1060 Ocean

Miami Beach, Florida

traffic study

prepared for:
1060 Ocean Drive

Traf Tech
ENGINEERING, INC.

November 2017

Traf Tech
ENGINEERING, INC.

November 14, 2017

1060 Ocean Drive
c/o Adrienne Grandolfo, Esq.
1601 Washington Avenue, Suite 300
Miami Beach, Florida 33139

Re: 1060 Ocean - Traffic Study

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken for the proposed 1060 Ocean project planned to be located at 1060 Ocean Drive in the City of Miami Beach, Miami-Dade County, Florida. The study addresses the traffic impacts created by the proposed project to the surrounding street system.

It has been a pleasure working with 1060 Ocean Drive on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 582-0988 Fax: (954) 582-0989

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INTRODUCTION

1060 Ocean is a proposed restaurant/bar that will replace the existing hotel located at 1060 Ocean Drive in the City of Miami Beach, Miami-Dade County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by 1060 Ocean Drive to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations

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PROJECT LOCATION MAP

FIGURE 1
1060 Ocean
Miami Beach, Florida

Existing Land Use and Access

The existing site is currently occupied by a hotel.

Proposed Land Use and Access

The proposed project will be developed with the following land uses and intensity:

- Restaurant/bar with 217 seats

The proposed project will provide one (1) valet service area located on Ocean Drive. This is the main valet drop-off/pick up area for all customers. All vehicles will access the valet station and a valet attendant will park vehicles at or retrieve vehicles from a parking garage located at 1041 Collins Avenue, Miami Beach, Florida. For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2018. Appendix A contains a copy of the proposed site plan.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

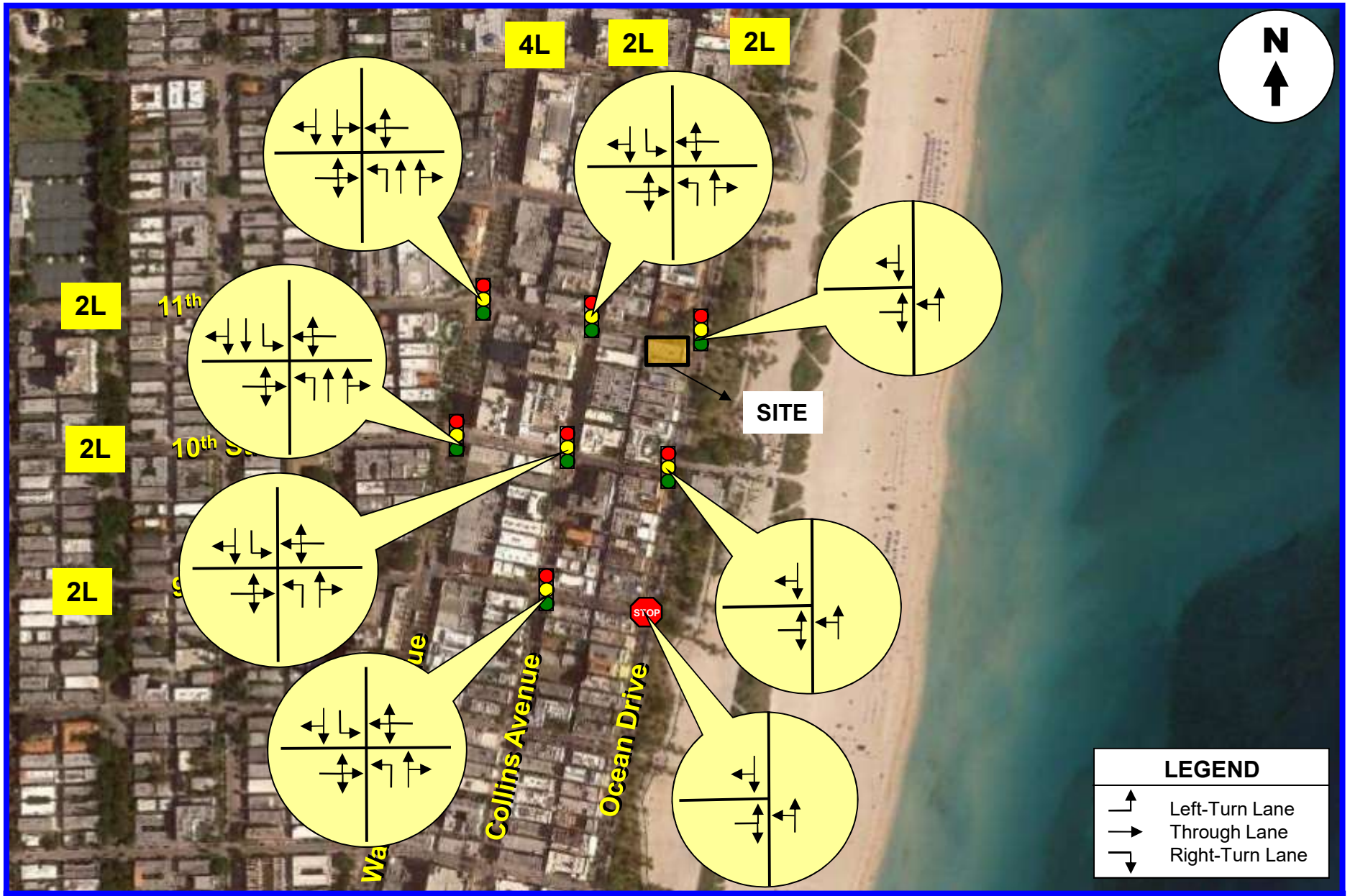
The roadway system located near the project site includes Washington Avenue, Collins Avenue, Ocean Drive, 11th Street, 10th Street, and 9th Street. Washington Avenue is a 4-lane facility while Collins Avenue, Ocean Drive, 11th Street, 10th Street, and 9th Street are 2-lane roadways.

Nearby Intersections

Eight intersections/driveways were identified as the locations that will be impacted the most by the proposed project. These intersections/driveways include:

1. Washington Avenue and 11th Street (signalized)
2. Washington Avenue and 10th Street (signalized)
3. Collins Avenue and 11th Street (signalized)
4. Collins Avenue and 10th Street (signalized)
5. Collins Avenue and 9th Street (signalized)
6. Ocean Drive and 11th Street (signalized)
7. Ocean Drive and 10th Street (signalized)
8. Ocean Drive and 9th Street (unsignalized)

Figure 2 shows the existing lane geometry of the eight intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



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EXISTING LANE GEOMETRY

FIGURE 2
1060 Ocean
Miami Beach, Florida

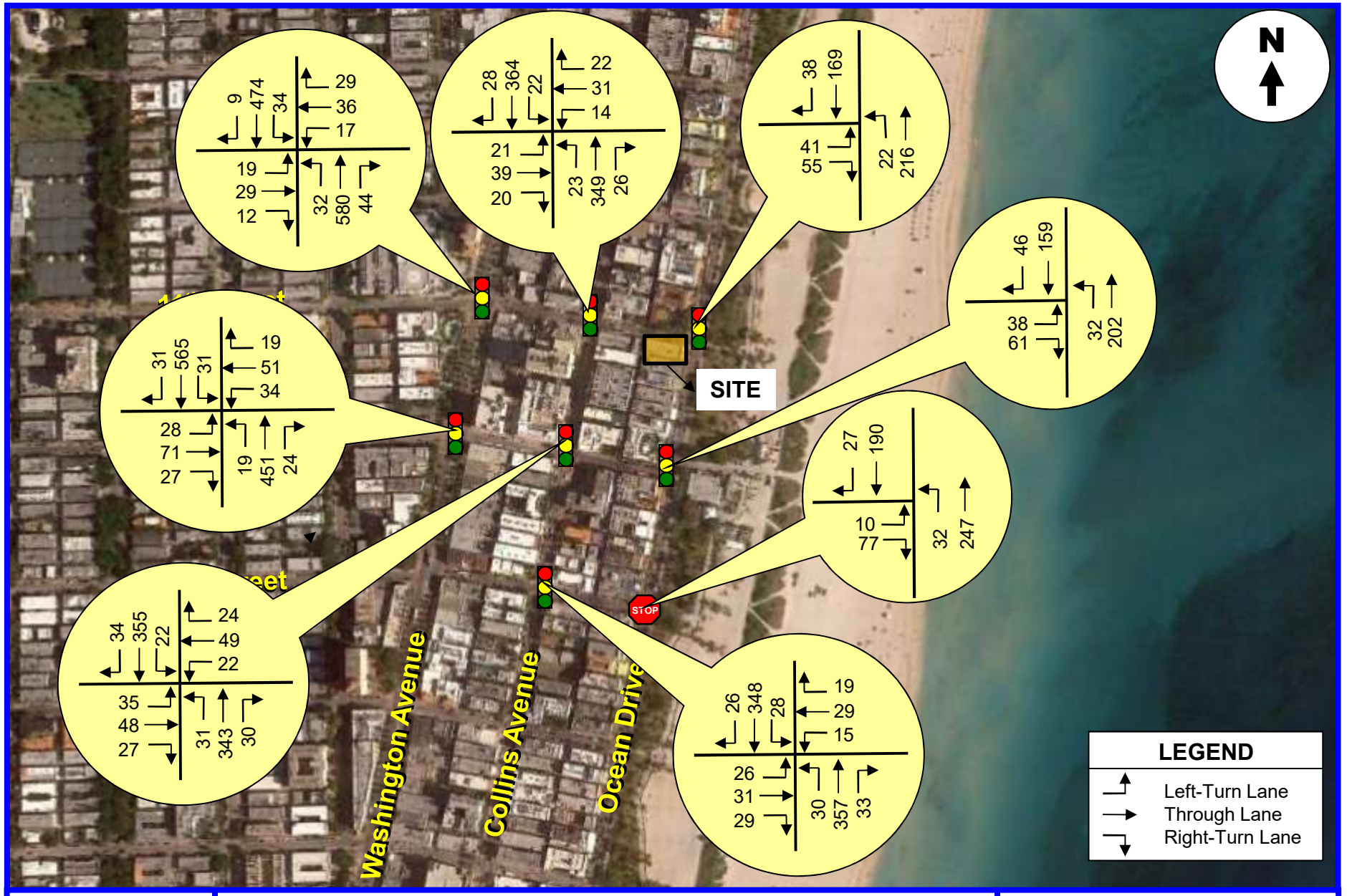
TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc., collected traffic data at the following locations:

- Washington Avenue and 11th Street (signalized)
- Washington Avenue and 10th Street (signalized)
- Collins Avenue and 11th Street (signalized)
- Collins Avenue and 10th Street (signalized)
- Collins Avenue and 9th Street (signalized)
- Ocean Drive and 11th Street (signalized)
- Ocean Drive and 10th Street (signalized)
- Ocean Drive and 9th Street (unsignalized)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc., were collected on Wednesday, October 27, 2017 during the PM peak period (4:30 PM to 7:00 PM).

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday peak hours. Appendix B contains the intersection turning movement counts, as collected in the field. The signal timing plans for the signalized intersections were obtained from Miami-Dade County FTP Site and are also included in Appendix B.



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EXISTING TRAFFIC COUNTS – Peak Hour
(October 20, 2017)

FIGURE 3
1060 Ocean
Miami Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land use includes: Land Use 931 – Quality Restaurant. Table 1 summarizes the trips associated with the proposed development.

TABLE 1
Trip Generation Summary (Proposed Uses)
1060 Ocean

Land Use	Size	Daily Trips	PM Peak Hour		
			Total Trips	Inbound	Outbound
Quality Restaurant LUC 931	217 seats	621	56	38	18
Pedestrian Reduction (30%)		-186	-17	-12	-5
Driveway Volumes		**434**	**39**	**26**	**13**
External Trips		**434**	**39**	**26**	**13**

Source: ITE Trip Generation Manual (9th Edition)

Note: A 30% reduction in the number of trips was applied due to the location of the site. It is expected that 30% of the trips will be pedestrians.

As indicated in Table 1, the new trips anticipated to be generated by the proposed development consist of approximately 434 daily trips, approximately 39 trips during the PM peak hour (26 inbound and 13 outbound). In order to assess impacts with a conservative approach, no deductions were made to account for trips associated with the existing land use (hotel building).

The trip generation rates used to determine the trips associated with the proposed land uses are presented on the following page:

ITE Land Use 931 – Quality Restaurant

Weekday Daily Trip Generation
T = 2.86 (X)
Where T = number of weekday daily trips and
X = number of seats

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)
T = 0.26 (X) (67% inbound and 33% outbound)
Where T = number of weekday peak hour trips and
X = number of seats

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 summarizes the County's cardinal distribution data for Traffic Analysis Zone 655, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 2
Project Trip Distribution
1600 Washington

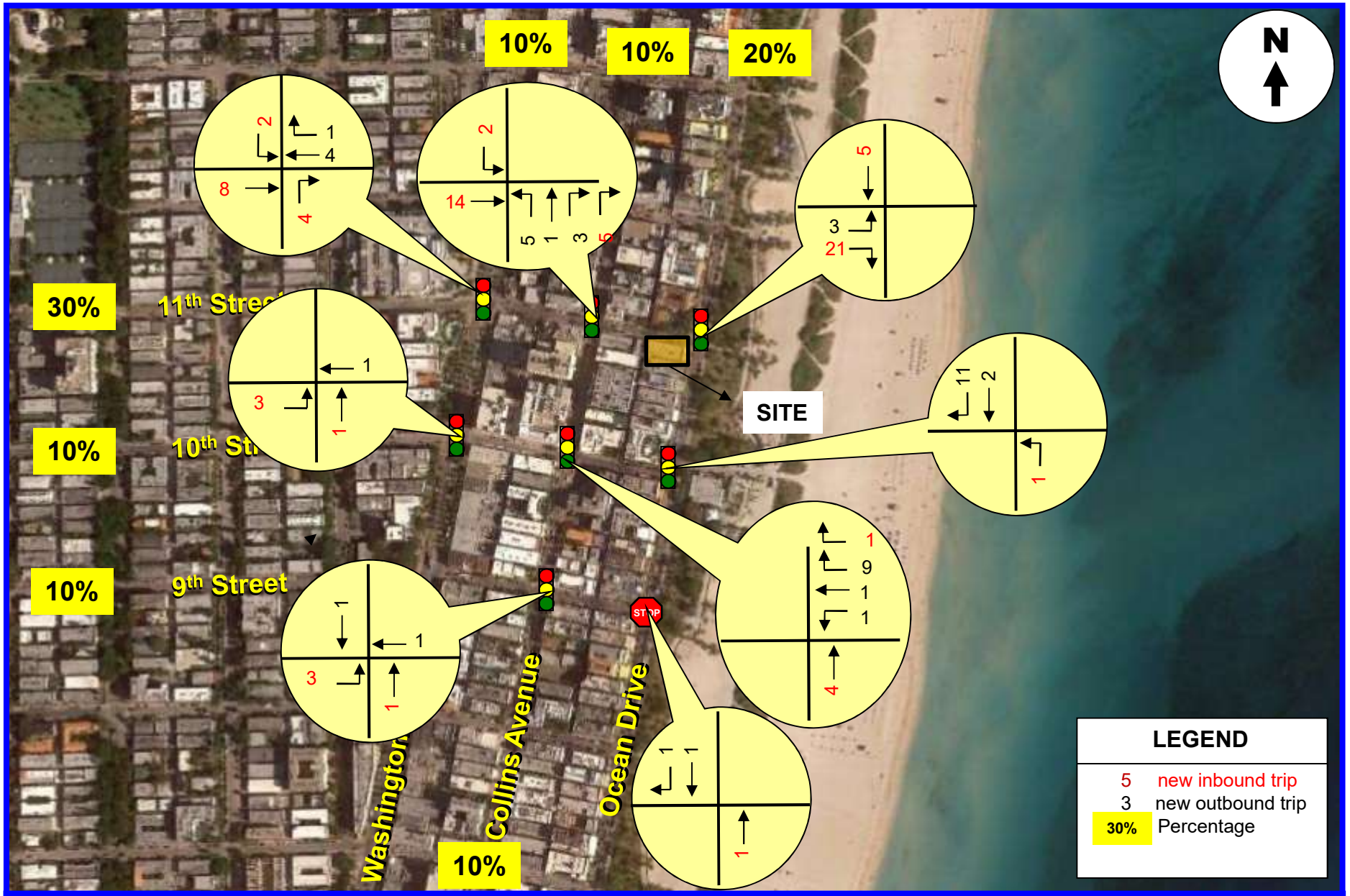
Direction		% of Total Trips
North:	Northwest	21.0
	Northeast	20.9
South:	Southwest	7.7
	Southeast	0.0
East:	Northeast	0.0
	Southeast	0.0
West:	Northwest	31.8
	Southwest	18.7
	Total	100.00%

Source: Miami-Dade County (2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed restaurant development:

- 10% to/from the north via Washington Avenue
- 10% to/from the south via Washington Avenue, Collins Avenue, and Ocean Drive
- 10% to/from the north via Collins Avenue
- 20% to/from the north via Ocean Drive
- 30% to/from the west via 11th Street
- 10% to/from the west via 10th Street
- 10% to/from the west via 9h Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4.



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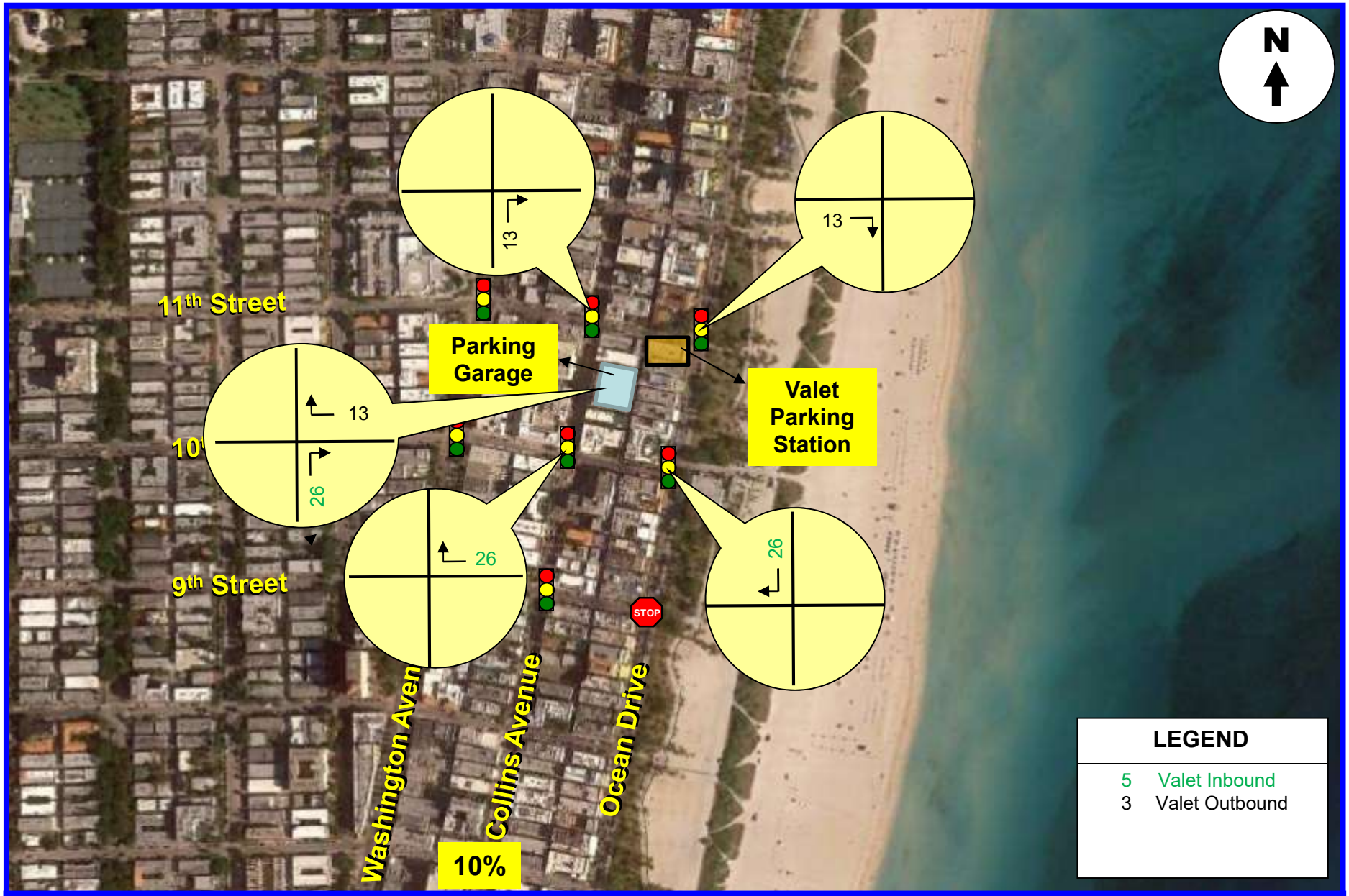
NEW PROJECT TRAFFIC ASSIGNMENT
(Weekday New Peak Hour Trips)

FIGURE 4A
1060 Ocean
Miami Beach, Florida



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NEW PROJECT TRAFFIC ASSIGNMENT
(Valet Parking)

FIGURE 4B
1060 Ocean
Miami Beach, Florida

TRAFFIC ANALYSIS

This section of the study is divided into three parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2018 traffic volumes (project anticipated to be built and occupied by the year 2018), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of October to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.02 is required to convert traffic counts collected during the last week of October to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2017 peak season traffic volumes to the year 2018. For purposes of this traffic study, a 1.6% growth rate was applied to the 2017 traffic counts in order to develop 2018 background traffic conditions. The 1.6 % traffic growth rate was applied in order to account for nearby committed developments.

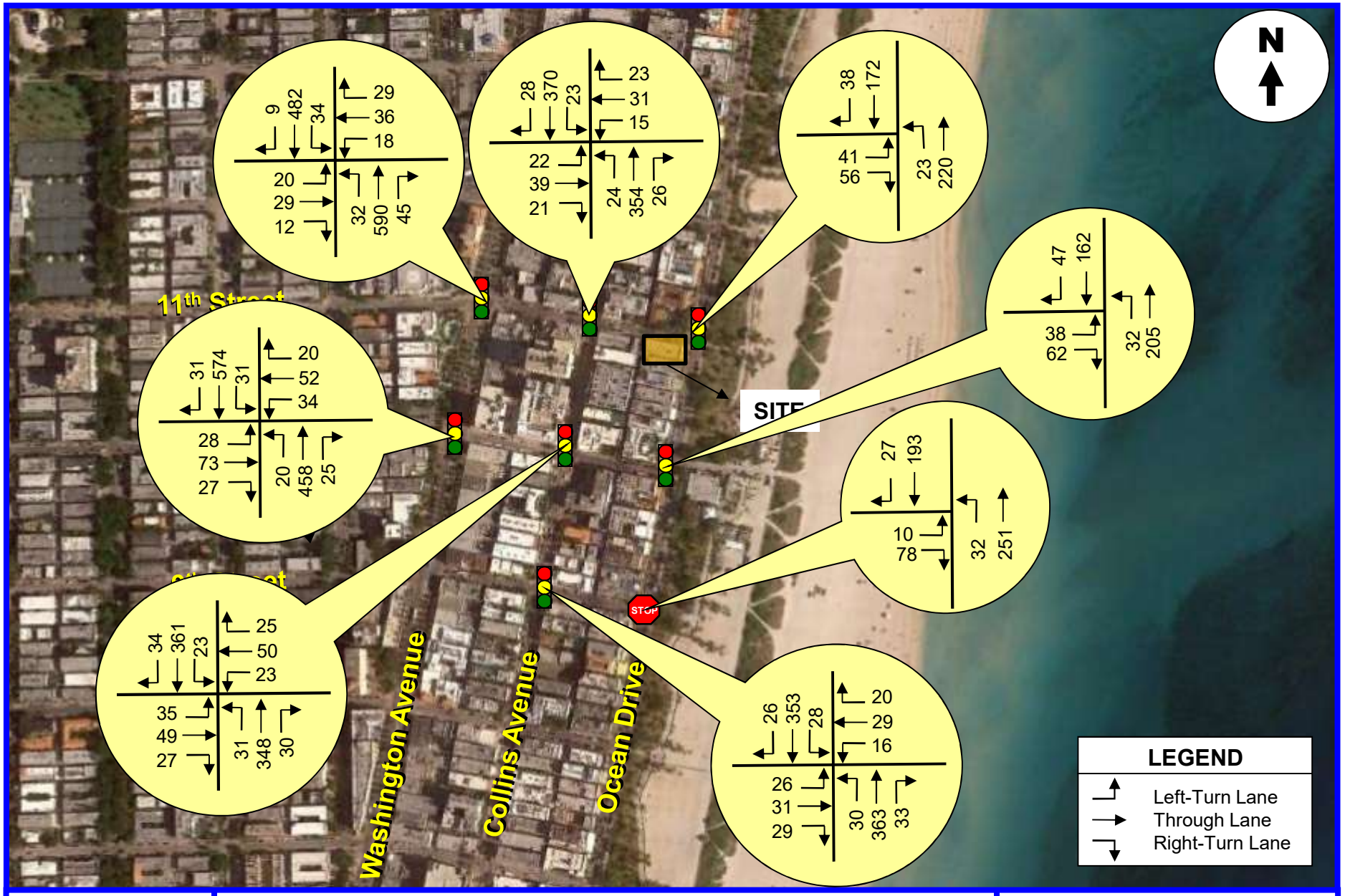
The new trips generated by the proposed project (refer to Figure 4) were added to the 2018 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections (peak season adjustments, traffic growth rates, committed developments and project traffic) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2018 future traffic volumes for the study area.

Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed project.

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the eight study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 3. As indicated in Table 3, all study intersections are currently operating at an acceptable level of service. In the year 2018 with the proposed project in place, all intersections are expected to continue to operate at an acceptable level of service.

Appendix E contains the results of the SYNCHRO analyses.



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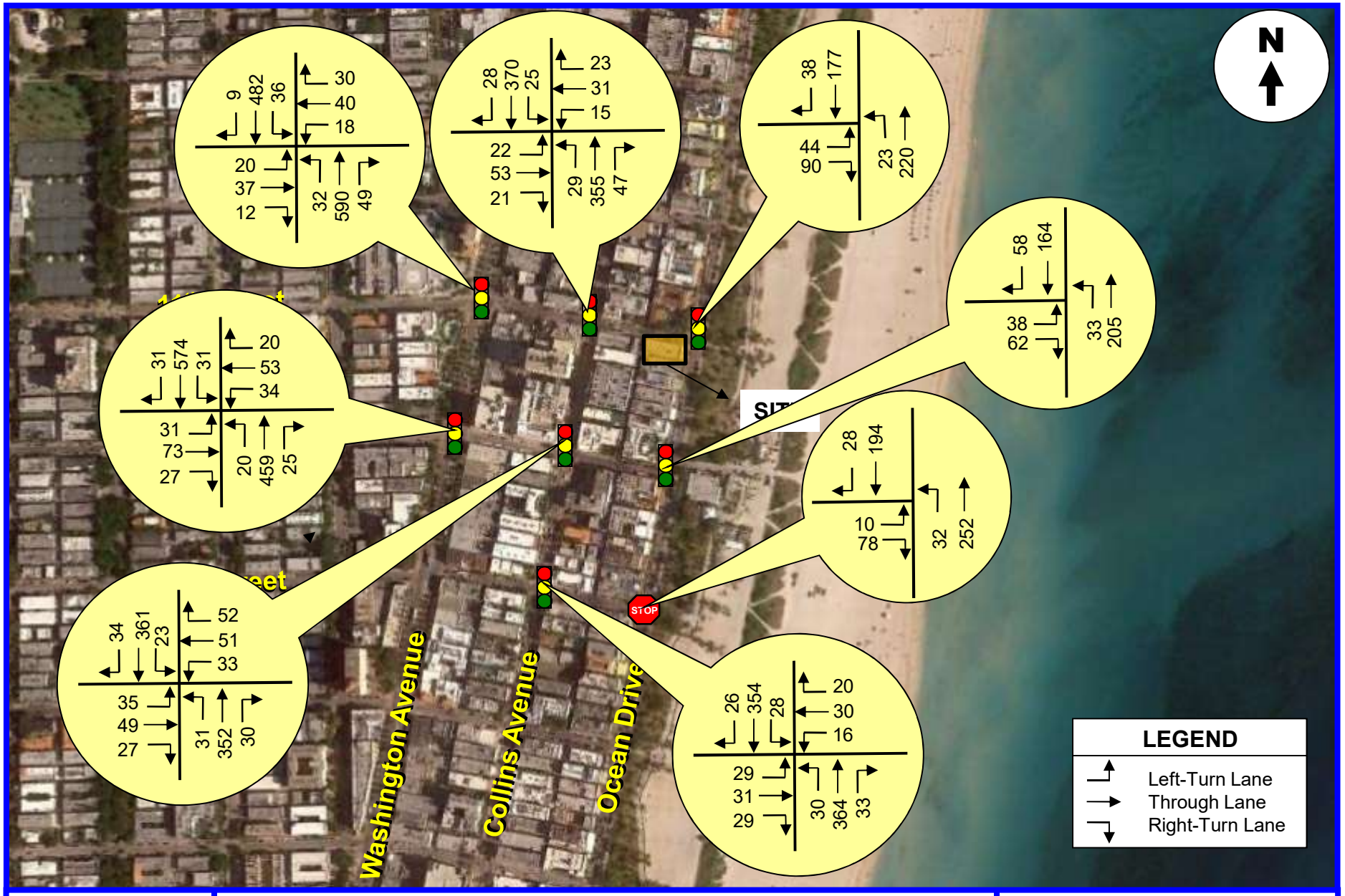
BACKGROUND TRAFFIC – Year 2018
(Weekdays Peak Hour Trips)

FIGURE 5
1060 Ocean
Miami Beach, Florida



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TOTAL TRAFFIC with PROJECT – Year 2018
(Weekdays Peak Hour Trips)

FIGURE 6
1060 Ocean
Miami Beach, Florida

TABLE 3 Intersection Level of Service 1060 Ocean			
		Future Traffic Conditions	
Intersection	2017 Existing	2018 w/o Project	2018 With Project
Washington Avenue and 10th Street (signalized)	B	B	B
Washington Avenue and 11th Street (signalized)	B	B	B
Collins Avenue and 9th Street (signalized)	B	B	B
Collins Avenue and 10th Street (signalized)	B	B	B
Collins Avenue and 11th Street (signalized)	B	B	B
Ocean Drive and 9th Street (unsignalized) -EB	D	D	D
Ocean Drive and 10th Street (signalized)	B	B	B
Ocean Drive and 11th Street (signalized) -	B	B	B

Source: Highway Capacity Manual

Valet Operation

The proposed development will provide valet parking service to all customers. All vehicles will access the valet station on Ocean Drive and a valet attendant will park vehicles at or retrieve vehicles from a parking garage located at 1041 Collins Avenue, Miami Beach, Florida.

In order to determine the stacking requirements associated with the valet operation, a queuing analysis was undertaken. As indicated in Table 1, the maximum number of inbound vehicles associated with this project, during a one-hour period, is approximately 26 vehicles.

A queuing analysis was conducted in order to ensure that the on-street stacking is sufficient to accommodate the maximum inbound vehicular demand anticipated at this facility.

The length of queue anticipated on Ocean Drive was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities[1]. For this analysis, the following input variables were used:

- Service Rate: It was assumed that the average time to park/unpark a vehicle by a valet runner is approximately 3.5 minutes, or 17 vehicles per hour per valet runner. Assuming up to six (3) valet runners, the maximum service rate of the facility is 51 vehicles in a one-hour period.

- Demand Rate: As indicated above, a maximum of 26 vehicles will arrive during the highest hour (i.e., PM peak).

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated on Ocean Drive, at the 90% confidence level, is two vehicles. Therefore, the valet station on Ocean Drive should provide parking for at least two (2) vehicles. The results of the ITE queuing procedure is contained in Appendix F.

[1] By Vergil G. Stover and Frank J. Koepke.

SIGNAL WARRANT ANALYSIS

A preliminary signal warrant analysis was conducted for the intersection of Ocean Drive and 9th Street. The warrants for consideration of a new signal are set forth in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, by the Federal Highway Administration. This analysis considered only the signal warrants that are applicable for this type of intersection.

The signal warrant analysis worksheets are provided in Appendix G, and a summary of the applicable signal warrants is provided in Table 4.

TABLE 4
Signal Warrant Summary
1060 Ocean

Scenario	Warrant 1 – Eight Hour Volume		Warrant 2 – Four- Hour Volume	Warrant 7 – Crash Experience
	A - Minimum Volume	B- Interruption of Continuous Traffic		
100 % Volume Level Criteria	No	No	No	No

Given the traffic volumes on the eastbound approach during the highest hour of the day, the applicable thresholds for signal warrants 1, and 2 are not met for existing or future conditions. Additionally, Warrant 7 is not satisfied since the thresholds are not met.

Based on the results of all the analyses herein, a traffic signal is not recommended at the Ocean Drive and 9th Street at this time. Furthermore, the intersection currently operates at acceptable level of service as a stop- control intersection and is projected to function adequately in the future as well.

PEDESTRIAN FACILITIES ANALYSIS

Based on the pedestrian counts contained in Appendix B, approximately 165 pedestrians/15-minutes travel north and south along the west side of Ocean Drive and 11th Street. As shown in the signal timing plans contained in Appendix B for the signalized located at 11th Street, the subject pedestrian crossing operates with an off-line signal cycle of 62 seconds, which results in approximately 58 pedestrian crossing opportunities per hour. Hence, the signalized pedestrian crossing at 11th Street has 58 opportunities per hour to accommodate 165 pedestrians per hour (sufficient pedestrian capacity is available at the subject signalized pedestrian crossing).

The traffic counts contained in Appendix B show a maximum of 165 pedestrians during the peak 15-minute period traveling north-south along the west side of Ocean Drive. With a sidewalk width of 6.2 feet, the resulting pedestrian flow rate is approximately 1.77 pedestrians/minute/foot of sidewalk width (165 pedestrians per peak 15-minute period divided by 15 divided by 6.2). According to the 2010 Highway Capacity Manual (refer to Appendix H), the sidewalk adjacent to the site has adequate capacity to accommodate the peak pedestrian traffic recorded within this area.

CONCLUSIONS AND RECOMMENDATIONS

1060 Ocean is a proposed restaurant/bar development that will replace the existing hotel located at 1060 Ocean Drive in the City of Miami Beach, Miami-Dade County, Florida.

The existing site is currently occupied by a hotel that will be replaced by the proposed development. The proposed project will be developed with the following land use and intensity:

- Restaurant/bar with 217 seats

The proposed project will provide one (1) valet service area located on Ocean Drive. This is the main valet drop-off/pick up area for all customers. All vehicles will access the valet station and a valet attendant will park vehicles at or retrieve vehicles from a parking garage located at 1041 Collins Avenue, Miami Beach, Florida.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2018.

Traf Tech Engineering, Inc. was retained by 1060 Ocean Drive to conduct a traffic study in connection with the proposed development. The conclusions and recommendations of the traffic study are presented below:

- The new trips anticipated to be generated by the proposed development consist of approximately 434 daily trips, approximately 39 trips during the PM peak hour (26 inbound and 13 outbound). In order to assess impacts with a conservative approach, no deductions were made to account for trips associated with the existing land use (hotel building).
- All study intersections are currently operating at an acceptable level of service. In the year 2018 with the proposed project in place, all intersections are expected to continue to operate at an acceptable level of service.

- The valet station on Ocean Drive should provide parking for at least two (2) vehicles.

- A signal warrant analysis was conducted for the intersection of Ocean Drive and 9th Street. Given the traffic volumes on the eastbound approach to the subject intersection, the applicable thresholds for signal warrants 1, and 2 are not met for the existing conditions. Warrant 7 is not satisfied since the thresholds are not met. Therefore, a traffic signal is not recommended at this time.

- The sidewalk adjacent to the site has adequate capacity to accommodate the peak pedestrian traffic recorded within this area.

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Traf Tech Engineering, Inc. prepared a Transportation Demand Management (TDM) plan for the proposed development consisting of a restaurant bar with 217 seats located at 1060 Ocean Drive in the City of Miami Beach in Miami-Dade County, Florida.

Introduction

Travel Demand Management plans (TDM) establish policies and mechanisms to reduce automobile trips to and from designated facilities. TDM plans usually use several approaches to address all modes of transportation likely to be used to provide access to a facility such as single occupant driving, carpooling, transit, bicycling and walking. The goal of TDM plans is to increase the use of alternatives modes to single occupant driving, i.e., to reduce the number of automobile trips to and from the facility and consequently, minimizing automobile traffic impacts on the street system.

Successful TDM plans not only address all modes of transportation, but also use policies such as inducements for alternative modes (subsidies), physical enhancements (bike lockers, preferential parking for carpools) and disincentives for automobile use (no free parking for employees).

Potential measures for each mode are addressed below. Use of an employee transportation subsidy is also presented.

Pedestrian Access

Walking not only reduces automobile trips and their contribution to congestion and emissions, it also provides health benefits to the employees who use this mode of transportation. It is, however, the mode that is least likely to be used for a number of reasons. It is unlikely that employees of the restaurant/bar use will reside within a reasonable walking distance (within ¼ - ½ mile) of the subject facility. However, the area near the subject project is a high pedestrian traffic area and therefore, many future customers of the 1060 Ocean development are expected to be walking trips. Sidewalks exist on the east and west sides of project as well as safe pedestrian crosswalks (with ramps and pedestrian signals) at the signalized intersection of Ocean Drive and 11th Street.

Bicycling

The site of the 1060 Ocean offers two potential approaches to encourage cycling, the use of the Citi Bike program and use of retail employee-owned bicycles.

Use of Citi Bike could be supported by providing monthly passes to employees. Monthly passes are $15.00 for unlimited 30 minute rides and $25.00 for unlimited 60 minute rides. Within the immediate area of the project, there is one convenient Citi Bike rental station (Station 118: Ocean Drive and 10th Street - Art Deco Welcome Center). Customers and employees will be informed of the Citi Bike Station 118.

Mass Transit

There is a wealth of transit options for the 1060 Ocean development. These transit routes include 120, 123, and C. The nearest bus stop for these services is located at the intersection of Washington Avenue and 11th Street. These transit routes provide frequent service and access to all of Miami-Dade County as well as connections to other destinations outside of the County. Employers of the restaurant can provide a significant inducement to employees to use public transportation (Miami-Dade Transit, MDT) through a transit subsidy. Transit subsidies can also provide tax benefits to both employees and employers.

MDT offers three methods to provide transit subsidies:

- The employee uses pre-tax dollars from their salary to purchase monthly transit passes.
    - There is no income tax on the portion of their salary used for transit passes.
    - The pre-tax funds also reduce the employees' taxable salary, reducing the total amount of income tax paid by the employees.
- The employer pays the total cost of a monthly transit pass using a tax-deductible (to the employer) subsidy.
    - The employer receives a tax deduction equivalent to the value of the transit subsidies provided to the employees.
    - The transit subsidy is a fringe benefit to employees and is not taxable income.
- Both the employer and employees share the cost of transit passes, paying for them with pre-tax dollars.
    - The employer reduces his/her payroll taxes.
    - Employees do not pay income tax on the money used for transit passes.

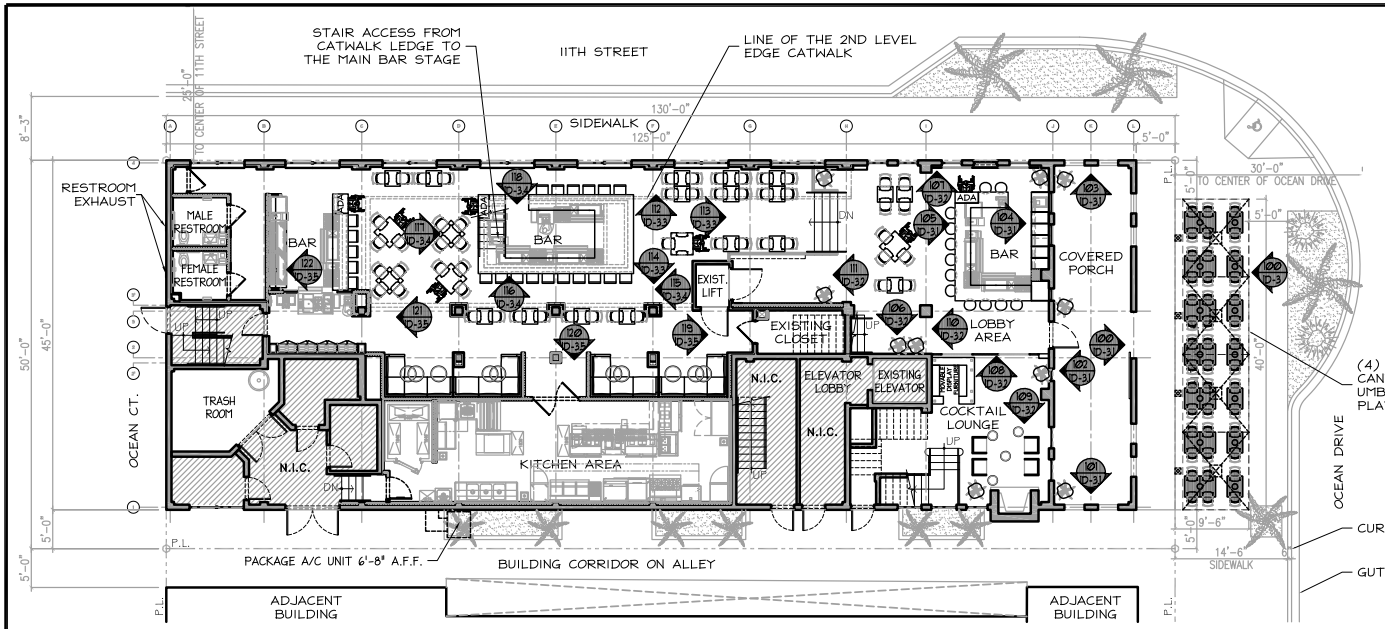
MDT monthly passes if purchased by an individual are $112.50. Corporate discounts are available based on the number of participating employees. For 4 – 99 employees, monthly passes are $101.25 per employee, for 100 or more employees, the cost is $95.65 per employee.

Carpooling

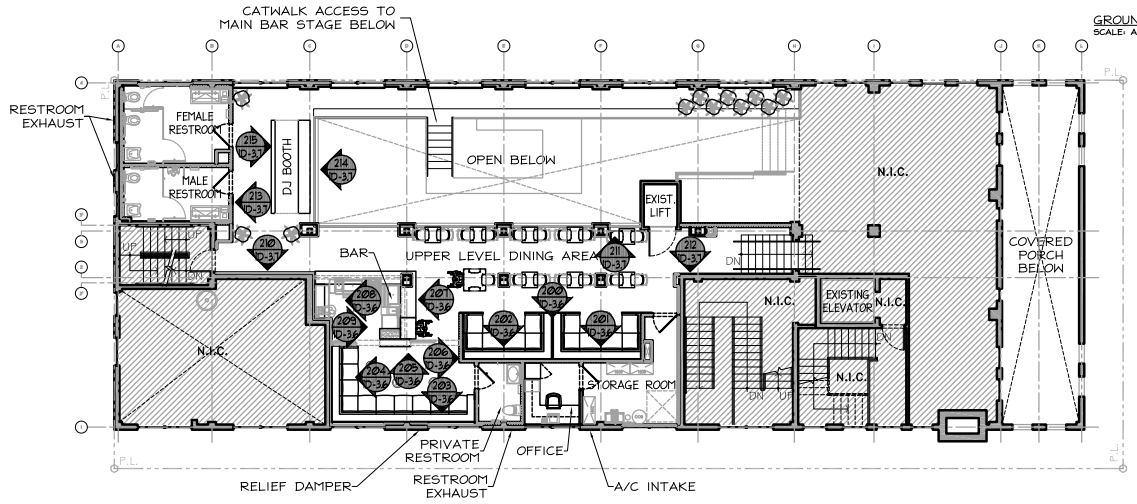
Carpooling is historically the least effective alternative transportation mode, even when implemented on a regional basis. Given the relatively small employee base of a single employer, it is unlikely that carpooling will provide a significant amount of trip reduction. However, preferential parking could be made available to employees that carpool.

APPENDIX A

Site Plan



GROUND LEVEL PLAN
SCALE: AS NOTED



UPPER LEVEL PLAN
SCALE: AS NOTED

NORTH

PROPOSED PLANS

SCALE: 1/16"=1'-0"

METHOD OF OPERATION

THE ESTABLISHMENT WILL BE OPERATING AS:

- RESTAURANT / BAR.
- ENTERTAINMENT VENUE.

INTERIOR OCCUPANCY LOAD CALCULATIONS

LOWER LEVEL:

DINING: 1,547 SQ. FT. / 15 NET	= 103 PERSONS
KITCHEN: 583 SQ.FT. / 100 NET	= 6 PERSONS
BAR (3)	= 36 PERSONS
BOOTHS / LOUNGE AREA	= 30 PERSONS
	175 PERSONS

UPPER LEVEL:

DINING: 298 SQ. FT. / 15 NET	= 20 PERSONS
STORAGE: 124 SQ.FT. / 300 NET	= 1 PERSON
OFFICE: 57 SQ.FT. / 100 NET	= 1 PERSON
BAR (1)	= 8 PERSONS
BOOTHS	= 27 PERSONS
	57 PERSONS

TOTAL LOWER & UPPER LEVEL = 232 PERSONS

NO. OF EXITS REQUIRED BASED ON 232 PERSONS = 2
NO. OF EXITS PROVIDED = 4

INTERIOR SEATING COUNT		
QTY.	DESCRIPTION	LOCATION
56	DINING SEATS	LOWER LEVEL
36	BAR SEATS	LOWER LEVEL
24	BOOTH SEATS	LOWER LEVEL
4	LOUNGE SEATS	LOWER LEVEL
18	DINING SEATS	UPPER LEVEL
8	BAR SEATS	UPPER LEVEL
29	BOOTH SEATS	UPPER LEVEL
TOTAL		
175	TOTAL x 5% REQ. ACCESSIBLE SEATING = 9 PROVIDED	

SIDEWALK SEATING COUNT		
QTY.	DESCRIPTION	LOCATION
42	SIDEWALK SEATS	SIDEWALK LEVEL

STATE OF FLORIDA — REGISTERED ARCHITECT — 11/17/17

ECHEVERRÍA DESIGN GROUP
COMMERCIAL INTERIOR DESIGN SPACEPLANNING
353 ALCAZAR AVENUE CORAL GABLES, FL. 33134 TELEPHONE: (305)444-0505 FAX: (305)442-9577

ilov 305

PROPOSED PLANS
SHEET NO.
ID-1

APPENDIX B

Signal Timing Plan and Traffic Counts

TOD Schedule Report

for 2660: Collins Av&10 St

Print Date: 7/2/2017

Print Time: 2:02 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2660	Collins Av&10 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	SBT	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 NBT	10	10	10	10	10	10	7	7	7	1	1	1	50	50	50	0	50	50	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	10	10	10	14	14	14	7	7	7	2.5	2.5	2.5	22	22	22	28	25	25	4	2
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 SBT	10	10	10	10	10	10	7	7	7	1	1	1	50	50	50	0	50	50	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	10	10	10	14	14	14	7	7	7	2.5	2.5	2.5	22	22	22	28	25	25	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2660: Collins Av&10 St

Print Date: 7/2/2017

Print Time: 2:02 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
	1	100	0	64	0	24	0	64	0	24	0	26
	2	95	0	59	0	24	0	59	0	24	0	32
	3	100	0	64	0	24	0	64	0	24	0	29
	4	90	0	54	0	24	0	54	0	24	0	82
	5	110	0	74	0	24	0	74	0	24	0	81
	6	130	0	90	0	28	0	90	0	28	0	46
	7	120	0	84	0	24	0	84	0	24	0	7
	8	150	0	114	0	24	0	114	0	24	0	17
	9	130	0	94	0	24	0	94	0	24	0	95
	10	100	0	64	0	24	0	64	0	24	0	41
	11	90	0	54	0	24	0	54	0	24	0	26
	12	90	0	54	0	24	0	54	0	24	0	72
	13	90	0	54	0	24	0	54	0	24	0	76
	14	120	0	84	0	24	0	84	0	24	0	93
	15	120	0	84	0	24	0	84	0	24	0	107
	16	90	0	54	0	24	0	54	0	24	0	64
	17	90	0	54	0	24	0	54	0	24	0	66
	21	90	0	54	0	24	0	54	0	24	0	20
	22	100	0	64	0	24	0	64	0	24	0	20
	23	100	0	64	0	24	0	64	0	24	0	20
	25	140	0	104	0	24	0	104	0	24	0	0

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	10	Su S
0300	22	M T W Th
0700	1	M T W Th F
0800	9	M T W Th
1030	5	Su F S
1500	6	Su F S
1800	1	M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

TOD Schedule Report

for 2660: Collins Av&10 St

Print Date: 7/2/2017

Print Time: 2:02 AM

No Calendar Defined/Enabled

TOD Schedule Report

for 2661: Collins Av&11 St

Print Date: 7/2/2017

Print Time: 2:02 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2661	Collins Av&11 St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	SBT	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 NBT	10	10	10	14	14	14	7	7	7	1	1	1	50	50	50	0	50	50	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	10	10	10	14	14	14	7	7	7	2	2	2	24	22	22	28	25	25	4	2
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 SBT	10	10	10	14	14	14	7	7	7	1	1	1	50	50	50	0	50	50	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	10	10	10	14	14	14	7	7	7	2	2	2	24	22	22	28	25	25	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2661: Collins Av&11 St

Print Date: 7/2/2017

Print Time: 2:02 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
	1	100	0	64	0	24	0	64	0	24	0	20
	2	95	0	59	0	24	0	59	0	24	0	39
	3	100	0	64	0	24	0	64	0	24	0	35
	4	90	0	54	0	24	0	54	0	24	0	85
	5	110	0	74	0	24	0	74	0	24	0	90
	6	130	0	90	0	28	0	90	0	28	0	33
	7	120	0	84	0	24	0	84	0	24	0	115
	8	150	0	114	0	24	0	114	0	24	0	28
	9	130	0	94	0	24	0	94	0	24	0	85
	10	100	0	64	0	24	0	64	0	24	0	36
	11	90	0	54	0	24	0	54	0	24	0	20
	12	90	0	54	0	24	0	54	0	24	0	72
	13	90	0	54	0	24	0	54	0	24	0	72
	14	120	0	84	0	24	0	84	0	24	0	115
	15	120	0	84	0	24	0	84	0	24	0	85
	16	90	0	54	0	24	0	54	0	24	0	84
	17	90	0	54	0	24	0	54	0	24	0	84
	21	90	0	54	0	24	0	54	0	24	0	58
	22	100	0	64	0	24	0	64	0	24	0	20
	23	100	0	64	0	24	0	64	0	24	0	20
	25	140	0	104	0	24	0	104	0	24	0	26

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	10	Su S
0300	22	M T W Th
0700	1	M T W Th F
0800	9	M T W Th
1030	5	Su F S
1500	6	Su F S
1800	1	M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

TOD Schedule Report

for 2661: Collins Av&11 St

Print Date: 7/2/2017

Print Time: 2:02 AM

No Calendar Defined/Enabled

TOD Schedule Report

for 2799: Washington Av&10 St

Print Date: 11/2/2017

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2799	Washington Av&10 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	EBT	-	NBT	-	WBT
0	0	0	0	0	0	0	0

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 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
2 SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	0 - 50 - 50	4	2.3
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	24 - 24 - 24	24 - 24 - 24	4	2.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	0 - 50 - 50	4	2.3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	24 - 24 - 24	24 - 24 - 24	4	2.3

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2799: Washington Av&10 St

Print Date: 11/2/2017

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 EBT	5 -	6 NBT	7 -	8 WBT	Ring Offset	Offset
	1	70	0	33	0	25	0	33	0	25	0	60
	2	90	0	53	0	25	0	53	0	25	0	74
	3	80	0	43	0	25	0	43	0	25	0	78
	4	90	0	53	0	25	0	53	0	25	0	50
	5	90	0	53	0	25	0	53	0	25	0	70
	6	90	0	53	0	25	0	53	0	25	0	70
	7	90	0	53	0	25	0	53	0	25	0	88
	8	80	0	43	0	25	0	43	0	25	0	60
	9	80	0	43	0	25	0	43	0	25	0	60
	10	80	0	43	0	25	0	43	0	25	0	60
	11	100	0	63	0	25	0	63	0	25	0	70
	12	90	0	53	0	25	0	53	0	25	0	42
	13	80	0	43	0	25	0	43	0	25	0	20
	14	90	0	53	0	25	0	53	0	25	0	70
	15	110	0	73	0	25	0	73	0	25	0	100
	16	140	0	103	0	25	0	103	0	25	0	111
	18	90	0	53	0	25	0	53	0	25	0	50
	19	100	0	63	0	25	0	63	0	25	0	0
	20	110	0	73	0	25	0	73	0	25	0	0
	21	110	0	73	0	25	0	73	0	25	0	0
	22	70	0	33	0	25	0	33	0	25	0	50
	23	70	0	33	0	25	0	33	0	25	0	50

Local TOD Schedule

Time	Plan	DOW
0000	22	Su S
0000	10	M T W Th F
0100	23	M T W Th F
0530	1	Su S
0600	1	M T W Th F
0715	2	M T W Th F
0800	11	M T W Th F
0900	4	M T W Th F
1000	4	Su S
1330	12	M T W Th F
1530	6	M T W Th F
1800	8	M T W Th F
2000	10	Su S

Current Time of Day Function

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

Local Time of Day Function

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

TOD Schedule Report

for 2799: Washington Av&10 St

Print Date: 11/2/2017

Print Time: 2:03 AM

No Calendar Defined/Enabled

TOD Schedule Report

for 2800: Washington Av&11 St

Print Date: 11/2/2017

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2800	Washington Av&11 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	SBT	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 50 - 40	0 - 0 - 0	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	7 - 7 - 7	23 - 23 - 23	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	32 - 0 - 0	4	1
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 50 - 40	0 - 0 - 0	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	7 - 7 - 7	23 - 23 - 23	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	32 - 0 - 0	4	1

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2800: Washington Av&11 St

Print Date: 11/2/2017

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
	1	70	0	30	0	30	0	30	0	30	0	43
	2	90	0	50	0	30	0	50	0	30	0	59
	3	80	0	40	0	30	0	40	0	30	0	63
	4	90	0	50	0	30	0	50	0	30	0	35
	5	90	0	50	0	30	0	50	0	30	0	63
	6	90	0	50	0	30	0	50	0	30	0	63
	7	90	0	50	0	30	0	50	0	30	0	78
	8	80	0	40	0	30	0	40	0	30	0	13
	9	80	0	40	0	30	0	40	0	30	0	13
	10	80	0	40	0	30	0	40	0	30	0	13
	11	100	0	60	0	30	0	60	0	30	0	3
	12	110	0	70	0	30	0	70	0	30	0	91
	13	80	0	40	0	30	0	40	0	30	0	13
	14	90	0	50	0	30	0	50	0	30	0	63
	15	110	0	70	0	30	0	70	0	30	0	41
	16	140	0	100	0	30	0	100	0	30	0	121
	18	90	0	50	0	30	0	50	0	30	0	35
	19	100	0	60	0	30	0	60	0	30	0	15
	20	110	0	70	0	30	0	70	0	30	0	15
	21	110	0	70	0	30	0	70	0	30	0	0
	22	70	0	30	0	30	0	30	0	30	0	43
	23	70	0	30	0	30	0	30	0	30	0	43

Local TOD Schedule

Time	Plan	DOW
0000	22	Su S
0000	10	M T W Th F
0100	23	M T W Th F
0530	1	Su S
0600	1	M T W Th F
0715	2	M T W Th F
0800	11	M T W Th F
0900	4	M T W Th F
1000	4	Su S
1330	12	M T W Th F
1530	6	M T W Th F
1800	8	M T W Th F
2000	10	Su S

Current Time of Day Function

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

Local Time of Day Function

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

TOD Schedule Report

for 2800: Washington Av&11 St

Print Date: 11/2/2017

Print Time: 2:03 AM

No Calendar Defined/Enabled

TOD Schedule Report
for 4424: Ocean Dr&10 St

Print Date: 9/1/2017

Print Time: 2:02 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4424	Ocean Dr&10 St	HOLIDAY-6		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	EBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4	2.3
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	0 - 0 - 0	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4	2.3
7 -	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

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	EBT	-	NBT	-	-		

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S

TOD Schedule Report
for 4424: Ocean Dr&10 St

Print Date: 9/1/2017

Print Time: 2:02 AM

Current Time of Day Function

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

Local Time of Day Function

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