 | 31.05 | | |
| 642 | 3342 | TRIPS | 3312 | 0 | 0 | 0 | 253 | 913 | 2227 | 2966 | 9,671 | |
| | | PERCENT | 34.25 | 0 | 0 | 0 | 2.62 | 9.44 | 23.03 | 30.67 | | |
| 643 | 3343 | TRIPS | 2138 | 0 | 0 | 0 | 68 | 351 | 1280 | 782 | 4,619 | |
| | | PERCENT | 46.29 | 0 | 0 | 0 | 1.47 | 7.6 | 27.71 | 16.93 | | |
| 644 | 3344 | TRIPS | 955 | 0 | 0 | 0 | 77 | 152 | 877 | 566 | 2,627 | |
| | | PERCENT | 36.35 | 0 | 0 | 0 | 2.93 | 5.79 | 33.38 | 21.55 | | |
| 645 | 3345 | TRIPS | 763 | 0 | 0 | 0 | 1083 | 583 | 1170 | 2425 | 6,024 | |
| | | PERCENT | 12.67 | 0 | 0 | 0 | 17.98 | 9.68 | 19.42 | 40.26 | | |
| 646 | 3346 | TRIPS | 604 | 261 | 0 | 1167 | 1 | 239 | 443 | 1684 | 4,399 | |

APPENDIX G – TRIP DISTRIBUTION FIGURES



NW

North (N)

NE

Enter (vph) 11
Exit (vph) 12

Enter (vph) 28
Exit (vph) 29

Enter (vph) 12
Exit (vph) 13

Enter (vph) 6
Exit (vph) 6

West (W)

Project Site

EAST (E)

Enter (vph) 25
Exit (vph) 26

Enter (vph) 11
Exit (vph) 11

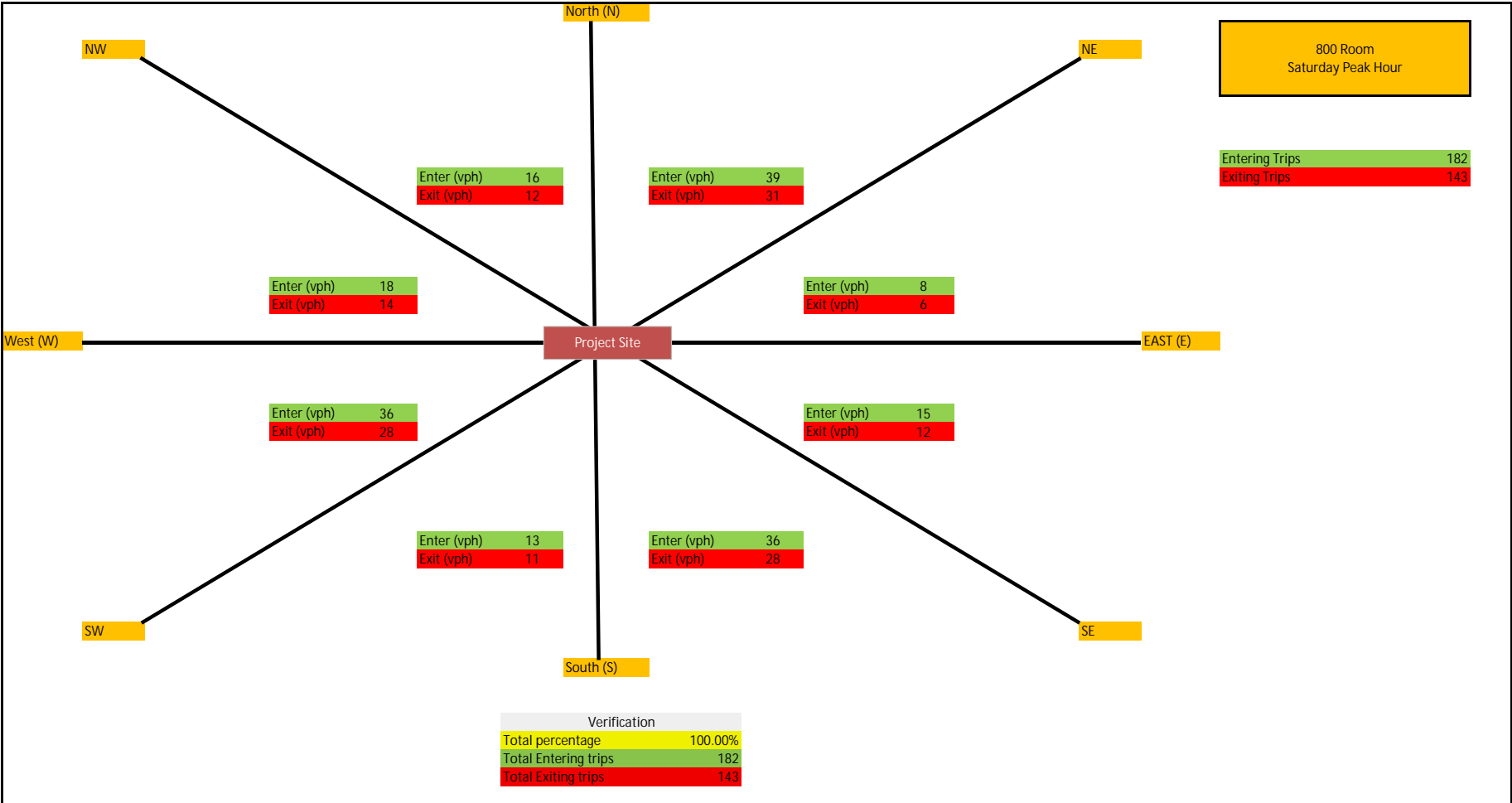
Enter (vph) 9
Exit (vph) 10

Enter (vph) 25
Exit (vph) 26

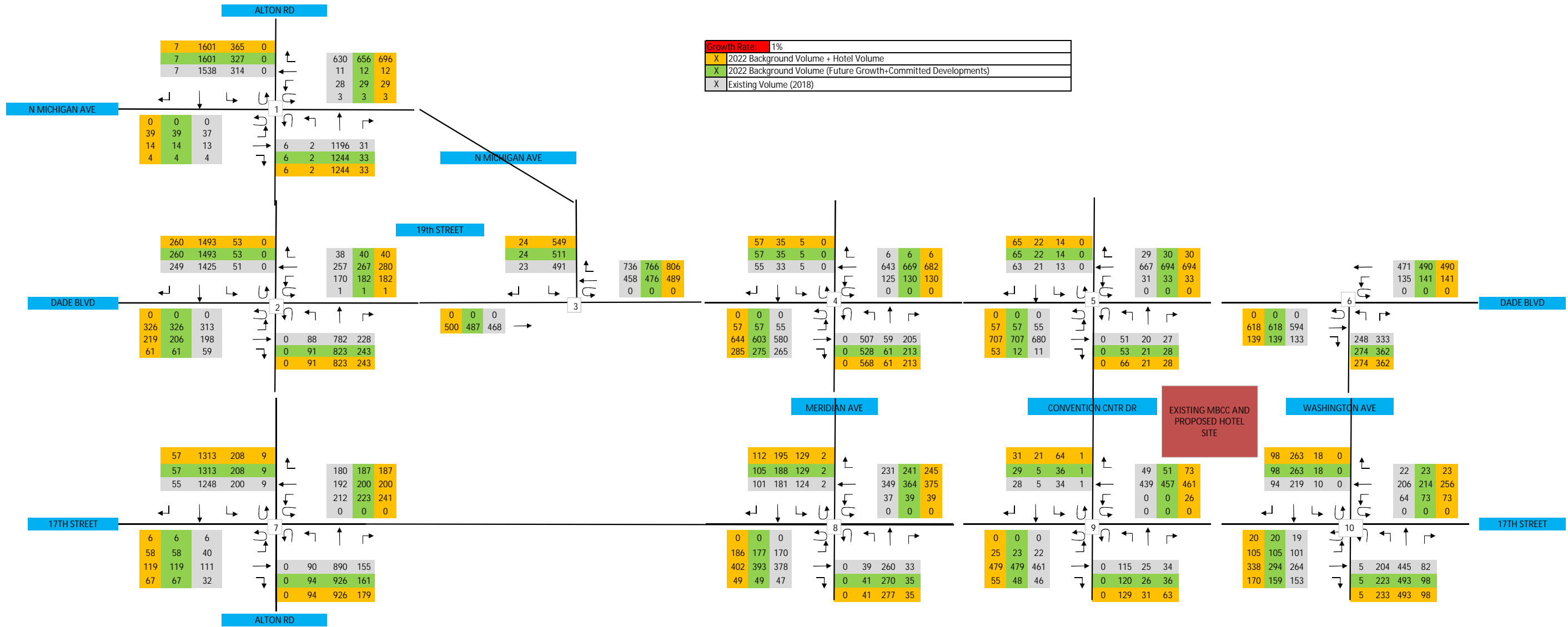
SW

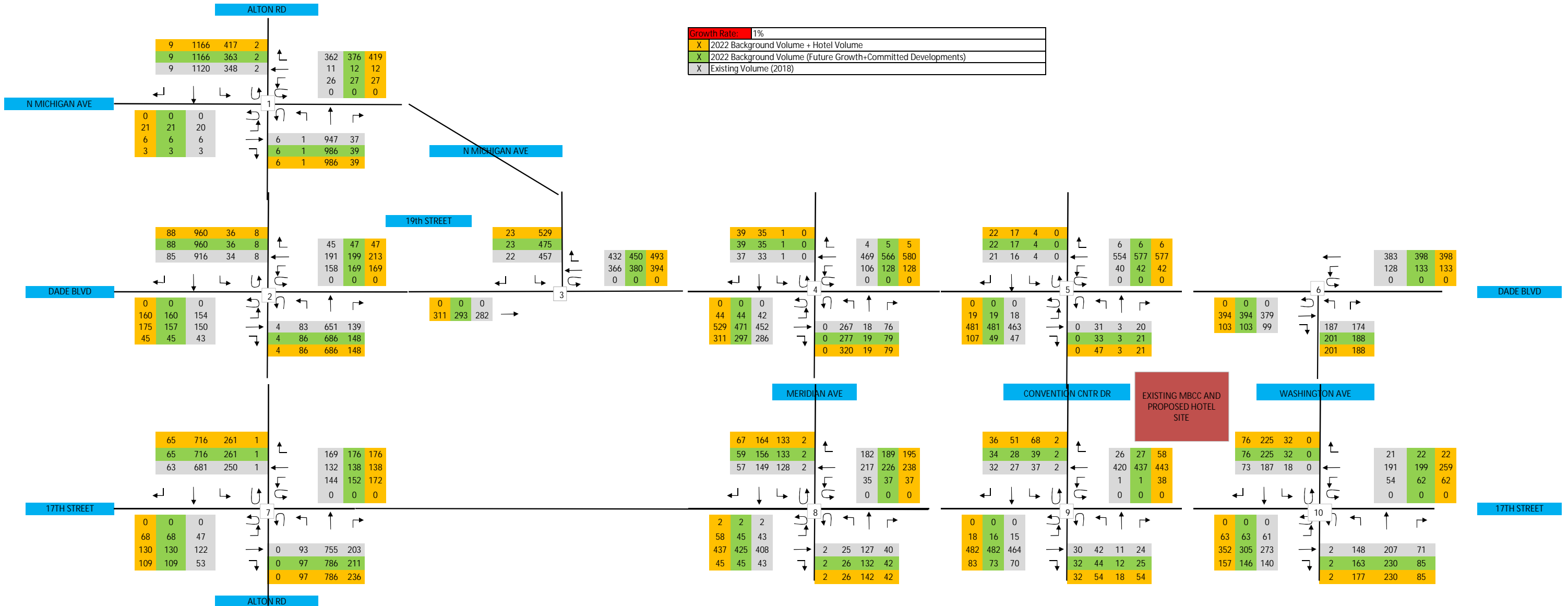
South (S)

SE



| | |
|--------------|---|
| Growth Rate: | 1% |
| X | 2022 Background Volume + Hotel Volume |
| X | 2022 Background Volume (Future Growth+Committed Developments) |
| X | Existing Volume (2018) |





APPENDIX H – SIGNAL TIMING PLANS

TOD Schedule Report

for 2647: Alton Rd&17 St

Print Date:
1/22/2019

Print Time:
12:59 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|----------------|--------------|---------|-------------------|-------|--------|-------------|------------------|----------------|
| 2647 | Alton Rd&17 St | DOW-3 | TOD | [05] POST-AM PEAK | 150 | 137 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| NBL | SBT | EBT | WBT | SBL | NBT | - | - |
| 7 | 62 | 25 | 31 | 20 | 49 | 0 | 0 |



Active Phase Bank: Phase Bank 1

| Phase | Walk Phase Bank | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|-----------------|---|---|------------|----|----|-------------|---|---|---------|-----|-----|-----------|----|----|-------|----|----|--------|---|---|-----|---|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 NBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 10 | 7 | 5 | 0 | 3.7 | 0 | 0 | 2 | 0 | 0 |
| 2 SBT | 4 | 4 | 4 | 12 | 12 | 12 | 4 | 4 | 4 | 1 | 1 | 1 | 30 | 27 | 40 | 0 | 27 | 0 | 4 | 0 | 0 | 2.2 | 0 | 0 |
| 3 EBT | 7 | 7 | 7 | 16 | 16 | 16 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 22 | 12 | 16 | 55 | 18 | 12 | 4 | 0 | 0 | 2.3 | 0 | 0 |
| 4 WBT | 7 | 7 | 7 | 13 | 13 | 13 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 12 | 18 | 12 | 55 | 20 | 12 | 4 | 0 | 0 | 3.2 | 0 | 0 |
| 5 SBL | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 2 | 2 | 2 | 8 | 8 | 10 | 38 | 8 | 0 | 3.7 | 0 | 0 | 2 | 0 | 0 |
| 6 NBT | 4 | 4 | 4 | 12 | 12 | 12 | 4 | 4 | 4 | 1 | 1 | 1 | 30 | 27 | 40 | 0 | 27 | 0 | 4 | 0 | 0 | 2.2 | 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 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Last In Service Date: 11/22/2016 17:07

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 123456-- |
| External Permit 1 | -234-6-- |
| External Permit 2 | 1234-6-- |
| | -234-6-- |

TOD Schedule Report for 2647: Alton Rd&17 St

Print Date:
1/22/2019

Print Time:
12:59 PM

| Current TOD Schedule | Plan | Green Time | | | | | | | | | | | |
|-------------------------|------|------------|----|-----|----|----|----|-----|---|---|---|---|-----|
| | | Cycle | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| 1 | 1 | 100 | 7 | 22 | 21 | 25 | 7 | 22 | 0 | 0 | 0 | 0 | 10 |
| 0600 | 3 | 120 | 7 | 32 | 35 | 21 | 17 | 22 | 0 | 0 | 0 | 0 | 87 |
| 0800 | 5 | 150 | 7 | 62 | 25 | 31 | 20 | 49 | 0 | 0 | 0 | 0 | 137 |
| 1300 | 10 | 150 | 6 | 53 | 24 | 42 | 8 | 51 | 0 | 0 | 0 | 0 | 117 |
| 2000 | 13 | 130 | 7 | 42 | 35 | 21 | 17 | 32 | 0 | 0 | 0 | 0 | 45 |
| | 19 | 120 | 7 | 32 | 31 | 25 | 17 | 22 | 0 | 0 | 0 | 0 | 33 |
| | 20 | 140 | 7 | 52 | 35 | 21 | 17 | 42 | 0 | 0 | 0 | 0 | 102 |
| | 21 | 140 | 7 | 52 | 35 | 21 | 17 | 42 | 0 | 0 | 0 | 0 | 86 |
| | 22 | 120 | 7 | 32 | 35 | 21 | 13 | 26 | 0 | 0 | 0 | 0 | 19 |
| | 25 | 140 | 6 | 60 | 25 | 24 | 19 | 47 | 0 | 0 | 0 | 0 | 26 |
| | 26 | 200 | 11 | 109 | 25 | 30 | 18 | 102 | 0 | 0 | 0 | 0 | 162 |
| | 27 | 140 | 10 | 49 | 35 | 21 | 17 | 42 | 0 | 0 | 0 | 0 | 76 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------------|
| 0000 | 1 | Su M T W Th F S |
| 0600 | 3 | Su M T W Th F S |
| 0800 | 5 | M T W Th F |
| 0800 | 19 | Su |
| 1000 | 20 | Su |
| 1300 | 10 | M T W Th F |
| 2000 | 13 | Su M T W Th F S |
| 2000 | 22 | Su |

Current Time of Day Function

| Time | Function | Settings | Day of Week |
|------|-------------------|----------|-----------------|
| 0000 | TOD OUTPUTS | 8-----1 | Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFU | ----4--- | Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFU | ----- | Su M T W Th F S |
| 0600 | TOD OUTPUTS | ----- | M T W Th F |
| 2000 | TOD OUTPUTS | 8----3-- | M T W Th F |

Local Time of Day Function

| Time | Function | Settings | Day of Week |
|------|-------------------|----------|-----------------|
| 0000 | TOD OUTPUTS | 8-----1 | Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFU | ----4--- | Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFU | ----- | Su M T W Th F S |
| 0600 | TOD OUTPUTS | ----- | M T W Th F |
| 0700 | TOD OUTPUTS | ----- | Su |
| 2000 | TOD OUTPUTS | 8----3-- | M T W Th F |
| 2200 | TOD OUTPUTS | 8----3-- | Su |

* Settings

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

No Calendar Defined/Enabled







TOD Schedule Report

for 3392: Alton Rd&Michigan Av

Print Date: 1/22/2019
Print Time: 1:00 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|----------------------|--------------|---------|-------------------|-------|--------|-------------|------------------|----------------|
| 3392 | Alton Rd&Michigan Av | DOW-3 | TOD | [05] POST-AM PEAK | 150 | 19 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|---|---|---|---|---|---|------|------|
| - | SBT | - | EBT | SBL | NBT | - | WBT |
| 0 | 108 | 0 | 30 | 33 | 69 | 0 | 30 |
|  |  |  |  |  |  | | |

Active Phase Bank: Phase Bank 1

| 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 |
| 2 SBT | 7 - 7 - 7 | 12 - 12 - 12 | 7 - 7 - 7 | 1 - 1 - 1 | 20 - 40 - 40 | 0 - 0 - 0 | 4 | 2 |
| 3 - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 4 EBT | 5 - 5 - 5 | 23 - 23 - 23 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 12 - 12 - 12 | 60 - 40 - 40 | 4 | 2.3 |
| 5 SBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 6 - 2 - 2 | 7 - 6 - 6 | 100 - 22 - 22 | 3.7 | 2 |
| 6 NBT | 7 - 7 - 7 | 12 - 12 - 12 | 7 - 7 - 7 | 1 - 1 - 1 | 20 - 40 - 40 | 0 - 0 - 0 | 4 | 2 |
| 7 - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 8 WBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 12 - 12 - 12 | 60 - 40 - 40 | 4 | 2.3 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | -2-456-8 |
| External Permit 1 | -2-456-8 |
| External Permit 2 | -2-4-6-8 |

TOD Schedule Report for 3392: Alton Rd&Michigan Av

Print Date:
1/22/2019

Print Time:
1:00 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | | |
|-------------------------|------|-------|------------|-----|---|----|----|-----|---|----|---|-----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| 0600 | 1 | 100 | 0 | 60 | 0 | 28 | 15 | 39 | 0 | 28 | 0 | 33 |
| 0800 | 3 | 120 | 0 | 78 | 0 | 30 | 15 | 57 | 0 | 30 | 0 | 81 |
| 1300 | 5 | 150 | 0 | 108 | 0 | 30 | 33 | 69 | 0 | 30 | 0 | 19 |
| 1900 | 10 | 150 | 0 | 108 | 0 | 30 | 43 | 59 | 0 | 30 | 0 | 139 |
| | 13 | 130 | 0 | 88 | 0 | 30 | 23 | 59 | 0 | 30 | 0 | 66 |
| | 19 | 120 | 0 | 78 | 0 | 30 | 14 | 58 | 0 | 30 | 0 | 42 |
| | 20 | 140 | 0 | 98 | 0 | 30 | 23 | 69 | 0 | 30 | 0 | 122 |
| | 21 | 140 | 0 | 98 | 0 | 30 | 17 | 75 | 0 | 30 | 0 | 0 |
| | 22 | 120 | 0 | 78 | 0 | 30 | 7 | 65 | 0 | 30 | 0 | 42 |
| | 25 | 140 | 0 | 100 | 0 | 28 | 45 | 49 | 0 | 28 | 0 | 5 |
| | 26 | 200 | 0 | 160 | 0 | 28 | 50 | 104 | 0 | 28 | 0 | 13 |
| | 27 | 140 | 0 | 100 | 0 | 28 | 5 | 89 | 0 | 28 | 0 | 5 |

| Local TOD Schedule | | | |
|--------------------|------|----------|---|
| Time | Plan | DOW | |
| 0000 | 1 | SuMTWThF | S |
| 0600 | 3 | SuMTWThF | S |
| 0800 | 5 | MTWThF | |
| 0800 | 19 | Su | S |
| 1000 | 20 | Su | S |
| 1300 | 10 | MTWThF | |
| 1900 | 13 | SuMTWThF | S |
| 2000 | 22 | Su | S |

| Current Time of Day Function | | | | Local Time of Day Function | | | |
|------------------------------|-------------------|------------|-------------|----------------------------|---------------------|------------|-------------|
| Time | Function | Settings * | Day of Week | Time | Function | Settings * | Day of Week |
| 0000 | TOD OUTPUTS | ----- | SuMTWThFS | 0000 | TOD OUTPUTS | ----- | SuMTWThFS |
| 0000 | TOD LOCAL MULTIFU | ----4--- | SuMTWThFS | 0000 | TOD LOCAL MULTIFUNG | T4--- | SuMTWThFS |
| 0500 | TOD LOCAL MULTIFU | ----- | SuMTWThFS | 0500 | TOD LOCAL MULTIFUNG | T--- | SuMTWThFS |

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

No Calendar Defined/Enabled

TOD Schedule Report for 2648: Alton Rd&Dade Blvd

Print Date:
1/22/2019

Print Time:
1:01 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|--------------------|--------------|---------|-------------------|-------|--------|-------------|------------------|----------------|
| 2648 | Alton Rd&Dade Blvd | DOW-3 | TOD | [05] POST-AM PEAK | 150 | 148 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| NBL | SBT | NEL | SWT | SBL | NBT | SWL | NET |
| 11 | 70 | 10 | 34 | 11 | 70 | 14 | 31 |
| | | | | | | | |

Active Phase Bank: Phase Bank 1

| Phase | Walk | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|------|---|---|------------|----|----|-------------|---|---|---------|-----|-----|-----------|----|----|-------|----|----|--------|---|---|-----|---|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 NBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 10 | 7 | 8 | 23 | 5 | 12 | 3.7 | 2 | 2 | | | |
| 2 SBT | 4 | 4 | 4 | 19 | 19 | 19 | 4 | 7 | 7 | 1 | 1 | 1 | 30 | 45 | 30 | 0 | 30 | 30 | 4 | 4 | 2 | | | |
| 3 NEL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 7 | 5 | 8 | 22 | 5 | 12 | 3.7 | 2 | 2 | | | |
| 4 SWT | 4 | 4 | 4 | 27 | 27 | 27 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 12 | 22 | 20 | 40 | 22 | 25 | 4 | 4 | 2 | | | |
| 5 SBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 10 | 7 | 8 | 23 | 5 | 12 | 3.7 | 2 | 2 | | | |
| 6 NBT | 4 | 4 | 4 | 19 | 19 | 19 | 4 | 7 | 7 | 1 | 1 | 1 | 30 | 45 | 30 | 0 | 30 | 30 | 4 | 4 | 2 | | | |
| 7 SWL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 8 | 5 | 8 | 22 | 5 | 12 | 3.7 | 2 | 2 | | | |
| 8 NET | 4 | 4 | 4 | 27 | 27 | 27 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 12 | 22 | 20 | 40 | 22 | 25 | 4 | 4 | 2 | | | |

Last In Service Date: unknown

Permitted Phases

| | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 12345678 |
| External Permit 1 | -2-456-8 |
| External Permit 2 | -2-456-8 |

**TOD Schedule Report
for 2648: Alton Rd&Dade Blvd**

Print Date:
1/22/2019

Print Time:
1:01 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring_Offset | Offset |
|-------------------------|------|-------|------------|-----|-----|-----|-----|-----|-----|-----|-------------|--------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| | | | NBL | SBT | NEL | SWT | SBL | NBT | SWL | NET | | |
| 1 | | 100 | 10 | 23 | 11 | 32 | 10 | 23 | 9 | 34 | 0 | 15 |
| 0600 | 3 | 120 | 9 | 42 | 11 | 34 | 9 | 42 | 11 | 34 | 0 | 75 |
| 0800 | 5 | 150 | 11 | 70 | 10 | 34 | 11 | 70 | 14 | 31 | 0 | 148 |
| 1300 | 10 | 150 | 11 | 70 | 10 | 34 | 11 | 70 | 14 | 31 | 0 | 119 |
| 1900 | 13 | 130 | 8 | 50 | 11 | 37 | 8 | 50 | 11 | 37 | 0 | 50 |
| | 19 | 120 | 9 | 42 | 11 | 34 | 9 | 42 | 11 | 34 | 0 | 35 |
| | 20 | 140 | 9 | 62 | 11 | 34 | 9 | 62 | 11 | 34 | 0 | 105 |
| | 21 | 140 | 5 | 73 | 5 | 33 | 5 | 73 | 5 | 33 | 0 | 97 |
| | 22 | 120 | 9 | 42 | 11 | 34 | 9 | 42 | 11 | 34 | 0 | 25 |
| | 25 | 140 | 7 | 60 | 16 | 33 | 7 | 60 | 11 | 34 | 0 | 9 |
| | 26 | 200 | 19 | 105 | 21 | 31 | 19 | 105 | 21 | 31 | 0 | 168 |
| | 27 | 140 | 9 | 62 | 11 | 34 | 9 | 62 | 11 | 34 | 0 | 103 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|------------|
| 0000 | 1 | SuMTWThF S |
| 0600 | 3 | SuMTWThF S |
| 0800 | 5 | MTWThF |
| 0800 | 19 | Su |
| 1000 | 20 | Su |
| 1300 | 10 | MTWThF |
| 1900 | 13 | SuMTWThF S |
| 2000 | 22 | Su |

| Current Time of Day Function | | | Local Time of Day Function | | |
|------------------------------|-------------------|-------------------------|----------------------------|--------------------------|------------------------|
| Time | Function | Settings * Day of Week | Time | Function | Settings * Day of Week |
| 0000 | TOD OUTPUTS | ----- SuM T W ThF S | 0000 | TOD OUTPUTS | ----- SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFU | ----4---- SuM T W ThF S | 0000 | TOD LOCAL MULTIFUNG14--- | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFU | ----- SuM T W ThF S | 0500 | TOD LOCAL MULTIFUNG1---- | SuM T W ThF S |

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3391: Dade Blvd&Michigan Av N

Print Date: 1/22/2019

Print Time: 1:02 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|-------------------------|--------------|---------|-------------------|-------|--------|-------------|------------------|----------------|
| 3391 | Dade Blvd&Michigan Av N | DOW-3 | TOD | [13] POST PM PEAK | 95 | 13 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------------|----------|------|----------|------|------|
| - | SWT | PED | SET | - | NET | - | - |
| 0 | 18 | 26 | 39 | 0 | 18 | 0 | 0 |
| | | N/A | → | | ← | | |

Active Phase Bank: Phase Bank 1

| Phase | Walk | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|------|---|---|------------|----|----|-------------|----|----|---------|-----|-----|-----------|----|----|-------|----|----|--------|---|---|-----|---|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 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 SWT | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 14 | 1 | 1 | 1 | 25 | 21 | 25 | 0 | 21 | 25 | 4 | 2 | 0 | 0 | 0 | 0 |
| 3 PED | 4 | 4 | 4 | 23 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 SET | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 3.5 | 2.5 | 2.5 | 12 | 12 | 15 | 42 | 20 | 20 | 4 | 2 | 0 | 0 | 0 | 0 |
| 5 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 NET | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 14 | 1 | 1 | 1 | 25 | 21 | 25 | 0 | 21 | 25 | 4 | 2 | 0 | 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 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | -234-6-- |
| External Permit 1 | -234-6-- |
| External Permit 2 | --3----- |
| | -234-6-- |

TOD Schedule Report

for 3391: Dade Blvd&Michigan Av N

Print Date:
1/22/2019

Print Time:
1:02 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | | |
|-------------------------|------|-------|------------|----|----|----|---|----|---|---|---|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| 0600 | Free | 95 | 0 | 18 | 26 | 39 | 0 | 18 | 0 | 0 | 0 | 13 |
| 0700 | 13 | 100 | 0 | 20 | 26 | 42 | 0 | 20 | 0 | 0 | 0 | 0 |
| 0830 | 13 | 95 | 0 | 18 | 26 | 39 | 0 | 18 | 0 | 0 | 0 | 13 |
| 1415 | 14 | 95 | 0 | 18 | 26 | 39 | 0 | 18 | 0 | 0 | 0 | 27 |
| 1500 | 4 | 100 | 0 | 18 | 26 | 44 | 0 | 18 | 0 | 0 | 0 | 98 |
| 1830 | 13 | 95 | 0 | 18 | 26 | 39 | 0 | 18 | 0 | 0 | 0 | 13 |
| 2200 | Free | | | | | | | | | | | |
| | 3 | 100 | 0 | 37 | 26 | 25 | 0 | 37 | 0 | 0 | 0 | 8 |
| | 5 | 80 | 0 | 17 | 26 | 25 | 0 | 17 | 0 | 0 | 0 | 57 |
| | 6 | 120 | 0 | 33 | 26 | 49 | 0 | 33 | 0 | 0 | 0 | 1 |
| | 9 | 90 | 0 | 23 | 26 | 29 | 0 | 23 | 0 | 0 | 0 | 65 |
| | 10 | 80 | 0 | 22 | 26 | 20 | 0 | 22 | 0 | 0 | 0 | 12 |
| | 11 | 80 | 0 | 29 | 26 | 13 | 0 | 29 | 0 | 0 | 0 | 27 |
| | 15 | 90 | 0 | 13 | 26 | 39 | 0 | 13 | 0 | 0 | 0 | 65 |
| | 23 | 80 | 0 | 27 | 26 | 15 | 0 | 27 | 0 | 0 | 0 | 57 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------------|
| 0000 | Free | Su M T W Th F S |
| 0600 | 13 | M T W Th F |
| 0700 | 2 | M T W Th F |
| 0830 | 13 | M T W Th F |
| 1000 | 13 | Su |
| 1415 | 14 | M T W Th F |
| 1500 | 4 | M T W Th F |
| 1830 | 13 | M T W Th F |
| 2000 | Free | Su |
| 2200 | Free | M T W Th F |

Current Time of Day Function

| Time | Function | Settings | Day of Week |
|------|-------------------|----------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFU | ----4--- | Su M T W Th F S |
| 0100 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFU | ----- | Su M T W Th F S |
| 2200 | TOD OUTPUTS | -----1 | M T W Th F S |

Local Time of Day Function

| Time | Function | Settings | Day of Week |
|------|---------------------|----------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFUNG | T4--- | Su M T W Th F S |
| 0100 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFUNG | T--- | Su M T W Th F S |
| 0700 | TOD OUTPUTS | -----1 | Su |
| 1000 | TOD OUTPUTS | ----- | Su |
| 2000 | TOD OUTPUTS | -----1 | Su |
| 2200 | TOD OUTPUTS | -----1 | 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-PED OMIT
- 8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 2749: Dade Blvd&Meridian Av

Print Date:
1/22/2019

Print Time:
1:03 PM

| | | | | | | | | | | | | | | | | | | | |
|--------------|------|---------------------|-----------------------|---------------------|-------|----------------|-----|---------------|--------------------|--------------|-----|---------------|----|--------------------|-----|-------------------------|---|-----------------------|-------|
| <u>Asset</u> | 2749 | <u>Intersection</u> | Dade Blvd&Meridian Av | <u>TOD Schedule</u> | DOW-3 | <u>Op Mode</u> | TOD | <u>Plan #</u> | [04] HEAVY AM PEAK | <u>Cycle</u> | 100 | <u>Offset</u> | 27 | <u>TOD Setting</u> | N/A | <u>Active PhaseBank</u> | 1 | <u>Active Maximum</u> | Max 2 |
|--------------|------|---------------------|-----------------------|---------------------|-------|----------------|-----|---------------|--------------------|--------------|-----|---------------|----|--------------------|-----|-------------------------|---|-----------------------|-------|

Splits

| | | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <u>PH 1</u> | <u>PH 2</u> | <u>PH 3</u> | <u>PH 4</u> | <u>PH 5</u> | <u>PH 6</u> | <u>PH 7</u> | <u>PH 8</u> |
| - | SWT | SBT | NBT | SWL | NET | - | - |
| 0 | 47 | 13 | 24 | 12 | 29 | 0 | 0 |



Active Phase Bank: Phase Bank 1

| Phase | Walk | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|------|---|---|------------|----|----|-------------|---|---|---------|-----|-----|-----------|----|----|-------|----|----|--------|---|---|-----|---|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 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 SWT | 7 | 7 | 7 | 13 | 13 | 13 | 7 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 35 | 25 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 SBT | 4 | 4 | 4 | 16 | 16 | 16 | 4 | 4 | 4 | 2.5 | 2.5 | 2.5 | 12 | 12 | 12 | 13 | 21 | 12 | 4 | 4 | 4 | 4 | 4 | 4 |
| 4 NBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 3.5 | 3.5 | 3.5 | 25 | 25 | 25 | 24 | 45 | 25 | 4 | 4 | 4 | 4 | 4 | 4 |
| 5 SWL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 | 25 | 14 | 14 | 4 | 4 | 4 | 4 | 4 | 4 |
| 6 NET | 7 | 7 | 7 | 13 | 13 | 13 | 7 | 7 | 7 | 1 | 1 | 1 | 35 | 25 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 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 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Last In Service Date: unknown

| | |
|-------------------------|----------|
| Permitted Phases | |
| Default | 12345678 |
| External Permit 0 | -23456-- |
| External Permit 1 | -234-6-- |
| External Permit 2 | -234-6-- |

TOD Schedule Report
for 2749: Dade Blvd&Meridian Av

Print Date:
1/22/2019

Print Time:
1:03 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------------------|------|-------|------------|----|----|----|----|----|---|---|-------------|--------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| 0600 | Free | 95 | 0 | 40 | 19 | 20 | 13 | 21 | 0 | 0 | 0 | 14 |
| 0700 | 13 | 100 | 0 | 45 | 19 | 20 | 13 | 26 | 0 | 0 | 0 | 85 |
| 0830 | 2 | 95 | 0 | 40 | 19 | 20 | 13 | 21 | 0 | 0 | 0 | 14 |
| 1000 | 13 | 100 | 0 | 47 | 13 | 24 | 12 | 29 | 0 | 0 | 0 | 27 |
| 1415 | 4 | 95 | 0 | 36 | 19 | 24 | 9 | 21 | 0 | 0 | 0 | 46 |
| 1500 | 14 | 100 | 0 | 47 | 13 | 24 | 12 | 29 | 0 | 0 | 0 | 27 |
| 1830 | 4 | 95 | 0 | 40 | 19 | 20 | 13 | 21 | 0 | 0 | 0 | 14 |
| 2200 | 13 | Free | | | | | | | | | | |
| | 3 | 100 | 0 | 50 | 19 | 15 | 18 | 26 | 0 | 0 | 0 | 85 |
| | 5 | 80 | 0 | 30 | 19 | 15 | 5 | 19 | 0 | 0 | 0 | 65 |
| | 6 | 120 | 0 | 65 | 19 | 20 | 8 | 51 | 0 | 0 | 0 | 101 |
| | 9 | 90 | 0 | 35 | 19 | 20 | 8 | 21 | 0 | 0 | 0 | 54 |
| | 10 | 80 | 0 | 37 | 19 | 8 | 12 | 19 | 0 | 0 | 0 | 40 |
| | 15 | 90 | 0 | 35 | 19 | 20 | 8 | 21 | 0 | 0 | 0 | 54 |
| | 16 | 80 | 0 | 37 | 19 | 8 | 12 | 19 | 0 | 0 | 0 | 40 |
| | 23 | 80 | 0 | 30 | 19 | 15 | 5 | 19 | 0 | 0 | 0 | 65 |

| Local TOD Schedule | | |
|--------------------|------|-----------------|
| Time | Plan | DOW |
| 0000 | Free | Su M T W Th F S |
| 0600 | 13 | M T W Th F |
| 0700 | 2 | M T W Th F |
| 0830 | 13 | M T W Th F |
| 1000 | 4 | M T W Th F |
| 1415 | 14 | M T W Th F |
| 1500 | 4 | M T W Th F |
| 1830 | 13 | M T W Th F |
| 2000 | Free | Su M T W Th F |
| 2200 | Free | M T W Th F |

| Current Time of Day Function | | |
|------------------------------|-------------------|--------------------------|
| Time | Function | Settings * Day of Week |
| 0000 | TOD OUTPUTS | ---5---1 Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFU | ----4--- Su M T W Th F S |
| 0100 | TOD OUTPUTS | ---5---1 Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFU | ----- Su M T W Th F S |
| 0600 | TOD OUTPUTS | ----- M T W Th F S |
| 1500 | TOD OUTPUTS | ----4--- M T W Th F |
| 1830 | TOD OUTPUTS | ----- M T W Th F |

| Local Time of Day Function | | |
|----------------------------|---------------------|--------------------------|
| Time | Function | Settings * Day of Week |
| 0000 | TOD OUTPUTS | ---5---1 Su M T W Th F S |
| 0000 | TOD LOCAL MULTIFUNG | ----4--- Su M T W Th F S |
| 0100 | TOD OUTPUTS | ---5---1 Su M T W Th F S |
| 0500 | TOD LOCAL MULTIFUNG | ----- Su M T W Th F S |
| 0600 | TOD OUTPUTS | ----- M T W Th F S |
| 0700 | TOD OUTPUTS | ---5---1 Su S |
| 1000 | TOD OUTPUTS | ----- Su S |
| 1500 | TOD OUTPUTS | ----4--- M T W Th F |
| 1830 | TOD OUTPUTS | ----- M T W Th F |

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2808: Washington Av&17 St

Print Date:
1/22/2019

Print Time:
1:03 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active Phase | Active Bank | Maximum |
|-------|---------------------|--------------|---------|--------------------|-------|--------|-------------|--------------|-------------|---------|
| 2808 | Washington Av&17 St | DOW-3 | TOD | [04] HEAVY AM PEAK | 100 | 54 | N/A | 1 | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| NBL | SBT | EBL | WBT | - | NBT | - | EBT |
| 6 | 39 | 6 | 23 | 0 | 51 | 0 | 36 |
| | | | | | | | |

Active Phase Bank: Phase Bank 1

| Phase | Walk | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|------|---|---|------------|----|----|-------------|---|---|---------|-----|-----|-----------|----|----|-------|----|----|--------|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 NBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 | 9 | 7 | 9 | 3.7 | 3.7 | 3.7 | 2.3 | 2.3 | 2.3 |
| 2 SBT | 5 | 5 | 5 | 16 | 16 | 16 | 5 | 5 | 5 | 1 | 1 | 1 | 15 | 15 | 15 | 0 | 15 | 15 | 4 | 4 | 4 | 2.3 | 2.3 | 2.3 |
| 3 EBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 | 15 | 15 | 15 | 3.7 | 3.7 | 3.7 | 3.4 | 3.4 | 3.4 |
| 4 WBT | 5 | 5 | 5 | 18 | 18 | 18 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 50 | 18 | 12 | 24 | 24 | 24 | 4 | 4 | 4 | 3.4 | 3.4 | 3.4 |
| 5 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 2.3 | 2.3 |
| 6 NBT | 5 | 5 | 5 | 16 | 16 | 16 | 5 | 5 | 5 | 1 | 1 | 1 | 15 | 15 | 15 | 0 | 15 | 15 | 4 | 4 | 4 | 2.3 | 2.3 | 2.3 |
| 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 EBT | 5 | 5 | 5 | 18 | 18 | 18 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 50 | 18 | 12 | 24 | 24 | 24 | 4 | 4 | 4 | 3.4 | 3.4 | 3.4 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 1234-6-8 |
| External Permit 1 | 1234-6-8 |
| External Permit 2 | 1234-6-8 |

TOD Schedule Report
for 2808: Washington Av&17 St

Print Date:
 1/22/2019

Print Time:
 1:03 PM

| Current TOD Schedule | Plan | Green Time | | | | | | | | | | |
|-------------------------|------|------------|---|----|---|----|---|-----|---|----|---|-----|
| | | Cycle | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| 10 | 10 | 80 | 0 | 31 | 6 | 23 | 0 | 31 | 0 | 36 | 0 | 0 |
| 0600 | 1 | 70 | 0 | 21 | 6 | 23 | 0 | 21 | 0 | 36 | 0 | 25 |
| 0715 | 2 | 90 | 6 | 29 | 6 | 23 | 0 | 41 | 0 | 36 | 0 | 53 |
| 0800 | 11 | 100 | 6 | 39 | 6 | 23 | 0 | 51 | 0 | 36 | 0 | 93 |
| 0900 | 4 | 100 | 6 | 39 | 6 | 23 | 0 | 51 | 0 | 36 | 0 | 54 |
| 1330 | 12 | 110 | 6 | 49 | 6 | 23 | 0 | 61 | 0 | 36 | 0 | 36 |
| 1530 | 6 | 110 | 6 | 49 | 6 | 23 | 0 | 61 | 0 | 36 | 0 | 3 |
| 1800 | 5 | 90 | 6 | 29 | 6 | 23 | 0 | 41 | 0 | 36 | 0 | 69 |
| | 7 | 90 | 6 | 29 | 6 | 23 | 0 | 41 | 0 | 36 | 0 | 59 |
| | 14 | 90 | 6 | 29 | 6 | 23 | 0 | 41 | 0 | 36 | 0 | 73 |
| | 15 | 110 | 6 | 49 | 6 | 23 | 0 | 61 | 0 | 36 | 0 | 102 |
| | 16 | 150 | 6 | 89 | 6 | 23 | 0 | 101 | 0 | 36 | 0 | 82 |
| | 18 | 90 | 6 | 29 | 6 | 23 | 0 | 41 | 0 | 36 | 0 | 29 |
| | 19 | 100 | 6 | 39 | 6 | 23 | 0 | 51 | 0 | 36 | 0 | 0 |
| | 20 | 110 | 6 | 49 | 6 | 23 | 0 | 61 | 0 | 36 | 0 | 0 |
| | 21 | 110 | 6 | 49 | 6 | 23 | 0 | 61 | 0 | 36 | 0 | 0 |

| Local TOD Schedule | | |
|--------------------|------|--------|
| Time | Plan | DOW |
| 0000 | 10 | Su |
| 0000 | 10 | MTWThF |
| 0530 | 1 | Su |
| 0600 | 1 | MTWThF |
| 0715 | 2 | MTWThF |
| 0800 | 11 | MTWThF |
| 0900 | 4 | MTWThF |
| 1000 | Free | Su |
| 1330 | 12 | MTWThF |
| 1530 | 6 | MTWThF |
| 1800 | 5 | MTWThF |
| 2000 | 5 | Su |

| Current Time of Day Function | | |
|------------------------------|-------------------|------------------------|
| Time | Function | Settings * Day of Week |
| 0000 | TOD OUTPUTS | ----- MTWThF |
| 0000 | TOD LOCAL MULTIFU | ----4--- SuMTWThFS |
| 0100 | TOD OUTPUTS | --6----- MTWThF |
| 0500 | TOD LOCAL MULTIFU | ----- SuMTWThFS |
| 0550 | TOD OUTPUTS | ---5----- MTWThF |
| 0600 | TOD OUTPUTS | ---5----- MTWThF |
| 0720 | TOD OUTPUTS | ----- MTWThF |

| Local Time of Day Function | | |
|----------------------------|-----------------------|------------------------|
| Time | Function | Settings * Day of Week |
| 0000 | TOD OUTPUTS | --6----- Su |
| 0000 | TOD OUTPUTS | ----- MTWThF |
| 0000 | TOD LOCAL MULTIFUNG14 | SuMTWThFS |
| 0100 | TOD OUTPUTS | --6----- MTWThF |
| 0500 | TOD LOCAL MULTIFUNG1 | SuMTWThFS |
| 0520 | TOD OUTPUTS | ---5----- Su |
| 0530 | TOD OUTPUTS | ---5----- Su |
| 0550 | TOD OUTPUTS | ---5----- MTWThF |
| 0600 | TOD OUTPUTS | ---5----- MTWThF |
| 0605 | TOD OUTPUTS | ----- Su |
| 0720 | TOD OUTPUTS | ----- MTWThF |

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

No Calendar Defined/Enabled

TOD Schedule Report for 2748: Meridian Av&17 St

Print Date:
1/22/2019

Print Time:
1:04 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|-------------------|--------------|---------|--------------------|-------|--------|-------------|------------------|----------------|
| 2748 | Meridian Av&17 St | DOW-3 | TOD | [04] HEAVY AM PEAK | 100 | 84 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| EBL | WBT | SBL | NBT | WBL | EBT | - | SBT |
| 8 | 39 | 6 | 23 | 8 | 39 | 0 | 35 |
| | | | | | | | |

Active Phase Bank: Phase Bank 1

| Phase | Walk | Don't Walk | Min Initial | Veh Ext | Max Limit | Max 2 | Yellow | Red |
|------------|------|------------|--------------|-----------|-----------------|--------------|--------------|-----|
| Phase Bank | | | | | | | | |
| 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 | EBL | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 5 - 5 - 5 | 12 - 5 - 10 | 3.7 | 2 |
| 2 | WBT | 4 - 4 - 4 | 21 - 21 - 21 | 1 - 1 - 1 | 35 - 45 - 35 | 0 - 45 - 35 | 4 | 2 |
| 3 | SBL | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 7 - 7 | 8 - 7 - 7 | 3.7 | 2 |
| 4 | NBT | 5 - 5 - 5 | 18 - 18 - 18 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 14 - 26 - 14 | 26 - 26 - 25 | 4 |
| 5 | WBL | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 5 - 7 | 12 - 5 - 12 | 4 | 2 |
| 6 | EBT | 4 - 4 - 4 | 21 - 21 - 21 | 1 - 1 - 1 | 35 - 45 - 35 | 0 - 45 - 35 | 4 | 2 |
| 7 | - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 8 | SBT | 5 - 5 - 5 | 18 - 18 - 18 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 14 - 12 - 14 | 26 - 12 - 14 | 4 |

Last In Service Date: 05/13/2010 12:34

Permitted Phases

| | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 123456-8 |
| External Permit 1 | 123456-8 |
| External Permit 2 | -2-4-6-8 |

Green Time

| Current TOD Schedule | Plan | Cycle | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Ring Offset | Offset |
|----------------------|------|-------|-----|-----|-----|-----|-----|-----|---|-----|-------------|--------|
| Free | Free | | EBL | WBT | SBL | NBT | WBL | EBT | - | SBT | | |
| 0800 | 1 | 100 | 8 | 39 | 6 | 23 | 8 | 39 | 0 | 35 | 0 | 45 |
| 0900 | 4 | 100 | 8 | 39 | 6 | 23 | 8 | 39 | 0 | 35 | 0 | 84 |
| 1530 | 3 | 100 | 8 | 39 | 6 | 23 | 8 | 39 | 0 | 35 | 0 | 45 |
| 2100 | Free | | EBL | WBT | SBL | NBT | WBL | EBT | - | SBT | | |
| 2 | 2 | 100 | 8 | 39 | 6 | 23 | 8 | 39 | 0 | 35 | 0 | 45 |
| 6 | 6 | 100 | 7 | 40 | 6 | 23 | 7 | 40 | 0 | 35 | 0 | 54 |
| 7 | 7 | 100 | 10 | 37 | 6 | 23 | 10 | 37 | 0 | 35 | 0 | 52 |
| 9 | 9 | 95 | 8 | 34 | 6 | 23 | 8 | 34 | 0 | 35 | 0 | 45 |
| 15 | 15 | 120 | 7 | 60 | 6 | 23 | 7 | 60 | 0 | 35 | 0 | 28 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------------|
| 0000 | Free | Su M T W Th F S |
| 0800 | 1 | M T W Th F S |
| 0900 | 2 | Su |
| 0900 | 4 | M T W Th F S |
| 1530 | 3 | M T W Th F S |
| 1700 | Free | Su |
| 2100 | Free | M T W Th F S |

TOD Schedule Report

for 2748: Meridian Av&17 St

Print Date:
1/22/2019

Print Time:
1:04 PM

| Current Time of Day Function | | Local Time of Day Function | |
|------------------------------|-------------------|----------------------------|--------------------------|
| Time | Function | Time | Function |
| 0000 | TOD OUTPUTS | 0000 | TOD OUTPUTS |
| 0000 | TOD LOCAL MULTIFU | 0000 | TOD LOCAL MULTIFUNCT4--- |
| 0500 | TOD LOCAL MULTIFU | 0500 | TOD LOCAL MULTIFUNCT--- |

| Time | Function | Settings * | Day of Week |
|------|-------------------|------------|---------------|
| 0000 | TOD OUTPUTS | ----- | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFU | ----4--- | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFU | ----- | SuM T W ThF S |

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4275: Convention Center Dr&17 St

Print Date:
1/22/2019

Print Time:
1:05 PM

| Asset | Intersection | <u>TOD</u> Schedule | Op Mode | Plan # | Cycle | <u>Offset</u> | <u>TOD</u> Setting | <u>Active</u> PhaseBank | <u>Active</u> Maximum |
|-------|----------------------------|------------------------|---------|--------------------|-------|---------------|-----------------------|----------------------------|--------------------------|
| 4275 | Convention Center Dr&17 St | DOW-3 | TOD | [01] EARLY MORNING | 100 | 49 | N/A | 1 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| - | EBT | - | - | EBL | WBT | SBT | NBT |
| 0 | 44 | 0 | 0 | 5 | 35 | 14 | 24 |
| | | | | | | | |

Active Phase Bank: Phase Bank 1

| Phase | Walk | Don't Walk | Min Initial | Veh Ext | Max Limit | Max 2 | Yellow | Red |
|-------|------|------------|-------------|---------|-----------|-------|--------|-----|
| 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 7 | 20 | 7 | 1 | 40 | 39 | 39 | 4 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 0 |
| 5 | 0 | 0 | 5 | 2 | 5 | 5 | 15 | 4 |
| 6 | 7 | 20 | 7 | 1 | 40 | 39 | 39 | 4 |
| 7 | 0 | 0 | 7 | 2.5 | 10 | 8 | 8 | 4 |
| 8 | 7 | 16 | 7 | 2.5 | 10 | 25 | 25 | 4 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | -2--5678 |
| External Permit 1 | -2--5678 |
| External Permit 2 | -2--5678 |

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset | |
|-------------------------|------|-------|------------|----|---|---|---|----|----|----|-------------|--------|--|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| 0200 | Free | | | | | | | | | | | | |
| 0630 | Free | | | | | | | | | | | | |
| 0800 | 1 | 100 | 0 | 44 | 0 | 0 | 5 | 35 | 14 | 24 | 0 | 49 | |
| 1530 | 4 | 100 | 0 | 41 | 0 | 0 | 5 | 32 | 17 | 24 | 0 | 88 | |
| 1830 | 4 | 100 | 0 | 41 | 0 | 0 | 5 | 32 | 17 | 24 | 0 | 88 | |
| | 2 | 100 | 0 | 41 | 0 | 0 | 5 | 32 | 17 | 24 | 0 | 43 | |
| | 3 | 100 | 0 | 41 | 0 | 0 | 5 | 32 | 17 | 24 | 0 | 44 | |
| | 6 | 100 | 0 | 45 | 0 | 0 | 4 | 37 | 14 | 23 | 0 | 61 | |
| | 7 | 100 | 0 | 45 | 0 | 0 | 4 | 37 | 14 | 23 | 0 | 82 | |
| | 15 | 120 | 0 | 65 | 0 | 0 | 4 | 57 | 14 | 23 | 0 | 18 | |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|------------|
| 0000 | Free | SuMTWThF S |
| 0200 | Free | MTWThF |
| 0300 | Free | Su |
| 0630 | Free | SuMTWThF S |
| 0800 | 1 | MTWThF |
| 0900 | 2 | Su |
| 1530 | 4 | MTWThF |
| 1700 | Free | Su |
| 1830 | 4 | MTWThF |

TOD Schedule Report

for 4275: Convention Center Dr&17 St

Print Date:
1/22/2019

Print Time:
1:05 PM

| Current Time of Day Function | | | | Local Time of Day Function | | | |
|------------------------------|-------------------|------------|---------------|----------------------------|-----------------------|------------|---------------|
| Time | Function | Settings * | Day of Week | Time | Function | Settings * | Day of Week |
| 0000 | TOD OUTPUTS | ---5---1 | SuM T W ThF S | 0000 | TOD OUTPUTS | ---5---1 | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFU | ---4--- | SuM T W ThF S | 0000 | TOD LOCAL MULTIFUNG74 | ---5--- | SuM T W ThF S |
| 0200 | TOD OUTPUTS | ---5--- | M T W ThF | 0200 | TOD OUTPUTS | ---5--- | M T W ThF |
| 0500 | TOD LOCAL MULTIFU | ----- | SuM T W ThF S | 0300 | TOD OUTPUTS | ---5--- | Su |
| 0630 | TOD OUTPUTS | ---5--- | SuM T W ThF S | 0500 | TOD LOCAL MULTIFUNG7 | ---5--- | SuM T W ThF S |
| 0800 | TOD OUTPUTS | ---5--- | M T W ThF | 0630 | TOD OUTPUTS | ---5--- | SuM T W ThF S |
| 0900 | TOD OUTPUTS | ---5--- | SuM T W ThF S | 0800 | TOD OUTPUTS | ---5--- | M T W ThF |
| 1530 | TOD OUTPUTS | ---5--- | M T W ThF | 0900 | TOD OUTPUTS | ---5--- | SuM T W ThF S |
| 2330 | TOD OUTPUTS | ---5---1 | SuM T W ThF S | 1530 | TOD OUTPUTS | ---5--- | M T W ThF |
| | | | | 1700 | TOD OUTPUTS | ---5--- | Su |
| | | | | 2330 | TOD OUTPUTS | ---5---1 | SuM T W ThF S |

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4427: Convention Center Dr&Dade Blvd&Prairie Av

Print Date:
1/22/2019

Print Time:
1:06 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|------------------------------------|--------------|---------|-------------------|-------|--------|-------------|------------------|----------------|
| 4427 | Convention Center Dr&Dade Blvd&Pra | DOW-3 | TOD | [13] POST PM PEAK | 95 | 11 | N/A | 3 | Max 2 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| NEL | SWT | - | NBT | WBL | NET | NBL | SBT |
| 9 | 38 | 0 | 30 | 9 | 38 | 0 | 30 |



Active Phase Bank: Phase Bank 3

| Phase | Walk | Don't Walk | Min Initial | Veh Ext | Max Limit | Max 2 | Yellow | Red |
|-------|------|------------|--------------|-----------|-----------------|--------------|--------------|-----|
| 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 1 | NEL | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 6 - 5 - 5 | 8 - 30 - 8 | 4 | 2 |
| 2 | SWT | 6 - 6 - 6 | 31 - 31 - 31 | 1 - 1 - 1 | 45 - 40 - 30 | 0 - 44 - 30 | 4 | 2 |
| 3 | - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 4 | NBT | 6 - 6 - 6 | 23 - 23 - 23 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 15 - 22 - 22 | 30 - 30 - 30 | 4 |
| 5 | WBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 5 - 5 - 7 | 8 - 30 - 10 | 4 |
| 6 | NET | 6 - 6 - 6 | 31 - 31 - 31 | 1 - 1 - 1 | 45 - 40 - 30 | 0 - 44 - 30 | 4 | 2 |
| 7 | NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 6 - 12 - 12 | 12 - 12 - 12 | 4 |
| 8 | SBT | 6 - 6 - 6 | 23 - 23 - 23 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 15 - 9 - 8 | 15 - 12 - 10 | 4 |

Last In Service Date: unknown

Permitted Phases

| | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | 12-45678 |
| External Permit 1 | -2-4-6-8 |
| External Permit 2 | -2-4-6-8 |

Green Time

| Current TOD Schedule | Plan | Cycle | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Ring Offset | Offset |
|----------------------|------|-------|---|----|---|----|---|----|---|----|-------------|--------|
| 0600 | Free | 95 | 9 | 38 | 0 | 30 | 9 | 38 | 0 | 30 | 0 | 11 |
| 0700 | 13 | 100 | 5 | 37 | 0 | 40 | 5 | 37 | 5 | 29 | 0 | 63 |
| 0830 | 13 | 95 | 9 | 38 | 0 | 30 | 9 | 38 | 0 | 30 | 0 | 11 |
| 1415 | 14 | 95 | 5 | 42 | 0 | 30 | 5 | 42 | 0 | 30 | 0 | 79 |
| 1500 | 4 | 100 | 5 | 37 | 0 | 40 | 5 | 37 | 5 | 29 | 0 | 49 |
| 1830 | 13 | 95 | 9 | 38 | 0 | 30 | 9 | 38 | 0 | 30 | 0 | 11 |
| 2200 | Free | 100 | 5 | 37 | 0 | 40 | 5 | 37 | 6 | 28 | 0 | 82 |
| | 6 | 120 | 7 | 55 | 0 | 40 | 7 | 55 | 6 | 28 | 0 | 92 |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------|
| 0000 | Free | SuMTWThFS |
| 0600 | 13 | MTWThF |
| 0700 | 2 | MTWThF |
| 0830 | 13 | MTWThF |
| 1000 | 13 | Su |
| 1415 | 14 | MTWThF |
| 1500 | 4 | MTWThF |
| 1830 | 13 | MTWThF |
| 2000 | Free | Su |
| 2200 | Free | MTWThF |

TOD Schedule Report

for 4427: Convention Center Dr&Dade Blvd&Prairie Av

Print Date:
1/22/2019

Print Time:
1:06 PM

| Time | Function | Settings | * Day of Week |
|------|-------------------|----------|---------------|
| 0000 | TOD OUTPUTS | ----3-- | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFU | ----4-- | SuM T W ThF S |
| 0100 | TOD OUTPUTS | ---5--2- | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFU | ----- | SuM T W ThF S |
| 0600 | TOD OUTPUTS | ----4-- | M T W ThF |
| 0700 | TOD OUTPUTS | ----- | M T W ThF |
| 0830 | TOD OUTPUTS | ----4-- | M T W ThF |
| 1615 | TOD OUTPUTS | ----4-- | M T W ThF |
| 1830 | TOD OUTPUTS | ----4-- | M T W ThF |
| 2200 | TOD OUTPUTS | -----1 | M T W ThF S |

| Time | Function | Settings | * Day of Week |
|------|---------------------|----------|---------------|
| 0000 | TOD OUTPUTS | ----3-- | SuM T W ThF S |
| 0000 | TOD LOCAL MULTIFUNG | T4--- | SuM T W ThF S |
| 0100 | TOD OUTPUTS | ---5--2- | SuM T W ThF S |
| 0500 | TOD LOCAL MULTIFUNG | ----- | SuM T W ThF S |
| 0600 | TOD OUTPUTS | ----4-- | M T W ThF |
| 0700 | TOD OUTPUTS | -----2- | Su |
| 0700 | TOD OUTPUTS | ----- | M T W ThF |
| 0830 | TOD OUTPUTS | ----4-- | M T W ThF |
| 1000 | TOD OUTPUTS | ----4-- | Su |
| 1615 | TOD OUTPUTS | ----- | M T W ThF |
| 1830 | TOD OUTPUTS | ----4-- | M T W ThF |
| 2000 | TOD OUTPUTS | -----1 | Su |
| 2200 | TOD OUTPUTS | -----1 | M T W ThF S |

Local Time of Day Function

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2810: Dade Blvd&Washington Av

Print Date:
1/22/2019

Print Time:
1:07 PM

| Asset | Intersection | TOD Schedule | Op_Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|-------------------------|-----------------|---------|-------------------|-------|--------|----------------|---------------------|-------------------|
| 2810 | Dade Blvd&Washington Av | DOW-3 | TOD | [13] POST PM PEAK | 95 | 53 | N/A | 1 | Max 2 |

Splits

| PH1 | PH2 | PH3 | PH4 | PH5 | PH6 | PH7 | PH8 |
|-----|-----|-----|-----|-----|-----|-----|-----|
| - | SWT | - | NBT | WBL | NET | - | - |
| 0 | 42 | 0 | 41 | 6 | 30 | 0 | 0 |



Active Phase Bank: Phase Bank 1

| Phase | Walk | | | Don't Walk | | | Min Initial | | | Veh Ext | | | Max Limit | | | Max 2 | | | Yellow | | | Red | | |
|-------|------|---|---|------------|---|---|-------------|----|----|---------|-----|-----|-----------|----|----|-------|----|----|--------|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| 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 SWT | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 1 | 1 | 1 | 30 | 15 | 15 | 0 | 18 | 18 | 4 | 4 | 4 | 2.4 | 2.4 | 2.4 |
| 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 NBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 7 | 7 | 7 | 45 | 18 | 18 | 4 | 4 | 4 | 2 | 2 | 2 |
| 5 WBL | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 2 | 7 | 12 | 7 | 14 | 12 | 10 | 3.7 | 3.7 | 3.7 | 2.4 | 2.4 | 2.4 |
| 6 NET | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 1 | 1 | 1 | 15 | 15 | 15 | 0 | 18 | 18 | 4 | 4 | 4 | 2.4 | 2.4 | 2.4 |
| 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 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Last In Service Date: unknown

Permitted Phases

| | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | -23456-- |
| External Permit 1 | -23456-- |
| External Permit 2 | -23456-- |

TOD Schedule Report
for 2810: Dade Blvd&Washington Av

Print Date:
1/22/2019

Print Time:
1:07 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | | | |
|-------------------------|------|-------|------------|-----|---|-----|-----|-----|---|---|---|----|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | |
| | Free | | - | SWT | - | NBT | WBL | NET | - | - | - | - | - |
| 0600 | 13 | 95 | 0 | 42 | 0 | 41 | 6 | 30 | 0 | 0 | 0 | 53 | |
| 0700 | 2 | 100 | 0 | 47 | 0 | 41 | 7 | 34 | 0 | 0 | 0 | 51 | |
| 0830 | 13 | 95 | 0 | 42 | 0 | 41 | 6 | 30 | 0 | 0 | 0 | 53 | |
| 1415 | 14 | 95 | 0 | 42 | 0 | 41 | 6 | 30 | 0 | 0 | 0 | 76 | |
| 1645 | 4 | 100 | 0 | 47 | 0 | 41 | 7 | 34 | 0 | 0 | 0 | 64 | |
| 1830 | 13 | 95 | 0 | 42 | 0 | 41 | 6 | 30 | 0 | 0 | 0 | 53 | |
| 2200 | Free | | | | | | | | | | | | |
| | 3 | 100 | 0 | 47 | 0 | 41 | 7 | 34 | 0 | 0 | 0 | 51 | |
| | 5 | 80 | 0 | 34 | 0 | 34 | 7 | 21 | 0 | 0 | 0 | 33 | |
| | 6 | 120 | 0 | 67 | 0 | 41 | 10 | 51 | 0 | 0 | 0 | 67 | |
| | 9 | 90 | 0 | 37 | 0 | 41 | 12 | 19 | 0 | 0 | 0 | 20 | |
| | 10 | 80 | 0 | 34 | 0 | 34 | 7 | 21 | 0 | 0 | 0 | 79 | |
| | 11 | 80 | 0 | 34 | 0 | 34 | 7 | 21 | 0 | 0 | 0 | 15 | |
| | 15 | 90 | 0 | 37 | 0 | 41 | 12 | 19 | 0 | 0 | 0 | 20 | |

Local TOD Schedule

| Time | Plan | DOW |
|------|------|-----------|
| 0000 | Free | SuMTWThFS |
| 0600 | 13 | MTWThF |
| 0700 | 2 | MTWThF |
| 0830 | 13 | MTWThF |
| 1000 | 13 | SuMTWThFS |
| 1415 | 14 | MTWThF |
| 1500 | 4 | F |
| 1645 | 4 | MTWTh |
| 1830 | 13 | MTWThF |
| 2000 | Free | Su |
| 2200 | Free | MTWThF |

Current Time of Day Function

| Time | Function | Settings | Day of Week |
|------|-------------------|----------|-------------|
| 0000 | TOD OUTPUTS | -----1 | SuMTWThFS |
| 0000 | TOD LOCAL MULTIFU | ----4--- | SuMTWThFS |
| 0500 | TOD LOCAL MULTIFU | ----- | SuMTWThFS |
| 0600 | TOD OUTPUTS | ----- | MTWThF |
| 0630 | TOD OUTPUTS | 8----- | MTWThF |
| 0845 | TOD OUTPUTS | ----- | MTWThF |
| 1415 | TOD OUTPUTS | 8----- | MTWThF |
| 1600 | TOD OUTPUTS | ----- | MTWTh |

Local Time of Day Function

| Time | Function | Settings | Day of Week |
|------|---------------------|----------|-------------|
| 0000 | TOD OUTPUTS | -----1 | SuMTWThFS |
| 0000 | TOD LOCAL MULTIFUNG | ----4--- | SuMTWThFS |
| 0500 | TOD LOCAL MULTIFUNG | ----- | SuMTWThFS |
| 0600 | TOD OUTPUTS | ----- | MTWThF |
| 0630 | TOD OUTPUTS | 8----- | MTWThF |
| 0700 | TOD OUTPUTS | ----- | Su |
| 0845 | TOD OUTPUTS | ----- | MTWThF |
| 1415 | TOD OUTPUTS | 8----- | MTWThF |
| 1500 | TOD OUTPUTS | ----- | F |
| 1600 | TOD OUTPUTS | ----- | MTWTh |

* Settings

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

No Calendar Defined/Enabled

Tree Resource Evaluation for Proposed Miami Beach convention Center Hotel Site

Prepared for:

***ArquitectonicaGeo
2900 Oak Avenue
Miami, FL 33133***

Prepared by:

***Jeff Shimonski
President, Tropical Designs of Florida
Member, American Society of Consulting Arborists
ISA Certified Arborist Municipal Specialist FL-1052AM
ISA Tree Risk Assessment Qualification
LIAF Florida Certified Landscape Inspector 2016-0175
305-773-9406
Jeff@TropicalArboriculture.com***

January 6, 2019

Summary

I performed a tree resource evaluation on the property located to the north of 17th Street and east of Convention Center Drive in Miami Beach also known as the Proposed Miami Beach Convention Center Hotel Site on January 3, 2019. The approximate locations of these trees and palms can be found on the schematic in Appendix B.

The evaluation in Appendix A includes tree and palm measurements, condition rating and recommended radius of the tree protection zone (TPZ) for each tree and palm.

I rated the trees and palms in accordance with ANSI A300 (Part 5) – 2005, Annex A, Management Report Information. Trees and palms are rated Good, Moderate or Poor, see Appendix C. I recommend the removal of trees and palms that I rate as Poor.

I also followed the Levels and Scope of Tree Risk Assessment from the ANSI A300 Part 9- 2017: Levels of tree risk assessment; Level 1 limited visual tree risk assessment, Level 2 basic tree risk assessment, and Level 3 advanced tree risk assessment. The scope of this report/evaluation was limited to a Level 2 Assessment for all trees onsite.

To perform all measurements I used a forestry diameter measuring tape and a measuring wheel. I rounded-off to the nearest inch when measuring trunk diameter, heights and canopy diameters are approximate.

Protective barriers must be placed and maintained around remaining trees and palms during construction. A schematic for tree protection during construction from the Miami-Dade County Landscape Manuel can be found in Appendix D.

Appendix E contains the ANSI A300 definitions of Tree Protection Zone (TPZ) and Critical Root Zone (CRZ). The TPZs that I have assigned to the trees and palms on this site are sufficient to maintain CRZs for these trees and palms as well as the TPZs. The TPZ and CRZ for trees and palms will be adjusted on the sides that are adjacent to roadway with curbs and sidewalks, to the outer edges

of those curbs and sidewalks nearest the tree or palm. There is no adjustment when asphalt without a concrete curb is adjacent to the tree or palm.

Any trees to remain onsite or in the right-of-way should have their canopies cleared of dead wood and hazardous branches by an ISA Certified Arborist.

The majority of trees on this site are in very root restricting planters at grade. If the tree is rated in poor condition, I recommend its removal.

Photos below

The color and brightness on some photos has been adjusted to provide contrast and clarity to the subject matter. This follows the Basic section on Enhancement Techniques found in Section 11, Best Practices for Documenting Image Enhancement in a document produced by SWGIT Scientific Working Group Imaging Technology, www.SWGIT.org.



Photo 1 above is palm 1 and tree 2 viewed from the east. Palm 1 has only a single trunk. Tree 2 as indicated by the circle has a very weak trunk/main branch connection.



Photo 2 above is tree 2 and as indicated by the circle has a very weak trunk/main branch connection.



Photo 3 above is palm 3 viewed from the west. Palm 1 appears to have been damaged and had trunks removed.



Photo 4 above is tree 4 with the circle indicating a very weak trunk/main branch connection, and tree 5 viewed from the west.



Photo 5 above is tree 6 viewed from the west.



Photo 6 above is tree 6 viewed from the south.



Photo 7 above is trees 7 & 8 viewed from the west.



Photo 8 above is tree 9 viewed from the east. There is some small branch die-back in the canopy.



Photo 9 above is tree 10 viewed from the south.



Photo 10 above is palm 11 viewed from the north.



Photo 11 above is tree 12 viewed from the west.



Photo 12 above is palm 13 viewed from the north.



Photo 13 above is palms 14 & 15 viewed from the north.



Photo 14 above is palms 15 & 17 and tree 16 viewed from the north.



Photo 15 above is a closer view of tree 16 from the east. This tree is developing a severe nutrient deficiency.



Photo 16 above is tree 18 viewed from the south.



Photo 17 above is tree 19 viewed from the north. This tree has poor branch structure.



Photo 18 above is trees 20 & 21 viewed from the southwest.



Photo 19 above is tree 22 viewed from the south. The circle indicates significant damage and decay to the trunk. See following photo. This tree should be removed immediately.



Photo 20 above is a closer view of the damaged and decaying trunk of tree 22. This tree should be removed immediately.



Photo 21 above is trees 22, 23 & 24 with small branch die-back and a weak trunk/main branch connection on tree 24.



Photo 22 above is trees 25 & 26 viewed from the west.



Photo 23 above is tree 27 viewed from the west.



Photo 24 above is tree 28 with a weak trunk/main branch structure indicated via the circle. There is also small branch die-back in the canopy of this tree.



Photo 25 above is Crape myrtles 29 & 30. Both trees appear to have dropped their foliage although they are not dead. Tree 30 has its trunks wrapped with burlap. I rated these trees as moderate since they dropped their foliage but will most likely regrow new foliage.

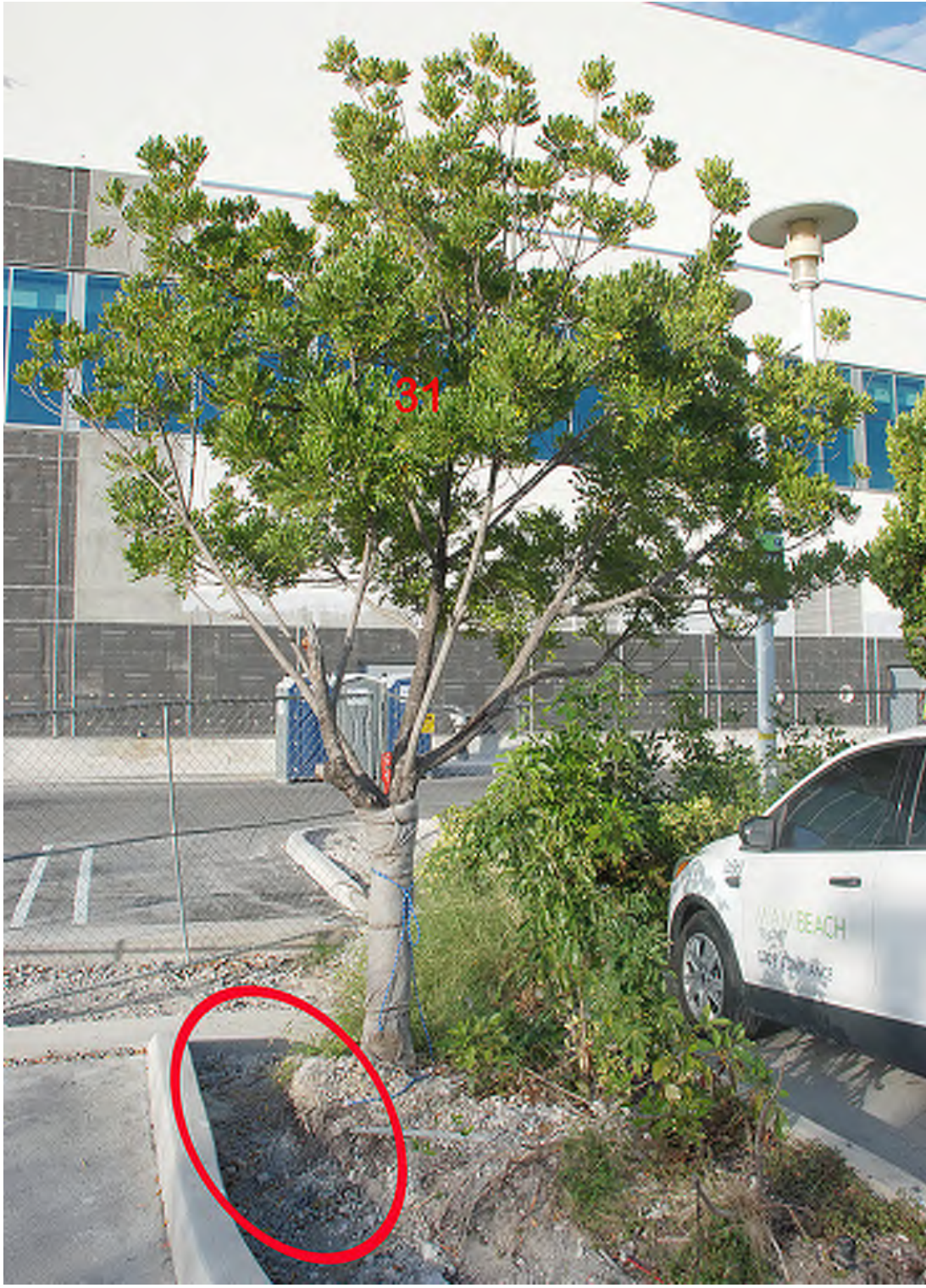


Photo 26 above is tree 31 viewed from south. A significant number of roots have been removed and left to dry-out.



Photo 27 above is trees 32 & 33 viewed from the south.



Photo 28 above is tree 34 viewed from the south.



Photo 29 above is tree 35 with what appears to be normal seasonal canopy foliage loss.



Photo 30 above is tree 36 with apparent soil compaction damage from construction, and sparse foliage.



Photo 31 above is trees 37 & 42 with what appears to be normal seasonal canopy foliage loss, and tree 38.



Photo 32 above is tree 39 viewed from the south.



Photo 33 above is trees 40 & 41 viewed from the south.



Photo 34 above is tree 42 with what appears to be normal seasonal canopy foliage loss.



Photo 35 above is tree 43 viewed from the north. See following photo.

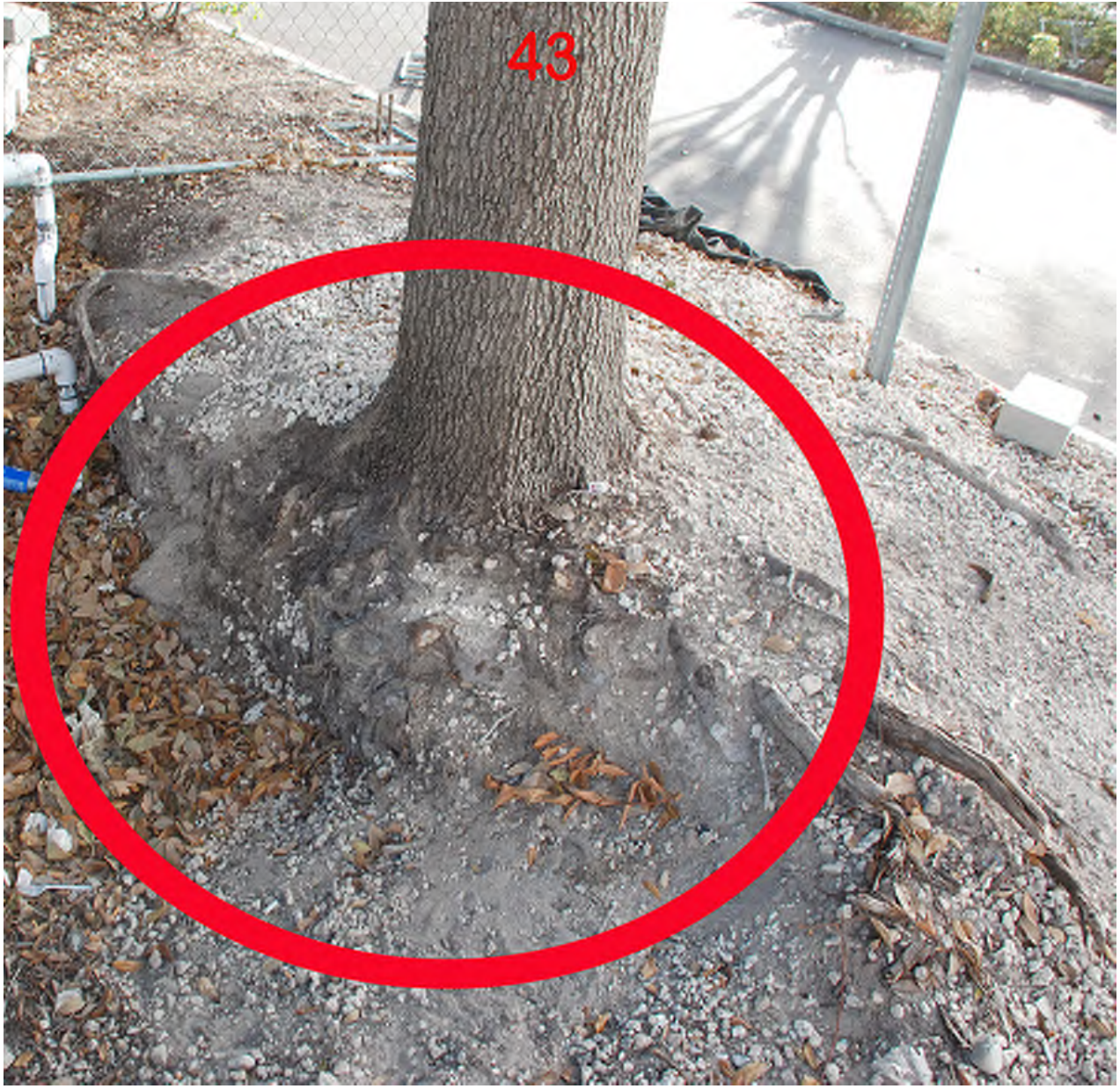


Photo 36 above shows where the entire root mass of tree 43 to the east of the trunk was removed. This tree should be immediately stabilized, and is not a good candidate for relocation.



Photo 37 above is tree 44 viewed from the southwest.



Photo 32 above is tree 45 showing signs of canopy die-back, and is not a good candidate for relocation. Tree 46 appears to be in good condition.



Photo 33 above is a group of areca palms with all their trunks over-pruned. All are in poor condition.



Photo 34 above is a group of areca palms with their trunks over-pruned. All are in poor condition.



Photo 35 above is a group of mostly Thrinax palms or hybrids. All are in good condition.



Photo 36 above is a group of mostly Thrinax palms or hybrids. All are in good condition.



Photo 37 above is a view of palms 67 & 68.



Photo 38 above is tree 69 viewed from the west.



Photo 39 above is the trunk and main structural branches of tree 69 viewed from the northwest.



Photo 40 above is tree 70 viewed from the northwest.



Photo 41 above is the trunk and main structural branches of tree 70 viewed from the west. The arrow indicates where a branch had torn-off.



Photo 42 above is palms 71, 72 & 73.



Photo 43 above is tree 74 viewed from the west.



Photo 44 above is the west side of the trunk of tree 74 with cavities and some decay indicated. This tree is likely missing substantial root mass on the north side of the tree due to the adjacent sidewalk which shows no significant signs of uplift due to root activity.



Photo 45 above is tree 74 & palm 74a viewed from the northeast.



Photo 46 above is palm 75 viewed from the west.



Photo 47 above is tree 70 and a group of Thrinax palms viewed from the south. Palms 76 & 80 have double trunks.



Photo 48 above is tree 81 viewed from the west. See following photo for close-up of trunk damage.



Photo 49 above is a closer view of the damaged trunk of tree 81. This tree should be removed.



Photo 50 above is tree 82 viewed from the east.



Photo 51 above is palm 83 and tree 82 viewed from the west.



Photo 52 above is a clump of pygmy date palms viewed from the west.



Photo 53 above is a clump of pygmy date palms viewed from the east.



Photo 54 above is tree 92 viewed from the west. This is a good candidate for relocation.



Photo 55 above is tree 93 viewed from the west. This tree is a good candidate for relocation.



Photo 56 above is the trunk and main structural branches of tree 93 viewed from the east.



Photo 57 above is tree 94 viewed from the west. This tree is in poor condition and should be removed.



Photo 58 above is tree 95 viewed from the west.

Appendix – A – Measurements and condition rating

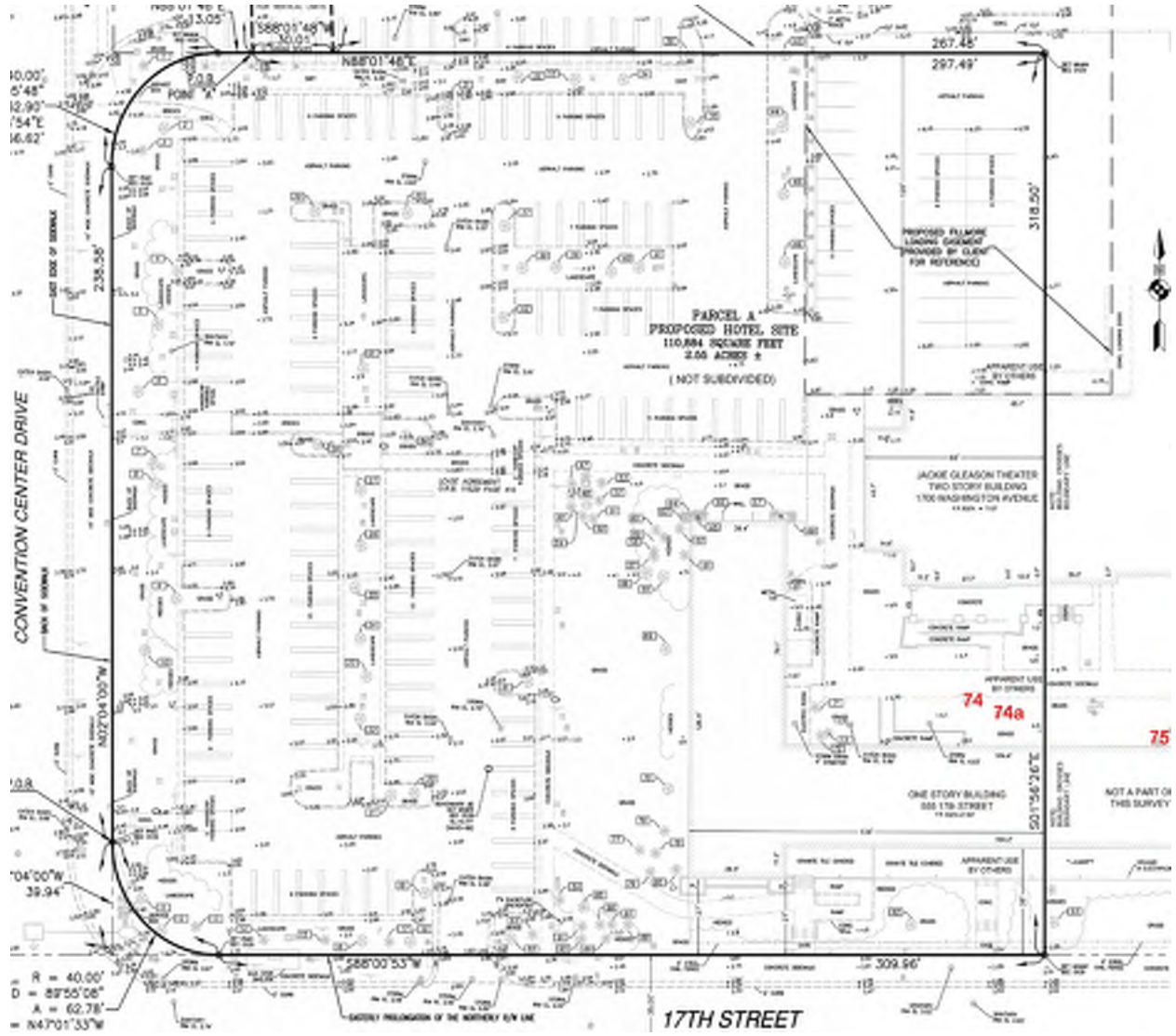
| | Scientific name | Common name | DBH | H/Ct | Canopy | Condition | TPZ |
|----|--------------------------|--------------------|------------|-------------|---------------|------------------|------------|
| 1 | Phoenix reclinata | Senegal date palm | 5" | 18' | 12' | Moderate | 5' |
| 2 | Chrysophyllum oliviforme | Satin leaf | 7" | 14' | 14' | Poor | |
| 3 | Phoenix reclinata | Senegal date palm | 37" | 20' | 25' | Good | 5' |
| 4 | Bulnesia arborea | Verawood | 17" | 20' | 20' | Moderate | 8' |
| 5 | Bulnesia arborea | Verawood | 11" | 18' | 15' | Good | 5' |
| 6 | Tabebuia chrysantha | Yellow tabebuia | 18" | 18' | 40' | Good | 15' |
| 7 | Bulnesia arborea | Verawood | 6" | 18' | 15' | Moderate | 4' |
| 8 | Tabebuia heterophylla | Pink trumpet tree | 7" | 20' | 15' | Moderate | 4' |
| 9 | Bulnesia arborea | Verawood | 8" | 14' | 15' | Moderate | 4' |
| 10 | Bulnesia arborea | Verawood | 10" | 20' | 20' | Good | 4' |
| 11 | Phoenix reclinata | Senegal date palm | 28" | 18' | 25' | Good | 4' |
| 12 | Plumeria rubra | Frangipani | 5" | 14' | 12' | Good | 4' |
| 13 | Phoenix reclinata | Senegal date palm | 27" | 14' | 28' | Good | 4' |
| 14 | Roystonea regia | Royal palm | 20" | 25' | 20' | Good | 4' |
| 15 | Roystonea regia | Royal palm | 18" | 28' | 22' | Good | 4' |
| 16 | Ilex cassine | Dahoon holly | 22" | 14' | 15' | Moderate | 6' |
| 17 | Roystonea regia | Royal palm | 18" | 22' | 22' | Good | 4' |
| 18 | Ilex cassine | Dahoon holly | 10" | 14' | 20' | Moderate | 4' |
| 19 | Filicium decipiens | Japanese fern tree | 13" | 18' | 20' | Moderate | 4' |
| 20 | Filicium decipiens | Japanese fern tree | 8" | 15' | 15' | Moderate | 4' |
| 21 | Filicium decipiens | Japanese fern tree | 12" | 12' | 15' | Moderate | 4' |
| 22 | Bulnesia arborea | Verawood | 10" | 28' | 25' | Poor | |
| 23 | Bulnesia arborea | Verawood | 4" | 12' | 10' | Good | 3' |
| 24 | Bulnesia arborea | Verawood | 3" | 10' | 9' | Poor | |
| 25 | Tabebuia heterophylla | Pink trumpet tree | 9" | 25' | 18' | Good | 4' |
| 26 | Tabebuia heterophylla | Pink trumpet tree | 8" | 22' | 18' | Moderate | 4' |
| 27 | Tabebuia heterophylla | Pink trumpet tree | 8" | 22' | 20' | Moderate | 4' |
| 28 | Filicium decipiens | Japanese fern tree | 26" | 14' | 24' | Poor | |
| 29 | Lagerstroemia indica | Crape myrtle | 28" | 20' | 20' | Good | 6' |
| 30 | Lagerstroemia indica | Crape myrtle | 31" | 20' | 20' | Good | 6' |
| 31 | Filicium decipiens | Japanese fern tree | 11" | 15' | 16' | Poor | |
| 32 | Coccoloba diversifolia | Pigeon plum | 21" | 18' | 18' | Good | 6' |
| 33 | Coccoloba diversifolia | Pigeon plum | 7" | 15' | 15' | Good | 4' |
| 34 | Coccoloba diversifolia | Pigeon plum | 5" | 15' | 12' | Good | 4' |
| 35 | Lagerstroemia indica | Crape myrtle | 42" | 22' | 18' | Good | 6' |
| 36 | Filicium decipiens | Japanese fern tree | 15" | 15' | 15' | Poor | |
| 37 | Lagerstroemia indica | Crape myrtle | 38" | 18' | 22' | Good | 6' |
| 38 | Ilex cassine | Dahoon holly | 11" | 15' | 12' | Poor | |

| | | | | | | | |
|-----|--------------------------|----------------|-----|-----|-----|----------|-----|
| 39 | Ilex cassine | Dahoon holly | 8" | 16' | 18' | Moderate | 4' |
| 40 | Ilex cassine | Dahoon holly | 17" | 18' | 15' | Moderate | 6' |
| 41 | Ilex cassine | Dahoon holly | 9" | 20' | 13' | Good | 6' |
| 42 | Lagerstroemia indica | Crape myrtle | 34" | 16' | 20' | Good | 6' |
| 43 | Quercus virginiana | Live oak | 16" | 25' | 35' | Poor | |
| 44 | Quercus virginiana | Live oak | 16" | 28' | 30' | Good | 10' |
| 45 | Quercus virginiana | Live oak | 10" | 25' | 25' | Moderate | 8' |
| 46 | Quercus virginiana | Live oak | 14" | 28' | 35' | Good | 10' |
| 47 | Dypsis lutescens | Areca palm | 35" | 10' | 16' | Poor | |
| 48 | Dypsis lutescens | Areca palm | 6" | 12' | 0' | Dead | |
| 49 | Dypsis lutescens | Areca palm | 33" | 14' | 15' | Poor | |
| 50 | Dypsis lutescens | Areca palm | 8" | 15' | 10' | Poor | |
| 51 | Dypsis lutescens | Areca palm | 18" | 15' | 10' | Poor | |
| 52 | Dypsis lutescens | Areca palm | 36" | 17' | 18' | Poor | |
| 53 | Dypsis lutescens | Areca palm | 16" | 14' | 12' | Poor | |
| 54 | Not onsite | | | | | | |
| 55 | Thrinax radiata | Thatch palm | 5" | 10' | 12' | Good | 3' |
| 56 | Thrinax radiata | Thatch palm | 4" | 22' | 6' | Good | 3' |
| 57 | Thrinax radiata | Thatch palm | 3" | 8' | 8' | Good | 3' |
| 58 | Thrinax radiata | Thatch palm | 5" | 8' | 8' | Good | 3' |
| 59 | Thrinax radiata | Thatch palm | 6" | 12' | 10' | Good | 3' |
| 60 | Thrinax radiata | Thatch palm | 5" | 10' | 8' | Good | 3' |
| 61 | Thrinax radiata | Thatch palm | 5" | 22' | 6' | Good | 3' |
| 62 | Thrinax radiata | Thatch palm | 5" | 22' | 5' | Good | 3' |
| 63 | Cocothrinax species | | 5" | 6' | 4' | Good | 3' |
| 64 | Thrinax radiata | Thatch palm | 3" | 22' | 4' | Good | 3' |
| 65 | Thrinax radiata | Thatch palm | 3" | 22' | 4' | Good | 3' |
| 66 | Thrinax radiata | Thatch palm | 3" | 22' | 4' | Good | 3' |
| 67 | Thrinax radiata | Thatch palm | 6" | 12' | 10' | Good | 3' |
| 68 | Thrinax radiata | Thatch palm | 5" | 7' | 8' | Good | 3' |
| 69 | Calophyllum inophyllum | Beauty leaf | 54" | 35' | 70' | Good | 25' |
| 70 | Calophyllum inophyllum | Beauty leaf | 45" | 35' | 60' | Good | 25' |
| 71 | Ptychosperma elegans | Solitare palm | 3" | 15' | 10' | Good | 3' |
| 72 | Ptychosperma elegans | Solitare palm | 2" | 18' | 6' | Good | 3' |
| 73 | Ptychosperma macarthurii | Macarthur palm | 21" | 22' | 18' | Good | 3' |
| 74 | Coccoloba uvifera | Seagrape | 42" | 30' | 45' | Moderate | 18' |
| 74a | Adonidia merrillii | Christmas palm | 6" | 22' | 8' | Good | 3' |
| 75 | Adonidia merrillii | Christmas palm | 5" | 12' | 8' | Good | 3' |
| 76 | Thrinax radiata | Thatch palm | 6" | 15' | 12' | Good | 3' |
| 77 | Thrinax radiata | Thatch palm | 3" | 18' | 10' | Good | 3' |
| 78 | Thrinax radiata | Thatch palm | 4" | 18' | 10' | Good | 3' |

| | | | | | | | |
|----|--------------------------|-------------------|-----|-----|-----|----------|-----|
| 79 | Thrinax radiata | Thatch palm | 4" | 18' | 8' | Good | 3' |
| 80 | Thrinax radiata | Thatch palm | 7" | 15' | 14' | Good | 3' |
| 81 | Capparis cynophallophora | Jamaican caper | 10" | 14' | 14' | Poor | |
| 82 | Ilex cassine | Dahoon holly | 10" | 15' | 12' | Moderate | 5' |
| 83 | Roystonea regia | Royal palm | 17" | 25' | 22' | Good | 5' |
| 84 | Phoenix roebelenii | Pygmy date palm | 3" | 8' | 6' | Good | 3' |
| 85 | Phoenix roebelenii | Pygmy date palm | 4" | 8' | 8' | Good | 3' |
| 86 | Phoenix roebelenii | Pygmy date palm | 4" | 8' | 8' | Good | 3' |
| 87 | Phoenix roebelenii | Pygmy date palm | 4" | 8' | 8' | Good | 3' |
| 88 | Phoenix roebelenii | Pygmy date palm | 5" | 7' | 10' | Good | 3' |
| 89 | Phoenix roebelenii | Pygmy date palm | 4" | 6' | 8' | Good | 3' |
| 90 | Phoenix roebelenii | Pygmy date palm | 4" | 8' | 8' | Good | 3' |
| 91 | Phoenix roebelenii | Pygmy date palm | 4" | 9' | 6' | Good | 3' |
| 92 | Swietenia mahagoni | Mahogany | 10" | 28' | 28' | Good | 15' |
| 93 | Swietenia mahagoni | Mahogany | 25" | 35' | 55' | Good | 18' |
| 94 | Quercus virginiana | Live oak | 8" | 24' | 25' | Poor | |
| 95 | Tabebuia heterophylla | Pink trumpet tree | 10" | 28' | 16' | Good | 8' |

- **TPZ is the radius of the tree protection zone. The measurement is from the outside of the trunk.**
- **The TPZs that I have assigned to the trees on this site are sufficient to maintain CRZs for these trees as well as the TPZs.**
- **I recommend the removal of trees and palms that I rated to be in poor condition.**
- **Canopy diameter is measured in one direction**
- **The “H/Ct” column denotes approximate overall height for trees and approximate clear trunk or gray wood for palms.**

Appendix – B - Approximate locations of trees and palms onsite.



Appendix – C

ANSI A300 (Part 5) - 2005, Annex A

Management report information

Examples of suitability ratings

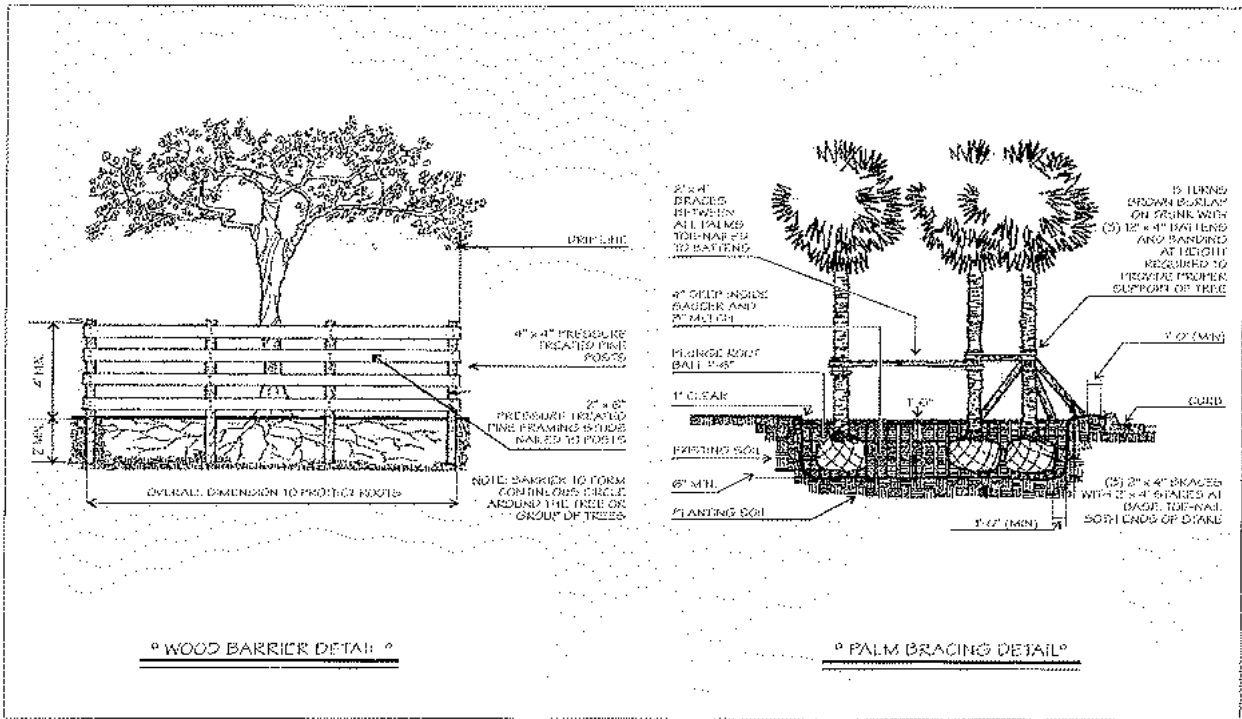
Good: These are trees with good health and structural stability that have the potential for longevity at the site.

Moderate: Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the “good” category.

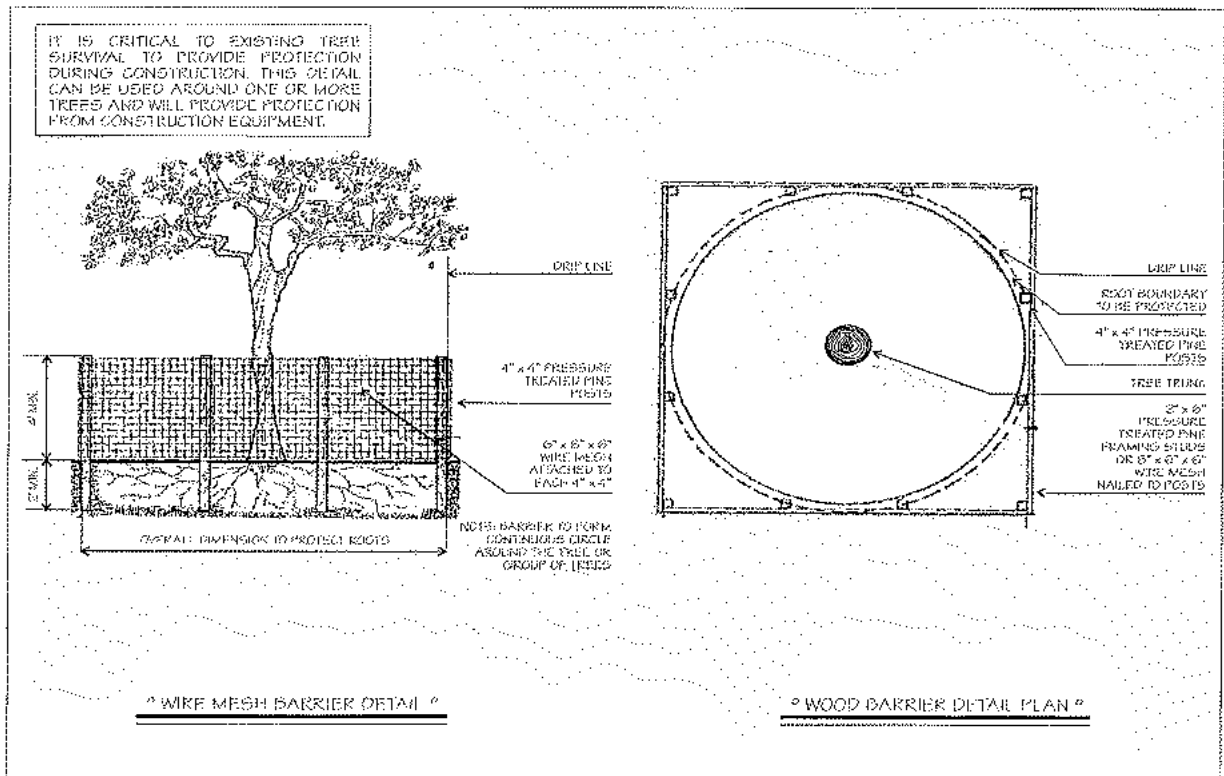
Poor: Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas.

Appendix – D — Schematic for tree protection during construction from the Miami-Dade County Landscape Manual

TREE PROTECTION AND SUPPORT



TREE PROTECTION AND SUPPORT



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Appendix – E – Critical Root Zone and Tree Protection Zone

ANSI A 300 (Part 5) – 2012 Management of Trees and Shrubs during Site Planning, Site Development and Construction

Critical Root Zone (CRZ): The minimum volume of roots necessary to have for tree health and stability.

Tree Protection Zone (TPZ): The area surrounding a tree defined by a specified distance, in which excavation and other construction – related activities should be avoided. The TPZ is variable depending on species, factors, age and health of the plant, soil conditions, and proposed construction. The zone may be accomplished by physical barriers or soil protection layers or treatments.

ANSI A300 (Part 5) – 2012 54.7

A tree protection zone (TPZ) shall be delineated around all trees to be protected during a project

- **54.7.1** The area and dimensions of the TPZ should be calculated on the basis of species tolerance, age, and health, root structure, rooting depth and soil conditions.

Appendix – F – Assumptions and Limiting Conditions

Tropical Designs of Florida, Inc. Arboricultural and Horticultural Consulting Qualifications, Assumptions, and Limiting Conditions

Any legal description provided to the consultant is assumed to be correct. Any titles or ownership of properties are assumed to be good and marketable. All property is appraised or evaluated as though free and clear, under responsible ownership and competent management.

All property is presumed to be in conformance with applicable codes, ordinances, statutes, or other regulations.

Care has been taken to obtain information from reliable sources. However, the consultant cannot be responsible for the accuracy of information provided by others.

The consultant shall not be required to give testimony or to attend meetings, hearings, conferences, mediations, arbitrations, or trials by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

This report and any appraisal value expressed herein represent the opinion of the consultant, and the consultant's fee is not contingent upon the reporting of a specified appraisal value, a stipulated result, or the occurrence of a subsequent event.

Sketches, drawings, and photographs in this report are intended for use as visual aids, are not necessarily to scale, and should not be construed as engineering or architectural reports or surveys. The reproduction of information generated by architects, engineers, or other consultants on any sketches, drawings, or photographs is only for coordination and ease of reference. Inclusion of said information with any drawings or other documents does not constitute a representation Tropical Designs of Florida, Inc. as to the sufficiency or accuracy of said information.

Unless otherwise expressed: a) this report covers only the examined items and their condition at the time of inspection; and b) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that structural problems or deficiencies of plants or property may not arise in the future.

Appendix – G - Certification of Performance

Tropical Designs of Florida, Inc.
Arboricultural and Horticultural Consulting

I, Jeff Shimonski, certify:

- That I have personally inspected the trees and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation is stated in the attached report;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions, and conclusions stated herein are my own;
- That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to the consultant, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party.

I further certify that I am a member of the American Society of Consulting Arborists and acknowledge, accept, and adhere to the ASCA Standards of Professional Practice. I am an International Society of Arboriculture Certified Municipal Arborist FL-1052AM, am ISA Tree Risk Assessment Qualified and have been involved in the practice of arboriculture and the study of trees for over forty five years.

Signed: *Jeff Shimonski*

Dated: January 6, 2019