

## MEMORANDUM

To: Tom Cavin, P.E. – Florida Department of Transportation

From: Ali Brighton, P.E.  
Kimley-Horn and Associates, Inc.

Date: May 7, 2021

Subject: Site Access Analysis – Haven SW 13<sup>th</sup> Street

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The purpose of this memorandum is to summarize the site access analysis prepared for the proposed student housing residential development along SR 25/SW 13<sup>th</sup> Street in Gainesville, Florida in accordance with the methodology discussion on March 17, 2020.

### Introduction

The site of the proposed development is on the east side of SR 25/SW 13<sup>th</sup> Street approximately 450 feet south of SW 21<sup>st</sup> Avenue. The project proposes to include the development of 466 student bedrooms within 171 apartment units. The existing uses on the project parcels, including a car service shop, motel, and retail store, are proposed to be demolished. The project location is depicted in **Figure 1** in **Attachment A**. A copy of the conceptual plan for the site is provided in **Attachment A**. Development of the site is proposed to be complete by year 2022.

### Project Access

SR 25/SW 13<sup>th</sup> Street is a Florida Department of Transportation (FDOT) Access Class 5 roadway. For an Access Class 5 roadway with a posted speed limit of 45 miles per hour, the minimum connection spacing is 245 feet, the minimum directional median opening spacing is 660 feet, and the minimum full median opening spacing is 1,320 feet per F.A.C. Rule Chapter 97.003 and the FDOT *Access Management Guidebook*, 2019.

Access to the project site is proposed via one (1) connection to SR 25/SW 13<sup>th</sup> Street at the existing connection/median opening on the northern end of the site. This connection is approximately 215 feet from the existing connection to the north and 430 feet from the existing connection to remain to the south. Although the spacing between the project driveway and the existing connection to the north does not meet the standard of 245 feet, the connection is provided at the existing connection/median opening location and the variance is only 30 feet. Also, note that the plan includes closure of the three (3) existing driveways for the parcels within the site which do not meet the spacing standards.

The existing full median opening that provides access to the site is approximately 480 feet from the existing full median opening to the north and 530 feet from the existing full median opening to the south. Neither of these meet the full median opening spacing or the directional median opening spacing. However, based on correspondence with FDOT, it is our understanding that the existing full access median opening will be required to be converted to a directional median opening which would allow

left-turn ingress movements and restrict egress movements to right-turns only. This access is essential since the expected distribution of trips is weighted heavily to/from the north.

## Project Traffic

### TRIP GENERATION

Trip generation was performed using Institute of Transportation Engineer’s (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The trip generation for the existing uses on the project parcels was determined using ITE Land Use Code (LUC) 320 (Motel), ITE LUC 820 (Shopping Center), and ITE LUC 941 (Quick Lubrication Vehicle Shop). The trip generation for the proposed student housing residential development was determined using ITE LUC 225 (Off-Campus Housing Student Apartment [Over ½ Mile from Campus]).

A multimodal reduction was applied to account for pedestrian, bicycle, and transit trips. Per guidance provided by City of Gainesville staff, a 34 percent (34%) multimodal reduction was applied for the A.M. peak hour and a 26 percent (26%) multimodal reduction was applied for the P.M. peak hour based on information from a study performed in 2013. The multimodal information provided by the City is included in **Attachment B**.

The proposed redevelopment is expected to result in an increase of 760 net new daily trips, 25 net new A.M. peak hour trips, and 36 net new P.M. peak hour trips as shown in **Table 1**. Detailed trip generation calculations are contained in **Attachment B**. To provide for a conservative analysis, the PM peak hour trip generation will be utilized for the mid-day peak hour as the ITE *Trip Generation Manual* does not provide rates for the mid-day peak hour.

Table 1: Trip Generation Summary			
Development Program	Daily	A.M. Peak Hour	P.M. Peak Hour
Existing Uses	592	28	70
Proposed Uses	1,352	53	106
<b>Net New Vehicle Trips</b>	<b>+760</b>	<b>+25</b>	<b>+36</b>

### TRIP DISTRIBUTION

The proposed project trip distribution has been developed based on the Gainesville Urbanized Area Transportation Study (GUATS) model, which is built on the Florida Standard Urban Transportation Model Structure (FSUTMS) and published by the Gainesville Metropolitan Transportation Planning Organization (MTPO). **Figure 2** in **Attachment C** illustrates the proposed external project trip distribution. The GUATS model plot is also provided in **Attachment C**. **Figure 3** in **Attachment C** depicts the project trip assignment at the study area intersections during the peak hours.

## Study Area

Three (3) median openings along SR 25/SW 13<sup>th</sup> Street were included in the study area. Per the methodology discussion on March 17, 2020, the traffic study evaluates the A.M. peak hour, mid-day peak hour, and P.M. peak hour intersection operations under existing conditions, future (non-project) conditions, and future buildout conditions at the following median openings:

- SR 25/SW 13<sup>th</sup> Street & SW 21<sup>st</sup> Avenue (Northern Median Opening)
- SR 25/SW 13<sup>th</sup> Street & Center Median Opening (Project Access)
- SR 25/SW 13<sup>th</sup> Street & Southern Median Opening

## DATA COLLECTION

Turning movement counts were collected at the study area intersections during the A.M. peak (7:00 AM – 9:00 AM), mid-day peak (11:00 AM – 1:00 PM), and PM peak (4:00 PM – 6:00 PM) traffic conditions on Thursday, July 16, 2020.

The Peak Season Correction Factor (PSCF) was obtained from the FDOT 2019 Florida Traffic Online and utilized to adjust the observed traffic volumes to peak season volumes. Existing intersection lane configurations and peak hour factors were recorded during the turning movement count collection. Historical traffic information was obtained from the FDOT 2019 Florida Traffic Online.

The existing traffic data was used as a basis for the existing conditions analysis and for forecasting the future year turning movement volumes. The turning movement counts, PSCF report, and historical traffic data are provided in **Attachment D**.

## Volume Development

Due to the potential impacts from the COVID-19 pandemic, the existing collected volumes were compared to readily available historical traffic data at two (2) FDOT count stations along SR 25/SW 13<sup>th</sup> Street to the north and south of the project site. Based on the comparison of the historical volumes to the collected volumes, an adjustment factor was developed for each peak period. Adjustment factors of 1.26, 1.00, and 1.20 were applied to the AM peak hour, mid-day peak hour, and PM peak hour, respectively. Detailed adjustment factor calculations are contained in **Attachment E**.

Similarly, the traffic volumes collected for the 3,762 square foot restaurant on the west side of SR 25/SW 13<sup>th</sup> Street opposite the proposed project access were compared to trip generation calculations for a restaurant of that size based on rates from the ITE *Trip Generation Manual* for ITE Land Use Code 931 (Fast Casual Restaurant). Based on the comparison of the trip generation calculations to the collected volumes, an adjustment factor was developed for each peak period. Adjustment factors of 4.0, 1.33, and 1.33 were applied to the AM peak hour, mid-day peak hour, and PM peak hour, respectively. Note that the calculated PM peak hour adjustment factor was applied to the mid-day peak hour as the ITE *Trip Generation Manual* does not provide rates for the mid-day peak hour. Detailed adjustment factor calculations are contained in **Attachment E**.

Future background (non-project) traffic volumes were calculated as the sum of existing peak season traffic and background traffic growth. Several sources were evaluated to determine an appropriate background growth rate. Five-year and ten-year historical growth rates were calculated based on historical Annual Average Daily Traffic (AADT) volumes on SR 25/SW 13<sup>th</sup> Street; travel demand model growth rates were calculated by comparing future year 2040 daily model volumes to base year 2010 daily model volumes on SR 25/SW 13<sup>th</sup> Street and SW 21<sup>st</sup> Avenue; and Alachua County population projections from the Bureau of Economic and Business Research (BEBR) were reviewed.

The five-year historical traffic growth rate with the highest R-squared value was 1.45%, the ten-year historical traffic growth rate with the highest R-squared value was 0.94%, the average travel demand

model growth rate in the area was 1.76%, and BEBR population projections ranged from -0.07% to 1.17%. Given the range of growth rates from the various sources, an annual growth rate of 1.50% was utilized to forecast future traffic volumes. Growth rate calculations, including the supporting historical traffic data and model volumes, are provided in **Attachment D**. Future background turning movement volumes during the AM, mid-day, and PM peak hours are illustrated in **Figure 5** in **Attachment E**.

Project traffic volumes were added to the future background (non-project) traffic volumes to determine the total buildout traffic volumes at each intersection. The project traffic volumes at the intersections were calculated based on the AM, mid-day, and PM peak hour trip generation and project distribution from the FSUTMS modeling. Additionally, the future buildout volumes account for the modifications to the Center Median Opening to provide a directional median opening, as requested by FDOT. Future buildout turning movement volumes during the AM, mid-day, and PM peak hours are illustrated in **Figure 6** in **Attachment E**.

Intersection volume development worksheets detailing the existing, future background (non-project), and future buildout traffic volume development for each intersection are provided in **Attachment E**.

## Intersection Capacity Analysis

Intersection capacity analyses were conducted for the AM, mid-day, and PM peak hours at the study intersections. Intersection analyses were performed using *Synchro 10* traffic engineering analysis software, which applies methodologies from the Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition. Capacity analyses at the study intersections were performed for existing conditions, year 2022 background conditions, and year 2022 buildout conditions. The future buildout analyses account for the modifications to the Center Median Opening to provide a directional median opening, as requested by FDOT. **Table 2** summarizes the capacity analysis results, including level of service (LOS) and delay reported from *Synchro 10*. *Synchro 10* reports are provided in **Attachment F**.

**Table 2: Capacity Analysis Summary – AM (Mid-Day) [PM]**

Intersection	LOS/Delay (sec/veh)			
	EB	WB	NB	SB
<b>Existing Conditions</b>				
SR 25/SW 13 <sup>th</sup> Street and SW 21 <sup>st</sup> Avenue (Northern Median Opening)	C/15.1 (C/16.5) [E/46.8]	B/14.4 (B/14.0) [C/16.6]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Center Median Opening	A/0.0 (C/16.5) [D/28.9]	D/28.7 (B/14.8) [B/13.1]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Southern Median Opening	A/0.0 (A/0.0) [A/0.0]	(2)	(1)	(1)
<b>Future Background Conditions</b>				
SR 25/SW 13 <sup>th</sup> Street and SW 21 <sup>st</sup> Avenue (Northern Median Opening)	C/15.5 (C/16.9) [F/50.4]	B/14.7 (B/14.2) [C/17.0]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Center Median Opening	A/0.0 (C/16.9) [D/30.6]	D/30.0 (C/15.1) [B/13.4]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Southern Median Opening	A/0.0 (A/0.0) [A/0.0]	(2)	(1)	(1)
<b>Future Buildout Conditions</b>				
SR 25/SW 13 <sup>th</sup> Street and SW 21 <sup>st</sup> Avenue (Northern Median Opening)	C/15.7 (C/17.3) [F/54.1]	B/14.9 (C/15.7) [C/19.7]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Center Median Opening (Project Access)	A/0.0 (B/10.9) [C/15.0]	B/14.6 (B/11.3) [B/11.3]	(1)	(1)
SR 25/SW 13 <sup>th</sup> Street and Southern Median Opening	A/0.0 (A/0.0) [A/0.0]	(2)	(1)	(1)

Notes: (1) Approach operates under free-flow conditions. LOS is not defined.  
 (2) Approach does not exist.

All of the stop-controlled approaches at the study intersections are expected to operate at level of service (LOS) E or better with the exception of the eastbound stop-controlled approach of SW 21<sup>st</sup> Avenue at SR 25/SW 13<sup>th</sup> Street under future background and future buildout conditions. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods. Note that the volume-to-capacity (V/C) for this approach is well under 1.0 under future background and future buildout conditions.

### Turn Lane Analysis

The need for an ingress right-turn lane at the driveway connection was evaluated utilizing the recommended guidelines outlined in FDOT’s *Access Management Guidebook*, 2019 based on the anticipated future buildout (2022) turning volumes into the proposed development. The recommended guidelines state that for exclusive right-turn lanes along roadways with a posted speed limit of 45 miles per hour (mph) or less, a threshold of 80 to 125 right-turns per hour should be met. The higher threshold of 125 right-turn movements per hour is for roadways with a volume less than 600 vehicles per hour

per lane in one (1) direction on the major roadway. SR 25/SW 13<sup>th</sup> Street has a projected average northbound A.M. peak hour volume of 549 vehicles per hour per lane, a projected average northbound mid-day peak hour volume of 325 vehicles per hour per lane, and a projected average northbound P.M. peak hour volume of 345 vehicles per hour per lane at the project driveway. The projected northbound right-turn volume is expected to be 2 vehicles per hour during the A.M. peak hour, 7 vehicles per hour during the mid-day peak hour, and 7 vehicles per hour during the P.M. peak hour under future buildout conditions. Therefore, the project is not anticipated to warrant an exclusive northbound right-turn lane at the project driveway based on FDOT guidelines.

Additionally, the 95<sup>th</sup>-percentile queue lengths were evaluated for the existing left-turn lanes at the three median openings along SR 25/SW 13<sup>th</sup> Street. **Table 3** summarizes the queue length analysis. As shown in Table 3, all queues are expected to be one vehicle or less. The 95<sup>th</sup>-percentile queue lengths are reported in the *Synchro 10* output reports provided in **Attachment F**. Based on this information, a minimum of 25 feet of storage length should be provided in addition to the required 185 feet of deceleration distance lane (which includes the 50 foot taper) for a total length of at least 210 feet for both the northbound and southbound left-turn lanes at the modified directional Center Median Opening. All turn lanes should be designed per FDOT design standards.

**Table 3: Turn Lane Queue Length Analysis – AM (Mid-Day) [PM]**

Intersection	Turn Lane	95 <sup>th</sup> Percentile Queue Lengths in Vehicles		
		Existing	Background	Buildout
<b>Existing Conditions</b>				
SR 25/SW 13 <sup>th</sup> Street and SW 21 <sup>st</sup> Avenue (Northern Median Opening)	Northbound Left-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [1 vehicle]
	Southbound Left-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]
SR 25/SW 13 <sup>th</sup> Street and Center Median Opening	Northbound Left-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]
	Southbound Left-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]
SR 25/SW 13 <sup>th</sup> Street and Southern Median Opening	Northbound Left-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]
	Southbound U-Turn Lane	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]	<1 vehicle (<1 vehicle) [<1 vehicle]

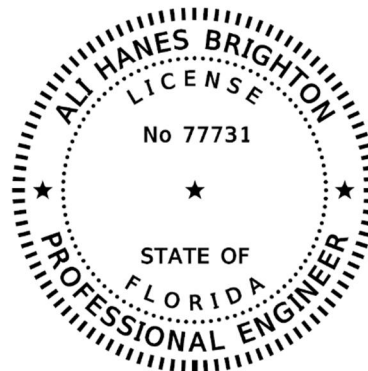
### Summary

This site access analysis was prepared for the proposed student housing residential development along SR 25/SW 13<sup>th</sup> Street approximately 450 feet south of SW 21<sup>st</sup> Avenue. The project proposes to include the development of 466 student bedrooms within 171 apartment units. The existing uses on the project parcels, including a car service shop, motel, and retail store, are proposed to be demolished. The

proposed redevelopment is expected to result in an increase of 760 net new daily trips, 25 net new A.M. peak hour trips, and 36 net new P.M. peak hour trips.

Capacity analyses at the study intersections were performed for existing conditions, year 2022 background conditions, and year 2022 buildout conditions. The future buildout analyses account for the modifications to the Center Median Opening to provide a directional median opening, as requested by FDOT. All of the stop-controlled approaches at the study intersections are expected to operate at level of service (LOS) E or better with the exception of the eastbound stop-controlled approach of SW 21<sup>st</sup> Avenue at SR 25/SW 13<sup>th</sup> Street under future background and future buildout conditions. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods. Note that the volume-to-capacity (V/C) for this approach is well under 1.0 under future background and future buildout conditions. Additionally, all left-turn lane queues at the median openings are expected to be one vehicle or less under all conditions.

Based on the projected volumes at the buildout of the development, an exclusive northbound right-turn lane is not warranted at the project driveway. However, the project should include modifications to the existing full access Center Median Opening to provide a directional median opening at the project driveway per coordination with FDOT. A minimum of 25 feet of storage length should be provided in addition to the required 185 feet of deceleration distance lane (which includes the 50 foot taper) for a total length of at least 210 feet for both the northbound and southbound left-turn lanes at the modified directional Center Median Opening.



This document has been digitally signed and sealed by Ali Hanes Brighton, P.E. on the date adjacent to the seal.

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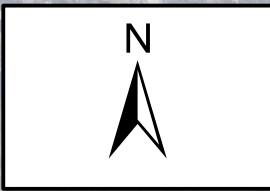
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ATTACHMENT A:  
LOCATION MAP & CONCEPTUAL SITE PLAN

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**Legend**

- Project Site
- Study Intersections

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**Kimley»Horn**

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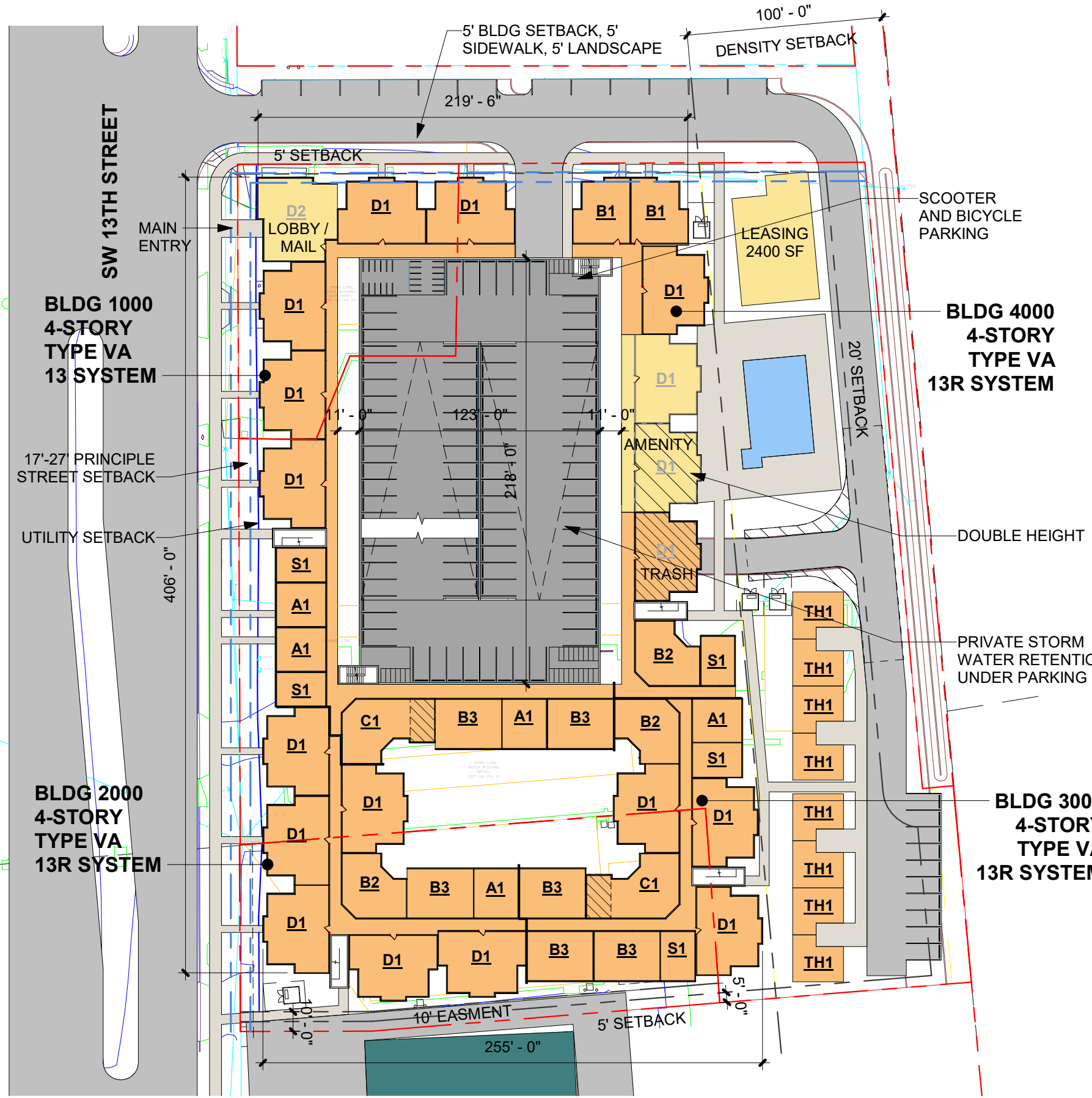
FIGURE 1: PROJECT LOCATION

**HAVEN STUDENT APARTMENT COMPLEX  
 SW 13TH STREET  
 GAINESVILLE, FLORIDA**

Project No: 142885000

September 2020



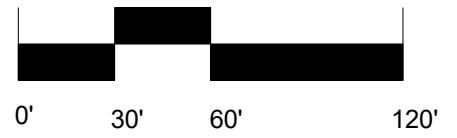


GAINESVILLE SW 13TH STREET : OPT 13							7/22/2020
<b>LOT COVERAGE CALCS</b>							
ZONING	PARCEL ZONING	RSF-1 SUP	2.56 ACRES	0.86 ACRES	3.42 ACRES		
	OVERLAY ZONING		111,478 SF	37,297 SF	148,775 SF		
			REMAINING SITE	IN BUFFER			
<b>FAR</b>							
100' BUFFER			MAX. 6 DU / BLDG		PROVIDED		
			MAX. 50 DU / AC		50 DU / AC		
<b>GROSS SQUARE FEET</b>							
32' - 0"	LEVEL 4	17,600 SF	12,100 SF	12,100 SF	11,200 SF	53,000 SF	
21' - 4"	LEVEL 3	17,600 SF	12,100 SF	12,100 SF	4,300 SF	57,300 SF	
10' - 8"	LEVEL 2	17,600 SF	12,100 SF	12,100 SF	4,300 SF	57,300 SF	
0' - 0"	LEVEL 1	16,000 SF	12,100 SF	12,100 SF	4,300 SF	51,500 SF	
<b>TOTAL RESIDENTIAL GSF</b>		<b>68,800 SF</b>	<b>48,400 SF</b>	<b>48,400 SF</b>	<b>40,600 SF</b>	<b>219,100 SF</b>	
LEVEL 1 LOBBY / TRASH / AMENITIES		1,600 SF			4,200 SF	5,800 SF	
<b>TOTAL RESIDENTIAL SF</b>		<b>70,400 SF</b>	<b>48,400 SF</b>	<b>48,400 SF</b>	<b>44,800 SF</b>	<b>224,900 SF</b>	
<b>82% RESIDENTIAL EFFICIENCY</b>							
1,052 SF AVG. - TOTAL UNITS		54,405 SF	42,140 SF	41,435 SF	29,080 SF	179,860 SF	
386 SF AVG. - TOTAL BEDS		55 UNITS	36 UNITS	44 UNITS	28 UNITS	171 UNITS	
		139 BEDS	116 BEDS	103 BEDS	76 BEDS	466 BEDS	
<b>PARKING REQUIRED</b>							
RESIDENTIAL*		BLDG 1000	BLDG 2000	BLDG 3000	BLDG 4000	BLDG 5000	
TOTAL		46 SP	39 SP	34 SP	25 SP	11 SP	
		46 SP	39 SP	34 SP	25 SP	11 SP	
<b>PARKING DATA</b>							
42' - 8"		PARKING DECK				TOTAL	
32' - 0"		43 SP				43 SP	
21' - 4"		86 SP				86 SP	
10' - 8"		86 SP				86 SP	
0' - 0"		86 SP				86 SP	
		82 SP				82 SP	
SURFACE PARKING		14 SP				8 SP	
						22 SP	
<b>TOTAL PARKING</b>		<b>397 SP</b>				<b>405 SP</b>	
						2.4 SP / UNIT	
						0.87 SP / BED	

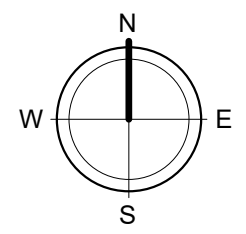
\* RESIDENTIAL PARKING: CAR 1 SP / 3 BEDS  
 RESIDENTIAL PARKING: BICYCLE 1 SP / 3 BEDS  
 RESIDENTIAL PARKING: SCOOTER 1 SP / 6 BEDS  
 2.6 SP / 3 BEDS

UNIT MIX							7/22/2020
UNIT TYPE	DESCRIPTION	BEDS	AREA HEATED*	TOTAL UNITS	TOTAL BEDS	TOTAL AREA HEATED*	%
S1	STUDIO	1	450 SF	20	20	9,000 SF	11.7%
<b>TOTALS</b>				20	20	9,000 SF	11.7%
<b>1 BEDROOM UNITS</b>							
A1	1 BEDROOM / 1 BATH	1	595 SF	20	20	11,900 SF	11.7%
<b>TOTALS</b>				20	20	11,900 SF	11.7%
<b>2 BEDROOM UNITS</b>							
B1	2 BEDROOM / 2 BATH	2	910 SF	8	16	7,280 SF	4.7%
B2	2 BEDROOM / 2 BATH	2	950 SF	14	28	13,300 SF	8.2%
B3	2 BEDROOM / 2 BATH	2	890 SF	24	48	21,360 SF	14.0%
<b>TOTALS</b>				46	92	41,940 SF	26.9%
<b>3 BEDROOM UNITS</b>							
C1	3 BEDROOM / 3 BATH	3	1,275 SF	6	18	7,650 SF	3.5%
<b>TOTALS</b>				6	18	7,650 SF	3.5%
<b>4 BEDROOM UNITS</b>							
D1	4 BEDROOM / 4 BATH	4	1,350 SF	68	272	91,800 SF	39.8%
D2	4 BEDROOM / 4 BATH	4	1,590 SF	3	12	4,770 SF	1.8%
TH1	4 BEDROOM / 4 BATH	4	1,600 SF	8	32	12,800 SF	4.7%
<b>TOTALS</b>				79	316	109,370 SF	46.2%
<b>TOTAL UNITS</b>				171	466	179,860 SF	100.0%
							2.73 BEDS/DU

1 BUILDING SITE PLAN  
 1" = 60'-0"



HAVEN  
 SW 13TH STREET  
 GAINESVILLE, FL



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ATTACHMENT B:  
TRIP GENERATION

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## DAILY TRIP GENERATION COMPARISON

### EXISTING DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS			
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Motel	10	320	16	room	50%	50%	14	14	28	26.0%	8	10	10	20	
2 Shopping Center	10	820	12	ksf	50%	50%	227	227	454	26.0%	118	168	168	336	
3 Quick Lubrication Vehicle Shop	10	941	8	ser	50%	50%	160	160	320	26.0%	84	118	118	236	
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code					Rate or Equation		<b>Total:</b>								
					320		$Y=3.62*(X)+29.43$		401	401	802	26%	210	296	296
					820		$Y=37.75(X)$								
					941		$Y=40(X)$								

### PROPOSED DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS			
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Off-Campus Student Apartment (Over 1/2 Mile from C	10	225	466	bed	50%	50%	913	913	1,826	26.0%	474	676	676	1,352	
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code					Rate or Equation		<b>Total:</b>								
					225		$Y=4.09*(X)+78.98$		913	913	1,826	26.0%	474	676	1,352

	IN	OUT	TOTAL
<b>NET NEW TRIPS</b>	<b>380</b>	<b>380</b>	<b>760</b>

# AM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS			
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Motel	10	320	16	room	37%	63%	3	5	8	34.0%	3	2	3	5	
2 Shopping Center	10	820	12	ksf	62%	38%	7	4	11	34.0%	4	4	3	7	
3 Quick Lubrication Vehicle Shop	10	941	8	ser	67%	33%	16	8	24	34.0%	8	11	5	16	
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code					Rate or Equation		<b>Total:</b>								
					320		Y=0.36*(X)+2.56		26	17	43	34.0%	15	17	28
					820		Y=0.94(X)								
					941		Y=3(X)								

## PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS			
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Off-Campus Student Apartment (Over 1/2 Mile from Car	10	225	466	bed	28%	72%	23	58	81	34.0%	28	15	38	53	
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code					Rate or Equation		<b>Total:</b>								
					225		Y=0.15*(X)+10.64		23	58	81	34.0%	28	15	53

	<b>IN</b>	<b>OUT</b>	<b>TOTAL</b>
<b>NET NEW TRIPS</b>	-2	27	25

# PM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Motel	10	320	16	room	54%	46%	5	4	9	26.0%	2	4	3	7	
2 Shopping Center	10	820	12	ksf	48%	52%	22	24	46	26.0%	12	16	18	34	
3 Quick Lubrication Vehicle Shop	10	941	8	ser	56%	44%	22	17	39	26.0%	10	16	13	29	
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code						Rate or Equation		Total:							
320						$Y=0.35*(X)+3.53$		49    45    94    26.0%    24    36    34    70							
820						$Y=3.81*(X)$									
941						$Y=4.85*(X)$									

## PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		NET NEW VEHICLE TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	
					In	Out									
1 Off-Campus Student Apartment (Over 1/2 Mile from Car	10	225	466	bed	52%	48%	74	69	143	26.0%	37	55	51	106	
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
ITE Land Use Code						Rate or Equation		Total:							
225						$Y=0.31*(X)+1.81$		74    69    143    26.0%    37    55    51    106							

	IN	OUT	TOTAL
NET NEW TRIPS	19	17	36

**Hourly Average**

	AM PEAK			PM PEAK		
	Auto	Bike/Ped	Transit	Auto	Bike/Ped	Transit
Royal Village (Adjacent to University)	80%	10%	10%	79%	18%	3%
Lexington Crossing (Southwest)	70%	1%	29%	89%	2%	9%
Wisteria Downs (Downtown)	89%	10%	1%	87%	12%	1%
Cobblestone (Northwest)	93%	0%	6%	96%	1%	4%
<b>Museum Walk (Urban Village)</b>	<b>66%</b>	<b>19%</b>	<b>15%</b>	<b>74%</b>	<b>16%</b>	<b>10%</b>
The Estates (Urban Village - independent study)	59%	3%	38%	77%	5%	18%

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ATTACHMENT C:  
TRIP DISTRIBUTION AND ASSIGNMENT



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NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX% Entering Trip Distribution
- (XX%) Exiting Trip Distribution

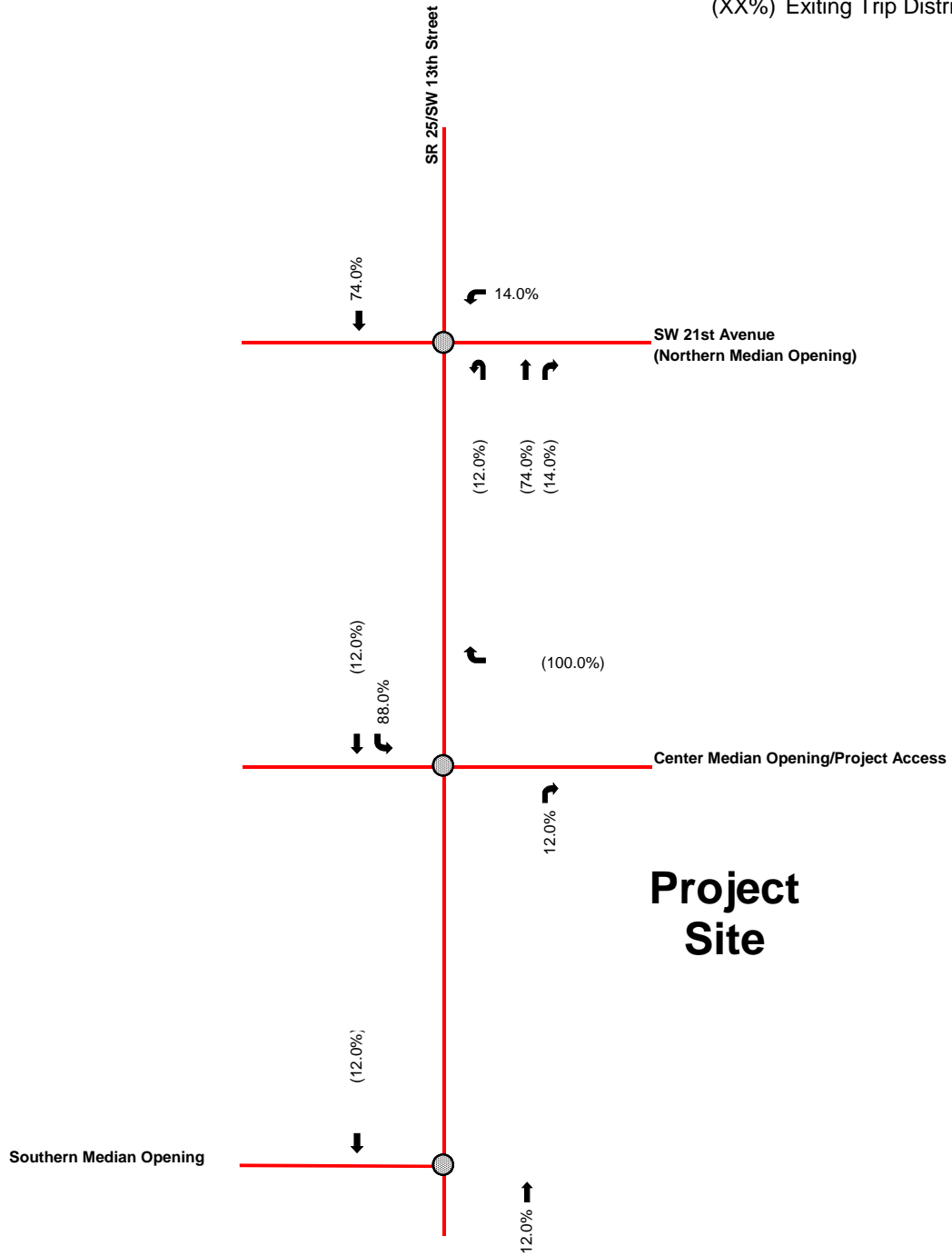




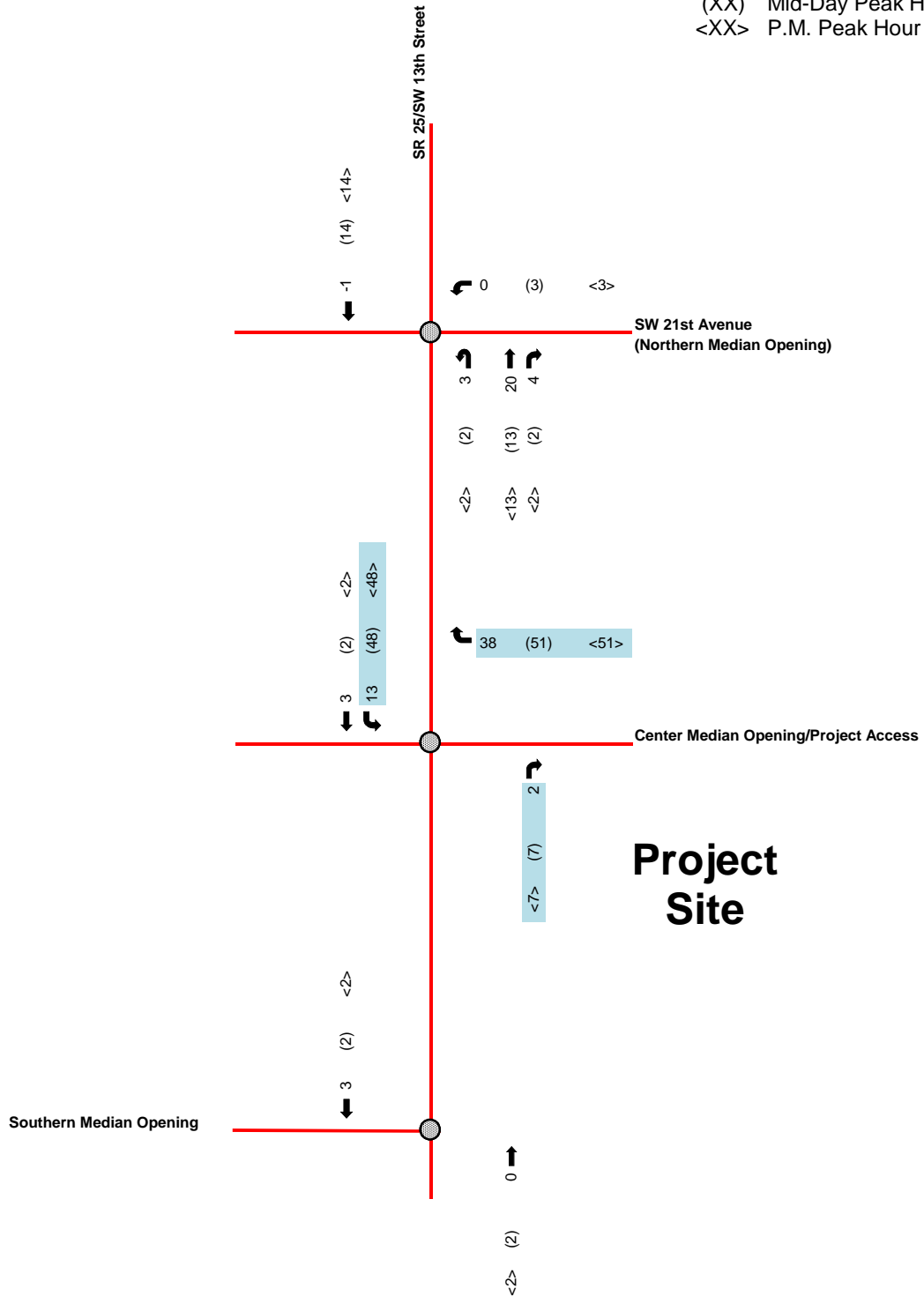
Figure 2  
Project Trip Distribution  
Haven SW 13th Street  
Gainesville, Florida



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Trips
- (XX) Mid-Day Peak Hour Trips
- <XX> P.M. Peak Hour Trips



\*Gross ingress/egress trips shown at project access.

Figure 3  
Peak Hour Project Net New Trip Assignment  
Haven SW 13th Street  
Gainesville, Florida



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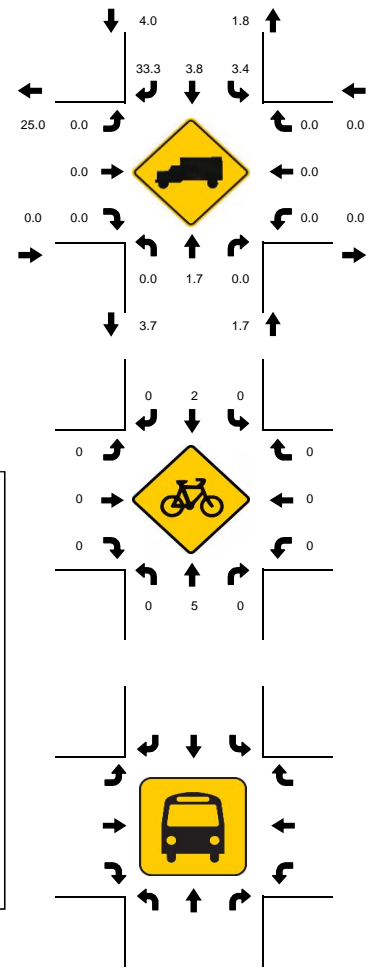
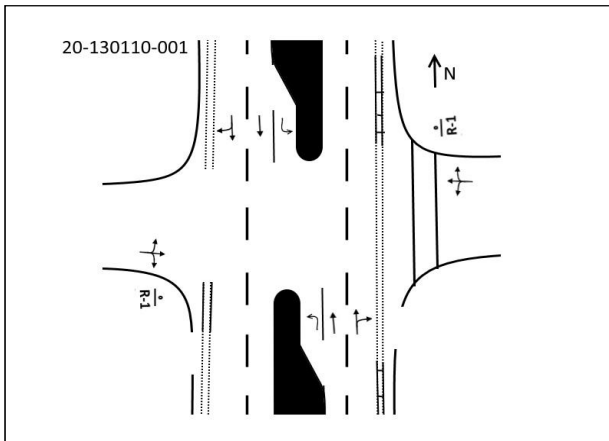
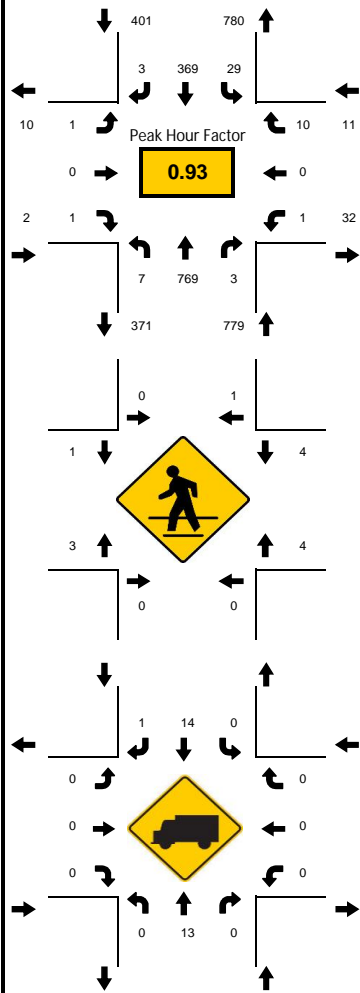
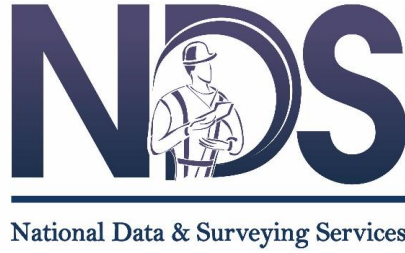
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ATTACHMENT D:  
TRAFFIC DATA

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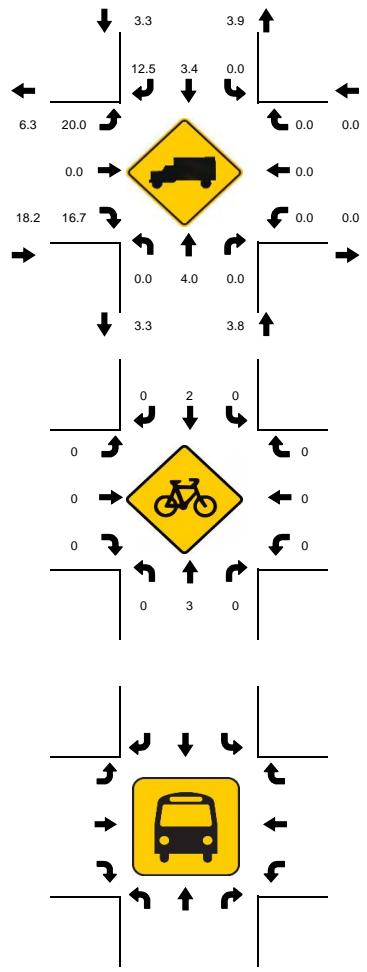
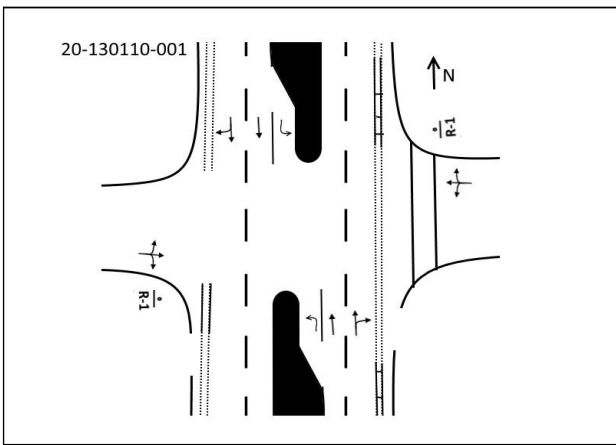
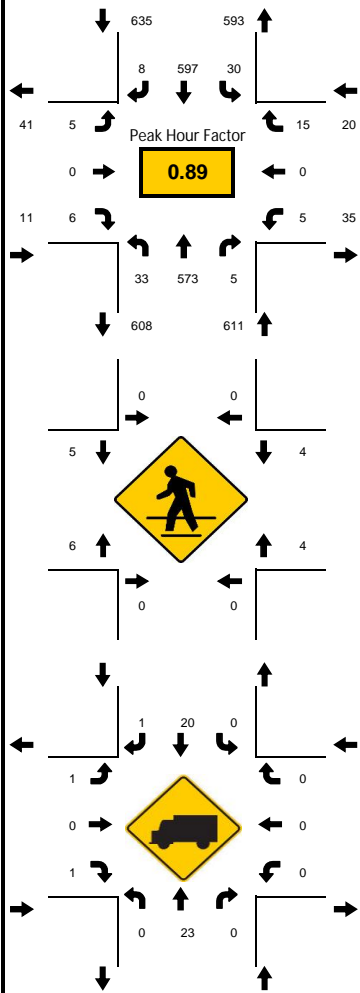
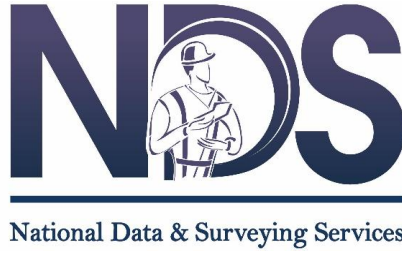
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Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:45 AM - 08:00 AM



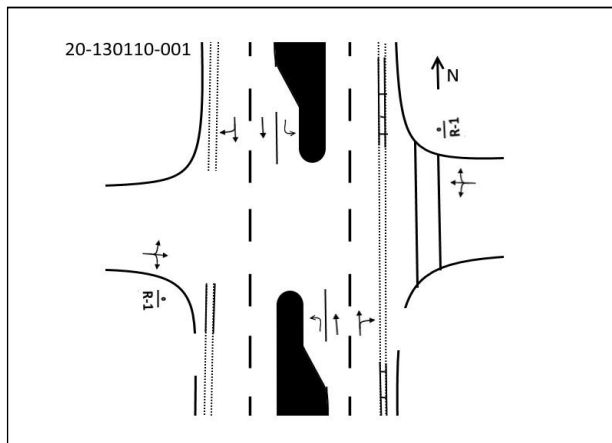
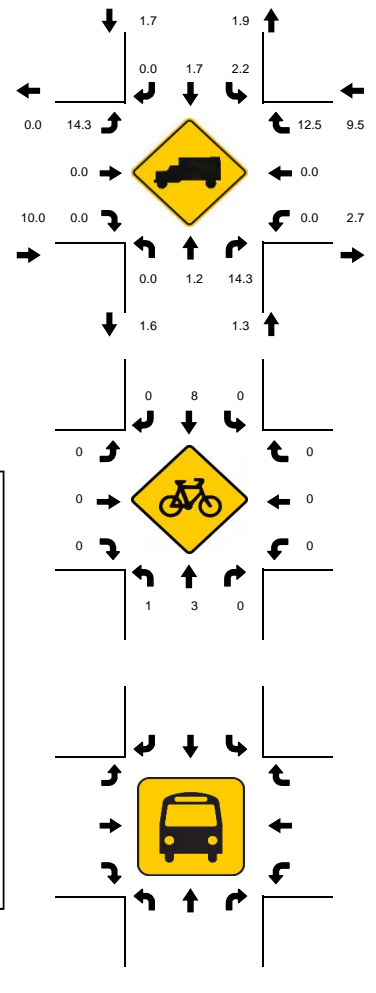
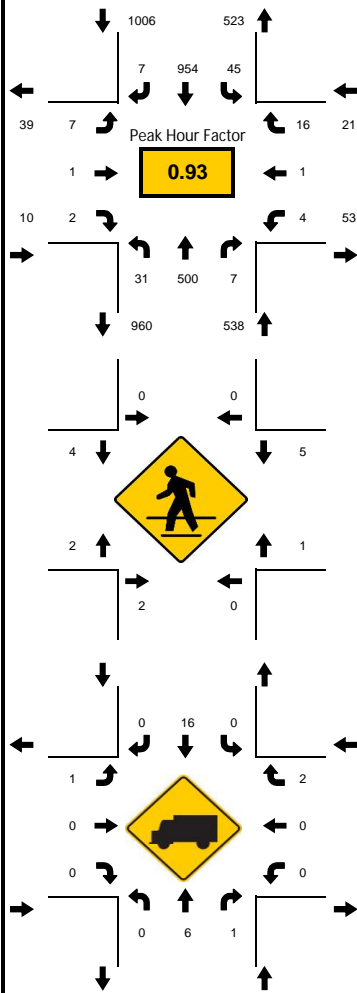
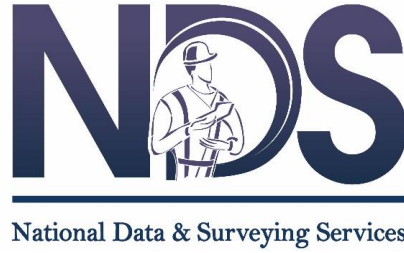
15-Min Count Period Beginning At	SW 13th St Northbound				SW 13th St Southbound				21st Ave/Northern Median Oper Eastbound				21st Ave/Northern Median Oper Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
07:00 AM	0	171	0	1		0	57	0	6		0	0	0	0		0	0	0	0		235	1159
07:15 AM	0	203	0	1		3	74	0	0		0	0	0	0		0	0	2	0		283	1193
07:30 AM	0	209	0	3		4	95	0	4		1	0	0	0		0	0	3	0		319	1153
07:45 AM	0	197	3	1		4	106	2	5		0	0	1	0		0	0	3	0		322	1085
08:00 AM	1	160	0	1		7	94	1	2		0	0	0	0		1	0	2	0		269	1021
08:15 AM	0	146	0	3		5	81	1	2		1	1	0	0		1	0	2	0		243	752
08:30 AM	0	149	1	7		2	81	3	3		3	0	0	0		1	0	1	0		251	509
08:45 AM	3	129	1	7		2	107	1	0		1	0	0	0		1	0	6	0		258	258

Peak-Hour: 12:00 PM - 01:00 PM  
 Peak 15-Minute: 12:45 PM - 01:00 PM



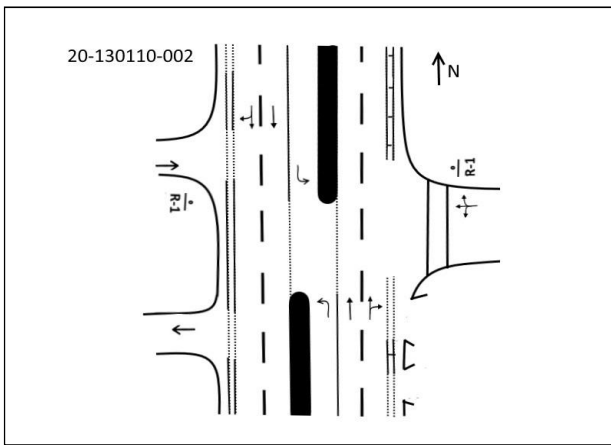
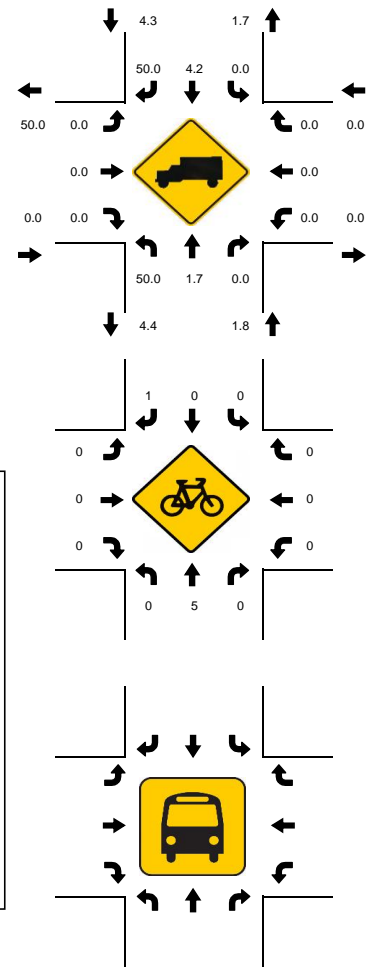
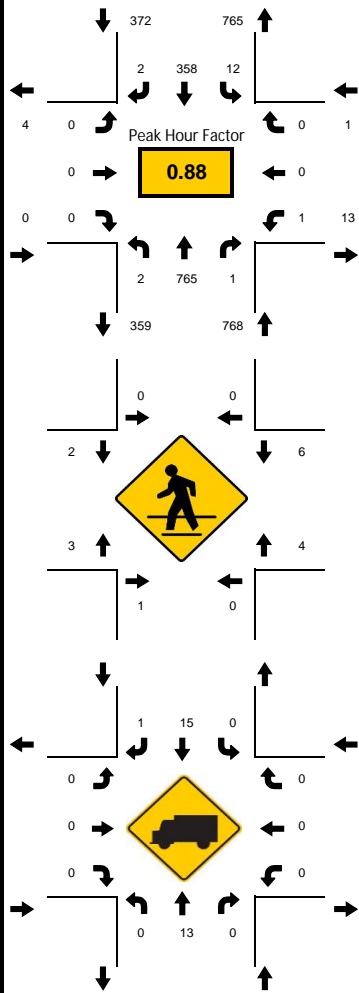
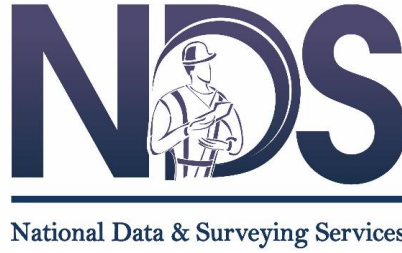
15-Min Count Period Beginning At	SW 13th St Northbound					SW 13th St Southbound					21st Ave/Northern Median Oper Eastbound					21st Ave/Northern Median Oper Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	120	0	6		8	130	2	6		1	0	1	0		0	1	2	0		265	1073
11:15 AM	0	109	1	5		3	132	0	2		3	0	0	0		2	0	0	0		250	1124
11:30 AM	0	146	0	8		1	126	3	3		3	0	0	0		1	0	1	0		281	1180
11:45 AM	0	129	1	5		8	130	3	8		3	0	3	0		0	0	0	0		277	1171
12:00 PM	1	133	1	3		4	164	3	4		2	0	3	0		2	0	3	0		316	1234
12:15 PM	1	151	0	3		4	139	1	5		0	0	1	0		3	0	6	0		306	918
12:30 PM	3	124	2	8		2	134	1	3		2	0	2	0		0	0	2	0		272	612
12:45 PM	3	165	2	11		2	160	3	6		1	0	0	0		0	0	4	0		340	340

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	SW 13th St Northbound				SW 13th St Southbound				21st Ave/Northern Median Oper Eastbound				21st Ave/Northern Median Oper Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
04:00 PM	0	128	2	7	7	1	219	1	2	2	2	0	0	0	0	2	0	2	0	0	366	1491
04:15 PM	4	116	1	4	4	6	230	1	3	3	1	0	0	0	0	2	0	3	0	0	371	1547
04:30 PM	0	118	0	10	10	3	246	3	7	7	5	2	0	0	0	0	0	5	0	0	399	1570
04:45 PM	1	117	1	6	6	5	213	0	3	3	0	1	1	0	0	1	0	6	0	0	355	1575
05:00 PM	1	123	0	7	7	10	266	1	5	5	4	0	1	0	0	1	1	2	0	0	422	1553
05:15 PM	0	121	1	8	8	7	244	5	3	3	3	0	0	0	0	0	0	2	0	0	394	1131
05:30 PM	1	139	5	7	7	7	231	1	5	5	0	0	0	0	0	2	0	6	0	0	404	737
05:45 PM	1	127	0	4	4	6	183	1	3	3	2	0	0	0	0	2	0	4	0	0	333	333

Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:45 AM - 08:00 AM



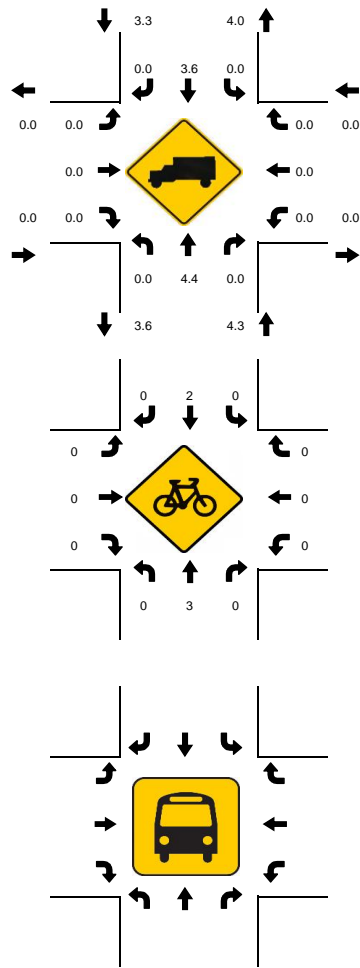
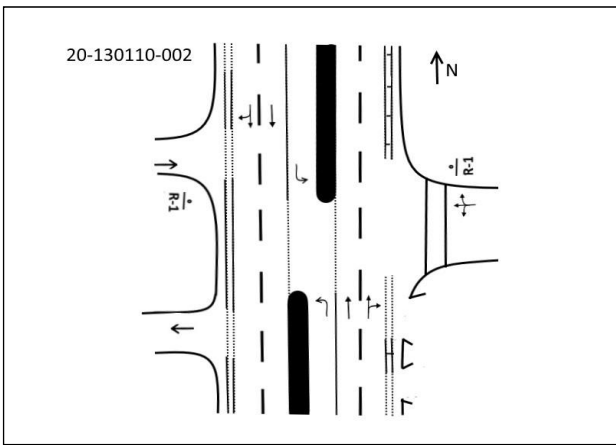
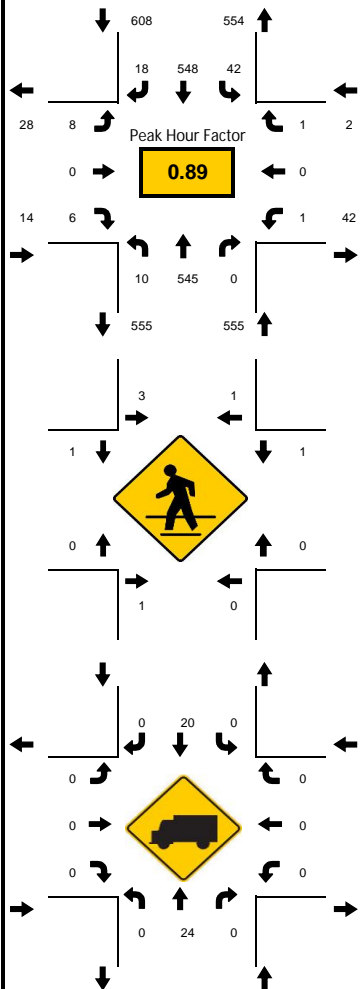
15-Min Count Period Beginning At	SW 13th St Northbound				SW 13th St Southbound					Center Median Opening Eastbound					Center Median Opening Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U			R*
07:00 AM	0	154	0	0	0	0	59	0	1	0	0	0	0	0	0	0	0	0	0	0	214	1110
07:15 AM	0	192	0	1	0	0	71	0	2	0	0	0	0	0	0	0	0	0	0	0	266	1141
07:30 AM	0	216	0	0	0	1	90	0	0	0	0	0	0	0	0	0	0	0	0	0	307	1113
07:45 AM	0	218	0	0	0	2	101	0	2	0	0	0	0	0	0	0	0	0	0	0	323	1035
08:00 AM	0	139	1	1	0	1	96	2	4	0	0	0	0	0	0	1	0	0	0	0	245	953
08:15 AM	0	149	0	0	0	0	86	0	2	0	0	0	1	0	0	0	0	0	0	0	238	708
08:30 AM	1	144	1	1	0	0	76	0	5	0	0	0	0	0	0	0	0	1	0	0	229	470
08:45 AM	0	132	0	0	0	1	106	0	2	0	0	0	0	0	0	0	0	0	0	0	241	241



Peak-Hour: 12:00 PM - 01:00 PM  
 Peak 15-Minute: 12:45 PM - 01:00 PM

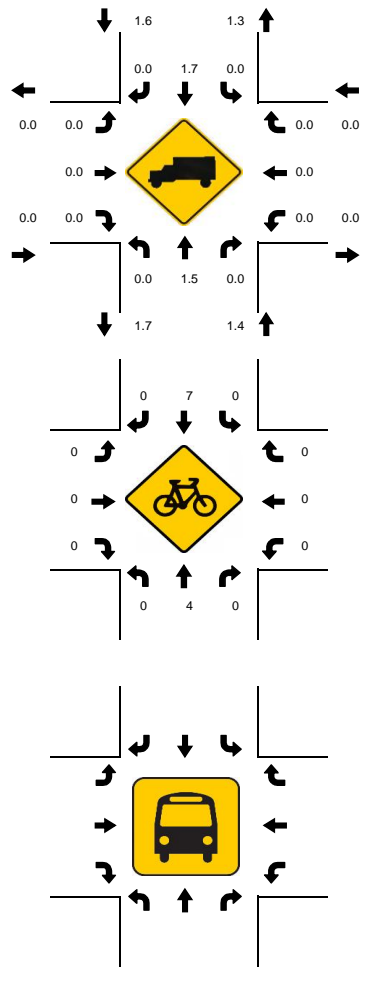
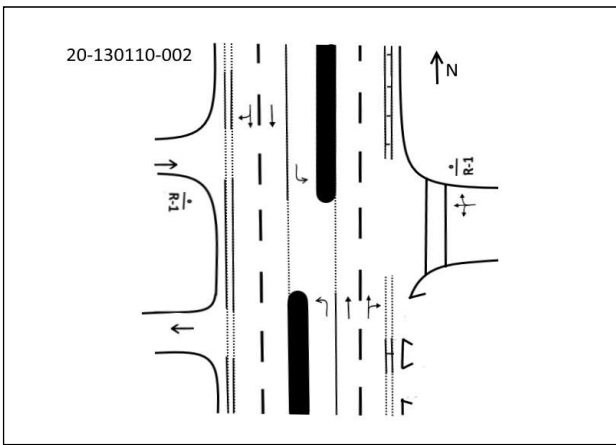
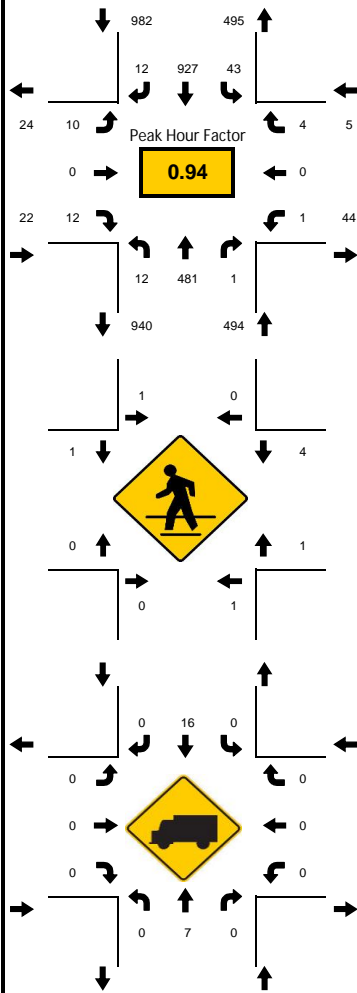
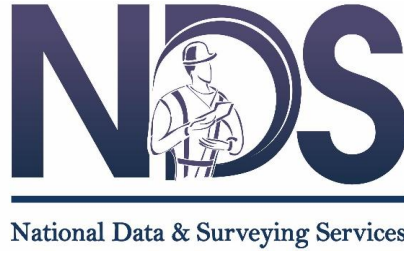


National Data & Surveying Services



15-Min Count Period Beginning At	SW 13th St Northbound				SW 13th St Southbound				Center Median Opening Eastbound				Center Median Opening Westbound				Total	Hourly Total			
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*						
11:00 AM	0	122	1	0	0	0	110	1	7	0	0	0	0	0	0	1	0	0	0	235	963
11:15 AM	1	97	0	3	0	0	117	2	12	2	2	0	0	0	0	0	0	0	0	219	1005
11:30 AM	1	131	0	0	0	0	128	2	11	1	1	0	1	0	0	0	0	1	0	265	1057
11:45 AM	2	117	0	1	0	0	122	1	9	0	0	0	0	0	0	0	0	2	0	244	1054
12:00 PM	1	134	0	2	1	1	136	2	8	1	1	0	2	0	0	0	0	0	0	277	1134
12:15 PM	2	120	0	0	0	0	142	2	18	3	3	0	2	0	0	0	0	0	0	271	857
12:30 PM	1	134	0	2	0	0	118	5	6	3	3	0	1	0	0	0	0	0	0	262	586
12:45 PM	1	157	0	1	1	1	152	9	8	1	1	0	1	0	0	1	0	1	0	324	324

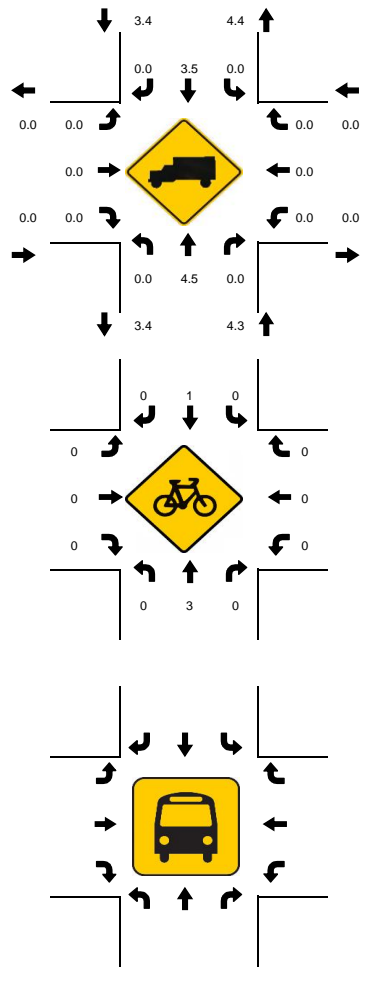
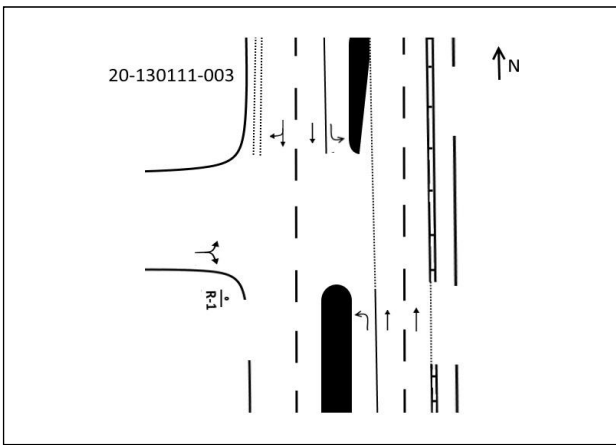
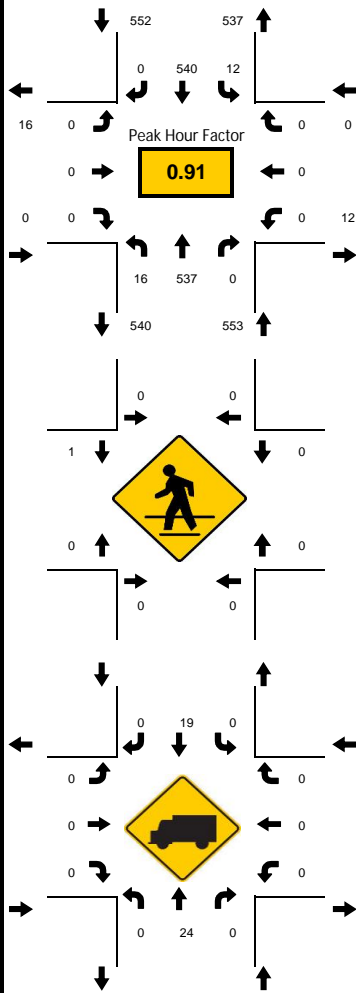
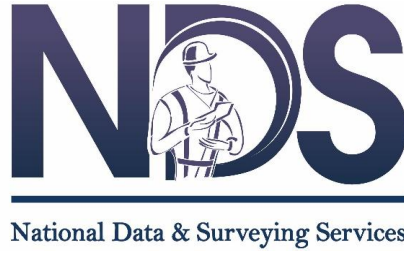
Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	SW 13th St Northbound				SW 13th St Southbound				Center Median Opening Eastbound				Center Median Opening Westbound				Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
04:00 PM	0	127	0	4	1	208	3	6	1	0	0	0	0	0	1	0	351	1431
04:15 PM	1	112	0	0	0	225	1	6	2	0	2	0	0	0	1	0	350	1453
04:30 PM	0	118	0	1	0	239	2	11	0	0	3	0	0	0	0	0	374	1479
04:45 PM	1	108	0	3	2	229	1	9	1	0	2	0	0	0	0	0	356	1503
05:00 PM	2	128	0	0	0	226	2	8	2	0	3	0	0	0	2	0	373	1473
05:15 PM	2	113	0	1	0	239	4	11	1	0	2	0	1	0	2	0	376	1100
05:30 PM	1	132	1	2	0	233	5	13	6	0	5	0	0	0	0	0	398	724
05:45 PM	0	118	0	1	0	187	3	12	1	0	2	0	1	0	1	0	326	326

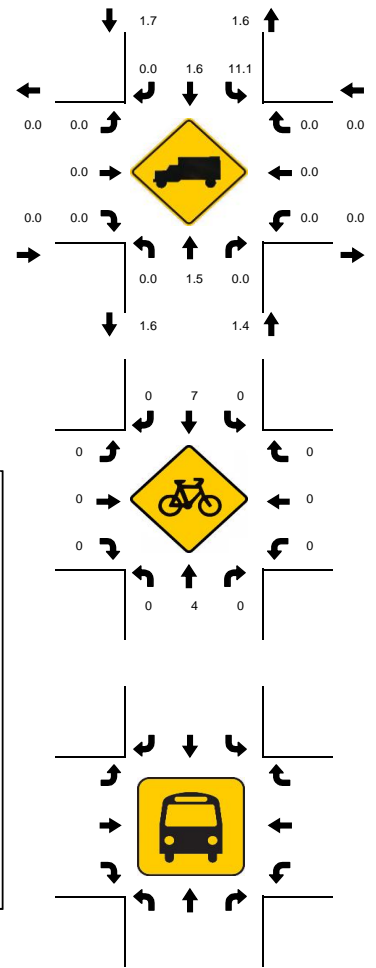
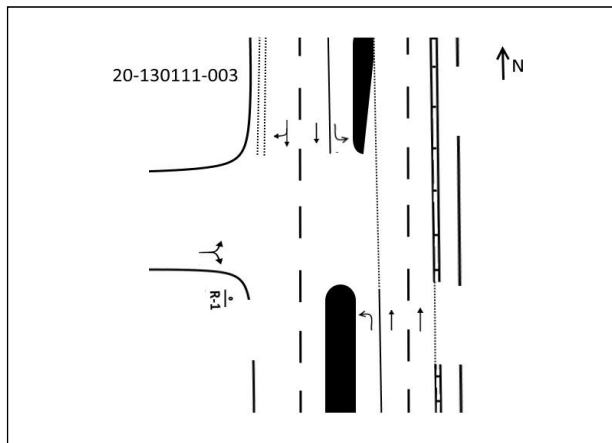
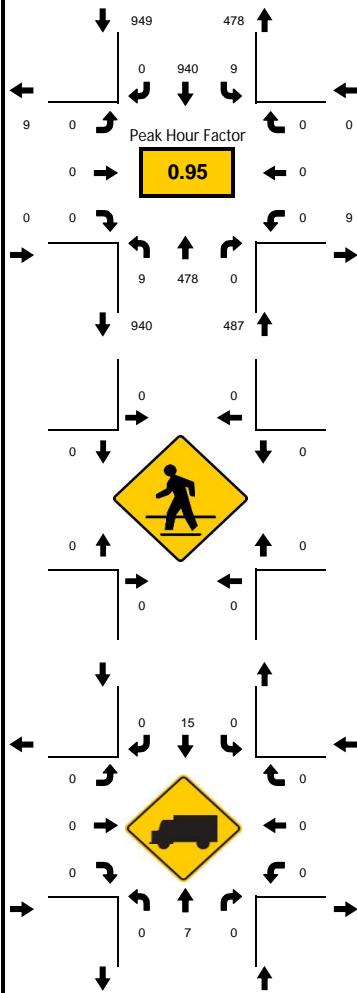
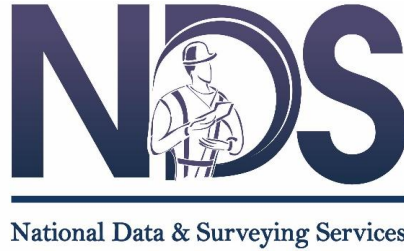


Peak-Hour: 12:00 PM - 01:00 PM  
 Peak 15-Minute: 12:45 PM - 01:00 PM



15-Min Count Period Beginning At	SW 13th St Northbound					SW 13th St Southbound					Southern Median Opening Eastbound					Southern Median Opening Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
11:00 AM	0	126	0	3		0	101	0	4		0	0	0	0		0	0	0	0		227	933
11:15 AM	0	93	0	2		0	124	0	4		0	0	0	0		0	0	0	0		217	979
11:30 AM	0	129	0	1		0	116	0	7		0	0	0	0		0	0	0	0		245	1011
11:45 AM	0	111	0	1		0	133	0	4		0	0	0	0		0	0	0	0		244	1024
12:00 PM	0	133	0	1		0	140	0	4		0	0	0	0		0	0	0	0		273	1077
12:15 PM	0	125	0	6		0	124	0	1		0	0	0	0		0	0	0	0		249	804
12:30 PM	0	130	0	3		0	128	0	6		0	0	0	0		0	0	0	0		258	555
12:45 PM	0	149	0	6		0	148	0	1		0	0	0	0		0	0	0	0		297	297

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	SW 13th St Northbound					SW 13th St Southbound					Southern Median Opening Eastbound					Southern Median Opening Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	118	0	4		0	206	0	9		0	0	0	0		0	0	0	0		337	1375
04:15 PM	0	114	0	1		0	232	0	1		0	0	0	0		0	0	0	0		348	1404
04:30 PM	0	111	0	1		0	235	0	2		0	0	0	0		0	0	0	0		349	1408
04:45 PM	0	108	0	4		0	225	0	4		0	0	0	0		0	0	0	0		341	1436
05:00 PM	0	123	0	3		0	238	0	2		0	0	0	0		0	0	0	0		366	1404
05:15 PM	0	109	0	1		0	241	0	1		0	0	0	0		0	0	0	0		352	1038
05:30 PM	0	138	0	1		0	236	0	2		0	0	0	0		0	0	0	0		377	686
05:45 PM	0	118	0	2		0	186	0	2		0	0	1	0		0	0	0	0		309	309

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 2601 GAINESVILLE URBAN

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2019 - 01/05/2019	1.07	1.11
2	01/06/2019 - 01/12/2019	1.04	1.08
3	01/13/2019 - 01/19/2019	1.02	1.06
4	01/20/2019 - 01/26/2019	1.00	1.04
5	01/27/2019 - 02/02/2019	0.99	1.03
* 6	02/03/2019 - 02/09/2019	0.97	1.01
* 7	02/10/2019 - 02/16/2019	0.96	1.00
* 8	02/17/2019 - 02/23/2019	0.95	0.99
* 9	02/24/2019 - 03/02/2019	0.95	0.99
*10	03/03/2019 - 03/09/2019	0.95	0.99
*11	03/10/2019 - 03/16/2019	0.95	0.99
*12	03/17/2019 - 03/23/2019	0.95	0.99
*13	03/24/2019 - 03/30/2019	0.95	0.99
*14	03/31/2019 - 04/06/2019	0.95	0.99
*15	04/07/2019 - 04/13/2019	0.95	0.99
*16	04/14/2019 - 04/20/2019	0.96	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.01
*18	04/28/2019 - 05/04/2019	0.99	1.03
19	05/05/2019 - 05/11/2019	1.00	1.04
20	05/12/2019 - 05/18/2019	1.02	1.06
21	05/19/2019 - 05/25/2019	1.03	1.07
22	05/26/2019 - 06/01/2019	1.04	1.08
23	06/02/2019 - 06/08/2019	1.05	1.09
24	06/09/2019 - 06/15/2019	1.06	1.10
25	06/16/2019 - 06/22/2019	1.06	1.10
26	06/23/2019 - 06/29/2019	1.06	1.10
27	06/30/2019 - 07/06/2019	1.06	1.10
28	07/07/2019 - 07/13/2019	1.06	1.10
29	07/14/2019 - 07/20/2019	1.06	1.10
30	07/21/2019 - 07/27/2019	1.04	1.08
31	07/28/2019 - 08/03/2019	1.03	1.07
32	08/04/2019 - 08/10/2019	1.01	1.05
33	08/11/2019 - 08/17/2019	1.00	1.04
34	08/18/2019 - 08/24/2019	1.00	1.04
35	08/25/2019 - 08/31/2019	1.00	1.04
36	09/01/2019 - 09/07/2019	1.00	1.04
37	09/08/2019 - 09/14/2019	1.00	1.04
38	09/15/2019 - 09/21/2019	1.00	1.04
39	09/22/2019 - 09/28/2019	0.99	1.03
40	09/29/2019 - 10/05/2019	0.98	1.02
41	10/06/2019 - 10/12/2019	0.98	1.02
42	10/13/2019 - 10/19/2019	0.97	1.01
43	10/20/2019 - 10/26/2019	0.98	1.02
44	10/27/2019 - 11/02/2019	0.99	1.03
45	11/03/2019 - 11/09/2019	1.00	1.04
46	11/10/2019 - 11/16/2019	1.01	1.05
47	11/17/2019 - 11/23/2019	1.02	1.06
48	11/24/2019 - 11/30/2019	1.03	1.07
49	12/01/2019 - 12/07/2019	1.05	1.09
50	12/08/2019 - 12/14/2019	1.06	1.10
51	12/15/2019 - 12/21/2019	1.07	1.11
52	12/22/2019 - 12/28/2019	1.04	1.08
53	12/29/2019 - 12/31/2019	1.02	1.06

\* PEAK SEASON

14-FEB-2020 15:39:21

830UPD

2\_2601\_PKSEASON.TXT

COUNTY: 26  
 STATION: 0054  
 DESCRIPTION: SR 25 300' N. OF SW. 36TH. PLACE  
 START DATE: 02/13/2019  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	26	18	19	21	84	33	30	27	15	105	189
0100	12	13	15	7	47	12	21	12	13	58	105
0200	8	8	6	11	33	18	14	8	12	52	85
0300	7	6	8	6	27	6	10	4	12	32	59
0400	11	10	19	18	58	9	13	7	13	42	100
0500	18	19	42	46	125	23	23	23	33	102	227
0600	53	112	139	161	465	34	41	58	82	215	680
0700	192	236	226	255	909	70	97	145	153	465	1374
0800	247	207	176	172	802	121	124	110	111	466	1268
0900	143	142	128	115	528	88	76	110	90	364	892
1000	135	125	128	114	502	112	97	123	119	451	953
1100	103	111	133	126	473	103	109	147	142	501	974
1200	121	138	142	134	535	120	142	143	165	570	1105
1300	111	142	110	138	501	122	121	152	175	570	1071
1400	130	123	114	134	501	171	127	168	147	613	1114
1500	123	125	134	130	512	163	215	237	225	840	1352
1600	100	117	122	148	487	258	276	263	283	1080	1567
1700	118	128	123	122	491	386	329	258	238	1211	1702
1800	107	131	146	115	499	200	173	166	122	661	1160
1900	89	100	101	96	386	116	114	148	100	478	864
2000	94	77	82	57	310	118	100	86	92	396	706
2100	72	45	53	57	227	83	86	50	64	283	510
2200	53	35	51	49	188	74	49	56	45	224	412
2300	44	34	33	17	128	68	91	74	52	285	413
24-HOUR TOTALS:	8818					10064					18882

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	964	730	543	715	1480
P.M.	1200	535	1630	1261	1630	1777
DAILY	715	964	1630	1261	1630	1777

GENERATED BY SPS 5.0.53P

COUNTY: 26  
 STATION: 5097  
 DESCRIPTION: SR 25 S. OF SW 16TH AVE.  
 START DATE: 02/13/2019  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	26	26	31	21	104	39	36	29	22	126	230
0100	21	21	16	13	71	31	27	22	25	105	176
0200	17	13	13	11	54	22	11	10	9	52	106
0300	10	10	15	16	51	14	9	12	13	48	99
0400	9	22	31	20	82	12	11	16	23	62	144
0500	28	45	55	57	185	23	23	38	32	116	301
0600	113	169	229	213	724	53	61	80	71	265	989
0700	262	298	318	281	1159	96	140	154	140	530	1689
0800	224	205	208	169	806	131	128	120	104	483	1289
0900	180	163	139	147	629	95	109	106	141	451	1080
1000	154	162	148	139	603	134	129	127	140	530	1133
1100	119	161	158	168	606	139	180	183	147	649	1255
1200	181	163	177	158	679	183	150	177	189	699	1378
1300	163	163	167	161	654	147	189	213	177	726	1380
1400	145	155	173	154	627	179	182	177	217	755	1382
1500	152	167	149	130	598	236	243	252	297	1028	1626
1600	146	175	156	177	654	292	306	353	388	1339	1993
1700	178	130	146	124	578	358	293	284	250	1185	1763
1800	173	174	146	135	628	208	206	162	177	753	1381
1900	131	120	124	116	491	142	200	142	163	647	1138
2000	91	86	78	85	340	139	126	115	119	499	839
2100	62	76	74	70	282	131	86	95	89	401	683
2200	49	69	64	61	243	75	78	79	82	314	557
2300	43	44	25	29	141	126	105	52	54	337	478
24-HOUR TOTALS:	10989					12100					23089

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1159	715	565	700	1689
P.M.	1615	686	1615	1405	1615	2091
DAILY	700	1159	1615	1405	1615	2091

GENERATED BY SPS 5.0.53P



## Growth Rate Calculations Summary

Source	Calculated Growth Rate
BEBR Population Projections - High	1.17%
Gainesville MPTO/Alachua County Model	1.76%
Historical (5 years)	1.45%
Historical (10 years)	0.94%
<i>Average</i>	1.33%
<b>Growth Rate Applied</b>	<b>1.50%</b>

### Population Growth Calculations

Alachua County	Most Recent Population Estimate (2019)	Year 2045 Population Projection <sup>(1)</sup>	Annual Growth Rate
Low Growth	267,306	262,300	-0.07%
Medium Growth		313,300	0.61%
High Growth		361,400	1.17%

*(1) Based on the Bureau of Economic and Business Research (BEBR) Projections of Florida Populations by County, 2020–2045*

GUATS Model Growth Rates			
Street Name	2010 <sup>(1)</sup>	2040 <sup>(1)</sup>	Annual Growth Rate
SR 25/SW 13th Street	12,085	20,375	1.76%
	11,775	19,794	1.75%
	9,938	18,611	2.11%
	9,992	18,712	2.11%
SW 21st Avenue	2,821	2,901	0.09%
	2,724	2,840	0.14%
<b>Total</b>	<b>49,335</b>	<b>83,233</b>	<b>1.76%</b>

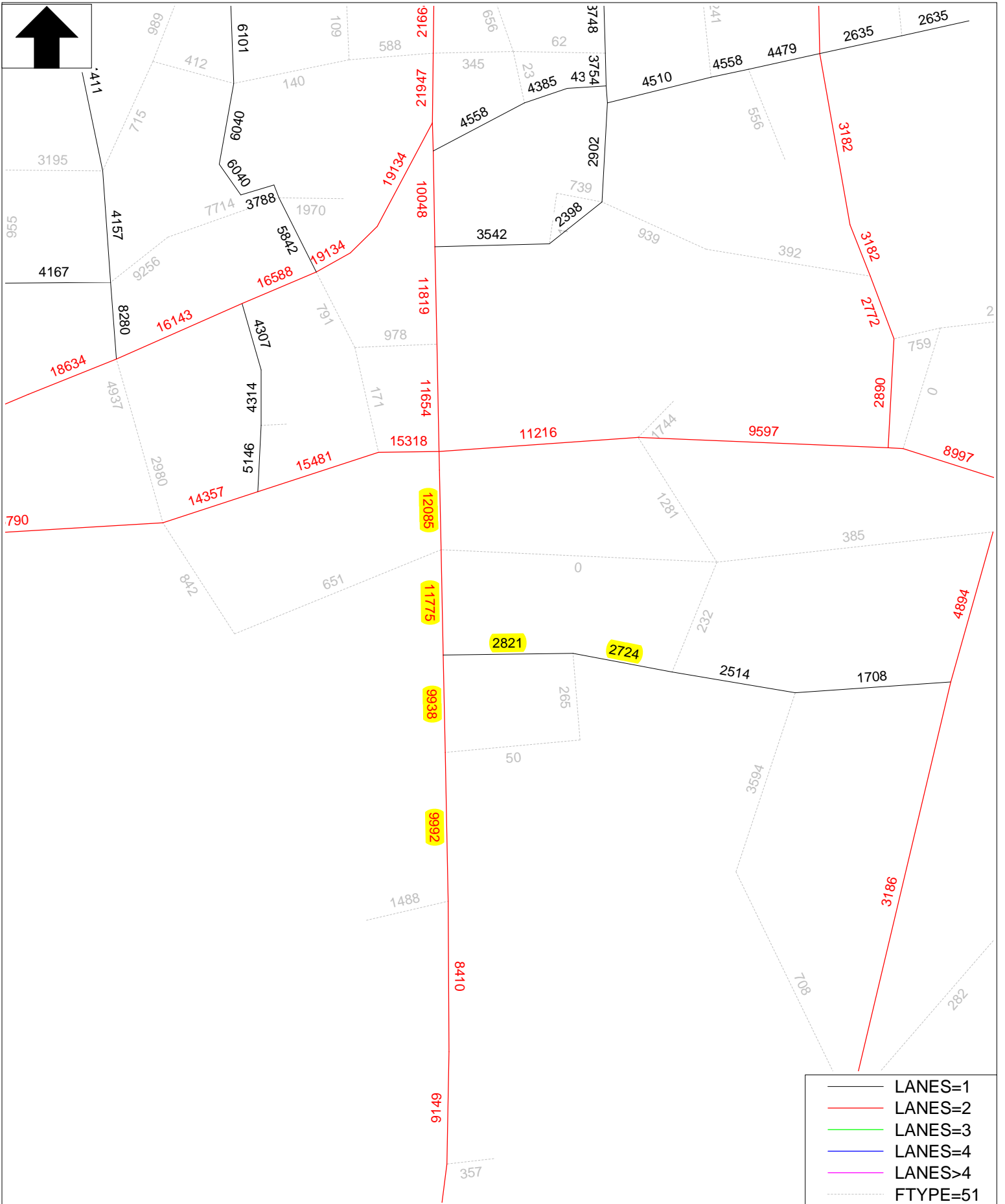
*(1) Projected Daily Volumes from the Gainesville MTPO/Alachua County Model Base 2010 and Cost-Feasible 2040 Network*

**FDOT 5-year Growth Rate Summary**

Station Number	Location	Linear Growth		Exponential Growth		Decaying Exponential Growth	
		Rate	R-squared	Rate	R-squared	Rate	R-squared
0054	SR 25 - 300' N of SW 36th Place	2.12%	76.66%	2.06%	76.92%	2.08%	80.77%
9145	SW 91st St - 0.1 Mi N of SR 24	0.70%	28.13%	0.69%	28.43%	0.81%	42.73%
<b>Average</b>		<b>1.41%</b>	<b>52.40%</b>	<b>1.38%</b>	<b>52.68%</b>	<b>1.45%</b>	<b>61.75%</b>

**FDOT 10-year Growth Rate Summary**

Station Number	Location	Linear Growth		Exponential Growth		Decaying Exponential Growth	
		Rate	R-squared	Rate	R-squared	Rate	R-squared
0054	SR 25 - 300' N of SW 36th Place	1.36%	31.08%	1.29%	30.78%	0.76%	9.40%
9145	SW 91st St - 0.1 Mi N of SR 24	0.53%	8.48%	0.58%	9.38%	0.16%	0.67%
<b>Average</b>		<b>0.95%</b>	<b>19.78%</b>	<b>0.94%</b>	<b>20.08%</b>	<b>0.46%</b>	<b>5.04%</b>



Gainesville MPO/Alachua County Model  
 2010 Base Roadway Network  
 2010 Model Volumes



FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0054 - SR 25 300' N. OF SW. 36TH. PLACE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2019	17800	C	N	8300	S	9500	9.00	53.10	4.70
2018	17300	C	N	8200	S	9100	9.00	52.70	4.40
2017	17700	C	N	8400	S	9300	9.00	52.70	4.60
2016	16700	C	N	8000	S	8700	9.00	52.80	4.50
2015	16400	C	N	7800	S	8600	9.00	52.70	4.00
2014	15800	C	N	7600	S	8200	9.00	52.60	3.80
2013	14600	C	N	7000	S	7600	9.00	52.70	3.20
2012	15000	C	N	7200	S	7800	9.00	52.50	3.60
2011	15600	C	N	7400	S	8200	9.00	52.90	4.10
2010	17500	C	N	8200	S	9300	9.43	51.94	3.60
2009	16500	C	N	8100	S	8400	9.43	53.42	3.60
2008	17000	C	N	8200	S	8800	9.32	52.55	4.90
2007	16700	C	N	8100	S	8600	9.05	51.52	4.20
2006	16700	C	N	8100	S	8600	9.16	52.08	4.10
2005	10500	F	N		S		9.20	53.00	5.30
2004	10500	C	N		S		9.70	53.70	6.40

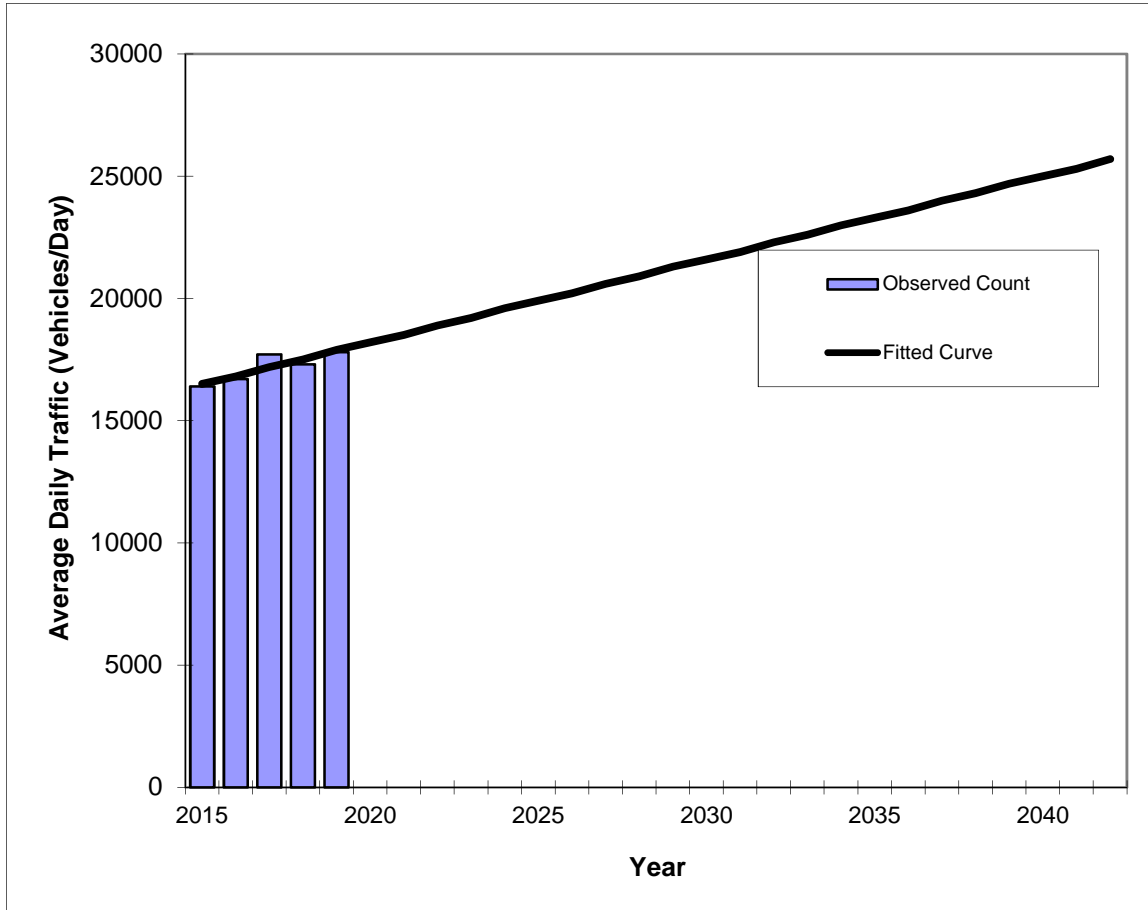
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16400	16500
2016	16700	16800
2017	17700	17200
2018	17300	17500
2019	17800	17900
<b>2022 Opening Year Trend</b>		
2022	N/A	18900
<b>2032 Mid-Year Trend</b>		
2032	N/A	22300
<b>2042 Design Year Trend</b>		
2042	N/A	25700
<b>TRANPLAN Forecasts/Trends</b>		

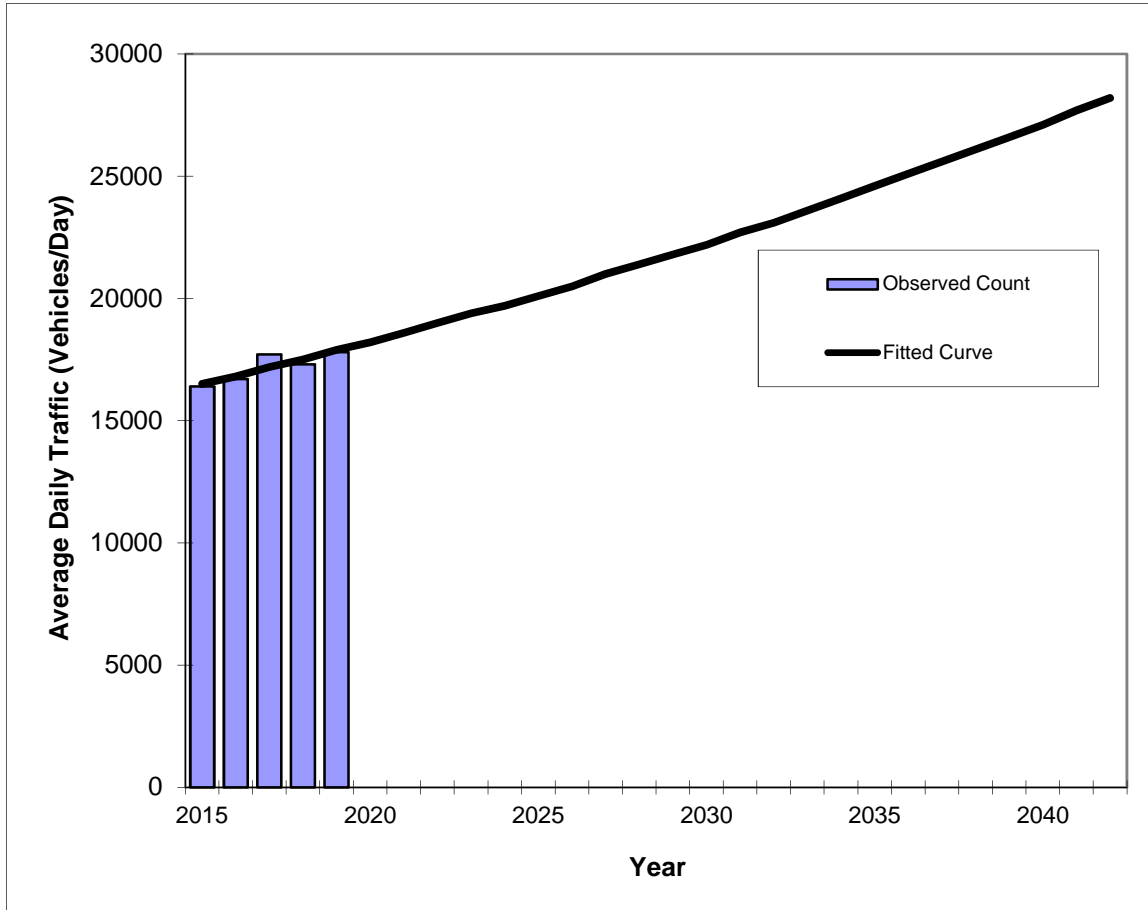
** Annual Trend Increase:	340
Trend R-squared:	76.66%
Trend Annual Historic Growth Rate:	2.12%
Trend Growth Rate (2019 to Design Year):	1.89%
Printed:	24-Aug-20
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16400	16500
2016	16700	16800
2017	17700	17200
2018	17300	17500
2019	17800	17900
<b>2022 Opening Year Trend</b>		
2022	N/A	19000
<b>2032 Mid-Year Trend</b>		
2032	N/A	23100
<b>2042 Design Year Trend</b>		
2042	N/A	28200
<b>TRANPLAN Forecasts/Trends</b>		

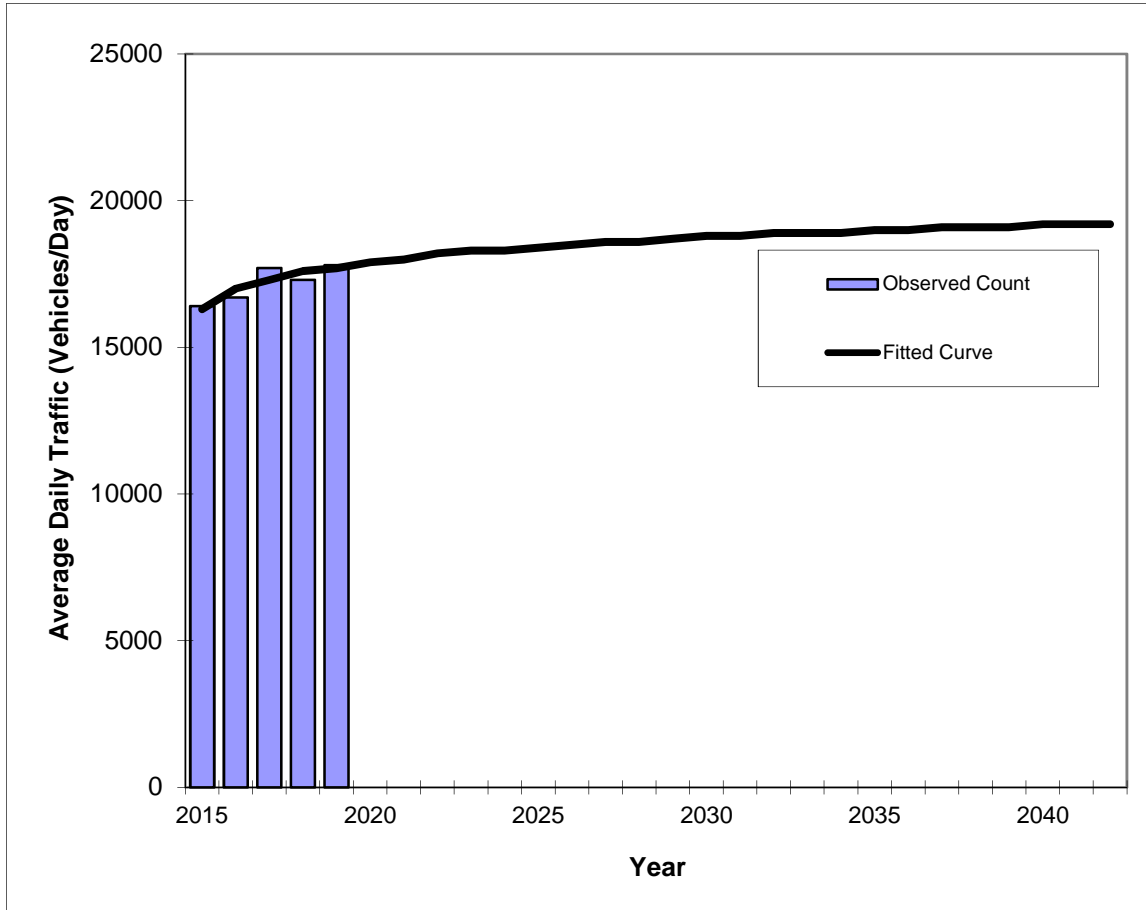
Trend R-squared:	76.92%
Compounded Annual Historic Growth Rate:	2.06%
Compounded Growth Rate (2019 to Design Year):	2.00%
Printed:	24-Aug-20
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16400	16300
2016	16700	17000
2017	17700	17300
2018	17300	17600
2019	17800	17700
<b>2022 Opening Year Trend</b>		
2022	N/A	18200
<b>2032 Mid-Year Trend</b>		
2032	N/A	18900
<b>2042 Design Year Trend</b>		
2042	N/A	19200
<b>TRANPLAN Forecasts/Trends</b>		

Trend R-squared:	80.77%
Compounded Annual Historic Growth Rate:	2.08%
Compounded Growth Rate (2019 to Design Year):	0.35%
Printed:	24-Aug-20
<b>Decaying Exponential Growth Option</b>	

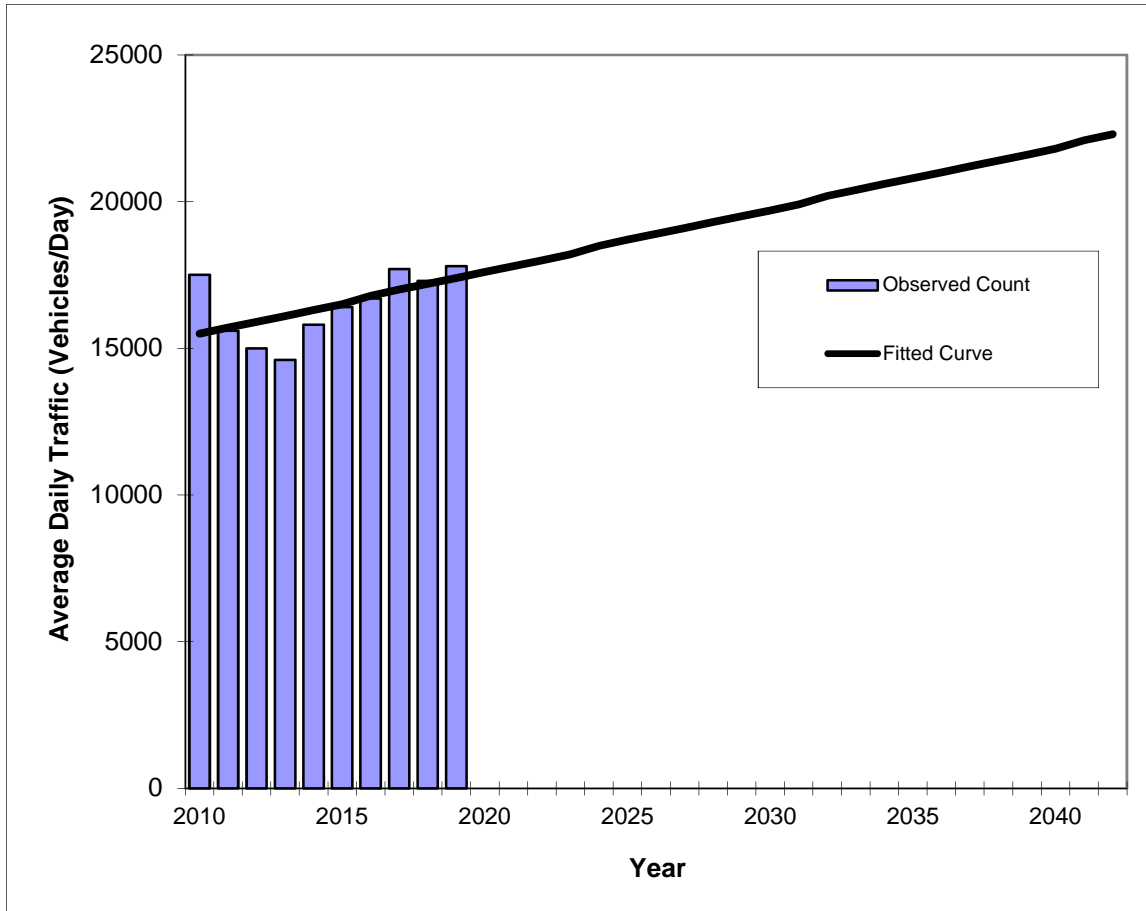
\*Axle-Adjusted



**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17500	15500
2011	15600	15700
2012	15000	15900
2013	14600	16100
2014	15800	16300
2015	16400	16500
2016	16700	16800
2017	17700	17000
2018	17300	17200
2019	17800	17400
<b>2022 Opening Year Trend</b>		
2022	N/A	18000
<b>2032 Mid-Year Trend</b>		
2032	N/A	20200
<b>2042 Design Year Trend</b>		
2042	N/A	22300
<b>TRANPLAN Forecasts/Trends</b>		

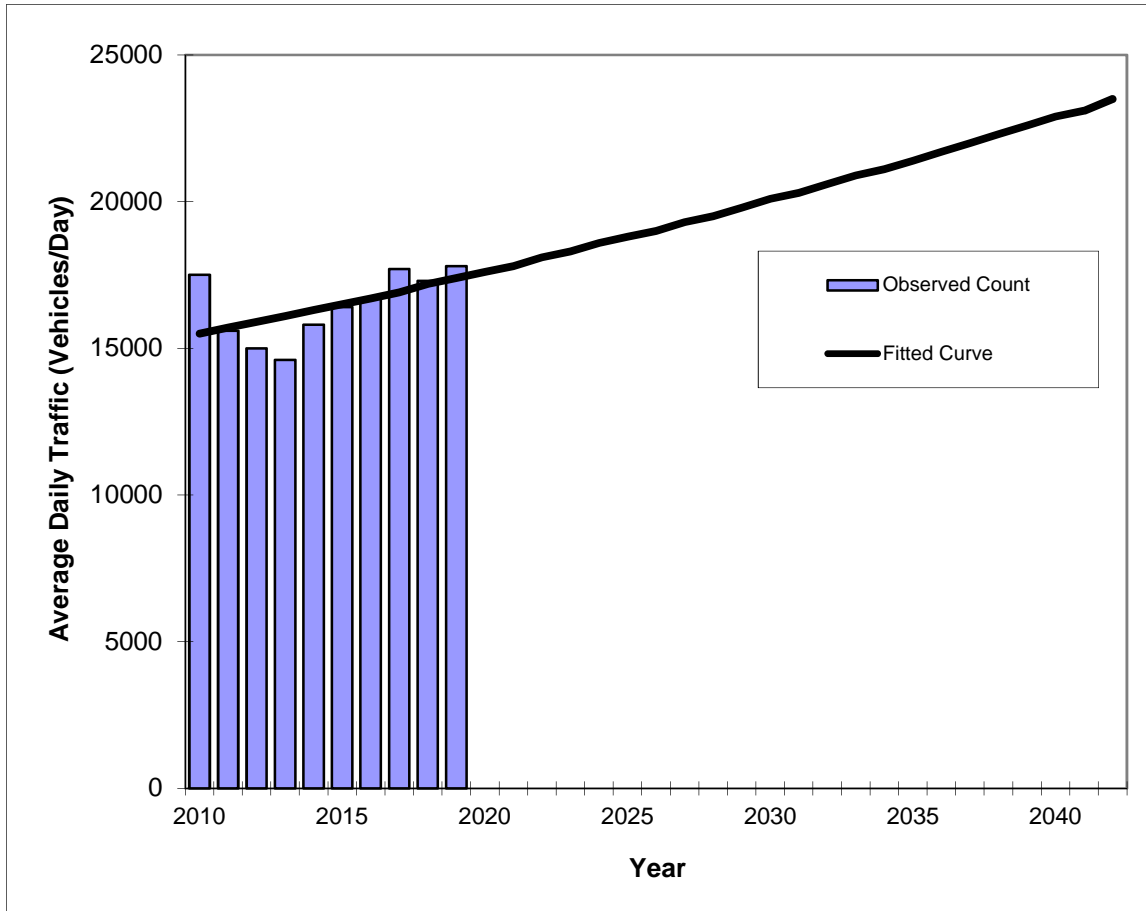
** Annual Trend Increase:	212
Trend R-squared:	31.08%
Trend Annual Historic Growth Rate:	1.36%
Trend Growth Rate (2019 to Design Year):	1.22%
Printed:	24-Aug-20
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17500	15500
2011	15600	15700
2012	15000	15900
2013	14600	16100
2014	15800	16300
2015	16400	16500
2016	16700	16700
2017	17700	16900
2018	17300	17200
2019	17800	17400
<b>2022 Opening Year Trend</b>		
2022	N/A	18100
<b>2032 Mid-Year Trend</b>		
2032	N/A	20600
<b>2042 Design Year Trend</b>		
2042	N/A	23500
<b>TRANPLAN Forecasts/Trends</b>		

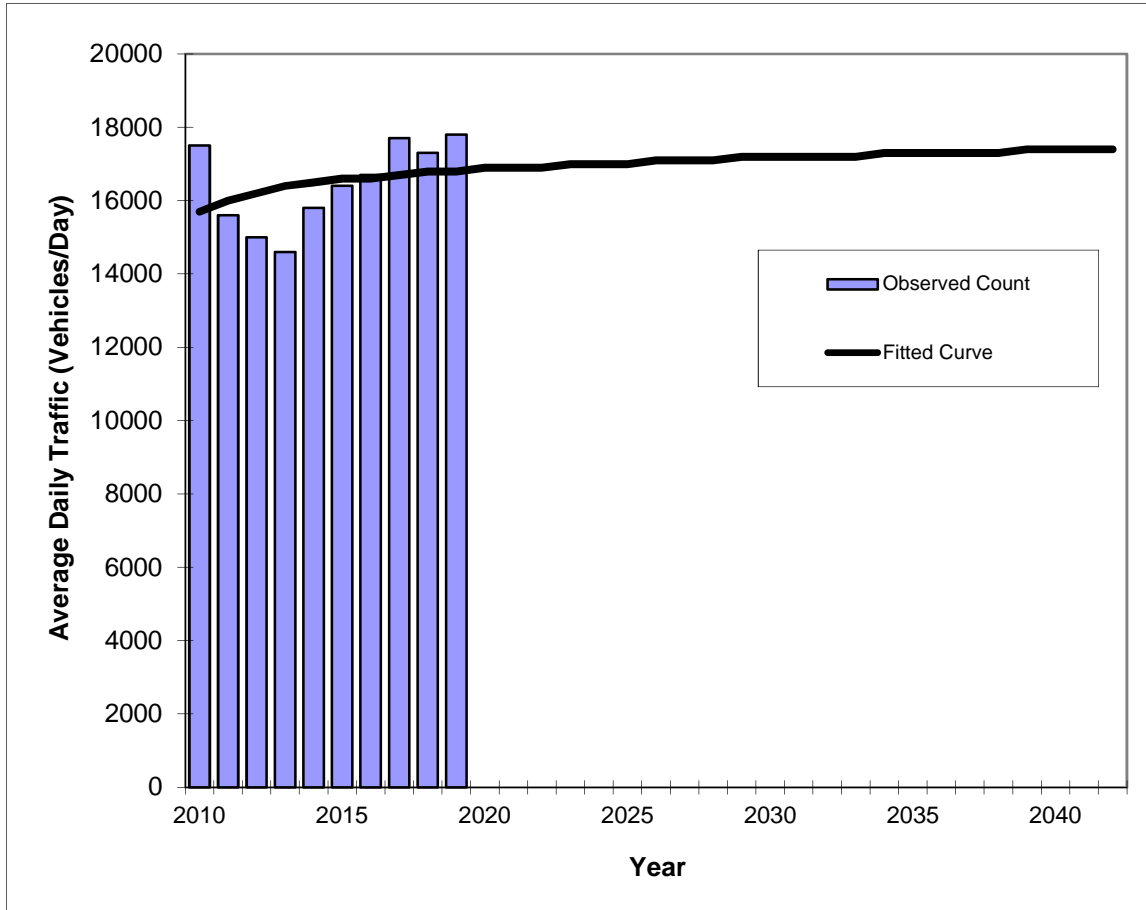
Trend R-squared:	30.78%
Compounded Annual Historic Growth Rate:	1.29%
Compounded Growth Rate (2019 to Design Year):	1.32%
Printed:	24-Aug-20
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- 300' N of SW 36th Place**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	0054
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17500	15700
2011	15600	16000
2012	15000	16200
2013	14600	16400
2014	15800	16500
2015	16400	16600
2016	16700	16600
2017	17700	16700
2018	17300	16800
2019	17800	16800
<b>2022 Opening Year Trend</b>		
2022	N/A	16900
<b>2032 Mid-Year Trend</b>		
2032	N/A	17200
<b>2042 Design Year Trend</b>		
2042	N/A	17400
<b>TRANPLAN Forecasts/Trends</b>		

Trend R-squared:	9.40%
Compounded Annual Historic Growth Rate:	0.76%
Compounded Growth Rate (2019 to Design Year):	0.15%
Printed:	24-Aug-20
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 5097 - SR 25 S. OF SW 16TH AVE.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	22000	C	N 10500		S 11500	9.00	53.10	4.70
2018	21500	C	N 10500		S 11000	9.00	52.70	4.40
2017	22000	C	N 10500		S 11500	9.00	52.70	4.60
2016	22000	C	N 10500		S 11500	9.00	52.80	4.50
2015	21000	C	N 10000		S 11000	9.00	52.70	4.00
2014	22000	C	N 10500		S 11500	9.00	52.60	3.80
2013	19600	C	N 9600		S 10000	9.00	52.70	3.20
2012	19600	C	N 9600		S 10000	9.00	52.50	3.60
2011	20200	C	N 9700		S 10500	9.00	52.90	4.10
2010	23000	C	N 11000		S 12000	9.43	51.94	3.60
2009	22500	C	N 11000		S 11500	9.43	53.42	3.60
2008	22500	C	N 11000		S 11500	9.32	52.55	4.90
2007	19900	C	N 9400		S 10500	9.05	51.52	4.20
2006	22500	C	N 11000		S 11500	9.16	52.08	4.10
2005	26500	C	N 13000		S 13500	9.20	53.00	5.30
2004	27000	C	N 13000		S 14000	9.70	53.70	6.40

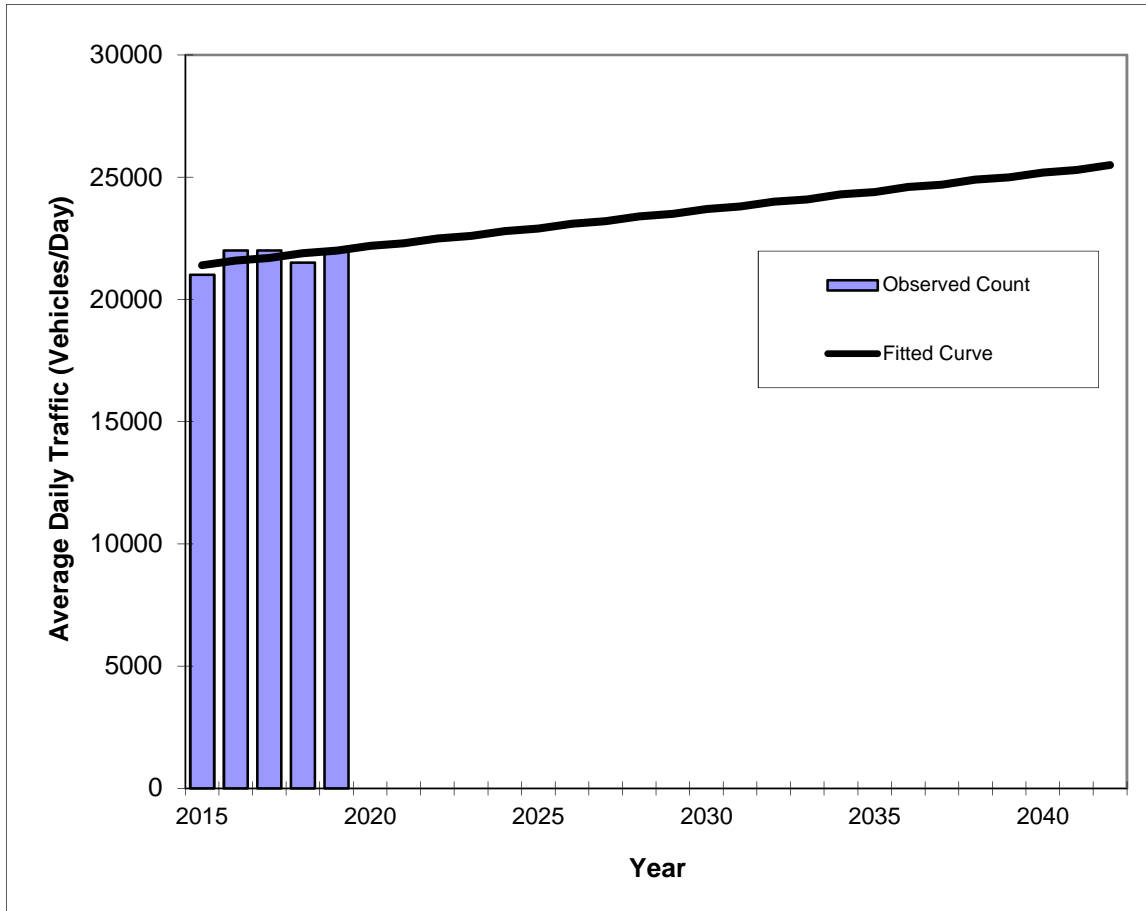
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	21000	21400
2016	22000	21600
2017	22000	21700
2018	21500	21900
2019	22000	22000
<b>2022 Opening Year Trend</b>		
2022	N/A	22500
<b>2032 Mid-Year Trend</b>		
2032	N/A	24000
<b>2042 Design Year Trend</b>		
2042	N/A	25500
<b>TRANPLAN Forecasts/Trends</b>		

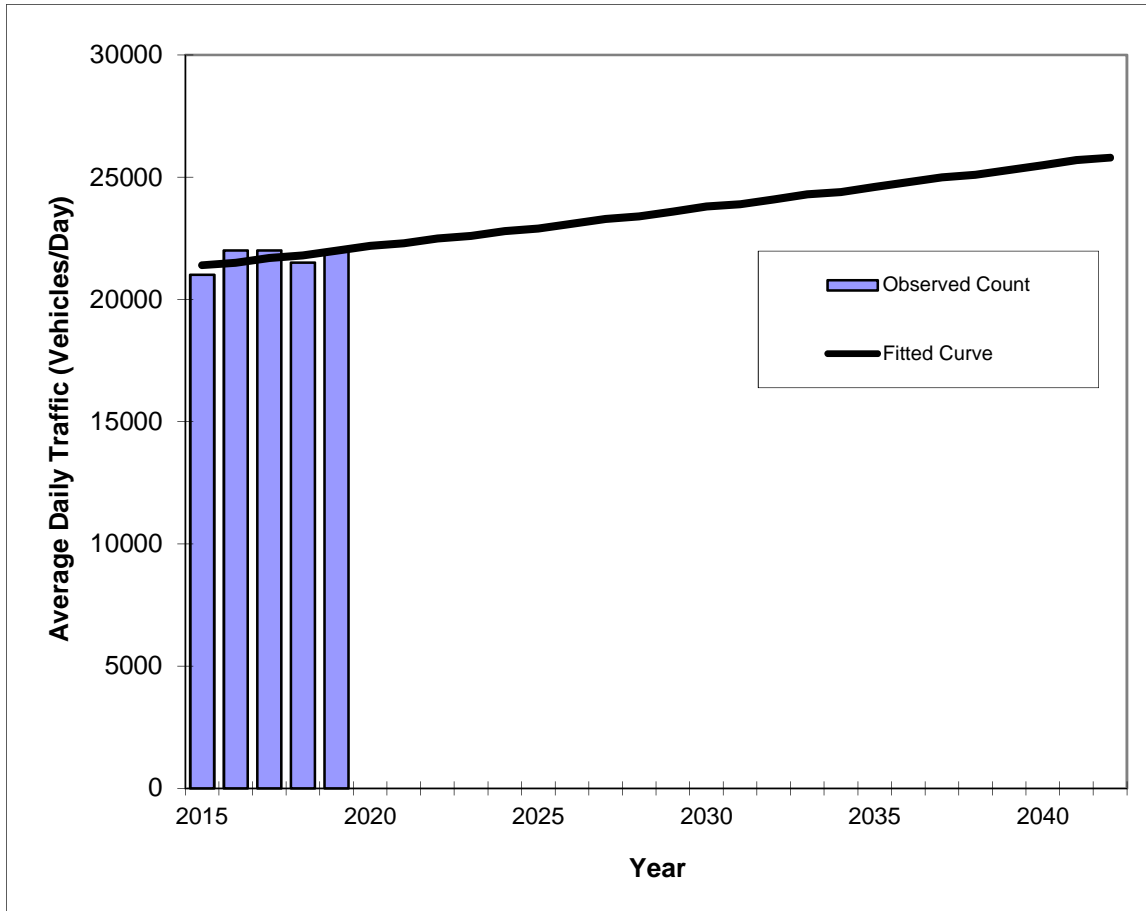
** Annual Trend Increase:	150
Trend R-squared:	28.13%
Trend Annual Historic Growth Rate:	0.70%
Trend Growth Rate (2019 to Design Year):	0.69%
Printed:	24-Aug-20
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	21000	21400
2016	22000	21500
2017	22000	21700
2018	21500	21800
2019	22000	22000
<b>2022 Opening Year Trend</b>		
2022	N/A	22500
<b>2032 Mid-Year Trend</b>		
2032	N/A	24100
<b>2042 Design Year Trend</b>		
2042	N/A	25800
<b>TRANPLAN Forecasts/Trends</b>		

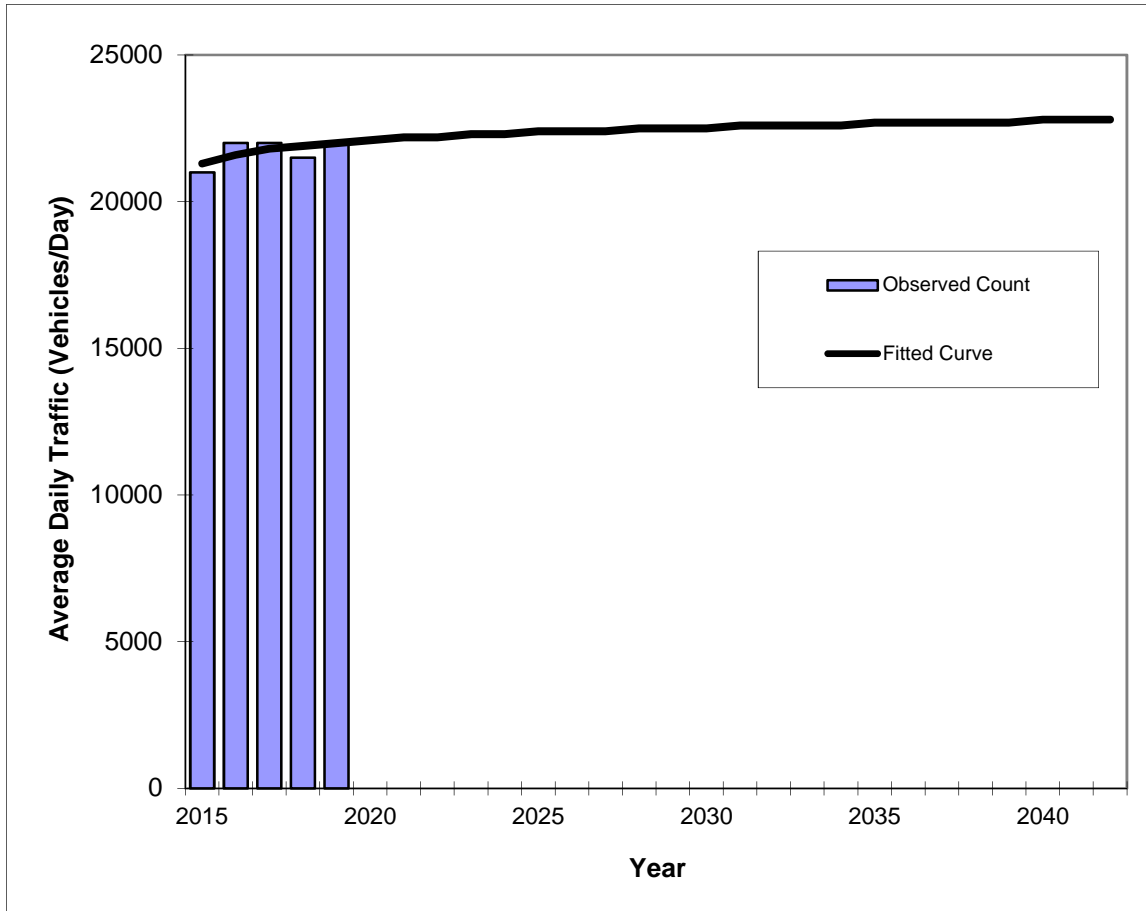
Trend R-squared:	28.43%
Compounded Annual Historic Growth Rate:	0.69%
Compounded Growth Rate (2019 to Design Year):	0.70%
Printed:	24-Aug-20
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	21000	21300
2016	22000	21600
2017	22000	21800
2018	21500	21900
2019	22000	22000
<b>2022 Opening Year Trend</b>		
2022	N/A	22200
<b>2032 Mid-Year Trend</b>		
2032	N/A	22600
<b>2042 Design Year Trend</b>		
2042	N/A	22800
<b>TRANPLAN Forecasts/Trends</b>		

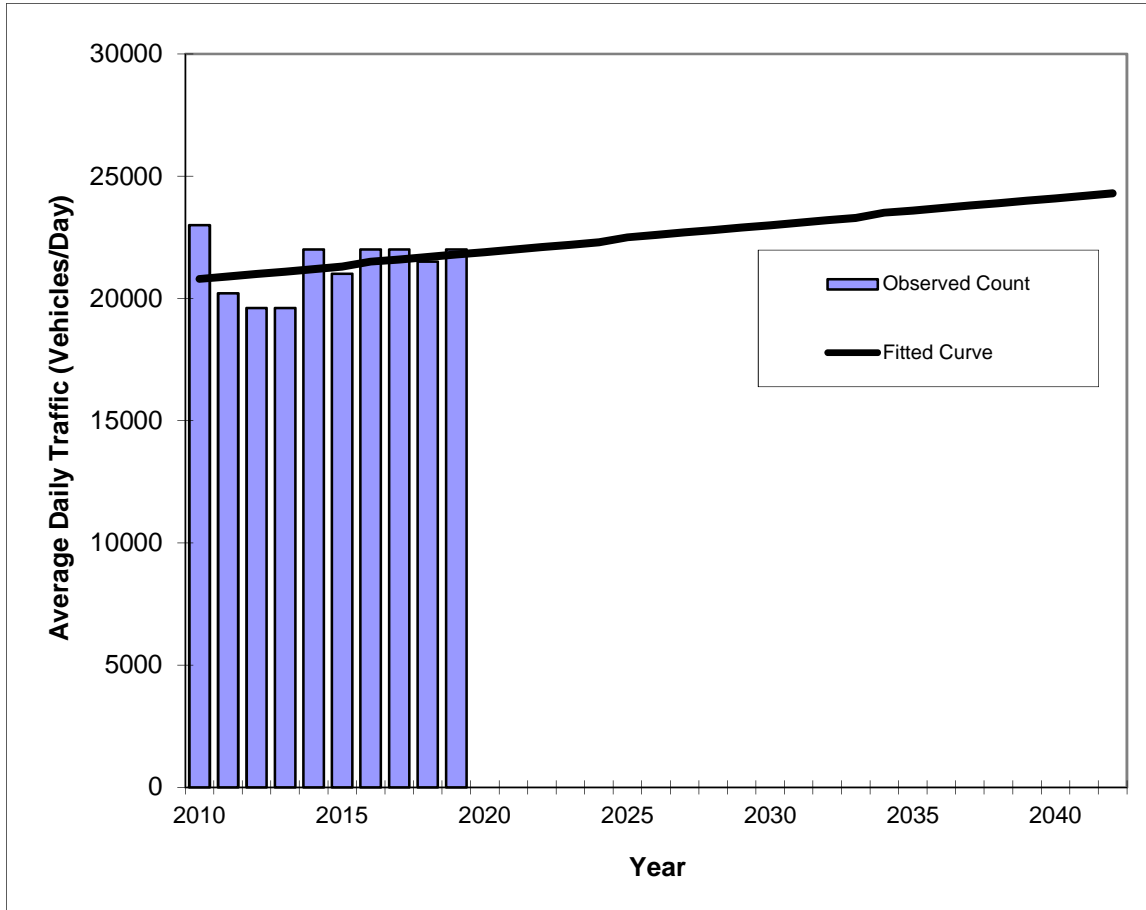
Trend R-squared:	42.73%
Compounded Annual Historic Growth Rate:	0.81%
Compounded Growth Rate (2019 to Design Year):	0.16%
Printed:	24-Aug-20
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	23000	20800
2011	20200	20900
2012	19600	21000
2013	19600	21100
2014	22000	21200
2015	21000	21300
2016	22000	21500
2017	22000	21600
2018	21500	21700
2019	22000	21800
<b>2022 Opening Year Trend</b>		
2022	N/A	22100
<b>2032 Mid-Year Trend</b>		
2032	N/A	23200
<b>2042 Design Year Trend</b>		
2042	N/A	24300
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	111
Trend R-squared:	8.48%
Trend Annual Historic Growth Rate:	0.53%
Trend Growth Rate (2019 to Design Year):	0.50%
Printed:	24-Aug-20
<b>Straight Line Growth Option</b>	

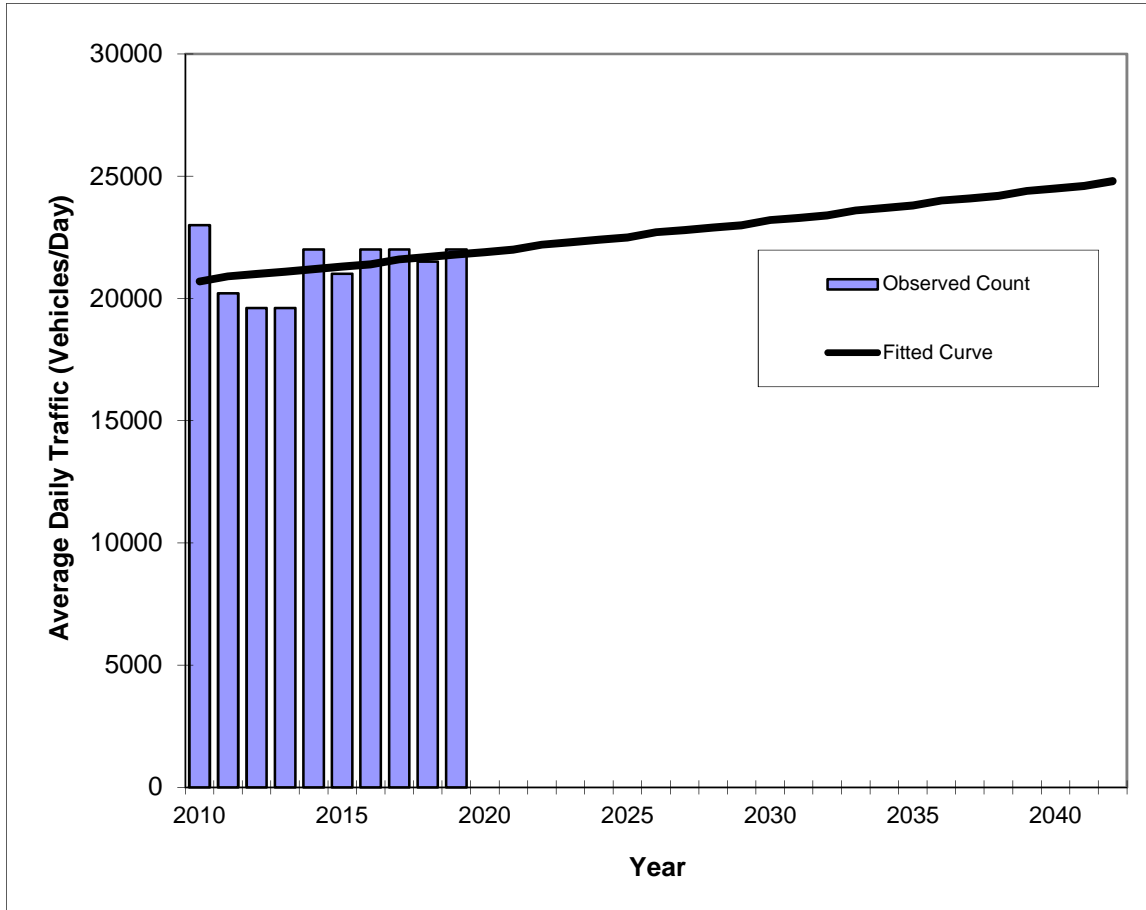
\*Axle-Adjusted



**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	23000	20700
2011	20200	20900
2012	19600	21000
2013	19600	21100
2014	22000	21200
2015	21000	21300
2016	22000	21400
2017	22000	21600
2018	21500	21700
2019	22000	21800
<b>2022 Opening Year Trend</b>		
2022	N/A	22200
<b>2032 Mid-Year Trend</b>		
2032	N/A	23400
<b>2042 Design Year Trend</b>		
2042	N/A	24800
<b>TRANPLAN Forecasts/Trends</b>		

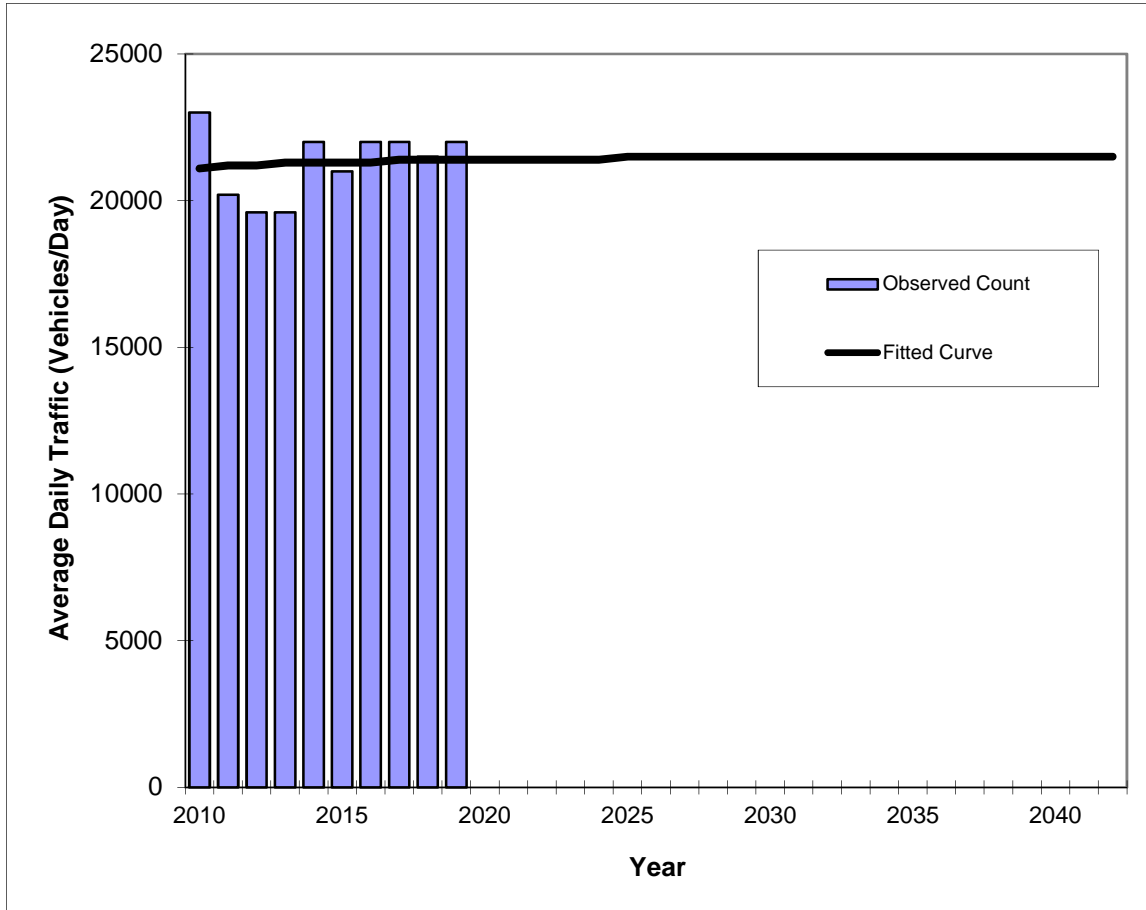
Trend R-squared:	9.38%
Compounded Annual Historic Growth Rate:	0.58%
Compounded Growth Rate (2019 to Design Year):	0.56%
Printed:	24-Aug-20
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

**Traffic Trends - V03.a**  
**SR 25 -- S of SW 16th Ave**

FIN#	-
Location	1

County:	Alachua (26)
Station #:	5097
Highway:	SR 25



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	23000	21100
2011	20200	21200
2012	19600	21200
2013	19600	21300
2014	22000	21300
2015	21000	21300
2016	22000	21300
2017	22000	21400
2018	21500	21400
2019	22000	21400
<b>2022 Opening Year Trend</b>		
2022	N/A	21400
<b>2032 Mid-Year Trend</b>		
2032	N/A	21500
<b>2042 Design Year Trend</b>		
2042	N/A	21500
<b>TRANPLAN Forecasts/Trends</b>		

Trend R-squared:	0.67%
Compounded Annual Historic Growth Rate:	0.16%
Compounded Growth Rate (2019 to Design Year):	0.02%
Printed:	24-Aug-20
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

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ATTACHMENT E:  
VOLUME DEVELOPMENT

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COVID-19 Adjustment Factor Calculations

Data Source	Location	Date	Raw Volumes				PSCF	Peak Season Volumes		
			AM	Mid-Day	PM	AM		Mid-Day	PM	
FDOT Count Station 265097	SR 25 S of SW 16th Avenue	2/13/2019	1689	1378	2091	1.00	1689	1378	2091	
FDOT Count Station 260054	SR 25 300' N of SW 36th Place	2/13/2019	1480	1105	1777	1.00	1480	1105	1777	
Average FDOT 2019 Volumes							1585	1242	1934	
FDOT Volumes with 1 Year of 1.5% Growth (2020 Volume)							1609	1261	1963	
Turning Movement Counts	North of SW 21st Avenue	7/16/2020	1192	1246	1545	1.10	1311	1371	1700	
Turning Movement Counts	North of SW 25th Place	7/16/2020	1128	1109	1436	1.10	1241	1220	1580	
Average 2020 Collected Volumes							1276	1296	1640	
Ratio of 2020 FDOT Volume to 2020 Collected Volume							1.26	0.97	1.20	
Adjustment Factor Applied							1.26	1.00	1.20	

Adjustment for Center Median Restaurant Trip Generation

Peak Hour	Calculated Trip Generation <sup>(1)</sup>	Raw Counts	Adjustment Factor <sup>(2)</sup>
AM	8	2	4.00
PM	53	40	1.33

Notes:

<sup>(1)</sup>Based on ITE Land Use Code 931 (Fast Casual Restaurant) for a 3,762 sf restaurant. AM peak hour: 2.07 trips per 1,000 sf, PM peak hour: 14.13 trips per 1,000 sf

<sup>(2)</sup>PM adjustment factor will also be applied to Mid-day volumes.

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** SR 25/SW 13th Street & SW 21st Avenue/Northern Median Opening  
**COUNT DATE:** July 16, 2020  
**AM PEAK HOUR FACTOR:** 0.93 **MID-DAY PEAK HOUR FACTOR:** 0.89  
**PM PEAK HOUR FACTOR:** 0.93

"AM EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Raw Turning Movements		1	0	1		1	0	10	6	1	769	3	11	16	369	3	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID-19 Adjustment Factor <sup>(1)</sup>	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	
<b>AM EXISTING CONDITIONS</b>		1	0	1		1	0	14	8	1	1,066	4	15	25	511	4	
"MID-DAY EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
MD Raw Turning Movements		5	0	6		5	0	15	25	8	573	5	18	12	597	8	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID-19 Adjustment Factor <sup>(1)</sup>	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
<b>MID-DAY EXISTING CONDITIONS</b>		6	0	7		6	0	17	28	9	630	6	20	13	657	9	
"PM EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Raw Turning Movements		7	1	2		4	1	16	28	3	500	7	16	29	954	7	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID-19 Adjustment Factor <sup>(1)</sup>	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	
<b>PM EXISTING CONDITIONS</b>		9	1	3		5	1	21	37	4	660	9	21	38	1,259	9	
"AM BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	32	0	0	1	15	0	
<b>AM NON-PROJECT TRAFFIC</b>		1	0	1		1	0	14	8	1	1,098	4	15	26	526	4	
"MID-DAY BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC																	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
MID-DAY BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1	1	0	19	0	1	0	20	0	
<b>MID-DAY NON-PROJECT TRAFFIC</b>		6	0	7		6	0	18	29	9	649	6	21	13	677	9	
"PM BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1	1	0	20	0	1	1	38	0	
<b>PM NON-PROJECT TRAFFIC</b>		9	1	3		5	1	22	38	4	680	9	22	39	1,297	9	
"AM PROJECT DISTRIBUTION"																	
Distribution	Exiting										12.0%		74.0%	14.0%			
"MID-DAY PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering									14.0%							74.0%
Distribution	Exiting									12.0%			74.0%	14.0%			
"PM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering									14.0%							74.0%
Distribution	Exiting									12.0%			74.0%	14.0%			
"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS										1							
Project	Net New									3			20	4		-1	
AM TOTAL PROJECT TRAFFIC		0	0	0		0	0	0	4	0	20	4	0	0	-1	0	
<b>AM TOTAL TRAFFIC</b>		1	0	1		1	0	14	12	1	1,118	8	15	26	525	4	
"MID-DAY PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MID-DAY TRAFFIC DIVERSIONS										1							
Project	Net New									3			13	2		14	
MID-DAY TOTAL PROJECT TRAFFIC		0	0	0		3	0	0	3	0	13	2	0	0	14	0	
<b>MID-DAY TOTAL TRAFFIC</b>		6	0	7		9	0	18	32	9	662	8	21	13	691	9	
"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS										1							
Project	Net New									2			13	2		14	
PM TOTAL PROJECT TRAFFIC		0	0	0		3	0	0	3	0	13	2	0	0	14	0	
<b>PM TOTAL TRAFFIC</b>		9	1	3		8	1	22	41	4	693	11	22	39	1,311	9	

Notes:  
(1) The adjustment factors (1.26 for AM, 1.00 for mid-day, 1.20 for PM) were calculated based on the ratio of FDOT volumes to the collected volumes to adjust the collected volumes to typical peak season conditions.

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** SR 25/SW 13th Street & Center Median Opening  
**COUNT DATE:** July 16, 2020  
**AM PEAK HOUR FACTOR:** 0.88 **MID-DAY PEAK HOUR FACTOR:** 0.89  
**PM PEAK HOUR FACTOR:** 0.94

*AM EXISTING TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Raw Turning Movements		0	0	0		1	0	0	2	0	765	1	8	4	358	2	
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	
COVID-19 Adjustment Factor <sup>(1)</sup>	4.00	4.00	4.00	4.00	1.26	1.26	4.00	1.26	1.26	4.00	1.26	1.26	1.26	1.26	1.26	4.00	
<b>AM EXISTING CONDITIONS</b>		0	0	0		1	0	0	3	0	1,060	1	11	6	496	8	
*MID-DAY EXISTING TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
MD Raw Turning Movements		8	0	6		1	0	1	5	5	545	0	40	2	548	18	
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	
COVID-19 Adjustment Factor <sup>(1)</sup>	1.33	1.33	1.33	1.33	1.00	1.00	1.33	1.00	1.00	1.33	1.00	1.00	1.00	1.00	1.00	1.33	
<b>MID-DAY EXISTING CONDITIONS</b>		11	0	8		1	0	1	6	7	600	0	44	2	603	24	
*PM EXISTING TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Raw Turning Movements		10	0	12		1	0	4	6	6	481	1	41	2	927	12	
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	
COVID-19 Adjustment Factor <sup>(1)</sup>	1.33	1.33	1.33	1.33	1.20	1.20	1.33	1.20	1.33	1.20	1.33	1.20	1.20	1.20	1.20	1.33	
<b>PM EXISTING CONDITIONS</b>		13	0	16		1	0	5	8	8	635	1	54	3	1,224	16	
*AM BACKGROUND TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	32	0	0	0	15	0	
<b>AM NON-PROJECT TRAFFIC</b>		0	0	0		1	0	0	3	0	1,092	1	11	6	511	8	
*MID-DAY BACKGROUND TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC																	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
MID-DAY BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	18	0	1	0	18	1	
<b>MID-DAY NON-PROJECT TRAFFIC</b>		11	0	8		1	0	1	6	7	618	0	45	2	621	25	
*PM BACKGROUND TRAFFIC*																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	19	0	2	0	37	0	
<b>PM NON-PROJECT TRAFFIC</b>		13	0	16		1	0	5	8	8	654	1	56	3	1,261	16	
*AM PROJECT DISTRIBUTION*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												12.0%		88.0%		
	Exiting								100.0%							12.0%	
*MID-DAY PROJECT DISTRIBUTION*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												12.0%		88.0%		
	Exiting								100.0%							12.0%	
*PM PROJECT DISTRIBUTION*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												12.0%		88.0%		
	Exiting								100.0%							12.0%	
*AM PROJECT TRAFFIC*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS		0		0		-1		1			0				1		
Project	Net New							37				1		7	3		
AM TOTAL PROJECT TRAFFIC		0	0	0		-1	0	38	0	0	0	1	0	7	4	0	
<b>AM TOTAL TRAFFIC</b>		0	0	0		0	0	38	3	0	1,092	2	11	13	515	8	
*MID-DAY PROJECT TRAFFIC*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MID-DAY TRAFFIC DIVERSIONS		-11		11		-1		1			11				1		
Project	Net New							49				7		46	2		
MID-DAY TOTAL PROJECT TRAFFIC		-11	0	11		-1	0	50	0	0	11	7	0	46	3	0	
<b>MID-DAY TOTAL TRAFFIC</b>		0	0	19		0	0	51	6	7	629	7	45	48	624	25	
*PM PROJECT TRAFFIC*																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS		-13		13		-1		1			13				1		
Project	Net New							45				6		45	2		
PM TOTAL PROJECT TRAFFIC		-13	0	13		-1	0	46	0	0	13	6	0	45	3	0	
<b>PM TOTAL TRAFFIC</b>		0	0	29		0	0	51	8	8	667	7	56	48	1,264	16	

Notes:  
 (1) The adjustment factors (1.26 for AM, 1.00 for mid-day, 1.20 for PM) were calculated based on the ratio of FDOT volumes to the collected volumes to adjust the collected volumes to typical peak season conditions.  
 The adjustment factor for ingress/egress movements to/from the west leg access were calculated based on a ratio of the calculated trip generation for the restaurant use to the collected volumes to adjust the collected volumes to typical peak ingress/egress volumes.

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SR 25/SW 13th Street & Southern Median Opening  
 COUNT DATE: July 16, 2020  
 AM PEAK HOUR FACTOR: 0.87 MID-DAY PEAK HOUR FACTOR: 0.91  
 PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Raw Turning Movements		0	0	0		0	0	0	4	0	764	0	3	0	356	1	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID19 Adjustment Factor <sup>(1)</sup>	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	
<b>AM EXISTING CONDITIONS</b>		0	0	0		0	0	0	6	0	1,059	0	4	0	493	1	
"MID-DAY EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
MD Raw Turning Movements		0	0	0		0	0	0	16	0	537	0	12	0	540	0	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID19 Adjustment Factor <sup>(1)</sup>	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
<b>MID-DAY EXISTING CONDITIONS</b>		0	0	0		0	0	0	18	0	591	0	13	0	594	0	
"PM EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Raw Turning Movements		0	0	0		0	0	0	9	0	478	0	9	0	940	0	
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
COVID19 Adjustment Factor <sup>(1)</sup>	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	
<b>PM EXISTING CONDITIONS</b>		0	0	0		0	0	0	12	0	631	0	12	0	1,241	0	
"AM BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
<b>AM BACKGROUND TRAFFIC GROWTH</b>		0	0	0		0	0	0	0	0	32	0	0	0	15	0	
<b>AM NON-PROJECT TRAFFIC</b>		0	0	0		0	0	0	6	0	1,091	0	4	0	508	1	
"MID-DAY BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC																	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
<b>MID-DAY BACKGROUND TRAFFIC GROWTH</b>		0	0	0		0	0	0	1	0	18	0	0	0	18	0	
<b>MID-DAY NON-PROJECT TRAFFIC</b>		0	0	0		0	0	0	19	0	609	0	13	0	612	0	
"PM BACKGROUND TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
<b>PM BACKGROUND TRAFFIC GROWTH</b>		0	0	0		0	0	0	0	0	19	0	0	0	38	0	
<b>PM NON-PROJECT TRAFFIC</b>		0	0	0		0	0	0	12	0	650	0	12	0	1,279	0	
"AM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											12.0%					
	Exiting															12.0%	
"MID-DAY PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											12.0%					
	Exiting															12.0%	
"PM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											12.0%					
	Exiting															12.0%	
"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS	Project													0			
	Net New															3	
<b>AM TOTAL PROJECT TRAFFIC</b>		0	0	0		0	0	0	0	0	0	0	0	0	3	0	
<b>AM TOTAL TRAFFIC</b>		0	0	0		0	0	0	6	0	1,091	0	4	0	511	1	
"MID-DAY PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MID-DAY TRAFFIC DIVERSIONS	Project													11			
	Net New															2	
<b>MID-DAY TOTAL PROJECT TRAFFIC</b>		0	0	0		0	0	0	0	0	2	0	11	0	2	0	
<b>MID-DAY TOTAL TRAFFIC</b>		0	0	0		0	0	0	19	0	611	0	24	0	614	0	
"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS	Project													13			
	Net New															2	
<b>PM TOTAL PROJECT TRAFFIC</b>		0	0	0		0	0	0	0	0	2	0	13	0	2	0	
<b>PM TOTAL TRAFFIC</b>		0	0	0		0	0	0	12	0	652	0	25	0	1,281	0	



Notes:  
 (1) The adjustment factors (1.26 for AM, 1.00 for mid-day, 1.20 for PM) were calculated based on the ratio of FDOT volumes to the collected volumes to adjust the collected volumes to typical peak season conditions.

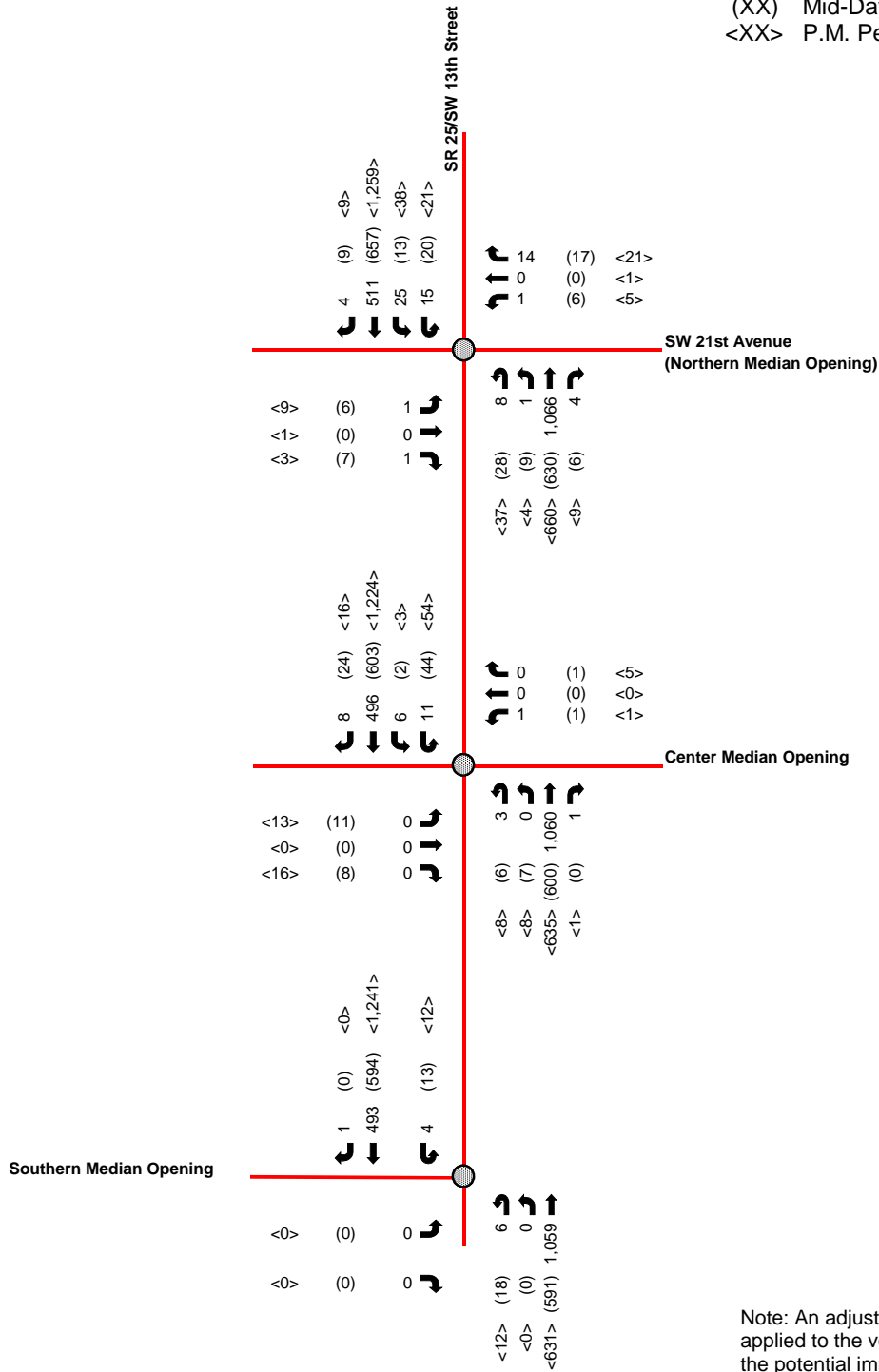




NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) Mid-Day Peak Hour Traffic
- <XX> P.M. Peak Hour Traffic



Note: An adjustment factor has been applied to the volumes to account for the potential impacts from the COVID-19 pandemic.

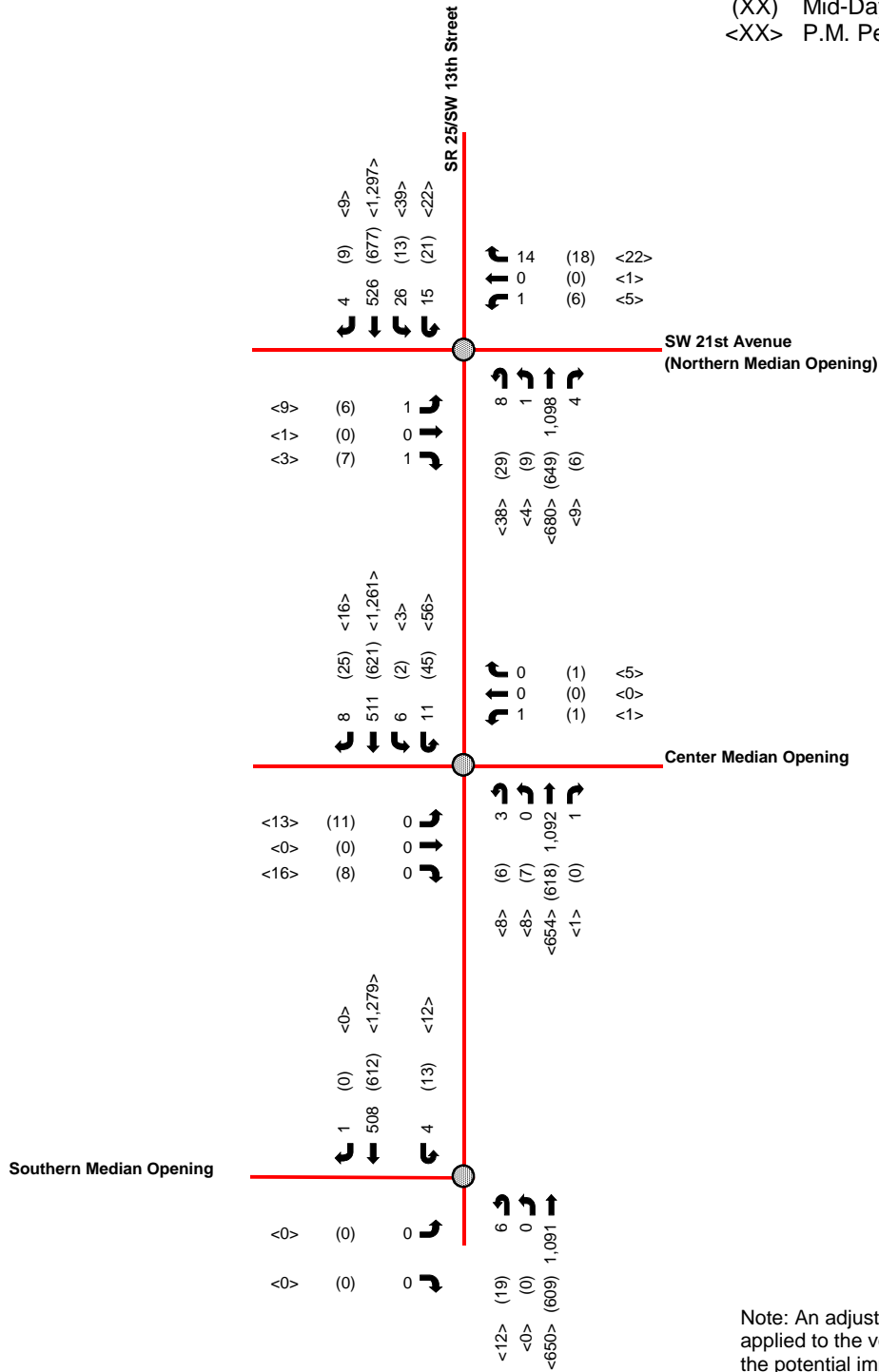
Figure 4  
Existing (2020) Turning Movement Volumes  
Haven SW 13th Street  
Gainesville, Florida



NOT TO SCALE

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) Mid-Day Peak Hour Traffic
- <XX> P.M. Peak Hour Traffic





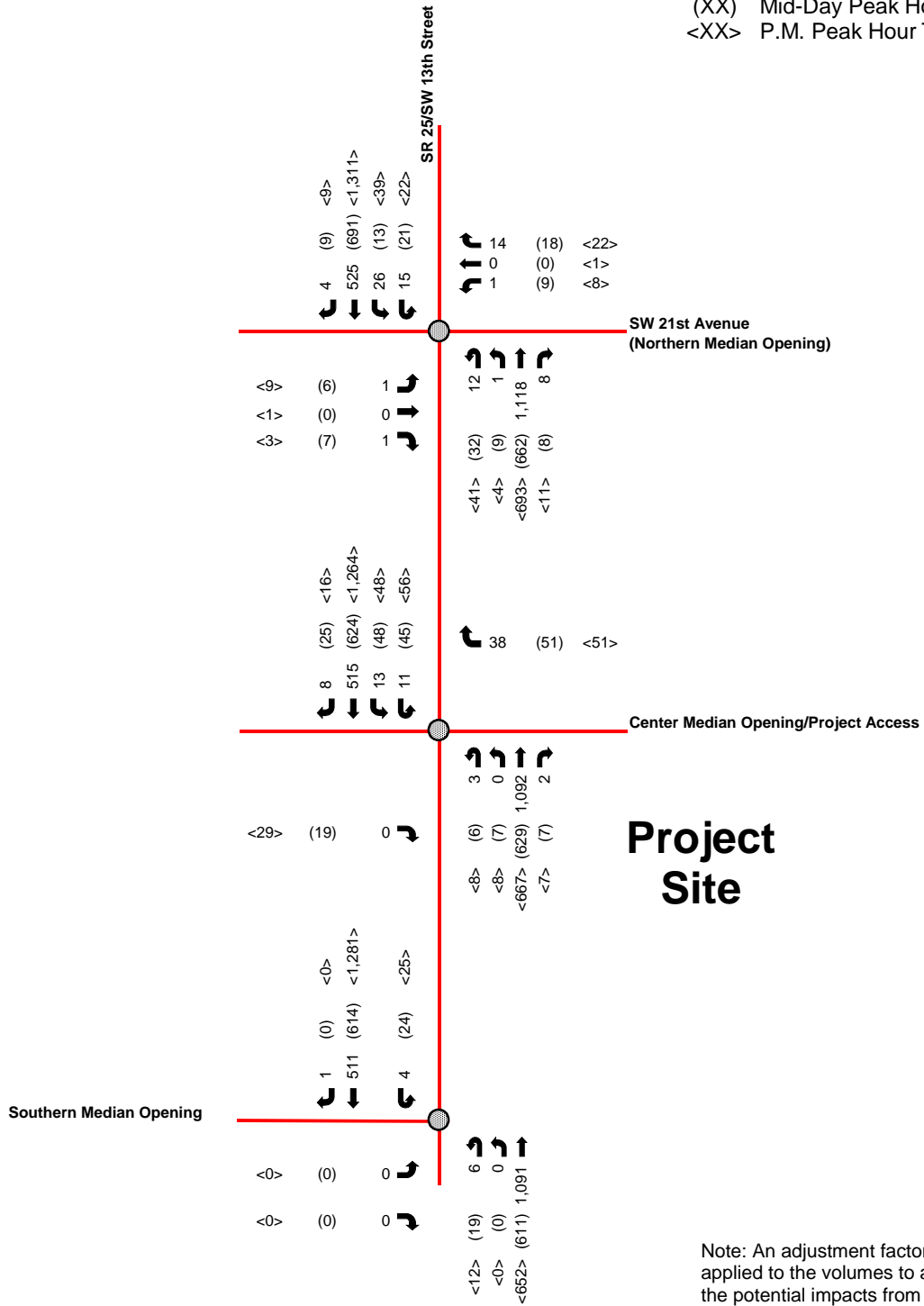
Note: An adjustment factor has been applied to the volumes to account for the potential impacts from the COVID-19 pandemic.



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) Mid-Day Peak Hour Traffic
- <XX> P.M. Peak Hour Traffic



Note: An adjustment factor has been applied to the volumes to account for the potential impacts from the COVID-19 pandemic.

Figure 6  
Future Buildout (2022) Turning Movement Volumes  
Haven SW 13th Street  
Gainesville, Florida

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ATTACHMENT F:  
INTERSECTION ANALYSES

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## EXISTING TRAFFIC CONDITIONS

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Intersection														
Int Delay, s/veh	0.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	1	0	1	1	0	14	8	1	1066	4	15	25	511	4
Future Vol, veh/h	1	0	1	1	0	14	8	1	1066	4	15	25	511	4
Conflicting Peds, #/hr	1	0	0	0	0	1	0	4	0	8	0	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	15	9	1	1146	4	16	27	549	4

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1235	1819	281	1537	1819	584	554	557	0	0	1151	1158	0	0
Stage 1	641	641	-	1176	1176	-	-	-	-	-	-	-	-	-
Stage 2	594	1178	-	361	643	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	133	77	716	79	77	455	640	1010	-	-	265	599	-	-
Stage 1	430	468	-	203	263	-	-	-	-	-	-	-	-	-
Stage 2	458	263	-	630	467	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	116	67	713	71	67	451	666	666	-	-	398	398	-	-
Mov Cap-2 Maneuver	239	156	-	156	172	-	-	-	-	-	-	-	-	-
Stage 1	422	416	-	198	257	-	-	-	-	-	-	-	-	-
Stage 2	436	257	-	561	415	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	15.1		14.4		0.1			1.1			
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	666	-	-	358	401	398	-
HCM Lane V/C Ratio	0.015	-	-	0.006	0.04	0.108	-
HCM Control Delay (s)	10.5	-	-	15.1	14.4	15.1	-
HCM Lane LOS	B	-	-	C	B	C	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	-

HCM 6th TWSC  
2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
Existing Conditions AM Peak Hour

Intersection														
Int Delay, s/veh	0.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	1	0	0	3	0	1060	1	11	6	496	8
Future Vol, veh/h	0	0	0	1	0	0	3	0	1060	1	11	6	496	8
Conflicting Peds, #/hr	0	0	1	1	0	0	0	5	0	10	0	10	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	0	3	0	1205	1	13	7	564	9

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1223	1836	293	1545	1840	613	573	578	0	0	1206	1216	0	0
Stage 1	614	614	-	1222	1222	-	-	-	-	-	-	-	-	-
Stage 2	609	1222	-	323	618	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	135	75	703	78	75	435	622	992	-	-	245	569	-	-
Stage 1	446	481	-	190	250	-	-	-	-	-	-	-	-	-
Stage 2	449	250	-	663	479	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	128	69	699	73	69	431	622	622	-	-	306	306	-	-
Mov Cap-2 Maneuver	257	165	-	153	173	-	-	-	-	-	-	-	-	-
Stage 1	442	449	-	187	246	-	-	-	-	-	-	-	-	-
Stage 2	447	246	-	621	447	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		28.7		0		0.6	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	622	-	-	-	153	306	-
HCM Lane V/C Ratio	0.005	-	-	-	0.007	0.063	-
HCM Control Delay (s)	10.8	-	-	0	28.7	17.6	-
HCM Lane LOS	B	-	-	A	D	C	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2	-

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	T			T		T		T
Traffic Vol, veh/h	0	0	6	0	1059	4	493	1
Future Vol, veh/h	0	0	6	0	1059	4	493	1
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	1217	5	567	1

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1202	285	568	569	0	1217	0
Stage 1	579	-	-	-	-	-	-
Stage 2	623	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	177	712	627	999	-	241	-
Stage 1	524	-	-	-	-	-	-
Stage 2	497	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	171	711	627	627	-	241	-
Mov Cap-2 Maneuver	306	-	-	-	-	-	-
Stage 1	518	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	627	-	-	241	-	-
HCM Lane V/C Ratio	0.011	-	-	0.019	-	-
HCM Control Delay (s)	10.8	-	0	20.2	-	-
HCM Lane LOS	B	-	A	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-



Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	6	0	7	6	0	17	28	9	630	6	20	13	657	9
Future Vol, veh/h	6	0	7	6	0	17	28	9	630	6	20	13	657	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	8	0	8	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	8	7	0	19	31	10	708	7	22	15	738	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1264	1633	385	1245	1635	366	748	759	0	0	715	723	0	0
Stage 1	828	828	-	802	802	-	-	-	-	-	-	-	-	-
Stage 2	436	805	-	443	833	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	126	100	613	130	100	631	481	848	-	-	505	875	-	-
Stage 1	332	384	-	344	395	-	-	-	-	-	-	-	-	-
Stage 2	569	393	-	564	382	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	108	85	607	114	85	626	531	531	-	-	592	592	-	-
Mov Cap-2 Maneuver	214	193	-	222	192	-	-	-	-	-	-	-	-	-
Stage 1	302	357	-	314	361	-	-	-	-	-	-	-	-	-
Stage 2	508	359	-	522	355	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		14		0.7		0.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	531	-	-	329	424	592	-
HCM Lane V/C Ratio	0.078	-	-	0.044	0.061	0.063	-
HCM Control Delay (s)	12.4	-	-	16.5	14	11.5	-
HCM Lane LOS	B	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.2	0.2	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Existing Conditions Mid-Day Peak Hour

Intersection														
Int Delay, s/veh	0.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	11	0	8	1	0	1	6	7	600	0	44	2	603	24
Future Vol, veh/h	11	0	8	1	0	1	6	7	600	0	44	2	603	24
Conflicting Peds, #/hr	4	0	1	1	0	4	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	1	0	1	7	8	674	0	49	2	678	27

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1166	1500	355	1147	1513	342	704	706	0	0	674	675	0	0
Stage 1	795	795	-	705	705	-	-	-	-	-	-	-	-	-
Stage 2	371	705	-	442	808	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	149	121	641	154	119	654	514	888	-	-	537	912	-	-
Stage 1	347	398	-	393	437	-	-	-	-	-	-	-	-	-
Stage 2	622	437	-	564	392	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	135	107	640	138	105	651	660	660	-	-	546	546	-	-
Mov Cap-2 Maneuver	248	216	-	258	220	-	-	-	-	-	-	-	-	-
Stage 1	339	360	-	384	427	-	-	-	-	-	-	-	-	-
Stage 2	604	427	-	503	354	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	16.5		14.8		0.2			0.8			
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	660	-	-	334	370	546	-
HCM Lane V/C Ratio	0.022	-	-	0.064	0.006	0.095	-
HCM Control Delay (s)	10.6	-	-	16.5	14.8	12.3	-
HCM Lane LOS	B	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0.3	-

HCM 6th TWSC  
 3: SR 25/SW 13th Street & Southern Median Opening

Haven SW 13th Street  
 Existing Conditions Mid-Day Peak Hour

Intersection								
Int Delay, s/veh	0.3							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	18	0	591	13	594	0
Future Vol, veh/h	0	0	18	0	591	13	594	0
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	20	0	649	14	653	0

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1047	328	653	654	0	649	0
Stage 1	682	-	-	-	-	-	-
Stage 2	365	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	224	668	553	929	-	557	-
Stage 1	464	-	-	-	-	-	-
Stage 2	673	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	210	667	553	553	-	557	-
Mov Cap-2 Maneuver	331	-	-	-	-	-	-
Stage 1	447	-	-	-	-	-	-
Stage 2	656	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.3	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	553	-	-	557	-	-
HCM Lane V/C Ratio	0.036	-	-	0.026	-	-
HCM Control Delay (s)	11.8	-	0	11.6	-	-
HCM Lane LOS	B	-	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	9	1	3	5	1	21	37	4	660	9	21	38	1259	9
Future Vol, veh/h	9	1	3	5	1	21	37	4	660	9	21	38	1259	9
Conflicting Peds, #/hr	0	0	2	2	0	0	0	6	0	6	0	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	3	5	1	23	40	4	710	10	23	41	1354	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1937	2307	690	1617	2307	366	1363	1370	0	0	719	726	0	0
Stage 1	1493	1493	-	809	809	-	-	-	-	-	-	-	-	-
Stage 2	444	814	-	808	1498	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	39	38	388	69	38	631	194	497	-	-	502	873	-	-
Stage 1	129	185	-	340	392	-	-	-	-	-	-	-	-	-
Stage 2	563	390	-	341	184	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	29	27	385	52	27	627	204	204	-	-	678	678	-	-
Mov Cap-2 Maneuver	80	102	-	144	89	-	-	-	-	-	-	-	-	-
Stage 1	101	167	-	265	306	-	-	-	-	-	-	-	-	-
Stage 2	424	304	-	304	166	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	46.8		16.6		1.6			0.5				
HCM LOS	E		C									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	204	-	-	100	340	678	-
HCM Lane V/C Ratio	0.216	-	-	0.14	0.085	0.094	-
HCM Control Delay (s)	27.4	-	-	46.8	16.6	10.9	-
HCM Lane LOS	D	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.5	0.3	0.3	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Existing Conditions PM Peak Hour

Intersection														
Int Delay, s/veh	0.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	13	0	16	1	0	5	8	8	635	1	54	3	1224	16
Future Vol, veh/h	13	0	16	1	0	5	8	8	635	1	54	3	1224	16
Conflicting Peds, #/hr	1	0	1	1	0	1	0	1	0	5	0	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	17	1	0	5	9	9	676	1	57	3	1302	17

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1807	2150	662	1490	2158	345	1319	1320	0	0	677	682	0	0
Stage 1	1432	1432	-	718	718	-	-	-	-	-	-	-	-	-
Stage 2	375	718	-	772	1440	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	50	48	404	86	47	651	207	519	-	-	534	907	-	-
Stage 1	141	198	-	386	431	-	-	-	-	-	-	-	-	-
Stage 2	618	431	-	358	196	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	43	40	403	72	39	647	288	288	-	-	542	542	-	-
Mov Cap-2 Maneuver	108	122	-	178	117	-	-	-	-	-	-	-	-	-
Stage 1	133	175	-	361	403	-	-	-	-	-	-	-	-	-
Stage 2	576	403	-	304	174	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	28.9		13.1		0.4			0.5			
HCM LOS	D		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	288	-	-	181	450	542	-
HCM Lane V/C Ratio	0.059	-	-	0.17	0.014	0.112	-
HCM Control Delay (s)	18.3	-	-	28.9	13.1	12.5	-
HCM Lane LOS	C	-	-	D	B	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0	0.4	-

Intersection								
Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	12	0	631	12	1241	0
Future Vol, veh/h	0	0	12	0	631	12	1241	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	664	13	1306	0

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	1690	653	1306	1306	0	664	- 0
Stage 1	1332	-	-	-	-	-	-
Stage 2	358	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	84	410	211	526	-	545	-
Stage 1	211	-	-	-	-	-	-
Stage 2	678	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	77	410	211	211	-	545	-
Mov Cap-2 Maneuver	161	-	-	-	-	-	-
Stage 1	198	-	-	-	-	-	-
Stage 2	662	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	211	-	-	545	-	-
HCM Lane V/C Ratio	0.06	-	-	0.023	-	-
HCM Control Delay (s)	23.1	-	0	11.8	-	-
HCM Lane LOS	C	-	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-

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## BACKGROUND TRAFFIC CONDITIONS

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Intersection														
Int Delay, s/veh	0.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	1	0	1	1	0	14	8	1	1098	4	15	26	526	4
Future Vol, veh/h	1	0	1	1	0	14	8	1	1098	4	15	26	526	4
Conflicting Peds, #/hr	1	0	0	0	0	1	0	4	0	8	0	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	15	9	1	1181	4	16	28	566	4

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1272	1873	289	1582	1873	602	570	574	0	0	1185	1193	0	0
Stage 1	660	660	-	1211	1211	-	-	-	-	-	-	-	-	-
Stage 2	612	1213	-	371	662	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	125	71	708	73	71	443	625	995	-	-	252	581	-	-
Stage 1	418	458	-	193	253	-	-	-	-	-	-	-	-	-
Stage 2	447	253	-	622	457	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	108	61	705	65	61	439	651	651	-	-	385	385	-	-
Mov Cap-2 Maneuver	229	147	-	149	164	-	-	-	-	-	-	-	-	-
Stage 1	410	404	-	189	247	-	-	-	-	-	-	-	-	-
Stage 2	425	247	-	550	403	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.5		14.7		0.1		1.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	651	-	-	346	389	385	-
HCM Lane V/C Ratio	0.015	-	-	0.006	0.041	0.115	-
HCM Control Delay (s)	10.6	-	-	15.5	14.7	15.6	-
HCM Lane LOS	B	-	-	C	B	C	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	-



HCM 6th TWSC  
2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
Future Background (2022) Conditions AM Peak Hour

Intersection														
Int Delay, s/veh	0.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	1	0	0	3	0	1092	1	11	6	511	8
Future Vol, veh/h	0	0	0	1	0	0	3	0	1092	1	11	6	511	8
Conflicting Peds, #/hr	0	0	1	1	0	0	0	5	0	10	0	10	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	0	3	0	1241	1	13	7	581	9

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1258	1889	301	1590	1893	631	590	595	0	0	1242	1252	0	0
Stage 1	631	631	-	1258	1258	-	-	-	-	-	-	-	-	-
Stage 2	627	1258	-	332	635	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	128	70	695	72	69	424	607	977	-	-	232	552	-	-
Stage 1	436	473	-	181	241	-	-	-	-	-	-	-	-	-
Stage 2	438	241	-	655	471	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	121	64	691	67	63	420	607	607	-	-	291	291	-	-
Mov Cap-2 Maneuver	249	158	-	145	166	-	-	-	-	-	-	-	-	-
Stage 1	432	440	-	178	237	-	-	-	-	-	-	-	-	-
Stage 2	436	237	-	612	438	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		30		0		0.6	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	607	-	-	-	145	291	-
HCM Lane V/C Ratio	0.006	-	-	-	0.008	0.066	-
HCM Control Delay (s)	11	-	-	0	30	18.2	-
HCM Lane LOS	B	-	-	A	D	C	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2	-

HCM 6th TWSC  
 3: SR 25/SW 13th Street & Southern Median Opening

Haven SW 13th Street  
 Future Background (2022) Conditions AM Peak Hour

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	6	0	1091	4	508	1
Future Vol, veh/h	0	0	6	0	1091	4	508	1
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	1254	5	584	1

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1237	294	585	586	0	1254	0
Stage 1	596	-	-	-	-	-	-
Stage 2	641	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	168	702	611	985	-	228	-
Stage 1	513	-	-	-	-	-	-
Stage 2	487	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	162	701	611	611	-	228	-
Mov Cap-2 Maneuver	297	-	-	-	-	-	-
Stage 1	507	-	-	-	-	-	-
Stage 2	476	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	611	-	-	228	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	-	-
HCM Control Delay (s)	11	-	0	21.1	-	-
HCM Lane LOS	B	-	A	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-

Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	6	0	7	6	0	18	29	9	649	6	21	13	677	9
Future Vol, veh/h	6	0	7	6	0	18	29	9	649	6	21	13	677	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	8	0	8	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	8	7	0	20	33	10	729	7	24	15	761	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1306	1685	397	1286	1687	376	771	782	0	0	736	744	0	0
Stage 1	855	855	-	827	827	-	-	-	-	-	-	-	-	-
Stage 2	451	830	-	459	860	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	117	93	602	122	93	622	465	832	-	-	490	859	-	-
Stage 1	319	373	-	332	384	-	-	-	-	-	-	-	-	-
Stage 2	557	383	-	551	371	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	100	78	596	106	78	617	514	514	-	-	573	573	-	-
Mov Cap-2 Maneuver	204	185	-	212	183	-	-	-	-	-	-	-	-	-
Stage 1	289	345	-	302	349	-	-	-	-	-	-	-	-	-
Stage 2	494	348	-	508	343	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		14.2		0.7		0.6	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	514	-	-	316	418	573	-
HCM Lane V/C Ratio	0.083	-	-	0.046	0.065	0.067	-
HCM Control Delay (s)	12.6	-	-	16.9	14.2	11.7	-
HCM Lane LOS	B	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.2	0.2	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Future Background (2022) Conditions Mid-Day Peak Hour

Intersection														
Int Delay, s/veh	0.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	11	0	8	1	0	1	6	7	618	0	45	2	621	25
Future Vol, veh/h	11	0	8	1	0	1	6	7	618	0	45	2	621	25
Conflicting Peds, #/hr	4	0	1	1	0	4	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	1	0	1	7	8	694	0	51	2	698	28

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1200	1544	365	1181	1558	352	726	727	0	0	694	695	0	0
Stage 1	819	819	-	725	725	-	-	-	-	-	-	-	-	-
Stage 2	381	725	-	456	833	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	141	114	632	145	111	644	497	872	-	-	521	897	-	-
Stage 1	336	388	-	383	428	-	-	-	-	-	-	-	-	-
Stage 2	613	428	-	554	382	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	127	100	631	129	97	641	642	642	-	-	529	529	-	-
Mov Cap-2 Maneuver	240	208	-	249	211	-	-	-	-	-	-	-	-	-
Stage 1	328	349	-	374	418	-	-	-	-	-	-	-	-	-
Stage 2	595	418	-	491	343	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		15.1		0.2		0.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	325	359	529	-
HCM Lane V/C Ratio	0.023	-	-	0.066	0.006	0.1	-
HCM Control Delay (s)	10.7	-	-	16.9	15.1	12.6	-
HCM Lane LOS	B	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0.3	-

Intersection								
Int Delay, s/veh	0.3							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	19	0	609	13	612	0
Future Vol, veh/h	0	0	19	0	609	13	612	0
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	669	14	673	0

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1079	338	673	674	0	669	0
Stage 1	702	-	-	-	-	-	-
Stage 2	377	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	213	658	537	913	-	541	-
Stage 1	453	-	-	-	-	-	-
Stage 2	663	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	199	657	537	537	-	541	-
Mov Cap-2 Maneuver	321	-	-	-	-	-	-
Stage 1	435	-	-	-	-	-	-
Stage 2	645	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	537	-	-	541	-	-
HCM Lane V/C Ratio	0.039	-	-	0.026	-	-
HCM Control Delay (s)	12	-	0	11.8	-	-
HCM Lane LOS	B	-	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	9	1	3	5	1	22	38	4	680	9	22	39	1297	9
Future Vol, veh/h	9	1	3	5	1	22	38	4	680	9	22	39	1297	9
Conflicting Peds, #/hr	0	0	2	2	0	0	0	6	0	6	0	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	3	5	1	24	41	4	731	10	24	42	1395	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1994	2375	711	1664	2375	377	1404	1411	0	0	741	747	0	0
Stage 1	1538	1538	-	832	832	-	-	-	-	-	-	-	-	-
Stage 2	456	837	-	832	1543	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	36	34	375	63	34	621	182	479	-	-	486	857	-	-
Stage 1	121	176	-	330	382	-	-	-	-	-	-	-	-	-
Stage 2	554	380	-	330	175	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	26	23	372	47	23	617	192	192	-	-	658	658	-	-
Mov Cap-2 Maneuver	74	95	-	135	82	-	-	-	-	-	-	-	-	-
Stage 1	92	158	-	251	291	-	-	-	-	-	-	-	-	-
Stage 2	407	289	-	292	157	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	50.4		17		1.7		0.5	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	192	-	-	93	330	658	-
HCM Lane V/C Ratio	0.235	-	-	0.15	0.091	0.1	-
HCM Control Delay (s)	29.4	-	-	50.4	17	11.1	-
HCM Lane LOS	D	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.5	0.3	0.3	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Future Background (2022) Conditions PM Peak Hour

Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	13	0	16	1	0	5	8	8	654	1	56	3	1261	16
Future Vol, veh/h	13	0	16	1	0	5	8	8	654	1	56	3	1261	16
Conflicting Peds, #/hr	1	0	1	1	0	1	0	1	0	5	0	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	17	1	0	5	9	9	696	1	60	3	1341	17

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1862	2215	681	1536	2223	355	1359	1359	0	0	697	702	0	0
Stage 1	1477	1477	-	738	738	-	-	-	-	-	-	-	-	-
Stage 2	385	738	-	798	1485	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	45	43	393	79	43	641	195	502	-	-	519	891	-	-
Stage 1	132	188	-	376	422	-	-	-	-	-	-	-	-	-
Stage 2	610	422	-	346	187	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	39	35	392	65	35	637	272	272	-	-	526	526	-	-
Mov Cap-2 Maneuver	101	114	-	170	110	-	-	-	-	-	-	-	-	-
Stage 1	124	165	-	351	394	-	-	-	-	-	-	-	-	-
Stage 2	567	394	-	291	164	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	30.6		13.4		0.5			0.6			
HCM LOS	D		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	272	-	-	171	437	526	-
HCM Lane V/C Ratio	0.063	-	-	0.18	0.015	0.119	-
HCM Control Delay (s)	19.1	-	-	30.6	13.4	12.8	-
HCM Lane LOS	C	-	-	D	B	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0	0.4	-

Intersection								
Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	12	0	650	12	1279	0
Future Vol, veh/h	0	0	12	0	650	12	1279	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	684	13	1346	0

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	1740	673	1346	1346	0	684	- 0
Stage 1	1372	-	-	-	-	-	-
Stage 2	368	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	78	398	199	508	-	529	-
Stage 1	201	-	-	-	-	-	-
Stage 2	670	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	71	398	199	199	-	529	-
Mov Cap-2 Maneuver	153	-	-	-	-	-	-
Stage 1	188	-	-	-	-	-	-
Stage 2	653	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	199	-	-	529	-	-
HCM Lane V/C Ratio	0.063	-	-	0.024	-	-
HCM Control Delay (s)	24.3	-	0	12	-	-
HCM Lane LOS	C	-	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-



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## BUILDOUT TRAFFIC CONDITIONS

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Intersection														
Int Delay, s/veh	0.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	1	0	1	1	0	14	12	1	1118	8	15	26	525	4
Future Vol, veh/h	1	0	1	1	0	14	12	1	1118	8	15	26	525	4
Conflicting Peds, #/hr	1	0	0	0	0	1	0	4	0	8	0	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	15	13	1	1202	9	16	28	565	4

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1289	1906	289	1614	1904	615	569	573	0	0	1211	1219	0	0
Stage 1	659	659	-	1243	1243	-	-	-	-	-	-	-	-	-
Stage 2	630	1247	-	371	661	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	121	68	708	69	68	434	626	996	-	-	243	568	-	-
Stage 1	419	459	-	185	245	-	-	-	-	-	-	-	-	-
Stage 2	436	244	-	622	458	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	104	58	705	61	58	430	643	643	-	-	373	373	-	-
Mov Cap-2 Maneuver	224	142	-	142	159	-	-	-	-	-	-	-	-	-
Stage 1	409	403	-	180	238	-	-	-	-	-	-	-	-	-
Stage 2	411	237	-	548	402	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		14.9		0.1		1.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	643	-	-	340	379	373	-
HCM Lane V/C Ratio	0.022	-	-	0.006	0.043	0.118	-
HCM Control Delay (s)	10.7	-	-	15.7	14.9	15.9	-
HCM Lane LOS	B	-	-	C	B	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.4	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Future Buildout (2022) Conditions AM Peak Hour

Intersection														
Int Delay, s/veh	0.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗		↗	↕			↗	↕	
Traffic Vol, veh/h	0	0	0	0	0	38	3	0	1092	2	11	13	515	8
Future Vol, veh/h	0	0	0	0	0	38	3	0	1092	2	11	13	515	8
Conflicting Peds, #/hr	0	0	1	1	0	0	0	5	0	10	0	10	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	43	3	0	1241	2	13	15	585	9

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	-	-	303	-	-	632	594	599	0	0	1243	1253	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	0	0	693	0	0	423	603	974	-	-	231	551	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	689	-	-	419	603	603	-	-	315	315	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		14.6		0		0.8	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	603	-	-	-	419	315	-
HCM Lane V/C Ratio	0.006	-	-	-	0.103	0.087	-
HCM Control Delay (s)	11	-	-	0	14.6	17.5	-
HCM Lane LOS	B	-	-	A	B	C	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.3	-

HCM 6th TWSC  
 3: SR 25/SW 13th Street & Southern Median Opening

Haven SW 13th Street  
 Future Buildout (2022) Conditions AM Peak Hour

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			Y	↑↑	Y	↑↑	
Traffic Vol, veh/h	0	0	6	0	1091	4	511	1
Future Vol, veh/h	0	0	6	0	1091	4	511	1
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	1254	5	587	1

Major/Minor	Minor2	Major1			Major2			
Conflicting Flow All	1240	295	589	589	0	1254	-	0
Stage 1	599	-	-	-	-	-	-	-
Stage 2	641	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	167	701	608	982	-	228	-	-
Stage 1	511	-	-	-	-	-	-	-
Stage 2	487	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	161	700	608	608	-	228	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-	-	-
Stage 1	504	-	-	-	-	-	-	-
Stage 2	476	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	608	-	-	228	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	-	-
HCM Control Delay (s)	11	-	0	21.1	-	-
HCM Lane LOS	B	-	A	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-

Intersection														
Int Delay, s/veh	1.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	6	0	7	9	0	18	32	9	662	8	21	13	691	9
Future Vol, veh/h	6	0	7	9	0	18	32	9	662	8	21	13	691	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	8	0	8	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	8	10	0	20	36	10	744	9	24	15	776	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1334	1723	404	1315	1724	385	787	797	0	0	753	761	0	0
Stage 1	870	870	-	849	849	-	-	-	-	-	-	-	-	-
Stage 2	464	853	-	466	875	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	112	88	596	116	88	613	455	821	-	-	478	847	-	-
Stage 1	313	367	-	322	375	-	-	-	-	-	-	-	-	-
Stage 2	548	374	-	546	365	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	95	73	590	100	73	608	499	499	-	-	560	560	-	-
Mov Cap-2 Maneuver	197	178	-	204	176	-	-	-	-	-	-	-	-	-
Stage 1	281	339	-	290	338	-	-	-	-	-	-	-	-	-
Stage 2	481	337	-	502	337	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	17.3		15.7		0.7			0.6			
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	499	-	-	307	366	560	-
HCM Lane V/C Ratio	0.092	-	-	0.048	0.083	0.068	-
HCM Control Delay (s)	12.9	-	-	17.3	15.7	11.9	-
HCM Lane LOS	B	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.3	0.2	-

HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Future Background (2022) Conditions Mid-Day Peak Hour

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗		↗	↕			↗	↕	
Traffic Vol, veh/h	0	0	19	0	0	51	6	7	629	7	45	48	624	25
Future Vol, veh/h	0	0	19	0	0	51	6	7	629	7	45	48	624	25
Conflicting Peds, #/hr	4	0	1	1	0	4	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	57	7	8	707	8	51	54	701	28

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	-	-	367	-	-	363	729	730	0	0	715	716	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	0	0	630	0	0	634	495	870	-	-	505	880	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	629	-	-	631	632	632	-	-	613	613	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		11.3		0.2		1.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	629	631	613	-
HCM Lane V/C Ratio	0.023	-	-	0.034	0.091	0.17	-
HCM Control Delay (s)	10.8	-	-	10.9	11.3	12.1	-
HCM Lane LOS	B	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.6	-

Intersection								
Int Delay, s/veh	0.5							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	T			T	↑↑	T	↑↑	
Traffic Vol, veh/h	0	0	19	0	611	24	614	0
Future Vol, veh/h	0	0	19	0	611	24	614	0
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	671	26	675	0

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1106	339	675	676	0	671	0
Stage 1	728	-	-	-	-	-	-
Stage 2	378	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	205	657	536	911	-	539	-
Stage 1	439	-	-	-	-	-	-
Stage 2	663	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	187	656	536	536	-	539	-
Mov Cap-2 Maneuver	308	-	-	-	-	-	-
Stage 1	421	-	-	-	-	-	-
Stage 2	631	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	536	-	-	539	-	-
HCM Lane V/C Ratio	0.039	-	-	0.049	-	-
HCM Control Delay (s)	12	-	0	12	-	-
HCM Lane LOS	B	-	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	-

Intersection														
Int Delay, s/veh	1.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕			↕	↕	
Traffic Vol, veh/h	9	1	3	8	1	22	41	4	693	11	22	39	1311	9
Future Vol, veh/h	9	1	3	8	1	22	41	4	693	11	22	39	1311	9
Conflicting Peds, #/hr	0	0	2	2	0	0	0	6	0	6	0	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	50	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	3	9	1	24	44	4	745	12	24	42	1410	10

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	2022	2412	718	1693	2411	385	1419	1426	0	0	757	763	0	0
Stage 1	1553	1553	-	853	853	-	-	-	-	-	-	-	-	-
Stage 2	469	859	-	840	1558	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	34	32	371	60	32	613	178	473	-	-	475	845	-	-
Stage 1	118	173	-	320	374	-	-	-	-	-	-	-	-	-
Stage 2	544	371	-	326	172	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	24	21	368	43	21	609	187	187	-	-	646	646	-	-
Mov Cap-2 Maneuver	69	90	-	128	77	-	-	-	-	-	-	-	-	-
Stage 1	87	154	-	237	277	-	-	-	-	-	-	-	-	-
Stage 2	387	275	-	288	154	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	54.1		19.7		1.8			0.5			
HCM LOS	F		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	187	-	-	87	278	646	-
HCM Lane V/C Ratio	0.259	-	-	0.161	0.12	0.102	-
HCM Control Delay (s)	30.8	-	-	54.1	19.7	11.2	-
HCM Lane LOS	D	-	-	F	C	B	-
HCM 95th %tile Q(veh)	1	-	-	0.5	0.4	0.3	-



HCM 6th TWSC  
 2: SR 25/SW 13th Street & Center Median Opening

Haven SW 13th Street  
 Future Buildout (2022) Conditions PM Peak Hour

Intersection														
Int Delay, s/veh	1.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗		↗	↕	↗		↗	↕	
Traffic Vol, veh/h	0	0	29	0	0	51	8	8	667	7	56	48	1264	16
Future Vol, veh/h	0	0	29	0	0	51	8	8	667	7	56	48	1264	16
Conflicting Peds, #/hr	1	0	1	1	0	1	0	1	0	5	0	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	100	-	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	31	0	0	54	9	9	710	7	60	51	1345	17

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	-	-	683	-	-	365	1362	1363	0	0	717	722	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	0	0	392	0	0	632	194	500	-	-	504	876	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	391	-	-	628	265	265	-	-	591	591	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15		11.3		0.5		0.9	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	265	-	-	391	628	591	-
HCM Lane V/C Ratio	0.064	-	-	0.079	0.086	0.187	-
HCM Control Delay (s)	19.5	-	-	15	11.3	12.5	-
HCM Lane LOS	C	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.3	0.7	-

HCM 6th TWSC  
 3: SR 25/SW 13th Street & Southern Median Opening

Haven SW 13th Street  
 Future Buildout (2022) Conditions PM Peak Hour

Intersection								
Int Delay, s/veh	0.3							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	0	12	0	652	25	1281	0
Future Vol, veh/h	0	0	12	0	652	25	1281	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-
Veh in Median Storage, #	1	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	686	26	1348	0

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	1769	674	1348	1348	0	686	- 0
Stage 1	1400	-	-	-	-	-	-
Stage 2	369	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-
Pot Cap-1 Maneuver	75	397	198	507	-	527	-
Stage 1	194	-	-	-	-	-	-
Stage 2	670	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	67	397	198	198	-	527	-
Mov Cap-2 Maneuver	147	-	-	-	-	-	-
Stage 1	181	-	-	-	-	-	-
Stage 2	637	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	198	-	-	527	-	-
HCM Lane V/C Ratio	0.064	-	-	0.05	-	-
HCM Control Delay (s)	24.4	-	0	12.2	-	-
HCM Lane LOS	C	-	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	-