Bilzin Sumberg
ATTORNEYS AT LAW

Carter N. McDowell, Esq.

Tel 305-350-2355
Fax 305-351-2239
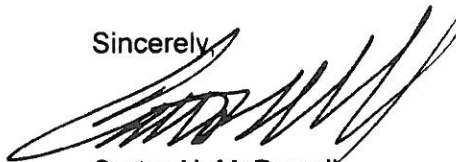cmcdowell@bilzin.com

June 13, 2016

Mr. Joaquin E. Vargas
Traf Tech Engineering
8400 N. University Drive, Suite 309
Tamarac, FL 33321

Re: Tatel Restaurant - 1669 Collins Avenue a/k/a 1 Lincoln Road
("Restaurant")

Dear Joaquin:

Pursuant to your request, this will confirm the previous use of the subject Restaurant space located within the Ritz-Carlton Hotel ("Hotel") was as a restaurant, but the most recent use has been as an event space for the hotel with food and beverage services. The prior Restaurant operators utilized the driveway on Collins Avenue within the Porte Cochere as their valet pick-up/drop-off with a valet operation independent of the Hotel.
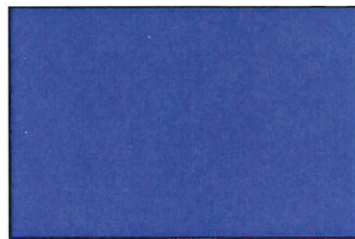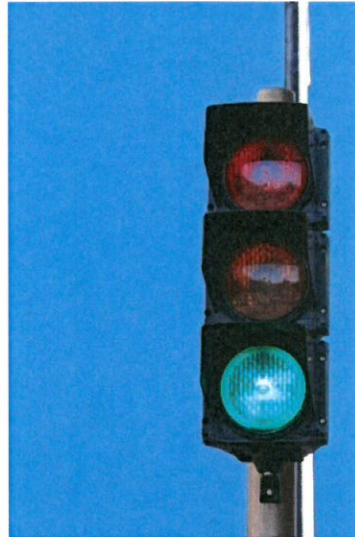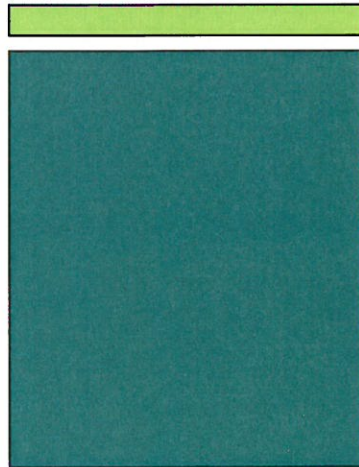
Sincerely,

Carter N. McDowell

CNM: id

Tatel Restaurant
Miami Beach, Florida

traffic study

Traf Tech
ENGINEERING, INC.

June 29, 2016

Mr. Tomas Alonso
Tatel Miami, LLC
Paseo Castellana 36
Madrid Spain 28001

Re: Tatel Restaurant – Traffic Study

Dear Mr. Alonso:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken in connection with the proposed Tatel Restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida.

It has been a pleasure working with Tatel Miami, LLC on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

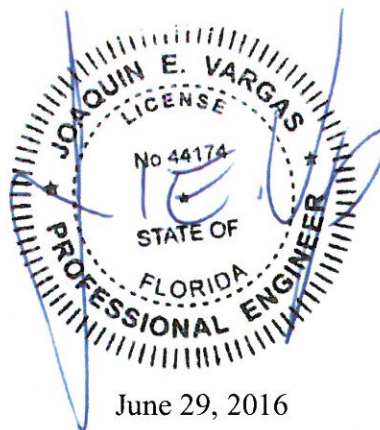Joaquin E. Vargas, P.E.
Senior Transportation Engineer

June 29, 2016

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

Tatel Restaurant is a proposed restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in 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 Tatel Miami, LLC to conduct a traffic study[1] in connection with the proposed project. 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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[1] The traffic methodology was discussed and agreed with the City of Miami Beach staff and is included in Appendix A.

PROJECT LOCATION MAP
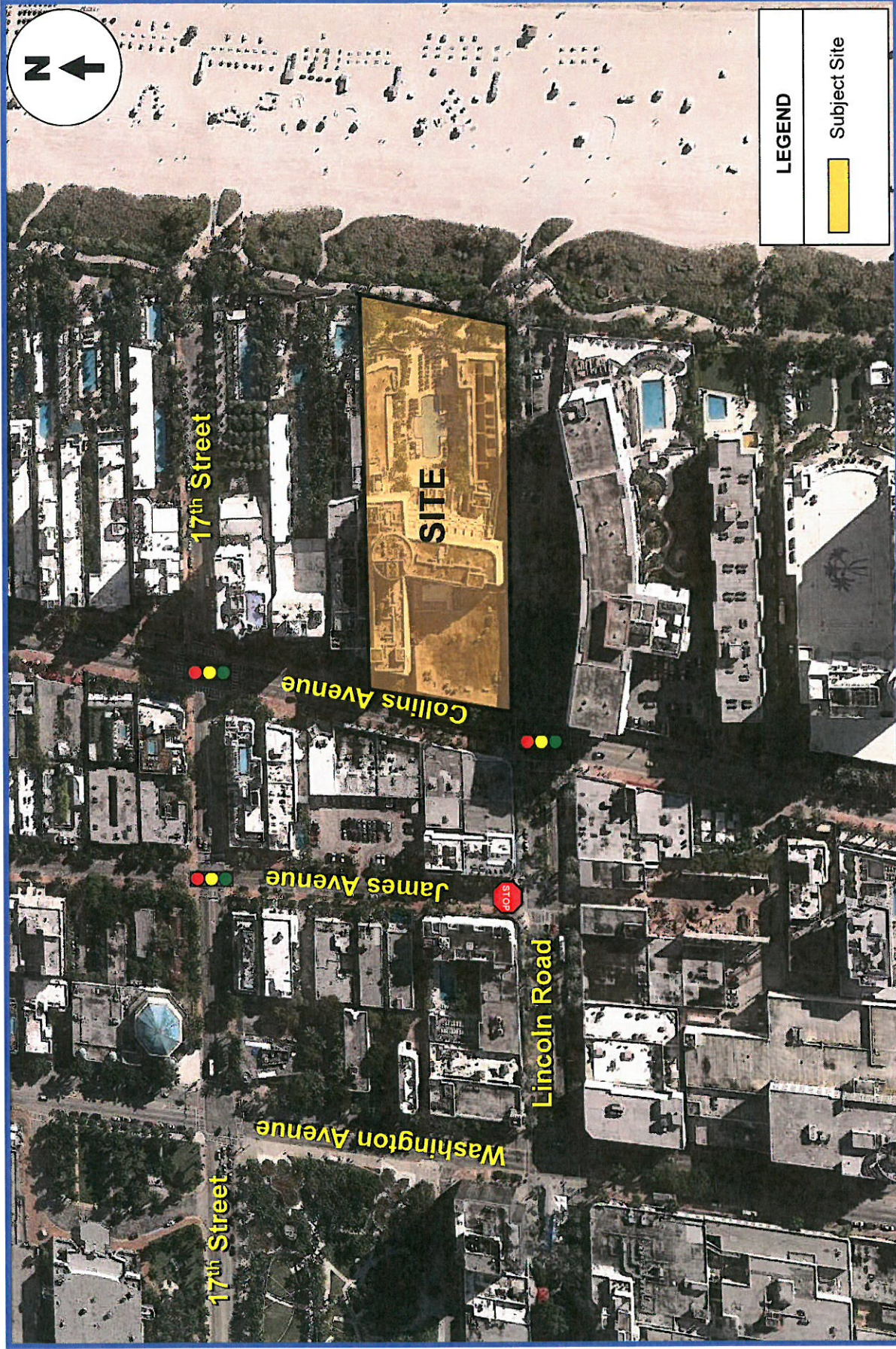
FIGURE 1
Tatel Restaurant
Miami Beach, Florida

LEGEND

Subject Site

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ENGINEERING, INC.

N

SITE

17th Street

Collins Avenue

James Avenue

Lincoln Road

Washington Avenue

17th Street

STOP

Existing Land Use

The site is currently developed with a previously-operating restaurant.

Proposed Land Uses

The proposed site will be re-developed with the following land use and intensity:

- Restaurant – 200 seats

Access to the proposed project will be provided via an access driveway off of Collins Avenue (right in/right out driveway). Appendix B contains a copy of the proposed site plan for the project site.

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 Collins Avenue, James Avenue, Lincoln Road, and 17th Street. Near the project site, Collins Avenue, 17th Street and Lincoln Road are four-lane facilities while James Avenue is a two-lane facility.

Nearby Intersections

With the assistance of City of Miami Beach staff, four intersections/driveways were identified as the locations that will be impacted the most by the proposed project. These intersections/driveways include:

1. Collins Avenue and Lincoln Road (signalized)
2. Collins Avenue and 17th Street (signalized)
3. 17th Street and James Avenue (signalized)
4. James Avenue and Lincoln Road (stop controlled)

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

EXISTING LANE GEOMETRY

FIGURE 2
Tatel Restaurant
Miami Beach, Florid

TrafTech
ENGINEERING, INC.

LEGEND

↰ Left-Turn Lane
↑ Through Lane
↱ Right-Turn Lane

SITE

17th Street
Collins Avenue
James Avenue
Lincoln Road
Washington Avenue
17th Street

4L
2L
2L
4L

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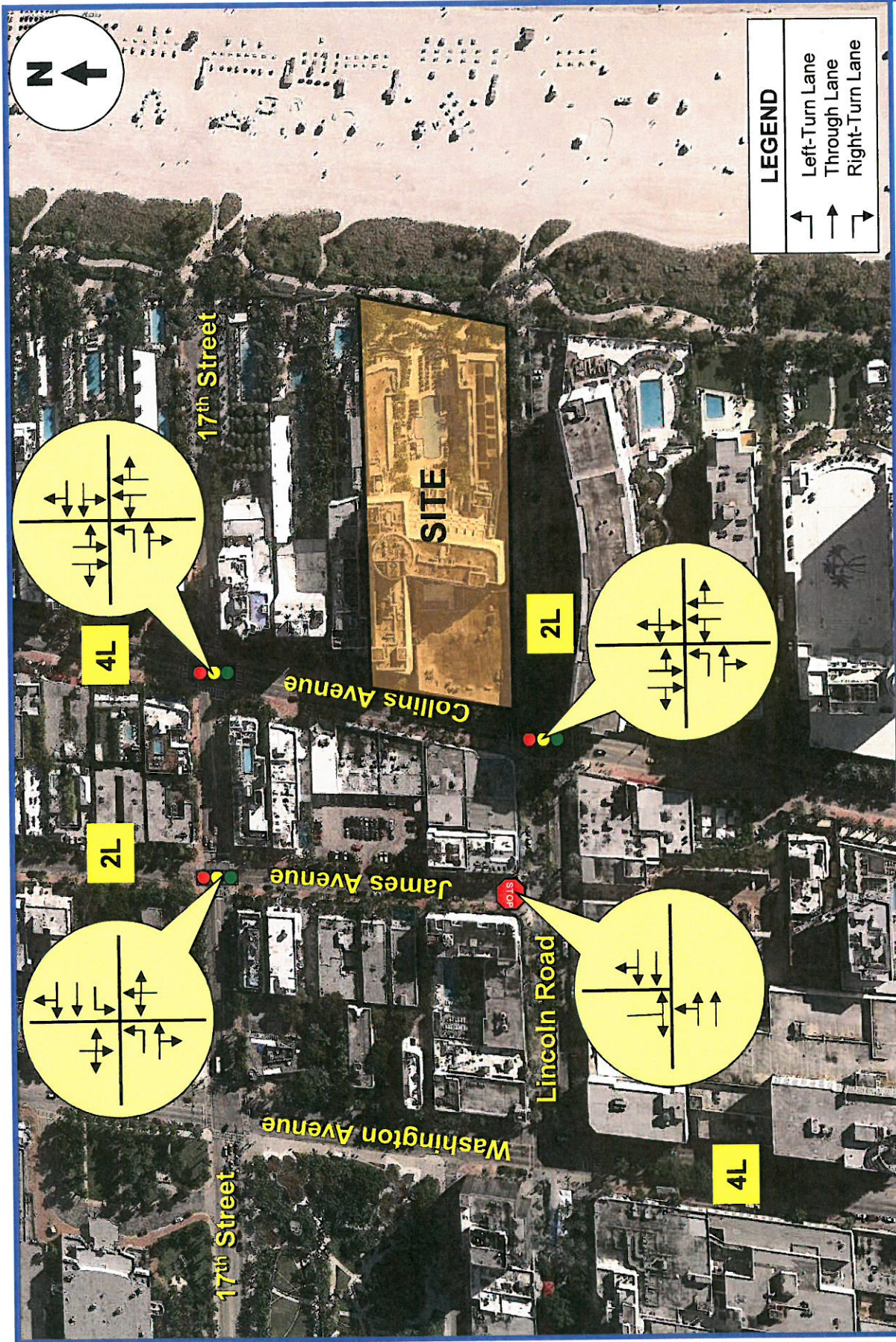
Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc., collected traffic data at the following locations:

1. Collins Avenue and Lincoln Road (signalized)
2. Collins Avenue and 17th Street (signalized)
3. 17th Street and James Avenue (signalized)
4. James Avenue and Lincoln Road (stop controlled)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc.,were collected on Friday, June 17, 2016 during the PM peak period (4:00 PM to 7:00 PM).

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday peak hour. Appendix C contains the intersection turning movement counts, as collected in the field. The signal timing plans were obtained from the Miami-Dade County's web site and are also contained in Appendix C.
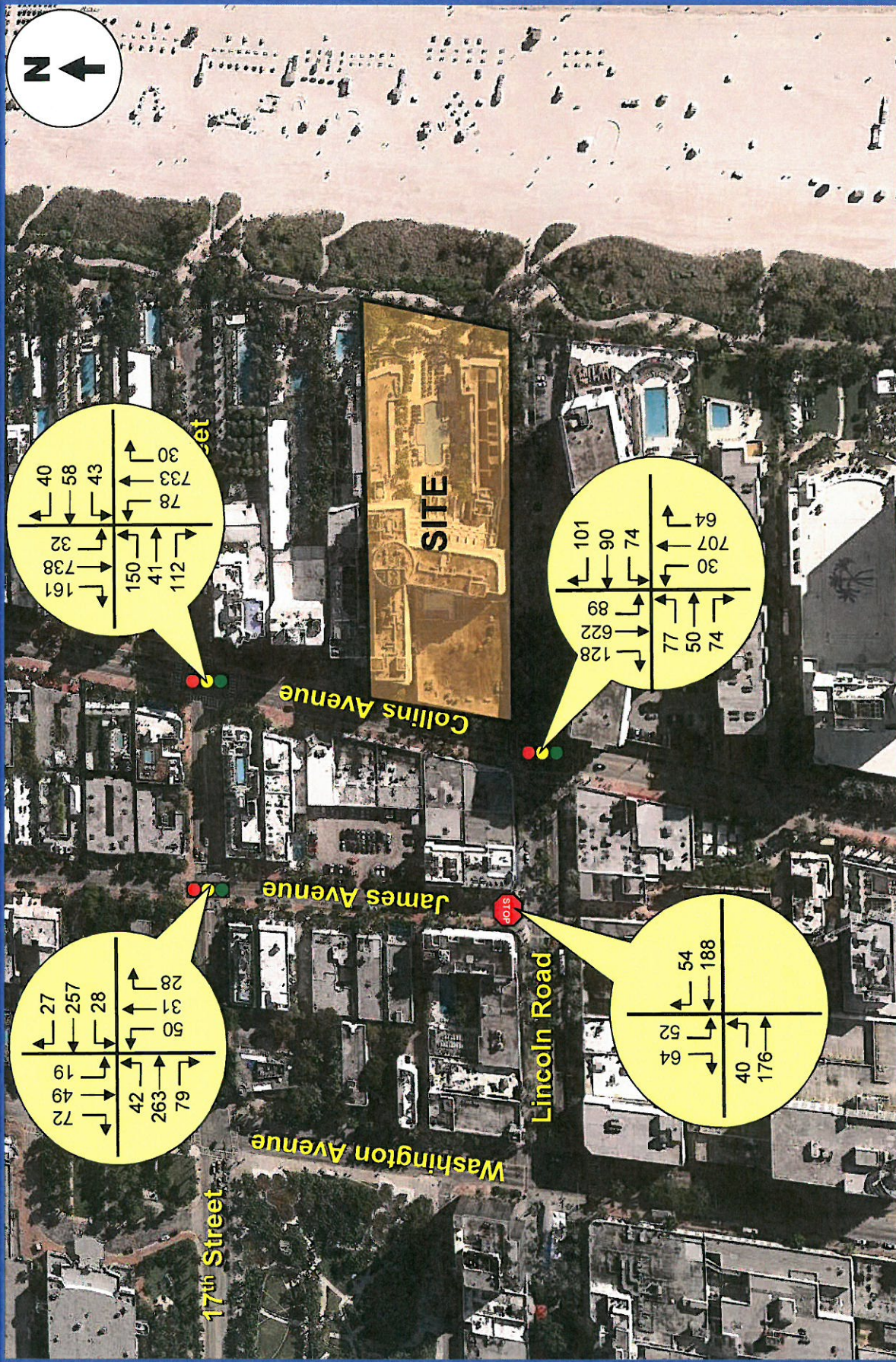
FIGURE 3
Tatel Restaurant
Miami Beach, Florida

TrafTech
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EXISTING TRAFFIC COUNTS – Peak Hour
(June 17, 2016)

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 include Land Use 931 – Quality Restaurant. Table 1 summarizes the external trips associated with the proposed Tatel Restaurant.

TABLE 1 Trip Generation Summary Tatel Restaurant (Proposed Land Use)					
Land Use	Size	Daily Trips	Weekday Peak Hour Trips		
			Inbound	Outbound	Total
PROPOSED USE					
Quality Restaurant	200 seats	572	35	25	60

As indicated in Table 1, the external trips anticipated to be generated by the proposed Tatel Restaurant consist of approximately 572 daily trips and approximately 60 trips during the weekday peak hour (35 inbound and 25 outbound). Hence, the new project trips are considered minimal from a traffic-engineering standpoint (one new peak-hour trip every minute).

The trip generation rates used to determine the trips associated with the proposed use are presented below:

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

Weekday Peak Hour of Generator
$T = 0.30 (X)$ (59% inbound and 41% outbound)
Where T = number of weekday peak hour trips and
       X = number of seats

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 644, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 2 Project Trip Distribution Tatel Restaurant		
Direction		**% of Total Trips**
North:	Northwest	19.3
	Northeast	16.1
South:	Southwest	12.4
	Southeast	0.0
East:	Northeast	0.0
	Southeast	0.0
West:	Northwest	22.2
	Southwest	30.0
	Total	100.00%

Source: Miami-Dade County (2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed Tatel Restaurant project:

- o   25% to and from the north via Collins Avenue
- o   10% to and from the north via Washington Avenue
- o   15% to and from the south via Collins Avenue
- o   25% to and from the south via Washington Avenue
- o   25% to and from the west via 17th 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 Figures 4 and 4A.

NEW PROJECT TRAFFIC ASSIGNMENT
(Weekday New Peak Hour Trips)

LEGEND

	Subject Site
15%	Percent Assignment
9	Inbound Trip
4	Outbound Trip
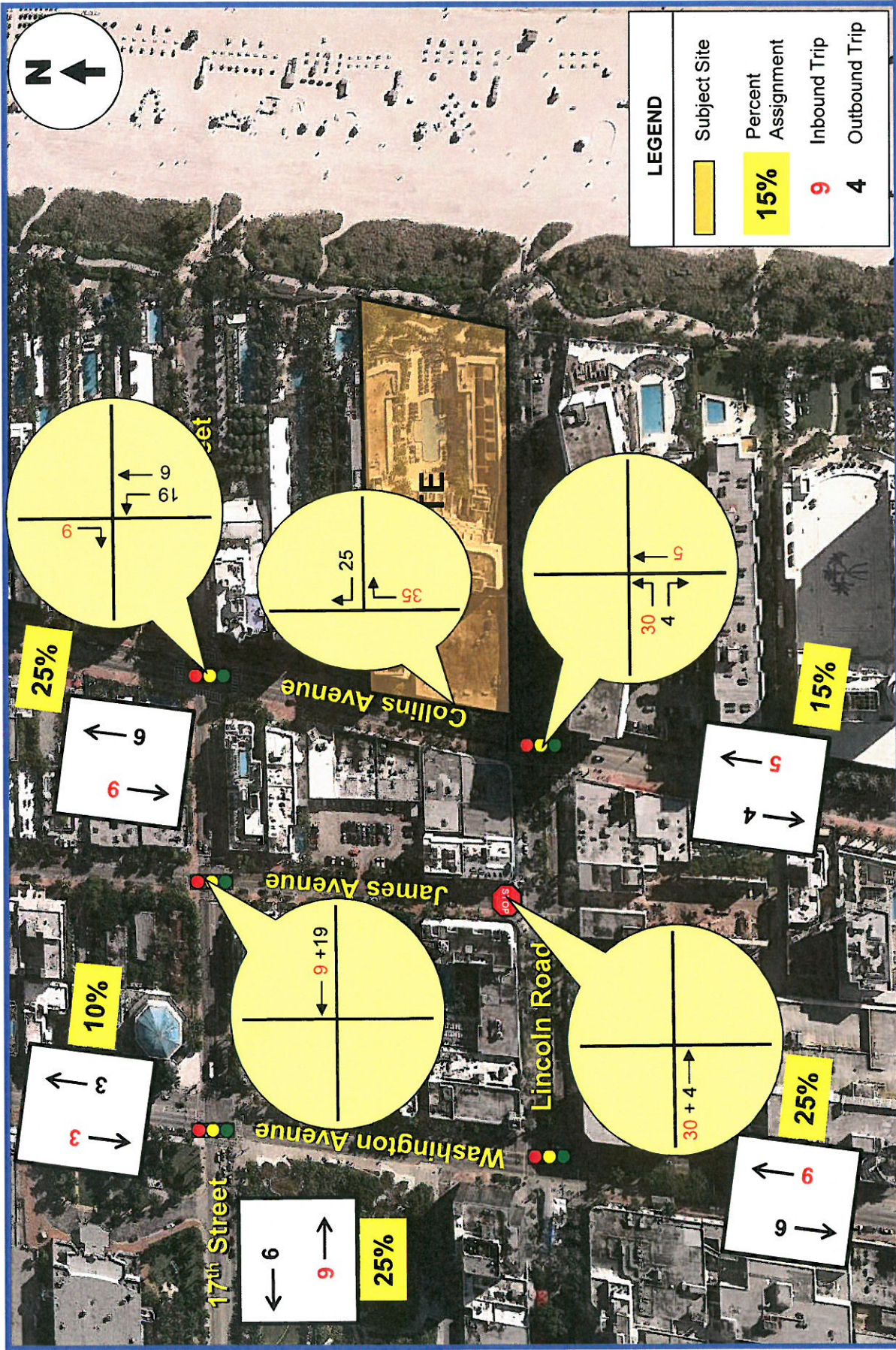
FIGURE 4
Tatel Restaurant
Miami Beach, Florida

TrafTech
ENGINEERING, INC.

LEGEND

35 valet parking trips

FIGURE 4A
Tatel Restaurant
Miami Beach, Florida
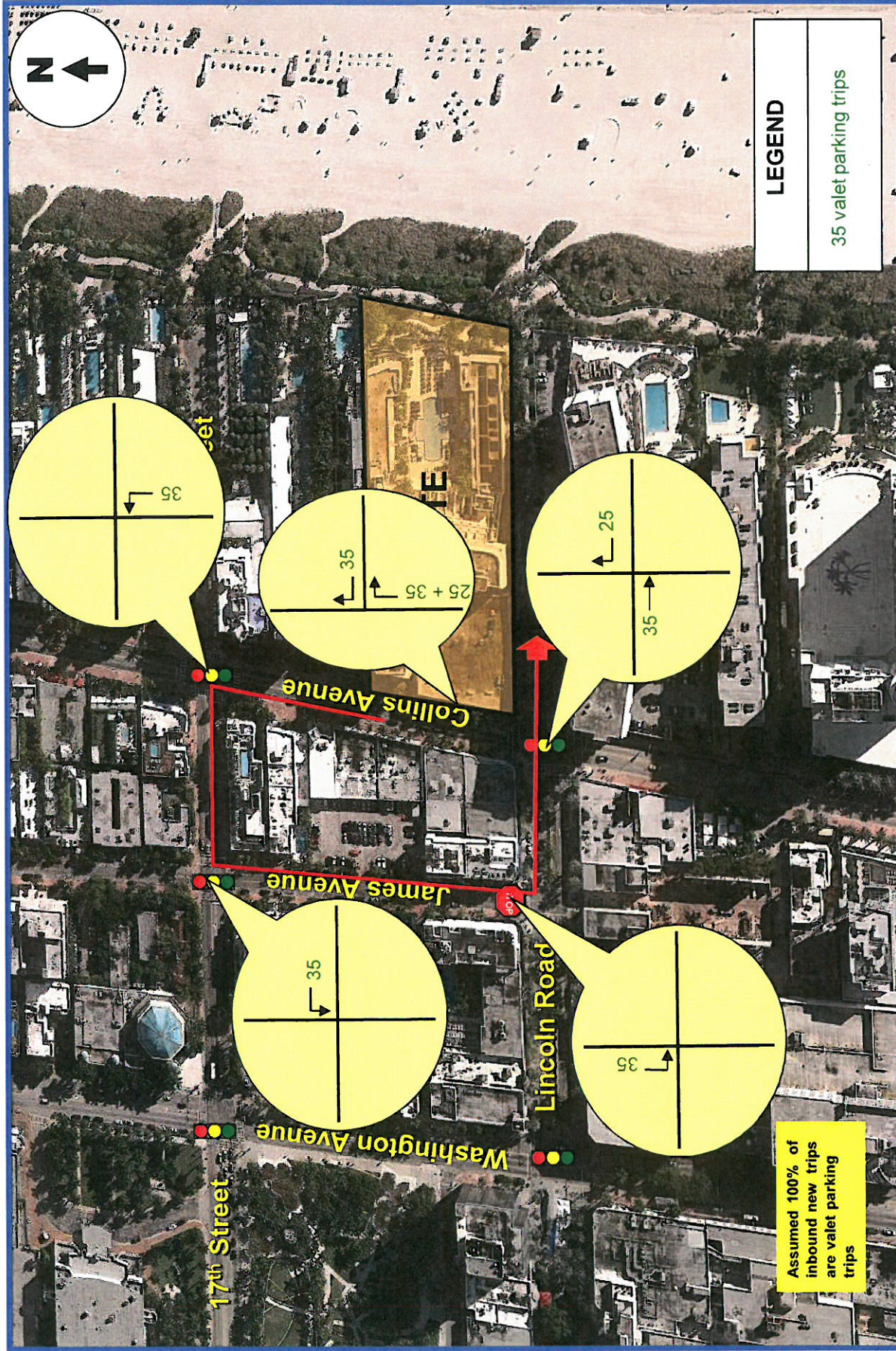
VALET PARKING OPERATIONS
(Weekday New Peak Hour Trips)

Assumed 100% of inbound new trips are valet parking trips

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This section of the study is divided into four 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. The third section addresses the projected operating conditions of the project's access driveway. The final section focusses on valet parking.

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 2017 traffic volumes (project anticipated to be built and occupied by the year 2017), 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 June to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.04 is required to convert traffic counts collected in the third week of June to average peak season conditions (refer to Appendix D). The second analysis includes a growth factor to project 2016 peak season traffic volumes to the year 2017. Based on traffic growth data published by the FDOT for a nearby traffic count stations, minimal traffic growth has occurred during the past five years (refer to Appendix D). However, in order to assess impacts with a conservative approach, and to account for unforeseen approved project (committed trips) that may impact the study intersections, a one percent (1.0%) growth rate was used for purposes of this study. Additionally, trips associated with future developments; The Torino (400 Collins Avenue), The Savoy Hotel, 601 Washington, and 915 Washington were added to the background traffic. Committed development information is included in Appendix D.

The new trips generated by the Tatel Restaurant (refer to Figure 4) were added to the 2017 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, growth rates, committed developments and project traffic) are presented in tabular format in Appendix E. Figures 5 and 6 present the year 2017 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 Tatel Restaurant.

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the four study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) 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 adequately and will continue to operate at an acceptable level of service in the year 2017 with the proposed project in place, except for two intersections. The intersection of Collins Avenue and Lincoln Road and the intersection of James Avenue and Lincoln Road are expected to operate at deficient level of service "F" without the project (background conditions) and are anticipated to continue to operate at deficient level of service with the project in place. However, the impacts (additional delay) created by the proposed restaurant are insignificant from a traffic-engineering standpoint.
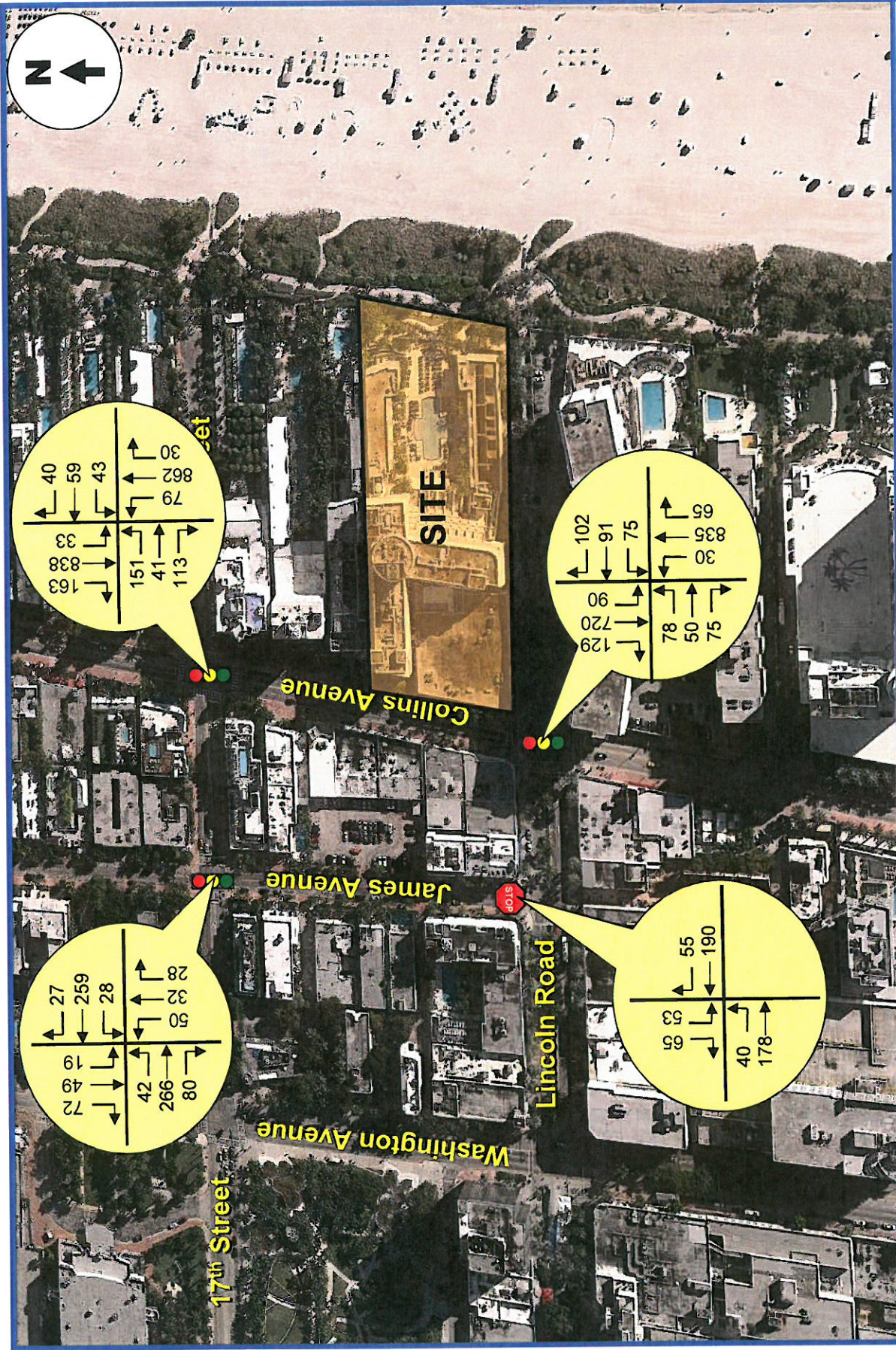
FIGURE 5

Tatel Restaurant
Miami Beach, Florida

BACKGROUND TRAFFIC – Year 2017
(Weekdays Peak Hour Trips)

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TOTAL TRAFFIC with PROJECT – Year 2017
(Weekdays Peak Hour Trips)
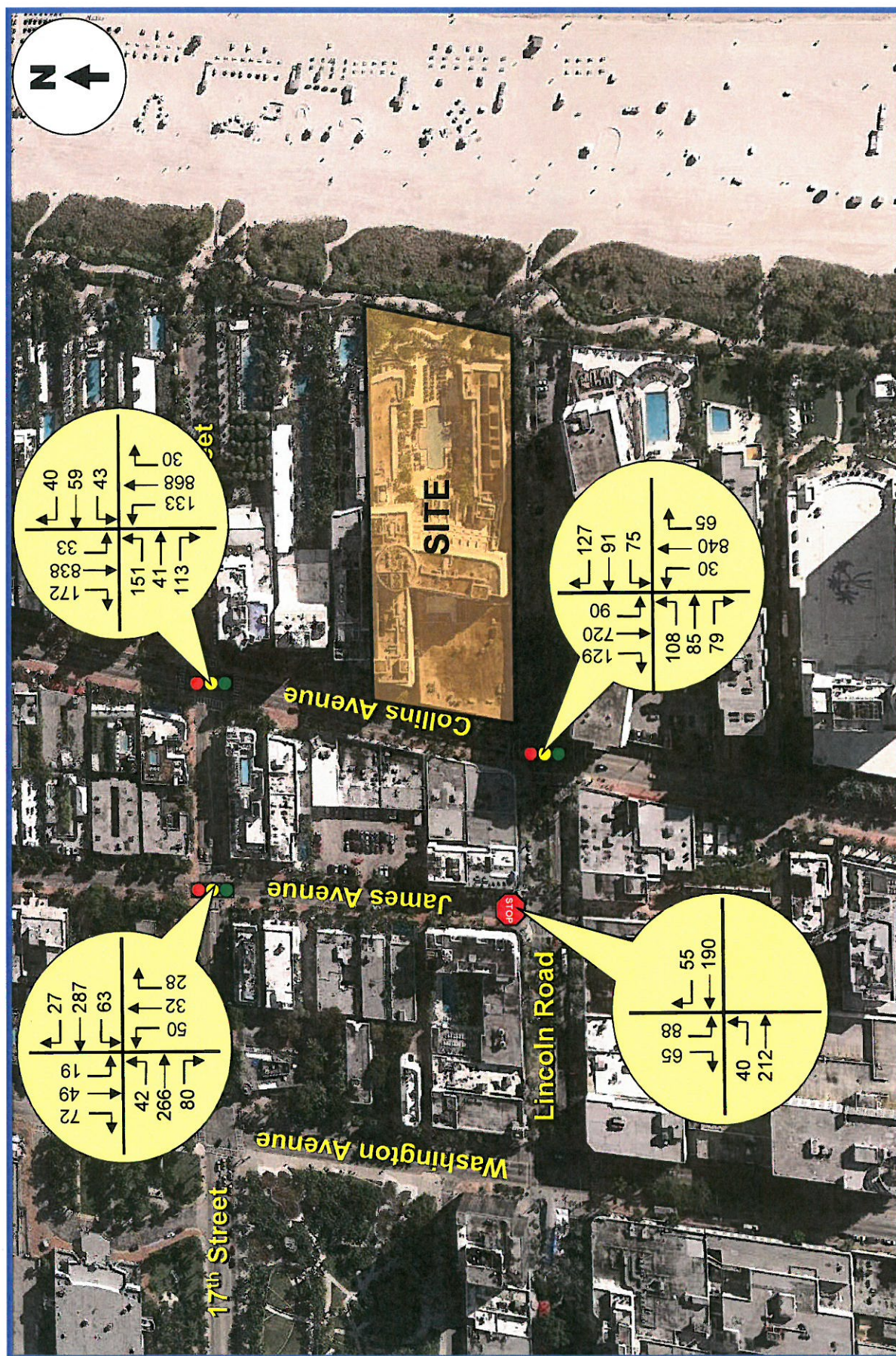
FIGURE 6
Tatel Restaurant
Miami Beach, Florida

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TABLE 3 Intersection Level of Service Tatel Restaurant			
		Future Traffic Conditions	
Intersection	**2016 Existing**	**2017 w/o Project**	**2017 With Project**
Collins Avenue & Lincoln Road	D	F	F
Collins Avenue & 17th Street	B	B	B
James Avenue & 17th Street	B	B	B
James Avenue & Lincoln Road SB	F	F	F

Source: Highway Capacity Manual

The computer printouts of the intersection capacity analyses are contained in Appendix F.

Valet Operation

The Tatel Restaurant will provide one (1) valet service area located on Collins Avenue This is the main valet drop-off/pick up area. All vehicles served by valet parking will stop at the valet station on Collins Avenue

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 35 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 Collins Avenue was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities[2]. For this analysis, the following input variables were used:

---

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

Service Rate: is the average time to park/unpark a vehicle by a valet runner. A weighted average service rate was determined based on the service rate for standard parking spaces. The average time by a valet runner is approximately 5 minutes, or 12 vehicles per hour per valet runner. Assuming up to four (4) valet runners, the maximum service rate of the facility is 48 vehicles in a one-hour period.

Demand Rate: As indicated above, a maximum of 35 vehicles will arrive during the highest hour. Assuming 100% valet usage for the inbound vehicular traffic.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated on Collins Avenue, at the 90% confidence level, is five (5) vehicles. Therefore, the valet station on Collins Avenue should provide parking for at least five (5) vehicles. The service rate calculations and results of the ITE queuing procedure are contained in Appendix G.

CONCLUSIONS AND RECOMMENDATIONS

Tatel Restaurant is a proposed restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida. The proposed project will be developed with the following land uses and intensity:

- Restaurant – 200 Seats.

Access to the proposed restaurant will be provided via an access driveway off of Collins Avenue for valet purposes. All vehicles will be parked at the parking garage located at the east terminus of Lincoln Road.

Traf Tech Engineering, Inc. was retained by Tatel Miami, LLC to conduct a traffic study in connection with the proposed project. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. The conclusions and recommendations of the traffic study are presented below:

o The external trips anticipated to be generated by the proposed Tatel Restaurant consist of approximately 572 daily trips and approximately 60 trips during the weekday peak hour (35 inbound and 25 outbound).

o All study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2017 with the proposed project in place, except for two intersections. The intersection of Collins Avenue and Lincoln Road and the intersection of James Avenue and Lincoln Road are expected to operate at deficient level of service "F" without the project (background conditions) and are anticipated to continue to operate at deficient level of service with the project in place. However, the impacts (additional delay) created by the proposed restaurant are insignificant from a traffic-engineering standpoint.

o The valet station on Collins Avenue should provide parking for at least five (5) vehicles. Up to four (4) valet runners should be assigned to this facility during the anticipated peak periods.

APPENDIX A

Traffic Methodology

TO: Tatel Restaurant

FROM: Joaquin Vargas

DATE: June 17, 2016

SUBJECT: Traffic Methodology for Tatel Restaurant

Tatel Restaurant consists of the re-opening of a previously-operational restaurant located within the Ritz Carelton Hotel groundfloor located at the northeast corner of Collins Avenue and Lincoln Road in the City of Miami Beach in Miami-Dade County, Florida.

Even though the subject restaurant was previously operational and there are no plans to increase the existing square footage of the facility, a traffic study documenting the impacts of the restaurant will be undertaken. The following is our proposed methodology for the traffic study associated with this project:

- The trip generation for the proposed restaurant will be based on ITE's *Trip Generation Manual* (9th Edition). For the proposed restaurant, quality restaurant will be assumed (LUC 931). The number of proposed seats will be used for trip generation purposes.

- The traffic study will evaluate four (4) intersections in the immediate vicinity of the project. The analyses will be undertaken for the critical PM peak hour (Friday 4PM to 7PM). These intersections are:

   1.   Collins Avenue and Lincoln Road (signalized)
   2.   Collins Avenue and 17th Street (signalized)
   3.   James Avenue and Lincoln Road (stop control)
   4.   James Avenue and 17th Street (stop control)

- Traffic circulation will be evaluated in the traffic study, including its impact to the surrounding street system and adjacent driveways, if any.

- The drop-off and pick-up lane will be evaluated from a queuing standpoint.

- For purposes of the traffic study, the build-out year will be 2017. For purposes of traffic growth, FDOT historical traffic data will be used.

- Existing traffic signal timing data and traffic counts will be included in the appendix of the traffic study.

- The traffic study will address any anticipated / proposed impacts onto the existing on-street vehicular parking, if applicable. Any impacts to on-street

1

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parking will be discussed with the City's Parking Department.

o   Traffic figures will be prepared for the following trip generation scenarios for each of the intersections analyzed:

1. Existing trips
2. Proposed site trips distribution
3. Existing + traffic growth
4. Future or build-out + traffic growth + site trips

o   The presence of transit and nearby routes will be discussed as will the provision and location of bicycle racks.

o   Provide bicycle racks at the site to encourage other modes of transportation.

o   The site plan will show the location of pick up/drop off for valet parking purposes.

o   The site plan will also include the location of bicycle parking, garbage pick-up area and place designated for deliveries.

o   The submittal of the study will include LOS calculations for review by the peer reviewer.

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APPENDIX B

Site Plan
Tatel Restaurant

GENERAL NOTES:

NEW WALL LEGEND (SEE A-6 FOR DETAILS)

TYPE	PATTERN	DESCRIPTION	RATING

KITCHEN

MAIN DINING

BOOTHS

LOUNGE

PROPOSED BAR

PROPOSED STAIR
1 FLOOR

PROPOSED STAIR
2 FLOOR

EXISTING WALL TO REMAIN

RETAINING WALL TO REMAIN

EXISTING EDGE
OF SLAB

ENTRANCE

PORTE
COCHERE

EXIT TO COLLINS AVE

STAIR (N.I.C.)

1. PROPOSED FLOOR PLAN
   N.T.S. 1/16" = 1'-0"

APPENDIX C

Signal Timing Plan and Traffic Counts

TOD Schedule Report
for 2664: Collins Av&Lincoln Rd

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2664	Collins Av&Lincoln Rd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

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

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	-234-6-8
External Permit 1	-234-6-8
External Permit 2	-234-6-8

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	SBL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	10	10	6	3	0
2	NBT	0	7	7	0	20	20	16	7	7	1	1	1	35	35	35	0	35	31	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	0	7	7	0	15	15	7	7	7	2.5	2.5	2.5	16	30	29	30	40	32	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	0	7	7	0	20	20	16	7	7	1	1	1	35	35	35	0	35	31	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	0	7	7	0	15	15	7	7	7	2.5	2.5	2.5	16	30	29	30	40	32	4	1

Local TOD Schedule

Time	Plan	DOW
0000	1	SuM T W Th
0000	7	F S
0300	4	Su
0300	3	F S
0300	3	M T W Th
0700	Free	SuM T W Th F S
0930	3	F S
0930	2	SuM T W Th
1500	Free	M T W Th
1500	5	F S
1800	6	Su
1800	Free	M T W Th

Current TOD Schedule

Plan	Cycle	1 SBL	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
1	100	5	44	0	38	0	52	0	38	0	0
2	95	5	39	0	38	0	47	0	38	0	0
3	100	5	44	0	38	0	52	0	38	0	13
4	90	5	34	0	38	0	42	0	38	0	0
5	110	5	52	0	40	0	60	0	40	0	0
6	120	5	59	0	43	0	67	0	43	0	0
7	120	5	59	0	43	0	67	0	43	0	0
8	150	5	94	0	38	0	102	0	38	0	85
11	90	6	37	0	34	0	46	0	34	0	27
12	90	20	27	0	30	0	50	0	30	0	42
13	90	6	37	0	34	0	46	0	34	0	42
14	120	6	61	0	40	0	70	0	40	0	76
15	120	6	66	0	35	0	75	0	35	0	70

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0300	TOD OUTPUTS	87-4---	SuM T W ThF S
0600	TOD OUTPUTS	87---2-	SuM T W ThF S
0700	TOD OUTPUTS	-------	SuM T W ThF S
0930	TOD OUTPUTS	-7---2-	SuM T W ThF S
1500	TOD OUTPUTS	-------	SuM T W ThF S
2200	TOD OUTPUTS	8-------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0300	TOD OUTPUTS	87-4---	SuM T W ThF S
0600	TOD OUTPUTS	87---2-	SuM T W ThF S
0700	TOD OUTPUTS	-------	SuM T W ThF S
0930	TOD OUTPUTS	-7---2-	SuM T W ThF S
1500	TOD OUTPUTS	-------	SuM T W ThF S
2200	TOD OUTPUTS	8-------	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

SIGNAL OPERATING PLAN — EXCLUSIVE PED

PHASE	INT	2	4	5	6	8	P2	P4	P6	PB			
φ(2+5) SEND LEAD	R/W	G	R	←₅₅	R	R	DW	DW	DW	DW			
	2+6	G	R	✗₅₅	R	R	DW	DW	DW	DW			
	TO												
	CLEAR												
(ACTUATED)													
φ(2+6) NORTH/SOUTH	R/W	G	R	G	G	R	DW	DW	DW	DW			
	EX. PED.	Y	R	Y	Y	R	DW	DW	DW	DW			
	4+8	Y	R	Y	Y	R	DW	DW	DW	DW			
	TO												
	CLEAR												
(RECALL)													
EXCLUSIVE PEDESTRIAN	R/W	R	R	R	R	R	W	W	W	W			
	PED.CLR	R	R	R	R	R	F DW	F DW	F DW	F DW			
	4+8	R	R	R	R	R	DW	DW	DW	DW			
	2+5	R	R	R	R	R	DW	DW	DW	DW			
	2+6	R	R	R	R	R	DW	DW	DW	DW			
(ACTUATED)													
φ(4+8) EAST/WEST	R/W	R	G	R	R	G	DW	DW	DW	DW			
	2+5	R	Y	R	R	Y	DW	DW	DW	DW			
	2+6	R	Y	R	R	Y	DW	DW	DW	DW			
	TO												
	CLEAR												
(ACTUATED) FLASHING OPS. →		—	FY	FR	FY	FY	FR	—	—	—	—		

Drawn	Date	METROPOLITAN DADE COUNTY
C.L. ROQUE	9/24/87	DEPARTMENT OF TRAFFIC AND TRANSPORTATION
Check	Date	ASSET NO: 32664
E. Lee	9/25/87	A1A & LINCOLN ROAD
Division Engineer	Date	REVISION 1 BY HF on 9/5/95

Placed in Service		Phasing Number
Date: 1/7/88 By: SHOP		3

TOD Schedule Report
for 2665: Collins Av&17 St

Asset	Intersection	TOD Schedule	Op Mode	Plan #	TOD Setting	Offset	Cycle	Active PhaseBank	Active Maximum
2665	Collins Av&17 St	DOW-6		N/A	N/A	0	0	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

Last In Service Date: unknown

Permitted Phases

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

Active Phase Bank: Phase Bank 1

Active 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	NBT	7	7	7	20	20	20	7	7	7	1	1	1	50	50	50	0	0	0	4	1.7
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	12	12	12	24	25	24	4	0.9
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	20	20	20	7	7	7	1	1	1	50	50	50	0	0	0	4	1.7
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	12	12	12	24	25	24	4	0.9

Local TOD Schedule

Time	Plan	DOW
0000	1	SuM T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
0930	1	F S
1500	5	Su F S
1500	3	M T W Th
1800	1	M T W Th
1800	6	Su F S

Current TOD Schedule

Plan	Cycle	1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT	Ring Offset	Offset
1	100	0	55	0	34	0	55	0	34	0	94
2	95	0	60	0	24	0	60	0	24	0	7
3	100	0	55	0	34	0	55	0	34	0	81
4	90	0	55	0	24	0	55	0	24	0	68
5	110	0	75	0	24	0	75	0	24	0	101
6	120	0	81	0	28	0	81	0	28	0	30
7	120	0	75	0	34	0	75	0	34	0	90
8	150	0	115	0	24	0	115	0	24	0	117
11	90	0	55	0	24	0	55	0	24	0	17
12	90	0	55	0	24	0	55	0	24	0	59
13	90	0	55	0	24	0	55	0	24	0	56
14	120	0	85	0	24	0	85	0	24	0	89
15	120	0	85	0	24	0	85	0	24	0	111
16	90	0	55	0	24	0	55	0	24	0	70
17	90	0	55	0	24	0	55	0	24	0	70
18	100	0	55	0	34	0	55	0	34	0	17
21	90	0	55	0	24	0	55	0	24	0	17
22	100	0	55	0	34	0	55	0	34	0	37
23	100	0	55	0	34	0	55	0	34	0	17

(Green Time columns: 1-, 2 NBT, 3-, 4 EBT, 5-, 6 SBT, 7-, 8 WBT)

Current Time of Day Function

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

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	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 2726: James Av&17 St

Asset	Intersection	TOD Schedule	Op Mode	Plan #	TOD Setting	Offset	Cycle	Active PhaseBank	Active Maximum
2726	James Av&17 St	DOW-7		N/A	N/A	0	0	0	Max 0

Splits

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

Last In Service Date: unknown

Permitted Phases

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

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	WBT	7	7	7	22	22	22	7	7	7	1	1	1	35	34	35	0	34	35	4	0
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	NBT	7	7	7	20	20	20	7	7	7	2.5	2.5	2.5	12	28	12	35	22	22	4	0.3
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	EBT	7	7	7	22	22	22	7	7	7	1	1	1	35	34	35	0	34	35	4	0
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	SBT	7	7	7	20	20	20	7	7	7	2.5	2.5	2.5	12	28	12	35	22	22	4	0.3

Local TOD Schedule

Time	Plan	DOW
0000	22	Su · · · · · S
0000	10	M T W Th F
0100	Free	M T W Th F
0530	Free	Su · · · · · S
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
1430	5	W
1530	6	M T W Th F
1800	8	M T W Th F
2000	10	Su · · · · · S
2130	10	M T W Th F

Current TOD Schedule — Green Time

Plan	Cycle	1 -	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
2	90	0	54	0	28	0	54	0	28	0	86
3	80	0	44	0	28	0	44	0	28	0	65
4	90	0	54	0	28	0	54	0	28	0	78
5	90	0	54	0	28	0	54	0	28	0	47
6	90	0	54	0	28	0	54	0	28	0	46
7	90	0	54	0	28	0	54	0	28	0	26
8	80	0	44	0	28	0	44	0	28	0	65
9	80	0	44	0	28	0	44	0	28	0	65
10	80	0	44	0	28	0	44	0	28	0	65
11	90	0	54	0	28	0	54	0	28	0	86
12	90	0	54	0	28	0	54	0	28	0	67
13	80	0	44	0	28	0	44	0	28	0	53
14	90	0	54	0	28	0	54	0	28	0	46
15	110	0	74	0	28	0	74	0	28	0	83
16	150	0	114	0	28	0	114	0	28	0	123
17	70	0	34	0	28	0	34	0	28	0	43
18	90	0	54	0	28	0	54	0	28	0	57
22	70	0	34	0	28	0	34	0	28	0	43

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	SuM T W ThF S
0530	TOD OUTPUTS	-------1	Su · · · · · S
1000	TOD OUTPUTS	-------	Su · · · · · S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	SuM T W ThF S
0100	TOD OUTPUTS	-------1	M T W ThF
0530	TOD OUTPUTS	-------1	Su · · · · · S
0715	TOD OUTPUTS	-------	M T W ThF
1000	TOD OUTPUTS	-------	Su · · · · · 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